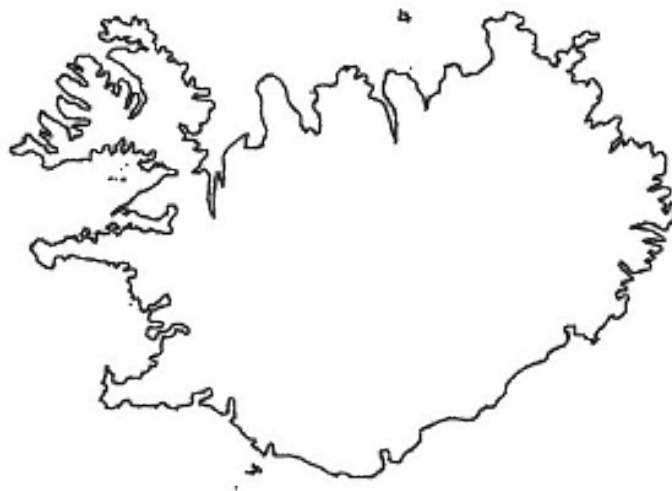
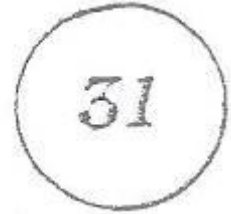


# ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



EDITOR  
Brian Flack  
E-mail address  
flackbp@gmail.com

Issue 56/May 2023

## Iceland Philatelic Magazine

Contents	Page
Old shipping schedule for the mail ships “Egil” and Vaagen <i>Ole Svinth</i>	3
Issue 52 - About ship mail in Iceland	4
Additional Tollur (Revenue) Cancellations on Iceland Postage Stamps <i>Roger Cichorz</i>	5
An exceptional parcel card	6
Rare “GIL only” Overprint Variety in Setting IIA finally surfaces. <i>Ellis Glatt</i>	7
Pverá type B1a - Mistake or back dating? (Issue 55)	10
An interesting card from my collection <i>Hálfdan Helgason</i>	11
More on labels. <i>Þór Þorsteins / Ole Svinth</i>	12
FREDERIKSHAVN <i>Jakob S. Arrevad</i>	14
Rare Í Gildi with overprint in two colours <i>Ole Svinth</i>	21
Was the crown cancel “Arnhólsstaðir” used on a Petersen cover in 1938? <i>Brynjólfur Sigurjónsson</i>	22
<u>Reusage of C1 Borgarfell after N1a-22 was distributed in 1903.</u> <i>Jørgen Steen Larsen.</i>	23
An appeal to readers for information on this interesting 1945 flown cover <i>Ron Collin</i>	26
International Reply coupon -1972 World Chess Championship <i>Michael Schumacher</i>	27

Please let me have your articles if you want them in the next issue which will be June 2023. If you need help with translations let me know.

The editor will help with the English if necessary.

[flackbp@gmail.com](mailto:flackbp@gmail.com)

## Old shipping schedule for the mail ships "Egil" and Vaagen Ole Svinth

# Fartplan for de postforende Dampskibe „Egil“ og „Vaagen“,

tilhørende O. WATHNES Arvinger,

mellen

# Kjøbenhavn, Norge, Færøerne og Island 1900.

Saafremt uforudsete Hindringer ikke indtræffe.

	Fra Kjøbenhavn til Island.											
	Januar „Vaagen“	Marts „Egil“	Marts „Vaagen“	April „Egil“	Maj „Vaagen“	Maj „Egil“	Juli „Egil“	August „Egil“	Septbr. „Vaagen“	Oktober „Egil“	November „Egil“	December „Vaagen“
Kjøbenhavn Kl. 9 Pm.		1 Marts	10 Marts	10 April		30 Maj	13 Juli	27 Aug.		11 Oktb.	23 Novb.	
Stavanger 7 Em.		1	13	13		2 Juni	16	30		14	26	
Haugesund . . . . .		1	13	13		2	16	30		14	26	
Bergen . . . . .		1	13	14		3	17	31		15	27	
Thorshavn (Færøerne)		6		16		5	19	2 Sept.		17	29	
Westmanhavn do.		7				6	20	3		18	30	
Berufjord . . . . .		9	18	18		8	22	5		20	2 Decb.	
Stödvarfjord . . . . .		9	18	18		8	23	6		20	3	
Faskrudsfjord . . . . .		10	19	19		9	24	6		21	3	
Rødefjord . . . . .		10	20	19		9	25	7		21	4	
Eskefjord . . . . .		11	20	20		10	24	7		22	4	
Nordfjord . . . . .		11		20		10	24	7		22	5	
Seydisfjord . . . . .		13	22	22		12	26	9		24	7	
Vopnafjord . . . . .		14	23	22		12	27	10		24	7	
Thorshöfn . . . . .		14	23	23		13	27	11		25	8	
Husavik . . . . .		15	24	24		14	28	11		25	8	
Ófjord . . . . .		17	25	25		14	29	12		26	9	
Fra Island til Kjøbenhavn.												
Ófjord . . . . .		19 Marts	27 Marts	27 April		16 Juni	1 Aug.	11 Sept.		28 Oktb.	11 Decb.	
Husavik . . . . .		20		27		17	2	14		28	12	
Thorshöfn . . . . .		21		28		18	3	15		29	13	
Vopnafjord . . . . .		21	28	29		18	3	16		30	13	
Seydisfjord . . . . .		23	30	1 Maj		20	5	18		1 Novb.	14	
Nordfjord . . . . .		23		1		20	5	18		1	16	
Eskefjord . . . . .		23	31	2		21	6	19		2	16	
Rødefjord . . . . .		24	31	2		22	6	19		2	17	
Faskrudsfjord . . . . .		24	1 April	3		22	7	20		3	18	
Stödvarfjord . . . . .		24		3		23	7	20		3	19	
Berufjord . . . . .		25		4		24	8	21		4	19	
Westmanhavn (Færøerne)		27		6		26	10	23		6	21	
Thorshavn do.		27		7		27	11	24		7	21	
Bergen . . . . .		29		9		29	13	26		9	23	
Haugesund . . . . .		30		10		30	14	27		11	23	
Stavanger . . . . .		30	6	10		30	15	27		11	26	
Kjøbenhavn . . . . .		2 April		14		1 Juli	18	1 Oktb.		14	29	

Expedition: *I Stavanger: Tonnes Wathne.*

*I Haugesund: Edmund Christensen.*

*I Bergen: Skibsmester Andreas Nilsen.*

*I Kjøbenhavn: Dines Petersen, Havnegade 31.*

## Issue 52 - About ship mail in Iceland

I hope the following provided by Jørgen Steen Larsen will produce a response from our many ship mail collectors: -



This strike was not shown in Þór Þorstein's article "About ship mail in Iceland."

"Kom med sjópósti" is used to indicate, that the small package should have arrived by air but actually arrived by ship. It might be the only known usage of this cancel.

(Ed. In Þór Þorstein's article "About ship mail in Iceland" he declared that the illustrated cancel was not known).

**Skipsbréf**

Ísafjörður 1914-óþekkt

Here from Jørgen: -

Brjefspjald sent from Sólbakka 24.3.1919. Sólbakki, Mosvallahr., V-Ísaf. Postoffice Flateyri. Transit Ísafjörður. Cancel "Skipsbréf", either used in Flateyri or Ísafjörður? It might be the only known usage of this cancel.





## Additional Tollur (Revenue) Cancellations on Iceland Postage Stamps *Roger Cichorz*

This is a brief report on two *Facit*- and *Scott*-unlisted Tollur stamps (*Facit* #99/*Scott* #132 and *Facit* #105/*Scott* #133) that were in a Tollur accumulation I purchased from Dutch Country Auctions in Wilmington, Delaware as lot #1151 in its January 17-19, 2023 Sale #344. These two stamps were not known to me at the time, so are not mentioned in my January 2023 *IPM* article on Tollur cancellations, nor listed in my *Scott/Facit* Concordance that accompanied the article.



The two stamps are illustrated here. My previous article had indicated another *Facit*- and *Scott*-unlisted Tollur stamp, *Facit* #100/*Scott* #134, is known with a Tollur cancel, but is not listed in either catalogue. Unfortunately, I do not have this stamp in my collection and can only provide a scan of it as it appeared in its 2016 eBay listing. This stamp is presently under consideration for a future listing in the *Facit Special Classic* catalogue. I brought the attention of my two stamps to the *Facit* Catalogues Editor and am awaiting a reply.



With these three stamps, it can be stated that now all the 1921-1925 surcharged stamp issues are known to exist with Tollur cancellations. Interestingly, all three of these *Facit/Scott* unlisted stamps are listed (but unpriced and not illustrated) in the “Iceland Tollur Cancels” section of the *Barefoot 2019 Scandinavia Revenues Catalogue*.

It makes sense and I believe all three of these stamps are legitimate Tollur use and should exist as they were issued and available during the 1924 to 1938 period of Tollur-cancellers use and not among the stamps listed as prohibited from receiving the Tollur cancellation. A skeptic, of course, could argue that these stamps were contemporaneously cancelled to order or otherwise favour cancelled for the benefit of collectors. I suppose

the only way to truly verify actual Tollur use of any Tollur cancelled stamps is if the stamps were affixed to a revenue document or some portion thereof.

I want to point out, however, that most Tollur-cancelled stamps that exist today are off-paper examples, and compared to these, the Tollur-cancelled stamps that exist on entire revenue documents or substantial pieces thereof are modest in number and relatively scarce.

## References

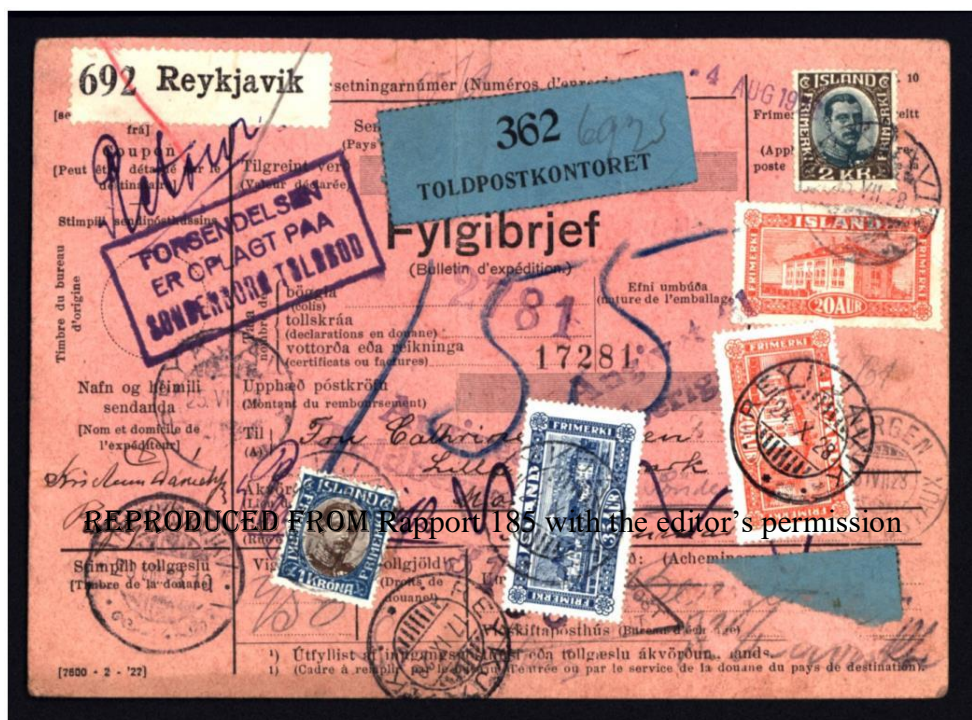
*FACIT Special Classic 2022*, Gunnar Lithén (Editor-in-Chief), Facit Förlags AB, Malmo, Sweden, Iceland Section, pages I-383-391 and I-400-401.

*Scott Standard Postage Stamp Catalogue 2022*, Volume 3B (H-I), Jay Bigalke (Editor-in-Chief), Amos Media, Sidney, OH, Iceland Section, pages 208-209 and 242-243.

*Barefoot Scandinavia Revenues Catalog*, 2019 3<sup>rd</sup> Edition, J. Barefoot Ltd., York, England, Iceland Tollur Cancels Section, page 42.

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## An exceptional parcel card.



An exceptional parcel card, the absolute best item in Johnny Pernerfors' postage due collection according to himself. He paid EUR 1750 incl. commission for the item at auction. The card is sent to Denmark franked with 2 kr Christian X first issue plus 20 aur Museum building cancelled REYKJAVÍK 25.VII.28. The card was sent via Oslo as per the transit cancel of 31.VII.28. The card was eventually returned to Iceland where a further 1,55 kr in stamps were applied as postage due for the return and cancelled on 24.X.28. Various transit and arrival cancels. The vertical center fold away from stamps of little importance.

## Rare “GIL only” Overprint Variety in Setting IIA finally surfaces

by *Ellis Glatt*

As this researcher wrote about in the *Facit 2013 Special* guide to the Iceland Í Gildi overprints, a series of overprint anomalies developed during the overprinting of 10-aur official service sheets in December 1902. A very early state of the Setting II overprint plate (referred to as Setting IIA) had just been put into service overprinting the top half of the sheets and almost immediately ran into a problem with loosened type in plate position 5. As a result, certain pieces of type in that plate position began to migrate and ultimately failed to print. Before the problem was corrected, the top half a large number of those 10-aur sheets along with a least several 4-aur and 5-aur OS sheets were impacted. The problem was eventually corrected and the bottom half of those sheets were not impacted.

It is interesting to note that similar problems had previously developed in and around that same plate position during overprinting with the Setting I plate. First in position 5 early on during the overprinting of the top half of 20-aur regular postage sheets, and later in Setting IA in plate position 6 while overprinting both the top and bottom halves of numerous other sheets of various denominations, both regular and official service. Both of these instances created the various authentic “Missing Í” overprint varieties currently listed by Facit. However, with the Setting IIA plate, unlike in Settings I and IA, the initial “Missing Í” condition in position 5 quickly deteriorated and ultimately progressed to the point where all but the “L” character in the top line of the overprint failed to print.

Major Setting IIA overprint varieties listed by Facit for the 10-aur OS, all from overprint plate position 5, include the “Missing Í” variety (Tj 24v8), the “IL only” variety (Tj 24v5), and, finally, the “L only” variety, both normal (Tj 24v3) and inverted (Tj 24v4). Also, there are several intermediate states of the “IL only” variety that are not specifically broken out by Facit. They are highlighted below to better illustrate how the various varieties progressed during the Setting IIA overprinting process. However, besides the aforesaid Setting IIA intermediate-state variants from plate position 5, there was one more that some researchers and experts believed existed for the 10-aur OS, an overprint exhibiting a “GIL only” variant. But our inability to locate such an example to verify its authenticity proved to be a major stumbling block over the years.

The possible existence of a “GIL only” variety re the 10-aur OS first came to the attention of the writer back in the 1990s, when asked to evaluate a black & white photocopy of a page out of a December 1969 Köhler auction catalog. It included an image of an overprinted 10-aur OS pair with the right stamp exhibiting only “GIL” instead of Í GILDI.” Although there was no reason to question the authenticity of the pair at the time, the small, low-resolution image made verification via plating virtually impossible. Since then, the hunt for the pair has been ongoing. And, as far as the writer is aware, that pair has yet to surface again in the marketplace. In the interim, a listing for the “GIL only” variety never made it into Facit.

That all changed earlier this year when, after decades of searching, a second overprinted 10-aur OS pair surfaced, this one with the “GIL only” overprint on the left stamp. Moreover, the pair, which is shown below in Figure 1, consistently plates with positions 5-6 of Setting IIA, as well as with those same sheet positions of the underlying 10-aur stamps. Finally, a fully authenticated specimen, to be followed by a new listing in the upcoming *2024 Facit Classic Special!*



Figure 1: “GIL only” variety from Setting IIA (plate positions 5 & 6)



With a “GIL only” specimen now in hand, one can now readily follow the entire progression of the various overprint states found in plate position 5 during the time the Setting IIA plate was in service.

The initial state produced the “Missing Í” variety in position 5, as shown below in Figure 2. That state was followed by the “GIL only” state depicted above in Figure 1.



Figure 2: “Missing Í” variety from Setting IIA (plate positions 4-5-6/14-15-16)

However, the “GIL only” state must have been extremely short-lived, with only two examples recorded to date. Several intermediate states of the “IL only” variant appear to have followed shortly thereafter. Examples of each of these are presented below in Figures 3a, 3b, and 3c.



Figure 3a: “IL only” variety (normal spacing) from Setting IIA (plate positions 4-5-6)





Figure 3b: “IL only” variety (wide spacing)      Figure 3c: “IL only” variety (extra-wide spacing)

The final state of the Setting IIA overprint plate in position 5, which ends with the “L only” variant, is shown below in Figure 4.



Figure 4: “L only” variety from Setting IIA (plate positions 4-5-6)

A rare “L only” example on the 4-aur OS is also recorded (Tj 22v2). Several inverted “L only” overprint varieties also exist. They are recorded primarily on the 10-aur OS, along with very rare examples on both the 4-aur OS (unlisted) and 5-aur OS (Tj 16bv2). However, the only recorded inverted “L only” 4-aur OS example resides in the Hals collection held at Iceland’s National Archives in Reykjavik. Inverted 5-aur and 10-aur OS examples are shown below in Figures 5a and 5b. As expected, both of these varieties are found in sheet position 96, which is where plate position 5 would fall if an inverted sheet was inserted into the press.



Figure 5a: Inverted “L only” variety on 5-aur OS from Setting IIA (plate position 5 on sheet position 96)



Figure 5b: Inverted “L only” variety on 10-aur OS from Setting IIA  
(plate positions 5-6 on sheet positions 96-97)

Knowing how these major Setting IIA overprint varieties came about in plate position 5 makes it relatively easy to authenticate such examples. All of these variants evolved during the overprinting of the top half of some 1600 sheets of the 10-aur OS, 90% of which were still in the possession of the Reykjavik General Post Office as late as 1941 according to some estimates<sup>1</sup>. As far as rarity status, most, if not all of those sheets likely exhibited the final “L only” condition, at least based on the abundance of this 10-aur OS variety circulating in the marketplace today and the scarcity of the earlier variants. No doubt the “GIL only” variety is the rarest of the group. With only one other recorded example still out there, it’s the one that still needs tracking down at this point. Happy hunting!

**References:**

Glatt, Ellis: “An Expert’s Guide to the Iceland Í Gildi ‘02-’03 Overprints,” *Facit Special 2013*, July 2012.  
*Facit Special Classic 2022*, Facit Förlags AB, Malmö, Sweden, 2021.

**Endnotes:**

<sup>1</sup>Lundgaard, Erik: Islands “Í GILDI” udgave 1902-03, draft report, 1941.

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**Þverá type B1a - Mistake or back dating? (Issue 55)**

Jørgen Steen Larsen’s response to the above article: -

BH Þverá opened 1.8.1933. B1a Þverá is known used from 1934. I have the following dates of use: 12.11.34, 15.1.35, ?1.4.35, -6.7.35, -8.2.38, 20.7.43, ?8.12.44, 20.7.46, X9.?.47, 22.12.52, 17.3.54, 1X.9.58. As you can see, B1a Þverá seems to be used regularly, so the date “40” on a 1948 stamp seems to be just a coincidental mistake for “50”.

## An interesting card from my collection *Hálfdan Helgason*

While rummaging through my postcards, as I so often do, I put the illustrated card aside for closer inspection.



The card is originally the 5 aurar green from the Cristian IX issue from 1904. In that issue there was also the 3 aurar card, which was the local postage fee and was used so extensively, especially for meeting invitations and various announcements, that the double 3-aurar cards, which came out at the same time as the single ones, were separated and both parts were used as single cards. Towards the end of 1906, there was a significant shortage of 3 aurar denominations, so it was decided to overprint 5 aurar cards with the cut-out number 3 in a reddish-brown square, as there was still a considerable stock of the 1904 issue. The overprinting was done in four batches by printing house Gutenberg, and according to an account, the first batch ended on Friday, January 4, 1907, by which time 3,500 cards had been overprinted. The next batch of 1500 cards ended shortly after, on January 9.

Returning to the illustrated card, it was sent to Denmark on January 7, 1907, but the postage was 8 aurar at that time. The postcard is clearly overpaid by 2 aurar (3+3+4), but what makes the postcard particularly interesting is that it is undoubtedly first day cancelled, as Monday 7th January is the first possible sale date for these 3 aurar postcards. It should be noted that the sender was Ólafur Sveinsson, a well-known collector in those years, who made quite a name for himself as a stamp dealer. The card was a New Year's greeting, but the greeting was so short (fewer than five words) that the card could have been sent as a printed matter, for which a postage fee of 5 aurar was sufficient.

On January 16, 1907, a shipment of 20,000 copies of 5 aurar postcards with a picture of Kristján IX arrived. Of these, 17,500 copies were then overprinted in two batches, on February 22 and April 15. You can see in my book *Icelandic Postal Stationery* how these cards differ from the version of 1904.

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**More on labels. Þór Þorsteins / Ole Svinth**

(Previously published in IslandsKontakt Issue 64, 2007)



Label is yellow.

Because of my poor Icelandic, I wonder, what is BIÐPÓSTUR?

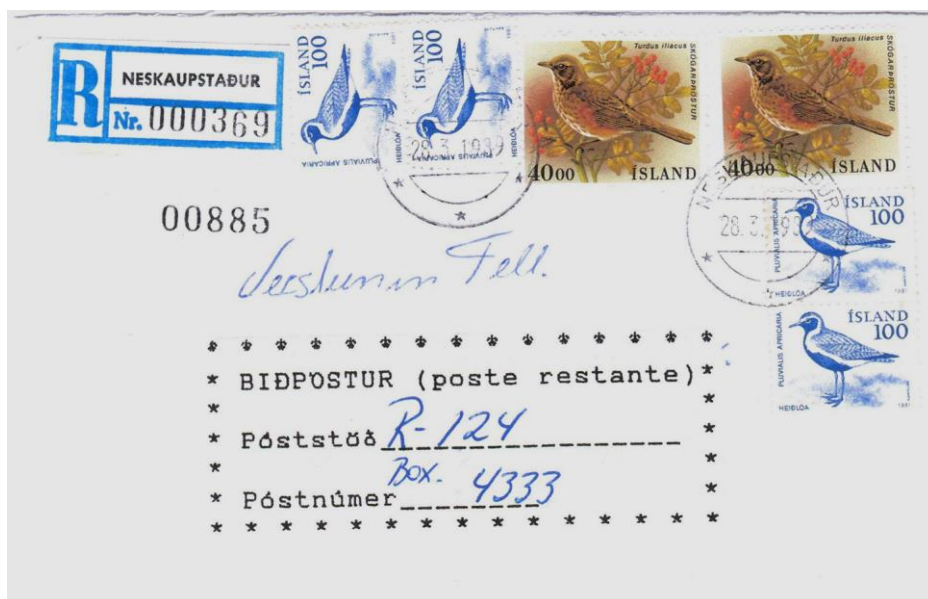
These items were also received from Þór but without any explanation. "Poste restante" I understand, but is it the same? Ítrekað is also an often seen mystery to me. I have to turn to Þór Þorsteins again.

Þór's answer was, *Biðpóstur is the same as Poste restante. Or mail held by the post office, and you have to collect it later. Ítrekað stands for reminder. Our post has over the years used a lot of special labels.*

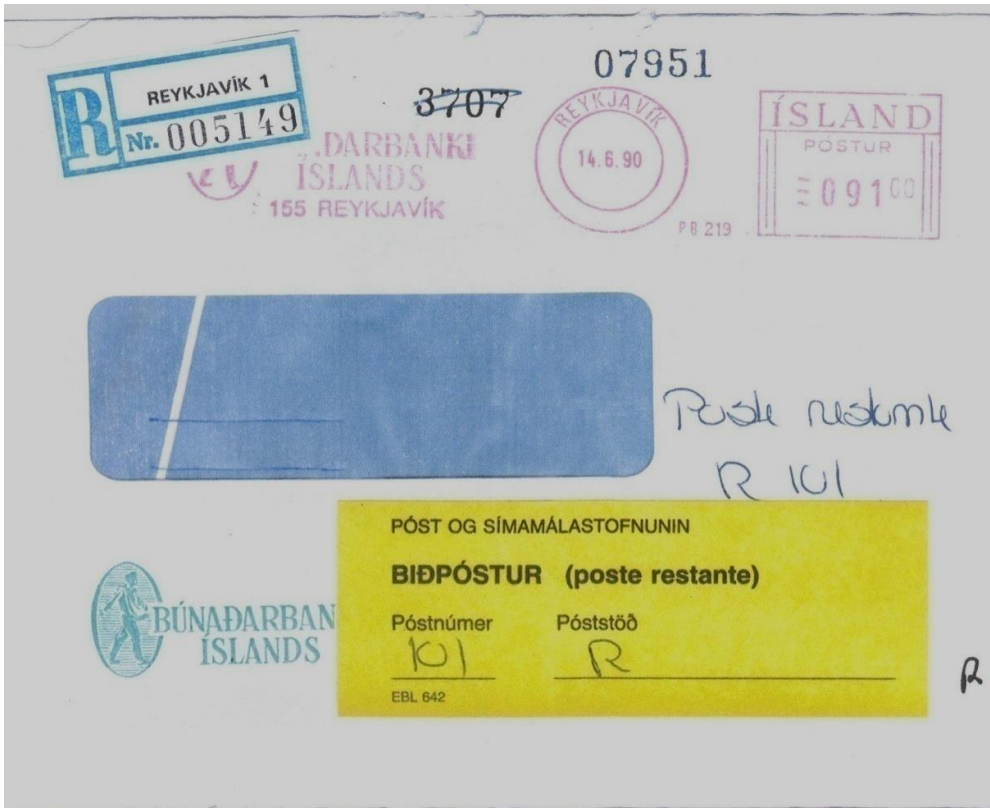


POSTE RESTANTE in handwriting dated December 18<sup>th</sup> 1975.

Also, ITREKAÐ (here in blue) = Reminder issued on December 29<sup>th</sup>.



Special cancel used Dated March 28<sup>th</sup> 1989.



Yellow label Dated June 14<sup>th</sup> 90.



Yellow label and return label in red Dated March 20<sup>th</sup> 2004.

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FREDERIKSHAVN *Jakob S. Arrevad*

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1903

1903.07.11	KOLFREYSTADUR	Boulogne sur Mer	ank. Kbh. 9.11.1903
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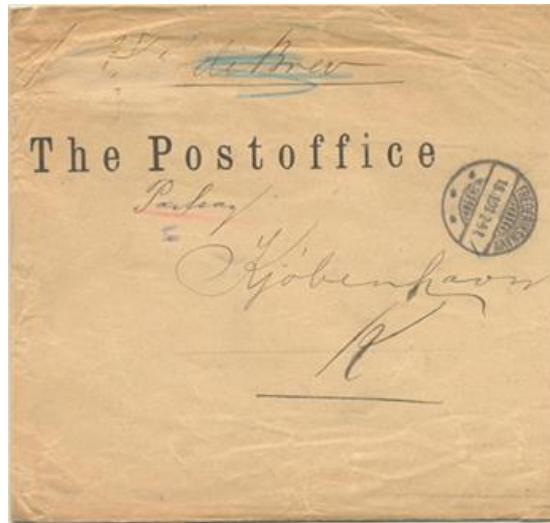




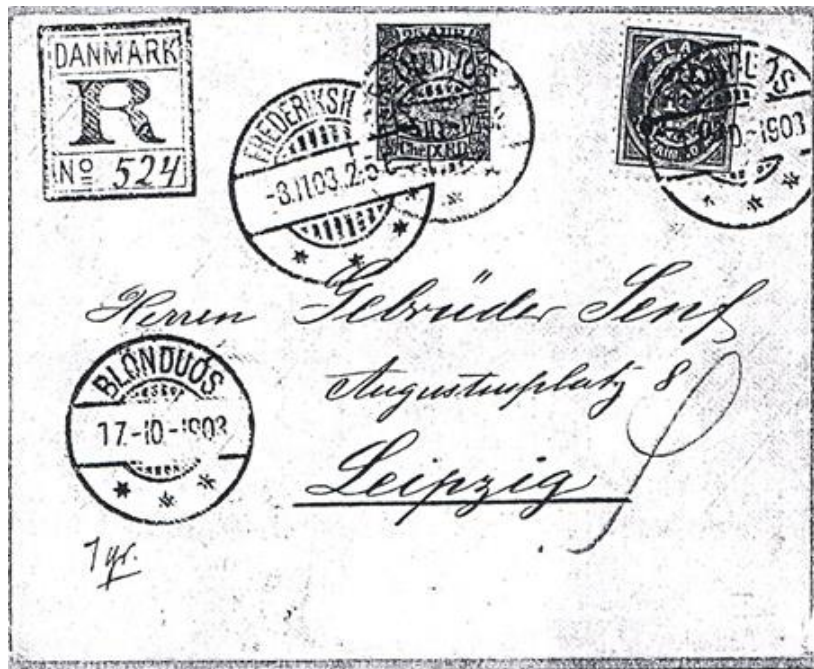
Faskrudsfjord, 28 Juin 1903

Merci, ma bonne Louise,  
 de votre lettre. J'espère que  
 vous êtes maintenant tout-  
 à fait remise. J'irai du reste  
 sous peu prendre moi-même de  
 vos nouvelles rue Duphot. <sup>M 624/6</sup>  
 A bientôt V de Vallée

1903.11.08	Vestmannaeyjar	Copenhagen	Arrival Copenhagen 9.11.1903
1903.11.08	Blönduós	Leipzig	
1903.11.08	Akureyri	Copenhagen	



Postal matter to the post office in Copenhagen cancelled Frederikshavn 18 11 03. On back the wax seal of Vestmannaeyjar post office and arrival postmark Kjøbenhavn 19 11 03, Postal matters were free of charge.



Registered letter from Blönduós 17 10 1903. Transit Frederikshavn 8 11 03. To Leipzig.

It might be S/S CERES – but she went direct from Leith to Copenhagen and there is no reason for passing Frederikshavn except for the lack of coal.



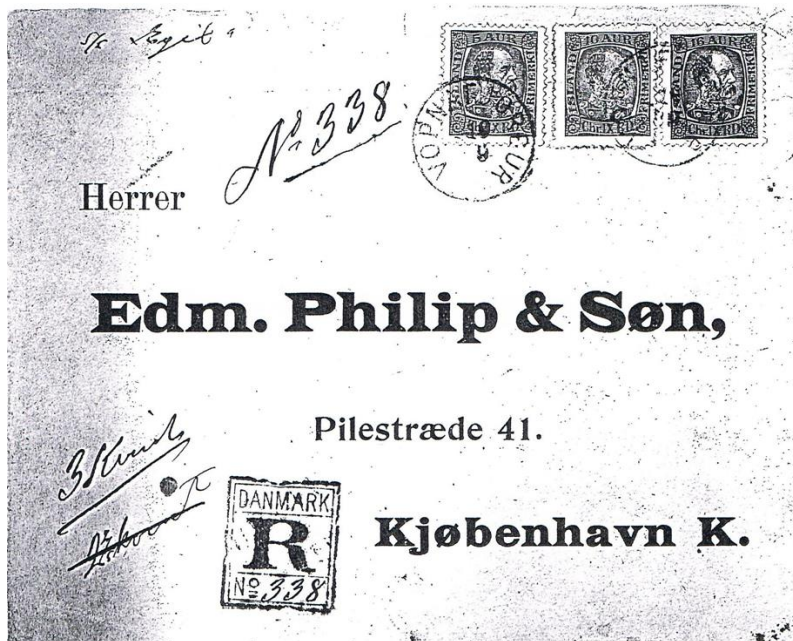
Akureyri 20.10.1903 – Frederikshavn 8.11.1903 to Copenhagen. It might be S/S Ceres but again – why Frederikshavn?

**1904**

**1905**

1905.10.01	Vopnafjörður	Copenhagen	Pr. S/S Egil
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Vopnafjörður 19 9 (05) - Frederikshavn 1 10 05 (on the back). Pr. S/S Egil from Wathne. It went i.a. via Stavanger and next stop Copenhagen. The stop in Frederikshavn can be for additional coal?

1905.11.11	Reykjavik	Århus	Arrival 12.11.05 Pr. S/S SKALHOLT
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S/S Skálholt ended her trips around Iceland and came to Reykjavik 2<sup>nd</sup> November and left for Denmark probably with Christianssand as the last harbour before Copenhagen. The card might have travelled from Christianssand to Frederikshavn with "A/S Christianssands Dampskibsselskab" and then by train to Aarhus.

## 1906

1906.08.10	Dýrafjörður	Copenhagen	Via Akureyri 25/7
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6 aur + 10 aur = 16 aur; portoen for 1. vægtsatsbreve -15 g til Danmark. Dyrafjörður 23. juli via Akureyri 25/7, Frederikshavn 10. 08.06 og ankomststemplet Kjøbenhavn 11.8.1906.

1906.10.??	?	?	Stamp cancelled on the train Frederikshavn-Ålborg
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**1907**

**1908**

1908.07.29	Akureyri	Ny Holte - Denmark	Danish stamp – send from HMS - HEIMDAL <sup>1</sup>
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<sup>1</sup> From ISLANDKONTAKT # 94 (Leif Fuglsig) and partly an explanation in # 95 (Jakob S. Arreved)



The text of the card contains i.a. the following passage: "Today there will be a ride for the crew to the Forest, which I now do not think is quite large or shady."

HMS HEIMDAL was in the period from June 1<sup>st</sup> until September 29<sup>th</sup> on inspection and measurement around Iceland (commander, captain L. Bauditz).

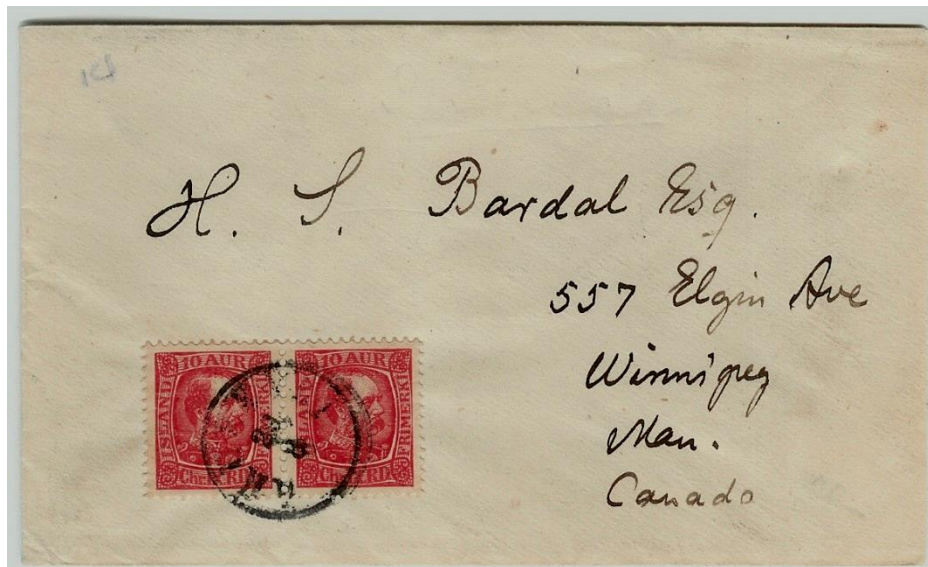
During this task, it is noted in Reykjavik that HEJMDAL on 7.7.1908 from there took mail to Ísafjórður and onwards, for which DKK 4 was paid, which means a lot of mail when compared with other payments – but the link to Frederikshavn is unclear.

**1909**

**1910**

1910.09.07	Akureyri	Winnipeg Canada	
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Akureyri 29.8. Transit Frederikshavn 7.9.1910 on the back. No other transit or arrival cancellations.

1922





1931



"FREDERIKSHAVN 18.5.31"

## References

- ISLANDSKONTAKT # 51 Leif Fuglsig
- ISLANDSKONTAKT # 51 page 18 – Ebbe Eldrup
- ISLANDSKONTAKT # 54 Leif Fuglsig
- ISLANDSKONTAKT # 55 Jakob S. Arrevad
- ISLANDSKONTAKT # 99 Leif Fuglsig.
- Sjø-Postruter på utlandet

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## Rare Í Gildi with overprint in two colours *Ole Svinth*



## Was the crown cancel “Arnhólsstaðir” used on a Petersen cover in 1938?

*Brynjólfur Sigurjónsson*

The article of re-usage of crown cancel “Arnhólsstaðir” in the last IPM written by Jørgen Steen Larsen, prompted me to discuss this matter further in conjunction with the Peter Petersen covers, on which I wrote a book about and published for free in 2021. In the book I only had knowledge, at the time, about one crown cancel “Arnhólsstaðir” lying on a stamp that was commonly used on Petersen covers and that was a 30 aur Christian-X 25 year Jubilee (Facit nr. 219). In the book I presented the hypothesis that this cancellation might originate from a Petersen cover, but that more evidence would be needed to prove or disprove it either way.

When one looks over the Arnhólsstaðir crown cancels presented in Jørgen’s article, I noted immediately another cancelled stamp that also might have been used on a Petersen cover and that is the 3 aur Matthias Jochumsson stamp (F-212). What further supports my claim is that both cancels are still found on similarly cut out paper pieces and the paper looks similar to the paper found in the average Petersen cover. But now, one might ask if there is a way to tell how the cover itself might have looked before it was cut to pieces? The answer is a partial yes, as we have at least 180 other covers to build our answer up on. When I ask the Petersen cover database about how many covers have both the F-212 and F-219 I get the answer that these two stamps are found together on 21 Petersen covers.

They are the following: Breiðabólsstaður, Djúpivogur, Egilsstaðir, Eiðar (1), Einarstaðir, Eiríksstaðir, Eskifjörður, Grenivík, Háls, Hjaltastaður, Höfn, Hraukur, Hvanná, Kinnarstaðir, Reyðarfjörður, Saurbær (1), Skjöldófsstaðir, Sleðbrjótur, Starmýri, Vogatunga and Ægissíða. When we look in more detail at these 21 covers we find they all have a similar franking pattern. For example, all but two of these 21 covers, have Facit-146 (1-eyrir Christian-X issued in 1937). Similarly, all but two covers have Facit-214 (7 aur Matthias Jochumsson issued in 1935). And lastly all but three of these 21 covers have Facit-219 (10- aur Christian X Jubilee).

I am therefore putting forth my hypothesis that the crown cancel “Arnhólsstaðir” was probably used on a Petersen cover and it should be found on the following three stamps: 1-eyrir Christian-X issued in 1937, 7 aur Matthias Jochumsson and 10- aur Christian X Jubilee.



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## Reusage of C1 Borgarfell after N1a-22 was distributed in 1903. V / Jørgen Steen Larsen.

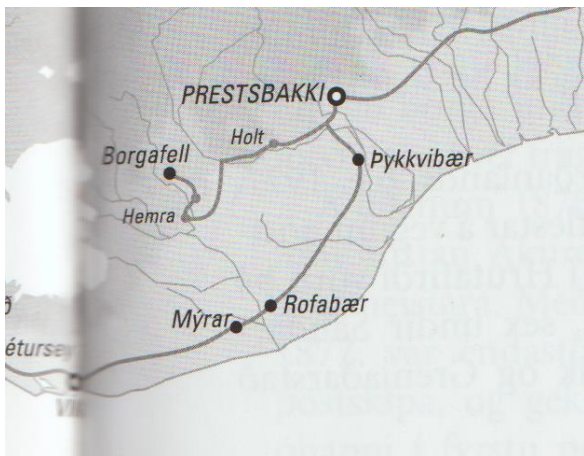
In 1873 three main postal routes (Aðalpóstgöngur) were established. The Southern route went from PS Reykjavík through PA Hraungerði, PA Völlur, BH Skógar, BH Fell (í Dýrhólahreppur, BH Mýrar, PA Kirkjubæjarklaustur, BH Sandfell, BH Kálfafellsstaður, BH Bjarnarnes, BH Stafafell to PA Djúpivogur.

BH Borgarfell was opened at 1.4.1892 at the end of a branch route (Aukapóstgöngur) leading to PA Kirkjubæjarklaustur / PA Prestbakki. On 1.1.1913 BH Borgarfell was moved locally to the farm Hlíð. On 1.1.1916 the BH was moved once more locally to the farm Flaga where it operated until 30.9.1980. From 1.1.1916 the former BH Borgarfell became just a Viðkomustaður.

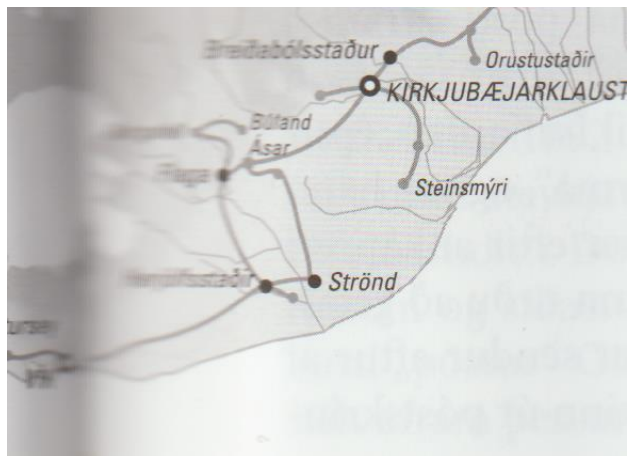
Due to Carøe: "In 1917 the Eastern (Southern) post was re-routed between Vík (Fell) and Prestbakki to avoid the often difficult crossing of the mountain torrent called Kúðafljót. The new route went further inland via Flaga."

Here I guess that the correct date of the re-routing should have been 1.1.1916 - as stated by Þór Þorsteins.

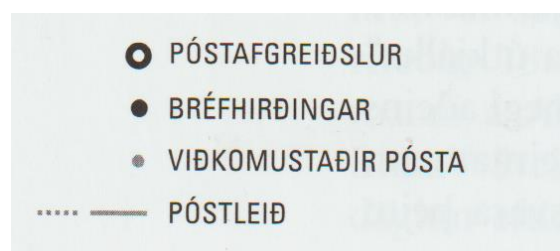
Kúðafljót is a big glacial river formed by the rivers Eldvatn, Tungufljót, Hólsá and Skálm. It is about 4 km wide and difficult to ford.



Extract from Póstkort Íslands 1913.



Extract from Póstkort Íslands 1930.



From the left Postal map 1913 it follows that the branch route is close to the coastline and on the right Postal map 1930 the branch route is further inland crossing Kúðafljót near BH Flaga.

BH Borgarfell received C1 Borgarfell around 1894/95 and N1a-22 in the summer of 1903.

C1 Borgarfell is scarcely seen used before the summer of 1903 and has black ink in this period of time.

We know N1a-22 from the summer of 1903 used in the beginning with black ink and later on with violet ink. old usages with black ink are not seen so often. Usages of N1a-22 with violet ink are more common but far more unusual than usages with black ink from about 1920.





Facit 77 \* 2 with black ink.



Facit 94 \*2 with violet ink. This is the latest usage of N1a-22 I have seen with violet ink.

C1 Borgarfell was reused with violet ink instead of N1a-22 in a period from app. 1915 to 1919.



Facit 66 \* 2, violet ink.



Facit 96 \* 2, violet ink.



Facit 96 \* 2, violet ink.

(Ed.) Additional examples follow;



Ron Collin provided these two Facit 96 violet ink.



Facit 79 violet ink

Followed by eight images from exhibitions or sources unknown.



Facit 81 black ink



Facit 81 violet ink



Facit 92 violet ink



Facit 79 black ink



Facit 94 black? ink



Facit 96 violet ink

In my opinion the usage of C1 Borgarfell on Facit 66 is a re-usage because of the violet ink. The re-usages on Facit 96 \* 2 are probably from the double postal rate period from 26.10.1917. I have seen a Brjefspjald with C1 Borgarfell dated 14.4.1917.



N1a-22 on Facit 96 \* 2 with black ink. Probably from the end of the double postal rate period in 1919. I have never seen more such usages. From 1920 N1a-22 is usual – always with black ink.

Occasional reusage of C1 Borgarfell?



From ISK 45

From ISK 45

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This reusage of C1 Borgarfell might either be occasional or from the end of 1930 after the fire in Flaga on December 1th 1930 and before D1-236 was delivered to BH Flaga.

**Reusage of C1 Fagurhólmvíri.**

The next cancel for review will be C1 Fagurhólmvíri, so please flood the editor with images of the late use of C1 Fagurhólmvíri - (as well as additional examples of C1 Borgarfell).

(Editor) Only one reader provided any images of C1 Borgarfell ! I trust and hope your response in respect of C1 Fagurhólmvíri will be much more representative of our readership.

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**An appeal to readers for information on this interesting 1945 flown cover Ron Collin**

This cover was recently up for auction, and I found it of interest. It was addressed to Lund, Sweden, then redirected to Goteborg, and then returned to Reykjavik. The notation on the left side of the cover front, states that this was to be on board the First Flight from Iceland to Sweden.



The French spelling auxiliary mark of Retour à l'expéditeur for (Return to Sender), I assume was applied to the cover in Goteborg, but I don't recall having seen that auxiliary stamp being used in Sweden before. But I must admit that I am not that well versed on Swedish auxiliary postal markings.

The cover is franked with a block of four of 50 aur lilac, airmail issue of 1934, perf 14x14. I am also curious as to why two different Reykjavik cancels (type B5a and B1d) both dated 13. VI 45 were used. Would not the two strikes of B5a have been sufficient? Because the cover was being sent Registered, was it necessary, to have additionally used the four strikes of B1d, tying each of the block of four stamps to the cover?





The back of the cover clearly shows the cancel from Goteborg on 21 6 45, when the Swedish Post Office returned the cover. The cancel was partially struck on a piece of purple sealing tape of some sort. That tape was obviously applied to the registered cover as a type of security. The tape has printing on it in either white or silver ink. It is hard to tell by looking at the 2nd or 3rd generation image provided by the auction firm. The printing on the tape says:

FRIMERKJASALAN  
DIRECTION GENERALE DES POSTES  
REYKJAVIK, ISLANDE

I don't recall having seen this type of security tape, being used on outgoing postal agency mail. Perhaps some of the readers of this fine magazine can provide any additional information to the Editor of IPM. Any inaccuracies in this article, should be attributed to my age, and the need for a new prescription for trifocals.

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### International Reply coupon -1972 World Chess Championship *Michael Schumacher*

Below is a scan of an International Reply coupon which happens to have the 1972 World Chess Championship special event postmark on it. I am not familiar with this item, so thought maybe someone could explain how it would have been used. For the legendary World Chess Championship 1972 in Reykjavik (match of the century between Bobby Fischer and Boris Spassky) this special stamp appeared in Iceland, here on an International reply slip.



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