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The Parcel Postmarks of Norway

By Frederick A. Brofos, #497

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

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

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

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

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

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

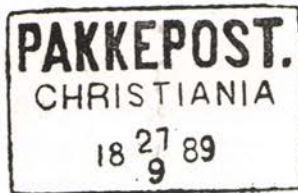
From 1854 on, the postage rate on packages was equal throughout the land,

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

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

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

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



Type 1

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



PAKKEPOST

Type 2 and 3

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

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



Type 4

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



Type 5

Of the unusual (Type 5) triangular postmarks, those from Trondhjem and Bergen are a good deal scarcer than the Kristiania one (noted 1896-97). These

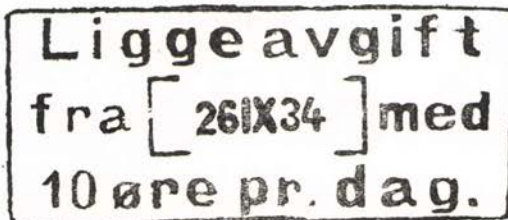
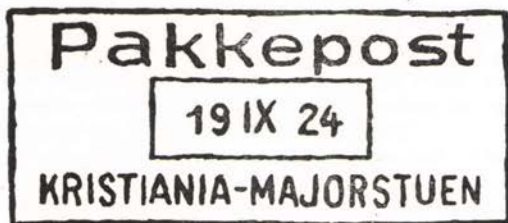
marks were used in black, and the bottom line "FRAGT BETALT" means "FREIGHT PAID".



Type 6

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

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



Type 7 and 8

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



Type 9

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

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

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

In addition to Roger Swanson and C. Orgel, we are pleased to report that another one of our members, Mr. R. Norby of West Englewood, N. J., received the first award at the 29th Philatelic Congress Show. He exhibited "Norway #8, a Plate Study." We hope in the future to have an article from him for the Posthorn about this extremely difficult and to this day, poorly explored subject.

The Fancy Cancellations In Finland

A Short Synopsis Of Their Origin and Usage

by E. A. Hellman

(Translation by Carl E. Pelander)

(The well known Finnish research philatelist, E. A. Hellman, has recently published a book on the "Fancy Cancellations" used in Finland. With the permission of the author, we are herewith publishing an article on this subject. The Illustrations are generally original size, unless otherwise specified.)

During the 1870's there were comparatively few Post Offices in Finland, and therefore considerable delay in the transportation and forwarding of the mails. Due to this, it was decided to increase the number of Rural Carriers in those parts of the country that were some distances from the Post Offices, in this way the postal matters could be expedited, even in the most remote districts. Besides delivery, these Rural Carriers also picked up postal matters, which they delivered to the nearest post office. They were also allowed to sell stamps and postal stationery, etc., on their routes. As no official postmark was furnished these carriers, it became necessary for them to prepare their own designs or order them from the nearest manufacturer of cancelling devices. These "killers" or cancellations were without date or town name, only a fancy design, which varied according to the carrier's taste.

Fancy cancellations came into use in Finland early in 1877—the earliest known to me was made in Åbo the 6th of March, 1877. These cancellations are as yet a complete mystery. Studies of the archives has to date shed no light on the subject. The only help the research has brought to light, is due to the large amount of material available, consisting of both postal stationery as well as individual stamps.

Many countries, especially the United States, used fancy cancellations as early as 1850's in a rich and varied assortment (see fig. 1). As many of the U. S. killers are very similar in design to those used in Finland, it is easy to assume that the idea came from this source.



Figs. 1-4

The use of fancy cancellations in Finland as well as in other countries, were chiefly restricted to the 19th Century. As to Finland, they were in part discontinued early in the 1890's and were replaced with official carrier numerals, straight-line postal delivery stations and ship cancels (Fig. 2-4). We do however know of many fancy cancellations in use during our century, especially during and after World War I. These, besides the Finnish, were also used in Sweden, Germany, England and Russia, to mention a few (see fig. 5-9), and these killers also served other usages, such as tax and provisional cancels.

Fancy cancellations in Finland, can almost entirely be classified as being applied to out-going mail, however, there are few exceptions where they were also used as receiving postmarks. My opinion is, that the rural-carrier not only used his killer on letters that were franked with stamps, but also on par-



Figs. 5-9

cel post and registered mail that he delivered to his post-office, where the official post office date stamp was added (see fig. 10). This to me seems to have been the normal use, yet it was not always adhered to, as cancellation differences occur, depending on the mutual understanding between the carrier and the post office.

Black ink was generally used in Finland for cancelling stamps, during the 1870-90 period, however, blue in various shades was also frequently used, hence a variety of shades may be found on similar killers, depending on inking. These factors made my examinations rather difficult, but on the other hand it also helped me to determine the combination of the killers with their post offices and enabled me to discover that the carriers in most cases used the same ink as that used in their post offices.

The fancy cancellations are often and even yet classified as cork cancels. That can in truth be modified, because only a part of these killers were made of cork, others and perhaps the most frequently used were made from wood or rubber and others again from metal. The three cancellers I have seen, two in the Postal museum in Finland and one in Uleåborg's museum, are all made of metal. Fig. 11 shows one of the Postal Museum killers, which was used from Sismä during 1880-92. Even though used for a long period, it has remained



Figure 10

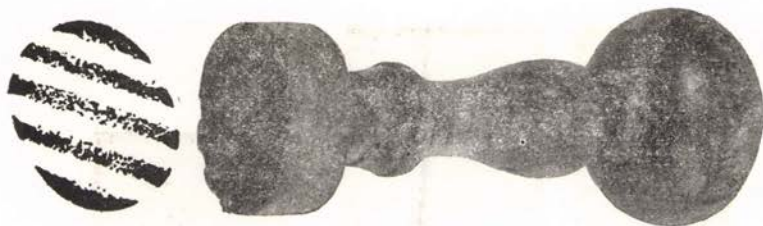


Figure 11

in good condition. From this we may assume, that killers made from metal had a much longer life than those made from softer materials. It is impossible to determine in all instances the material used in making up these special cancellers. Killers with designs such as fine grilles, grids or fine dotted circles (see fig. 12-13), were without question made from metal, because it would be almost impossible to work these designs into cork or wood. Regarding the metal killers, one should bear in mind that the Carrier could not make these himself, but had to order the same from a manufacturer, hence they became rather costly, whereas he could easily carve his own designs in cork or wood, without cost to himself (see fig. 14). The life of the cork and wood killers were comparatively short, but to replace them was also easy, when the need arose. When this was the case, the carrier tried to duplicate his old killer, which has at times been very trying in the classification of these postmarks, especially so when the killer has worn down, the task has become almost impossible, as example see fig. 15 to 17. Earlier I classified these as identical, but as additional research material became available, I could form the conclusion that they represented three different killers. Similar conditions have at times made my examinations very difficult. As soon as the eye becomes familiar with these killers, even a small portion of the postmark, many which were carelessly struck or somewhat worn, were enough to identify the cancel. Fine strikes or complete designs are unusually rare, because most killers were larger than the stamps to which they were applied. About two-thirds of the Finnish "fancy cancels" are scarce, many of which I only know of few examples. Even with the more common they only occur on about one-fifth of the stamps.

As all fancy cancels are mute, it is only on postal stationery that one can determine the origin and time of use. In this way, certain post offices during the last century, which frequently used these killers on postal stationery, have been of tremendous help to me, because they not only give the origin, time and sender, but often the name of the ship or railroad line on which they were forwarded, etc., which enlighten us on this interesting period in our postal history. With the help of postal stationery I have been able to segregate 191 killers, or close to 40%, which must be considered good, as the major part of the material has disappeared and is outside the reach of the research student, hampering



Figs. 12-15



Figs. 16-18

the enlightenment of this most interesting philatelic postal history study.

The use of the so-called serpentine rouletted stamps were discontinued in Finland on January 15th, 1877, about one month prior to the first known fancy cancellation, however, these cancels occasionally occur on these stamps during the years 1866-74 and probably also through the first six months of 1877. In this last instance it is a question of errors, where the stamps were used after being discontinued, but accidentally honored on the mails. On the 32 penni Copenhagen printing, I have never to my recollection seen this stamp obliterated with a fancy cancel.

As to Finland's ship lines, fancy cancels are quite plentiful, especially on the coast-wise boats and also on the inland waterways. I have come to the conclusion that a certain individual on each boat was supplied his personal obliterator. These would consist of straight-line ship names and also ship designs, similar to Fig. 4. From Wikeström's shipline in Åbo, I received this interesting information, that during the past century many of their ships used "cork cancels," however, franked letters mailed on board ships and deposited in the ship's post box, or given to a member of the crew, usually were cancelled on arrival at their destination (see fig. 18). Postal traffic between Finland and Sweden has always been brisk and due to this I have been able to identify 22 different Finnish fancy cancels (see fig. 19-22). The majority of these come from Åbo, but a large number originate in other coastal towns with ship connections with Sweden, such as Nystad, Raumo, Kristinestad, Nykarleby, Vasa, to mention a few. On the Swedish side the ports have been mostly Stockholm, but occasionally also Härnösand and Sundsvall.

In most cases, as it is today, the Rural Carriers post-stations were located



Figs. 19-22



Figs. 23-26

at railway stations, where the postal traffic was usually handled by the station masters. This occasionally was the cause that parcel post, franked with railway stamps, were obliterated with fancy cancels (see fig. 28), in this same way we come across occasional stamps of private ship companies that have these obliterations (see fig. 29). These companies that did handle mail, paid an annual stipend to the government for this privilege.

When during the 1920's I began to be interested in the study of these fancy cancellations, my collection consisted of 135 postmarks, by the end of 1940 it had risen to 350 and now in 1962 it is close to 500. Of course there may be some new discoveries in the future, but finding additional material is getting to be increasingly difficult. In making this study, I want to mention that my fellow collectors, without exception, have in the past turned over their material to aid my research. For this their support I want to extend my warmest thanks, because through this support, I have been able to describe the greater portion of the fancy cancellations used in Finland. Besides this, the Postal Museums, both in Finland and Sweden deserve my deepest gratitude for the help they have extended me.

The complete results of my research has been incorporated in book form under title "Die Figurenstempel Finnlands—Suomen Kuvioleimat." This book was published in 1961 and can be obtained from Frimärkshuset A/B, Mästersamlingsgatan 3, Stockholm C, Sweden.



Figs. 27-29

My work on these "fancy cancellations" can by no means be considered complete. I am continuing my research and I hope to have the continued support of my fellow philatelists. Many questions on this subject are as yet open and await a final verdict. Only with united efforts can this be made possible.

The Scandinavian Club Exhibits Held March 7th - 8th

The 1964 combined shows of the Detroit Chapter of the Scandinavian Collectors Club and the North West Stamp Society of Detroit, was a smash success. An added attraction was the Detroit Open Exhibit composed of winners of the past season's Detroit area shows. This latter attraction is a start in what we hope will be a forerunner of better things to come in Detroit area philately. The Show had 175 nine page frames on exhibit.

Scandinavian Club winners in their field of competition were Ken Seifert with a gold medal for Early Finland. This material was part of a superb collection from the estate of the late Charles Johnson of Detroit. Ken Brown won a silver medal for displaying a story in stamps of the History of the Coat of Arms of Finland. Wallace Gaarsoe, formerly of Chicago, our newest member, won a bronze medal for a single frame exhibit of Denmark's Square Stamps of 1858-63.

The Popular Award for the combined shows was won by Ken Brown with a display of world-wide issues and covers of Dag Hammarskjold. This award was voted by ballot by the viewing public for the first time in the combined exhibition, and will be a regular award due to the interest it generated. The Hammarskjold Exhibit also won a gold medal in the North-West Society's section where its exhibitor again won a gold medal with a Japanese collection of specialized issues.

Compex "64"

The Chicago Chapter is all set to see you at Chicago's La Salle Hotel May 29, 30 and 31st, 1964.

The program starts off with a banquet Friday night, as usual preceded by a cocktail party. This is of course, a must for all visitors to the show.

The Chicago Chapter in our own hospitality suite, will host the regional S. C. C. meeting at 3:30 p.m. Saturday, followed at 5 o'clock by our traditional cocktail party.

At 2 p.m. on Sunday our ladies will put on what has become one of the most popular features of the Compex social aspects: the S. C. C. coffee klatch. You are all cordially invited.

For the Chicago Chapter, Roger Swanson, president

Faroe Islands

A new catalogue by Eric Wowern which covers both the stamps and the cancellations of the Faroes has been issued. The stamps of course were Danish stamps adapted to the use in the islands when their supply ran low in 1919 and in 1940. The listings appear quite complete, and since the literature covering the philately of these islands is extremely limited, Mr. Wowern's catalogue is a welcome and necessary addition to our library and yours. In spite of the fact it is written in Danish the moderately advanced collector will have no trouble understanding it.

(Mr. Wowern reminds us that the price of his Greenland catalogue was \$1.00 each, so will those among our readers who received both catalogues for the dollar they sent in, please remit another dollar. Mr. Wowern's address is Floadalen 31, Virum, Copenhagen, Denmark.)

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New and Recent Issues

DENMARK



On May 28th, 1964, Denmark will issue a new postage stamp Graenseforeningen (Danish Border Union), the surcharge of 10 ore for the benefit of this union. The design by Mads Stage. Engraving by Czeslaw Slania.

FINLAND



On February 5th, Finland issued a stamp to commemorate the Centenary of the Finnish Society of Artists. The design, a sculptured head of an elk of soapstone from about 2000 B.C. found at Huittinen.



Finland issued a new commemorative postage stamp on the occasion of the

centenary celebration of the birth of Emil Nestor Setala, chancellor and counselor of state.



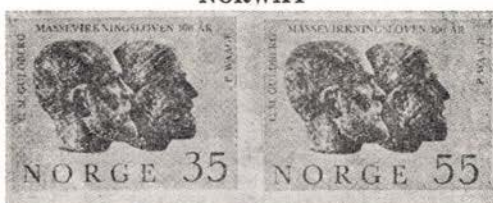
According to the increase of the charges, two new current series stamps are to be issued: the 5.00 mk on March 23rd and the 2.00 mk April 4, 1964.

ICELAND



Iceland will issue a pair of new postage stamps on April 24th. The design, the Icelandic Scout Emblem and the motto "Be Prepared." The kr. 3.50 will be blue and the kr. 4.50 will be green.

NORWAY



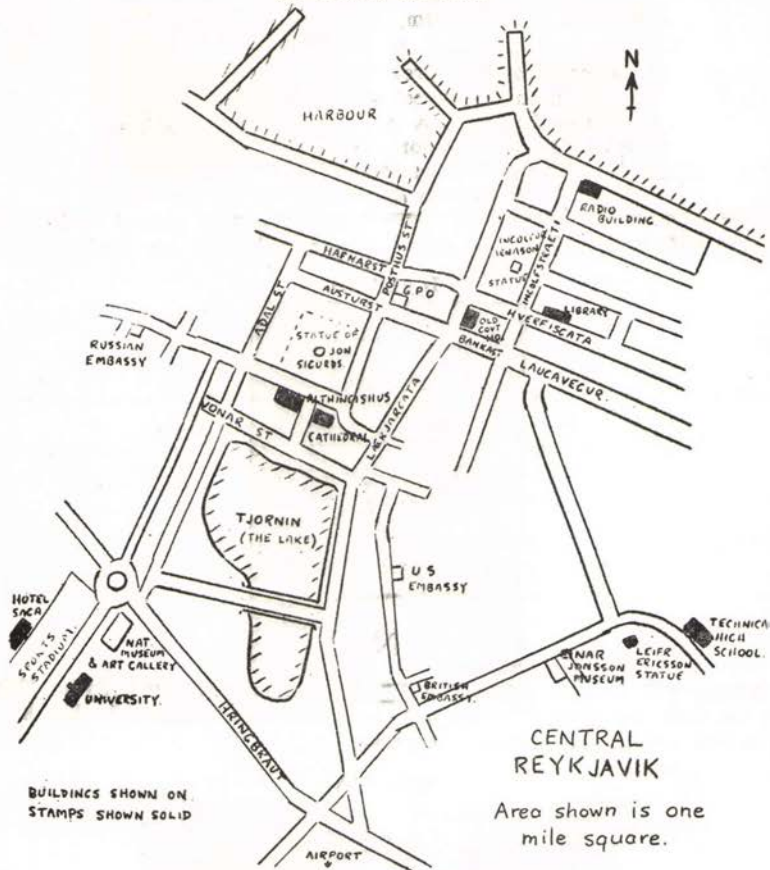
On March 11, 1964, Norway issued two new postage stamps on the occasion of the centenary of the presentation of the Law of Mass Action by the professors Guldberg and Waage in the Oslo Scientific Society, the Norwegian Post Office issued 35 ore (olive green) and 55 ore (yellow brown).



On the occasion of the 150th anniversary of the Constitution of Norway, the Norwegian Post Office will issue two postage stamps in the values of 50 ore (red) and 90 ore (blue).

Stamp-wise Around Reykjavik

by Ernest H. Wise



When a collector of Icelandic stamps goes to Iceland for a holiday, almost anything is liable to happen to him. If he sets out to acquire all the stamps he hasn't yet got he will bitterly regret it, as Iceland is no exception to the general rule that a stamp costs the most in the country of origin. So I very quickly gave up the idea of buying any stamps but those available at the Philatelic Bureau of the Post Office. To do even this was not easy—one creeps in by a back entrance of the Post Office to a small room upstairs open from 10-3 only. A few odd stamps ten or more years old are still available, but apart from the Shalholt issue of 1956, few issues more than two or three years old can still be had.

I found only one stamp shop in Reykjavik, in Laekjargata, then set off to see the places I had seen previously on my stamps. It is a great thrill when a stamp suddenly comes to life in this way. There can be very few places in the world where in an area of one square mile, the area covered by the sketch-map, so many buildings and other features shown on stamps can be found.

Had Ingolfur Arnason's logs, which he tossed overboard in 874 been washed up in 1963, they would have landed outside the door of the Radio Building shown on the 4 kr stamp of 1962 (Thorsteinsson #R128*). The neighboring

street is named after him and a tall statue of him stands nearby. From it one can see on the left the building which was shown on the 20 aur of 1925 (#K143), then the National Museum, now the National Library. (The fine National Theatre stands next door.) In the library under glass are many old manuscripts and the priceless treasures shown on the 1953 stamps will gladly be brought out for inspection on request and explained. A hundred yards away, where Hverfisgata joins Laekjargata is the Old Government House (R96-99). Here, where once the Danish Governor lived and worked, is now the office of the Prime Minister and the Foreign Ministry.

(to be continued)

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**FRIMARKSHUSET AB, Master Samuelsg. 3,
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Carl Pelander has not been doing well since his return from England. He is confined to bed most of the time and can use a little cheering up. His address is 309 Lafayette Ave., Apt. 20 H, Brooklyn, New York.

Our member David W. Angevine wants to buy a copy of the 1951 Stella catalogue of Denmark by R. King Farlow. Anybody help? His address: 719 Capitol Park Towers, 301 G Street Southwest, Washington, D. C.

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 660 H. B. Zeitlin, New York, N. Y.
 274 C. L. Johnson, Woodhull, Ill. — Died August, 1963
 910 William Rosencrans, Chicago, Ill. — Died Feb. 3, 1964
 779 Ewald Nielsen, Denmark — Died March 3, 1962

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