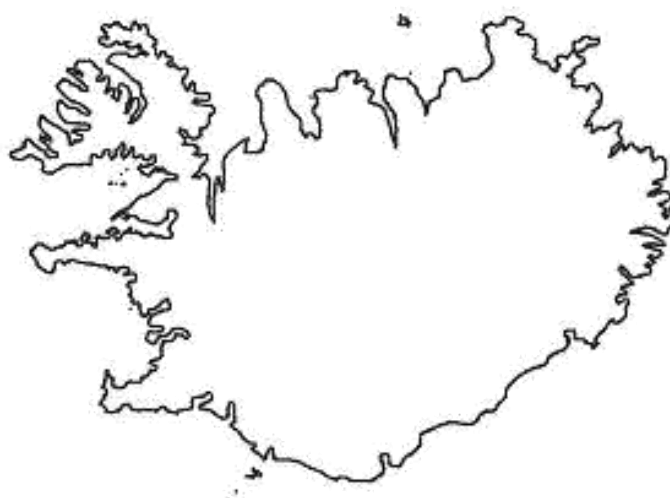
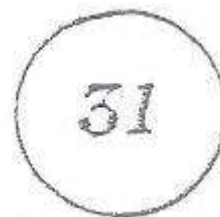


ICELAND PHILATELIC MAGAZINE

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 June. If you need help with translations let me know.

The editor will help with the English if necessary.

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News/Comment

The months pass quickly, and looking back over the past 17 issues, there is a clear pattern, which is in common with many philatelic journals. There is a strong emphasis on postal history at the expense of articles on stamps. A number of readers at the time of joining indicated that they were primarily Iceland stamp collectors; therefore the following invitation is directed mainly at them. Please let the editors know if you would like to see more articles about Iceland stamps. If you could say which issues in particular are of interest to you, that would help; even better, write something yourself and send it for publication. Over the past 20 years, there have been some excellent studies of Iceland stamps, mostly post-WW2 issues, which could be reproduced in this magazine. It is up to you to make your requests known.

.....

Collecting office opening and closure dates

Various publications have appeared in the last 30 years or so which have provided the dates of opening and closing of postal offices. *Póst-og Simstöðvar* was the title of the official post office listing of all existing post offices and letter collecting offices for a particular year. It did not appear annually; for example in the period beginning with my earliest copy 1983 up to the final issue in 1996, there were no issues in 1987, 1989, 1991 and 1993-95. The most recent major publication was *Pósthús og Bréfhirðingar á Íslandi in 2011* by Þór Þorsteins. That volume brought together the latest acquired knowledge, and yet still left a few unanswered questions. Appeals in various philatelic journals have still not elicited the required information. What follows is another attempt to resolve these few remaining gaps. As ever, I hope knowledgeable readers of this magazine will be able to help.

Hagi in Vestur Barðastrandarsýsla, open from 1.1.1923 and closed on 25.7.1978. It re-opened for a second spell and finally closed on 1/4/1990. When was the re-opening date? My only cancel is October 1989.

Vegamót in Snæfellsnes was omitted from the 1992 listing of *Póst-og Simstöðvar* although it was shown as open in the 1990 list. When did it close ?

Hlíðardalsskóli in Árnessýsla; I have a 1988 letter from the headmaster of this school explaining that the postal service at the school had ceased to function, although he did not know when. It was still shown as open in the 1992 *Póst-og Simstöðvar* listing ! My last cancel is September 1984. Help please.

Geysir in Árnessýsla; I have a letter from Selfoss in September 1987 saying that an office no longer functioned at Geysir. My last cancel is 1985. It is shown as open in every official *Póst-og Simstöðvar* up to 1992. Advice wanted please !

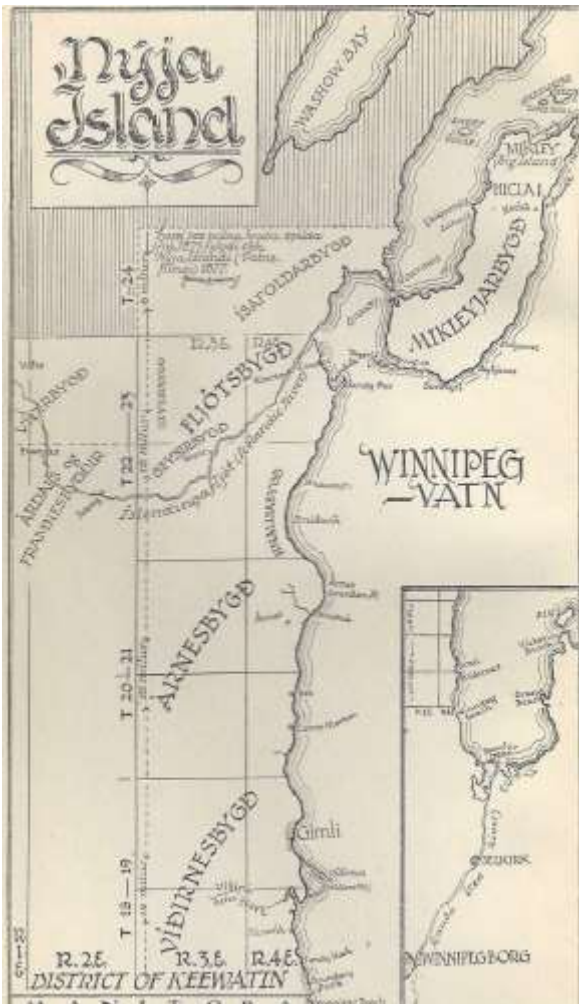
It is possible that Icelandic readers may have local knowledge, or have access to Icelandic publications which will answer some of the above questions. It may be that we will do no better than narrow down the dates from the evidence of cancels in readers' collections. Any contributions in this respect will be published.



Does anyone know if issues of *Póst-og Simstöðvar* before 1983 exist please?

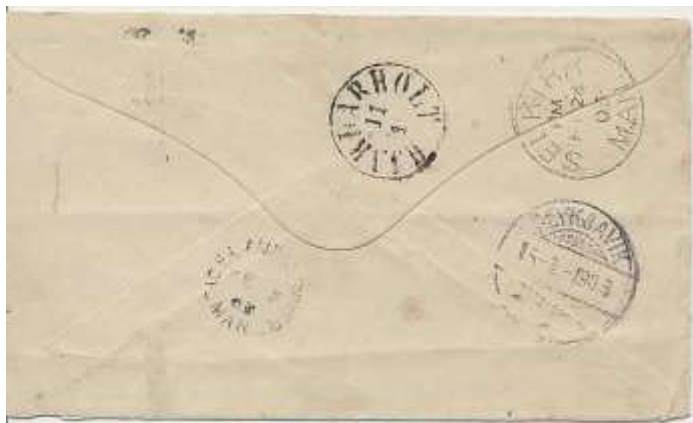
Iceland to Mikley in Canada Wilbur Jonsson

At the March 2017 sale at Postiljonen, two covers addressed to Dýrfinna Sigurðardóttir were put up for sale. Lot 298 is a cover postmarked Hjarðarholt 21/6 (1897) sent via Norway and arriving at Selkirk Manitoba JY 9, 1897, then Gimli Jy 27, 1897 on its way to the farm Höfða on Mikley (now known as Big Island). It is likely that the mail was taken from Gimli by boat to the main settlement, Hecla, on the island: see the accompanying map which is taken from Saga Islendinga 'I Vesturheimi, volume 3.



The second cover, Lot 348 has the crown cancel Borgarnes and the transit at Hjarðarholt 11/1 (1903) addressed to the same lady at Hecla P.O. Lake Winnipeg. The cover arrived at Selkirk Manitoba FE 24 03. There is also a transit cancel of Icelandic river which has been misread as FE 23 03. From the map you will see that the Icelandic River settlement (now called Riverton and earlier Fljótsbyggð) is north of both Selkirk and Gimli but close to Mikley. When the cancel is examined more closely it will turn out to be FE 28 03. The cover would then have been taken over the ice bridge connecting Mikley with Icelandic River either by dogsled or by horse drawn sledge mounted on ski runners.





Because of an event involving my father the following winter, I can vouch for the travelling time between Selkirk and Icelandic River. He would have been in his late teens at the time and had gone ice fishing with a friend on the lake. They had both a dogsled and a horse drawn sledge for their trip. A storm blew up and because Lake Winnipeg is shallow there were serious movements of the ice cover. A crack in the ice opened and swallowed the horse and the sledge. They were left with

only the dogs and the sled in a blinding blizzard. They tried to direct the dogs, but the dogs pulled the sled in a different direction—the dogs know the way, the men did not. When they arrived back at the family farm the friend was dead and my father was black with frostbite. It took two days for my Grandfather to bring my father to the hospital in Winnipeg which was just over a hundred kilometers south of the farm—a journey accomplished rather more quickly than the mail. As a result of the accident my father had to have the fronts of his feet amputated to the level of the arch and needed tinted glasses for the rest of his life because he was now snow-blind. Not only did he teach himself to walk again but he could run at a goodly pace. He is known to have remarked that the time in the hospital in Winnipeg was the loneliest time of his life. He was born in Canada in an isolated Icelandic speaking settlement and knew not a word of English, but he was a quick learner and when I knew him he spoke with accent free Canadian English.

It is very likely that my father's parents and Dýrfinna knew each other as they were all from farms In Mýrasýsla and settled on farms in Canada that were relatively close to one another.

C.O.D. puzzle

It appears to have been necessary to make two C.O.D calculations, hence the notations "Póstkrafa I" and "Póstkrafa II". The C.O.D charges added to the postage and registration equals the 455aur franking. I cannot understand the circumstances which require two separate C.O.D. calculations under one registered letter. I hope someone can explain it to me.



Akureyri B1a dated 1.6.41

Inland letter 1.1.40 – 14.11.42	25aur
Registration	40
<u>First C.O.D. for 1000kr</u>	
up to 100 kr	95
plus 20aur per each additional 100kr	
(20aur x 9) =	180
<u>Second C.O.D for 119kr.92</u>	
up to 100kr	95
plus 20aur per each additional 100kr =	20
Total	455

Leith and Edinburgh (Issues 16 and 17) *Mike Schumacher*



Once again, Thank you for an outstanding Icelandic Philatelic Magazine filled with exceptional information of Icelandic Philately! I regularly refer people to it if they are interested in Icelandic Philatelic information. I am attaching a scan (# 275) with some "Leith" cancels that I have. The 20aur King Christian IX appears to have a "04" date cancel. Attachment # 276 is a page with some of my "Edinburgh" cancels. Hopefully they add to the information in the article in IPM#17
Thanks, Mike S.



Cold War censorship in Austria (Issue 5)

In Issue 5 we showed a cover with Russian censorship probably from the period 1952-53. The aerogramme shown below is another beautiful example, this time with Censor number 811. I would love to know what the message was, and if anything was deleted by the censor! Rolf Doernbach provided an excellent background to the period of censorship in Austria. If he is reading this, perhaps he can explain what the large blue **M** stands for?

Cancelled Reykjavík 30.V.50, the rate from 1.5.50 to 30.9.53 was 150aur, so the aerogramme is overpaid by 10aur. Sold on Ebay for \$56.98.



Hópflug Ítala – Just for fun



Finnbogastaðir B2b dated 31.7.1995, back-stamped Húsavík 2.8.1995

30kr letter rate, 110kr registration, 250kr express – total 390kr. Rates valid 1.11.92 to 15.11.95

PART 10 – NORÐUR-ÍSAFJARÐARSÝSLA

This county is similar in many ways to the previous part of the north-west Fjords except that Norður-Ísafjarðarsýsla covers a much greater area including an ice-cap and many deeply indented fjords.

The communities are isolated from one another and in many areas the only form of transport is the boat. There are a total of 37 offices in the county, of which 3 are open today. By far the largest town is Ísafjörður, centre for the N.W. Fjords.



ÍSAFJÖRÐUR.

The present population of Ísafjörður of some 2750 has changed very little since the early days of the century. Ísafjörður has all the facilities of a modern town concentrated onto a small sand spit jutting out into Skutulsfjörður. The airstrip has daily flights to Reykjavík and twice weekly flights to Egilsstaðir and Akureyri.

The large port supports a home fleet of some 30 fishing boats. Although the ferryboat M/S Fagranes still has a schedule serving Ísafjarðardjúp it used to be that it was the mail boat that served Ögur, Æðey, and Melgraseyri and used to be the only connection along the south side of Ísafjarðardjúp before the road connection was made in about 1970. As such, M/S Fagranes used numeral 219 from 1943 to 1956 as a TPO or at the Djúpbáturinn shipping office in the Ísafjörður harbour. Prior to this, the cancel was used on a variety of boats from 1927-1942 and I refer the reader to “Pósthús og Bréfhirðingar Á Íslandi 1870-2011” by Þór Þorsteins for more information.



The provincial post office was opened 1.1. 1873, using a provincial cancel till at least 1907 and then a series of Swiss- bridge cancels types B2c1, B5a, B8e, B7b, a very rare B8b, two types of B8b1, R6b, R8a, M3, M7, and M8. The office was made a full pósthús 1.1.1920 to 31.12.1929 and then reverted to póstaðgreiðsla.

10.1 HÓLSHREPPUR



This parish overlooks the entrance to Ísafjarðardjúp in the south west part of the county. A collecting office was opened at the parish rectory of Hóll (1) 1.1.1896 and used a type C2b crown cancel and number 112 from 1903. The office then became known as Bolungarvík (which now encompasses Hóll), and used number 112 until 1.1.1912 when the office was made up to a post-office, using Swiss type B2c1. The office was closed 31.10.2001 and a postal agency was opened at Sparisjóð Bolungarvíkur. Other bridge cancels used have been B8e, B8b and B8b1. Bolungarvík had a population of about 800 in 1910, 649 in 1940 and today about 950. It is a busy little fishing village and is a home for many of the older residents from Sléttuhreppur to the north.

10.2 EYRARHREPPUR

The only office in this little parish is the town of Hnífsdalur where a collecting office was opened 1.1.1907. The office used numeral 191, not known after 1930, and then bridge type B1a. The office was made up to post office 1.1.1958 and later used type B8e. It was closed 31.8.1980 and the facilities moved to Ísafjörður which is only a few kilometres south. The village is now part of the municipality of Ísafjarðarkaupstaður.

The town is famous for being struck by an avalanche in 1910 when some of the villagers were killed, the population being 144 at the time. Today the village has not grown from the 50 houses and 310 inhabitants of 1940. (see map above)

10.3 SÚDAVÍKURHREPPUR

Travelling gradually east along the southern shores of Ísafjarðardjúp, the first village of any size we come to after Ísafjörður is Súðavík. Alternatively known as Álftafjörður or Tröð the collecting office was opened here 1.1.1896 using a crown cancel (Tröð) and then number 119 which is not known after 1939. The office was upgraded to post office 1.10.1945. From the 1930s the office used a Swiss cancel type B2a inscribed Álftafjörður until the office was made up to post-office. Then type B2c2 was introduced inscribed SÚDAVÍK followed by type B7b. The office was closed 31.1.2000 and became an agency at Sparisjóð Vestfirðinga. This changed to Landsbanka Íslands on 1.7.2000 and Landsbankann h.f. 6.10.2008. The latest cancel to be used is type B8b1. It finally closed on 1.6.2012.

Formerly it was the site of an ancient parliament at the time of the Settlement and in the 15th and 16th centuries there were frequent quarrels between British traders and merchants of the Hansa League based at Súðavík. In 1882 the Norwegians founded a whaling station here and at present there is a shrimp canning factory at Langeyri just south of the village.

On January 16, 1995, an avalanche fell on the village early in the morning (around 6:25 am) and destroyed several buildings, most of them residents' houses. Fourteen people were killed (including eight children) and twelve were injured. Severe snow storms made the rescue work difficult and dangerous. The final survivor was rescued 23 hours after the avalanche had fallen. A disaster relief fund was established, and within a week, the Icelandic public had donated 300 million kroner (about \$3,000,000) to the relief effort.

The same winter, two more avalanches fell from Traðargil, destroying several houses; the areas hit had already been evacuated, so no more lives were lost. Avalanches fell from many other gullies and mountainsides during the avalanche cycle that winter.

At a public meeting on January 23, 1995, it was decided that the village should be rebuilt at a safer location. The existing properties within the danger zone were sold to the Icelandic government, and construction work on

the new village began on August 23. By the winter of 1996, 51 new houses had been built, and eight more had been moved from the old residential area. The industries in the area were relocated along with the residents, with the exception of the freezing plant, which continues to operate in a similar manner as it did prior to the avalanche. Many of the properties in the old town are now rented out to tourists in the summer months.

The village's main industries now are fishing, fish processing and tourism.

Continuing on the road going east, before 1970 the track ended at [Eyri \(1\)](#), Seyðisfjörður, where an office was opened at the rectory 1.1.1909. This was closed 31.12.1963. Cancels used were number 114 until 1930 and then Swiss type B1a inscribed 'EYRI ÍS' until 1964.

On the eastern shores of Skötufjörður is the farm of [Hvítanes](#) where an office was opened 1.4.1935, and used number 277 and bridge types B1a and B8e. Connection with the outside world before 1970 was by boat or a very long pony trek to Eyri. The office was closed 31.7.1988.



10.4 ÖGURHREPPUR

[Ögur](#) was served by the M/S Fagranes mentioned above and so was quite important as the road head before 1970 when the coastal route was finally linked between Eyri and Ögur. Again, the only occupation of any size is fishing, for there is very little pasture round the steeply sided fjords.



A collecting office was opened here 30.1.1894 and closed on 31.12.1894 without a cancel, though moving a few houses between 1.1.1895 and 1.5.1904 when the office was transferred from the rectory to the farm of [Garðsstaðir](#). Here in 1898 the office used a type C2 crown cancel inscribed Ögur. When Ögur reopened from 1.5.1904 it used number 109 and Swiss bridge type B1a until closure on 31.7.1988.

The island of [Vigur](#), served by M/S Fagranes, still has a collecting office, opened 1.1.1931 using number 281 then Swiss types B8e, B7b and B8b. Interestingly, the only remaining windmill in Iceland is on the island, though where they got the grain from defeats me!

10.5 REYKJARFJARÐAHREPPUR

Situated at the southern end of Ísafjarðardjúp the terrain in this parish is less harsh than those we have travelled through so far and lends itself more to farming. As a result the peninsula is dotted with farms, mostly abandoned but still supporting a number of settlements. As the name suggests, there are many hot springs here, some of which were harnessed between 1773 and 1786 to extract salt from seawater.

[Vatnsfjörður](#) collecting office was opened at the parish rectory 1.1.1873 as part of the original Western Post. Before receiving a cancel the office was closed and moved to [Arngerðareyri](#) (in the next parish 10.6). The office returned to Vatnsfjörður 30.1.1894 and from 1900 used a crown cancel type C2e, then number 121 and Swiss type B1a. The office closed 31.7.1988.



The next office to be opened was at [Reykjanes](#) School on 1.4.1935. Number 276 was superseded by types B5a and then B8e before closure 30.8.1996.

On the western shores of Mjóifjörður is the farm of [Látur \(2\)](#) where an office was opened 1.1.1948 and used Swiss type B2c2 until 31.12.1976 when the office was closed and moved to Eyri(4) along with the cancel, inscribed 'LÁTUR MJOAF'. [Eyri \(4\)](#) is further south on the western shore of Mjóifjörður. The office was open here for two periods – 1.1.1977 to 12.7.1983 and 15.7.1987 to 31.7.1988. In between the office moved to Heydalur, further south again. The cancels used at Eyri were the B2c2 of Látur, B7b inscribed EYRI MJÓAFIRÐI and B7b inscribed HEYDALUR.

[Heydalur](#) near the head of Mjóifjörður was therefore open 13.7.1983 to 14.7.1987 using the B7b cancel from Eyri and then its own B7b.

[Skálavík](#) was opened as a collecting office between 1951 and 31.12.1952 but no cancel is known used here. A parcel card with a SKÁLAR label is known used here in 1970 without a cancel or stamps that indicate the date of closure may be in doubt. It is located on the eastern shores of Mjóifjörður opposite Látur.

Finally an office was opened at [Þúfur](#) in 1951 and till closure 31.8.1973 used Swiss type B2c2. Þúfur is a small farm at the end of a rough track about 5 Kms south of Vatnsfjörður.

10.6 NAUTEYRARHREPPUR



Most of the farms in the parish are now deserted, the main road going through the area no longer has a destination and generally the area is in decline as the population retreats south.

The first collecting office was opened at [Melgraseyri](#) 1.1.1896 which used a crown cancel from 1899, numbers 114 (1903-1908) and 154 (1912- ca. 1930 but was also used mostly philatelically to 1964), then Swiss types B1a and B8e. The office closed 1.3.1993 and was briefly closed 1.1.1909-1.1.1912, hence the change of numeral cancel. Melgraseyri is in the very north of the parish.

Another early office was the one opened at [Arngerðareyri](#) in Ísafjörður (not to be confused with the town). Opened 20.02.1892 (moved from Vatnsfjörður 10.5) this farm used a crown cancel, number 107 and Swiss type B2a. The farm is now deserted, the office having closed at the end of 1959.

[Nauteyri](#) opened as a collecting office 20.12.1951 and was closed 31.12.1959 but no cancels are known from this parish rectory, now deserted. The office moved to [Rauðamýri](#) 1.1.1960, a farm about 4 kms. due east of the original location. It used Swiss type B8e and remained open till 31.12.1977.

Also opened in 1960 was the collecting office on the main road at [Kirkjuból](#), using Swiss bridge cancel types B8e inscribed 'KIRKJUBÓL - N - ÍS' and B8b. The office closed 1.9.1994.

There are only two farms remaining in Ísafjörður and both of these have had offices at one time. [Múli \(2\)](#) collecting office was opened 1.1.1934 and used number 274 until 31.12.1952 when the office was moved to [Laugaból](#) about 2 km. north. Here the office used bridge type B2c2 till 31.7.1988 when the office closed. There is no evidence it used the numeral 274.

10.7 SNÆFJALLAHREPPUR

Since 1963 Æðey and Bæir remain the only inhabited hamlets in Grunnavíkurhreppur. An office was open at Bæir 1.1.1921 until 1.11.1995 using number 206 until 1930 and again from 1938 to 1943, and then type B1a.

A collecting office was opened at Unaðsdalur 1.1.1898 and used a crown cancel UNAÐSDALUR This was superseded by number 120 in 1903 which was used till the office closed and moved to Látur (1 (10.9) 31.12.1906. Unaðsdalur is at the end of the road from the south near the island of Æðey. The collecting office on the island of Æðey was opened 1.1.1937 and didn't close till 31.1.2007. Numeral 282 was superseded by B8e and then B7b.

The next office to the north was opened at Sandeyri 21.10.1899, but before a cancel was issued it was moved to an adjacent farm at Snæfjöll. A crown cancel was used here for a short time inscribed SNÆFJÖLL before 116 was issued in 1903. The office was closed and moved, along with the numeral cancel, back to Sandeyri 1.1.1912. Here the office remained until 31.12.1952, later using a bridge cancel type B1a. From here the seasonal bridle path going north climbs Geirsfjall over Snæfjallaheiði, a climb over 450m. This is the gateway to Grunnavíkurhreppur.



10.8 GRUNNAVÍKURHREPPUR

A collecting office was opened at the parish rectory Staður í Grunnavík (Staður (3) 1.1.1889 and used a crown cancel of that name from 1894/95 until 1903 when 117 was introduced, in two types. The first type N1a was damaged in a fire in January 1921, and between 19.5.1921 and 5.6.1923 number 200 was used at Staður - a cancel otherwise used on the ship S/S Skálholt and in other cases where a cancel was lost (S/S Skálholt ceased using a cancel in 1914). A new 117 cancel type N2 arrived to replace the temporary cancel on 31.8.1922.

Later Swiss type B1a inscribed 'STAÐUR IS' was used until the office was closed 31.12.1962.

Dynjandi was a farm, long since abandoned, on the entrance to Leirufjörður and not to be confused with the waterfall of the same name. Opened 1.1.1910 it used number 192 and later type B1a. It was closed 3.10.1952 and moved further west to Kollsá. Only open to the end of 1952 it used the 192 and then was also issued 285 but it will be very difficult to prove any post originating from here in those two months.

Finally an office was opened at Kjós in 1951 but closed 31.12.1952. Some references have it using number 285 but I suspect this is conjecture. This was a time when all settlements north and east of Staður were being abandoned at the end of 1952. Kjós is situated further east under Leirufjall.



10.9 SLÉTTUHREPPUR

Sléttuhreppur became completely uninhabited in 1952

This parish has been the subject of a special investigation that I documented in the Philatelic Magazine of October 1978 to which I refer readers for fuller information. However, to keep the records complete here is a list of the offices in the parish.

Hesteyri was the main village in the parish where an office was opened 1.1.1889 and used a crown cancel from 1894/95, number 110 and Swiss type B1a. It closed 31.10.1952.

Höfn (2) was opened 1.1.1899, closed 31.8.1934 (moved to Horn and used a crown cancel, number 113 and Swiss type B1a inscribed 'HÖFN ÍS'. **Horn** opened 01.09.1934 (moved from Höfn closed 30.9.1946, and used the 'HÖFN ÍS' Swiss cancel.

Aðalvík is otherwise known as Látur (1) sometimes spelt Látrar. The office was moved here from Unaðsdalur (10.7), opened 1.1.1907, closed 31.8.1946, reopened 1.1.1949 and finally closed 30.9.1952. It used number 120 and Swiss type B1a inscribed LÁTRAR. There was an American early warning radar station on the cliffs above Látrar, but whether any mails changed hands between Iceland and the US is unlikely.

Sæból(1) is also in Aðalvík and opened 11.4.1923, closed 30.9.1952 and used number 210 and Swiss type B1a. It was situated at the south-western end of Aðalvík with Látrar to the north.

Furufjörður is very isolated from the rest of the parish as it is on the eastern side of the peninsula. It was open between 1.1.1938 and 31.12.1950 and used numeral 285 and Swiss type B5a.

Finally, **Kvíar** was open for the calendar year of 1948 but no cancels are known. Situated at the mouth of Lónafjörður in eastern Jökulfirðir this is a very isolated farm, long since abandoned.



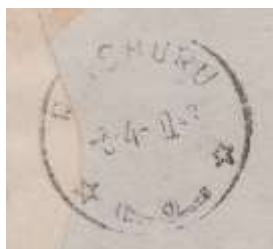
Unusual destinations ~ B

BRUNEI



Posted at Grímsey 11.VIII.1983, transit cancel Akureyri B8b 12.7.1983. Tutong arrival cancel 20 JY. After one month the item was unclaimed and sent to Banda Seri Begawan (formerly Brunei Town) receiving 3 strikes, 18. Aug., one indecipherable and 5.9.83., before being sent back to Iceland. Receiving cancels Reykjavík 1 B8b, 29.11.83 and Reykjavík 9 B8b, 29.11.1983. Part of the contents is shown, a cheque for 11,500KR from the sender Sverrir P. Jonasson. Perhaps Sverrir was on holiday on Grímsey when he posted it to Brunei? Postage 1150aur foreign letter plus 1200aur registration – Total 2350aur. Rates applied 1.6.83 to 31.8.83. The intended recipient, Mr. James P. Hogan did not get his 11,500Kr, which in those days of high inflation, possibly may not have amounted to very much?

BELGIAN CONGO



Reykjavík B1c (R14) dated 22.III.58.

175aur surface letter plus 210aur airmail for 10gm (2 x 105aur) = 385aur.

Rates valid to French Middle Africa from 1.10.53 to 30.6.58

Receiving strike of Rutshuru 6.4.?

BANGLADESH



Reykjavík 2 B7b dated 23.10.1992. 55kr airmail rate from 1.10.91 to 31.10.92

Transit and arrival stamps of 3.11.92 and 04.11.92



More on Provincial Cancels

In *IslandsKontakt* Nr.78 of 2010. I found this editorial article entitled “*Perfect Grenjaðarstaður postmark on skilling stamp*”. The editor asked Jørgen Steen Larsen for his opinion of this rather suspicious partial Grenjaðarstaður postmark on 4 sk stamp. He replied as follows:



The ‘8’ is of the lapidar type, and the characters are unusually clear. In my opinion it is either a question of cancel to order, long after the skilling stamps had become valid, or it is a cancellation with a fake postmark. If I were to make a decision I should have to see the original stamp. JSL

So, whatever may be the origin of this strike, it does appear to indicate that at some stage the Grenjaðarstaður cancel had a lapidar figure ‘8’? Can anyone show another example?

In *IslandsKontakt* Nr.82, there is a series of 14 illustrations of variations in the Seyðisfjörður provincial cancel which are additional to those shown in IPM Issue 17. If anyone shows an interest, I will include it in a future issue.

What price Jólamerki tied on cover?



Six different bidders on Ebay took this to \$360. Was it the 1939 tied label which drove up the price on this attractive cover with a beautiful Bergen Paquebot cancel? Two more 1 eyr stamps would have made it a 40aur Nordic rate letter up to 125gm.

I have a 1974 *Íslenzk Frímerki* catalogue by Sigurður Þorsteinsson. It contains a price list for Christmas seals from 1904 at 500 ISK down to 10 ISK for a 1972 seal. Does anyone know if there is a more up to date list ?

Was this cancel ever used here? (9)

B1a Miklibær Skagafjarðarsýsla



Recorded use 1.7.1930 – 30.9.1954

Stóru-Akrar 1.10.1954 – 1966?



The collecting office at Stóru-Akrar received a B8e cancel with its own name and is known used from 18.1.1966. When it opened on 1.10.1954 it is reported to have had the numeral cancels 74 and 81, as well as the B1a Miklibær bridge cancel. Surely there must be examples of the Miklibær B1a used between the date of opening at Stóru-Akrar and the arrival of the B8e cancel, a period of over 11 years? I hope that our readers will be able to show an example.

←→ Postcard with B1a dated 6.7.50 was sent by Sir Athelstan Carøe, the well known Iceland specialist to his daughter.

B1a Mjóaból Dalasýsla



Recorded use 25.1.1930 – 31.12.1945

Smyrlahóll 1.1.1946 – 31.12.1963



20.5.41



Here is an example with **Smyrla...**
17/11/..



Below, photocopy of a dated unattached pair with **Smyrlahóll 17/12/1947** taken from a past auction catalogue.



We are now further away from the Scottish mainland.

The Shetland Islands

The islands lie some 80 km (50 mi) to the northeast of Orkney and 280 km (170 mi) southeast of the Faroe Islands and form part of the division between the Atlantic Ocean to the west and the North Sea to the east. The total area is 1,466 km² (566 sq mi)^[1] and the population totalled 23,210 in 2012.^[2] Comprising the Shetland constituency of the Scottish Parliament, Shetland is also one of the 32 council areas of Scotland; the islands' administrative centre and only burgh is Lerwick, which is also the capital of Shetland since taking over from Scalloway in 1708.



The largest island, known simply as "Mainland", has an area of 967 km² (373 sq mi), making it the third-largest Scottish island^[3] and the fifth-largest of the British Isles. There are an additional 15 inhabited islands. The archipelago has an oceanic climate, a complex geology, a rugged coastline and many low, rolling hills.

Lerwick is a name with roots in Old Norse and its local descendant, Norn, which was spoken in Shetland until the mid-19th century. The name "Lerwick" means *bay of clay*. The corresponding Norwegian name is *Leirvik*, *leir* meaning clay and *vik* meaning "bay" or "inlet". Towns with similar names exist in southwestern Norway (Leirvik) and on the Faroe Islands (Leirvík).

Evidence of human settlement in the Lerwick area dates back 3,000 years, centred on the Broch of Clickimin, which was constructed in the first century BC.

The first settlement to be known as Lerwick was founded in the 17th century as a herring and white fish seaport to trade with the Dutch fishing fleet. This settlement was on the mainland (west) side of Bressay Sound, a natural harbour with south and north entrances between the Shetland mainland and the island of Bressay.

This collection of wooden huts was burned to the ground twice: once in the 17th century by the residents of Scalloway, then the capital of Shetland, who disapproved of the immoral and drunken activities of the assembled fishermen and sailors; and again in 1702 by the French fleet.

Fort Charlotte was built in the mid-17th Century on Lerwick's waterfront, and permanent stone-built buildings began to be erected around the fort and along the shoreline. The principal concentration of buildings was in the "lanes" area: a steep hillside stretching from the shoreline to Hillhead at the top.

Lerwick became capital of the Shetland Islands in 1708. When Lerwick became more prosperous through sea trade and the fishing industry during the 19th century, the town expanded to the west of Hillhead. Lerwick Town Hall was built during this period of expansion.

The next period of significant expansion was during the North Sea oil boom of the 1970s when large housing developments were built to the north of Staney Hill (located in Lerwick) and to the south (Nederdale and Sandveien).



Hillswick is too small to be on the map. Arrows show its position and Lerwick.



The old tower at Lerwick



Hillswick is a small village in Northmavine, on the shore of the Atlantic Ocean and lies to the north-north west of Mainland, Shetland, the most northerly group of islands in the United Kingdom. It is situated 35 mi (56 km) from Lerwick. There is a community shop, a blacksmiths, a health centre, a Church of Scotland church that now only opens for births and deaths, a wildlife sanctuary and a hotel and it is surrounded by land that is used mainly to provide peat and farm sheep.

A lighthouse is located 1.5 miles south of Hillswick.



Hillswick 2014

PROOF/ESSAY OR WHAT? *John Penrose*

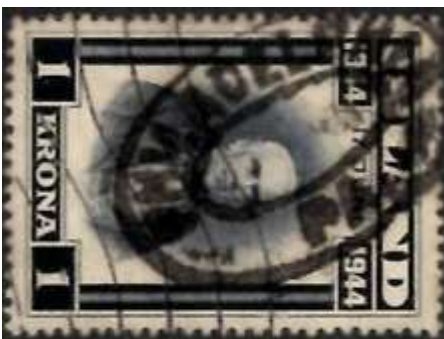


I am new to collecting Iceland Postal Stationery so apologise if this has previously been covered. On getting together a possible competition entry I found I was one sheet short and so on seeing this for sale I purchased it. The dealer stated that on making enquiries of several collectors, opinions differed on whether it was a sheet of three normal prints which had not been cut or a proof/essay. My dilemma is in Facit 2013 Ellis Glatt states that “the overprint plate configuration was designed to process only one card at a time”. If it is a normal uncut sheet how/ why was it overprinted as a 3 sheet? If it is a proof/essay why was it necessary to “test” an overprint? If it was, why “test” a 3 card sheet if the plate was designed to overprint only one card at a time? I have only seen examples of the overprint on the 5 aur. Do they exist on other rates? Have others got examples and if so, how have they defined them? All three cards differ with reversed corner elements and inverted frame elements. The sheet is a full sheet of 3 cards but shortened to save space.

A Philly question *Ron Collin*

I just acquired this item, and was wondering if any of your other subscribers have another example, or have seen a Philadelphia, Pennsylvania cancel on an Iceland stamp?

Ron



(Ed. Spotted in this part of Pennsylvania, place names familiar to UK readers; York, Westminster, Essex, Lancaster, Warminster, Newark.)

Scarce inland flight of 1928 - or maybe not?



The franking is correct for a 1928 internal flight at 10aur, plus 20aur postcard surface rate to Germany.
Cancelled with the second type B2c1 Siglufjörður 4.IX.28.

The message in German reads “Even though we expect to take the ship to get home, we are sending quick greetings. This card will be delivered by airmail as the stamps indicate. See you soon and warm greetings also toward Miss ?? and her husband and children, from my husband and children”

Just possibly, this postcard could have been carried on a 1928 inland flight from Siglufjörður to Reykjavík and then by sea to Germany. However we are told that inland flights were shut down for the winter in September 1928 and did not recommence until 3rd July 1929. Did this card somehow scrape through before the shut down? From dim memory, I thought there might be a record of the early flights in “The History of Airmail in Scandinavia” by Örjan Luning. Wilbur Jonsson very kindly sent me scans of the pages relating to Iceland flights, but sadly Luning does not record any flights after 27.7.1928. However Wilbur did pose the question, has anyone published a complete record of all the early flights?

Whether or not there was a successful flight on or near the 4th September, the message and the correct franking clearly indicates the expectation of the writer that the card would be carried by inland airmail. I have not yet given up hope that this card was flown from Siglufjörður to Reykjavík.

A similar question from 1929:-

In IslandsKontakt 82 Ole Svinth put a question to his readers concerning the letter shown on the following page. “How many letters can one find with inland airmail rates? The vast majority of letters you come across with the 10 aur airmail stamp were used for the first flights. I imagine that air mail traffic in 1929 was a rather uncertain means of transport. By this I mean that weather conditions often must have created obstacles so that carriage by land or by sea could be just as quick. The public did not use airmail for economic reasons. The illustrated cover could be commercially used. If nothing else, it is a fine Hraungerði cancel. Could any reader describe the timetable of flights?”

I do not know if there was any response from ISK readers. I hope that this new appeal will produce a few answers.



Inland airmail letter cancelled Hraungerði 8.VI.29. Letter 0-20gm 20aur. Airmail supplement 10 aur 0-20gm.

The next illustrated postcard shows the "Par avion Loftleiðis" etiquette struck through in red crayon. This indicates that the card did not travel by air despite the clear intention of the sender and the payment of the correct inland airmail supplement. In the regulations there were three instances where an airmail item would be treated in this way. None of those applies here, so it might be reasonable to suggest that the anticipated flight was cancelled because of bad weather or other mishap, and the card was sent by surface mail with the Par Avion Loftleiðis label crossed out.



Airmail postcard to Kobenhavn, cancelled B2c1 Seyðisfjörður 27.VII.29. (The writer dated the card 28/8/1929)! Postcard 15aur Nordic surface rate plus 10aur inland airmail supplement. Rates applied 1.7.1929 to 31.12.1931.



I cannot remember where I saw this cover. A correctly franked airmail letter at 35aur surface rate to Scotland plus 10aur inland airmail supplement. Cancelled Seyðisfjörður B2c1 22.VII.30. The deletion of the airmail etiquette presumably indicated that for whatever reason, there was no inland airmail service available and it was sent by surface rate.

Another C.O.D Rate Puzzle



Posted at Vestmannaeyjar- B8e dated 4.XI.1969

The franking is 409kr. Although slightly damaged, the cover is complete, although it lacks the usual helpful statement of the amount for which C.O.D. is required.

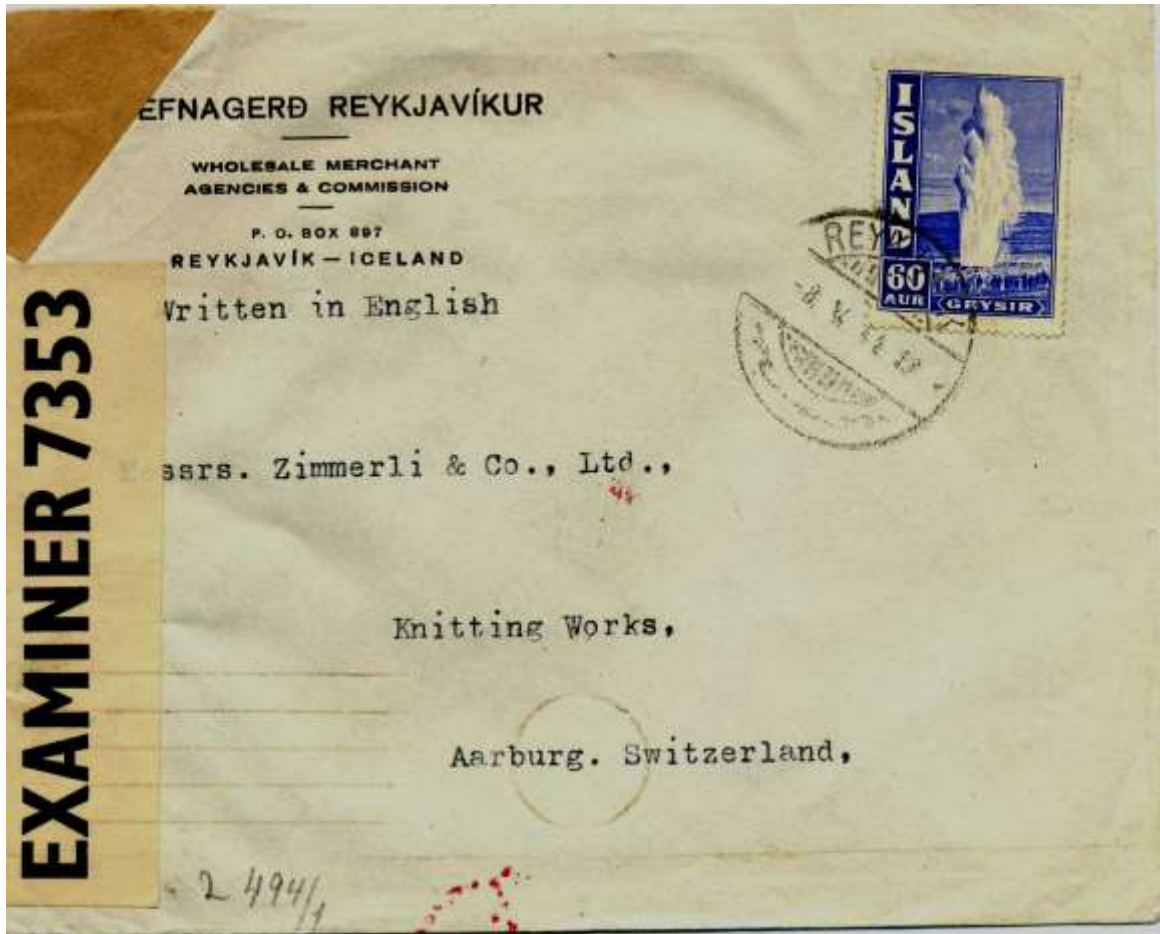
Readers are invited to work out how the 409kr postage was calculated. The answer, or at least the editor's interpretation, will be in the next issue.

Multi-censored letter to Switzerland

It is unusual that letters from Iceland pass censors twice or more. Letters from Iceland during WW II are not offered much at auctions. Most of them are sent to USA or Great Britain, and some to Sweden are also seen.

The shown letter is sent to Switzerland from Reykjavík May 8th 1944. It landed probably in Liverpool where it was censored. From there it went on via airmail to Lissabon in Portugal and then to Madrid in Spain. The red dumb machine mark was most likely added here. This German censor was placed in Paris indicated by an "X" printed on the label. From Paris it was forwarded to the destination in Switzerland.

The other German censors in France were situated in Lyon (mostly for mail to and from southern France) in Nancy (mostly mail from southern France and neutral countries) and in Bordeaux (Transit mail and mail to and from southern France). The labels and cancels were bearing "l" (Lyon), "n" (Nancy) and "y" (Bordeaux). This concerns mail from Spain (originated from Iceland).



You also have the usual markings in numbers (always in handwriting) which I assume are indicating who performed the censorship.



The "2" is obviously in another handwriting. It could be information from the sender, that this is version 2.

It was not unusual to forward two identical letters to be sure that at least one would reach receiver. I have my doubts that this is the case here.

You can see that both label and cancel show the "X" indicating Paris. It is characteristic for the German "Ordnung muss sein", that one can be sure that the label was placed by the genuine authorities and not by some foreign "spies". It is obvious to all that the letter has been censored by the correct persons as the label is tied to the cover by a cancel.

It is not possible to see if the letter has been opened by the German censor, but it has in any case passed the censor.

The British censors did not tie the label to the cover by cancel or other.



The British censor label also tells a story. P.C. 90 is a type of label, and the small numbers/letters are manufacturers' information. The number on the front of the cover is the number of the censor.

Ólafur Eliasson has been a great help with information on these things.

If any reader "knows better", we would be happy to hear from you.

Here's something that might be of interest to some IPM readers. It's a WWII military cover from Iceland with an unusual U.S. Navy hand-stamped postmark dated 1942, Feb 9, A.M.

What is most unusual about this postmark, at least in connection with such Navy mail from Iceland, is the date layout, starting with the year on the top line. This postmark configuration is absent, for example, from the list presented in Hopballe and Eliasson's book, *ISLAND postalt set I perioden 1939-1945*, which also covers the topic of mail from American troops stationed in Iceland during WWII.

Also interesting about this cover is the return address: "3-Hq-6 First U.S. Marine Brigade (Prov.)", which probably refers to the 3rd battalion, 6th Marines. Some quick research on that group turned up the following: The battalion was relieved from their defensive mission in late January, 1942 and departed Iceland on January 31 en route to New York for redeployment. Their ship, which finally arrived in New York on February 11, was still at sea on the date this air mail letter was postmarked.

Have any other readers previously encountered this postmark configuration on WWII U.S. Navy mail from Iceland?

