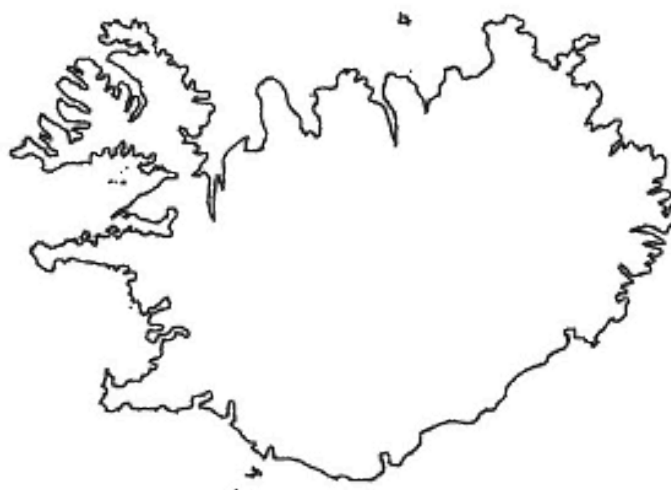
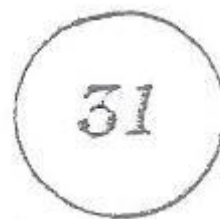


ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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Iceland Philatelic Magazine

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Please let me have your articles if you want them in the next issue which will be September. If you need help with translations let me know.

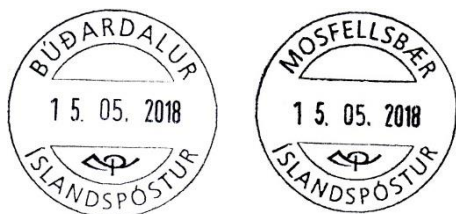
The editor will help with the English if necessary.

flackbp@gmail.com

News/Comment

Nordia 2018 has come and gone since our last issue. It was a real pleasure to meet up again with old friends, and to be able to meet people previously known only via email. A special thank you is owed to the Islandssamlarna folks, in particular Johnny Pernerfors and Leif Nilsson, ably assisted by the multi lingual Albina Kristjánsdóttir Jensen, who welcomed us to their group during the latter part of their trip. Thank you all for your hospitality and for adapting so ably for the benefit of the English speakers. I regret not joining the Islandssamlarna party from the beginning of their tour.

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Followers of modern cancels may have noticed from the recent special issue of IPM that two new Colop cancels type B8b1b were issued from 15.05.2018 at Búðardalur and Mossfellsbær.

XXXXXXXXXX

A matter of concern?

There is no question that the Iceland Post office has a proud tradition for producing fine stamps. I quote the following statement from the Year pack for 2017. *“The amazing variety of Iceland’s flora and fauna, its culture and history is the all-important theme of Icelandic stamps”*. I am sure Iceland collectors will agree with that sentiment. On page 4 is an advertisement from Íslands Póst for Iceland stamp catalogues made available online and available for self-printing if desired.

I am sure that Íslands Póst encourages its staff at post offices and at the outsourced postal facilities to use postage stamps whenever possible. However, from the reported experiences of fellow stamp collectors living in Iceland, it seems that in practice this does not get the desired response from some post office staff who show little or no inclination to sell stamps for mail, unless clients specifically ask for them. It cannot be denied that letter writing is in decline everywhere, and as the letter posting public cannot be expected to care whether stamps are used or not, the consequential absence of stamps on Icelandic mail thwarts the objective of promoting the country and its culture to the world. If encouragement alone does not have the desired effect to make the use of stamps a priority, what else can be done to counter this unfortunate and unwelcome development?

Of course, this situation is not just peculiar to Iceland. I could not express it better than one of our readers Peter Sondhelm, a Faroe Islands specialist, who says; *“unless the stamps are actually mainly used, and are received, they cease to serve a meaningful purpose and are simply labels being sold to collectors of miniature art (who don’t even realise this is what they’re really acquiring). Collector interest will disappear”*.

I could not put it better. Are we being too pessimistic? You tell me!!

NEW ICELANDIC ONLINE STAMP CATALOGUES



STAMP CATALOGUE

STAMPS FROM ICELAND UNDER THE DANISH CROWN
AND FROM THE REPUBLIC OF ICELAND 1873-2018

A list of all Icelandic stamps released since they first started to be issued in Iceland, from 1st January 1873 to 26th April 2018. 236 pages. The book is only in Icelandic.

- You can download the book for free on www.stamps.is
- You can print the book as a paperback for a fee on www.blurb.com by following the link www.blurb.com/b/8749226
Paperback: Price US \$ 37.67 + shipping

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STAMPS FROM THE REPUBLIC OF ICELAND 1944-1999 STAMPS FROM THE REPUBLIC OF ICELAND 2000-2014

A book in two volumes about Icelandic stamp issues from 1944 to 2014. 668 pages in total. The books are only in Icelandic.

- You can download the book for free on www.stamps.is
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STAMPS FROM THE REPUBLIC OF ICELAND, Volume I, 1944-1999

Paperback: Price US \$ 55.31 + shipping
Link: www.blurb.com/b/8530101

STAMPS FROM THE REPUBLIC OF ICELAND, Volume II, 2000-2014

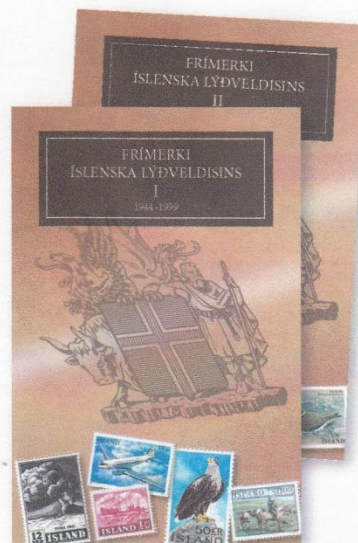
Paperback: Price US \$ 47.47 + shipping
Link: www.blurb.com/b/8530230

STAMPS FROM THE REPUBLIC OF ICELAND, Volume I, 1944-1999

Hardback: Price US \$ 68.31 + shipping
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STAMPS FROM THE REPUBLIC OF ICELAND, Volume II, 2000-2014

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10 aur Landscape rather common as single, BUT! Ole Svinth



This series was issued September 12th 1925. When the order to printers was made, it included a 7 aur value green. Why? At the time of issue, the printed matter rate was 10 aur, but when the order was made, the Post must have known that a change was coming up on the printed matter rate. The timing was sort of bad, as the printed matter rate changed from 10 to 7 aur on October 1st 1925. Accordingly, we had 3 weeks when the 10 aur was used as printed matter rate. That is why the shown cover is quite unique.

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A Danish stamp on a Danish ship from Iceland (Issue 27)

Hello, again, Brian.



Reading the discussion on page 5 Issue 27, re the card from Iceland franked with a 5-ore Danish stamp, I noted that the date of mailing was 17 Oct. 1907 and the handwritten message contained more than five words. At that time, the applicable Nordic rate for such cards to Denmark was still 8 aur and the UPU rate via GB was 10 aur. So, how does the 5-ore Danish franking constitute the “correct” rate per Postiljonen’s description? Best, Ellis

Ole Svinth replied:- Hi,

My answer is that on a Danish ship you are in Denmark, Inland rate was 5 øre. I naturally think the Card was handed over to the ship being in the harbour.

Do you think I am right?

Best Ole

(Ed. I am staying out of it. Any more contributions please?)

Is there a future for stamped registered letters ?

In IPM Issue 25 for January I tried to cheer up collectors of modern Iceland stamps by showing examples of registered covers posted with n.v.i.stamps. Here is another one, this time from Ólafsvík in 2014.



Ólafsvík 07.2.2014 with 2 x 100gm evrópu stamps sold at 300kr x 2 = 600kr, plus 75kr stamp = 675kr. The inland registration rate up to 100gm from 4.1.2013 for delivery to the addressee.



The example shown here illustrates the probability of a more gloomier future. We are being presented with uncollectable covers with a printed label showing the amount paid, and of course no stamps.

The adjacent letter has been sent registered.

The tiny label bears the inscription Reykjanesbær 230. 15.04.13 and Burðargjald ISK 935.00

As can be seen from the above Ólafsvík cover, and previous examples, the correct registration fee, can be achieved using a combination of current n.v.i. stamps, and when necessary the 10kr and 5kr filler stamps supplied specifically for this purpose. I imagine that it takes a little longer to apply stamps than the time taken to issue that label. That might pinpoint the problem. The postal officials may be inclined not to bother with postage stamps when there is a quicker method available, and the average client does not care anyway.



Modern multi-franked registered covers sent in the post is one sure way to bring Icelandic stamps and the culture they depict to the attention of the wider world, as well as promoting the collecting hobby, evidenced by the popularity of registered covers for sale in stamp dealers' stocks. Another very limited source of stamped registered covers comes from collectors or dealers with stocks of old krónur stamps who manage to get a few covers through the system. These will dwindle of course and eventually disappear as their stocks of krónur stamps are exhausted.

Bridge cancel question

The Ölfusárbrú post office became known as Selfoss from 1.1.1939. Records are vague regarding the earliest date of use for B1a Selfoss. The Þór Þorsteins book gives Ölfusárbrú used 1930 to 1938 and Selfoss from 1939. It would be appreciated if readers would send in their latest date for B1a Ölfusárbrú and earliest date for B1a Selfoss. These are relatively common cancels.



B1a Ölfusárbrú Ärnessýsla

Recorded use Ölfusárbrú 25.6.1930 – 1938



B1a Selfoss

Recorded use 1939 - 1957

XXXXXXXXXXXXXX

What was the probable air route taken by this postcard in 1948? *Leif Fuglsig*



This is a tourist picture-postcard sent by airmail on 7-7-1948 from Akureyri to Denmark. Postcard rate 35 aur, plus airmail 20 aur. The last sentence in the Danish text says: "The airplane from Reykjavik has just landed on the fjord, right in front of where I am staying".

Suggestions: - The first leg of the air route was Akureyri - Reykjavík (Keflavík?); next Reykjavík-Copenhagen (Kastrup) or Stockholm (Bromma)? Can our airmail experts tell us what the possible air routes were around that time?

I have learned that in these years two companies were in competition for the inland air-routes, Flugfélag Íslands (1937) and Loftleiðir (1944). They mostly used small planes such as the Canadian produced "Norseman" that could be mounted with wheels, floats and even skis.

The 50 aur stamp is the rarest type, line-perforated from part of the 1947 issue.

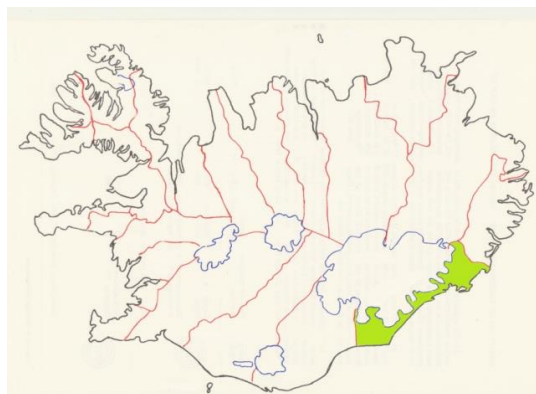
Leif Fuglsig

PART 20 – AUSTUR-SKAFTAFELLSSÝSLA

Most of the actual land area of the county consists of the ice of the Vatnajökull ice-cap and the inhabited part is stretched out along the outwash plains under the tongues of ice.

So bad are the road communications that only in the 1980's has motor transport been possible between the extreme west and the rest of the county.

The population has risen from some 1150 between 1901 and 1950 to 1830 in 1974 mostly resulting in an increase in the size of Höfn, the only sizeable village. The municipality of Höfn has a population of 2167 in 2018.



20.1 BÆJARHREPPUR

The first office in the parish was opened at the rectory of [Stafafell](#) in 1873 on the Southern Post. However, it was closed the following year and moved to [Hof \(2\)](#) (19.16) in the next county. In 1880 the office was reopened (moved from Hof) and from 1893 used a single ring crown cancel.

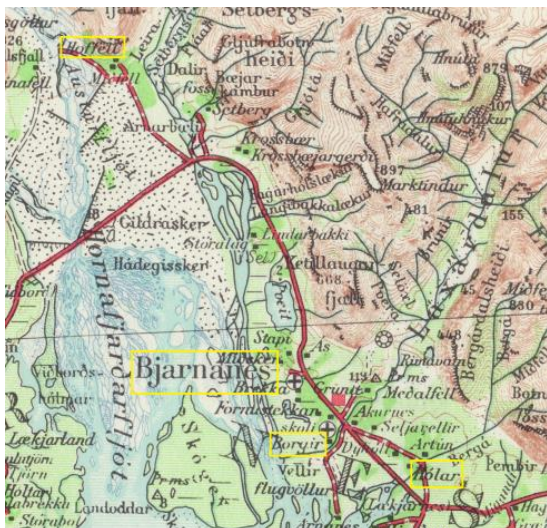
This was replaced by number 27 and finally Swiss type B1a. The collecting office was closed 31.12.1979.



Stafafell

20.2 NESJAHREPPUR

Due north of Höfn, a collecting office was opened at [Bjarnanes](#) on the original southern post in 1873. In 1874 it was made up to post office and so received a provincial cancel, actually misspelt BJARNARNES. The office, located at a rectory, was closed 30.9.1891 and the cancel and office were moved to [Borgir](#), another rectory near to the present Höfn airfield. The office remained here till 6.11.1905 when it was moved to [Hólar \(3\)](#), a nearby farm. The provincial cancel was used here also, in fact until it was replaced by number



26 on 1.1.1925 when the office was demoted to collecting office. Höfn took over the duties of the post office. Number 26 was in turn replaced by Swiss type B1a (inscribed HÓLAR SKAPT) and B2C1. The office was closed 31.12.1968.

The only other office was the collecting office at Hoffell, a farm further west and on the old coastal road. Here, between 1st January 1941 and 1st January 1969 three cancels were used - number 289 and Swiss types B1e and B8e.

20.3 HAFNARHREPPUR

The main town of the county is the busy fishing village of **Hornafjörður**, more commonly known as **Höfn** (1), situated on a peninsula in the middle of Hornafjörður. The office was first opened as a bréfhirðing 1.1.1898 and had no land connections till into the 20th century. The office used a three ring crown cancel inscribed HORNAFJÖRÐUR till about 1900 and then a two-ring crown cancel inscribed HÖFN till 1903. This was replaced by number 26 in 1903 which was used till the office became a post office 1.1.1925 and the duties of the collecting office moved to Hólar (3) (20.2). Since 1925 the following cancels have been used:

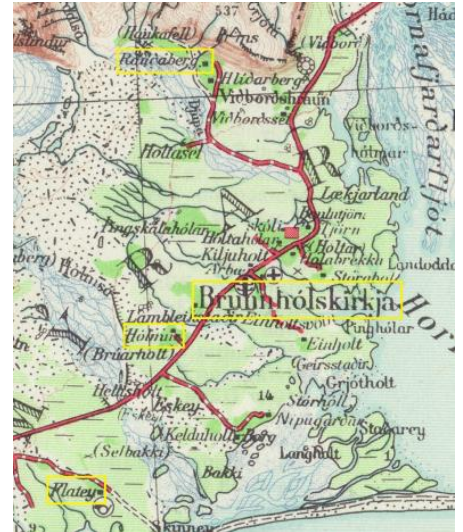
Type	Inscribed	Dates	Type	Inscribed	Dates
B2c1	HÓLAR	1920-31.12.1924	B8b1a	HORNAFJÖRÐUR	
B3c	HORNAFJÖRÐUR	1925-1965	R8a	HORNAFJÖRÐUR	
B8e	HÖFN HORNAFIRDI	Í 4.3.1987-	R8ab	HORNAFJÖRÐUR	
B8b	HORNAFJÖRÐUR		M8	HORNAFJÖRÐUR	
B8b1	HORNAFJÖRÐUR 2 different cancels 2001 and 2006)		M8	HÖFN	



The village only had a population of 11 at the turn of the century but this has grown steadily to 1,170 in 1974 and 2167 in 2015. The village was incorporated as a town on 1.1.1989. Nearby on Stokkanes is a U.S. early warning radar station. The village has a thriving tourism industry, one major fish processing factory, Skinney Pinganes and is well known in Iceland for lobster.

20.4 MÝRARHREPPUR

The first office in the parish was opened at [Rauðaberg](#) farm 1.4.1892 and remained open till 31.12.1894 using a single ring crown cancel. The collecting office was then moved to [Hólmur](#), south-west of Brunnhóll and until 31.12.1944 used the old Rauðaberg crown cancel, then number 24 and finally Swiss type B1a. In 1945 the office was moved further south to the farm of [Flatey \(3\)](#) in the middle of the outwash plains. This was more regularly visited than the farms further north as it was on the coastal road that followed the gravel bars all the way to Höfn. This road has now become disused but is still shown on the maps. Flatey used the old Hólmur Swiss cancel, number 24 and then Swiss type B8e inscribed FLATLY HFN. The office was closed on 31st December 1978. A collecting office was opened at [Brunnhóll](#) from 1.5.1944 to 31.12.1945 but no cancel is known.



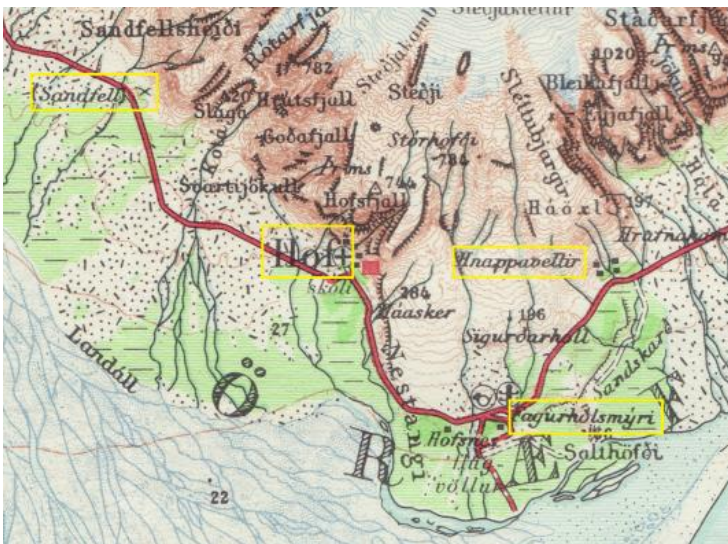
Hólmur

20.5 BORGARHAFNARHREPPUR

Continuing our way south-west along the coastal road we come to the group of farms surrounding the rectory of [Kálfafellsstaður](#). The collecting office was opened here in 1873 on the original Southern Post but on 20.9.1874 the office was moved to [Reynivellir \(1\)](#) only to return from there 1.1.1875. Reynivellir is further to the SW near Breiðabólstaður. From 1894 it used a crown cancel, and from 1903 number 25. On 12th September 1926 the office was moved next door to [Kálfafell \(1\)](#) and continued to use 25, and then Swiss type B1a. Number 25 is also known in manuscript. The office was closed and moved to [Leiti](#) 1.1.1973 and till 31.12.1978 used both the old Kálfafell cancel and B8b of Leiti although I have an example in my collection from 1979.



20.6 HOFSHREPPUR



On the spectacular coastal belt underneath the Bræfajökull ice-cap are spread a few farms and it was at [Sandfell \(1\)](#), now uninhabited, that the first office was opened in 1873. However, this collecting office on the Southern Post was only opened for some 4 months before being moved to the rectory at [Hof \(1\)](#) on 22.3.1873. On 1.1.1874 it was moved back to Sandfell only to move to [Hnappavellir](#) on 31.12.1878. This hamlet is further east along the coastal road. Finally on 1.7.1887 the office was moved to [Fagurhólmseyri](#). This little village actually boasts an airstrip as well as a cafe and filling station. The collecting office used a single ring crown cancel FAGURHÓLSMÝRI

followed by number 23 in 1903 and then Swiss cancel types B2a, misspelt with an extra 'M' as FAGURHÓLSMÝRI. This was corrected in 1938 with the issue of a B5a and then B8b. The crown cancel can be found used as late as 1922 and, apart from very early use, always has 'O' missing. The office was made up to post office 1.1.1976. None of the other places mentioned before Fagurhólmseyri had their own cancels.

The office was renamed 30.6.2000 and called [Öræfi](#) (the icecap behind Fagurhólmseyri). Since that time cancel B8b1 first type only (2001) has been used here. The office was closed 1.4.2011 and is now served by an overland mail carried with all mail cancelled at the Höfn post office.



Fagurhólmseyri

Finally, the last office in the county was the collecting office at the farm of [Svínafell](#), very close to the Svínafellsjökull glacier. It was open between 1.1.1925 and 1st January 1953 using number 207 and Swiss type B1a.

The Flateyri debate continues



Description by David Feldman SA Spring Auctions June 13-15 2018

1901 Postal stat. Double card 10aur red postmarked violet post agency crown cancel (double circle rubber) FLATEYRI via Hull 25.6.01 to Allenstein, Eastern Prussia, scarce destination of Eastern Prussia.

From Ron Collin:

These are becoming more common than raisins. Nice destination, though.

I guess that the recent price realizations of Crown and Posthorn postal history items, just might be flushing these items out of hiding. It is just too curious about how many of the Flateyri's we are seeing. I do have to admit, that the less than perfect strikes of the C&P's lead me to think that this may be a legitimate item as opposed to contrived. Regards, Ron

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Hrafnagil anyone?



In an article by the late and illustrious Iceland collector Angus Parker, he mentioned the extreme rarity of the Hrafnagil crown cancel rated RRR in Facit, and mentioned the existence of a clear impression cancelling a 10 aur postal stationery card written from Hrafnagil on 2 April 1901 and addressed to Germany. I wonder where that is now? In the Swedish handbook we only have this artist's impression of the cancel. Can anyone supply an image of this rare crown cancel?

British cancel 761 and a question on Seaham Harbour



Páll Pálsson asked where and when this British cancel 761, was used. The answer came from our reader George Wewiora. *Very appropriately for an example on an Iceland stamp, 761 was used at Sunderland from 1844 to 1962. The stamp ties this fine example to between 1902 and 1920.*

George would like to know from our readers whether they have seen or have got on an Icelandic stamp (or cover!) with the SEAHAM HARBOUR cds. Seaham is situated just 6 miles south of Sunderland. In his opinion this would be as rare as hen's teeth.

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Collecting postal rates on modern Iceland covers Jay Smith

I would enjoy hearing from others about this -- I don't think that the reduction/elimination of numerically denominated stamps automatically completely "ended interest in modern postal rates". The interest may have ended for those folks who expect numerical denominations or who just don't like the non-numerical types of stamps, but all that changed was whether or not there were numerals on the stamps. The rates still exist for specific periods of time and change over time. The exact same stamp used on a letter in 2016 vs 2018 can represent two different postal rates -- and still be collectible. At least that is my attitude. What do others think?

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Lundar - A question left unanswered



The Lundar letter collection office used N2-253, and according to Þór Þorstein's bridge cancel handbook, Lundar got a B8e cancel. The office closed on 30.6.1959. In IslandsKontakt 35 and 36, Eivind Kolstad asked if anyone could help with information about known uses of the modern cancel B8e Lundar. As far as I am aware, there was no response, and we are left to assume that the cancel is unknown.

Now 18 years on, the editor is posing the question in a different way. What evidence is there that a B8e cancel was actually issued to Lundar? If none, then this might be another candidate for deletion from the cancellation listings. There is no point at all in listing non-existent cancels and allocating a value. This would not be the first time. Your opinions as always are most welcome.

Post from the Kárahnjúkar hydro-electric power plant W. Jonsson & Jørgen S. Larsen

(Ed. In the final piece of David Loe's Iceland Gazetteer Part 19, he mentions the location of an office to deal with post from the Kárahnjúkar hydro-electric power plant. That prompted the following contributions from Wilbur Jonsson and Jørgen Steen Larsen).



From Wilbur:

A bit more information about the Kárahnjúkar mail during the construction of the dam: at Joergen's request I asked an old friend, Yrsa Sigurðardóttir who is known for her detective stories, but in her day job as civil engineer was working on the construction site, to explain how mail was sent from the site. She then sent both Joergen and me postcards with an explanation. My card is submerged in a box somewhere, but Joergen should be able to find his and retail Yrsa's explanation for us.

From Jørgen,

Here is the text on my copy of a postcard sent from Kárahnjúkar to Wilbur Jónsson

Dear Wilbur

This postcard is sent from the Kárahnjúkar Hydroelectric Project Post office situated in the highlands of Iceland.

Regards Yrsa"

The postcard is cancelled with machine cancel type M8 Egilsstaðir 18. 2. 05

This fits with the information that there was no cancel at Kárahnjúkur and post was cancelled in Egilsstaðir.

Kind regards

Jørgen

On a busy day mistakes happen *Ole Svinth*

We all know that in times without E-mail we had to send X-mas greetings by the post. (Those were the days!). (Ed. I still do!) The busiest office in Iceland around X-mas was of course the main post office in Reykjavik. Here we have an example of a “little” mistake in the cancel. As you can see the left cancel has inverted year and the one on the X-mas stamp has year in normal position. Yes, the postman was in haste making the cancellation machine ready for December 14th 1967.



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HÖFN crown cancel – a curious example?



← The type C3 crown and posthorn cancel shown here is most often seen in blue ink. It is not terribly rare and rated at 2000SEK in Facit.



This cancel on a 10aur official stamp has aroused the curiosity of a number of people. The ink is black and the stippled impression gives an unusual appearance. Although most copies of this cancel are in violet ink, black copies are not unknown. It sold for US\$385 on Ebay. Readers' opinions will be welcomed.

Reykjavík Local Post 1900.

(Ed. At the request of Steinar Fríðthorsson of Postiljonen I am re-publishing this article which I co-authored with Þór Þorsteins, and which appeared in IslandsKontakt Nr.82 in 2011).

An article by Þór Þorsteins in Frímerkjablaðið Nr.4 covered in some detail the beginning of the distribution of mail within Reykjavík town. As is well known, the regulations of 1872 stipulated that a local postage rate should be established at one half of the ordinary national letter rate. Thus 5 aurar became the local rate for the first weight step up to 3 kvint. In more recent times, Þór has managed to unearth further information from museum newspaper articles and old documents which help to give a clearer picture of the events which lead to the reduction of the local letter rate from 5 aurar to 4 aurar within the town of Reykjavík. I hope readers will find some of the background detail interesting. Several eminent articles in earlier years gave 6th January 1900 as the date of the change from 5 aurar to 4 aurar. My purpose is to re-examine the events which occurred between 1899 and 1900, and see if it can be firmly established that 6th January 1900 was the correct date, or merely an approximation. Inevitably I have included a number of details which have appeared in previous research articles, as the list of acknowledgements testifies.

The period 1899/1900 was one in which the authorities introduced changes to improve the Reykjavík town postal service to meet the demands of the inhabitants. One of Þór's recent discoveries is from a report of the Alþing financial committee dated 23.07.1899 in which the following points were made.

“The committee expects that mailboxes are put up in different places in Reykjavík town, and that the mailman should visit these at least once per day. In connection with this we want to point out that it would be beneficial if (local) postage in (Reykjavík) town should be different than that which applies elsewhere in the country, because 5 aur for a single letter is rather high postage, and it may be anticipated that income would rather increase than decrease, by having the postage lower. It would be sensible to have the postage rate as 4 aur, as applies in Copenhagen. However, for that new value a new stamp will have to be produced. We therefore desire to put this case to the government for investigation and for a decision”.

The above, if understood correctly, envisages a lower local postal rate for Reykjavík town, than that which would apply by simply halving the 10 aurar national rate as stipulated in the regulations. The committee considered that 5 aurar was too expensive for such short distances within the town.

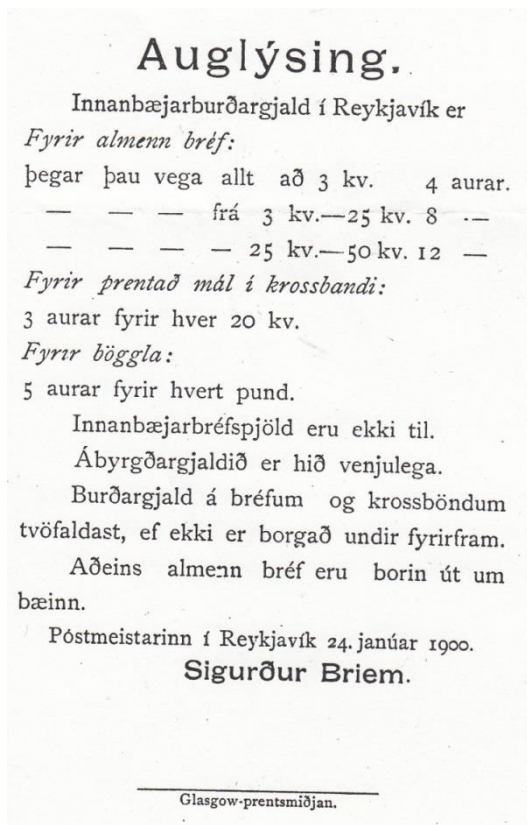
Another source provides further background detail, and is from the record of an Alþing debate in July 1899. An extract reads “.....in addition, if letters are carried from the post office each day, people living in town will start to write more through the post office and stamps will therefore be used much more than before and it is therefore suggested to grant 400 kr. for delivery of mail within Reykjavík.”

A more significant discovery by Þór is described later, see (6) below.

Here then is the sequence of events:

1. **28.2.1899** a newspaper article announced the establishment of post boxes in 3 sizes for leasing within the new Post Office building and that the local letter rate was stated as half of the ordinary, i.e. 5 aurar.
2. **23.07.1899** recommendation by a finance committee for reduction for local letters within Reykjavík town from 5 aurar to 4 aurar.
3. **03.11.1899** a letter from The Iceland Ministry in Copenhagen to the Postmaster stating that, as a consequence of its decision to create a postal district within Reykjavík in which the ordinary letter rate should be 4 aurar, a stamp in that value should be made. It should be sent by ship from Copenhagen by mid-December 1899.

4. **16.12.1899** the Iceland Ministry in Copenhagen accepted the recommendation of the Alþing for a local letter postage rate of 4 aurar within Reykjavík.
5. **03.01.1900** in the first 1900 edition of *Ísafold*, it was announced that the steamer *Vesta* arrived yesterday. It had left Copenhagen on 17.12.1899 and was delayed by bad weather.
6. **06.01.1900** the newspaper *Ísafold* announced the reduction in local letter post within Reykjavík town from 5 aurar to 4 aurar. The article went on to say that, as 4 aurar stamps had not yet arrived, for the time being 5 aurar stamps were to be used, until the 4 aurar stamps became available. This announcement was probably prepared by the Postmaster in late 1899 or the beginning of 1900 before the ship arrived. He would not have known then, when the ship would arrive, hence the authorization for the use of 5 aurar stamps. Unfortunately, following their decision of 16.12.1899, the letter of authority from Copenhagen to proceed, has not come to light. However the postmaster must surely have heard from Copenhagen that the new rates were approved and he must have informed the newspaper some days earlier than the date of the article. It is just possible therefore that the official date for the start of the 4 aurar rate was earlier than 6th January 1900, which was a Saturday, and was published within the post office building on the 2nd, 3rd, 4th or 5th January before the 4 aurar stamps arrived. It may be of course that the 5 aurar stamps were never in fact used in lieu of the 4 aurar. It was probably just good luck that the supply of 4 aurar stamps arrived in time for unloading and were made available for use on 06.01.1900, the same date as the advertisement. A magnificent cover, previously shown in *IslandsKontakt* Nr.81, has been reproduced here (page 14) with the permission of the former editor. This proves the first date of use of the 4 aurar stamps, but may not conclusively prove that the 4 aurar rate began on that day.
7. **24.01.1900** a letter from the Postmaster Sigurður Briem to the Governor of Iceland, in which he recommends the extension of local Reykjavík post to include printed matter and parcels at half the national rate. He also enclosed for the Governor's approval, a hand-written draft advertisement for publication which set out the full details for local postage in Reykjavík



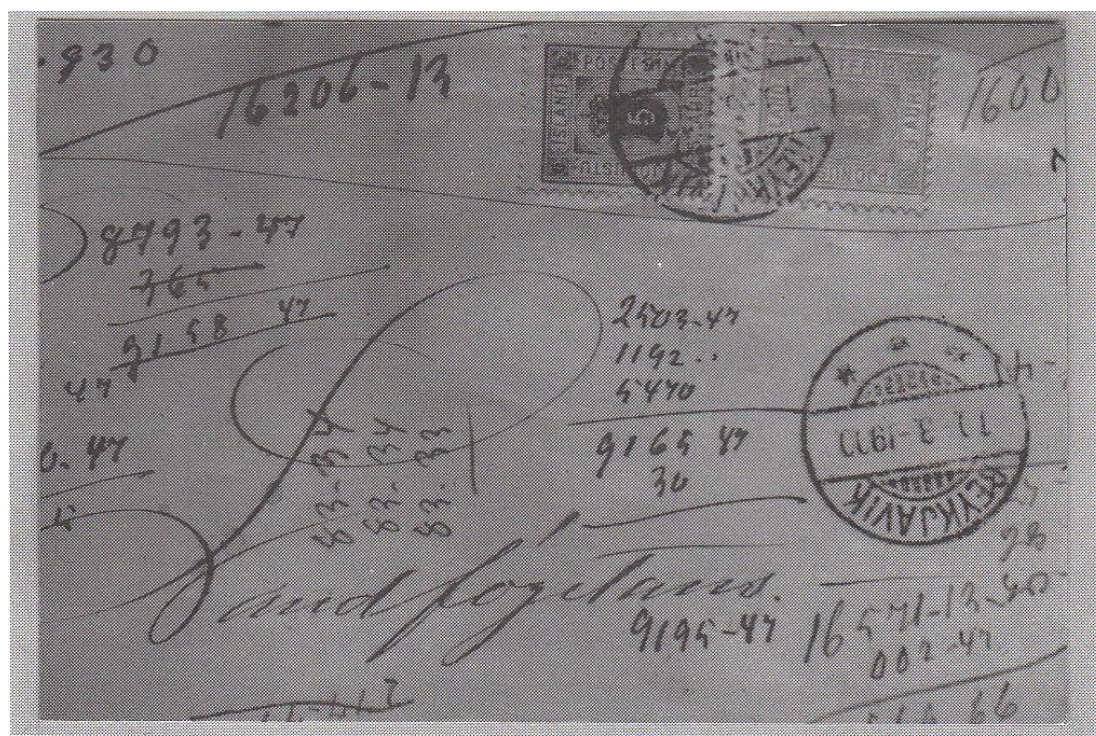
8. **27.01.1900.** The advertisement referred to above was published in *Ísafold* (see opposite). Note that no local lettercards existed, and only ordinary covers would be carried by local postmen.

9. **27.12.1900** a letter from Briem to the Governor recommending that the 4 aurar rate should be extended to cover up to 50kv. The Postal Law of 13th September 1901 set out the regulations to apply from 1st July 1902. This law extended the local post to the rest of the country.

Þór was thwarted in his attempt to see if the national archives might reveal more information from the postmaster letter books. The present postal authorities say that there is currently insufficient money available to have the letter books retrieved and made available to Þór. Until the archives can be accessed, the situation must probably remain as we find it.

I would like to invite readers to share images of any 1900 dated local covers they possess. Please let the editor have them.

Below, to whet your appetite further, are two more 1900 local covers.



An 8 aurar local cover franked with 3 and 5 aurar officials for weight class 4-25 kvint and dated 10 or 11.3.1900. This was shown in *Nordatlant Filateli* 1/1987 and is reproduced here with the permission of Ólafur Elíasson. The cover is in the National Archives in Reykjavík.



With the permission of Ebbe Eldrup, here is an image of a cover published in NFT 91 May 1984. Ebbe says the cover was originally intended to go around Iceland on the S/S Vesta, but ended up being posted as a local letter within Reykjavík. It is dated 2.6.1900.



Described in ISK81 as *Iceland 4aur Oval. First Day Cover 6.1.1900 RARE!!!!*

Acknowledgements.

Ólafur Elíasson "Lokalporto í Island". Nordatlant Filateli nr. 1/1987 sid 15-16.

Ebbe Eldrup og Tørben Jensen "Island Portotakster 1870-1920".

Nordisk Filatelistisk Tidsskrift 91 Årgangsid Maj 1984 sid 75-78. Þór

Þorsteins "Upphaf pósthúsbúðar í Reykjavík". Frímerkjablaðið Nr.4.

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Svalbarð manuscript or.....?



Might this manuscript cancel be Svalbarð 8/1 ?

Are there any other suggestions ?

Your opinions are eagerly awaited.

The source of the Crown and Posthorn cancellers in 1894. Þór Þorsteins

(Published in Frímerkjablaðið No. 20 – page 17, and reproduced with their permission).

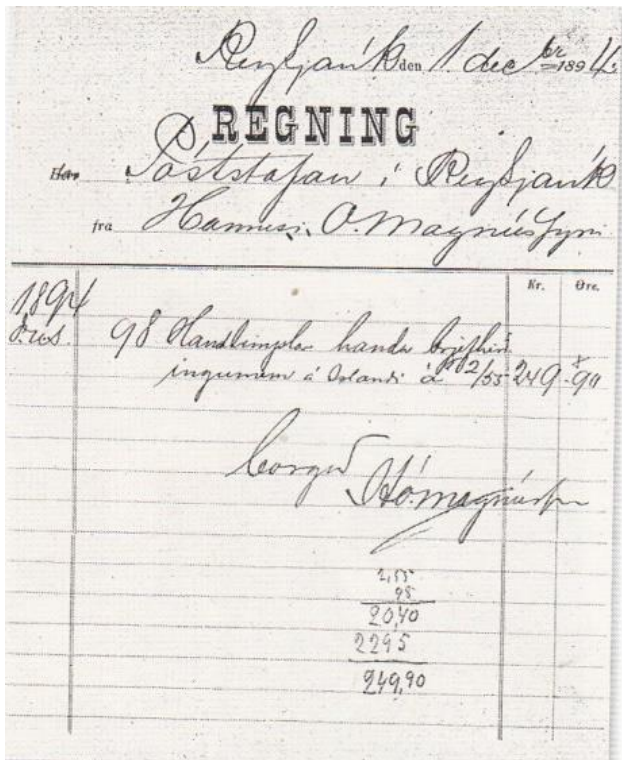
The reason why the postmaster in 1894 bought cancels for most of the then operating Collecting Offices has for a long time been uncertain. A short time ago, an advertisement was found in the weekly newspaper Fjallkónan from 21st June 1892 which partly explains this.

Mr. Hannes Ó. Magnússon (1866-1932) worked part time in the post office from 1891. He was also trying to increase his salary, for instance with the sale of so called “rubber cancels”. In an advertisement he states he can offer them cheapest and best if ordered from him. Until then such (*rubber*) cancels were little known in Iceland and were much cheaper in production than the metal or steel cancels so far used (*provincials*).

The great increase in sea mail.

In the year 1894 a contract with the Danish Steamship Co. came into being by which their steamers *Laura* and *Thyra* should sail along the coast of Iceland on their way between Reykjavík and Copenhagen. This resulted in a great increase in sea mail, which did not pass through any post offices for the cancellation of the stamps. It was considered necessary to record where the mail had been posted for the purpose of postal records and for the control of paid postage. For this particular service, by 1893 there were established new Collecting Offices at all calling places of the steamers.

Until that time no cancels had been provided for use at collecting offices. The reason was the expense of buying metal ones, which then cost up to 27 krónur each. Therefore the job offer by Hannes fitted very well, and it is known that, as a trial, he sold 15 rubber cancels for collecting offices to the post office in Reykjavík, according to an invoice dated 13th March 1894. The price was 2.25 krónur each, so all in all around 25 krónur could be saved. Again, on 1st December during the same year, he sold some 98 cancels but now slightly more expensive at 2.55 for each. All these cancels were the type C1 crown cancels.



A great saving by buying rubber cancels.

If we examine what these figures mean, then in the post balance sheet for the year 1894, we see that payments were made to 120 Collecting Offices. It was considered urgent to provide cancels for them, and if rubber cancels were bought, a substantial amount could be saved. If metal ones were bought the expenses were equal to half of the year's total expenses for all post offices and collecting offices during this year. The Alþing, which for years discussed and approved the postmaster's budget,

would probably have never accepted such an outlay if the reduction had not taken place.

Though many things can be criticized in the official work of Hannes for the post, we have to thank him for the progress which he affected. In addition to the C&P, he sold the post office the first metal bridge type cancel for Reykjavík. The cancel was of the B1a type and had date figures on wheels which solved the problem of the constant loss of the loose ones in earlier provincial types.

Illustrations in *Frímerkjablaðið*.

Advertisement: Kauschuk-stimplar. Are cheapest and best by ordering them from Hannes Magnússon in Reykjavík. Printed in Fjallkonan.

Invoice 1st December 1894 for sale of 98 pcs. C&P to the Post office in Reykjavík. The original is found in the financial accounts of the Post.

Sample of C&P type C1 for HRAUN.

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Is this a picture of one of the Hvammur collecting offices?



There are six former collecting offices listed in Pósthús og Bréfhirðingar á Íslandi with the name Hvammur.

Can any of our Icelandic readers say if this picture, which is just described as “Hvammur”, shows one of the postal stations?

1956 Telegraph stamp - single use

As far back as Issues 1 and 4 of this magazine, examples of the single use of this stamp were discussed. At Nordia 2018 in Iceland I had the pleasure of meeting Anders Roden who showed me from his collection this fine commercial example of the 2.30kr Telegraph stamp.



Reykjavík B1c (R12) dated 2.XI.56. 2kr30 airmail rate to Sweden. The rate was valid to Nordic countries but not Finland from 1.4.56 to 31.3.57

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That FRA ÍSLAND cover (Issue 21 p.10)



(Not for the first time the editor is “all at sea” on this one, so over to the experts).

From Ellis Glatt:- I am still pondering that FRA ISLAND to Denmark carried on the S.S. Laura in early May 1903 and franked with a Danish 16-ore bicolor. My question is with regard to the applicable rate for ship mail in 1903 from Iceland to Denmark on S.S. Laura.

If a letter was posted on board this mail boat in Iceland addressed to Denmark, with the ship making a stop in Leith en route to Copenhagen, would the 16-aur rate still apply if the letter does not specify via GB? Note that the subject cover was did not have any markings other than FRA ISLAND and the Copenhagen arrival postmark on the reverse (no Leith postmark).

Although the cover did not specify that the letter be routed via England, the Laura’s regular run was Copenhagen-Iceland-Thorshavn-Leith-Copenhagen. So, would the Laura’s stopover in Leith require that a letter to Copenhagen deposited on board out of Iceland be paid at the prevailing 16-aur Nordic rate or the 20-aur UPU rate?

Thanks, Best, Ellis

The Christian X EIN KRÓNA variety *Henk Burgman*

Brian,

I finally managed to acquire a copy of Facit 159v¹. For me this is the first one I ever see in "the wild" in reality. I have seen many illustrations but as said never before in reality.

My questions: Is there anyone who knows which position in the sheet this was on? Was this on all sheets or only on a part of the overprint printing?

How many collectors do have a copy in their collection?

Greetings from a warm Amsterdam.

Henk

Facit 159v¹.

"bulge to the left of E"



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Early Official Airmail (Issues 26 and 27)



Brian Stwalley said in Issue 27 that he was as curious as I am concerning an almost identical cover to mine shown previously, same franking same date. Well here is a third example, which recently sold for \$147 on Ebay.