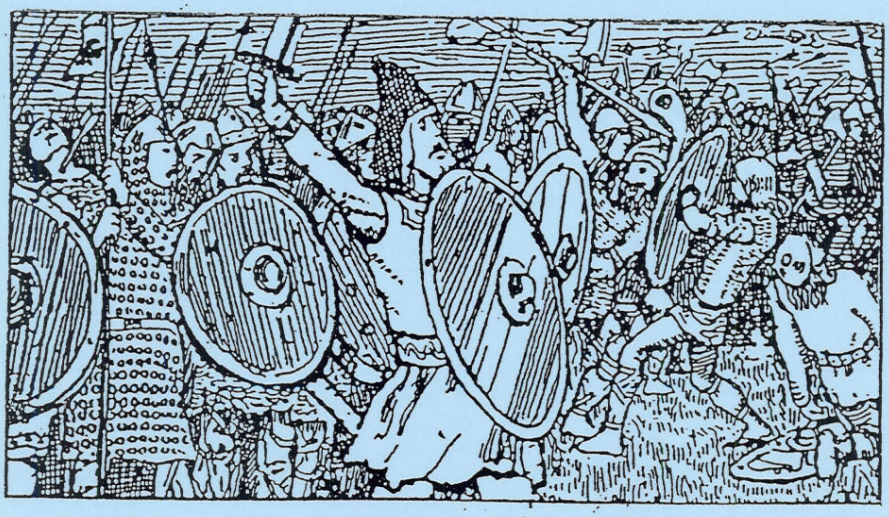
A Selection of Philatelic Essays II & Other Memorabilia

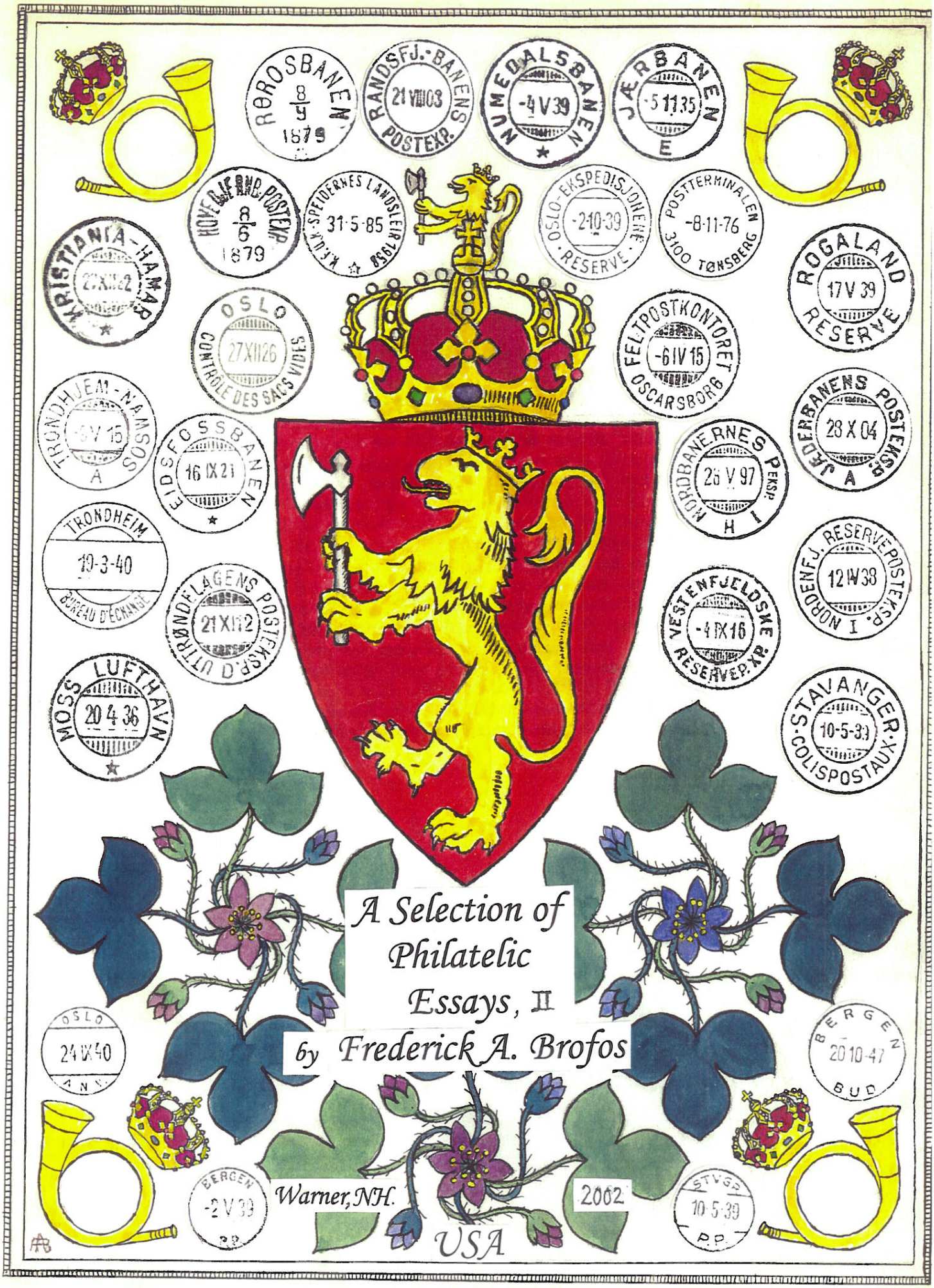
by

Frederick A. Brofos



Warner, NH

2002



A Selection of Philatelic Essays, II

by Frederick A. Brofos

Warner, NH. USA 2002

In Warner NH garden

In Stockholm

In Helsinki

Old Soviet mailbox, St Petersburg

At Sherlock Holmes Museum, 221B Baker St. London


KRISTIANIA
19. VI.
10-11f
19★01
NORGE
KRISTIANIA
26.XII.03.7-8E.
NORGE

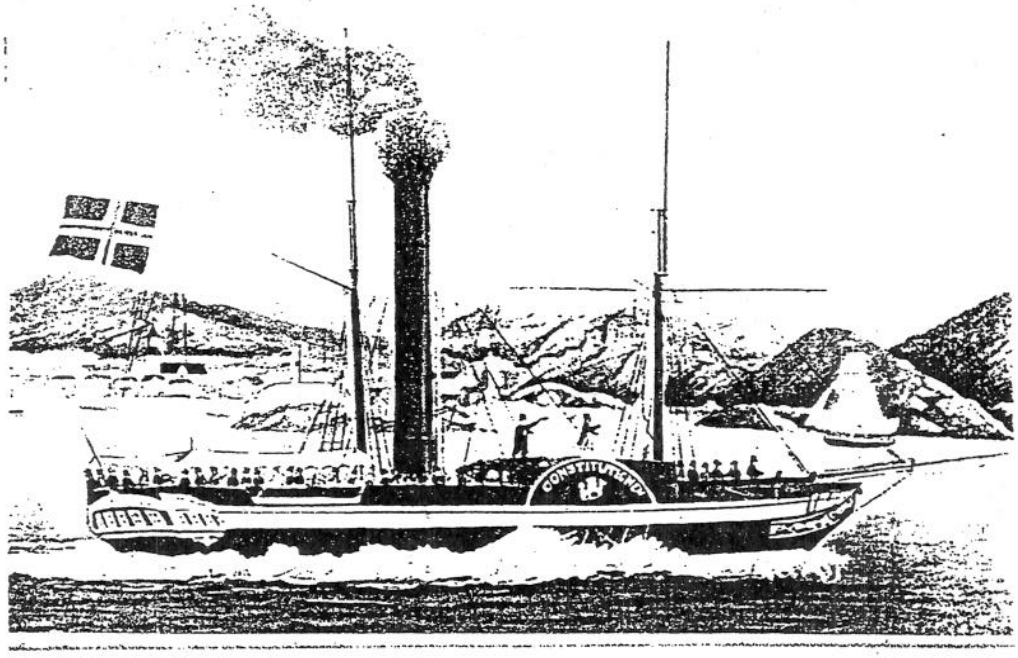
A Selection of Philatelic Essays II & Other Memorabilia

by

Frederick A. Brofos

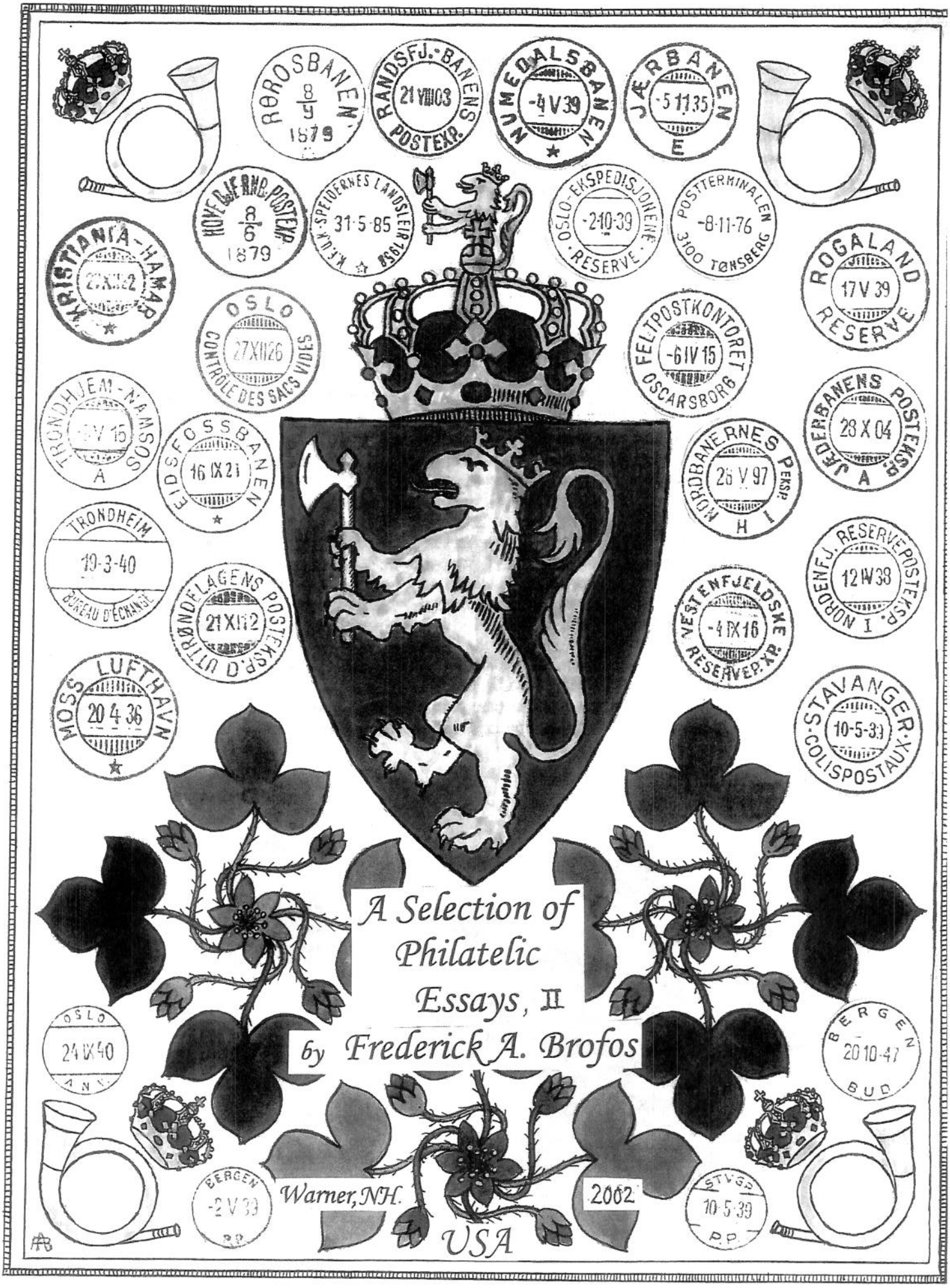
Warner, NH

2002



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.

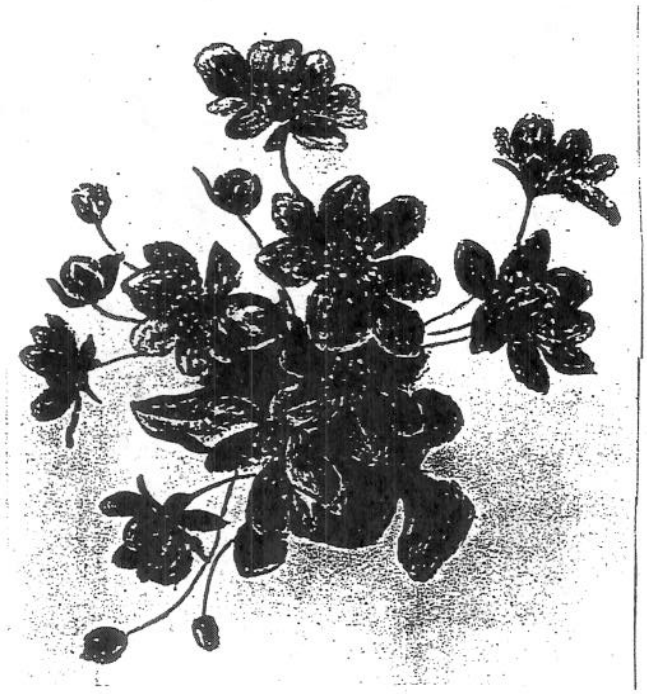

A Selection of
Philatelic
Essays, II
by Frederick A. Brofos
Warner, NH.
2002
USA

Acknowledgements

This book is dedicated to my wife, Rosemary Ann Brofos, who has patiently watched the slow progress of this book, while the proof- pages lined the floor of the dining room for weeks on end. My thanks and gratitude go also to my son, Alexander Michael Brofos, for his help in typing and retyping, inspite of his busy work schedule. Without the staunch help and encouragement of these two supporters and friends like the Gulbrandsens and Paul H. Jensen and others here and abroad, this volume would never have been published.

Introduction

An old friend of mine told me once that he never wrote anything without knowing everything about the subject. That,of course, strictly limited his output of philatelic articles. Now he is long gone, taking with him into the grave a lot of useful information. I don;t try to cover everything, but leave room for others to continue. There is so much to write about, if one would just make the effort and turn off the TV for awhile...
This work contains a lot off new articles not in Vol. 1. Although I realize it is not technically "top-notch", I wanted to get it done, instead of the endless waits for publication in magazines with attendant "editorial" corrections. After 50 years of writing I feel confident that I have made a worthwhile contribution to Philately. One does not get rich, to be sure, and not much is heard, unless some "Feinschmecker" is able to spot a mistake somewhere. Then one receives a "brick-bat" from the fellow - who would never venture to write an article himself! However, there are some compensations in this work, I have met some very fine people.



The "Blåveis" or Hepatica, with pale blue flowers in Spring, is my favorite flower in Norway

List of Contents, Vol.II pages 2-5

The Norwegian Independence Plate

Five generations of the Brofos family have appreciated a certain plate commemorating Norway's independence from Sweden [June 7, 1905] .The attractive plate in colors, with gold edging, was produced by the well-known porcelain factory at Porsgrund in Southern Norway [Porsgrunds Porcelain Fabrik]. The plate has moved around quite a bit with the family over the years and I am so pleased that there are no chips or cracks in it yet. The plate also recalls May 17. 1814, Norway's Constitution Day, The inscription on the plate reads, "No er det i Norig atter Dag med Vaarsol og Song i Skogen",translated it means,"Now it is again Daytime in Norway, with Spring sunshine and bird song in the woods". Truly a patriotic plate with its Royal Arms and National Flags.

Colorful Cigarette-Card Collecting

When I was a boy living in England in the '30s, everyone at school collected and traded cigarette cards, just like "Pokemon" cards are collected by youngsters today. We used to look for them at the road-side, walking to and from school. Originally, they were enclosed inside cigarette packs. As the purchaser was mainly interested in the tobacco, the cards were usually thrown out with the empty wrapper. We considered ourselves lucky when it had not been raining. I still have some wrinkled cards which survived a down-pour. The cigarette companies used to change the design of their colorful card issues from time to time. There were also some larger cards which derived from the larger-size cigarette packs. Special albums were also available for sale at tobacconist shops, holding about fifty cards. I have selected here a number of cards to do with Nordic subjects. Some of the cards are quite old - from the turn of the Century - and show flags of that period.

CIGARETTE CARDS


NORWAY


Sweden


FINLAND

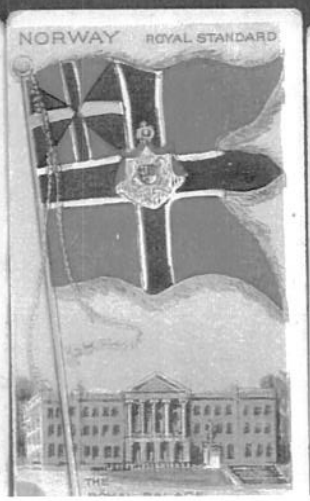

DENMARK


DENMARK ROYAL STANDARD


DANISH WEST INDIES

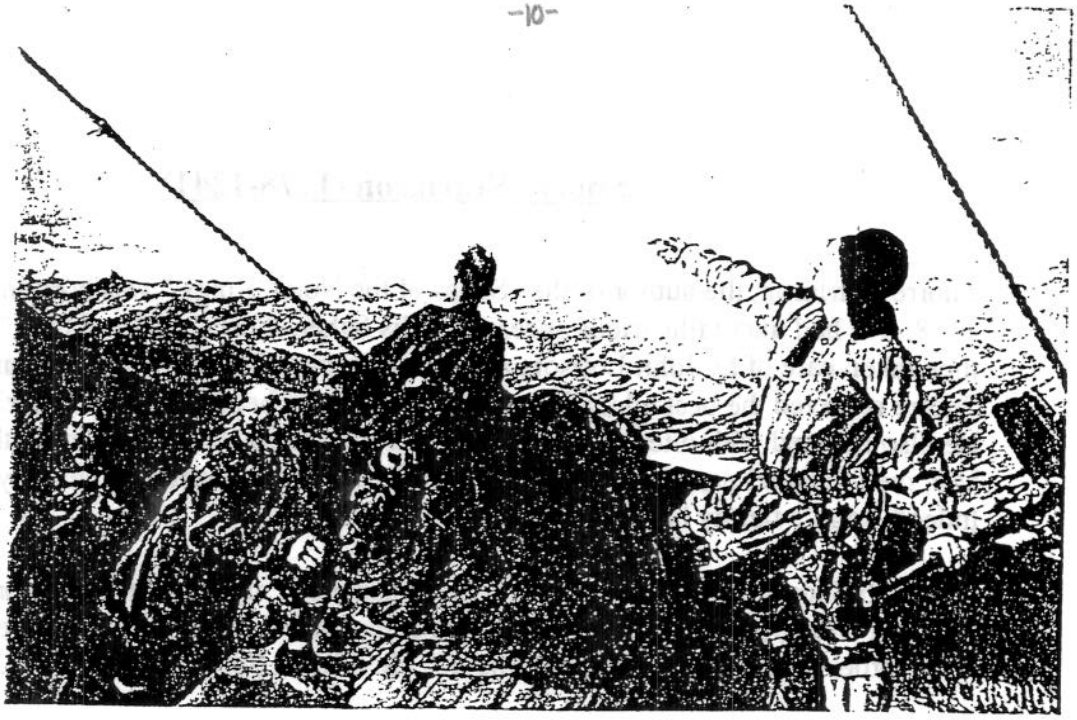

ICELAND
KGH


NORWAY


NORWAY ROYAL STANDARD


SWEDEN


SWEDEN ROYAL STANDARD
KING'S CASTLE
STOCKHOLM



Thirty-sixth Annual
TRI-STATE COLLECTORS' EXHIBITION
Concord, N.H., Oct. 26-27, 1991

Norsemen discovering America, in 1000 AD,
may have landed at Hampton Beach, N.H.

Viewed from Both Sides

The discovery of America, that great moment in history, is shown here from two points of view. An old wood engraving from a book, shows Indians on a cliff, gazing in wonder at the mysterious Viking ship on the horizon. The other picture is from a painting by Chr. Krogh in the National Gallery, Oslo. It shows the Viking sailer, Leif Eiriksson, pointing to their first sight of land in the distance. That was the start of a new saga.

Snorre Sturlason (1178-1241)

Snorre Sturlason, the author of the "Sagas of the Norse Kings," was born in Iceland in 1178. He had many illustrious ancestors. His father, Sturla, died in 1183. The boy was then taken care of by John Loftson, a powerful man of Odde in South Iceland. Young Snorre received the best education and at an early age began to study historical writings. He also listened with interest when, on winter nights around the log fire in the common hall, men recalled past history and the exploits of famous leaders in Norway and Iceland. Indeed, John's family had sprung from Norse kings too.

Although Snorre became an important politician, he is most remembered for his historical writings. His great work, the "Edda," was completed in 1222-1223, followed later in life by his other famous work "Heimskringla." He died on September 23, 1241.

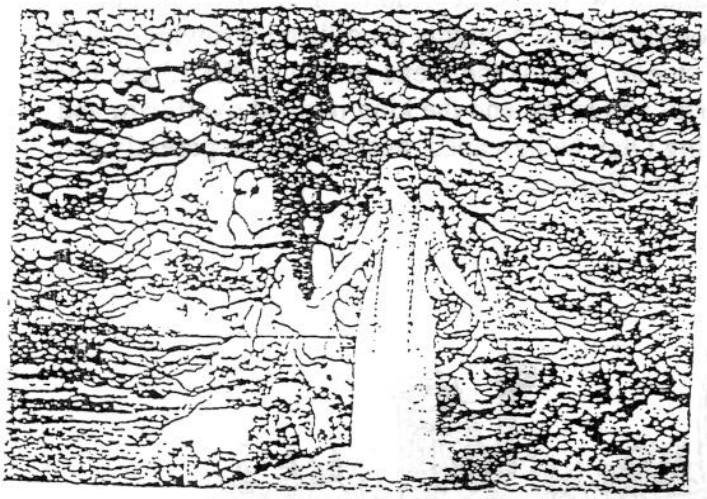
An attractive set of 6 stamps was issued in 1941 to mark the 700th anniversary of his death. Saga scenes by several artists were used.

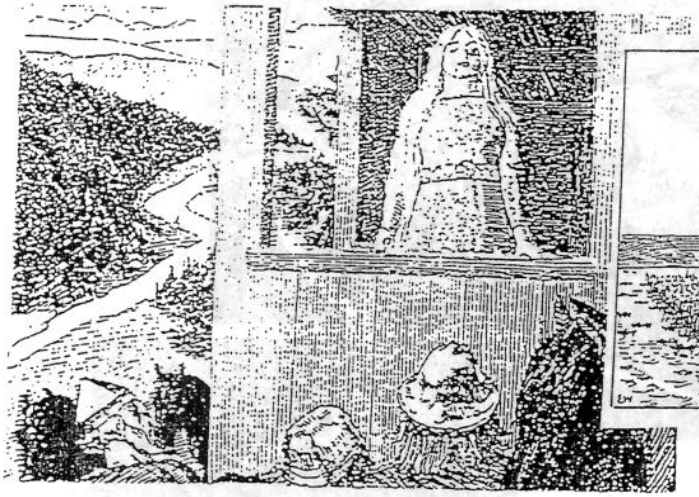
Snorre, in a pensive mood

Queen Ragnhild's Dream (849 AD)

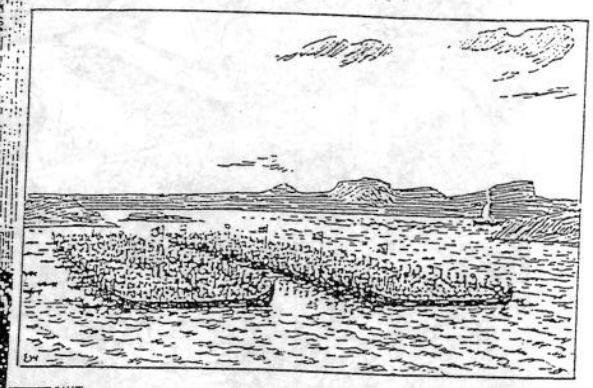
Long ago, Norway was divided between many small kings. One of them was Halvdan the Black (Halvdan Svarte). He ruled over the areas of Romerike, Vestfold and most of Norway to the south of the mountains. His wife was called Ragnhild. She dreamt once that she stood in her herb garden and pulled a thorn out of her dress. While she held it, it grew and soon became a large tree. Its branches spread themselves out over all Norway. The dream was interpreted to mean that she would have a son who would conquer the whole of Norway. The son was Harald Fair-haired or Harald Shock-head (Harald Hårfagre), who succeeded to the throne after his father drowned falling through the ice of a lake. The neighboring small kings hurried to attack the new young kin, but he was able to beat them all.

Two versions of the dream





Gyda, showing off...



Lined up for the Battle of Hafrsfjord

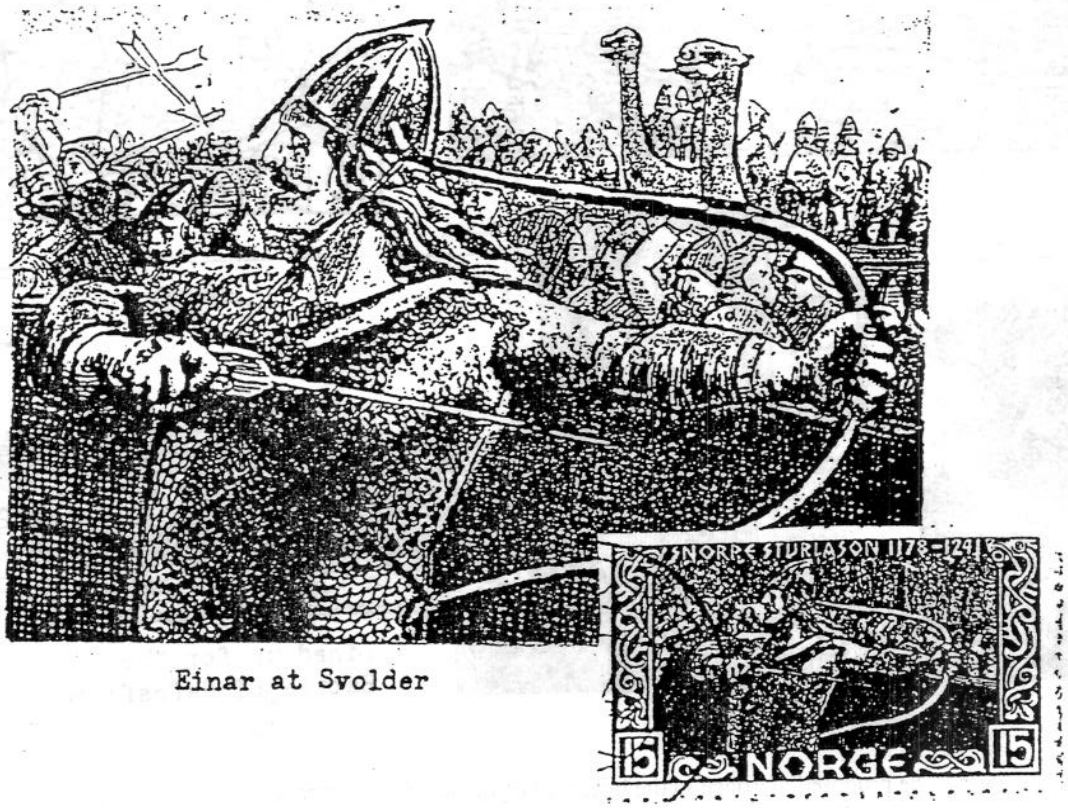
When the king was 12 year old, he proposed marriage to the beautiful Gyda, haughty and proud daughter of a rich small king of Hadeland. She scornfully answered Harald's messengers that she would not throw herself away on a small king saying: "I will either have no man at all, or else I will have he who wins all of Norway." When Harald heard this, he promised not to cut or comb his hair until he had conquered Norway. He was therefore surnamed "Lufa" (shock-head). This was changed to "Fair-hair" when he had conquered all of Norway after 10 years. His victory was clinched by the Battle of Hafrsfjord.

King Harald married Gyda, and had 5 children. However, he already had numerous wives and children.

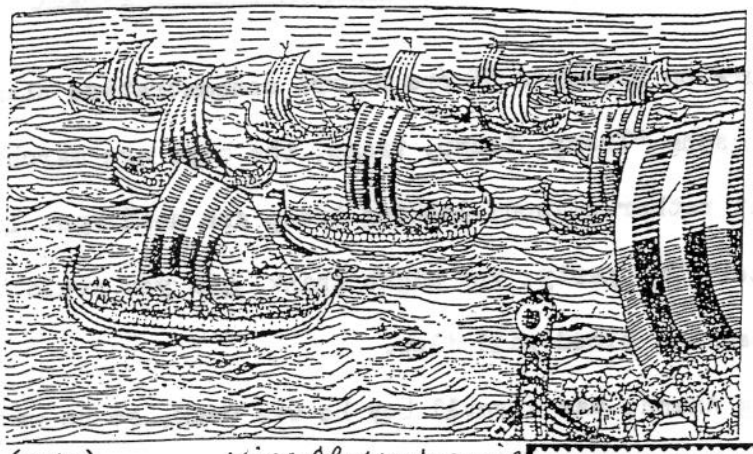
The Battle of Svolder (1000 AD)

King Olav Tryggvesson was sailing home in his well-manned Viking ship "Ormen Lange" (Long Snake) and a fleet. Suddenly they were attacked, at Svolder, near Rygen, by Swedish and Danish kings as well as the Norwegian Eirik Jarl.

One of King Olav's sharpest archers was a big fellow called Einar Tambarskjelve. When his bow split apart, the king asked what broke with such a noise? "Norway, king, from thy hands," cried Einar. "No, not quite so much as that," said the king, flinging his bow to him. Einar took the king's bow and drew it over the head of an arrow. Then he exclaimed, "Too weak, too weak, for the bow of a mighty king!" and throwing it aside, fought valiantly on with sword and shield. This is the scene shown on the 15 øre stamp. However, the enemy was too powerful and in the end the king jumped overboard and drowned. There was a myth that King Olav had escaped, but that was apparently just wishful thinking, as he never returned to Norway.



Einar at Svolder



(30 øre) King Olav under sail

Black sticker

(60 øre) Soldiers on their way

Holy Olav under attack

The Battle of Stiklestad (1030 AD)

The peasants rose up against King Olav the Holy and met him near the farm of Stiklestad in Vaerdalen. The battle was fierce and lasted all day. The peasants were led by Tore Hund (The Dog). Olav met Tore and struck him, but the sword didn't bite. The king was immediately hit by a cut over his left knee. He leaned himself against a stone and asked God to help him. Now, Tore stuck his spear into him. After that he received a cut in the neck. These three wounds caused the death of the king. The scene is shown on a 30 øre stamp issued in 1930.

Death of the king

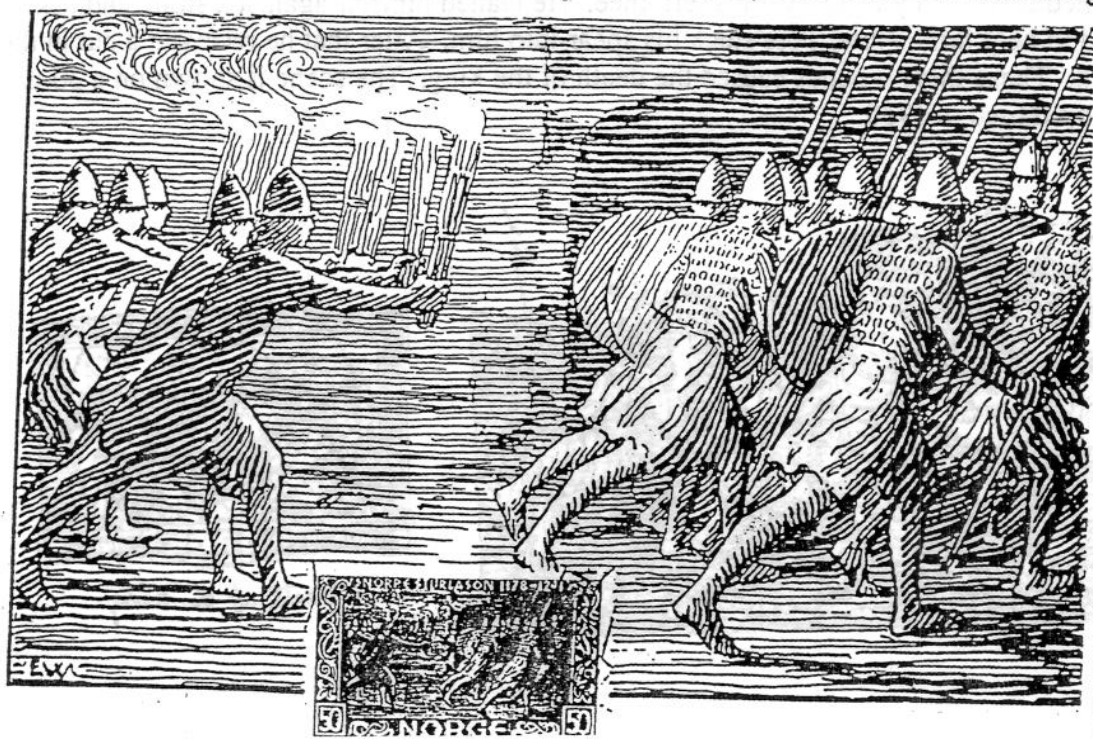
Svipdag's sons and their men go to the Hall of the Seven Kings.

As one admires the picture on Norway's 50 øre Snorre comemmorative stamp, I am reminded of the old war song "Tramp, tramp, tramp, the boys are marching!" But, I also wonder where that rather ominous-looking troop are heading so late out at night, with torches ablaze. To a party, you might think, and you would be right, but treachery is abroad and blood will flow.

When Ingjald, son of King Anund, was a small boy he was weak, so he was brought to his blind foster-father called Svipdag. He was fed the roasted heart of a wolf and thereafter became nastier than anyone.

After King Anund had been killed by a mountain landslide, his son became king. However, there were many smaller kings around the country. King Ingjald decided to throw a great party, but first he had built the huge Hall of the Seven Kings. From far and near, minor kings and nobles came to the feast. All came except King Granmar, who was of a suspicious nature.

The six kings sat on thrones and their men on benches around long tables. In the evening, when all were drunk, King Ingjald as he was heading out, spoke to his old friends Folkvid and Hulvid, sons of Svipdag. As arranged before, they and their men were to burn down the hall. The six kings and their followers were burned to death. Anyone trying to escape was killed instantly. After this inferno, Ingjald conquered all six kingdoms and taxed them. Later on there was fighting with King Granmar, but that is another story.



King Oscar II Forgeries

Attempts to copy the portrait of King Oscar II on early Norwegian stamps have not been very successful. Illustrated here, is a gathering of most of the old imposters that have fooled inexperienced collectors in former times. Although their general appearance is rather primitive, the rascally rogues looking a bit startled, maybe because of the poor drawing, perforation, coloring or spelling. In spite of all this, I find a certain naive charm here, that is not to be found in modern photocopy-type forgeries.

Several of the old fakes show gross spelling errors, such as "SCILLING" with a "C", "SKILLIN" with missing "G". There is also one with no value indicated at all. One almost wonders if the producers were half asleep. Or maybe they hoped that the customers in a dimly lit stamp den would be only half awake.

The fourth stamp at right (SKILLIN), I presented to the Postal Museum in Oslo a few years ago, where it is on exhibition with several other surprises.

The last two items are old, but only recently captured culprits. They are more amusing than dangerous. It is, indeed, most unusual for all these forgeries to be seen together in one grand "Rogues Gallery".

ORIGINAL

FORGERIES

8 Sk.

Norwegian Stamp Reprints, 1969

As the final part of their great handbook series on Norwegian stamps, a third volume was published in 1969 by the Norwegian Philatelic Union. Covering various unusual subjects, not mentioned previously, like postal stationery, postmarks and local posts, it was named "Norske filatelistika" (i.e. Norwegian Philatelics). As the only foreigner invited to contribute, I had the honor of writing chapters on Norwegian parcel postmarks, the field-posts and "Paquebot" ship postmarks.

The Norwegian Post Office, as it had with the previous two volumes, kindly arranged for certain older postage stamps to be reprinted in natural colors, but rouletted instead of perforated. These individually numbered pages were bound into the new volume. This very limited issue of 4000 was a very generous bonus on the part of the postal authorities to help sell the book. The whole edition has, of course, long since sold out. I am naturally very proud to have these special stamps in a book that I helped to write. They are listed in the Scott Stamp Catalogue and priced at $10 each. They are no. 69,92, 107, 114, 128 and J12. The earlier two volumes, from 1963 and 1965, also contain rouletted reprints. These are of some of the older Skilling stamps, including Norway no.1 (value $20). Official reprints were previously made in 1914 and 1924 for earlier philatelic handbooks about Norwegian stamps. They were only made of the first six values of the early Skilling stamps. They run between $60 and $75 for the cheapest ones.

1909

Kr. 2,00

1917

40 øre

1925

10 øre

1925

45 øre

1927

60 øre

1922

P. m. 200 øre

Det Norske Postverks nytrykk 1969. Kun trykt i 4000 eksemplarer for denne håndbok.
The Norwegian Post Office reprints 1969, Only printed in 4000 copies for this handbook.

LUREN Vol 31 No 11-12

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 pin point 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.

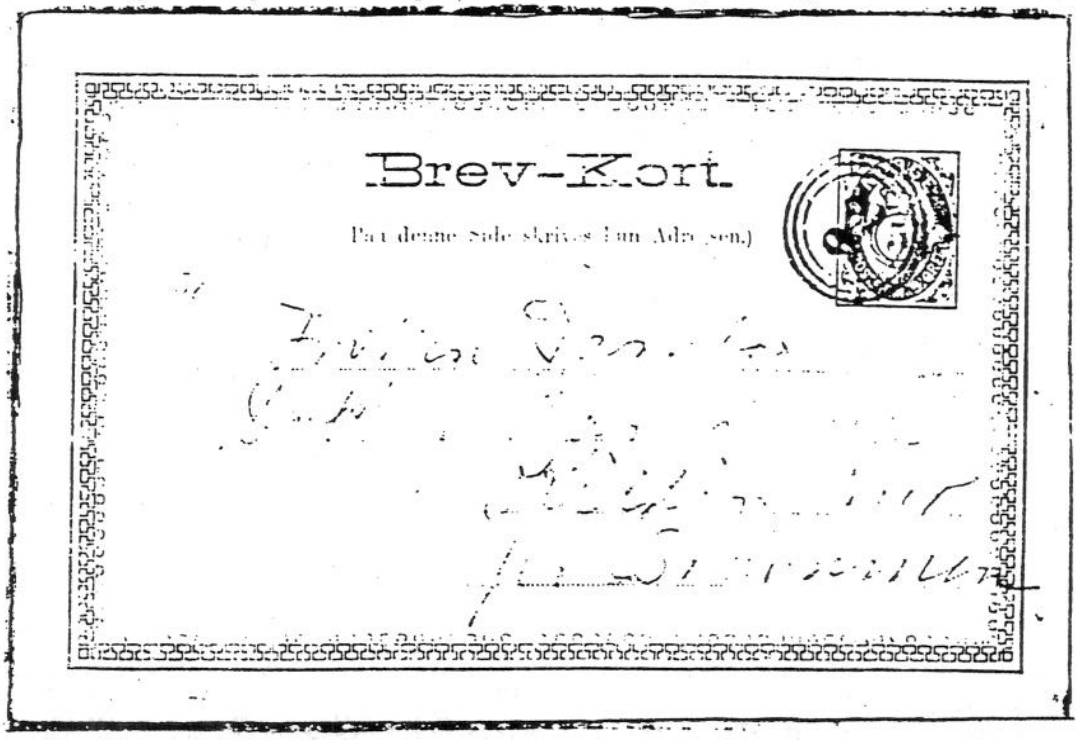
Later on, postmarks were eventually introduced, showing the place name together with a Crown and Posthorn or a date in the center. The old numeral postmarks with 3 or 4 rings were then withdrawn.

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 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).

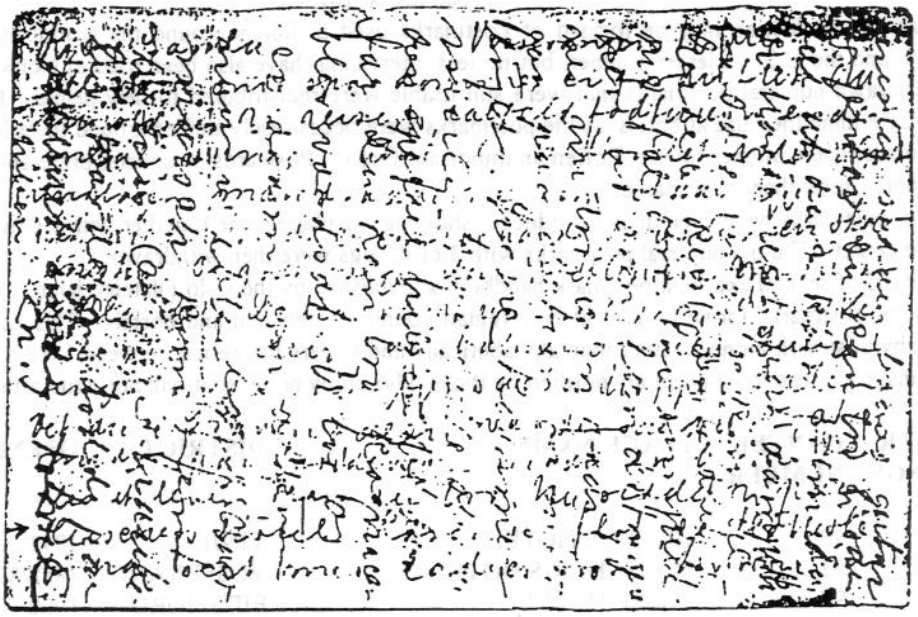
NUMBER OF RINGS	CANCEL NUMBER	PLACE NAME	DISTRICT	OPENED	CLOSED
4	49	GRUNGE HOTEL	VINJE	1893	13/9/1893
3	92	FLEISCHER'S HOTEL	VOSSEVANG	1888/89	---
4	97	FOSLE HOTEL	EIDSFJORD	1900	1908
4	127	BREIFOND HOTEL	RØLDAL	1893	1/4/1910
4	158	FÆMUND HOTEL	ENGERDAL	1/7/1893	15/11/1906
4	449	HØYDA SÆTERHOTEL	N. 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.



LUREN



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.

THE RARE SOGNDAL WAX SEAL POSTMARK

Frederick A. Brofos

The limited usage of most provisional postmarks has often made them especially attractive to collectors. Those involving the temporary use of a wax seal have been particularly interesting.

As even Norway's smaller post offices had such seals for use in marking sealing wax, several have been used in a number of emergency situations over the years. An early case, involving Norway's first stamp, was when a private seal inscribed "L/S" (Locus Sigilli) was used by a postmaster in Northern Norway. Since then there have been others, all of short duration.

A most curious postal seal was temporarily reintroduced and used as a postmark at the small subpost office of Sogndal I Sogn. This is located on the beautiful Sognefjord in the Lærdal district of Sogn and Fjordane province.

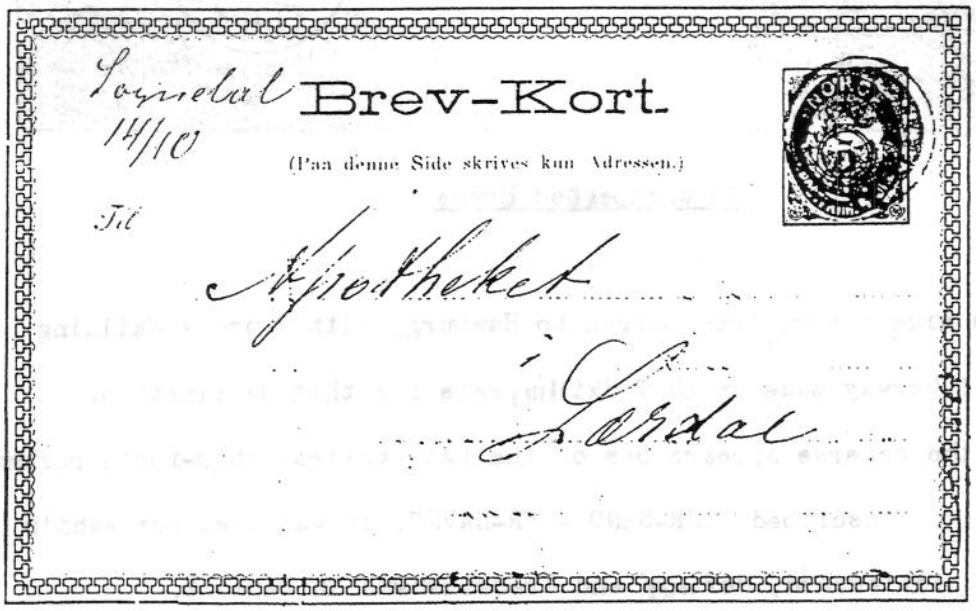
The seal appears to be rather ancient, as indicated by the old-fashioned long-handled axe, or halberd, upon which the lion is balancing. In colorless letters, the circular inscription reads "POSTAAPNERII (or possibly POSTAABNERIE) SOGNDAL".

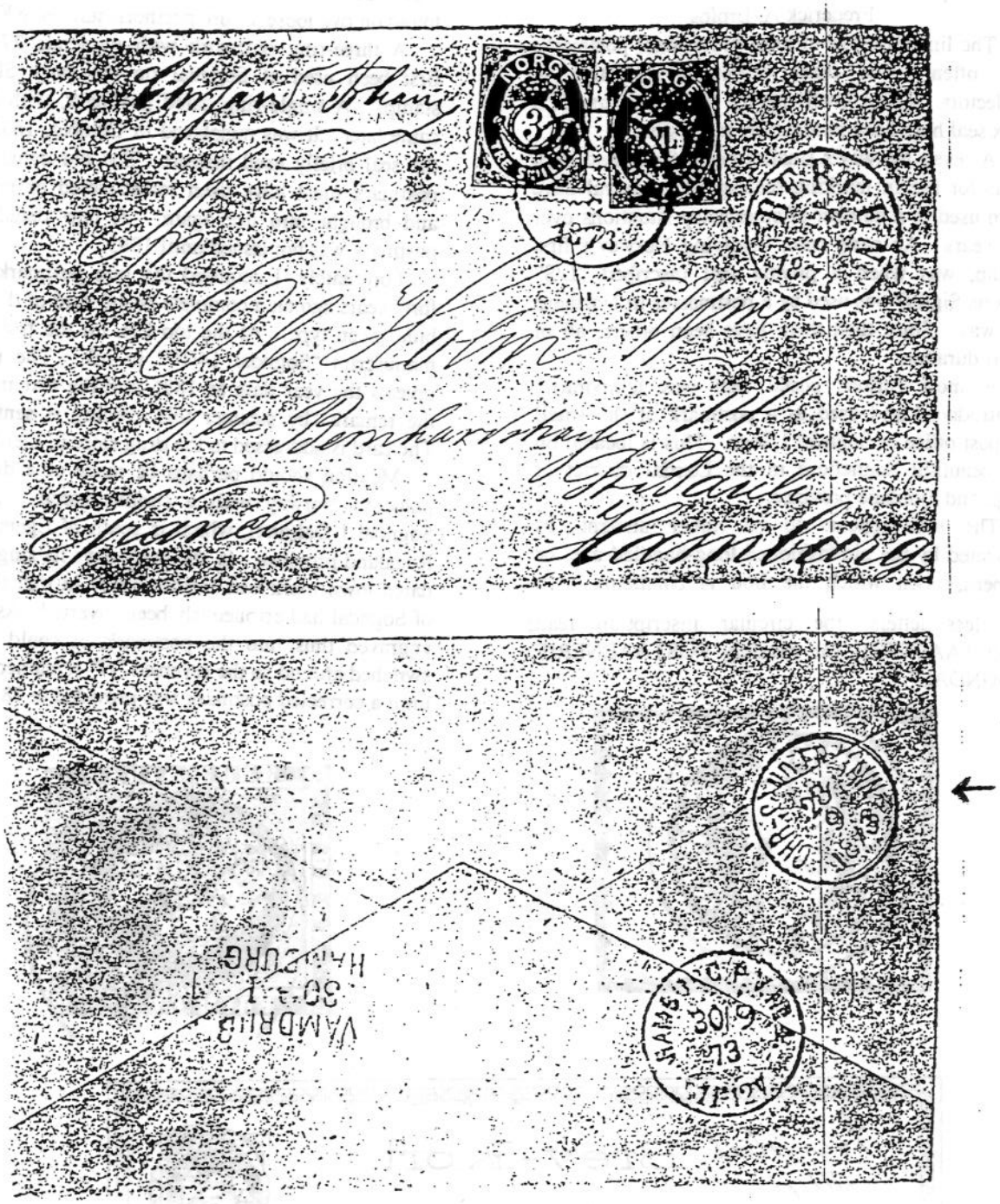
This remarkable seal postmark was briefly mentioned in **Norsk Filatelistisk Tidsskrift** of November, 1964, page 191; noted as having been found on two loose 10 øre posthorn stamps, NK 53.

A three-ring postmark with numerals 272 had first been used at Sogndal on the early Skilling stamps. A single-ring dated postmark, with name, came later. It was misplaced in October, 1885, and the seal briefly used instead. The old dated name postmark must have been rediscovered or repaired and brought into use again. A new dated town postmark was not issued until 1893.

Fortunately, I acquired the rare postmark some forty years ago on a complete postal card of the 5 ore blue green type. At the top left, on the front, is a manuscript "Sogndal 14/10" in ink. The reverse reveals the year date as 1885 and the text includes the remark "by steamer this evening is sent", etc. The card is addressed to the drug store in Lærdal.

Mention should perhaps be made of a different place in Norway with a similar name. This is Sogndal I Dal(ane), which is south of Egersund in Rogaland province. In the early days its single-ring dated town mark was extraordinary in that the "N" of Sogndal had erroneously been inverted. As it was engraved thus into the postmark, it could not be switched around so the reversed "N" remained in use until a corrected postmark was provided in 1894.

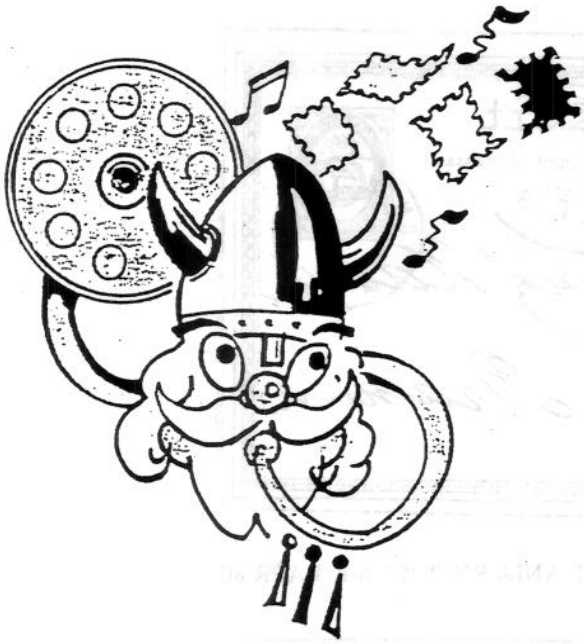




An unexpected Bonus

This nice cover, from Bergen to Hamburg, with 3 and 4 Skilling stamps of Norway made up th 7 Skilling rate for that destination.

On the reverse appears one of the two earliest ship-route postmarks of Norway. Inscribed "CHR-SAND - FR-HAVN", it was used for awhile between Chistiansand, Norway and Fredrikshavn in Denmark.



LUREN

SCANDINAVIAN PHILATELIC
LIBRARY OF
SOUTHERN CALIFORNIA, INC.
LOS ANGELES, CA.

ISSN 0739-0025
Volume 30 Number 1-2
January-February 1998
Whole Number 350

THE RARE RUBBER LOCAL POSTMARKS OF CHRISTIANIA

Frederick A. Brofos

The postmarks used in the past century by the Local Post of Christiania were all made of metal, except two. The metal ones lasted a long time. There are a number of types and subtypes. Especially the abbreviated "CHRA-BYP" ones saw much use.

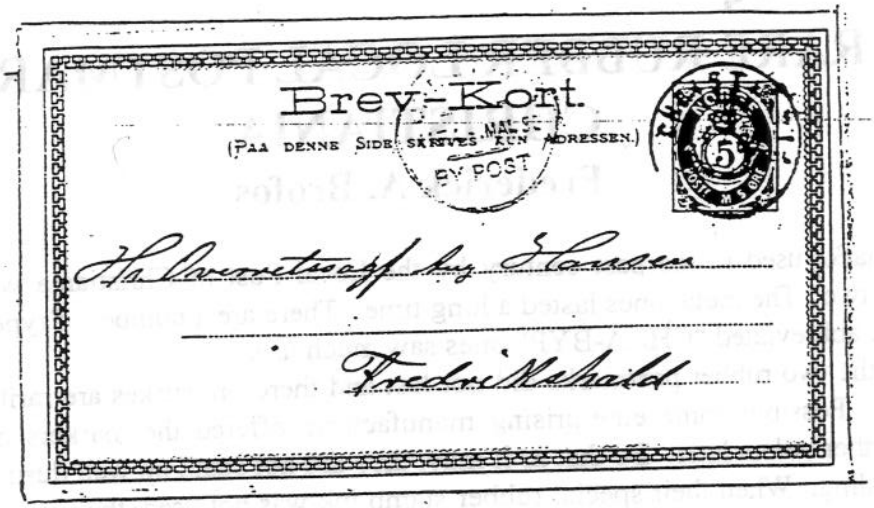
However, the two rubber postmarks did not last and therefore strikes are rarities, particularly the oval one. Possibly some enterprising manufacturer offered the markers on a trial basis, hoping for further orders later. Be that as it may, they did not stand up well during usage and the constant pounding. When their special rubber stamp ink was not used, they rapidly deteriorated. The oil-based ink, made for metal postmarks, tends to soften rubber, flattening out lettering and numerals. This accident seems to have occurred first with the oval mark and later with the round one.

In the great local post collection of my old friend the late Carl A. Pihl of Norway, there were only two examples of these markings, the ones illustrated here. I have never seen any others aside from the US envelope to Norway shown here as well.

Many years ago I saw, at the Norwegian Postal Museum, the circular postmark in its dilapidated state with flattened rubber and broken date ring.

As regards the period of use, the earliest oval mark I have seen is dated 6-E 1 APR 80. The round ones are dated 11-F 4 MAI 80 and 8-F 15 MAI 80. E stands for afternoon, and F for morning. These dates indicate a time of usage of only 1½ months, if both were used concurrently, which may not have been the case.

Postcard with the Oval handstamp CHRISTIANIA BY POST 6-E 1 APR 80



Postcard with the circular handstamp CHRISTIANIA BY POST 11-F 4 MAY 80

Cover from Anamosa, Iowa, with circular CHRISTIANIA BY POST 8-F 15 MAI 80 (forwarding) cancel

Imitation Norwegian Postmarks for Tourists

by Frederick A. Brofos

Collectors of old postcards showing scenes from Norway may have run across some with a Norwegian 1-øre stamp affixed to the view side and cancelled with an imitation postmark of the town or region pictured.

Figure 1. ODDE

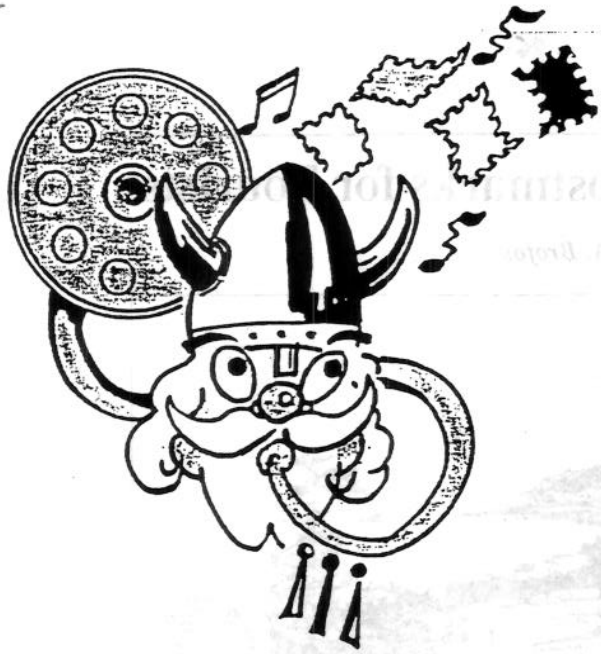
This innovation, which was probably frowned upon by the postal authorities and perhaps ordered to cease, was obviously done to please and accommodate tourists who wanted a postmarked souvenir card immediately. It is conceivable that they didn't want to waste valuable time going to some distant post office and pay full postage on a bunch of picture cards that were not being mailed anyway.

I have myself noted the following cards, but I imagine others exist also. I have included the dates seen: Odde (Hardanger) 9-I-04 (Fig. 1), Sandefjord 4-II-04 (Fig.2), and Ulleberg 1904.

Figure 2.

The curious bogus postmarks all have an open cross at the bottom (instead of the usual star) and are from rubber stamps usually applied in gray, black, or dull violet. All cards seen were unaddressed. Whether they were on sale at hotels or in kiosks at various popular tourist places or maybe available only from one distributor has not yet been determined.

(drawing)



LUREN

SCANDINAVIAN PHILATELIC
LIBRARY OF
SOUTHERN CALIFORNIA, INC.
LOS ANGELES, CA.

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NORWEGIAN MINIATURE POSTMARKS

Frederick A. Brofos

A number of postmarks, formerly used in Norway, were remarkable for their unusually small size. They were often used in postal receipt books or forms and on the cards accompanying parcels, as well as on money orders. Occasionally, they have been used to cancel stamps, usually on the reverse side of registered or insured letters. They have also been used on receipts for payment of office fees for counting money, sealing letters, and similar matters. In emergency cases, such as when the regular postmark was not at hand (out for repairs, for instance) the mini postmark was allowed to be used as a regular cancellation.

As the tiny postmark fits perfectly on a stamp, they look both neat and cute. The canceller had a wooden handle and the upper part was made of steel like regular postmarkers. The diameter of the metal part starts like a normal canceller, but then slants inward to the top, where only the mini postmark remains in the center. A small screw on the side loosens so the date may be changed.

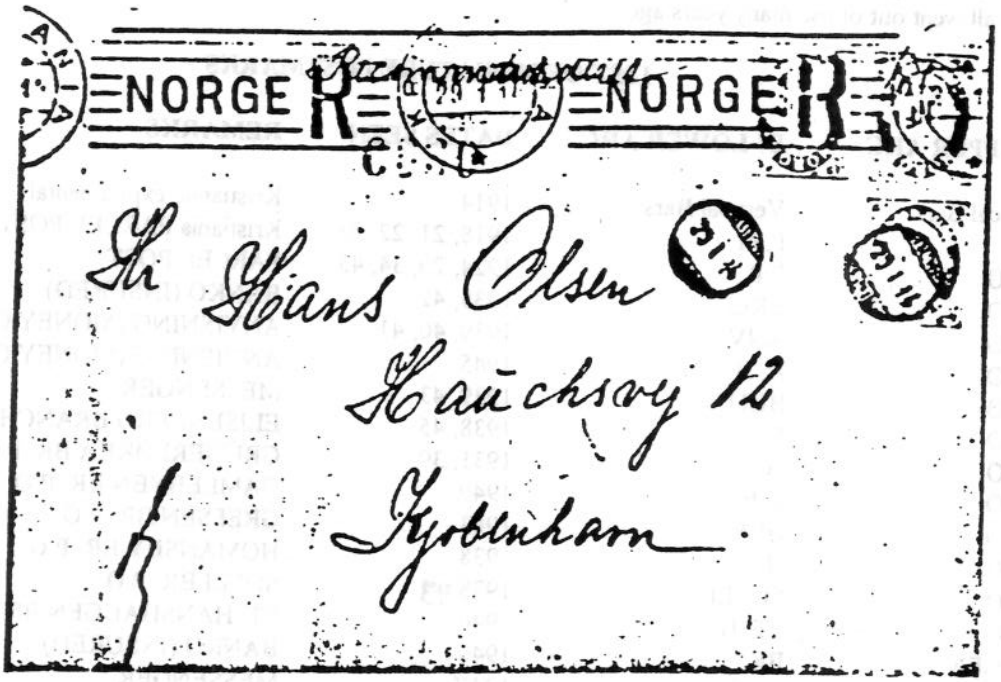
The earliest one I've seen appears to have been experimented with in 1914. An ordinary canceller had everything, including its town name, filed or drilled off. Only the inner circle with its date remained. The resulting mini postmark was found useful on postal forms, and always made a clear impression due to the pressure being applied to a smaller area. More postmarkers of this type were made and, maintaining the small size, were surprisingly able to squeeze in the office identity in the upper or lower arcs around the date.

The accompanying list shows the minis I have run across. Others may have also existed. However, I believe they sadly all went out of use many years ago.

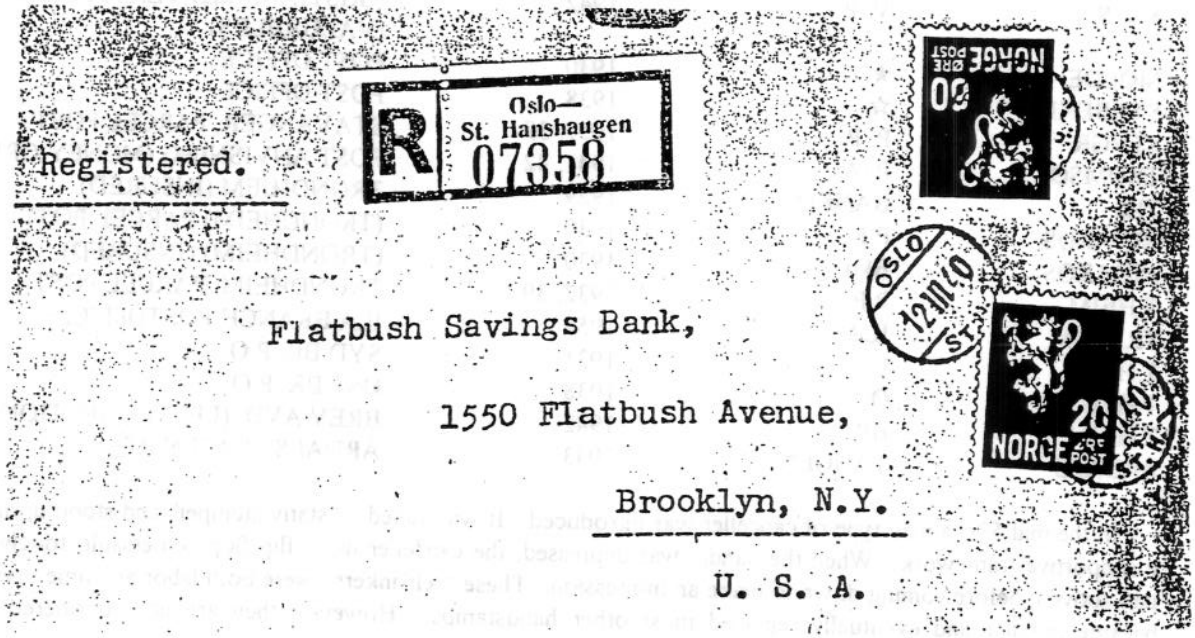
LIST OF MINIATURE POSTMARKS

IN UPPER ARC	IN LOWER ARC	DATES SEEN	REMARKS
Vertical Bars	Vertical Bars	1914	Kristiania, experimental
Kr.a	P.P1	1918, 21, 22, 23	Kristiania PARCEL POST, 2 types
OSLO	P.P.	1924, 29, 34, 43	PARCEL POST
OSLO	BKO.	1935, 42	BANKO (INSURED)
OSLO	ANV.	1939, 40, 41	ANVISNING (MONEY ORDER), 2 types
OSLO	A. II	1945	ANVISNING (MONEY ORDER)
OSLO	BUD	1939, 43	MESSENGER
OSLO	E	1938, 45	ELISENBERG BRANCH P.O., 2 types
OSLO	G	1931, 39	GRÜNERLØKKA BR. P.O.
OSLO	G.B.	1940	GAMLEBYEN BR. P.O.
OSLO	GRF.	1943	GREFSEN BR. P.O.
OSLO	H	1938	HOMANSBY BR. P.O.
OSLO	SOLLI	1938,43	SOLLI BR. P.O.
OSLO	ST. H.	1940	ST. HANSHAUGEN BR. P.O.
BERGEN	BK.	1940	BANKO (INSURED)
BERGEN	BUD	1947	MESSENGER
BERGEN L.	.★.	1942, 43	LAKSEVÅG BR. P.O.
BERGEN	ML	1934	MØHLENPRIS BR. P.O.
BERGEN	M. PP.	1945	-- " -- PAKKE POST (PARCELS)
BERGEN	PP	1931, 32, 39	PARCEL POST
BERGEN	VOGNST	1957	GARAGE (?)
BODØ	★	1939, 53	POST OFFICE
HAMAR	☆	1941	POST OFFICE
KR. S.	V. P.	1942	KRISTIANSAND, VERDI POST (VALUABLES)
MOLDE	★	1930	POST OFFICE
STABEKK	☆	1938	POST OFFICE
STVGR	P. P.	1937, 39	STAVANGER, PARCEL POST
TROMSØ	P. A.	1941, 42	POST ANVISNING (MONEY ORDER)
THJ.	BANKO	1929	TRONDHJEM (INSURED)
NIDAROS	P.P.	1930	(TRONDHEIM) PARCEL POST
NIDAROS	Bko.	1930	(TRONDHEIM) (INSURED)
T.HEIM	P.P.	1932, 39	TRONDHEIM, PARCEL POST
TR.HEIM	ILA	1958	ILA BRANCH POSTOFFICE
T.HEIM	S	1931	SYD BR. P.O.
T.HEIM	Ø	1938	ØST BR. P.O.
T.HEIM	BR.	1942	BREV AVD. (LETTER SECTION)
ÅRDALS	TANGEN	1943	ÅRDALSTANGEN P.O.

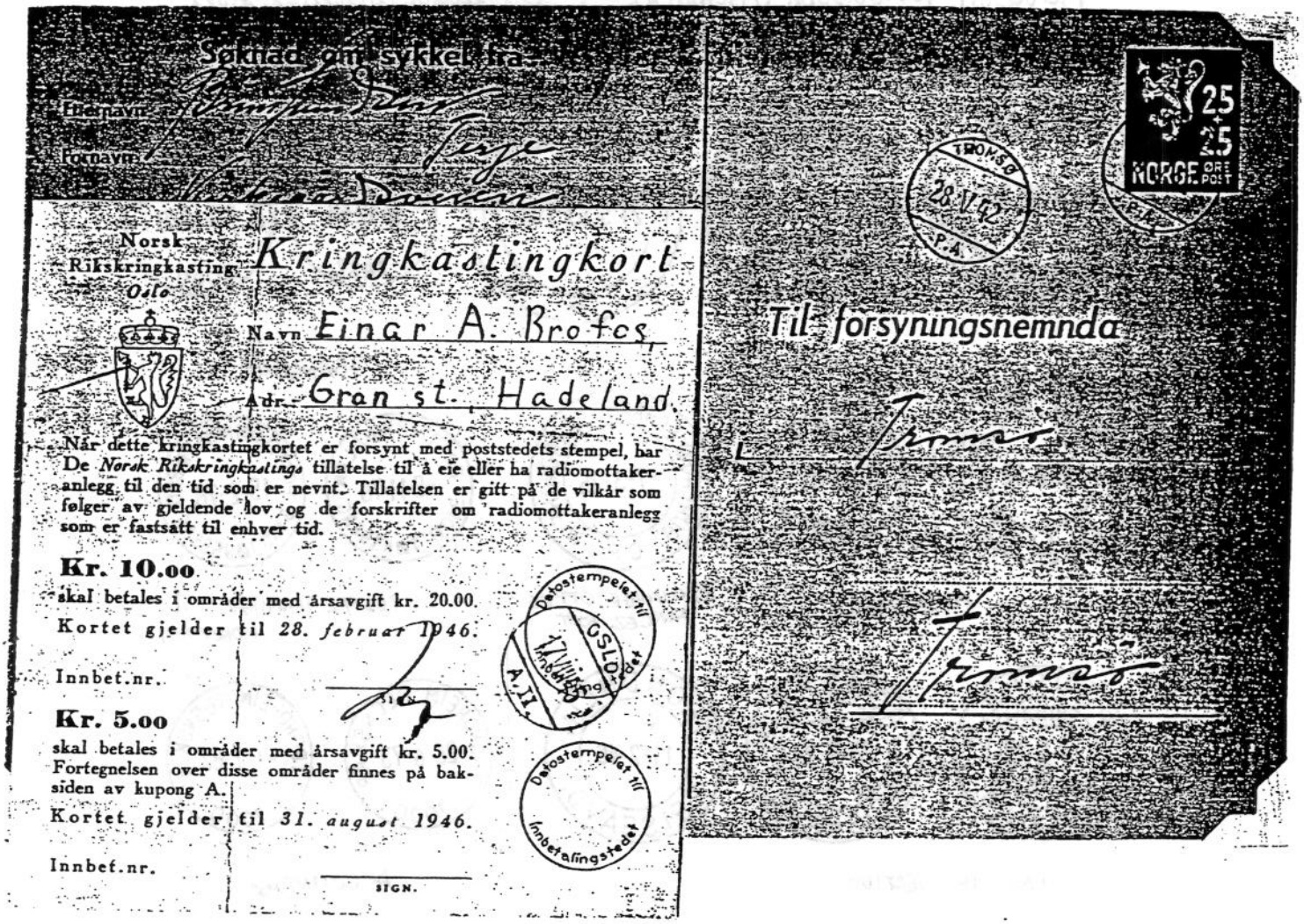
In the mid 50s, a new type of canceller was introduced. It was called a "stativ stempel" and stood upright within a supportive framework. When the handle was depressed, the canceller did a flip flop somersault, touching an ink pad above it before coming down to make an impression. These "self-inkers" were both labor and time saving. They became popular and eventually replaced most other handstamps. However, they are not considered true mini postmarks, as they are somewhat larger in diameter.



The 1914 Experimental Miniature Postmark from Kristiania (Oslo)



A 1940 Cover from St, Hanshaugen Branch Postoffice in Oslo to the USA.



A 1942 Tromsø PostAnvisning (Money Order) cancel on a Bicycle Request Ration Card.
A 1945 Oslo A II (Money Order) cancel on a Radio License.
Below: Examples of Miniature Cancels. Last row: Stativ Stempel examples. (a bit larger)

Modern Norwegian Postmarks – a fascinating collecting field

TRANSPORT

MESSENGER

EXCHANGE OFFICE
PARCEL POST

POSTAL TERMINAL ↑
MONEY SECT.

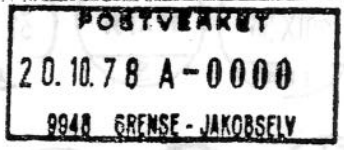
TRAVELLING SECTION

ACCOUNTING

CASHIER

MAIN CASH BOX

MESSENGER
SECTION



MONEY ORDER POSTMARKS

(on Northern border)

P.O. TEACHING COURSE

TEACHING

MESSENGER

CONTROL OF
EMPTY MAIL SACKS

The Wreck of S/S "Haakon VII" and Others

Frederick A. Brofos

All of a sudden, on its southern trip, the Norwegian mail steamer "Haakon VII", of the coastal express route between Bergen and Kirkenes, sank during the night of October 6, 1929. It happened at Batalden near Florø, with much loss of life.

Not until about half a year later, on April 6, 1930, was it possible to raise the ship on pontoons and tow it into Bergen.

An attempt was made to try and salvage at least the ship's registered mail out of the mud and water. This effort was made by postal officials familiar with the interior layout of the ship. They were partially successful in their recovery operations. The stamp box was discovered, but, of course, all the stamps were stuck together. When they were separated by resoaking, it was found that many of the 10 Øre green stamps had turned black. Involved in this chemical color change, caused by action of the sea water, were stamps from the Svalbard issue, Lion II, and former postage due stamps converted to postal use by the "Post Frim." overprint. A two-lined oblong framed handstamp was applied to the forwarded mail that was recovered. It read, translated to English, "Saved mail from Haakon VII".

The man in charge of all mail and compensation matters connected with this disaster was Postal Inspector Eilert Tommelstad. Many years later he helped found the Norwegian Postal Museum in Oslo.

Of course, this was not the first or last time a Norwegian mail ship had an accident or sank. Several other instances from that period come to mind, namely:

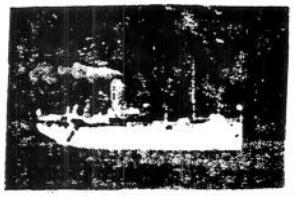
1. S/S "King Håkon" on the Nordland route, which ran aground near Rongevaer the night of February 8, 1924. Of the mail aboard, both inland and foreign parcel post was damaged by water.

2. The S/S "Hornelen" sank on February 11, 1926. It was later saved and the mail was brought to the Bergen post office.

3. Shortly afterwards, on February 16, 1926, the S/S "Christiania" of the Oslo-Bergen route was wrecked.

4. On February 20, 1928, the S/S "Norge" sank. It was also on the Oslo-Bergen route and sank near Trollholmen. Most of the registered and ordinary mail, and parcel post were salvaged. The bad condition of the latter, however, did raise compensation claims.

It is not known to me whether special markings or labels were applied to any surviving mail from the above-listed marine disasters, aside from the one illustrated here.



Reddet post
fra „Haakon VII"

Lively Naval Visitors to Norway

By Frederick A. Brofos

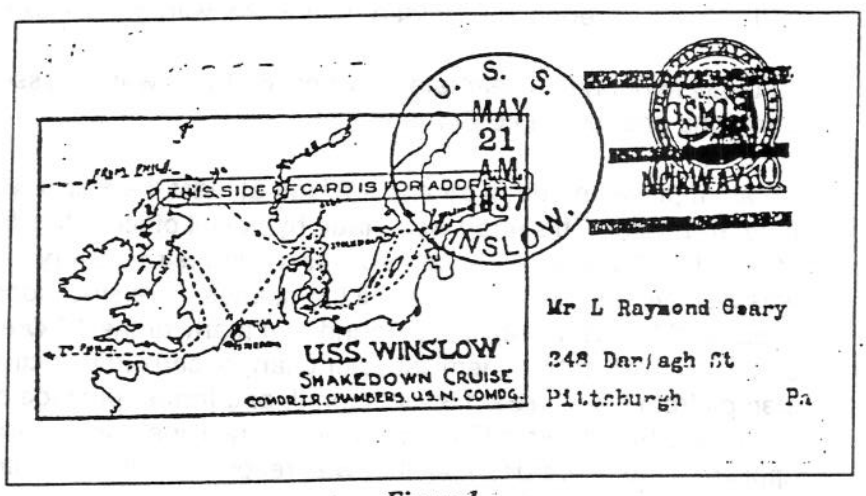


Figure 1

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

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

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

I have also seen cacheted covers from a "Midshipmen's Cruise" by the USS Arkansas and USS Wyoming in July 1935. Oslo and Copenhagen were among their ports of call. No doubt, an exciting time was had by all.

Figure 1 is a card from the Oslo visit of the USS Winslow in May 1937. Their so-called "Shakedown Cruise" also included stops at Stockholm, Helsinki, Amsterdam, and Leith (Scotland) before returning to Philadelphia. A map cachet on the one-cent postal card shows their route. Apparently, Copenhagen was passed by twice, it perhaps being considered too lively there. The ship's postmark shows "0SLO NORWAY" inserted between the killer bars and probably name changes were made at other ports of call. Covers undoubtedly also exist from a U.S. naval visit to Oslo in 1923.

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

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

A later report had a different tone, though:

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

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

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

Figure 2

Two Ship Letter Cards of Norway

By Frederick A. Brofos

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

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

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

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

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

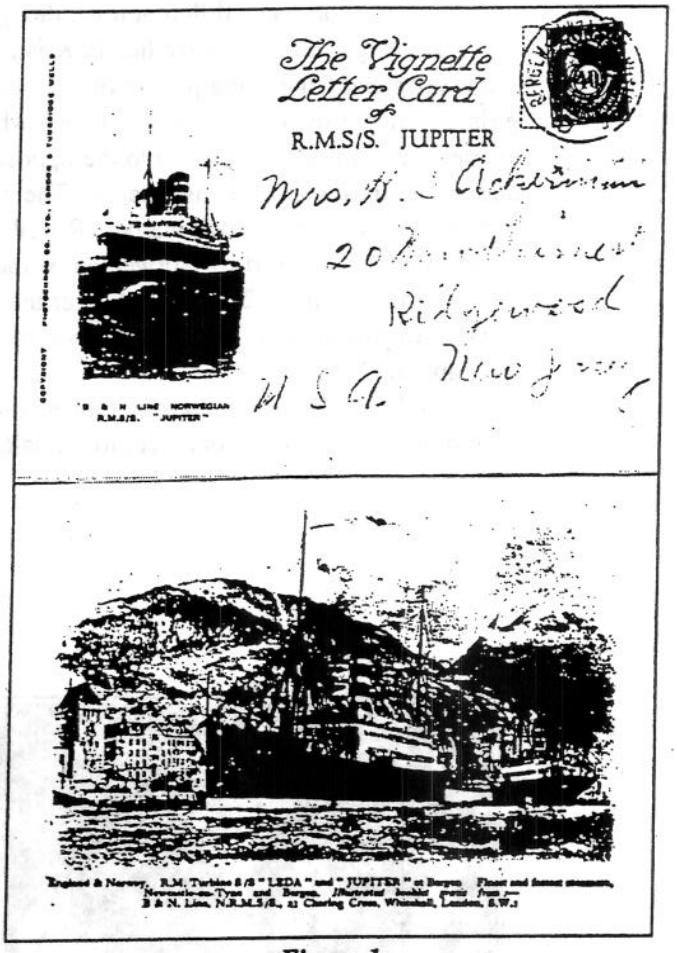


Figure 1

Figure 1 is for the Royal Mail Steam Ship "Jupiter" (which I traveled on several times in the late 1930s but without seeing the cards). The reverse side shows the vessel and its sister ship "S/S Leda" in Bergen harbor. The card was actually posted on board and the 40-øre blue stamp is cancelled with the ship postmark reading "BERGEN-NEWCASTLE POSTEXP.D" and dated 20-7-26.

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

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

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

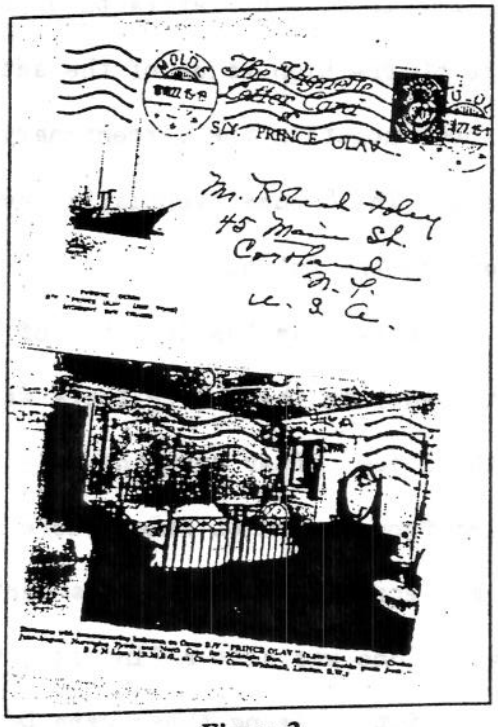


Figure 2

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

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

Christina of Sweden (1626-89)

There is a rather attractive portrait of the Swedish Queen Christina on the 60 øre high-value of the set of stamps issued by Sweden on April 8, 1938, commemorating the tercentenary of Sweden's settlement at Wilmington, Delaware. The Swedes eventually gave up their small foothold in America, however, to the Dutch.

The Queen was the daughter of King Gustavus Adolphus, the great Protestant leader in the Thirty Years War. Surprisingly enough, she converted to Catholicism, after reigning only ten years. After abdicating the throne, she fled from Sweden to Rome, where she remained the rest of her life.

For more than a third of a century, she was a center of international intrigue. She was also a linguist, book collector and patroness of artists and scientists. Among these were Descartes, Bernini, Scarlatti and others.

With her bizarre ways, this historical personage inspired more fiction than fact. Much later, on the movie screen, she was played by Greta Garbo as a vamp who went around disguised as a man.

The French philosopher Réne Descartes was earlier on invited to Sweden to be Christina's tutor. However, the cold climate was too much for him and he soon died there.

The elder Alexander Dumas, when age twenty-four, attempted his first drama by portraying the fascinating queen. In it final form, it was presented in 1830 at Paris, after the Censors Office had suppressed numerous passages.

For over three centuries, Christina has been a favorite subject for poets, biogmaphers and romanticists. Just in English, four full biographies have been published. The various ways she has been seen are indicated by the titles: The Sibyl of the North (1931); The Outrageous Queen (1956); Queen of Caprice (1962) and simply Christina of Sweden (1966).

Undoubtedly, this will not be the last we hear of her (or see on stamps). Those who seek the unusual, will always be attracted to this

extraordinary woman, who abandoned both her religion, crown and country.

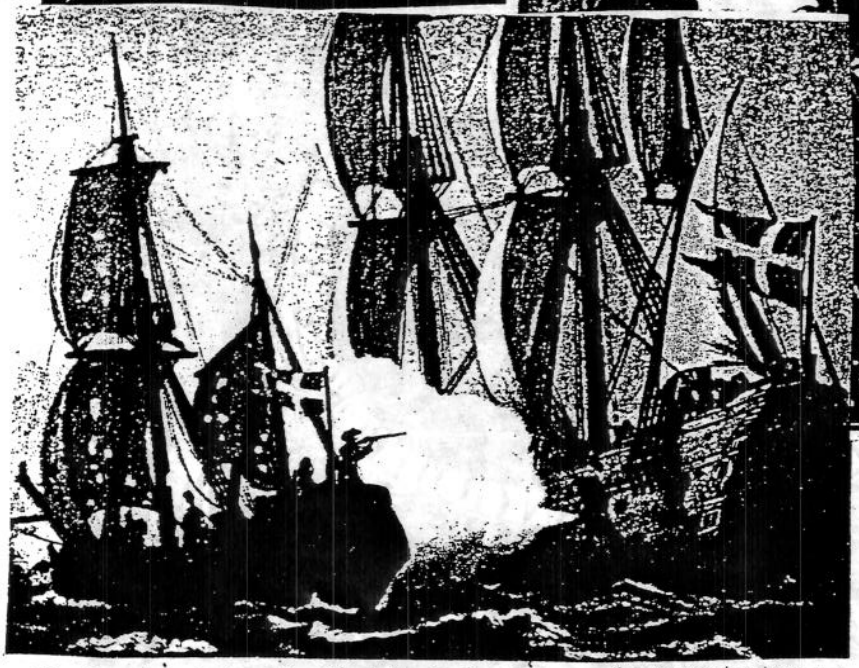
Queen Christina

of Sweden

1938 Swedish postal stationery card commemorating the New Sweden of 1638. The two vessels, "Calmare Nyckel" and "Fogel Grip" are shown leaving Gothenburg, Sweden, for Delaware in the New World.

Tordenskiold flashed along the coast, so the light was seen home

Painting at Frederiksborg Castle, Denmark



Tordenskiold beats off a large Swedish vessel

Peter Wessel Tordenskiold (1690--1720) was the greatest sea hero of Norway / Denmark and gave Swedes a hard time in many battles.

A blue sticker from the name strife Trondhjem-Nidaros

A French King in Scandinavia

by Frederick A. Brofos

One needs be something of a military genius to have such a brilliant career as the Frenchman Jean Baptiste Bernadotte.

Rising through the ranks of the French Army, he was at last appointed, by the Emperor Napoleon I, a Marshal of France, as well as Prince of Ponte Corvo (a small place in Italy). Nevertheless, Bernadotte had higher ambitions, finally landing in Sweden with his French wife, Désireé. Eventually, they became King and Queen of that country, founding a new dynasty, which has lasted to this day.

King Carl XIV Johan on Sweden Facit 1838.

All of this came about when the Swedish King Carl XIII became incompetent and the Swedes chose Bernadotte in 1810 as Regent, Crown Prince, and successor to the throne. When the old king died, Bernadotte became king under the name of Carl XIV Johan.

Soon, he joined the alliance against Napoleon, becoming head of their Northern Army and forcing Denmark (an ally of Napoleon) to cede the crown of Norway to Sweden. The Norwegians resisted that idea, choosing instead the Danish Viceroy Kristian Fredrik as their king and producing a Constitution, all on May 17, 1814. That day is still celebrated as a great national holiday in Norway.

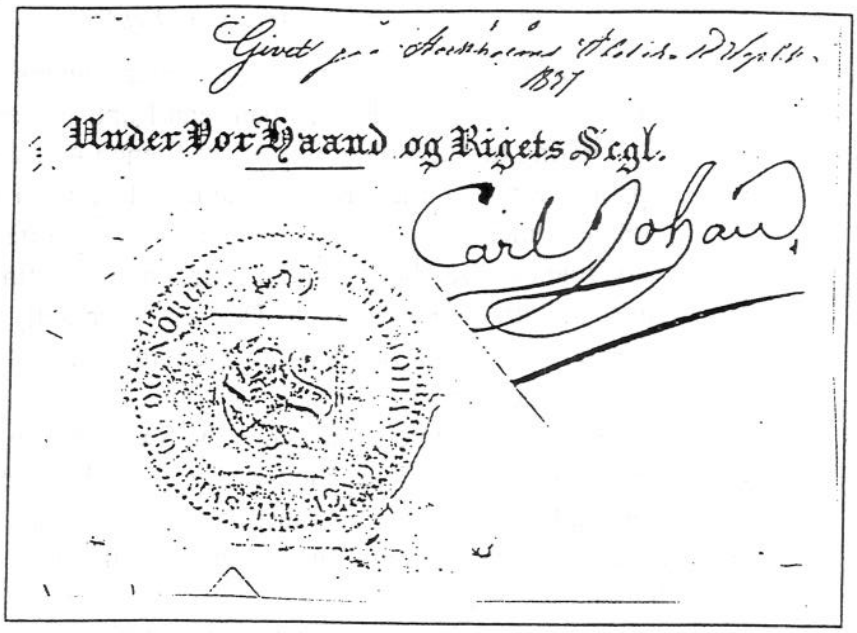
Royal Palace in Oslo with equestrian statue of King Carl Johan on the right (Norway Facit 1340).

However, under pressure of the Allied powers, Kristian Fredrik was forced to flee and Norway made to settle down under Swedish rule. Carl Johan tried to ➤

A closer view of King Carl Johan's statue outside Norway's Royal Palace.

change the Norwegian Constitution, but was continually blocked by the Norwegian Parliament. Eventually, of course, Norway regained its independence in 1905.

Carl Johan's son, Oscar I, appeared on Norway's second stamp issue in 1856, but Carl Johan has not been shown on Norwegian stamps until recently, when one can discern the fine equestrian statue of him in front of the Royal Palace. It stands at the head of Oslo's main street, which is named after him.



The bold signature of the king and his royal seal as King of Sweden and Norway.

Sweden was also slow in picturing Carl Johan on a stamp. This was finally corrected in 1994 with a stamp showing a full-length portrait of Carl Johan by the famous French artist F. Gérard.

The stamp (Facit 1838) was part of a joint issue with France on cultural exchange between the two countries. "No single country has had as much influence in Swedish cultural life as France," noted Sweden Post in releasing the six-stamp sheet. That influence included a 19th Century Frenchman who became a King of Sweden. ■

King Carl Johan on a Norwegian silver Daler (enlarged)

On a Swedish silver Daler (reduced)

Vi Carl Johan,

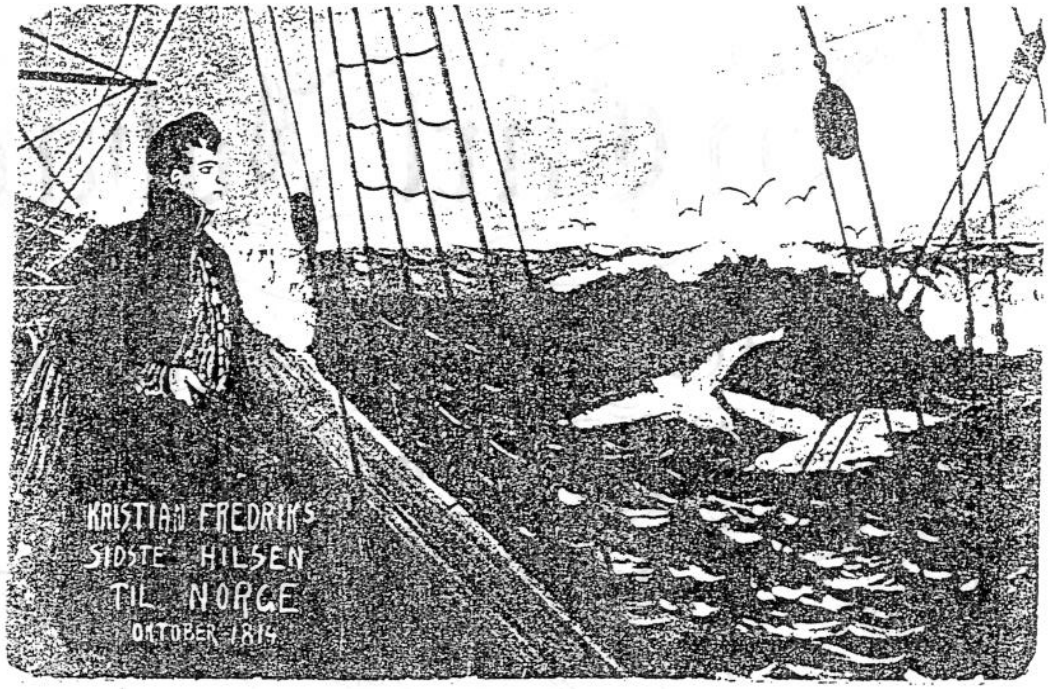
af Guds Naade Konge til Sverige og Norge de Gothers og Wenders;

Gjøre vitterligt at Vi, i Lønnemyndighed, under dem af Os i Vort Norske Underretningsverk Lagtilstående, samtlige saa indirekte og beskikket, hjemlede Vi forordnede og beskikke gjælde. naarmedes Kvandeinstructeur i den Christiansandske Infanteri Brigade, Adam Reitz Steen Holter,

i Gratiæ.

Expedit. 425/1834

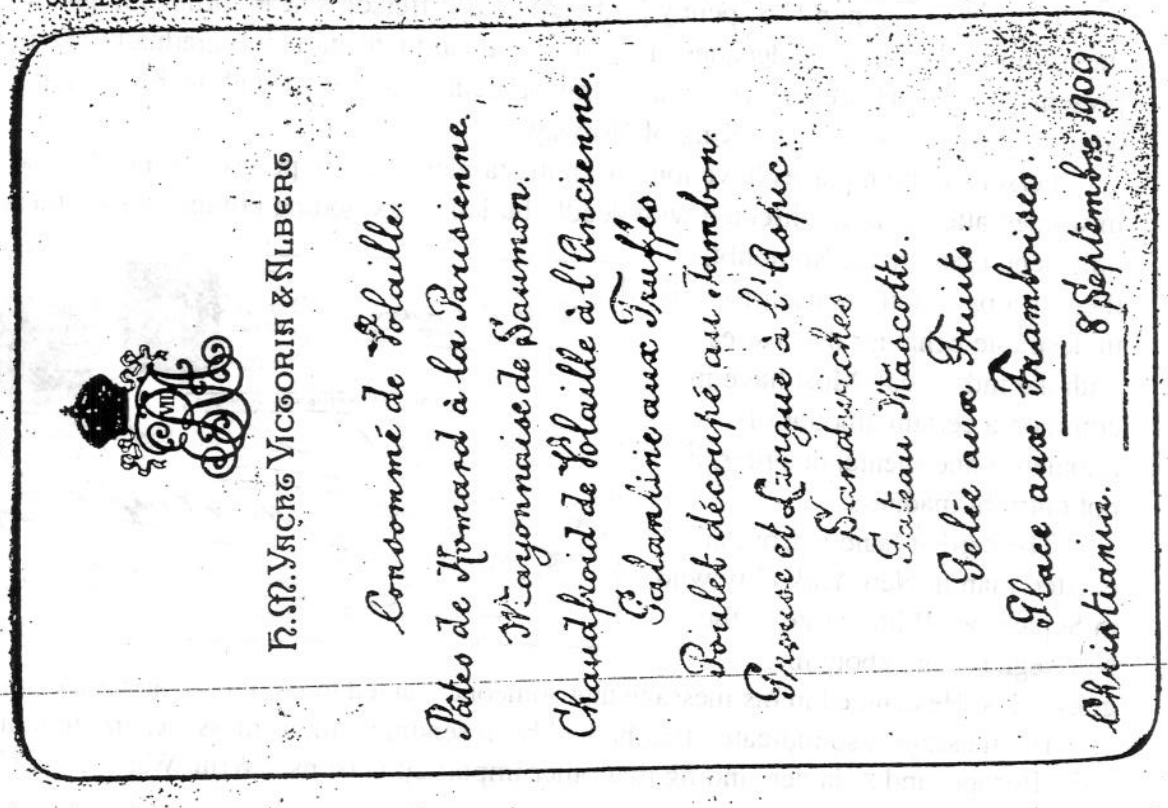
A military appointment of an officer in the Christiansand Infantry Brigade, signed by King Carl Johan in 1837.

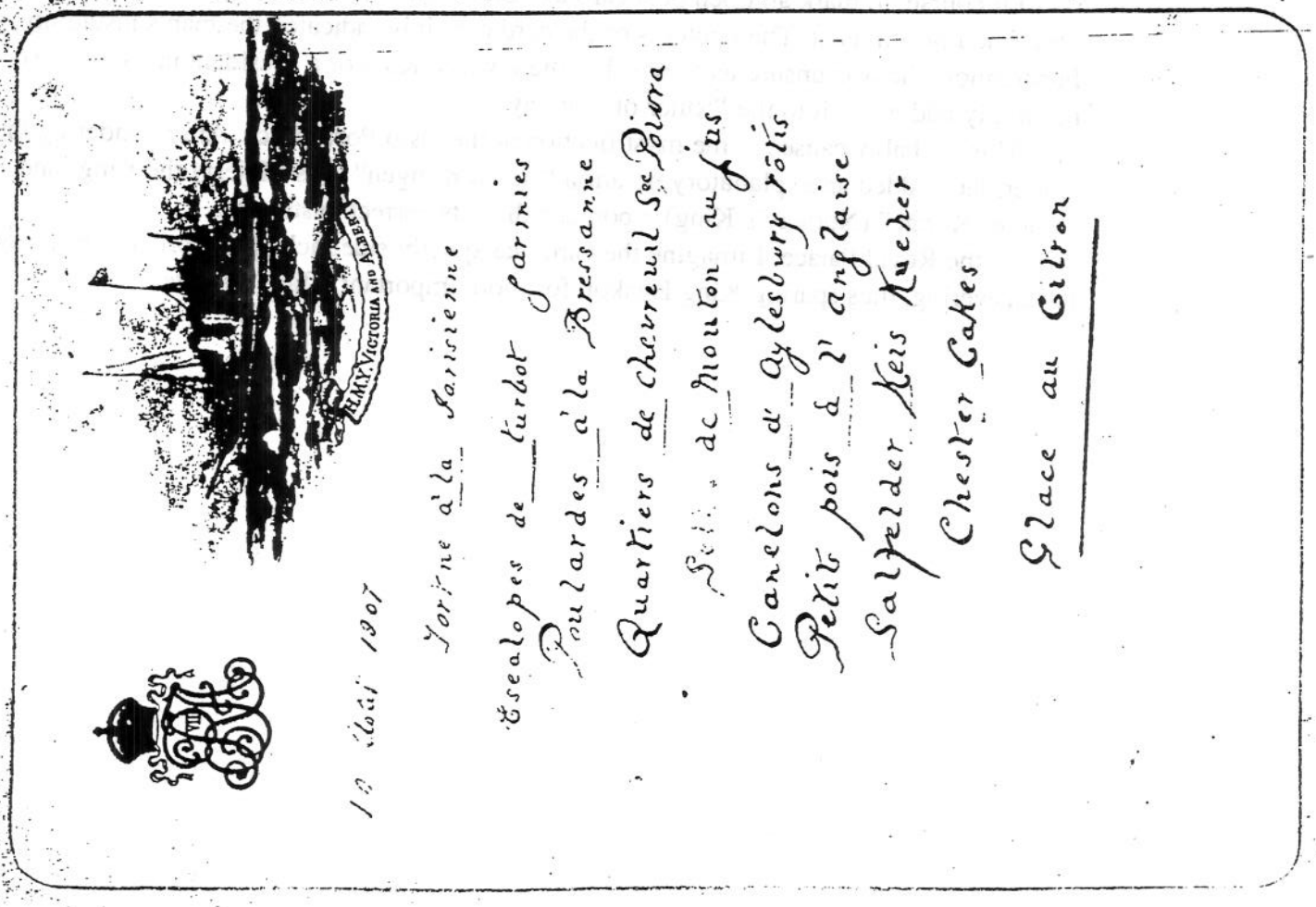


The Danish Prince Kristian Fredrik was made King of Norway in 1814, but was forced to flee to make way for Carl Johan.

Gold-embossed Monogrammed Menues of Royalty

As far as I know, the only king of England to visit Norway, was Edwand VII. Here are some fancy menues from Aug.10,1907 and Sept.8,1909 on visit to Christiania with royal yacht "Victoria and Albert".



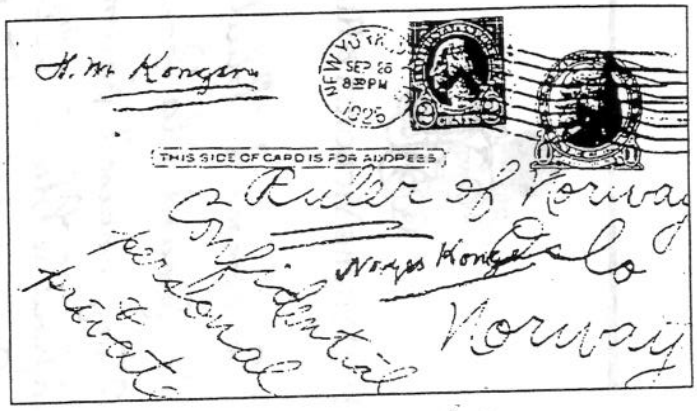


A Card from a Crackpot to a King

by Frederick A. Brofos

It is just a common U.S. penny post card with Jefferson's head, printed in green by the millions, and used for decades until the postal card rate started to gradually rise to the present 20 cents. However, what makes this particular card of special interest is that it is addressed to no less than the King of Norway.

Persons in high places have long been the targets of crazy people. Some of these unwanted attentions are directed with deadly bullets or exploding bombs, while others only send crank mail. No doubt, there is a psychiatric reason for this undesirable behavior that varies with the individual. Most have in common a certain amount of imbalance and mental disorder, if not outright madness.



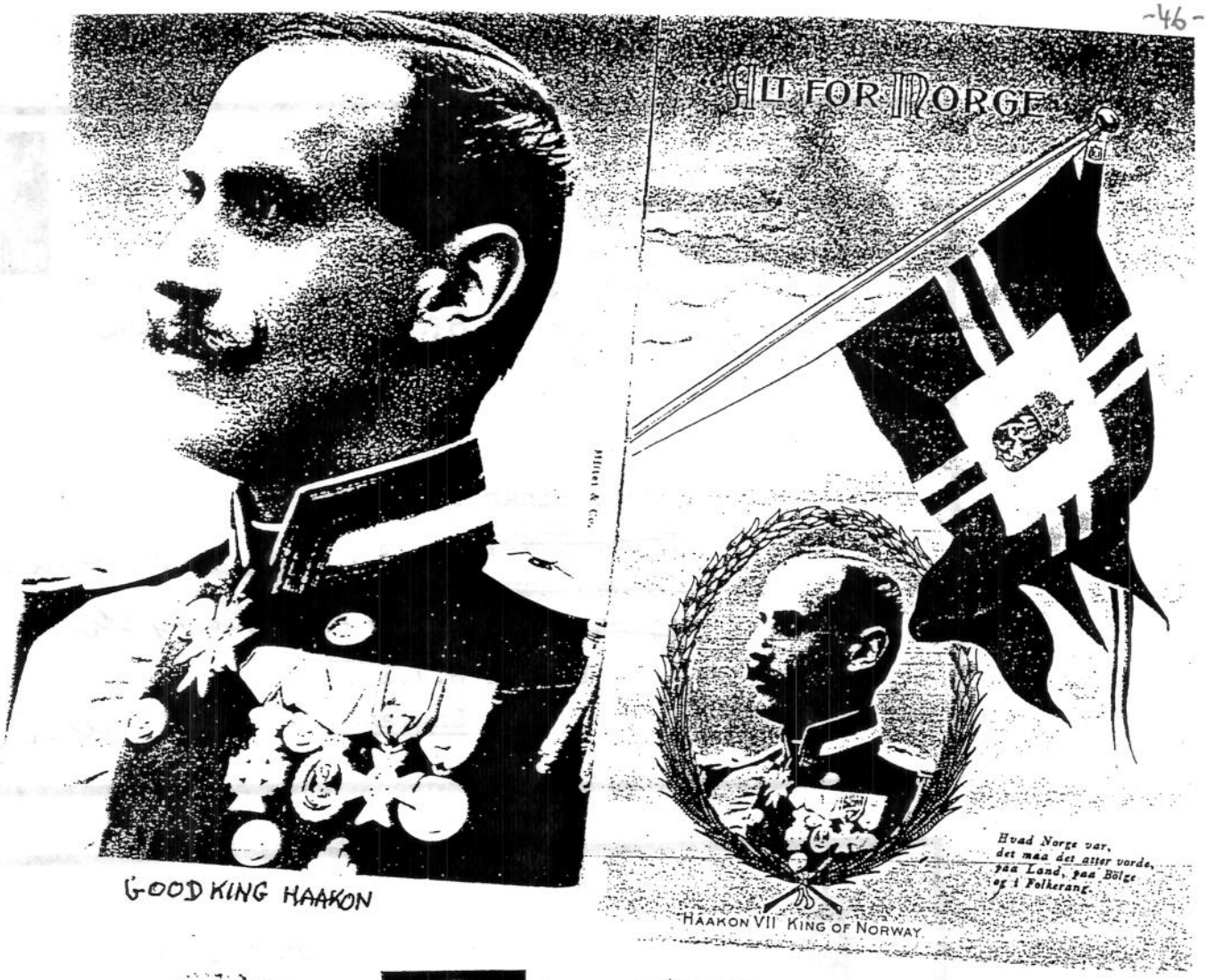
The card at hand is from an excited man in New York City who, in September 1926, wrote to the Norwegian King about his grievances. He claimed in his message that someone wanted to put him in an insane asylum.

His message also indicated that he had been sending similar messages throughout the U.S., Europe, and Asia demanding that other important persons, "Write Wash. D.C. U.S.A. at once."

Of course, to mark an open post card as "Confidential, personal & private," as he did, was ridiculous in itself. The contents of the card certainly indicated the man's instability. Furthermore, he was unsure as to whether there was a King or a President in Norway, so he simply addressed it to the "Ruler of Norway."

This probably caused some mystification at the Oslo Post Office. After pondering the matter, they added an explanatory notation "H. M. Kongen" (His Majesty the King) and "Norges Konge" (Norway's King), upon deciding its correct destination.

At the Royal Palace, I imagine the card was quietly sidetracked to a private secretary for answering, thus sparing King Haakon for more important affairs of state.



36 HAAKON VII NORWAY

KING HAAKON (1906)

WITH SON IN WARTIME LONDON

RESISTANCE SIGN

STØTT HJELPEARBEIDET FOR FLYKTNINGER
BRUK NANSEN-FRIMERKER

21/9 1946
BR.

STØTT HJELPEARBEIDET FOR FLYKTNINGER
BRUK NANSEN-FRIMERKER

NORGE 30 ØRE POST

Mr. & Mrs. Einar Brofos,
~~Norw. Club,~~
~~Norway House,~~
~~21 Cockspur St.,~~ Connaught House 63 Aldwych
London ~~S.W.1.~~, W.C.2.
England.

OSLO SLOTT

OSLO PALACE ←

Motta min hjertelige og varme takk for deltagelse og sympati i anledning av den sorg der har rammet meg og min familie so tungt

Haakon R

"Accept my heartiest and warm thanks for participation and sympathy on the occasion of the sorrow which has hit me and my family so heavily.
Haakon Rex"

Maud, Queen of Norway

Queen Maud, wife of King Haakon VII, mother of King Olav V and grandmother of the present King Harald V, was much loved by her people. She was originally English and also the sister of King George V of Great Britain. Passing away in London in November, 1938, she was later brought back for burial in Norway.

A commemorative set of four semi-postal stamps, showing her portrait was soon issued. They were invalidated during the German occupation period, but reinstated for use after the war.

At the great "NORWEX 97" stamp show in Oslo, there were many interesting displays. Included was a small model Army Field Post-office, complete with uniformed Fieldpostmaster and postmark. Naturally, I used this unusual opportunity to have a cover postmarked there at "FELTPOST 36". Of course, the Queen Maud stamps I happened to have with me.

HER MAJESTY THE QUEEN OF NORWAY

SERVICE at Marlborough House Chapel,
Wednesday morning, the 23rd November, 1938

Please admit bearer to the enclosure outside the Chapel, reserved for the Norwegian Colony.

ROYAL NORWEGIAN LEGATION.

N.B.—Entrance from the Mall.

THE NORWEGIAN MINISTER AND MADAME COLBAN

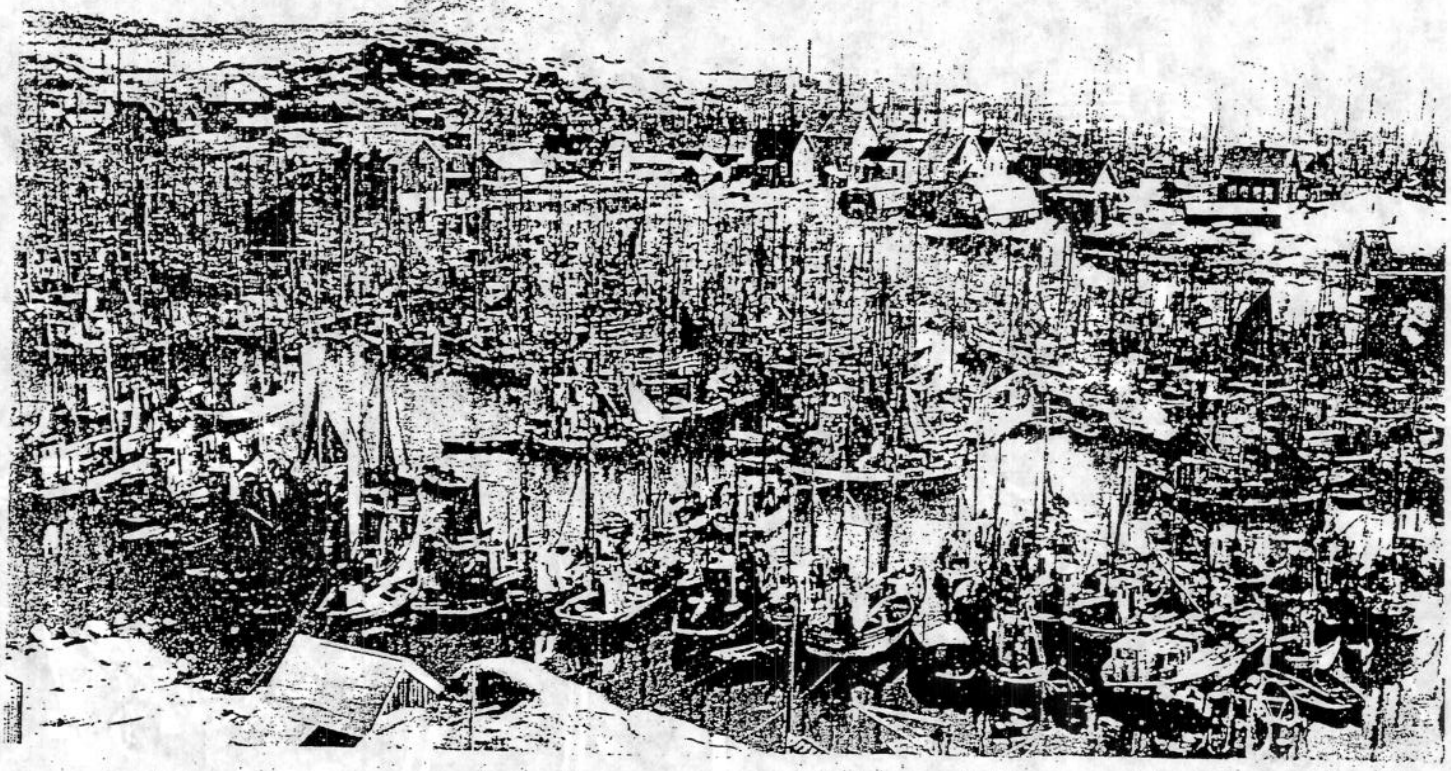
PRESENT THEIR WARM THANKS FOR THE CONDOLENCES

SO KINDLY EXPRESSED ON THE OCCASION OF THE

PASSING AWAY OF HER MAJESTY THE QUEEN OF NORWAY.

Brazil

The popular Crown Prince Olav, later King Olav V appeared on many seals and stamps



King Oscar II

Crown Prince Olav

Fishing and sardines have always been a big industry in Norway and are exported all over the world.

Norwegian Royal Visit to Iran

Two stamps were issued on January 7, 1945, in Iran, to commemorate the state visit of King Olav V of Norway to Teheran, Iran.

Not often seen is the special First Day Cover, prepared locally in color, showing the Shah and the King (at right) together with their national flags. The printers had a little difficulty with the letter "Ø" in the text, so a Swedish "Ö" was used instead.

No special commemorative postmark was prepared. They were not that far advanced in philatelic gimmicry, and only the regular postmark was used.

The two stamps turned out well and the idea of having the text on the cover in three languages was novel.

H.M. King Harald V

1937

1948

1945

1950

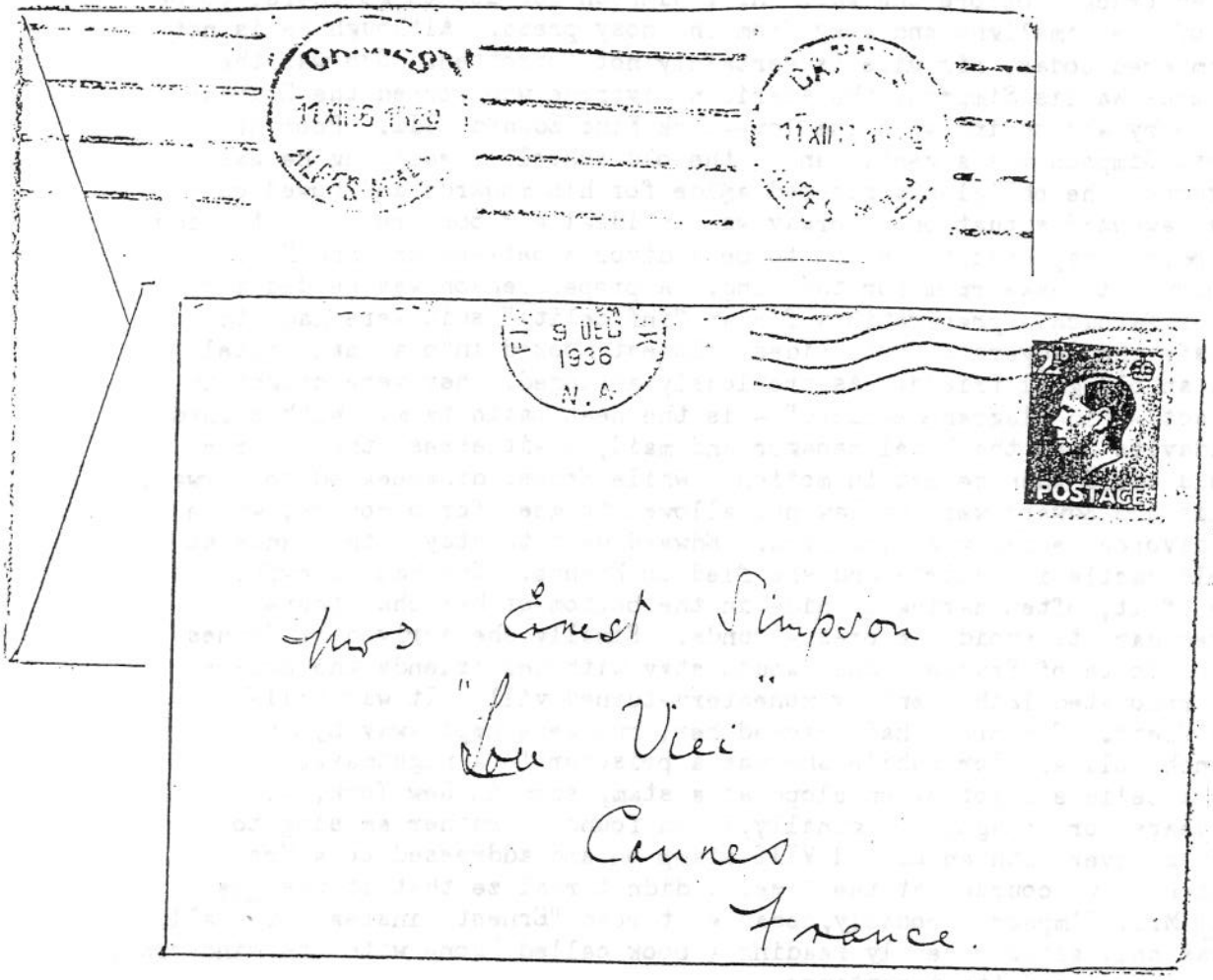
King Harald V of Norway has been on many Christmas seals. I particularly like the Sailor-suit one. Of course, he has appeared on many blue postage stamps too, as well as his wife Queen Sonja.

Mr.Simpson goes to Norway

He went off with a lady acquaintance to some remote mountain retreat in Norway. More, I don't know. But, just the fact that Norway was chosen, I found interesting. Norway used to be considered "off the beaten track", before the war. Mr . Simpson decided to go there, to be out of the limelight and away from the nosy press. Although he is not remembered today, his wife is certainly not forgotten. She was the infamous Wallis Simpson, the American divorcee who rocked the British Empire by absconding with the love-sick King Edward VIII. Poor Mr. Ernest Simpson was a gentleman of the old school. Realizing he was out-gunned, he obligingly stepped aside for his monarch and bowed out of an awkward situation. Norway was an ideal and obsqure place to hide. Before this happened, there had to be a divorce between Mr. and Mrs. Simpson - to make room for the king. A proper reason was needed and rather farcical preparations for an "infidelity" suit were made to satisfy the lawyers on both sides. Ernest booked into a small hotel with an old girl friend. As previously arranged, they were caught in the act - "in flagrante delicto" - is the neat Latin term. With signed affidavits from the hotel manager and maid, as witnesses, the divorce wheels could then be set in motion. While Ernest disappeared to Norway, Wallis and Edward were by law not allowed to meet for 6 months, while the divorce decree was finalized. Edward went to stay with friends at an old castle in Austria and she fled to France. She had an awful time of it, often having to hide in the bottom of her chauffeur-driven car, to avoid the press-hounds. Finally she arrived at Cannes in the South of France. She would stay with her friends the Rogers' at a renovated 12th. Century monestery-turned-villa. It was called "Lou Viei". The press had tracked her, but were kept away by the French police. For awhile she was a prisoner in a nightmare.

I believe I got my envelope at a stamp show in New York, some 25 years or so ago. Originally, I had found it rather amusing to have a cover with an Edward VIII stamp on and addressed to a Mrs. Simpson. Of course, at the time, I didn't realize that it was the real Mrs. Simpson. Probably, because it read "Ernest" instead of "Wallis". It was only after recently reading a book called "Gone with the Windsors", that I realized its importance.

The postmark shows the date 9 DEC 1936. That was when the King formally notified the British Government of his irrevocable decision to abdicate the throne. Although the postmark is crooked, it was sent from London N.4 and I think it was from FINCHLEY PARK. In typical British fashion, there is no return address. The handwriting is not that of Edward or Churchill. It must have been from someone in her intimate circle, in order to know the address of her secret hideaway so soon. So, the sender and the contents are a mystery. The envelope is addressed to "Mrs Ernest Simpson" as Wallis was still married to him. The machine receiving mark on the back of the envelope reads: 11.12.36 15.20 Cannes Alpes Maritimes. Another friend, who she met later and who lived down the coast, was the writer Somerset Maugham. Although Wallis never became Queen, she did become Duchess of Windsor.

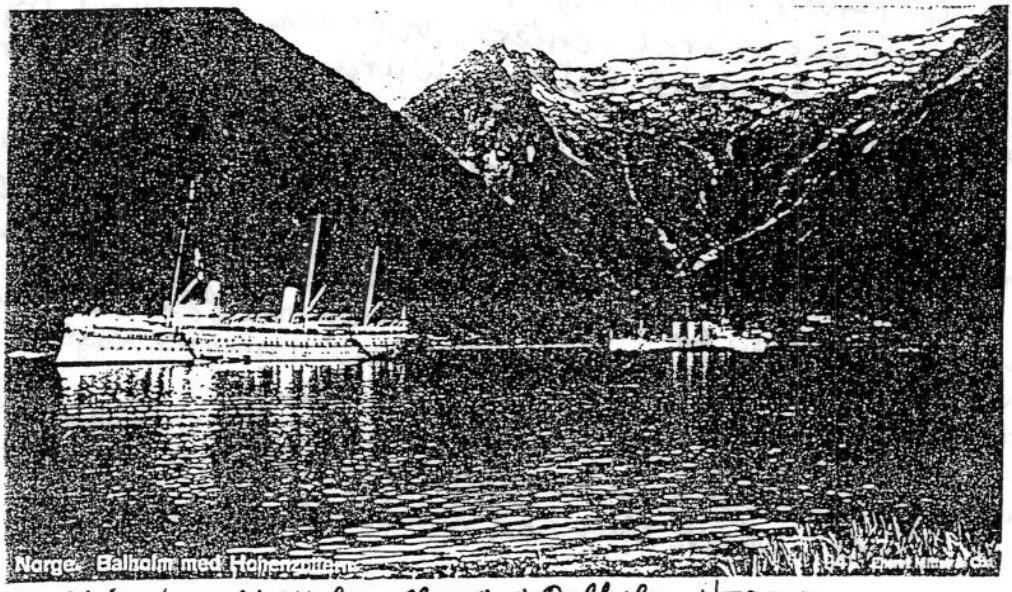

9 DEC
1936
POSTAGE
Mrs Ernest Simpson
"Lou Viei"
Cannes
France.

The Kaiser in Norway

Sticker with King Haakon, Kaiser and Premier Michelsen

Kaiser Wilhelm II with his dogs at Odde, Norway

Typical German naval ship postmark



The Kaiser's yacht "Hohenzollern" at Balholm, Norway
(No.32)

Black German Mourning Seals

One sometimes runs across some curious-looking black stickers, reminiscent of the old German colonial stamps, showing the Kaiser's yacht "Hohenzollern". The flag is at half mast in mourning. These are rather clever propaganda items from the period after World War I. One seldom sees the whole set together and certainly not often on the original page, shown here.

The heading reads in translation from German: "Never forget! Commemorative stamps to mourn the 19 territories robbed from Germany". The places pictured are: Danzig, Memel, Eupen-Malmedy, Hultchen Lands, Lorraine (Lothringen), Elsass (Alsace), Schlesing, Posen (Poznan) and Upper Silesia (Oberschlesien). These landscape areas seem to be less common (perhaps less popular) than the overseas colony stickers. These were from German East Africa, German South West Africa, German New Guinea, Togo, Samoa, Cameroons, Kiautschou, Carolines, Marianas and Marshall islands.

Perforated on white gummed paper and printed in black with various colored centers, they were produced by a publisher, Friedrich Peter of Würzburg and Nürnberg, apparently for a stamp club.

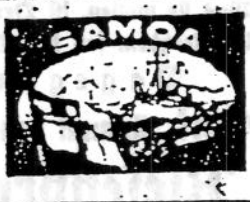
More fiery propaganda reads, translated: "Versailles! Without asking the people, ignoring holy promised self-determination rights, these German-lands were torn away, broken under Foreign domination and dishonored. The paragraph 1 of the Peace Treaty, about the sole debt of Germany, is complete falsehood. Versailles is for every German a monument of lies and comedy and an appeal to the conscience of the world!" Four Imperial eagles are spaced around the "Never forget!" slogan repeated again.

Yes, indeed, we shall never forget how the criminal pride and might of the German Empire was vanquished by the Free Peoples of the World, which they had tried to enslave!

Niemals vergessen!

Gedenkmarken

zur Trauer für die
19 Deutschland geraubten Gebiete



Niemals vergessen!

Niemals vergessen!

Versailles! Ohne Völker zu befragen, unter Ausschaltung des heilig versprochenen Selbstbestimmungsrechtes wurde deutsches Land zerrissen, unter Fremdherrschaft geknechtet, — entehrt. Der § 1 des Friedensvertrages von der Alleinschuld Deutschlands ist vorsätzliche Lüge. Versailles ist für jeden Deutschen ein Mahnmal von Lüge und Komödie und ein Appell an das Gewissen der Welt!

Nationalsozialistische Deutsche Arbeiter-Partei

Endlich wissen wir nun, warum die Antwort der deutschen Regierung auf die pariser Note so lange vor uns **geheim** gehalten wurde.

Statt auf diese neuerliche unerhörte Erpressung die einzig richtige Antwort zu geben, nämlich den durch die Entente abermals verletzten sogenannten

„Friedensvertrag" von Versailles

als für Deutschland hiermit ungültig zu erklären, das Schuldbekenntnis am Krieg unter Vorlegung der wirklichen Dokumente sofort öffentlich zu widerrufen und die Anberaumung einer neuen Friedenskonferenz, fußend auf den uns seinerzeit als Grundlage versprochenen 14 Punkten Wilsons, zu fordern, hat die deutsche Regierung einen

„Gegenvorschlag"

ausgearbeitet. Er ist uns jetzt bekannt.

Rund hundertsechsundvierzig Milliarden Goldmark

das sind über

1500 Milliarden Papiermark

verspricht die deutsche Reichsregierung dem Gegner durch das deutsche Volk zahlen zu lassen.

Ein voller Wahnsinn

Aber was wir nie bezweifelt haben, ist nun eingetreten.
Diesen internationalen Börsengeiern genügt auch das nicht.
Was sie wollen, ist Deutschlands vollständige Versklavung.
Und trotzdem soll der Kuhhandel nun weiter fortgesetzt werden?

Dagegen protestieren wir!

Volksgenossen! Kommt heute Sonntag, den 6. März 1921, 10 Uhr vorm.

zur **Riesenprotestkundgebung** in den

Zirkus Krone

Redner **A. Hitler** über:

„London und wir?"

Geistes- und Werkarbeiter unseres Volkes, nur Ihr allein habt die Folgen dieses unerhörten Vertrages zu erdulden. Kommt und protestiert dagegen, daß Deutschland die Schuld am Kriege trage. Protestiert gegen den uns vom Alleinschuldigen an diesem Kriege, dem jüdisch-internationalen Börsenkapital, aufgepreßten Friedensvertrag von Versailles, protestiert gegen das neueste pariser Diktat und protestiert aber endlich auch gegen eine Reichsregierung, die neuerdings die ungeheuerlichsten Versprechungen gibt, ohne das deutsche Volk zu befragen.

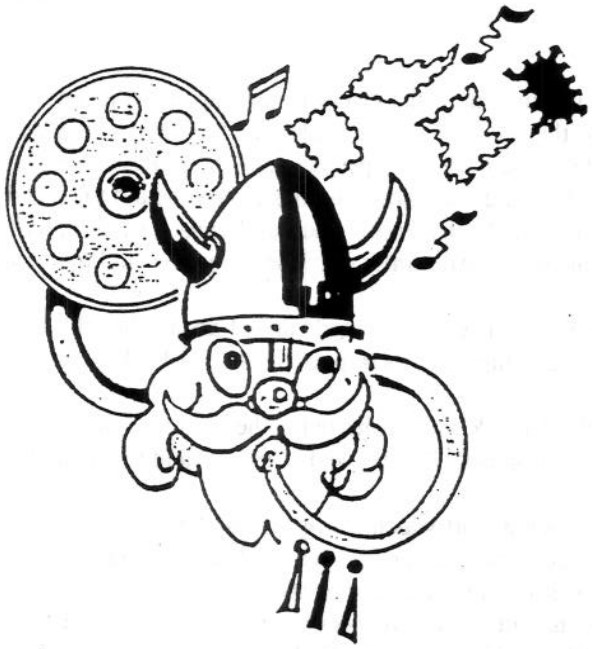
Beginn der Kundgebung 10 Uhr, Ende 12 Uhr.

Eintritt M. 1.—, Kriegsbeschädigte frei. Juden haben keinen Zutritt.

Vorverkauf: Geschäftsstelle und Berchtold, Zigarrengeschäft, Tal 54

Einberufer: Für die Parteileitung Anton Drexler.

Anti-Versailles Rally, 1921. Similar speeches were heard often again after 1933



LUREN

SCANDINAVIAN PHILATELIC
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THE BATTLE OF OSLOFJORD, APRIL 8/9, 1940.

Frederick A. Brofos

They came as friends, they said, as they broke down the door and forced their way in...

Yes, so it was. My thoughts carry me back to the Spring of 1940, when the whole world's attention was focused on Norway and the dramatic events that suddenly developed in the Oslofjord when Nazi Germany, without warning, invaded the country.

Declared unsinkable by Hitler at its launching in 1939, the 10,000 ton pocket battleship, or heavy cruiser, *Blücher*, was their most modern vessel. Yet, this pride of the German Navy was sunk by the guns of the old Norwegian fort Oscarsborg. It was almost incredible. The Germans had imagined that they could boldly slip by unassailed, but it didn't work out that way.

This first victory amid defeat was a source of encouragement to all good Norwegians during the following five years of occupation, when the long dark shadow of the Swastika lay across the land.

It was midnight on April 8 when *Blücher*, together with the cruisers *Lützow* and *Emden*, as well as several destroyers and mine sweepers, began their fateful voyage up the fjord with the capture of the capital as their goal. A warning shot from Rauøy fort in the outer fjord was ignored and the sinister column of warships managed to pass by unharmed in the fog and darkness.

The main fort of Oscarsborg was, however, immediately notified by Major Enger from Rauøy and the commandant there, Colonel Birger Eriksen, made ready to receive his uninvited visitors. He divided his recruits between the two big old fortress guns, nicknamed *Moses* and *Aron*. Ironically, they had been supplied by the German armanents firm of Krupp back in 1892!

As there would only be time for a couple of shots, they waited until the distance was only 1800 meters. Two bulls eyes were scored, which caused great damage aboard the *Blücher*, setting it ablaze. Together with the main battery, the Kopås and Husvik batteries on the Eastern side of the fjord also opened fire. The *Blücher*, which was also hit by torpedoes, became a hell of flames and explosions and drifted slowly up the Drøbak sound until it sank at last southwest of the islets Askeholmene. It was a scene of Pandemonium such as Lewis Carroll described, "'Twas brillig and the slithy toves did gyre and gimble in the wabe. All mimsy were the borogoves and momeraths outgrabe..."

Meanwhile, the other warships turned around and retreated. The *Blücher* had carried aboard her the highest military and civilian occupation authorities, Gestapo, and including a censorship group too, probably. More than 1000 Germans went down with the ship.

Captain Vagn Enger led the Oscarsborg defenses on the Drøbak side of the fjord, the batteries on Kopås and Husvik. They fired over 21 shots from there -- with many hits on both *Blücher* and *Lützow* -- and the artilleryship *Brummer* was sunk.

A brother, Major Hersleb Enger, was the commander at Rauøy fort which had given the first warning. It was eventually conquered by German landing troops. Both brothers ended up as Prisoners of War and were sent to the camp OFLAG XXIC at Schildberg, Germany, together with other brave war heroes of Norway.

The bottleneck at the Drøbak sound offers such fine natural defensive possibilities to stop the passage of undesirable vessels headed for Oslo that, already in 1640, orders were given by King Christian IV to build a blockhouse there. Many additions and extensions were added later, of course. The place was named *Oscarsborg* after the visit of King Oscar I in 1855.

Fieldpost office no. 21 was opened at Oscarsborg during the weapon exercises of May 31 to August 12, 1912. Similar periods of activity occured up to May 1, 1919, when the office was temporarily closed down. From July 15, 1919, it was reopened as Oscarsborg sub fieldpost office (Feltpoståpneri). This was in operation until May 1, 1940. After that, it was closed for the rest of the war, but opened again on September 20, 1945. Later it became a regular postoffice.

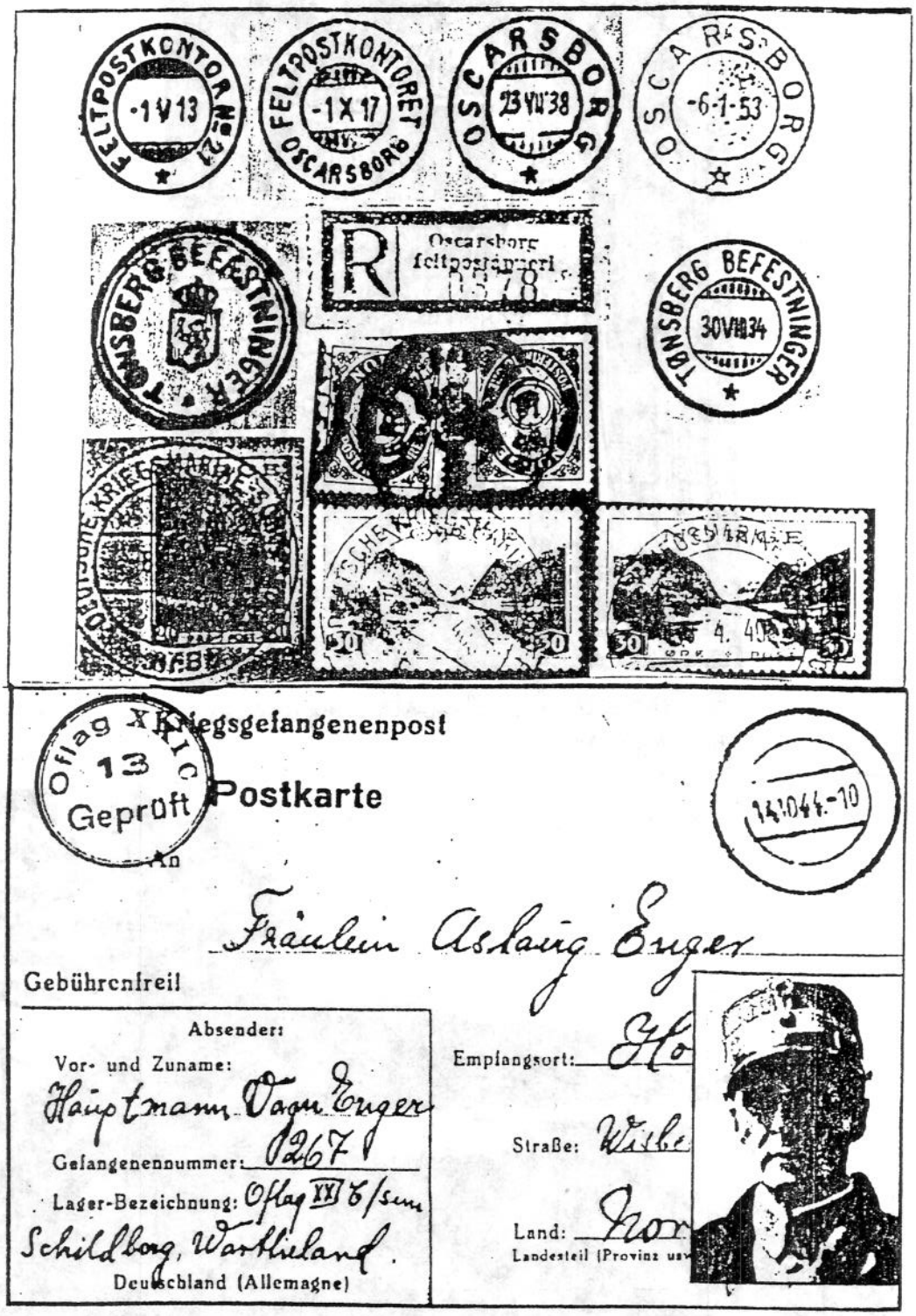
The first postmark was inscribed "Feltpostkontor nr.21". A provisional postmark of rubber, with the pre-1905 shield in the center, has been noted cancelling a pair of 10 øre posthorn stamps, Scott #80. The text "Tønsberg Befæstninger" indicates possible use on military mail from the island fortifications at Rauøy and Bolærne. Later, a regular postmark with this text was issued, which I've seen used in 1934.

A very few, probably philatelically inspired, souvenirs have survived connected to this saga. The Norwegian Tourist stamps of 1939, Scott 184/186, exist cancelled with a German Naval postmark reading "Deutsche Kriegsmarine-Schiffspost", together with an identifying number at the bottom. The date is ominously 8-4-40, or April 8. The Norwegian Philatelic Journal no 5, 1945, illustrates the 20 øre value with this postmark and a clear "Nr. 8" at the bottom. The letter in the lower segment is not visible. The small letters were generally used to distinguish among similar postmarks in one office. The numbers distinguished the various vessels.

It is claimed by some that the aforementioned postmark was used on *Blücher*. With people trying to save themselves from the sinking ship, it seems to me unlikely that any mail was saved. Nevertheless, the well-known German auction firm of Edgar Mohrmann had, in their sale 134 of 1970, as lot 610, a small cutout with the 20 øre stave church stamp cancelled by the German naval postmark No 8, 8.4.40. No identity letter was mentioned and perhaps it was the very same item described previously in the Norwegian Philatelic Journal. The auctioneer's description read (in translation) "Cruiser *Blücher*, Sunk on April 9, 1940, before Oslo. Supposedly Unique. Starting bid, German Marks 400:-" What it eventually brought, I don't know.

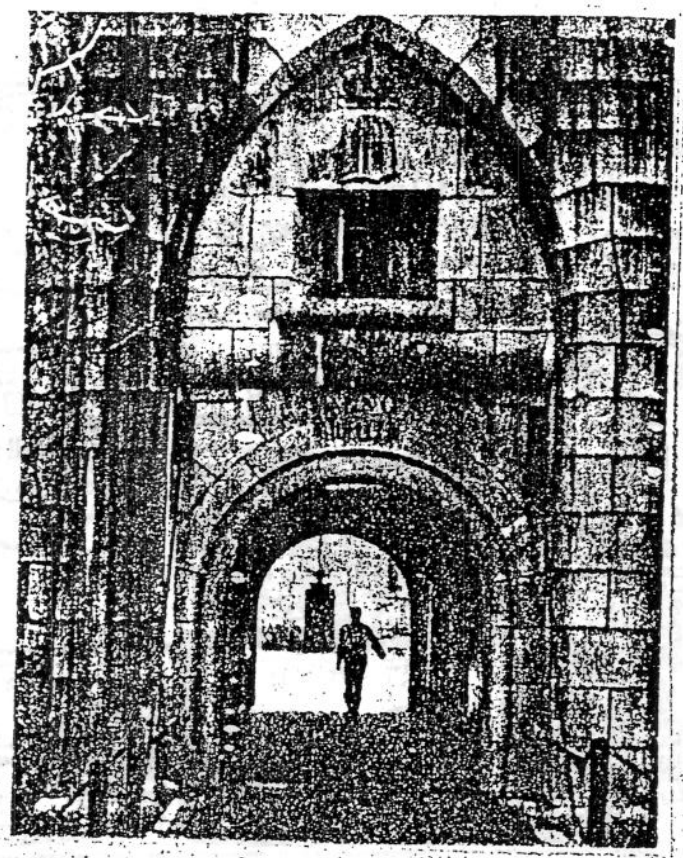
There is also another very interesting German naval postmark used at that time (8.4.40) in Norway. Reading "Nr. 3" and the letter "c", I have seen it on two copies of the 30 øre tourist issue, which appropriately shows a fjord. It originates from the German destroyer *Albatros* , which later on that fateful April day had thought (together with a few other ships) to surprise the Norwegian main naval base at Horten, south of Oscarsborg, in the Oslofjord.

Instead, there was a battle and the *Albatros* was sufficiently damaged by shots from the Norwegian minelayer *Olav Trygvason* that it was run aground and abandoned. Afterwards, some mail for Germany was found on board, partly franked with the Norwegian tourist issue. As they had lain in water, all the stamps had loosened off the envelopes. Regarding the two 30 øre stamps in this drama -- acquired by me in the area years ago -- one shows clear saltwater traces and has a black postmark. The other one has a bright blue postmark. The battle for Horten, by the way, was not ended until threats were made by the Nazis to eradicate the town by bombers.

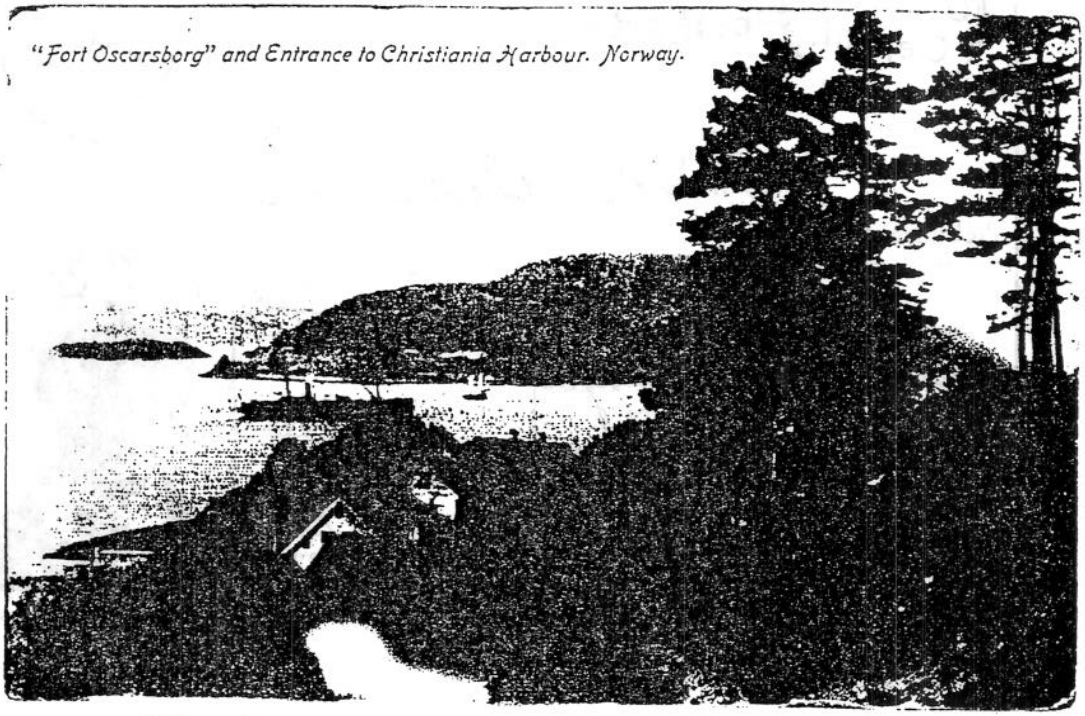


Postmarks described in text. Photo of Captain Vagn Enger and P.O.W. card sent from him in Germany, 1944.

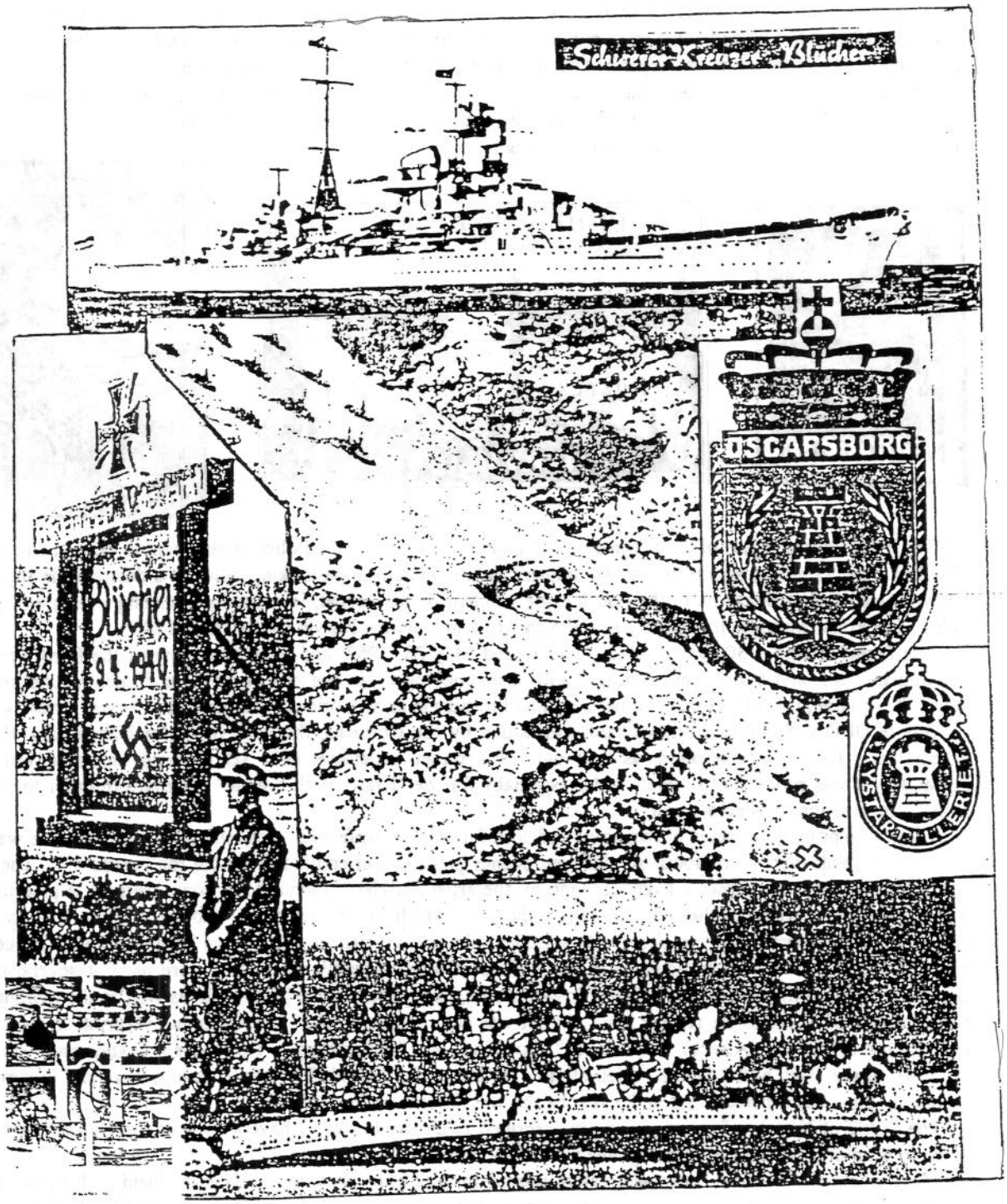
Oscarsborg



Entrance to fort beneath King Oscar's monogram.



The Fort may be seen just behind the steamer



In this composite picture. the heavy cruiser *Blücher* is shown at the top and sinking. at bottom. It led the invasion fleet and was fired at by Oscarsborg (center islands). It sank at the cross (center right at bottom). where a monument "Für Führer und Vaterland" (center left) was placed on a nearby islet. but removed after the Liberation. At right center are the emblems of Oscarsborg fortress and the Coastal Artillery.

-65-

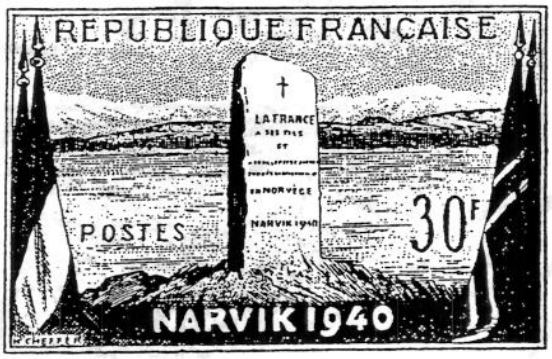
COMMEMORATING THE BATTLE OF NARVIK

Frederick A. Brofos

During the insidious German invasion of Norway in April/May, 1940, there were several battles between them and the Allied forces, to secure possession of the important iron-ore shipping port of Narvik in the North.

Two nicely engraved postage stamps have been issued commemorating the occasion. They were produced by France and Poland, who had some small but courageous contingents of Alpine troops involved. Although the British army and navy participation was larger in size, no commemorative stamps have emanated from the UK.

On April 9, 1990, the fiftieth anniversary of the invasion, Norway issued a Kr. 4 stamp honoring the Allies' reconquest of Narvik on May 28, 1940. Besides showing an aerial view of the place, the multi-colored stamp includes Norwegian, French, British, and Polish flags.



The Polish stamp is part of a set issued on December 15, 1941, by the Polish government in exile in Great Britain. The dark blue 55 groszy stamp shows two soldiers on a mountain slope looking down at a destroyer in the fjord far below. One of the soldiers, with the Polish eagle emblem on his helmet, is excitedly reporting events on a portable radio. The Polish inscription translates to: "Polish Army in Norway, Narvik Battle / May 1940".

The French stamp – 30 Francs, blue – was issued May 28, 1952, and pictures a view of the fjord, French and Norwegian flags, and a stone monument. With a magnifying glass one can discern the French inscription on the stone. Translated, it reads: "France to her sons and brothers in arms gloriously entombed in Norway. Narvik 1940."

Before all this, a commemorative card was issued by the Germans, the final victors at Narvik after the Allied withdrawal. It is not seen often, as it is part of a rather expensive 1941 set showing unrelated war scenes. Apparently it was produced to private order especially for the "Kraft durch Freude" (Strength through Joy) German Labor Organizations' collectors unit.

They were printed in a sepia brown color and sold for 20 Reichspfennigs each, although the face value was only 6 pfennigs. I think there were about six different scenes pictured, all entitled "Fighting for Freedom!". The card of particular interest to us shows a lively drawing by the artist Ax-Heu. Pictured are some German Alpine troops, in white camouflage skiing clothes, overlooking a fjord in which lies a destroyer. Above, a plane flies away after dropping off four parachutes, probably with supplies. At bottom right is the famous "Narvik Shield" badge, which was afterwards awarded to participants in this action. Commemorative postmarks were used at several places in Germany, showing the "Edelweiss" Alpine flower, a rifle, cap, pickaxe, and back-pack, as well as the twirling "KdF" swastika symbol. Besides the regular issue, the set was also produced with three different overprints in black. These were for use in "Elsass" (Alsace), "Lothringen" (Lorraine), and "Luxemburg". They were probably issued on January 12, 1941, at the "Day of the Stamp" celebrations. At that time, the old Hindenburg stamps were still in current use, being only gradually replaced later in the year by the well-known Hitler stamps.

The Battle of Narvik, of course, is amply described in history books. I have a copy of the German badge itself, which looks quite nice in spite of being only a reproduction.

There exists also a bogus "commemorative stamp" in dark blue, showing the Narvik shield. This phantasy label was apparently produced after the war. In the mid-'50s, at an ASDA Stamp Show in New York, a dealer had a bunch of them and offered me one at $5, but I declined.

Monument aux Soldats Français tués à la bataille de Ormeset, près de Narvik

A French commemorative card showing a French sailor beside the French monument to their dead soldiers at the Battle of Ormeset near Narvik in 1940.
A special First Day postmark cancels the special stamp.

The German commemorative postal card from 1941 for the Battle of Narvik

Im Kampf um die Freiheit!

RDS. Sammlergruppen, Abgabepreis 20 Rpf.

Postkarte

RARE NORWEGIAN FIELD POSTMARKS, 1940

Frederick A. Brofos.

Fieldpost and censormarks from the war in Norway - Spring 1940 - are a very interesting but little known area. The problem is probably that, due to the chaotic situation then, most of the war-time mail was destroyed in one way or another. Could one, after all, be so lucky as to run into something with special markings from those days ? Well, it still is possible, although unlikely. However, it cannot be emphasized enough that one should always preserve the entire card or envelope. If there is a letter also, that should be saved too, as it might give some indication of where it was sent from or other information. It is important to have such items reported and registered into the postal history picture from those days, as there is precious little from the Norwegian side on record. Besides this, there are three provisional fieldpostmarks from 1940 that are worth remembering , perhaps to hope to find. One is from a fieldpost office, the other two from fieldpost sub-offices no. I and II. What is expecially unusual and maybe unique about these postmarks is that they originally belonged to Hamar post office in central Norway and carried the name of that town. During the early days of the war, they were made over to be used by the Norwegian fieldpost service. The old steel lettering was filed off, some holes drilled and probably filled with new metal, tin or lead. The new inscription was perhaps engraved thereon by goldsmith Frisenberg of Hamar. The postmarks were used during the war-operations in April and May of 1940, they followed the troops in the Opland area, then up the valley of Gudbrandsdal and to Åndalsnes on the coast, where the campaign in Southern Norway ended. Any surviving mail is very rare, of course, but the postmarks themselves are preserved among the wonderful collections of the Postal Museum at Oslo.

Another interesting wartime postal history story, was told to me by a collector friend, whose father had seen service with the Norwegian Army in 1940. The date was 15-16 of May, and the Postmaster of Brandbu (Hadeland area) had disappeared.

Jensen was immediately ordered to manage a provisional fieldpost office. At the same time, he was to be responsible for censorship. He had some postage stamps available, but no postmark. In order not to give away to the Germans their present location by any name marking, special precautions had to be taken. At the local newspaper "Hadeland"' there was produced, on a Linotype setting- machine, a simple marking reading "MILITAER CENSUR" in 12-point half-thick Garamond type-face. All letters mailed then had their stamps cancelled with this metal stamper. The letters were also similarly marked on the reverse - to indicate censoring. These activities lasted only two days, as Brandbu was evacuated and the Norwegians moved up to Valdres. Jensen, however, who was unused to and tired of the postmarking business anyway, changed over to irritate the Germans in a more effective way. The field postmaster job was taken over by his friend Schoubye. He had the job and the marker all the way up to Fagernes - that is to say they followed with the 4th Brigade. Mrs. Jensen received at that time from her husband, a 15-øre postal card and also a letter franked with four 5-øre stamps cancelled with this marking. I think the card has survived, but not the envelope, unfortunately.

A similar mark exists in the Norwegian Postal Museum. It was also made on a setting machine, but bears the text; "MILITAER KONTROLL". Probably another 1940 provisional, location unknown. Incidentally, a number of towns in Northern Norway used interesting censor marks and labels until final capitulation in June.

LILLEHAMMER

The 1944 Norwegian Ship Wrecks Issue

by Frederick A. Brofos

One of the most dramatic and eye-catching of stamp sets of Norway during World War II was undoubtedly the so-called Ship Wrecks Issue that appeared on May 20, 1944, sponsored by the Quisling government. The three semi-postal stamps were designed by the talented artist, but Nazi sympathizer, Harald Damsleth, who was responsible for much clever propaganda work on stamps, posters, and newspaper cartoons during the war.

The additional surtax on the stamps was supposed to support victims or their surviving families following ship sinkings. As no one was quite sure about that, the stamps were seldom used by the public on ordinary mail. Only an occasional First Day Cover may be seen around today.

The stamps were neatly printed by photo offset by Emil Moertue A/S, Oslo. The sheets of 100 stamps were perforated 13 and on unwatermarked paper from Alvøens Paper Works. The quantities issued and other data were as follows:

"S/S Barøy," 10 + 10 øre olive green (779,700) (Figure 1.)
"S/S Sanct Svithun," 15 + 10 øre brown olive (776,100) (Figure 2.)
"S/S Irma," 20 + 10 øre brown red (781,600) (Figure 3.)

Figure 1.

At the war's end, the set was declared invalid for franking from May 15, 1945. When a number of invalidated stamps were surprisingly revalidated again from September 1, 1981, this particular set was not included. It was not stated whether any remainders were destroyed.

Although these three ships were also mail carriers, they did not have on board travelling postal agencies with their attractive "Crown & Posthorn" postmarks. In the period 1940-45, close to 30 mail-carrying vessels, sailing along the Norwegian coast, were sunk with a large loss of life.

Regarding the steam ships chosen for the stamps, the "S/S Barøy," (10 øre) was sunk on September 12, 1941, at Tranøy in the Vestfjord. It was part of the coastal express route between Trondheim-Tromsø, and all mail to Ofoten and Senja-Troms was lost. Exactly what destroyed her (~~bomb~~, torpedo, ~~mine~~) has ~~not~~ been determined. Accidental British aerial torpedo aimed at German convoy,

Figure 2.

Another coastal express steamer, but on the route Trondheim-Bergen, was the "S/S Sanct Svithun" (15 øre). She was sunk by British planes outside Stad the night of September 30/October 1, 1943. Twice, the ship was ordered by radio to stop, to allow passengers and crew to disembark in lifeboats, but to no avail.

The Germans aboard would not permit the ship to stop, but, instead, started firing the anti-aircraft guns. The resultant bombs fell and set the ship ablaze. Two Norwegian deck officers who tried to quell the panic on board and save women and children first, were brutally shot down by the Germans. In all, 43 Norwegians and 18 Germans lost their lives in this tragedy and, of course, all mail was lost, too. The stamp clearly shows a British bomber with the three-colored circle wing-emblem of the Royal Air Force, flying over the doomed vessel. ➤

Finally, the 20-øre stamp shows the "S/S Irma," which was torpedoed on February 13, 1944 by a British submarine. This happened at Hesterskjær, Hustadvika, outside Kristiansund N. Again, all mail was lost and no doubt lives, too.

As the old song goes, "I saw three ships come sailing in," but sadly, these ones never reached their destinations. ■

Figure 3.

LUREN Vol 28 No 8

OLD NORWEGIAN SHIP-MAIL POSTERS

Frederick A. Brofos

The SPLSC proudly announces the availability of a new publication, which can now be ordered by our readers. Frederick A. Brofos is one of the most recognizable names in philatelic writing; this is the result of years of his research and searching through archives in Norway. The publication consists of good photocopied reproductions of posters, often upon which may be seen routes, sailing dates, and other information of interest to the postal historian. To the extent possible, the posters are reproduced approximately in their actual size. Well over one hundred vessels are represented, often with more than one document reproduction. Quoting from the foreword of the book:

"The purpose of this publication is to present original source material on Norwegian and other flag ships carrying mail and plying the coastal waters and inland lakes of Norway a century or more ago.

"The material has mostly been gathered from the archives of the Norwegian Post Office, to whom many thanks are due for making these historical records available for use in this book, and thereby providing researchers worldwide with the chance of studying these otherwise rather inaccessible documents.

"Often picturesque in themselves, with their old-fashioned printing type, these antique posters should be of great interest to those philatelists who collect and study ship postmarks, as well as to others seeking data on ships of the period and their routes.

"The illustrations of ships on the posters are, I believe, just standard cuts used by the printers. The original posters were generally printed on very thin, sometimes colored, paper. Being so fragile, it is wonderful that so many still exist. However, they may have been others which have not survived the ravages of time and careless handling.

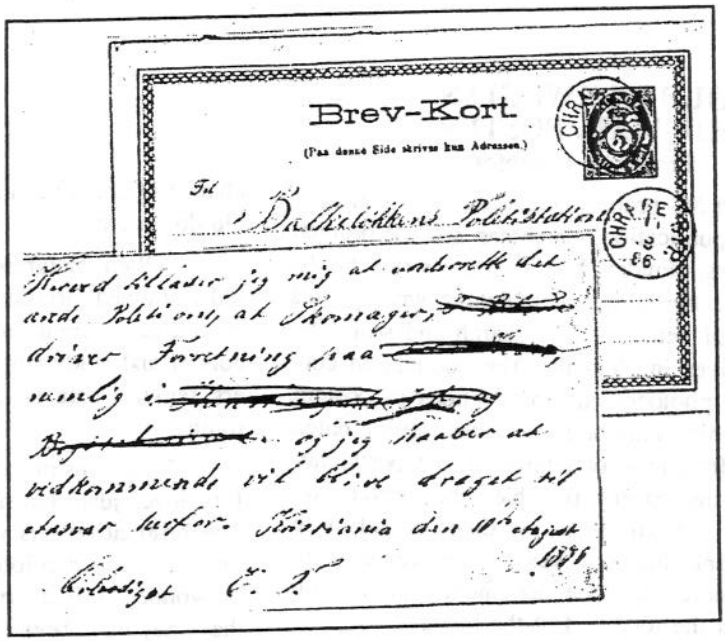
"An *alphabetical* listing of ships is given, together with the type of document referencing that ship; for example: ad, schedule, newspaper mention, etc. Additionally, the data and time period for that document in this publication are provided. All of the documents are presented in order by *date*."

The publication will be produced to order; as requests arrive we'll stage them and have sufficient copies of the new publication photocopied and bound to meet these specific requests. The cost of the publication has not yet been completely established; there are many 11 x 17 inch sheets which will be folded and bound together with many 8.5 x 11 inch sheets into the Velo-bound final product. I expect that the cost of each book will be approximately $25, including postage in the US. Send your check with your order, please, made payable to SPLSC, to the postoffice box address. If the final cost significantly exceeds $25, you will be billed with the shipment. Thanks in advance.

NORWEGIAN INFORMER CARD - 1886

By Frederick A. Brofos

In Venice around the 17th century, there was an infamous letter box on the side of a certain building. It was in the form of a frightening stone face. Into its wide open mouth were dropped denunciations to the authorities, particularly the feared Papal Inquisition. This actually happened in Spain, Austria, and elsewhere for a long time and no doubt caused many arrests and heads to roll. In modern times the dreaded German Gestapo received many reports from informers too. All of these nasty accusations have in common that they were usually anonymous.



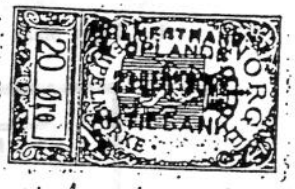
While examining some old, peaceful-looking, Norwegian postal cards, I was startled to find among the ordinary business messages, one that was actually an anonymous denunciation to the police! Here is the curious story.

The 5 øre dark green card is postmarked "CHRA.BYP. 11.8.86" by the Christiania Local Post, and addressed to the small suburban police station at Balkeløkken. Translated, the card reads: "Herewith I allow myself to inform the honorable Police that Shoemaker J. Blom is operating a business in two places, namely at Hansteensgade 5b and at Bogstadveien 2 and I hope that the relevant person will be drawn to accountability therefore. Kristiania, the 10th of August 1886. Respectfully, E. T."

It seems strange now that in those days it was apparently illegal to have two places of business. Perhaps tax evasion was involved here. One wonders also who could write this mean report. Was the mysterious "E.T." a man or a woman? A dissatisfied customer or rival shoemaker? One spelling mistake occurs twice, namely "Poleti" instead of "Politi." It is unusual that any part of the police files (in spite of crossings out) should ever come on the philatelic market. Be that as it may, it is surprising what sometimes comes to light again when the reverse of old cards are properly examined.

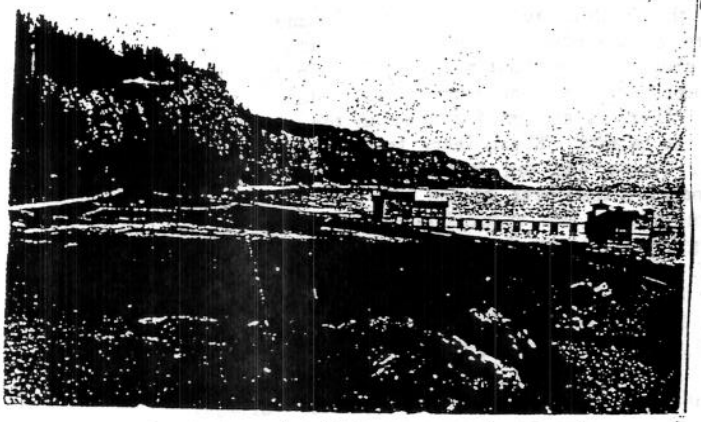
Some Holmestrand Markings

Holmestrand

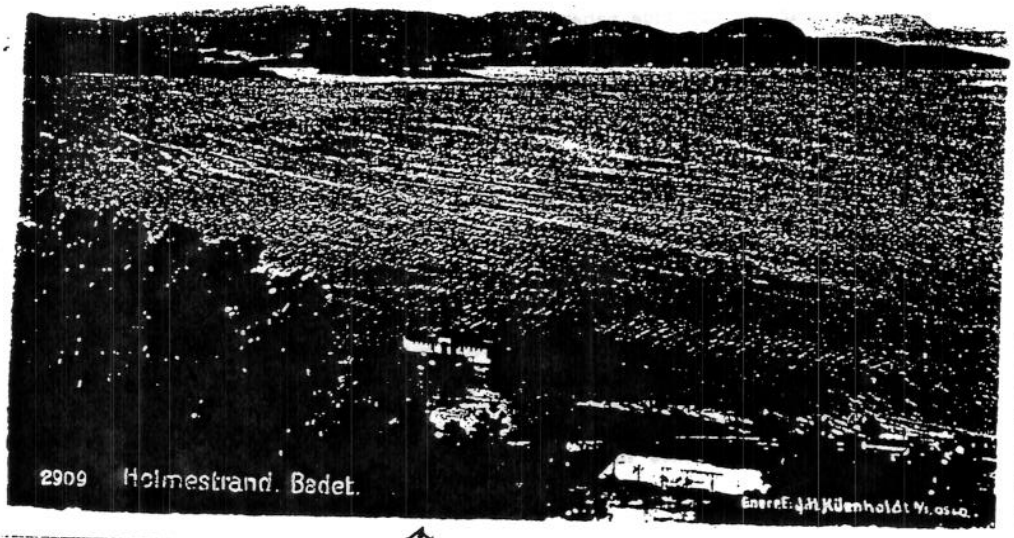


Holmestrand & Oplands Aktiebank

The Railroad postmark



The famous Bath House was shown on an old Local Post stamp of Holmestrand



The Holmestrand-Vittingfos Railroad (Holmestrand-Vittingfosbanen)

The 30-kilometer long railroad running from the picturesque old town of Holmestrand on the Oslofjord, past Hillestad and on to Vittingfos, was opened for traffic on October 1, 1902. The line shared the same fate as the Tønsberg-Eidsfos railroad, operations ceasing on the same day—June 1, 1938.

1902. The simple design has the denomination in the center within a frame. Above and below this is the name of the company, which is also repeated on the sides but in abbreviated form. All this is surrounded by an outer, single line, frame. Typographed. Finely rouletted. The sheets are without separate margin and are imperforate along the edges. The stamps in the four corners each having two imperforate edges. Issued with glue on the back.

This first issue was only printed in a very small quantity and was quite soon followed by the second issue in a new design.

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

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

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

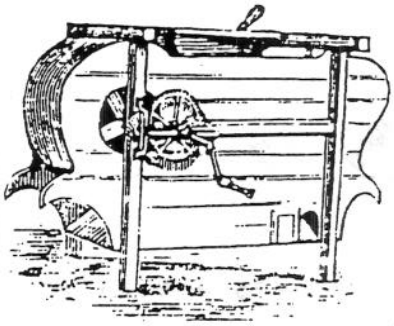
Holmestrand-Vittingfos-banen.

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

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

G. Brofos.

Fabrik og Reparationsværksted for Landbrugsmaskiner.



Holmestrand den 18

Anbefaler

de meget eftersprøgte

Labbeharve,

Valseharve,

Plauge og Drilplauge.

Høsteriver.

Tvæskemaskiner

med Halmristere.

Høstevandringer.

Rensemaskiner,

flere Størrelser.

Hakkelsmaskiner,

flere Størrelser.

Reparation

af alle Slags Maskiner.

G. Brofos

Maskinforretning,

Holmestrand.

Agentur for den nye

Slaamaskinen

„Milwaukee".

Kjedemaskin.

Lettest og varigst af alle.

Katalog gratis.

Har paa Lager alle Slags Slaamaskinblade (Nagler følger).

Færdige Kniver { Gamle Wood. Nye Wood. Buckeye. Jonston. Eidslos.

Kniver, Knibstenger (med Huller), Finger, Fingerstaal, Laaser, Oljekander m. m. m.

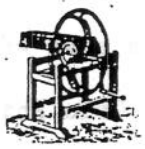
Dele og Tinder til Høriver.

Pumper,

Kraner,

Rør,

Krybber.

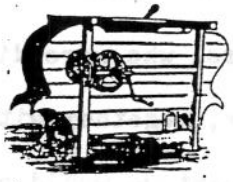


Hakkelsmaskiner,

Træskemaskiner.

Kornrenser.

Høstevandringer



Plauge

Harve

Nye Cykler tilsalgs.

Nye Dele og Reparationer af Symaskiner og Kogemaskiner.

Alt til Fabrikpris. Alt til Fabrikpris.

A poster (reduced) and letter-head of my grandfather Gustav Brofos, who had an agricultural machine shop in Holmestrand (on the Oslofjord) at the turn of the Century.

POLITIPRESIDENTEN I OSLO

Navn: Hans Irmann Jacobsen f. 16/11-27

Bopel: Munkedamsveien 86

gis herved tillatelse til inntil videre å ferdes ute etter kl. 21, nemli til kl. 23

Viseform. og kasserer i Oslo Filafelistklubb jun. gr. A.

POLITIPRESIDENTEN I OSLO, 5/10-43.

Peder Kind

politifullmektig

Denne tillatelse tilbakeleveres politiet straks etter utløpet av fristen.

Police Pass to go to Stamp Club Meetings

There was a curfew in Oslo and you had to have a permit to be out at night. The above pass was issued in 1943 to the vice president and treasurer of the Oslo Philatelist Club, Junior Group A. Young Mr. Hans Irmann Jacobsen was allowed out after 9 PM and until 11PM. There were quite a lot of junior members, who were divided into Group A and B. I was a member of the latter, together with Paul H. Jensen. Little did we know then, how prominent we would become in philately later on..

Post Office Department
THIRD ASSISTANT POSTMASTER GENERAL
DIVISION OF STAMPS
Washington

OFFICIAL BUSINESS

WASHINGTON, D.C. JUL 5-PM 1943 12

PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, $300

BUY WAR SAVINGS BONDS AND STAMPS

ARTHUR W. DEAS,
PRES., THE COLLECTORS CLUB,
22 EAST 35TH ST.,
NEW YORK, N. Y.

Post Office Department
THIRD ASSISTANT POSTMASTER GENERAL
Washington

NORWAY COMMEMORATIVE STAMP

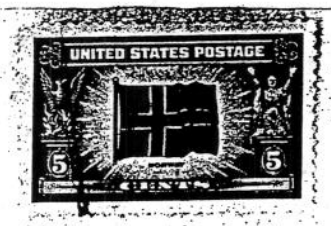
The 5-cent postage stamp for Norway, the third of the special series of stamps honoring the Axis overrun and occupied countries in Europe, will be placed on sale at Washington, D. C., on July 27, 1943. The central design of this stamp is a reproduction in colors of the flag of Norway. The stamp will be of the special-delivery size, 0.84 by 1.44 inches in dimensions, arranged horizontally, and issued 50 stamps to the sheet.

Stamp collectors desiring first-day cancellations of this stamp on July 27 may send addressed envelopes, not in excess of 10, to the Postmaster at Washington 13, D. C., with cash or postal money order to cover the cost of the stamps. *Postage stamps and personal checks will not be accepted in payment.* Each cover should be pencil-marked in the upper right corner to show the number of stamps to be affixed and, therefore, no letter of instructions will be necessary. Enclosures of medium weight should be placed in each cover and the flaps turned in or sealed. Envelopes should not be smaller than 3 by 6 inches. Requests should not be made for unusual arrangements and special markings. The Philatelic Agency will not service first-day covers.

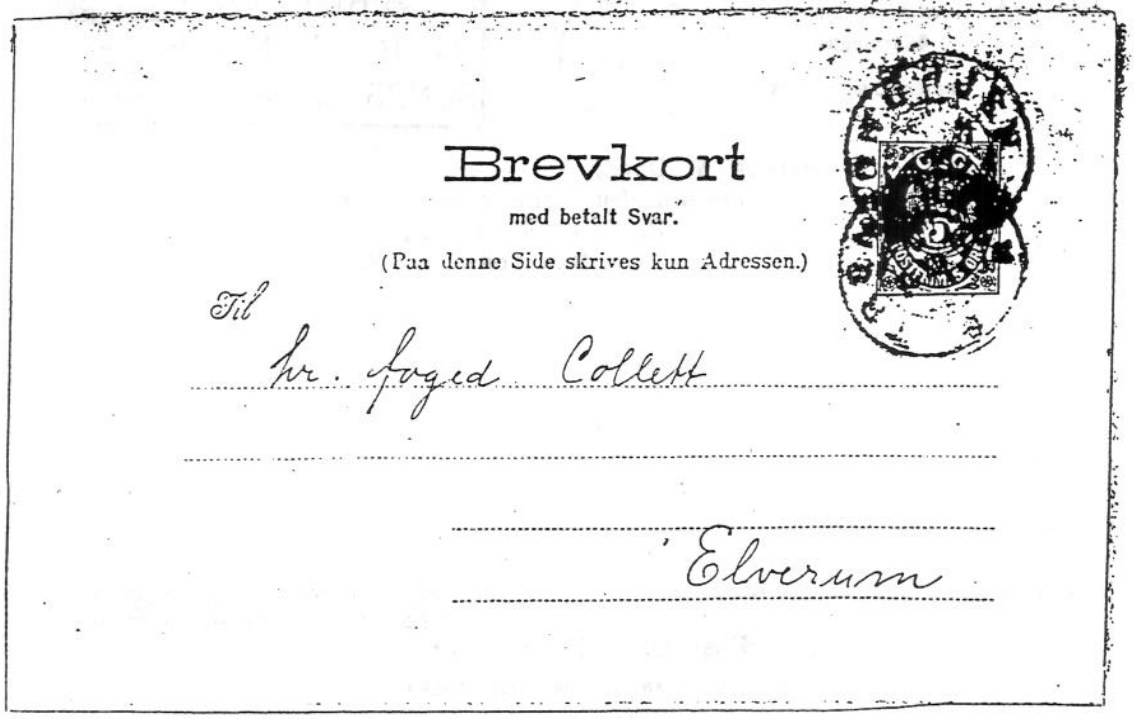
Requests for uncanceled stamps must not be included with orders for first-day covers. For the benefit of collectors desiring select stamps, the Norway commemorative postage stamp will be placed on sale also at the Philatelic Agency, Washington 25, D. C., on July 27. To insure prompt shipment, mail orders to the Agency should not include other stamp issues. Allowance must be made for return postage.

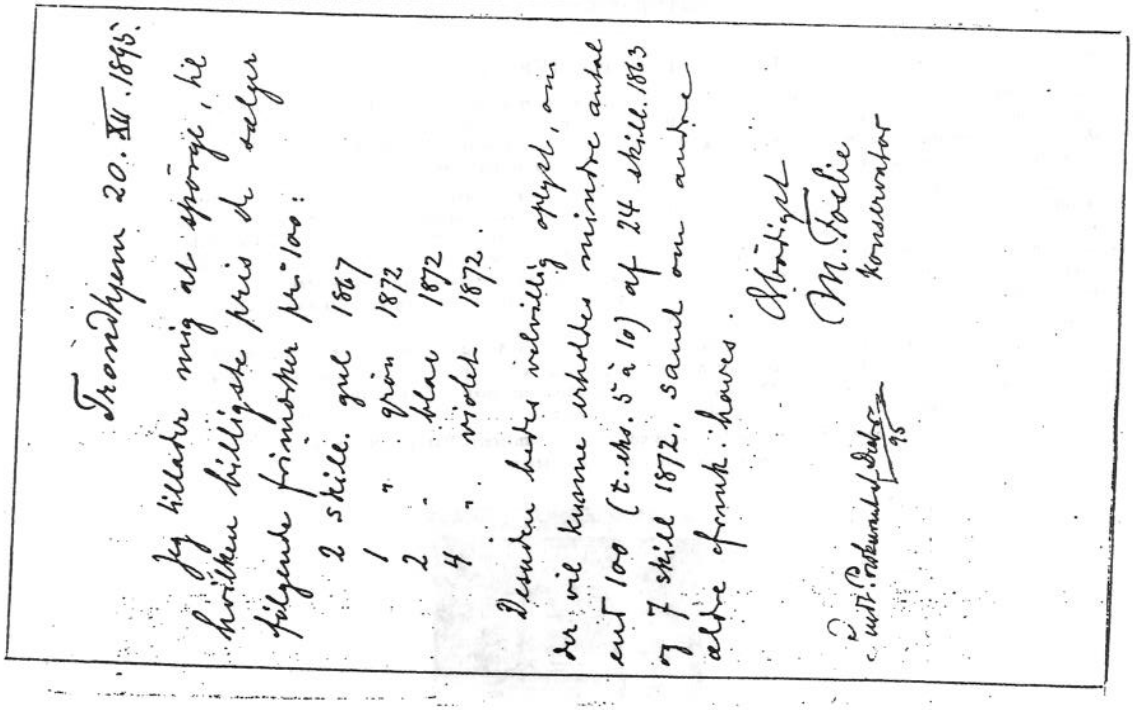
All requests for first-day cover service must be addressed to the Postmaster, Washington 13, D. C.

U. S. GOVERNMENT PRINTING OFFICE 475101



W. COLLETT, stamp remainder man





The Post Office had been selling remainders of the Norwegian Skilling stamps of several issues, as well as the special Returned Letter seals, to collectors at 5 øre each. However, by a contract of 10/4 - 1888, everything left was turned over to a certain minor official (Fogd) W. Collett. He sold large quantities of stamps to collectors and dealers both in Norway and abroad. Thus some issues are worth less unused than used. The Skilling stamps were valid for postage until 1/4-1908, at the rate of 3 Skilling equal to 10 øre. Stamps cancelled after 1888 are worth less than earlier used stamps.

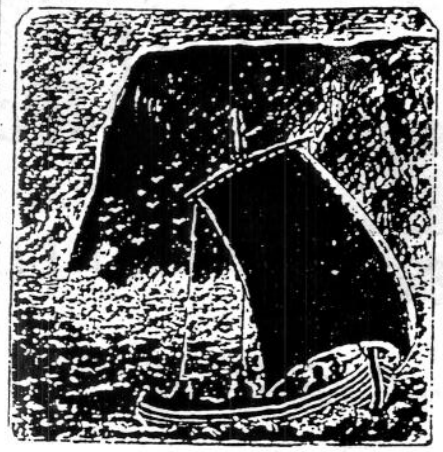
Above, is a card to Collett in 1895, asking his prices by the sheet on the various Skilling issues he had, namely 24 Skill, 1863, 2 Skill 2, 1867 Arms type and Posthorn type 1872: 1, 2, 4 and 7 Skilling. The question was asked as to whether he had other older stamps too. (Probably not)

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:



NORDKAP.

Det Bergenske Dampskibsselskab
Bergen — Norge.

Turist-Rute
mellem
Bergen—Trondhjem—Nordkap.

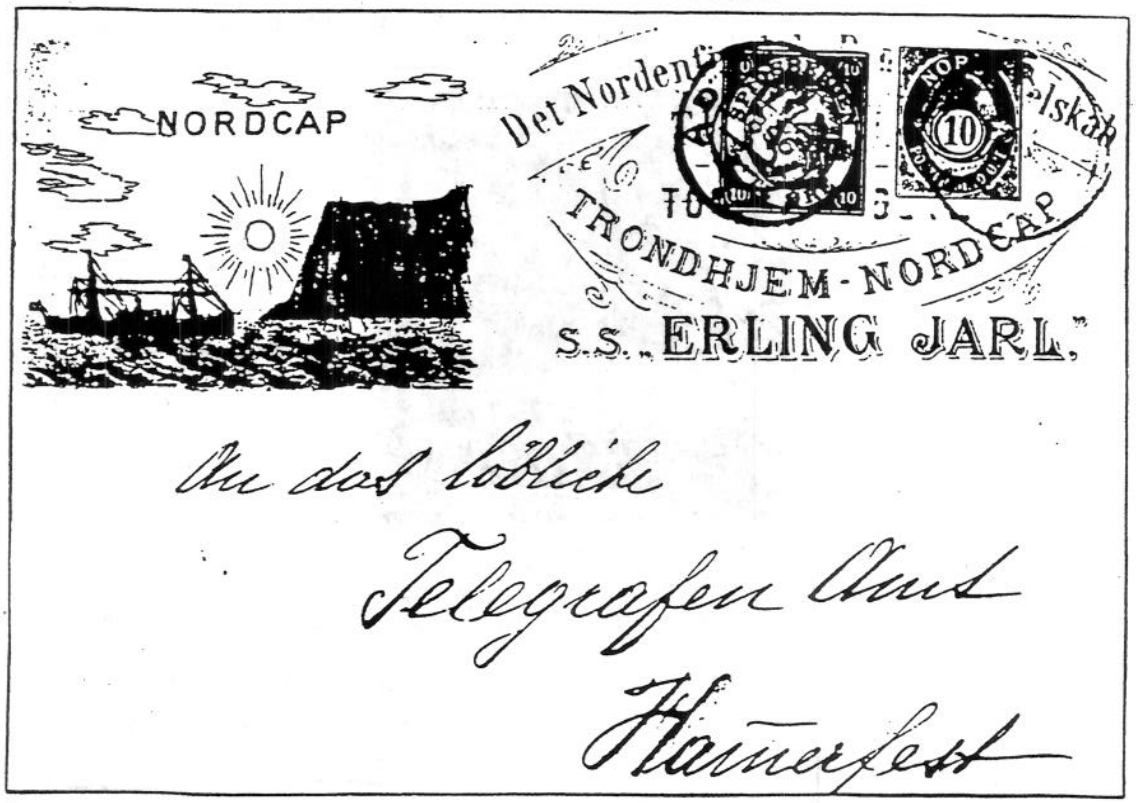
Turistdampskibet
„SIRIUS"

Mr. William F. Scott.
New York
69 Wall Street U. S. A.

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

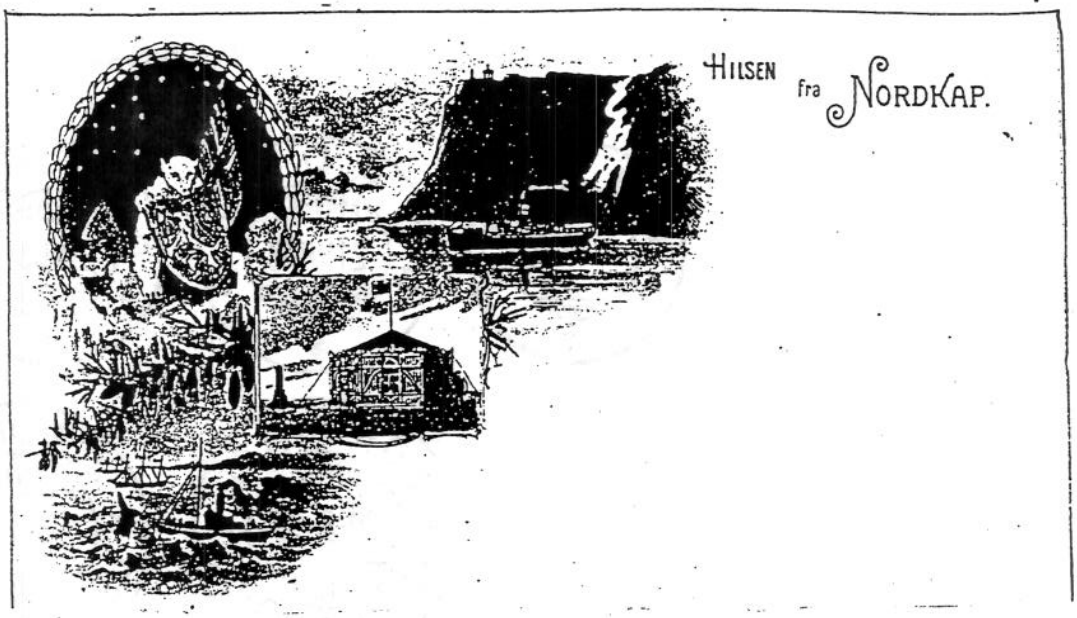
Hammerfest, northernmost town of Norway, fades into the distance behind us as the mail-boat steams ever northward. The land ceases to be of account except as subservient to the sea, and fish becomes the center of all industries. The landscape is Arctic, and the vegetation scanty. On the right, the coast 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 Tromsø, 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 Magero 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.

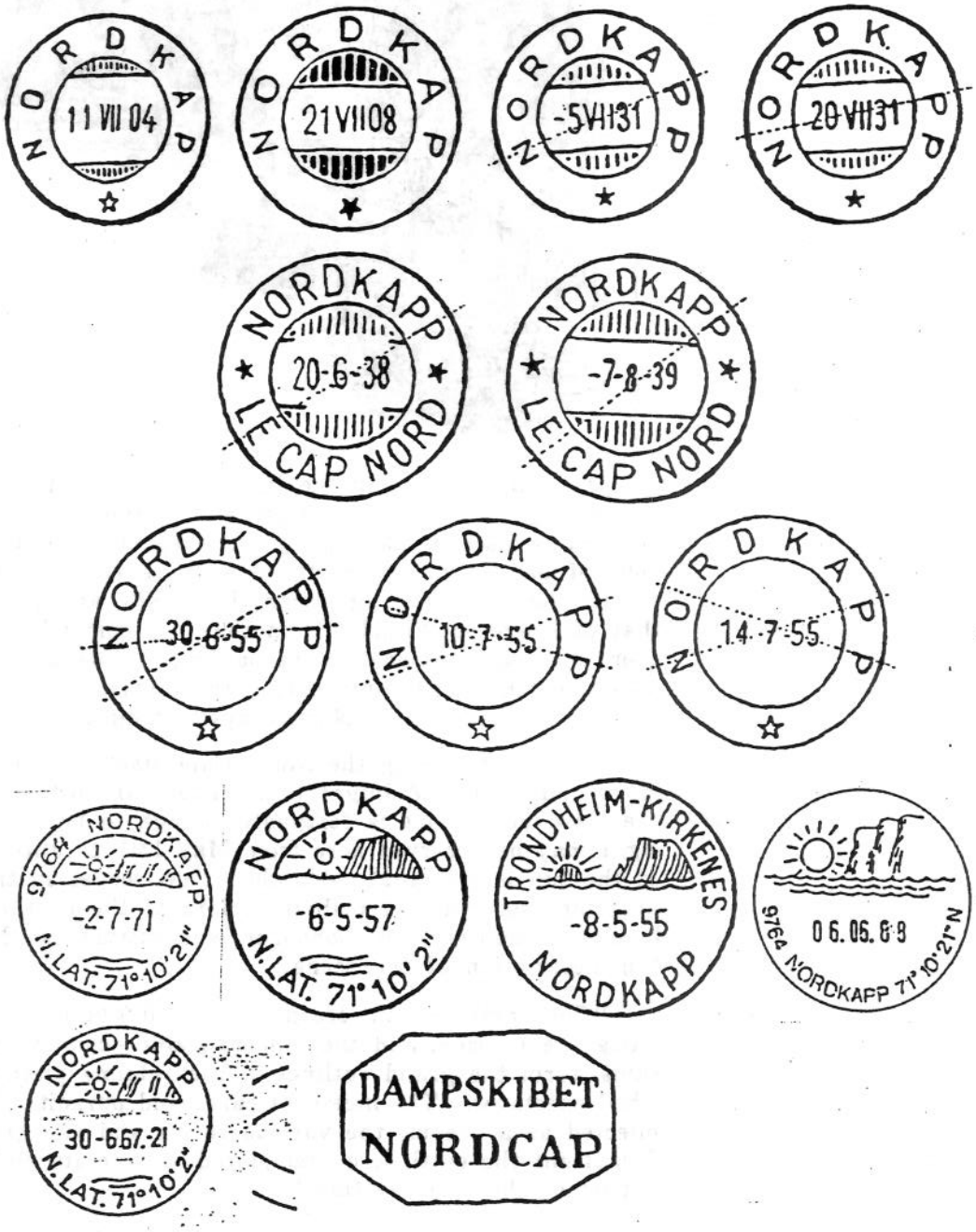
Aside from seeing the North Cape itself, the great attraction for tourists is, of course, the Midnight Sun. There are often thick mists which obscure the view, but, if one is fortunate enough to have clear weather, a wonderful sight may be observed here from May 13th to July 30th when the whole disk 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:

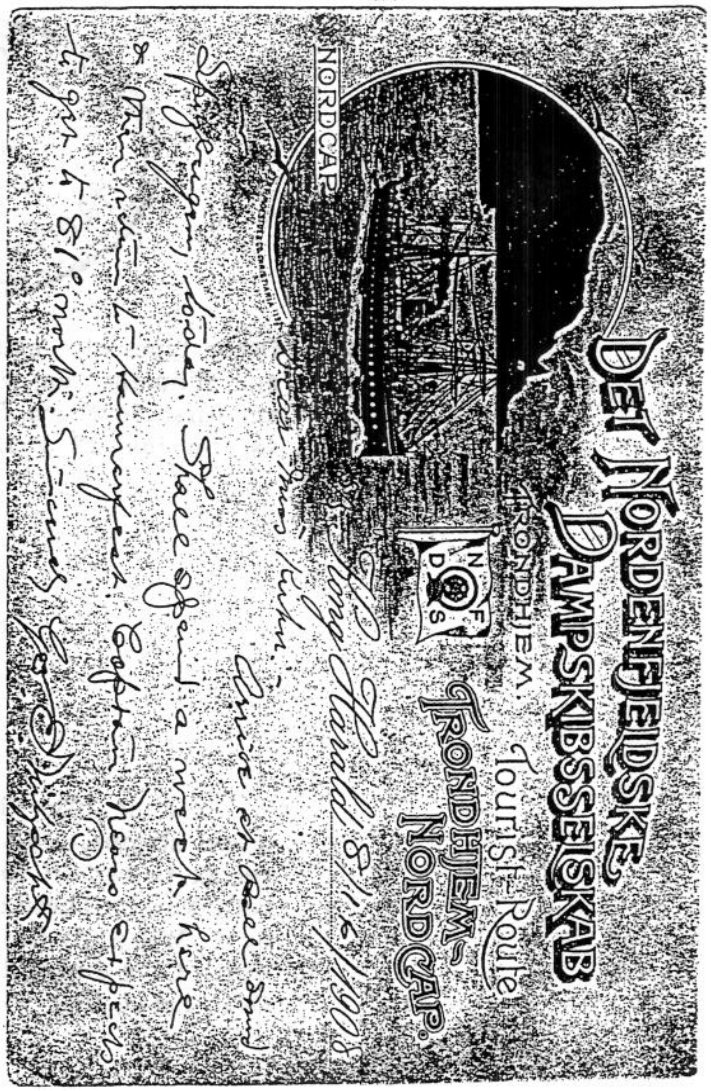
Other types also exist. An oblong cachet picturing a plane, the North Cape and Midnight Sun, was applied in green to mail carried on the first Northern and first Southern flight of the airmail route Tromso-Hammerfest-Honningsvag on July 12 & 13, 1936.

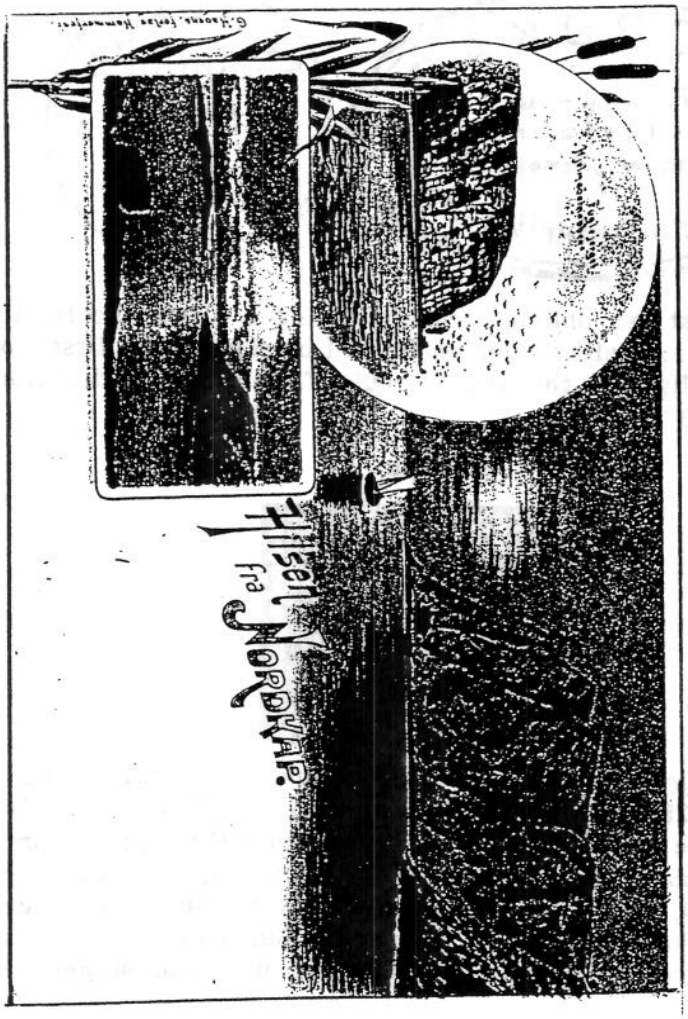
Stamps

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.





NORTH CAPE

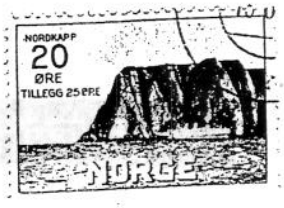
Way up in the Arctic North, the sun never sets for several weeks during the summer. This phenomenon has been very popular with tourists since back into the last century. Few attractions could beat a cruise to the North Cape, the most northerly tip of Norway and of Europe, and a view of the awe-inspiring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

The North Cape is of particular interest to philatelists on account of the fourteen postage stamps which have been issued showing this famous landmark of Norway. Also, some ten or more different postmarks have been used at the temporary post office there, and several private cachets have been applied aboard visiting tourist ships from time to time.

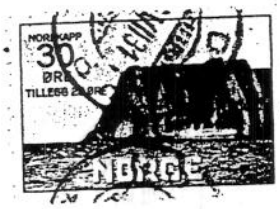
JUNE, 1930. Wmk. 100

I

310,000



190,000



100,000

JUNE 20, 1930. Wmk. 100

II

214,700

160,550

APR. 1, 1943. NO Wmk.

III

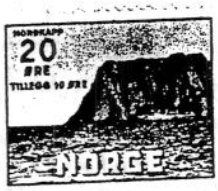
520,000

420,000

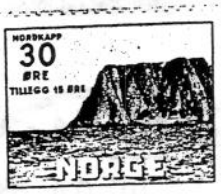
420,000

JUNE 15, 1953. NO Wmk.

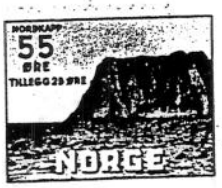
IV



270,362



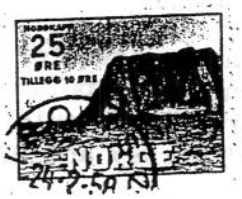
287,507



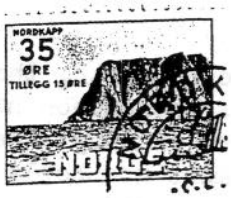
212,862

MAY 6, 1957. NO WMK.

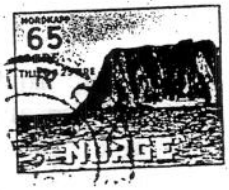
V



545,000



560,000

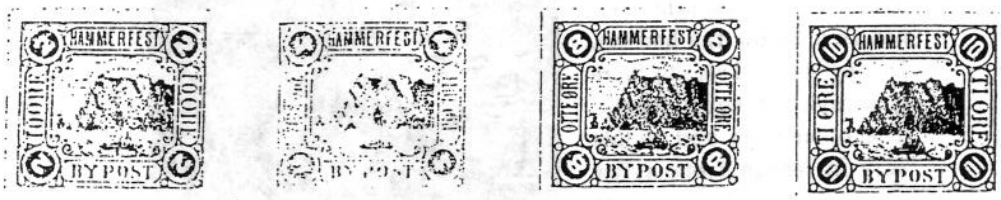


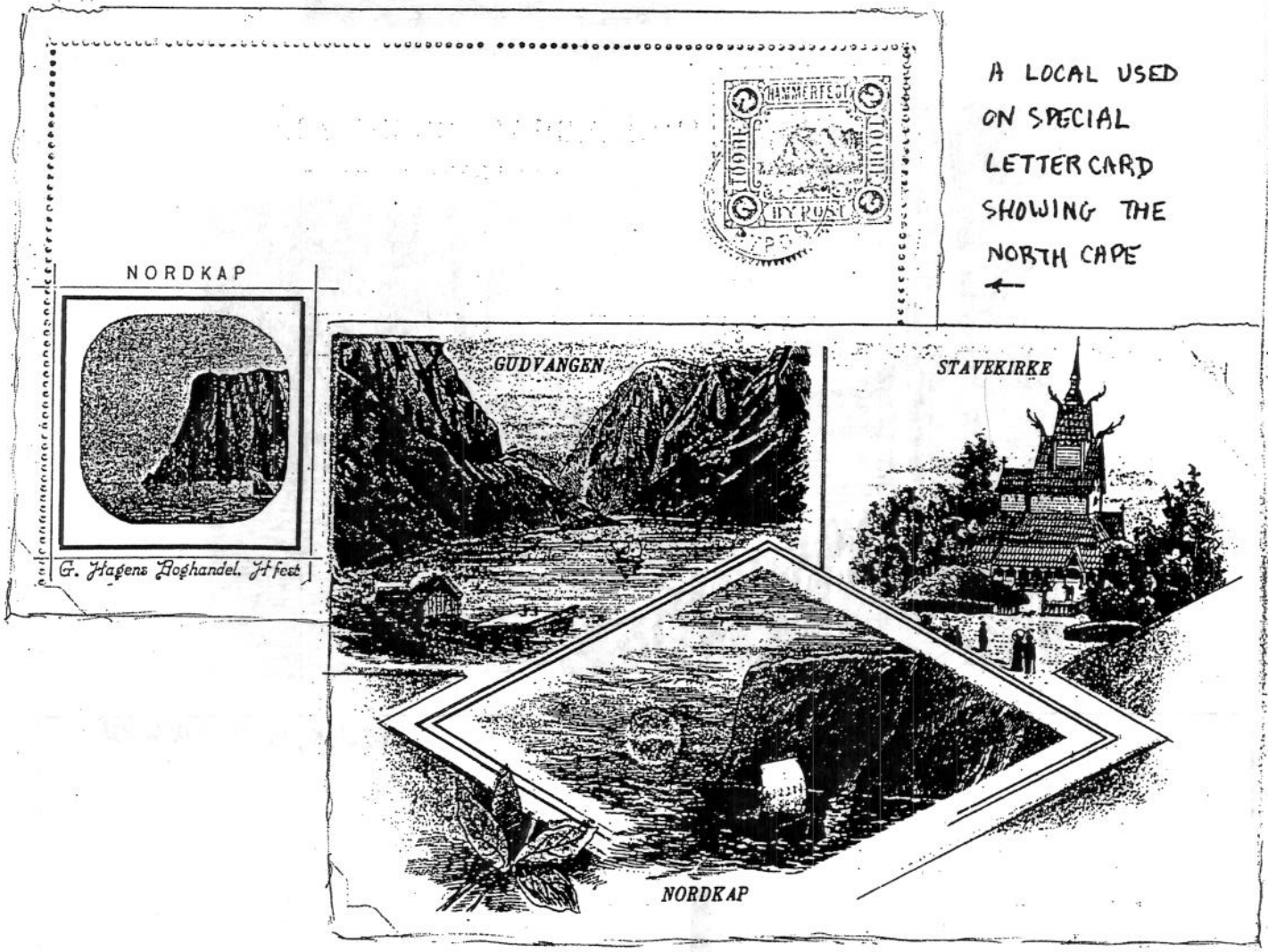
495,000

NORGE 140

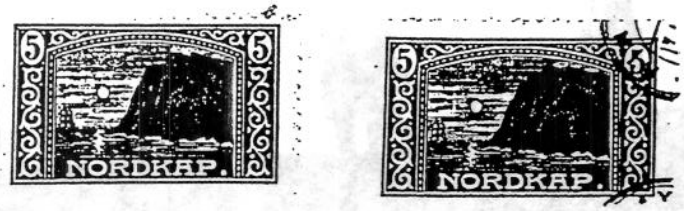
APR. 25, 1974. no wmk, 1,500,000

THE NORTH CAPE IS SHOWN ON THE STAMPS ISSUED BY W.B.BØGHS LOCAL POST IN HAMMERFEST, 1888.





A LOCAL USED ON SPECIAL LETTER CARD SHOWING THE NORTH CAPE ←

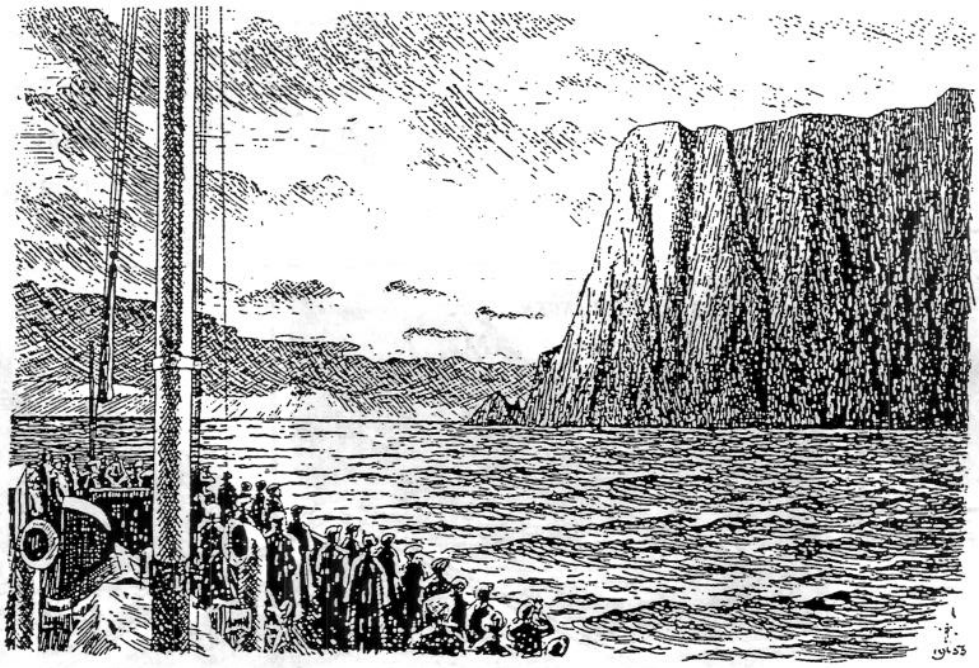


← OLD TIME STICKERS SOLD TO TOURISTS FOR USE ON CARDS.

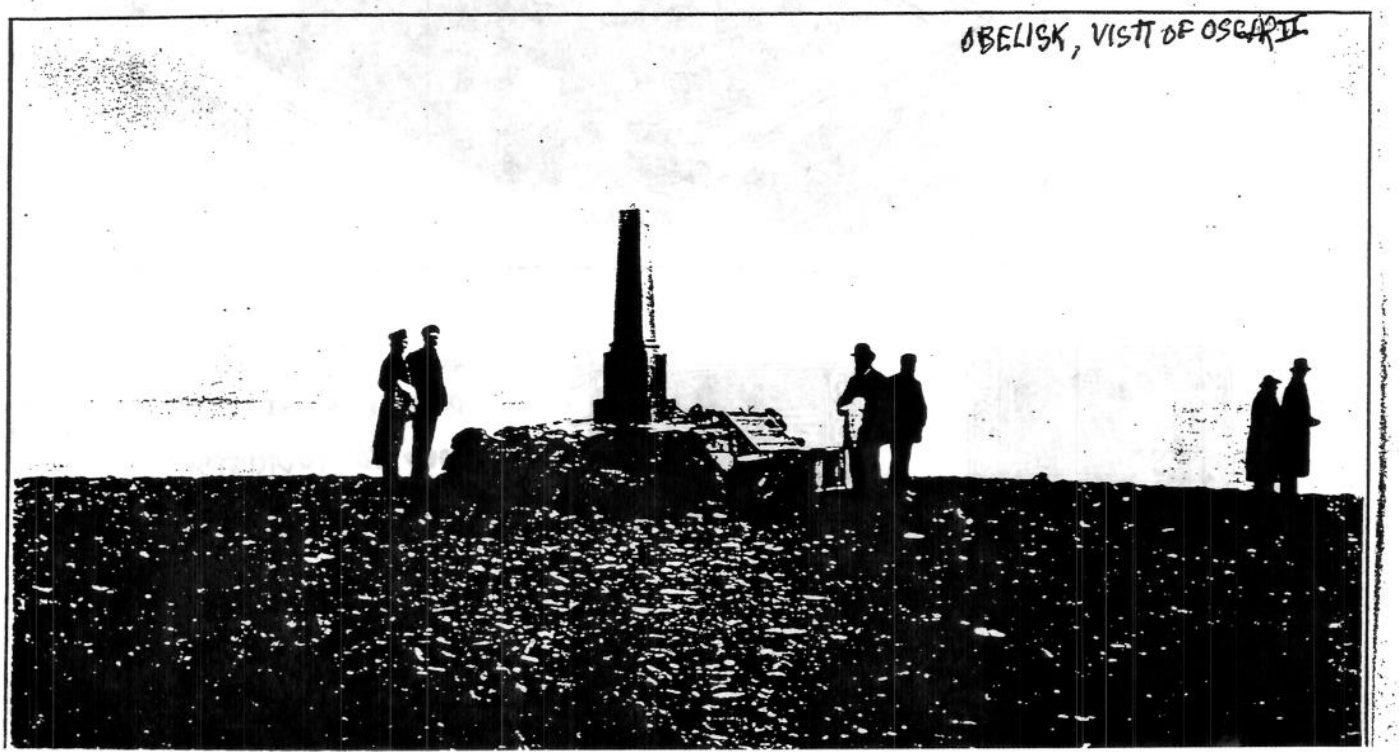
In winter the sea and gulf on the east of the peninsula, as well as the wide straits leading into them, are frozen over, for here the mild winds from the ocean do not enter. At the same time, the ocean around North cape is free from ice. Thus the heat given to ocean currents in the torrid zone proves a great blessing to people in this far-away land.

The North cape is so far from the equator that in the warm season the sun for more than two months does not sink below the horizon. During the cold season there is a night of equal length. The other days and nights vary in length from a few minutes to twenty-four hours.

North Cape, Norway.



OBELISK, VISIT OF OSCAR II



-88-

NORTH CAPE CRUISE

JULY 2, 1957

CUNARD'S FAMOUS WORLD CRUISE LINER

CUNARD LINE

POSTED ON THE HIGH SEAS
R.M.S. "CARONIA"

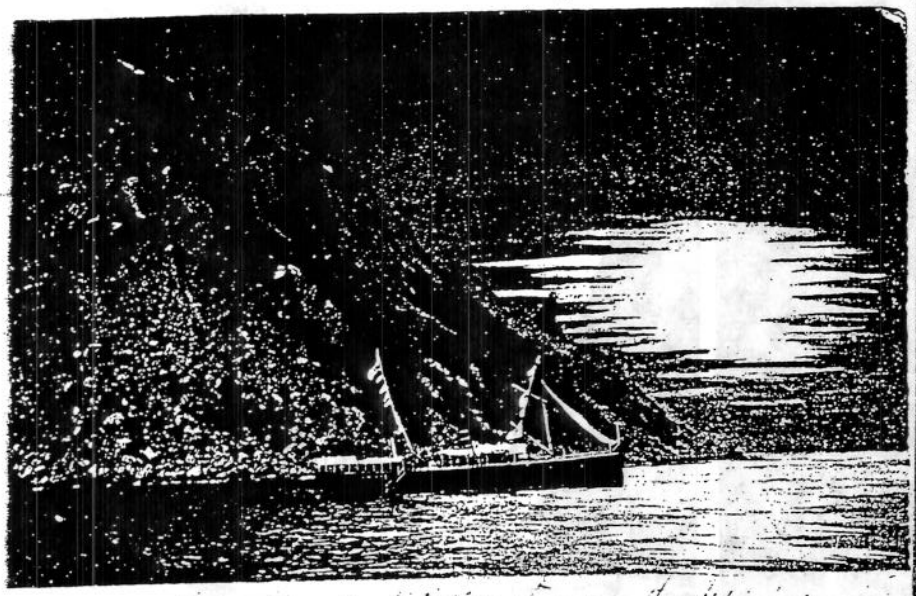
POSTMARK
T.9

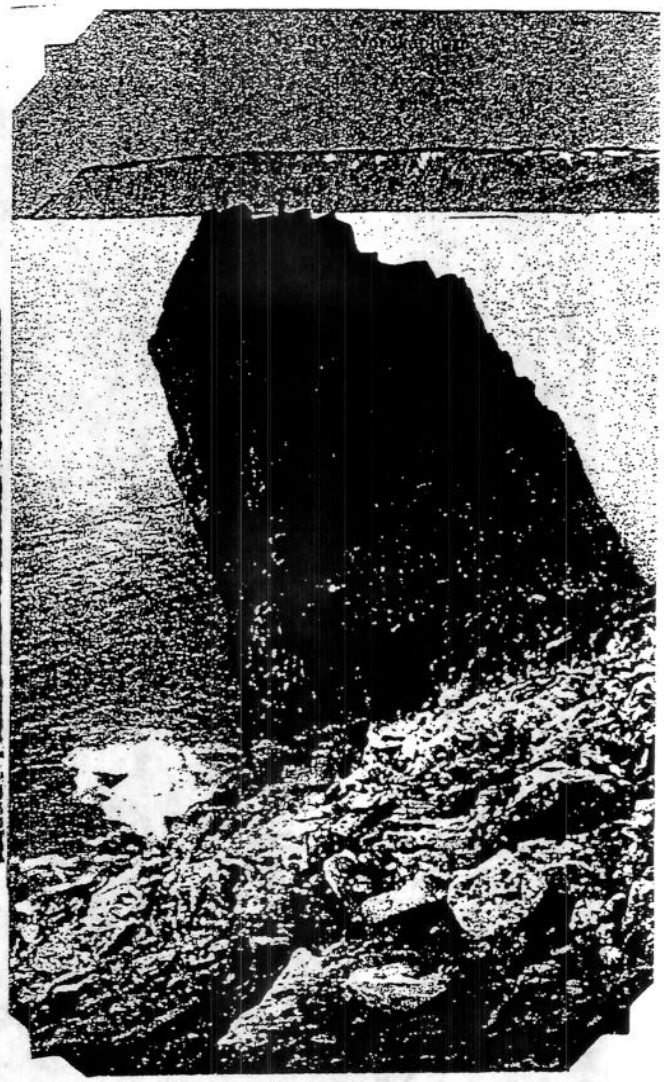
Paquebot

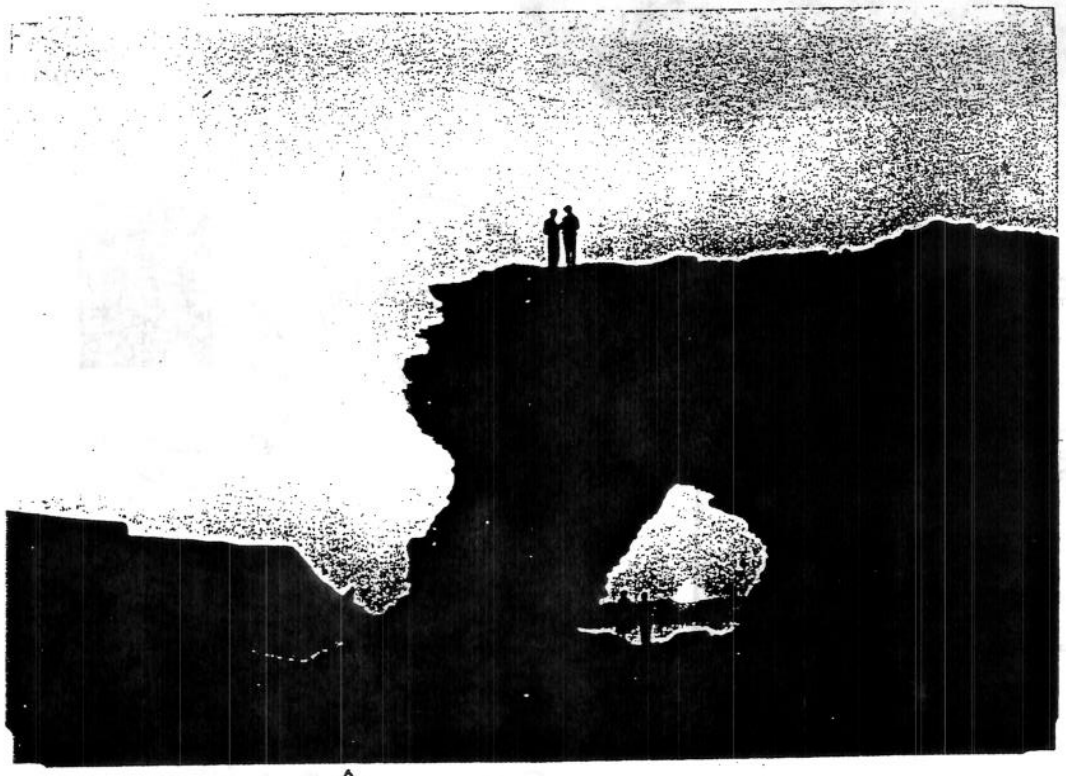
EDWIN DRECHSEL
BELVEDERE
CALIFORNIA
U.S.A.

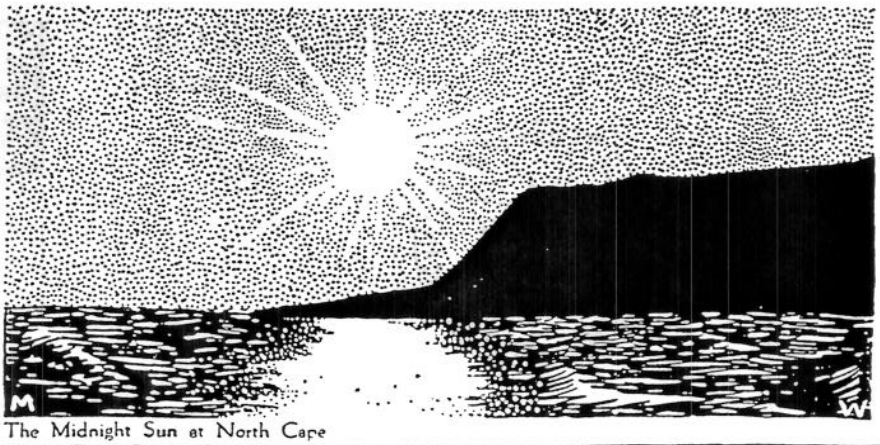
PRINTS

THE NORTH CAPE HORN IS A GIANT ROCK THAT JUTS OUT ON THE NORTH EASTERN SIDE OF THE NORTH CAPE









The Midnight Sun at North Cape

Summer Cruise to North Europe

The Raymond-Whitcomb Europe Cruise via Iceland to North Cape sails direct from New York, June 28. Various fascinating shore excursions are included. Tours to other parts of Europe have been planned in connection with this Cruise. Cruise Rates, $675 up, including return.

A Luxurious Ship

We have chartered the S. S. "Osterley" of the Orient Line for the exclusive use of cruise members. This luxurious ship (18,100 tons displacement), with broad decks, is ideal for a summer cruise.

A Perfected Itinerary

The meticulously arranged itinerary far exceeds any similar one ever devised, both in scope and variety. Visiting Iceland, the North Cape, Lofoten Islands, Norwegian Fjords, Norway, Sweden, Denmark, Belgium, England. With spectacular scenery, including the Midnight Sun.

Send for Illustrated Booklet

Europe Tours

Best accommodations, freedom from the usual vexations of travel, and itineraries full of vital interest, are a few advantages of Raymond-Whitcomb Europe Tours. Send for New Europe Booklet.

Two Round the World Cruises

Sailing January 9 and 16, 1923, on new oil-burning steamships. The S. S. "Resolute" of United American Lines; and the S. S. "Volendam" of the Holland-America Line.

6. MAI 1957

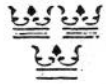
Fred A. Brofoss,
137 West 74th Street,
New York 23, N.Y.,
USA.

425 W 21st

-91-

BREVKORT

CARTE POSTALE



Frederick A. Brofoss

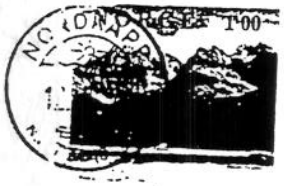
137 West 74th. St.

NEW YORK 23

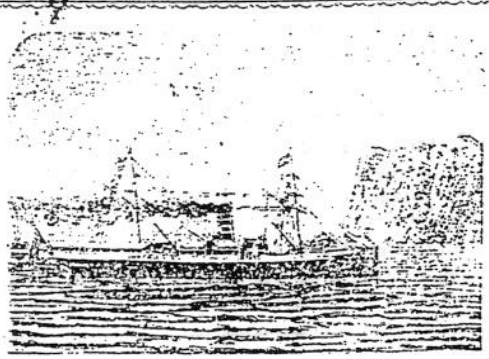
USA N.Y.

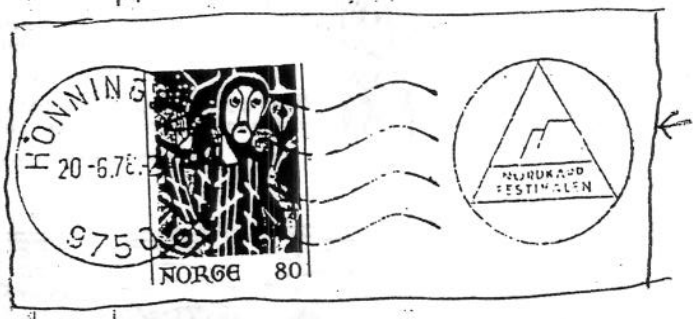
F-8398-7 Nordkapp, 71°10'21'' N. Lat.
Norway The North Cape, the northernmost point on the coast of Europe.

ENERETTI KNUT



SMALL PMK.





Menu.

SIRIUS

Lørdag den 5te Juli 1890

Asparagussup
Poached Salmon with dutch sauce
Corned breast of veal and reindeer tungue
with green peas.
Roast lamb with sliced cucumber

Dessert.

Rumpudding
Cheese, butter and biscuits.

Treaty regulating the Status of Spitsbergen and conferring the Sovereignty on Norway.

Signed at Paris, February 9, 1920.

(British Ratification deposited December 29, 1923.)

THE President of the United States of America; His Majesty the King of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India; His Majesty the King of Denmark; the President of the French Republic; His Majesty the King of Italy; His Majesty the Emperor of Japan; His Majesty the King of Norway; Her Majesty the Queen of the Netherlands; His Majesty the King of Sweden,

Desirous, while recognising the sovereignty of Norway over the Archipelago of Spitsbergen, including Bear Island, of seeing these territories provided with an equitable régime, in order to assure their development and peaceful utilisation,

iaries with a view

Extraordinary and
erica at Paris;
and of the British
:
, G.C.V.O., C.B.,
entiary at Paris;

, K.C.M.G., High
igdom;

Commissioner for

K.C.M.G., High
d Kingdom;

., Acting High
Kingdom;

G.C.V.O., C.B.;

B 2

TREATY SERIES No. 18 (1924).

TREATY

REGULATING THE

STATUS OF SPITSBERGEN

AND CONFERRING THE

SOVEREIGNTY ON NORWAY

Signed at Paris, February 9, 1920.

[WITH MAP.]

Presented by the Secretary of State for Foreign Affairs to Parliament by Command of His Majesty.

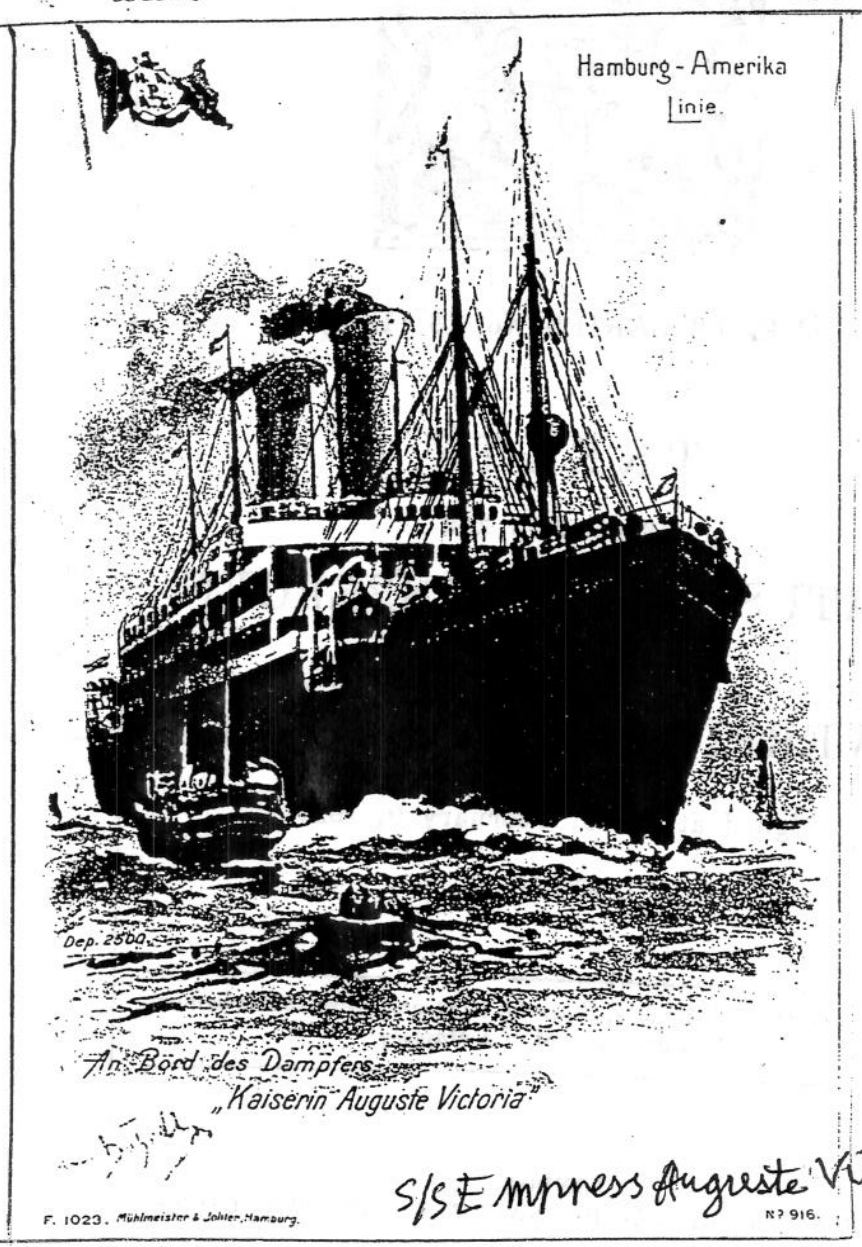
LONDON:
PRINTED & PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE.

-93-

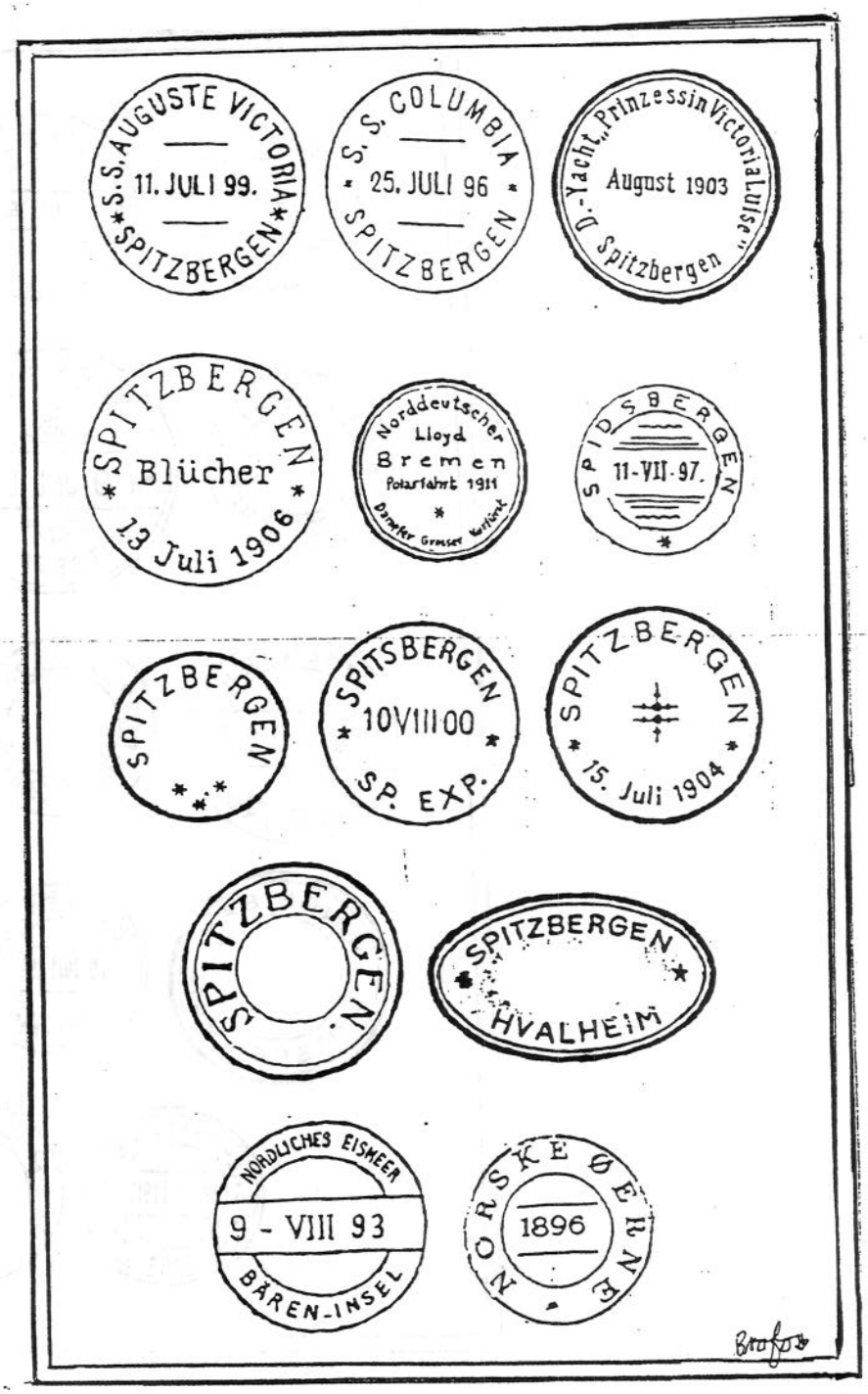
Hamburg-Amerika Linie, Nordlandfahrt.
SS "BLÜCHER", den July 23 1906

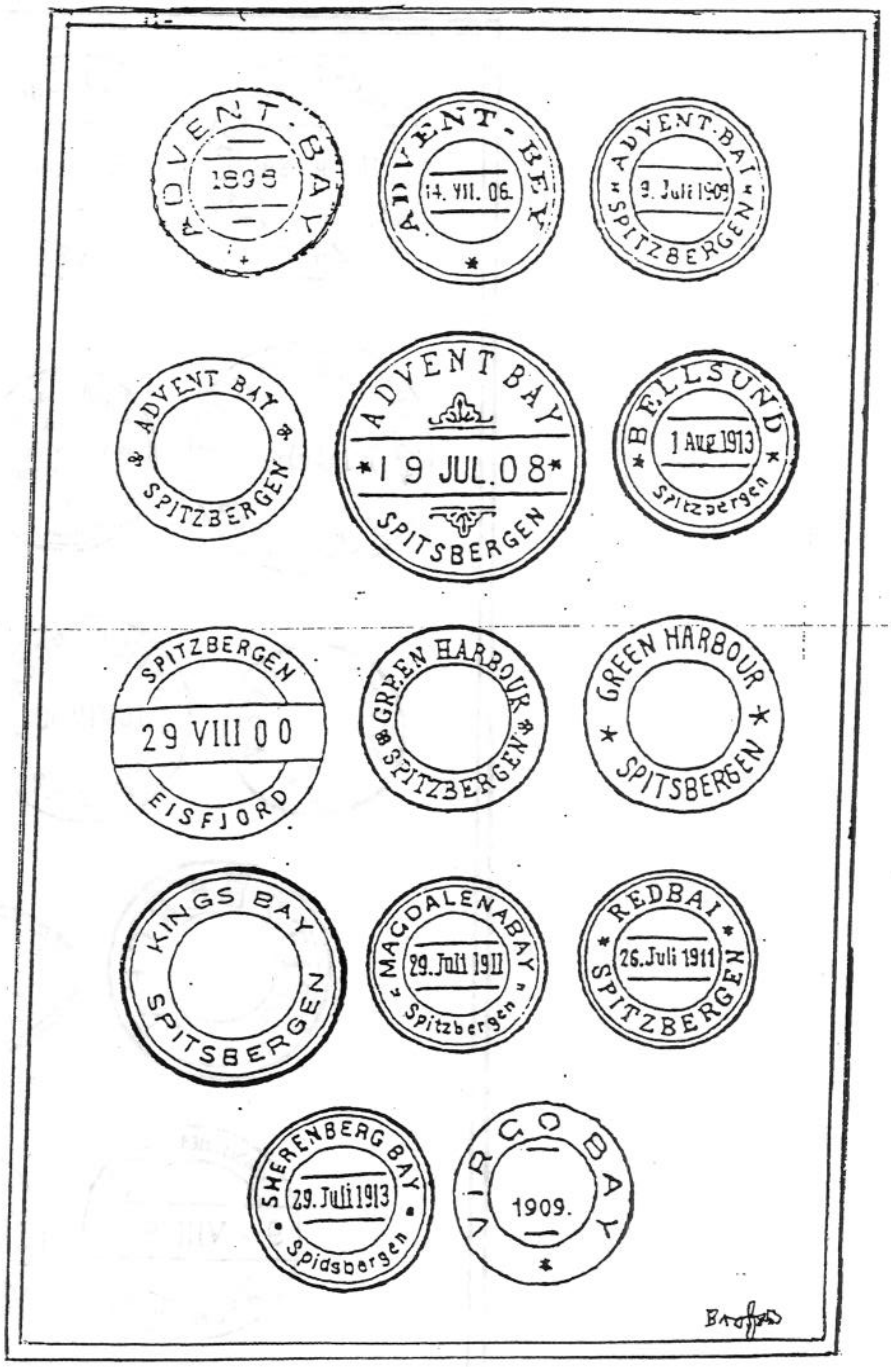
S/S BLÜCHER

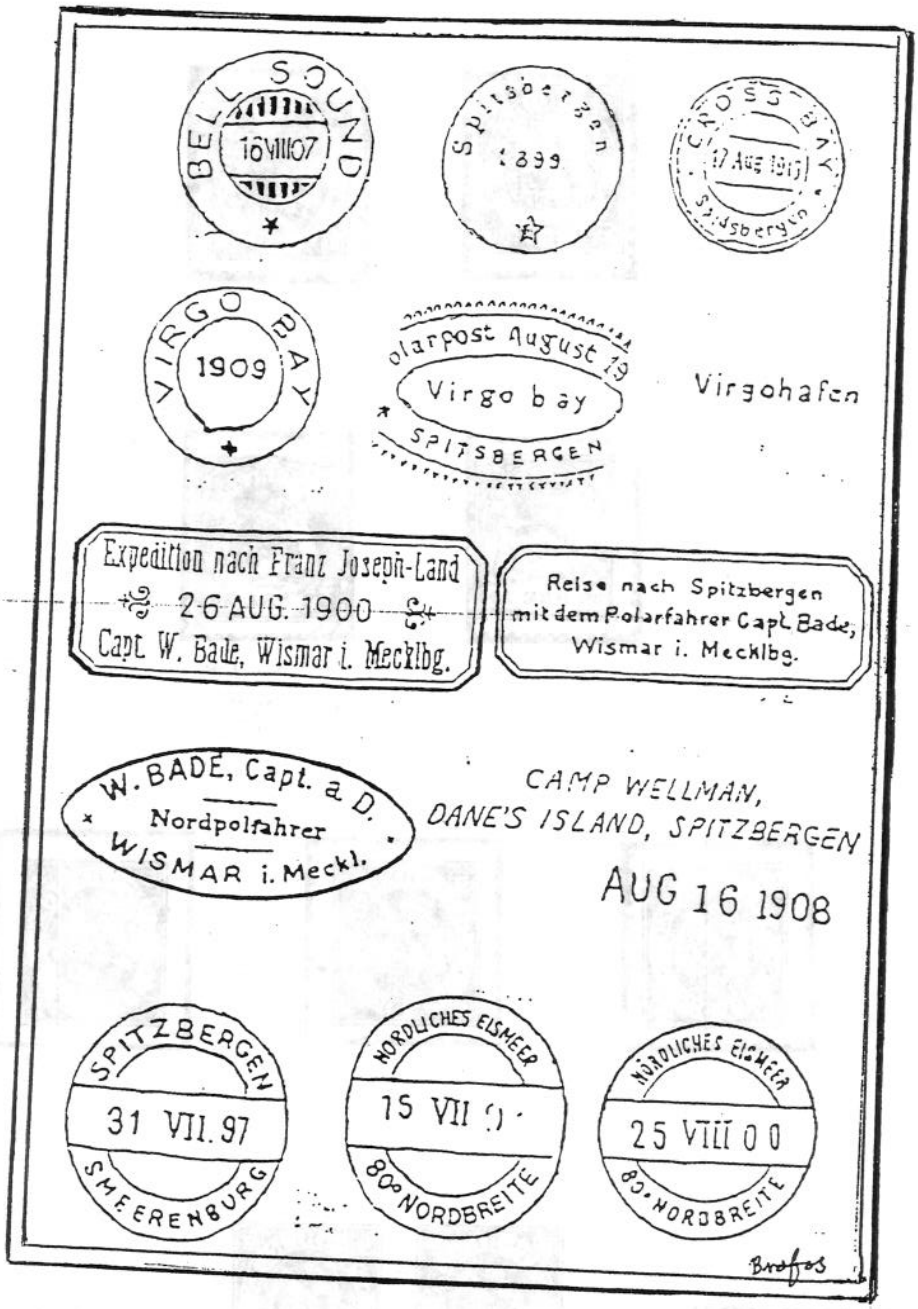
Advent-Bay. Left this interesting spot & at present sailing along Coast of Norway - fine scenery - rocky bordered Coast, constantly changing panorama. Thermometer 55 - mild and delightful - though usually fog lined Coast - getting on deck now Cam



S/S Empress Augusta Victoria


S.S. AUGUSTE VICTORIA
11. JULI 99.
SPITZBERGEN
S.S. COLUMBIA
25. JULI 96
SPITZBERGEN
D.-Yacht „Prinzessin Victoria Luise"
August 1903
Spitzbergen
SPITZBERGEN
Blücher
13 Juli 1906
Norddeutscher Lloyd
Bremen
Polarfahrt 1911
SPITZBERGEN
11-VII-97.
SPITZBERGEN
SPITSBERGEN
10VIII00
SP. EXP.
SPITZBERGEN
15. Juli 1904
SPITZBERGEN
SPITZBERGEN
HVALHEIM
NORDLICHES EISMEER
9 - VIII 93
BÄREN-INSEL
NORSKE ØERNE
1896


ADVENT BAY
1898
ADVENT BAY
14. VII. 06.
ADVENT BAY
9. Juli 1909
SPITZBERGEN
ADVENT BAY
SPITZBERGEN
ADVENT BAY
19 JUL. 08
SPITSBERGEN
BELLSUND
1 Aug 1913
Spitzbergen
SPITZBERGEN
29 VIII 00
EISFJORD
GREEN HARBOUR
SPITZBERGEN
GREEN HARBOUR
SPITSBERGEN
KINGS BAY
SPITSBERGEN
MAGDALENABAY
29. Juli 1911
Spitzbergen
REDBAI
26. Juli 1911
SPITZBERGEN
SHERENBERG BAY
29. Juli 1913
Spidsbergen
VIRGO BAY
1909.


BELL SOUND
16 VIII 07
Spitsbergen
1899
CROSS BAY
17 Aug 1913
Spitsbergen
VIRGO BAY
1909
Polarpost August 19
Virgo bay
SPITSBERGEN
Virgohafen
Expedition nach Franz Joseph-Land
26 AUG. 1900
Capt. W. Bade, Wismar i. Mecklbg.
Reise nach Spitzbergen
mit dem Polarfahrer Capt. Bade,
Wismar i. Mecklbg.
W. BADE, Capt. a. D.
Nordpolfahrer
WISMAR i. Meckl.
CAMP WELLMAN,
DANE'S ISLAND, SPITZBERGEN
AUG 16 1908
SPITZBERGEN
31 VII. 97
SMEERENBURG
NÖRDLICHES EISMEER
15 VII 0
80° NORDBREITE
NÖRDLICHES EISMEER
25 VIII 00
80° NORDBREITE

-97-

Spitsbergen "Locals"

[illegible]

[illegible]

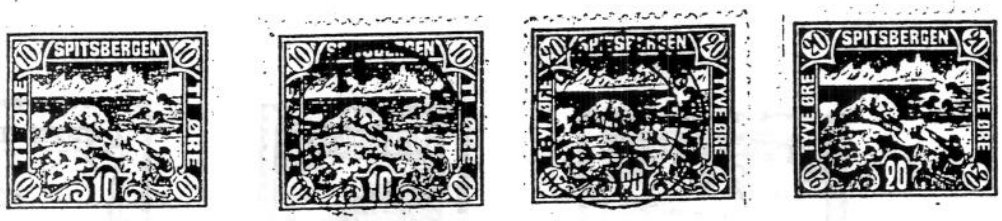
[illegible]

[illegible]

[illegible]

Spitsbergen "Locals"

"French Spitzbergen Expe"
8 Aug. 1960

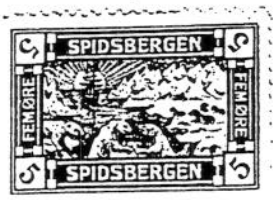


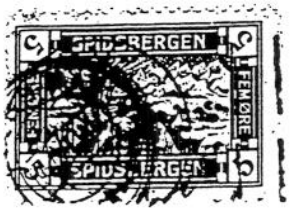
11 July 1917

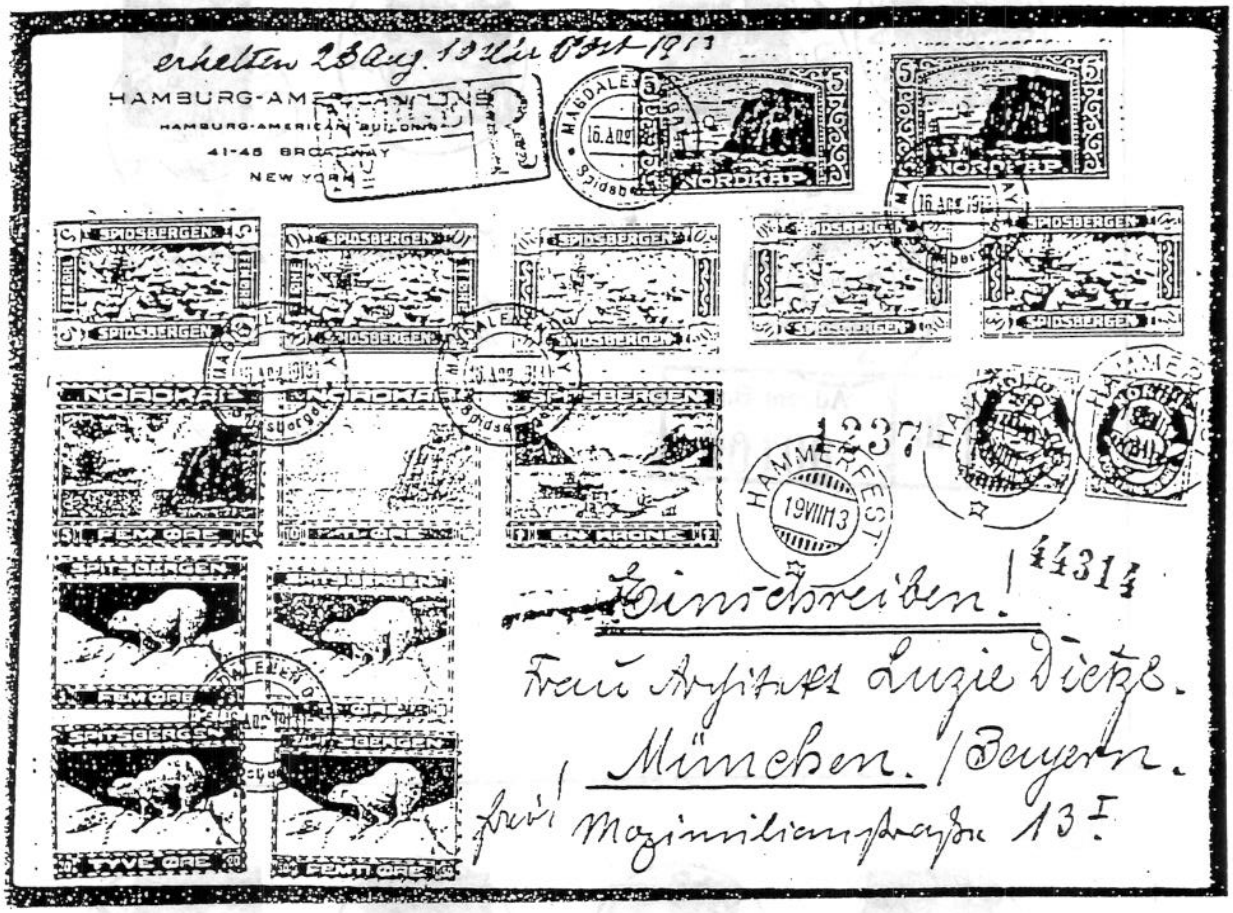
ADVENT-BEY 11 July 1906

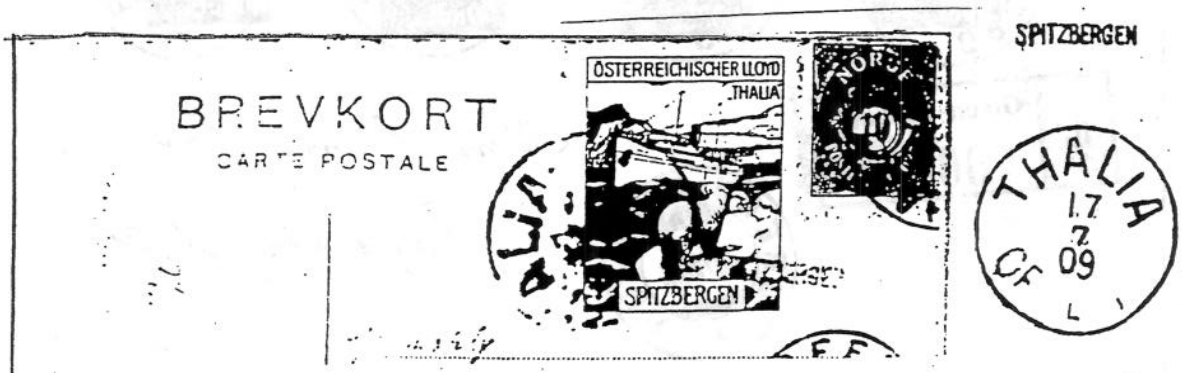
7 May 1903

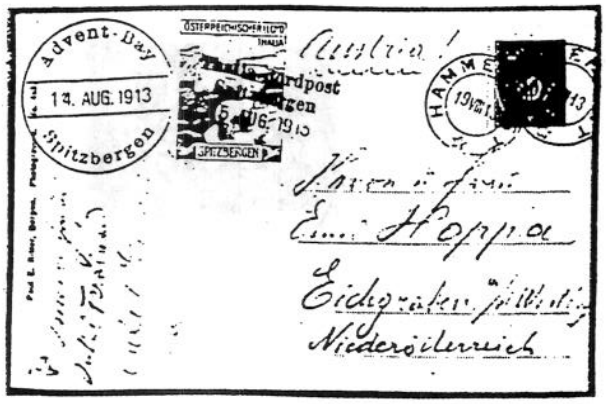
Spitsbergen Locals





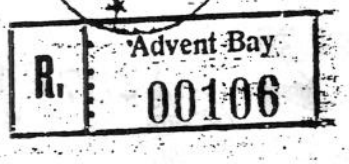






Österreichische Lloyd-Jacht
„Thalia"

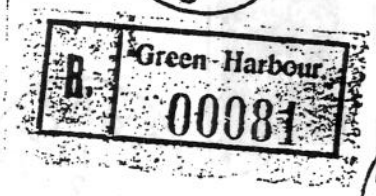
Rek



Herr Stian Jamess
Sagerborggt 25.
Oslo.

Advent Bay name changed 1931 to Longyearbyen

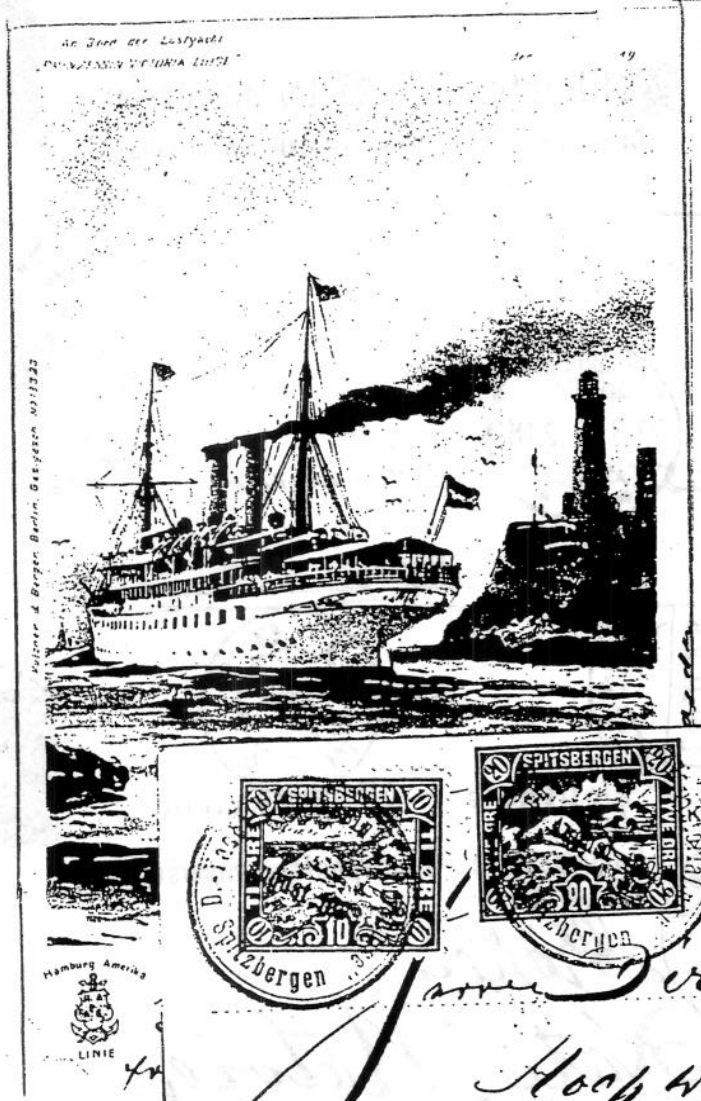
Rek



Herr Stian Jamess
Sagerborggt 25
Oslo.

Green Harbour name changed [illegible]

World's Northernmost Hotel



S/S "Crown Princess Victoria Louise"

Herrn Director Montglorsky
Hochwohlgeboren
Celle bei
Italien.

Expedition nach Franz Joseph-Land
26 AUG. 1900
Capt. W. Bade, Wismar i. Mecklbg.

Postkarte – Weltpostverein

Carte postale – Union postale universelle

↑ Northern Ice Sea

Postkarte. — Weltpostverein.

Carte postale — Union postale universelle.

Fräulein Hedwig Girard

SMEERENBURG

Tyskland

Nordseebad Juist

BÄREN INSEL
(BEAR ISLAND)

Postkarte – Weltpostverein

Carte postale – Union postale universelle

EISFJORD

Fröken

Kate Natvig

Drammensv. 34

Christiania

↗ NORDKUSTE
(North Coast)

Green Harbor

DET BERGENSKE DAMPSKIBSSELSKAB
BERGEN. NORW.

Ein Hilsen fra
S.S. NB 24-8-1913
Spitsbergen

Ulr Pedersen
D/S Vega

Mr Consul Rowe

Milwaukee
Vis
U.S.A

Virgo Bay

DET BERGENSKE
DAMPSKIBSSELSKAB
• BERGEN. NORW. •

Ein Hilsen fra
Spitsbergen, 30 oz
Ulrik Pedersen
S.S. "Vega"

Virgo Bay 20 Aug. 1912

Programme illustré sur demande.
Illustrierte Prospekte gratis auf Verlangen.
Write for illustrated programme.

Fjordene—Nordkap—Spitzbergen
Jungfrulsen. Pl[illegible] Croisières de plaisir.

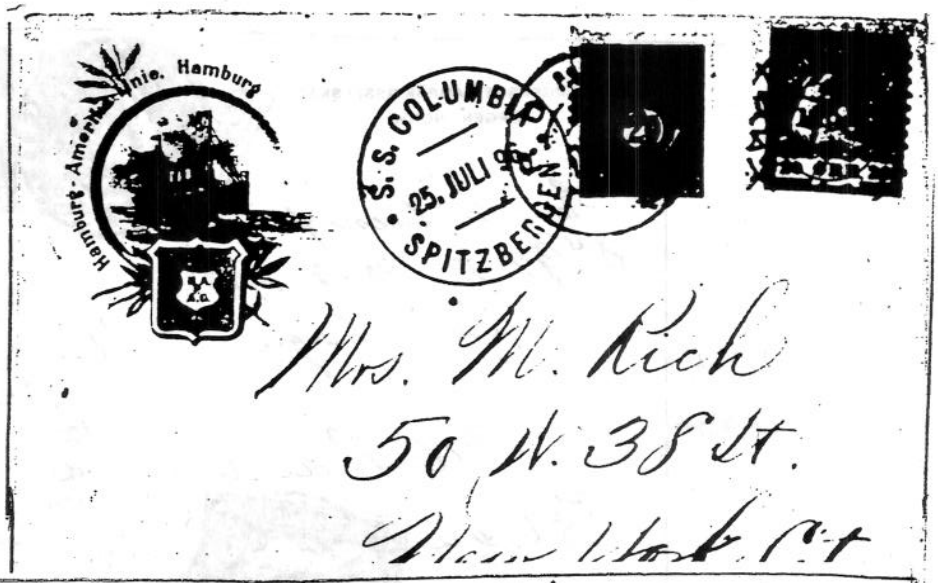
24 AUG 1912
D/S „VEGA"

Herr Konsul Rowe

Milwaukee
Vis
U.S.A

B. D. S.
* 24 AUG 1912 *
D/S „VEGA"

Andrées Polarexpedition 1897.


Hamburg-Amerika Linie. Hamburg
S.S. COLUMBIA
25. JULI
SPITZBERGEN
Mrs. M. Rich
50 W. 38 St.


NORDCAP
VERDEN
NINGEN.
SPIDSBERGEN
20 ØRE 20
NORGE
10
Brevkort fra Norge. (Norvège).
(Paa denne Side skrives kun Adressen.)
Til
Hans A. von Volkmann
Karlsruhe in Baden

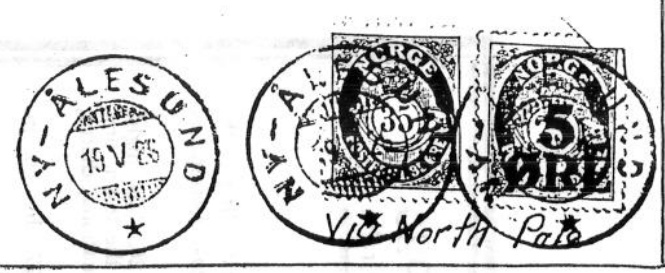
Advent Bay


Carte postale — Postkarte — Correspondenzkarte
Cartolina postale — Levelezö-Lap — Briefkaart
Brefkort — Brevkort — Postkart — Postcard
10
SPITZBERGEN
5 ÖRE
24
Paul Hecker
Köln a/Rhein
Hüttenstr. 6
Deutschland

Dr. D. O'Brien

BYRD ARCTIC EXPEDITION

S. S. CHANTIER



Via North Pole

Mrs

WINTER GREETINGS FROM

ARCTIC LAPLAND

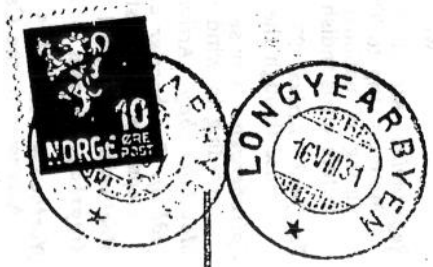
NORTH LAPLAND EXPEDITION

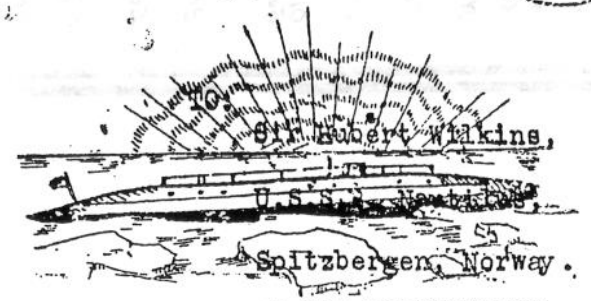
1931-32

Director: ARTHUR W. NORTH, F.R.G.S.

and Member of Explorers' Club

SKARSVÅG





To

Sir Hubert Wilkins,

U.S.S. Nautilus,

Spitzbergen, Norway.

WILKINS - ELLSWORTH TRANS - ARCTIC SUBMARINE EXPEDITION

1931

SPITSBERGEN TO NORTH POLE

~~FROM:~~

Hilda E. Doyle,

~~1054 85th St.,~~

~~Brooklyn, N. Y.~~

REGISTERED

POLAR CRUISE 1926

S. S. „Stuttgart", Captain K. Grahn

Program

This program is intended to enlighten the understanding of the special programs given out during the trip for those passengers, who don't speak German.

Reykjavik: Arrival 25. July a. m., Departure 26. July night. Motorcar trip to Thingvellir, walk through the town, producing of national ring-fight, concert by national chorus, lecture on Islandish history by an Islander.

Isafjord: Arrival 27. July noon, Departure 27. July p. m. Cruise through the Fjord.

Spitzbergen: Cruise to the following bights and landing according to wind, wheather and ice.

Magdalenabay: Arrival 31. July a. m., Departure 31. July ev.

Redbay, Ice-barrier and Virgohaven: Arrival 1. August a. m., Departure 1. August ev.

Moellerhafen: Arrival 2. August a. m., Departure 2. August p. m.

Kingsbay: Arrival 3. August a. m., Departure 3. August ev.

Northcape: Arrival 5. August ev., Departure 6. August night. Ascension to the Cape.

Hammerfest: Arrival 6. August a. m., Departure 6. August p. m. Walk through the town.

Tromsoe: Arrival 7. August a. m., Departure 7. August p. m. Visit of a camp of lapplanders, walk through the town.

Oie: Arrival 10. August a. m., Departure 10. August noon.

Hellesylt: Arrival 10. August p. m., Departure 10. August p. m. Drive across country from Oie to Hellesylt. Passengers go ashore in one place and on board in the other one.

Balholmen: Arrival 11. August a. m., Departure 12. August a. m. Walk through the neighbourhood.

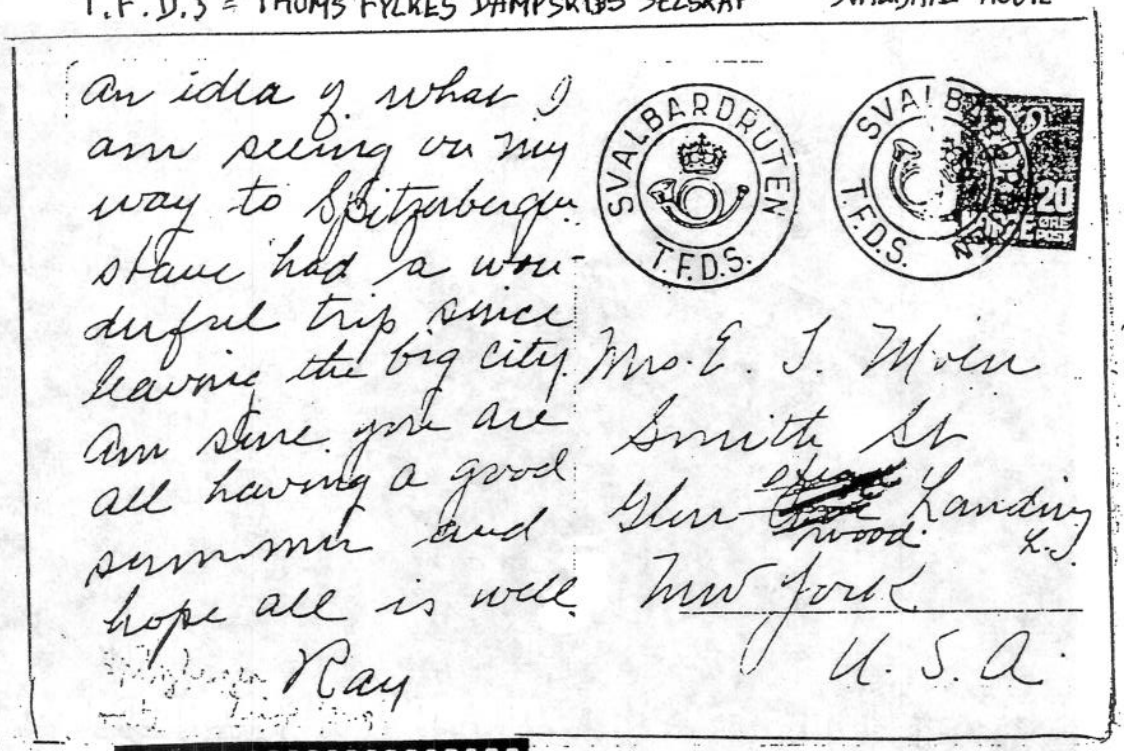
Laerdalsoeren: Arrival 12. August a. m., Departure 12. August p. m. Motorcar drive to Maristuen.

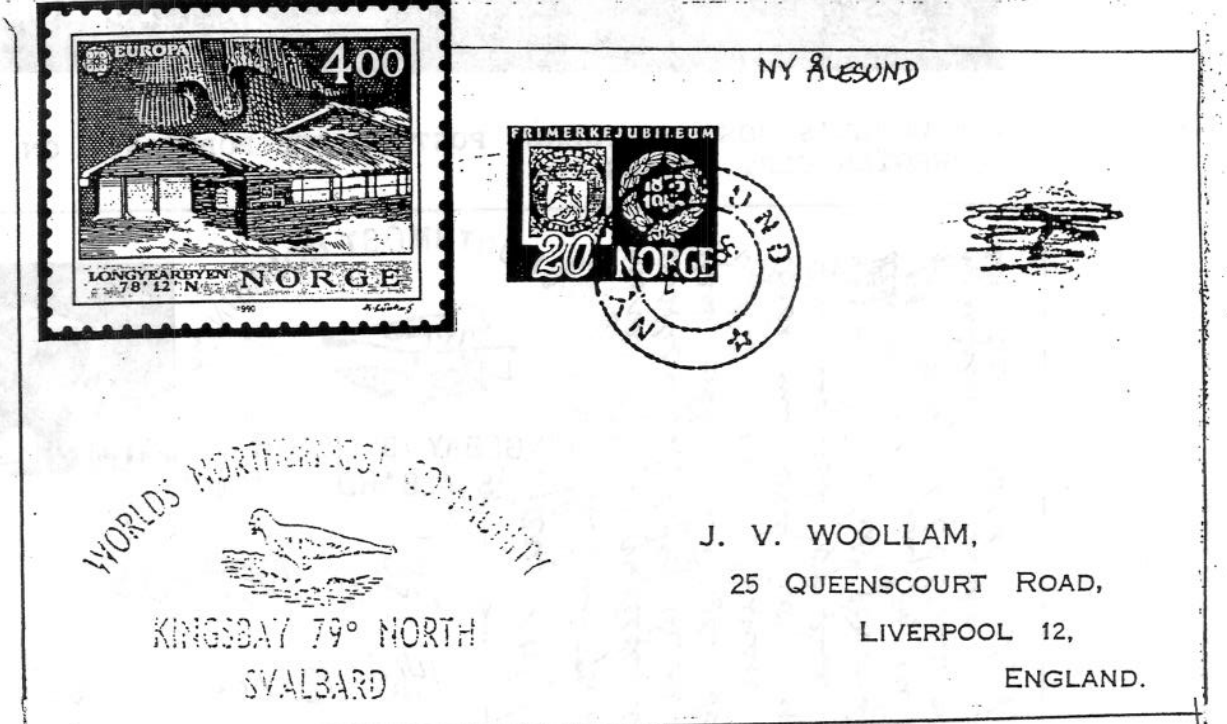
Bergen: Arrival 13. August a. m., Departure 13. August ev. Visit of the town and Motorcar drive through the neighbourhood.

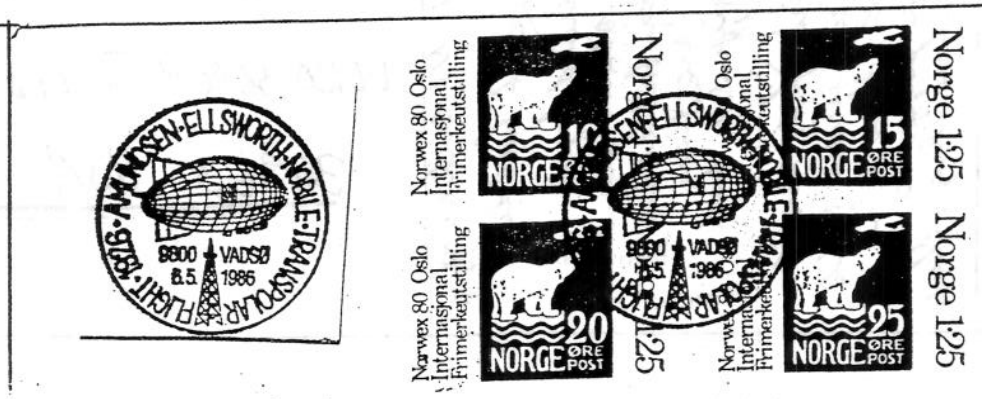
Bremerhaven: Arrival 15. August a. m.

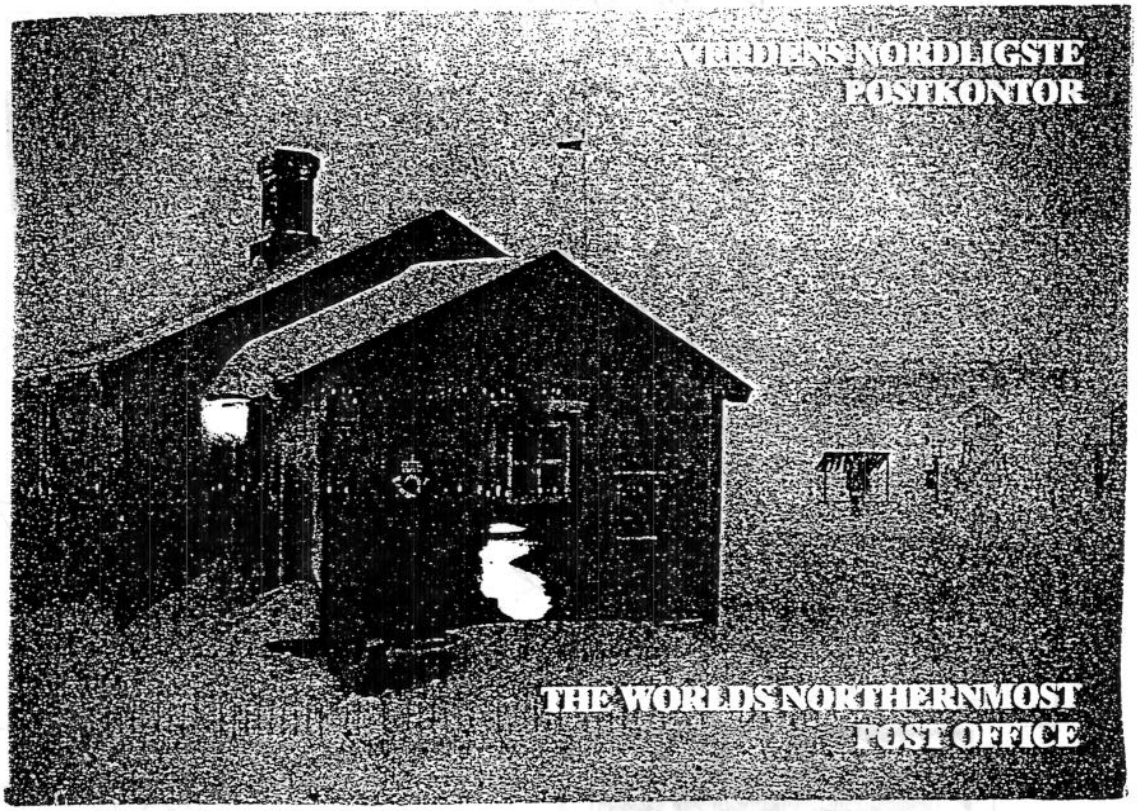
Norddeutscher Lloyd, Bremen

T.F.D.S = TROMS FYLKES DAMPSKIBS SELSKAP SVALBARD ROUTE

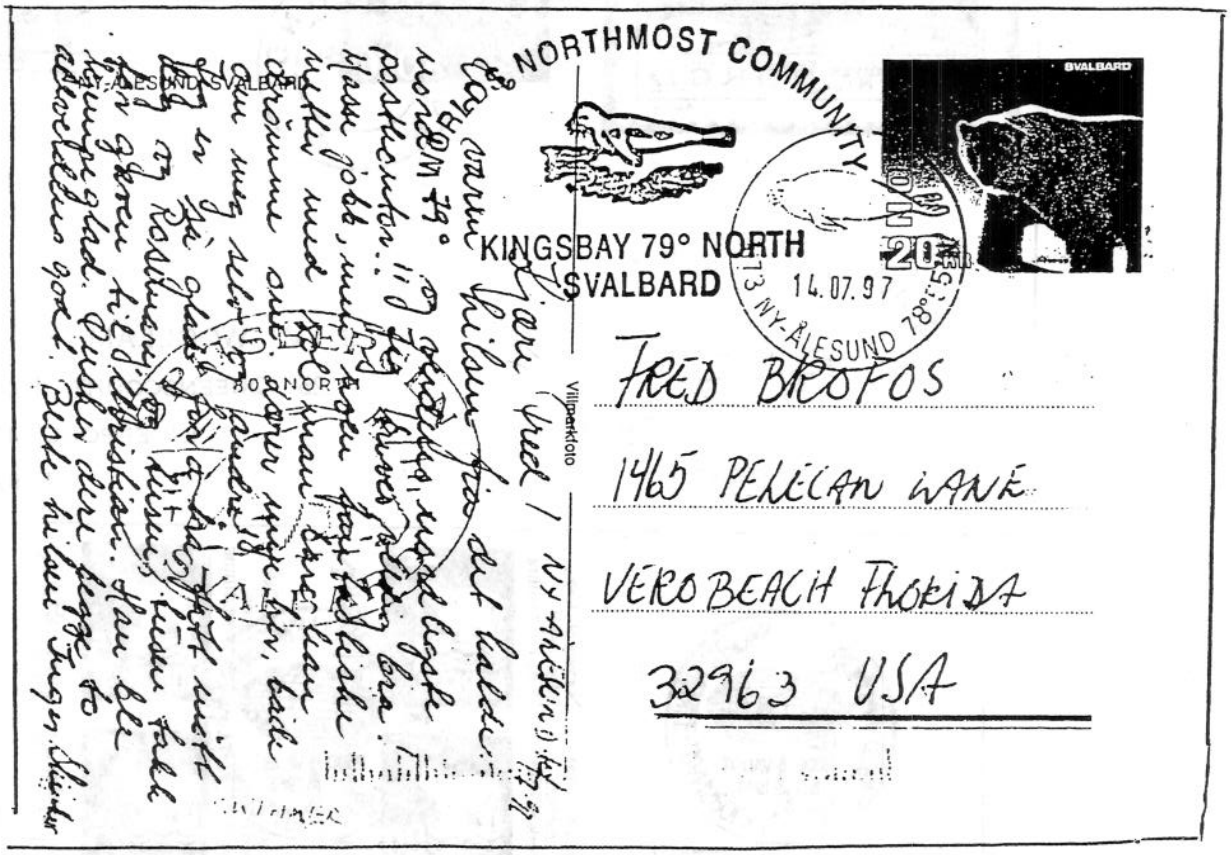








THE WORLD'S MOST NORTHERLY POST OFFICE PORTRAYED ON NORWEGIAN CEPT STAMPS



A Tussel with a Polar Bear.

Hunting the Walrus.

UREN
SCANDINAVIAN PHILATELIC
LIBRARY OF
SOUTHERN CALIFORNIA, INC.
LOS ANGELES, CA.

ISSN 0739-0025
Volume 31 Number 11-12
November-December 1999
Whole Number 366

POSTAL STATIONERY FROM SPITSBERGEN (SVALBARD)

Frederick A. Brofos

Theoretically, just about all the postal stationery issued in Norway could also be used in its Arctic territory of Svalbard (that's the old Viking name). However, this probably has not happened and it is indeed seldom that one runs across anything of that kind at all.

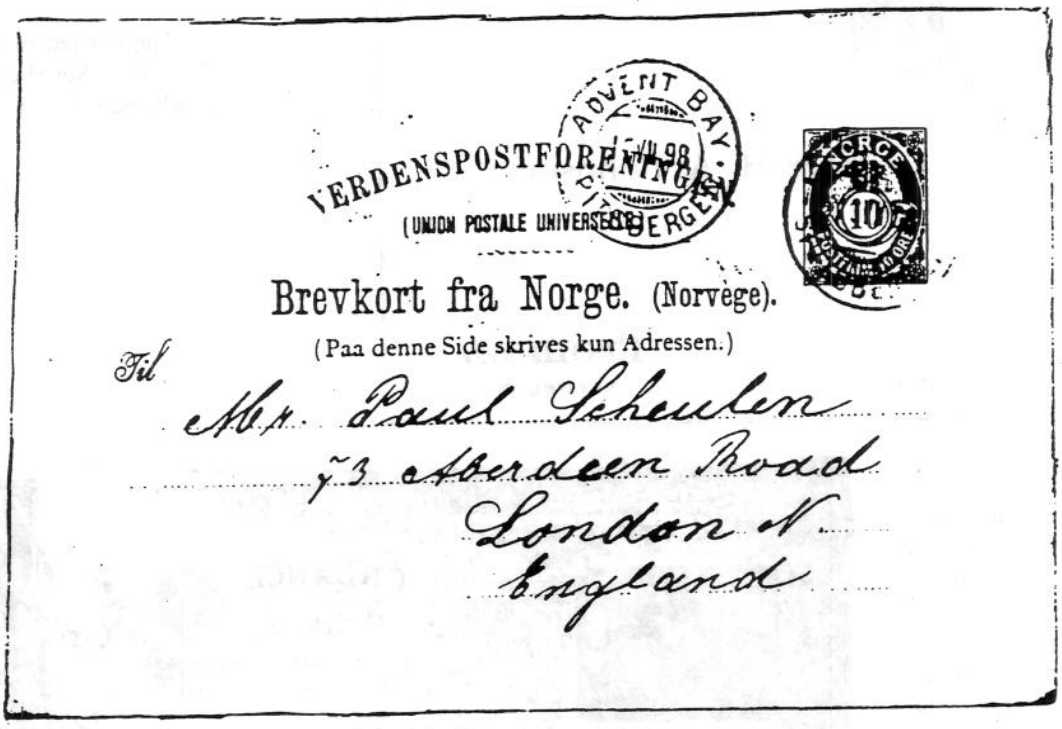
The earliest item I have seen is a Norwegian 10 øre UPU card used from Advent Bay in July, 1898. A message on the reverse reported seeing a caged polar bear, which the tourists enjoyed teasing.

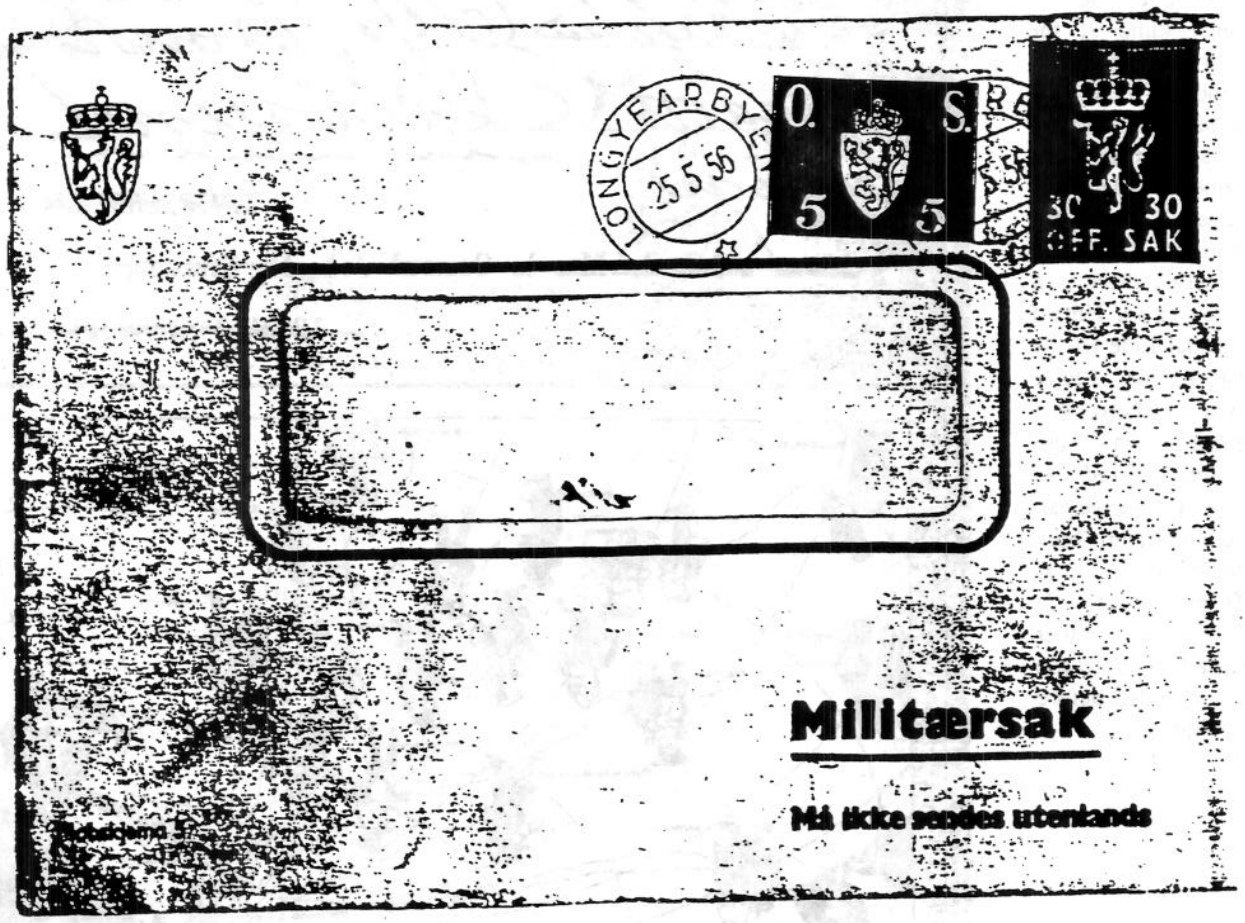
Now, there is a large gap in my collection until the next and last item. This one is an envelope with a 30 øre Official Business stamp imprinted and a 5 øre official adhesive added to make up a rate increase. It is postmarked at Longyearbyen 25-5-56. The envelope is also imprinted "Military Matter" and "Must not be sent abroad".

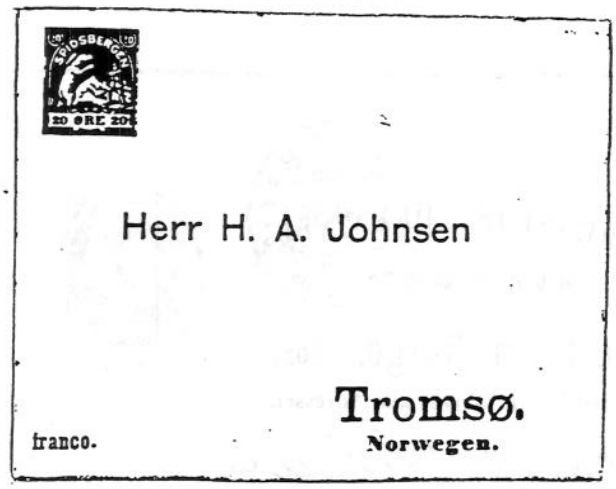
However, there also exist a number of curious-looking stationery items of private origin.

First, there is a remarkable envelope with an imprinted red 20 øre stamp at upper left, just like the familiar adhesive with the Bear and Hunter design. The envelope has a printed address to Herr H. A. Johnsen, Tromsø. Norwegen. (This is the German language spelling of Norway). There is also the word "franco." , or paid, in the lower left corner of the front.

Next is an extraordinary lettercard from 1900, apparently of French origin. The imprinted blue "stamp" shows a vessel in an Arctic scene and two polar bears and two winged propellers. The denomination is simply "100" (perhaps 1 Krone or 1 Franc).


VERDENSPOSTFORENINGEN
(UNION POSTALE UNIVERSELLE)
ADVENT BAY
BERGEN
NORGE
10
Brevkort fra Norge. (Norvège).
(Paa denne Side skrives kun Adressen.)
Til
Mr. Paul Scheulen
73 Aberdeen Road
London N.
England

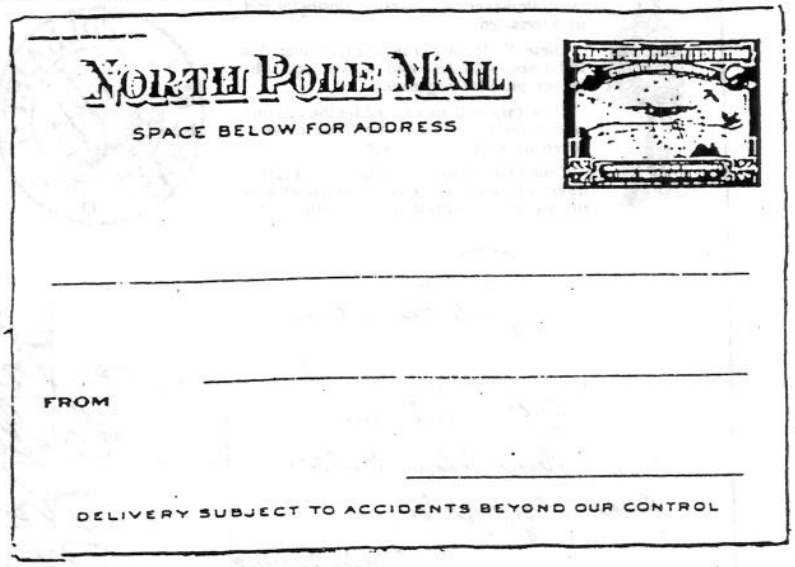

LONGYEARBYEN
25 5 56
0. S.
5 5
30 30
OFF. SAK
Militærsak
Må ikke sendes utenlands



The franked envelope with a 20 øre Spidsbergen frank. (Reduced in scale)

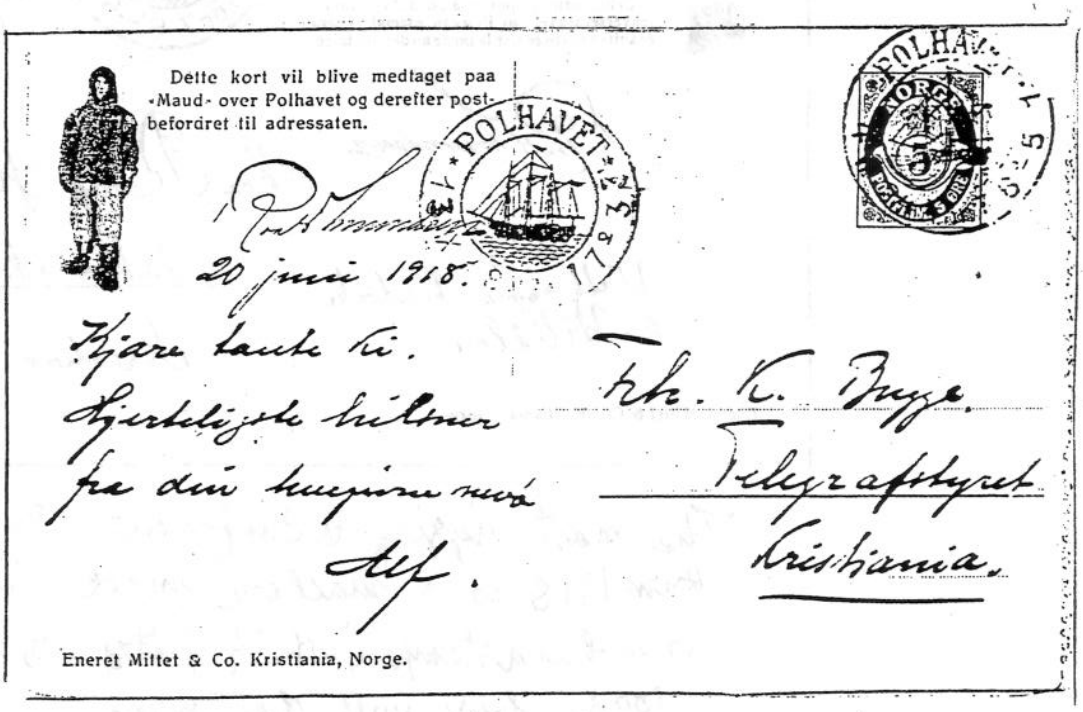
Covering the whole reverse is a global view cartoon with comical figures from different countries from around the world. They are all listening by telephone lines to an Eskimo at the North Pole. He reports that the explorer Sverdrup is sighted and the famous polar ship "Fram" is on the horizon. From America there is a "New York Herald Special Line to the North Pole". I have two of these: one has a brown 10 øre stamp affixed as well as Norwegian 10 øre stamp, both cancelled at Tromsø, July 2, 1900. The other has a regular 10 øre stamp added before mailing.

Finally, there is a card headed "North Pole Mail", printed in green with an undenominated "stamp" imprinted, showing a plane over an Arctic map. It is inscribed "Trans Polar Flight Expedition" and "Christiania, Norway" at top. The bottom reads "In commemoration of Amundsen's Trans Polar Flight 1924". A line at the base of the card warns "Delivery subject to accidents beyond our control". A further note, at the top, shows that the printing was done by lithography at the American Bank Note Co. of New York.



These cards are uncommon unused. They are usually seen with imprints from Gimbels or Macy's department stores in New York, with the green "stamp" covered by Norwegian stamps cancelled at Kings Bay.

Well, this gives us a little insight into the unusual realm of Svalbard postal stationery, both official and unofficial. Other items probably exist as well. I did once see (in the great Pihl Norwegian Local Post collection) a Spitzbergen card with a large oval "stamp" prettily embossed in violet color. Unfortunately, I didn't make notes at the time and now I don't expect to see another one again, except in my dreams...



2 Polar Sea postmarks, 1918 & 1924

Dette kort vil blive medtaget paa „Fram" over Polhavet og derefter postbefordret til adressaten.

Diese Karte wird von „Fram" über das Polarmeer befördert und danach dem Absender pr. Post zugesandt.

This card will be carried by the „Fram" across the Polar Sea and afterwards conveyed by post to the adressee.

Cette carte, emportée à bord du „Fram", traversera avec lui l'Océan glacial et sera ensuite renvoyée par la poste au destinataire.

Rolf Amundsen

17-6-18.

Mange hilsener,
Ser hilsen hilsen
fra Sydpolen.
Tante Tinga

Eneret Mittet & Co. Kristiania. Norge.

Frøke Inga Brofos
Collettsgate 9 III
Kristiania
Norge.

2 diff. postmarks. Obs. ship's rigging

Dette kort vil blive medtaget paa „Fram" over Polhavet og derefter postbefordret til adressaten.

Diese Karte wird von „Fram" über das Polarmeer befördert und danach dem Absender pr. Post zugesandt.

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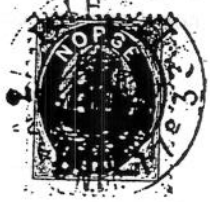


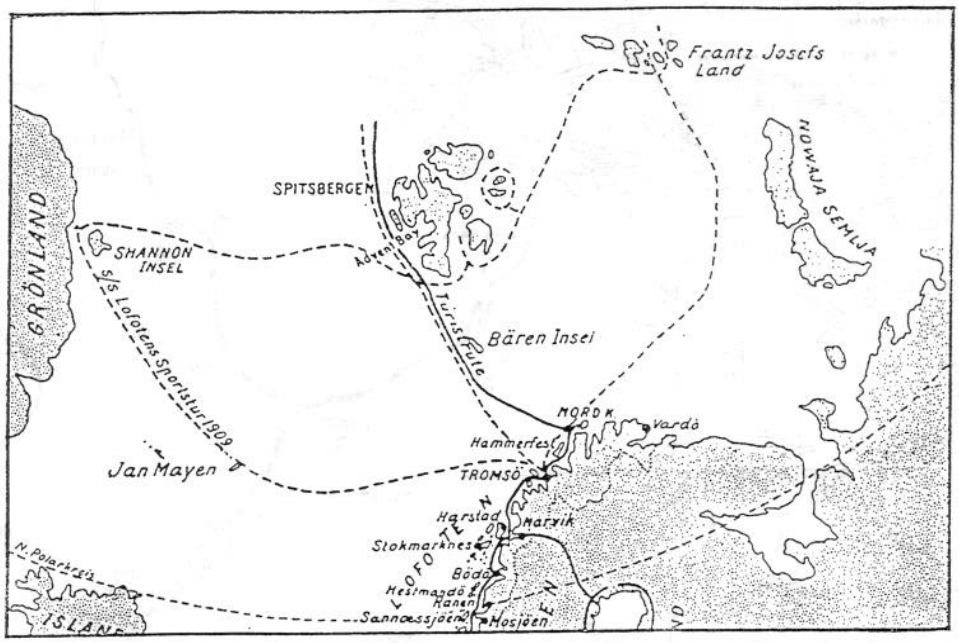
Rolf Amundsen.

Velkommen tilbake
den Wilhelm

Hr. Rolf Haffner
Jakob Aalls gt 1 II
Kristiania Norge

Eneret Mittet & Co. Kristiania. Norge.

The mast-rigging is different. The one at right from 1918 is a machine mark, while the other (1924) is a handstamp (which fitted into a nice small wooden box with date plugs



Map showing Spitsbergen, Bear Island and Jan Mayen

local newspaper, 1897

Die nördlichste Zeitung der Welt.
Redigiert aus Spitsbergen.
Erscheint jede Woche in Juli & August.

Verdens nordligste Avis.
Redigeret fra Spitsbergen af Overlærer Carl Christensen, Tromsø
Udkommer en Gang ugentlig i Juli & August.

The most northern newspaper on the Globe.
Edited from Spitsbergen.
Weekly in the months of July and August.

No. 4 | 20. Juli 1897 | 1ste Aarg.

Letters from Spitzbergen

by Miss E. H. Hearn. 1896.

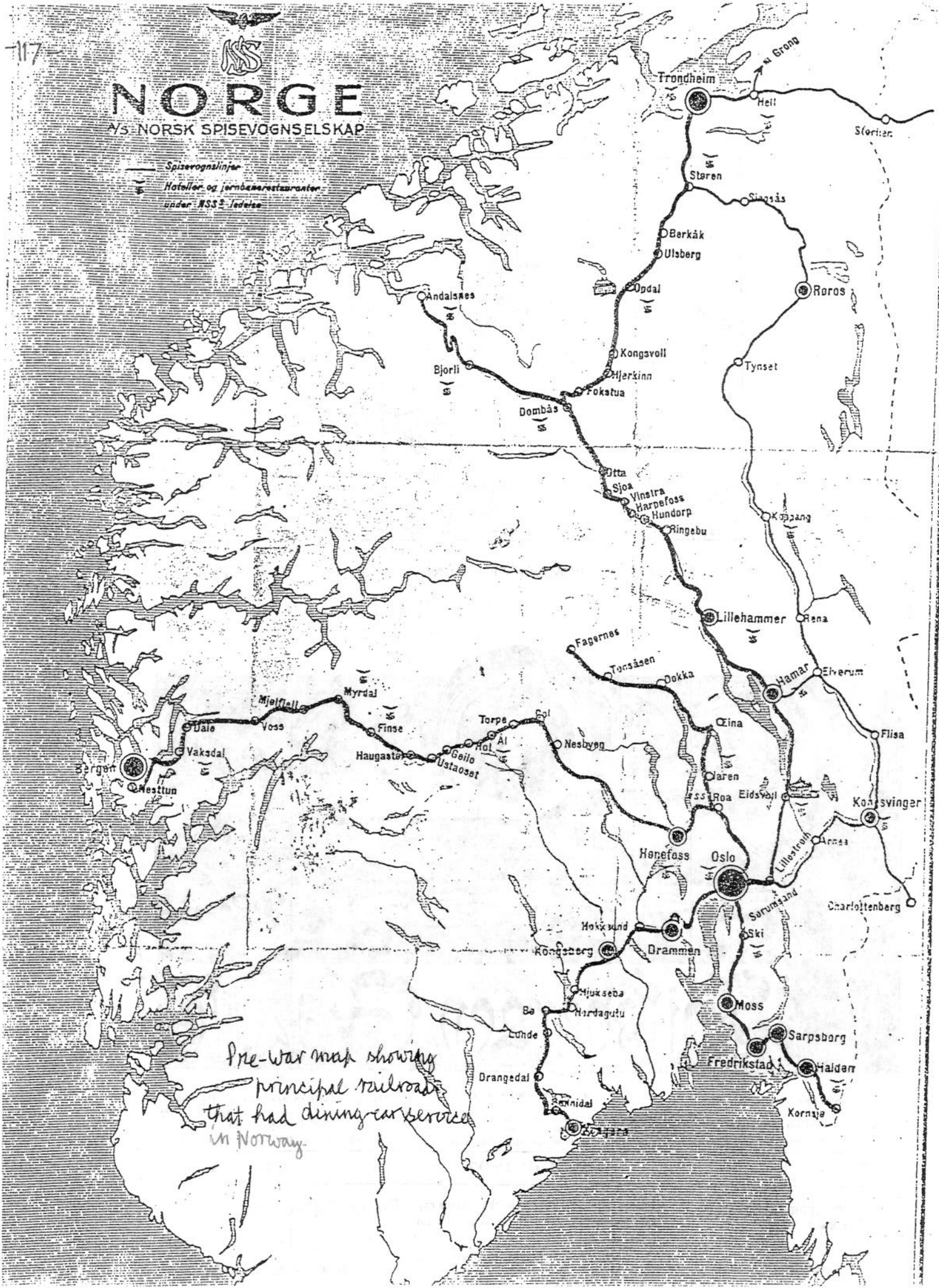
A new tourist land has arisen on the

known, Mr. *Otto Sverdrup*, the famous captain of the "Fram," will command the Lofoden this summer)

A trip to Spitzbergen includes all the finest scenery of a voyage to the North

From Danes Gat Last Summer.

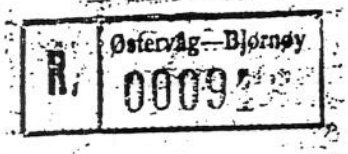
Life at the Balloon-Station

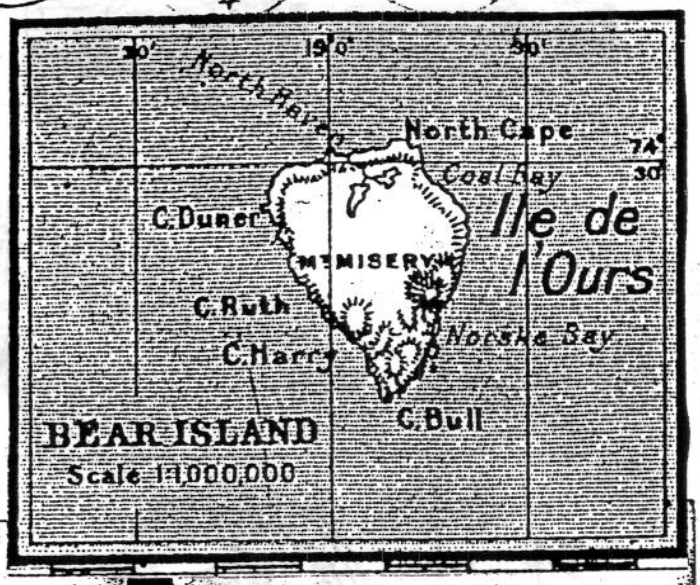


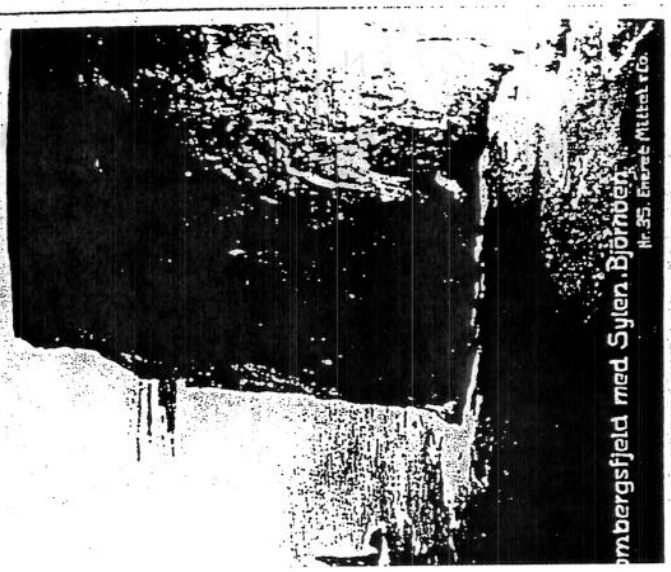
Pre-war map showing principal railroads that had dining-car service in Norway.

Rek

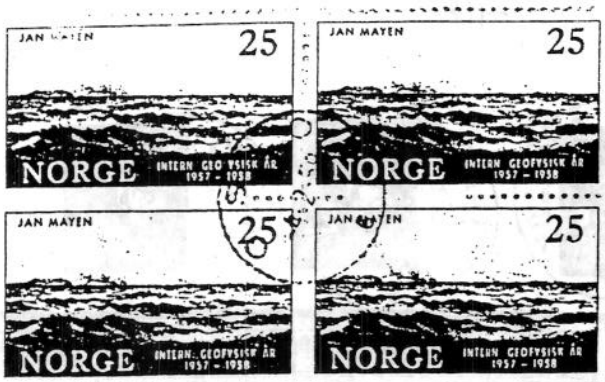
BEAR ISLAND



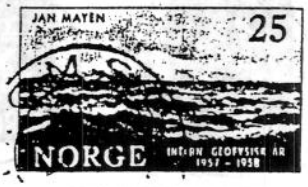


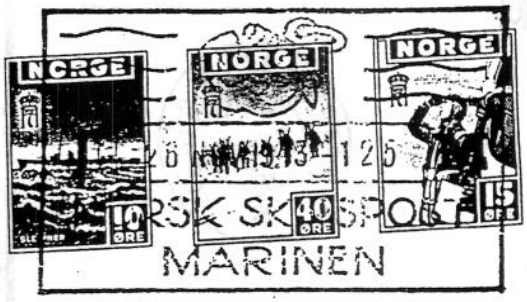


-119-



JAN MAYEN





← JM

Navy

Defence Station

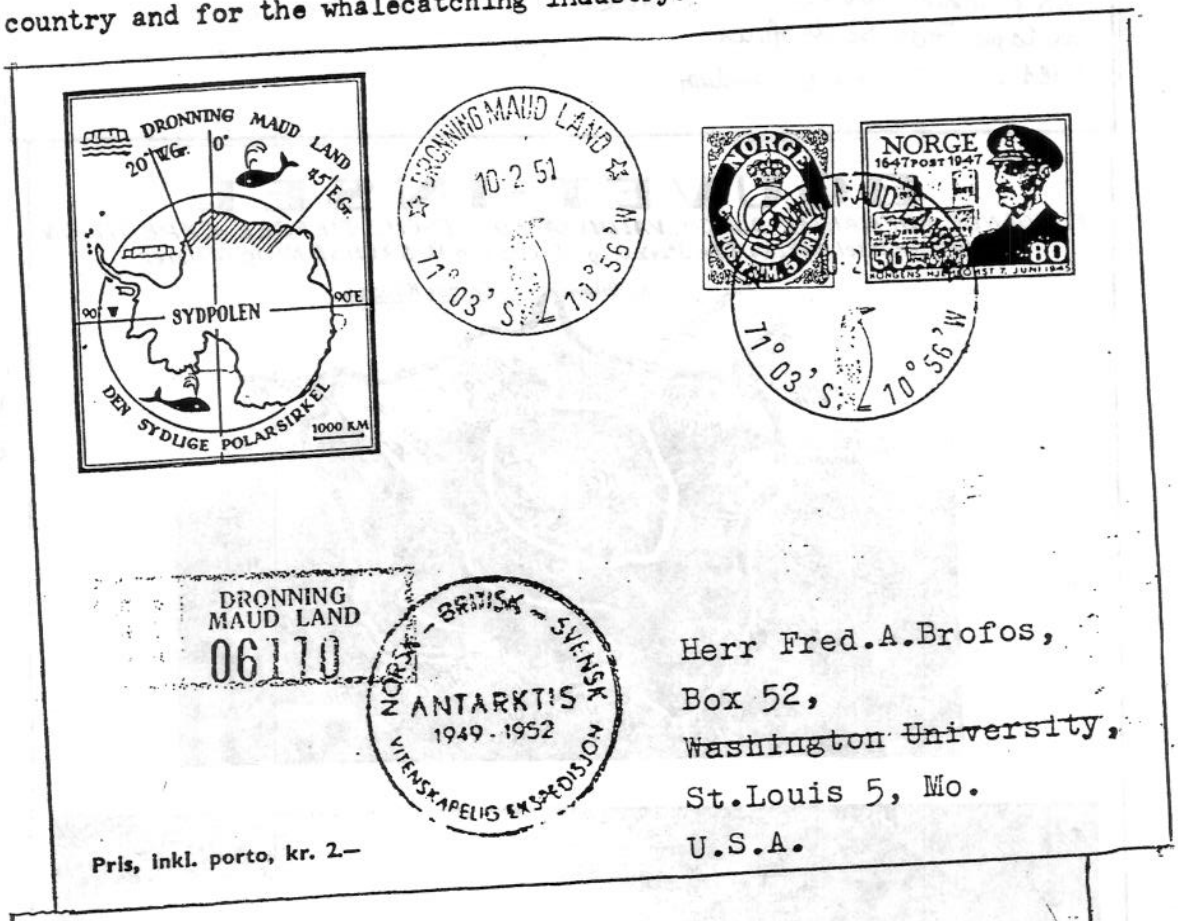
001
Jan Mayen
8°28'W
71°01'N

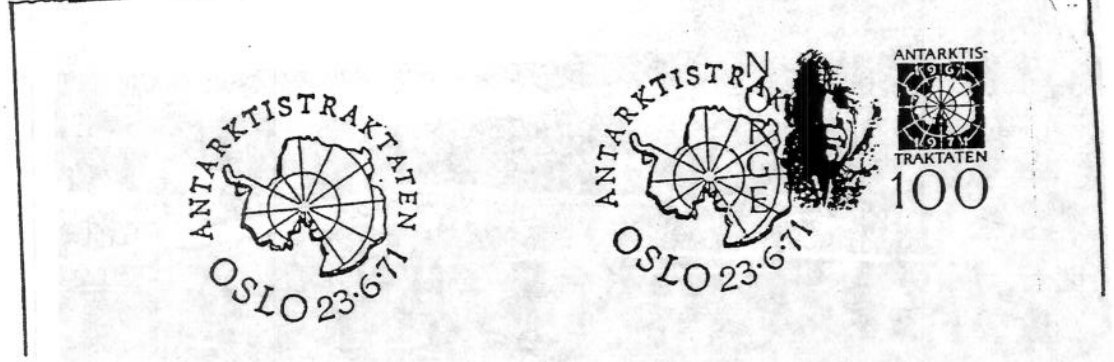
Meteorological Station

Hopen Island

Part of Antarctica annexed by Norway

At a meeting on January 1, 1939, the Norwegian Government decided to place under Norwegian sovereignty a part of the coast of Antarctica. This portion stretches from the border of the Falkland Islands dependencies in the West, to ghe border of the Australian Antarctic dependencies in the East. The country has been both explored and mapped by Norwegian expeditions during the period between 1929-1937. The annexation is of great importance both as to sea-border questions around the South Pole country and for the whalecatching industry.





ROALD AMUNDSEN

Antarctic Treaty

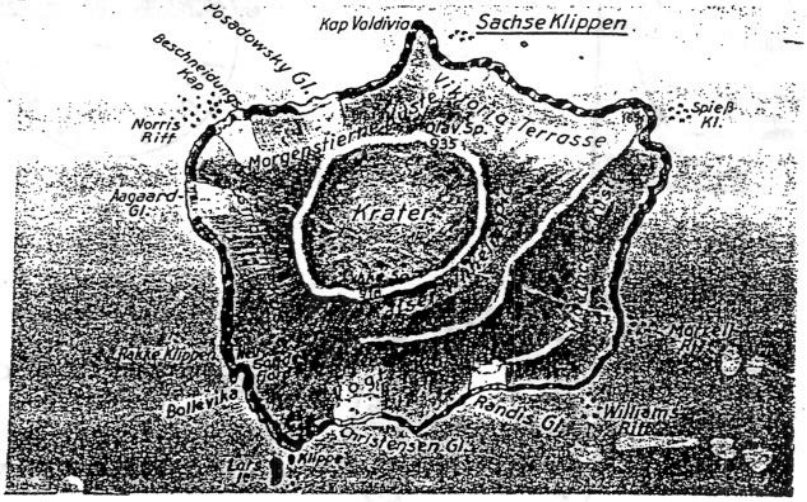
Dr L. L. Burton
Colonial Surgeon
Island of St Helena

The "BOUVET OYA" overprints 1934 cancelled as ship mail (paquebot) at Cape Town, South Africa
Sold £940 in 1997 Br. auction

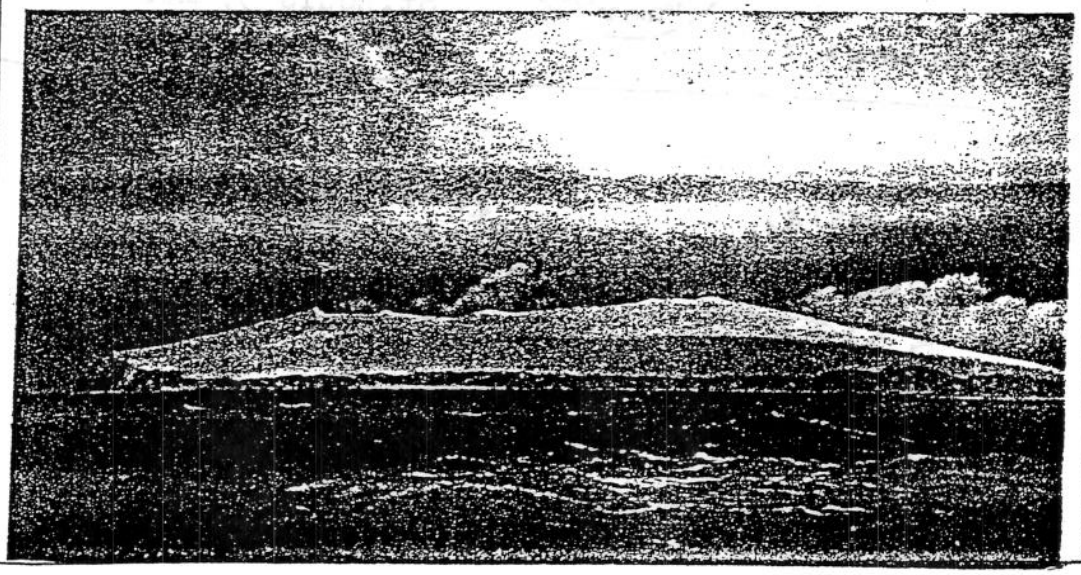
Antarctic Expedition

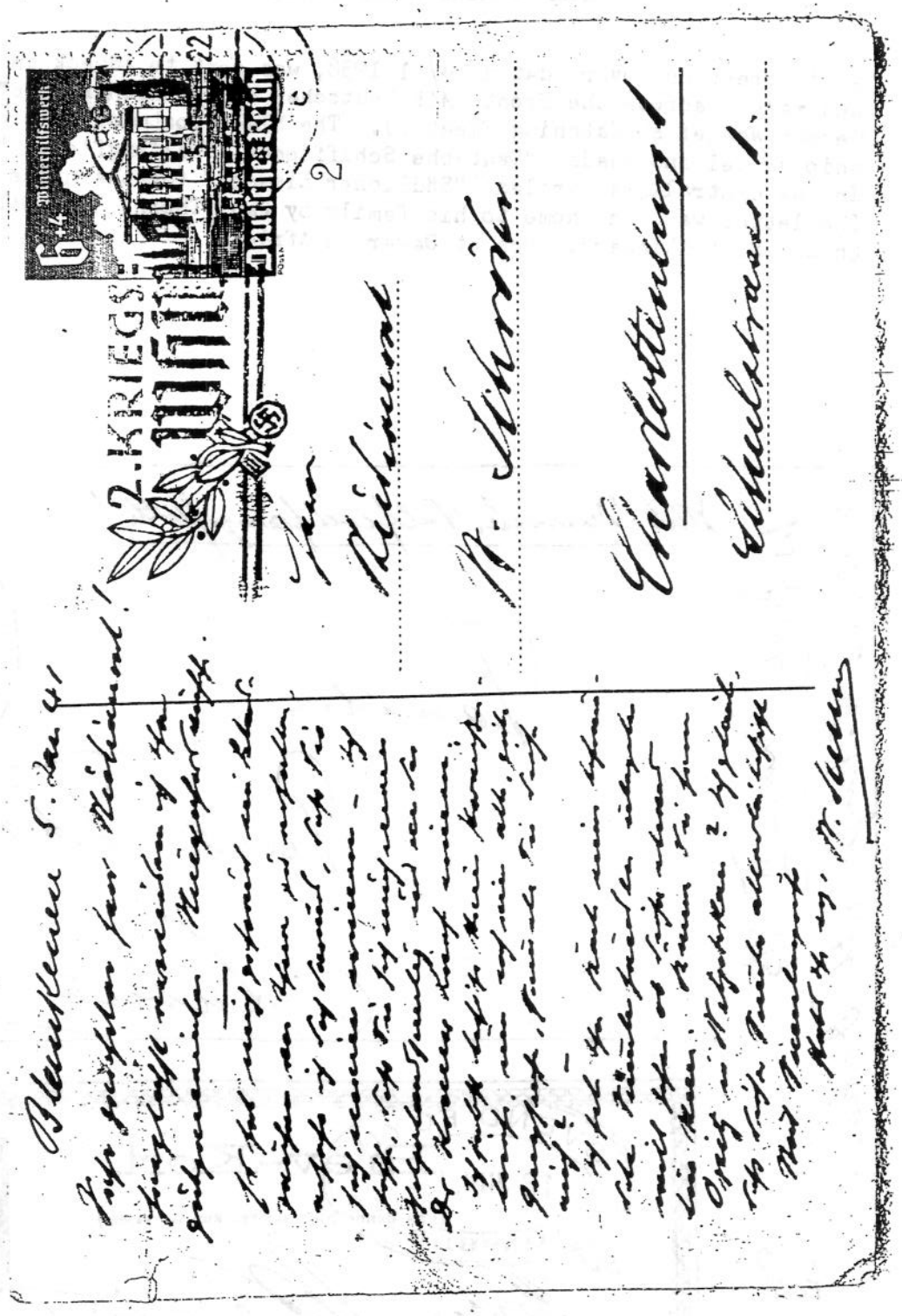
BOUVET-INSEL

FLIEGENDE AUFNAHME DURCH „VALDIVIA" · DEUTSCHE TIEFSEE EXPEDITION
Mitte der Insel 54°26,4 S.Br. 3°24,2 O.Lg. II gez. von W. SACHSE Navig. Offizier



German Deepsea Expedition

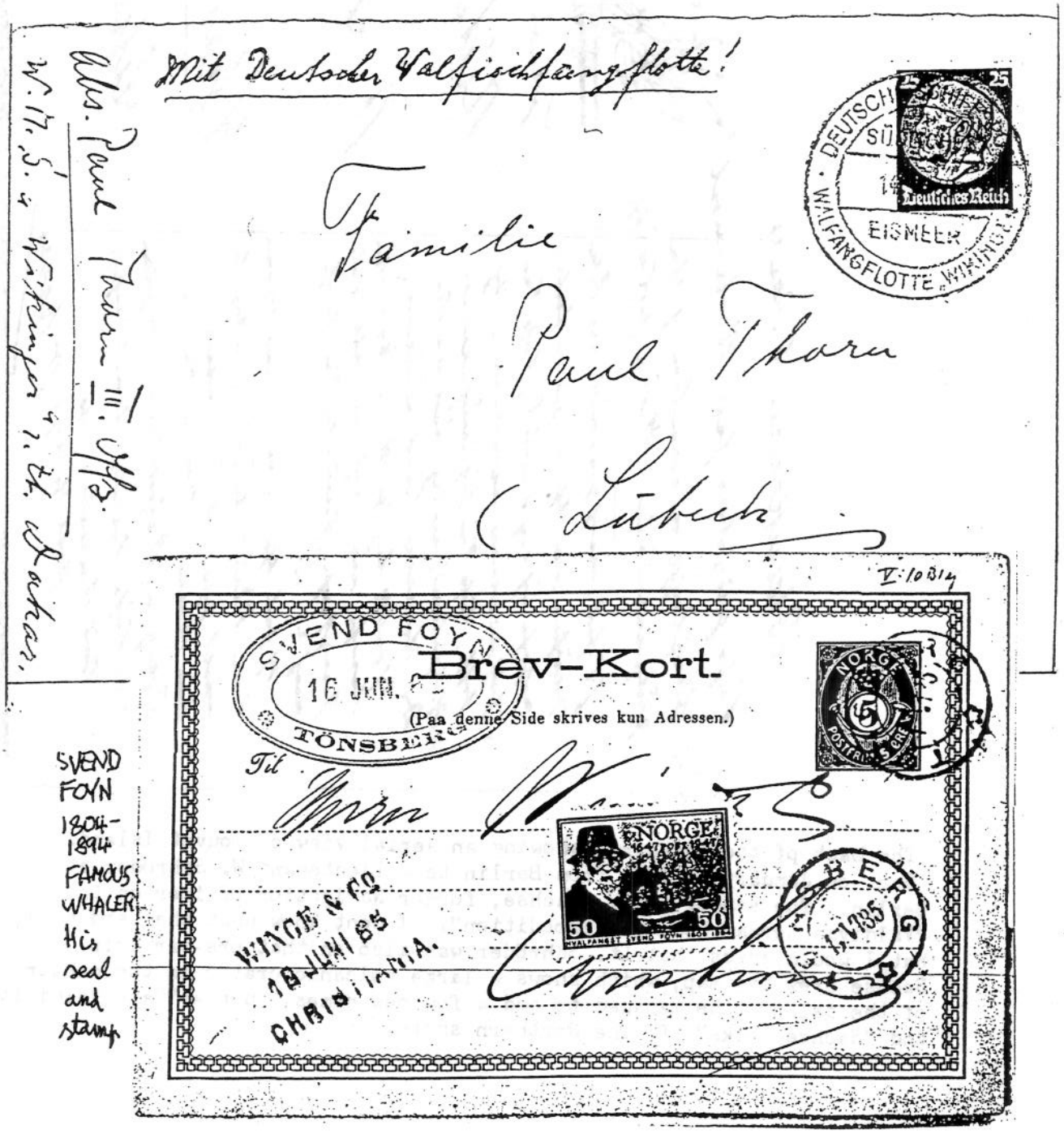




The back pf the postcard, showing an aerial view of Bouvet Island. Sent on January 5, 1941 from Berlin to a Lieutenant W. Schröder at Berlin. The sender was W. Sachse, former Navigation Officer on the "Valdivia German Deep Sea Expedition". I dont know what the card says, but I would guess that Lt. Schröder was also on that pre-war trip. Sachse drew the map, which shows a large volcanic crater in the center of the island. He managed to add a few new names, such as"Cape Valdivia" and "Sachse rocks" off the Northern shore.

German Antarctic Whaling Fleet, 1938

An interesting cover, dated 14/11 1938, was sent to Lübeck in Germany and marked across the front "Mit Deutscher Walfischfangflotte!" (by German Whalefish Catching Fleet !). The black postmark is a special ship cancel and reads: "Deutsche Schiffspost / Walfangflotte "Wikinger". In the central semi-circles: "Südlicher Eismeer" (Southern Ice Sea). The letter was sent home to his family by Paul Thorn, 3rd. Officer aboard the W.M.S. "Wikinger", then at Dakar in Africa.



Fridtjof Nansen

At the end of the 19th. century, the great Norwegian scientist Fridtjof Nansen made some trips which raised the attention of the world. In 1887, he went on skiis across the Greenland ice-cap. A few years later he went off on a North Pole expedition with the ship "Fram". Together with Capt. Hjalmar Johansen, he tried to ski to the North Pole, but reached only to 86° degrees Longitude. In 1896 he returned safely back to Norway after gather- lots of important scientific material. He and his men received many marks of honor. Space is tooshort here to list all Nansens achievements. He has appeared many times on Norwegian as well as foreign stamps. I went to boarding shhool in Norway for several years during the war with his grand- son Alexander, who also was a stamp collector.

Northern lights. Pen drawing by Nansen.

The German Official Mail Post Office, Oslo, 1942-45.

It is little remembered that a foreign post office functioned in World War II, for about 3 years, right in the middle of Norway's capital.

Hitler appointed Joseph Terboven as "Reichs-Kommissar of the occupied Norwegian Territories" to run the civil administration under Nazi leadership. Terboven had formerly been "Gauleiter" at Essen, Germany. He now produced a fast-growing staff and numerous offices, as the long dark shadow of the Swastika spread the land. Those were the days of fear and suspicion among most Norwegians. There was even rivalry among the Germans themselves.

It was one of Terboven's aims to have his organisation become postally independent of the German Army fieldpost system, as well as of the Norwegian Post Office. They had formerly used these two means exclusively, but now limited their use to unimportant mail. It had soon appeared that their sensitive and secret mail had to be handled in a more secure way. The Norwegian Resistance underground movement had spies and branches within the Norwegian postal system. Besides, there was a certain "no love lost" attitude between the Nazi Reichskommissariat and the regular Armed Forces command (Wehrmacht) - each feeling superior to the other.

Thus it came about that a seperate German post office for official mail was established, similar to those established in various other German occupied countries.

In Norway, the opening of the special post office apparently occurred on July 11, 1942.

The German Reichspost sent up some of its postal experts to get things going. Under the authority of the Reichskommissar, the head of the German's post and telegraph service received the grand title "Der Telegraphenbevollmächtigte und Postbeauftragte in Norwegen". This little fellow, named Herzer, had already been in Norway a year or more, starting off as "Oberpostrat" and advancing to "Ministerialrat". ("rat" meaning advisor in German). His assistants were "Oberpostinspektor" Lindner and "Postassessor" Mulzer.

These guys were the same ones who, in 1941, had boldly confiscated from the intimidated Norwegian Postal Service, stamps worth almost 5 million kroner. The booty consisted of the remainders of the King Haakon and Queen Maud stamps of 1937/39.

The seized stamps were spirited off to Germany in nine sacks. There, they were sold at a discount from face value to various stamp dealers in neutral countries, like Sweden. The Germans needed foreign currency, that is why the stamps were sold abroad, rather than in Germany.

They had hoped to reap a profit of between 3 to 3½ million Reichsmarks. Whether they dropped their prices if sales were slow and what they actually got in total is not known. However, the value of these stamps soon dropped on the stamp market and stayed low for many years after this scandal.

Herzer and his staff had their offices in the large grey stone Telegraph Building in central Oslo. That was one of the first places occupied on April 9, 1940. Germans with machine guns were stationed at the entrances.

Today, the building has expanded to cover the whole block between the streets of Dronningensgate and Tollbugate, and there is even talk of making part of it into a Telemuseum, absorbing the present Postal Museum, unfortunately.

During the war, there was a seperate, privately owned building at the corner facing the streets of Tollbugaten and Nedre Slottsgate, with a shop on the ground floor. Eventually, the shop, at Tollbugate 23, if not the entire building, was confiscated by the Germans for their new postoffice. A hole was knocked in the back wall for direct access to their confederates in the Telegraph Building.

High up over the main entrance to the post office was a large sign with an eagle and swastika in the usual design and the inscription "DEUTSCHES DIENSTPOSTAMT". On the street door were signs in German denoting office hours. They were: Open 9-12, 14-18 except Sunday.

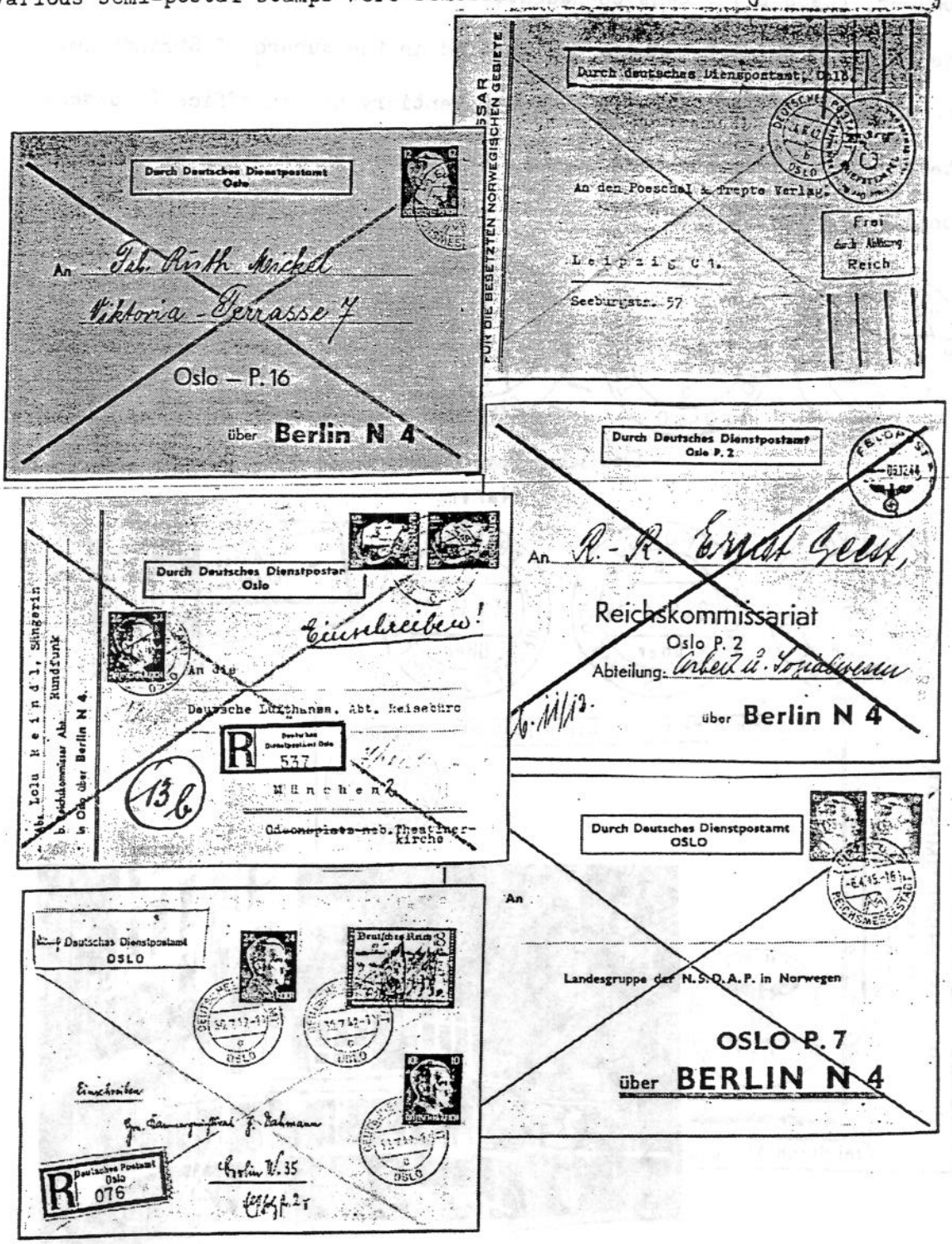
On December 19, 1943, there was a giant catastrophy in the Oslo harbor dock area. The accident was caused by the German's carelessness during the unloading of ammunition from the German steamer "Selma". It is estimated that 1,200 tons exploded and caused great damage and fires. Shells and grenades rained down and almost every window in the city was broken. New glass was unavailable for a very long time.

The windows of the German post office were not spared either. The two large plate glass windows toward the street were smashed to pieces together with the fancy eagle sign. The latter was so ruined that it was never put up again. The large old store windows were filled up with woodwork, leaving only two small windows in the middle.

There was a polite lady in charge of the sales counter in the front office. Fraulein Kühne apparently had postal experience in Germany before. In a desk drawer was a large stock-book filled with the current stamps in sheets and pieces. Most values of the Hitler stamps from 1 Pfg.

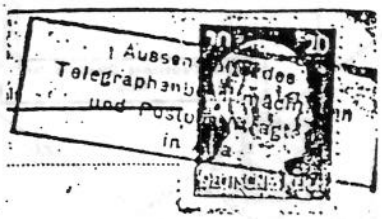
to 5 Marks were on sale for German or Norwegian currency. Only the 16 and 24 Pfg. stamps were unavailable. At first, the 10 and 12 pfenning stamps were engraved like the higher values. Later, they were changed to typography to economize.

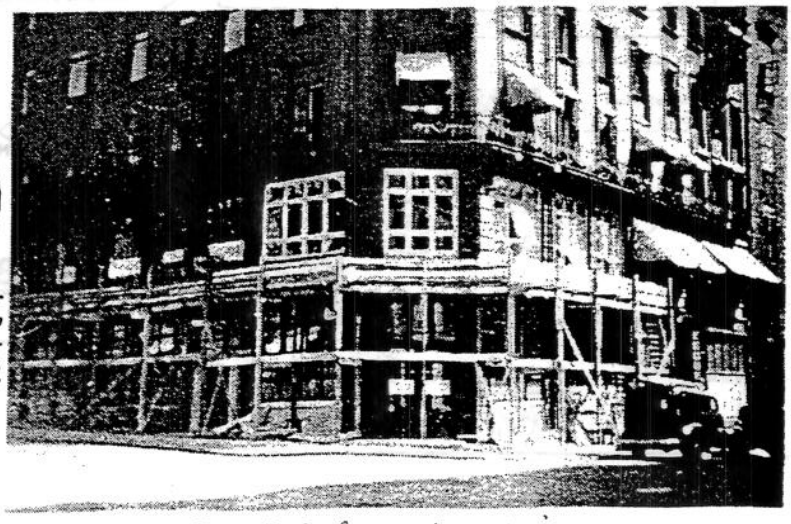
Various semi=postal stamps were sometimes on sale.



As time went on, the Oslo office established several sub-post offices around the country. These branches, so-called "Zweigpostämter", were placed in Trondheim, Narvik and Tromsø. A further expansion in 1945 was considered to Bergen, Kristiansand S., Stavanger and maybe elsewhere. However, these plans came to naught, as the war ended with German defeat. The German P.O. in Trondheim was located in the suburb of Strindheim. The German Post and Telegraph Plenipotentiary had an office ("Aussenstell") at Alta in Northern Norway. An oblong rubber stamp was occasionally used on stamps.

Deutsches Zweigdienstpostamt
Narvik





DDP, Oslo, under repairs

LUREN

SCANDINAVIAN PHILATELIC
LIBRARY OF
SOUTHERN CALIFORNIA, INC.
LOS ANGELES, CA.

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Whole Number 368

GERMAN OCCUPATION MAIL IN NORWAY

Frederick A. Brofos

In the period following the German invasion of Norway on April 9, 1940, and until the Liberation on May 7, 1945, at least 30 different German fieldpost offices were in operation from time to time in Norway, servicing the occupation forces and the quantities of troops that were trained in winter warfare before being sent to fight the Russians on the vast Eastern Front.

The Germans managed to burden the Norwegian postal system, without giving compensation, in two ways. First, a new postal law was forced through that gave free passage to all official mail (Dienstsache) of the occupation authorities and secondly, for all the fieldpost (Feldpost) of the German Army, Navy, and Airforce.

The identity, or "Kenn", number of each fieldpost office was shown in the postmark on registered letters, but left blank on ordinary mail. Furthermore, each service unit of the armed forces had a 5-figure code, some with an additional letter added for subordinate units.

Not all fieldpost offices have been pinpointed as to their location; indeed some moved around, and not all were operating at the same time. Here are some more or less clarified examples though: Oslo – 234, 436, 459, 531, 779. Bergen – 996. Trondheim – 436. Kristiansand S. – 467. Fauske, near Bodø – 545. Alta – 765a. Kirkenes – 612a. Lakselv – 765e. Nordmo – 867 Ic. Vadsø – 252. Vardø – 803. Hammerfest – 612c, 765g, 838.

The detailed rules organizing all these activities may be seen in the following compilation, together with some illustrations of usage. (See also my articles in "The Posthorn", July, 1956, and "LUREN", November, 1992.)

Regulations in connection with the exchange of mail with the German occupation forces were published in the circulars to postmasters from the Norwegian Postal Administration, No 40, 1940, and No 2, 1941. As these were incomplete, I have chosen to reproduce the complete and corrected version which appeared in Circular No 9, 1941. One change from the original rules occurred when Circular No 2, 1941, stated that "...it has become necessary to cancel the order permitting the sending of ordinary parcels from Norwegian citizens to German military persons..." Whether there were too many practical jokes or time-bombs sent, I don't know, thereafter only postcards and letters were acceptable from the Norwegians. Later in the year this order was rescinded.

Circular from the Norwegian Postal Administration, No 9, April 7, 1941:

REGULATIONS REGARDING THE EXCHANGE OF MAIL WITH THE GERMAN OCCUPATION FORCES.

Free postage for official mail from German civilian and military authorities.

Internal mail from German civilian and military authorities in Norway may be sent postage free. The franking privilege covers all types of mail. The mail is to bear the words "Portofreie Dienstsache" (printed, stamped or written) and an impression of the official seal of the respective civilian or military authority (Dienststelle).

Attention is drawn to the fact that there are certain reservations in regard to the mail of the German Armed Forces (Wehrmacht). Thus, organs (Dienststellen) which belong to the Armed Forces may only send ordinary and registered letter mail, insured letters, and parcels without declared value up to a weight of 20 kilos. The handing in is to occur at German fieldpost offices.

For organs (Dienststellen) and persons who are subject to the German occupation power's civil administration (Der Reichskommissar), there are no reservations, either in regard to the type of mail or to the use of the Norwegian Post Office. (Handing in at and delivery from Norwegian post offices).

On must therefore distinguish between persons and organs (Dienststellen) which belong to the German Armed Forces (Wehrmacht) and persons and organs (Dienststellen) which are subject to the German occupation power's civil administration (Der Reichskommissar). If a post office is in doubt as to whether someone belongs to the Armed Forces or to the Civil Administration, inquiry must be made of the nearest German authority.

Postal connection between German military persons and the civilian popularion in Norway, and between German military persons and non-enemy countries abroad.

1. Mail from German military persons to the civilian population in Norway:
   Permitted are: letters up to 20 grams and postcards. Handing in must take place at a German fieldpost office. For franking, German stamps are to be used, according to the German internal postage rates (Local rate: letter 8 Rpf., postcard 5 Rpf. Internal rate: letter 12 Rpf., postcard 6 Rpf.).

   The fieldpost office delivers the mail to the nearest Norwegian post office. Only mail which is delivered in this way is to be sent on. All other mail – particularly that which is put in mail boxes – which have Norwegian stamps affixed or which bear the word "Feldpost", shall be withheld and turned over to the nearest German fieldpost office for further action.

   Mail from German military persons must not be charged postage due, as difficulties may arise with the collection in case the mail is refused by the addressees. Such mail shall be sent, with information as to the reason, to the fieldpost office for return to the sender.

2. Mail from the civilian population in Norway to German military persons:

   Permitted are: ordinary letters and postcards. The mail is to be delivered to the Norwegian Post Office and franked in accordance with the current Norwegian postage rates. Unpaid or insufficiently paid mail is to be returned to the sender (or handled as prescribed for similar internal mail).

The use of the word "Feltpost" is not permitted. Neither must there be used a place name next to the fieldpost number.

The Norwegian post offices are to hand over the mail to the nearest German fieldpost office. Any mail which is returned to the Norwegian Post Office by the fieldpost offices shall be marked with the reason for their non-deliverance.

3. Mail from German military persons to non-enemy countries abroad:

Handing in and handling is to be done as stated under point 1. The mail must in addition be in accordance with the regulations which are current for mail sent abroad. It is to be franked with German stamps (25 Rpf.). If the mail does not carry any mark of having been censored, it should be handed over by the exchange offices to the German censor office in Oslo or Trondheim.

4. Mail from non-enemy countries abroad to German military persons:

Mail shall be given to the nearest German fieldpost office for further handling.

Postal connection between organs (Dienststellen) of the German Armed Forces and Norwegian circles (private persons, firms, official and private institutions etc.)

1. From organs (Dienststellen) belonging to the German Armed Forces to Norwegian circles (Norwegian addresses):

Permissible are: ordinary and registered letterpost mail, insured letters, and packages without declared value up to a weight of 20 kilos.

Handing in place: German fieldpost office.

Organs (Dienststellen) belonging to the German Armed Forces do not have the right to hand in mail at Norwegian post offices.

Besides this, one should note that: Official mail shall carry the legend "Portofreie Dienstsache" (printed, stamped, or written) and an impression of the official seal of the respective military authority (Dienststellen). In regard to packages, the legend "Portofreie Dienstsache" and the impression of the official seal shall be placed on both the parcel and the parcel card (følgebrevet). The mail will be handed over by the respective German fieldpost offices to the Norwegian Post Office for delivery according to the address.

2. From Norwegian circles (private persons, firms, official and private institutions etc.) to organs (Dienststellen) of the German Armed Forces:

Permissible are: ordinary and registered letter mail, insured letters and parcels without declared value up to a weight of 20 kilos.

Handing in place: Norwegian post office. (ordinary letter mail may be posted in the regular Norwegian mailboxes). One should further note that: Mail shall be franked with Norwegian stamps according to the regular Norwegian rates. Only the respective German organ's (Dienststelle's) fieldpost number must be used as a postal address.

The Norwegian post office is to forward the mail to the nearest German fieldpost office.

.....

Circular No 11, 2 May 1944:

Mail exchange between private persons (Norwegian and German) and persons attached to the German Armed Forces and Waffen SS, volunteers in Regiment Nordland and the Norwegian Legion.

According to orders, mail to and from persons belonging to the German Armed Forces shall be sent to Oslo or Narvik post office for forwarding to the respective German fieldpost office.

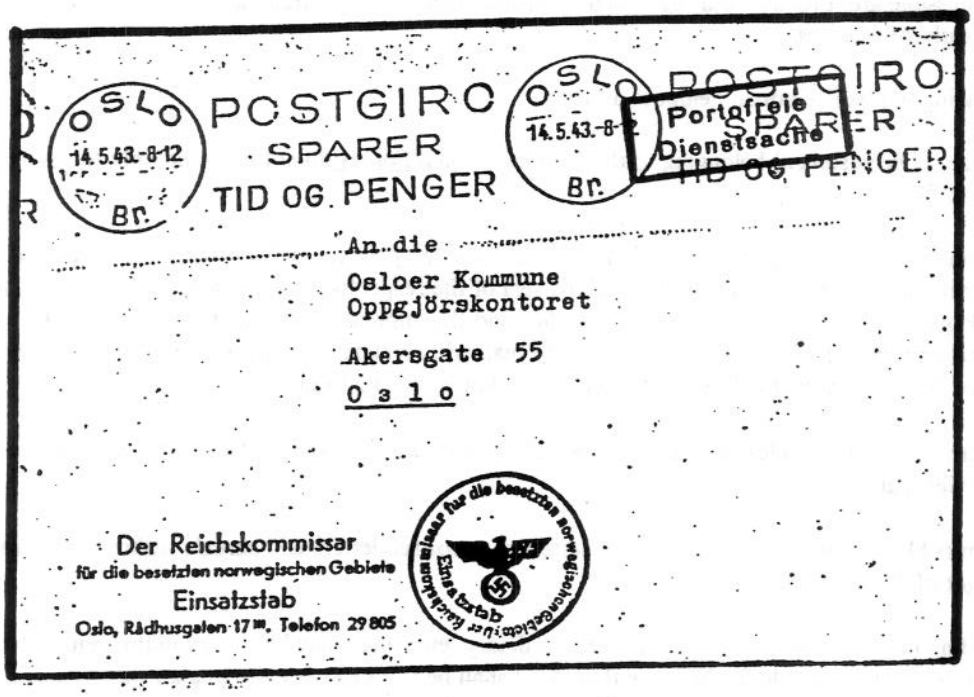
The German authorities have complained that certain Norwegian post offices are not following regulations. It is unavoidably necessary that all mail exchanged between persons in the German Armed Forces and civilians and mail which appears to be destined for persons in the German Armed Forces be sent via the above-mentioned offices. The post offices are ordered to strictly follow the regulations.

Circular No 23, 1944:

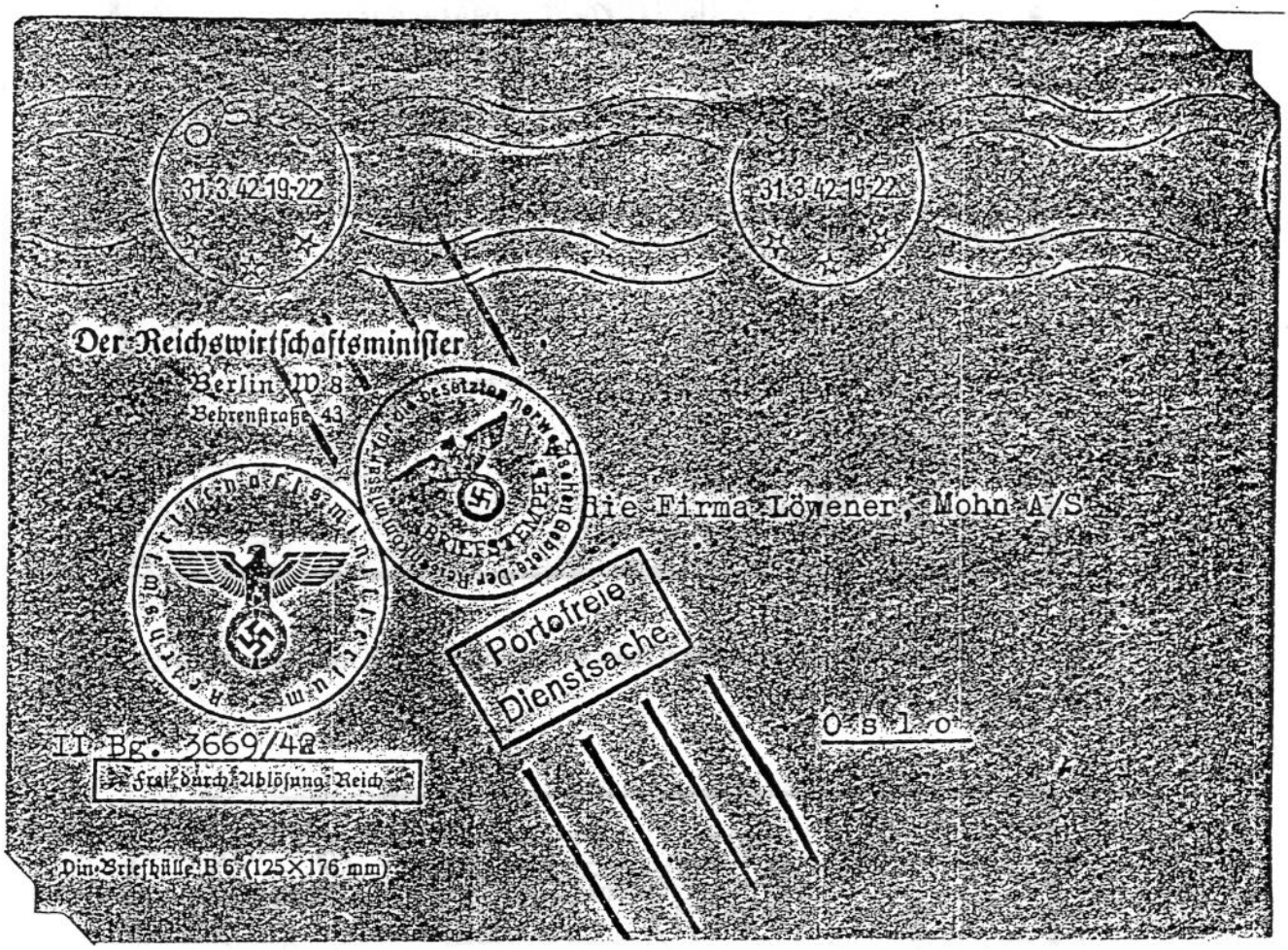
Mail exchange between the German Armed Forces' organs and Norwegian circles.

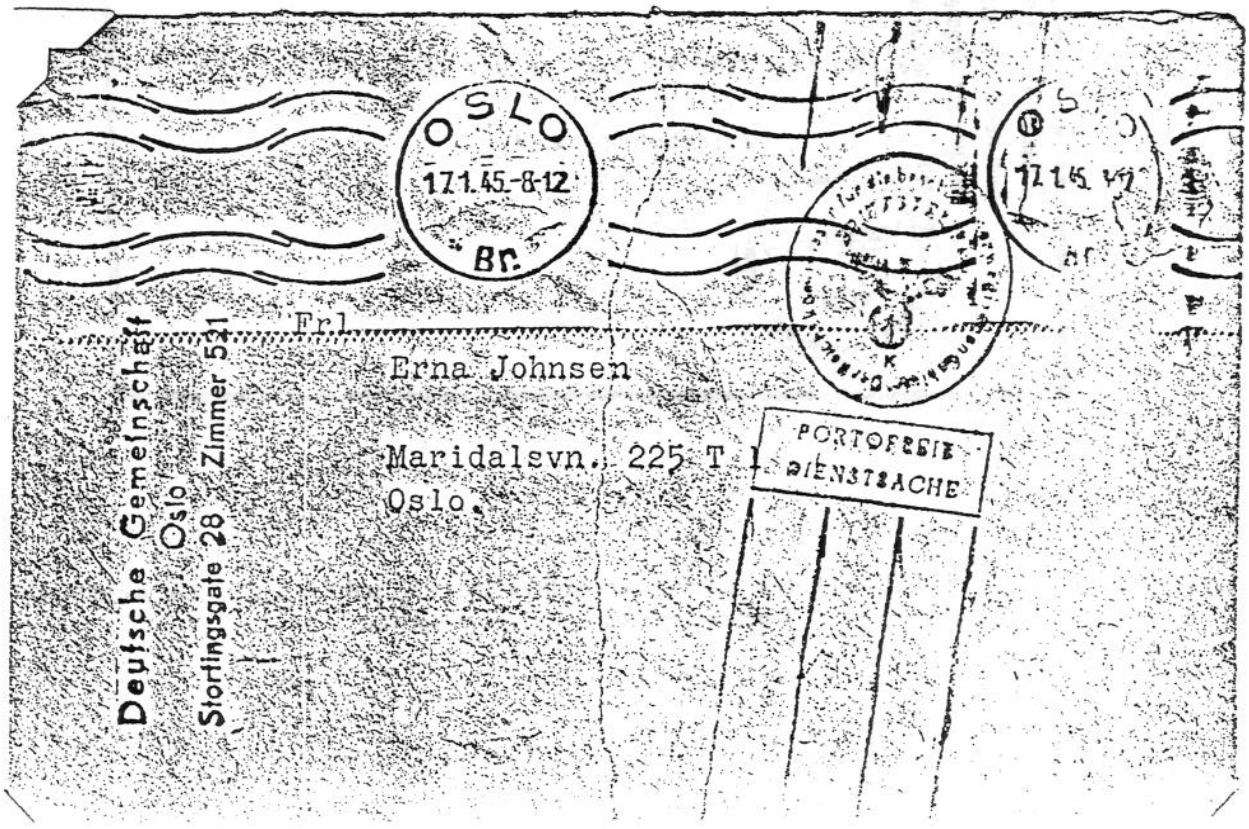
It has become necessary to draw attention to the fact that mail from Norwegian circles to organs belonging to the German Armed Forces, which have a fieldpost number as postal address, shall not be sent at local postage rates. At the same time one reminds that the relative Norwegian receiving post office must not deliver such mail to the local German "Ortskommandantur". It is to be given to the nearest German fieldpost office.

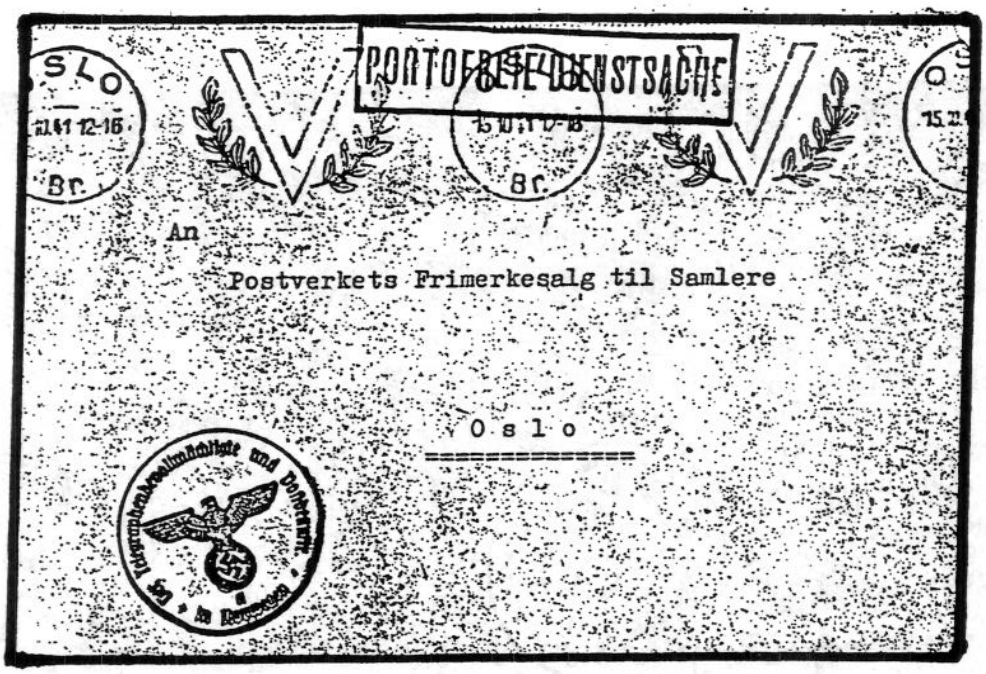
Illustrated below are some covers from German fieldpost offices in Norway during the Occupation.



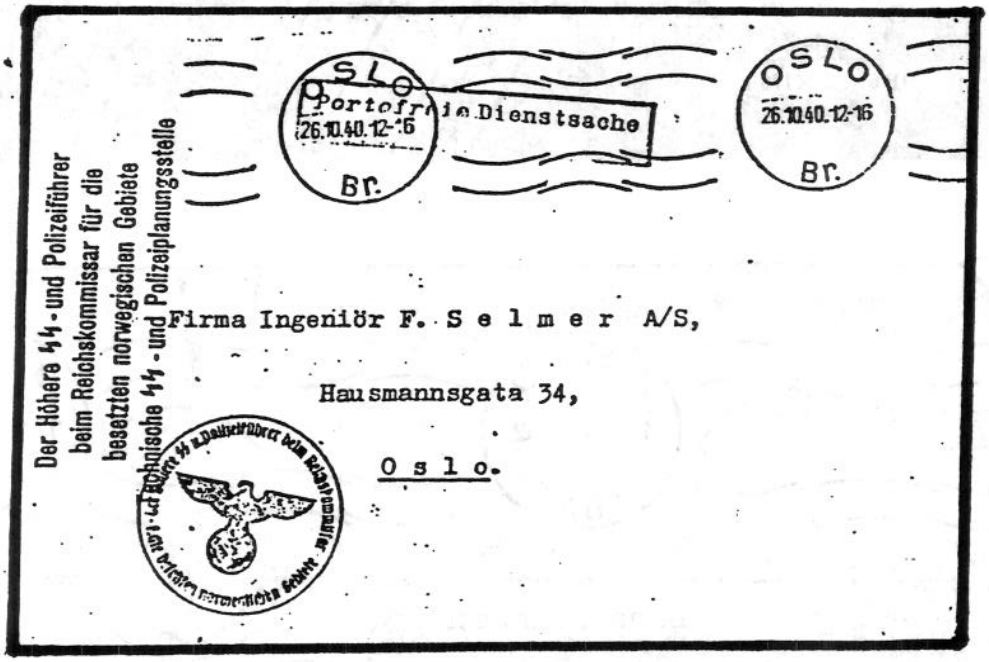
1) From the notorious "Einsatzstab" or goon squad of the Reichskommissar, with an expense bill charged to the Oslo Municipality Settlement Office.


31.3.42-19-22
31.3.42-19-22
Der Reichswirtschaftsminister
Berlin W 8
Behrenstraße 43
Die Firma Löwener, Mohn A/S
Portofreie Dienstsache
Oslo
II Bg. 3669/42
Frei durch Ablösung Reich
Din Briefhülle B 6 (125×176 mm)


OSLO
17.1.45-8-12
Br.
Frl
Erna Johnsen
Maridalsvn. 225 T
Oslo.
PORTOFREIE DIENSTSACHE
Deutsche Gemeinschaft
Oslo
Storlingsgate 28 Zimmer 531



2) From the German Telegraph and Postal Executive in Norway to the Norwegian Philatelic Agency.



3) From the Technical SS and Police Planning Office of the Higher SS and Police Leader attached to the Reichskommissar for occupied Norway.

DER REICHSKOMMISSAR
FÜR DIE BESETZTEN NORWEGISCHEN GEBIETE

Herrn

Minister Alf L. Whist

OSLO

[redacted]

Tordenskjoldsgt. 12

Mr Whist, a minister in the Quisling government apparently got enough reports or orders from the Reichskommissar to warrant the printing of special envelopes.

An

Portofreie Dienstsache

Firma

A/S Löwener - Mohn

FELDPOST b 17.8.42

ORTSKOMMANDANTUR KIRKENES

Oslo

Feldpost

FELDPOST b 8.8.42

Firma

A/S Løwener Mohn

8.6.42

Dienststelle Feldpostnummer 23238 - Verwaltung Briefstempel

Kirkegt. 20

Oslo

Marine-Ausrüstungsstelle Kirkenes

Naval Armament Office and Place Commander, Kirkenes, N. Norway

SS Feldpost

SS Rottf.

Nicht Stammkompanie

FELDPOST
a
05.11.45

Zurück an Absender
neue Anschrift abwarten

Zurück an Absender
neue Anschrift abwarten

Der Höhere SS- und Polizeiführer
beim Reichskommissar für die besetzten norwegischen Gebiete
Abteilung Lebensborn

Feldpost.

An das

Gericht der Dienststelle

Feldpost-Nr. 41 282.

Brevkort

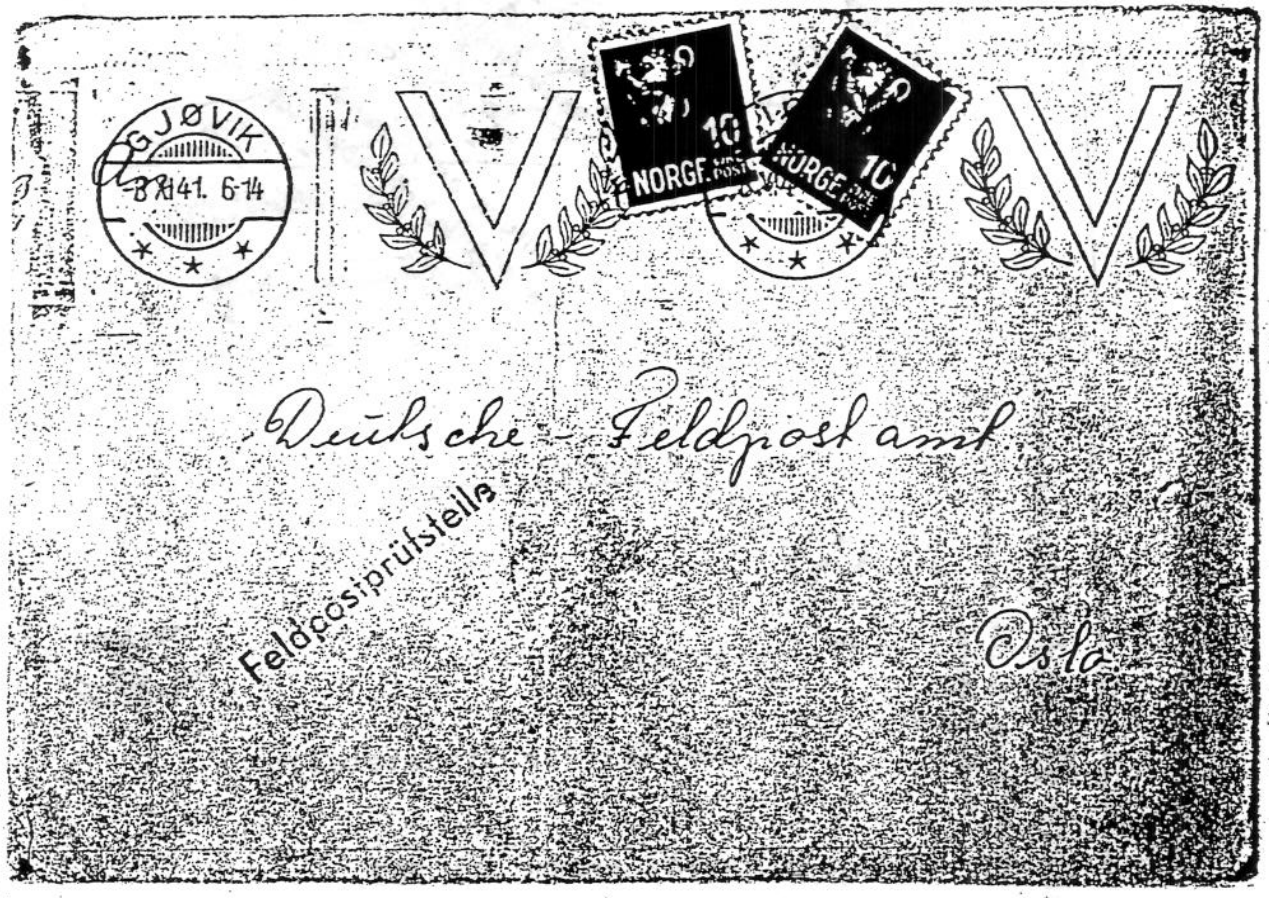
NORGE POST 15 ØRE

An Der Höhere SS- und Polizei-
führer

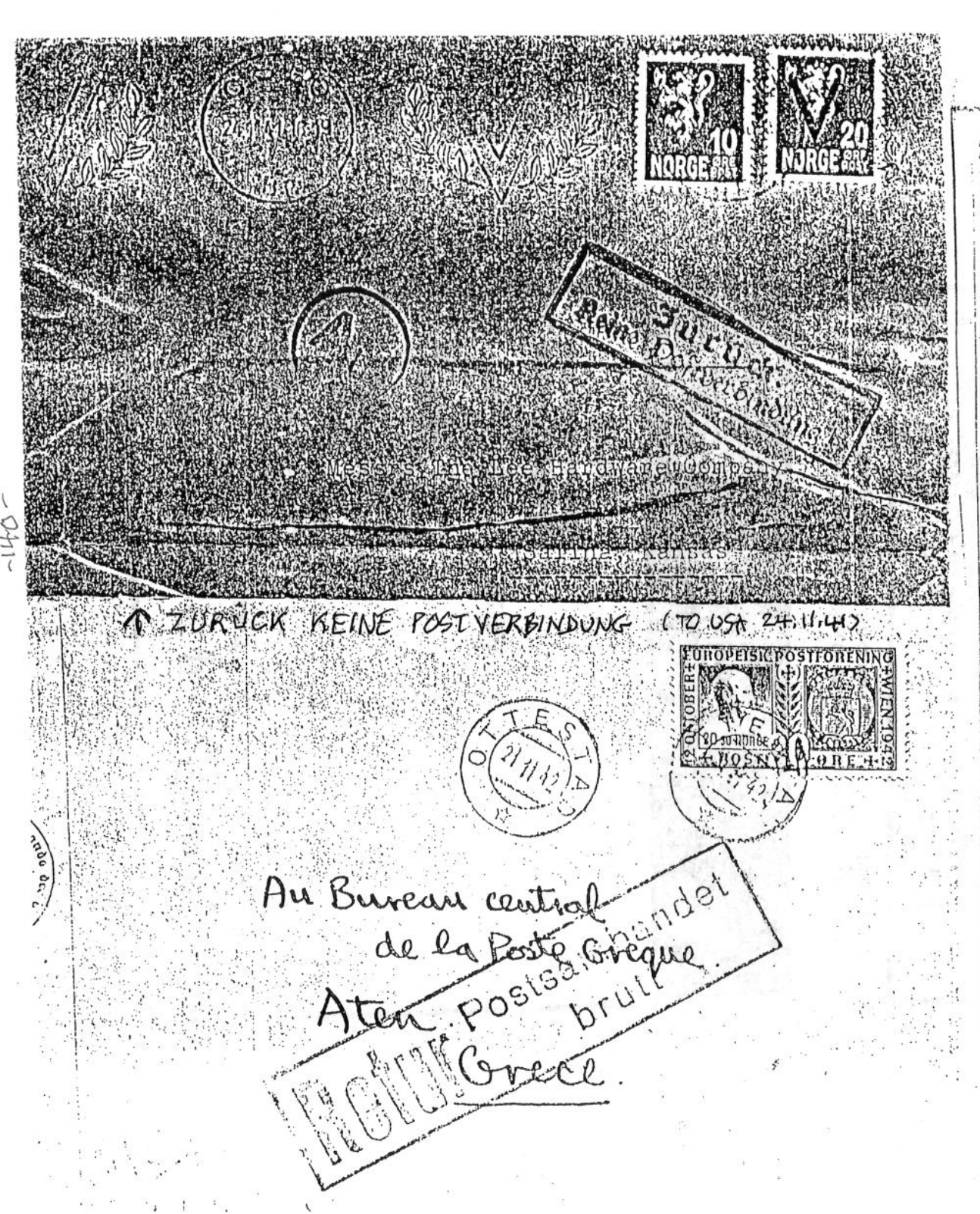
Arbinsgate 7

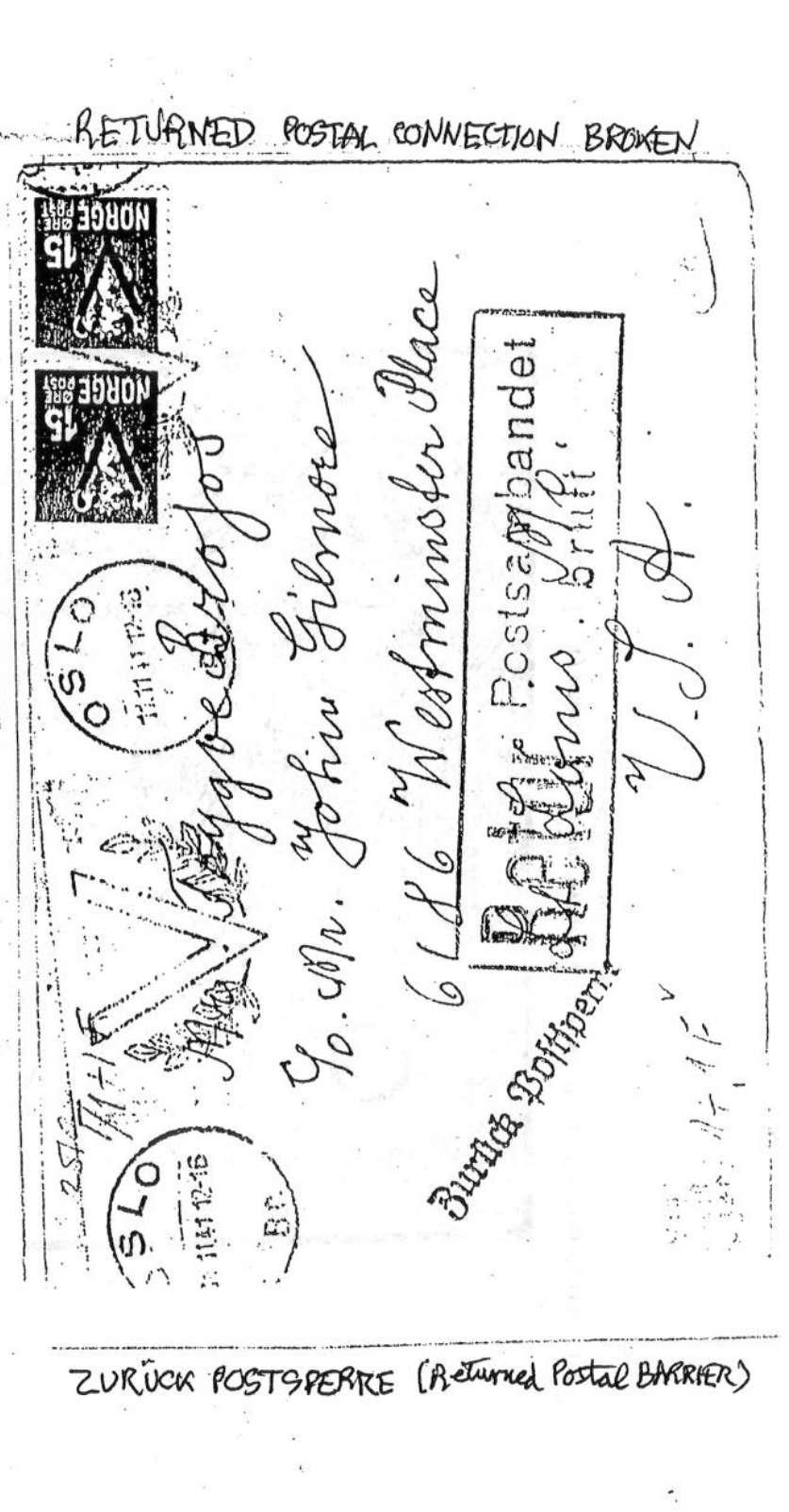
OSLO.

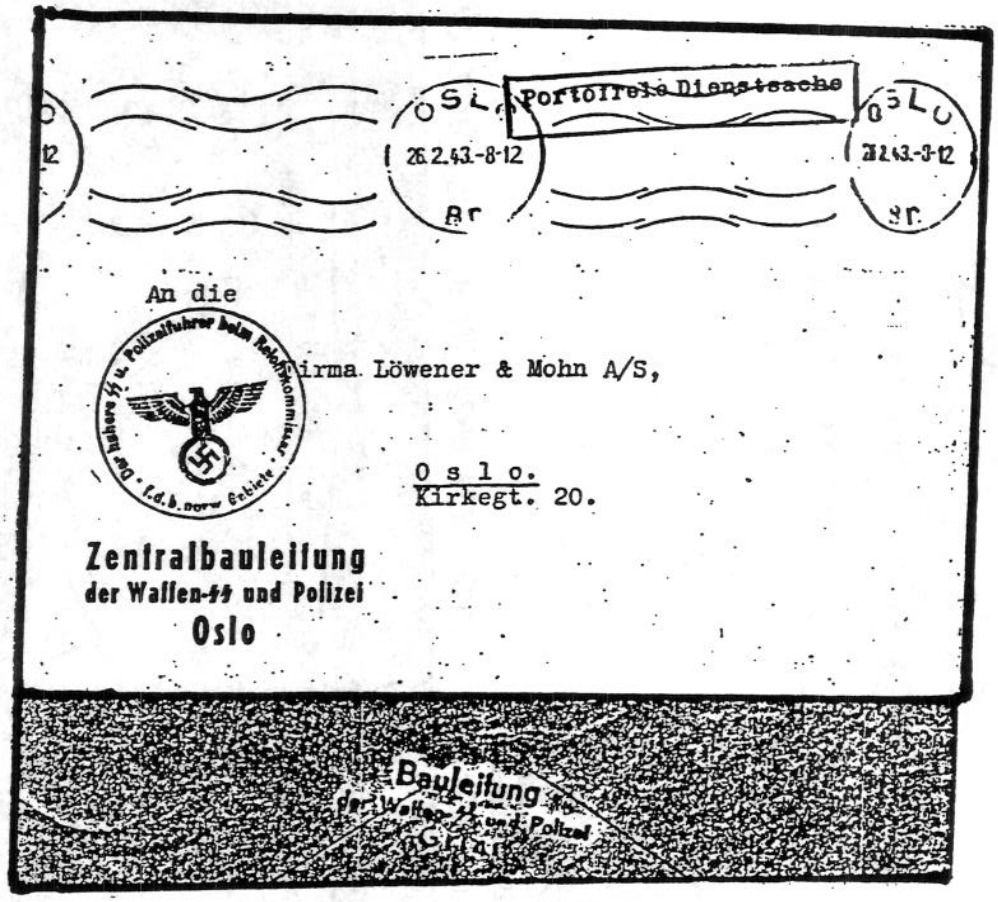
"AS" special pass marks of SS Censor Office, Oslo.



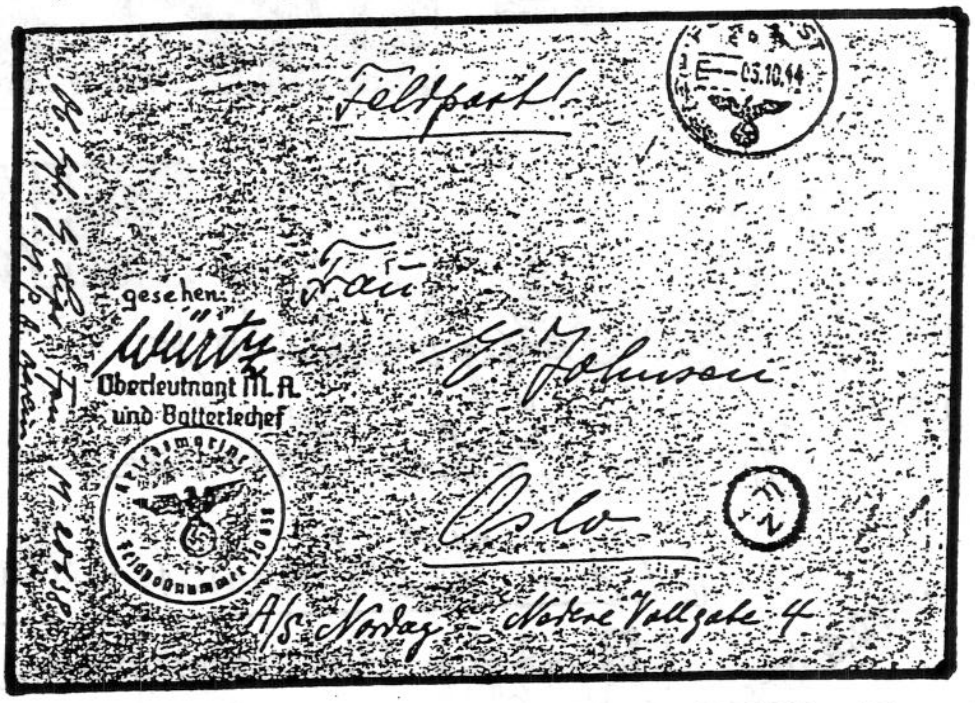
Special "V" stamps and postmark 8.11.41
Censored in red by German Feldpost Censor Office


NORGE 10 ÖRE
NORGE 20 ÖRE
Zurück
Mess. Smith Tree Hardware Company
Salina, Kansas
ZURÜCK KEINE POSTVERBINDUNG (TO USA 24.11.41)
EUROPEISK POSTFORENING
WIEN 1943
OTTESTAD
Au Bureau central
de la Poste Grecque
Aten
Postsendandet
brutt
Grecl

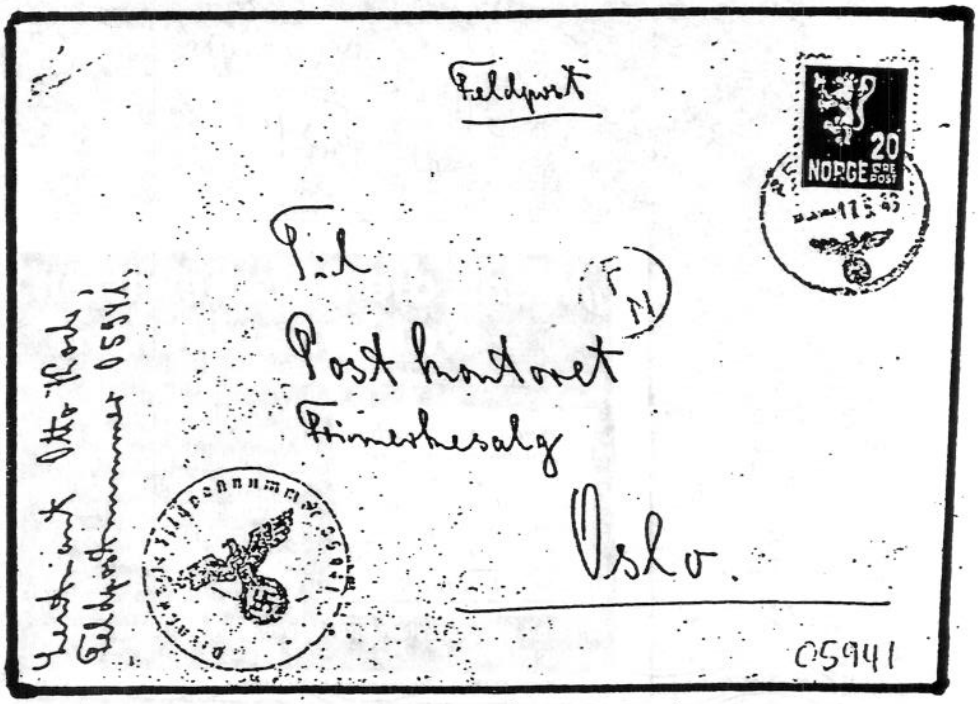

RETURNED POSTAL CONNECTION BROKEN
NORGE 15 ÖRE POST
OSLO
To Mr. John Gilmore
6146 Westminster Place
St. Louis
U.S.A.
Postsendandet
brutt
Zurück Postsperre
ZURÜCK POSTSPERRE (Returned Postal BARRIER)



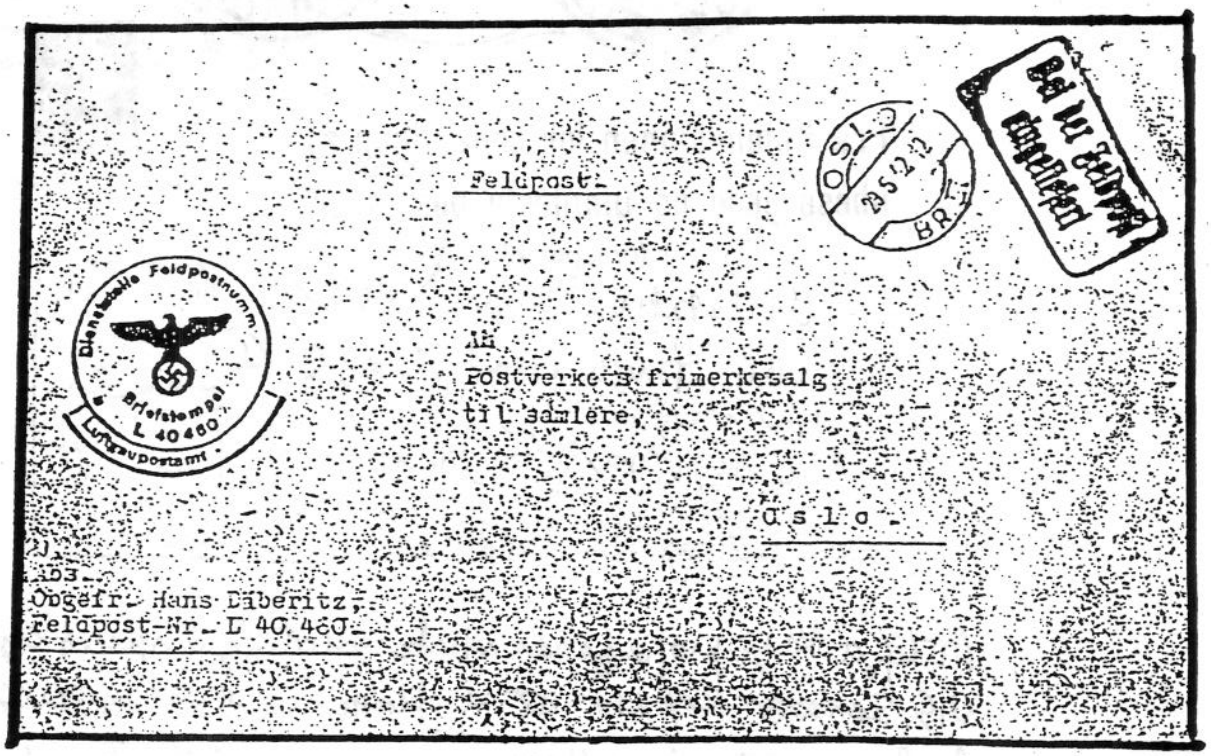
4) The Central Construction Directorate of the Waffen SS and Police, Oslo.
Below, Construction Management of this directorate at Grini Concentration Camp near Oslo.



5) Feldpost cover from Narvik with very unusual censorship by German Naval Officer. FN control mark in red. (Feldpost Norwegen).



6) Feldpost cover thought to be from a coast artillery battery near Trondheim (FPO – K353) Rare use of a Norwegian stamp. FN control mark.



7) Airforce cover (Fliegerhorst Kommandantur (E) 3/N) with unusual violet boxed fieldpost mark "Bei der Feldpost eingeliefert" (Handed in to the Fieldpost).

„Wenn die Bolschewisten wanken sollten...!"

Kürzlich erklärte der amerikanische Senator Pepper auf einem Festbankett zu Ehren Stalins:

„Wenn die bolschewistische Front durchbrochen werden sollte, wenn die sowjetische Armee wanken sollte, dann wird niemand mehr standhalten."

Mit anderen Worten, Mister Pepper: Den Bolschewismus vernichten heißt nicht nur Europa vor dem Untergang in Blut und Grauen zu retten, sondern auch den Urheber dieses Kriegs vernichtend zu treffen. Das Weltjudentum und seine plutokratischen Mitverschwörer!

Und daß das geschehen wird, scheint auch der Hetzer Pepper bereits zu ahnen!

Parole der Woche Nr. 13/1942 / Zentralverlag der NSDAP, München

Fra Kommisjonen for behandling av ubesørgede og uinnløste postsaker.

Til forespørsel.

Adressens navn
Ad. Hammerstad gt. 23 c
Christiania Oslo

NORGE 20 ØRE POST

Oslo

At top, a Nazi propaganda sticker quoting a speech by U.S. Senator Pepper at a dinner in honor of Stalin. Below, a letter to a Norwegian prisoner, but returned. Opened by Norw. P.O. Commission for handling undelivered and uncollected mail.

Fernschreiben

Eilt sehr

URGENT TELETYPE MESSAGE FROM SS NEWS CENTER

Geheime Reichssache

Der Höhere SS- und Polizeiführer
beim Reichskommissar für die besetzten
norwegischen Gebiete
Nachrichtenstelle

DURCH

ALFELD (SAALE) 1 4.3.44.-20

ALFELD (SAALE) 5.3.44.-20

Durch Deutsche Dienstpost!

Herrn
Dr. Karl Blankenagel
Abteilungsleiter beim Reichskommissar
für die besetzten norweg. Gebiete

Oslo.

Durch Deutsches Dienstpostamt
Oslo P. 2

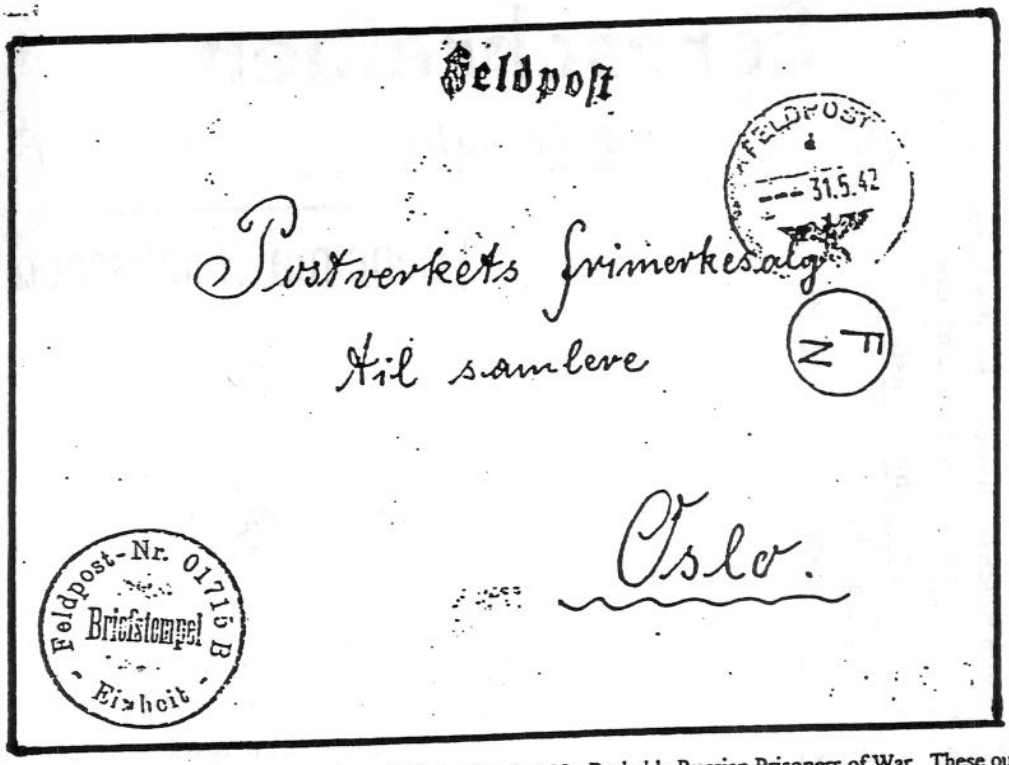
HAMBURG 1 (24) 4.1.45.-9 a

HAMBURG (24) 4.1.45.-9 a

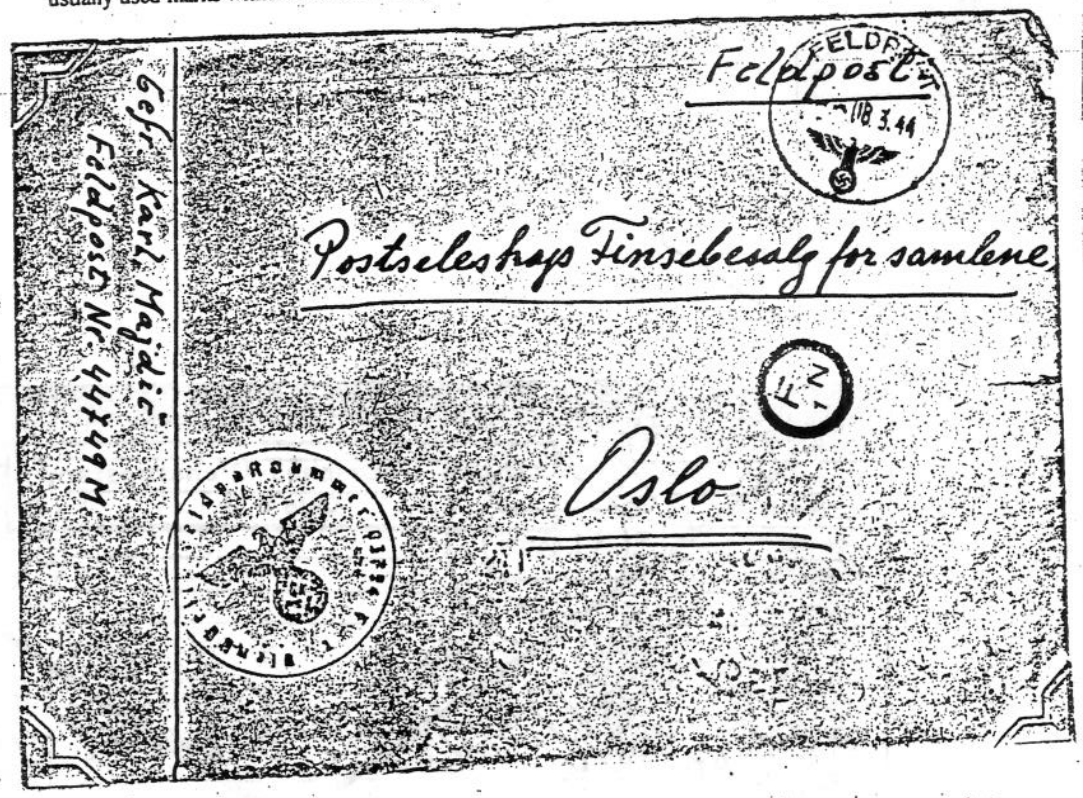
An R.-R. Ernst Geest

Reichskommissariat
Oslo P. 2
Abteilung: Arbeit u. Sozialwesen

über Berlin N 4



8) Cover from P.O.W. Construction and Work Battalion 22. Probably Russian Prisoners of War. These outfits usually used marks without the usual eagle and swastika emblem.



At top correct title of Norw. P.O. Philatelic Sales Office.
At bottom a hopeless mixup by a German soldier.
Seems to have been at a party at Finse.

Det er

FORBUDT

å stå i vognen så lenge det finnes sitteplasser. De som ikke etterkommer påbudet blir fra idag bortvist fra vognen og straffet.

Das Stehen in dem Wagen

IST VERBOTEN

solange es noch Sitzplätze gibt. Wer dem Gebote nicht Folge leistet, muss den Wagen verlassen und wird bestraft.

Oslo. 4. mai 1944.

Politipresidenten i Oslo.

Copy of a poster. Forbuddet to stand if an empty seat (next to a German) is available

The role of this card was learned during the war. "Trolls" swatting at the Luftwaffe planes.

OSLO 30.6.43.16-19 Br.

POSTGIRO SPARER TID OG PENGER

POSTFREIE DIENSTSACHE

OSLO 30.6.43.16-19 Br.

POSTGIRO SPARER TID OG PENGER

Innenriksdepartement
- Oppgjörsavdelingen -

Der Höhere SS- und Polizeiführer beim Reichskommissar für die besetzten norwegischen Gebiete
Der Befehlshaber der Ordnungspolizei

Oslo
-.-.-.-.-.-
Grubbegate 9

Erfüllt Eure nationale Pflicht und zahlt die Steuern pünktlich!

Finanzamt Calbe (Saale)
Salzerstr. 21 — Fernsprecher 231

~~Frei durch Wehrpflicht~~

Herrn ~~Frau~~ Dr.Alfred Schmidt
Chemiker zur Zeit
Tuddal
Hejfjells Hotell
~~Bjørnhullveien~~

Norwegian and German stamp combination. The Front-Fighter semi-postal saw little use.

Scarce Subsidiary Markings by German Censors

Forsinket i videreforsendelsen på grunn av manglende deradresse.

Delayed in sending on because of missing senders address.

23.11.40. 12-16
Br.

23.11.40. 12
Br.

20 NORGE POST

Return to Sender
not allowed by the new regulations
German censorship

RETUR AVSENDER
ikke tillatt etter
de nye bestemmelser.
TYSK CENSUR

Arrived without stamp!

Ohne Marke eingegangen!

Ohne Marke eingegangen!

RENVIS

Ohne Marke eingegangen

ACCORDSIUTO
AI PORTALETTERE

Italia

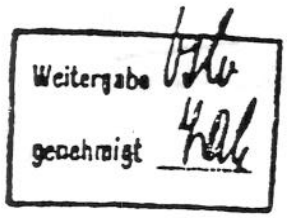
Norge

2226

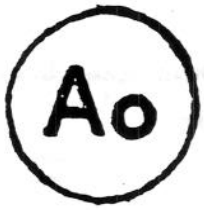
2442

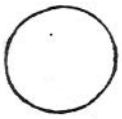
Some German Censor Marks in Norway

ÅPNET VED TYSK CENSUR

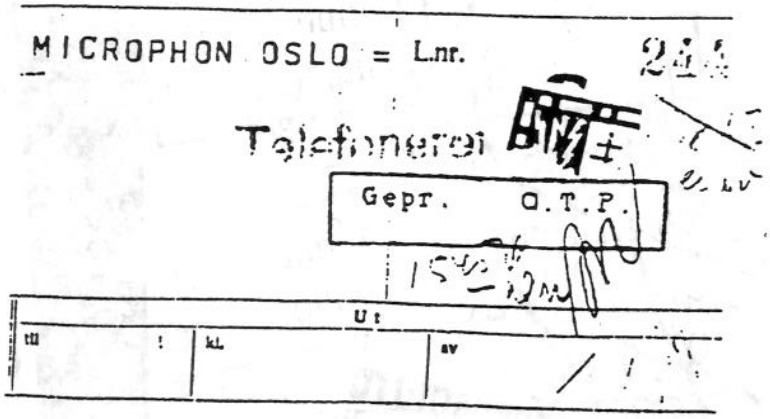


VIDEREBEFORDRING
TILLATT
TYSK CENSUR





Norwegian censor marks after the war



Rare censor mark on telegram from Sweden 1940 (June 5)
= Geprüft Oslo Telegramm Prüfstelle

1941 regulations for secret mail and telegram censorship
by Norwegian Security Police.

Bilag til Poststyrets rundskriv nr. 191 av 14 november 1941.

Forskrifter for hemmelig post- og telegramkontroll.

§ 1.

Post- og telegramkontroll settes iverk av lederen av Sikkerhetspolitiet og utføres av ham eller en ham underordnet embetsmann etter lederens nærmere bestemmelse.

Unntatt fra kontroll og tilbakeholdelse er post- og telegrafforsendelser til og fra tyske myndigheter.

§ 2.

Postmester — poståpner — telegrafbestyrer plikter etter skriftlig, i påtrengende tilfelle etter muntlig begjæring fra lederen av Sikkerhetspolitiet eller den ham underordnete politi—embets- eller—tjenestemann som måtte være bemyndiget, å gi politiet adgang til å foreta undersøkelser av post/telegrafforsendelser, og etter skriftlig eller muntlig oppgave fra samme myndighet å tilbakeholde og utlevere post- og telegrafforsendelser og gi mulige opplysninger forøvrig.

Post- og telegrafverket — poståpnere gjennem det overordnete postkontor — skal også uten oppfordring holde tilbake og sende over til statspolitisjefen eller nærmeste avdeling av statspolitiet alle post- og telegrafforsendelser som vedkommende funksjonær under sitt daglige arbeid og etter sitt kjennskap til adressaten, avsenderen eller overbringeren eller på grunn av forsendelsens hyppighet, utseende eller av andre grunner måtte finne mistenkelig, som f. eks. trykte eller på annen måte mangfoldiggjorte illegale skrivelser.

§ 3.

Ved kontrollen skal alltid 2 politifunksjonærer være tilstede. Foregår kontrollen på post/telegrafkontor, skal dessuten minst 1 post/telegraffunksjonær være tilstede. Kontrollen må utføres så hurtig som mulig og på en slik måte at post/telegrafverkets arbeid ikke sinkes eller vanskeliggjøres mer enn strengt nødvendig.

§ 4.

Lederen av Sikkerhetspolitiet eller den han dertil bemyndiger avgjør hvorvidt post/telegrafforsendelser blir å holde tilbake av hensyn til rikets sikkerhet eller rikets indre ro og orden.

For hver forsendelse som holdes tilbake gis særskilt kvittering av politiet.

§ 5.

Sikkerhetspolitiet fører fortegnelse over de lukkete brev, postforsendelser forøvrig og telegrammer som åpnes i kontrolløyemed eller som holdes tilbake. Fortegnelsen skal angi datum for kontrollen, adressatens og avsenderens navn og resultatet av undersøkelsen. Gjenpart av fortegnelsen sendes hver måned til lederen av Sikkerhetspolitiet hvis fortegnelsen føres av andre enn ham selv.

Post- og telegrafforsendelser som ikke holdes tilbake skal snarest og senest innen en uke sendes tilbake til post/telegrafverket så unødig forsinkelse kan unngås.

§ 6.

Mussolini doesn't answer

A youngster at school was showing off a a letter he had succeeded in getting from Field Marshal Mannerheim of Finland. I thought I could go the braggard one better by producing a letter from the Italian dictator. After a great delay, during which time I had given up, there finally arrived a letter from the Italian Diplomatic Representative in Oslo, as follows:

"Your letter has reached its high destination. Itwas much appreciated, but I must inform you that Il Duce of principal reasons a long time ago made the decision not to give autographs. (G.Setti) "

GERENZA DEGLI AFFARI
CONSOLARI D'ITALIA
IN NORVEGIA

n. 116 -

Oslo, den 8. februar 1943,XXI°

Herr Frederick Brofos
Grimerud, Ottestad

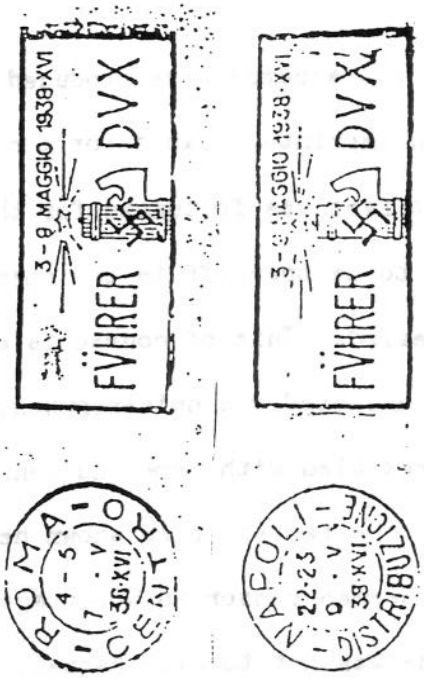
Deres brev er naadd sit höie bestemmelsessted. Det blev meget paaskjönnet, men jeg maa meddele Dem at il Duce av principielle grunner for lengere tid siden tok bestemmelse om ikke aa gi autografer.

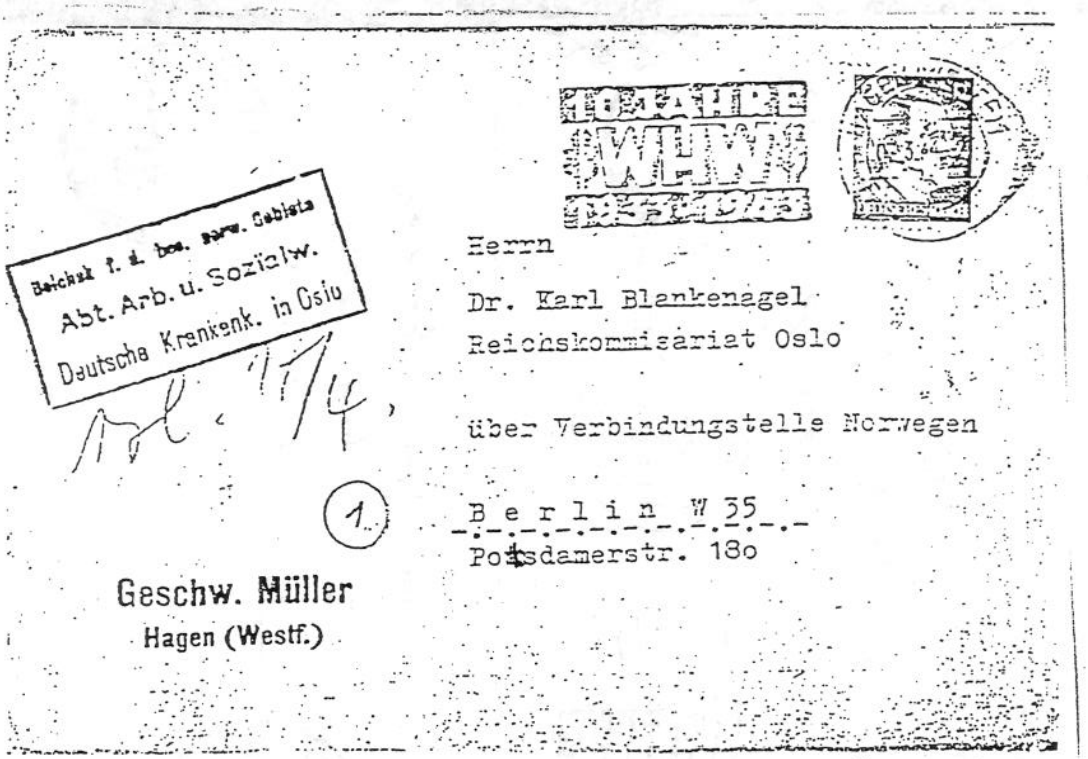
Setti
(G. Setti)

A MACHINE FOR TWO DICTATORS

by Frederick A. Brofos

A special commemorative machine postmark was used in certain Italian post offices for one week only during the period May 3-9, 1938. Showing the emblems of Nazism and Fascism, it was used in Rome, Naples (and probably Florence) to mark Hitler's State Visit to Italy, the invitation for which had been given the autumn before when Mussolini was in Germany. Every Party boss and Nazi hanger-on tried to squeeze into the four trains which carried the German delegation. The competition to share, at Italian expense, in the endless galas, receptions and banquets was intense. Hitler stayed at the Royal Palace in Rome, was treated to a grand naval review at Naples and medieval-costumed parades and games in Florence. The special postmark used "V"s instead of "U"s, in imitation of old Roman lettering, and DVX meant Il Duce of course. The figures XVI. following the year date in the dial and in the killer, stand for the 16th. year of Fascist rule. Although no doubt common enough at the time, these postmarks are seldom seen nowadays.



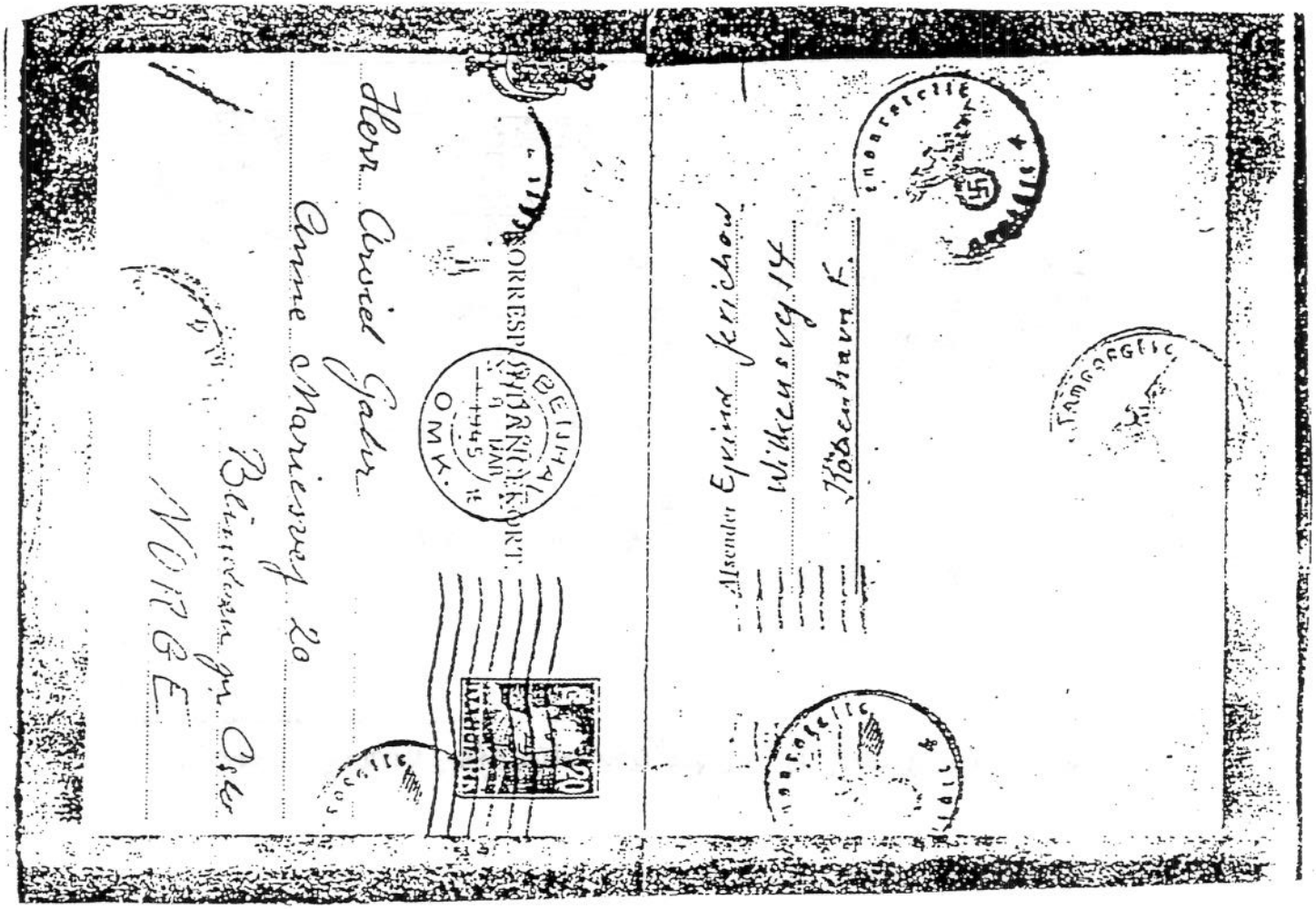


Unusual address. To Oslo via "Connection Office Norway", Berlin

Those Pesky Lettercards

Lettercards were produced by the Nor wegian and Danish Post Office with imprinted stamps for a number of years, but were never very popular. That fact was fortunate for the German censor, as the perforated edges had to be torn off in the opening, without thought of it having to be resealed. This of course is exactly what happened during the was. It was undubtedly a nuisanegwhen, after opening and exmination, it had to be resealed with tape and censor-marked on three sides.

The two examples shown here are from Denmark and bear two versions of ghe German censor in Copenhagen. The wonder is, that the use of lettercards was not totally banned. I guess it didnt happen too often to warrent that.



Kontroleret
I Danmark
Elvind Jerichow
Wilkensvej 14, F.
Kontroleret
KORRESPONDANCEKORT.
Arvid Gahr
Anne Mariesvej 20
Blindern pr. Oslo
NORGE.
DANMARK
10 ØRE
Telegrafvæsen

Afsender Elvind Jerichow
Wilkensvej 14
Hellerup F.
KORRESPONDANCEKORT.
Herr Arvid Gahr
Anne Mariesvej 20
Blindern pr. Oslo
NORGE
DANMARK
20 ØRE

Of Saboteurs and Spies

by Frederick A. Brofos

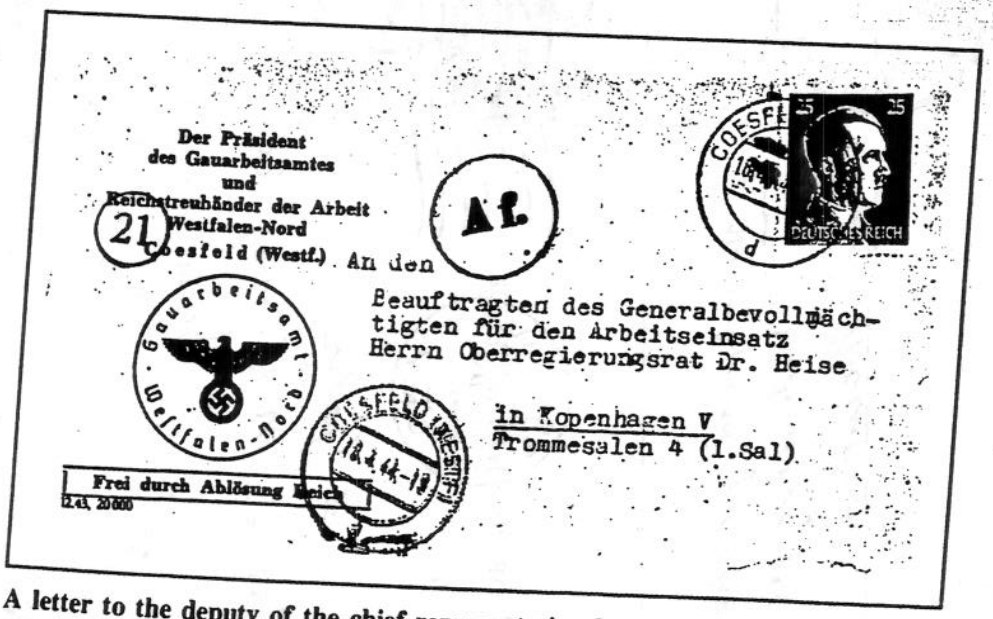
A vivid impression of the volatile situation in Denmark during World War II may be gained from a visit to Copenhagen's Museum for Denmark's Freedom Fight. Among the many interesting subjects covered is the long and deadly struggle between saboteurs and spies in which the mails played a significant part.

In the Underground Resistance Movement, a Dane with the cover-name "Knud" worked to collect material proof against those Danes who secretly collaborated with the Germans. After he joined the illegal group "1944," it struck the German Chamber of Commerce in Copenhagen. About 600,000 documents were removed, while the dumbfounded German staff stood by watching. Included in the haul was the Visitors Book, full of names and dates, as well as a whole sack of mail that just had arrived. Perhaps the contents of that sack convinced the group's members of the importance of the mails — they decided to seek more of it.

The group "1944" paid a surprise visit to several Copenhagen post offices, among them Omkarteringen, the distribution section of the main post office at Tietgensgade, where the mail was collected before being delivered to the German headquarters at the notorious Dagmarhus, *Stikker Sentral* [Spy Center] at Vesterport, and many other German offices. The postal personnel willingly sorted all this type of mail and handed it over to the Resistance. At the end of the war, the mail was brought out to aid in the conviction of collaborators and traitors.

The accumulated mail was divided into the following categories:

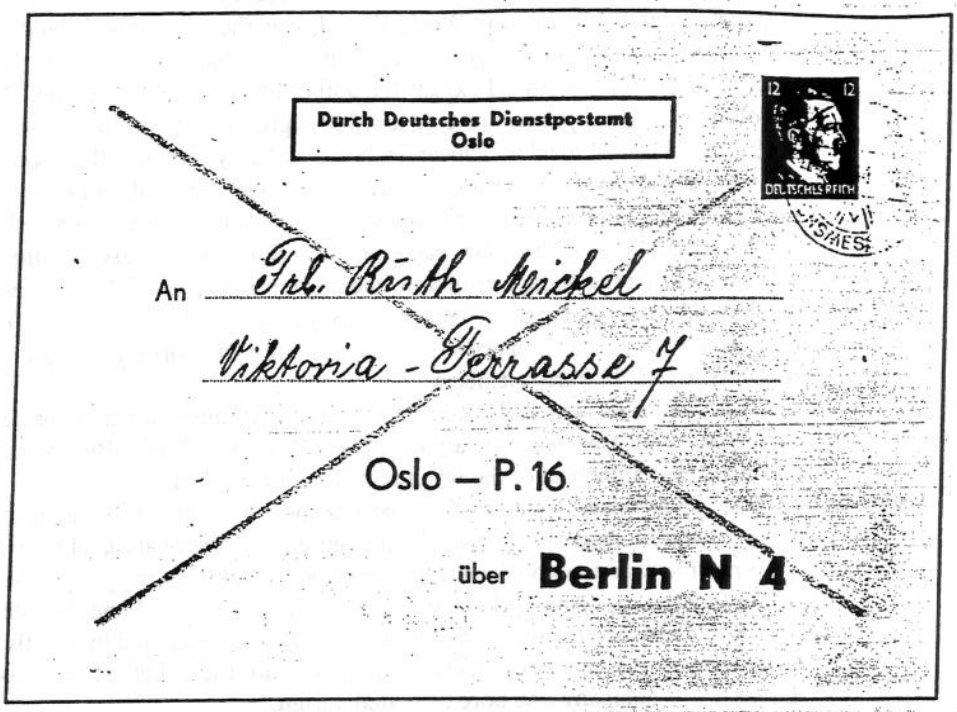
1. Various, including *Ausweis* [I.D. cards], *Waffenschein* [weapon permits], and the like.
2. Anonymous denunciation letters, naming persons who were working against *Vernemagten* [Wehrmacht], in possession of arms, helping Jews, printing and distributing illegal papers, etc.
3. Public opinion reports from around the country, mostly supplied through the Vesterport Spy Center. The several hundred paid Danish spies — known only by 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 the like.



A letter to the deputy of the chief representative for work assignment at Copenhagen-Vesterport in "independent" Denmark required the full twenty-five reichspfennig foreign rate. "Af" was a "passage marking" of Hamburg.

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 a comfortable stay in Denmark, private letters about the situation in Germany, and so forth.

6. Bills from Danish firms to the Wehrmacht for work accomplished and for deliveries important to the German war effort.



Mail to occupied Norway went at twelve reichspfennig, the German "inland" rate. This letter to Viktoria Terrasse — the dreaded address of the Gestapo Headquarters in Oslo, Norway — went from Leipzig via Berlin to the German Post Office in Oslo.

This list spans a variety of dangerous topics about which people wrote. Later the senders undoubtedly were shocked to see their old letters showing up to damn them in court.

As we now 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 handstamps and titles from the German civil, police, military, and naval domination of Denmark. Stamps from left to right: Der Reichsbevollmächtigte in Dänemark [the Reich's chief representative in Denmark], Der Bevollmächtigte des Reiches in Dänemark [the chief representative of the Reich in Denmark]. These two stamps were used in the office of Dr. Best, who was the highest German civil authority in Denmark. Waffen SS in Danemark, der höhere SS - und Polizeiführer [Armed SS in Denmark, the higher SS and police chief], Wehrmachtsbefehlshaber Dänemark [army commander Denmark], Admiral Danemark hauptregistratur [Admiral Denmark main registry].

The Author

Frederick A. Brofos, who is retired from the telecommunications industry, collects World War II material. He is a former editor of *The Posthorn* (Scandinavian Collectors Club) and has written many articles on postal history over the past fifty years, particularly about Norway, where as a schoolboy he experienced the German occupation.

UNDER THE BANNER OF THE SUN CROSS

Frederick A. Brofos

One of the many acts of oppression enforced by the "New Order" in Norway, during the years (1940-45) of occupation by the Germans in World War II, was the regulation forbidding the flying of the beautiful red, white, and blue Norwegian flag by the general population. Instead, another, new flag was promoted. But it always remained unpopular and unused by all except the authorities themselves, as well as Nazis. This was the infamous Sun Cross ("Solkors") flag – a yellow cross on a red background. It was the emblem of Quisling's Norwegian Nazi Party. The "NS", or "Nasjonal Samling", meaning National Unity, was just the opposite of its name. It had little support among the people and never reached more than 2% at most. Indeed, both party and its leader ("Fører") were treated with cold contempt by all patriots ("Jøssinger").* Five stamps were issued with Quisling's picture on them.

The Sun Cross, with a Nazi eagle perched above it, was used on the whole new set of official stamps issued in 1942 to replace the former ones with the Norwegian Coat of Arms showing the Royal Crown and Lion. The new emblem also appeared in a machine cancel with the slogan (translated) "Toward brighter times"! It was also much in evidence in newspapers, on posters, armbands, etc. Of course, it was prominently displayed, as a small enamel badge, on the labels of NS Party members.

The Sun Cross was said to date back to Viking times when, it was also claimed, the old greeting was the up-raising of an outstretched right arm and the call "Heil og Sæl"! Be that as it may, the NS Party was quietly outlawed and disbanded at the end of the war and its leaders arrested.

It is, nevertheless, a chilling fact that the notorious Sun Cross flag is still flown today, and legally too. It is little known that it represents the letter "R" among the international signal code flags in common use by ships everywhere! **

When the Oslo Electric Streetcar Company was taken over by Nazi elements, the Sun Cross soon appeared in red on the fare tickets. Annoyed citizens used to destroy it by folding the ticket and tearing out the center. A cigarette burn would also be effective. This demonstrating was countered by greatly enlarging the Sun Cross and a note on the reverse stated that any defacement would invalidate the ticket. The discount clipping cards and even parcel freight stamps of the company also bore the hated design.

Those were dangerous times of fear and suffering, when the despised Sun Cross and Swastika flags flew together and a long dark shadow lay across the land.

There had been some idle threats, by patriots during the war, of later packing the worst Nazis off to the desolate Bear Island ("Bjørn Øya"), a Norwegian possession in the Arctic, but that was just wishful thinking.

With the end of World War II, and Victory for the Allies, there followed a real reckoning with those so weak and misguided as to betray their country in its years of need.

Outside Oslo, at the old Grini Concentration Camp, where patriots had formerly been imprisoned, the name was changed to Ilebu and filled with new occupants – the now miserable traitors and collaborators rounded up to await trial.

The cases against these so-called "Landsviker" (Country Failures) dragged on for eight years, until the end of 1952. The final settlement was eventually as follows: Some 92,900 cases were dealt with by the prosecution, out of these, about 37,150 were shelved due to lack of evidence or other reason. In approximately 5,500 cases it was decided by the prosecution that no legal proceedings would be started. Imprisonment terms were levied on about 20,120 people. Punishments by other means than imprisonment were inflicted on around 28,660 people. Death sentences for treason and war crimes effected 46 persons. Out of these, 38, including Quisling himself, were executed. 24 of these were Norwegians, 13 Germans, and 1 Dane. Six other death sentences were changed to life imprisonment. The German "Reichskommissar" and his SS Police Chief had previously committed suicide.

When all was said and done, some thought Justice had been too lenient. However, the judges did not want to duplicate the same brutalities used by the accused themselves.

A new Postwar Era had dawned, with bright hopes of an everlasting peace, brotherly love and cooperation throughout the world. We are still waiting for this Utopia to be achieved.

*The name "Jøssinger", for Norwegian patriots, refers to an inspiring incident on February 19, 1940. The German transport ship "Altmark" was cornered in the Jøssingfjord, near Bergen, by the British destroyer "Cossack" and about 300 British prisoners liberated. These were seamen from ships sunk in the South Atlantic by the German pocket battleship "Graf Spee".

** It is also the flag of the Skåne district of Sweden,

Reference for statistics: The Norway Year Book, Oslo, 1954.

Den nasjonale revolusjon.

Første etappe av den nasjonale revolusjon i Norge endte med at den nasjonale regjering trådte tilbake 15. april.

Tiden for den endelige maktovertagelse var ennu ikke moden.

Ved iherdig undergravningsarbeide fra det gamle systems gnisser og fra visse «nasjonale» fribyttere, lyktes det å fremstille den nasjonale regjering som en hindring for fred og forsoning.

Hvis bare den nasjonale regjering kom vekk, vilde Kongen vende tilbake, fiendtlighetene bli innstillet og landet falle til ro.

Utviklingen har vist at disse påstander så langt fra slo til, at det tvertimot *er en kjensgjerning at uroen og fiendtlighetene bredte sig og vokste i styrke,* da den nasjonale regjering var trådt tilbake og dermed Norges selvstendighet var blitt uten vokter og den forbryterske Nygaardsvold-regjering uten motvekt.

Disse uundgåelige konsekvenser var jeg og mine kampfeller forberedt på, men vi vilde ikke la strande på motvilje fra oss *den ringeste mulighet til å undgå fortsatt nytteløs blodsutgydelse og ødeleggelse.*

Det gamle systems menn har nu fått anledning til ytterligere å demonstrere sin erneløshet og sitt egoistiske spill med det norske folks skjebne.

Nasjonal Samlings folk og alle andre ærlige nordmenn opfordrer jeg til ikke å tape motet, men å fortsette arbeidet med øket energi.

Den 9. april fikk det gamle system sitt grunnskudd.

Den 15. april er for oss ikke noget nederlag, men utgangspunktet for veien til den endelige seier!

Oslo, 1. mai 1940.

VIDKUN QUISLING

Gjærder & Co.

Professor W. Rasmussens byste av Vidkun Quisling.

Førerne for to germanske folk.

Nazi leaflets and propaganda posters from wartime Norway. (Reduced)

Nazi sticker and streetcar tickets, poster and machine cancel, NS Party membership card and some small anti-Nazi stickers used on walls etc.

Tredje utgave.

Løssalg 15 øre.

Tidens Tegn

nyen op.att: VERDENSGANG og NORSKE INTELLIGENSSEDLER

Nr. 82 | Tirsdag 9. april 1940 | Grunnlagt av O. Thommessen. | 81te, 73de og 178de årgang.

Tysk ultimatum som regjeringen avslår

Heftig kamp mellem krigsskib og Oscarsborg

En tysk krysser gått på land ved Digerud.

Kommanderende admiral meddeler kl. 7 idag:

I natt har tyske krigsskib forsert Oslofjord festning under kamp med festningens batterier og fortsatt videre. Kl. 4.30 meldtes om heftig kamp mellem en del av krigsskibene og Oscarsborg. En krysser passerte forbi festningen, men er senere satt på land ved Digerud. Andre fartøier har bombardert Horten. Tyske krigsskib har også under kamp med festningen passert inn til Bergen som er besatt. To skib har passert inn til Trondheim. Byen er visstnok besatt. Et skib er kommet inn til Narvik, sannsynligvis efter kamp med norske fartøier og har landsatt en mindre styrke. Nærmere oplysninger mangler.

Også fra Kristiansand meldes at tyske skib har angrepet festningen. De oplysninger som hittil foreligger, er meget knappe, og detaljer kan derfor ikke gis ennå. Kristiansand har vært utsatt for flyangrep. Tyske tropper er satt i land i Egersund.

Fra Tønsberg meldes at kl. 5.30 idag morges landsattes en avdeling tyske tropper ved Vallø utenfor Tønsberg. Det skal være ca. 20 mann. Befolkningen har forlatt stedet og begir sig innover mot Tønsberg. Fra norsk side blev avfyrt ett skudd, men tyskerne forholdt sig hel rolig.

Efter at tyskerne var gått i land i Bergen, blev det delt ut et oprop som hadde følgende ordlyd:

Til de norske soldater og det norske folk!

Uten grunn og mot den tyske regjerings og det tyske folks oprigtige ønske om å leve i fred og venskap med det engelske og det franske folk har Englands og Frankrikes makthavere lijor i september erklært Tyskland krigen.

Derefter følger en nærmere redegjørelse, og så fortsettes det: — — at Tyskland har besluttet å forregrige det engelske angrep og med sine maktmidler selv overta beskyttelsen av det norske og det danske kongerikes nøitralitet og verne den så lenge krigen varer. Det er ikke den tyske regjerings hensikt å skaffe sig et støttepunkt i kampen mot England. Den har utelukkende det mål å hindre at Skandinavia blir slagmark for de engelske krigsutvidelser. Av denne grunn har sterke tyske militærkrefter siden idag morges tatt i besittelse de viktigste militære objekter i Norge og Danmark. Over disse forholdsregler treffes det for tiden overenskomster mellem den tyske regjering og den kongelige norske regjering. Disse overenskomster skal sikre at kongeriket består videre, at hæren og flåten oprettholdes, at det norske folks frihet aktes og at dette lands fremtidige uavhengighet fullt ut sikres. Inntil disse forhandlinger er avsluttet må det ventes at hæren og flåten har forståelse for dette og likeledes at folket og alle kommunale steder er forsnuftige og viser god vilje, slik at de undlater enhver passiv eller aktiv motstand. Den ville være uten nytte og bli brutt med alle maktmidler. Alle militære og kommunale steder anmodes derfor om straks å opta forbindelse med de tyske kommanderer. Folk opfordres til å fortsette det daglige arbeid og til å sørge for rolighet og orden. For landets sikkerhet mot engelske overgrep sørger fra nu av den tyske hær og flåte.

Den tyske kommander von Fälkerhorst.

Plakaten er trykt på norsk i stort format på hvitt papir med rød rand.

Storting og regjering til Hamar.

Almindelig mobiliseringsordre utsendt.

Stortinget og regjeringen forlot tidlig idag morges Oslo for å ta sete i Hamar. Statsminister Nygaardsvold har reist opover i bil på forhånd.

Norsk Telegrambyrå hadde en kort samtale med utenriksminister Koht like for avreisen. Utenriksministeren fortalte at han idag morges kl. 5 fikk besøk av den tyske sendemann som både skriftlig og muntlig gav uttrykk for at Norge ikke burde gjøre motstand når tyskerne nå hadde landsatt tropper på enkelte viktige steder i Norge, han sa at Norge nå gjorde rettest i å gå under tysk militæradministrasjon. Det var forøvrig en rekke detaljerte krav i det forslag den tyske minister la frem.

Utenriksministeren forela straks denne tyske henvendelsen for regjeringen som hadde sittet samlet hele natten. Det var enstemmighet i regjeringen om, at man ikke kunde gå med på de forslag som var stillet fra tysk side. Det er en uhørt voldsdåd Tyskland her har gjort sig skyldig i overfor Norge. Tyskerne undskylder sin handlemåte med at de måtte gjøre dette, idet de påstår at hvis ikke vilde England og Frankrike gjøre det samme. Men, sa utenriksministeren, dette har vi ingen tro på.

Tilslutt uttalte utenriksministeren, at vi får håpe at denne tilstand ikke vil være alt for lenge, og forøvrig gav han den oplysning at det inatt gikk ut almindelig mobiliseringsordre.

Tyskerne rykket inn i Danmark.

Et Reutertelegram fra London til N. T. B. idag morges forteller at efter oplysninger som er kommet fra København, er tyske tropper gått over den sønderjydske grense.

Siste.

Tyskerne har besatt København.

Fra New York telegraferes til N. T. B. gjennem Reuter, at efter en melding fra New York Times' Københavnkorrespondent tidlig idag morges har tyskerne besatt København. Det syntes å fremgå av korrespondentens melding at den var sendt ikke for censur blev innført.

New York Times forteller dessuten at fra København radio blev det sendt en melding til Mackay radio i De forente Stater om at stasjonen innstillet sendingen. Okkupert av tyske tropper, blev det tilføiet.

Columbia Broadcasting Company, New York, avbrøt programmet klokken 6.10 (lokal tid) og meddelte at innmarsjen i Danmark var bekreftet av den danske legasjon i Washington.

Minst 400 mann omkom med troppetransportskibet „Rio de Janeiro".

Skibet førte en troppetransport og var lastet med soldater, flyvere og biler.

Den mest fantastiske av de begivenheter som har funnet sted på kysten i løpet av de siste dagen er utvilsomt torpederingen av den 9600 tonn store tyske damper „Rio de Janeiro" utenfor Lillesand igar formiddag. Det er den største tragedie som har hendt på vår kyst under denne krig. Hvor mange det er som har mistet livet ved denne begivenhet var det ennu igaraftes umulig å få bragt på det rene, men man kan sikkert regne med minst 100, kanskje mer.

Noe over 100 — kanskje bortimot 140 mennesker — er bragt levende iland. Noen av dem ligger på sykehusene i Kristiansand og Arendal i en sterkt forkommen forfatning, delvis skadet under en voldsom eksplosjon som skjedde ombord efter torpederingen, delvis medtatt av det lange ophold i isvannet ute på havet. Omkring 100 mann — som ikke behøvet sykeforpleining, var inatt under bevokning av 2. divisjons befalsskole på Birkelands kristelige ungdomsskole.

Det var på det rene igaraftes at skibets kaptein og maskinmester var blandt de omkomne.

Beskaffenheten av skibets last og bemanning gav icårdagens løp årsak til mange gjetninger og formodninger. Hvorfor var dette skib dukket op i norsk farvann? Muligens vil man finne nor av en forklaring i følgende meget sensasjonelle melding sendt oss av vår medarbeider i Kristiansand:

PÅ VEI FRA STETTIN TIL „ET STED PÅ BEGENSKANTEN".

Deres korrespondent har snakket med en av de reddede tyskere fra Rio de Janeiro. Han fortalte at båten gikk fra Stettin tredag kveld. Det var 500 mann ombord, av disse var 200 mann anbragt i akterrummet, og disse kom overbordet ikke ut, men gikk rett ned med skibet.

Forøvrig hadde skibet en masse biler og en stor beholdning av bensin ombord. Hvor skibet skulde hen hadde vedkommende ikke klart gjøre på, men han trodde det skulde et sted på Bergenskanten.

Efter det som nu foreligger skal over 100 mann være omkommet ved Rio de Janeiros undergang.

FISKEREN SOM VAR VIDNE TIL TRAGEDIEN.

Den mest dramatiske skildring av begivenheten får vi fra en fisker som fulgte Rio de Janeiro's tragedie fra skibet kom tilsyne ved kvæsø og til det forsvant i havet. Det var en person på den lille Flekkerøsotten „Lindero". Var medarbeider i Fædrenland var ombord hos ham og noterte hans erfaringer. Han [illegible] et mange [illegible] inn til Sven

(Forts. siste side)

Oslo newspaper. April 9, 1940. German invasion

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Nordwacht

Frontzeitung im Narvikfjord

Nr. 6 Dienstag, den 23. April 1940

Der OKW-Bericht -- eine stolze Bilanz!

Elf Flugzeuge bei Luftangriffen und Luftkämpfen abgeschossen — Panzer erzwangen die Entscheidung bei Gjoevik — Zwei feindliche U-Boote vernichtet

Narvik wurde gestern nachmittag erneut durch feidliche Seestreitkräfte beschossen. ohne dass es zu einem Landungsversuch gegen die von deutschen Truppen besetzten Räume kam. Die im Raum von Drontheim eingesetzten deutschen Verbände erreichten für die Fortführung der Operationen wichtige Punkte. Zu ernsteren Kämpfen ist es hierbei nirgends gekommen.

Im Raum von Bergen erhöhte sch die durch deutsche Truppen sichergestellte Beute um eine Anzahl moderner Geschütze und wesentlicher Materialmengen. Die Die Landverbindung zwischen den von deutschen Truppen besetzten Räumen von Christiansand bis Stavanger ist hergestellt.

Die in Raum von Oslo in nördlicher und nordwestlicher Richtung vorgehenden deutschen Truppen haben norwegische Abtelungen zum Kampf gestellt und geworfen. Hierbei nahmen unsere Truppen nach Kampf Gjoevik und Lillehammer und den Höhenrücken Landehedge. Der Gegner hatte starke Verluste.

Stärkere Kampffliegerverbände bekämpften feidliche Landungsversuche bei Namsos und Andalsnes und zerstörten die mit feindlichen Truppen belegten Orte und die Bahnanlagen. Ein britischer Zerstörer wurde getroffen, zwei feindliche Handelsschiffe versenkt.

Trotz schlechten Wetters halfen deutsche Kampffliegerverbände mit. den Widerstand nördlich von Hamar zu brechen. und zerstörten rückwärtige Bahnverbindungen des Gegners. Das mit grossen Munitionsvorräten gefüllte Arsenal in Oslo wurde bei Hoevedey entdeckt und sichergestellt.

Bei der U-Bootjagd im Skagerrak und im Kattegatt wurden zwei feindliche U-Boote vernichtet. In der norwegischen Marinewerft Horten wurde der Betrieb wieder aufgenommen.

Die Luftwaffe setzte ihre Aufklärung im Seegebiet um Narvik, an der Westküste Norwegens und über der nördlichen Nordsee fort. Britische Flugzeuge griffen den norwegischen Flugplatz Alborg an. ohne Personen- und Sachschaden anzurichten. Dabei wurden die britische Flugzeuge, dazu ein weiteres in der Nacht über deutschem Küstengebiet abgeschossen. Im Westen keine besonderen Ereignisse.

Deutsche Flugzeuge stiessen bei der Fernaufklärung über Frankreich bis Bordeaux vor. Im Laufe des Tages kam es zu einer Reihe von Luftkämpfen, in deren Verlauf zwei britischen Flugzeuge und zwei französischen Flugzeuge abgeschossen wurden. Drei deutsche Flugzeuge kehrtem vom Feindflug nicht zurück. Ein Flugzeug musste wegene Benzinmangels auf Schweizer Gebiet notlanden.

•

Bei der Abwehr feindlicher Luftangriffe und im Verlauf von Luftkämpfen wurden im Verlaufe des gestrigen Tages elf Flugzeuge und zwar neun britische und zwei französische abgeschossen. Von diesen stürzten bei einem Angriff auf den Flugplatz Stavanger zwei britische Bombenflugzeuge sowie auf den Flugplatz Alborg und an der norddeutschen Küste vier britische Flugzeuge in Flammen ab und verbrannten. Die übrigen Flugzeuge wurden an der Westfront durch deutsche Jäger abgeschossen. Die Aufschläge lagen zum Teil auf feindlichem Gebiet.

Wie das OKW bereits bekannt gab, wurde Gjoevik von deutschen Truppen genommen Kampf mit norwegischen Truppen genommen wurde. Der Gegner hatte sich in dem für die Verteidigung besonders geeigneten Gelände festgesetzt und versuchte die Stadt zu halten. Der einsatz starker deutscher Panzerverbände brachte jedoch eine schnelle Entscheidung. Die Norweger erlitten bei dem Einsatz dieser Verbände, die zum Teil in ihre Rückzugswege hineinstiessen, sehr schwere Verluste.

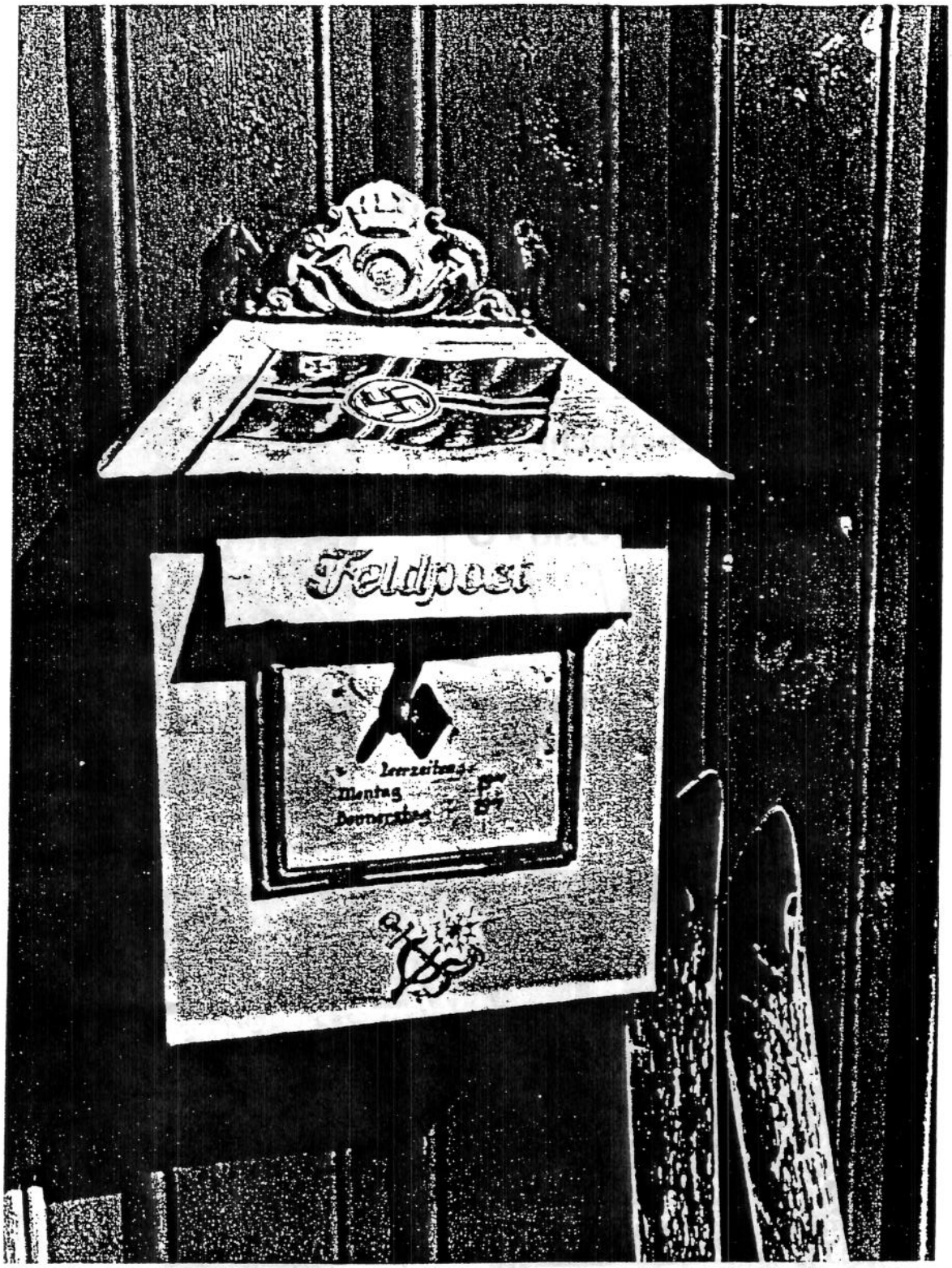
Die aus den von deutschen Truppen besetzten Räumen eingehenden Meldungen lassen erkennen, dass die von ihnen sichergestellten Mengen an Waffen und Material keineswegs eine endgültige Übersicht bedeutet. Bei einer sustematischen Durchsuchung der Hafen- und Depotanlagen werden neuerdings Beutezahlen gemeldet, die alle Erwartungen übertreffen. So wurden vorgestern in Bergen rund 380 000 Bata-Militärstiefel sichergestellt, die für England bestimmt waren.

Die Heimat wird über Narvik unterrichtet

Informationen aus dem Reich durch gestern eingetroffen Nachschub besagen, dass die Heimat über die Vorgänge in und um Narvik unterrichtet ist. Die neueste Wochenschau gab bereits Bildstreifen des grossen Gefechts vom 13. April wieder, während die Tagespresse und die Illustrierten Zeitungen voller Bilder und Berichte von der Überfahrt nach Narvik, der Landung. Besetzung von Stellungen und den Kämpfen sind. Der grossdeutsche Rundfunk hat ebenfalls in mehreren Sendungen Aufnahmen wieder gegenhen, die mehrfach über alle Sender und auch mit Richtstrahlern über die verschiedenen Kurzwellensender ging. Die Heimat weiss von Narvik und den Kämpfen, die die Truppen hier durchzustehen haben.

Die Frontzeitung «Nordwacht» wird im Auftrage des Wehrmachtsbefehlshabers von Narvik von der Marine - Propaganda - Kompanie West-Staffel Narvik herausgegeben. Sie erscheint an jedem Werktag. — Die Schriftleitung ist in Grand Hotel Phönix in Narvik. Zimmer 31. zu erreichen. Alle Anfragen und auch Beiträge gehen dorthin. — Druck bei «Ofotens Tidende» in Narvik.

"Northern Watch", German army newspaper, Narvik April 23, 1940



Old Norwegian mail box repainted for German fieldpost
Narvik, April, 1940

War memorabilia

PARKETT LINKS

WEHRMACHTTHEATER

PARKETT LINKS

REIHE NR. 1 REIHE 1

PLATZ NR. 15 PLATZ 15 UHR 1/2 8

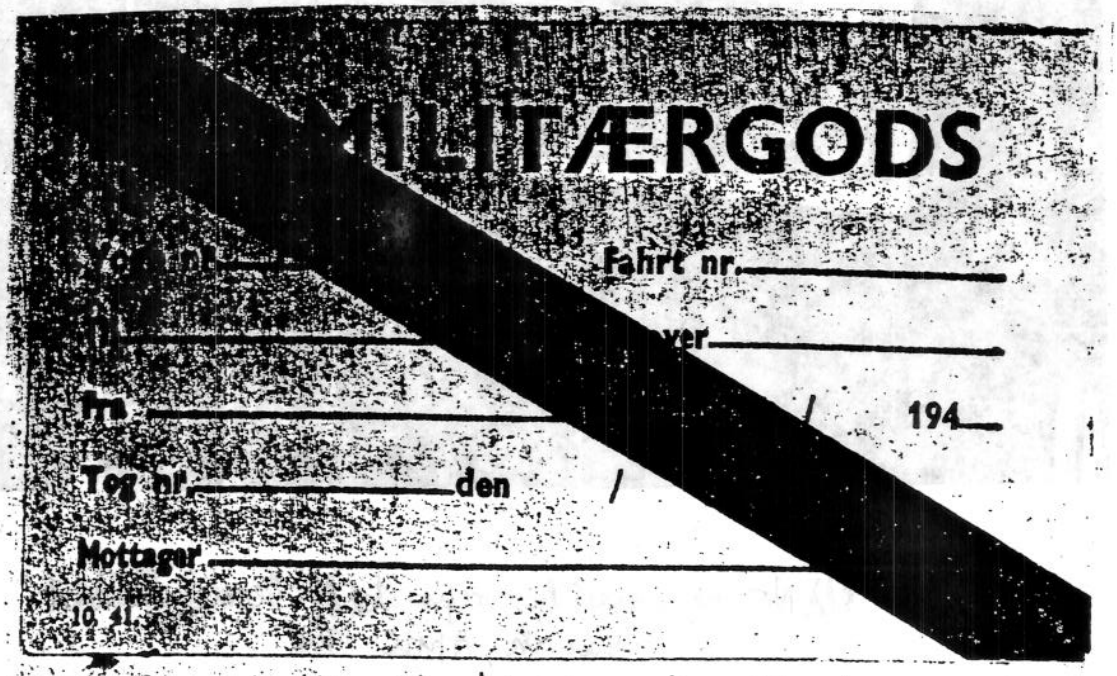
P. M. Bye & Co. A.s, Oslo

German Army Movie ticket, Folkets Hus, Oslo

Wehrmacht
Gepäckstelle
Oslo - O
58/ /

German Army Baggage office ticket, Oslo East Station

Pack cover of Norwegian homegrown tobacco



Red striped label affixed to Norwegian railroad cars with German military equipment

Probationery membership card in Nazi Party, NSDAP, Bergen

A-4-5

Nationalsozialistische Deutsche Arbeiterpartei

Auslands-Organisation — Landeskreis Norwegen, Ortsgruppe Bergen

Parteianwärterkarte Nr. 35

Volksgenosse / ~~Volksgenossin~~ Vor- und Zuname: Paul Georg Wauer

Beruf: Facharbeiter beim Fabrikskonn.

Geburtsdatum: 16. Mai 1898 Geburtsort: Braunschweig

Wohnort: Bergen-Fjösanger Wohnung: X Straße/Platz Nr. X

hat am ..... 19.... bei obiger Dienststelle der Auslands-Organisation Antrag um Aufnahme in die NSDAP. gestellt.

Ort: Oslo 1. Nov. 1940.

O. Spranaty.
Landeskassenleiter

Ortsgruppenleiter / Stützpunktleiter

Nationalsozialistische Deutsche Arbeiterpartei Auslands-Organisation Ortsgruppe Bergen

Form. 45.

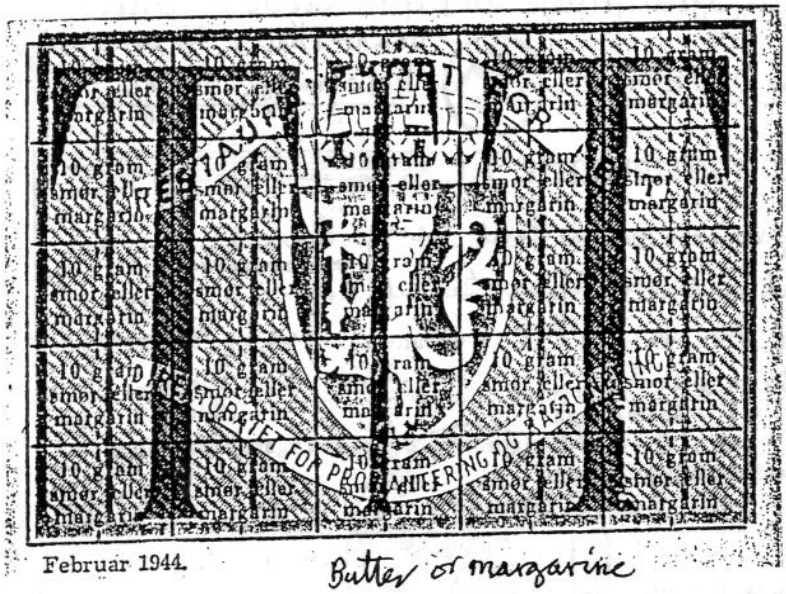
Die Parteianwärterkarte ist bei Aushändigung der roten Mitgliedskarte zurückzugeben. Die Parteianwärterkarte ist ungültig, wenn die Beitragswertmarke für den letzten Monat nicht geklebt und ordnungsgemäß entwertet ist.

	1940		1941		
Januar					September
Februar					Oktober
März					November
April					Dezember

Der Parteianwärter geht seiner Anwartschaft zur Aufnahme in die Partei bei Nichtbeachtung der nebenbezeichneten Vorschriften verlustig.

Special red dues tax stamps. Red with green overprint AUSLAND (abroad) and denomination Kr 4, later Kr. 5, added in ink. Cancelled hand in violet. Used in 1940 and 1941.

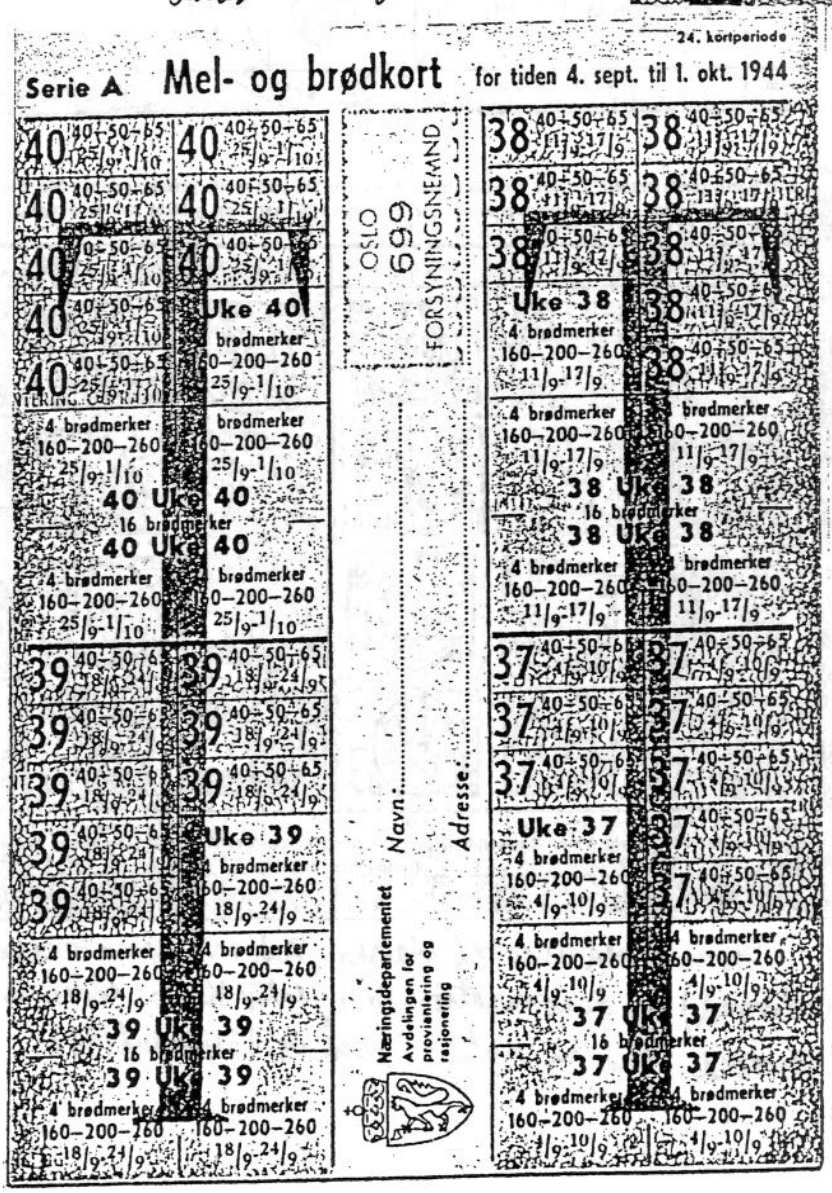
Collecting Ration Cards is an interesting sideline
These are Norw. cards overprinted with a green "T" = tysk - German.
for their use. Spec. Ration office at Reichskommissariat



Februar 1944.

Butter or margarine

T 3-day travel card for bread



Flour & bread card

Ration cards

Purchase card for meat etc, for heavy workers

6. periode for kjøttkort - 1. del

T

NÆRINGSDEPARTEMENTET
Avdelingen for proviantering og rasjonering

OSLO
699
FORSYNINGSNEMND

TUNGARBEIDERKORT

Kjøpekort for kjøtt m. v. for tungarbeidere

Gjeldende fra 1. januar 1945

Kortet er bare gyldig når det er stemplet av forsyningsnemnda og innehaverens navn, adresse, fødselsdag og år og forretningens navn er ført på. For hvert kjøp skal det klippes gyldig merke av innehaverens arbeidstilleggskort eller ukerasjoneringskort. Kjøpet skal **dessuten** føres på kjøpelisten på kortets bakside. Kjøp bare mot klipp av merke eller bare mot notering på kjøpelisten er forbudt. Nytt kjøpekort leveres ut av forsyningsnemnda mot innlevering av det gamle tungarbeiderkort. Kortet kan bare brukes ved kjøp i den forretning hvor innehaveren er innskrevet som fast kunde. Merkene A 41 og B 41 til A 50 og B 50 kan bare brukes etter nærmere bestemmelse av Avdelingen for proviantering og rasjonering. Salg, kjøp eller annen overdragelse av kort er straffbar.

Tungarbeider-kunde nr. _____

Navn: _____

Adresse: _____

Fødselsdag og år: _____

Der Zeichnungsbevollmächtigte für die besetzten norwegischen Gebiete
Lebensmittelkartenstelle

_____
Forretningens stempel (navn).

E. M. X. 44. 600 000.

Vend!

Coffee substitute card

24. kortperiode

Næringsdepartementet
Avdelingen for proviantering og rasjonering

Kaffeerstatningskort

for tiden 4. sept. til 26. nov. 1944

OSLO
699
FORSYNINGSNEMND

Kortet er bare gyldig når det er stemplet av forsyningsnemnda og innehaverens navn og adresse er ført på. — På hvert merke fås kjøpt de mengder som avdelingen til enhver tid bestemmer. Det kan kjøpes 2 uker på forskudd. Hvert merke gjelder ellers i den uken det lyder på og i de 2 neste uker. — Løse merker gjelder ikke.

Salg, kjøp eller annen overdragelse av kort er straffbar.

Navn: .....

Adresse: .....

48 Kaffeerstatn. 11/26 1/1	45 Kaffeerstatn. 30/5 11/11	42 Kaffeerstatn. 9/15 10/10	39 Kaffeerstatn. 8/18 9/9
47 Kaffeerstatn. 13/11 19/1	44 Kaffeerstatn. 23/10 29/10	41 Kaffeerstatn. 2/10 8/10	38 Kaffeerstatn. 11/9 17/9
46 Kaffeerstatn. 6/11 12/11	43 Kaffeerstatn. 16/10 21/10	40 Kaffeerstatn. 25/9 1/10	37 Kaffeerstatn. 10/9 9/9

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Rationing advantages for Germans

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Halvsålingsanvisning AVDI 75503

gjelder i 2 måneder.

De tillates herved å få halvsålt hos skomaker med gummisålemateriale eller læer

1 – ett – par dame/herre/barne **Strassenschuhe**

Utstedt: ..... / 194

Gjelder til: ..... / 194

Skotøyet må ikke utleveres uten at anvisningen er underskrevet av den som anvisningen er utstedt til eller som har skriftlig fullmakt til å handle på dennes vegne. Mottakeren skal

AVDELINGEN FOR INDUSTRIFORSYNING

Stempel og signatur.

Half soles for street shoes

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

Ekstrakort for skotøy m. v.

TYSKE MENN OVER 18 ÅR

Til bruk etter avdelingens nærmere bestemmelse. Kortet er bare gyldig når det er stemplet av vedkommende tjenestested og er fullstendig utfylt. Løse merker gjelder ikke. Overdragelse er strafbar og kan medføre inndragning.

Navn .....

Adresse .....

Legitimasjonskortnr. .....

Næringsdepartementet
Avdelingen for Industriforsyning

(DIENSTSIEGEL)

TEM nr. 08698

TEM 30 TEM 29 TEM 28 TEM 27 TEM 26 TEM 25 TEM 24 TEM 23 TEM 22 TEM 21

Extra card for shoes, German men over 18 years

Forsyningsdepartementet
Direktoratet for proviantering og rasjonering
Skjema nr. 204

Anvisning nr. .....

gyldig til .....

forsyningsnemnd .....

Anvisning på kjøp av melk/fløte
(stryk del som ikke passer)

(navn) ..... (adresse) .....

kan i tida fra ..... til ..... 19 ..... få kjøpt

(tall) ..... (boks) ..... helmelk/fløte pr. dag
(stryk del som ikke passer)

den ..... / 19

Requisition to buy milk or cream

Cookie card for the German Army

Special Ration Cards for Germans

Purchase card, Alcohol & wine, German civilians

KAKEKORT

for tyske militære.

Gyldig inntil videre.
På hvert merke fås kjøpt enten 50 g fylte kaker eller 40 g kransekake, makroner, marengs o. l. eller 32,5 g av alle andre kakesorter 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, Marengs u. ä. m. oder 32,5 gr von anderen Kuchen z. B. trockene Kuchen, Plundergebäck oder 1 Stück Butterbrot.

DIREKTORATET FOR PROVIANTERING OG RASJONERING — Wehrmacht — Kuchenkarte

Verschiedenes · Wurst · Rauchwaren

Inhaber
Gültigkeit

Anweisung
für Durchreisende
Gültig für einen Wochenbezug in dem Deutschen Laden
Hieron Heyerdahlsgate 1 (Rathaus)
Nicht übertragbar!

Nr 2251

Der Reichskommissar für die besetzten norwegischen Gebiete
Abteilung Ernährung u. Landwirtschaft

Fett + Norw. Fettmarken · Brot + Norw. Brotmarken

S 877 — H.G.D.

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 utfylt, undertegnet av innehaveren, stemplet og signert av utstederen.
LØSE MERKER GJELDER IKKE

KJØPEKORT

Serie VI

for brennevin og vin

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

Permit for travellers for one visit to the German Shop, City Hall, Oslo.

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Vol. 29, no. 3

Lurer

NORWEGIAN PRISONER OF WAR POSTCARDS, 1942

Frederick A. Brofos

During WWII the captured Allied prisoners of war interned in Germany were placed in special camps. Fortunately, they were quite different from the notorious concentration camps for political prisoners. Treatment was supposed to be guided by the Geneva Convention for P.O.W.s, with help from the Red Cross. The regular troops were often kept in "Stalag" camps and the officers in "Oflag" camps, but sometimes they were together or close by. However, several postcards I have are from a camp simply called "Marlag and Milag Nord"*. This appears to be a mixture of naval and military prisoners. Interestingly enough, these particular cards were sent from Germany to Norway in 1942, by a Norwegian sailor formerly in British service. He apparently was rescued and interned after his ship was sunk, probably by a U-Boat, and thrown into a camp with other British prisoners. There seems to have been no attempt to separate the different nationalities. The postmarks used were "blind" and gave no clue to the location of the camp. The cards went postage-free as P.O.W. mail and the fronts appear similar to the accompanying illustration.

All mail was examined and stamped with various camp censor marks. One of the cards was additionally marked "Ao", showing that it had passed the German censor office in Oslo. The message, which gives a little insight into things, reads, in translation, "Hallo Mother and Father. Thanks for the letter received today. I saw in the newspaper that Helen had gotten engaged. I should have fixed my teeth in England last year, but I put it off and then we were torpedoed on our last trip. I dont have toothache. Here we think that we will soon be home again. Can you send me some books about fowl - pigs - chickens - and sheep raising, as well as some books by Zane Grey? Of the six others not in the same series which I have received. Got yet a package from Ingeborg. Live well! Regards, Erling".

* This camp was at Tarmstedt, 35 km. N.E. of Bremen.

Kriegsgefangenenlager

Datum: 16 - 12 - 1942

Kriegsgefangenenpost

Postkarte

22.12.42. 15

Gebührenfrei

Absender:

Vor- und Zuname:

Gefangenennummer:

Lager-Bezeichnung:
Marlag und Milag Nord
(Milag)
Deutschland (Germany)

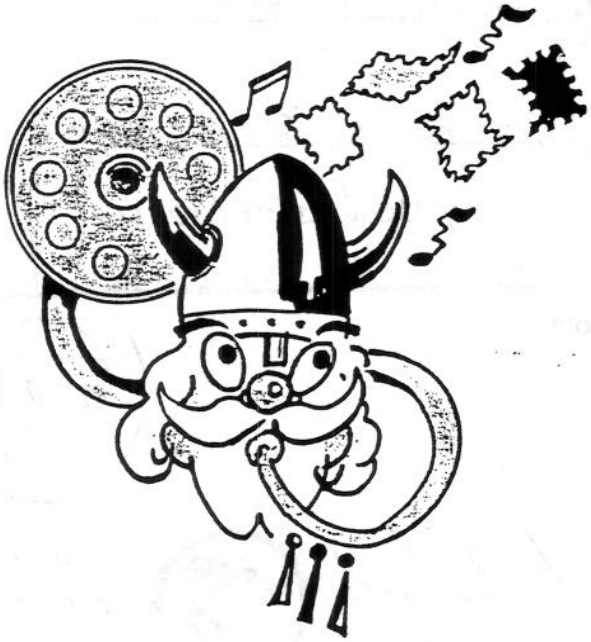
Empfangsort: Oslo

Straße:

Land: Norway

Landesteil (Provinz usw.)

Two other cards, which were sent at Christmas, 1942, have special pictures on the reverse, designed by P.O.W. artists. These were printed by "The Camp" press, apparently a locally operated newspaper. One card shows a guard tower and a prisoner waving to an imaginary map outline of the British Isles, while another pictures barracks and a sunset. The war lasted another 2½ years before dreary prisoners were finally released and sent home.



LUREN

SCANDINAVIAN PHILATELIC
LIBRARY OF
SOUTHERN CALIFORNIA, INC.
LOS ANGELES, CA.

ISSN 0739-0025
Volume 29 Number 11
November 1997
Whole Number 348

THE LETTER THAT WAS TOO DANGEROUS TO MAIL

Frederick A. Brofos

It is to be expected that letters will be censored, especially in wartime. Written material disallowed by the authorities could, depending on the seriousness of the offense, get one arrested, imprisoned, or worse. Any sensible person wishing to safely pass along a treasonable secret message carefully avoided the mails and utilized special couriers.

Late one evening in November, 1939, a man walked quickly through the quiet streets of the Skillebekk residential neighborhood of Oslo. It was dark, cold, and windy. His hat was drawn over his face and his coat collar was turned up. Nearing the building of the British Legation, he slowed down. As he looked around, there was not a soul in sight. Taking a large, thick envelope from under his overcoat, he shoved it through the Legation's letter-box and hastily departed. Soon he had disappeared into the main thoroughfare of the Norwegian capital.

The next morning, when the mail was sorted, an especially large envelope was noticed which carried neither address nor sender's name. It contained a voluminous file of papers, typewritten in German, but without any signature. The puzzling bundle was turned over to Mr. Boyes, the Naval Attaché, who knew some German.

Although he did not comprehend everything, the first pages alone convinced him that he held a document of unbelievable importance. That very afternoon it was sent by courier plane to the Foreign Office in London. Unfortunately, it was not received there with the same enthusiasm. Instead, they thought it was the writings of a dreamer trying to make himself important, or just a hoax.

The Foreign Office named it "The Oslo Report" and after two days, passed it on to the British Secret Service. Eventually it landed on the desk of Dr. Reginald Jones, head of their Scientific Department. He was a physics professor and could hardly believe his eyes at what he was reading. There were descriptions of great rockets developed at a remote research station called Peenemünde, on the Baltic coast, of radio steered glider bombs capable of attacking ships and other targets. There were reports about a German radar system, of poison gas experiments and many other important details of German technical weaponry.

German WWII rockets, smaller than the infamous V-1 and V-2 types.

Was it all an attempt to impress the British into giving up, since Germany was unbeatable? Was the sender really a German patriot, as he indicated, and an opponent of the Nazis? Only a "well-meaning German scientist" could have written it, the experts thought, and it all seemed so precise and well-founded. Nevertheless, the Secret Service leaders gave Jones a deaf ear and refused to take the report seriously. They could not comprehend how one scientist could acquire so much information about basically different projects. The whole document was finally laid aside, marked "for possible later use" and meanwhile nothing was done.

After three years of wasted time, it was proven, one thing after the other, that "The Oslo Report" was entirely correct.

It took over 25 years of wondering who the mysterious author was.

Following much research after the war, it was finally determined to be a certain Dr. Hans Kummerow, a scientist and pacifist working in Berlin. For several years, he had secretly gathered valuable information from his own studies, and from friends in other areas of German industry.

A number of anti-Nazi victims have been commemorated on postage stamps. Several members of the Resistance group of which Dr. Kummerow was a member, have been shown on East German stamps (in 1962 and 1983). However, he himself has not been featured, since he was unknown for so long.

His daring contribution to the Free World was not taken advantage of. The wonderful opportunities had been wasted. Even the Gestapo had apparently not heard of "The Oslo Report". Anyway, once when they arrested and disposed of some 80 members of the Resistance, Dr. Kummerow among them, they were unaware of his importance or he might have undergone special tortures.

DDR stamp showing an executed couple from the same Resistance group as Dr. Kummerow.

As it was, he was considered just another "enemy of the regime" and, as the noose tightened around his neck, the brave Dr. Kummerow died, happily not knowing that his vital scientific data had been ignored by the Allies. Sometimes the truth is thought to be too good to be true.

A Change of Direction

Frederick A. Brofos

This is a remarkable story of World War II, about a rocket fired off from Germany, which unexpectedly crashed in Sweden.

During the Nazi era, a giant rocket research center was established by the Germans. This closely guarded secret city was located at Peenemünde in Pommerania, on the coast of the Baltic sea.

On June 13, 1944, just a week before the Normandy invasion started, a very special type of V-2 rocket was launched from this base. It carried a new kind of steering system, which could control the flight direction from the ground. However, half a minute after the start, clouds came between the rocket and its operator. To avoid a possible crash on the German mainland, the engineer turned the rocket a bit too far Northwards. Soon it was flying in the direction of neutral Sweden. Getting out of control, it finally blew up and larger and smaller pieces rained down near the Swedish city of Kalmar.

The German legation at Stockholm was promptly notified of the mistake. They demanded that the Swedish Government immediately turn over to them all pieces of the secret rocket. Instead, however, they protested directly to Hitler. At first he had a fit, but later commented: "It is quite good that the Swedes realize that we can shoot from Germany into their country. Then they will be more ready for negotiations!"

Agents of the British Secret Service in Sweden, having heard of the German rocket crash, naturally made inquiries and requests. The Swedish Government eventually decided to let the British have the rocket remains. A transport plane flown by the well-known Polar explorer, the Norwegian-American Col. Bernt Balchen, brought them to England. These broken parts were later supplemented by a complete rocket, spirited out of Poland. Thus the Allies got to closely study a V-2 rocket which, unlike the V-1, had been too fast to shoot down.

It is interesting to recall that long ago, in the 17th Century, the whole territory from Stralsund to Peenemünde had been conquered and annexed by the war-like Swedish King Gustav Adolf. After a number of years, the Swedes were eventually chased out again. The land was rather wild and useless anyway. It was deserted except for fishermen until another Adolf, in the 20th Century, found a new use for it.

The site of the German rocket base was accidentally discovered by the Allies from aerial photographs. These had been taken by chance over the area by a pilot using up the end of a film roll. Peenemünde became thereafter a prime target and was destroyed by bombs several times over, until the exasperated Germans were forced to move their rocket manufacture elsewhere and underground.

Adolf Hitler has appeared many times on postage stamps but, oddly enough, never on coins. King Gustav Adolf has appeared on both. He ruled the same Pommerania three centuries before. He is shown with a laurel wreath on his head, like a Roman emperor, on three Swedish stamps. They were issued in 1920 to mark the tercentenary of the

Swedish Post running between Stockholm and Hamburg. Note the House of Vasa emblem in the upper-left corner of the stamps. In 1932, a set of three stamps pictured the equestrian death scene of the king at the Battle of Lützen in 1632.

Illustrated are some of these stamps, providing just the necessary philatelic ingredient permitting this little-known tale to be told here.

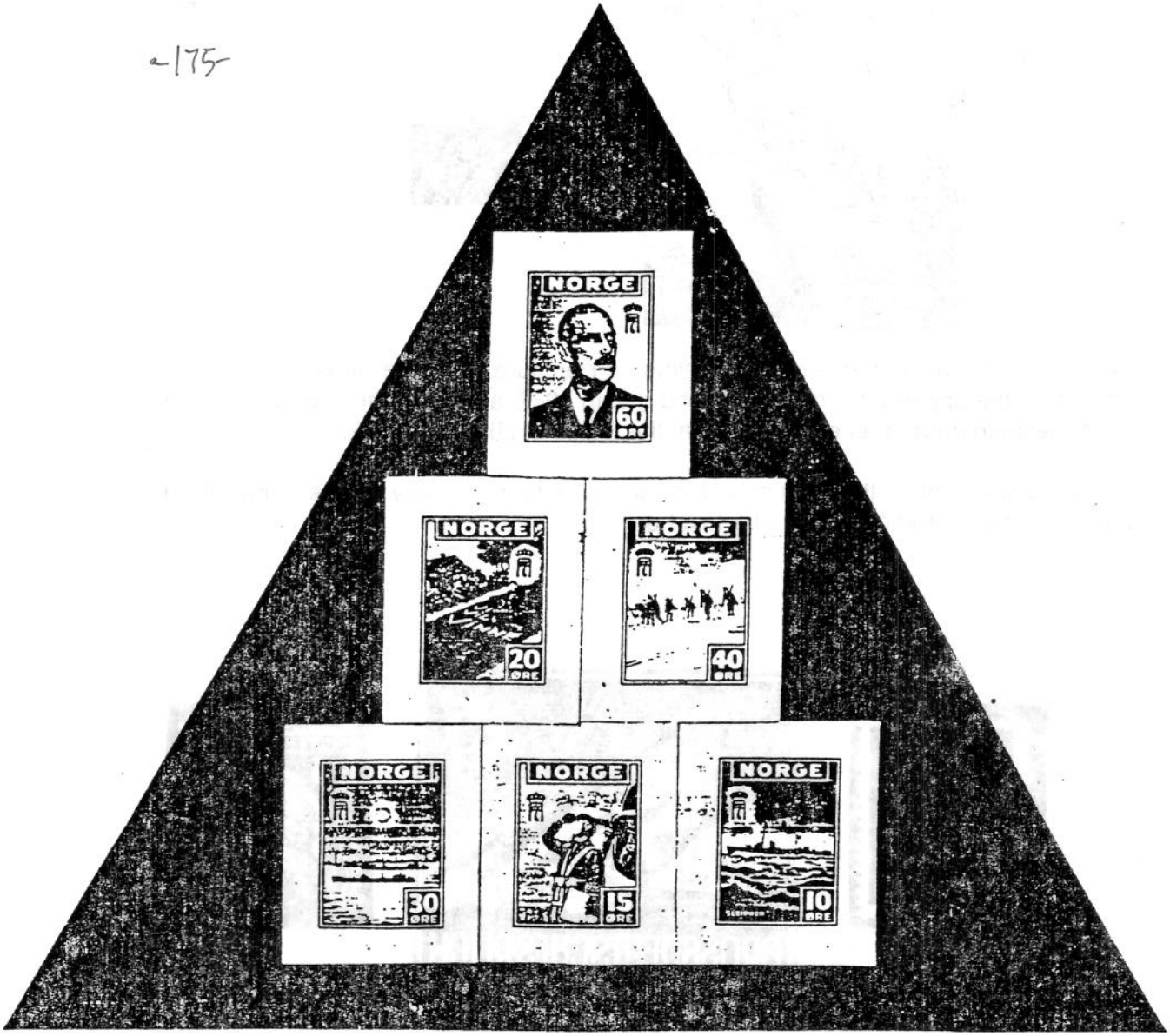
ADOLF H.

ROCKETS AWAY

GUSTAV ADOLF

KALMAR CASTLE

a-175

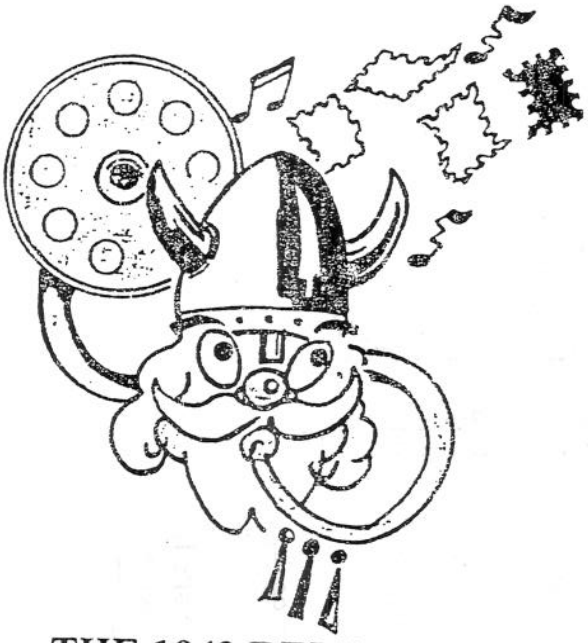


NORWEGIAN OFFICIAL PHOTO NO.L.4063.

POSTAGE STAMPS FOR FREE NORWAY.

Postage stamps depicting Norway's war effort and the struggle which is being waged on the Home Front have now been printed by the Norwegian Government in London. They will be used principally by her 30,000 seamen, and, in certain circumstances, by those men and women in Norwegian military camps in Great Britain and Canada. When the men post their letters on the High Seas, they will affix these new stamps - stamps which are a tangible symbol of Free Norway, and when Norway is liberated these stamps will supercede those that bear the portrait of a traitor.

The photograph distributed for press use in London in December, 1942, to publicize the January 1, 1943, issuance of the Norwegian London Issue of six values.



LUREN

SCANDINAVIAN PHILATELIC
LIBRARY OF
SOUTHERN CALIFORNIA, INC.
LOS ANGELES, CA.

ISSN 0739-0025
Volume 29 Number 10
October 1997
Whole Number 347

THE 1942 RELEASE OF THE NORWEGIAN LONDON ISSUE

Frederick A. Brofos

Among the modern stamps of Norway, my favorite set is the famous wartime London Issue. I think my special affection is partly due to the remarkable high-relief engraving, which is unusual on stamps from any country. However, it is also due to their sentimental value as marking the Liberation of Norway from the German Occupation of WW II, a period which I witnessed.

As a stamp collector I was, of course, thrilled to see these stamps in Norway then, about which I had only heard. The 5 and 10 øre values show the destroyer *Sleipner*, which I remember boarding in Oslo harbor with other visitors during the victory celebrations.

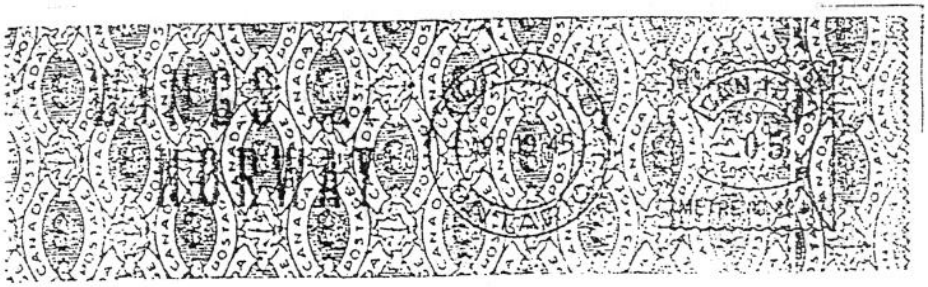
The beautiful set of stamps was reissued in Norway in 1945 with an additional two values, the 5 and 7 øre. Printed by De la Rue & Co. in England, the set had originally been isued there on January 1, 1943, by the Norwegian government in exile. Shown here are copies of the original notices, dated in early December, 1942, that were released to the stamp trade, the philatelic and the regular press at that time. This interesting documentation, which is self-explanatory, includes a photograph for press use of the 6-stamp set, in a triangular arrangement. Remarkably, it shows not ordinary stamps, but some rare imperforate die proofs of the set.

A note, on the back of the photo, mentions that the stamps, besides being used mainly on the High Seas, would also be used "in certain circumstances" in Norwegian military camps in England and in Canada. However, in England, they actually only saw use on May 17, 1943, the National Day of Norway. In Canada, they were not used after all. Ordinary Canadian stamps were used at the Norwegian Air Force Training Camp at Little Norway, near Toronto, but with a distinctive postmark. A special stamp was indeed designed for use there, but was only issued in Norway after the war.

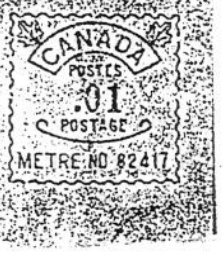
From the
ROYAL NORWEGIAN PRESS REPRESENTATIVE
2720 - 34th St., N. W., Washington, D. C.

NORWAY STILL FIGHTS!
AT HOME, AT SEA,
& IN THE AIR - -

From the Boys of
"LITTLE NORWAY"
TORONTO, CANADA



From the Boys of
"LITTLE NORWAY"
TORONTO, CANADA



NORWAY

LUREN

THE ROYAL NORWEGIAN MINISTRY OF COMMERCE

28, Kingston House,
Princes Gate
Kensington, S. W. 7.

Ref: H.4594/42

To: Stamp Dealers,
and Philatelic Papers.

Sirs:

This is to inform you that we have appointed the firm of Harmer, Rooke and Co., Ltd., London and New York to be the sold agents for the distribution of the new Norwegian postage-stamps to stamp dealers.

These stamps, which will be taken into use from January 1st 1943, are being printed by Messrs. Thos. de la Rue & Co., Ltd., London, and consist of six denominations described in the accompanying script published by the Norwegian Government's Information Office.

Attached also find a photograph of the die-proofs of the stamps in question, showing them in their natural size.

For particulars regarding philatelic sale kindly apply to Messrs. Harmer, Rooke & Co, Ltd.

London, December 6th 1942.

Yours truly,
(Signature not legible)
MINISTER OF COMMERCE

The letter announcing the appointment of Harmer, Rooke, and Co., Ltd., as the sole agents for the distribution of the London Issue of Norwegian stamps to stamp dealers. Dated December 6, 1942.
(Retyped here because the copy provided is very faint!)

HARMER, ROOKE & CO. LTD.

DIRECTORS:
G. S. HARMER
GUY HARMER
GORDON HARMER
SECRETARY
KENDRICK HARMER
BARRISTER-AT-LAW

PHILATELIC AUCTIONEERS

TELEPHONE
TEMPLE BAR 7941 (3 LINES)
TELEGRAMS:
PHILATORS, ESTRAND, LONDON
ESTABLISHED 1901

2 Arundel Street
STRAND, LONDON, W.C.2.
and
551 FIFTH AVENUE
NEW YORK

VALUATIONS FOR PROBATE
WEEKLY AUCTIONS

KH/L. 10th. DECEMBER 1942.

Dear Sir,

We have pleasure in advising you that we have been appointed by the Royal Norwegian Government sole agents for the distribution to the philatelic trade of an issue of postage stamps to be released on January 1st. 1943.

The stamps are of six values:- 10 ore, 15 ore, 20 ore, 30 ore, 40 ore and 60 ore, and will be used by the sailors on board Norwegian warships and merchant ships on the high seas.

Supplies of these stamps will be available for distribution from January 1st., in complete sets at face value of 2/- per set, minimum transaction being 100 sets (£10).

Further particulars of this interesting and historic issue are enclosed with this latter.

Yours faithfully,
for. HARMER, ROOKE & CO. LTD.,

Encls.

The publicity letter sent to the philatelic press by Harmer, Rooke and Co., Ltd., announcing their appointment as the agents for philatelic distribution of the London Issue. Dated 10th December 1942.

Norwegian Exile Mail, England, 1943

Frederick A. Brofos

From a postal viewpoint, one didnt really need the special Norwegian stamps issued by the Norwegian government in exile in London during WW II. Nevertheless, they had their propaganda value, which cannot be over estimated.

Artistically and printing wise they were very successful and considered by many the prettiest stamps they had seen. They certainly were a real joy, support and pride for all Norwegians, both home and abroad, during those dark times.

For those collectors who, however, avoid "philatelically" produced covers, it will be rather difficult to find envelopes from that period which are suitably "commercial". Fortunately, everyone is not so particular. In those days, it was quite common to ignore existing postal rates and over-frank letters with the whole set of six London stamps. This was done either for propaganda purposes or simply to please relatives or friends, whether they were really collectors or not.

A couple of such envelopes, which have a place of honor in my collection, we shall examine a little closer here. Both were sent from The Norwegian Governments Information Office in London to various press offices there. One is to the London office of "The New York Herald Tribune" and has on the reverse an impression in green of the official stamper of the Royal Norwegian Department of Trade. Although the contents are missing, it was probably like the circular in the second envelope which still remains. The latter is addressed to the "Diplomatic News Agency", London, and both are addressed by the imprint of an addressing machine which covered their mailing list.

The new stamps were First-Day postmarked: 1-JAN 1943-1. A pale grey-violet ink was used, so the attractive stamp designs were not obscured. Both carry the complete set,

THE ROYAL NORWEGIAN GOVERNMENT

INFORMATION OFFICE

TELEPHONE
KENSINGTON 9441

KINGSTON HOUSE.
PRINCES GATE.
LONDON, S.W.7.

1st January, 1943.

Dear Sir,

We are sending you this New Year's greeting by the first post to be mailed from free Norwegian territory bearing the first Norwegian postage stamps to be issued by the Norwegian Government since its temporary departure from Norwegian soil on 7th June, 1940.

This letter is being posted on a Norwegian merchant ship on the High Seas - one of the 700-odd vessels belonging to the Norwegian Mercantile Marine which, despite severe losses, are continuing to transport men, munitions and food over all the seven seas in the service of the United Nations.

The stamps themselves are of more than passing interest. They form part of a series of six which have been issued by the Norwegian Ministry of Commerce in agreement with the British authorities for use on Norwegian merchant ships on the High Seas in accordance with Article 28 of the 1939 Buenos Aires International Postal Convention, under which Norwegian ships on the High Seas are regarded as Norwegian territory and therefore entitled to use postage stamps issued by the Norwegian Government.

The whole series of stamps provides a symbolic representation of Norway's fight both on the World Front and on the Home Front. Each of them bears the unifying symbol "H.7" surmounted by the Royal Crown - a symbol which has been chosen by the Norwegian Home Front to demonstrate its loyalty to King Haakon VII of Norway and to the fight for freedom and independence which he personifies. Of special interest is the 20 öre stamp which depicts the Norwegian Home Front slogan "Vi Vil Vinne" (We will win) - Norway's adaptation of the V Sign - painted on a Norwegian country road.

All Norwegians, both in the homeland and overseas, are hoping that in the year 1943 it may prove possible to transform "Vi Vil Vinne" into "Vi Vant" (We have won).

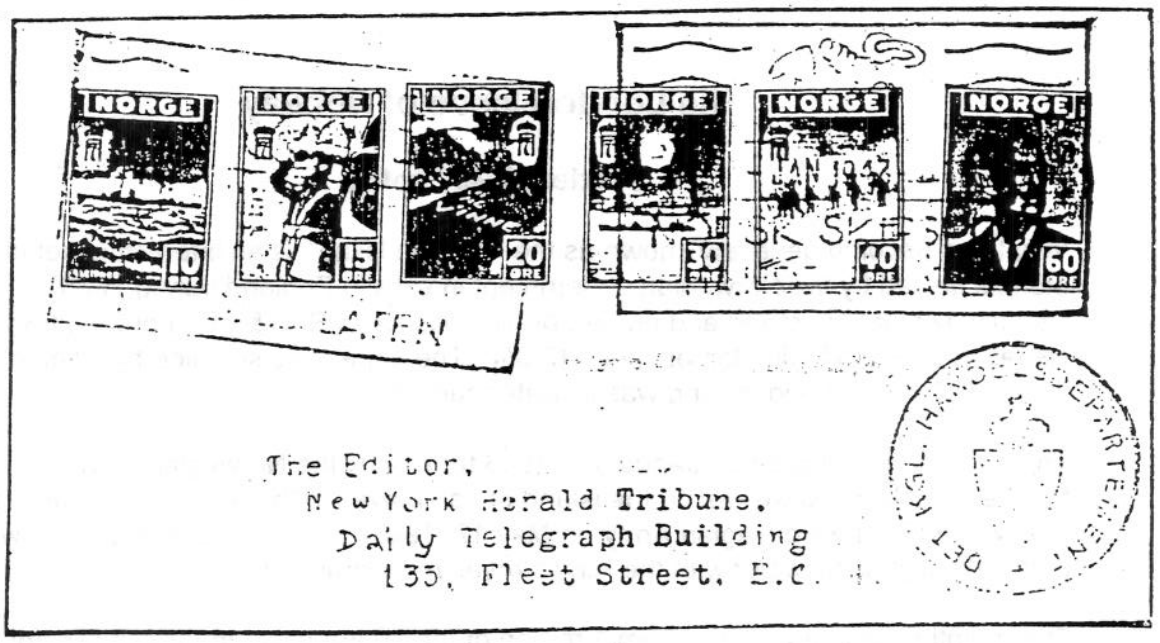
We hope that our friends in the press and broadcasting services of the free world will also be able to say "We have won" before the year 1943 is ended. Even if it takes longer to defeat our common enemies, however, we hope that we shall continue to fight and work together as comrades-in-arms in a great cause, and that when victory is eventually won we shall maintain this co-operation on a permanent basis as much in the field of information and ideas as in the political, economic and social fields. This is our New Year's wish and resolution.

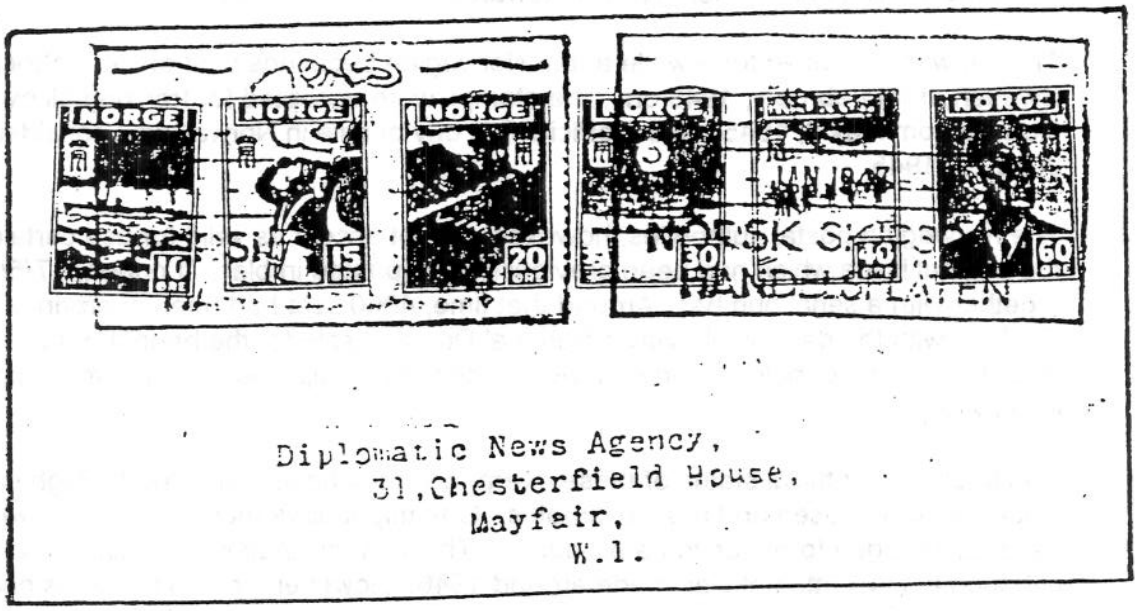
Yours very truly,

for the Royal Norwegian Government
Information Office

Tor Gjesdal
H. K. Lehmkuhl

The London press release, Jan,1,1943, signed by Tor Gjesdal and H.K.Lehmkuhl.





The two envelopes, mentioned in the text which contained the news release about the new Norwegian stamps.

The London Issue of Norway

Frederick A. Brofos

What has become generally known as the "London Issue", is an interesting set of stamps issued by the Norwegian government in exile in England during WWII. Beautifully steel-engraved and printed by Thomas De la Rue & Co., London, they were issued in sheets of 100 stamps, perf. 12 3/4. The paper was supplied by Samuel Jones & Co. Ltd., London, and was unwatermarked.

The stamps were issued on January 1, 1943 for use by the Norwegian Merchant Marine and Navy, as well as on the island of Jan Mayen in the Arctic. They were also briefly used by the Norwegian Army on May 17, 1943 only. The six designs showed patriotic subjects together with the King's royal monogram "H7".

The quantities printed ranged from 1 million of the 30 øre value to 22,275,000 for the 20 øre ordinary letter rate value. Two additional denominations, 5 and 7 øre (reusing 2 of the previous designs) were added when the set was re-issued in Finnmark, the first liberated province in Northern Norway towards the end of the war.

The set was also used for a while at the Norwegian Legation's post office in Stockholm, Sweden, from February, 1945 on. The stamps were accepted for franking all over Norway from May 8, 1945 but the official first day of sale in Norway was considered June 22, 1945.

The Norwegian postal authorities, however, did not accept as valid for use certain of the original issue which had been previously over-printed in black "London, 17/5/43", together with a serial number. Around that time, 4000 sets had been overprinted in England with the date of Norway's National Day and sold for the benefit of the Resistance. Nevertheless, some of the overprinted stamps were later favor-cancelled in Norway.

Inspite of the unofficial status of these overprints, they have maintained a high catalog value for both unused and used examples. One might have thought that this would have encouraged forgeries to be produced. This has fortunately not been the case, although a small attempt was made around 1946. However, certain mistakes occured making it clearly distinguishable. The genuine overprint ran horizontally across the middle of all stamps except the 60 øre - where it was placed vertically - so as not to mar the monarch's face. This consideration was over-looked on the forgeries. Furthermore, the 5 øre stamp was also falsely overprinted. This value did not occur in the original overprint set. As sometimes happens, the forgeries in this case are actually much scarcer than the originals. Which is just as well, I suppose.

More Concerning the "Wings for Norway" Stamp

by Frederick A. Brofos

"Little Norway" Postmarks

There were two metal cancellers. One small, with text: LITTLE NORWAY ONT. The other, a little larger (as shown on Figure 1) with text: TORONTO-LITTLE NORWAY ONT. My cover has a cachet with the "V" for Victory symbol and the three dots and a dash telegraph code for "V" along with a red and blue sticker, which supported the Norwegian Relief organization.

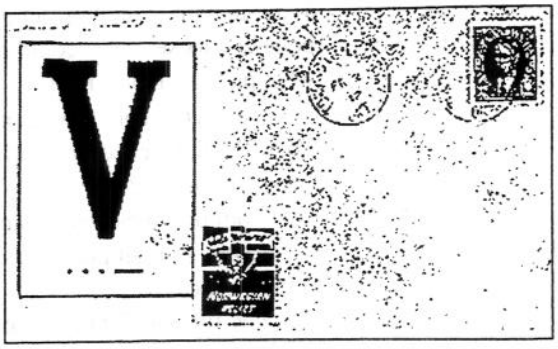


Figure 1.

Postage Meter Mark

A franking meter mark in red was used, including the slogan: WINGS FOR NORWAY, the same slogan as used later for the postage stamp issue. The dates I've seen are Oct. 14, 1941 and Apr. 19, 1945. The machine also produced gummed tapes for use on parcels. These had a multiple security underprint reading: CANADA POSTES or CANADA POSTAGE on ribbons surrounding a crown and maple leaf design. (See Figures 2 and 3.)

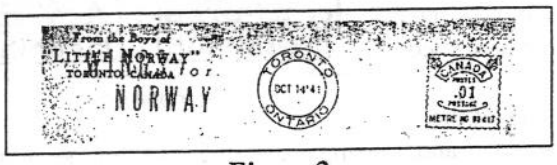


Figure 2.

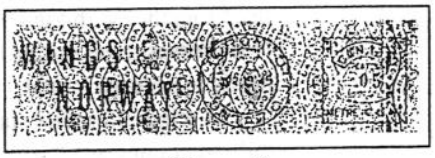


Figure 3.

Cigarette Cards

Figures 4 and 5.

It was probably during World War II that the Wings Cigarette Co. issued a series of 50 different small, colored cards of "Modern Airplanes." One of each was included as a bonus in every pack of cigarettes. This was done until a different set was later produced. Among the many planes of various types shown, cards no. 32 and 35 are of particular interest. Figures 4 and 5 show planes with the Norwegian red, white, and blue stripes on their wings. These were patrol and attack bombers used by the Norwegian Air Force in Canada. ➤

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Marginal Plate Imprints

Two printing plates for the "Wings" stamp were used with marginal imprints showing the Canadian Bank Note name and either "No.1" or "No. 2." It would be convenient to know whether these numbers distinguish the two printings. (See Figure 6.)

Although the two printings were produced with a four-year interval, and one might expect some difference, I haven't noticed anything. Without a marginal imprint attached, I don't believe a loose stamp could be identified as to what printing it was from.

The paper both times came from the Eddy Co. of Hull, Quebec, without watermark and line-perforated 12.

Both printings were issued at the same time in Norway, so both plate imprints were available to the public then.

The first small printing of 50,000 stamps (1,000 sheets of 50 stamps each) may have only required one printing plate back in 1942. Afterward, the plate was perhaps scrapped for its metal. Then, in 1946, when an unexpected further order arrived, a new plate (No. 2) had to be made. Then again, on this new larger order of one million stamps (20,000 sheets of 50 stamps each), speed may have been a requirement. If it still existed, the old plate No. 1 may have been used together with the new plate No. 2, allowing two presses to be utilized. Just what happened needs to be determined.

Figure 6.

A telegram exists stating the cost of the million stamps at $1 (Canadian) per thousand, making a cost of $1,000 for the million and $50 for the first 50,000. That seems rather cheap, but there may have been additional charges for redesigning and engraving on the first lot and later shipping expenses to Norway for it all.

"Wings" Used in Canada

Although originally intended for Canada, the "Wings for Norway" stamp was redesigned for eventual use in Norway itself. It was never on sale or used at any Canadian post office. However, in theory it could be used if a Norwegian post office existed on Canadian soil.

This unlikely situation actually did occur briefly at an international stamp show held at Montreal, Canada, in 1992. Various countries had extraterritorial post offices established temporarily for selling their nation's stamps. Of course, the Norwegian post office did not stock any of the long-sold-out "Wings for Norway" stamps. Nevertheless, I brought with me from New Hampshire several older Norwegian stamps and had them cancelled at the show. ➤

A remarkable cover (Figure 7) was concocted that included the "Wings for Norway" stamp, as well as the Flier (probably trained in Canada) stamp from the London Exile set. Furthermore, the 5-cent U.S. Flag of Norway stamp was added and postmarked at the U.S. stand (after a full 30 cents postage was stipulated).

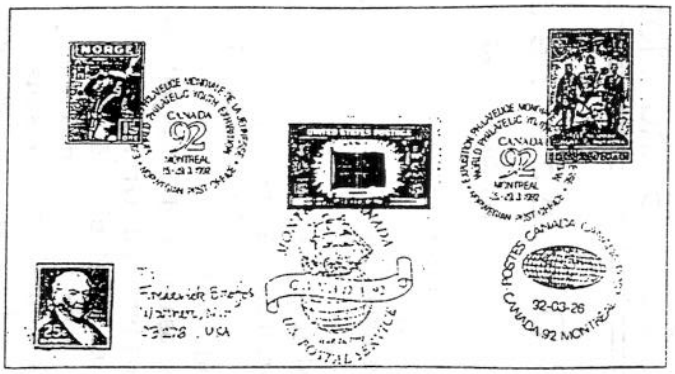

Figure 7.

Altogether, I was quite pleased with this rather eccentric, but unique and certainly legitimate creation of mine. Later, I noticed there was even a small error in the Norwegian postmark, where the "u" in "philatelique" was missing (Figure 8).

Figure 8.

Frederick A. Brofos is a former editor of and frequent contributor to The Posthorn and other publications, mostly about Norway's stamps and postal history. Born in England, he spent World War II in Norway before coming to the U.S. in 1946.

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MENYER, 1943, 1945.

SPEILSALEN
GRAND HOTEL, OSLO

* Uten fettkort.

Dagens retter

8. mai 1945

*Norsk fiskesuppe	1,60
*Sildekabaret	3,50
*Kold sildefilet Grand Hotel	3,25
*Røket sild med spinat	3,—
*Rollmops med rødbeter og kålrabi	3,—
*Friske fjordreker	3,—
6 stk. Standardsnitter	3,50
Torskefilet „Marguery"	4,50
Ristet fjordsild med rødbeter og spinat	3,—
Fiskekarbonader med surkål	3,—
*Røket lange med gulerøtter og kjørvelsaus	3,—

Dessert

*Fruktgelé	1,50

Liberation Day menu

Røde Sal • Grand Hotel • Oslo

Dagens retter

15. mai 1943

* Uten fettkort.

*Nesslesuppe	1,60
*Røket pigghå med spinat	4,—
*Forloren skivelaks med pastinakk i kjørvelsaus	4,—
*Sildekabaret	3,50
*Fiskesalat med blåskjell og reker	3,25
*Marinert sild Grand Hotel	3,25
Ristet røket pigghå med stuet pastinakk	4,—
Fiskeboller i kjørvelsaus med grønnsaker	3,—
Sildekarbonader med pikant saus, potet- og grønnsalat	3,—
Røket torsk med gulerøtter og kjørvelsaus	2,75
Ristet fiskepølse med pikant saus og surkål	2,75

Dessert

*Ananasfromasje	1,25
*Fruktgrøt	1,75
*Citron-is	1,50
*Lagkake Chantilly	0,50

Servering av mat ophører kl. 23.30 og all annen servering kl. 0,30.

Vend!

Av spirituosa serveres pr. person kun 1 glass (dram, likør eller cognac).

— 10 % Service —

DEN ALLIERTE ØVERKOMMANDO

(Supreme Headquarters Allied Expeditionary Force)

Befal og mannskap tilhørende die Wehrmacht i Norge

De væpnete tyske styrker i Norge har overgitt seg betingelsesløst.

Deres plikter som soldater er klare. Deres ordrer er nå følgende:

1. Oppretthold disiplinen. Adlyd ordrene fra deres overordnede. De vil gi dere de ordrer som kommer fra den allierte øverstkommanderende.

2. Bli i deres avdelinger.

3. Hold tilbake mulige udisiplinerte elementer blant dere som kan skade det norske folk. Dere advares om at dere vil bli holdt ansvarlig, både individuelt og samlet, for enhver skade mot norske borgere og norsk eiendom.

4. Videre ordre fra den allierte øverstkommanderende vil bli gitt dere gjennom deres egne offiserer og gjennom allierte flyblad og radio.

ETTER ORDRE FRA DEN ØVERSTKOMMANDERENDE FOR DE ALLIERTE EKSPEDISJONSSTYRKER

N27

ALLIIERTES OBERKOMMANDO

(Supreme Headquarters Allied Expeditionary Force)

An die Offiziere und Mannschaften der Wehrmacht in Norwegen!

Die deutsche Wehrmacht in Norwegen hat sich bedingungslos ergeben.

Eure Soldatenpflicht ist klar. Für Euch gelten zur Zeit folgende Anweisungen:

1. Bewahrt Disziplin, gehorcht den Befehlen Eurer vorgesetzten Offiziere, die Euch die Weisungen des Obersten Alliierten Befehlshabers übermitteln werden.

2. Bleibt bei Euren Einheiten.

3. Disziplinlose Elemente unter Euch, die in irgendeiner Weise gegen die norwegische Bevölkerung vorgehen wollen, müsst Ihr in Schranken halten und festnehmen. Ihr werdet hiermit gewarnt, dass Ihr persönlich und in Eurer Gesamtheit die Verantwortung tragen werdet für jedes Vorgehen gegen die norwegische Bevölkerung und für jede Beschädigung norwegischen Eigentums.

4. Weitere Anweisungen des Obersten Alliierten Befehlshabers werdet Ihr durch Eure eigenen Offiziere, durch alliierte Flugblätter und durch Rundfunk erhalten.

IM NAMEN DES OBERSTEN ALLIIERTEN BEFEHLSHABERS

Allied Leaflets, 1945

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Allied leaflets - mini newspapers

DET FRIE NORGE
No. 5 (39) 5. ÅRG MAI 1945

Daglig liv på Hitlers autostradaer år 1945. Bildet ble tatt 29. 3 nær Giessen, 30 mil nord for Frankfurt-am-Main. Tanks, jeeps og lastebiler fra Sjette divisjon av Tredje amerikanske arme kjører mot øst. Tyske soldater marsjerer mot vest, samme veg som i 1940, men dennegang som fanger. Ingen snorrett kolonne, ingen taktfast marsj, ingen sang „Wir fahren gegen Engeland, Engeland, Engeland."

Brev fra Amerika

MAI 1945 Nr. 30

ROOSEVELTS POLITIKK FORTSETTES AV PRESIDENT TRUMAN

De Forente Staters 33. president, Harry Shippe Truman, avla embetseden i Washington, D.C. om kvelden 12. april. Han ble innsatt i stillingen som president like etter at nyheten var kommet om at Roosevelt plutselig var avgått ved døden i Warm Springs, Georgia. Truman ble valt til visepresident sammen med Roosevelt i 1944, og overensstemmende med de Forente Staters grunnlov trådte han automatisk til som president etter Roosevelts død. Truman vil bli sittende i sitt embete hele terminen ut, det vil si til etter valgene i 1948.

Truman er den sjuende vise-presidenten som rykker opp til presidentskapet. Før valgene i 1944 var Truman medlem av de Forente Staters Senat. Den nye presidentens rulleblad som offentlig embetsmann viser at han er i besittelse av et tålmodig og saklig sinn, og at han er sterkt opptatt av å finne svaret på nasjonale og internasjonale problemer. Han har vært en trofast tilhenger av Roosevelt-administrasjonen. Han har også gitt sin mening offentlig til kjenne — og det i klare vendinger — når det gjaldt President Roosevelts verdenspolitikk. Truman slutter seg fullstendig til Roosevelts prinsipper.

„Roosevelt er min leder"

13. august 1944, da han tok imot oppnevnelsen som det demokratiske partiets kandidat til visepresidentstillingen, uttalte Truman: „Franklin Delano Roosevelt er min leder og overøkkommanderende. Tidligere har jeg støttet den politikken han har trukket opp for å beskytte og fremme vår nasjons velferd. Jeg kommer til å fortsette å gjøre det, og jeg vil fortsette mine anstrengelser for å bidra til at hans politikk blir raskt og effektivt gjennomført av dem som har til oppgave å sette den ut i livet. . . . Krigen har lært oss, at enten vi liker det eller ikke, så er vi ute av stand til å bygge en isolasjonismens mur omkring de Forente Stater. Hele vår eksistens avhenger av at en runn og rettferdig fred blir grunnlagt og opprettholdt".

22. februar 1945 hyllet Truman møtet på Krim mellom President Roosevelt, Statsminister Churchill og Marsjal Stalin som et skritt framover mot målet: „Slutten på alle kriger". Han beskrev låne- og leieavtalene som „samvirke mellom nasjonene for å slå ned overfallsmenn". De Forente Stater, sa Truman, søker å slutte seg til andre nasjoner for å holde overfallsmennene nede. „Den politikken vi håper og tror vil ta form ved San Francisco-konferansen vil innbefatte samarbeid mellom nasjonene med dette målet for øye".

Den nye amerikanske presidenten er en slank, gråhåret mann på 61 år. Han er født 8. mai 1884 i landsbyen Lamar i landbruksstaten Missouri. Foreldrene hans var bønder og enkle mennesker av hollandsk, skotsk og irsk avstamning. Hans bror er bonde fremdeles.

Han var en flink, gjennomsnittlig elev på folke- og middelskolen, som han forlot for å begynne å tjene til livets opphold. Han arbeidde som jordbruksarbeider, i en avisekspedisjon i Kansas City, Missouri, og i to banker i den samme staten. Han søkte om opptakelse på de Forente Staters Militærakademi, men ble avvist på grunn av dårlig syn. Han har to hobbier: den første er å studere militærstrategi og krigshistorie; den andre er musikk — han liker å spille piano for sin egen fornøyelses skyld, og til underholdning for sine venner.

Etter at Truman gikk ut av middelskolen begynte han å studere ved Kansas City Lovskole, og sluttet seg også til Nasjonalgarden i Missouri, der han arbeidde seg fr offiers rang. Under verdenskrig gikk han ningskoler for artillerio i de Forente Stater og rike, og dro til fronte kaptein med batteri den Amerikanske Arme Feltartilleriregiment. skaffet seg et strålende blad for sin ledelse av skaper, og for tapperhet kampene i Vosges-fjeller Mihiel, Meuse-Argonn Sommeadieu. I mai 19 han var tilbake i de F Stater igjen, ble Truman ført til reserven som maj ble senere oberst i de F Staters Armés Reserveko

Etter å ha giftet se barndomskjæresten sin traff henne da han var sj hus seks på en bapti dagsskole — gikk Truma i kontoksjonsbransjen i souri. Depresjonen i ruinerte ham, som den med så mange andre forretningsfolk. Han tilbake til landbruket et men gikk deretter over

(Fortsatt side 2)

departementet vil derfor gjennom spesielle representatnter, tilknyttet distriktsdommandoene, sørge for at rekruttering av slike avløsningsmannskaper blir satt i gang snarest.

De nødvendige forføyninger er truffet for at avdøde sjøfolk etterlatte midler snarest mulig kan bli tilstillet de etterlatte gjennom vedkommende skiftere-etter.

Post til sjøfolk i utenriksfart kan sendes under adresse: Letter Office, Tavistock House, Tavistock Square, London, W.C.1. En har ordnet det slik at denne posten kan komme fram til adressatene så fort som mulig. Anmodning om å etterlyse nordmenn i utlandet kan sendes til samme adresse.

POSTVESENET.

Det er trykket et relativt begrenset opplag av nye norske frimerker, som vil bli satt i omløp straks.

SVALBARD.

Administrasjonen på Svalbard vil bli gjenopprettet i normal former straks dette er mulig, og grubedriften bli gjenopptatt. Under krigen har kullselskapene utarbeidet planer for gjenoppbyggingen og foretatt innkjøp av maskiner, utstyr m.v. Svalbard har vært under norsk militær kontroll siden mai 1942, og en del forberedende arbeider på stedet er allerede utført.

N.28

VED FRIGJØRINGEN AV NORGE

Allied Leaflet from the Liberation of Norway

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Allied leaflet with greetings from Gen. Eisenhower and King Haakon

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TIL NORGE.

Vår samlede innsats har ført til fullstendig seier over den felles tyske fiende. Vår store oppgave er fullført, takket være den tapperhet og selvoppofrelse som de frie nasjoners soldater har vist, og takket være den motstandsvilje som mann og kvinne i de okkuperte land har opprettholdt gjennom undertrykkelsens lange år.

Dere nordmenn har vært et forbilde for oss under vår kamp mot nazistene på alle fronter. Den mektige striden dere har ført og de tunge ofre dere har båret, vil leve lysende i Norges historie, og leve i minnet hos kommende generasjoner av frie menn og kvinner.

Norske, britiske og amerikanske styrker under min øverste ledelse er i Norge for å gjenopprette norsk herredømme, for å avvæpne og kontrollere de fiendtlige styrker i Norge, og for å hjelpe landet tilbake til normale norske forhold hvor orden og anstendighet igjen kan råde. Såsnart vi har fullført vår oppgave overfor de fientlige styrker, vil alle allierte avdelinger bli trukket tilbake fra Norge for å fylle andre formål.

Etter fem års fiendtlig okkupasjon vil ikke normale forhold vende tilbake i løpet av en dag. Dere vil stå overfor mange vanskeligheter og strabaser i tiden framover. Men hvor store og hvor mange disse vanskeligheter enn blir, så skal Norge bli fritt.

En hurtig avvikling av de oppgaver som de allierte styrker har i Norge, vil i største grad avhenge av medvirken fra hele det norske folks side. Jeg vil be dere gjøre alt dere kan for å hjelpe våre styrker, — som de vil gjøre alt for å hjelpe dere. Jeg føler meg sikker på at de allierte soldater, når de forlater Norge, vil ta med seg gode minner og vennskap. Slik vil vi sammen bidra til oppbyggingen av et fellesskap, de frie nasjoners samfund, målet vi har kjempet denne lange striden for.

Dwight D. Eisenhower

Øverstkommanderende for de allierte ekspedisjonsstyrker.

DE ALLIERTE STYRKER I NORGE.

De allierte styrker i Norge har følgende oppgaver:

1. Å gjenopprette norsk suverenitet.
2. Å avvæpne og kontrollere alle tyske styrker i Norge.
3. Å medvirke i det første arbeid med å gjenreise landets velstand.

De allierte styrker som kommer til Norge for å hjelpe til med frigjøringen, vil bli i landet inntil de tyske styrker er avvepnet og ferdige for hjemsending til sitt eget land. Dette kan ta sin tid, men de allierte styrker vil trekkes tilbake så snart storparten av de tyske styrker kan sendes tilbake til Tyskland, og resten er under effektiv kontroll av norske væpnete styrker.

De allierte styrkers nærvær i Norge kan medføre visse vanskeligheter for den sivile befolkning hva gjelder innkvartering. Men det er nødvendig at de er tilstede på grunn av det store antall tyske tropper som finnes i Norge og for å beskytte sivilbefolkningen mot fortsatte plyndringer fra fiendens side.

Hvorledes kan hjelp ytes de allierte styrker?

Norske forbindelses-offiserer vil følge med de allierte styrker. Hvis det oppstår vanskeligheter av en eller annen art, så rett alle henvendelser og klager til de norske forbinnelses-offiseren.

Enhver ordre fra offiserer i de allierte styrker eller fra de kongelig norske militære og sivile myndigheter må ubetinget adlydes.

Ingen nordmann må lenge opprettholde noen kontakt med de tyske tropper — som vil bli internert på bestemte steder i Norge.

Gå ikke selv til aksjon mot tyskerne. Alle krigsforbrytere vil bli straffet. Meld av til de norske myndigheter enhver forbrytelse begått av tyskerne eller av „nordmenn" som samarbeider med tyskerne.

Ifall en avdeling tyskere eller quislinger fortsetter med væpnet motstand mot allierte eller norske styrker, så er det enhvers plikt å gi alle mulige opplysninger og all mulig hjelp til den allierte styrke som holder på med opprenskingen.

Kom ikke i nærheten av militært område, leire, stillinger eller depoter. Det gjelder særlig leire og barakker hvor tyske tropper er samlet under allierte eller norsk militær myndighets kontroll.

Avvepningen av tyskerne vil skje under befal av allierte og norske militære sjefer.

Gjør ikke forsøk på å fjerne våpen, ammunisjon, utstyr eller forsyninger fra tyske lagre.

Det er forbudt for allierte soldater å kjøpe matvarer i noen norsk forretning, pens-

BUDSKAP FRA KONG HAAKON

Jeg og min regjering sender i dag en varm hilsen til alle norske kvinner og menn. Gjennom en mørk og vanskelig tid har det norske folk opprettholdt en ubrytelig front mot de tyske undertrykkere og deres hjelpere. Sammen med våre alliertes beundringsverdige militære innsats har den offervilje og utholdenhet dere har vist, ført til frigjøringen av vårt land. Nå er vi ved målet for vår kamp.

De tyske okkupasjonsstyrker i Norge har overgitt seg. Ennu oppholder de seg i vårt land. Den krigstilstand som har hersket siden vi ble angrepet natten til den 9. april 1940, er ennu ikke opphevet, men våpenstillstand er inntrått.

I denne situasjon er det mere enn noensinne nødvendig at alle bevarer den ro og viser den verdige opptreden som har vært vårt folks styrke under hele okkupasjonstiden. De som skal handle har fått sine forholdsordrer og vil følge disse. De andre hjelper vår sak best ved å avholde seg fra enhver uoverlagt opptreden. Mange forhold er fremdeles uoversiktlige. Våre vanskeligheter er ikke forbi. Men når vi nå tar fatt igjen, vil det være i et fritt land, hvor vi sammen skal bygge Norges framtid for oss selv og for våre barn.

Tiden som kommer vil stille store krav til hver enkelt. Det vil være av vesentlig betydning at alle lovlige myndigheter får den hjelp de ber om, og at alle retter seg etter de bestemmelser som nå følges i overgangstiden. På mine og regjeringens vegne vil alle nødvendige skritt bli tatt av de forskjellige myndigheter som er utpekt hjemme eller som vil komme utefra. De alminnelige rettningslinjer vil allerede være kjent av dem som har deltatt i Hjemmefrontens arbeid.

Den militære situasjon vil fortsatt i noen tid gjøre det vanskelig å føre inn sivile forsyninger i den utstrekning vi kunne ønske. Men tilførsler vil komme etterhvert. Vi vet at alle villig vil rette seg etter de restriksjoner som er nødvendige, og samtidig gjøre sitt ytterste for at den hjemlige produksjon kan fortsette.

LANDSMENN: Vi føler alle det samme på denne dag. La oss holde fast ved det samhold som har ført oss fram til seier. Og la oss i denne stund minnes dem som ofret livet i kampen for Norge. La oss samles i løftet

ALT FOR NORGE

Haakon R.

Fra Hjemmefrontens Ledelse.

Vår kamp er kronet med seier

Norge er atter fritt.

Våre sinn er fylt av glede, våre hjerter av taknemlighet mot dem som falt i kampen og mot alle som var med og kjempet seieren fram.

Fienden skal nå avvepnes av norske og allierte styrker, og snart vil vi helt ut være herrer i landet. Men husk: Kapitulasjon er ikke det samme som fred. Fienden har ennå våpen.

La oss midt i gleden bevare ro, verdighet og disiplin. Opptre ikke utfordrende overfor den slagne fiende, og ta ikke retten i egen hånd.

Krigens oppgaver er løst, fredens oppgaver venter. De krever at vi sammen setter alt inn for å gjenopprette vårt folkestyre og vår rettsstat.

Den fred vi nå har vunnet, skal forplikte oss like sterkt som krigen og nøden bandt våre viljer til fedrelandets sak. Sammen skal vi bygge landet opp igjen som et bedre, rikere og lykkeligere hjem for alle.

Gud signe vårt dyre fedreland!

Notice from the Home Front Leadership :—
Our battle is crowned with victory
Norway is again free.
(May, 1945)

U.S. APO 544, Oslo, 1945

Shortly before the war, a slum clearance in an old part of Oslo which tore down a number of dilapidated houses and the former Women's Prison, made way for much needed parking space. Two large new modern office buildings were also constructed. Both were commonly identified by their street names, the one at Torvgaten 17, and the other nearby at Storgaten 33. Of course, they were taken over by the "Wehrmacht," after the German invasion of Norway on April 9, 1940 – a day which will live in infamy.

At the Liberation in May 1945, the Allied Military Headquarters took over in Storgaten 33 and the Germans were evicted. The new occupants were mostly British or Norwegian. The Americans had their own HQ around the corner at Torvgaten 17, which also included a movie theater and a post office.

The U.S. Army Post Office no. 544 was located on the ground floor. As it was a restricted military area, there was no admittance for anyone without a special pass. The office was manned by uniformed U.S. soldiers, some of whom had worked for the Postal Service in the States before the war. I particularly remember a Sergeant Riordan from Illinois.

Official mail as well as ordinary mail from soldiers went postage free. U.S. stamps were used on airmail, registered mail and parcel post. Most, but not all, values from 1 cent to 1 dollar of the U.S. 1937 Presidential series were on sale for either U.S. or Norwegian money. There was a handy conversion-table on the wall, arranged by the Army Finance Section. Of course, other stamps, including commemoratives if one had them, could be used also.

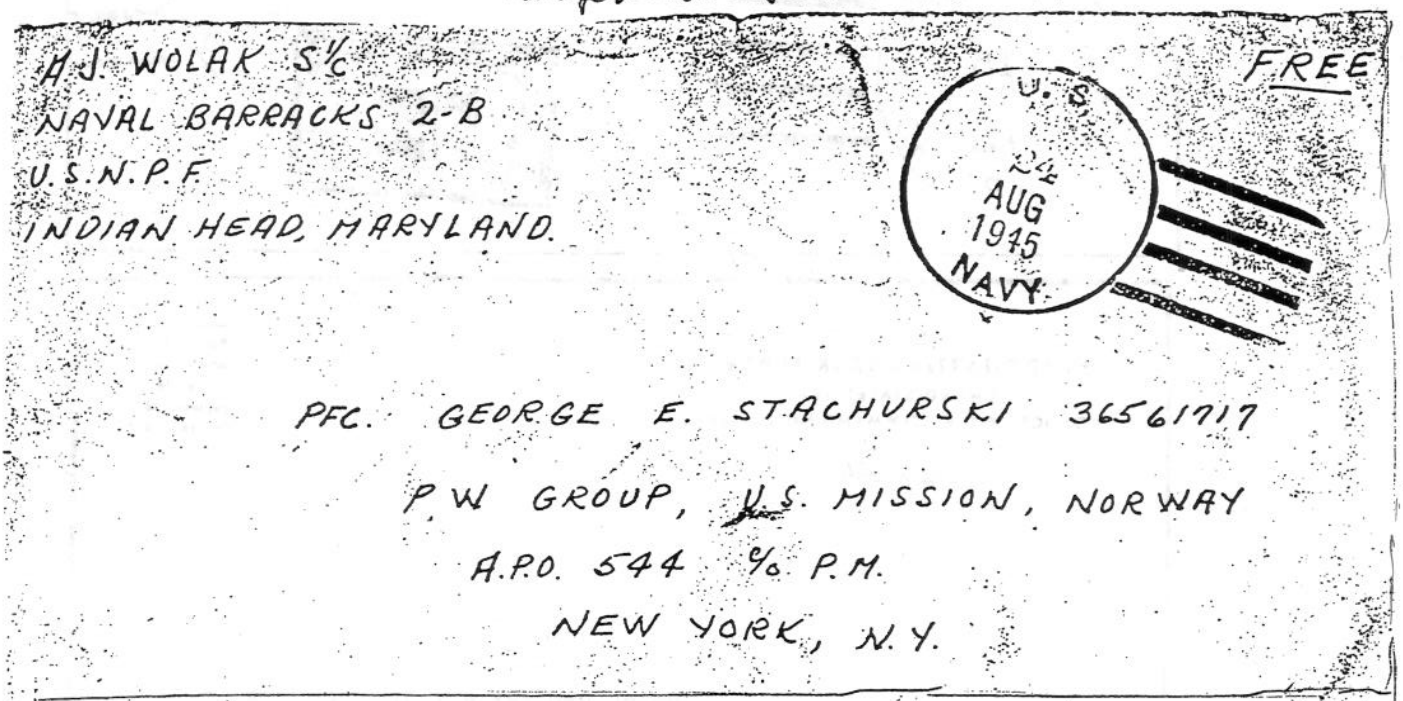
A canceling machine of the "Universal" type was in general use. There were also rubber handstamps with 4-bar "killers," one in good condition and one rather worn. For registered mail, two other rubber handstamps were used. A 2-ring date mark was used in magenta color on the reverse side, while the stamps were cancelled in black with an oval 2-ring mark without any inscription. Other than this one, all the others included the designation "APO 544."

Some of the mail within Norway or to abroad was forwarded on by the Norwegian Post office. An "Oslo" transit-mark was usually added on the front. Letters with foreign addresses were usually opened by the Norwegian censor and resealed with the special tape. The majority of the ordinary postage-free soldiers or official mail going to the States was handled exclusively by the U.S. Army Postal Service.

There was only this APO in Norway at that time. As parcel wrappings were usually not saved by the recipient, it is difficult to find covers with used stamps. Six-cent stamps were required on Airmail letters. As everyone knew that most mail was flown anyway, few bothered to pay the extra charge.

APO 544 was opened on Jun.8, 1945. After 5 months of operation, the sale of stamps and money orders ceased on November 2. The APO was used mainly by members of U.S. Task Force "A," under the command of Brigadier General Owen Summers. Their chief duty was the disarming of German military units and keeping order among the troops, together with British and Norwegian forces.

Postage free Cover from US to APO544



Irregular cancellation, but didn't justify postage due

T/5 Earl H. Bylleen, 17109493,
U.S. Mission to Norway,
APO 544, %PM, New York.

U.S. ARMY POSTAL SERVICE
OCT 12 1945
544
A.P.O.

U.S. ARMY POSTAL SERVICE
DEC 15 1945
544
A.P.O.

U.S. ARMY POSTAL SERVICE
DEC 15 1945
544
A.P.O.

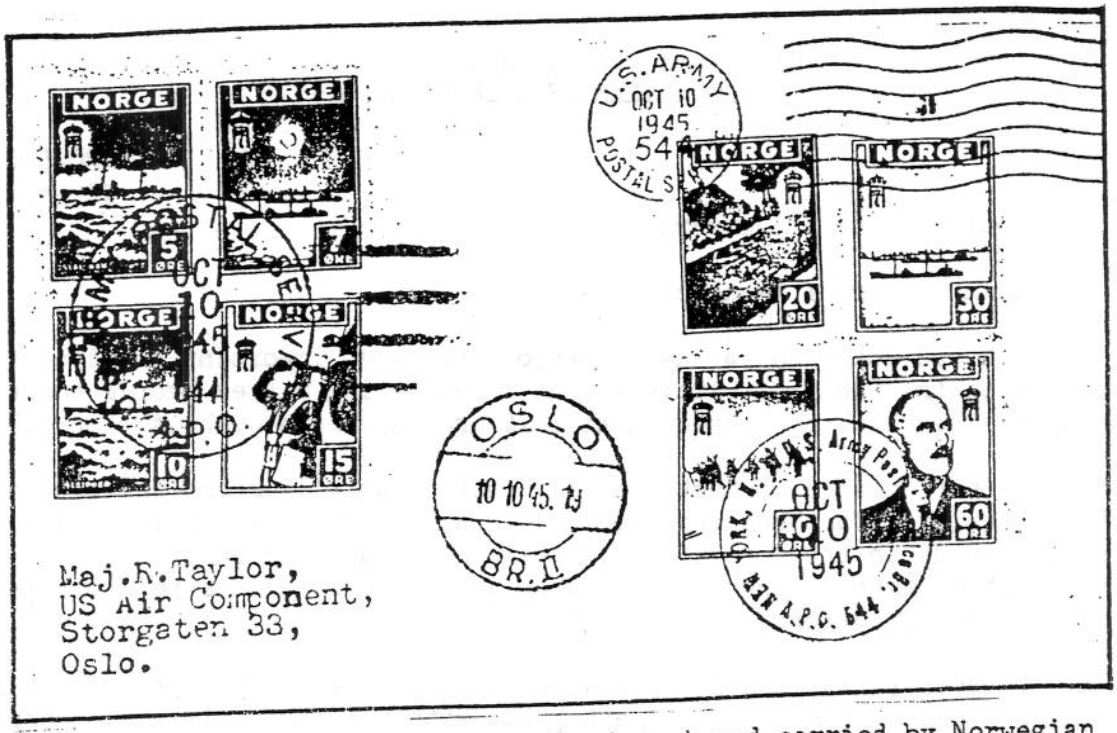
HEADQUARTERS TASK FORCE "A"
UNITED STATES ARMY
OFFICE OF THE COMMANDING GENERAL

APO 544

Penalty for private use to avoid payment of Postage $300

Major General R E Urquhart, CB, DSO,
GOC, Norway Command,
Room 209A, 33 Storgata.

UNITED STATES FORCES
OFFICIAL BUSINESS
Penalty for Private Use to avoid payment of Postage $300.
U.S. ARMY POSTAL SERVICE
AUG 16 1945
544
A.P.O.



Letter from APO 544 with Norwegian Londonset and carried by Norwegian P.O. on 10.10.45. The Norwegian civilian employee did not have postage free rights. However, U.S. stamps should really have been used.

The U.S. Military H.Q. and the British (formerly German) one, in the rear. In between, a rubbish dump for thrown-out German papers to be burned, but not before I salvaged any fieldpost covers!

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Office of the Commanding General
HEADQUARTERS US TASK FORCE "A"

APO 544
22 May 1945.

SUBJECT: Your Service in Norway.

TO : Each member of Task Force "A".

1. You are going to Norway to perform the most important mission of a soldier not on the field of battle - that of assisting a free people to regain an independence they have cherished since 1814 and have been without since 1940.

2. In performance of that mission, each of us will represent the United States of America. Your conduct, your actions, and your personal appearance will always be a guide to the Norwegians in their attitudes and relations with you and with the United States. The things you do and say must always reflect the best that our nation can offer.

3. In your first associations with the Norwegian people you will find them a friendly, sports-loving, intelligent group with the same spirit of independence borne of democratic government that you find at home. Our relationship with the people of Norway, after our initial contacts, will depend on the way each of us acts and the way each of us carries out our obligations and duties. In that connection, these are some of the things that you must remember:

a. Your personal appearance - The Norwegian people, the British serving here with us, and your own American Service friends will judge you and the whole of our army by your soldierly appearance and military bearing. I want each man in this force to be always neat, clean and in proper uniform. I cannot stress too much the importance of your superior personal appearance.

b. We are <u>not</u> conquerors in Norway. There is no non-fraternization policy with the Norwegian people. You will have the opportunity here to develop many friendships with Norwegians. Take advantage of those opportunities and have a good time, but remember - the people will judge us all by your individual actions. Always act in a manner that will make the Norwegian people glad that we are stationed here.

c. Your treatment of the German forces is another matter. Our job here is the demilitarization of German troops and assistance to the Norwegians and British in controlling those troops. Specific orders will be issued to you by your unit commander describing your part in the mission. Follow these orders to the letter. Be firm and military in all your dealings with the Germans. The Germans are not our friends. The Germans are not friends of Norway.

4. You will find Norwegians very fond of their King and of their flag. The respect they proffer both is similiar to the respect we pay at home to our flag and to our President.

5. I want each of us always to remember that it is our duty as soldiers of the US Army and our way of life as Americans to conduct ourselves in a manner that will pave the way for a lasting friendship between our nation and Norway. Military courtesy, soldierly conduct, and superior personal appearance will go a long way toward doing the job.

OWEN SUMMERS,
Brigadier General, USA,
Commanding.

British Field Post Office 786, Oslo, 1945

In the hectic and exciting weeks around the Liberation of Norway in May 1945, the victory celebrations made most collectors temporarily put aside their hobbies. However, philately was not forgotten by everyone! While many people were busy drinking or swapping for cigarettes with Allied soldiers, young Brofos was more interested in the fieldpost operations. He was probably the only Norwegian philatelist who managed to find out in detail about the military postal arrangements of the Allies in those days, and here are his recollections.

A British field post office with the identification number 786 was opened in Oslo after the Liberation, probably around the end of May. It was in operation until the late fall of 1945. Oddly enough, it was set up in a former classroom on the second floor of Kampen High School. This place, together with several others, had been confiscated by the Germans during the war and used a barracks for their soldiers. At the war's end, the Germans were ousted and British troops moved in.

As it was a military area, British military police guarded the entrance and the Norwegian public was kept out. The post office personnel consisted of three uniformed soldiers, who had some pre-war postal experience. Before their army service, they had worked in post offices in Scotland.

Most of the mail was postage free, without stamps, and inscribed "on Active Service," and sent home to relatives and friends in England by the soldiers. A special envelope, marked with a green cross, could be used by them if they wanted to avoid local British censorship. The sender had to sign and certify on the outside of these so-called "Honor" envelopes that the contents contained no military information.

A good number of money orders were sent off, whereby part, if not all, of the soldier's pay was sent home to his family.

Special registered envelopes, at a reduced rate for the military, were available also. They had a 3 pence stamp showing King George VI embossed in dark green. For use on parcel post, registered or airmail, British stamps of the current George VI type with light background were on sale. On hand were the values 0.5d, 1d, 1.5d, 2d, 2.5d, 3d, 5d, 6d, 9d, and on up, probably to 2.5 and 5 shillings. Of course other kinds of British stamps could also be used, if one happened to have them.

The majority of the allied forces who came to Norway to disarm the Germans were British. The Commander in Chief of the British Forces in Norway was Major General R. E. Urquhart. The Representative for SHAEF (Supreme Headquarters Allied Expeditionary Forces) – i.e., Eisenhower's HQ – was another Englishman, General Sir Andrew Thorne.

Mail from the British field post office to Norwegian addresses and maybe other places in Scandinavia, was handed over to the Norwegian post office, who transit-postmarked them on the front or back.

The British had no canceling machine. Only two metal handstamps were in use. They had to be struck rather hard in order to show a clear impression, but if one hit too hard, then the date cut through the stamps.

The 2 postmarks differed from each other, mainly in the length of the two small arcs in the lower section. I have divided them into Type 1 (long arcs) and Type 2 (short arcs). Type 2 has a break in the outer rim over the "s" and another under the figure "7."

There was also a dateless and rather worn rubber handstamp. It had vertical bars in the upper and lower half-circles. In the center was the two-lined text "ARMY POST OFFICE." It was used mainly on printed matter or parcel post.

During the summer of 1945, one could read in the Swedish "Nordisk Filateli" and other stamp magazines, a number of sale announcements for envelopes with Swedish or Norwegian stamps affixed and canceled "Postkontoret N.L. Stockholm," a special postmark used at the Norwegian Legation in Stockholm, Sweden. They were mass-produced by enterprising Swedish dealers and offered at high price. Even though they were obviously "philatelic," many were swallowed by inexperienced collectors who like all kinds of "Cachets," "First Days," and "First Flights."

I couldn't afford those odd and expensive Swedish covers, but I had an idea: why not produce something myself? I was not only a keen stamp collector, but for a teenage schoolboy at that time, I had an unusual interest in postmarks and the like.

Looking for a summer job, I could have operated the telephone switchboard (knowing Norwegian and English) at the posh British Embassy. However, I instead chose to be a translator at the Allied Military Headquarters. Of course, I had a ball there. With access to the British and American fieldpost offices, I arranged a number of remarkable covers for my own collection as memento of those historic times. If they were able to use Norwegian stamps in Sweden, I thought I would use a Norwegian London set at the British and U.S. APOs. Although not authorized, they do look nice!

Unfortunately, I didn't know about it at the time, but several other British FPOs operated in 1945 in various other towns of Norway. They were no. 150 in Bergen (in violet, later black) and no. 785 in Kristiansand S. There were others at Stavanger, Trondheim, and Tromsø.

Not to be forgotten, are the British FPOs that operated for a short time in Norway back in 1940. They are, of course, rarities.

Militær postkontroll

Herr Overing Bryn,

Troms fylkes kraftforsyning,

Tromsö,

Nord-Norge.

P.O. at Norwegian Legation, Stockholm

FROM
FIELD POST OFFICE
TO

Despatch No.
F F 45 Bag No.
33015/966/Wt.28074/161.

Mail bag label used at FPO 786 Oslo 1945.

This space is reserved

R FPO D.S. No 786
No 0974

REGISTERED LETTER.

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

1464

FIELD POST OFFICE 5 SP 45 786

REGISTRATION THREE PENCE

FIELD POST OFFICE 5 SP 45 786

Frederick Brofos
Schøninngsgate 40 IV
Oslo
Norway

FEE PAID.

Registered letter FPO 786

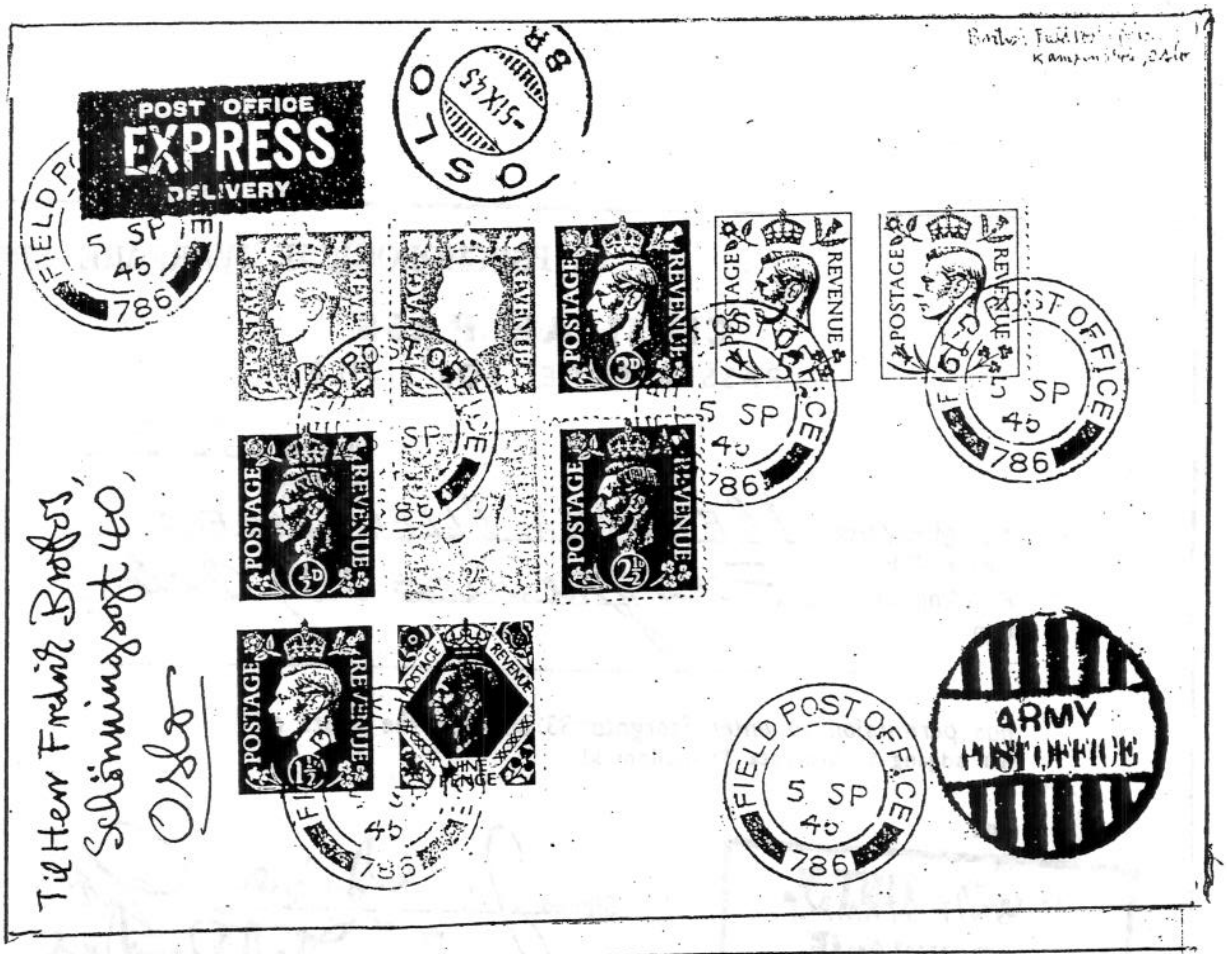
HOUSEHOLD ECONOMY LABEL

REVENUE 25

FIELD POST OFFICE 5 18 45

Lt. Col. A. J. Petch
P.W. Sp. H.Q. 134 Force
Norway
Postal Zone 1.
B. L. A.

Br. Letter to Oslo


POST OFFICE
EXPRESS
DELIVERY
OSLO
FIELD POST OFFICE
5 SP
45
786
POSTAGE
REVENUE
Til Herr Frederik Brofos,
Schimmersgt 40,
Oslo
ARMY
PO OFFICE


FIELD POST OFFICE
6 OC
45
786
NORGE
5 ØRE
7 ØRE
20 ØRE
30 ØRE
10 ØRE
15 ØRE
40 ØRE
60 ØRE
ARMY
PO OFFICE
Lt. D. Mathew,
HQ 8801 Air Disarmament Wing,
33 Storgaten,
Oslo.
S L O
-6-10-45

-203-

PSYCHOLOGICAL WARFARE GROUP

CIVILIAN PASS

PASSERSEDDEL FOR SIVILE

Number 303
Nummer

Mr./~~Mrs./Miss~~ FREDERICK ALLEN BROFOS
Hr./Fru/Frk.
~~Residing at~~ Frognesveien 27, Oslo.
Bopel

has permission to enter Storgata 33. between the hours of
har adgang til Storgata 33 mellom kl.

and
og

"G" (INT.)
UNIT STAMP
20 JUN 1945
H.Q. FORCE 134.

Signed Judson Capt.

Signature of holder F.A. Brofos
Innehaverens underskrift.

NB. This Pass must be produced on demand by British Military Police or accredited Norwegian Guards.

HEADQUARTERS
ALLIED LAND FORCES NORWAY

PW Group,
Storgaten 33
OSLO.

PW 806.

24 Sep 45.

Mr. Frederick Brofoss,

Oslo.

Owing to the activities of this group closing down, will you please accept this letter as terminating your employment with effect from 15 October 1945.

I should like to take this opportunity to express my thanks for the way which you have worked during these last 5 months, thereby contributing to the success of the operation.

Lt.Col.
PSYCHOLOGICAL WARFARE GROUP

HEADQUARTERS
ALLIED LAND FORCES NORWAY

PW GROUP,
OSLO.

17 Oct 45.

TO WHOM IT MAY CONCERN :

1. Frederick Brofos has been employed in this office from 10 Jun 45 to 15 Oct 45.

2. His work consists of translating articles from the Norwegian press into English, and generally keeping the press clippings file for articles in the Norwegian press dealing with the Allied Forces in Norway.

3. Frederick Brofos is a conscientious, willing young man, who can be trusted to carry out successfully any job of work for which his age and experience qualifies him.

PSYCHOLOGICAL WARFARE
17 OCT 1945
GROUP

Lt. Col.

GENERAL ORDERS FOR

ALLIED FORCES

IN

NORWAY

EXTRACTS FROM STANDING ORDERS

THESE ORDERS WILL BE BROUGHT TO THE INDIVIDUAL NOTICE OF EVERY OFFICER AND MAN OF ALL ALLIED FORCES WHO IS PERMITTED TO LAND IN NORWAY.

General.

1. All personnel are reminded that upon their conduct and behaviour in NORWAY will depend in large measure not only the success of our operations, but, also the future attitude of the Norwegian people towards our countries.

2. The Allied Forces go to NORWAY to liberate that country from German occupation, and, to assist the Norwegian authorities in the restoration of their country to normal conditions, so far as they desire our assistance in doing so.

3. The maintenance of high standards of discipline and the acceptance of some restrictions, are essential to this end.

4. We are visitors to, and guests in, the country of our friends and will conduct ourselves as such.

5. The following ORDERS are brought particularly to your attention. They will be modified as far as found possible when the situation allows.

Relationship with the Civil Population.

6. Relationships between the Allied Armed Forces with, and responsibilities towards, the civil population will be upon the same basis as in their home countries.

7. All personnel will conform to Norwegian laws.

8. The Norwegian police are empowered to arrest Allied personnel who violate Norwegian laws.

Precautionary Measures.

9. Especial care will be exercised with a view to the prevention of FIRES; and particular attention will be paid to Unit Fire Prevention Orders.

10. The position of known, or suspected, BOOBY TRAPS and MINES will be reported to an officer.

The Following are Forbidden.

11. Consorting with Germans and their collaborators, of any nationality.

12. The taking or retention of any article of enemy equipment for private purposes.

13. The removal or utilization of any articles which are the property of Norwegian citizens or authorities, unless duly requisitioned by the Allied service authorities through the Norwegian civil authorities.

14. The disposal either by gift or sale of any article of equipment, food or fuel to civilians, except as authorised under any special instructions. This includes enemy equipment.

15. The acceptance or purchase of any article of food or fuel from civilians, except as authorised under any special instructions. In particular, no meals will be bought in any hotel, restaurant, cafe or inn which has not been taken over by the Allied service authorities.

16. The transport in Service vehicles of any civilian or civilian stores, except on the instructions of an officer.

17. The despatch of any mail or money by any means other than through Service Postal channels.

The following are out of Bounds/off Limits.

(Except to personnel on duty)

18. All private premises except on invitation by the occupant.

19. All Cafes, Restaurants, Bars and Vinmonopol Stores.

20. All areas allocated for the accommodation of German Forces, their collaborators and released Prisoners of War.

ALLIED WARSHIPS, NAVAL, MILITARY AND AIR FORCE CAMPS AND ESTABLISHMENTS ARE OUT OF BOUNDS/OFF LIMITS TO CIVILIANS EXCEPT WHEN ENTRANCE IS NECESSARY IN THE COURSE OF DUTY.

BY ORDER OF

JOINT NAVAL, MILITARY AND AIR FORCE COMMANDERS.

ALLIED LIBERATION FORCES

NORWAY.

1ST MAY 1945.

Wt 70406 50M 5/45 D. & Co.

British Military Courier Post Office, Oslo, 1945

During the Liberation of Norway, the Allied Military Head Quarters was in a modern 6-story building at Storgaten 33, Oslo. On the second floor, there was a large room with a long counter and cupboards. This was used in 1945 as a British Military Courier Post Office. Weather the furnishings remained from a former German fieldpost office, has not been confirmed. The building was taken over from the Germans at the Capitulation. Located there during the war, was the German City Commandant (Stadtkommandantur) and many other offices, Courts Martial, SS etc. After they had been evicted, a giant stone eagle with swastika was quickly removed over the main entrance.

The above-mentioned postal room contained now the "180 th Despatch Rider Section, Norway Force Signals". It was part of the "Royal Army Signal Corps" (RASC), that part of the British Army in charge of all communications. The office was managed by two or three uniformed soldiers, while several others drove around town on motorcycles, delivering and receiving important courier mail.

They were all jolly nice fellows, and I remember well the Chief, Corporal Salt and another soldier nick-named "Scottie". It was from the Corporal that I saved an interesting cover (fig.1) just before he was going to throw it away. It was a postage-free official letter just arrived from England.. It carries a British machine cancel marking the war's end in Europe. The famous "V"sign was shown and neatly repeated five times in Morse code (...-)among the usual wave lines, as well as two Victory bells. Most important was the receiving mark used at the office. They only had the one postmark, but it was larger then usual. It was also much heavier and, perhaps because of that, always produced a nice clear impression. On the aforementioned envelope, the handstamp date is September 2, 1945, which was the date the Japanese surrendered. Victory in Europe and in the Far East - a nice combination.

The hand-postmark shows the code letters "AY", which distinguishes it from

similar marks used elsewhere. They were usually applied in black, but I have seen one in violet with the letters "SACR". Not much of a code, as I think it meant "Supreme Allied Command, Rear" and was probably used in England or France. Similar postmarks were used in WW 1 and even on British colonial stamps from Africa.

The mail handled at the courier post-office in Oslo was mostly postage free military matter, but British GerogeVI stamps may also be found occasionally.

Another very interesting find I saved from a HQ waste basket, has a pencilled blue cross on front and back of the envelope. The British used this to distinguish registered mail. Aside from a numerator number stamped in black, there is an inscription;"Regd. SDS G.O. Smith". The latter being the clerk's signature. At the lower left corner, is a double-circle mark in red, reading "1st Air Landing/ Reconnaissance Squadron/ Orderly Room". This is from the first Liberation force that came to Norway, namely the British parachutists called the "Red Devils". After their dark red or maroon berets. The envelope is addressed to "Captain D.H.Robson, Aide de Camp to General Officer Commanding, Norway Command ", i.e. the adjutant to General Urquhart, the head of the British Forces in Norway. A lucky find, indeed.

Before I end this story, I should mention a rather unusual episode that happened once at the courier post-office. I believe it was "Scottie", who came over to the counter with a torn package and smilingly said to me: "Fred, you who are interested in all kinds of markings, maybe you would have fun to make some impressions of this stamper before I repair this parcel which arrived here in a half-opened condition!" I quickly stifled my first surprise over this "irregularity in mail handling and nodded my interest, thereupon, I was handed an oval rubber stamp, which appeared to be a censor mark for newspapers or press reports. It was probably made and sent over from London, from the appearanc of the Norwegian coat of arms in the center. The inscription was "Pressekontrollen/ Godkjent" ie, Press Control/

Approved, "Scottie" said that the other three stamps in the package appeared to be of the same type. This I assumed too and didn't examine them. I wonder now whether perhaps two of them may have contained the text "Ikke godkjent" ie not approved. Be that as it may,I struck off four impressions in black on an empty envelope and handed back the stamps, with thanks. It was then patched up and sent on its way, just where to, I don't recall anymore. It was obviously used to censor the press in Oslo and maybe elsewhere.

The Germans had a large press censor office in Oslo during the war, but that this was continued afterwards by others is little known. It was certainly lucky that I happened by just then, and unexpectedly got an impression of this rare censor mark used in Norway at the war's end.

ALLIED MILITARY H.Q., OSLO

OPEN by slitting along this edge.
P. 7255 L

ON HIS MAJESTY'S SERVICE

OFFICIAL PAID

ASCOT 6 SPM 30 AUG 1945

Salto A.V.

ARMY AY 21.IX.45 AY SIGNALS

180 D.R. Section,

Norway Force Signals,

Zone 1.

B.L.A.

POST OFFICE.

If undelivered, to be returned to the Head Postmaster of the District in which the Letter is posted.

51-7473.

fig.1

fig.2

fig.3

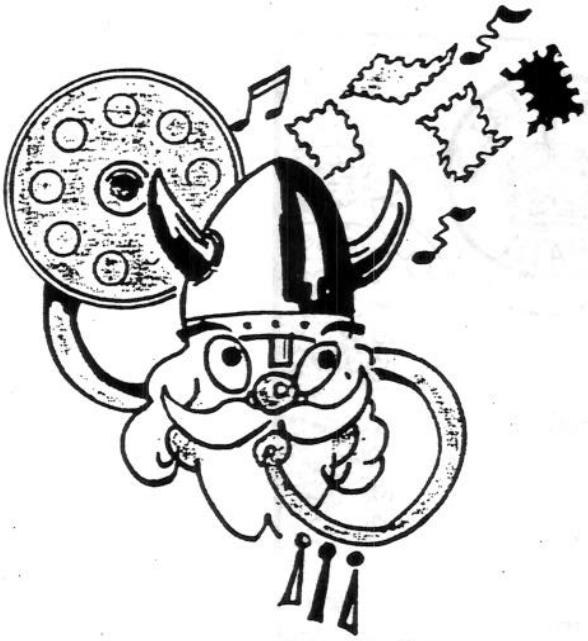
24 032

Capt D.H. Robson,

A.D.C. to G.O.C.,

Norway Command.

1st Air Landing Brigade Headquarters ORDERLY ROOM



LUREN

SCANDINAVIAN PHILATELIC
LIBRARY OF
SOUTHERN CALIFORNIA, INC.
LOS ANGELES, CA.

ISSN 0739-0025
Volume 31 Number 5-6
May-June 1999
Whole Number 361

THREE WAR COVERS FOUND IN NORWAY

Frederick A. Brofos

"Happy days are here again. The skies are blue, the clouds have gone. Happy days are here again!" I recall the tune better than the words of that old song, but it reminds me of an unforgettable time that I experienced some 50 years ago. I was right there in Norway when, on May 7, 1945, the country was liberated after five painful years of German occupation.

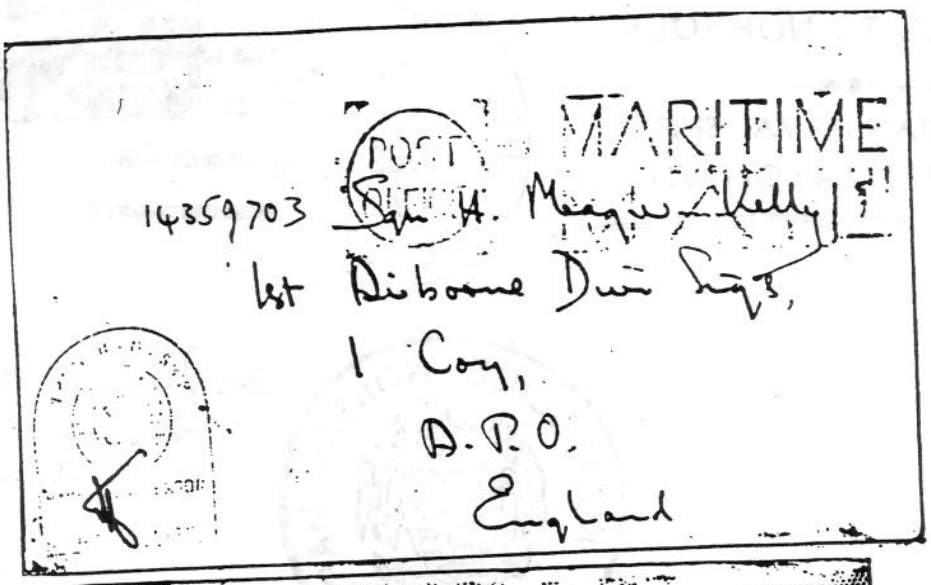
Although just a schoolboy, I had an advanced interest in stampless covers, even back then. Aside from German fieldpost covers being thrown out, I salvaged a number of Allied war covers with rather interesting addresses. Remarkably enough, I still have them after half a century and so am able to show and describe three examples here.

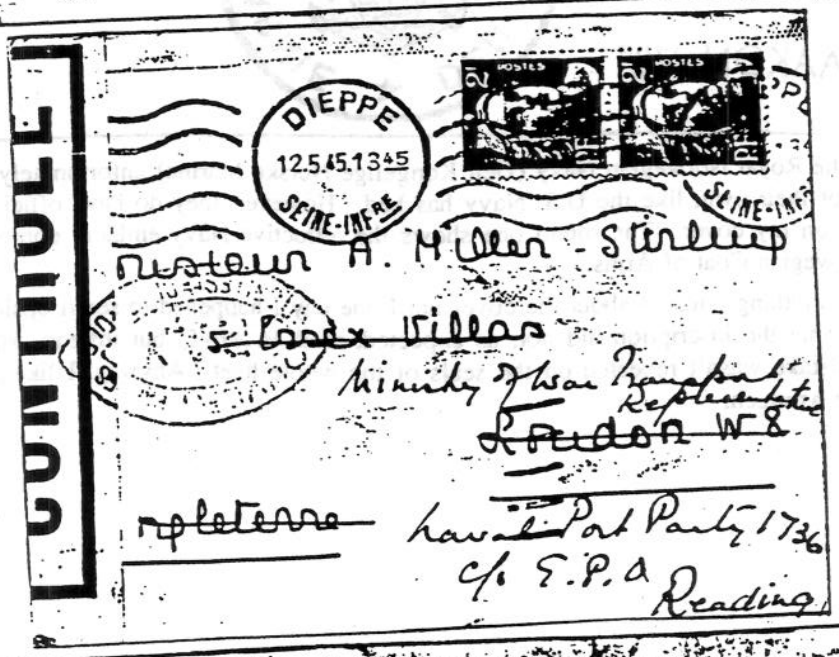
1) A British cover address to "Sgt. H. Meager Kelly, 1st Airborne Division Signals, 1st Company, Army Post Office, England." A machine postmark in red reads, "Maritime Mail", and gives no date or place name. There is a British naval censor mark in magenta at the bottom left. I was given this shortly after the Liberation, by the addressee, whom I believe had recently received it in Oslo. He wore a maroon colored beret as part of his uniform and was probably one of the famous "Red Devil" paratroopers.

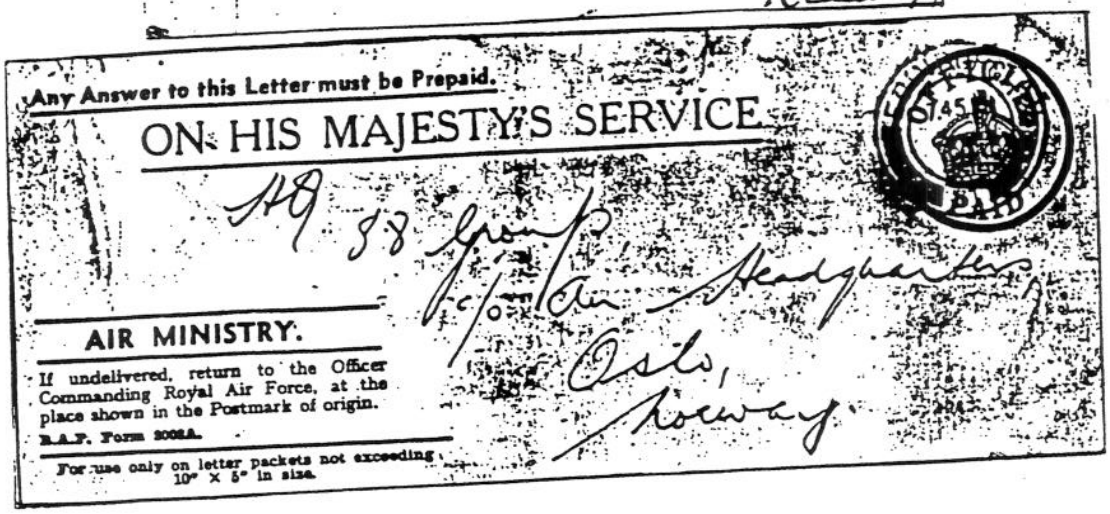
2) A French cover, sent from Dieppe, France, May 12, 1945, and addressed to a Mr. Miller-Stirling in London, but forwarded to "Ministry of War Transport Representative, Naval Port Party 1736, c/o G.P.O. Reading." An intriguing address, indeed. Could it have been a naval party destined for Norway? Anyway, I retrieved it from a trash can in the basement of Allied Military HQ, Oslo, in June, 1945.

3) A British postage free OHMS official envelope label, sent from the R.A.F. in Edinburgh in 1945, and addressed to "HQ 88 Group, c/o Air Headquarters, Oslo, Norway."

These are some of my mementos from an exciting time. If there was ever a year to raise a glass, it was 1945, when good spirits flowed and mankind celebrated their greatest achievement: Victory over the enemy and the end of the war.





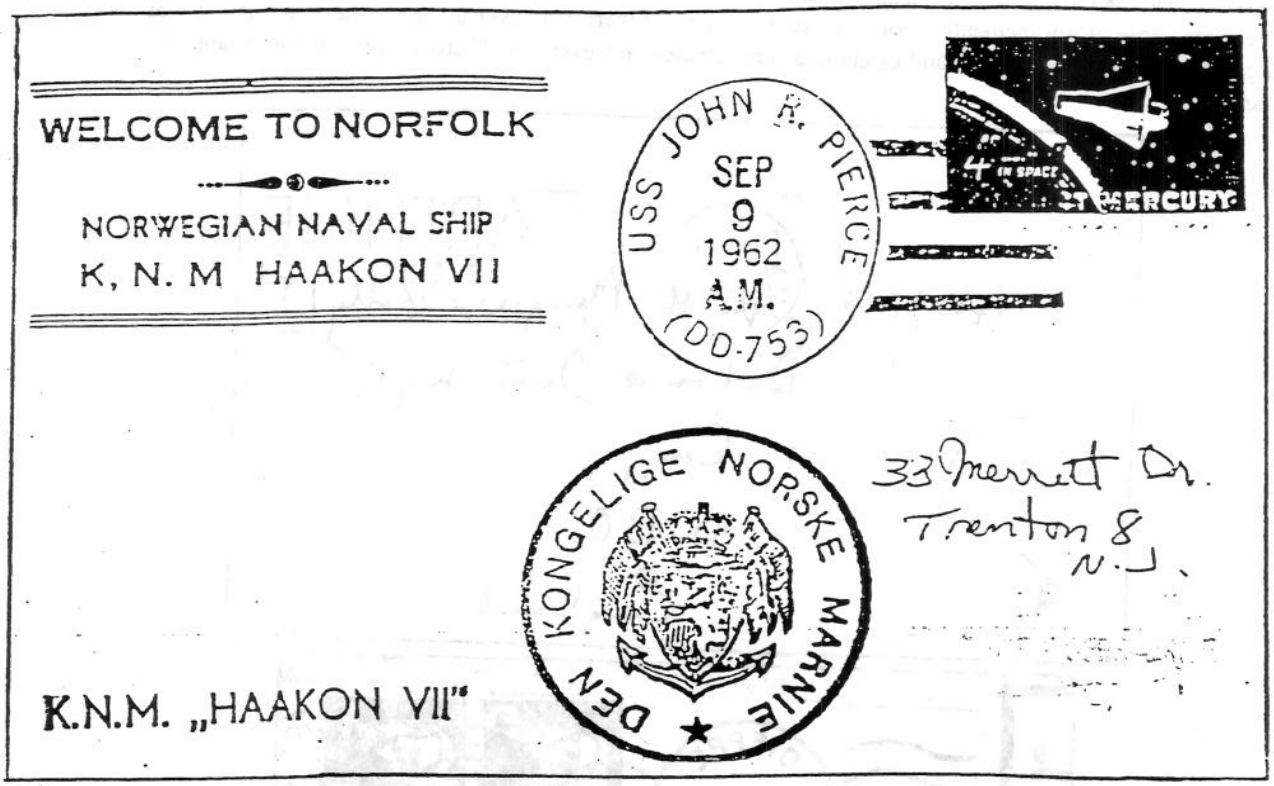


-213-

NORWEGIAN NAVAL SHIP IN VIRGINIA

Frederick A. Brofos

In early September, 1962, the Norwegian naval ship *Haakon VII* visited Norfolk, Va. I have a cover from that event, with a special welcome cachet and cancelled aboard the USS *John R. Pierce* (DD-753).



The vessels of the Royal Norwegian Navy (Den Kongelige Norske Marine) unfortunately have never had individual postmarks of their own, like the U.S. Navy has had. However, they do have official seals and two of these were applied on my cover. The round one shows the attractive Navy emblem combining an anchor and flags with the Norwegian Coat of Arms.

I hadn't noticed anything unusual about the cover until one day I happened to see it upside down. Then, to my surprise, I saw that the inscription did not, as expected, read *MARINE*, but instead, *MARNIE*! Let us hope that this little mistake wasn't repeated on the seals of the whole fleet. Anyway, I liked the seal before and now I like it twice as much.

CITY SHIELDS ON NEW NORWEGIAN STAMPS?

Frederick A. Brofos

The shields, or coats of arms, of the various Norwegian cities present a varied and interesting assortment of designs. Indeed, they could be very well utilized in producing a colorful new series of postage stamps. This idea has already been successfully accomplished with the heraldry of Sweden, Switzerland, Czechoslovakia, Germany, San Marino, France, Finland, and several other countries. This would be a refreshing change from repetitions of subjects seen before on Norway's stamps.

In the 19th Century, a few of the town shields of Norway appeared in monocolor on some of the old local stamps of Arendal, Bergen, Drammen, Tromsø, Trondheim, and Tønsberg. Here, we shall examine the historical backgrounds of their heraldry.

Arendal. "The Citizens' Defense" of the town used a sailing ship in their flag emblem, golden on a blue field, in King Fredrik the Fifth's time. Around 1822, it was included in the city clerk's seal, together with the Norwegian State lion shield amid trees. These additions were later misunderstood to be an integral part of the seal. However, in 1923-4, they were removed by decision of the city council and the king. The older version appears on the old local post stamps.

Bergen. A double seal, from 1293, shows, on the front, a Viking ship upon waves. On the reverse is a three-towered fortress atop three hills. A later, one-sided, seal keeps the castle, but with only one tower and a dome-shaped roof. Furthermore, the three hills are replaced by seven balls, supposedly representing the city's well-known seven mountains. This heraldically clear version lasted 400 years. From 1850-60, the oldest castle type was copied, but now showing two natural-looking mountain rows with seven tops. This new design, joined with the color from the 1500 period, was adopted by the city council and the king in 1923-4. The three-towered fortress and the seven mountains are to be seen on some of the local stamps (and forgeries thereof).

Drammen. In 1811, Bragernes and Strømsø joined to form a new trading town (kjøpstad) called Drammen. Its coat of arms was inherited - or rather revived around 1850 - from the Bragernes seal of ca. 1715. The motto was "in fide et justitia fortitudo" (honesty and right-thinking gives solidarity). Strømsø had used as its town emblem the Norwegian lion placed in a street leading up to a church. The Drammen city flag of 1930 is parted twice by wavy lines in blue and white, representing the Drammen River. The town's pillar emblem with crossed key and sword is featured on a number of the old local post issues, sometimes with the key and sword switching places.

Hamar. Although there was no local post here, the attractive design has been used in a modern commemorative postmark. According to tradition, dating back to ca. 1550, the trading town's shield shows a bird with outstretched wings atop a pine tree. A redrawn version, more in accord with heraldic rules, was approved by the city council in 1896.

Tromsø. A coat of arms proposal from 1855 shows a silver deer on a bright red field. This idea was formally adopted, at least as early as 1870. The reindeer appears on various local post stamps, as well as on two local postmarks.

Trondheim. This city was Norway's oldest capital and was residence for the Norwegian archbishopric between 1152 and 1537. This double rank is reflected in the city seal from around 1200, and probably represents King Olav the Holy and Bishop Holy Eystein. Several local stamps and postal cards show this design.

Tønsberg. The oldest trading town was, for several hundred years, also one of the residence places. Around 1300, the seal first had a towered castle on a mountain above a Viking ship in the sea. Later, in 1610, the seal was simplified by eliminating the ship. Local stamps show a three-towered castle.


Arendal


Bergen


Drammen


Hamar


Tønsberg


Tromsø


Trondheim

Aside from those described here, other shields exist from towns without a local post or not shown on their local stamps.

It would be nice if the Norwegian Postoffice were to decide to use city shields on stamps. With about forty different, they might be issued all on one sheet or split into smaller group sets produced periodically.

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 a 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.

SANDVIKA

MT. KOLSÅS

1884. 1884.

SOMMER-POSTROUTE

og

Dampskibene

„KONG HAAKON“ og „KONG SVERRE“

(Capt. Olaf Normann) *(Capt. G Michaelsen)*

mellem

Christiania- og Bergen

og mellemliggende Anløbssteder.

Fra Christiania hver Mandag. ›KONG SVERRE‹ (første Gang 5te Marts.)				Fra BERGEN hver Tirsdag. ›KONG HAAKON‹ (første Gang 1ste April).			
Fra Christiania	Mandag	Kl. 10½	Aften	Fra Bergen	Tirsdag	Kl. 7	Form.
ved Drøbak	—	» 12	Nat.	ved Haugesund	—	» 1	Eftrm.
» Horten	Tirsdag	» 2	Form.	» Kobbervig	—	» 2	—
» Vallø	—	» 3	—	» Stavanger	—	» 9	—
» Laurvig	—	» 6	—	» Egersund	Onsdag	» 3	Form
» Fredriksværn	—	» 6½	—	» Rægefjord**)	—	» 4	—
» Langesund	—	» 8	—	» Flekkefjord	—	» 6½	—
» Kragerø	—	» 10	—	» Farsund	—	» 9	—
» Riser	—	» 11½	—	» Kleven pr. Mandal	—	» 11½	—
» Lynger	—	» 12	Midd.	» Christianssand	—	» 4	Eftrm
» Borøen	—	» 1	Eftrm.	» Lillesand	—	» 5¾	—
» Arendal	—	» 3	—	» Grimstad	—	» 7	—
» Grimstad	—	» 4¼	—	til Arendal	—	» 8½-9	—
» Lillesand	—	» 5½	—	Fra Arendal	Torsdag	» 2	Form.
til Christianssand	—	» 7-8	—	ved Borøen	—	» 3	—
Fra Christianssand*)	Onsdag	» 4	Form.	» Lynger	—	» 3¾	—
ved Kleven pr. Mandal	—	» 6½	—	» Riser	—	» 4½	—
» Farsund	—	» 9	—	» Kragerø	—	» 6	—
» Flekkefjord	—	» 11½	—	» Langesund	—	» 7½	—
» Rægefjord**)	—	» 1½	Eftrm	» Fredriksværn	—	» 9	—
» Egersund	—	» 2½	—	» Laurvig	—	» 9½	—
» Stavanger	—	» 12	Midn.	» Vallø	—	» 12	Midd.
» Kobbervig	Torsdag	» 2	Form.	» Horten	—	» 1	Eftrm
» Haugesund	—	» 3	—	» Drøbak	—	» 2½	—
» Lervik	—	» 6	—	til Christiania	—	» 5	—
til Bergen	—	» 9 à 10	—				

*) Dampskibene paaventé i foregaaende Fald i Christianssand det fra Fredrikshavn kommende Dampskib indtil Kl. 9 Form.
**) Anløb af Rægefjord kan udlades, naar Veirforholdene eller andre Omstændigheder paakræve det.

Dampskib „STAVANGER“ underholder ugentlig Route mellem Christiania Stavanger og Mellemsteder med Afgang fra Christiania hver Torsdag Morgen Kl. 7 og fra Stavanger hver Lørdag Middag Kl 1.

Retourbilletter udstedes og kunne ogsaa benyttes med ›STAVANGER‹ i ovennævnte Route, samt med ›HAUKELID‹ mellem Bergen og Stavanger

Korrespondance med andre Dampskibe:

I Langesund med Skiensfjords-Dampskibet.
I Laurvig med Dampskib „VØRINGEN“, der gaar til Fredrikshald, samt med Dampskib „BALDUR“, der ankommer fra Kjøbenhavn hver Nat til Tirsdag og afgaar til Kjøbenhavn hver Torsdag Eftermiddag
I Christianssand med Tbingvalla-Liniens Dampskibe.
I Stavanger med Fjord-Dampskibene og Hardanger-Dampskibet.
I Bergen „ Bergenske og Nordenfjeldske Post-Dampskibe til og fra Nordlandet.
I do. „ Sogn- og Hardanger-Dampskibene.

I Christianssand korresponderes med Fredrikshavns-Dampskibet

„KONG OLAF“

(Capt. S. Simonsen),

der afgaar

fra Christianssand (første Gang 2den April) over Søndag, Onsdag og Fredag Aften Kl 9 efter Postdampskibenes Ankomst fra Øst- og Vestlandet.

fra Fredrikshavn (første Gang 5die April) hver Tirsdag, Torsdag og Lørdag Eftermiddag kl. 1 eller strax efter Iltogets Ankomst fra Hamburg

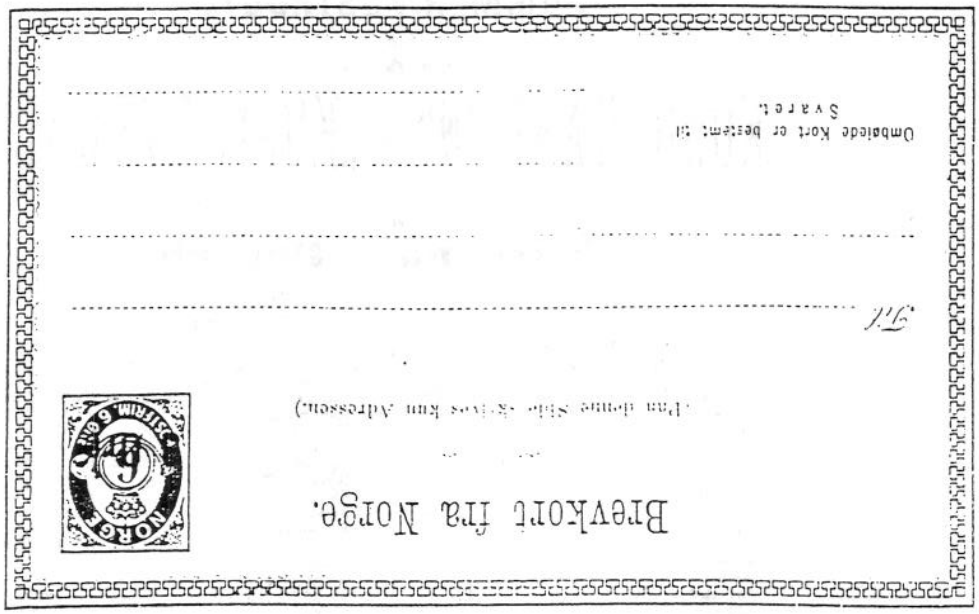
Ombord i ›KONG OLAF‹ udstedes Gjennemgangs Tour- & Retour-Billetter via Fredrikshavn pr Jernbane til Hamburg og Jylland.

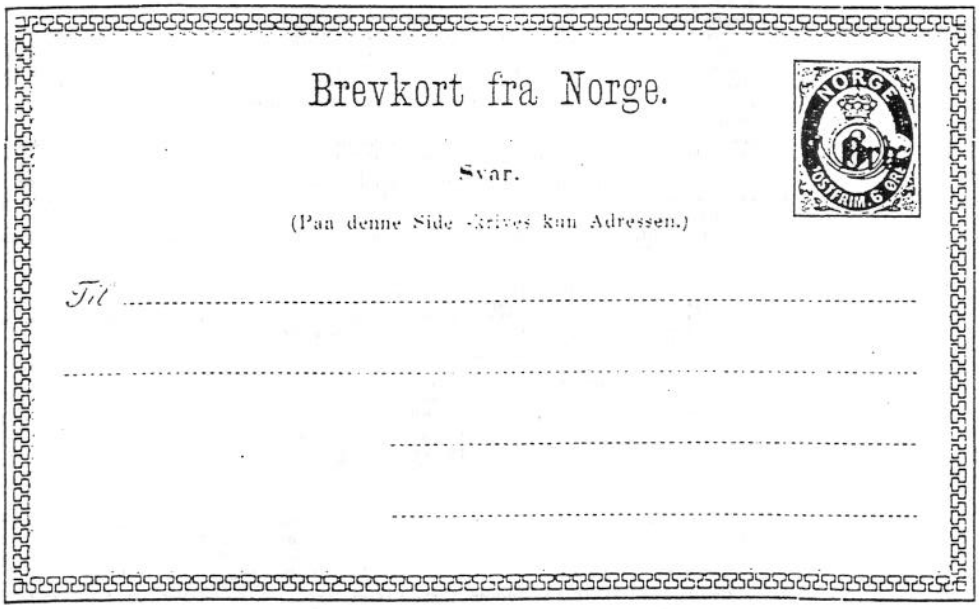
For Befordring af Varer gjælder de Regler, som bestemt ved Fragtregulativ af 6te April 1881.

Stavanger den 10de Marts 1884. *Direktionen*

Old Shipping Poster (reduced)

Rare Surcharge





3 øre overprint on brown 6 øre paid reply double card. A rarity, as only 50 were issued.

LUREN

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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 varesort.**

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.

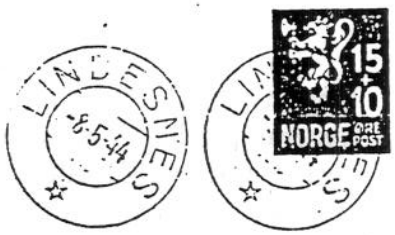
Når det samtidig forlanges opplysninger om „beholdning av varer av lignende art", skal dette forståes slik at hvis søknaden gjelder f. eks. glasshåndklær, så skal det oppgis beholdning av håndklær av ALLE SLAG; gjelder den laken, oppgis også beholdning av dynetrekk; gjelder den ulltepper, oppgis også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

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

Ved søknad om gardiner eller portierer må ikke benevnelsen „lag" nyttes alene, men ANTALL METER og stoffets BREDDE 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. Blir en søknad avslått, underretter forsyningsnemnda søkeren om dette.



Til forsyningsnemnda

i Spangereid

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

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 Liontype 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.

Søknad om sykkel fra:

Etternavn: Vestfinnmark Politikammer

Fornavn: Hammerfest

Adresse: Sjögt. 16, Tromsö

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 samt beholdning bevitnes.

Eventuelle opplysninger: Sykkelen skal brukes til tjenestekjöring for polititjenestemenn ved Vest-Finnmark politikammer i Tromsö.

den 19

Denne bevitnelse må være undertegnet ved søknaden av to myndige personer.

HASTER.

TROMSØ

25 + 25 NORGE ØRE POST

Til forsyningsnemnda

til Tromsö.

SKSV

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.

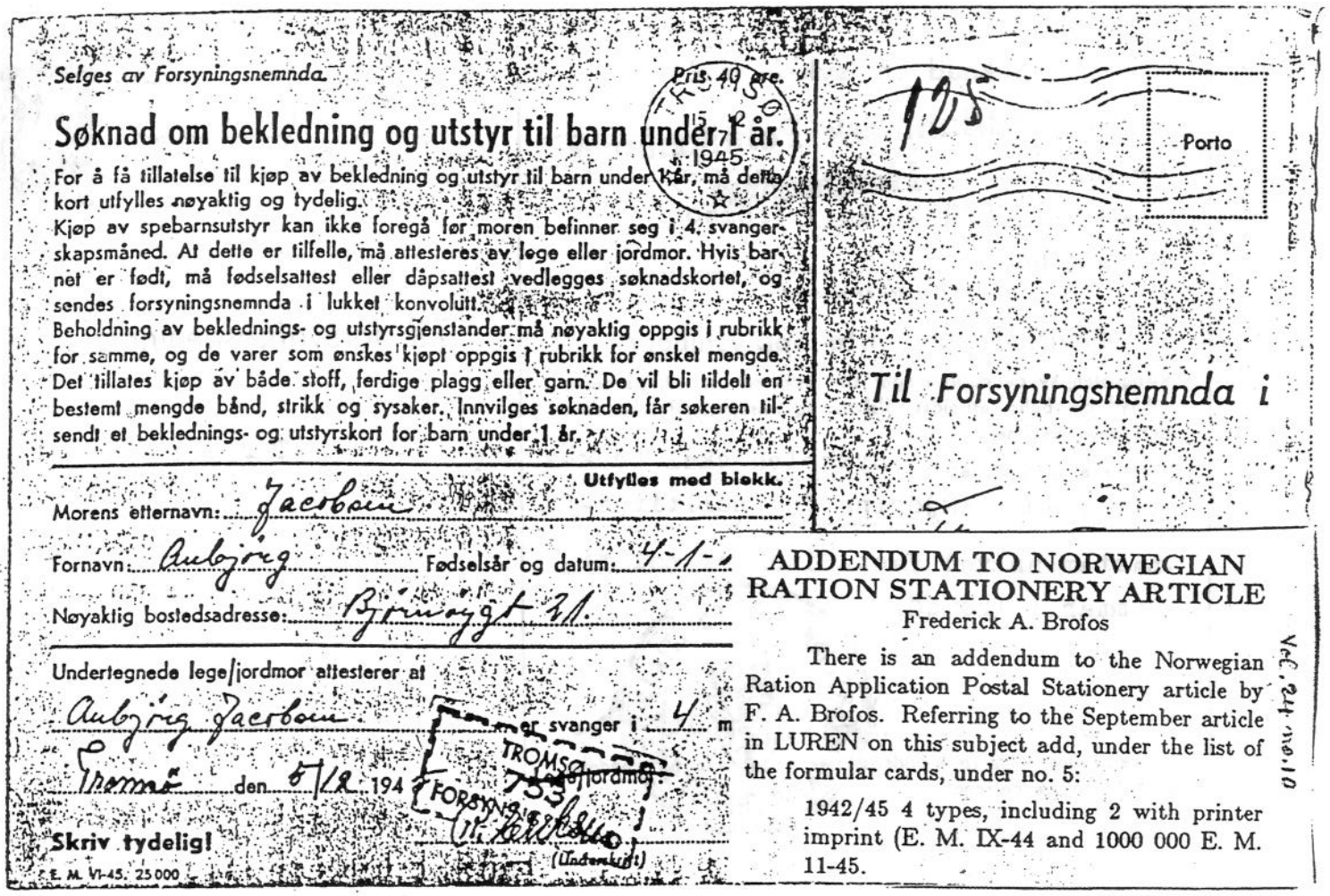
4. Application for household equipment to establish a new home. Price 40 øre, including return postage. Black on light blue-grey. 3 types. 1943/45.

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. Pris 40 øre.

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 bekledning- 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 bekledningsog utstyrskort for barn under 1 år.

Utfylles med blokk.

Morens etternavn: Jacobsen

Fornavn: Aubjørg Fødselsår og datum: 4-1-

Nøyaktig bostedsadresse: Bjørnøygt 21.

Undertegnede lege/jordmor attesterer at Aubjørg Jacobsen er svanger i 4 m

Tromsø den 5/12 194 Lege/jordmor: (Underskrift)

Skriv tydelig!

E. M. VI-45. 25 000

Porto

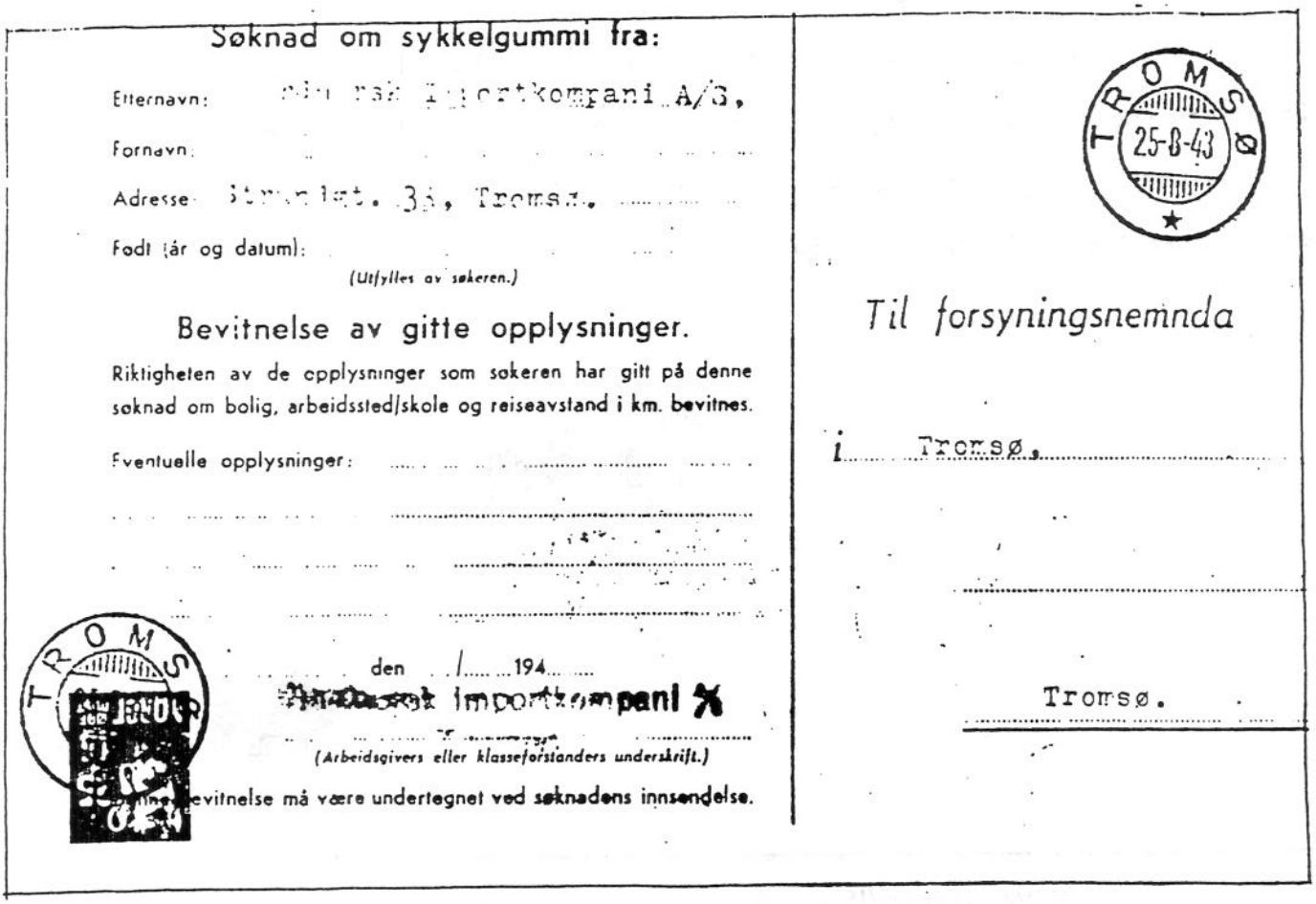
Til Forsyningsnemnda i

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.



Søknad om sykkelgummi fra:

Etternavn: [illegible] Importkompani A/S,

Fornavn:

Adresse: Strandgt. 35, 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 / 194

[illegible] Importkompani A/S

(Arbeidsgivers eller klasseforstanders underskrift.)

Bevitnelse må være undertegnet ved søknadens innsendelse.

TROMSØ 25-8-43

Til forsyningsnemnda

i Tromsø.

Tromsø.

NORWEGIAN POSTAL STATIONERY RARITIES

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!

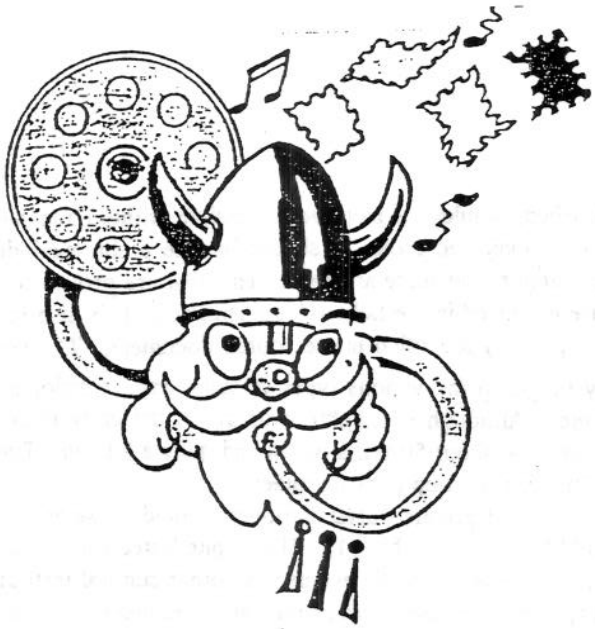
The application card for half-soling of shoes, catalog 1-XV, also exists without any stamp impression at all.

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.

Special stamp imprints on Norwegian postal stationery

As late as 1989 and perhaps longer, envelopes and postcards were allowed to have special stamps printed on them. I believe this applied only to official business. However, the special Official stamps had been discontinued, so regular stamp designs were used inste d. The illustrated items, were produced for the District Auditors of the Tax Directorate. They were enclosed in correspondence as business reply envelopes. One Kr.2.90 envelope was later revalued by an additional 10 øre. The other envelope has the full Kr.3.00 stamp.



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NORWEGIAN PRINTED TO PRIVATE ORDER POSTAL STATIONERY

Frederick A. Brofos

A few years after the Post Office discontinued using the 2 and 3 Skilling and 5 Øre stamped envelopes, a renewed interest developed. A new arrangement came into place around 1890, whereby stamped envelopes could be produced to the special order of state, municipal, or private institutions as well as firms and individuals.

At first, orders went through the State Stamp Supplier. However, deliveries from mid 1905 passed through the Superintendent of Stamps, who carefully recorded the quantities of each denomination ordered by whom and when. The permission to acquire imprinted stamps was expanded in 1910 to also include postcards.

These old regulations were little noticed by the public and even less by collectors in Norway. Nevertheless, there have been a few interested people. Pioneers such as Andersen and Dethloff, and later Jellestad, Schou, Pihl and Soot-Ryen in Norway and Lund in Denmark are included in this list. These inspired people not only collected, but did some writing about it too. We must be grateful to them for their interest and for the very possibility of our acquiring much of this kind of material today.

As no official accounts were preserved by the Post Office regarding private stationery orders before 1905, the following list may not be complete, but it is unlikely that anything else will show up after all this time. The following ten items are all that are known now. The Norgeskatalogen (NK) numbers that are shown refer to the stamp die that was used in the private printing...these stationery items are NOT listed in NK, which is published by the Oslo Filatelist Klubb.

This list, never before published, would not have been possible without the pioneering efforts of Messrs. Schou and Pihl of Norway, both now long deceased. It should be like a shining light in the darkness for collectors of this obscure field. It is interesting in that there are some items that are proven to exist, in the JW collection for example, but which apparently are not listed in the Schou documentation. It is also interesting that there are several sizes of envelopes that are not separately identified in the source document. The numbering sequence is by Frederick A. Brofos...merely as a way to group the various types of stationery...envelopes, postal cards, "definitive" stamp dies, "official" stamp dies, etc. Although it enlightens us about the early issues, there remains still in darkness the material produced from 1954 on – about 50 years worth and quite a lot too. This needs to be recorded as well and will be a challenging undertaking for a group of all devotees.

It was announced by the Post Office that the production of private postal stationery would cease as of June 1, 1996, and one thought that was the end of an era (see LUREN, Vol 28, No 11). The respite lasted for only a year or so. Then the Post Office relented and allowed various museums, philatelic events, and other cultural institutions to have special postcard sets produced for promotional purposes. The line between regular issues and private issues has become somewhat cloudy.

PRIVATE ENVELOPES STAMPED BETWEEN 1890-1905

Norges Sjøfartstidende, Kristiania.
Grey envelope, size 153 x 123 mm.

E1.	5 øre blue green,	stamp die NK 52II, type 4
E2.	10 øre carmine,	NK 53 IV, types 1 and 2.

Christiania Sundhedscommission.
White envelope, size 155 x 125 mm.

E3.	5 øre dark green,	NK 52III, type 4.
E4.	5 øre dark green,	NK 61II
E5.	5 øre dark green,	NK 67

Johan O. Larssen, Christiania.
Straw yellow envelope, size 235 x 160 mm.

E6.	5 øre green,	NK 61 I
E7.	5 øre green,	NK 67

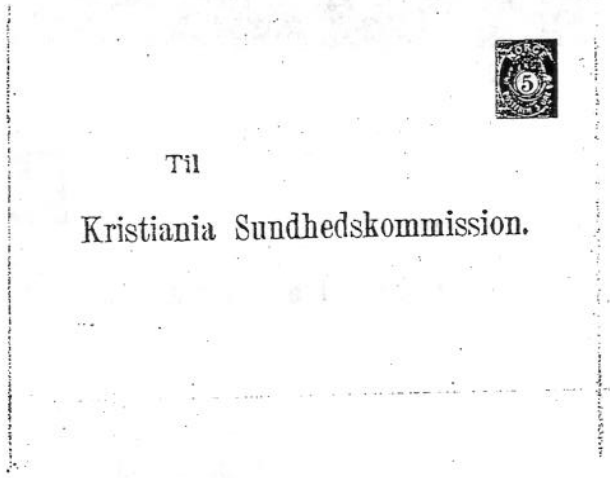
Karl A. Jensen, Torvgaden 5a, Kristiania
White envelope (two text types of nos. E9 and E10), size 155 x 125 mm.

E8.	3 øre yellow,	NK 75
E9.	5 øre green,	NK 76
E10.	10 øre carmine,	NK 77II
E11.	20 øre blue,	NK 79

Numbers 1 and 2 were from a newspaper, *Norway's Shipping Times.* Numbers 3-5 were from the Christiania Health Commission, an official institution. Numbers 6-7 were from a stationery firm, and numbers 8-11 were from Jensen's specialty store for meat and fish.

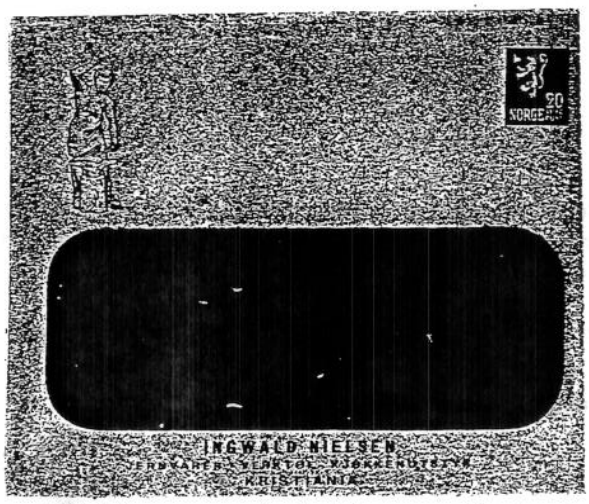
PRIVATE ENVELOPES STAMPED BETWEEN 1905 – 1954

E12.	1905.	Kristiania Sundhedskommission.	5 øre green	NK 76

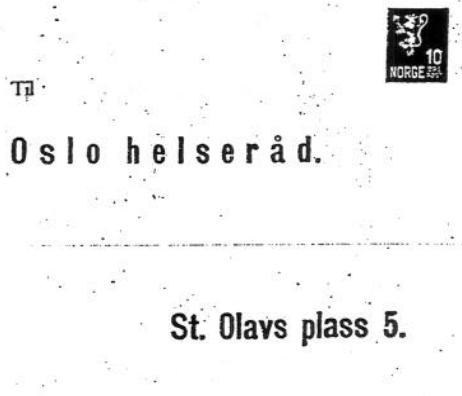


E12. 5 øre.

E13.	1907.	A/S Norske Lloyd, Kristiania	10 øre carmine	NK 77II
E14.	1908.	Kristiania Sundhedskommission	10 øre carmine	NK 77II
E15.	1909.	Olaf Sjølie, Aasta	10 øre carmine	NK 77II
E16.	1911.	Kristiania Sundhedskommission	5 øre green	NK 99
E17.	1911.	Sakfører Arne Fliflet, Notodden	10 øre carmine	NK 100
E18.	1913.	Ebbesen & Jensen, Kristiania	10 øre carmine	NK 100
E19.	1913.	Ebbesen & Jensen, Kristiania	3 øre yellow	NK 98
E20.	1915.	Richard Seligmann	5 øre green	NK 99
E21.	1915.	Richard Seligmann	10 øre carmine	NK 100
E22.	1915.	Richard Seligmann	20 øre blue	NK 103
E23.	1918.	Kristiania Sundhedskommission	10 øre carmine	NK 100
E24.	1919.	Kristiania Ligningsvesen	10 øre carmine	NK 100
E25.	1920.	Sundhetskommissionen, Kristiania	10 øre carmine	NK 100
E26.	1921.	Kristiania Sundhetskommission	20 øre blue	NK 103
E27.	1922.	"Skogbrand" Brandforsikringsselskap	20 øre olive	NK 122
E28.	1922.	"Skogbrand" Brandforsikringsselskap	20 øre red violet	NK 127
E29.	1923.	Borgestad Fabrikker	20 øre red violet	NK 127
E30.	1923.	Kristiania sundhetskommission	20 øre red violet	NK 127
E31.	1924.	Ingwald Nielsen, Kristiania	20 øre red violet	NK 127
E32.	1925.	Oslo Helseråd	20 øre red violet	NK 127
E33.	1925.	Vassdrags- og Fløtningsdirektøren	20 øre red violet	NK 127
E34.	1926.	Namdals Privatbank	20 øre red violet	NK 144
E35.	1926.	Norges Vassdrags- og Elektrisitetsvesen, Oslo	20 øre red violet	NK 144
E36.	1927.	Vassdrags- og Fløtningsdirektøren, Oslo	20 øre red violet	NK 144
E37.	1927.	Oslo helseråd	10 øre green	NK 141

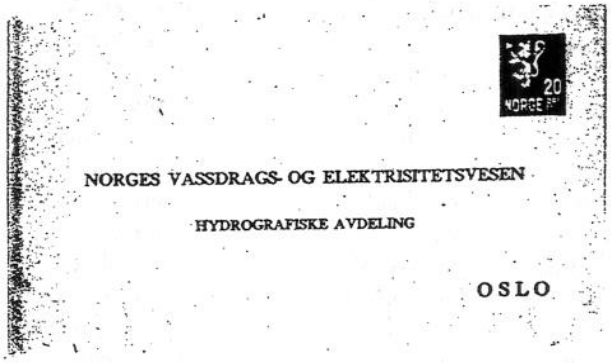


E31. 20 øre.



E37. 10 øre.

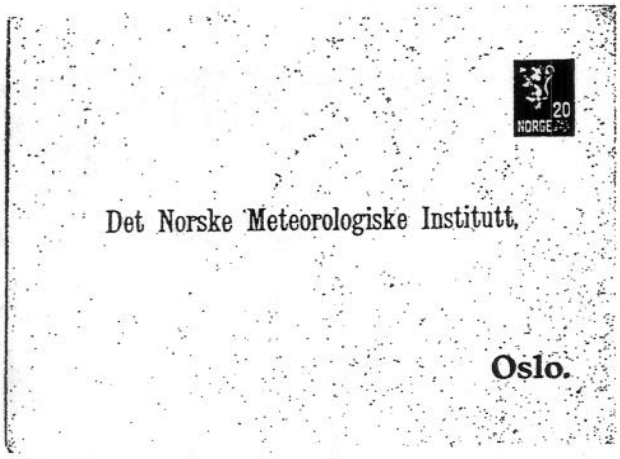
E38.	1928.	Namdals Privatbank	20 øre red	NK 145
E39.	1928.	Vassdrags- og Fløtningsdirektøren	20 øre red	NK 145
E40.	1929.	Norges Vassdrags- og Elektrisitetsvesen, Oslo	20 øre red	NK 145



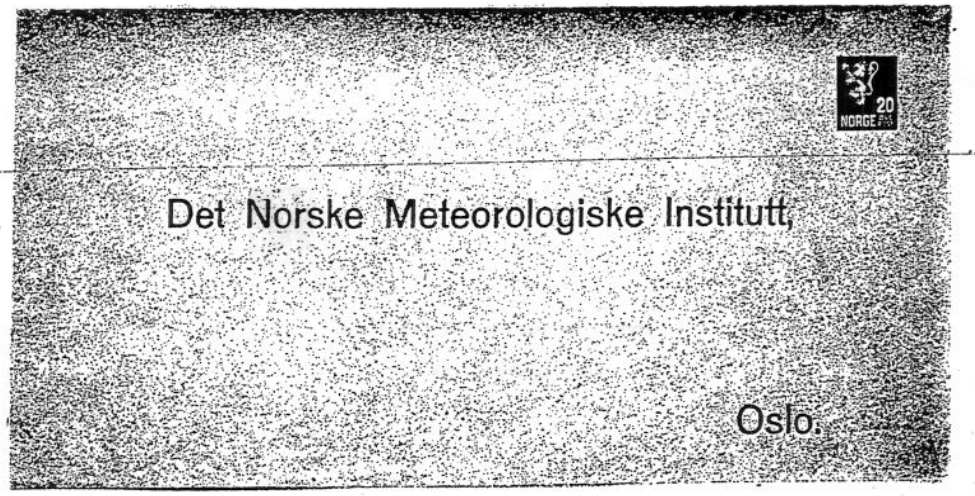
E40. 20 øre.

E41.	1929.	Norges Vassdrags- og Elektrisitetsvesen, Oslo	40 øre grey	NK 152
E42.	1930.	Norges Vassdrags- og Elektrisitetsvesen, Oslo	60 øre grey blue	NK 154
E43.	1931.	Norges Vassdrags- og Elektrisitetsvesen, Oslo	10 øre green	NK 141
E44.	1932.	Sosialdept. Bidragsfogden	10 øre green	NK 141
E45.	1932.	Fiskeridirektøren	10 øre green	NK 141

E46.	1932.	Fiskeridirektøren	20 øre red	NK 145
E47.	1932.	Fiskeridirektøren	40 øre grey	NK 152
E48.	1932.	Fiskeridirektøren	60 øre grey blue	NK 154
E49.	1932.	Det Norske Meteorologiske Institutt, Oslo	20 øre red	NK 145

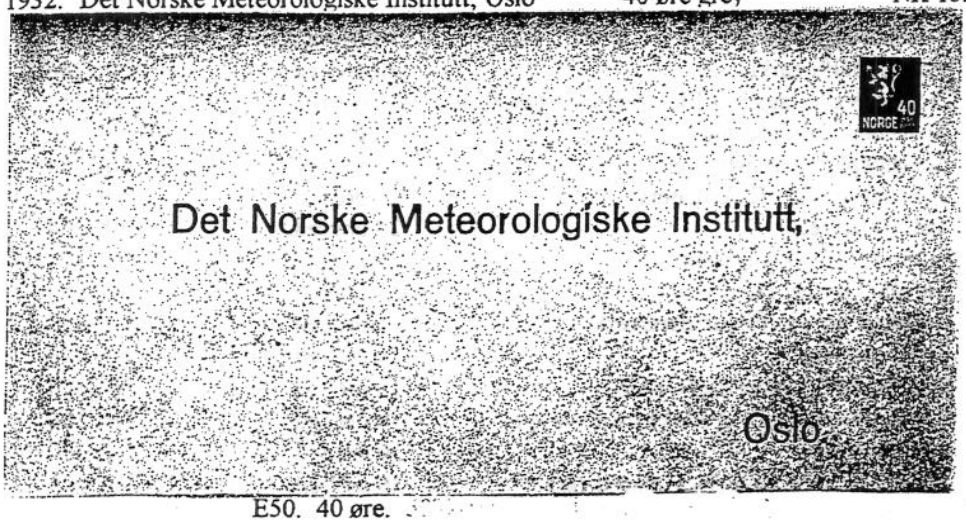


E49. 20 øre.



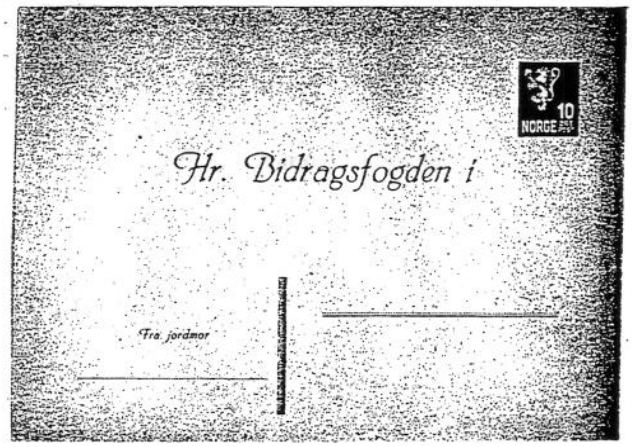
E49. 20 øre.

E50.	1932.	Det Norske Meteorologiske Institutt, Oslo	40 øre grey	NK 152



E50. 40 øre.

E51.	1935.	Sosialdept. Bidragsfogden	20 øre red	NK 145
E52.	1935.	Norges Vassdrags- og Elektrisitetsvesen, Oslo	10 øre green	NK 141
E53.	1937.	Norges Vassdrags- og Elektrisitetsvesen, Oslo	10 øre green	NK 202
E54.	1937.	Norges Vassdrags- og Elektrisitetsvesen, Oslo	20 øre red	NK 205
E55.	1939.	Det Norske Meteorologiske Institutt, Blindern	10 øre green	NK 202
E56.	1939.	Det Norske Meteorologiske Institutt, Blindern	20 øre red	NK 205
E57.	1940.	Sosialdept. Bidragsfogden	10 øre green	NK 202



E44 or E57. 10 øre.

E58.	1940.	Sosialdept. Bedragsfogden	20 øre red	NK 205
E59.	1941.	Norges Vassdrags- og Elektrisitetsvesen, Oslo	20 øre red	NK 282 "V"

Norges Vassdrags- og Elektrisitetsvesen

Hydrografiske avdeling

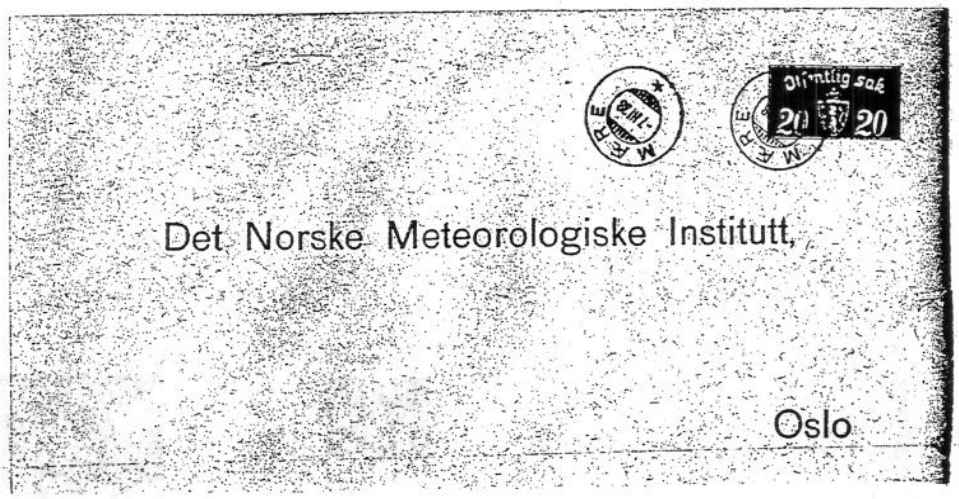
OSLO

E59. 20 øre "V" overprint.

E60.	1944.	Norsk Målførearkiv	7 øre orange	NK 241
E61.	1944.	Norsk Målførearkiv	20 øre red	NK 246II
E62.	1946.	Norges Vassdrags- og Elektrisitetsvesen, Oslo	25 øre red	NK 354
E63.	1946.	Sosialdept., Bidragsfogden	15 øre olive	NK 245
E64.	1946.	Sosialdept., Bidragsfogden	25 øre red	NK 354
E65.	1950.	Arendals komm. Elektrisitets	25 øre red	NK 354
E66.	1950.	Telegrafstyret	25 øre red	NK 354
E67.	1950.	Forsvarets Trykningssentral	25 øre red	NK 354
E68.	1950.	Ingvald Grøthe, Hemsedal	25 øre red	NK 354
E69.	1951.	Arendals komm. Elektrisitetsverk	25 øre red	NK 393
E70.	1951.	Telegrafstyret	25 øre red	NK 393
E71.	1951.	Oslo Bolig og Sparelag (OBOS)	25 øre red	NK 393
E72.	1951.	Norges Vassdrags- og Elektrisitetsvesen	30 øre red	NK 396
E73.	1951.	Telegrafstyret	30 øre red	NK 396
E74.	1951.	Arendals kommunale Elektrisitetsverk	30 øre red	NK 396

E75.	1951.	Oslo Trygdekasse	30 øre red	NK 396
E76.	1952.	Oslo Håndsetterklubb	30 øre red	NK 396
E77.	1952.	Oslo Håndsetterklubb	60 øre greyblue	NK 402
E78.	1952.	Sosialdept., Bidragsfogden	30 øre red	NK 396
E79.	1952.	Hadelands Elektrisitetsverk	30 øre red	NK 396
E80.	1953.	Den norske Lægeforening	30 øre red	NK 396
E81.	1953.	Kommunale elektrisitetsverk, Ørnes	30 øre red	NK 396
E82.	1954.	International Business Machines A/S, Oslo	30 øre red	NK 396

OFFICIAL ENVELOPES PRINTED TO SPECIAL ORDER



EO . 20 øre NK T die.

EO1.	1935.	Norges Vassdrags- og Elektrisitetsvesen, Oslo	20 øre red	NK T25
EO2.	1935.	Norges Vassdrags- og Elektrisitetsvesen, Oslo	40 øre grey	NK T27
EO3.	1938.	Det Norske Meteorologiske Institutt, Oslo	20 øre red	NK T25

EO 20 øre.

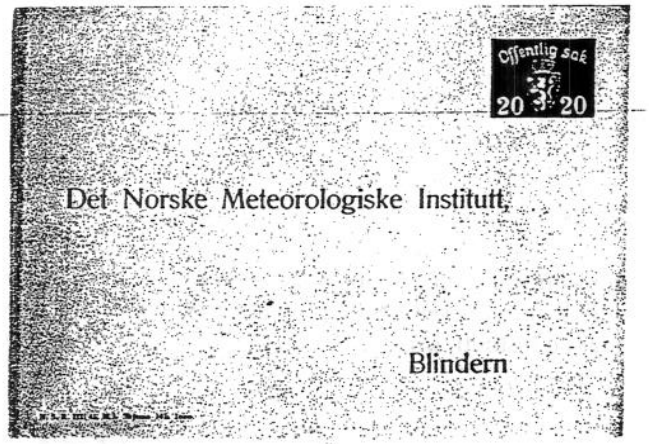
EO4.	1938.	Det Norske Meteorologiske Institutt, Oslo	40 øre grey	NK T27
EO5.	193	Det Norske Meteorologiske Institutt, Blindern	20 øre red	NK T33
EO6.	1939.	Det Norske Meteorologiske Institutt, Oslo	40 øre grey	NK T37
EO7.	1940.	Det Norske Meteorologiske Institutt, Blindern	20 øre red	NK T43

EO8.	1940.	Det Norske Meteorologiske Institutt, Blindern	40 øre grey	NK T45
EO9.	1941.	Statens Direktorat for Arbeidsformidling	7 øre orange	NK T41

Det Norske Meteorologiske Institutt,

Blindern.

EO5? 20 øre.
Stamp die appears to be NK T25, not T33. (cancel: 1944)



itutt,

EO : 20 øre.
Stamp die appears to be ~~NK T25, not~~ T33. (N.S.R. III.45. M.I. Skjema 141.1000)

EO10.	1943.	Det Norske Meteorologiske Institutt, Blindern	20 øre red	NK T52
EO11.	1943.	Det Norske Meteorologiske Institutt, Blindern	40 øre grey	NK T56
EO12.	1944.	Direktoratet for Arbeidsformidling	7 øre orange	NK T49
EO13.	1944.	Direktoratet for Arbeidsformidling	20 øre red	NK T52
EO14.	1946.	Det Norske Meteorologiske Institutt, Blindern	25 øre red	NK T61
EO15.	1946.	Det Norske Meteorologiske Institutt, Blindern	50 øre lilac	NK T65
EO16.	1950.	Kontoret for Landbruksforsking	10 øre green	NK T42
EO17.	1951.	Det Norske Meteorologiske Institutt, Blindern	30 øre red	NK T71
EO18.	1951.	Det Norske Meteorologiske Institutt, Blindern	60 øre greyblue	NK T73
EO19.	1951.	Forsvarets Trykningssentral	30 øre red	NK T71
EO20.	1954.	Kontoret for Landbruksforsking	15 øre olive	NK T70

Det Norske Meteorologiske Institutt,

Blindern.

EO11. 40 øre.

PRIVATE FORMS STAMPED BETWEEN 1905-1954

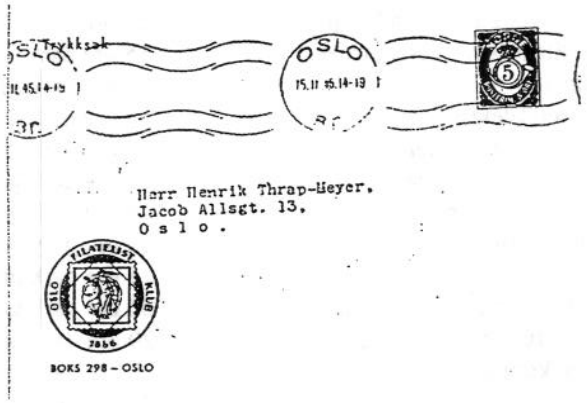
F1.	1907.	Payment forms from divisions of Norges Bank to the Postal Administration's Accounting office	10 øre carmine	NK 77II
F2.	1911.	Forms for the Postal Administration	10 øre carmine	NK 100

PRIVATE LETTER CARDS STAMPED BETWEEN 1905-1954

L1.	1951.	Norsk Folke Ferie	25 øre red	NK 393

PRIVATE POSTAL CARDS STAMPED BETWEEN 1905-1954

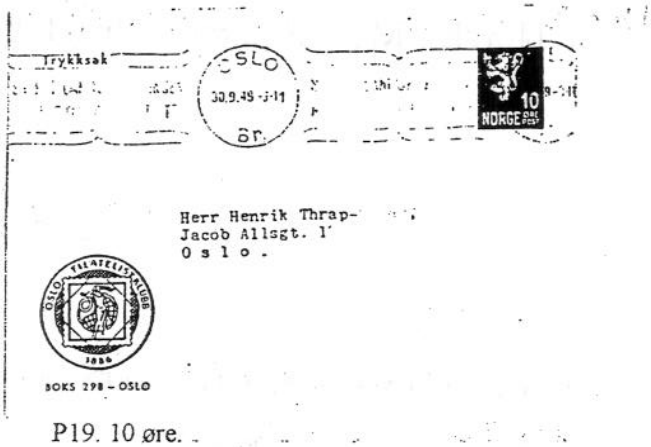
P1.	1910.	Den norske Creditbank. Norwegian text	3 øre yellow	NK 98
P2.	1910.	Den norske Creditbank. German text	10 øre carmine	NK 100
P3.	1910.	Den norske Creditbank. English text	10 øre carmine	NK 100
P4.	1910.	Den norske Creditbank. French text	10 øre carmine	NK 100
P5.	1911.	Den norske Creditbank. Norwegian text	10 øre carmine	NK 100
P6.	1917.	Kristiania Sundhets kommission	5 øre green	NK 99
P7.	1919.	Kristiania Ligningsvesen	5 øre green	NK 99
P8.	1940.	A/S E. Sunde & Co.	15 øre olive	NK 204
P9.	1942.	Oslo Elektrisitetsverk (double card)	5 + 10 øre pink/green	NK 240 + 242
P10.	1943.	Oslo Elektrisitetsverk (double card)	5 + 10 øre pink/green	NK 240 + 242
P11.	1943.	A/S Glommens Træsliberi, Oslo (double)	7 + 15 øre green/olive	NK 241 + 245
P12.	1944.	Oslo Elektrisitetsverk (double card)	5 + 10 øre pink/green	NK 240 + 242
P13.	1945.	Oslo Filatelistklub	5 øre pink	NK 240



P13. 5 øre.

P14.	1945.	A/S Glommens Træsliberi, Oslo (double)	15 + 15 øre olive	NK 245 + 245

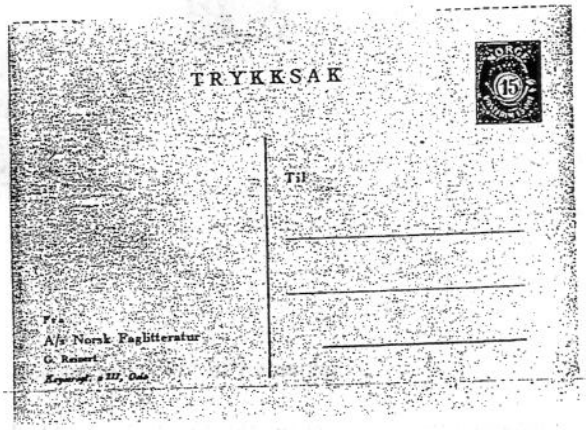
P15.	1945.	Oslo Lysverker (triple cards)	5 + 10 øre pink/green	NK 240 + 242
P16.	1946.	Fabritius Reklamebyrå A/S	5 øre pink	NK 240
P17.	1946.	Fabritius Reklamebyrå A/S	7 øre green	NK 241
P18.	1946.	Sarpsborg Elektr. Fabrik "Defa" A/S	15 øre olive	NK 245
P19.	1947.	Oslo Filatelistklubb	10 øre green	NK 242



P19. 10 øre.

P20.	1947.	Østlandske Petroleums Compagnie A/S	15 øre olive	NK 245
P21.	1947.	Oslo Helseråd	15 øre olive	NK 245
P22.	1947.	Oslo Lysverker (double card)	10 + 15 øre green/olive	NK 240 + 245
P23.	1949.	H. Finstad	10 øre green	NK 242
P24.	1949.	Driftskredittkassen for Jordbruket	15 øre olive	NK 245
P25.	1950.	Vestlandske Petroleums Compagni A/S	15 øre olive	NK 245
P26.	1950.	Fjæremfossen komm. Kraftselskap	15 øre olive	NK 245
P27.	1950.	Asker komm. Elektrisitetsverk	15 øre olive	NK 245
P28.	1950.	Telegrafstyret	15 øre olive	NK 245
P29.	1950.	Drammens Elektrisitetsverk	15 øre olive	NK 245
P30.	1950.	Asker Kommune	15 øre olive	NK 245
P31.	1950.	Idrettsforlaget A/S	10 øre green	NK 242
P32.	1950.	Idrettsforlaget A/S	15 øre olive	NK 245
P33.	1951.	Vest-Oppland komm. Kraftselskap	15 øre olive	NK 245
P34.	1951.	Røyken komm. Kraftselskap	15 øre olive	NK 245
P35.	1951.	Tono	15 øre olive	NK 245
P36.	1951.	Haakon Johannessen A/S	15 øre olive	NK 245
P37.	1951.	Idrettsforlaget A/S	10 øre grey	NK 388
P38.	1951.	Kulturforlaget	10 øre grey	NK 388
P39.	1951.	Kulturforlaget	15 øre dark green	NK 389
P40.	1951.	Fosen komm. Kraftlag	15 øre dark green	NK 389
P41.	1951.	Idrettsforlaget A/S	15 øre dark green	NK 389
P42.	1951.	Vest-Oppland komm. Kraftselskap	15 øre dark green	NK 389
P43.	1951.	Nes komm. Elektrisitetsverk, Årnes	15 øre dark green	NK 389
P44.	1951.	Asker Kommune	15 øre dark green	NK 389
P45.	1951.	Namsos komm. Elektrisitetsverk	15 øre dark green	NK 389
P46.	1952.	Driftskassen for Jordbruket	15 øre dark green	NK 389
P47.	1952.	Asker komm. Elektrisitetsverk	15 øre dark green	NK 389
P48.	1952.	Stor-Elvedal A/S, Koppang	15 øre dark green	NK 389
P49.	1952.	Oslo Filatelist Klub	10 øre grey	NK 388
P50.	1952.	Tono	15 øre dark green	NK 389
P51.	1952.	Vest-Oppland komm. Kraftselskap	20 øre dark green	NK 392
P52.	1952.	Østlandske Petroleums Compagni	20 øre dark green	NK 392
P53.	1952.	Fjæremfossen komm. Kraftselskap	20 øre dark green	NK 392
P54.	1952.	Harstad Kraftselskap	20 øre dark green	NK 392

P55.	1952.	Kulturforlaget	20 øre dark green	NK 392
P56.	1952.	Aust-Agder Kraftverk	20 øre dark green	NK 392
P57.	1952.	Livsforsikringsselskapet "Glitne"	20 øre dark green	NK 392
P58.	1952.	Nordhordland komm. Kraftverk	20 øre dark green	NK 392
P59.	1952.	Borgund komm. Kraftlag	20 øre dark green	NK 392
P60.	1952.	Kulturforlaget (extra imprint on 10 ø, # P38)	10 + 5 øre grey/lilac	NK 388 + 200
P61.	1952.	Andøya Kraftlag	20 øre dark green	NK 392
P62.	1952.	Fosen komm. Kraftlag	20 øre dark green	NK 392
P63.	1952.	Kulturforlaget	20 øre dark green	NK 392
P64.	1952.	A/S Norsk Faglitteratur	15 øre brown	NK 390

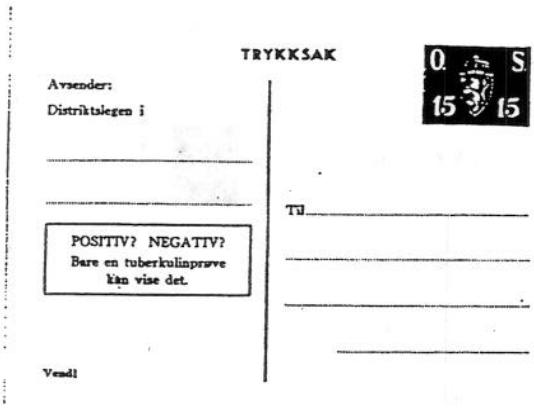


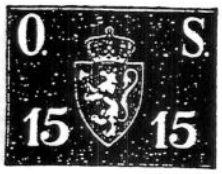
P64. 15 øre.

P65.	1952.	A/S Norsk Faglitteratur	20 øre dark green	NK 392
P66.	1952.	Nes kommunale Elektrisitetsverk, Årnes	20 øre dark green	NK 392
P67.	1953.	Kulturforlaget	15 øre brown	NK 390
P68.	1953.	Herredskassereren i Asker	20 øre dark green	NK 392
P69.	1953.	Sparetrygden	20 øre dark green	NK 392
P70.	1953.	Bokreditt, Tønsberg	15 øre dark green	NK 389
P71.	1953.	Asker komm. Elektrisitetsforsyning	20 øre dark green	NK 392
P72.	1953.	Livsforsikringsselskapet "Glitne"	20 øre dark green	NK 392
P73.	1953.	Vest-Oppland komm. Kraftselskap	20 øre dark green	NK 392
P74.	1953.	Nord-Aurdal Kraftlag	20 øre dark green	NK 392
P75.	1953.	J. W. Cappelens Forlag	20 øre dark green	NK 392
P76.	1953.	Tono	20 øre dark green	NK 392
P77.	1953.	Hadelands Elektrisitetsverk, Jaren (triple card)	20 øre dark green	NK 392
P78.	1953.	Strandvik, Fusa og Hålandsdal Kraftlag	20 øre dark green	NK 392
P79.	1953.	Sør-Helgeland Kraftlag	20 øre dark green	NK 392
P80.	1953.	Søre Sunnmøre Kraftlag	20 øre dark green	NK 392
P81.	1953.	Hordaland komm. Kraftlag	20 øre dark green	NK 392
P82.	1953.	A/S Esso	20 øre dark green	NK 392
P83.	1953.	Landsforeningen mot Polyomyelitt	15 øre brown	NK 390
P84.	1953.	Oppdal Elektrisitetsverk	20 øre dark green	NK 392
P85.	1953.	Skjeberg komm. Elektrisitetsverk	20 øre dark green	NK 392
P86.	1954.	Fåberg Elektrisitetsverk	20 øre dark green	NK 392
P87.	1954.	Karmsund Kraftlag	20 øre dark green	NK 392

OFFICIAL POSTAL CARDS PRINTED TO SPECIAL ORDER

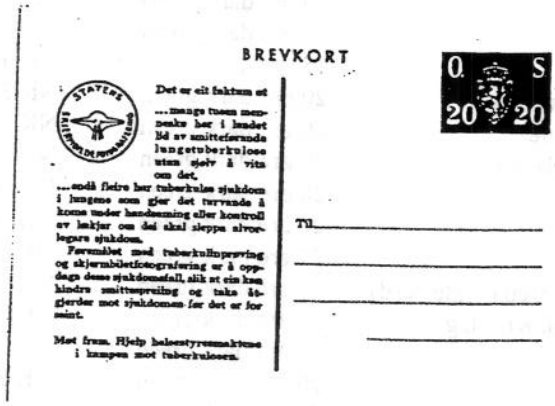
PO1.	1948.	Sivilforsvaret	10 øre green	NK T42
PO2.	1948.	Sivilforsvaret	15 øre olive	NK T59
PO3.	1950.	Statens Skjermbilled fotografering	10 øre green	NK T42
PO4.	1950.	Sosialdepartementet	10 øre green	NK T42
PO5.	1950.	Forsvarets Trykningssentral	10 øre green	NK T42
PO6.	1950.	Forsvarets Trykningssentral	15 øre olive	NK T59
PO7.	1952.	Statens skjermbilledfotografering	15 øre olive	NK T59
PO8.	1952.	Sivilforsvaret	15 øre olive	NK T59
PO9.	1952.	Statens skjermbilledfotografering	15 øre brown	NK T70

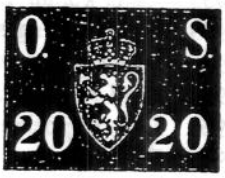




PO9. 15 øre. (skjema 27a "195_" in text).

PO10.	1952.	Forsvarets Trykningssentral (overprint on #PO6)	20/15 øre black on olive	NK T59
PO11.	1952.	Forsvarets Trykningssentral	20 øre red	NK T43
PO12.	1953.	Statens skjermbilledfotografering	20 øre red	NK T43
PO13.	1953.	Socialdepartementet	15 øre brown	NK T70
PO14.	1953.	Socialdepartementet	20 øre red	NK T43
PO15.	1953.	Statens skjermbilledfotografering	20 øre red	NK T43
PO16.	1953.	Bergen Sivilforsvarskrets	15 øre brown	NK T70
PO17.	1954.	Sivilforsvaret	15 øre brown	NK T70





PO?? 20 øre blue green. NKT7X (no 20 øre O.S.) (skjema 22b. "1947" in text).

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A SURPRISE IN PINK

Frederick A. Brofos

The Posthorn design of Norway is the world's oldest stamp design still in ordinary use. Among the many interesting things that have happened with it over the years is the story of an old and obsolete Posthorn stamp die, probably from the 19th Century, which suddenly was used in an emergency of the 20th Century.

As all students of Norwegian stamps know, the Posthorn design with the "Old Type" corner wings, with rather disorderly feathers and serifed letters, was used by the Central Printing Works and Chr. H. Knudsen in the 1890s. Both were printers of Christiania and their stamps are clearly distinguished from each other by various well-known characteristics, namely the small value figures and distinctive disorderly wing types.

It is the 5 øre denomination which we are going to focus on here. This has appeared in three main colors, with various shades. Starting in 1877 with blue, it passed on to green and finally turned pink. During 1909/10, the Posthorn design was revamped with "New Type" corner wings, showing the feathers in a neat and orderly arrangement. The 5 øre value in this new distinctive pattern started in green color in 1910, but in 1922 was changed to pink. So, I was rather surprised one day to find a 5 øre stamp with "old wings" printed not in green, as one would expect, but in pink! Furthermore, it was produced in 1942, long after the stamp-printing contract had passed (in 1930) from Chr. H. Knudsen to another firm, Emil Moestue.

That this strange phenomenon is not well known is because it did not occur on adhesive postage stamps, but in the stamp printed on certain postal stationery. Specifically, this was a double postcard printed to private order for the Oslo Electricity Works. The card's first half contained a printed instruction, sent at the 5 øre rate for printed matter. It told the recipient to return the attached 10 øre (lion type design) postcard by October 15, 1942. The required writing-in of the electric meter reading and the number of household residents, necessitated the

higher postal rate on the reply card.

After the Post Office had accepted this sudden rush job from the Municipality of Oslo, they must have been rather shocked to find they had no 5 øre stamp die available! As it was a large order, possibly covering every household in town using electricity and needed soon, the affixing of 5 øre adhesives was out of the question.

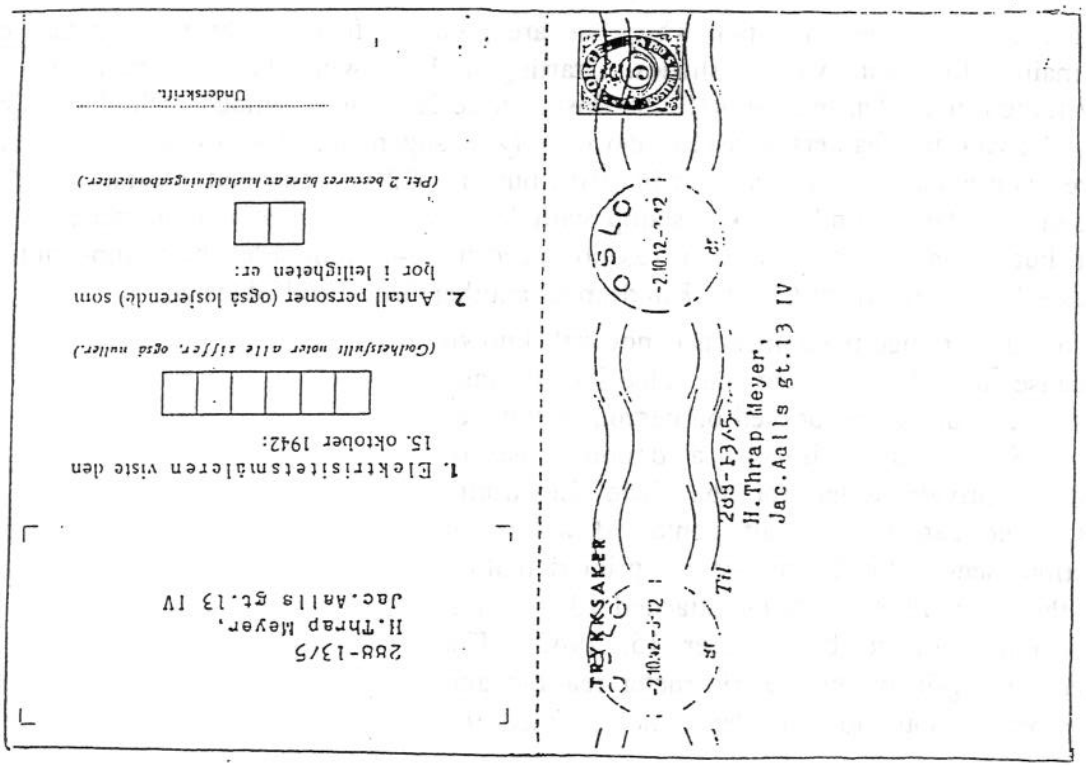
Fortunately, the problem was solved when an ancient 5 øre die was conveniently discovered somewhere and considered sufficient for emergency use. The printing die which was found was probably a reserve die which hadnt been used before. Aside from having the "Old Type Wings", it showed a small figure "5" in the oval band which was quite different from the normal die or even the special "extra type" sometimes used on the Knudsen adhesive stamps. Whether instead this apparition may have originated at the Central Printing Works remains to be determined. Whatever its origin, it certainly stands out as a remarkably late use of an old stamp die for a non-philatelic undertaking.

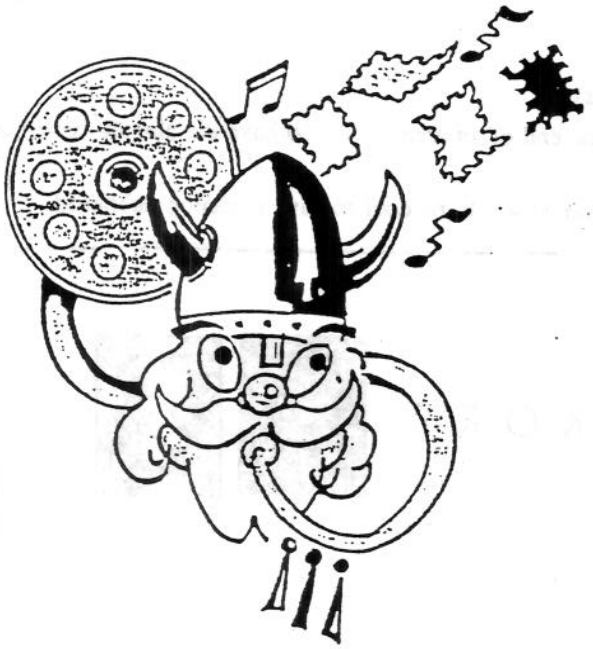
On this special stamp, there always appears a small spot in the field to the left of the crown, perhaps caused by rust or something. Apparently the die was not used other than for the Oslo Electricity Works cards.

Left to right: the ordinary Knudsen die, the remarkable Reserve die, and the ordinary Moestue die.

There were three distinct issues of these cards, each with slightly varying text. The first issue, from October, 1942, was on white cardboard. The next two issues, in 1943, and 1944, were both on grayish cardboard. There was also a fourth issue which appeared in 1945 on white cardboard. This one shows a replacement has taken place and the correct 5 øre stamp of the "New Wing Type" is brought into use.

Although produced in a relatively large quantity these cards were spread around town and probably not too many have survived. Usually, the reply card was filled in and returned to the Electricity Works. There being no need to keep the 5 øre instruction card, it commonly went out with the trash. Nevertheless, as is shown in the accompanying illustration, it seems that there is always somebody around, even in wartime, who is astute enough to preserve unusual things for posterity. Being a keen collector of all things philatelic, good old Henrik retained the whole double card intact and didn't return the questionnaire. I forgot to ask him if thereby his electricity was cut off!





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Whole Number 336

THE END OF AN ERA

Frederick A. Brofos

"The arrangement whereby private parties could have stamps printed on postcards and envelopes has ceased, effective June 1, 1996." So read the stark announcement in the Norwegian Postal Bulletin of June 26; too late for any last orders to be placed.

Ordinary postal cards sold by postoffices for general consumption had already ended a few years ago. Before that, of course, all the special Official stamps and postal stationery (and there was quite a lot of specially ordered official stationery) had also been discontinued.

In recent years it was ruled that all private stationery must show the producer's name and address. Most of the later cards were made in connection with philatelic events. Several had commemorative stamps printed on them. Formerly, only the current definitives were available for use.

It was possible for customers to have additional stamps printed on their own stationery, in order to keep up with the steadily rising postal rates. This was also done on the Official stationery that could only be ordered by official authorities.

What was hardly done at all, however, was the revaluing of general issue cards of the post office. Shown here is one such, from 1968, which could be called "The Two Kings Card", as it shows both King Olav V and his father, King Haakon VII. The other card shown was one specially produced, with a commemorative stamp, for the Moss Philatelic Club.

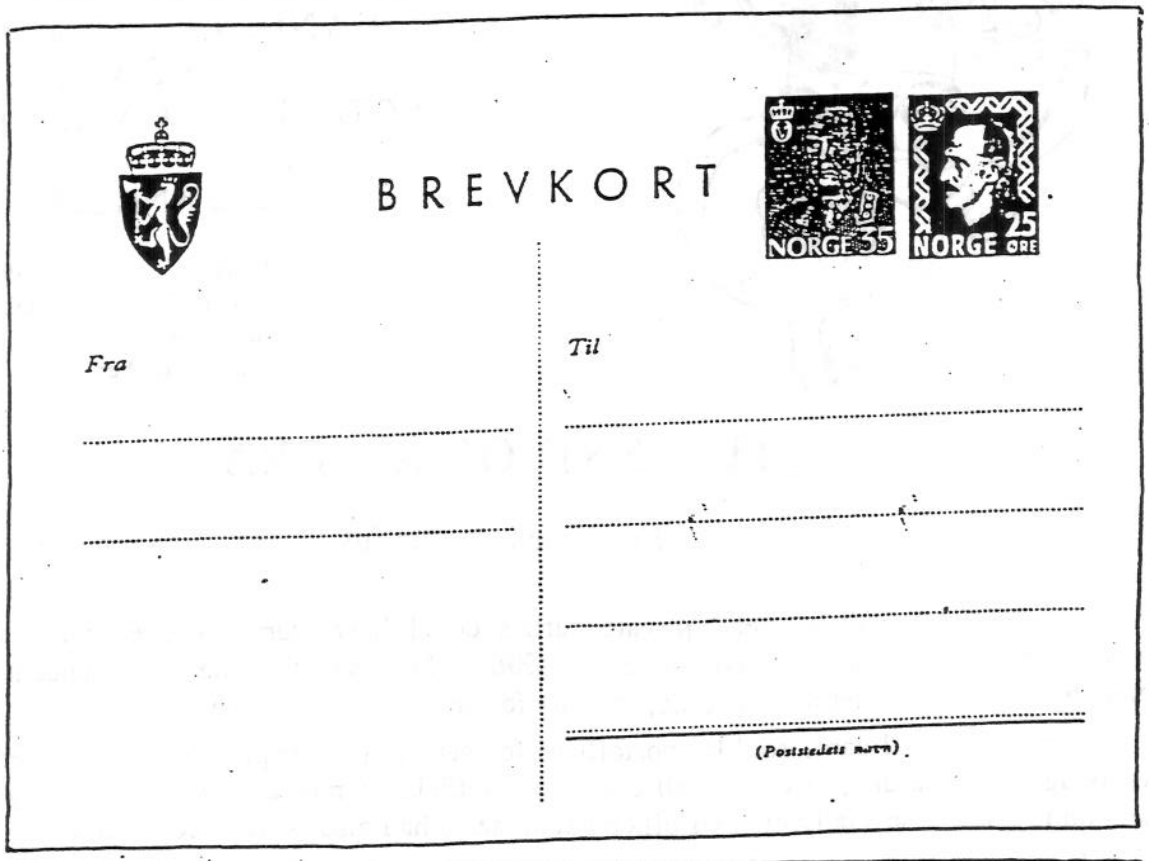
It is a pity, in a way, that all this has ended (it started around 1890), but today we at least have an idea of the boundaries of this field. Material of this kind has been both interesting and challenging to collect, as one hardly knew what to expect. Also, the quantities issued were often quite small. When collectors found out about a new issue, they were

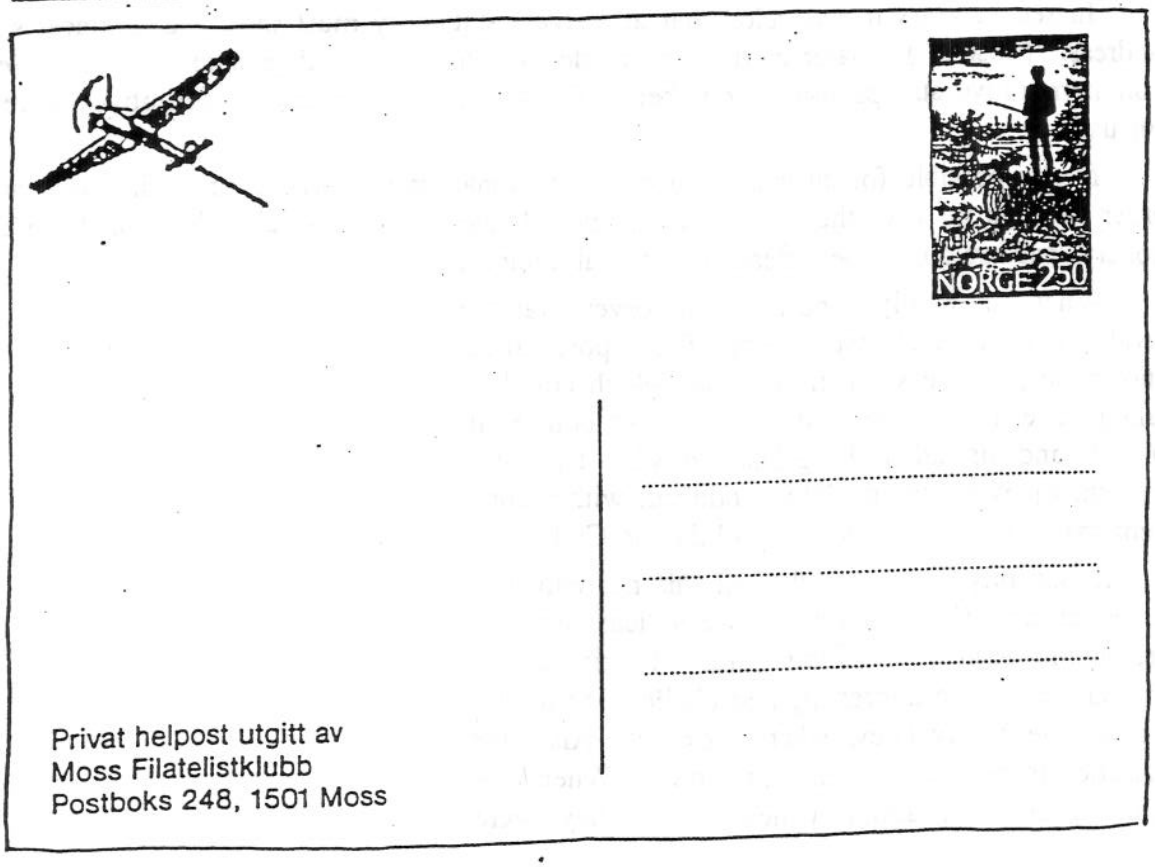
-239-

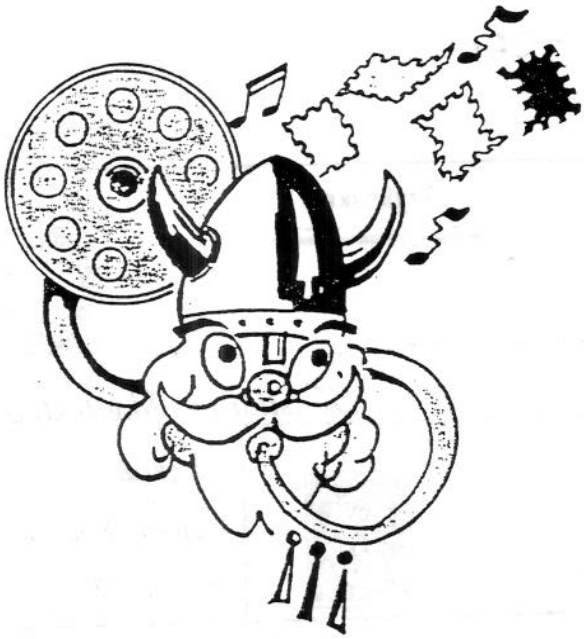
mostly already used up and gone (into wastebaskets).

Although this is the end of an era, it is not the end of an area, as we do have the already issued material to patiently hunt down.

Before all the information is forgotten, however, it would be cool to have a catalog published.







-240-

LUREN

SCANDINAVIAN PHILATELIC
LIBRARY OF
SOUTHERN CALIFORNIA, INC.
LOS ANGELES, CA.

ISSN 0739-0025
Volume 31 Number 1
January 1999
Whole Number 357

NORWEGIAN PRINTED MATTER POSTAL CARDS

Frederick A. Brofos

After looking through a good many Norwegian postal cards, I managed to gather together a small group of special "Printed Matter" cards produced privately.

Unlike in Denmark, where the Post Office issued such cards at one time, it never happened in Norway. There the regular cards could, under certain conditions, be mailed at a reduced rate. To qualify, the same printed message had to be used and nothing handwritten added. Perhaps a minimum quantity was required to be sent at the same time as well.

The three cards that I have seen all have the word "Brevkort" privately overprinted "Tryksaker" (Printed Matter). One is a 3 øre orange card, used as a reply card to enroll members into the Kristiania Skating Club. Then there is a 5 øre green, pictorial, card from Hallan & Co. Inc., Kristiania, a manufacturer of boxes and things, dated 24.2.19 and advertising a fresh new supply of rubber bands from America. The third card is from Holger Fischer, a ship broker and insurance agent of Kristiania. This 10 øre red international card is postmarked 16.2.22.

The three different denominations seem to indicate certain rate changes. That these rather interesting printed matter advertising and promotional card are not seen more often is probably due to most of them having been promptly thrown out as junk mail.

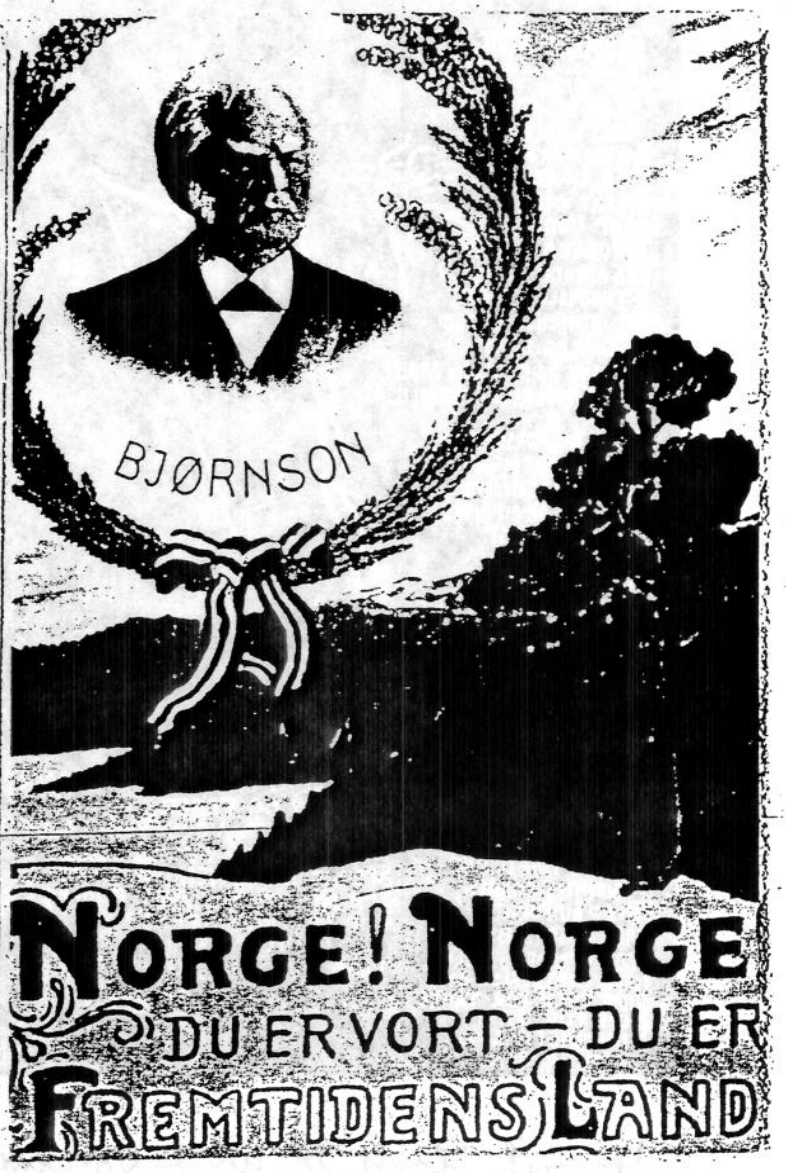
See the illustrations on page 3 of this issue.

Have any of our readers some similar cards to show us? Send a good photocopy to the editor at the postoffice box and we'll share the information. Thanks.

Three Norwegian postal cards revised for use as Printed Matter rate cards

BJØRNSTJERNE BJØRNSON (1832-1910)

Bjørnstjerne Bjørnson.



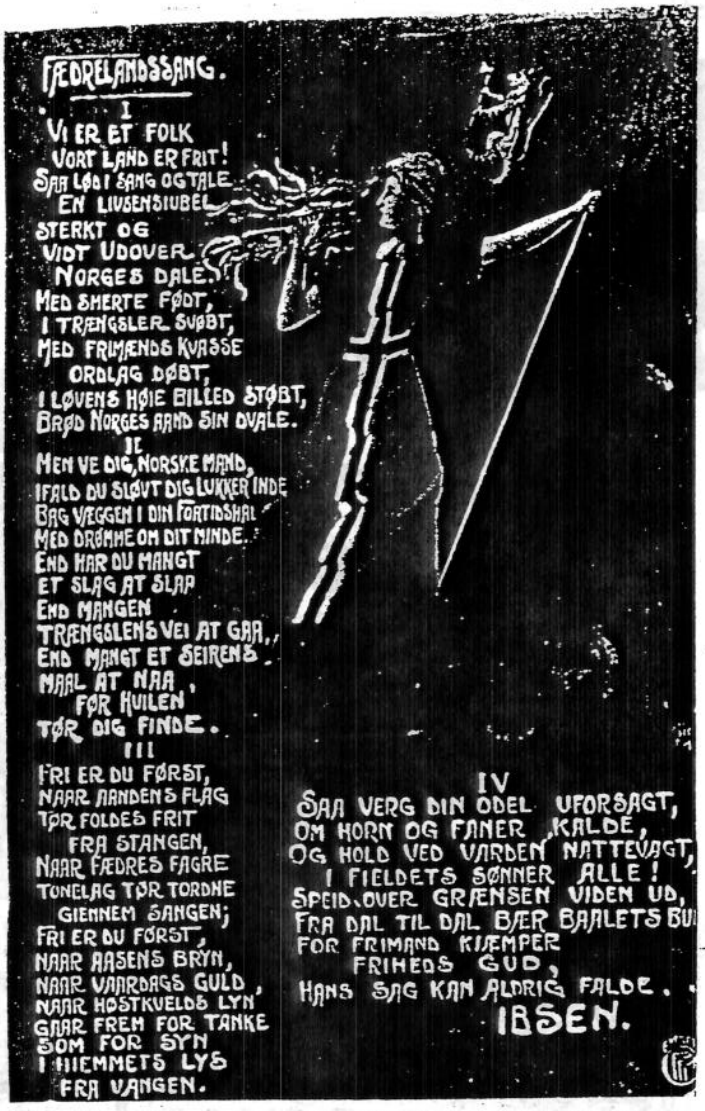
XMAS SEAL, 1910

NOBEL PRIZE, 1903

Nobody has described Norwegian folk life like Bjørnstjerne Bjørnson. His rural and farm stories are read far and wide.

He was a strong patriot and great orator, who awakened the people to new ideas. He arranged the annual Childrens Marches on May 17th., which celebrates the National Day with parades in every town around the country.

However, Bjørnson is best known for writing the Norwegian National Anthem: "Ja, vi elsker dette landet" (Yes, we love this country).



FÆDRELANDSSANG.

I

VI ER ET FOLK
VORT LAND ER FRIT!
SAA LØD I SANG OG TALE
EN LIVSENSIUBEL
STERKT OG
VIDT UDOVER
NORGES DALE.
MED SMERTE FØDT,
I TRÆNGSLER SVØBT,
MED FRIMÆNDS KVASSE
ORDLAG DØBT,
I LØVENS HØIE BILLED STØBT,
BRØD NORGES AARD SIN DVALE.

II

MEN VE DIG, NORSKE MAND,
IFALD DU SLØVT DIG LUKKER INDE
BAG VÆGGEN I DIN FORTIDSHAL
MED DRØMME OM DIT MINDE.
END HAR DU MANGT
ET SLAG AT SLAA
END MANGEN
TRÆNGSLENS VEI AT GAA,
END MANGT ET SEIRENS
MAAL AT NAA,
FØR HVILEN
TØR DIG FINDE.

III

FRI ER DU FØRST,
NAAR AANDENS FLAG
TØR FOLDES FRIT
FRA STANGEN,
NAAR FÆDRES FAGRE
TONELAG TØR TORDNE
GIENNEM SANGEN;
FRI ER DU FØRST,
NAAR AASENS BRYN,
NAAR VAARDAGS GULD,
NAAR HØSTKVELDS LYN
GAAR FREM FOR TANKE
SOM FOR SYN
I HIEMMETS LYS
FRA VANGEN.

IV

SAA VERG DIN ODEL UFORSAGT,
OM HORN OG FANER KALDE,
OG HOLD VED VARDEN NATTEVAGT,
I FIELDETS SØNNER ALLE!
SPEID OVER GRÆNSEN VIDEN UD,
FRA DAL TIL DAL BÆR BAALETS BU
FOR FRIMAND KIÆMPER
FRIHEDS GUD,
HANS SAG KAN ALDRIG FALDE.

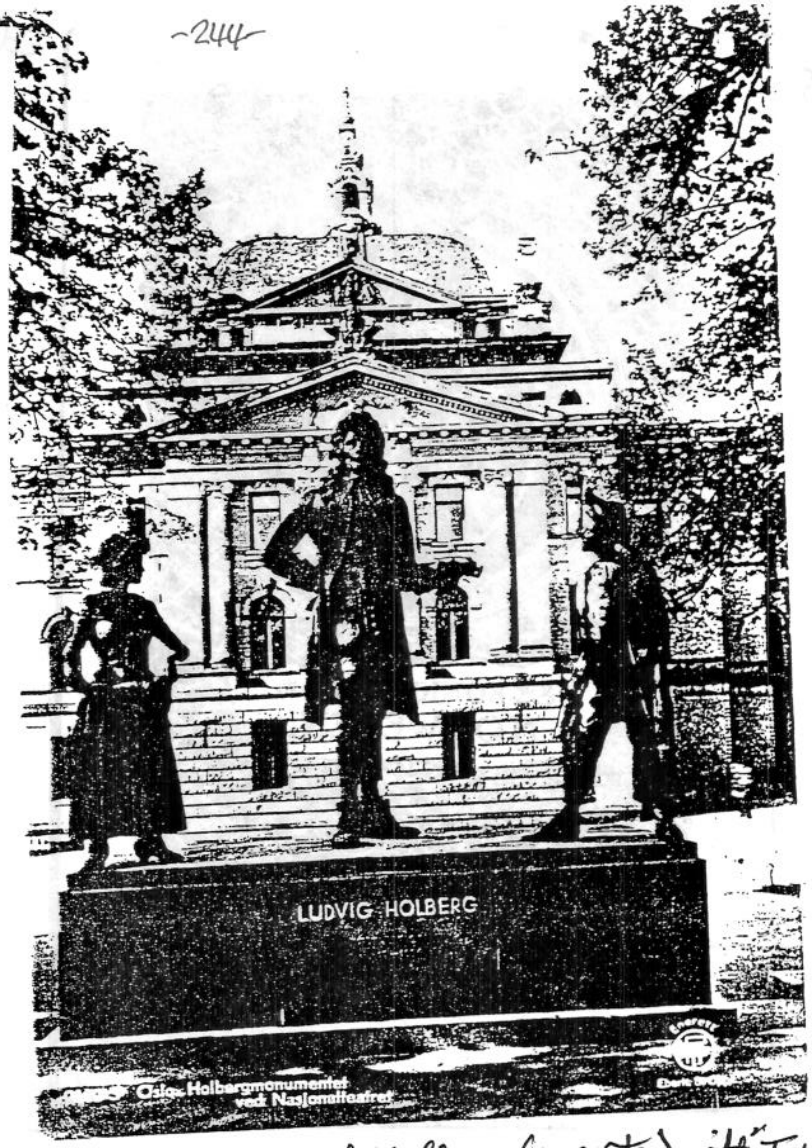
IBSEN.

Henrik Ibsen, the great Norwegian dramatist, was born in 1828 and died in 1906. His writings were world-renowned. He has appeared on numerous stamps both from Norway as well as Russia and Hungary. "Terje Viken" was one of his best poems.

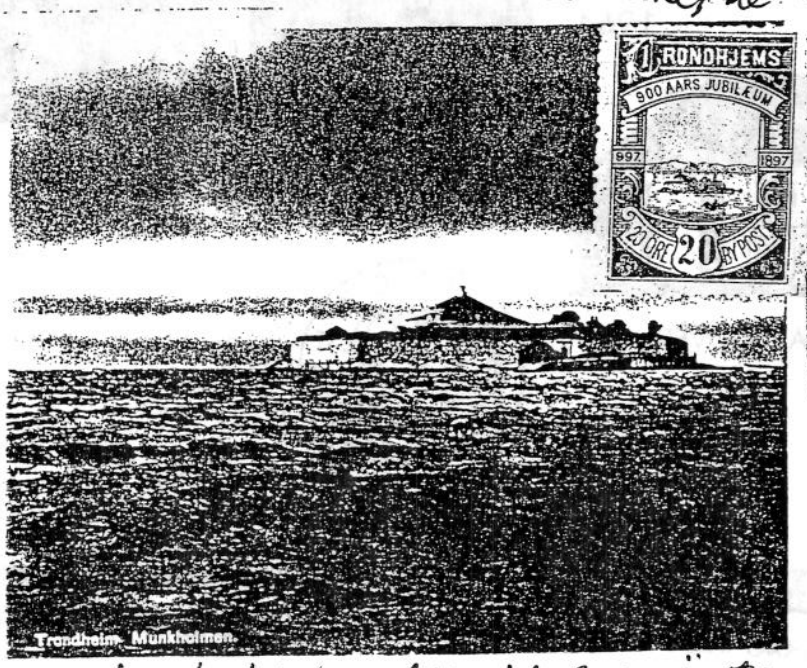
"EVIGT EIES KUN DET TAPTE"
One only owns forever that which is lost.

LUDVIG HOLBERG
1684-1754

Holberg is best known for comedies like "Jeppe på Berget"



The statue of Holberg (in center) with "Jeppe" and "Pernille" was erected through efforts of a relative of mine, the book shop owner Nils Hauff.



The grim island prison of Munkholmen in the Trondheimfjord, shown on Local Stamp

Grand Chancellor, Count Peder Griffenfeld fell out of favor and was imprisoned here.

No. 18. Gesetz. gesch. Verlag von Paul Kohl, Chemnitz.

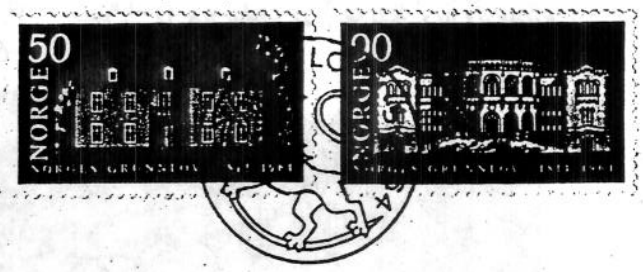
Edward Grieg, composer

Norway's Constitution, signed at Eidsvold

NORGES GRUNNLOV

1814 1964

FIRST DAY COVER



PHJ
Boks 852
Oslo 1

At upper right: I drew the reindeer in this Norw. postmark, taken from the old Tromsø local postmark in a catalog.

Gustav Vigeland (1869-1943)

The greatest and most prolific sculptor of Norway was undoubtedly Gustav Vigeland. He was born at Mandal in Southern Norway in 1869. Learning woodcarving at an early age, he went on to study sculpture in Oslo and Copenhagen. Later on, he went to Paris, Berlin, Florence, Rome and Naples. From 1897-1907, he worked on the restoration of Trondheim Cathedral. He studied Gothic art in France and England during 1900-1901.

Statues of famous people he produced in this period include the mathematician Niels Henrik Abel, the composers Rikard Nordraak and Ludwig van Beethoven, the writers Henrik Wergeland, Camilla Collett, and the naval hero Petter Wessel Tordenskjold. There were, of course, many other works too.

Vigeland's greatest undertaking was, however, his fantastic exhibition in the Frogner Sculpture Park of Oslo. It was in 1921, that a most favorable contract was signed between the artist and the City of Oslo. The city generously built a large new studio for Vigeland, desiring no payment for the work. However, the foresighted city was to be the sole heir of his entire artistic production.

In 1922, Vigeland was allotted the land where the present Sculpture Park is located. The City of Oslo gave him free rein, all the materials he needed, including a smithy and shops for stone cutting and plasterwork. These working conditions where almost unparalleled in the history of art and were fundamental in producing the terrific results.

From the main entrance gates, one crosses the impressive statuary bridge to the great Fountain surrounded by more statuary groups. Circular stairs and more magnificent granite groups lead up to the central monolith. This gigantic 260-ton stone is covered with carvings of 121 human figures struggling upwards. Beyond some marvelous wrought iron gates, showing joyful women, is a huge sculpture piece called "The Wheel of Life."

With his labors finished at last, the great man of vision passed away in Oslo in 1943. His works remain as his everlasting monument.

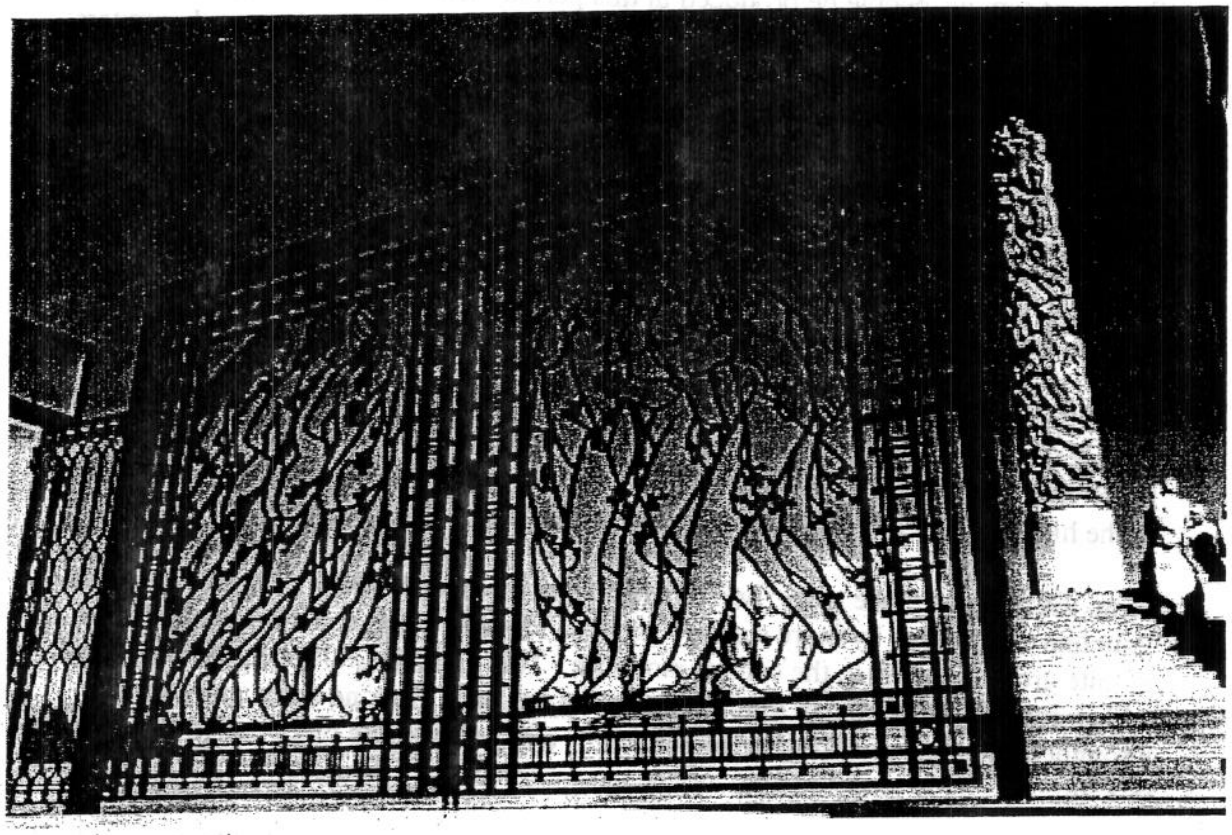
A number of Norwegian stamps show some of Vigeland's works:

<u>1869</u>: Centennial of Vigeland's birth (1869-1969)
65 øre rose gray, 90 øre light blue and gray
Details from sculptures: "Mother & Child" and "Man, Woman, & Child"

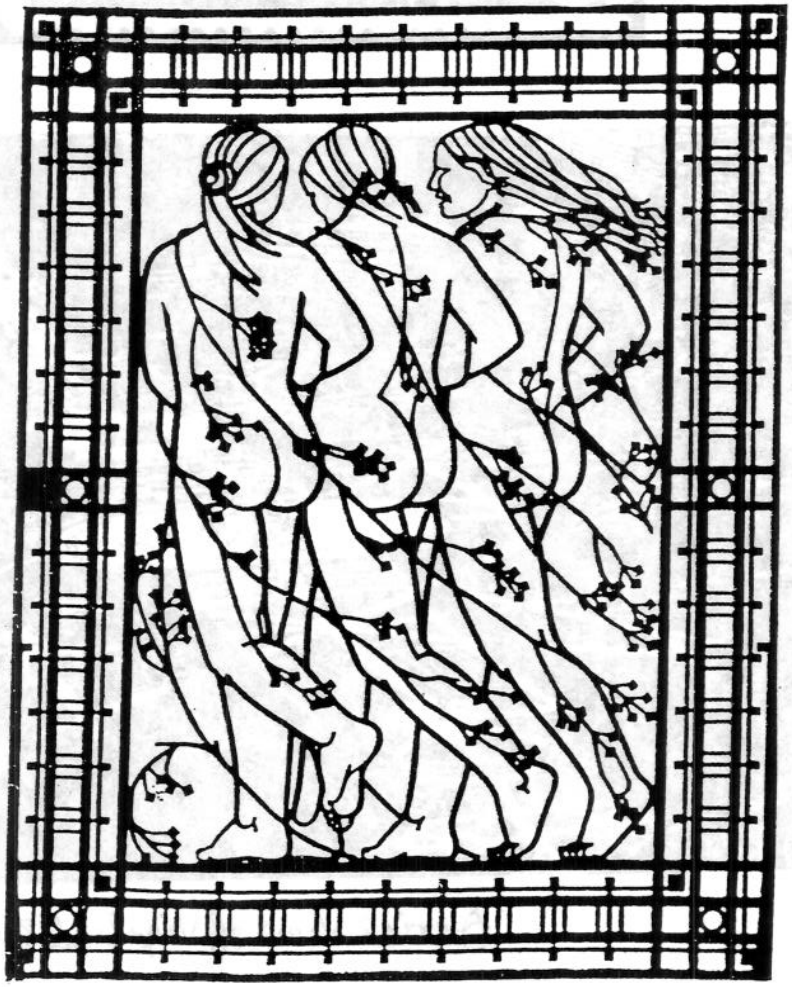
<u>1975</u>: United Nations Women's Year
Kr. 1.25 lilac and blue violet, Kr. 1.40 light green-blue and blue
Three happy women strolling amid vines, from a wrought iron gate in the Vigeland Park.

1983: Mathematicians Niels H. Abel, statue by Vigeland in Oslo.
Kr. 3.50 blue green

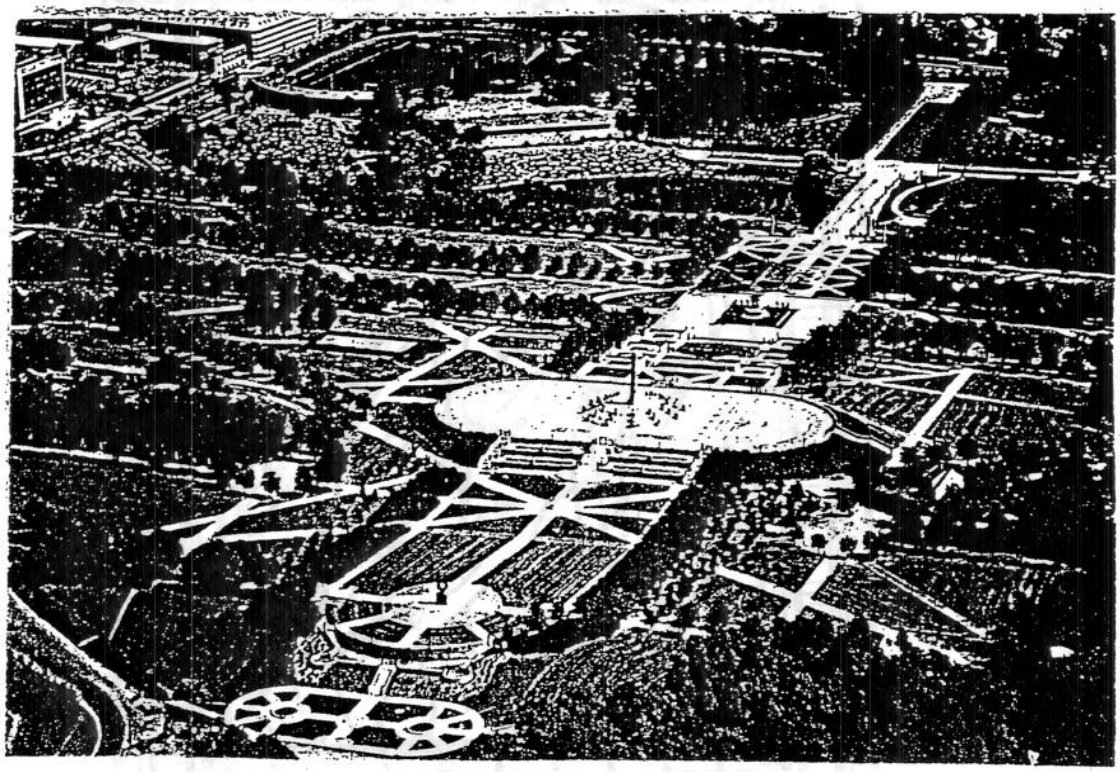
1985: International Youth Year
Kr. 2.00 multicolored
"Boy and girl" sculpture by Vigeland
Kr. 3.50 multicolored
Bronze group from Vigeland fountain in Park.



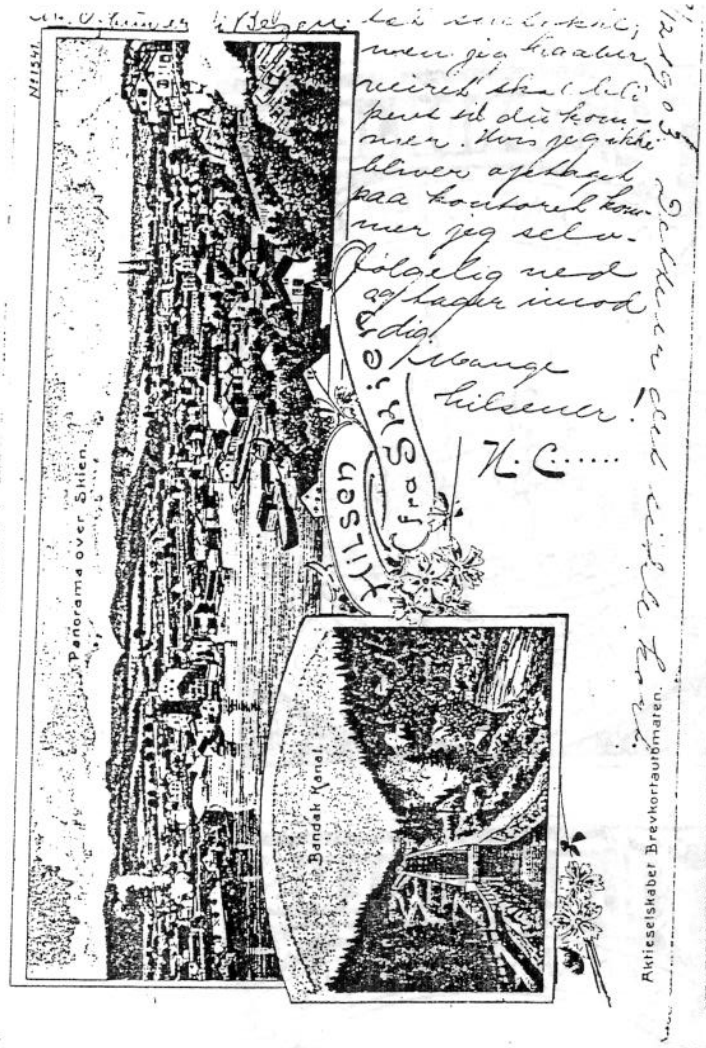
The Iron Gate and Obelisk at Vigeland Park

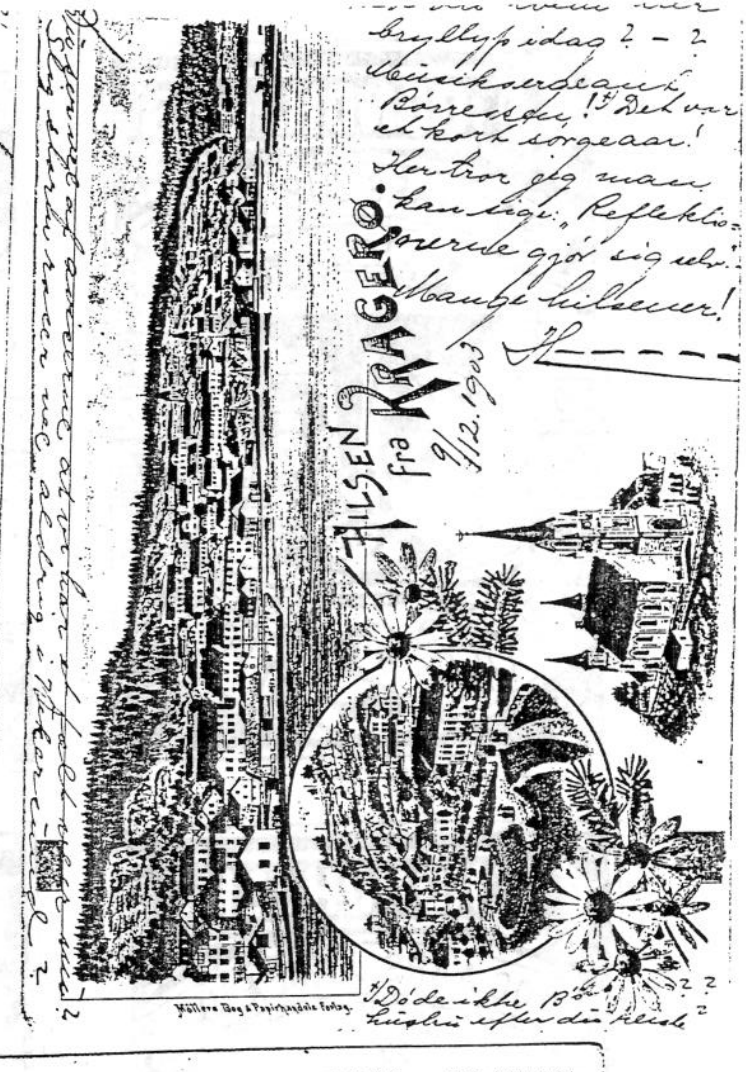


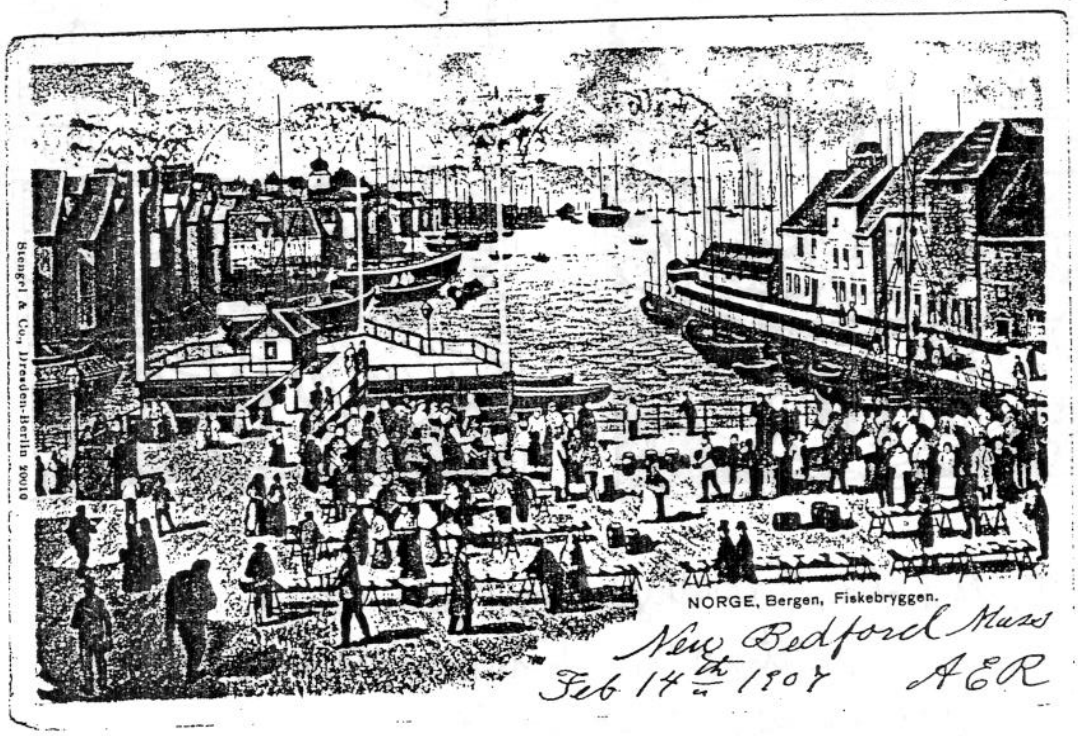
Happy young girls on the park gate



Aerial View of Vigeland Park







New Bedford Mass
Feb 14th 1907 AER

"Greetings from" various places, were popular in Norway too. Here's from Skien, Kragerø and Bergen.

The last of the Trondhjem local post stamps, showing the City arms, Nidaros Cathedral, St. Olav and Munkholmen prison/fortress.

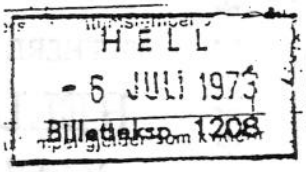
Hell in Norway

Tourists have for a long time been amused by a small place on the railroad line in Norway called Hell. Of course, its all in the odd name, although its really quite peaceful there.

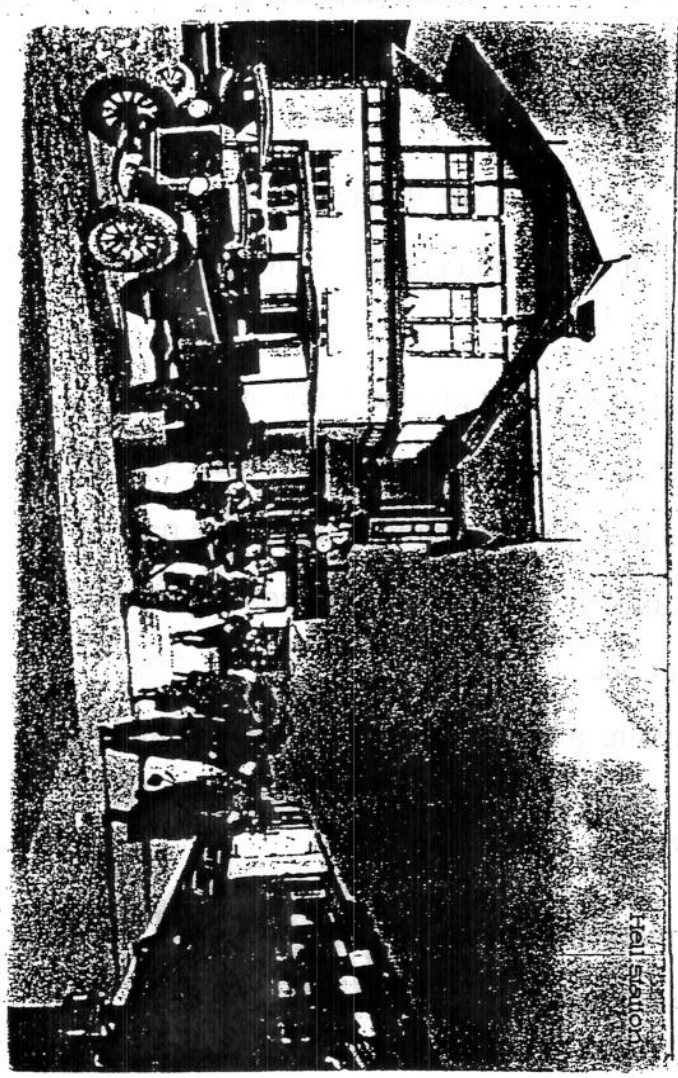
I have a postcard, sent by a visitor from London in June 1929, with the written remark: "not such a bad place after all"! Then there is a 1935 envelope with an explanatory cachet. Furthermore, another postcard, showing a glowing red sunset at the station and a sign on a side-building reading: "Hell–Gods Expedition". Translated this really means "Baggage Service".

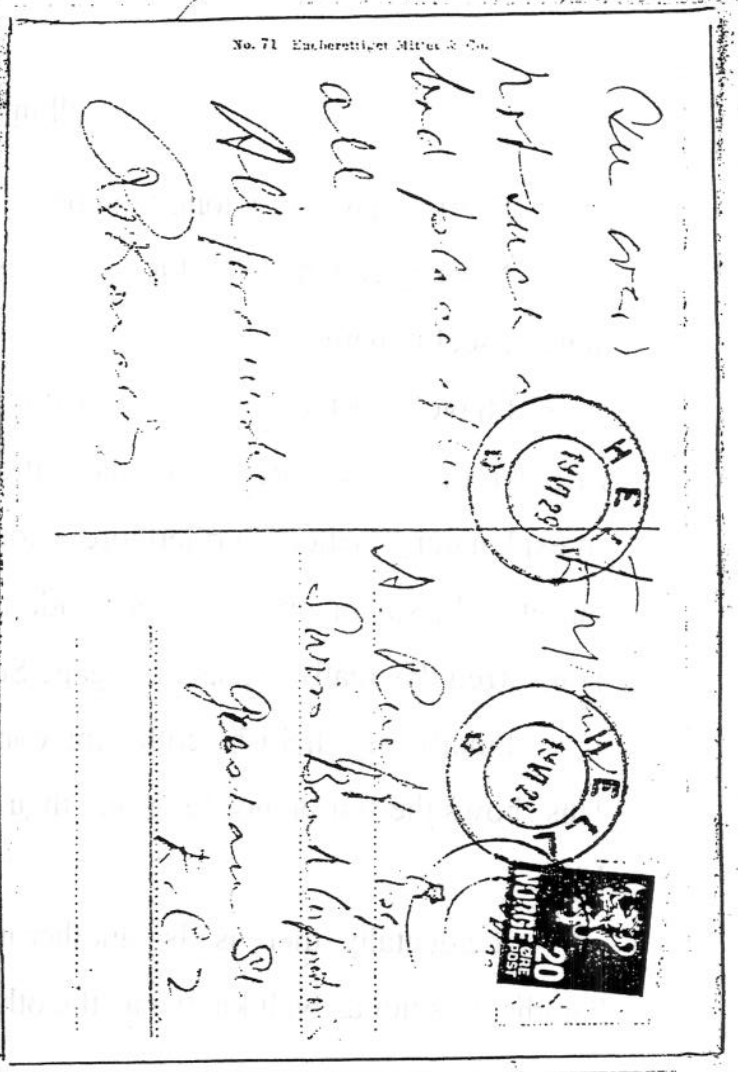
Finally, my "hellish" collection contains a bill-of-lading for freight from Hell. This shows the station no. 1208 and their violet station marker. Both from July, 1973.

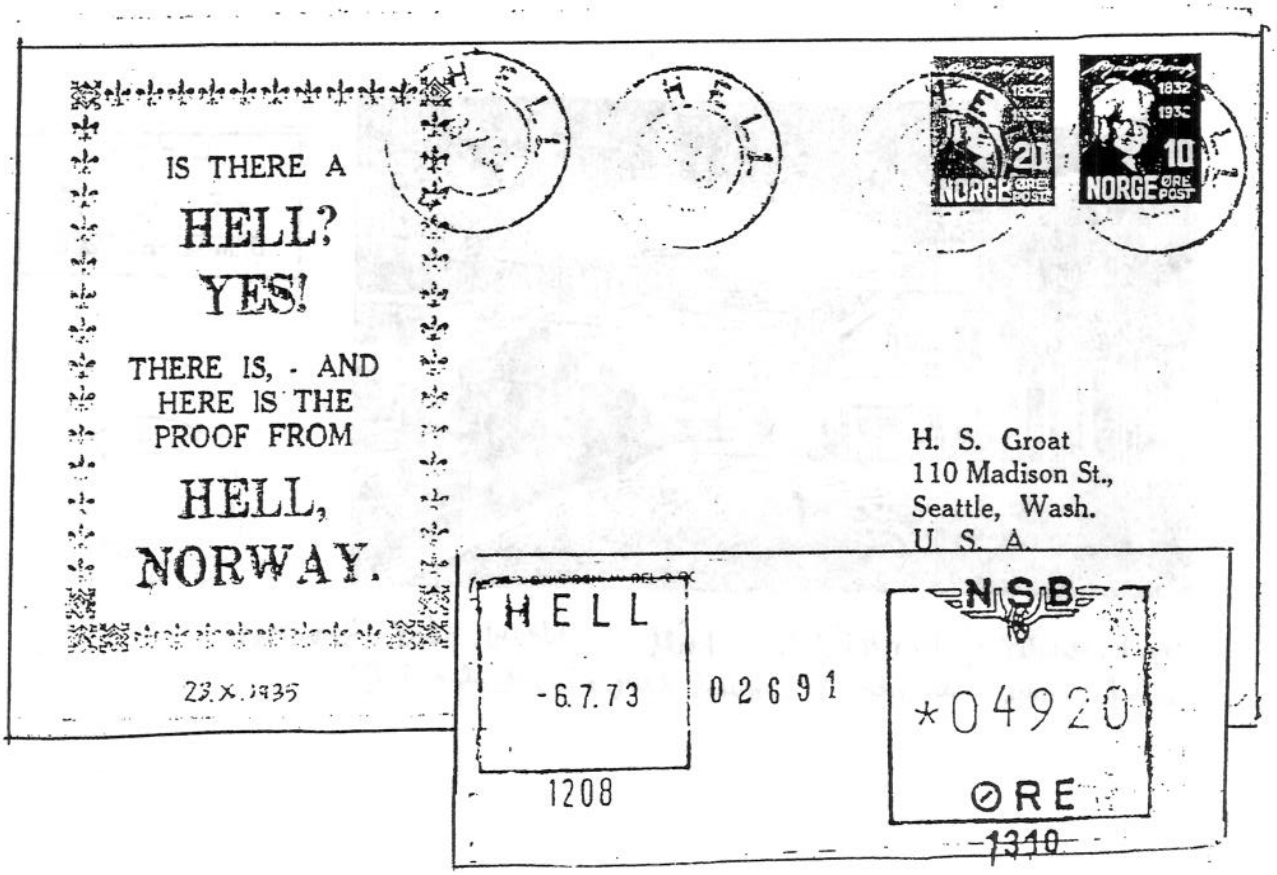
Incidentally, there is also another interesting small post office. Called Paradis, it is not as well known as the other place...

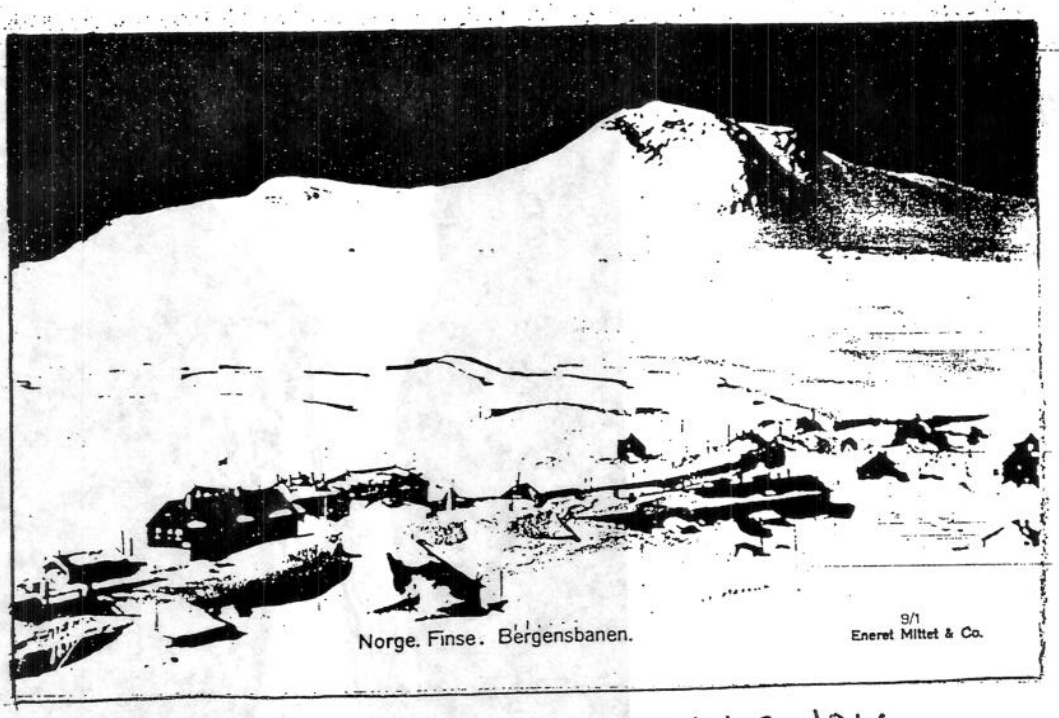


P.S. The editor of Norsk Fil. Tidsskrift, the Norw. phil. journal, gets his mail near here. He must have a hell of a job..

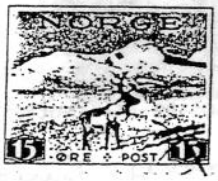

Hell Station


No. 71 Eschenstiger Mitre & Co.
HELL
FEB 29
NORGE
20
ØRE
POST


IS THERE A
HELL?
YES!
THERE IS, - AND
HERE IS THE
PROOF FROM
HELL,
NORWAY.
23.X.1935
HELL
HELL
NORGE
20
ØRE
POST
NORGE
10
ØRE
POST
H. S. Groat
110 Madison St.,
Seattle, Wash.
U. S. A.
HELL
-6.7.73
1208
02691
NSB
*04920
ØRE
1310



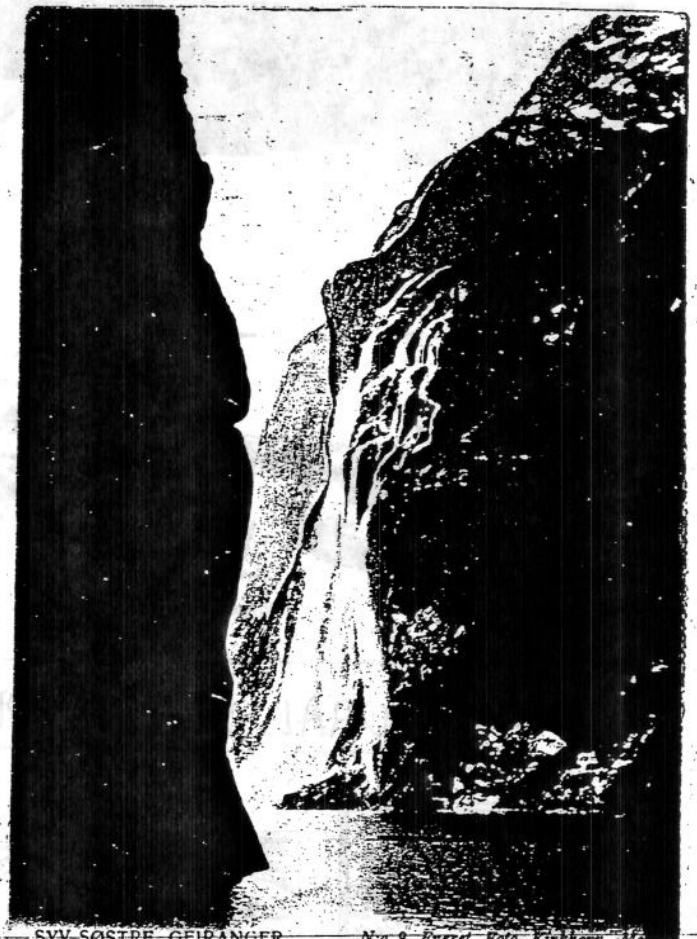
NATURAL BEAUTY OF NORWAY



Two subjects, Finse and Jølster, from the Landscape Set of 1938

Forlag: K. Knudsen

Helgheim Kirke, Jölster.

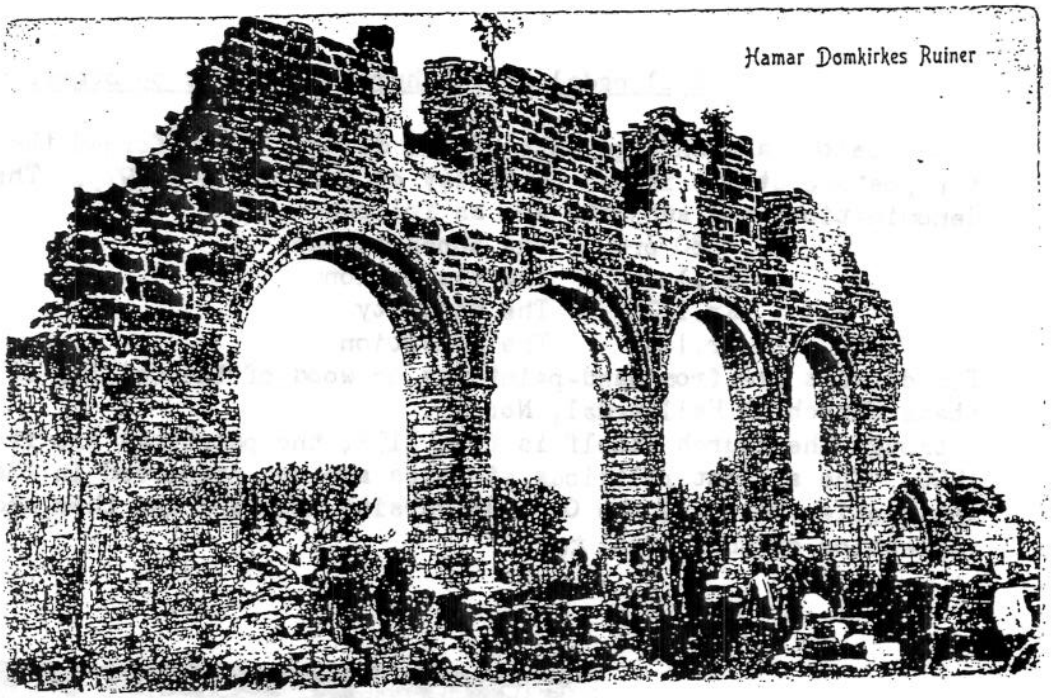


SYV-SØSTRE-GEIRANGER. N:o 9. Enerel. Foto. Kirkhorn, Molde.

Lovely time here N. M.
NORWAY

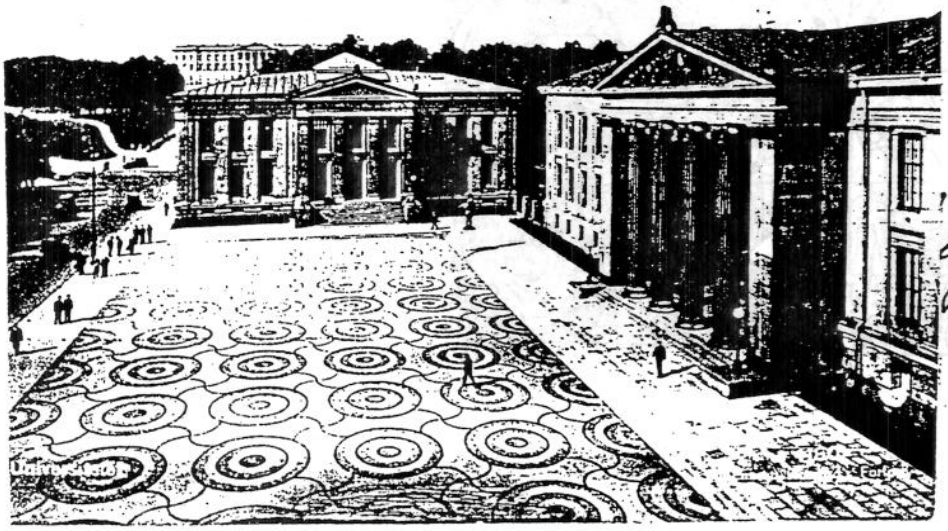
Perforated proofs in green, red and blue, of a design not used.

The famous "Seven Sisters" are great waterfalls that race down the mountain-side and are much admired by tourists sailing up the beautiful Geirangerfjord.



The Medieval ruins of Hamar Cathedral, where I used to picnic

Reck 5 ut



2.

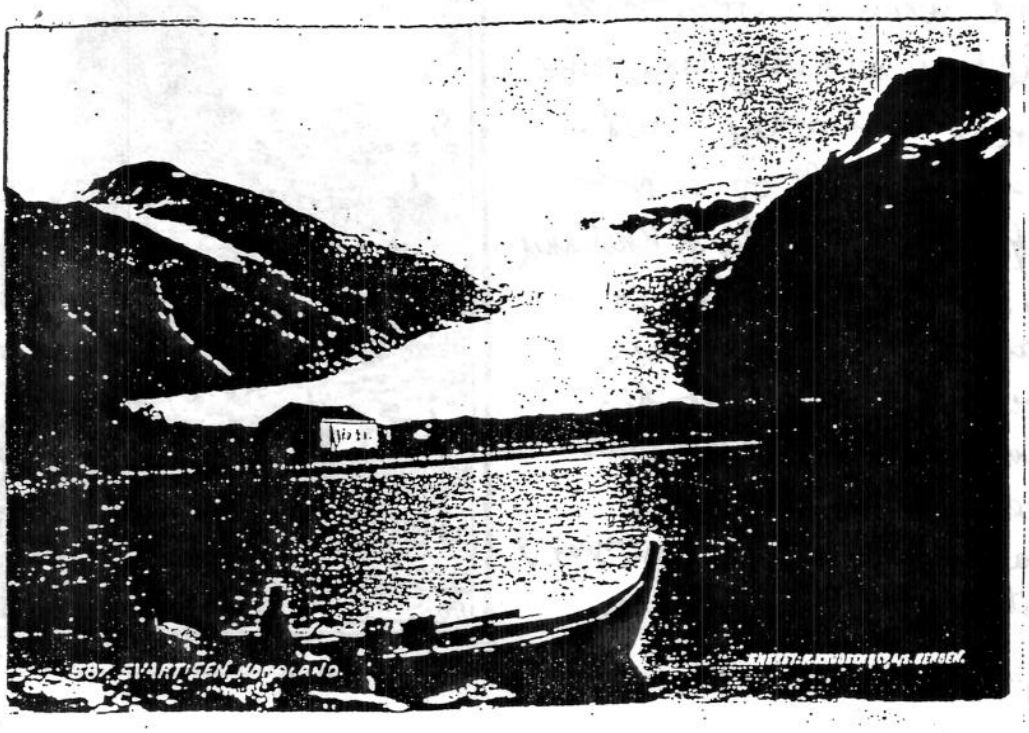
The Royal Frederiks University is the official name of Oslo Univ.

Hallingdal Stave Church Paintings on Stamps

Shown below, are enlargements of the designs which formed the basis for postage stamps issued by Norway on November 14, 1975. The four denominations and subjects are as follows:

80 øre	The Annunciation
Kr.1.oo	The Visitation
Kr.1.25	The Nativity
Kr.1.40	The Adoration

The details are from hand-paintings on wood of the ceiling at Ål Stave Church in Hallingdal, Norway.
Although the church itself is from 1175, the paintings are from late 1200. The ancient religious pictures are now preserved in the fine Antiqueties Museum of the Oslo University, where I saw them, and got an impression of their seal too.



The Black Glacier

A popular tourist attraction for many years has always been the giant glacier "Svartisen" (i.e. The Black Ice) up in Nordland province. In the summer, the melting ice waters run down into the fjord.

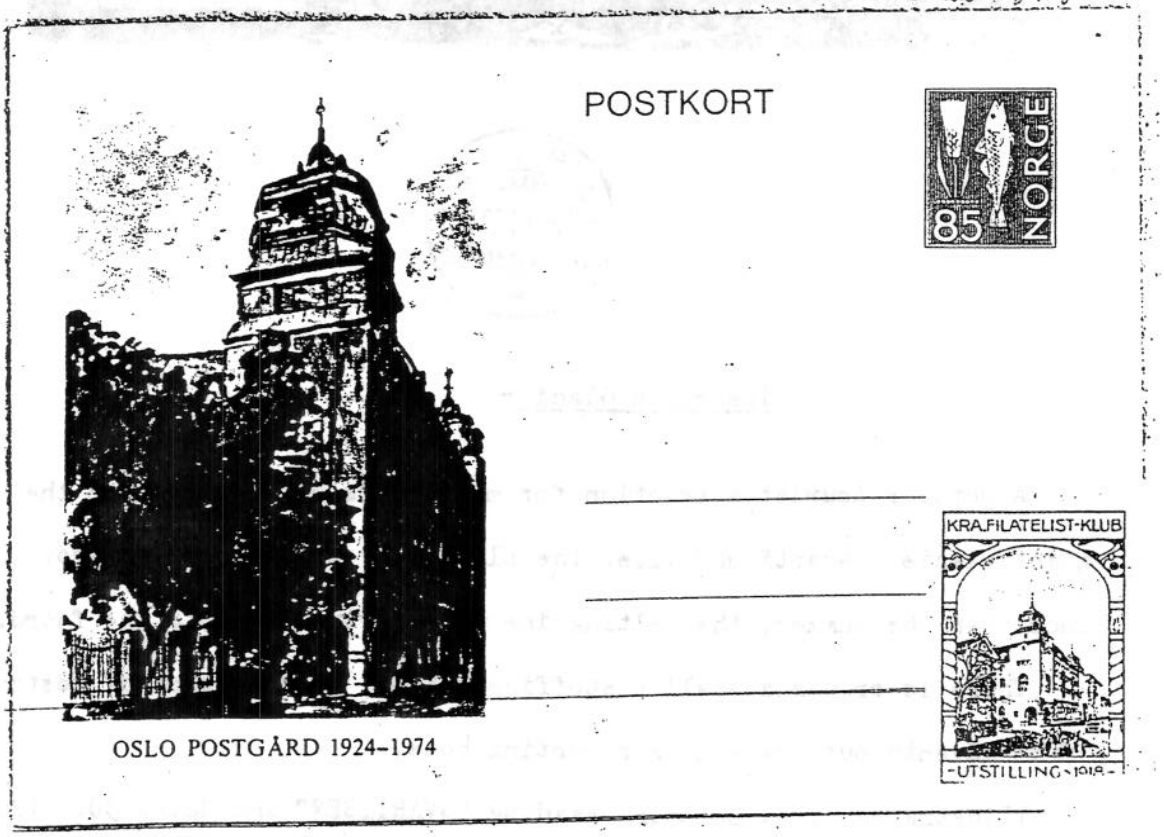
There is or was a small postoffice nearby, to take care of postcards from adventurous travellers reporting home.

Illustrated, is a postmark reading "SVARTISEN" and dated 30.7.12. The name probably came from the discoloration of the ice by a lot of earth and rocks.

The Old Head Post Office (Hovedpostkontoret) Oslo,

The magnificent green-colored copper towers above the solid stone fortress-like building are very impressive. There is a bronze bust in the main hall of Jacob Schøning, postmaster of Kristiania was was instrumental in getting this project done. I went to school with his grandson Arent, who was a keen philatelist, but tobacco killed him. Last year I visited his and Jacob's grave.

Drawing by me



HANDELSDEPARTEMENTET

~~Postadministrasjonsavdeling~~
Frimerkforvaltning

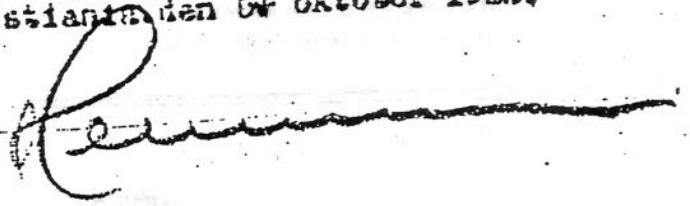
S. Hennum, Stamp-Idea Man

Bureau Chief S. Hennum, at Christiania Postal Headquarters, was also Superintendent of Stamps. Although not a trained artist himself, he did, over the years, put forward ideas for numerous stamp designs (see below). Here is his interesting autograph from 1922.

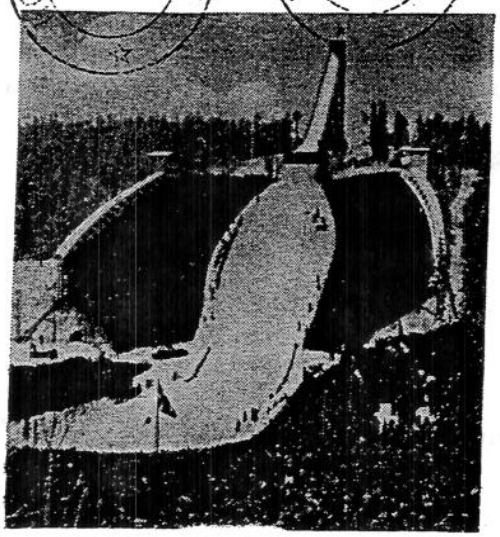
Til erindring om Kristiania Filatelist-Klubs

møte den 2. oktober 1922.

Kristiania, den 6. oktober 1922.



FIRST DAY COVER

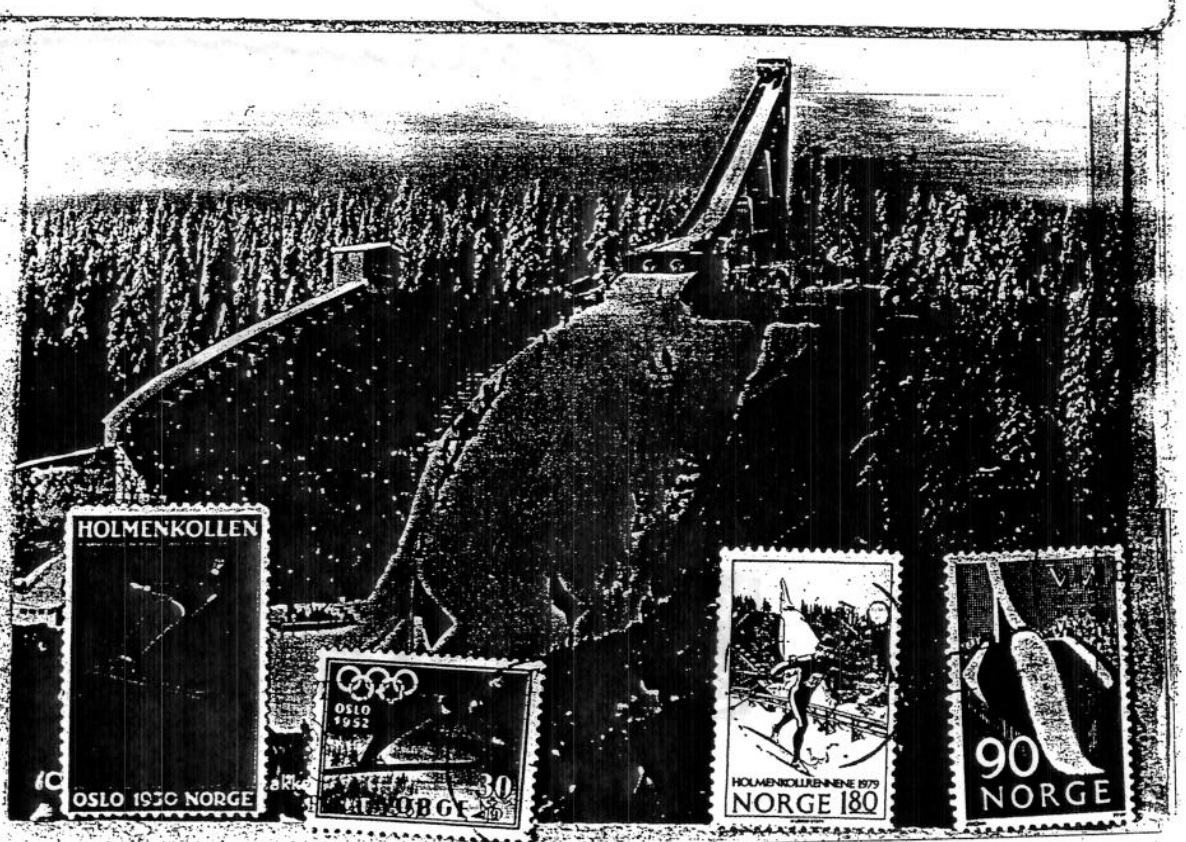


HOLMENKOLLBAKKEN

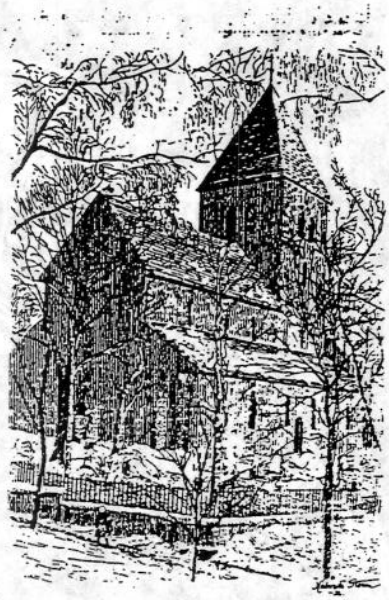
FORENINGEN TIL SKI-IDRETTENS FREMME, OSLO

Mr. FRED BROFOS.
One Oak. Egremont.
Star Route.
Great Barrington. Mass.

U. S. A.



I don't have many illustrated First Day covers, but this is one of them — from the famous Holmenkollen Ski Jump.

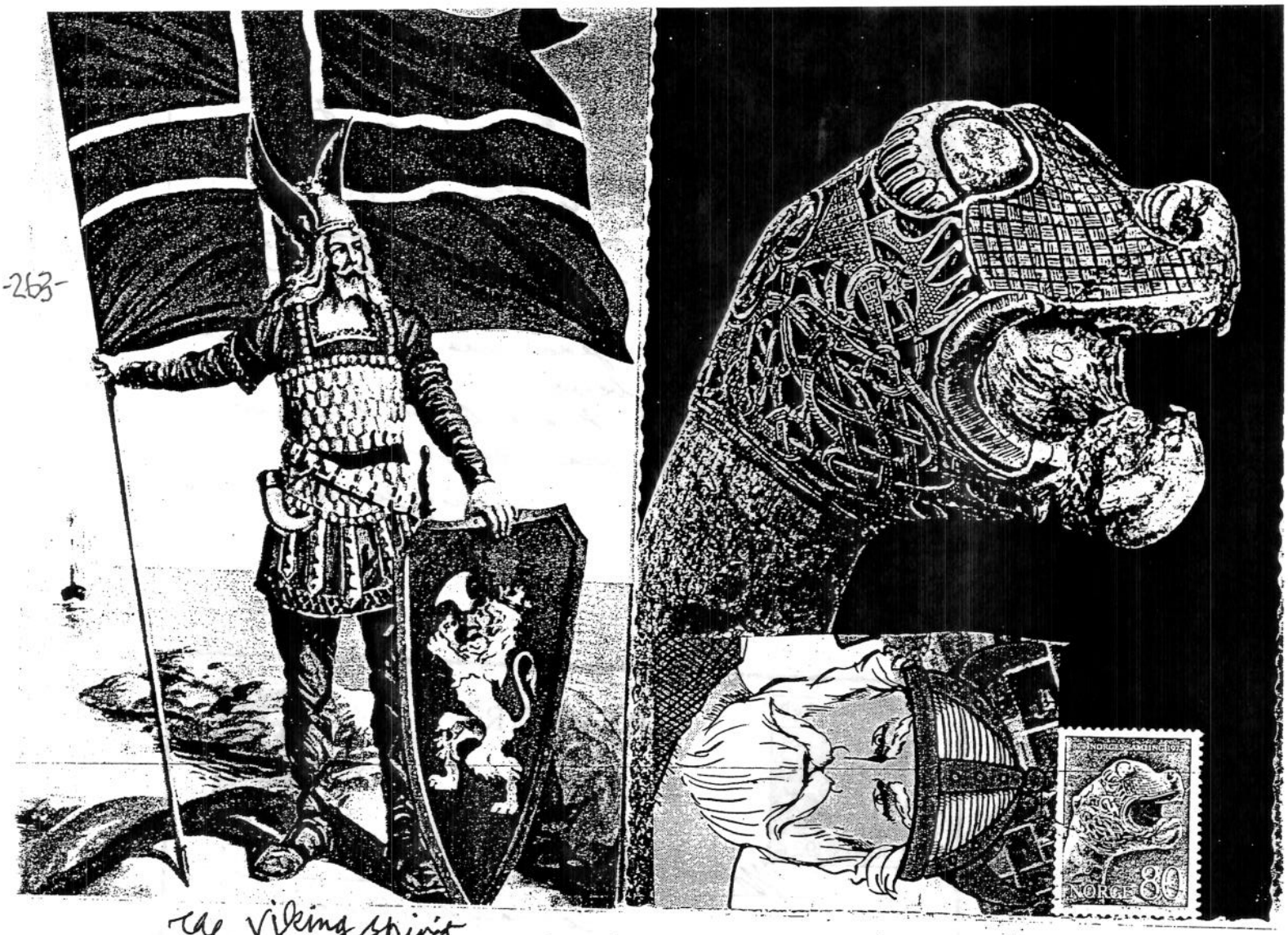


Oslo, dec. 1927.

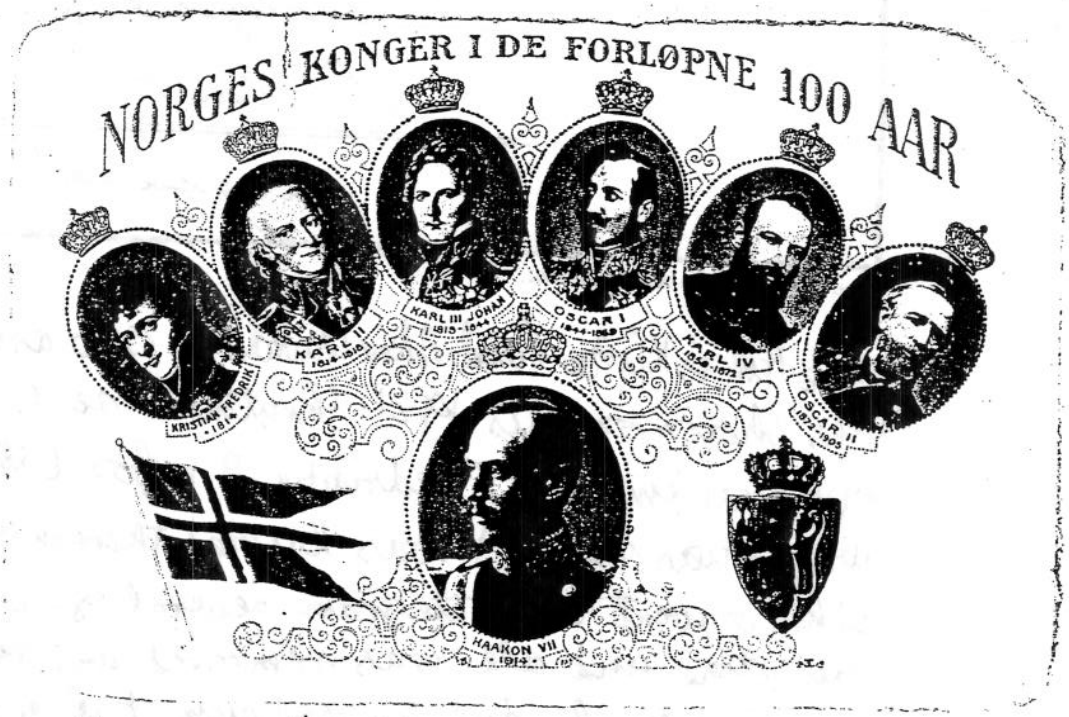
Kjære Brofos og frue:
De bedste ønsker for julen og det nye aar sender vi dere begge! – Vi minnes med glæde den lyggelige tid i sommer hvor vi saa Dere her og haaber at det nye aar maa bringe et nyt besøk.–
Med de bedste hilsener fra os begge

Tordis og Jens Bache-Wig.

Gamle Aker's Kirke (Old Aker Church) in Oslo area was shown on this 1921 Christmas seal. My grandmother Fredrikke Brofos (after who I was named) was buried there in 1944. When I went to see the grave several years ago, her stone and all was removed and replaced by someone else, due to non payment of "ground rent" every 50 years. No such tax here in America.



the viking spirit



some earlier kings of Norway

POSTKORT - CARTE POSTALE

XIV. BOY SCOUTS
WORLD JAMBOREE

A page of tribute
to the Boy Scouts
of Norway.

Some Nice covers from Norway

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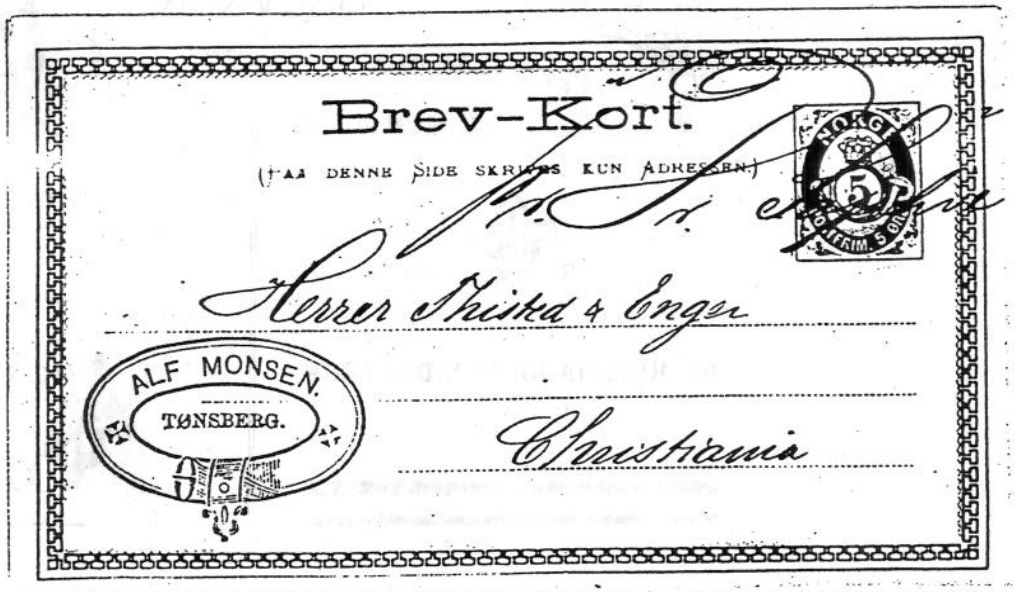
S/S JUNO 1883



S/S DRONNING SOPHIE

BLOCK 5 ØRE GREY-GREEN

SURCHARGED NORWEGIAN REVENUES

By Frederick A. Brofos

Overprints are mostly used as a temporary measure when haste is needed or to fill in a gap before regular stamps are available. Surcharges are overprints that change the face value. It is unwise to surcharge cheaper stamps with increased denominations. No need to encourage forgers to make a profit. So it is generally stamps of a higher value that are reduced downwards by surcharging with a lower value. However, this has not always been the case, even in Norway, the notable exception being the three different Krone surcharges on the 1867 orange 2 skilling stamps. It was considered safe since the remainder stock was in Post Office hands, having been withdrawn some 28 years before. After Norway's independence in 1905, the Swedish King Oscar stamps had to be replaced. Surcharges were used until the new King Haakon stamps were ready.

Quite a number of Norwegian postage stamps have been overprinted or revalued. However, surprisingly enough, only five documentary revenue stamps have been surcharged. All of the early stamps to be examined here were revalued downwards (from 1 Krone to 80 øre, from 25 øre to 20 øre, from 8 Kroner to 80 øre and from Kroner 12 to 3.00 Kroner). This left no room for forgers.

The revenue stamps we are first going to focus on are part of a set of nine printed by the Central Printing Works (Centraltrykkeriet) in Christiania. They held the printing contract at the time (1885) both for revenue and postage stamps. The large sheets of 200 stamps they produced were later divided by cutting into four smaller sheets of 50 stamps. They were perforated 13-1/2 x 14-1/2. The paper, from Harald Lyche & Co., Christiania, was arranged to have a crown watermark appear on each stamp. This can sometimes be found inverted if the paper was inserted wrongly. Printing was done in two colors and black. A basic color was used for the stamp itself and a pale color for a security underprint consisting of a network of vertical curved lines. Both this underprint color and the basic color can vary quite a bit in the different printings of the same stamp. Black was used for the denomination in all; therefore, three press runs were needed to produce a stamp as well as the perforation run. At some point or other, the paper was gummed. Of course, strict security and accounting measures were taken at all times. Most revenue stamps at the time usually had a higher face value than ordinary postage stamps.

According to the new Sportel (Fee) Law of 1877, it was determined that the fees for copies, attestations, and various other things should be paid with revenue stamps of 80 øre value. As this was a new denomination, the Finance Department decided to use some of the Kr 1.00 stamps on hand as provisional

Fig. 1

Fig. 2

80 øre stamps. In July 1897, therefore, the small printing works at the Christiania Opfostringshus (orphanage) was awarded the job of producing the surcharges. Some 601,000 stamps of the 1 Krone value were turned over to them, of which 1,000 were used for trials. The printers tried first with a hand-made arrangement of small and low standing figures (Figure 1). Several trial proofs were submitted and the type was changed 4 to 5 times, but without a useable result. Thereupon, one arranged for cliches to be made by New York Stempelfabrik of Christiania. The new figures were now larger and they were placed higher on the stamp (Figure 2).

Printing of the new 80 øre stamps was finished by July 28, 1898, but the majority had already been delivered earlier. Of these, 500,000 were considered satisfactory and 100,000 less useable. The Superintendent of Revenue Stamps received the first portion of 25,000 on December 10, 1897. Among these were small portions of the hand-set surcharge stamps, but just how many is unknown. The other type was in use at least until 1910. The combined figure used seems to have amounted to 486,000.

As regards to the original 1 Krone stamp that was used, the colors vary a good deal from pale green to light gray green. The underprint varies from light grayish red to light gray orange. These had been printed in a quantity of 1,621,350, of which approximately 1 million had been delivered to the Superintendent of Revenue Stamps by March 7, 1912. As mentioned, 601,000 of these were used for the 80 øre provisionals.

The next revenue stamp to be surcharged happened some years later, when it was found that there was an oversupply of 25 øre stamps and a need for 20 øre stamps. In October 1909, Bureau Chief J. E. Thomle at the Finance Department wrote a memo suggesting that 750,000 of the old 25 øre stamps be converted to 20 øre. He stated that the supply on hand amounted to about 850,000 and that only about 2,000 of these 25 øre stamps were used in a year.

The surcharge was produced at the printing works of "Norsk Kundgjørelsestidende" (i.e., Norwegian Official Announcement Times) who, on December 31, 1910, sent their bill for Kr 180. In order to get the overprint in the correct position, the printers were allowed to cut off the edges of the sheets at the top and on the right side. The stamps therefore, often occur with

cut off perforations where that was done. The bar line that crossed out the old value ran across the whole sheet, but did not reach quite out to the side edges. Refer to Figure 3.

Fig. 3

It was now discovered that the gumming on the old stamps had deteriorated and become rather unsatisfactory. Therefore, on December 8, 1911, a majority of the issue (568,000) was destroyed. A further elimination, on December 5, 1912, left a total number for the 25 øre provisional issue at about 175,000.

The original stamp varies in color from light blue to ultramarine, with a light reddish to orange underprint. A total of 1,073,150 stamps were printed. Of these, 750,000 were used for the 25 øre provisional issued in 1911. Out of the remainders in the hands of the Superintendent of Revenue Stamps, some were in use for many years, but thousands were destroyed due to continual complaints about the ineffectual gumming.

The contract for printing documentary revenue stamps for the next term was acquired by Chr. Holtermann Knudsen of Christiania. The two surcharges that he did are another story. Suffice it to say here that they were black surcharges of 80 øre on Kr 8 (reddish brown) and Kr 3.00 on Kr 12 (pale violet). Refer to Figure 4. This produced needed values, using up stocks of uncalled-for denominations.

Fig. 4

ACKNOWLEDGEMENTS

I am indebted for much of the data for this article to the authoritative work on the subject by my friend, the late Tron Soot-Ryen. I am proud to say that I was also able to contribute in some measure (and was mentioned five times) in his pioneering handbook, which remains today the ultimate reference (for those who read Norwegian).

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J. E. Thomle: "Norges Stempelmerker," Articles in *Nordisk Filatelistisk Tidsskrift*, 1897, 1910, 1913.

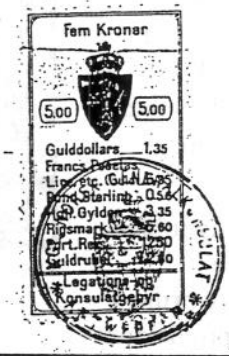
F. A. Brofos: "Revenue Stamps of Norway," American Philatelic Congress Yearbook, 1961.

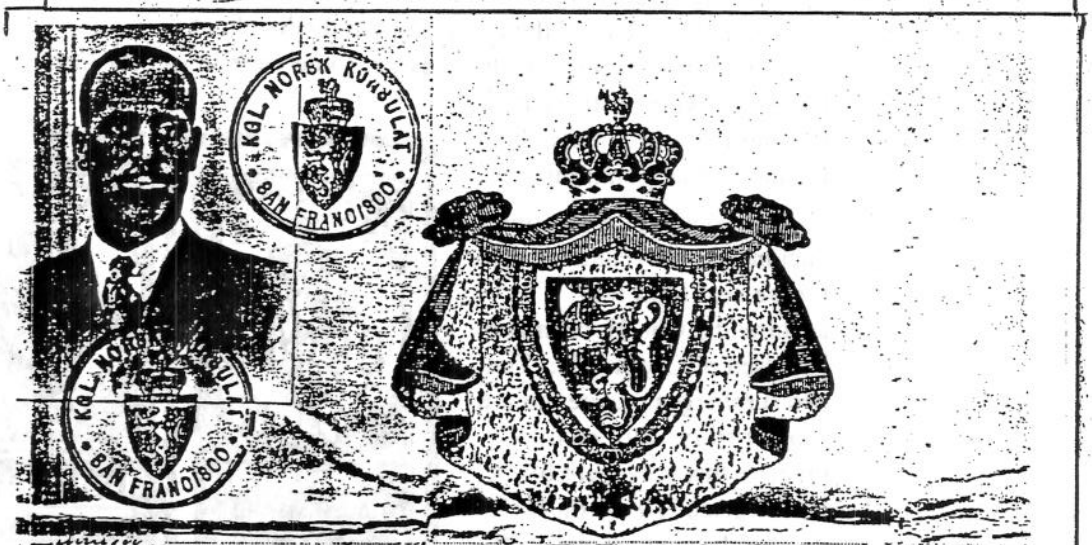
Norwegian Consular Fee Stamps

-269-

Vu au Consulat Général de Norvège pour légalisation de la signature apposée ci-contre de Mr. Cools, échevin de cette ville. - Anvers, le 5 octobre 1914.

1st issue "Rigs mark"





donner aide et protection. Ce Passeport est valable pour six mo

2nd issue "Rikes mark"

No 2021

San Francisco, Cal. le 16 juin

Le Consul,

Nils Vold

Courtesy P.H. Jensen

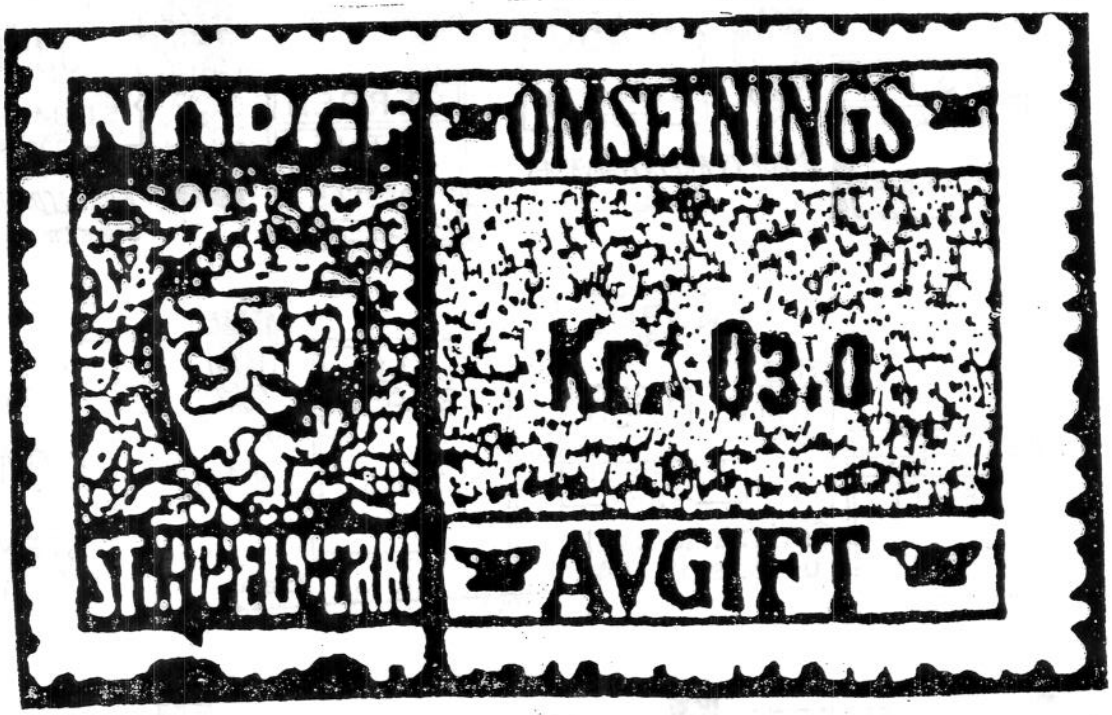
Signature du porteur:

Lauritz Nagbarth Rydnes.

Remarkable Norwegian Revenue Stamp Error

Frederick A. Brofos

There have been many Norwegian revenue stamps for the collection of the Sales Tax (Omsetnings Avgift), issued over the years in a number of different sets. The basic stamp is the same, but the color varies depending on denomination group, the lower values usually being in green, then changing to red, violet or yellow for higher values. The denomination itself was added in black. This appears in differing type faces on the various issues. The wonder is, that there have not been a lot of errors in the type setting which was printed on separately. However, the only error I have noticed is the remarkable mistake, shown enlarged here. The decimal point separating the krone and ore figures is placed too far over, producing "Kr. O3.0", instead of "Kr. 0.30". I believe this error occured only once in a sheet of fifty stamps. Furthermore, as far as I know, only one example has survived the ravages of commerce and time.



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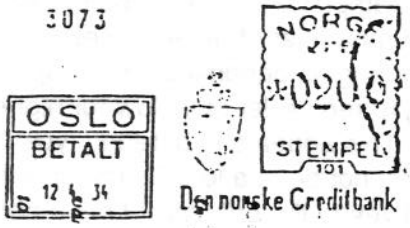
NORWEGIAN REVENUE METERS, by Frederick Brofos

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 others illustrated here are apparently Norwegian Krag machines. The two from Oslo (one with an advertising slug) are in red, [illegible] The large meter, with "KRONER" instead of the usual "ØRE", was used by the Superintendent of Revenue Stamped Paper for documentary stamp duty.



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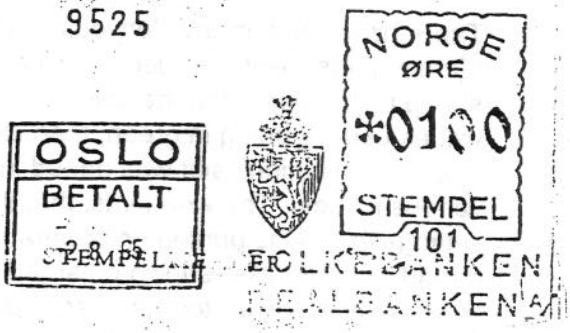

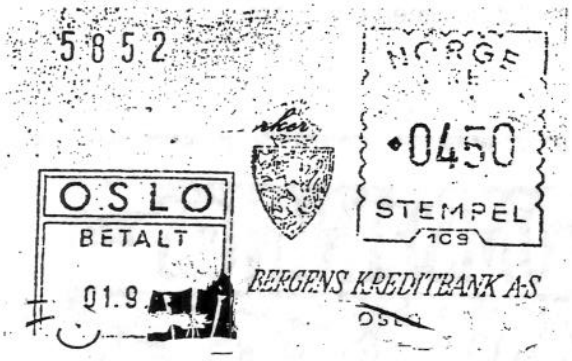

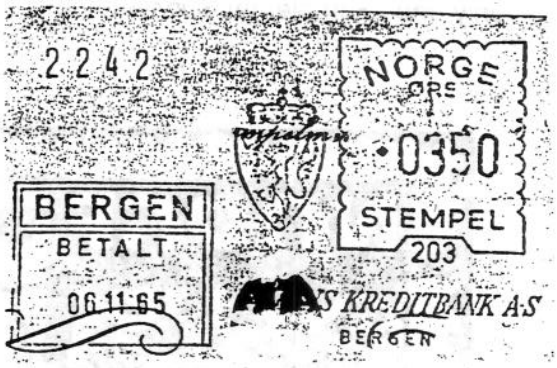

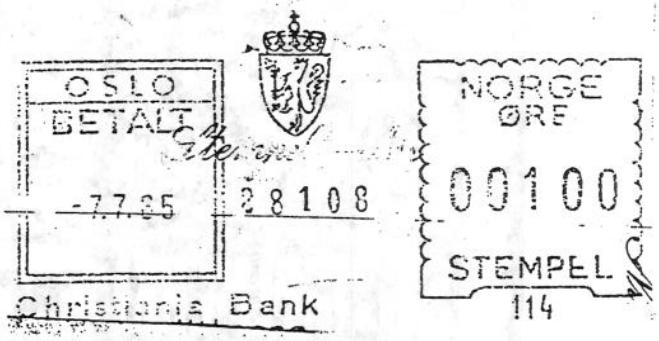

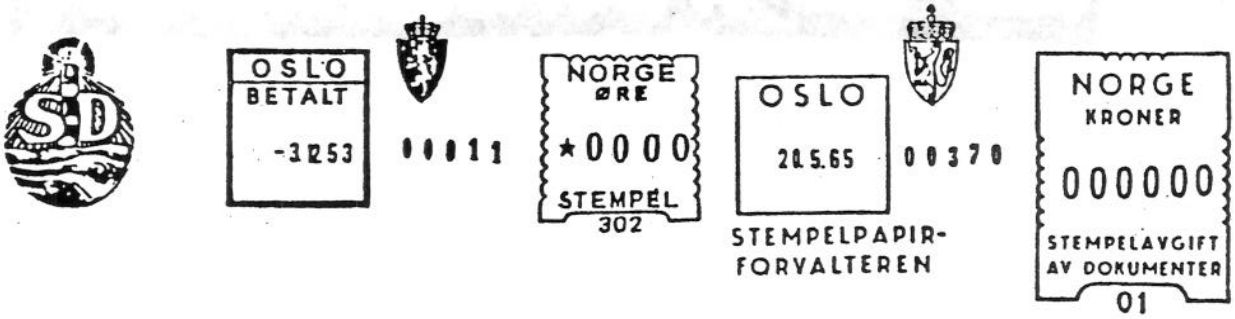

(reduced)

(reduced)

A Norwegian Revenue Tax Stamp Discovery

By Frederick A. Brofos

Walking around in Oslo recently, I was lucky enough to notice a little display of driving memorabilia in a small side window of a store at street level. A closer examination revealed that this was in connection with a driver or chauffeur school. Actually, it was the oldest one in town and was started by Rolf S. Eckblad in 1919. He was licensed by the Kristiania police authorities to teach how to operate motorcycles and cars with gasoline engines. Among the various papers and pictures affixed to the wall was an old driver's license ("Førerkort") from 1913, together with a photo of the owner.

I also saw an early speeding ticket, or rather notice of a fine, of 10 kroner due to the State Treasury. This was issued by the Kristiania police station at Frogner in 1911. The offense was "for driving in Bygdø Allé an automobile faster than a horse going at a fast trot." If not paid promptly, nine days of prison could also be imposed. This additional punishment could be extended by a diet of bread and water. So much for speeding in "the good old days."

As a collector, historian, and cataloger, however, I was particularly interested in three small metal disks nailed to the wall. They appeared to be receipts for the annual tax for the use of a motorcycle. The embossed design was inscribed "AVGIFTS MERKE," i.e., fee stamp, with the Norwegian crowned lion shield in the center and date at the side (Figure 1). No denomination was shown and this may have varied over the years. Although other years probably existed, the ones seen by me were from 1927 (light brown), 1928 (dull green), and 1932 (reddish brown).

The disks were about 75 mm in circumference and thinner than an U.S. 10-cent coin. Apparently made of tin, they were shiny on the inside, but painted on the outside with different colors to distinguish the years easily and to avoid rust.

The disks were pierced by four small holes, apparently used for affixing purposes, perhaps by sewing onto a jacket or cap.

In my opinion, the disks were used to pay the tax fee by motorcycle owners. Maybe operators also carried a small driver's identity card with photo. However, the disks would seem to have been too small to be seen on a car and too easily lost. Instead, a large numbered plate was affixed to the front and the back of the vehicle.

These plates had, at one time, in addition to numbers, distinguishing letters — A for Oslo, B for Østfold, C for Akershus, D for Hedemark, and so on for other parts of the country. This system may have been changed later.

Just by chance, I had run across a long-forgotten category of Norwegian revenue taxation, hitherto unlisted in catalogs. Collecting metal stamps provides an interesting link between stamp and coin collecting. Of course, there have been the enclosed metal stamp curiosities from Tonga and the like. But have there ever been metal revenue stamps from anywhere? Yes, there comes to mind a lot of old British tax stamps used on parchment deeds, the stamp being held on by a strip of tin foil, before the whole thing received the embossing. Then there were certain U.S. tobacco revenues imprinted on tin foil wrappers. Furthermore, there were certain U.S. cotton tax stamps embossed on brass strips.

For a time, the U.S. also used numbered brass disks for the tax on motorcycles (from which the Norwegians may have borrowed the idea). I have seen the following: 1912 (Massachusetts), 1913 (Vermont), 1917 (New Hampshire), All show the respective state crest and are scarce and collectible. Besides the four small holes for attaching, each disk had an additional metal loop at the top for a leather strap.

As they were considered part of the firm's history, I was unable to purchase one of the Norwegian disks. However, I was very grateful for a picture rubbing and to record the remarkable story for our readers here.

NORWAY MA VT NH

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TWO WASTEBASKET FINDS IN NORWAY: RAILROAD FREIGHT STAMPS

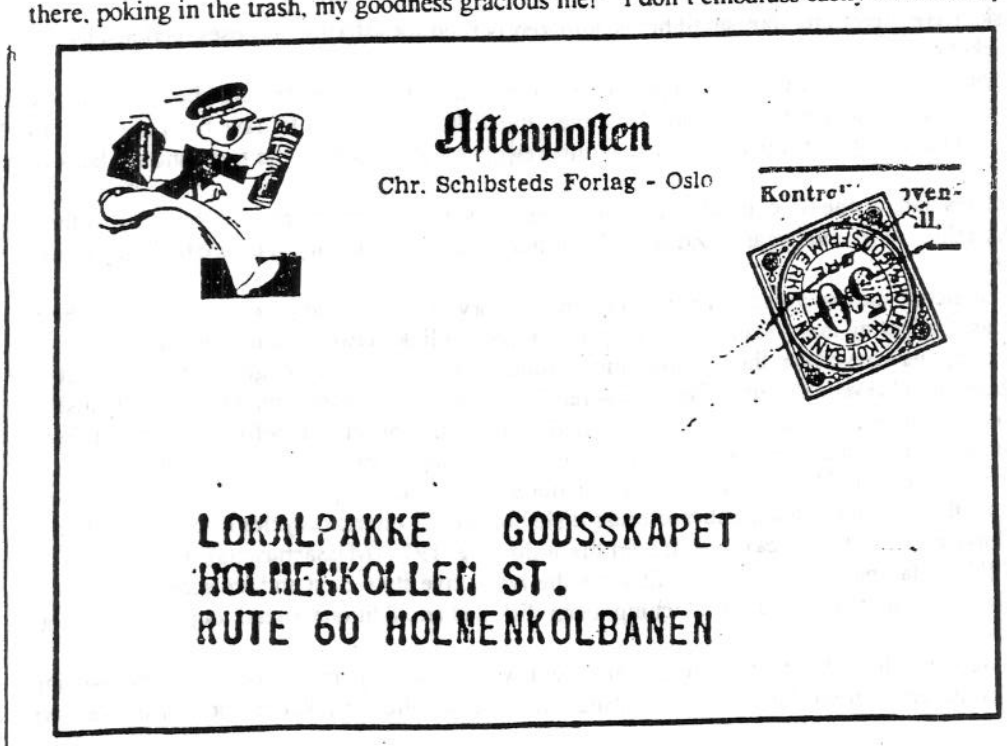
Frederick A. Brofos

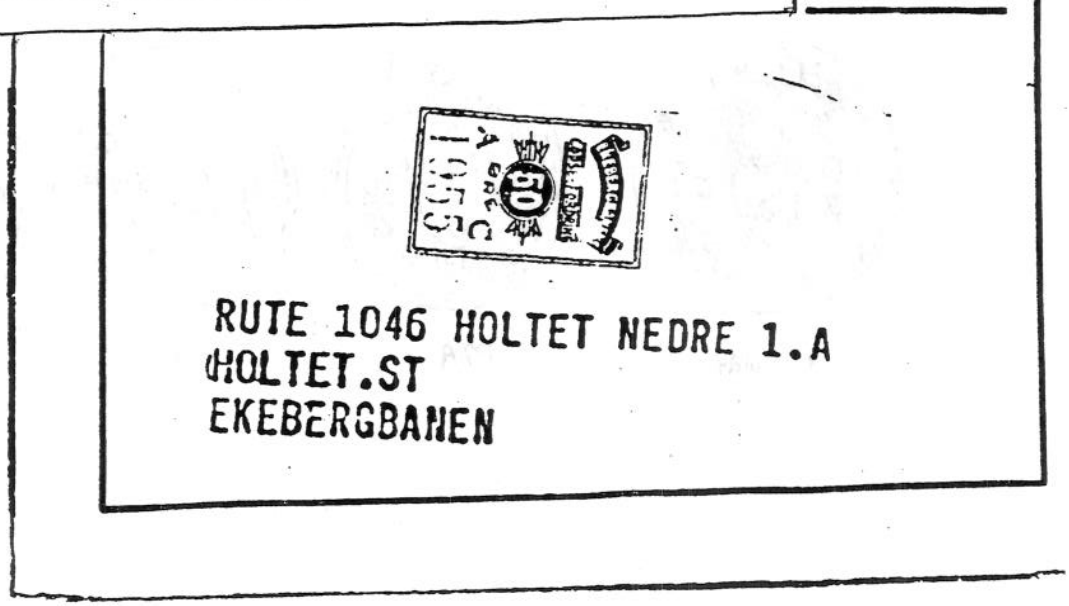
Forty years ago, I think one could count on the fingers of just one hand those who collected Norwegian railroad and revenue stamps in Norway itself. They were then considered in the same category as Christmas seals and anyone who dared to show any interest at all kept quiet about it to avoid ridicule. Times change, however, and now that these things have become popular, people kick themselves for not having been more alert when the chance was there.

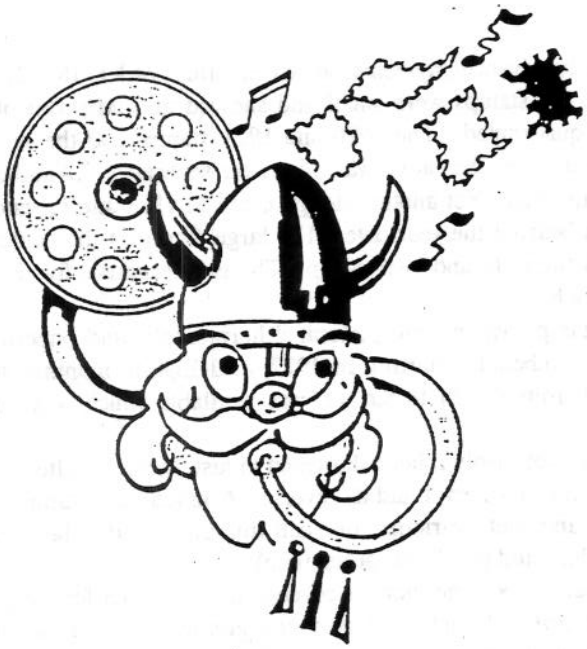
Two of the suburban electric railroads that radiate from metropolitan Oslo are Holmenkollbanen and Ekebergbanen. They both had their own private stamps for use on parcels. Produced in several issues with various denominations over the years, just about nobody bothered to collect them in those days.

At the end of May, 1957, while on a visit to Norway, I found myself waiting impatiently at Holmenkollen station for a train to come and take me down into town. Wandering along the platform, I came upon a large wire wastebasket. I rescued from it a discarded brown paper wrapper off a bundle of newspapers for the local kiosk. Franking it was a 50 øre Holmenkollen railroad stamp. A similar find, but with a 50 øre Ekeberg railroad stamp, was found another time at Holtet station.

These two examples of Norwegian private railroad stamps on cover are now considered very unusual. Of course, the stamps went out of use long ago. But back then, probably all year round, a stamped package was dropped off at every station along the line; perhaps one in the morning and later an evening issue. The different newspapers would have separate parcels, too. "Aftenposten" was the largest newspaper in town. All those interesting wrappers were inevitably destroyed. I therefore am glad I had the foresight to boldly dive into those wastebaskets 42 years ago. It wouldn't have bothered me if someone had remarked, "Look at that nice young man there, poking in the trash, my goodness gracious me!" I don't embarass easily when on a philatelic hunt!







LUREN

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ISSN 0739-0025
Volume 31 Number 3
March 1999
Whole Number 359

THE EKEBERG RAILROAD PASS STAMPS

Frederick A. Brofos

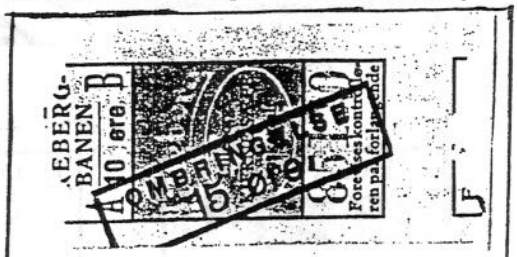
"The President collected anything that remotely looked like a stamp." This was said by Harmer's when they sold the Roosevelt collection of seals and labels many years ago. FDR was ahead of his time, philatelically. These days, however, his idea has become popular. Most collectors have now grown tired of trying to keep up with the endless new issues churned out to bilkthem by the world's postal systems. The collector now gladly turns to more interesting fields with more challenge and less cost.

I myself switched to railroad stamps, revenues, and seals long ago, and have had lots of fun exploring off the beaten track and into the unknown.

The Ekeberg Railroad in Norway is a small suburban electric railroad that runs from Torvet, the big market place in Oslo and out eastwards into the country. Originally independent, it was later incorporated into the network of lines run by the Oslo Municipality.

The freight stamps used by "Ekebergbanen" have been listed in my catalog of Norwegian railroad stamps, published by the SCC in 1956. Unmentioned there, because they were not directly freight stamps, was a colorful group of certain other railroad stamps used for a different purpose.

These perforated adhesives were Special Pass stamps for commuter travelers on the line. They were stuck into small pocket pass booklets and at first cancelled by ink or rubber stamp. Probably a photo of the bearer was included to avoid misuse. There was no doubt a decent discount for this advance payment and avoidance of multiple ticket purchases. The pass was to be shown to the conductor or ticket collector.



RARE FREIGHT STAMP; "DELIVERY 15 ØRE" OVERPRINT ON 10 ØRE TICKET (WITH A SOAP ADVERTISEMENT).

In the early years, the pass stamps for quarterly advance payments ranged in values of Kr. 18, 23, 25, 28, 41, and 45. In the first two years, 1918 and 1919, the stamps were small and showed an underprint of the line's monogram "EB". From 1920 on, the size was quadrupled. The 1920 and 1921 stamps had the same intricate design, but in different colors and the denomination of the latter was added on separately. Another, simpler, design appeared in 1922 and was maybe reused in 1923. Yet another design came in 1924 and repeated in 1925. There were usually four stamps every year, each bearing the year date. The large figure in the center indicated which quarter it was, the denomination being on the right and later at top. The two terminals for the pass were hand-stamped or later printed diagonally across each stamp.

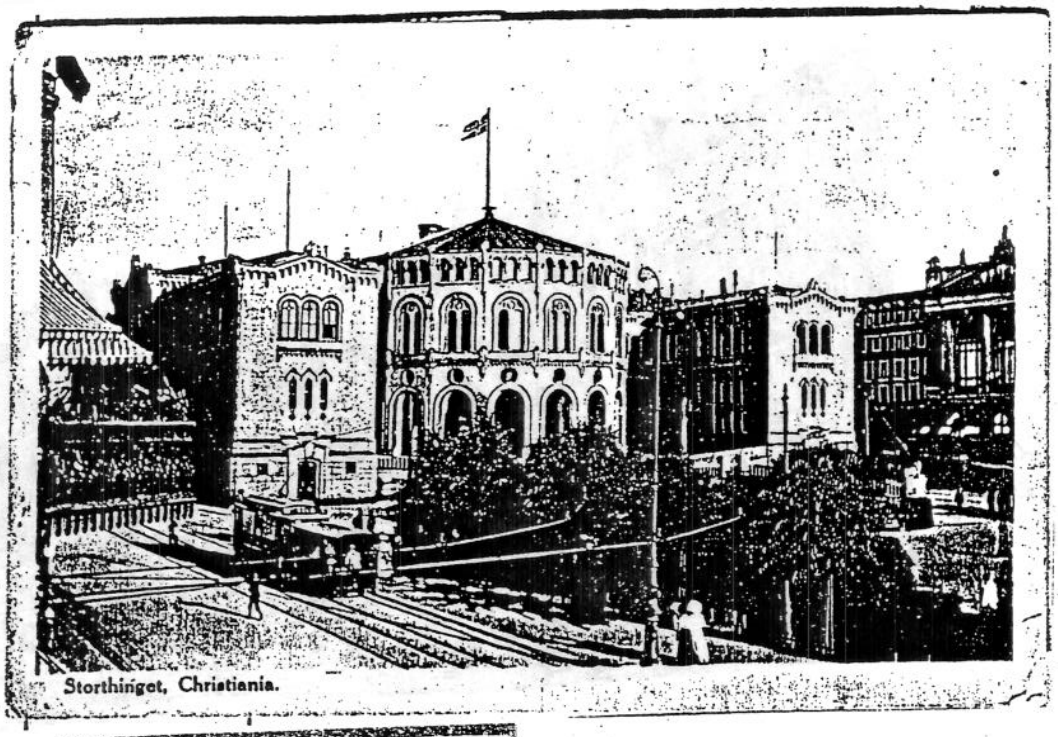
In 1926, the sheet stamps gave way to coil stamps which were perforated horizontally and imperforate along the sides. The stamps were now consecutively numbered. Starting in 1927, a change to monthly stamps was made. Also, a special stamp with a fee reduced from Kr. 14 to Kr. 12, was available which was not valid on holidays when the rush was on.

I have seen stamps inscribed for the route Stortorvet - Holtet, later shortened to just Torvet - Holtet, and also for the reverse direction Holtet - Torvet; furthermore, Sæter - Torvet and its reverse. A much later stamp, from 1943, reads Torvet - Ljabru. So, with all these station and route varieties, one can imagine a rather large specialized collection forming (if only one had been around, alert, and pecunious at the time)!

Although all this remarkable material is neither for postage, nor for revenue use nor even for freight parcels, they certainly are connected with the railroad at least. Being perforated and gummed, they look enough like unusual stamps to have interested FDR, as well as myself and maybe you too (if you can just locate someone who saved their old railroad passes!).

Some of the colorful Norwegian railroad pass stamps.

Kristiania Electric Tramway

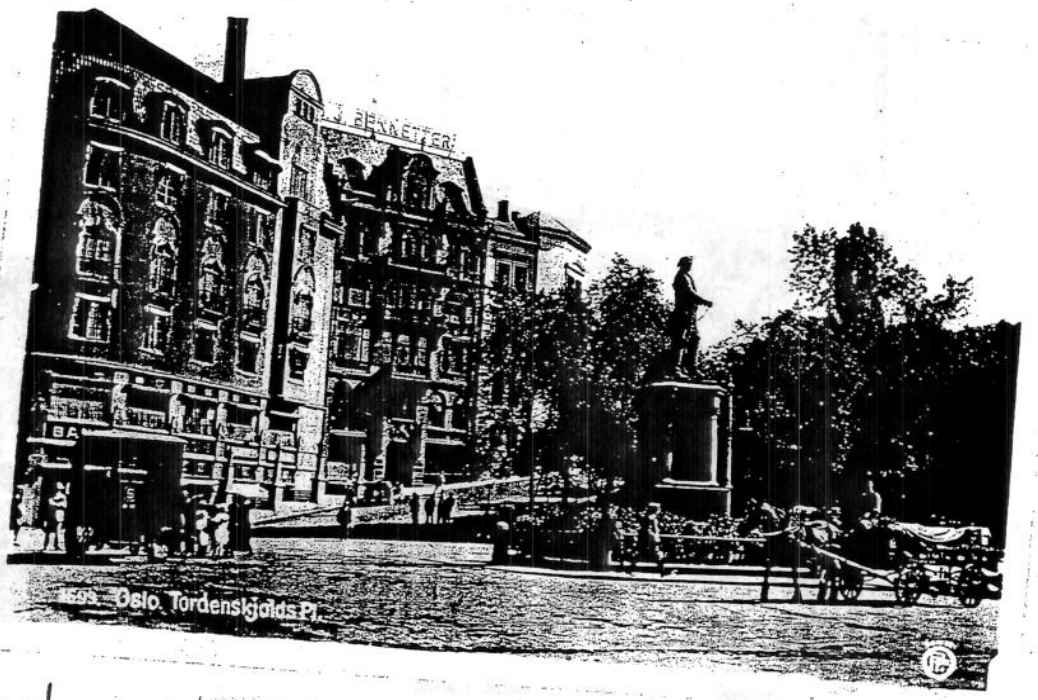


Storthinget, Christiania.

Delivery and Parcel Freight Stamps

A 50 öre Night Ticket from the other Streetcar Co.

Engineer M.O. Schøyens Automotive Center A/S



Schøyen bus →

Various colored freight stamps

Ingenier M. O. Schøyens
Bilcentraler A/S
A 12000
25 øre
FRAGTMERKE
Fabritius, Oslo. 3116

Ing. M. O. Schøyens Bilcentraler A-S
Telf. 15900
Selskapet overtar intet ansvar for denne pakke.
A A
B C
Pakkebillett
Kr. 0,30
* 44059 X
Gjelder som kvittering.

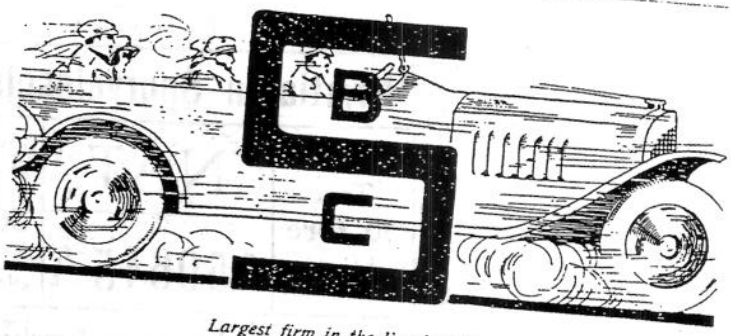
S. B. C. Telf. 15900
Selskapet overtar intet ansvar for denne pakke.
A A
B C
Kr. 0,30
43436
Gjelder ikke som kvittering.
Påklæbes pakken

S. B. C. Telf. 15900
Selskapet overtar intet ansvar for denne pakke.
A A
B C
Kr. 0,30
24976
Gjelder ikke som kvittering.
Påklæbes pakken

Ingenier M. O. Schøyens
Bilcentraler A/S
C 00973
Kr. 1.00
FRAGTMERKE
Fabritius, Oslo. 3116

Ing. M. O. Schøyens Bilcentraler A-S
Telf. 15900
Selskapet overtar intet ansvar for denne pakke.
A A
B C
Pakkebillet
Kr. 0,30
* 12692 X
Gjelder som kvittering.

XL ~~Oslo Voss~~ 1925

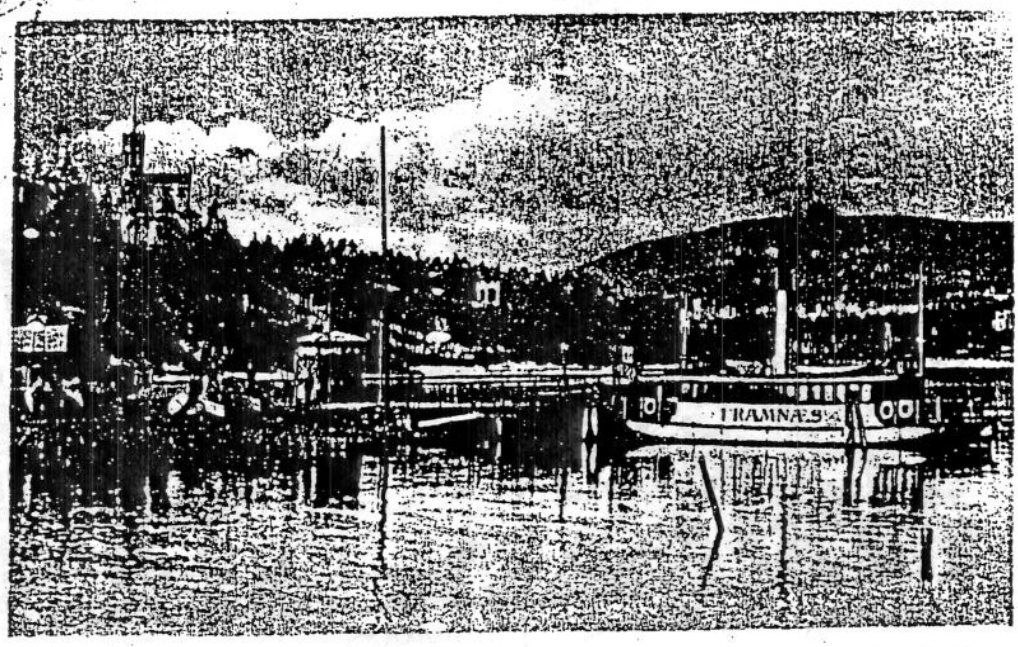


Largest firm in the line in Norway

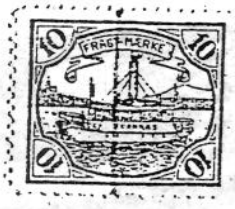
Good tourist-cars and omnibusses to be hired. Chief place for auto-routes with starting point in Oslo. Drivers speak French, English, German, Spanish and Russian.

Engineer M. O. Schøyens Bilcentraler A/S
Chr. IV gt. 4, Oslo : : Telegr.addr. "Bilcentralen"

The Bygdø Ferry Company



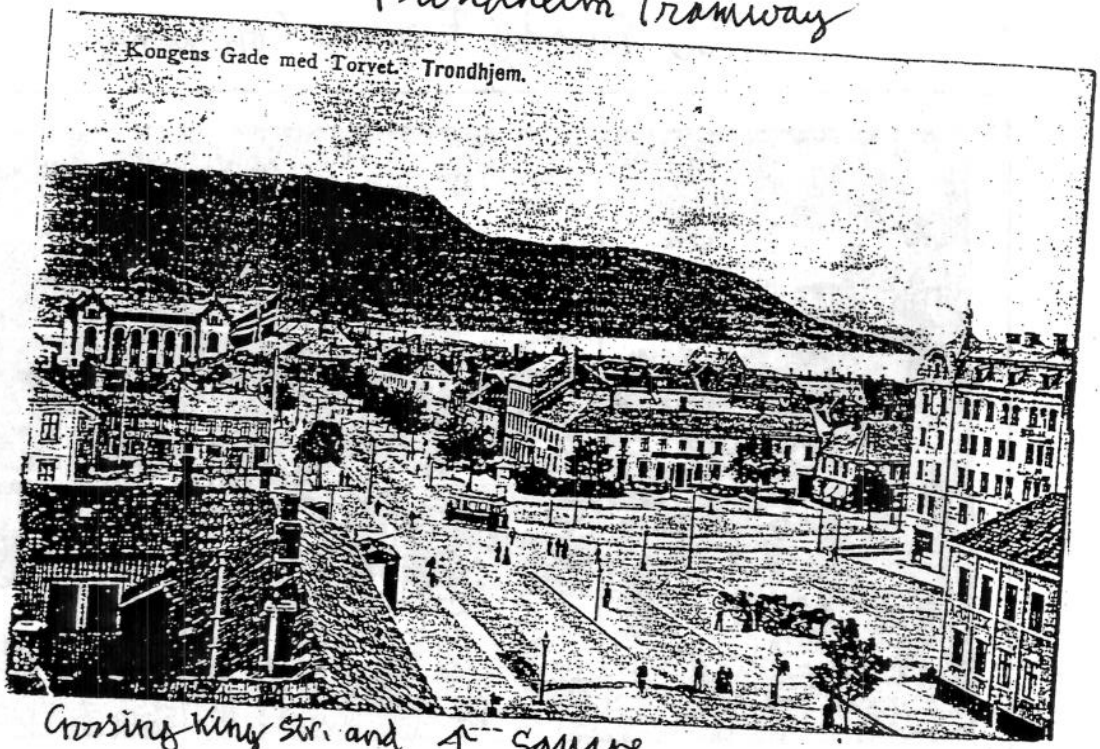
OSCARSTAL pr. Kristiania.



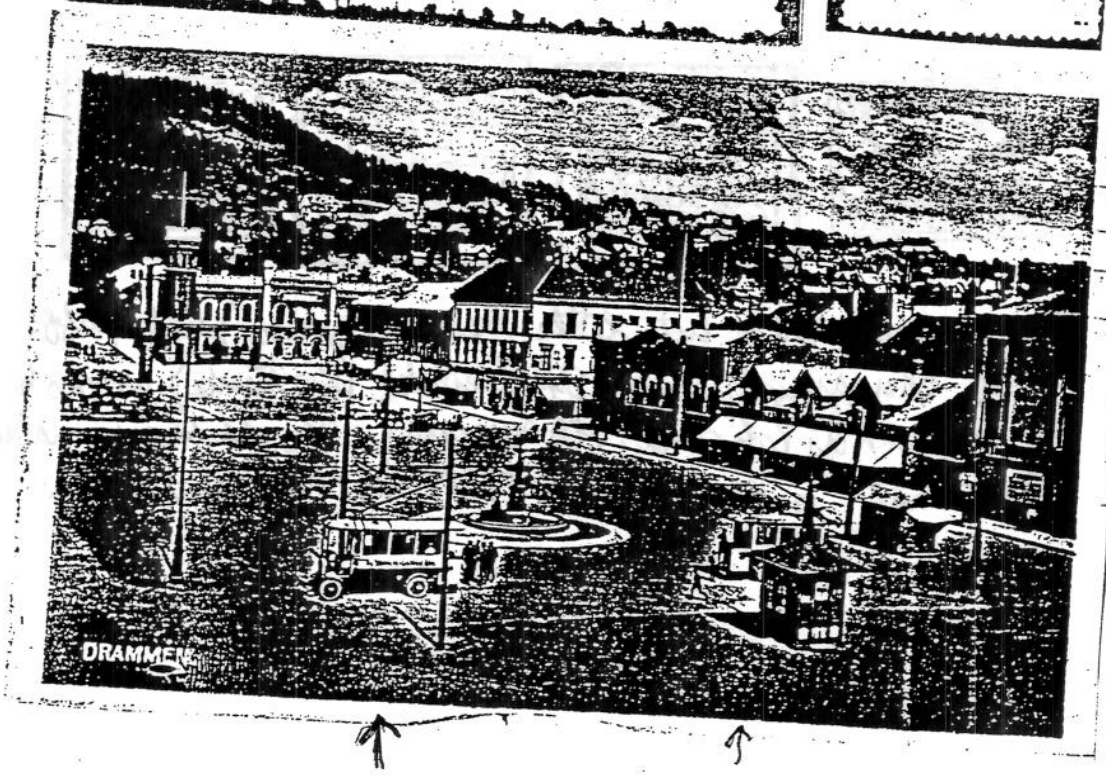
I remember these cute little steamers going "puff-puff-puff" chugging between Skillebekk (Kristiania) across to Bygdø and its Polar and Folk Museums. The old summer palace "Oscarshal" is seen on the left of the various stamps.

-27a

Trondheim Tramway

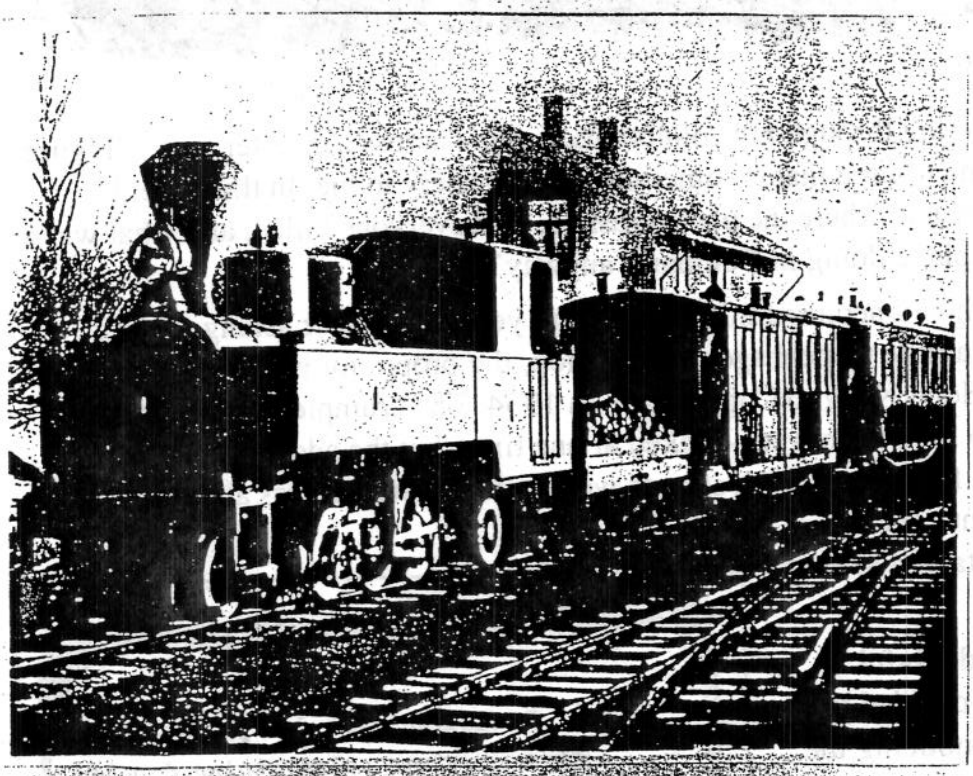


Crossing King str. and ↑ square



DRAMMEN Square with 2 old electric street cars.

LILLESAND - FLAKSVAND RAILROAD



URSKOG - HØLAND RAILROAD

-281-

PHILIPPINE PLANE CRASH – A DENMARK CONNECTION

By Frederick A. Brofos

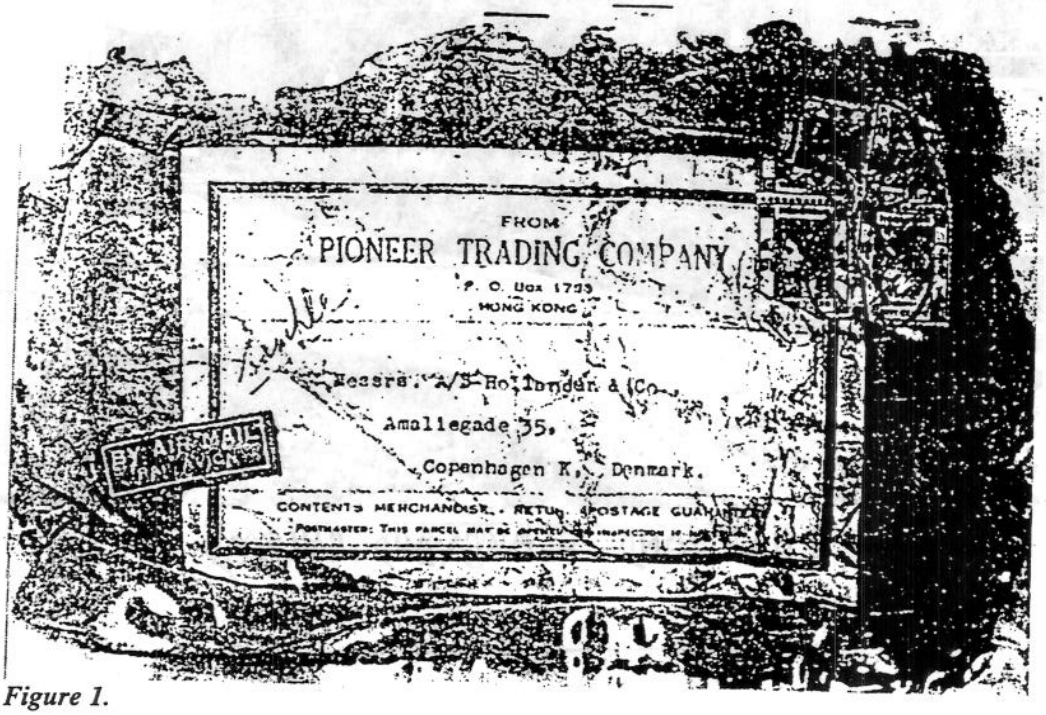


Figure 1.

In browsing through my collections, I come across a disaster cover (Figure 1) from time to time that is something of a mystery to me. In this case, I wonder why and where the plane crashed, was everyone killed, and what was a Philippine plane doing in Denmark, anyway?

This is how I acquired this cover many years ago. After asking for any oddities in a little Copenhagen stamp shop, the proprietor produced a wrapper sent from Hong Kong to Copenhagen in 1954. The crumpled brown paper appeared to have been water-soaked at one time, but the address label, airmail sticker, and four Hong Kong stamps were still attached. It was all contained in a transparent plastic envelope, stapled shut at the top.

A little doubtful at first, I soon decided to buy it after noticing the official Danish Post Office explanatory label affixed to the back (Figure 2). Translated from Danish, it reads

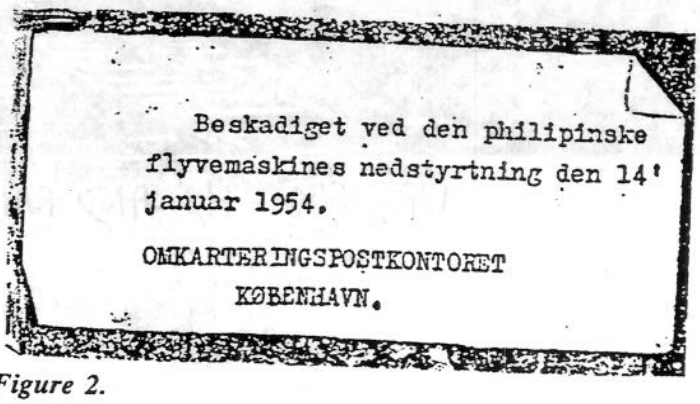
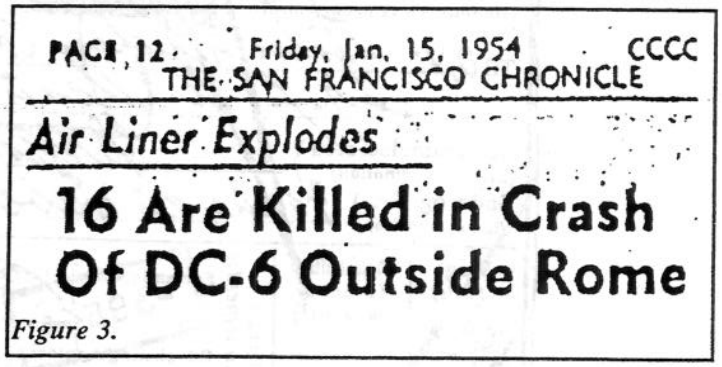


Figure 2.

starkly, "Damaged by the Philippine flying plane's crash on the 14th of January 1954. The Distribution Post Office, Copenhagen." That a special label was produced would indicate that more than one piece of mail was salvaged.

After submitting this note to *The Posthorn,* our editor, Paul Albright, informed me that he "spent an interesting couple of hours looking at microfilm at the University of Colorado Library" in Boulder. He was able to track down several newspaper articles that clear up the mystery of this cover.

Apparently, the plane didn't crash in Denmark at all, but in Italy. The disaster mail was salvaged by the Italian Post Office and forwarded to London, the flight's destination. The UK's Postmaster General announced that the salvaged mail had arrived in London four days after the crash. From there, mail was re-distributed to other countries, including Denmark. This, of course, greatly cuts down the number of crash covers with the Danish label. However, there must have been a few to warrant such an explanatory label being produced at all. The plane carried mail from Manila, Hong Kong, and probably Tokyo.


PAGE 12 Friday, Jan. 15, 1954 CCCC
THE SAN FRANCISCO CHRONICLE

Air Liner Explodes

16 Are Killed in Crash Of DC-6 Outside Rome

Figure 3.

Under the headline reproduced here (Figure 3), the *San Francisco Chronicle* of January 15, 1954 reported: "An American pilot swerved his crippled Philippine Air Lines plane away from a crowded apartment village, possibly saving a thousand lives, but killing all aboard, including himself. The Manila-Beirut-Rome-Zurich-London luxury transport, with 2 of 4 engines dead, crashed with a violent explosion in a field during a drenching rain storm."

About 2 ½ months after the crash, it was reported that long-range overseas flights of the Philippine Air Lines were suspended in order to conserve funds. I have not seen any indication that safety considerations were a major factor in this decision. Regional flights in Southeast Asia continued to operate, but those to Japan were discontinued.

DANISH PARCEL POST OFFICE, FLENSBURG

Frederick A. Brofos

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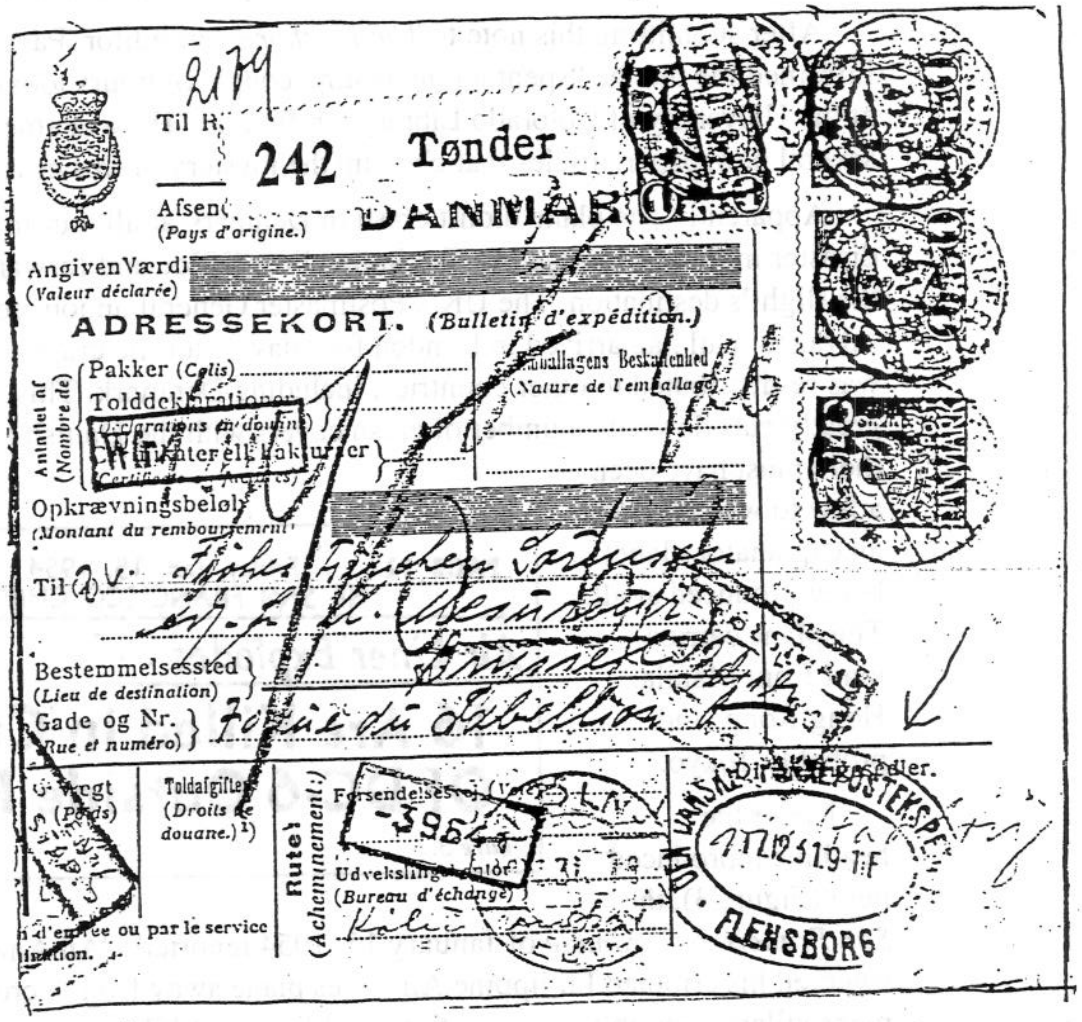
A parcel post card sent from Tønder, Denmark, to Brussels, Belgium, in December, 1931, shows an unusual double-lined oval postmark in black in the lower right corner. It is inscribed, "DEN DANSKE PAKKEPOSTEKSPEDITION . FLENSBORG".

This would indicate that a Danish parcel post office existed at that time in the border town of Flensburg, Germany, (Flensborg in Danish), to facilitate the transfer of packages between the two countries. Exactly how long its period of operation was, is unknown to me.



SCANDINAVIAN ACTIVITY IN THE FAR EAST

Frederick A. Brofos

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.

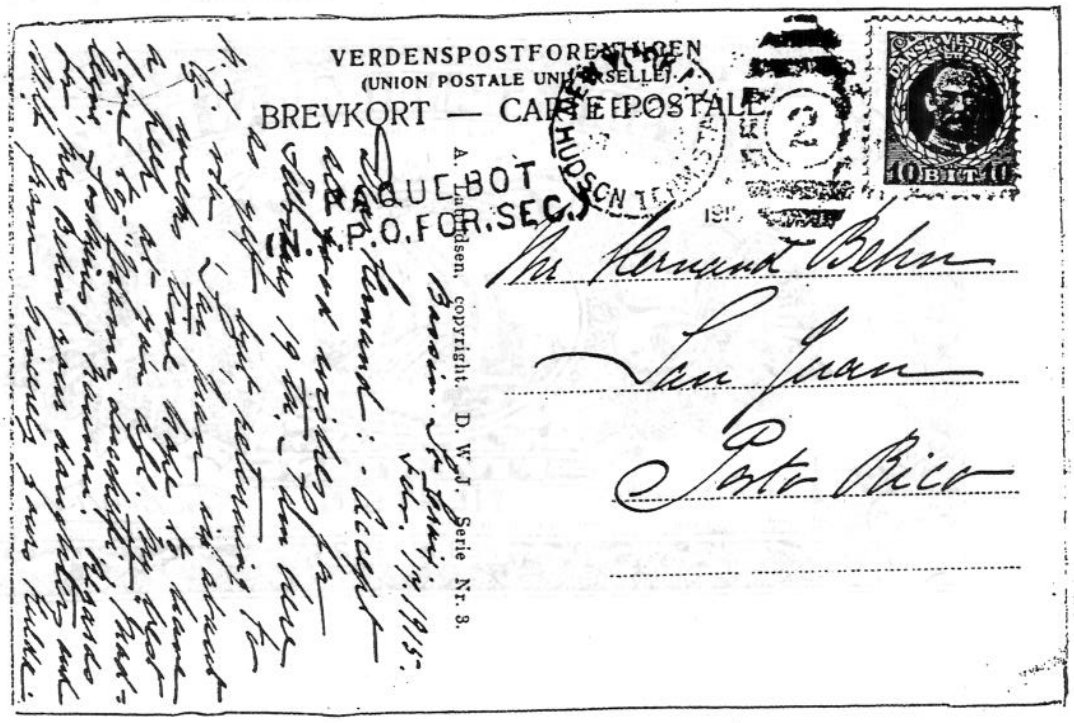
The banking business in China was somewhat chaotic until the Treaty of Nanking was signed in 1839. Thereafter, assorted British banks dominated the scene for the next half century. Eventually, other foreign banks also gained a foothold, thus: Germany in 1889; Russia, 1895; Japan, 1898; USA and France, 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.

Missent Paquebot Card from Danish West Indies

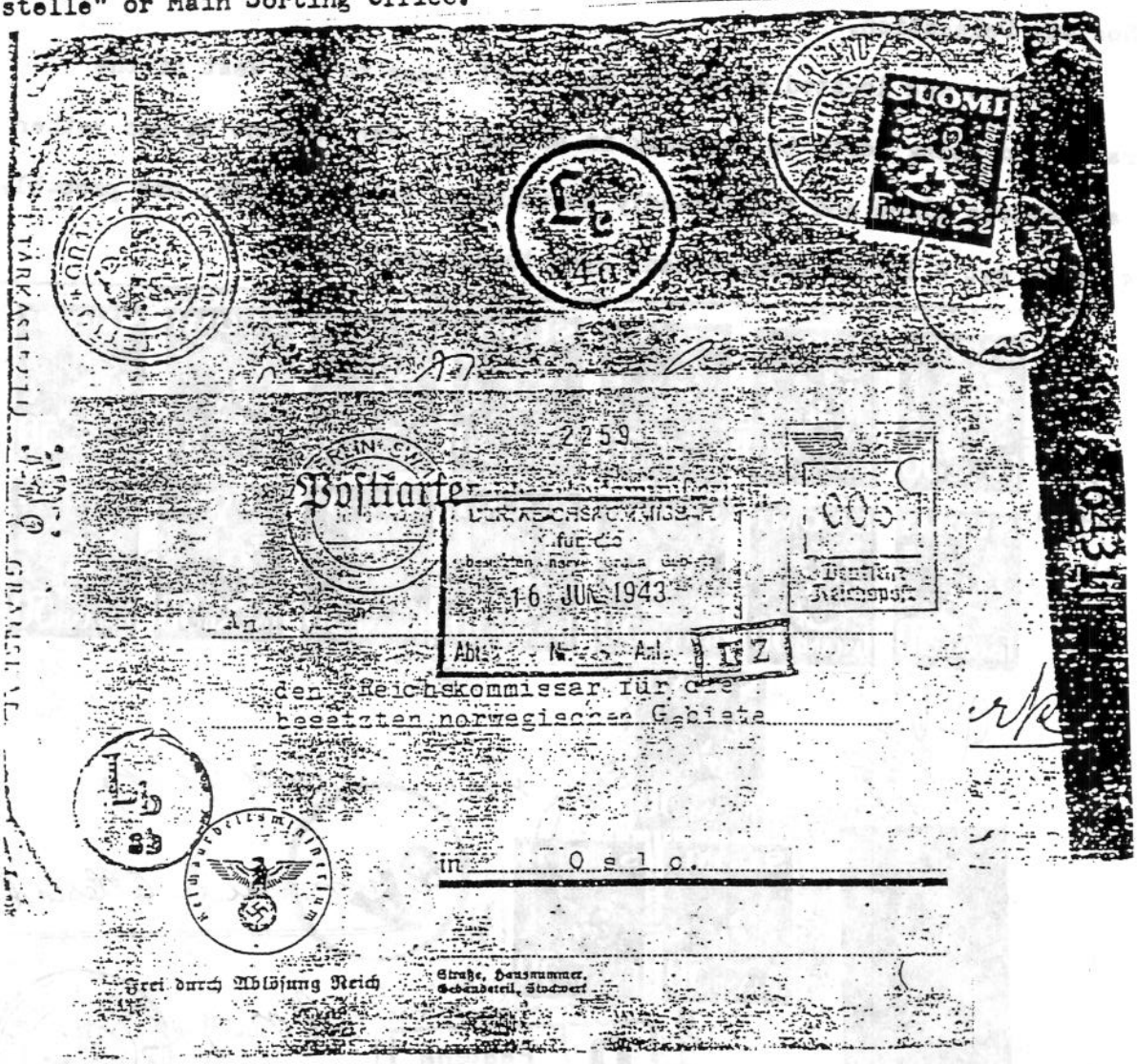
This postal card seems to have taken an extra long way to get from one neighboring island to another in the Caribean. Sent from Bassin, St.Croix, in the Danish West Indies (which became the U.S. Virgin Islands in 1917). Dated February 17, 1915, it was sent to nearby San Juan, Porto Rico. However, by some mistake, it wound up at the New York P.O. Foreign Section at Hudson Terminal, N.Y. Cancelled there as Ship Mail, it was returned South again. The card is addressed to Hernand Behn who, with his brother Sosthenes, later founded the giant I.T & T. Corporation.



An Unidentified Censor Mark from Germany

During WWII, the Germans used a circular-shaped marking, with identifing letters, on mail which was passed through unopened either for lack of time or interest. The ones with a capital "A" followed by a lower case letter are well known, for example "Ab" - for Berlin office, "Ak"- for Copenhagen, and "Ao" for Oslo and so on.

However, there are certain other similar marks, which have mystified collectors. These have a large "L" instead of an "A". Shown here are two different ones (from Berlin?). My guess is that it stood for "Leitstelle" or Main Sorting Office.



An unusual Finnish Censormark

This is about a 1944 letter to Norway from Paatene in East Karelia, a place taken back from Russia by the Finns.

Shown is the registered cover, with Finnish and German(Ao) censor marks. Inside, however, was an unusual carbon-copy notice about censor regulations. Upon this was stamped a seldom-seen marking in green. It read; "Tarkastustoimisto", which I am told means Postal Examining Office. The note (in Swedish) says that stamps sent abroad are not allowed without a customs permit, or export license or mark of Finlands Stamp Collectors Society Delegation.

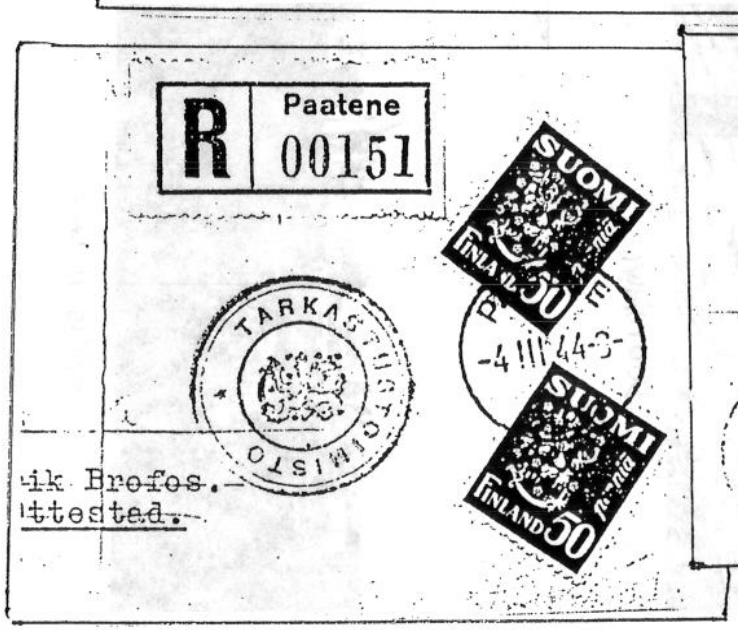
Paatene was located on one of the small lakes to the West of the railroad going North to Murmansk in Russia. I can imagine it was rather a desolate place and the friendly postmaster, Helmi Mantila, was probably glad to get a letter from abroad, even though philatelic.

Postgranskningsbyrån returnerar brevet och meddelar, att postförsändelsen innehållande restämplade eller postämplade frimärken vidarebefordras utomlands endast

1) om försändelsen är försedd med tullstämpel, eller

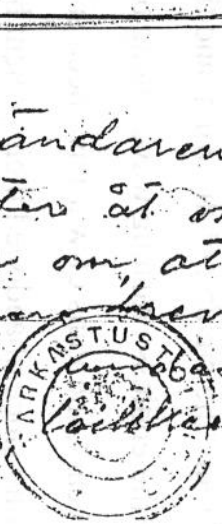
2) om försändelsen är försedd med exportlicens, eller

3) om försändelsen är försedd med "Finlands frimärkssamlarföreningars delegations stämpel.



ik Brefos.-
ttested.

Vår grd meddela avsändaren att vi måste rätta oss efter åt oss gm föreskrift också i fråga om att returnera eller icke returnera brev. Vi tvingas nu att gör undantags fall och detta med "läckage" av frimärken får ej uppg



All Quiet on the Eastern Front

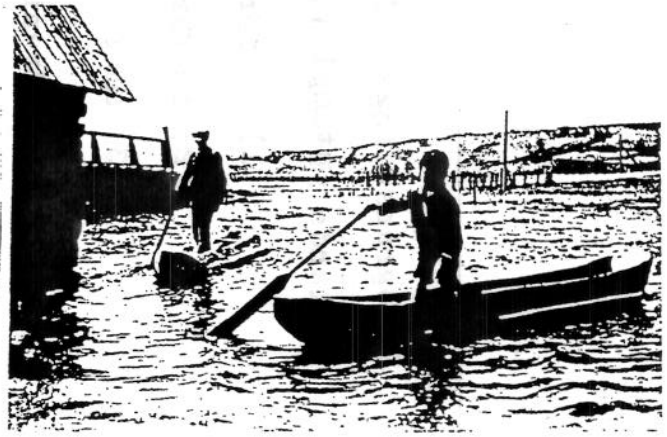
Only the sighing of the wind, and the shrill cries of Arctic birds, are heard above the endless crashing waves along the shores of the great Onega Lake. For many years, the guns of war have been silent and the poor people of East Karelia have long since abandoned their ancient homes and fled for their lives for safety with kinfolk in Finnland. The land remains, but it is no longer the same beloved "Itä Karjala". The Russians have seized and changed it all.

The Karelians have only their dear memories left and they do not expect to return to their homeland again, any more than Tibetans hope for liberation from the Chinese oppressors.

SOUTJÄRVI

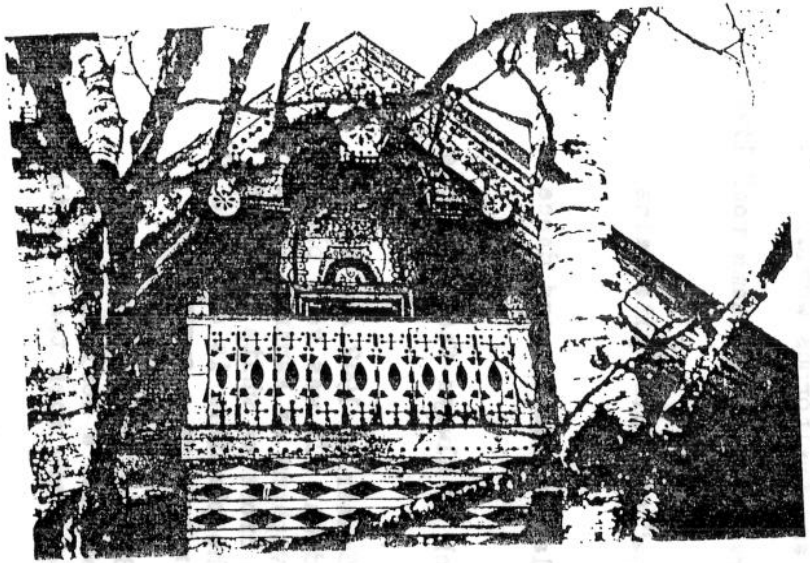
SOUTJÄRVI, LAKE ONEGA IN BACK

MÄGIS VILLAGE

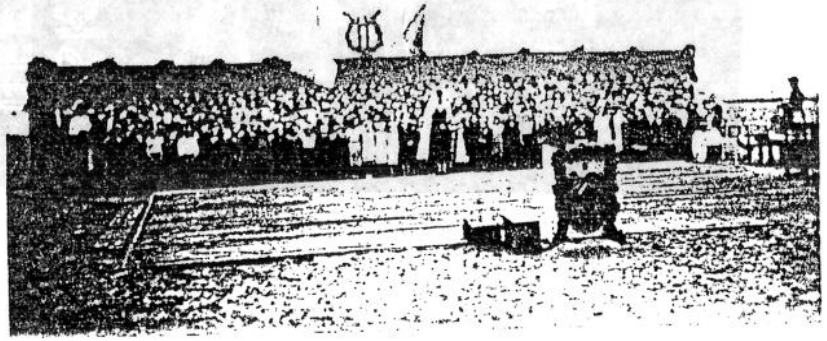


LOG BOATS

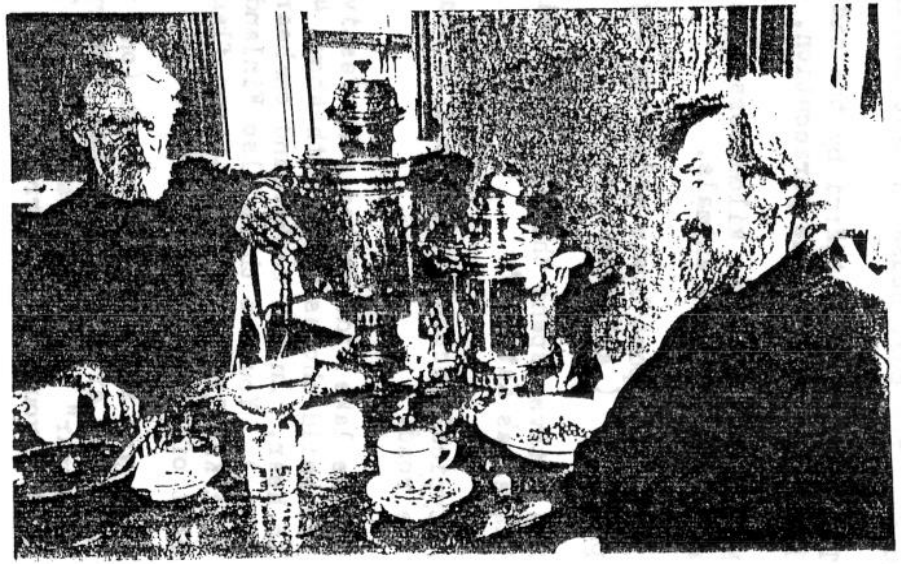
DANCING "KARELIA'S KATRILL"



DECORATIVE HOUSE FRONT



FESTIVAL CHOIR CHORUS



"SAMOVAR" TEA, CRANBERRIES ON PLATE

Captions of photos from East Karelia

1. Soutjärvi (Soutozero). The house on the left side was my bath house (sauna) - the best house in East Karelia. There it was cold never.

2. The village of Soutjärvi by the side of the roaring Onega lake. Winter, 1941."Far away is the persecution, quarrel and traitorous world... ".

3. Mägis village, four kilometers from Soutjärvi. Under the same roof live always people and animals.

4. 1943. Two punt boats made from logs. "Papa" with his "pitzukaine priheine" (a little son).

5. The natives spend their festival with popular ceremonies and dance "Karelia's Katrill".

6. A typical decorative gable of a house, which is always faced towards the road.

7. By the lake side we had song festivals in Summer of 1942 and 1943. The child chorus sings with about 450 children. It was very pleasant to hear. In the background one heard the symphony of Äänninen (Lake Onega). You see there also Finland's blue cross on white flag and East Karelia's red-black-green flag. On the platform is also the old coat of arms of East Karelia, with the bear holding a sword.

8. Here you see typical old men (one is the Beadle) from East Karelia. They are drinking their tea. Everyone there has a coal kitchen "Samovar" - as the russians say. They drink very much tea. On the plate, you see cranberries.

German anti-Russian poster (reduced) Norway, 1944. "Shall he liberate us?"

East Karelian Memories

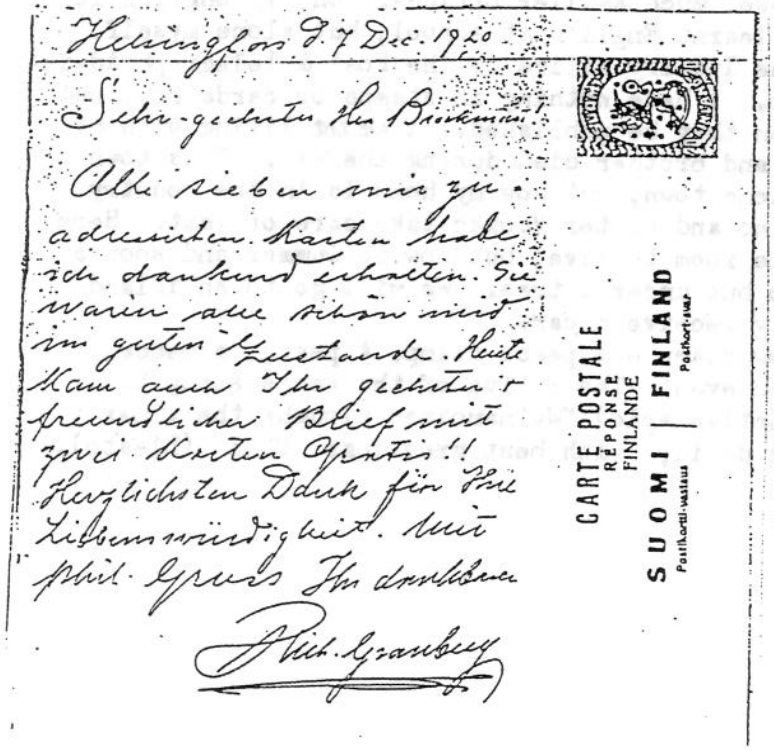
During WW II, when I was at High School in Norway, I had a lot of pen-pals abroad. Undoubtedly the most interesting person was a bright young Finnish girl, who wrote soulful letters. She was Postmistress at a small place on the banks of Lake Onega. Soutjärvi was one of the most Easterly postoffices of the East Karelian War Administration, as the land re-conquered from the Russians was now called. When the Russians returned in force in 1944, everyone left everything and fled for their lives to Finland. After I moved to USA in 1947, I am afraid I lost contact with my brave Finnish friend. The years have slipped by and I do hope she is alive and well. I still cherish her letters, nicely stamped envelopes and photographs that she sent me so long ago.
Although we never exchanged pictures, I like to imagine her to be something like the beautiful Lara in the film "Dr. Zhivago". Be that as it may, one can't all expect to be film stars. But one can dream...
Anyway, here is her last letter, from Helsinki, June 1947.
"Dear Fredrik, I send you some photos from East Karelia. They are my dear keepsakes from Soutjärvi. The time there, was a romantic fairytale, which return never. I liked to be there by the primitive kindred people. The old women and men were very interesting when they told their stories. The children were as sweet as somewhere else, but young people were distasteful for us. This arise from it that we understand not yet bolsheviks. Perhaps we must learn to know, but it will be difficult for us, because it appears difficult also for our brothers in arms. The theories of life collide. They will never understand together. But where is the wisdom? This wise world has developed and a result is an extreme selfishness. I - I - I - I - what a big I !
The enclosed map is a little feeble picture of East Karelia. As you see, it is made with the free hand, but I can't find a map. The russians have confiscated all. Perhaps you can see however the largest offices. There was yet, in addition to these, much smaller offices. Oh, my English it is so bad, excuse me. I've not learnt English at school, but alone myself. Yes, I am working yet at the Inquiry office of the Post & Telegraph Administration, as a First Clerk. I have nothing in stamps or cards now, but I will find new stamps, when they be published. I am not living with my family. My father, mother and brother died during the war. This town (Helsinki) was earlier my home town, but now my home is in the country and my youngest brother Heino and sister Vuokko take care of that. Here in town I have only a little room to live, but now is Summer and soon a holiday. Then can to sleep but under a tree. We will go to an island Midsummer to spend. You may receive a card.
On this letter you see a new stamp - a peace stamp. A peace, a peace, though peace is not fair and even! The motive of the peace stamp is about the "Kalevala" (the native epic) "Wainamoinen ploughs the viper field". Now I must end and do it, with best greetings Elna (Liesto).

My Favorite Stamp from Finland

I finally acquired this black on white rouletted stamp, issued on October 15, 1931. It is not so easy to find, neither is it cheap. Not being a real Finnish collector, I never the less felt I needed it. That is because I am a collector of postal stationery of the world.. This is a semi-postal stamp of 1 Mark plus all of 4 Marks, a surtax to help the Finnish Postal Museum buy the famous Finnish postal stationery collection of the great collector, Richard Granberg. I cannot recall a similar situation having happened anywhere else.

The design is based on the first Finnish stamped envelopes, with modifications.

I have a Finnish card written by Granberg himself and sent to a collector friend in Belgium. Translated, the card reads: "Very honored Herr Brockman, All 7 of the cards addressed to me have been gratefully received. They were all pretty and in good shape. Today also came your honored and friendly letter with two cards free!! Heartiest thanks for your kindness. With philatelic greetings, your thankful Richard Granberg."


Helsingfors d. 7 Dec. 1920.

Sehr geehrter Herr Brockman!

Alle sieben mir zugesandten Karten habe ich dankend erhalten. Sie waren alle schön und im guten Zustande. Heute kam auch Ihr geehrter freundlicher Brief mit zwei Karten Gratis!! Herzlichsten Dank für Ihre Liebenswürdigkeit. Mit phil. Gruss Ihr dankbarer

Rich. Granberg

CARTE POSTALE
RÉPONSE
FINLANDE

SUOMI | FINLAND
Postikortti-vastaus

An Invitation to dine, 1918

An envelope marked "Urgent", bears the Norwegian Legation seal. Curiously, it was stamped (perhaps intentionally) in an inverted position. Anyway, the "Le Roi" part stood out more and looked at first glance as though the message came from the King of Norway! However, it was just from the Norwegian Minister to France, Count Wedel Jarlsberg, and sent by special messenger within Paris. In those days, they only had Legations instead of Embassies, at least the smaller countries.

The letter was addressed to Lt. Colonel (Sosthenes) Behn, who at that time was with the A.E.F.Signal Corps of the U.S. Army in France. After the war, he became famous for founding, with his brother Hernand, the huge International Telephone and Telegraph Corporation (IT&T) which included large factories in Norway and Denmark and many other places.

This early letter in his career is dated Paris, 28/11/18 and reads: "Dear Col. Behn, If you have nothing better (to do), will you give us the pleasure of your company to luncheon tomorrow, Friday at 12:45? Hoping to have the pleasure to see you, I am yours very sincerely, Wedel Jarlsberg. Telephone only to Elicée 43.64."

In 1920, Count Wedel Jarlsberg, as Plenipotentiary for Norway, signed with the other Powers, The Treaty of Spitsbergen, which conferred the sovereignty on Norway.

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The invitation

LÉGATION DE NORVÈGE.

Paris 28/11 18

Dear Colonel Behn,

If you have nothing better will you give us the pleasure of your company to luncheon tomorrow Friday at 12.45?

Hoping to have the pleasure to see you I am yours very sincerely

F. Wedgwood

Urgent

Lieutenant Colonel S. Behn

52. Avenue de
Les Bouardonnay

Norwegian Perfins in England

NORWEGIAN · STATE · RAILWAYS

TRAVEL BUREAU NORWAY HOUSE

21-24 COCKSPUR STREET LONDON S.W.1

PHILIP I. FROSMALD MANAGER

General Agents for
FRED OLSEN LINE NEWCASTLE-OSLO
Agents for B.G.N. LINE NEWCASTLE-BERGEN
AND FOR
ALL RAILWAYS & STEAMERS between
ENGLAND & NORWAY

PLEASE QUOTE THIS REFERENCE
20729

August 14th, 31

in account with

- Brofoss Esq
International Standard Electric Corp.,
63, Aldwych, W.C. 1

	Tickets supplied to Mrs. Brofoss.			
1	1st. class London - Newcastle	£ 2	16	7
1	reserved seat		1	3
1	1st. class Newcastle - Oslo (single cabin)	6	11	6
		£ 9	9	4

RECEIVED WITH THANKS
15 SEP 1931
NORWEGIAN STATE RAILWAYS LONDON.

← The Perfin

28 APR 1933

Received with Thanks
NORWEGIAN STATE RAILWAYS

Cheques &c should be made payable to "Norwegian State Railways".

30 JAN 1939

Received with Thanks
NORWEGIAN STATE RAILWAYS

Ticket herewith.

SOME INTERESTING STICKERS

Frederick A. Brofos

They go by many names: stickers, seals, poster stamps, labels. But no matter what they are called, many can be very interesting. Indeed, some are perhaps more so than are ordinary postage stamps. It has not bothered me at all that these lowly labels were not real stamps, as long as they were interesting and reasonable in price.

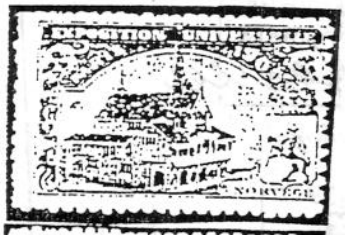
Of course, those stickers issued in or connected with Scandinavia are the ones that particularly interest us.

The great Universal Exposition in Paris, France, in the year 1900, produced a long set of seals representing the various participating nations. Illustrated here are certain ones from Norway and Sweden, showing the national buildings of these countries at the exhibition, together with the dual monarch, King Oscar II.

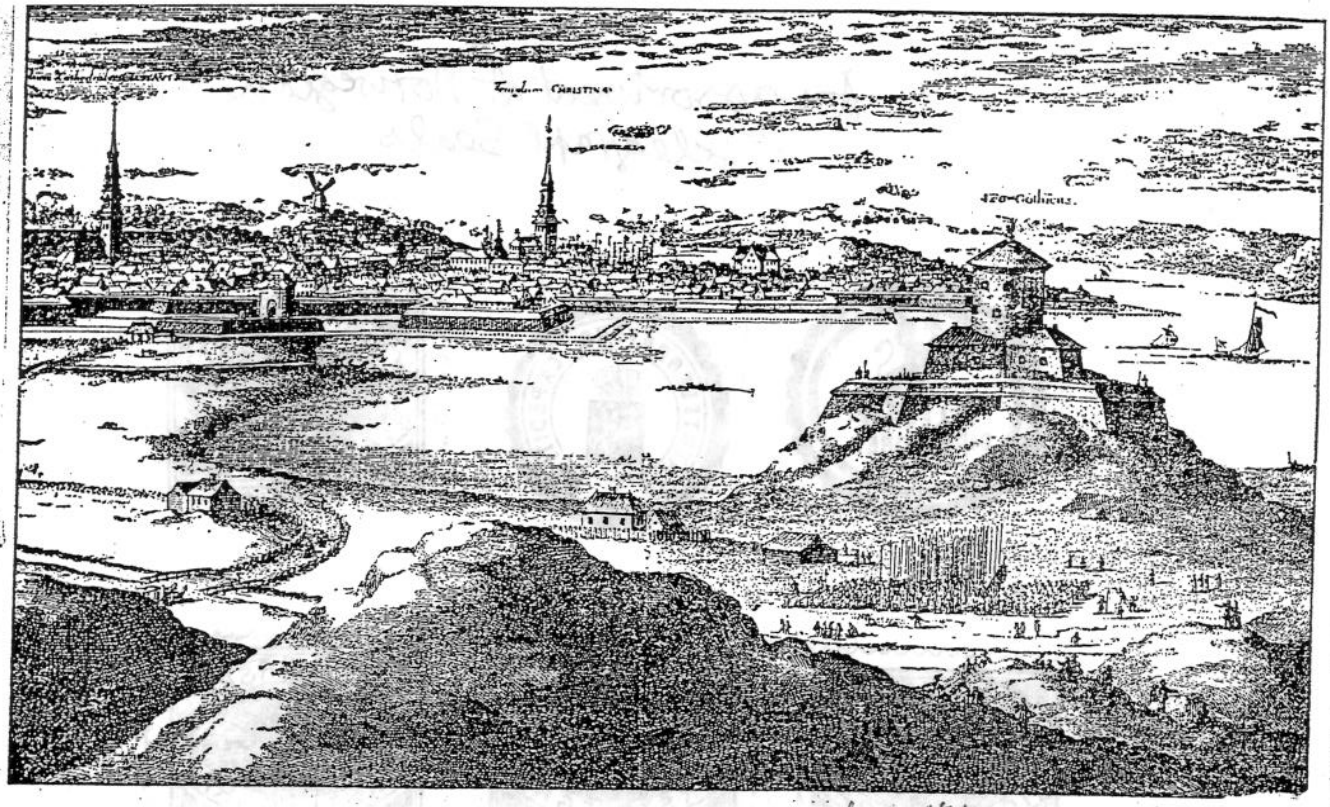
These seals appear in red and blue, and maybe in green and brown also. They were printed in lithography, with many different designs together in the sheet. Who was responsible, I have not yet determined. Can any of our readers add information to this?

Another sticker of special interest is one showing the mighty thundergod Thor in his chariot, racing to the Xth Olympiade at Los Angeles, California, in 1932, with U.S. and Danish shields at the top of the design.

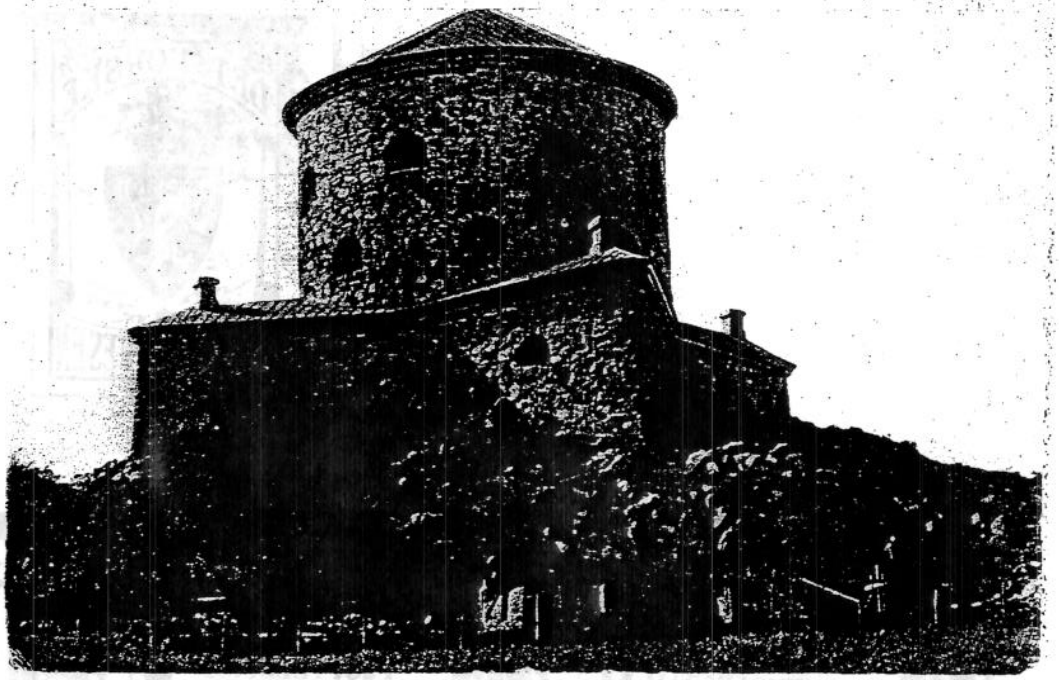
One of my favorite labels shows the harbor at St. Thomas, Danish West Indies, and protests in the Danish language the sale of the DWI to the United States. Nevertheless, the sale did go through in 1917 and the islands became the U.S. Virgin Islands at that time.



An assortment of Norwegian Telegraph Seals



From an old print of Göteborg -



The Lion Fortress of Gothenburg (Skansen Lejonet)

Shown on a Swedish stamp, the card doesn't show the great green copper lion atop the tower. When I was in there in 1946 it was an arsenal full of rifles for a regiment. A neat old place.

Svenska Norgehjälpen 97187

En hjärtlig hälsning

från

Svenska Norgehjälpen

Box 698

Stockholm

SVERIGE

-300-

SVENSKA NORGE-HJÄLPENS BESPISNINGAR

Svenska Norgehjälpen

250 GRAM
LINGON SYLT
SVENSKA NORGEHJÄLPENS BESPISNINGAR

250 GRAM
APELSIN-MARMELAD
SVENSKA NORGEHJÄLPENS BESPISNINGAR

250 GRAM
SMÖRGÅS PRIM
SVENSKA NORGEHJÄLPENS BESPISNINGAR

SVENSKA NORGEHJÄLPENS
200 GR.
SMÖRGÅS PÅLÄGG
BARNEBESPISNING

250 GRAM
PLOMMON-SYLT
SVENSKA NORGEHJÄLPENS BESPISNINGAR

250 GRAM
MESSMÖR
SVENSKA NORGEHJÄLPENS BESPISNINGAR

Swedish Food Help to Norwegian Children

Children in Norway, during the war, were grateful to receive at school, soup distributions and small jam containers. Large funding was raised by Swedish industries. Possible contribution by the Norwegian Exile Government in London would probably have to have been kept secret from the Germans. Here are some labels I saved.

A BIT OF OLD DENMARK IN CALIFORNIA, by Frederick A. Brofos

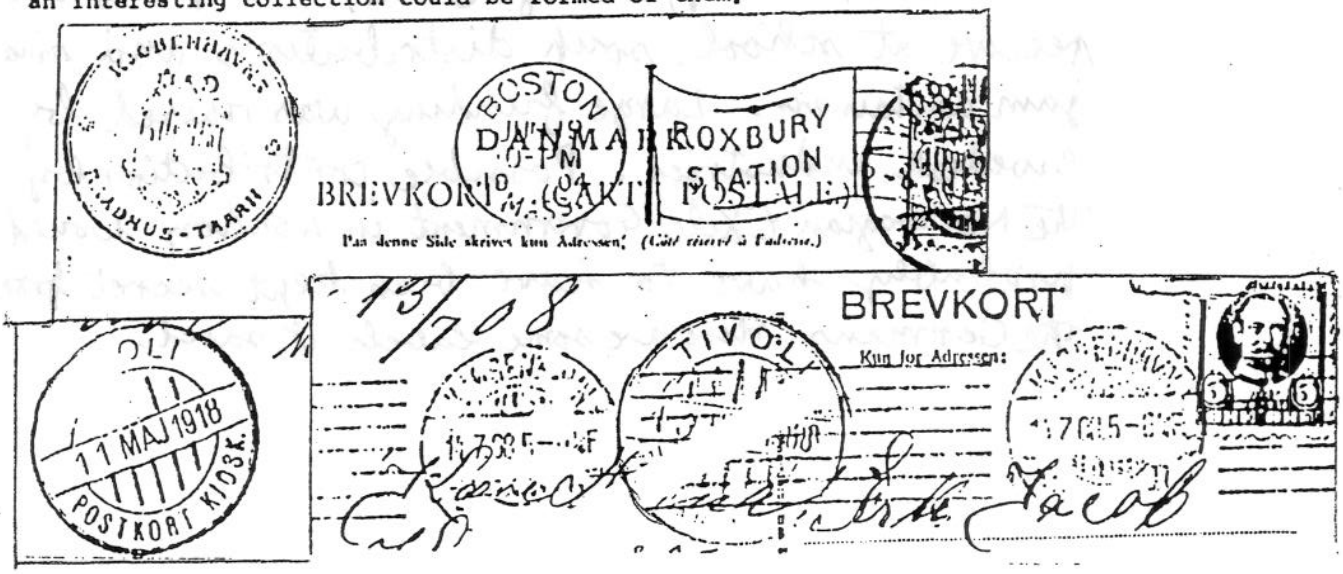
For many years I have had an interesting advertising label in my collection of seals, stickers and the like, which shows a proposed Denmark Building for the 1915 Panama Pacific Exposition in San Francisco. Printed in Blue and Red colors, it shows an elaborate construction in old Danish architectural style. Above the grand tower and gables, three flags of Denmark wave merrily, while in the distance the sun radiates over the Golden Gate.

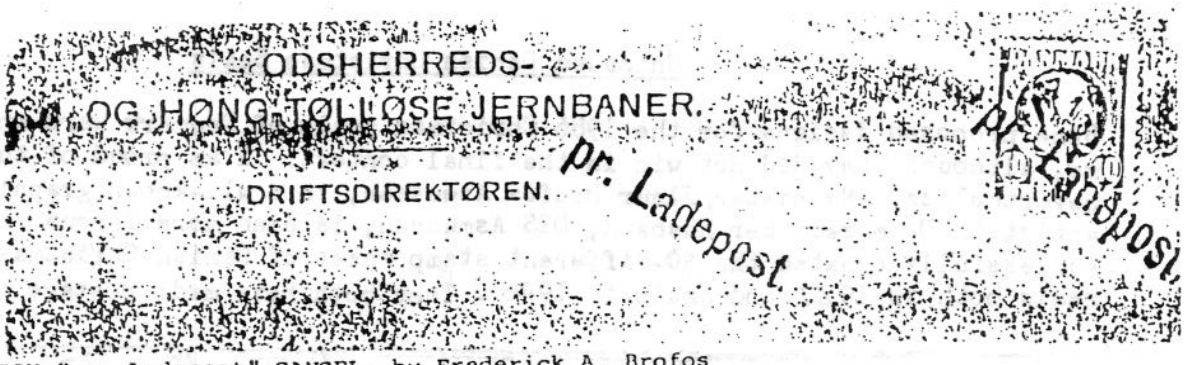
Recently, I acquired a very nice post card showing an enlarged version of the poster stamp, printed in the same colors. Apparently, both the sticker and card were issued by "The Danish Building and Exposition Committee" of San Francisco, to raise funds. Whether they were successful and the fine little palace actually was erected, and what went on there, maybe someone who visited the exposition can tell us more about later.

COPENHAGEN TOURIST CARD CACHETS, by Frederick A. Brofos

In many show places around the world, special handstamped cachets indicating the point of origin have been used as an added incentive for tourists to buy and send postcards. Aside from their general advertising value, the cachets were popular with sightseers, as it proved their visit to a specific sight--something the postmark usually didn't effectively do.

Apparently there was a postcard vendor atop the tower of the Copenhagen City Hall, where there was a wonderful view for visitors. The illustrated card was dated June, 1904, and the cachet is in red. Another highlight of Copenhagen is the famous Tivoli Garden amusement park. At its postcard kiosk, a special cachet was used; which I have seen in violet from 1908 and 1918. Other attractions around town probably also had cachets. Undoubtedly an interesting collection could be formed of them.



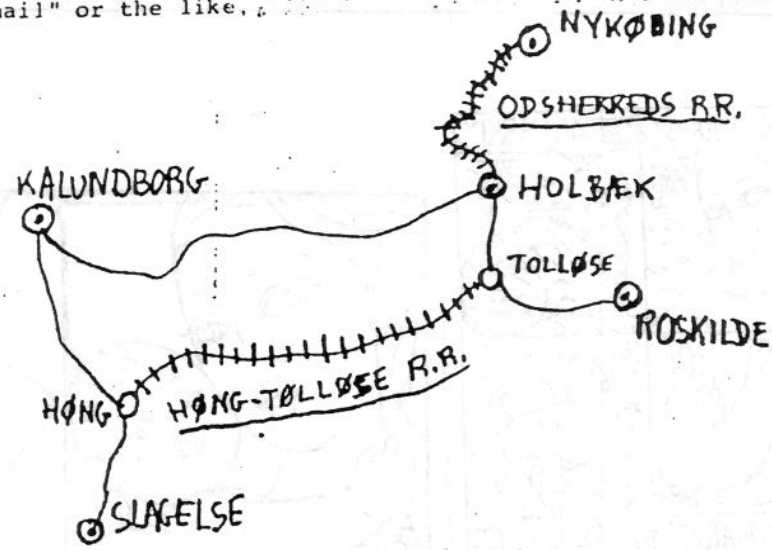


DANISH "pr. Ladepost" CANCEL, by Frederick A. Brofos

Among the many small private railroads of Denmark was one called the "Odsherreds- og Høng-Tølløse Jernbaner". With a name like that I rather imagine it has either been discontinued by now or else gobbled up and incorporated into the Danish State Railroad system.

Be that as it may, I have an old cover from this railroad sent by its operations manager to a Copenhagen firm located at or near the main Railroad Stations. The 10 øre stamp (Scott #65) would indicate a period of use of this cover to be probably around 1904-1906. The thing of special interest here is of course the unusual violet cancel "pr. Ladepost". It may derive from some arrangement for railroad official business to be sent via the train conductor or baggage car?

(Editor's note: According to the latest supplement in my possession to Jensen & Thomassen's "Danmarks Jernbanefrimaerker", which supplement is dated 1970, the Odsherreds Jernbane and the Høng-Tølløse Jernbane were still in existence then. The Odsherreds line ran between Holbaek and Nykøbing Sjaelland and opened 18 May, 1899; the H-T-J opened in 1901. Both railroads were administered from the same office, as Brofos' letter indicates, and their freight stamps are similar in design. Pr. Ladepost seems to mean "via cargo mail" or the like.)



STILL MORE ON THE DANISH PRIVATE RAILROADS, by Frederick A. Brofos

Regarding my article on the "pr Ladepost" cancel in a recent LUREN, here are some further details on the railroads in question. (In addition to the data provided by George Tarnowski last month...ed) Both have operated at a loss, but are kept running with the help of government subsidies. Railroad freight stamps were first introduced at the turn of the century.

Odsherreds Railroad

The law of May 8, 1894, approved a railroad line between Holbaek and Nykøbing Sjaelland. Disagreement on the route to be followed delayed the concession grant until May 6, 1896. Work was started in Spring, 1897, and the opening occurred on May 17, 1899. Regular traffic commenced the following day with 3 trains daily in each direction. Owned by Odsherreds Jernbanes Aktieselskab, this private railroad is 49.6 kilometers in length, with a quickest running time of 72 minutes. Permanent personnel: 72. Steam locomotives: 3. Motor locomotives and cars: 7.

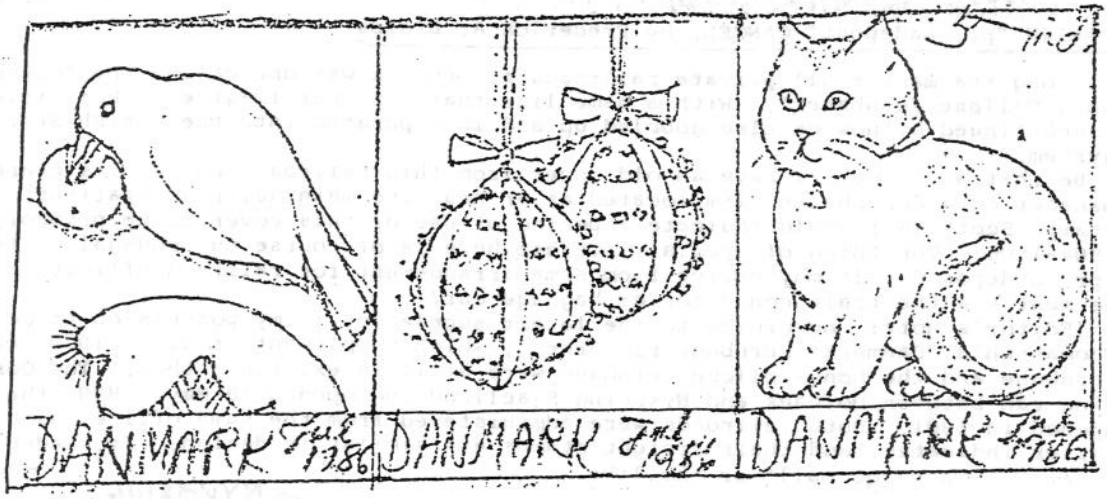
Høng-Tølløse Railroad

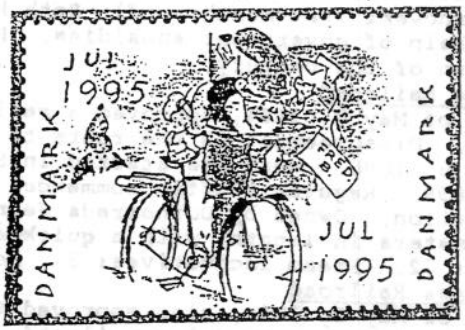
The law of May 8, 1894, also approved the laying of a railroad from Tølløse to a point on the Slagelse-Vaerslev railroad, but work only started in the Spring of 1900. Regular operations commenced December 22, 1901, with 3 trains in each direction. Owned by the Høng-Tølløse Jernbane A/S, this private railroad is 29 kilometers in length, with a quickest running time of 57 minutes. Permanent personnel: 26. Steam locomotives: 2. Motor locomotives and cars: 5.

The accompanying rough map will give an idea of the general layout and interconnection between these and other railroads in the area. Also shown is a typical freight stamp design from these railroads.

Unissued Danish Christmas Seals

Some proposed designs for the 1986 Christmas seals of Denmark were snt to me, although they did not win in the final contest. I am proud of them nevertheless. My sister, Fleur Brofos Asmussen, is a wll-known graphic artist in Denmark. Her husband, DES Asmussen, is even more famous. He successfully created the 50-different stamp sheet of Danish Christmas seals both in 1987 and again in 1995. They both have made postage stamps.





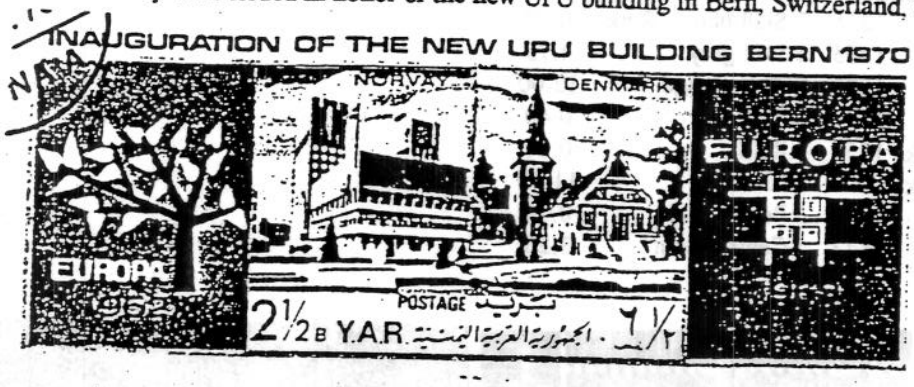
ONE OF DES' SEALS WITH GREETING TO HIS BROTHER-IN-LAW, FRED. BROFOS

THE YEMEN "NORVAY" ERROR

Frederick A. Brofos

Among some "wall paper" stamps from the Yemen Arab Republic (YAR), which has mass-produced cheap pictorials to tempt youngsters and others, I noticed one showing scenes from Scandinavia. In the center right appears a castle in Denmark. On the left is shown the City Hall in Oslo, Norway. Curiously enough the country name is misspelled "NORVAY", instead of "NORWAY".

This novelty occurs in a sheet of multiple scenes from various countries, all pre-cancelled with a printed postmark from Sana'a. They were issued in honor of the new UPU building in Bern, Switzerland, in 1970.



HAVE YOU AN ODDER POSTMARK?

Frederick A. Brofos

Relaxing with a pile of loose Danish stamps on the table, and casually looking for Star Cancels, perfins, and other goodies, I suddenly came upon the oddest-looking postmark. It is from a small place in Denmark called Odder. Although not meaning anything unusual to a Dane, an English-speaking person does connect "odd" with "strange, or unusual". It was, however, the combination of that name with a remarkable date that caught my eye.

The date is 9.9.99 4-9E. That is, of course, September 9, 1899, with the last part being the time period between four and nine p.m. One could hardly do better than that if one tried. Indeed, was this all carefully planned by an alert clock-watcher at the post office, or was it just a lucky find I made of a chance survivor from a weird moment in time?

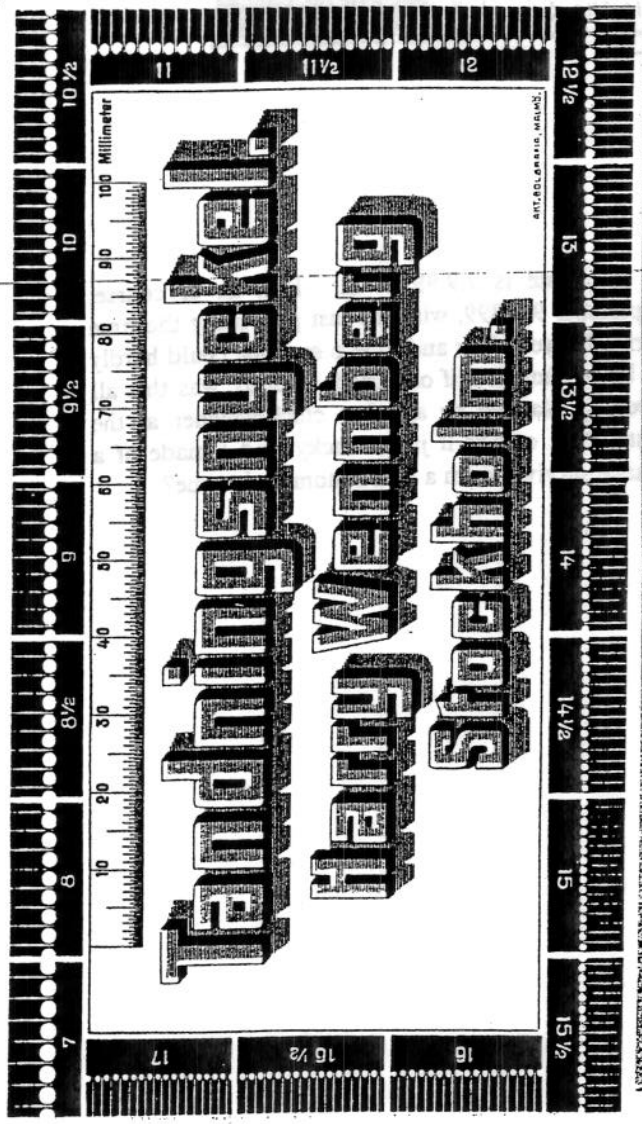
SWEDISH STAMP PRICE LIST, 1908

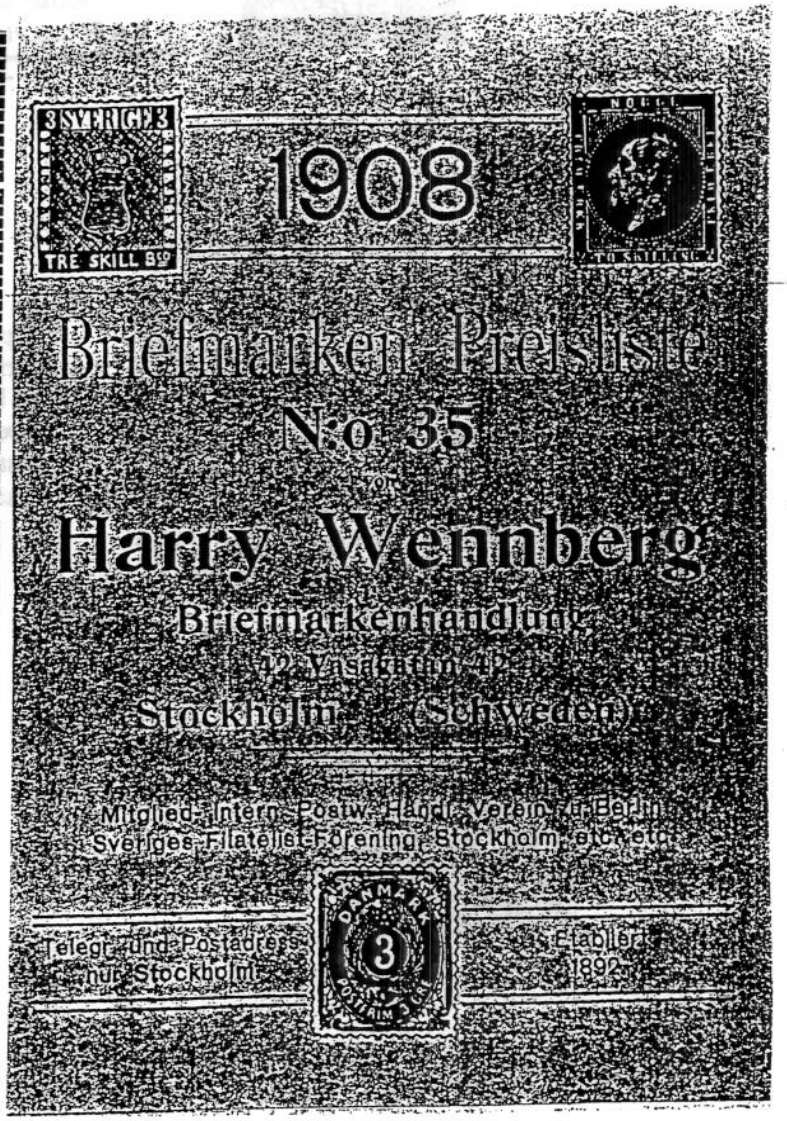
Frederick A. Brofos

I have before me a nice perforation gauge and a 48-page price list, from 1908, quoting nifty sales prices. These are from Harry Wennberg's Stamp Shop, (established 1892) at 42 Vasagatan in Stockholm. The prices are in German currency, and a 10% discount was allowed on orders of 10 Reichsmarks or more.

A large collection, valued at over Rmk. 600,000, had been purchased in June, and was being broken up for sale. Here are some of the cool prices offered. If only we had been there then, knowing what we know today!!!

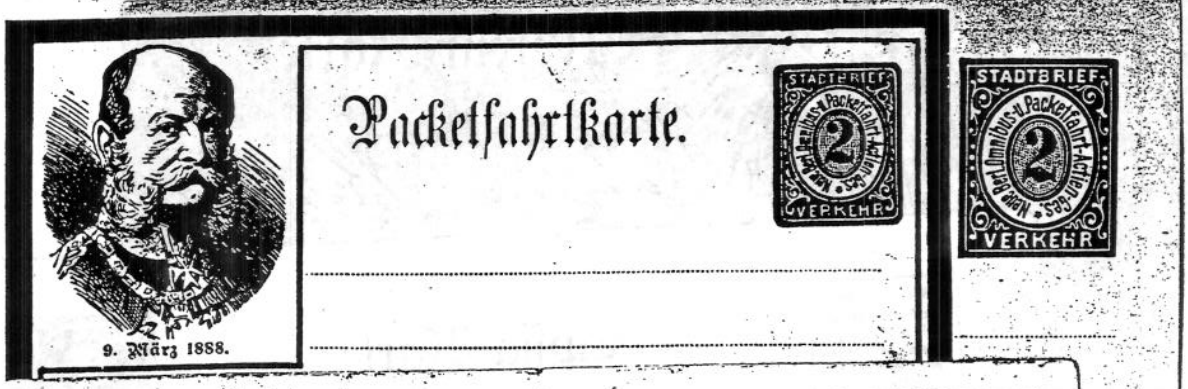
Sweden	1855	3 Skill. blue	Rmk.	0.18
Sweden	1855	6 Skill grey		4.75
Sweden	1855	8 Skill orange		12.00
Norway	1855	4 Skill blue		0.40
Denmark	1851	4 RBS		0.10
Denmark	1851	2 RBS		11.00
Gr. Brit.	1840	1 Penny black		0.70
USA	1847	5 Cents brown		3.25





19th Century Local Postal Stationery (Germany)

Local postal stationery has always interested me. I knew there was a lot of 19th Century German stationery issues. For many years, I never ran across more than about ten items. Recently, I got a bonanza from an Old Timers collection. What a pleasure to see totally unknown things. Hre was the foretaste of wonderful collecting field. Local stationery does of course exist from other countries too, but not as much as from Germany.



Central Society of German Citizens of Jewish Belief

-307-

Centralverein deutscher Staatsbürger jüdischen Glaubens

Berlin N.W., Karlstrasse 26 II.

Courier-Kartenbrief

COURIER

LEIPZIG 3 COURIER

1797 1897

MERCUR

Mercur Karte.

Tarif der Lipsia.
Drucksache, offen bis 50 Gr. 2 Pf.
Briefe, geschlossen bis 250 Gr. 3 Pf.
„ 350 „ 5 „
„ 1000 „ 10 „
Lipsia-Karte 3 „

Lipsia-Karte.

PRIVAT.

Stadtpost Stuttgart.

PRIVAT-STADT-POST STUTTGART 3 Postkarte

An

in

Strasse No.

Cacao Soluble Suchard, sofort löslicher Cacao
1 Kilo genügt für 200 Tassen

Ch. SUCHARD Neuchâtel (Schweiz)

Die Chocolade Suchard bei Jedermann zu haben

With Cocoa-Chocolate advertisement

N.H. Advertising Collar on Postal Stationery

Frederick A. Brofos

It is clear that postal stationery with advertising collars around the indicia are highly prized by collectors, and accordingly, are highly priced by dealers. Indeed, they are not often available outside of auction sales.

In England, the various firms having embossed to order evelopes produced, by the government printers at Somerset House,London, in the period between 1857 and 1895, had the option to have advertising collars added at an extra cost. These are listed and illustrated in the Huggins book listed in the references.

In the United States, the same idea was promoted in 1864 by the Nesbitt, Co., the firm which printed our first stamped envelopes, but it didn't catch on. The Thorp-Bartels Catalogue lists and illustrates, besides the four Nesbitt essays, a total of 19 designs, mostly from the 1880 period. Most, but not all, of these were press printed additions by enterprising printers rather than embossed items. Not included in the catalog list, is a very interesting New Hampshire item, which I came across on an envelope cut-square [See figure 1]. The 2 cent green issue of 1887-90 appears with a black collar advertising John A. White, Dover, N.H. This firm was a manufacturer of machinery according to a business directory from that time.

Figure 1.

References

1. Thorp-Bartels Catalogue of Stamped Envelopes and Wrappers of the U.S. 1954, pp. 387-397

2. A.K. Huggins, British Postal Stationery, 1970 pp. 167-173

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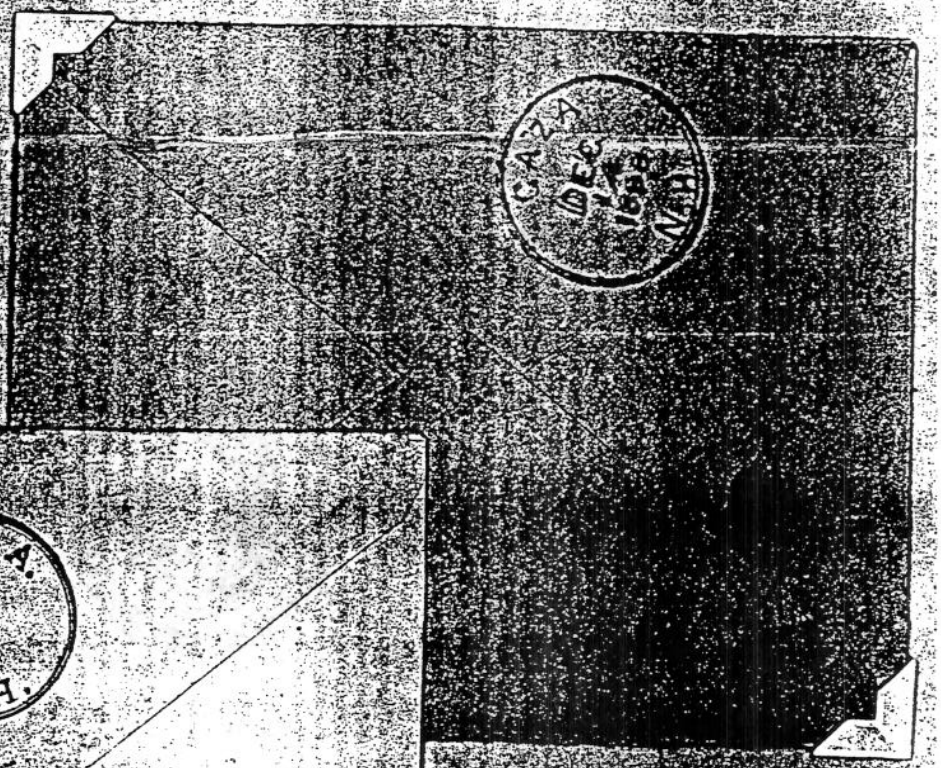
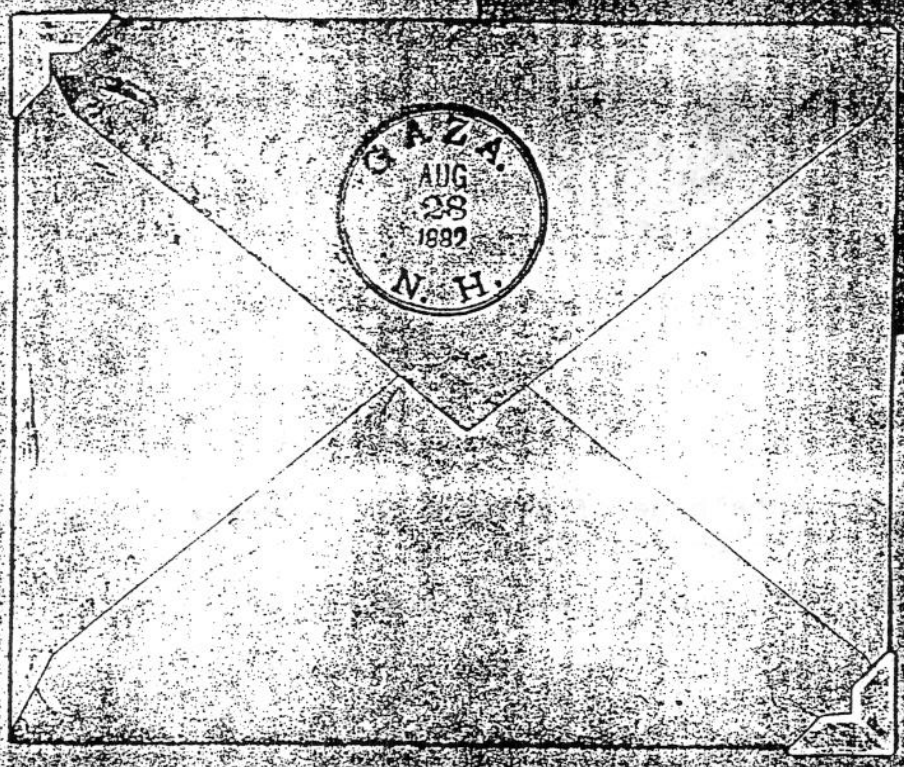
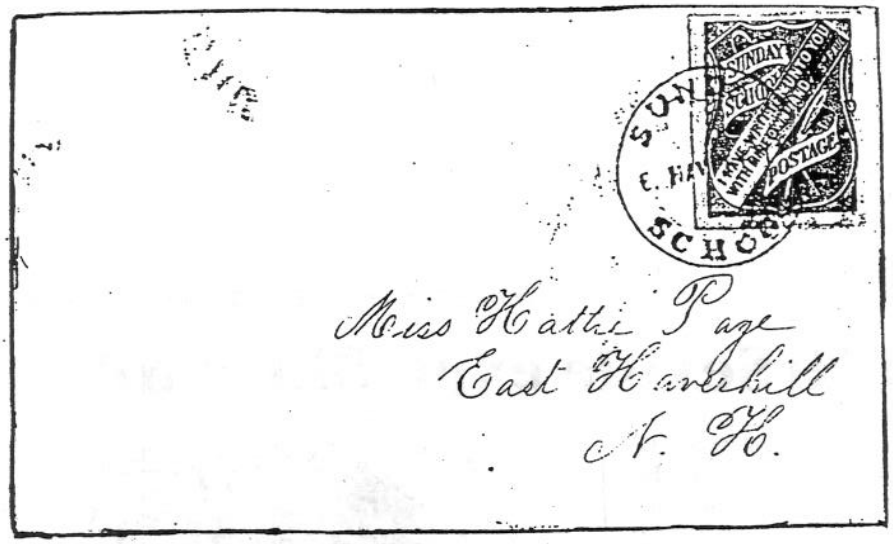
GAZA, N.H.

AROUND 1882, WHEN JOE BURLEY WANTED TO OPEN A P.O. IN HIS GROCERY STORE, (WITH THE HOPE OF INCREASING BUSINESS), WASHINGTON, D.C., OFFICIALS SUGGESTED HE THINK OF A NEW NAME FOR HIS OFFICE, AS SANBORNTON ALREADY HAD SEVERAL SMALL P.O.'S. SO HE ASKED HIS WIFE'S HELP. SHE CLOSED HER EYES, OPENED HER BIBLE AT RANDOM, AND PUT HER FINGER ON THE PRINT. THE ONLY PROPER NAME BENEATH HER FINGER WAS **GAZA** AND THAT BECAME THE CHOSEN NAME. HOWEVER, AS NO ONE THEN KNEW THE CORRECT WAY OF PRONOUNCIATION (GAH-ZA), THE LOCALLY ACCEPTED VERSION BECAME AND STILL IS GAY-ZA. THE LITTLE COMMUNITY IS AT THE JUNCTURE OF N.H. HIGHWAYS 127 AND 3-B, BUT THE P.O. WAS DISCONTINUED IN 1901.





TWO DIFFERENT RECEIVING POSTMARKS OF GAZA, 1882 & 1898.



The Sunday School Local Post of East Haverhill, N.H.

Frederick A. Brofos,

As a collector of the odd and unusual, I was particularly pleased to run across just such a "cinderella [1]" item connected with New Hampshire.

A small bundle of five envelopes, unfortunately without contents, lies before me. By appearance [see fig.1], I would say that they are from the latter half of the nineteenth century. Perhaps they were preserved these many years in an old steamer trunk in a dark attic in some gothic mansion. Be that as it may, their survival has posed something of a mystery. Although addressed in a normal way, both the stamp and the cancellation are curiously out of the ordinary. The odd looking stamp is carmine in color, imperforate and without denomination. The design shows a shield, a quill pen or two, an inscription, "Sunday School Postage", and a quotation from St. Paul, "I have written you with my own hand". Along the bottom is the legend "Copyright secured". The round cancellation reads "Sunday School" around the ciruclar edge, and "E. Haverhill" in the center. No date is shown. All of the envelopes are addressed to a Miss Hattie Page in East Haverhill, N.H. Two envelopes are additonally inscribed, "Sabbath School", and one just has her name only. The writing appears to be by several hands.

It has been been suggested to me that these are relics of an effort to teach the youth of those days how to write and to frank letters. Perhaps Miss Page was the teacher and sentimentally saved the work of her pupils.

Since the stamps themselves do not include any particular town name, and furthermore were copyrighted, it would indicated that they were at some point sold, distributed and used elsewhere besides East Haverhill. A special postmark was pobably provided with the kit. Further information or suggestions are solicited from readers.

[1] In philately, cinderella has come to mean phantoms, fakes, local posts and other oddities not listed in the 'regular' catalogs.

ed. note: For his numerous articles in this field, Mr. Brofos was invited by the Cinderella Society, an international club specialising in such material, to sign their "Roll of Notable Cinderella Philatelists" in 1984.

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1929 Seville expo BEP card

Frederick A. Brofos of Warner, N.H., reports the discovery of a United States Bureau of Engraving and Printing souvenir set of three cards for the Ibero-American Exposition held in 1929 in Seville, Spain.

The set includes two cards measuring approximately 7 inches by 10 inches that picture President Herbert Hoover and King Alfonso XIII of Spain.

A third card measures approximately 6½ inches by 2¾ inches. It is pictured in the illustration.

The smaller card shows the U.S. and Spanish flags with a banner in Spanish reading "Exposicion Ibero Americana."

The smaller card is dated "1929, Sevilla, Spain" and includes text at the bottom reading "Oficina de Grabado e Impresion del Gobierno de los Estados Unidos," Spanish for Bureau of Engraving and Printing of the Government of the United States.

According to Brofos, he had the cards for years but never really looked closely at them.

The cards are not listed in the 1989 catalog of souvenir cards, *The Souvenir Card Collectors Society Numbering System for Forerunner and Modern Day Souvenir Cards.*

Brofos reports that the cards likely were given to his late father at the Seville exposition.

The elder Brofos was vice president and European technical manager for International Telephone and Telegraph Corp.

One of three recently discovered U.S. Bureau of Engraving and Printing souvenir cards for the 1929 Ibero-American Exposition. Two other cards show portrait vignettes of President Herbert Hoover and Spain's King Alfonso XIII.

Around the time of the Seville exposition, ITT had the government concession to revamp the Spanish telephone system.

Brofos feels that the cards have not been reported previously because they probably were not given out indiscriminately to anyone and that those who did receive them were probably not stamp or souvenir card collectors.

The earliest BEP-printed souvenir card for an exhibition is the large stock certificate given to contributors to the Centennial International Exhibition of 1876.

The Pictorial Postmarks
of the
Tri-State Collectors' Exhibition, at Concord, New Hampshire, 1975-2001

by Frederick A. Brofos

1. 1975 Ovate flag
2. 1976 Eagle and Thunderbolts
3. 1977 Running Turkey
4. 1978 Coach and 4 horses
5. 1979 Zeppelin
6. 1980 Spread Eagle
7. 1981 Open carriage and 2 horses
8. 1982 Daniel Webster
9. 1983 Old Train
10. 1984 Electric street car
11. 1985 Horse street car
12. 1986 Statue of Liberty
13. 1987 Eagle on Shield
14. 1988 N.H. Seal
15. 1989 George Washington
16. 1990 Queen Victoria
17. 1991 Viking Ship
18. 1992 Columbus
19. 1993 75th Anniversary U.S. Airmail
20. 1994 International Monetary Conference
21. 1995 United Nations
22. 1996 Olympic Games Centennial
23. 1997 Two-horse coach going left
24. 1998 R.M.S. "Titanic" sinking
25. 1999 President Franklin Pierce
26. 2000 Eagle and N.H. Quarter
27. 2001 Remember Pearl Harbor!

The Tri-State Collectors' Exhibition at Concord,NH, first started in 1959 as a joint effort of clubs in the three states of New Hampshire, Vermont, and Maine. Eventually, it turned into a show run by the NH club. The exhibition consists of stamps, covers, cards, paper money, and ephemera shown in special frames, and coins, buttons, tools, china, and many other collectibles displayed in cases or on tables. Judges examined the exhibits and a number of trophies, including a Governor's Award were distributed to the winners. A large dealer's bourse was always part of the show too.

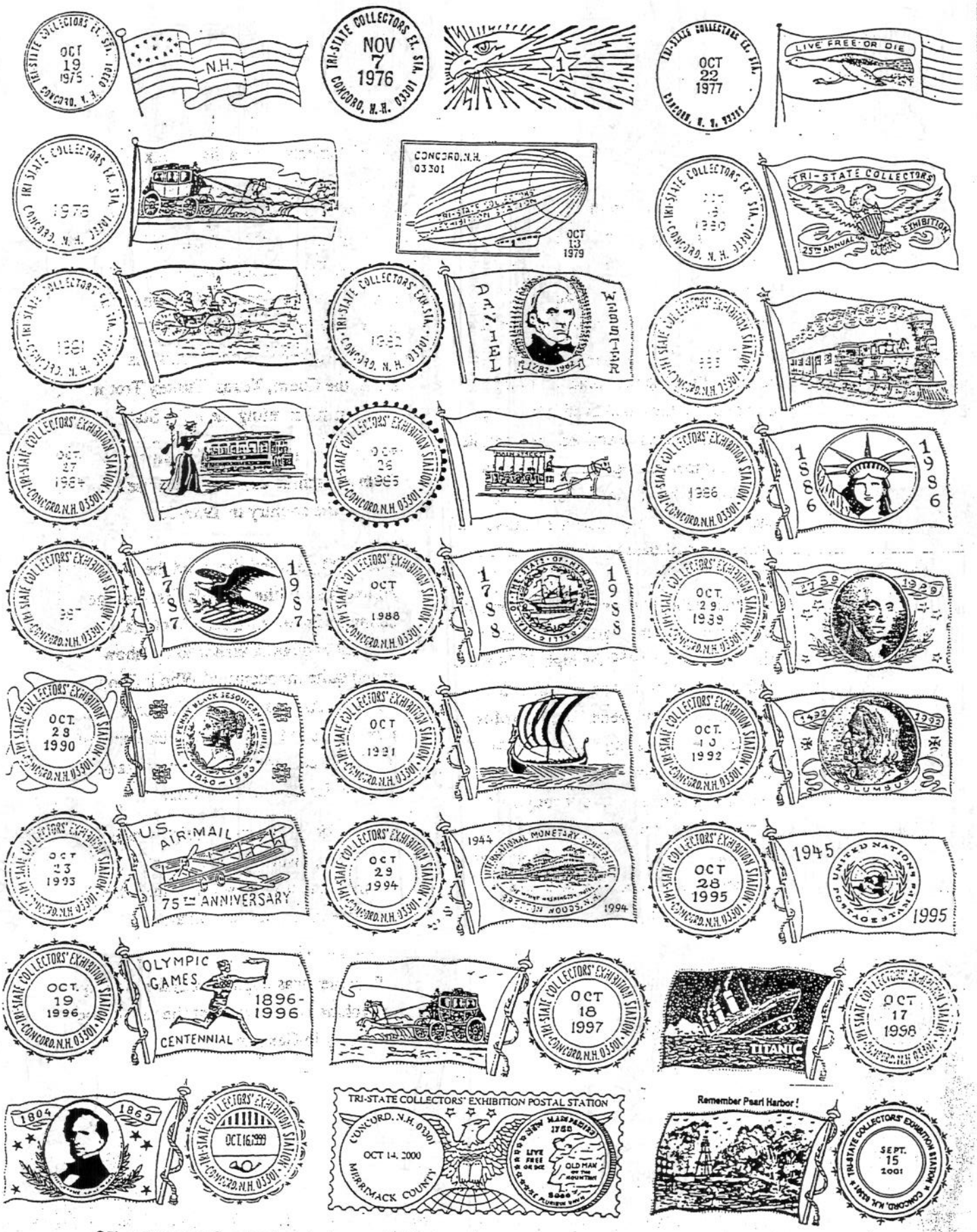
Special cacheted envelopes were on sale every year, but the postmarks in use at the shows from 1959 through 1974 were rather dull four-bar handstamps. It was only in 1975 that Frederick A. Brofos started the interesting series of picture postmarks. Among the multitude of pictorial postmarks used throughout America over the years, the Concord postmarks stand unique in its long series of cancels showing various subjects within a unifying flag design.

Several subjects have a direct link with former U.S. machine cancels, such as the 1975 Ovate flag (with added N.H.) used at the turn of the century. The 1976 "Eagle and Thunderbolts" was from a machine used in Boston, Massachusetts, for one day only in 1895. The 1977 "Running Turkey" was based on a machine used at the Cuero, Texas, Turkey Trot in 1922, but substituting the N.H. State motto. The 1993 Airmail design was from a machine cancel pattern used around the country in 1933-35.

The 1990 postmark honored the 150th anniversary of the world's first postage stamp and showed Queen Victoria. Funnily enough, a visitor to the show asked quite innocently: "Who is Penny Black?" As most collector's know, that term refers to the famous black stamp of 1840 that cost just one penny to frank a letter in England at that time.

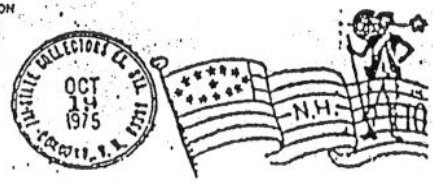
The 1998 "Titanic" design was, of course, inspired by the great movie shown that year. Most of the other subjects are self-explanatory.

Incidentally, the spike on many of the flagpoles was copied from the old flag machine cancels used at the turn of the century in Germany.



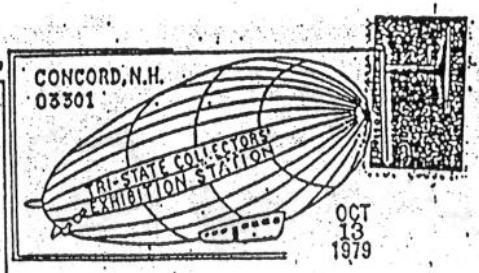
27 years of pictorial postmarks, designed by FREDERICK A. BROFOS

TRI-STATE COLLECTORS' EXHIBITION
Concord, N.H. • October 18-19, 1975



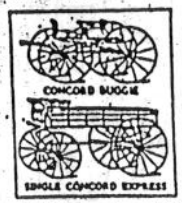
...n Londonderry, N.H. 1728, Indian ...hter and farmer; appointed Colonel at ...mbridge, led N.H. troops at Bunker Hill, ...tired but returned to win Battle of Bennington, became Brigadier General. Retired '83; Pensioned at age 89. Died Manchester, N.H. 1822. W.M.S.

Twenty-fourth Annual
TRI-STATE COLLECTORS' EXHIBITION
Concord, N. H. Oct. 13-14, 1979

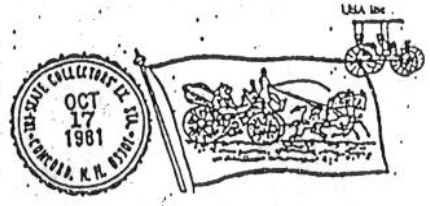


May 30, 1980 marks the Fiftieth Anniversary of the famous Graf Zeppelin issue which was used on mail on the first Europe-Pan America round-trip flight.

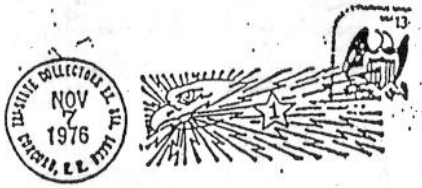
Twenty-sixth Annual
TRI-STATE COLLECTORS' EXHIBITION
Concord, N.H. Oct. 17-18, 1981



...By the 1890's a number of different carriages had been developed. The Surrey vaulted third in popularity behind the Buggy and the Spring Wagon.



Twenty-first Annual
Tri-State Collectors' Exhibition
Concord, N.H. Nov. 6-7, 1976



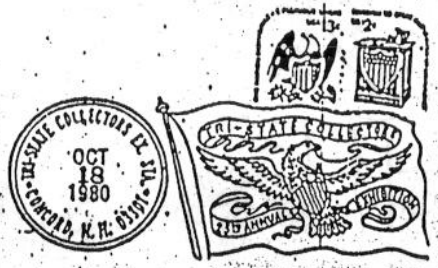
This cancel was originally used on one day only, Jan. 2, 1895, Boston, Massachusetts

...a Paul Jones, born in Scotland 1747, ...d in Paris July 18, 1792. Commanded ... Bonhomme Richard and defeated ... British man-of-war, Serapis which ... one of the fiercest battles in Naval ...tory. His remains are buried in a crypt ...the U.S. Naval Academy chapel.

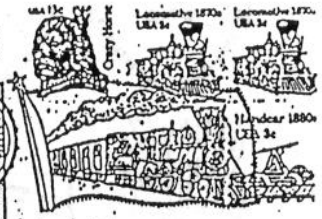
Twenty-fifth Annual
TRI-STATE COLLECTORS' EXHIBITION
Concord, N. H. Oct. 18-19, 1980

THE CAPITOL BUILDING
at Concord, N.H.

Commemorating
The 300th Anniversary
of New Hampshire's Statehood

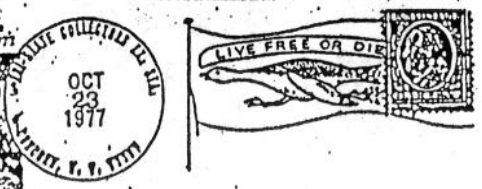


Twenty-eighth Annual
Tri-State Collectors Exhibition
Oct. 15-16, 1983



In Honor of the Concord, N.H.
Station of the Boston & Maine R.R.
The New Hampshire Collectors Club

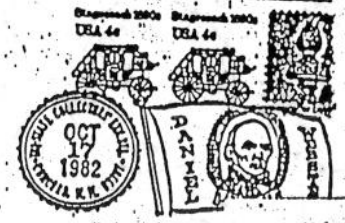
Twenty-second Annual
Tri-State Collectors' Exhibition
Concord, N. H. Oct. 22-23, 1977



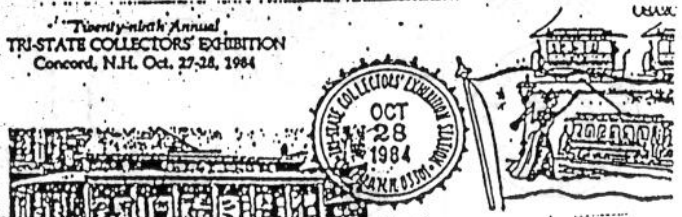
...al John Burgoyne (1722-1792) ...as outstanding military attempt to ... the Americans along the Hudson ... with English and Hessian troops ...o confront disaster at Saratoga on ...er 17, 1777. As uncertainly "Turkey-...ing" broke out. This was the signal ... and every British officer in the ...ce was shot down.

Twenty-seventh Annual
TRI-STATE COLLECTORS' EXHIBITION
Concord, N.H. Oct. 16-17, 1982

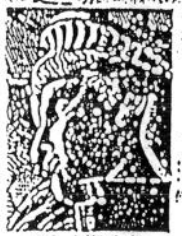
200th anniversary of the
birth of Daniel Webster
1782-1982

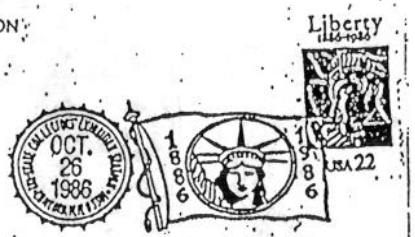


Twenty-ninth Annual
TRI-STATE COLLECTORS' EXHIBITION
Concord, N.H. Oct. 27-28, 1984



Thirty-first Annual
TRI-STATE COLLECTORS' EXHIBITION
Concord, N.H. Oct. 25-26, 1986





Hampshire salutes the

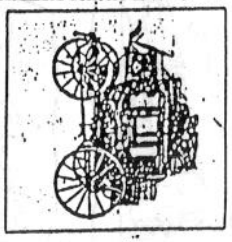
Annual
TRI-STATE COLLECTORS' EXHIBITION
Concord, N.H. Oct. 24-25, 1987

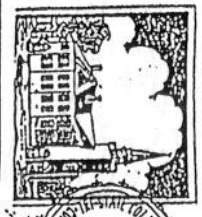
We the People...

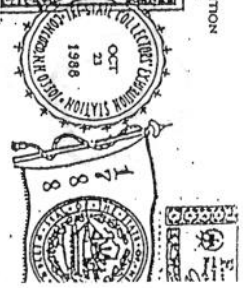
Horse-drawn street cars ran in Concord, N.H. from 1881

THE FIRST CONCORD COACH WAS

Thirteenth Annual
TRI-STATE COLLECTORS' EXHIBITION
Concord, N.H. Oct. 26-27, 1985







Thirty-third Annual
TRI-STATE COLLECTORS' EXHIBITION
Concord, N.H. Oct. 22-23, 1988

UNITED STATES POSTAL SERVICE

LOCAL NEWSBREAK

FRED BROFOS RECOGNIZED FOR 25 YEARS OF SPECIAL CANCELLATIONS 45TH ANNUALTRI-STATE COLLECTORS' EXHIBITION

Concord Window Clerk-Gary Dugas and Fred Brofos

The Tri-State Collectors' Exhibition, sponsored by the NH Collectors' Club, held their 45th Annual Exhibition at the Becktash Temple in Concord. Fred Brofos of Warner was honored for twenty-five years of designing a special pictorial cancellation at this event. This year's cancellation featured a design incorporating the NH Quarter and the Old Man of the Mountain. Gary Dugas presented Mr. Brofos with a framed piece to commemorate the occasion and recognize the work that he has done!

Thank you Mr. Brofos!

PLEASE COPY AND POST ON ALL EMPLOYEE BULLETIN BOARDS.

FOR MORE INFORMATION CALL SUSAN J HASTINGS 644-4074

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John H. Sununu

July 23, 1991

Dear Frederick,

Thank you for your kind note and comments. I'm glad to hear that Jack Chandler and Frank Maria are doing fine. I appreciate, too, your holding on to that old "Sununu for Governor" sign!

As is the tradition in our hobby, I am enclosing a signed first day cover from the New Hampshire Bicentennial which occurred while I was Governor, in exchange for the envelope you sent.

I appreciate your taking the time to write.

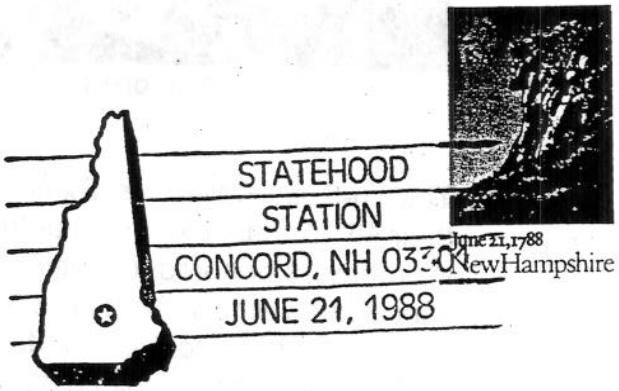
Sincerely,

John H. Sununu
Chief of Staff (The White House)

Enclosure

Mr. Frederick Brofos
R.D. 1, Box 414
Warner, New Hampshire 03278

June 21, 1788
New Hampshire
№ 0997



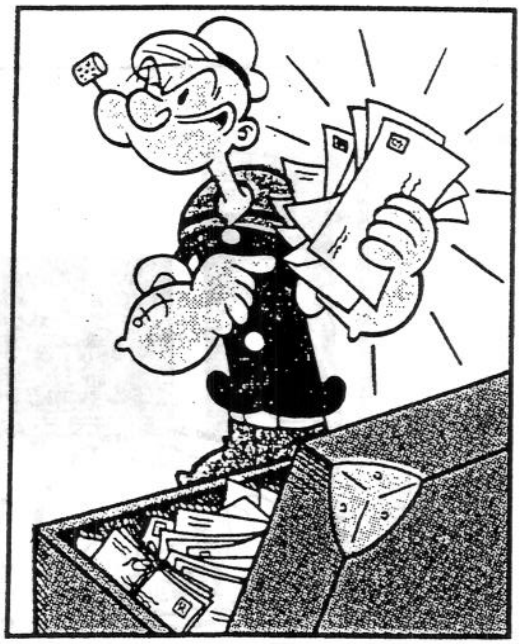
Governor John H. Sununu

What Might Have Bean

Frederick A. Brofos, #C23

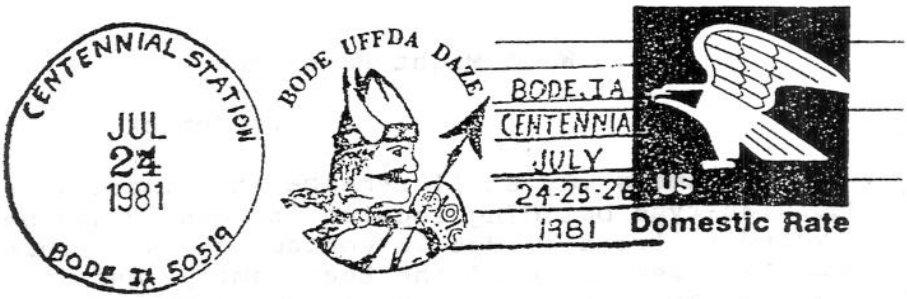
"Granite Posts" (N.H. Postal History Society)

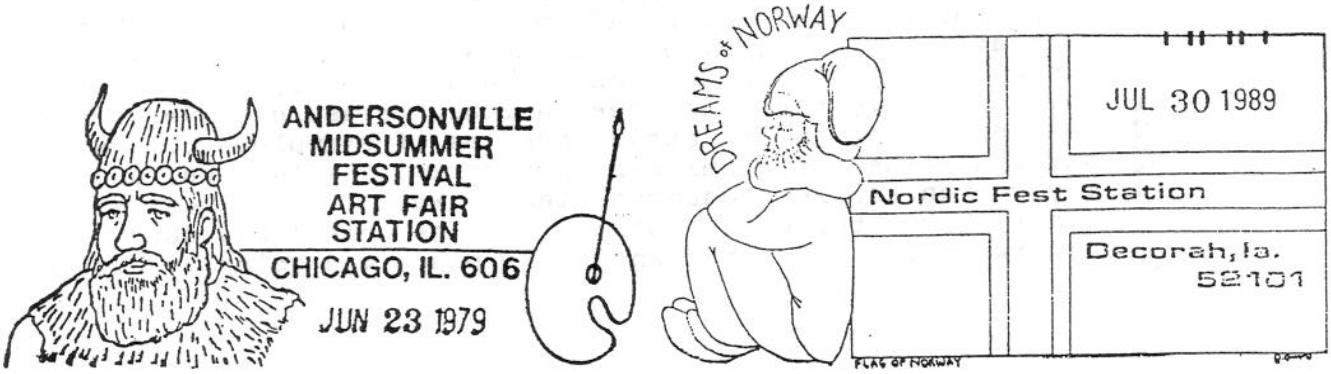
Old timers may still remember the impressive white Georgian-type building located for many years near the old covered railroad bridge in Contoocook, N.H. This was the long time residence of the Bean family, and possibly also operated as a tavern at one time. Be that as it may, it was unfortunately destroyed by fire, sometime in 1962. The last of the Beans. whom I had gotten to know after he had done some plumbing work, was kind enough to give me, to improve my porch, various wooden railings, pillars, and gingerbread decoration, that survived the disasterous fire. This was I suppose, some compensation for what I really missed out on. Apparently there had been a real treasure trove of old correspondence in the attic: bundles of stampless covers with straight-line and other rare postmarks, 1847 stamps, and maybe even another Boscawen stamp! "Well Fred, I would have gladly given the whole lot to you", he generously said afterwards," - if I had known the place was going to burn down."

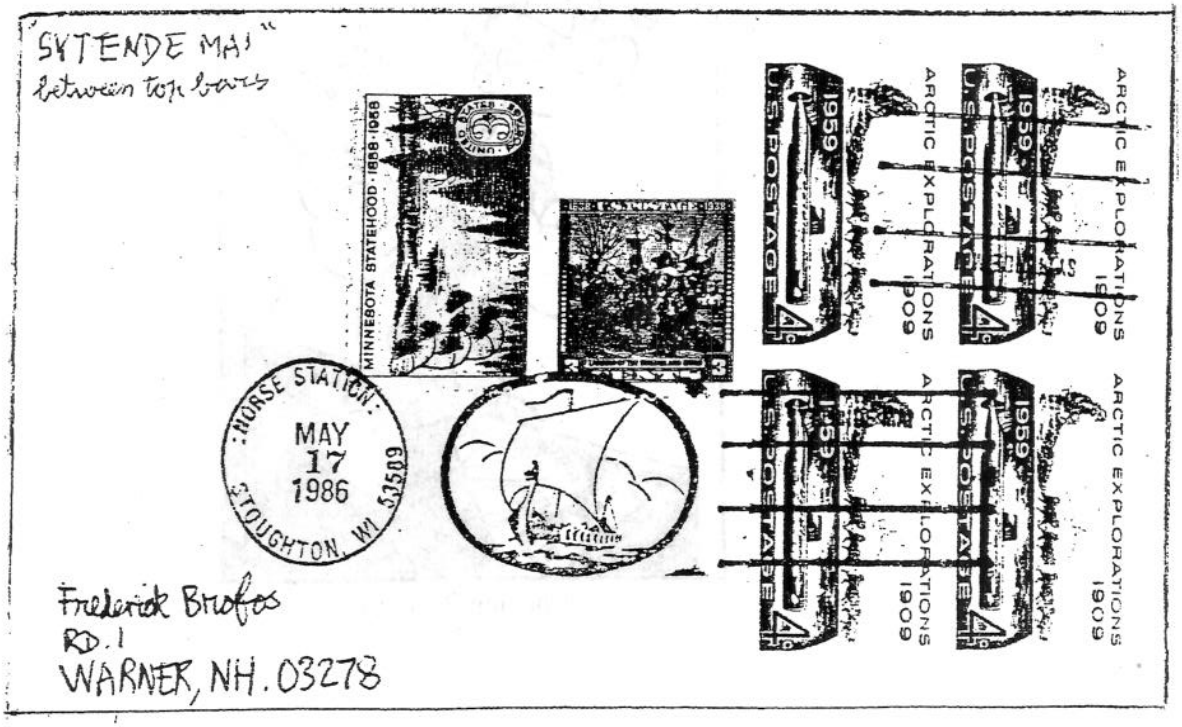


Surprising Treasure

Some Norse Postmarks from Iowa, Illinois and Wisconsin







Vol. 13, No. 3; Whole No. 51 February 1969

SOME INTERESTING VERMONT COVERS OF RECORD--ONLY!

by Frederick A. Brofos.

The old general store at Bradford, N.H., had gone out of business, unable to meet the competition of modern merchandising methods. Once the social, political and business center of the town, the venerable building now stood silent, empty, and deserted. Several years had passed since its doors were closed and a For Sale sign hung up. This apparently attracted interest from no one other than a single antique dealer who had been permitted to rummage around and buy the old furniture together with other odds and ends left by the former proprietor. Having heard a second antique dealer was expected I decided to look around, too.* Upon entry it became evident that what was left was mostly junk, and only a true scavenger had an opportunity to find anything that could be remotely termed an antique.

Armed with a flashlight I climbed a rickety ladder to a windowless attic. It required care to avoid being impaled on thousands of roofing nails which had the unpleasant position of penetrating through the roofing boards of the low, slanting ceiling. It was unbelievably hot in this confined space, and the pungent odor of countless generations of red squirrels permeated everything. Obviously this had been the headquarters of their confetti factory. The whole floor was covered; yes --covered; with mounds of what had apparently been rolls of wallpaper, old order books and receipts, along with what must have been old letters because I found a few segments of stamps. Cardboard cartons and even a thin walled old trunk were not safe from their ravages, with their contents more or less systematically made a useless ruin. Amid all this havoc I was delighted to find a wooden box buried under some of the less fortunate containers, and which had seemingly escaped the attention of these sharp toothed rodents. It was with great hope that I managed to drag it out from beneath the rubbish. Perhaps here would be some worth-while old covers! But my hopes were in vain. Not a cover of any kind! Merely a sort of miscellany of old records, etc., but with a definite philatelic flavor. Here were the old hand written ledgers of the post office which had been housed in the store during the middle of the past century! Specifically, they covered the era from October 1, 1849 until June 30, 1851. Just these two years from the past! A small find, perhaps, but a most welcome one, meriting hours of study.

In the olden days, postmasters had to keep a written record of all letters, newspapers, etc., that passed through their hands. Fortunately the mail for each day was never large or the task of such record keeping would have been an almost impossible chore. Looking over these records it became evident that here was an official record of typical usages, showing the relative percentage of each. The printed forms that the postmaster had to fill out each day had several columns-- a column for letters prepaid by the use of stamps (the 1847 issue, perforce), a column for letters on which postage had been prepaid, but without stamps, also a column for letters with unpaid postage (collect letters to be paid by addressees or their representatives), still another column for "way" letters, and finally a column for free franked letters received. Newspapers had a different method for handling. In this two year period 129 of the letters received bore stamps, with the face value of $6.65 (thus showing that all but four were of the denomination of 5¢, with the 10¢ denomination making an appearance on an average of only once in six months). Stampless covers, but marked PAID, in one or another form, added up to $68.80. Collect letters amounted to $353.25. Way letters, with the extra cent charged, totaled $1.38. Free franked letters totaled 155. (Continued page 5)

Since the points of origin of each letter were carefully entered, it became possible to sort out such letters as were posted in Vermont. No data about fancy postmarks being available, such items were passed over, but items bearing the 1847 issue stamps originating in Vermont could be counted. During these two years ten letters from Vermont post offices, plus three most probably cancelled by Vermont railway route agents, were recorded as being received at Bradford, New Hampshire, as follows: (all with 5¢ denomination stamps) * with permission

Postmarked at:	Mailing Date:
Bradford, Vt.	Apr 29 (1850)
Woodstock, Vt.	Jul 22 "
Woodstock, Vt.	Aug 12 "
Burlington, Vt.	Sep 26 "
Waterbury, Vt.	Oct 1 "
Wells River, Vt. *	Jan 14 (1851)
St. Johnsbury, Vt.	Jan 20 "
Waterbury, Vt.	Feb 17 "
Waterbury, Vt.	Mar 7 "
Bradford, Vt.	Mar 26 "
Northern & Vt. Cent. R.R.	Nov 1 (1849)
Northern & Vt. Cent. R.R.	Feb 5 (1850)
Sullivan & Passumpsic R.R.	Aug 27 "

*--1847 issue stamps were not sold at Wells River, although Newbury post office, in the same town, did have these stamps available.

(Editor's Note) The current list of 1847 issue covers known from Vermont includes none of the above described items.

Postal Notes of the United States

By FREDERICK A. BROFOS (UPSS #292)

Money Orders and Postal Notes be-
ong to the great Postal Stationery
amily. The early issues are all scarce
ow, as the few saved by old-time col-
ectors have, of course, not been nearly
nough to supply the demands of the
ollectors of today. Whereas this is
rue about most of the early postal
sues in general, it is particularly ap-
arent in the case of Money Orders
nd Postal Notes.

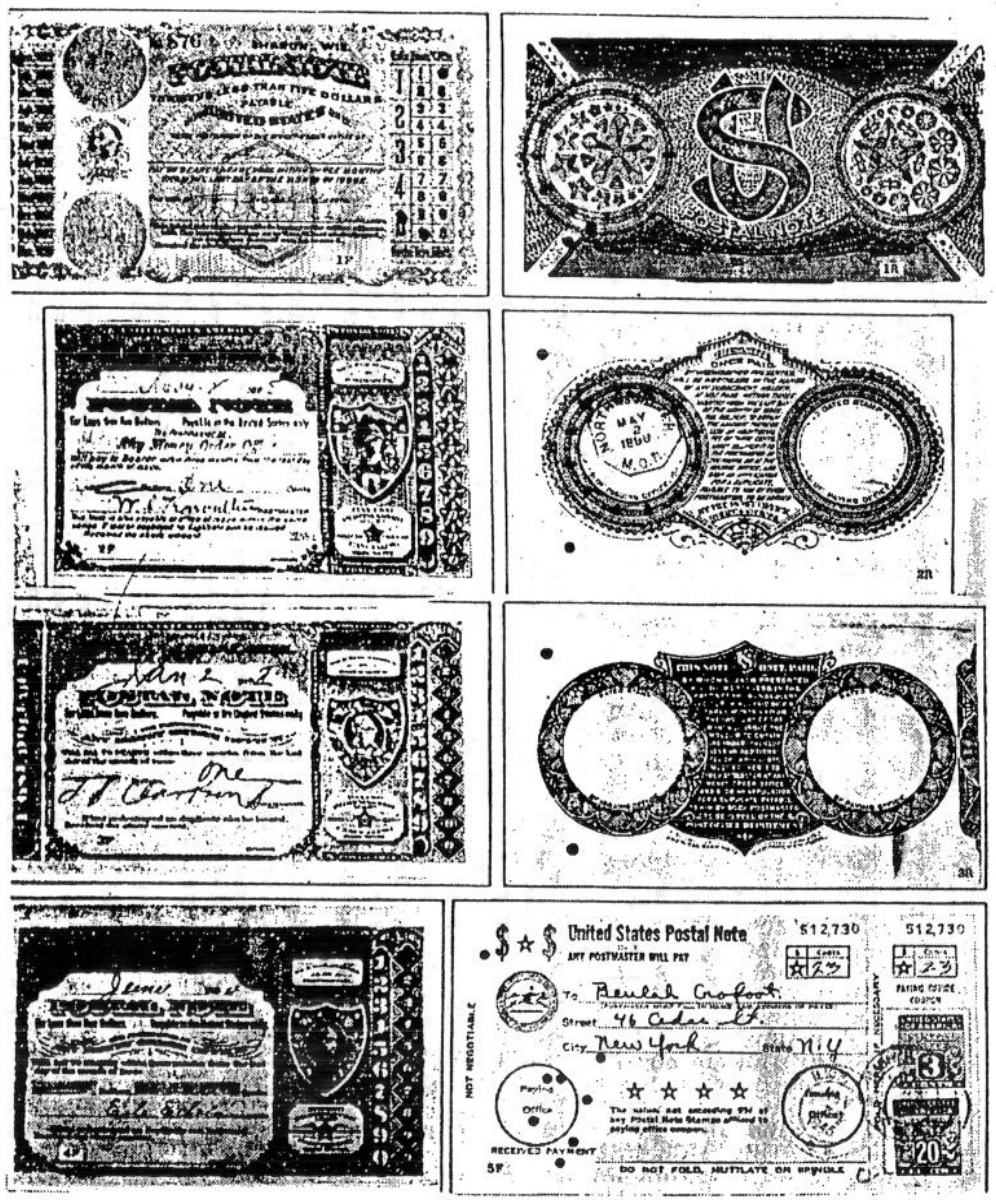
Stamps, postal cards and envelopes,
nce used and having served their pur-
ose, were often saved for business or
entimental reasons. Therefore a rela-
vely large number became available
posterity. Money Orders and Postal
otes on the other hand, in order to
erve their purpose had to be cashed
—and so passed from the public
ack to the Post Office whence they
ame and where they usually met a
ery end. The majority having thus
een incinerated it is not surprising
hat the early issues seem out of reach.
or those few that are still available
the collecting fraternity we must
hank those pioneers of philately who
ad the foresight to treasure them.

Money Order formula cards without
nprinted stamp have been issued by
ost countries with a money order
stem, while relatively few have is-
ued money order WITH an imprinted
amp. It is to the latter group that
ollectors usually limit themselves.
hirty-three countries are listed in the
scher catalog as having issued money
rders with imprinted stamp, the first
ne being Hannover in 1865. The
nited States entered the field in 1883.
have been keeping an eye open for
ose early U. S. "Postal Notes" ever
nce the attractively engraved 19th
entury issues were well written up
y Mr. B. F. Jumper in the Nov.-Dec.
1948 issue of P-S. However, they are
scarcer than hens' teeth, and I had
not seen, let alone acquired, a single
one, until unexpectedly came the
jack-pot!

Working in down-town Manhattan
in the heart of New York's financial
district in my lunch hour I often visit
the Chase National Bank Museum of
Moneys of the World. On the left as
you enter are two tables with about 40
large albums. For some time I though
these volumes were devoted solely to
their great collection of early State
banknotes of the U. S. However, one
day as I turned the pages I was de
lighted to see before me a collection
of those elusive U. S. Postal Notes
Except for the aforementioned articl
in POSTAL STATIONERY I have
seen no listing of them in English
not even in Scott's U. S. Specialized
Catalog where one would expect to
find them.

As the German Ascher catalog men
tions only three varieties, shows only
a small picture of the stamp of No.
and furthermore is out of print, I com
piled the following list based upon the
collection in the Chase Museum. In
cluded is the various plate number
and earliest dates of usage seen and
for the sake of completeness have
added the latest postal note No. 5
which is, strictly speaking, a formula
card as it has no imprinted stamp. It
seems that No. 4 was the last of the
engraved issues and that Postal Notes
were altogether discontinued until the
appearance of No. 5 in 1945. In the in
terval their place was apparently taken
by Money Orders.

This assumption is borne out by two
old-time money orders (possibly the
first) in the Chase Museum issued the
year after the Dunlap and Clarke las



issue of postal notes. One, dated July 27, 1895, is black on green and the other, black on blue-gray, is dated Oct. 22, 1895. Both were typographed and featured the seal of the P. O. Dept. with the pony express rider.

It is worth noting that the engraved Postal Notes, like our dollar bills, all have plate letters and numbers. There is an unsevered vertical pair of No. 2 in the Chase collection. The top note has plate number A 25 (serial No. 001429) and the one beneath B 25 (serial No. 001430).

Upon closer examination it seems as if the plates for No. 3 (engraved and printed by the American Bank Note Co., New York) were turned over to

-321-

Dunlap & Clarke of Philadelphia who, before printing No. 4, transferred their name onto the plate after having erased that of the American Bank Note Co. both from the front and from the plates for the reverse. It looks like the name plate was rolled in and didn't quite fill the old space, so a few additional lines had to be hand engraved on both sides of the new imprint, especially on the left side.

All the engraved notes had the name of the various issuing post offices typographed on the front. At first (No. 1 & 2) they were payable only at a given post office to be written in by the issuing postmaster. Later they became acceptable at any money order post office in the U. S. They could be issued for sums less than $5, and numbers 2, 3, 4 had detachable dollar coupons on the left side. Such a coupon may be seen in the illustration of No. 3. As it was issued for 1¢ the one dollar coupon should have been detached of course.

The other day I saw an old German Schwaneberger stamp album published around 1891. Cut squares were included in those days and upon turning to the U. S. pages I found illustrated spaces for cut-out stamps of Postal Notes No. 1 and 2.

After an absence of 50 years Postal Notes were re-introduced (though not in their former glory) February 1, 1945. Issued to supplement the regular money order service they could be bought for sums up to $10. No application slip had to be filled out as for money orders, the purchaser simply filled in the name and address of the payee directly on the postal note. Money orders took care of transactions over $10 (or one could buy two postal notes which was sometimes cheaper). Special postal note stamps were affixed and cancelled by the clerk to make up fractions of a dollar. There were 18 engraved stamps (Scott Nos. PN 1-18) printed in black on unwatermarked paper by the Bureau of Engraving and Printing in Washington and perforated 11 x 10½. After a short life of 6 years Postal Notes were again discontinued March 31, 1951, and money orders now reign supreme. One can still buy a set of the postal note stamps from dealers for under a dollar, but to get hold of a complete postal note itself, particularly the old-timers, requires a good deal of patience and plenty of hunting around. In the meantime it would be worthwhile to drop in and view them at the Chase National Bank Museum of Moneys of the World at 13 Broad Street, New York (opposite the Stock Exchange). Visitors are always welcome Mondays through Fridays, 9 a. m. to 4:30 p. m.

I would like to take this opportunity to thank the Curator of the Chase Museum, Mr. Vernon L. Brown, for his kind co-operation and for the excellent photographs he procured.

Anyone able to throw additional light on early U. S. Postal Notes should contact our editor, Mr. E. A. Farnsworth.

United States Postal Notes

1883, Jan. (?) (Date seen: Sept. 1883). Engraved by Homer Lee Bank Note Co., New York, N. Y. At left, stamp with head of Columbia between branches. Two circles for date stamp of issuing and paying office on front. Typographed on reverse: geometrical lathe-work design and large "U. S. monogram. Imprint of Homer Lee Bank Note Co. on front and back. Yellow paper with watermark: "POSTAL NOTE" within a band shaped like a figure 8. Engraved design, in brown; all text typographed in black. Serial number typographed in red.

1. 3 cents brown, black and red on yellow. Reverse: blue-green on yellow. Plate Nos.: B6, B23, F11, F 13. (IF-IR)

1884 (Ascher). (Date seen: March 1, 1886). New engraving by Homer Lee Bank Note Co., New York, N. Y. At right, stamp similar to No. 1 superimposed on a U. S. shield. Six stars visible. Typographed on reverse: lathework design around two circles for date stamps; instructions in center. Imprint of Homer Lee Bank Note Co. bottom center on front and back. Gray paper with watermark: POSTAL NOTE as No. 1. Engraved design and text in black. Post office name typographed in blue and serial number in red.

2. 3 cents black, blue and red on gray. Reverse: blue on gray. Plate Nos.: A25, B25. (2F-2R)

1888. (Date seen: Dec. 4, 1888). New engraving by American Bank Note Co., New York, N. Y. At right, stamp similar to No. 2, but prettier Columbia. Two stars visible on shield. Typographed on reverse: new lathework design around two circles for date stamps; instructions in center. Imprint of American Bank Note Co. bottom center, on front and back. Gray paper with watermark: POSTAL NOTE, as No. 1. Engraved design and text in black. Post office name typographed in blue and serial number in red.

3. 3 cents black, blue and red on gray. Reverse: blue on gray. Plate No. 27 b. (3F-3R)

1894. (Date seen: June 30, 1894). Design very similar to No. 3. Imprint of Dunlap & Clarke, Philadelphia, Pa. at bottom center on front. No imprint on reverse. Gray paper with watermark: POSTAL NOTE, as No. 1. Engraved design and text in black. Post office name typographed in blue and serial number in red.

4. 3 cents black, blue and red on gray. Reverse: blue on gray. Plate Nos.: 5 h, 10 g, 13 g. (4F)

1945. February 1st. Typographed by U. S. Government Printing Office, Washington, D. C. (?). Seal of Post Office Department with pony express rider, top right. Two circles for date stamp of issuing and paying office. Gray security paper with shield within which is text: U. S. POSTAL NOTE. Shield surrounded by multiple text: UNITED STATES POSTAL NOTE. Two detachable coupons on right, the inner one for affixing the special stamps for amounts over even dollars, the outer one the remitter's receipt. On reverse: instructions and space for purchaser to fill in his name and address.

5. No imprinted stamp (fee 10 cents) black on gray. (5F)

MACHINE CANCEL FORUM

ISSUE NO. 109

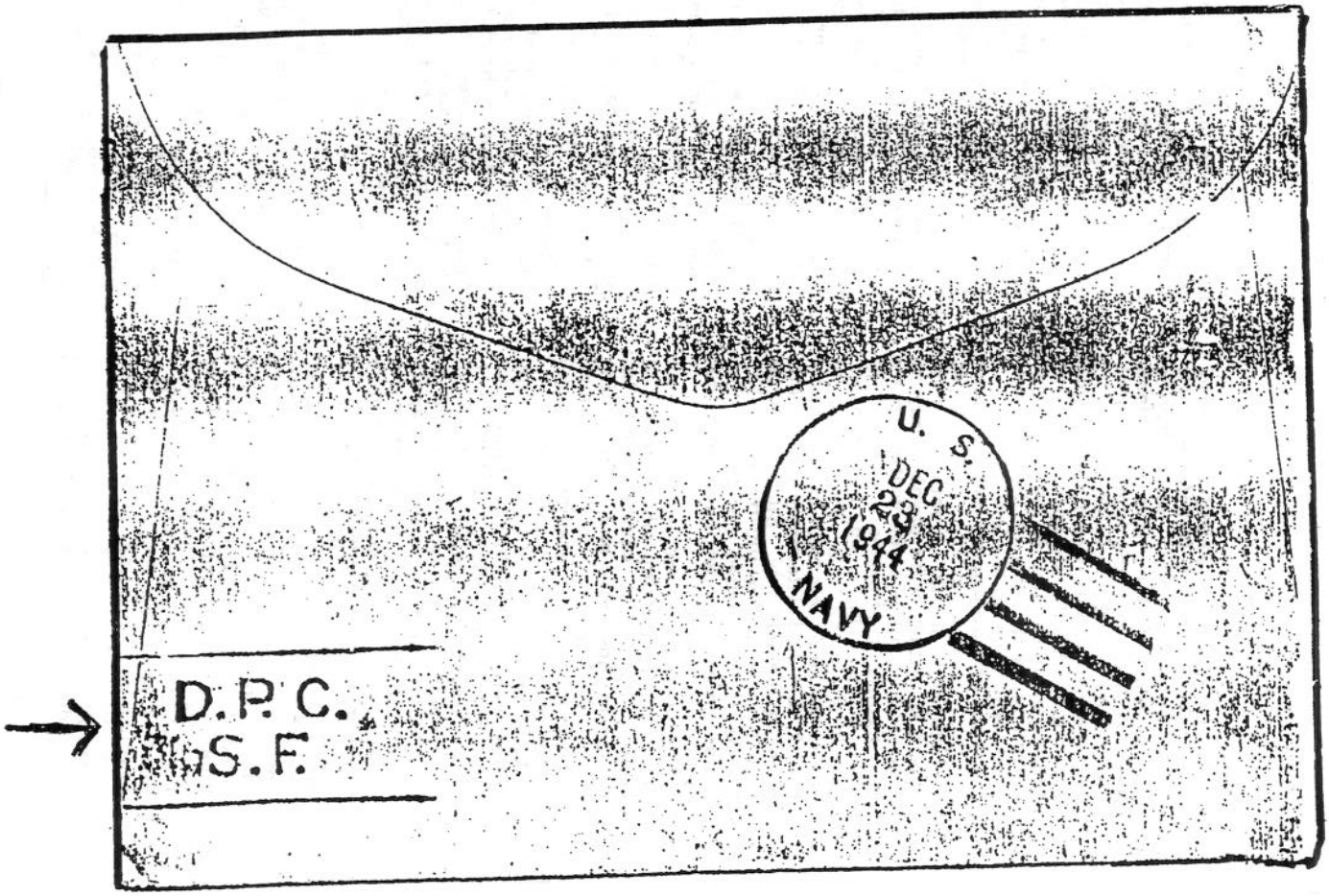
MAY 1983

A MYSTERY IN MAGENTA

by Frederick A. Brofos

As the Second World War fades into the distance, there lingers on among the machine postmarks of that era a number of unsolved enigmas. The red "CPNY" phantom still haunts the pages of *Machine Cancel Forum* from time to time, but has eluded all efforts to unmask its identity.

Another puzzler occurs on the rear of a cover, illustrated herewith. It was sent from Concord, N.H., on Nov. 30, 1944, to a sailor on the U.S.S. "Bullfish," c/o Fleet Post Office, San Francisco, Cal. This address was crossed out and a marking added showing a severed hand, inscribed on the palm "Returned to Writer for better address." This was applied in vivid violet, as was a "U.S. NAVY" postmark on the reverse, dated Dec. 23, 1944. Of particular interest to us, is a mysterious magenta marking in the lower left corner. It is definitely a machine mark and carries between two horizontal bars the cryptic letters: D P C / S F. What sinister meaning do they convey? Got any ideas, anyone? Or will you agree with my guess of: Dislocated (or Displaced) Persons Center / San Francisco.



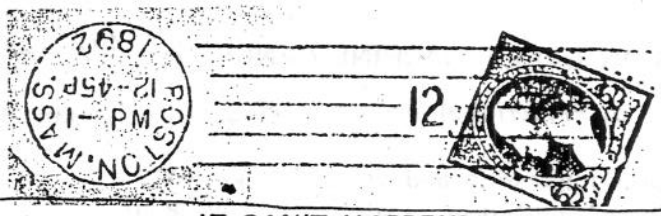
(Machine Cancel Forum #8, Dec. 1974

A TWO-TIMING MACHINE MARK

by Frederick A. Brofos

"It can't happen?", an article by Ken Olson in FORUM No. 7, showed an interesting American Co. machine from Boston with inverted data head, a thing which supposedly couldn't happen on that type of machine. The date was October 15, 1892 and the machine number or letter was not distinguishable.

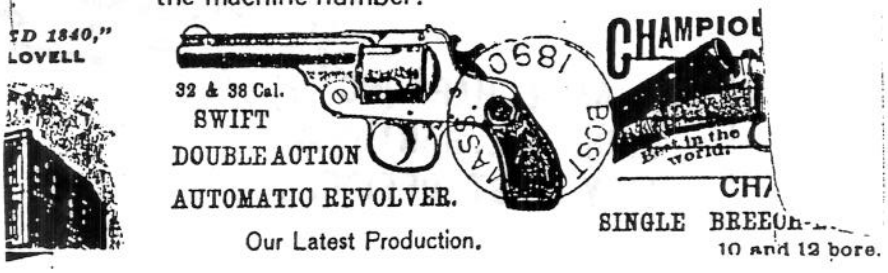
A similar mark in my collection shows more of a space between the circle and the bars. The machine number is "12" and besides the inverted data head it shows no day or month. Instead, two times are given, one right way up, the other upside down, namely 12-45P and 1-PM. Fortunately a back-stamp, as well as the dated letter itself, tells us that this intriguing error occurred on August 26, 1892.

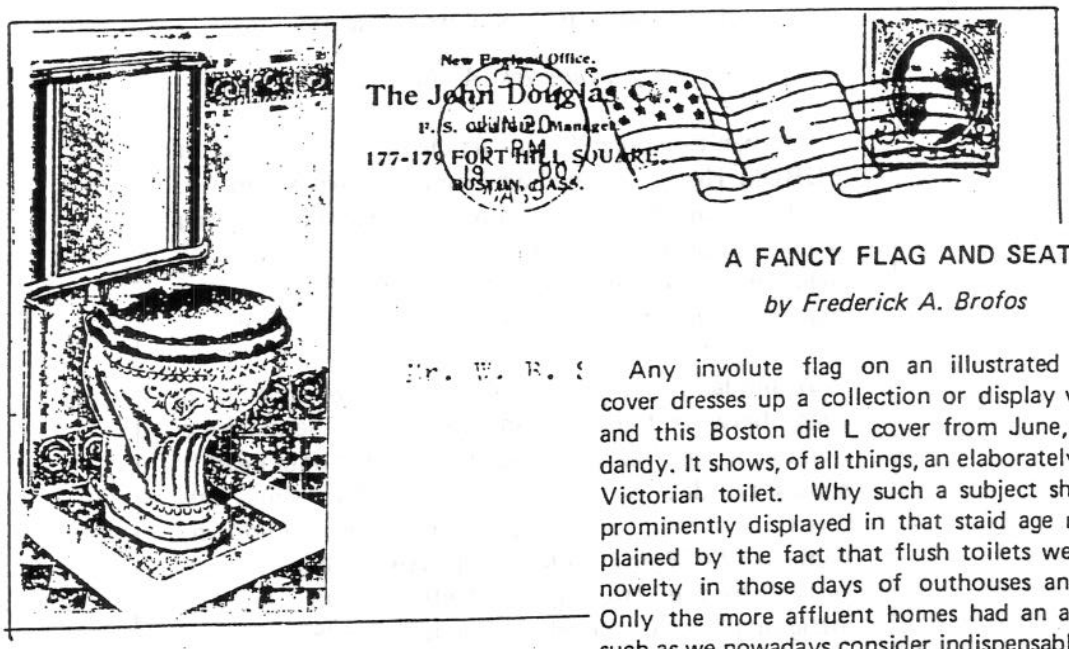


IT CAN'T HAPPEN?

by Frederick A. Brofos

It was supposed that the dials could not be inverted on the early American Co. machines, but *Forum* No. 7 and 8 show two examples from Boston, the one dated Oct. 15, 1892 (machine no. illegible), the other from Aug. 26, 1892 (machine no. 12). The latter one oddly enough carried *two* sets of time slugs, completely omitting the day and month. Now, a third one of these errors has turned up, also from Boston, but from two years previously, namely Nov. 5, 1890. It appears on a nice illustrated cover picturing a shotgun, pistol, billy club and handcuffs, one if not all of which items should have been used on the VANDAL who clipped off the worthless 1¢ stamp and with it the machine number!





A FANCY FLAG AND SEAT

by Frederick A. Brofos

Any involute flag on an illustrated advertising cover dresses up a collection or display very nicely, and this Boston die L cover from June, 1900, is a dandy. It shows, of all things, an elaborately decorated Victorian toilet. Why such a subject should be so prominently displayed in that staid age may be explained by the fact that flush toilets were rather a novelty in those days of outhouses and the like. Only the more affluent homes had an arrangement such as we nowadays consider indispensable.

See #28 P. 135
& 68 P. 821

IS THIS AN EARLY MACHINE CANCEL ?

(Yes, and more too) It's a Palmer & Clark

by Frederick A. Brofos in Mach. Cancel Forum, Apr. 1975 The first mention of it.

Such a clear impression and yet rather awkward-shaped to be a hand-cancel. I suspect it may be an early unrecorded machine cancel, but of what make I don't yet know. Can anyone show other examples of its use? This one is from November 30, 1876, and is on a printed assessment card to a member of the D. C. Masonic Relief Association. Together with similar cards to the rest of the membership I imagine it would have formed a nice bundle of mail of equal size and thickness for a test run of a new machine at the Washington, D. C. post office.

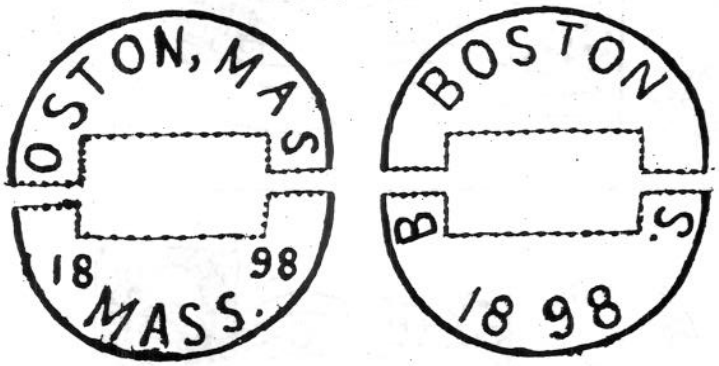
THE BIZARRE BOSTON ERROR MACHINES

by Frederick Brofos

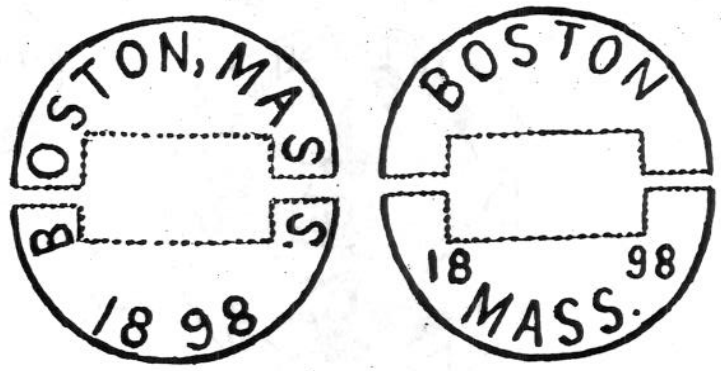
At the Boston main post office, during 1898, there occurred an almost unbelievable mix-up among the die parts on certain American Co. cancelling machines. This confusion produced a number of real gems for future collectors. In those days, the text dials were composed of two parts, which were sandwiched around the date in the center. Startling errors happened when a careless clerk joined together dials of two different designs. The result was a garbled text with the town name misspelled and the state abbreviation included twice (one misspelled) or almost left out entirely.

speculate that the "B&S" error, which appeared so briefly in May, was promptly noticed, thrown out or possibly repaired with a last replacement of that design. Later, when the "OSTON" error was seen, it couldn't be changed. Probably, tight appropriations allowed only for new dies at the end of the year, yet no machine could stand idle with the increasing volume of mail that poured in. The 1891 Postmaster General's Report includes an interesting picture (see also pg. 374, *MCF* #45) of the interior of the Boston post office. It clearly shows the rows of cancelling machines, which were probably arranged in numerical

MIS-MATCHED



CORRECT



For a long time, only the curious "OSTON,MAS MASS." error was known to collectors. One could imagine the opposite wrong part being used on another machine but, as no one had ever reported seeing a specimen in 78 years, its existence became doubtful. Then, after all those years, the honor fell upon me to suddenly find that missing link. This came about, when it was my good luck to uncover a store correspondence from the 1890's in a Vermont barn. Among the bundles of envelopes in the old wooden biscuit boxes I had hoped to find the well-known "Eagle and Thunderbolts" cancel. Instead, I was astonished to discover the unknown "B BOSTON S." error. It has been hailed as "one of the most remarkable and surprising discoveries" in the third editon of the *Standard Flag Cancel Encyclopedia,* by Frederick Langford. Ever since its discovery a few years ago, this rarity has remained unique, despite streneous efforts by several experts to find another one. I have often reflected upon how easily it could have been destroyed, as many covers were, by rodents, rain, or simply vandals tearing off stamps.

Why one error was in use for a relatively long period is something of a mystery. One is tempted to

sequence. The mis-matching trouble occurred in the section of machines numbered 6 to 8. Could it be that a clerk secretly switched the error onto a nearby machine, as a joke, and that this was repeated on down the line? Be that as it may, the "OSTON" dial was used at various times on four different machines in the course of seven months until a correct replacement arrived early in December.

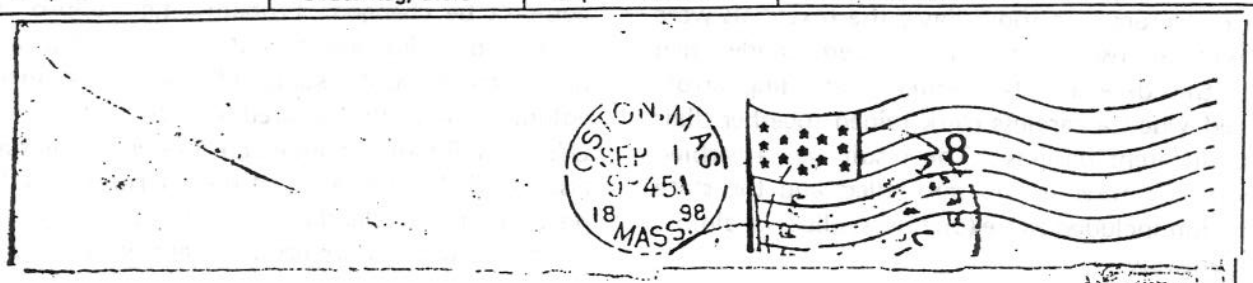
Among the accompanying illustrations (all complete covers) note the one which shows a nice combination of the latest known date of the "OSTON" error on flag die 8 (Sep 1 9-45A) together with Received die 6 (Aug 31 5-30P), which previously was combined with that error.

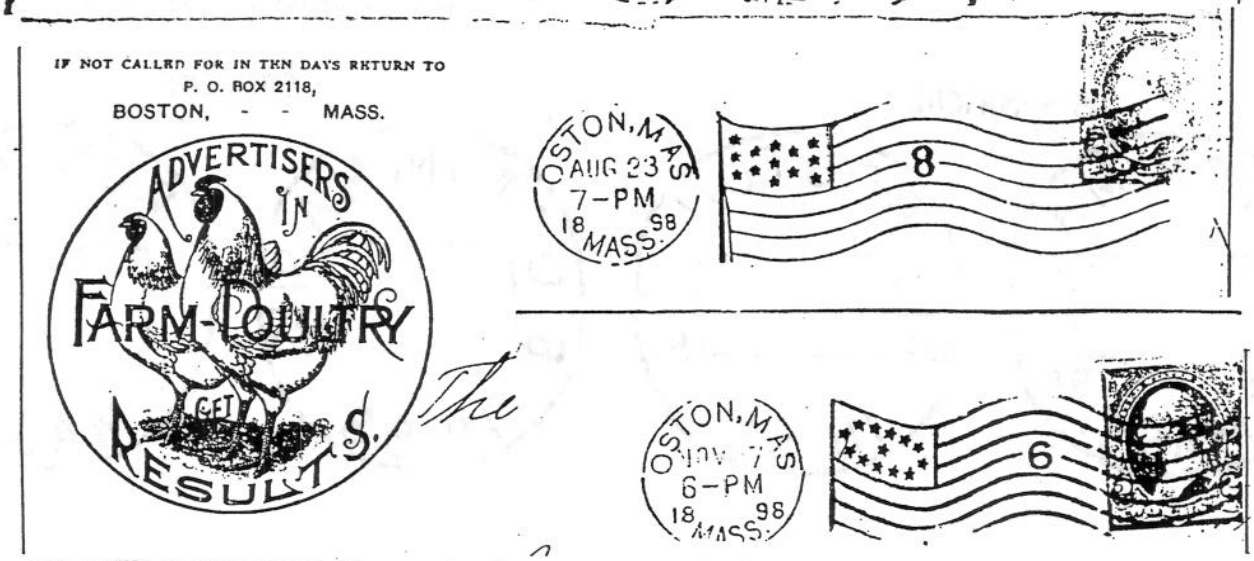
Although presumably not connected with the main Boston mix-up, mention should be made of another dial accident that occurred at a branch post office a couple of months before our story started. During a week in mid-February 1898, a machine with a flag inscribed "Dorchester Station" carried a dial which read "BOSTON,MASS MASS.". Now, for complete bliss, all I need is to get that one, plus the ovate flag 7 error and the Eagle & Thunderbolts, of course. I won't hold my breath though.

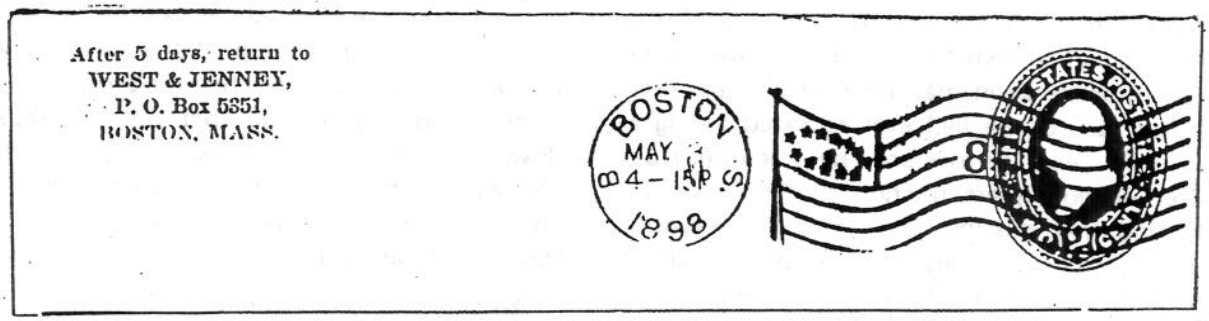
The following chart shows the chronological relationship of the errors as they appeared on the five machines.

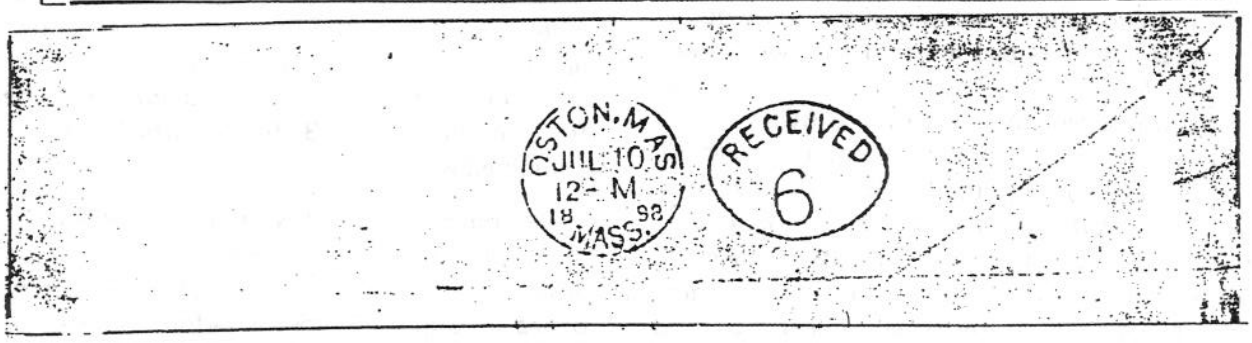
OSTON, MAS MASS. oval recd. die 7 ITE 15 630A

Error	Type	Dates (1898)	Remarks
B BOSTON S.	Ovate flag, die 8	May 3 4-15P	Seen without error Apr. 28 12-45P
OSTON,MAS MASS.	Oval rec'd. die 6	May 11 - July 10	Probably used a bit longer
" " "	Ordin. flag, die 8	Aug. 20-Sep. 1	Latest error seen Sep. 1 9-45A
" " "	Ovate flag, die 7	Sep. 1 4-45P - SEP 7 6P	
" " "	Ovate flag, die 6	Sep. 13-Nov. 29	Corrected dial seen Dec. 1 6PM









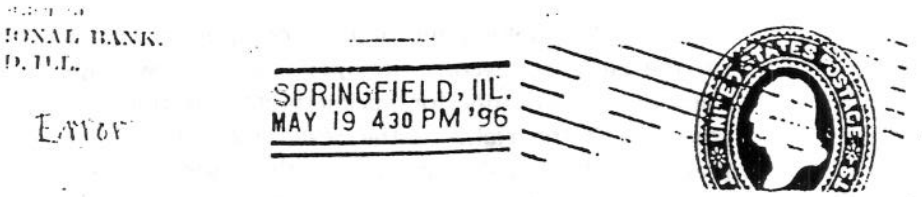
THE BARRY ERROR: SPRINGFIELD, IIL.

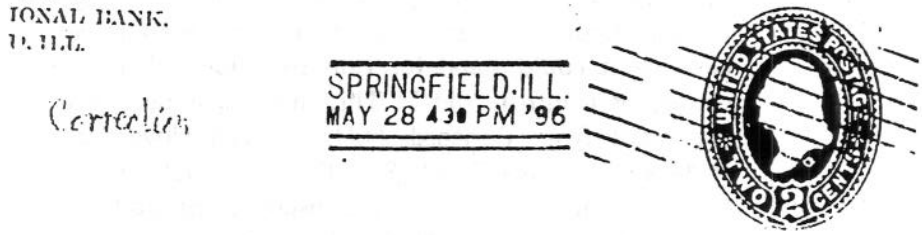
by Frederick Brofos

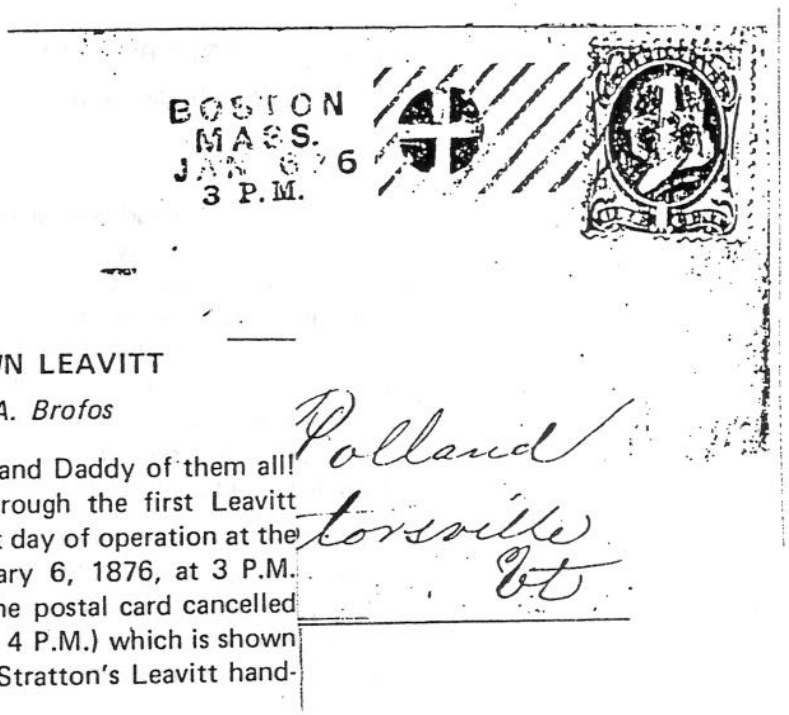
I have observed a remarkable error of spelling on a Barry machine, a company not otherwise noted for misspellings. It is Bond type F-2 (open die space) from Springfield, Illinois, but the error was apparently unknown to him and is therefore not recorded in his handbook. The mistake is in the second letter of "ILL.", which is erroneously an "I", making it read "IIL." So far, I have seen this fault in use only four days, from May 19 to 22, 1896.

A corrected die (with slightly larger type) was hastily introduced by May 28 or possibly earlier. Later on, the killer portion was damaged somehow and a sweeping cut through the lower bars appears from at least July 18, 1896 and on out the year.

Funnily enough, this long overlooked spelling error was among duplicates traded to me last summer by a usually very eagle-eyed machine cancel specialist. Well, Maurice, I guess you can't win 'em all . . .







EARLIEST KNOWN LEAVITT

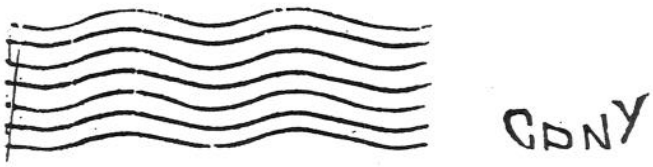
by Frederick A. Brofos

Eureka! Here it is, the Grand Daddy of them all! This corker was popped through the first Leavitt cancelling machine on its first day of operation at the Boston post office on January 6, 1876, at 3 P.M. It thus beats by one hour the postal card cancelled on the same first day (but at 4 P.M.) which is shown in the frontispiece of Frank Stratton's Leavitt handbook.

THE RED "CPNY" MYSTERY

by Frederick A. Brofos

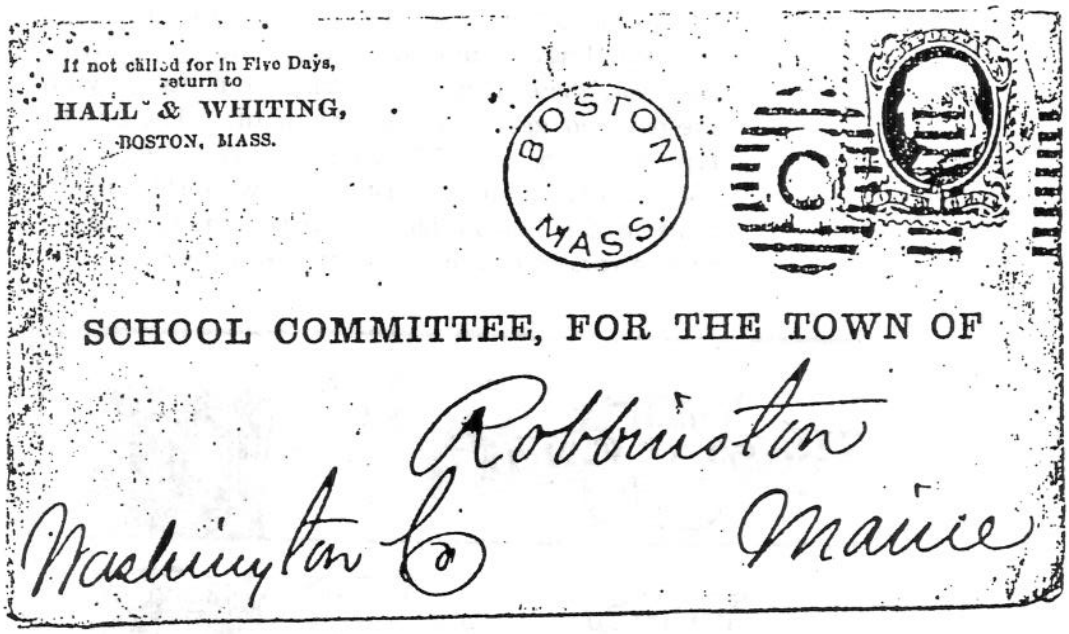
A curious looking machine mark appears in red on the back of several envelopes I have. It was apparently meant only for backstamping, as the dial-space is to the right of the seven wavy lines. In place of the usual circular dial there are just the curve-shaped letters: CPNY. The latter part stands obviously for New York, but the first part is a little more difficult to guess about. I have been wondering whether it could stand for Concentration–, Censorship–, or Control Point? This marking appears on mail sent from Concord, N.H. between November 1944 and June 1945 to U.S. military or naval personnel on various Army or Navy transport ships c/o P.M. or c/o FPO, New York, N.Y. All covers were returned to sender marked "Not aboard". One has a U.S. censor tape on one side, another has an additional mark reading: Port Terminals NYPE (N.Y. Port of Embarkation) Postal Section HQ. Can someone give any further enlightenment?



"THE BOSTON MASSACRE"

by Frederick A. Brofos

As we seldom see eye to eye, it is only occasionally that I drop in on a certain acquaintance of mine. He is an avid *stamp* collector and cares nothing at all for covers or postmarks. I remember well the particular day I called, when he was going through a box of old covers acquired cheaply at a country auction. As they were mostly common stamps, he had decided that it would take up much less room if the stamps were torn off the envelopes, soaked off the paper, dried and bundled. The marvellous cover illustrated herewith was just going to be decapitated when I stopped the execution. A unique Leavitt experimental machine mark had survived for over 100 years, albeit unappreciated, was close to sudden oblivion. Fortunately, money talks, and I was able to ransom and save for posterity this heretofore unknown cancellation Type X1-3, see *Machine Cancel Forum*, pg. 416-17). Not another like it has ever been found since. It boggles the mind to realize that such massacres are being perpetrated all the time by the unenlightened.

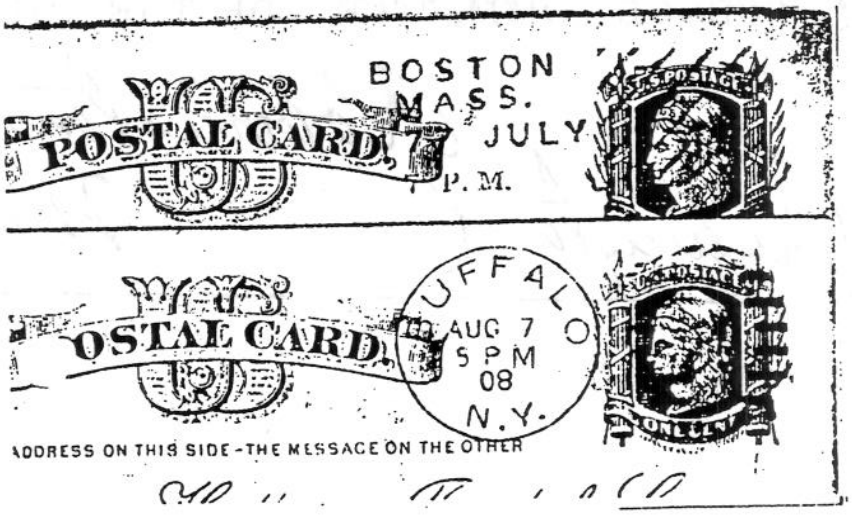


LOVE IT OR LEAVE IT

by Fred Brofos

As we sadly surveyed the many imperfect impressions in his collection, the old commatologist said, with a wry smile, "One just has to love it or Leavitt . . ." After I recovered from his wittycism, I remarked that the poor state of the majority made the clear ones just that more desirable and appreciated. He agreed and commented "In spite of all, even Leavitts can provide some levity . . ." He recalled how a rather pompous dealer had offered for sale, at a ridiculous price, a Leavitt machine mark from Buffalo dated Aug. 7 5PM 08. The dealer was somewhat deflated when informed that his "latest known date" had an inverted year plug, making the card from 1880 instead of 1908! The last Leavitt is on record as having pooped out in Indianapolis on Sep. 1, 1892. A similar inverted year mark is known from Detroit, reading Jul. 1 18 (instead of 81). But, it seems that most of the goofs occurred at Buffalo. From there, I have seen an inverted "83" (Sep. 14 4 PM), an inverted "84" (May 8 4PM) and the last known date of Leavitt usage from Buffalo (Feb. 4 92) shows the month inverted. Furthermore, the careless clerk even managed to get the whole killer and Buffalo postmark transposed on Aug. 6 (probably 1891). That inverted dates didn't occur more often, is partly due to the year being omitted altogether on many machines. It is, indeed, fortunate for us that we can usually find a year date written on the message side of cards.

"Quaker dates", with the day ahead of the month, are well known, but apparently not on Leavitts. However, there does exist a card from Boston with the day *and year* ahead of the month ' The Leavitt type A-2 reads: 11 77 JULY (7 PM). "It's odd", said the old commatologist, "how we dislike to see flaws in the human face or form, but how we do enjoy errors on postmarks (stamps and coins, too)!"



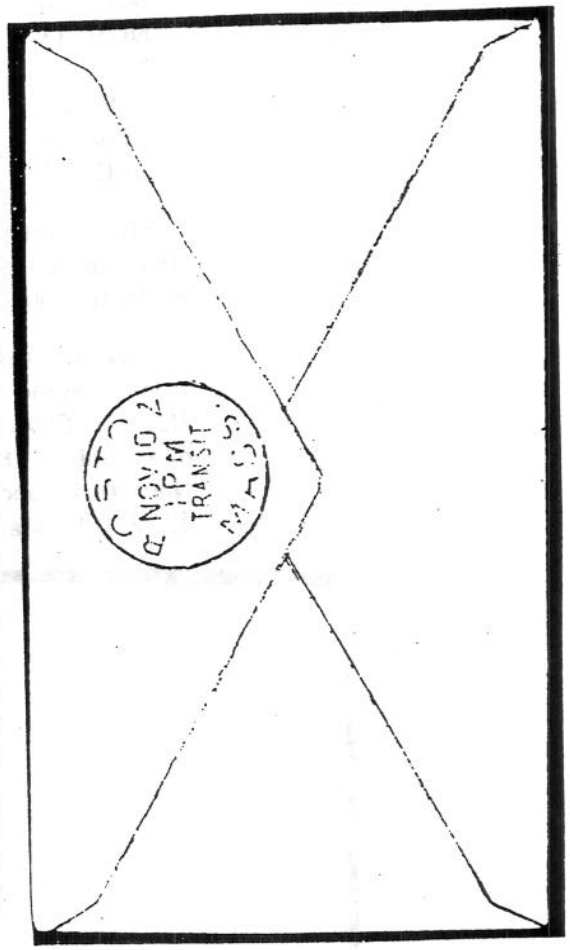
BOSTON TRANSIT

Fred Brofos sent us a photocopy of the illustrated postmark, used as a backstamp on a letter bearing a Scott #207 postage stamp, hence probably dated between 1883 and 1887. It appears to be a machine impression, but we do not find it listed as such in the Blake & Davis book *Boston Postal Markings to 1890.* The dating above would indicate that it may be from an American Co. machine. Can any readers help with photocopies of similar cancels?

THE LEAVITT BOSTON TRANSIT MARK

by Frederick A. Brofos

A curious transit mark of Boston was briefly mentioned in *Forum,* vol. 12, pg. 48. Some inaccuracy in the description necessitates a re-evaluation. The mark occurs as a backstamp on a letter from Sioux City, Ioa. to Danbury, N.H. Unfortunately no year date appears in either the postmark or the backstamp. A pencil notation "1882" on the front of the cover may either refer to a long gone letter or the stamp issue itself. The stamp is Scott #207 (not #210, as previously stated) and is the 3¢ green Washington head printed by the American Bank Note Co. and issued July 16, 1881. As the postage rate for letters was reduced on Oct. 1, 1883 to 2¢, and the yearless postmarks read Nov., the cover is apparently from either 1881 or 1882. That was about the time of the Leavitt Type X-1 experimental trials in Boston. The accompanying photo shows the location of the mark parallel with the edges of the envelope and the dial in just the position one would expect from a machine with the killer portion removed. Upon consulting the experts, Messrs. Langford and Morris agreed with me that this was not an American Co. cancel but surely must be a Leavitt marking. Can any reader supply another example for comparison?



THE LEAVITT TRANSIT MARK OF BOSTON

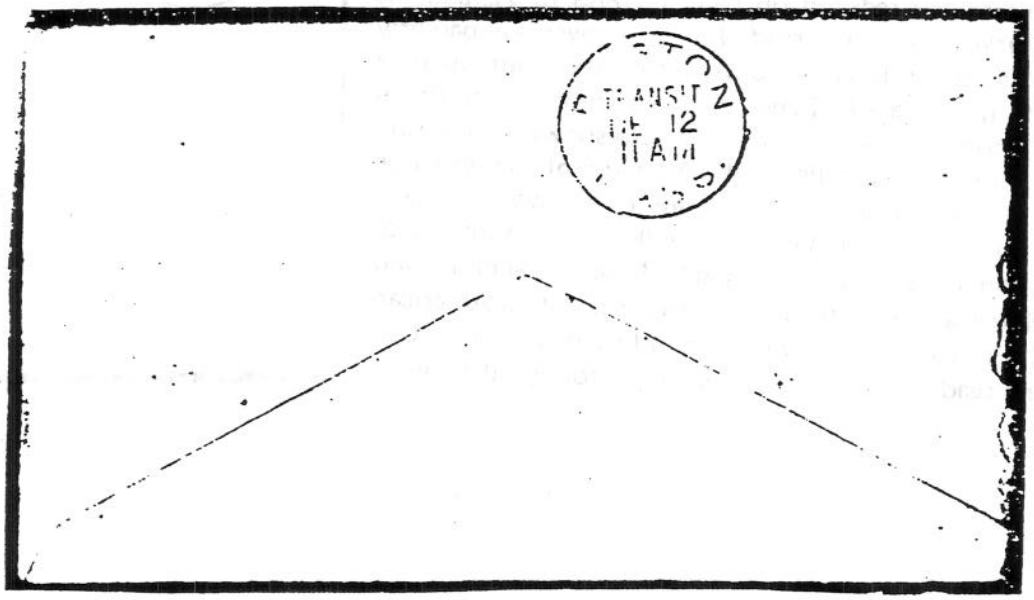
by Frederick A. Brofos

Since I first discovered this interesting machine mark back in 1975, I never saw another one until the other day — 7 years later — in spite of diligent searching. While all other reported examples are from November, this one is from December and therefore the latest recorded use. As far as we know now, this mark was only in use for about a month's time. My cover was sent from Taunton, Mass. to Rockland, Mass., franked with a 3¢ green Washington stamp. As on the other covers, there is no year date in the postmark, but, like them, it is also undoubtedly from the year 1882. An up to date list of the six known covers follows:

Date	*Time*	*Finder*	*Type*
NOV 10	1 PM	Brofos	X-T a
NOV 11	4 PM	McDonough	X-T a
NOV 20	11 AM	"	X-T b
NOV 21	1 PM	Pollard	X-T b
NOV 27	7 PM	Grossman	X-T b
DEC 12	11 AM	Brofos	X-T b

The interchangeable line "TRANSIT," which at first was at top, I have called Type X-T a, and when at the bottom later on, Type X-T b.

Previous mention of this mark, as well as illustration of some of the actual covers has appeared in *Machine Cancel Forum* on pages 48, 160, 218, 416/417, 586, 1182 and 1371. Incidentally, the two New York candidates, mentioned on pages 1237 and 1372, I think are handstamps rather than machines.



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recd. Mar. 12 84

MACHINE CANCEL FORUM

ISSUE NO 113
SEPTEMBER 1983

LEAVITT TYPE X1–WASHINGTON, D.C.

by Frederick A. Brofos

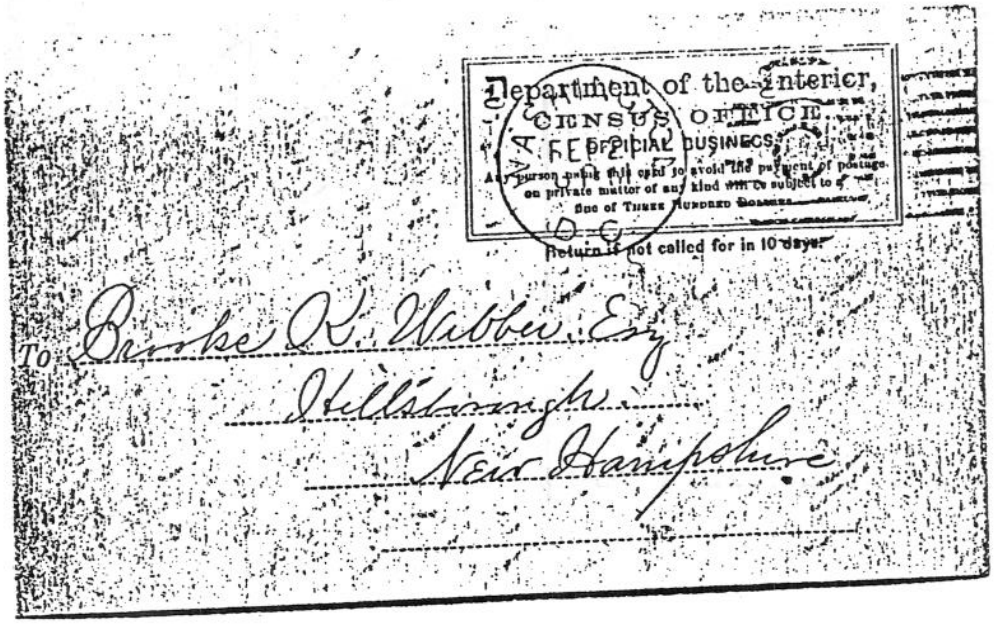
In Frank Stratton's excellent catalog of Leavitt machine cancellations, on page 28, are shown two killer die types used on the experimental Leavitt machine(s) tried out in Washington, D.C., in 1881/82. The purpose of this article is to report that a third killer die was also in use at that time. Composed of three segments, the 25 mm. dial seems to be the same on all types, but the two killer parts differ. The most distinguishing feature of the new type (renamed Die II) is the pile of unusually narrow bars in the third segment, which are similar in width to the two piles found on the unique Type X1-3 of Boston. These postmarks occur on Penalty envelopes and cards as well as on the regular Government 1¢ Liberty postal cards. A tabulation of the different dies follows:

Die I Dates noted: Feb. 21, Apr. 2. No year figures in dial, but it's 1881. Oval killer 25 x 20 mm. Third bar from bottom only very slightly cut into at top. Thin "C" centered.
Wide pile of 8 bars, each 10 mm. in width.

Die II (new). Date noted: Oct. 31 81. Year figure now included in dial. Oval killer 25 x 20 mm. Third bar from bottom noticeably cut into at top. Thin "C" off center to left. General appearance of oval is thinner than Die I.
Narrow pile of 8 bars, each 7 mm. in width.

Die III (formerly Stratton's die II). Dates notes: Mar. 27 82, Aug. 17 82, Oct. 13 82. Oval killer 25 x 20 mm. Third bar from bottom is split apart by cut. Thick "C" centered.
Wide pile of 8 bars, each 10 mm. in width.

The last cover noted, from Oct. 13 82; shows only two segments. Whether the third segment is missing by chance, or was purposely removed during the final testing stages, must remain to be determined later when and if further examples are discovered.



Die I

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Die II

Treasury Department.

TO BE RETURNED TO

Treasurer of the United States,

If not delivered in TEN days.

OFFICIAL BUSINESS.

Any person using this envelope to avoid the payment of postage on private matter of any kind, will be subject to a fine of Three Hundred Dollars.

WASHINGTON D.C. OCT 21 2 PM 81

C

Don C. Pollard,

Proctorsville,

Vt.

Die III

Department of the Interior,

PENSION OFFICE.

OFFICIAL BUSINESS.

Any person using this envelope to avoid the payment of postage on private matter of any kind will be subject to a fine of Three Hundred Dollars.

WASHINGTON D.C. AUG 17 6 PM 82

C

Adam W Spinnak

Washington

Orange Co

Va

Discharged Jan 1865

Department of the Interior,
PENSION OFFICE.
OFFICIAL BUSINESS.
Any person using this envelope to avoid the payment of postage on private matter of any kind will be subject to a fine of Three Hundred Dollars.

J. A. Smith Jr.
~~Brownstown~~ Felchville
~~Orange Co.~~ Vt.

WASHINGTON D.C. OCT 3 5 P M 82

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UNITED STATES
Department of Agriculture
OFFICIAL BUSINESS
Any person using this card to avoid the payment of postage on private matter will be subject to a fine of Three Hundred Dollars.

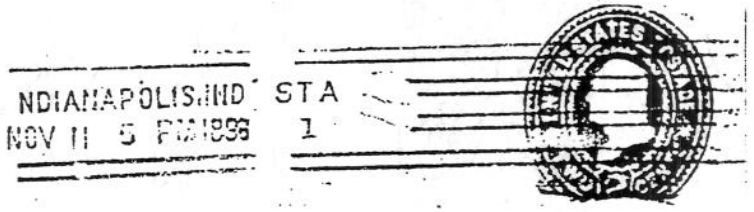
WASHINGTON D.C. MAR 17 6 P M 82

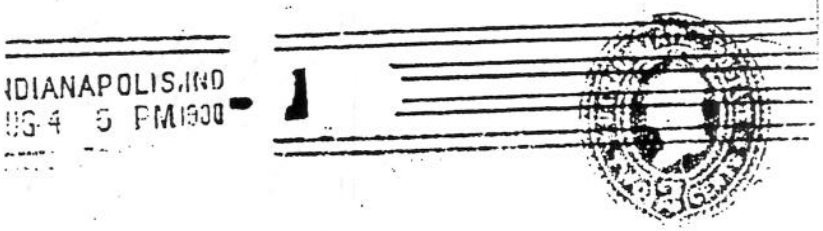
Chas. Sayre Esq.
Office
Number
Street
City

PNEUMATIC MACHINE WITH RUBBER INSERT

by Frederick A. Brofos

The machines of the Pneumatic Canceling Machine Co. have been covered in detail by Arthur Bond in "U. S. Cancellation Club News", Nov. 1971 and Jan. 1972. I have now discovered some unlisted items from Station 1 of Indianapolis, Ind. The "STA 1" (in 2 lines) originally in metal (seen used Nov. 11, 1899–Febr. 1, 1900) was apparently broken or lost and a substitute in rubber type "STA 1" (in 1 line) was inserted instead (seen used Jul. 25, 1900). A different rubber insert "– 1" has been seen dated Aug. 4, 1900. A screw head in the killer appears on all items and the first "I" of Indianapolis is missing. The first type, dated Nov. 11, reads 1898 – although in reality it was 1899 (according to a backstamp). By Nov. 27, this erroneous "8" had been changed into a "9".





"INTERNATIONAL" REGISTRY RECEIPT MACHINES

by Frederick A. Brofos

A new marking has come to light which necessitates a revision of the text for Type S26 of the Special Service Markings mentioned on page 9 by Arthur Bond in his excellent catalog of International Machine Cancels. Bond describes these markings as showing the postmaster's name and says they were used between 1903 and 1905 at Chicago and New York on inter-office cards to certify receipt of registered packages, superceding handstamps.

The newly discovered item is from 1907 (Aug. 10) and is without the postmaster's name. Apparently due to a change in postmasters at New York, the old name (Does anyone know it?) was cut out from the die. The postmaster's name in the Chicago cancel was F. E. Coyne. All these postmarks are naturally scarce, as they were not used on public mail, only on penalty postal cards sent between post offices.

Actually, it is just an optical illusion that the egg-shaped postmaster's mark appears to the left of the circular dater. The engraving was purposely done inverted on each die to produce the desired result in a particular position on the cards. This is born out by the characteristic International dash or "tick" mark appearing at the "top", while in reality it is at the mechanical bottom of the dial.

I have not seen any, but if machines of other manufacturers may also have used registry receipt service markings, I am sure our readers would like to hear about them.

MACHINE CANCEL FORUM

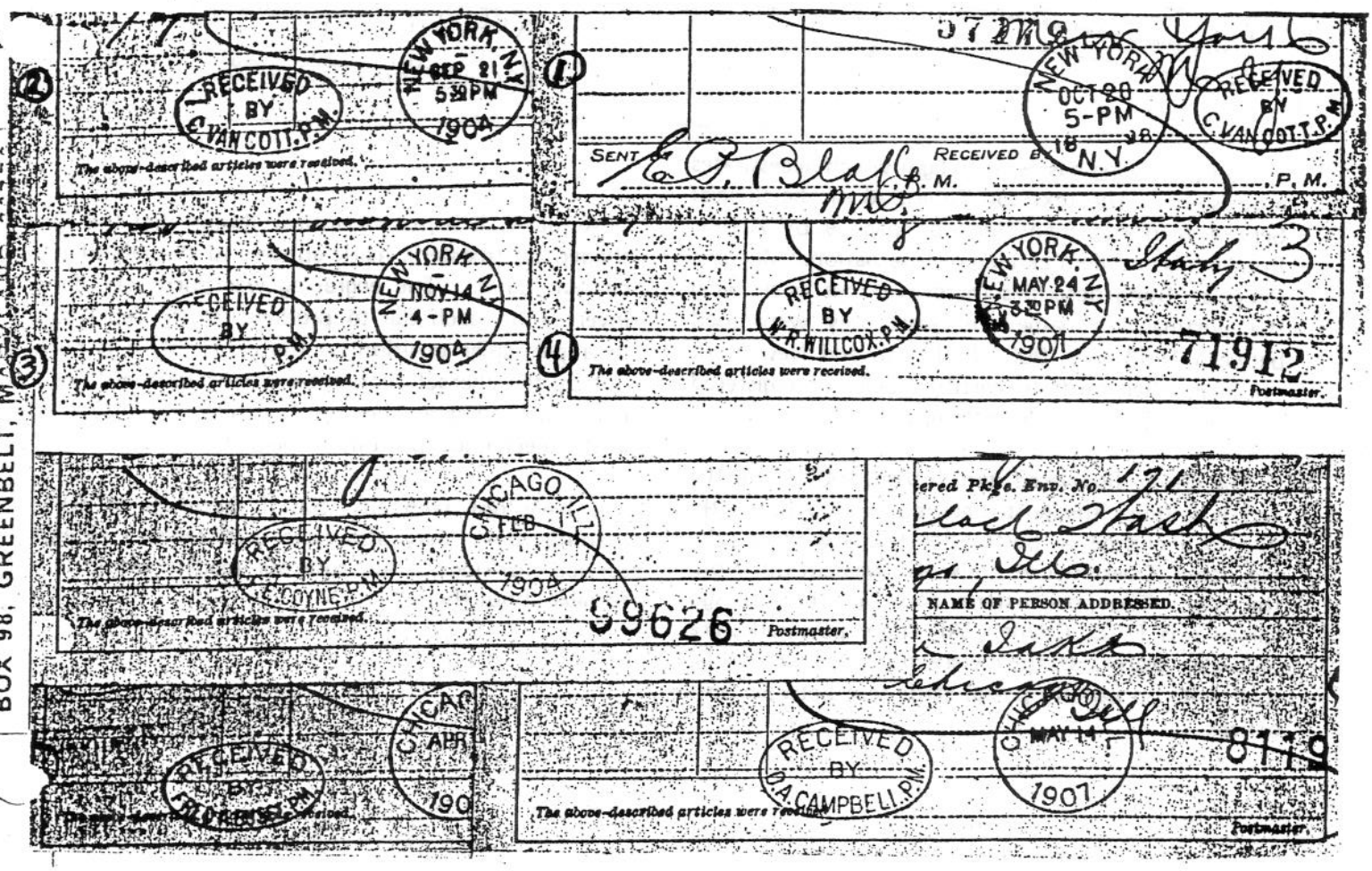
ISSUE NO. 27
JULY 1976

AMERICAN & INTERNATIONAL REGISTRY RECEIPT MACHINES

by Frederick A. Brofos

Responses from readers of my article in *Forum* #22, pg. 95, enable me to write further on this subject. I am particularly indebted to Charles W. Jones and Arthur Bond for providing some very interesting new data.

It now appears that the special machine marks, superceding handstamps, on inter-office postal cards for certifying receipt of registered packages, were used as early as 1898. They were apparently first introduced in New York during the postmastership of Cornelius Van Cott (1889-1904). An American Co. machine was used initially (Oct. 20, 1898 – Oct. 11, 1902), these being the earliest and latest dates so far noted. The name C. VAN COTT appears in an oval to the right of the 22 mm. date dial. This was followed by an International machine with a similarly inscribed (but not identical) oval to the left of the 20 mm. dial (seen Jan. 12, 1903 – Sept. 21, 1904). A break in the circle below the year date has been observed (July-Dec., 1904). Van Cott may have died in office, since Edward Morgan was Acting PM from Oct. to Dec., 1904. During this period the Van Cott oval, with his name cut out, was used on the International machine (seen Nov. 14-Dec. 12, 1904). At the same time the letters RE of RECEIVED were accidentally damaged by the "engraver".



(Continued on next page)

W. R. WILLCOX was appointed PM, effective Jan. 1, 1905, and a new oval with his name was introduced (seen Mar. 9, 1905* – May 24, 1907). Willcox did not serve out his term either and Morgan was again appointed Acting PM on July 1, 1907 and PM from Sept. 1, 1907. A single card has been seen from this period, dated Aug. 10, 1907, and shows that the old Van Cott oval with the name removed had been saved and brought into use again. Whether Morgan had a new oval made with his name on, after becoming PM, has yet to be determined.

Meanwhile, the same idea had been used on an International machine in Chicago, superceding handstamps (latest h.s. seen Mar. 5, 1903). The ovals were again to the left of the date dial and show the names of the various postmasters. First comes F. E. COYNE (seen Feb. 1, 1904 – Jan. 2, 1906). Then a card dated Apr. 14, 1907 has been found with Fred A. BUSSE in the oval and another, dated May 14, 1907, with the name D. A. CAMPBELL.

The little "tick" mark shows up on some of these Chicago and New York postmarks, but not on all of them. It has been suggested that this mark may have been produced by some kind of pin that was used to secure the engraved die in position on the die-base. Whether or not the tick left a mark on mail may have been determined by the degree of tightness it was inserted with, which could of course vary from time to time. As the die was reversed, the tick mark appears under the town name, instead of above the year as is common on most International machines.

REGISTRY RECEIPT MACHINES AGAIN

by Frederick A. Brofos

Referring to my article on American and International Registry Receipt Machines, in *Forum* #27, pg. 129, readers A. Landino and C. C. Blair have kindly sent in photocopies that provide some further information on the subject.

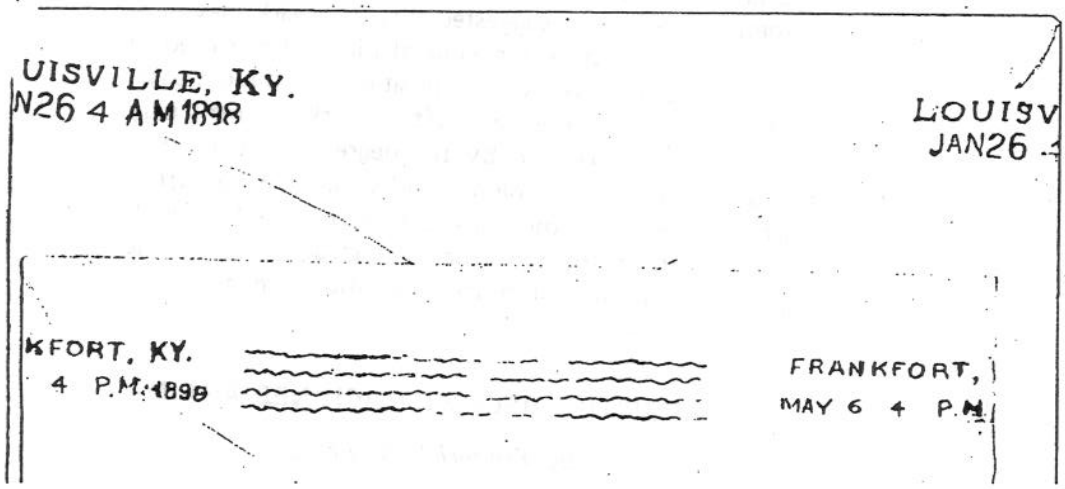
The usage period of the International machine with the Van Cott oval has been extended thus: Jan. 12, 1903 - Oct. 26, 1904; and the one with the name cut out: Nov. 12, 1904 - Jan. 7, 1905. W. R. Willcox didn't get his name-oval immediately; he was appointed PM on Jan. 1, 1905. However, an earlier date than we had noted before has appeared, so that the period of usage of his die is now: Feb. 25, 1905 - May 24, 1907.

It is interesting to reflect that all these machine marks could also very well be included in a collection or display of the popular Postmaster and County handstamps to which they are closely related (descendents, one might say).

MILAM & HOLMES MACHINES

by Frederick A. Brofos

It was quite a treat to see the pictures sent in by the various lucky owners of the rare Milam & Holmes "Spread Eagle" (see FORUM pg. 111, 125, 134). Here is a fourth copy: on a postal card —— which should finally put an end to the idea that this cancel was only used on large envelopes. Imprinted in black and dated Mar. 1 4PM 1897, it is the earliest date reported and may be from the first day of use.

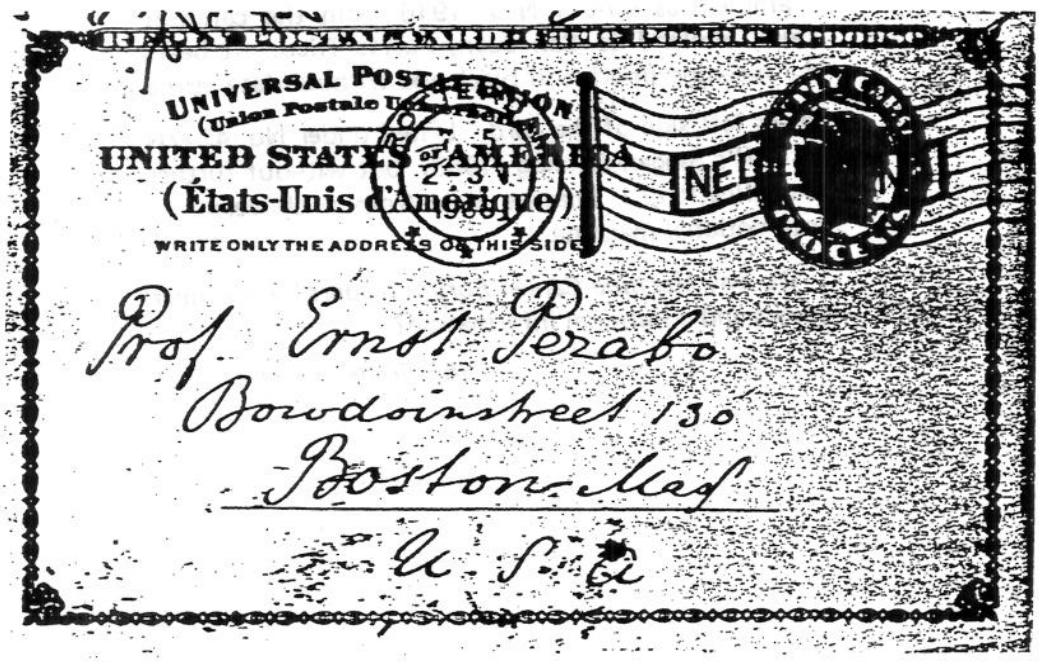


Also shown herewith are examples of the M&H repeater machines without the eagle that were used at Frankfort and Louisville, Ky. Both are in black. The Louisville backstamp I discovered several years ago and is, so far, the only one on record. Until it showed up, M&H repeaters were only known from three towns (Cincinnati, O. and Lytle, Ga., being the other two). Although not at all as spectacular as the "Eagles", the other types are probably even more difficult to find — for that very reason.

U. S. CARD WITH COLUMBIA FLAG CANCEL

By Frederick A. Brofos

I was quite delighted to run across an interesting card showing a flag machine cancel made by the Columbia Postal Supply Company of Silver Creek, N. Y. It is the return half of a U. S. international postal card with pre-paid reply sent between Holland and the U. S. The Dutch postmark on the U. S. stamp is therefore perfectly legitimate. However, it was only by a lucky chance that the U. S. card met up with the U. S.-made flag machine cancel, rather than an ordinary Dutch hand-cancel of Rotterdam. The date of the postmark is May 7, 1906. That year a similar Columbia flag machine was also used in Hamburg, Germany. It had the letters "DR" (i.e. Deutsches Reich) in the center amid wave-lines. A Columbia flag machine pattern with "USA" in the jack and waving bars is recorded from about this time, but is not known postally used. The only Columbia flag machines actually used in the U. S. appears to be one at Cerro Gordo, Ill., in 1922/23. & at Centertown, Ky., in 1926. (see p. 124)



W.W. I P.O.W. MACHINE

Mail received from Prisoners of War on which there was no charge for postage (free under the Geneva Convention) was at one time stamped with a special machine mark at the New York P.O. The illustrated example was sent 9 Nov. 1916 from the camp at Zeist, Holland to San Juan, Puerto Rico. It bears the machine imprint in black and without date at the lower left side of the card. Listed under No. 4277N in Luff's Slogan Catalog (1968), but without further identification, I imagine it is from a Universal or International machine.

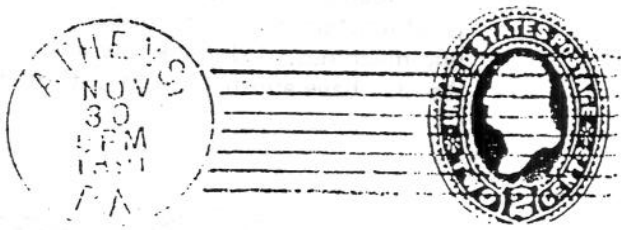
Do any *Machine Cancel Forum* readers have similar covers and additional information?

(by Frederick A. Brofos)

THE ATHENS, PA., PSEUDO MACHINE

by Frederick A. Brofos

The accompanying illustration shows a cover from Athens, Pa., dated Nov. 30, 1891. It has been said that it is a handstamp. However, as anyone who has cancelled mail knows, such a perfect impression from such a large metal postmark is well nigh impossible—if just an ordinary handstamp. I have a hunch that some kind of extra contraption was attached in order to produce these clear markings. Perhaps something like the self-inking Perfection handstamps of a later era. Of course, old covers from Athens, Pa., are not found so often, but similar "pseudo" machines exist from other small places too. The whole subject bears watching and may eventually produce some surprises.



WORTH A SECOND LOOK

by Frederick A. Brofos

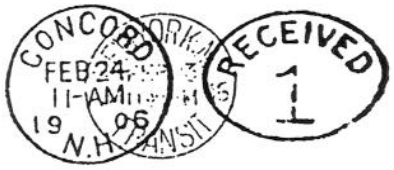
Anything in repeater machine cancels from the US are generally worthwhile and some are rare, for instance the Krags. The accompanying International receiving mark from Washington, D.C., 1890, is however not a repeater, although I did do "a double take" when I first saw it. Due to the extra length of the envelope, it received two impressions of the postmark instead of just one. Some machines can also be specially readjusted to change them from single to multiple impressions.

THE COUNTRY WITHOUT A CANCELLING MACHINE

by Frederick A. Brofos

It seems almost unbelievable, but there exists a country today which has *never* used a cancelling machine of any make. It is not a "new" African country either, but an "old timer" that has issued stamps continuously since 1877. The country is the Republic of San Marino, which is situated less than 20 miles from the Adriatic Sea, but its 24 square miles are entirely surrounded by Italy. Most philatelists are familiar with San Marino. Indeed, the country derives about 80% of its income from philately and tourism. Perhaps it is a good-will gesture to stamp collectors, that cancelling machines have been banned. All postmarking is meticulously done, even on the thousands of postcards dropped in the large mailboxes every day by tourists. Passing by the main post office one can hear the steady "thump-thump" of postmarks in a dozen hands busily processing the daily mail in a small basement room.

Incidentally, other little countries like Monaco, Liechtenstein and Luxembourg have all used cancelling machines. I don't know about Andorra though. We may have another "hold-out" there too.



NEW YORK TRANSIT (INTERNATIONAL)

by Frederick Brofos

This postmark is described by Art Bond on pg. 10 of his fine handbook on International machines as follows: "Type S42 – New York, N.Y./TRANSIT. Another split date postmark, recorded from 1903 to 1905. Much scarcer than the PAID ALL type. This has been reported on domestic as well as foreign mail". He also illustrates it on chart 3. I just found a domestic cover which extends the known usage by another year. Too bad another mark collides with it on my cover, but at least that does provide a double-check on the date. The new LKU is Feb. 23 11.30 PM 1906.

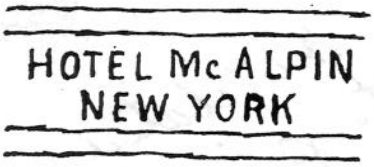
PRIVATE POSTMARKING MACHINES

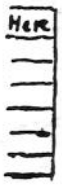
by Frederick A. Brofos

A few Universal machines appear to have been sold or rented to private organizations for the sole purpose of date-stamping a receiving mark on their mail. Such a mark was illustrated in "FORUM" No. 7 and is repeated here in its proper appearance. The Hotel McAlpin, at the corner of Broadway and 34th Street in New York, is still active, but changed its name around 1961 to become the Sheraton Atlantic. A similar receiving mark was used at the Bellevue-Stratford Hotel, Philadelphia, in 1926. These machine marks are not seen often for the simple reason that travellers had limited space in their baggage and after reading their mail generally threw it away.

Another privately-operated receiving mark was used on mail as late as 1954 at the Presbyterian Hospital in New York. A box with seven lines appeared at the left together with the word "Here" at the end of the top line. Unfortunately the rest of the text doesn't show on my cover.

The two hotel marks are in black, while that from the hospital is in vermilion. They were all designed to appear in the lower left corner of the mail. These three private machine marks range from 1918 to 1954 and one would expect that other types also exist. Let's hear from you readers.





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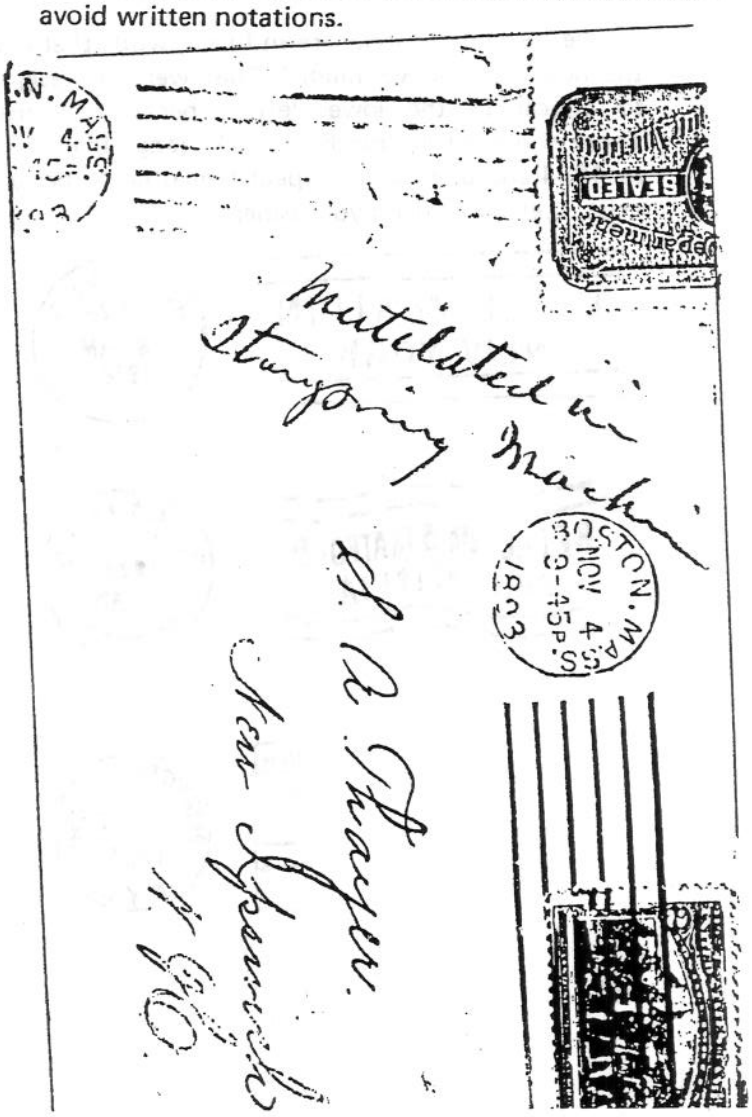
AN EARLY MACHINE-DAMAGED COVER

By Frederick A. Brofos

The other day I ran across the earliest cover I have seen damaged by a cancelling machine. The letter went twice through an American Co. machine (killer "F") at Boston on November 4, 1893. The first trip was in a vertical position which left it crumpled and torn at the side. As the stamp remained uncancelled the letter was rerun in the correct position. The damage to the envelope required a small repair job, which was accomplished with a brown P.O. Dept. "Officially Sealed" label stuck over the corner. An explanation was added in pencil: "Multilated in stamping machine". Whether the notation and patching was actually done by the machine operator or by someone else further along in the sorting line is difficult to tell now. However, the human touch has again been added to a job supposedly taken over by a machine. In those days the efficiency of manual postmarking was sacrificed in order to acquire that SPEED necessary to handle the ever increasing quantities of mail, but it didn't always work out. Special explanatory handstamps were soon introduced at various post offices to explain damaged mail and avoid written notations.



If not called for in 10 days
return to
CENTRAL BROOM CO.
JEFFERSON CITY, MO.

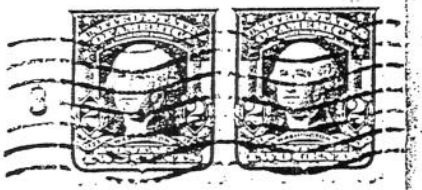
Damaged by Cancelling Machine

Dovernus machine

Boston Threadtoune

Boston Mass

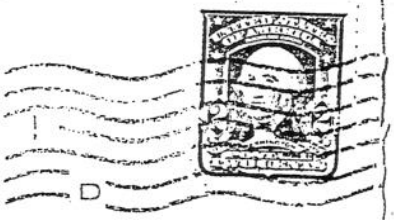
IF NOT DELIVERED IN FIVE DAYS, RETURN TO
GEORGE B. GRAHAM, DISTRICT AGENT
NORTHWESTERN MUTUAL LIFE INSURANCE CO.
1025 FIDELITY BUILDING,
'PHONES, { FRONTIER 1236. BELL, SENECA 1236. BUFFALO, N. Y.



Inter-national Machine

Mr Bijous Folland
Brockenville
Vt

Damaged by Cancelling Machine
at Buffalo, N. Y., P. O.

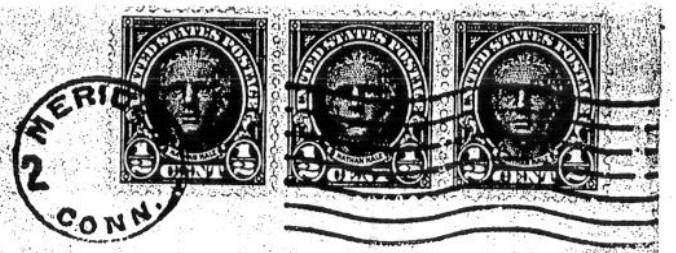


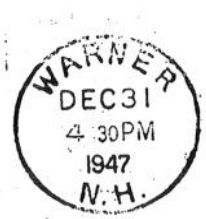
Inter-national machine

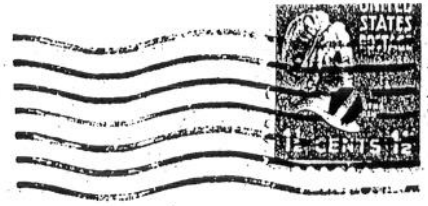
Mrs. M. White
Church St
No. Adams
Mass.

MUTILATED BY
CANCELLING MACHINE.

"WHAT IS THE USE OF GETTING THE MACHINE OUT OF THE SHED AND MAKING A START ON THE HIGHWAY OF LIFE IF HALF THE NUTS ARE LOOSE?"

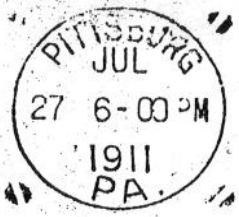


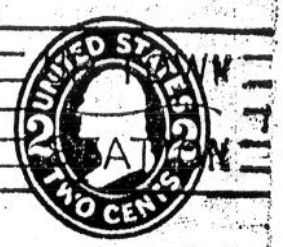




Return to
BLISH, MIZE & SILLIMAN HARDWARE CO.
Wholesale Hardware, Cutlery and Tinware,
ATCHISON, KANSAS
If not delivered within 10 days

ATCHISON, KANS.
OCT 30. 5 — PM 1900





Peck, Stowe & Wilcox Co.,
Southington,
Conn.

LOOSE SCREWS ON
CANCELLING MACHINES

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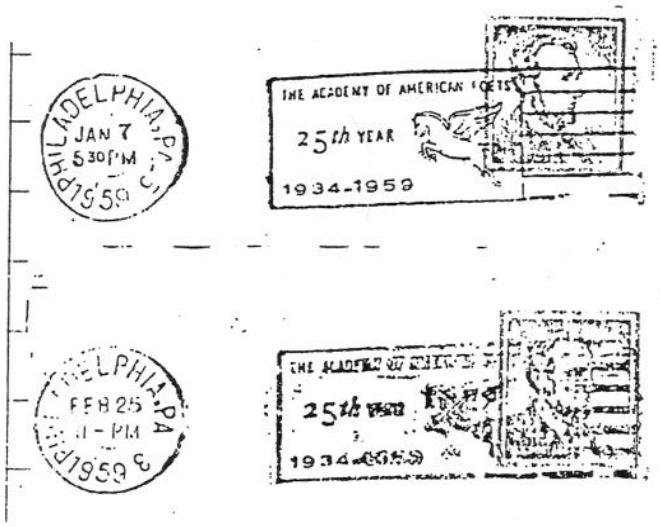
WHEN A WHITE HORSE TURNS BLACK

by Frederick Brofos

The Silver Jubilee of the Academy of American Poets was postally celebrated by the use of a special commemorative machine postmark. Back in 1959, any pictorial addition was a welcome change from the usually dull type-face slogan cancels. This one showed the flying horse Pegasus, referring perhaps to poetical flights of fancy. Anyway, it was used on a number of machines around the country. But, in Philadelphia, an odd thing happened between January and February, when the horse suddenly changed color from white to black! This didn't happen to all the horses. However, the curious phenomenon could have a simple explanation: one of the pictures wasn't cleaned properly and got clogged with dried ink. Or maybe the horse simply got worn out and die(d) . . .



"I had a friend once, who collected postage stamps. He used to say that the one good thing about a postage stamp is that it sticks to something until it gets there !"

Said by Jimmy Stewart, in the film "Destry rides again".

New type Norwegian Money Order Machine

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Here is shown a Norwegian Post Office money order pay-out card from 1989. Of special interest is the unusual-looking machine postmark, almost like a Siamese twin. The upper circle reads: BOKFØRT(book accounted) and below the date: POSTGIRO. The lower semi-circle reads: GYLDIG, meaning (valid until) and an extended date. Applied in black, I imagine.

Two single impression Krag Type XV machines are known from before. One from 1950 and two from 1953, the latter from Finnland.

The History of the Hansen-Krag

Postmarking Machine and its Factory

The rapid cancelling machine must be included among the great improvements that have universally aided post offices in handling the ever-increasing volume of mail matter. 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 postage stamps, are of particular interest to all serious philatelists.

Postmarking machines have been steadily improved over the years, since the first ones were invented over a hundred and thirty years ago. Early examples were tried out in England and Germany. Later, America entered the market with a host of different machines. Then, shortly after the turn of the century, the field was revolutionized by the appearance of a greatly superior machine invented and produced in Norway. Known as the "Krag," this excellent machine became popular all over the world, and has been considered "top notch" right up to the present. Now-a-days, it has possibly been surpassed in speed by an expensive new Japanese machine, but the durable Krag machines are certainly still playing and will continue to play for a long time an important role in the post offices of many countries.

Having myself, for many years, been interested in the study and collection of world-wide machine postmarks, it was indeed a red-letter day for me; when, during a ~~recent~~ trip to Norway, I was graciously permitted to visit the Krag machine factory itself. To actually see things in production and to interview the management about the company's past history and present activities, was a great thrill for me, and I hung on to their every word like an avid disciple attempting to memorize the golden utterances of a prophet. Most of this

information is unobtainable elsewhere for the simple reason that it has never before been gathered together and published.

The Krag Machine Factory, or, as it is known in Norwegian, "Krag Maskinfabrikk A/S," was founded way back in 1896. The founder was a certain Nils Aall Krag, who originally had a large grocery store. Incidentally, he had nothing to do with the at-one-time quite well-known Krag-Jørgensen rifles. Nor did he actually invent the Krag cancelling machine either. That famous invention must be entirely credited to an unknown young mechanic by the name of Gustav Adolf Hansen. It was patented in Norway under #14098. That patent, dated January 14, 1904, was followed by another one the following year, numbered 17467. Yet another one, dealing especially with the circular stamping dies, was granted in March, 1907, under #18300. Further improvements to the first patent were recorded in patent #19703, dated August, 1907. These patents were all in the name of Mr. Krag alone. It was not until 1921 that Mr. Hansen acquired patents in his own name, numbers 36720 and 37546. They both dealt with special apparatus for moving letters forward in the cancelling machines. In 1923, he was granted a further patent, #40933,,dealing with separator wheels on the machines. However, as mentioned earlier, the first four and most crucial patents were registered under the name of Nils Aall Krag. Furthermore, the machine itself came to be known as the "Krag" machine rather than the "Hansen" machine. Indications are that at first it was intended to call both the factory and the machine by the joint names. However, "Krag-Hansen" soon gave way to the simpler "Krag." This all seems rather unfortunate for Mr. Hansen, who thereby appears to have missed out on most of the fame and recognition that his mechanical genius so well justified. Never-the-

less, one must also bear in mind that the machine did not become world-famous over night. Without the financial backing of someone like Nils Krag, the untried invention might not have been successfully developed for commercial use and become an international leader in its field. As it was, Krag gambled his money on the new discovery and it turned out to be a very profitable investment for him.

Meanwhile, Gustav Hansen was employed as Works Manager at the Krag factory, a position he held for about 20 years. This collaboration lasted until a final disagreement between Messrs. Hansen and Krag, as to just who should be running things, forced a parting of the ways. Mr. Hansen was bought out for a substantial sum of money (thought to be Kr. 10,000). Thereafter, he went into a completely different field of endeavor. This time he produced an invention to do with asphalt which, however, did not pan out. Eventually, he wound up as an ordinary worker at Akers Mekaniske Verksted, a large machine shop near the docks in Oslo. He has probably passed away by now. At all events, Mr. Krag died in the 1930's and ownership of the share capital of his company passed to his two daughters, Kari and Sigrid, and his son-in-law, a Mr. Helmer.

In 1927, a new and energetic manager by the name of Harald Christoffersen joined the Krag firm. That seems like a long time ago, now, and he recollects in those days even Gustav Hansen's brother and two sons were still working there. When Mr. Christoffersen first arrived, however, he felt things were in a bit of disorder. For instance, he recalls that the supply room had 80 parts which did not fit anything. But worse, he noticed an over-indulgence with intoxicating liquors by a majority of the employees. Now, it is a well-known fact that a continual large consumption of alcoholic beverages by workers on,

or off, the job does not create an atmosphere for successful industrial productivity. Actually, any useful creativeness generally drops to zero level. Unfortunately, in Scandinavia, excessive drinking tends to bring out the wild Viking spirit of their ancestors. This situation is recognized by the law which, in punishing drunken drivers, for example, is considerably stricter than in the US. Anyway, Mr. Christoffersen soon decided that drastic action had to be taken to bring things back to order. He therefore instituted a thorough house-cleaning. After the dismissals and resignations of the "Great Alcoholic Purge" were concluded and the dust had settled, it was found that only 6 men remained on the rolls! From then on, a new page was turned over, and a lot of new people were hired. With his bright new team and the small core of old-timers, Mr. Christoffersen succeeded in building up the company carefully and well during the following years.

Postmarking machines were, of course, the main business, and were exported all over the world. Christoffersen recalls that the first machine he sent off went to Kuala Lumpur in Malaya. Orders for 30 to 40 machines at a time often came in from abroad. Particularly good business was done with South Africa and Finland, he remembers. Orders had also been received from the Russian post office before the war, but although Christoffersen tried to start up business with them again, he was unsuccessful. England has also been among Krag's best customers and has used at least 36 single-impression, and about 300 multiple-impression postmarking machines over the years, with a number still in operation. The Swedes used Krag machines since 1905, but from 1912 on, they have largely been using the product of their own inventors.

Krag machines were tried out in America and Canada a long time ago, but they did not catch on there, too much local competition perhaps. Also, mult-

iple impression machines have never been popular in North America. The trials took place in Washington, D.C. and Toronto in 1907 and specimens therefrom are rare collector's items today. However, another place that Krag did very well in, was Denmark. Of course, in Norway they have always had a virtual monopoly on the production of postmarking machines.

This may be as good a spot as any to explain why I generally prefer to use the description "postmarking machines" rather than "cancelling machines." The former term is more encompassing, in that it includes, besides the machines that cancel stamps, also those that do not cancel anything but instead backstamp receiving and transit marks or imprint "postage paid" indicia.

Besides the large orders for postal equipment, it is of interest to note that the Krag factory also at one time had a large production of meat grinders, fast choppers and sausage machines. This occured during the years 1939 and into the 50's, but has since ceased altogether.

I was pleased to hear that Krag's had also done some work for another large company in the vicinity, Standard Telefon og Kabelfabrik A/S, the ITT subsidiary which my father, Einar A. Brofos, was the first managing director of, back in the 1930's.

Originally, a large part of the actual dies of the postmarks were engraved by Finn Hansen, a nephew of Gustav A. Hansen. Later, two independent engravers, Rui and Holth, engraved all the handstamps in competition with each other. Philatelists may also recall the name of H. Rui as a designer and engraver of a number of Norwegian postage stamps, specifically the 1910 krone values, the Svalbard and 2nd Lion issues, as well as the 1st airmail stamp. This part of his work, however, had no connection with the Krag firm. Mr.

Holth and his associates engraved all the machine postmarks from 1940 until 1981. Lorentz Holth himself died many ~~years ago~~, but the firm was continued by the employees, consisting of 5 or 6 engravers.

It is not known exactly what activities took place during the Krag company's early years, but in 1903 they were working on franking meters. At first, the firm had premises in Storgaten 26, Oslo. Later they moved to another street, Vognmanngaten, and, just after the first World War, to Urtegaten. In 1939, they moved again, to Østerdalsgaten 17, in a small industrial suburb of Oslo near the electric railroad station of Ensjø. Here they rented the third floor and part of the second floor of a long yellow three-story factory building in which there were several other companies. They remained there until the autumn of 1980, when they finally moved into greatly expanded quarters in their own new building. The fine modern factory was located at Akerlia, near Grorud station, on the outskirts of Oslo.

So much for the different localities that the Krag firm has been at over the years. Mention must be made, however, of a subdivision of the company that was in operation for a number of years in another town altogether. Some time in the 1950's, Krag's purchased a small tool factory called "Horten Verktøifabrik." It was located to the South West of Oslo in the small town of Horten alongside the Oslofjord. Here various equipment for the Norwegian Post Office was manufactured, notably mail boxes and rental lock-box complexes for post offices. From about 1962, up to 1970, cancelling machines were also produced there, but the actual stamping dies were made in Oslo. Eventually, it was found to be impractical, if not unprofitable, to have two widely separated manufacturing points. So as not to put out the workers at Horten by closing down, the Krag company kindly sold them the business there in 1970. Under

the name of Horten Stål, ie., Horten Steel, the new and independent firm has continued to produce mail-boxes for the Post Office, but no more cancelling machines. The workers were unable to afford purchase of the building, so that is for the time being still under rental from Krag. Other than that, there is no connection now between the two companies.

As briefly mentioned before, the Krag company began producing franking meter machines in 1903. They were one of the world's first postal meters brought into official use. The inventor was one Karl Uchermann, also known for his animal paintings. The machines were constructed at Krag's, while the attractively designed stamp dies were supplied by the Norwegian Postal Administration. The machines were used by various firms and sub-post offices in Christiania, the present Oslo, up until sometime in 1905. Later, of course, a number of different models of Krag meters have been introduced right up to recent times.

The major stockholder of Krag's today, is a corporation named Frankering A/S, which is especially interested in the marketing of meter machines. The Krag meter machine, aside from its general efficiency and other superior qualities, is the only one in which mail goes through vertically rather than horizontally; therefore, it alone is able to print ads on the mail in a different color from the frank. The horizontal machines of other makes are forced to print both the advertisement or slogan and the frank in the same color. Franking meter machines are the main product of Krag's today. They are not only used to frank mail, but also on railroad freight bills and to pay revenue duties. Besides Norway, the most important customer countries are, Sweden, Denmark, and Finland. None are sold to England or America, however.

An excellent new letter-opening machine from Krag's was marketed in May 1980, and is selling well. Engineer Finn Jacobsen showed me it in operation and I was very favorably impressed with its efficiency and speed. A steady order of 50 machines a month just to one firm has been received.

I had a very interesting conversation with Engineer Stokke of Krag's, a worthy successor to Gustav A. Hansen, whose picture hung on the office wall. Mr. Stokke is the wizard who, in 1971, designed their latest cancelling machine, the Krag type 30.

In 1973, Pitney Bowes Company bought the production rights for Krag 30 and began to market it under the name Pitney Bowes 3910. At the same time, Krag promised to withdraw from the production of postmarking machines for a 7-year period and became the importer of Pitney Bowes postmarking machines to Norway. Thus, the rather unusual situation exists of Norwegian Krag machines being made under license by Pitney Bowes in England and then imported by Krag and sold to the Norwegian post office. But such are the intricacies of big business. The cheapest machine costs today approximately $3000 . In 1980, there were about 450 Krag postmarking machines in use in Norway.

Mr. Stokke told me, after we had been briefly interrupted, that he gets telephone calls from postmasters all around Norway when they need repairs to their cancelling machines. "I suppose they are always in a hurry," I said. "Yes," he replied, "they would usually like the work done and ready before they hang up!"

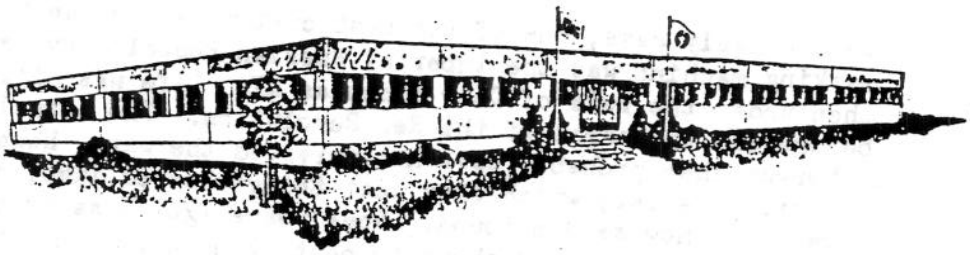
During a period of years no new cancelling machines have been made at Krag's except a prototype called 18a. That has been on trial experimentally at the Oslo main post office and at Gjøvik in central Norway. The Post Office will probably place orders for further machines later on. The postmarks,

however, are said to look just like those of type 30.

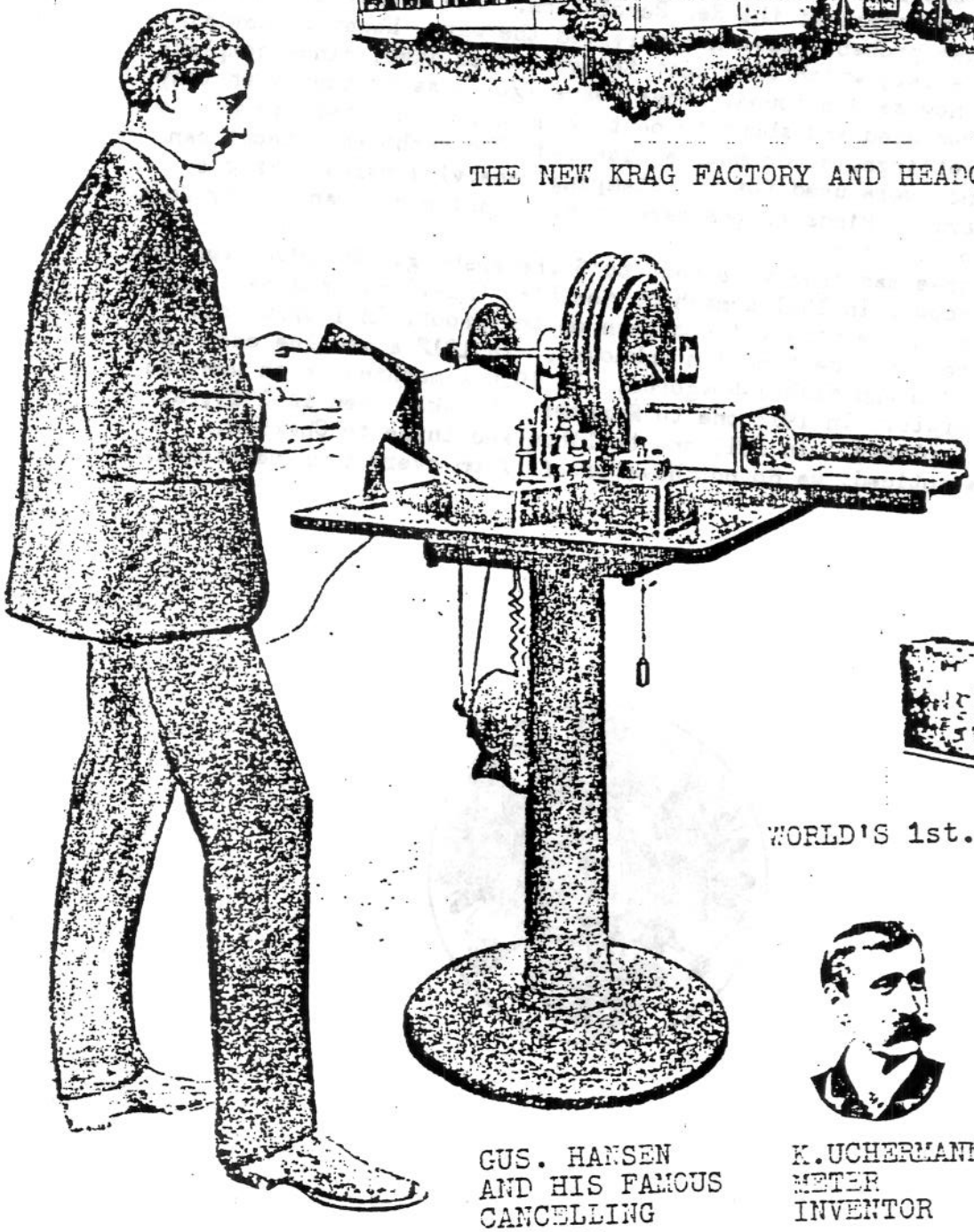
A new table-type cancelling machine is being considered for manufacture by Krag's in the near future. A contract with the Norwegian Post Office has been under study and only awaits signature.

All-in-all, anyone who takes pride in Norway and the accomplishments of that country has every reason to be very proud of the achievements of the Krag Machine Factory, firstly for having introduced, in 1903, one of the world's first franking meter machines and then, a year later, the renowned Krag postmarking machine. The latter, in steadily improved versions, has been used since then in more than 60 countries all around the world.

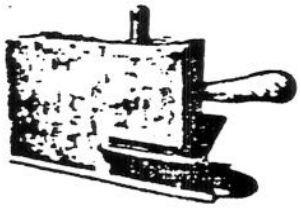
This article would not have been possible for me to write without the kind co-operation of Mr. Nils P. Hellum, director of Frankering A/S, and at the Krag factory, Mr. Finn R. Jacobsen, office manager, Mr. Harald Stokke, works manager, and Mr. Harald Christoffersen, former works manager. I would like to thank them all again for their interest in my project, for their friendly help in showing me things of interest at the factory and for patiently answering innumerable questions. Finally, I would like to take this opportunity to wish the Krag Machine Factory, in their new location, a bright new future of increasing prosperity and success.



THE NEW KRAG FACTORY AND HEADQUARTERS



GUS. HANSEN
AND HIS FAMOUS
CANCELLING
MACHINE

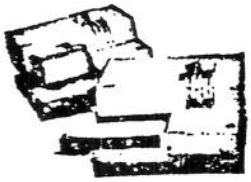


WORLD'S 1st. FRANKING METER

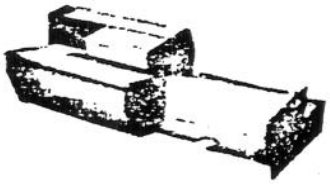
K.UCHERMANN,
METER
INVENTOR

METER
STAMP,
1903

MODERN
KRAG
METERS



LATEST
KRAG
LETTER-
OPENER



Norwegian Postmarking Machines in Czarist Russia

In the early says, one of the best customers for the Hansen-Krag postmarking machine was the Imperial Russian Postal Service. Russia was then under the rule of Czar Nicholas II. Life was different then, before the onslaught of the Red Revolution. The actual machines made in Norway then probably have not survived the war. However, certain die proofs exist, which show what things looked like, since complete covers are now seldom found. Some years ago, I saved them when they were unappreciated and about to be thrown out! The dates are mostly haphazard settings, so do not be misslead. The machines without cancelling lines were used for backstamping/receiving marks. Krag's supplied various kinds of postmarking machines: hand-cranked, by foot-pedal or motor-driven.

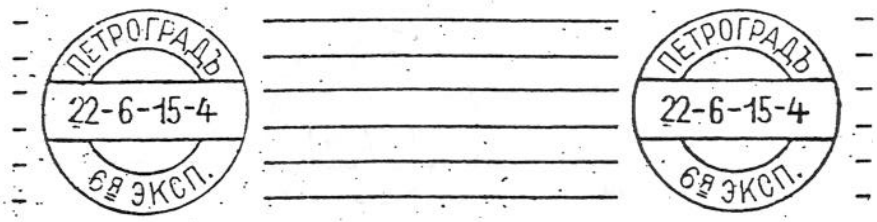
In 1906, three machines were sent to St.Petersburg. In 1907, two to Moskva (Moscow). In 1911 a machine for Kiew (Kiev) was redone to make the letters in the name thicker than on the proof. In 1907/08 six machines were sent (destination unknown). In 1912 a machine each was sent to Grodno and Nishni-Novgorod. In 1910 a machine each went to Riga and Saratov. In 1912 one to ~~Saratov~~ Irkutsk. Then in 1913, six to unknown places. In 1915 one to Libau and three to Charkow. As will be noticed, we do not have proofs from every town mentioned.

KRAG MACHINES USED IN IMPERIAL RUSSIA

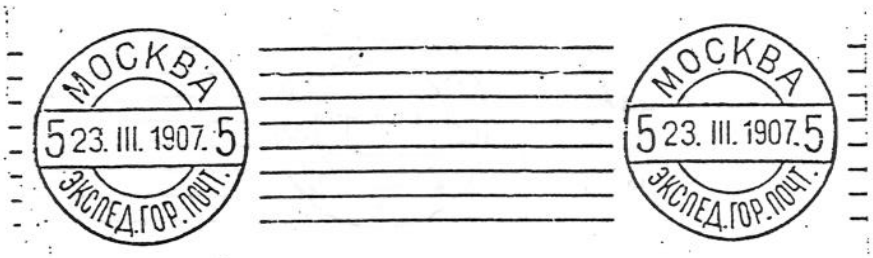
St. Petersburg
1st. expedition
1906?

St. Petersburg
City Post
1912?

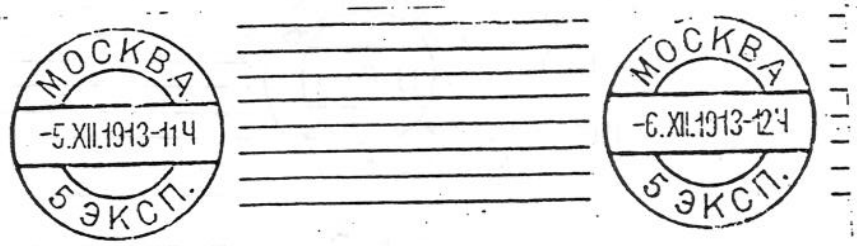
Petrograd
6th. exp.
1915?



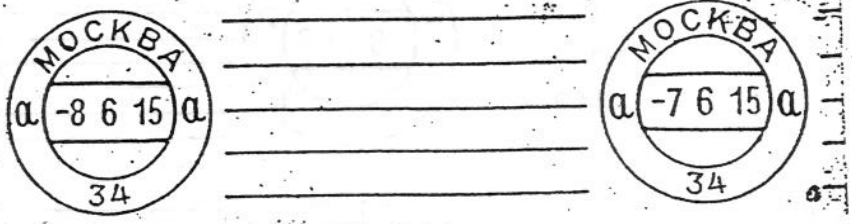
Moskva
Exped.
City Post
1907?



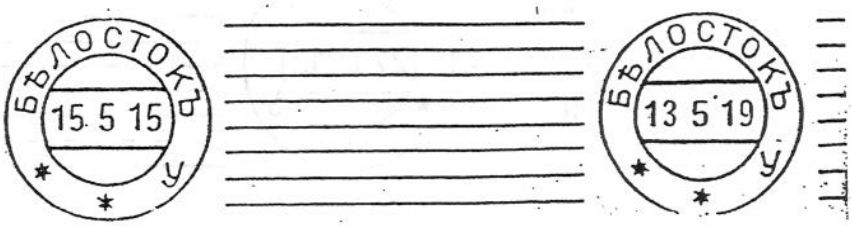
Moskva
5 exp.
1913?



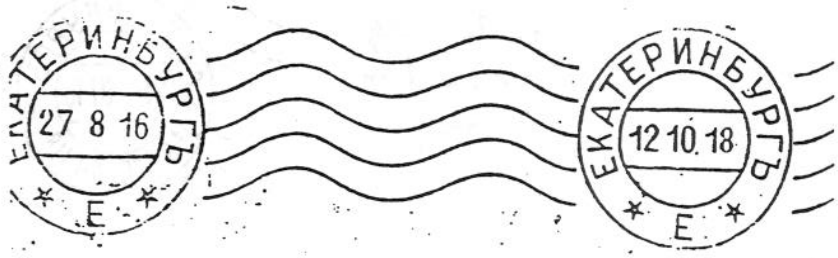
Moskva
34
1915?



Bialostock
1915?

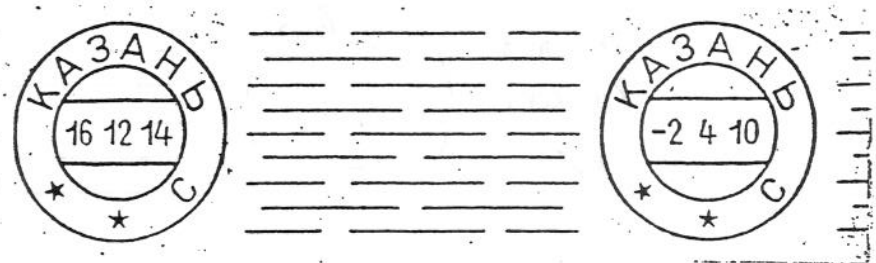


Ekaterinburg
E
1918?

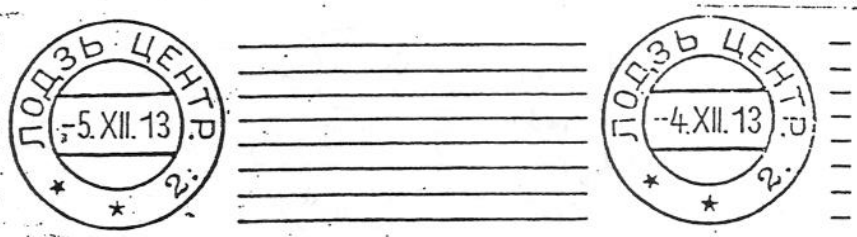


Kiev
a
1908?

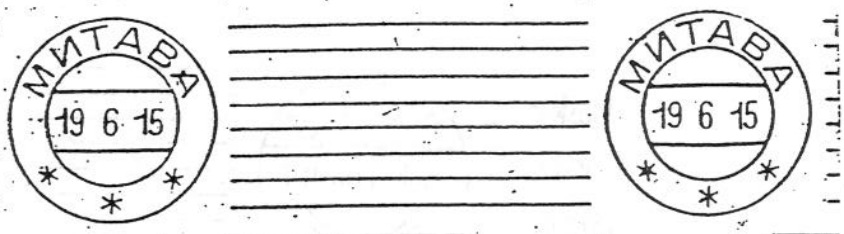
Kazan
c
1914?



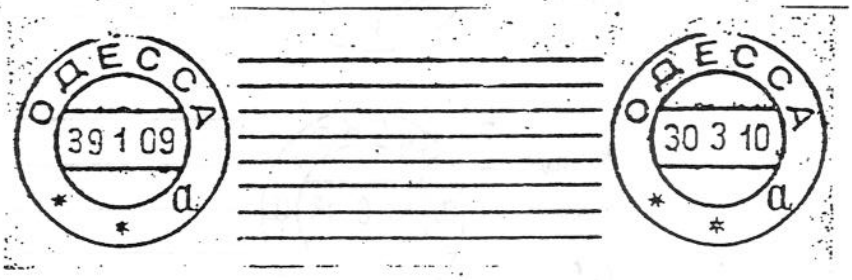
Lodz
centr.
2
1915?



Mitawa
(Mitau)
1915



Odessa
a
1917



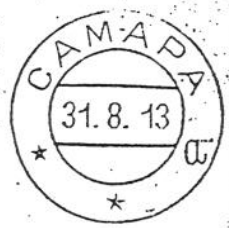
Perm
y
1912

Revel (Reval) 2 march. 1912, 15

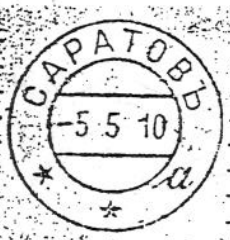
Riga 1908?

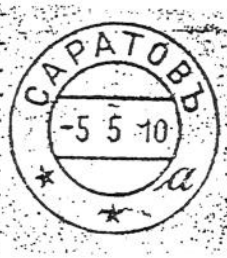
Rostov-Don 5 1911

Samara a 1913

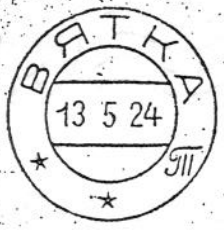


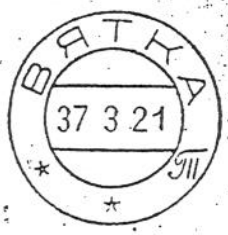
Saratov a 1910?





Viatka Ш 1921?





Vladimir gov. 1915?

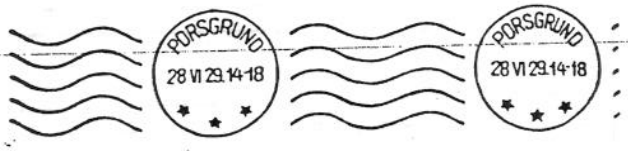
KRAG

SPECIMEN IMPRESSIONS

HAND DRIVEN CONTINUOUS IMPRESSION
MODEL XVI

Bergen line
Norway
Night
train I

Bergen line
Night
train II



Norway

Greek RPO
Pireaus-
Nessalosi

Greek RPO
Nessalosi-
Pireaus

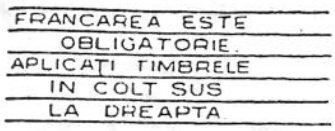
Norway

France
Visit City of
Carcassonne

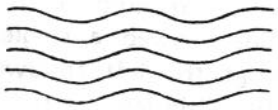
KRAG

MOTOR DRIVEN SINGLE IMPRESSION

MODEL XIV



Roumania



Australia

Denmark

England

France

England

Belgium

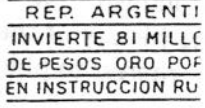
MODEL XV

Norway

Turkey

Engl.

Argentina



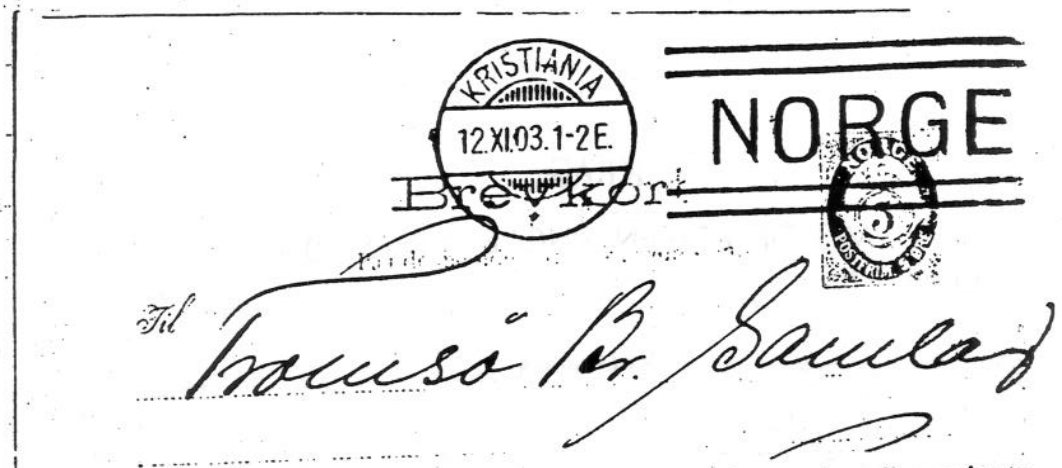
Engl.

Engl.

Bermuda

THE "KRAG" POSTMARKING MACHINES

by Frederick A. Brofos



EDITOR'S NOTE

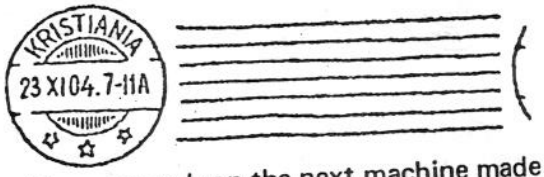
This article first appeared in The Post Horn, July 1958. It was updated to include the new Washington, D.C. Krag type that was reported in the Nov. 1976 issue of Machine Cancel Forum.

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

Turning to our beloved Scandinavia, we find that the first stamp cancelling 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

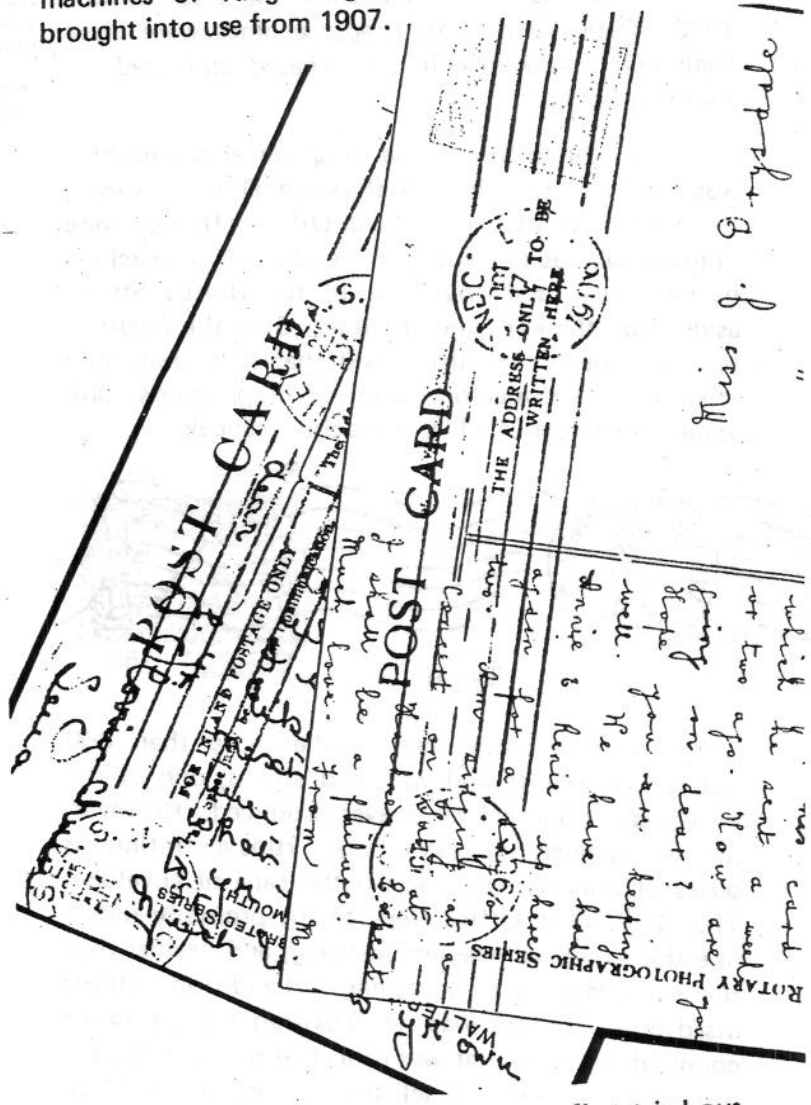
used for backstamping letters in the Arrival Section of the Kristiania Post Office. The horizontal bars parallel with the date very soon wore out, and were not replaced. Seen with dates from November 13, 1904 to June 26, 1911 and with TUR (Trip) 1, 2, 3, and 5. Next comes a machine with a hollow 6-pointed 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. Lannge, 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 counterweight 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 Lannge 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.

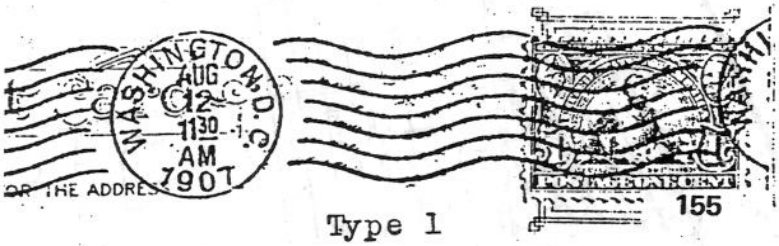
The manufacturing rights for Sweden for Krag machines was acquired in 1905 by the Swedish company A. B. Ofversommaren of Gothenburg, but by September 1909 the manufacturing rights, or at least the sales rights, for the Krag machines were owned by A. B. Globe, another Gothenburg firm. By that time, Krag 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 Malmo 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 impression machine—the first of this kind to be used in England. Although it was slower in use than the American "Columbia" machines, it proved to have certain advantages over them. In January 1906 a faster Krag machine was given a trial at the East Central Post Office in London, and a number of these Krag machines were purchased by the British Post Office in 1907 and were used at Chelsea, London F. S. (Foreign Section), as well as in the London E. C. Office, until about 1910. Krag machines came into

general use in London and the provinces during the later part of 1908. The straight bars in the impression of the Krag cancellations were gradually changed from the end of 1911 to wavy lines and were reduced to five in number. In 1917, when the London postal districts were subdivided, three offices had their sub-district numbers added in the middle of the bars (E. 17, S.W. 7, and S.W. 10). The continuous impression Krag machines have gradually been replaced by "Universal" and other types of machines, but may still be found used by certain smaller offices. Around 1923, single impression Krag machines were given trials and a few machines purchased and used for about a decade.

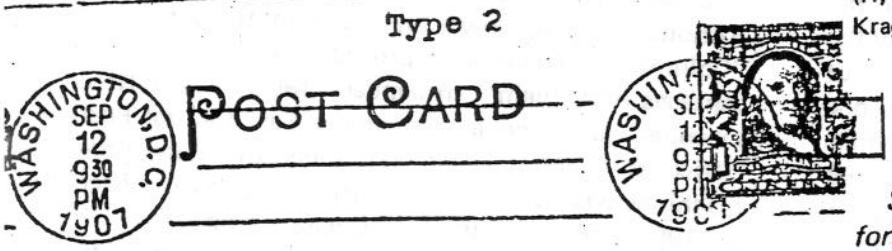
In the United States, the Krag cancelling machine was tried out in 1907 at Washington, D. C. However, it seems that the U. S. Post Office officials were unimpressed, as there is no trace of the Krag machine having been used anywhere in the United States, aside from the experimental unit. Even the Washington machine was so little used that it is practically unknown to collectors, and its impressions rank among the rarest of all U. S. machine cancels.

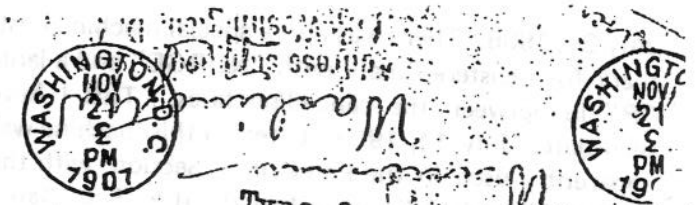


Type 1

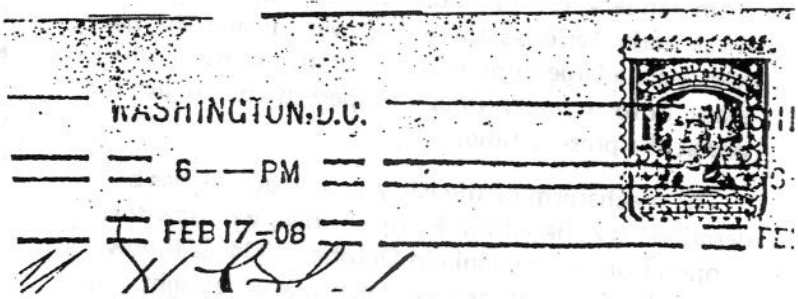
The Krag machine can handle more than 800 letters per minute and was, and still is, one of the fastest cancelling machines ever produced. However, it is a "repeater," that is to say it runs a continuous series of imprints right across the card or envelope. The U. S. Post Office Department probably didn't like this excessive needless marking, and besides this, there was much back smudging. In addition to these disadvantages there was no provision for a running count of the mail that was cancelled by the machine. During the attempts to sell the machine to the U. S. Post Office Department several impression-designs were used. The four different types are shown herewith.

Type 2





Type 3



Type 4

Well, this is what I have been able to gather together about the "Krag," the machine invented by the young Norwegian mechanic G. A. Hansen, which rapidly gained recognition and became a leader in its field.

Machines of Krag design are still in use in several countries abroad, I understand, and I am looking further into the matter. At the same time, I would appreciate hearing from any readers with additional information on this interesting subject.

Bibliography:

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"Handbook over Svenska Post-och Makuleringsstamplar 1685-1951," p. 31, 160.

"Early Machine Cancellations 1857-1893," by Colonel Guy R. Crouch.

"A History of the Postmarking of Mail in Great Britain 1661-1939," by H. N. Soper.

"The Krag Machine," XX Killers, July 1949, p. 12; April 1950, p. 16.

"The Krag Cancelling Machine, Machine Cancel Forum, Nov. 1976.

The Krag machine factory also manufactured the world's first franking meter machines, the invention of Karl Uchermann. They were in use between June 15, 1903 and January 2, 1905. Seven machines were used by four Kristiania Post Offices (H, V, G and O), and others were used by the firms Nils A. Krag, P. A. Larsen (3 machines) and Brage Life Insurance Co.

ADDENDA

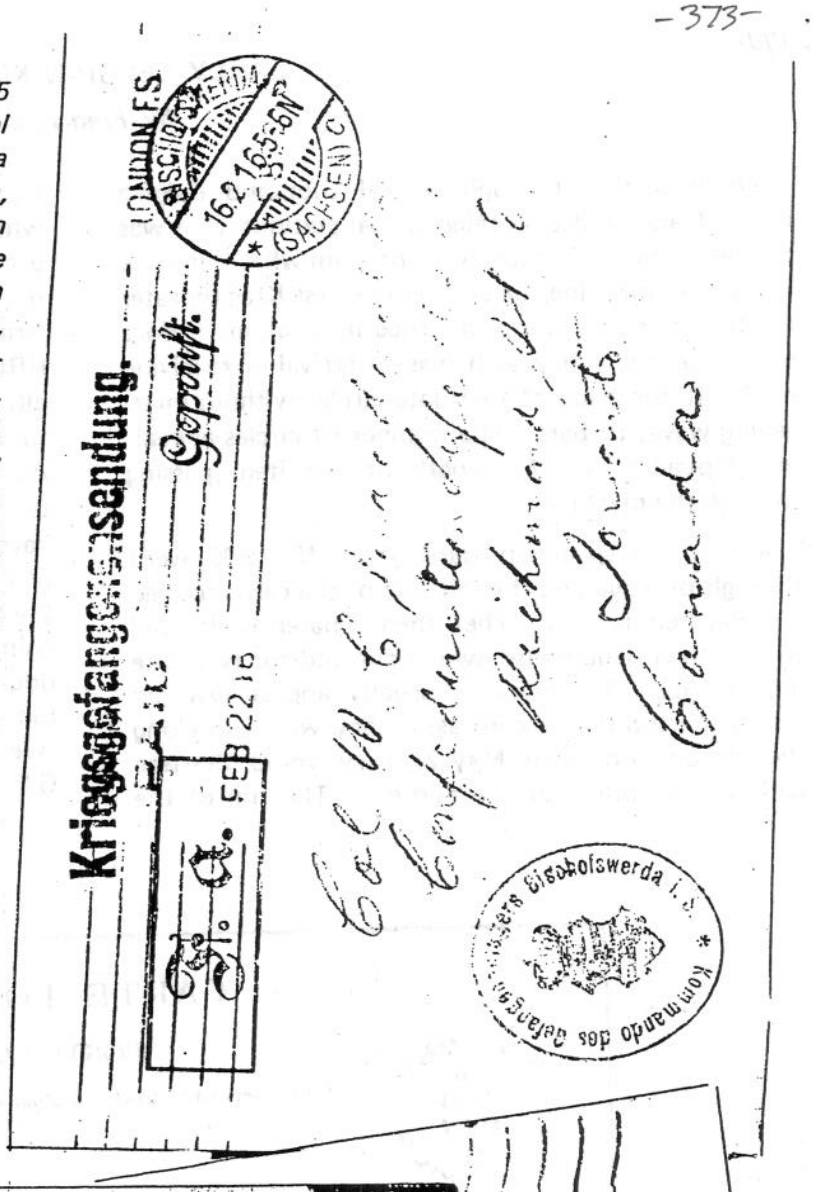
Since writing the Krag article in 1958, new information has come to light necessitating a couple of corrections:

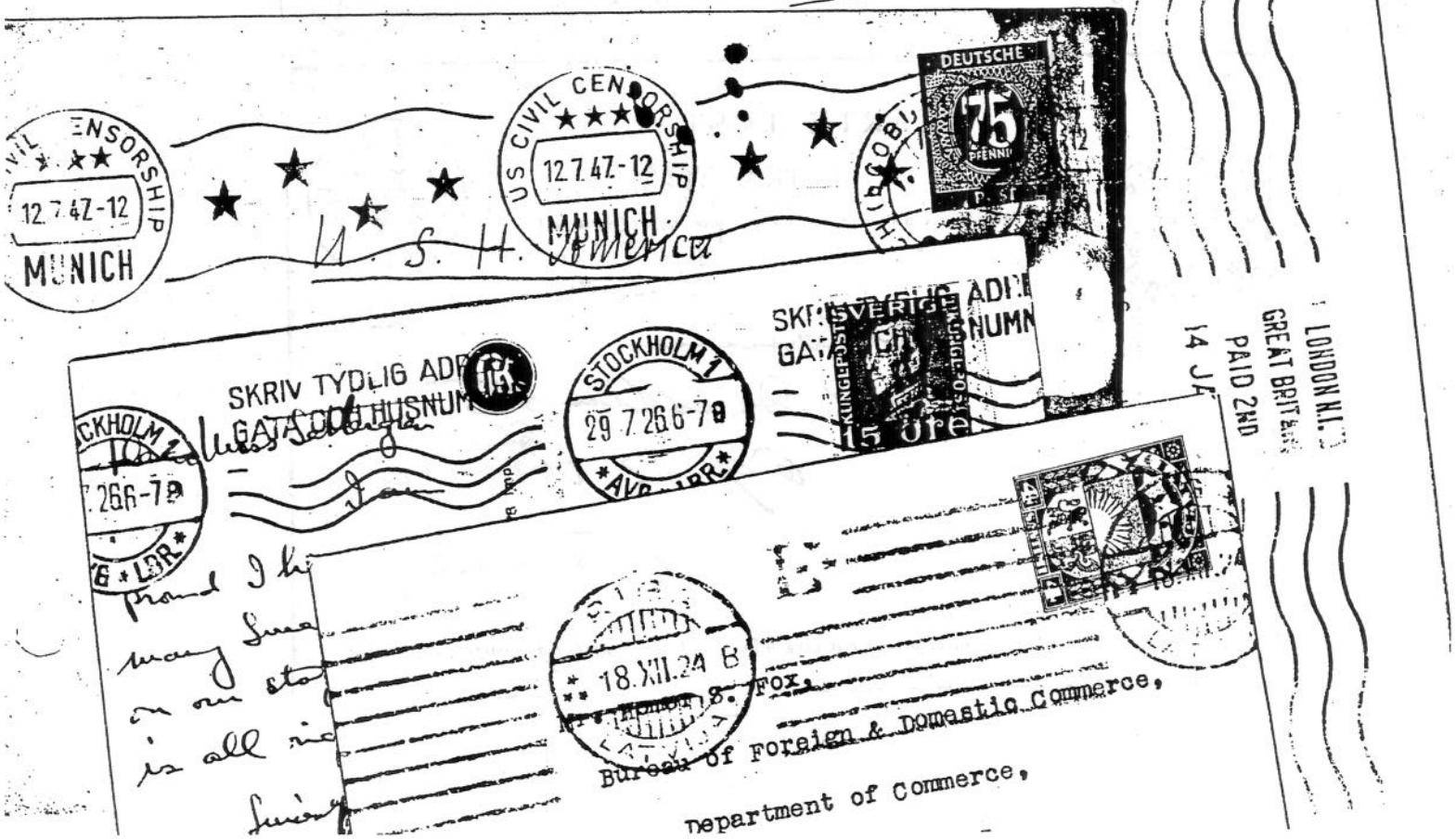
The illustrated single impression machine with

"NORGE" in the killer is a August variety of which in 25 years I have only seen two copies, both on postal cards. One, dated 26 ~~Sept.~~ 1903, I donated in a weak moment to the Norwegian Postal Museum, Oslo, as they had no example. The other (shown here) which I retained is probably the end of the trial of this the first cancelling machine used in Norway. It is, however, not a Krag, as I first thought, but a Canadian Bickerdyke made at Deutsche Waffen- und Munitionsfabriken of Berlin and Karlsruhe, Germany. (See pg. 103 of Flag Cancel Encyclopedia 1976) A Bickerdyke from this German factory was offered at a price of 2,750 Marks to the Swedish Postal Administration in August 1903 and a couple months later they were offered the loan of a trial machine. However, the Swedish P.O. replied on Nov. 25, 1903 that they did not want any tests of the Bickerdyke machine.

Frederick Langford wrote me that he was of the opinion that the prototype model and maybe the first few production machines of the Krags were made in Germany by the firm of Schuchardt & Schutte of Berlin and Cologne. This was probably because there were better machine shops and factories in Germany around 1904 than anywhere else in Europe. However, it would seem that manufacturing in Oslo was started by the Krag people as soon as possible.

I briefly mention the Leavitt machine, which is of course not the very first U. S. machine and although mainly found on postal cards does occur on envelopes.





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EARLY BELGIAN KRAG MACHINE

by Frederick Brofos

While sorting through several thousand Belgian cards (I also collect foreign postal stationery), I was pleased to find a few impressions from what I imagine is the first machine, or at least the first Krag repeater machine, used by the post office in Belgium. It does not cancel the stamp as it was an arrival or receiving mark. It consisted of two date circles without intervening waves or bars. The number of circles appearing depended on the length of the item passing through the machine.

My earliest specimen, dated April 18, 1906, went through on edge and the left side of the card received one date circle only. They then apparently decided to run them lengthwise, which allowed for two date impressions. These marks usually appear inverted across the top of the card as, if they were run along the bottom (one seen, May 2), they would interfere with the legibility of the address. The rim of the circle on even my first specimen is rather broken up, which seems to me to indicate use from April 1 or earlier. In time this rim deteriorates more and on my last example, dated August 6, 1906, it has largely disappeared. Also, parts of the lettering of BRUXELLES and ARRIVEE are broken or missing altogether. This sad state of affairs undoubtedly led to the withdrawal of this machine soon thereafter. As far as I know, this marks the end of the Krag tests in Belgium. International machines seem to have taken over the job of date stamping the arrival of mail. Looking neat and clear, my earliest is dated 23/11/06. It is, of course, a single impression machine, with time and date in three lines within a double circle inscribed BRUXELLES/ARRIVEE. Similar duty Internationals were later introduced (seen 1909-10) at LIEGE, ANVERS (Antwerp) and GAND (Gent).

THE CUMMINS MACHINE IN SWEDEN

By Frederick A. Brofos

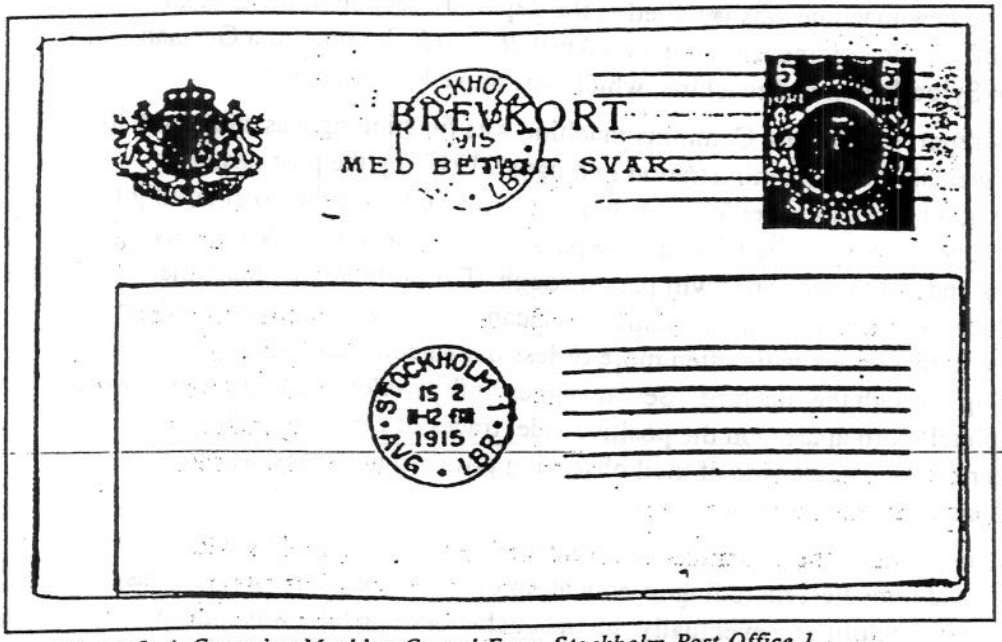


Figure 1. A Cummins Machine Cancel From Stockholm Post Office 1

A cancelling machine from America was used in Sweden for brief periods during the years 1915, 1916, and early 1917. It was manufactured by the B. F. Cummins Co. of Chicago, Ill., formerly called the Time Marking Machine Co. They had already produced a number of machines used by the U. S. post offices.

Although the Postal Services of Denmark and Norway had been approached as early as 1907, no orders had been received. No doubt because they were already supplied and satisfied with the Norwegian Krag or German S&P machines.

The Cummins machine was unusual in that it had a clock-controlled time-die, which gave the exact time on the postmark impression stamped on the mail. Figure 1 shows a Stockholm 1 Post Office Cummins machine cancel. As this was automatic, it was not necessary to stop the machine to change the time, as occurred with other machine makes.

In early February 1914, an improved machine shown in Figure 2, called Cummins Type No. 7, was offered to the Swedish Postal Administration. This electrically-run machine was quite different in appearance and performance than the 1907 machine. The company claimed that at least 600 pieces of short-sized mail could be cancelled per minute. The capacity with larger-sized envelopes was reduced to 400-450 pieces per minute. Obviously, the machine

worked best with postal or view cards and small-size thin letters. It was offered at $340 freight-paid to Stockholm. Repeat orders within 6 months gave a 5% discount on 5 machines and 7-1/2% for 10 machines. However, the Swedes cautiously ordered only one machine.

The new machine was installed at the departure section of the Stockholm 1 post office and commenced usage on April 26, 1915. It replaced a German-made Sylbe & Pondorf machine, which was moved to Östersund.

A report on how the Cummins machine was functioning was submitted to the Swedish Postal Administration in August, 1915, by the postmaster at Stockholm 1. Postmaster Wiesner writes that, in order for the postmarking to run properly, the postcards must be separated from the letters. Also, only thin letters and not thicker ones will pass through. Furthermore, the machine produces a remarkable lot of "skips" or uncancelled mail. Another disadvantage was that letters were often more or less damaged on the right edge when passing through the machine. Several times both envelopes and postcards were completely torn apart. On the positive side, traces of cancelling ink did not appear on the reverse side of mail obscuring postcard messages, as often happened with the German machine.

Complaints to the Cummins Co. produced several long replies with suggested remedies, including re-educating the operators. This advice was only partly helpful, so eventually the unsatisfactory machine was quietly removed from use in April, 1917. It is now in the possession of the Swedish Postal Museum, where I saw it.

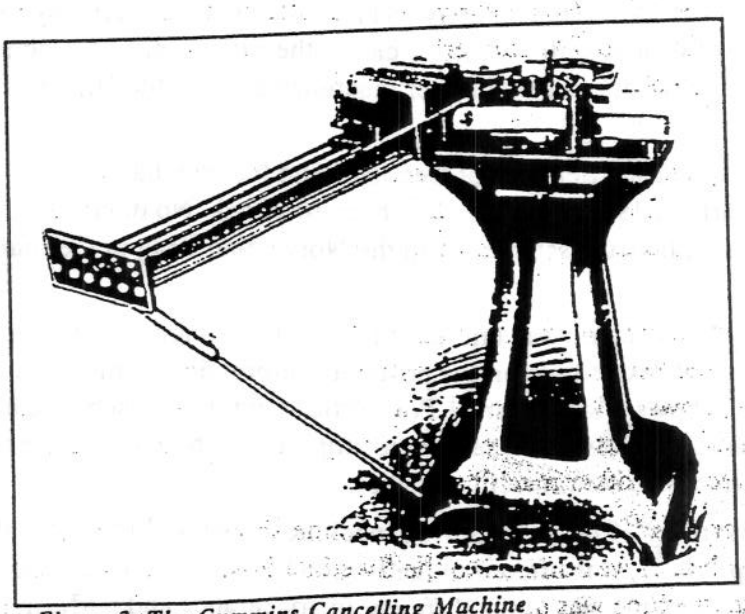


Figure 2. The Cummins Cancelling Machine

A LITTLE ABOUT THE HOSTER MACHINE

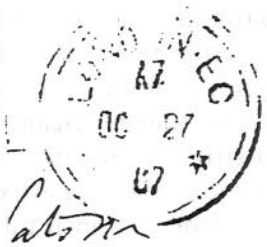
by Frederick A. Brofos

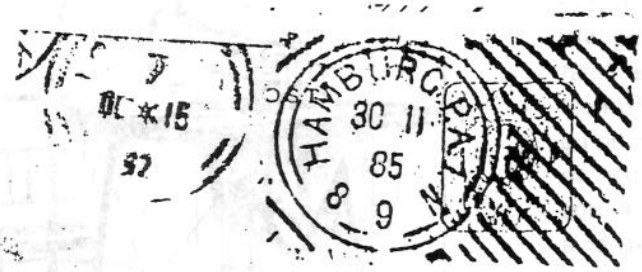
How fascinating it would be to see some of the old-time postmarking machines in operation! Other than dreaming oneself back into history, about the closest one can usually come to that ideal is to examine the old patent papers with their accompanying pictures.

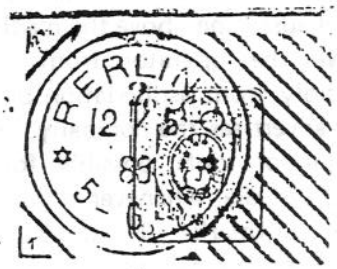
I have just looked over British patent no. 270, granted in 1883 to Albert Hoster of 144 High Holborn, London, for "Machinery for Stamping Letters, Postal Cards etc". Mr. Hoster was a German inventor whose machines were tried out by the British Post Office from 1882 to 1893. The very interesting series of cancellations have been well described by the late Col. Crouch in an article (in the Fifth Supplement to The Postmarks of Great Britain & Ireland. Nov. 1943) to which interested readers are referred.

Not mentioned were two red London receiving marks (shown herewith) dated respectively OC 27 87 and OC 15 92, which are obviously from Hoster machines too.

Hoster's machines, costing £105 each, are said to have handled about 300 letters a minute. On the whole, the machines were not considered very satisfactory by the P.O., due to frequent break-downs and a bad percentage of "misses". A few Hoster machines were also given a brief trial in Germany in 1885. They are generally found on postcards and are much scarcer than the majority of their British counterparts. Illustrated are the two types known, one from Berlin C, the other from Hamburg 1. Note the very small die numbers on the left side, 27-1 and 25(?)-1 respectively. These also occur on some of the British marks. Hoster machines are not known from any other country than the two aforementioned.







MACHINE CANCEL FORUM

ISSUE NO. 114
OCTOBER 1983

THE OMINOUS "VULCANUS" MACHINE

by Frederick A. Brofos

In the Spring of 1901, various postal administrations of Europe received by mail a little green booklet from Holland. It described a startling new type of cancelling machine and hopefully solicited orders for the same. The "Vulcanus" was "a patent stamping machine for marking and destroying stamps and other papers of value, with a red hot die" (!) The inventor of this amazing apparatus was a Dutch engineer named C.C. van der Valk. He was also the manager (and probably owner) of the firm, at The Hague, that manufactured the novel contraption, namely: De Eerste Nederlandse Automatenfabriek (i.e., The First Dutch Automat Factory). At least the Dutch Post Office appears to have given the machine a courtesy trial, but it seems unlikely that any other countries dared to risk it. I have not seen an actual impression from the 8 lbs. (!) postmark, but if you should run across any curiously burned mail from Holland, it may not be an ordinary "wreck cover" from a train crash or the like. It is indeed lucky for philatelists that the machine never became popular, as the postmark was certainly a *real* "killer" which was designed to ruin all stamps permanently at the rate of 240 strikes a minute. An old photograph shows the ominous machine affixed to a metal table riveted to the floor. A small tube running up the wall is probably the supply line from a fuel tank outside. (Note the mysterious leak marks on the floor!) A metal exhaust pipe above the machine was installed to relieve the operator from the heat generated and possibly from asphixiation by fumes! A sign on the wall advertises the company. Hanging nearby are a couple of tools, possibly for use in shifting out the red hot die, whenever a time-change was required in the postmark. (No doubt, rather a tricky maneuver!) Even the name "Vulcanus" seems an unfortunate choice, reminding one of an erupting volcano. In spite of all Mr. van der Valk's optimistic and "no cause for alarm" descriptions, one still remains with an uneasy feeling that having this gadget around could be hazardous. Strong possibilities seem to exist for accidental burning into the contents of letters or the fingers of a nervous operator (not to mention setting fire to the post office!).

The promotion booklet was printed in German, French and English. Herewith follows the latter version, which is quite amusing in itself, with its awkward phrasing and spelling mistakes. Since he uses the British term "tap" instead of "valve," I hope his "petroleum" fuel wasn't really gasoline!

Note:

The Vulcanus machine was tried in the Hague Post Office starting in August 1901. The postmarks it produced are illustrated.

The reported dates of use:

's Gravenhage 5 Aug – 2 Nov 1901

REFERENCES:

Typen raderstempels en Stempdmachines als Vorege Voorbeelden van machinisdetie 1868-1912, by J. Selphart.

De Poststempels Van Nederland Machinestempels, by door F. W. van der Wart.

JULY 1999 MACHINE CANCEL FORUM #189

The Michelius Cancelling Machine

By Frederick A. Brofos[1]

Not much is known about this interesting company and, from the scarcity of its markings, it would seem it was not long in business. Perhaps World War I put an end to its activities. However some revealing light is thrown on it by various correspondence, from 1913-1914, sent to several Scandinavian postal administrations.

Michelius was a German firm, and its activities were confined to Europe, never extending as far as the United States.

The Michelius Company Limited had its factory for producing modern machines for industry and business firms at Zeil 33, Frankfort am Main, Germany. Its sales branch office was located at Gneisenau Street 2 in Berlin SW 29.

A letterhead (See **Figure 1**) from November 1913 pictures an office boy cranking a machine. This appears to be not a cancelling machine but rather a stamp-affixer, and the round box probably contains stamp coils for use on mail. Another letterhead (See **Figure 1**), from March 1914, is more decorative but far less enlightening. The actual letters, though, tell us quite a lot of information.

The Michelius Company on November 28, 1913, wrote two similar letters, one to the Danish, and the other to the Swedish Postal Administration. Offers were made to provide a free trial machine in Copenhagen and Stockholm.

However, an inquiry by the Swedish Postal Administration to Postmaster Wiesner at Stockholm 1 received a reply stating that he did not support the trying of the Michelius machine as he, at the end of 1913, had already received a trial machine from the German firm of Sylbe & Pondorf of Schmölln, and was very shortly receiving another one. Michelius had not better luck in Denmark, where Sylbe & Pondorf was also active.

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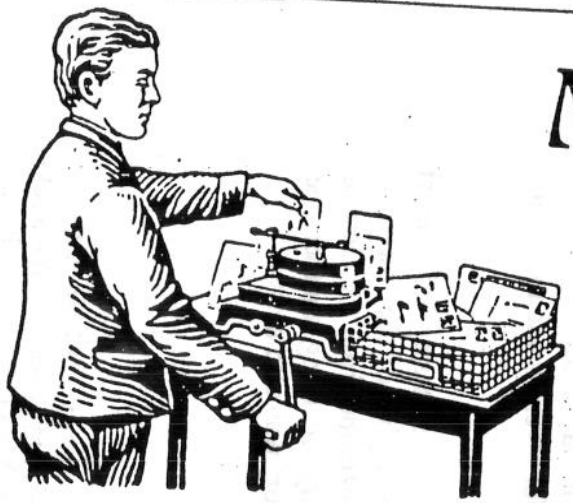
[1] *Editor's Note: Mr.* Brofos was an early contributor to Machine Cancel Forum. Articles by him on foreign machines printed in Machine Cancel Forum II are Pneuma-Danica-Duplex Machine (Denmark) MCF II #153 (July 1990), An Unusual Combination (Denmark Cancel on Norway - Sylbe & Pondorf machines) MCF II #167 (January 1994), and The Swedish Järve Cancelling Machine MCF II # 173 (July 1995).



MICHELIUS GESELLSCHAFT
MIT BESCHRÄNKTER HAFTUNG
FABRIK MODERNER MASCHINEN FÜR DEN
VERKEHRS- UND GESCHÄFTS-BEDARF.

Telegr.-Adr.: MICHELIUS FRANKFURTMAIN.
Fernsprecher: Amt I, 2606.

FRANKFURT a. M., DEN 28. November 1913
Zeil 23

An das

Fabrik arbeitsparender Maschinen für den Verkehrs- u. Geschäftsbedarf

Michelius
G·m·b·H

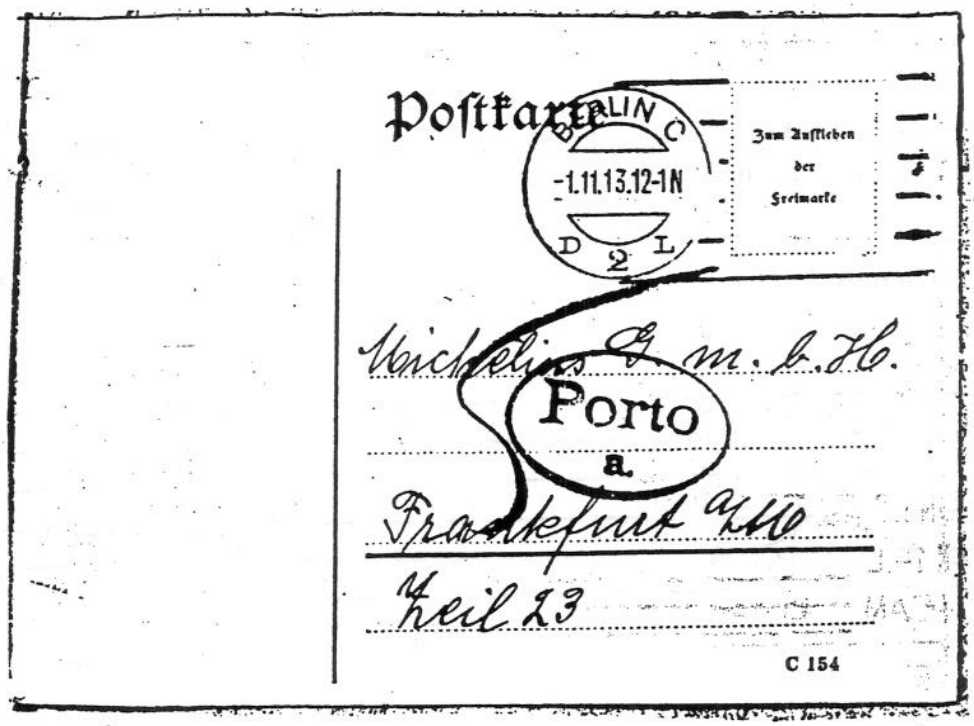
Frankfurt a. M./Zeil 23
Telefon: Hansa 2606
Telegramm-Adresse:
Michelius Frankfurtmain

23. 3. 1914

Figure 1: Michelius letterheads

There is the evidence of a postcard and an envelope addressed to the Michelius Co., postmarked by their machine, transmitted through the mail, and then marked at the post office "Porto" (ie. Postage Due). It would appear that the Michelius machine had the disagreeable habit of pealing the stamps off!

Figure 2: Michelius cancel, with stamp removed by device.



The blank space amid the cancellation (Berlin C –1.11.13.12-1N D 2 L) clearly shows where the missing stamp once had been. Although this appetite to "eat stamps" may not have been consistent, it was certainly a disadvantage to be reckoned with.

Unfortunately, a thoughtless clerk unwisely enclosed this same item as promotional samples of their work to the Swedish Postal Administration, where the deficiency may have been noticed and raised some interesting doubts about the reliability of the machine.

Although no trials or sales by Michelius occurred in Sweden or Denmark, they seem to have had some success elsewhere, besides in Berlin.

It is not known whether the Multiple Impression machine, advertising the Michelius Co. name in the date space for promotional purposes, had previously been or was later converted to postal use in Frankfurt or elsewhere. See **Figure 3**, top example.

Die proofs exist of Single Impression cancels, which may been seen short trials periods in various places. They are from London E.C., 4 Wien 50 (Vienna), Budapest 62, and Berlin C. See **Figure 3**.

Today, examples of all Michelius machine cancels are rarely found, and are considered most desirable by the informed collector.

Figure 3: Die proofs

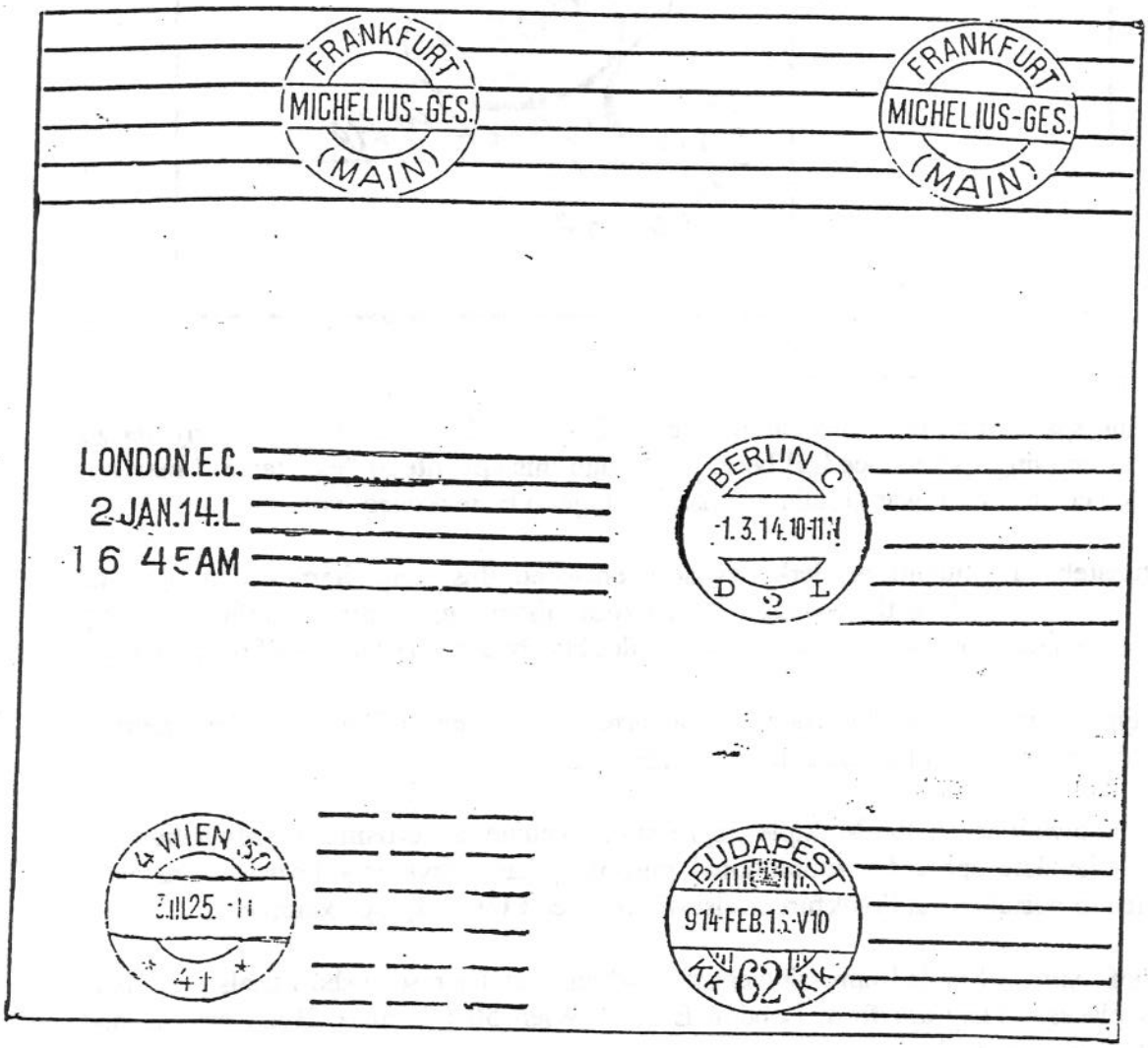


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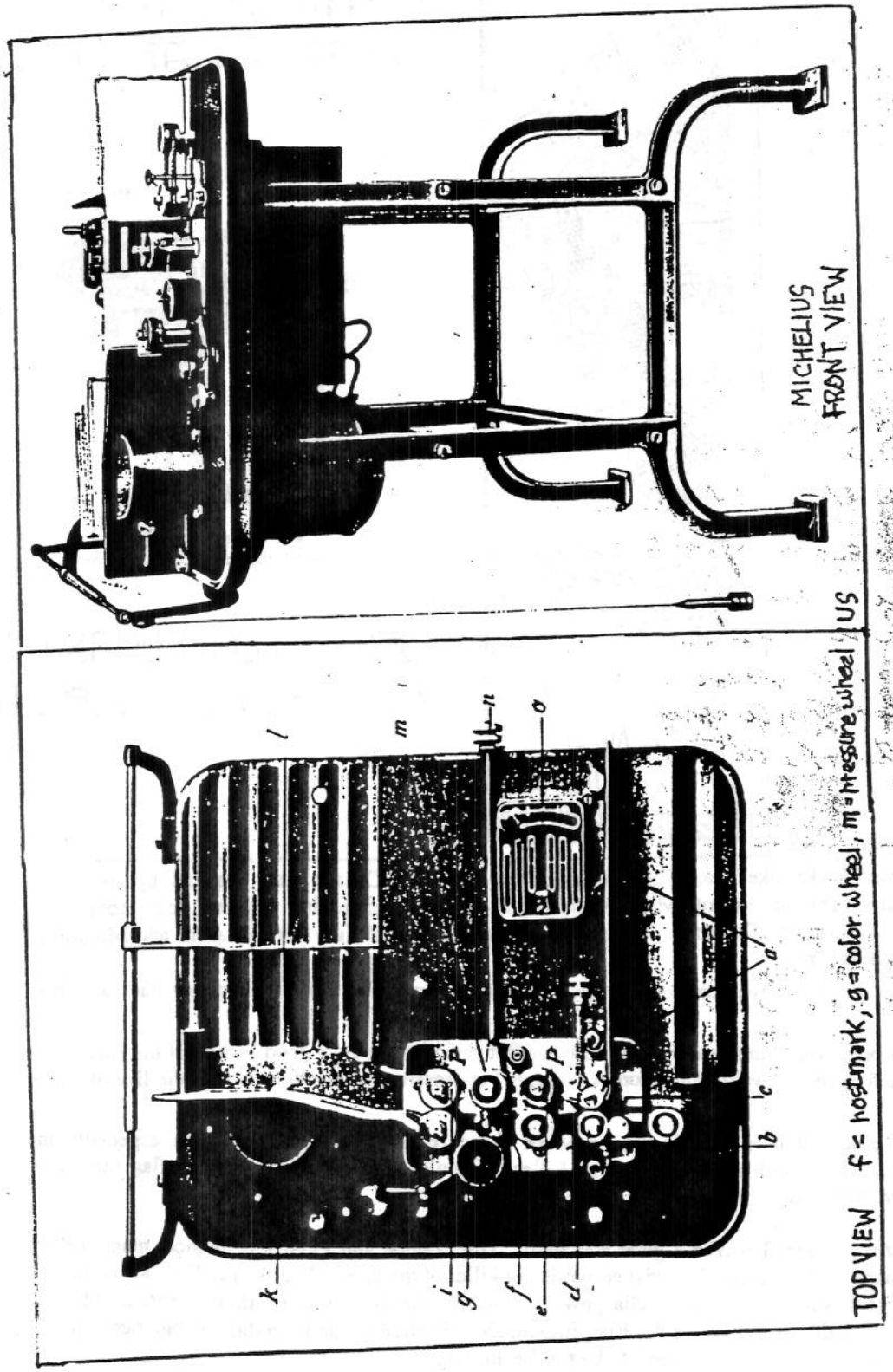
Figure 4: Michelius machine, front view and top view.



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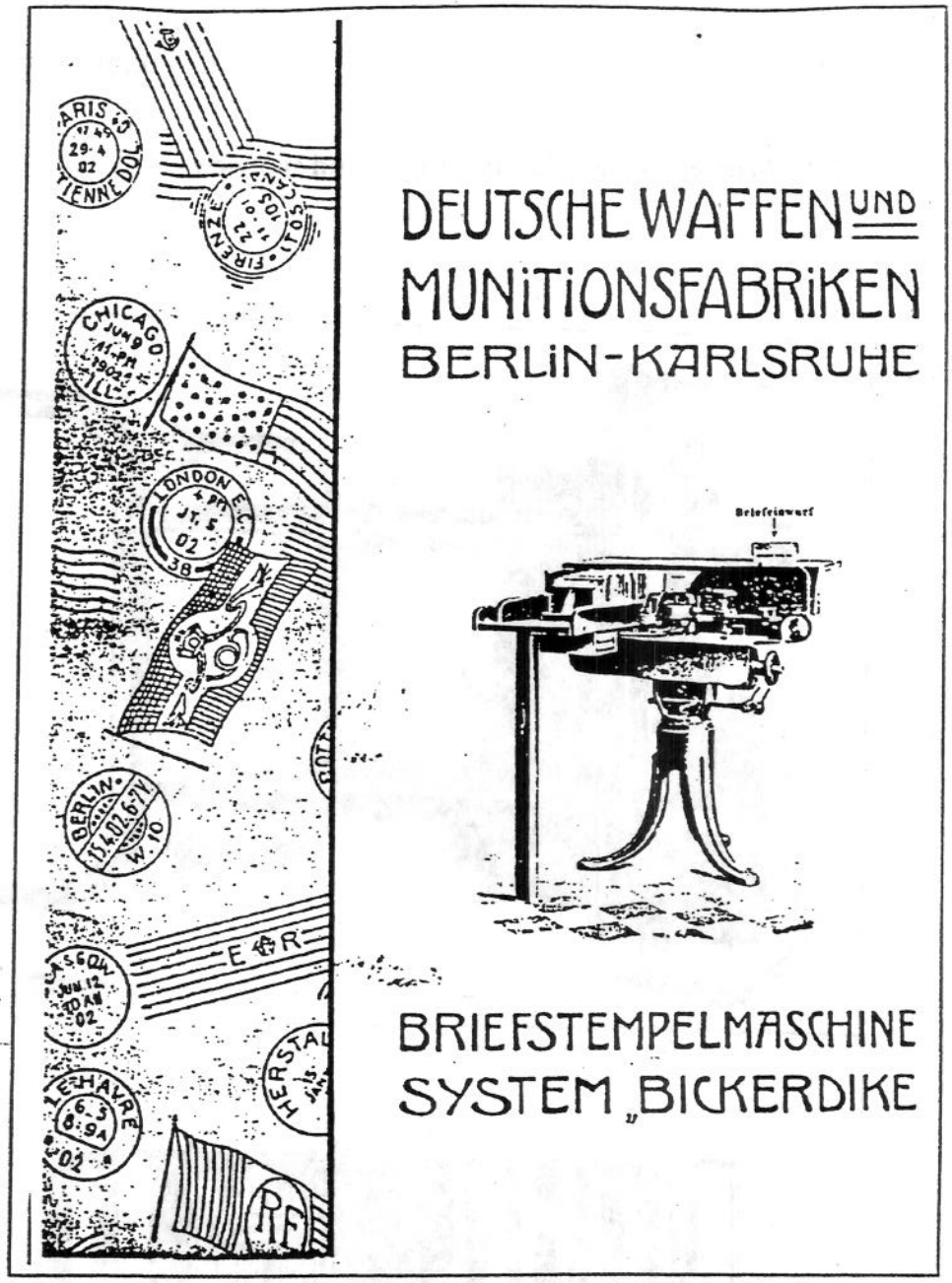
MCF#191

Editor's Note: One of the early contributors to the Machine Cancel Forum was Frederick A. Brofos.



SOME BICKERDIKE PHANTASIES

By Frederick A. Brofos

Around the turn of the century, the European market for the "Bickerdike" cancelling machine of Montreal, Canada was supplied by its direct manufacturer in Germany. This agreement, which avoided the slow and expensive shipping costs across the Atlantic, was arranged with the firm "Deutsche Waffen und Munitionsfabriken" (i.e. German Arms and Munitions Factories) of Berlin and Karlsruche.

Apparently in 1902 these seems to have been less demand for martial equipment and the company had expanded into other fields.

Illustrated above is the front cover of their sales brochure from that period, showing a good picture of the Bickerdike machine itself. To the left appears a weird collection of "sample" impressions of machine cancels the like of which had never been seen before.

Considerable artistic license had been exercised to produce these remarkable fantasies. Note especially the surprising hybrid from Le Havre with a horse-shoe type killer (normally seen only with German flag machines) connected to an unknown "RF" flag.

Then there is the fantastic Chicago flag with a giant star field. The London and Firenze (Florence) machines are using hand-stamp date marks and a German imperial crown is the killer of the latter. The British "ER" killer, known from London and Liverpool, was never used in Glasgow, of course. Besides these creations, portions of other imaginary machine marks are shown from Paris 40, Rue Etienne Dol., Rotterdam, and Herstal. Altogether, quite an amusing bunch. About the only familiar item seems to be the Berlin flag.

The title on the sales booklet's cover finally settles a small puzzle that has confused certain writers in the past. No need to bicker about it any more. The name of the machine is clearly spelled Bickerdike (and not Bickerdyke).

The German DAPAG Postmarking Machine by Frederick A. Brofos

A German company that made postmarking machines in the early part of the last century had a very long name: "Deutsche Post-und Eisenbahn-Verkehrswesen-Aktiengesellschaft", meaning German Postal and Railroad Traffic Stock Company. They also used a shorter name: DAPAG-EFUBAG. Just how that fits in with the long name, I have not yet determined. Be that as it may, we will here use simply DAPAG for both the company and its machines.

In 1912, they gave an address of Urbanstrasse 100, Berlin S 59, but their letter-head only reads Staaken-Berlin. The firm was awarded golden medals and diplomas of honor at the exhibitions at Milan, 1906, Wiesbaden 1909, Bruxelles and Buenos Aires, 1910.

Following presumably successful business with the German Post Office, the DAPAG company made attempts to expand their business abroad. On June 7, 1911 a letter and offer was sent to the Danish Directorat General of Posts. This was turned down, as well as attempts in March/April, 1912. However, a proposed drawing of a machine mark shows a multiple impression with 4 horizontal bars separating the two circular date heads. These read: "KJØBENHAVN" at top and "BBB" at bottom. The double circle has a bridge in the center and the date reads: 21 4 12 10-11¾ E

The DAPAG representative in Denmark was Hermann Raffel, Kejsergade 2, Copenhagen. Four types of machines were available: Model A. Cancelling machine, hand operated. Model B. Hand machine, single impression postmark (for view postcards etc.). Model C. Cancelling machine, electrically driven. Model D. Cancelling machine, hand or foot-operated, also for electricity.

Repr. Raffel reports on July 26, 1912, that a DAPAG machine has been delivered to the Letter Post Office at Kølmager gade, Copenhagen, where it was set up and already in use.

However, a letter dated September 20, 1912, to the Danish Directorate General of Posts, from the Head Postmaster of Copenhagen, remarks that "The DAPAG machine (H. Raffel, repr.) seems to be mostly a copy of Krag's machine and immediately showed itself to be <u>unusable</u>. It still remains locked up at the Kølmager Street Post Office. It suffers, according to the suppliers statements, from a construction mistake which, during the first tests caused, among other things, that letters hid away inside the machine. Whether this error can be corrected I dont know, but in any case nothing has been done in that regard during the past months."

It would appear that DAPAG was not a success in Denmark and no machines were sold there. Examples from the Copenhagen trial machine are not known to me.

Repr. Raffel does mention in a letter of May 14, 1912, that an electrically driven DAPAG machine was used for a long time at the Berlin W.8 post office and was purchased by the German Reichspost. A similar machine, but hand-driven, was used in Paris (Poste Recette Principale) and at the main post office in Vienna. Also, at Budapest and Buenos Aires, electrically-driven machines were in use.

A letter dated May 25, 1912 from DAPAG to the Swedish Directorate General of Posts says that the postal administrations of most European countries now have in use manual or electric cancelling machines. They enclose descriptions and pictures of their machines and tender an offer in German Marks. The hand-operated DAPAG machine cost Mk. 925.-, while the electrical one cost Mk. 1300.-. With a simultaneous order for a larger quantity of the same type of machine, price reductions were offered of 5% on an order of five machines and 10% on ten machines. However, as far as I know, they were not successful in doing any business in Sweden or Norway either. Not even any trials came about.

The above letter also mentions that DAPAG machines are used in Belgium and Switzerland and that orders have been received from Russia and will be delivered in a short time. Whether this actually happened is unknown to me.

Three DAPAG advertising sheets give us the following interesting details: The hand-cranked machine had these measurments: Height - 110 cm., Width - 65 cm. Depth - 60 cm., Weight - 55 kg. It had an hourly capacity of 25 000 pieces with multiple impression postmarks and 12 000 with single impression marks. The machine could handle postcards as well as letters of various thickness. The postmark illustrated reads "BERLIN W" at top and "t 8 t" at bottom. The killer consisted of six stacks of seven small horizontal bars. A German patent was applied for.

The machine with electric motor was claimed to handle hourly 50-60 000 pieces with a multiple impression (continuous band) postmark. With interrupted single impressions only about 25 000 pieces, as it was at a slower speed. The machine could be set to handle various letter thickness. The postmark is similar to the single impression machine. The killer, however, has 7 horizontal bars curved at the edges. German patent applied for. The envelope illustrated on the sheet is adressed to the Directorate General of Posts and Telegraphs of Württemberg at Stuttgart, at that time an independent postal service. Whether any business was realised with them I have not confirmed.

Probably the most remarkable of the DAPAG machines was their Money Order Postmarking Machine. It was patented in Germany and had these measurements: Height - 31 cm., width - 28 cm., Depth - 26 cm., Weight - about 20 kilos.

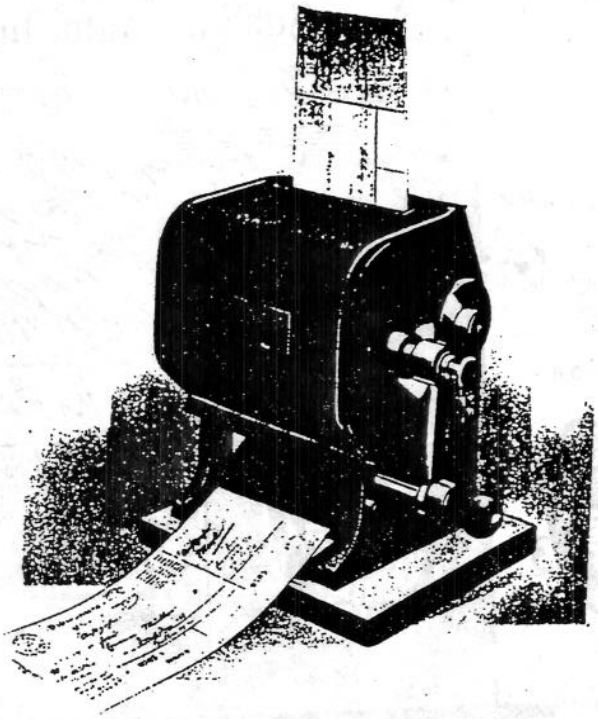
A very informative article on the German DAPAG machine, was written by me for the Machine Cancel Society "Forum" in July, 2000. The DAPAG money order machine ia shown below.

Deutsche Post- und Eisenbahn-Verkehrswesen-Aktiengesellschaft, Staaken-Berlin.

"DAPAG"

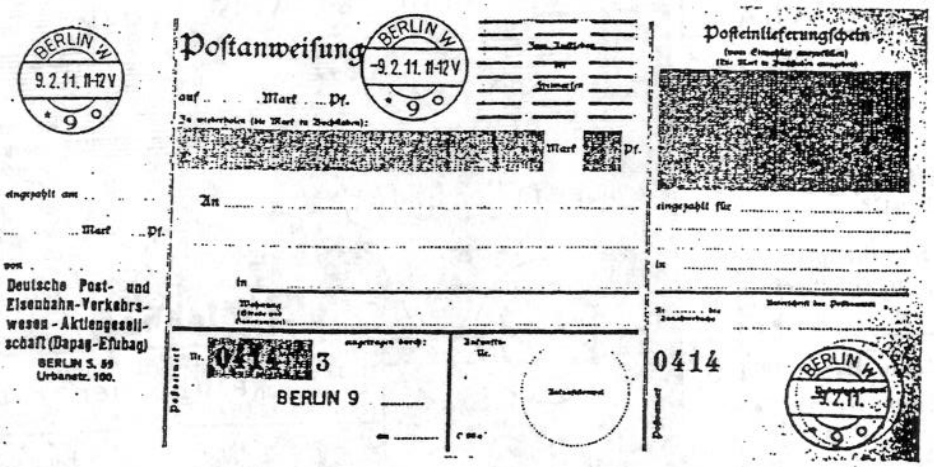
Stempel-Apparat

D. R. G. M. zum Abstempeln von Postanweisungen, Postschecks etc. D. R.-Pat.



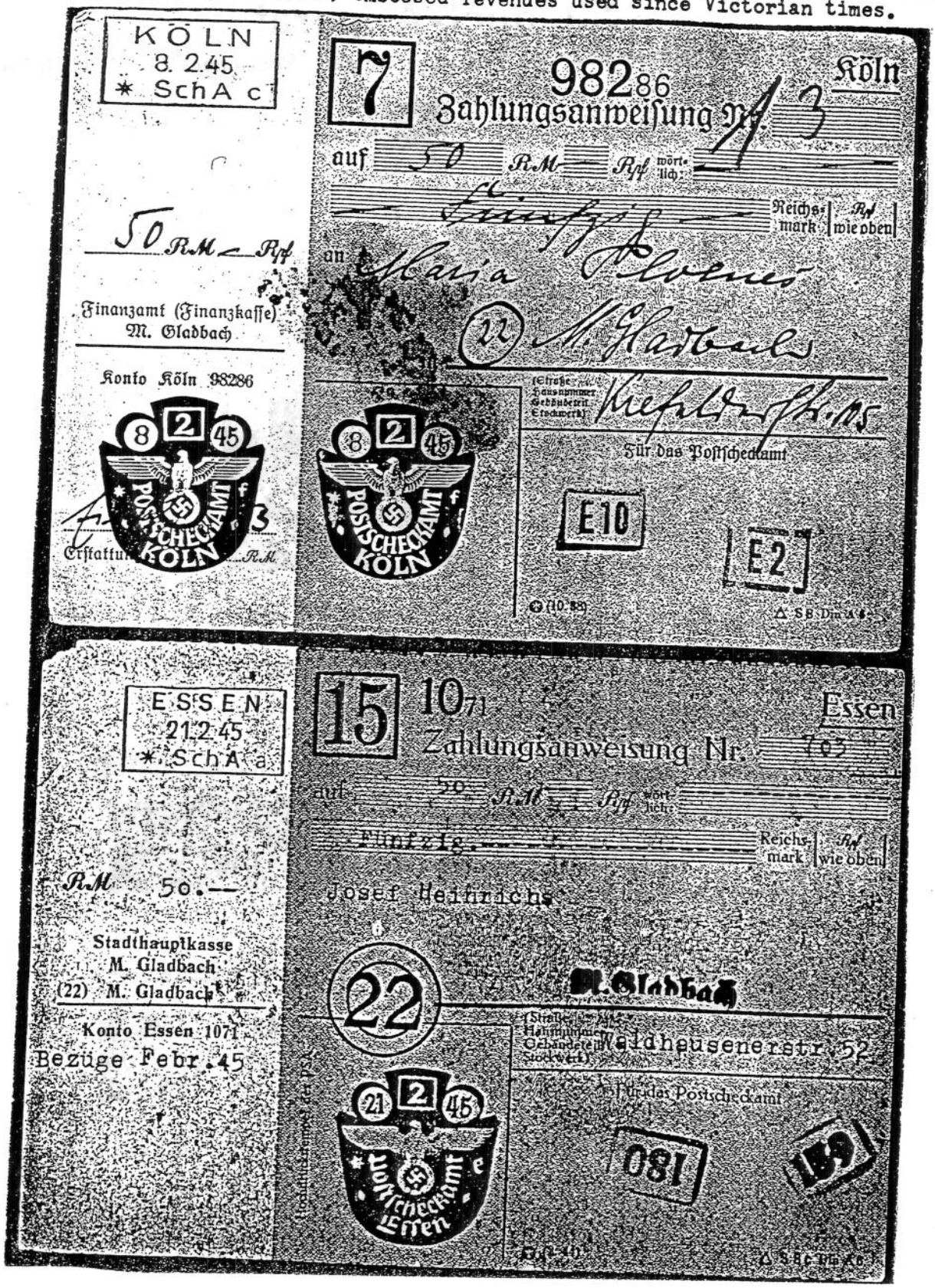
Maße:
Höhe 31 cm
Breite 28 cm
Tiefe 26 cm

Gewicht:
ca. 12 kg



Unidentified German Postal Machine

Special types of postmarking machines used on P.O. money orders have always been difficult to acquire, as the cashed money order was disposed of by the P.O. Some remarkable-looking markings from 1945 were used by agencies of the German Postal Money Order Office. Examples embossed in Prussian blue are seen from Cologne (Köln) and Essen (and probably other places). "Sch" stands for Schalter or counter. The seals, with removable dates, look very much like the British (and Colonial) embossed revenues used since Victorian times.



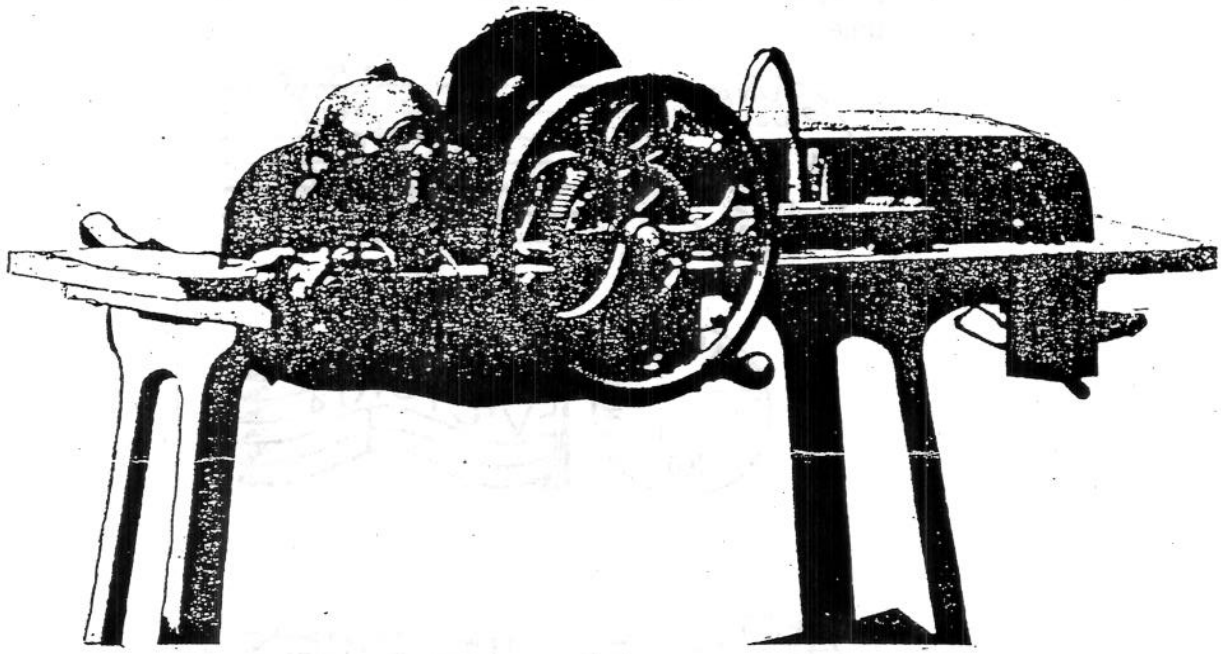
PNEUMA-DANICA-DUPLEX MACHINE

Frederick A Brofos

Around 132 years have passed since mail was first cancelled by machinery, and quite a variety of ingenious contraptions have been produced by hopeful inventors. They all take their place in the historical lineup, whether successful or not, and even though precious little is known about a number of them.

One of the ghosts from the past is a curious pneumatic cancelling machine made in Denmark.

At the beginning of the present century, the Danish Postal Administration followed the lead of the world's larger countries, and tried out a variety of cancelling machines. Experimentation went on for some time at the Copenhagen K (Kobmagergade) post office. At first, the trials were limited to a single machine of the German Sylbe & Pondorf make, and one of Norwegian Krag manufacture, and one Danish machine. This (now almost forgotten) Danish machine, was the subject of several short trials. It could not compete successfully with the faster foreign machines.



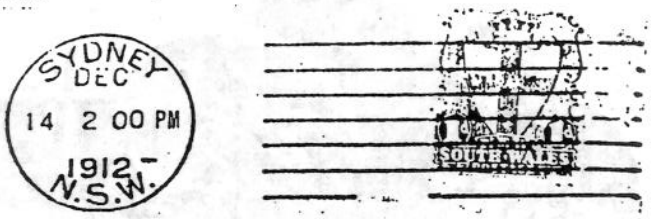
THE PNEUMA-DANICA-DUPLEX POSTMARKING MACHINE

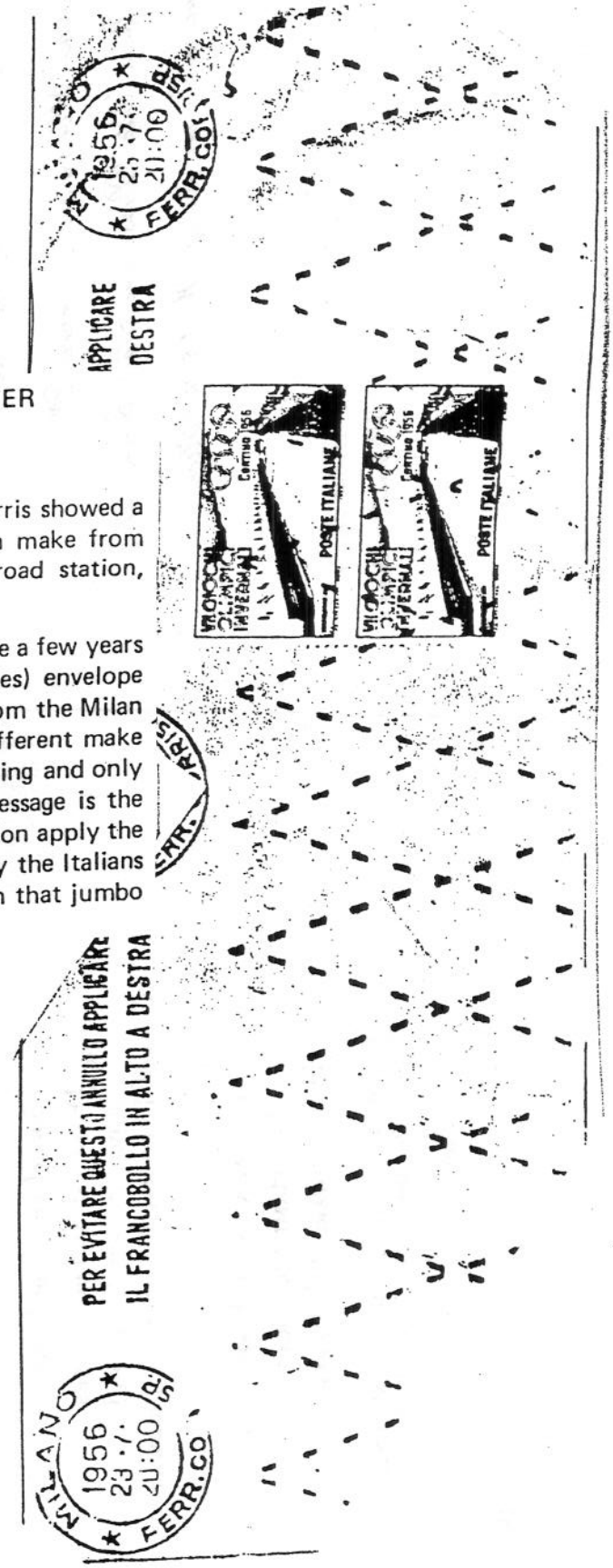
MEETING OLD FRIENDS ABROAD

by Frederick A. Brofos

Being a collector of machine cancels of all makes and countries, I occasionally run across old U.S. acquaintances that show up in unexpected places. Sometimes they are difficult to recognize, but the adjoining picture shows some old friends with familiar faces that worked in Australia in the early years of this century, probably on a trial basis, as they are not commonly seen.

The first is a Barr-Fyke tassel flag from Melborune, Victoria, used in 1902. As with many machines used in the British Empire, this machine could be interchangeably used as a canceller or a P.O. franking machine. In this case the latter use is shown by the wording "PAID – ½D", although the marking is in black rather than in red as one might expect for such use. Next is a Columbia waves-and-bars from Sydney, New South Wales, used in 1906, and from the same town in 1912 a Cummins with open die space in the killer. There are of course many others to be found, and we shall spot some more another time.





ANOTHER JUMBO REPEATER

by Frederick A. Brofos

In *FORUM* No. 36, pg. 218, Reg Morris showed a remarkable jumbo repeater of unknown make from Italy. It was used at the Rome Railroad station, 12 Dec. 195 . . ?

I found something similar at my office a few years ago. It is on a large (12¾ x 9¼ inches) envelope bearing the date 23 July 1956 – but from the Milan railroad station. Also, it looks like a different make of machine, with different figures, lettering and only one row of diamond dots. But the message is the same, namely: "To avoid this cancellation apply the postage stamp at top right." Apparently the Italians learned their lesson, as I have never seen that jumbo again.

The Norwegian Immigration Sesquicentennial Commission

requests the pleasure of your company

at

a gala benefit Ball

on Tuesday evening, May 20, 1975

on board the

M. S. Vistafjord

of the Norwegian America Line

New York City Passenger Ship Terminal

Hudson River, foot of West 55th Street

Cocktails 6:30 p. m.
Dinner 8:00 p. m.

Black Tie or
National Costume

R. S. V. P.

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THE AMERICAN-SCANDINAVIAN FOUNDATION

requests the pleasure of the company of

Mr. Fredrik A. Brofos

at its

FORTIETH ANNIVERSARY DINNER

Wednesday, November Twenty-ninth
Nineteen Hundred and Fifty

Starlight Roof, The Waldorf-Astoria

Special Guests of Honor:

THEIR ROYAL HIGHNESSES
CROWN PRINCE OLAV and
CROWN PRINCESS MÄRTHA OF NORWAY

Speakers:

MRS. FRANKLIN D. ROOSEVELT
DR. HAMILTON HOLT
HON. EDWARD W. BARRETT

Chairman: HON. LITHGOW OSBORNE
President, The American-Scandinavian Foundation

Dinner at Seven-thirty

Assembly at Seven

Black Tie

Carl Pelander and Fred Brofos: Two Early Editors of *The Posthorn*

by Richard St. Clair
SCC Historian

Few of us may realize that the SCC began as a local club dedicated solely to Finnish stamp collecting. But as people change their names and careers, so did the original club that emerged out of 223 Cypress Avenue in the Bronx, New York that November 25th, 1935. Six collectors of Finnish stamps, including Carl E. Pelander - a dealer in Scandinavian stamps - organized the Finnish-American Stamp Club. Lauson Stone writing to fellow SCC member George Koplowitz in 1969 said that Pelander was "the real founder of the Club," providing continual stimulus for others to join and organize the club's activities. In the midst of the Great Depression, the club slowly grew to twenty members, but by 1940 it was felt further growth of the club would be limited by the narrow scope of Finnish stamps. Therefore a resolution was adopted to invite collectors of all Scandinavian countries to join the club. This resolution proved so successful over the following year that Harry L. Lindquist proposed the club change its name to The Scandinavian Collectors Club of New York. With an overwhelming 14-2 vote (1 not voting), the metamorphosis was enacted and the SCC became a reality on February 13, 1942.

The Posthorn was organized the following year by Carl Pelander. The first issue appeared in November 1943 using the familiar post horn design as the masthead, drawn by member Carl Emil Boyer and used throughout the publication's history. Early volumes of *The Posthorn* have a quaint humor throughout that must have kept spirits up during the trying years of World War II. At the same time, *The Posthorn* established a tradition of scholarly research in Scandinavian philately that has continued to this day, earning the publication the monaker "The Bank of Scandinavian Philatelic Knowledge."

Pelander is remembered by some as a hot-tempered man of intense drive and convictions and great expertise in Scandinavian philately. Somehow he found time or made time, both as a vigorous collector of Tonga and as a philatelic dealer and auctioneer of Scandinavian philately, to also assemble and produce the club journal for so many years. At this one has to marvel, as those were the days of hand assembled galleys, steel type and chases--no desktop publishing with fancy computers and software, diskettes

journal, contributing nine consecutive lead articles himself on Norway. Feeling that the SCC was turning into a "Norwegian Collectors Club," he called for collectors of other countries to submit articles in the July 1958 issue. Response was sluggish, and a number of obscure events delayed the publication of the journal in 1959, including another loss of an entire issue in the mail- in fact, a double issue!

Brofos was, nevertheless, the key to the continued survival of the journal. In January 1959, with all four associate editor positions vacant, he wrote, "...I am keeping the ship afloat single handed." With a crew of one (himself), only one issue was managed in 1959. Elected SCC Secretary in 1959, he asked to be relieved of the editorship. That was the year in which the SCC reorganized - that is, was rescued and revitalized by the Chicago Chaper (No. 4). The phrase "of New York" was dropped, and on April 26, 1960 the club was incorporated in Illinois, thereby inaugurating the "Chicago era" (1960-72). *The Posthorn* reorganized in 1960 as well. After a brief interregnum with SCC President I.E. Black serving as steward for the stalled journal, Ralph E. Danielson became the new Editor. Fred Brofos remained on the editorial staff until 1963 while writing an important reference work for the SCC and continuing to pour out literally dozens of articles for the SCC and for many other philatelic enterprises. His 52-page booklet, *Norwegian Railway and Steamship Parcel Stamps* (1964), remains a seminal work and important philatelic research tool to this day. Brofos resumed assistant editorial work for the journal in 1965, and the following year the SCC awarded him its prestigious Honorary Member status in recognition for his contribution and achievements. He received the prestigious Carl E. Pelander award in 1975. Fred Brofos continues to be an active member of the SCC and is the designate for the Earl Jacobsen Award of the SCC in 1995, making him the recipient of the "grand slam" of the three major SCC awards, and deservedly so.

The founding labors of Carl Pelander and the heroics of Frederick Brofos stand out as lasting contributions not only to *The Posthorn* but to the SCC and Scandinavian philately worldwide. Without their dedicated efforts, our club would likely have not evolved into the large and dedicated organization that it now is and have become one of the most successful specialist organizations in philately.

Minutes for

SCANDINAVIAN COLLECTORS CLUB

NEW YORK

The SCC held its regular monthly meeting on Wednesday evening, Oct. 10, '56 at the Collectors Club, 22 East 35th. in New York City. 12 members were present when the meeting was called to order at 8.30 PM. Members were sad to note that our popular President - Eric Kindquist - was absent. He had been stricken with a virulent head cold, and past president Lauson Stone presided in his stead. The Secretary read the minutes of the previous meeting, which were then approved. A new member was voted in, namely Gradon A. Sterling as no. 794. 2 visitors from Denmark- Dr. & Mrs. ---- were present. There being no further business, the floor was turned over to Art Lind, our energetic Program Chairman, who introduced the distinguished speaker of the evening - Doris Stericker. Mrs. Stericker spoke at length on her pet subject- Danish West Indies, and showed selected pages from her extensive collection, one of the best in the country. Her idea of beaming the talk to beginners was carried thru inspite of heckling from an authority in the front row. After her interesting talk Mrs. Stericker answered questions from the floor until the meeting adjourned at 10 PM.

Respectfully Submitted,

H. Brofos

S.C.C. Secretary

NB. Fancy seal carved by the Secretary.
The heckler was Carl Pelander.

WINS SCC BROFOS AWARD

The Scandinavian Collectors Club (SCC) has inaugurated the Frederick A. Brofos Award for the best article appearing in its quarterly journal *The Posthorn*. The first recipient is author Sigurður Thorsteinsson of Iceland who won the honor with his article in the May 1999 issue, "The Royal Mails in Iceland."

The Brofos Award honors a former editor of *The Posthorn* and a contributor of many articles to the philatelic literature himself. Frederick Brofos was born in London and spent the World War II years in Norway where he developed an interest in military mails and civil censorship. His philatelic interests span railway mail as well as machine cancellations and many other topics. He has contributed papers to the Billig handbooks and the American Philatelic Congress books.

The Brofos Award is presented for the best article in *The Posthorn* in a calendar year. Criteria include depth of philatelic knowledge, elements of research, and clarity of presentation. One purpose of the award is to help attract new writers and articles for the journal.

— *Alan Warren*

Desire To Acquire

Collector's Collections Leave Room For Little Else

By RICKI A. MORELL
Monitor Correspondent

WARNER — Frederick Brofos' white two-story house is inhabited not by people, but by things.

Not just any things. Things in groups of two or more. Things that are collections.

Norwegian postmarks, butterflies, stamps, official buttons, marbles, seashells, old posters, old bills, envelopes censored during World War II, rocks, antique lightbulbs, autographs, paintings, picture frames, antique mousetraps, a barnful of books.

This handwritten sign adorns one of Fred Brofos' walls:

The desire to acquire tangible items not essential to human life is present in almost every one of us. Back when men were still living in caves, one man must have come home one day with a blue pebble.

'It is a stone,' said the cavewoman, 'and I am going to throw it out.'

'Better not,' said the man of the cave. 'It is a beautiful blue thing. I like it and I am going to collect blue pebbles.

You name it and chances are Brofos will have it. He's been collecting since he was six years old and a schoolboy in England.

"We were told to bring in collections to class," he said in his soft, wispy voice. "I brought in pressed flowers, coats-of-arms and match box covers."

Since that time he's had the collecting bug.

But money is not Brofos' prime reason for collecting.

"The best part about collecting is the search," he said.

Brofos once spent four days in an attic in Bradford sifting through old papers that otherwise would have been thrown out. He has also spent days in a squirrel-infested barn in Vermont looking for old bills.

"My wife was always embarrased when we went to the Warner dump," he said. "We always brought back more than we dumped off."

Brofos' collections take up his whole house. The bedroom, the living room and the four other rooms downstairs, are filled to overflowing. The barn where Brofos put all his books.

"I had so many books, I thought the floor would collapse Brofos said.

Brofos' motto is "Live and let live. Collect & let collect But collectors, he said, are not very tolerant people, they are usually rivals.

"The sad thing about collectors is that they want another person's collection. They're jealous of what they see. I try not to be. but it's hard," he said.

Although Brofos' collections are his dearest possessions, he seems to have no qualms about parting with them.

"Everything has a price. And ~~if the price~~ might even sell my grandmother if the price was right,

Brofos' name means "bridge-waterfall" He was born in England in 1927 and moved to Norway when 12. He came to the United States in 1946. He has lived in St Louis Washington and New York.

Brofos moved to Warner in 1961. He has been a member of New Hampshire Collector's Club since then. He is also in ~~of~~ the Warner Historical Society.

Brofos is a regular exhibitor at the Tri-State Exhibition, which will be held this weekend. In 1975. nor's Trophy for Best Collection.

For the last six years, Brofos has designed postmarks for the special post office at the exhibition.

Frederick Brofos is a strange mixture of hard-hearted materialist and endearing eccentric. He loves his papers but will sell them without flinching.

Brofos spends most of his time alone with his books & moves stiffly, but with a sixth sense, through the familiar things.

"This is my life," he said with a sweeping wave. If there were a fire, I think I'd probably stay here and burn up with the place."

This is the remains of a clipping of an article in the "Concord Monitor", leading newspaper of New Hampshire, from a number of years ago. The interviewer wrote: "Brofos has a soft, wispy voice (and) is a strange mixture of hard-hearted materialist and endearing eccentric". I rather like her characterisation of me. (1975)

BROFOS

F.A.Brofos, with Herbert T. Pritchett, founder of the Scandinavia Philatelic Society (G.B.). At an 1983 Stamp Show in Oslo.

The Collector

What does Frederick Brofos collect? Put it this way: What doesn't Frederick Brofos collect?

Brofos in a second-floor room, one of seven filled to overflowing with his collections.

Part of the Brofos Library

The APS hall of fame was established in 1941 when 15 people from years past were recognized. Except in 1943, 1965 and 1970, one to four individuals have been added every year

Only the dead are eligible for the honor. ■ as of 2002

American Philatelic Society

Writers Unit 30

elects

Frederick A. Brofos

to the

Writers Hall of Fame

Santa Clara CA August 30, 1998

President

Barbara R. Mueller
Awards Committee

-00-

-401-

POSTMUSEETS VENNER

For bidrag til innsamling av posthistorisk materiale
gis honnør og status som fullverdig medlem til:

Frederick Brofos

29. mai 1981
DATO

MUSEUMSSTYRER

Asbjørn Aarø

In Recognition of Outstanding Service

Honorary Membership

Has Been Bestowed Upon

Frederick A. Brofos

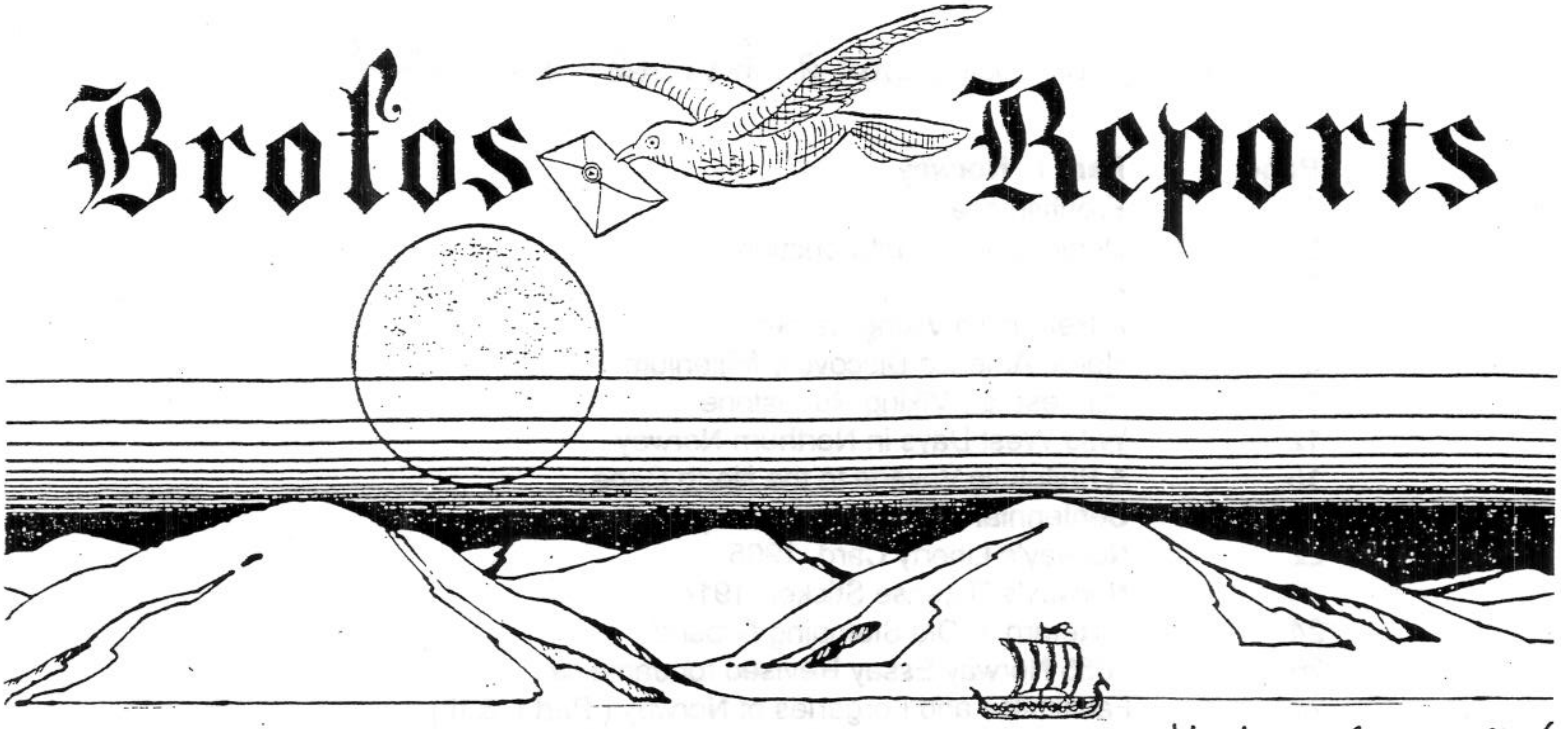
SCANDINAVIAN COLLECTORS CLUB

Robert P. Steven
President

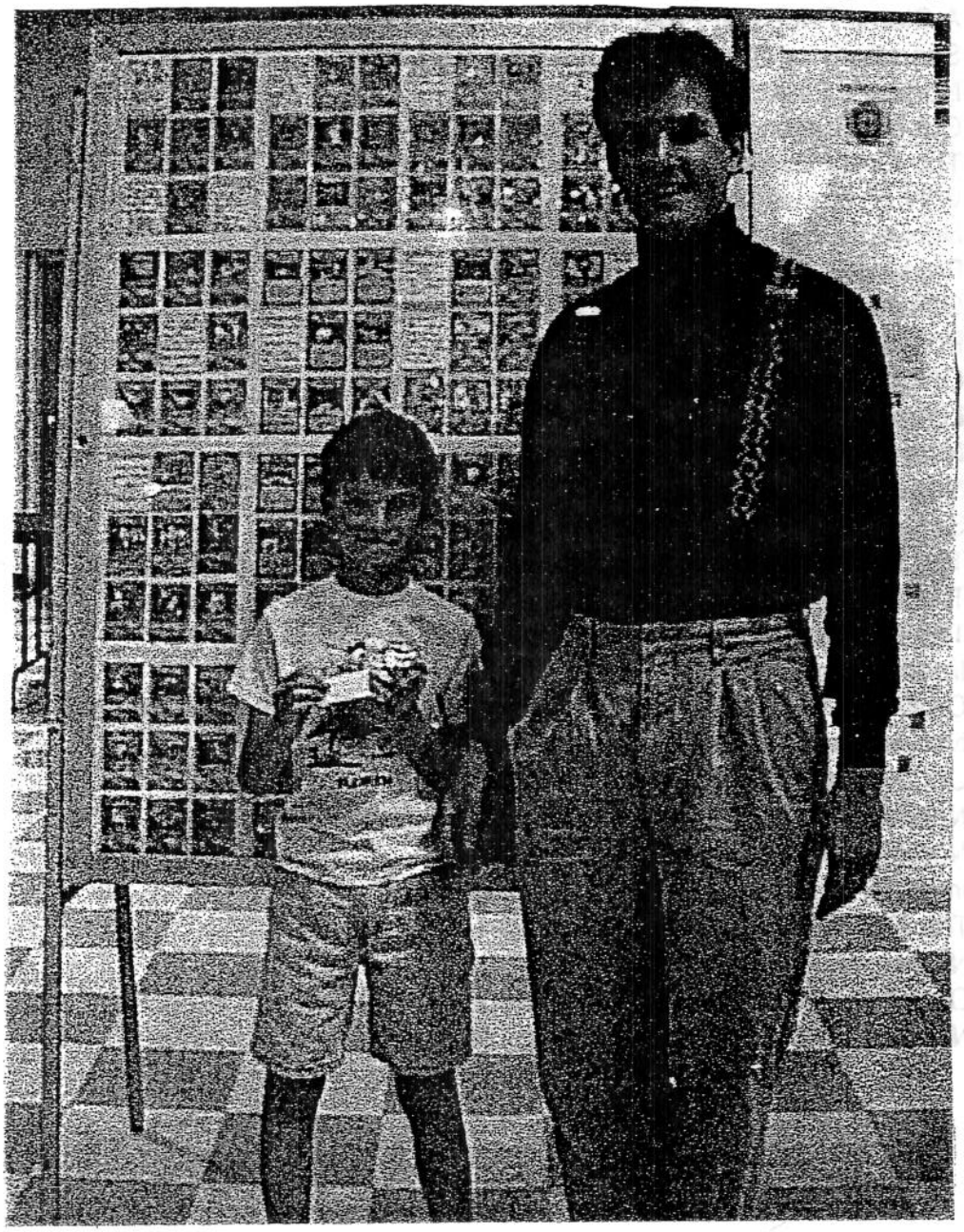
October 1966

Fred Bleedur
Secretary

-202-



Heading of a small newsletter I published a few years ago.



My son Alexander and grandson James, both prize-winning collectors

For those who dont have it, this is a list of contents of Vol. I

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PART I I - Additional Countries in Scandinavia & Finland

"Scribbler's Corner"

This little blue-painted playhouse, named "Scribbler"s Corner," was built by me many years ago for my son Alex. Without any planned design, it just rose up as is, and was much wondered at by passers-by. It still stands, like a silent sentinel, among the snow-covered pines on the outskirts of the small New Hampshire village of Warner. Some of my philatelic articles were written here, while keeping an eye on my small boy playing.


KRISTIANIA
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KRISTIANIA
26.VIII.03.7-8E.
NORGE