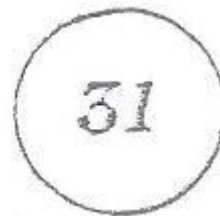


# ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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Issue 26/March 2018

# Iceland Philatelic Magazine

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

The editor will help with the English if necessary.

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## News/Comment

Vilhjálmur Sigurðsson at Iceland Post has announced changes to the domestic mail arrangements, which have a direct effect on the postal rates. By the time you read this shortened version, the arrangements are already in place.

### New letter mail rate for 0-50gm domestic mail as of 1<sup>st</sup> February, 2018.

From February 1<sup>st</sup> 2018 Iceland Post will reduce mail deliveries to every other day in urban areas and only one mail stream will be offered. The volume of letter mail has dropped by 56% since 2007 and by a full 9% in 2017. When demand decreases at this rate, changes need to be made, and these changes in Iceland are consistent with the response of neighbouring countries facing a similar situation.

All domestic mail will be delivered within the next three business days after posting, as has been done with non-priority mail (B-Mail) in recent years. This means that priority mail (A-Mail), which until now has been delivered daily, will no longer be available. Today, about 70% of the mail entrusted to Iceland Post is already non-priority mail (B-Mail). Iceland Post will continue to offer a next day delivery service as part of a special new product called **Forgangs-Bréf**. \* see below.

As of 1<sup>st</sup> February 2018 the price for 0-50gm domestic letter mail in Iceland will be ISK180. There will be no stamps with the value of ISK195. The stamp values 50gm innanlands (currently ISK195) and B50gm innanlands (currently ISK180) become as one as of February 1<sup>st</sup> 2018 and will be **ISK180**.

The text “B50g innanlands” will be seen on stamps issued on 15<sup>th</sup> February and April 26<sup>th</sup> due to the fact that this change in the Icelandic postal service was not accepted by the Post and Telecommunications Administration (PTA) until January 23<sup>rd</sup>. At that time new stamps had already been printed with the B50g innanlands value.

(Ed. Apart from the change for 0-50gm, the existing rates remain unchanged).



Label to be used on the priority letter domestic service for delivery the next day after posting; although in some rural areas because of local transport it may be 1 or 2 days. The cost is ISK595 for 0-100gm.

From Steinar Fridthorsson:

I wanted to point out a website which I believe many Iceland collectors may be interested in knowing of, I would consider it very relevant if you could present it in your next online magazine.

[http://www.m-wiegner.de/isl\\_heft/index.html](http://www.m-wiegner.de/isl_heft/index.html)

(Ed: For those especially interested in the Iceland booklets or the gift folders, this is an extraordinary study. Thank you Steinar.)

## Bridge cancel manoeuvres (2) (Issue 25)

In the last issue I gave an account of the urgent distribution of new Colop cancels to 15 offices whose existing cancels could not be used from 2018. I imagined that would be the end of the matter, but I was wrong.

Not being very patient when it comes to collecting cancellations, rather than wait a couple of years for all 15 new cancels to eventually come my way, I sent a stamped self-addressed envelope to all 15 offices with a begging letter in my best Icelandic, asking for a nice cancel. They started to arrive within a few weeks, and the one shown below struck me as being “not quite right”. This is a very nice “NORÐURFJÖRÐUR” dated 23.1.2018. Now, as bridge cancel collectors know, there is no longer an office of that name. The name changed to “ÁRNESHREPPUR” back in 2010. When the 15 Colop cancels were produced for use from 2<sup>nd</sup> January, the cancel intended for Árneshreppur was wrongly created with the old name of Norðurfjörður.



A message to Vilhjálmur Sigurðsson at Iceland Post on 25<sup>th</sup> January produced a swift reaction with the dispatch of a new Colop cancel inscribed ÁRNESHREPPUR for use from 29<sup>th</sup> January. Presumably they were asked to stop using the incorrect Norðurfjörður cancel. Thus the Norðurfjörður cancel was used only from 2.1.2018 to either 25 or 26.1.2018. I wonder how much mail was cancelled with the Norðurfjörður cancel between 2.1.2018 and 26.1.2018? I know of one item at least. ☺



Árneshreppur had never previously requested one of the Colop cancels which were available from 2014. Thanks to Vilhjálmur, here is an image of their new Colop cancel used from 29.1.2018 following the withdrawal of the wrongly named canceller. Later on they will also have the old cancel returned with a new year wheel.

The office name change is unusual in the modern era, so I thought it might be interesting to recap on what happened.



The collecting office was called 524 Norðurfjörður, and in September 2009 two other collecting offices, 522 Kjörvogur and 523 Bær were closed and all mail was handled at the Norðurfjörður collecting office located in a grocery store.



At that time the current cancel was a type B8b1 issued in 1999 which replaced the previous type B8e cancel. Unlike nearly all the other offices, as far as I am aware, no subsequent B8b1 cancel was issued here in the general distribution of newly designed B8b1 cancels in 2006.



On December 1<sup>st</sup> 2009 the name of the office was changed from Norðurfjörður to Árneshreppur, as well as being upgraded from a collecting office to a post office. The existing B8b1 cancel continued in use until the new cancel inscribed Árneshreppur was received, and this was first used on 28<sup>th</sup> January 2010. In late December 2017, Árneshreppur was one of the offices declaring their need for a mail dater to operate from 2018. That produced the “error cancel” described previously.

I am sure Gestur Baldursson will not mind me including this extract from his article in IslandsKontakt 97 in 2014, in which he describes the efforts of the post office to maintain a postal service in such a remote area.

*“Íslandspóstur is cooperating with “Kaupfélag Steingrímsfjarðar on running the post office, as the Kaupfélag or Cooperative Society is running a grocery shop and provides other services at Norðurfjörður. All mail sent to the area is sorted at the Póstmiðstöð (Post Centre) in Reykjavík and is sent by air to Gjögur twice weekly, but all transportation in the area is very difficult, especially during the winter. According to the Bureau of Statistics, a total of 50 inhabitants were living in Árneshreppur on December 1<sup>st</sup> 2000, making it the smallest rural district in Iceland in terms of population. Norðurfjörður alone has 11 inhabitants living there all year around. The postmistress at Norðurfjörður (now Árneshreppur) is Hedda Hafsteinsdóttir”.*

At some stage after September 2016, I am not sure when, the local postal situation was changed again. The arrangement with the grocery store ceased, and mail at Árneshreppur was taken over by a Landpóstur (Overland Mail Carrier). Vilhjálmur described the Landpóstur as very often an employee of the Iceland Post using an Iceland Post vehicle, but generally a Landpóstur can be a contractor using his own vehicle.

The Landpóstur leaves the main post office and visits rural places such as farms, delivering and collecting mail before returning to base. They operate 5 days a week. People keep an eye out for the Landpóstur when it is on its route in order to contact the driver if they need to mail a letter of package. Otherwise, messages may be left in their mailboxes informing the driver that they have something to send.

In the official brochures “Overland Mail carrier” (OMC) is the English term for Landpóstur. This is unfortunate, because it may give the impression that the mail always travels by vehicle overland, when in some places, such as Hrísey, Grímsey etc., airplanes have to be used.

That completes the latest saga of the postal service in Norðurfjörður. The period from 1911 to 1999 was quite interesting with a variety of cancellations. Perhaps it would be worth someone writing an article on that?

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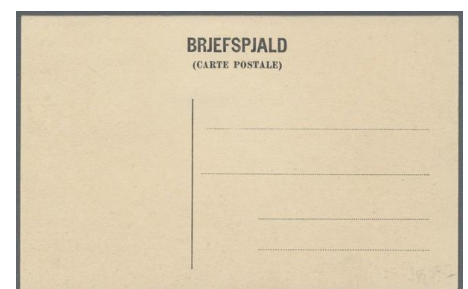


## "New" false SEYÐISFJÖRÐUR postmark? *Ebbe Eldrup*

I looked at the Christoffer Gärtner auction catalogue for the auction February 19th 2018. Not many interesting lots from Iceland were found.

However, I noticed 6 lots with postcards, all of them with stamps on the picture side of the postcard. Four of the lots contained postcards from Fáskrúðsfjörður to Nantes, France, during 1906 and 1907; Either via Bergen, Norway, or Copenhagen, Denmark. One lot was a postcard from Vestmannaeyjar via Troon, UK, to France.

The last lot, lot 16859, that really caught my attention was one with 3 postcards. On the picture side each had a 10 aur Christian IX stamp. None of the postcards had any address on the other side and they never went into the postal system. The postcards are shown here:





## Early inland flights *Jay Smith*

This is something I have wondered about for a long time, but keep procrastinating about finding an answer. Perhaps if the question is put in the magazine, someone can supply the answer.

There were numerous Icelandic domestic flights (and legs of flights) in the 1929-1930 era. I have had quite a variety over the years. Most of them have the usual K.A. Hansen address and consistent visual appearance; most with 10aur airmail overprinted stamps. The Luning Scandinavian airmail book lists a few flights, but does not go into any detail -- nowhere near the number of different flights/legs/directions that I have seen over the years.

Question:- Is there a catalog, or article, that details these? Better yet, one that gives some idea of relative scarcity (or value) of the flight/leg/direction?

The cover that triggered this today is postmarked 22 X 30 from Öndurfjörður and backstamped 30 X 30 at Reykjavík. There is a manuscript notation (in the typical neat pencil handwriting, probably of Hansen or his staff, "30 Oct 1930 mail held for flight". (Such handwriting is almost always of the same appearance and in English; I suspect most of Hansen's market was in the U.K. and U.S. If I remember correctly, Harvey Gudmundson (deceased, Glenview, IL, USA) had a very good collection of these flights. Perhaps he, or somebody else has built up a listing and/or a census? Hopefully the information exists and I just don't know where to find it. However, if not, perhaps this is something we could work on and develop a census.

This from Ron Collin:-

As for your inquiry about making a census of the covers, that is a challenge. The covers are so very similar, with no distinguishing characteristics, such as different stamp types franking the covers, or Registration Numbers, etc. They are pretty much "plain vanilla". I think it would be very difficult to try to make a census of those flight covers. Harvey Gudmundson did have an Iceland Airmail collection that was quite nice. I do recall though, that he did not have covers representative of each of the legs of those first pioneer flights. Here is a listing of the flight covers. Ron Collin

<u>Number</u>	<u>Canceled at</u>	<u>Canceled</u>	<u>Destination</u>	<u>Franking</u>	<u>Arrival Cancel</u>	<u>Arrival Date</u>
1	Reykjavík	2. VI. 28	Siglufjörður	30 aurar	Siglufjörður	4. VI. 28
2	Ísafjörður	4- VI. 28	Siglufjörður	30 aurar	Siglufjörður	4. VI. 28
3	Akureyri	5- VI. 28	Reykjavík	30 aurar	Reykjavík	5. VI. 28
4	Reykjavík	9. VI. 28	Vestmann Islands	30 aurar	Vestmanneyjar	9. VI. 28
5	Vestmanneyjar	9- VI. 28	Reykjavík	30 aurar	Reykjavík	10. VI. 28
6	Seyðisfjörður	6. VIII. 28	Reykjavík	30 aurar	Reykjavík	8. VIII. 28
7	Reykjavík	3. VII. 29	Siglufjörður	30 aurar	Siglufjörður	3. VII. 29
8	Þórshöfn	3. VII. 29	Reykjavík	30 aurar	Reykjavík	4. VII. 29
9	Húsavík	3. VII. 29	Seyðisfjörður	30 aurar	Seyðisfjörður	4. VII. 29
10	Bíldudalur	6- VII. 29	Ísafjörður	30 aurar	Ísafjörður	6. VII. 29
11	Sauðárkrókur	3. VII. 29	Akureyri	30 aurar	Akureyri	3- VII. 29
12	Akureyri	13. IX. 29	Reykjavík	60 aurar	Reykjavík	13. IX. 29 <sup>a</sup>
13	Reykjavík	17. IX. 29	Akureyri	30 aurar	Akureyri	17. IX. 29
14	Hólmavík	18. X. 30	Reykjavík	20 aurar	Reykjavík	30. X. 30 <sup>b</sup>
15	Öndurfjörður	22. X. 30	Reykjavík	20 aurar	Reykjavík	30. X. 30 <sup>b</sup>

a. Registered cover higher rate. 1st and 2nd airmail stamps.

b. Mail held for flight.





## Flatey correction

I discovered an error in an article I had written for ISK106 and Scandinavian Contact in 2015. I described the circumstances leading to the end of the Flatey cancel B1c on the Baldur ferry Landpóstur. I incorrectly said that a type B8b1 was used on the ferryboat, instead of the B1c. The old B1c was modified for use from the year 2000 and the B8b1 types for 1999 and 2006 were never issued to Flatey. That sets the record straight. As far as this magazine is involved, In Issue 15 of February 2017, Iceland Gazetteer page 20, in the paragraph under Flateyjarhreppur, delete references to B8b1 and substitute B1c.



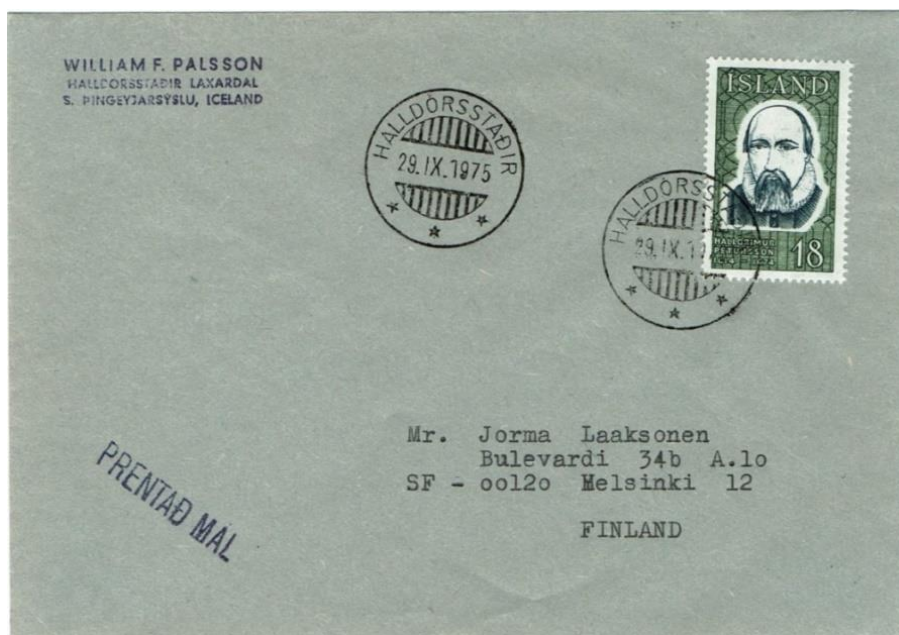
There are probably enough of our readers who did not see the original article, and may be interested in the unusual circumstances described therein; here it is below.

*Another date canceller has ceased to be used. Although the post office at Flatey was closed on 29.5.2009, the B1c FLATEY mail dater continued in use aboard the ferry 'Baldur' which sailed from the island to Stykkishólmur. The ship had a post office desk on board. In autumn 2014 a new ferry boat, also called 'Baldur', was bought from Lofoten in Norway and came into operation. This vessel does not offer a postal facility. Therefore the Flatey B1c cancel was kept at the shipping line office and not used. A decision was taken by the post office to remove the Flatey cancel from 1st September 2015, until it was pointed that a stamp issue was planned for 10th September which featured the old library on Flatey island. It was anticipated that collectors might want this stamp cancelled at Flatey, so the withdrawal of the date canceller was put off until 1st October 2015. The last date of use of this cancel might be recorded as autumn 2014 on board the old Baldur, or maybe 30th September 2015 on collector covers? All mail from the island of Flatey is now cancelled at the Stykkishólmur post office with their postmark.*

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## Another rare single franking

The Famous Icelanders were issued September 18<sup>th</sup> 1975. The values in this series were supposed to be for the rates of January 1<sup>st</sup> 1975. However, the rates were changed at October 1<sup>st</sup> 1975 and the 18kr. stamp was only to be used as single franking for 12 days. The value was the lowest rate for a printed matter.



*Printed matter to Finland cancelled Haldórstaðir 29 IX 1975.*

*Printed matter rate was 18 kr 0-20 gr. worldwide*

The 23kr. of this series was originally the rate for an ordinary inland letter. This value was from October 1<sup>st</sup> the printed matter rate. The two other values were supplements.

## Interesting postal rates Ron Collin



The October 2015 Gaertner auction carried this postal card with the Husavik Crown cancel posted in 1900. The franking is 31aur.



I noticed Lot 9450, another Húsavík postal card to Verviers. This one is Registered with a 40 aur rate.

THESE ARE INTERESTING RATES.

It would be interesting to see if there are any comments on these cards. I'm curious about the routing and the rates.

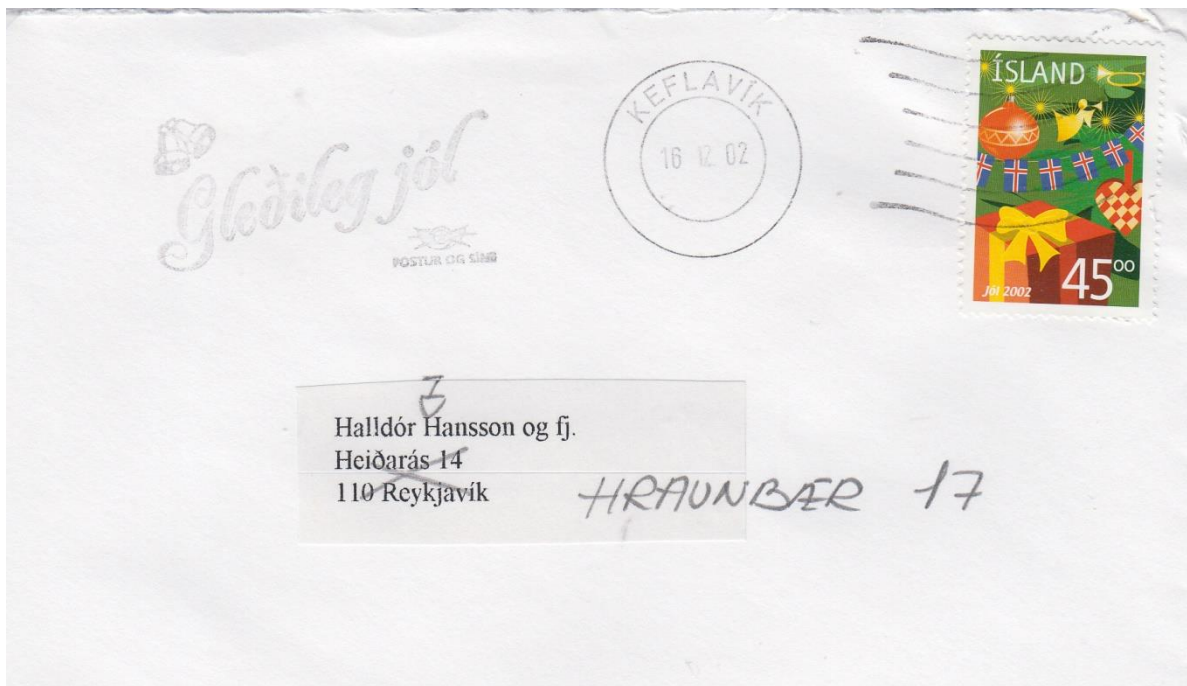


## Modern machine cancels

In Issue 17 p.5 the matter seemed to be settled regarding the identification and origin of two machine cancels used at Húsavík and Egilsstaðir shown again here. They are type M8 Frama Electron originating as franking machines (frímerkingavélar) converted into cancelling machines (stimpilvélar).



Now another one has turned up, used at Keflavík in 2002. The appearance seems identical, with no Íslandspóstur logo, and so we have a third type M8. I cannot presume it is from a similar machine conversion, nor can I guess at the origin of the cancel.



Dated 16.12.02. 45kr inland rate

In common with the Húsavík and Egilsstaðir cancels, this was not included in Íslenskir Stimplar Brúar-, Rúllu- og Vélstimplar 1998-2007.

In postal terms much has altered at Keflavík since 2002; all the cancels were changed in August 2003 to Reykjanesbær, and so the spell of use for this M8 cancel must have been limited to that extent. When was it first used? Hopefully readers will come up with other dated examples.



## Postal Labels *Jay Smith*

Following the article by Ole Svinth in Issue 24, I show the following three different types. Probably all are known to most readers, but just in case...

The first two have been sold, but I keep reference images of such items on the website for educational purposes. For the third (circular) type, I include some additional reference images and notes (size of sheet, etc.).



PÓSTSTJÓRNIN crown / posthorn letter seal. Oval, scalloped edges. Red on white paper, crown above, posthorn below. On piece from reverse of 1925 registered (tied by British blue lines) cover transiting Edinburgh 24 August 1925 and either transiting or arriving (probably) in København 27 August 1925.

This may "just" be an official post office letter seal. However, often such were used to "officially seal" letters. I can only recall having one other such seal about 15-20 years ago

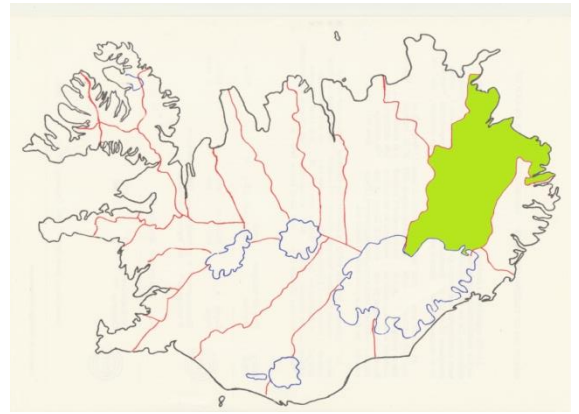


1950s Postal Seal. NH VF. Reverse-printed embossed blue oval type of design that is seen in the postal seals of various countries. For example, in 1876, Sweden started using a design similar to this for an actual official postal mail stamp for letters to foreign destinations. In general, countries seem to use type of seal as a letter seal on official correspondence and/or as seal to repair damaged mail. I do not know when this particular seal was printed, but I am guessing that it was in the 1950s.



**NORÐUR-MÚLASÝSLA.**

This county links the low lying marshes of Norður-Píngeyjarsýsla studied in the last part with the more rugged and deeply indented fjord country of the east coast. However, it is sparsely populated, with a current population of only about 2300 compared with some 3600 at the turn of the century.

**18.1 SKEGGJASTAÐAHREPPUR.**

Both the fjords in Bakkaflói have had offices, the first being opened at [Bakki \(1\)](#) on 1.1.1899. The office initially used a triple ring crown cancel inscribed 'BAKKI' until 1903 when number 47 was introduced. This was used until 31.12.1916 when the office was closed and moved to [Bakkafjörður](#) (otherwise known as [Höfn \(3\)](#)). The collecting office was promoted to post office on 1.10.1945, closed on 20.7.2004 and moved to a postal agency at Kauptún ehf till closure 31.12.2006. In that time it used the old triple ring crown cancel from Bakki and also possibly a single ring crown cancel, number 47 till 1930 and then Swiss types B2a, B8e, B8b1 in two types. The village, on the southern shore of Bakkaflói was only served by sea-post until the turn of the century when it was linked with the overland posts. Today it is



connected by bus with Þórshöfn and in 1968 had a population of 64.

At the head of Finnaflói a collecting office was opened in the farm of [Saurbær \(4\)](#) between 16.3.1929 and 31.12.1963, it is now deserted. For such a small office open for a relatively short number of years it seemed to have a multitude of cancels. Number 231 was used from 1929 to 30.6.1930. Swiss type cancel B2a inscribed 'SAURBÆR MÚL' was used 1.7.1930 to 1956 when it was lost. After number 295 was used as a temporary cancel it was replaced with type B3e inscribed 'SAURBÆR N-MÚL' and used till closure.

**18.2 VOPNAFJARÐARHREPPUR.**

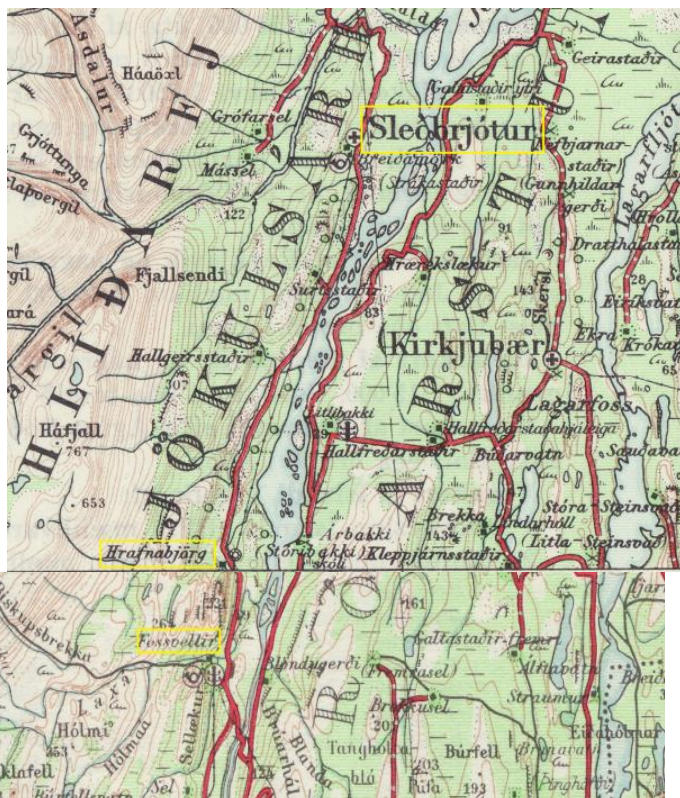
The only office in the parish is situated at the village of [Vopnafjörður](#). A busy little port when the herring are in season, the population has risen from 228 in 1901 to the present total of some 600. A collecting office was opened here 1.1.1873, which was subsequently made up to post office 1.4.1888 and was issued with a provincial post office postmark, which was used as late as the mid-1930s. After that there have been a series of Vopnafjörður Swiss type cancels, B4c, B8e, B7b, B8b, B8b1, and R8a. The post office was closed 11.11.2004 and an agency was opened at Landsbanka Íslands till 5.10.2008 and since then at its successor, Landsbankinn hf.





Picture postcard view of Vopnafjörður in about 1910

### 18.3 HLÍÐARHREPPUR.



Along the river Jökulsá á Brú, three farms had offices at one time or another. The first was opened at [Fossvellir](#) on the Northern Post 1.1.1873. However, it was closed 31.12.1874 and moved to [Hrafnabjörg](#) (1). It was reopened 1.1.1877 having moved from [Hofteigur](#) (18.4) just to the north, but was only open for that year. It reopened again 1.4.1892 and from 1893 it used a single ring crown cancel inscribed 'FOSSVÖLLUR' till the office was closed again 31.12.1897.

From 1910 to 1914 and again 1918-1928 it became an occasional port-of-call for coastal vessels and reopened full-time from 1.1.1929 to 10.2.1984.

From 1903 number 31, one of the rarest numeral cancels, was used. Number 230 was also used from 1930 and then Swiss type B1a and B8b were issued.

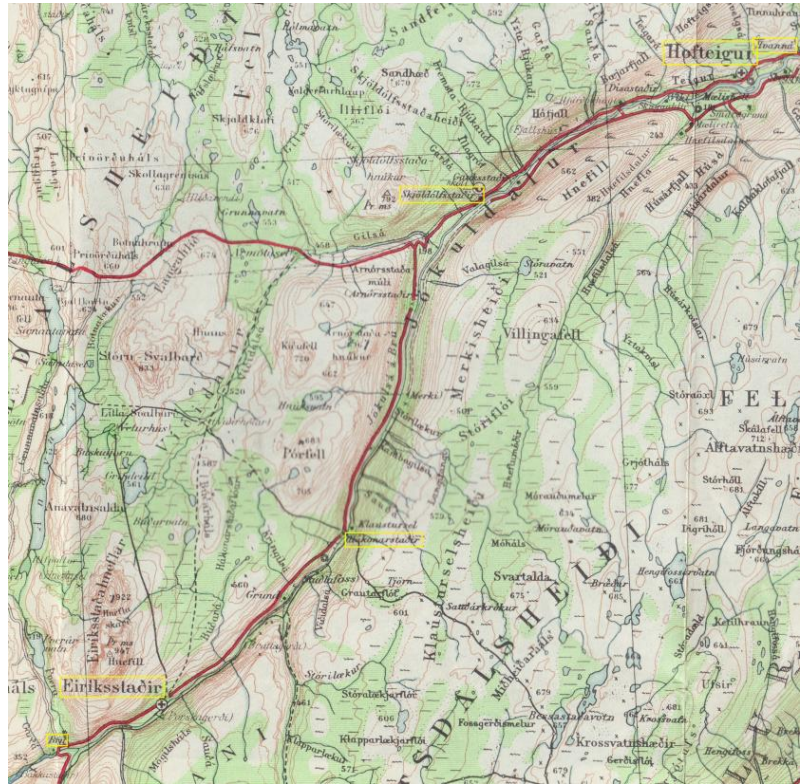
Mentioned above, the collecting office at [Hrafnabjörg](#) (1) was opened 1.1.1875 having been moved from Fossvellir and was open for that year. The office was reopened 1.7.1882 but closed and moved back to Fossvellir before any cancels were issued.

The remaining office was opened at the parish church of [Sleðbrjótur](#) 10.5.1898. No crown cancel has been found but the collecting office used number 37 and Swiss type B2a until closure 31.12.1963.



## 18.4 JÖKULDALSHREPPUR.

Further up the same valley along the main road to Möðrudalur is the rectory of [Hofteigur](#). Moved from Fossvellir 1.1.1878 the collecting office remained open until 30.6.1882 when it was moved to Hrafnabjörg (18.3). It was reopened 1.1.1898 and used the old Fossvöllur cancel and then a rare triple ring crown cancel (inscribed Hofteigur) until 1903 when number 33 was issued. On 30.6.1916 the office was moved to [Hvanná](#), a few km. downstream. The farm initially used number 33 and then Swiss types B1a and B8b. The office was closed 31.1.1984.



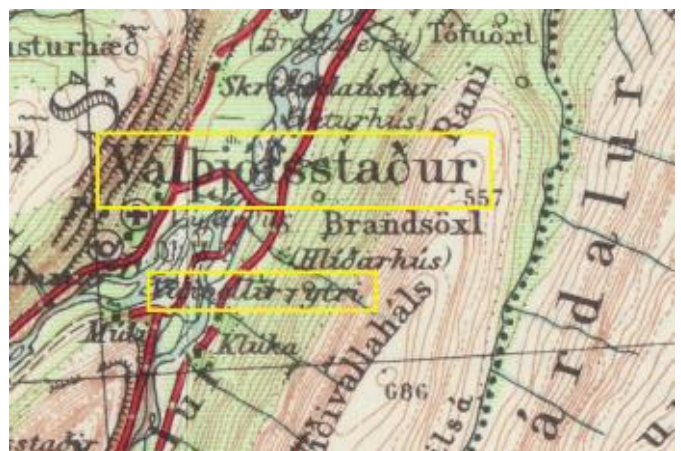
Further south-west a collecting office was opened at the farm of [Skjöldófsstaðir](#) 1.1.1882. Though a crown cancel was probably used here, none is known and number 36 was used from 1903. This was subsequently superseded by Swiss types B2a and B8b before closure 30.11.1984.

On the no-through-road leading south-west from Skjöldófsstaðir a collecting office was open for a very short time in 1892 (1.4 to 13.6) at [Hákonarstaðir](#). No cancels are known used from here and the office was moved on 14.6.1892 to [Eiríksstaðir](#) rectory further up the road. Except from between 1.1.1895 and 31.12.1903 when the office was located at [Brú \(1\)](#), Eiríksstaðir has used a very rare single ring crown cancel (with its own name), the inherited two-ring Brú crown cancel, number 30 and then Swiss type B2a before closure 31.12.1963.

[Brú \(1\)](#), a farm even further up the rough road, was a collecting office from 1.1.1895 to 31.12.1903 and used a very rare double ring crown cancel and then number 30 for a year.

## 18.5 FLJÓTSDALSHREPPUR

The next major valley to the south and containing the thermally warmed waters of Lagarfljót, is the valley of Fljótisdalur. The parish is at the south-western end of the valley, and the first collecting office was situated at the rectory of [Valþjófsstaður](#). Opened 16.4.1892 it used a single ring crown cancel until 1903 when number 38 was introduced. This was subsequently superseded by Swiss type B2a in use till 31.12.1966 and at one time a straight-line rubber cancel Valþjófsstaður. The office was moved to [Ytri-Viðivellir](#), a farm across the river. Initially the old Valþjófsstaður Swiss cancel was used and then it got its own type B8e inscribed VIÐIVELLIR till closure 28.2.1985. Ytri-Viðivellir is sometimes referred to as Viðivellir-Ytri.







## 18.6 FELLAHREPPUR.

Ás (2) was the first collecting office in the parish opened only for a short time at the parish rectory between 1<sup>st</sup> April and 13<sup>th</sup> June 1892. As such it had no cancels of its own.

The other place to have a collecting office was Skeggjastaðir (2). This was open between 1.7.1945 and 31.12.1963 using number 300 and then a Swiss type B3e. Skeggjastaðir is only a few km south-west of Ás.

## 18.7 TUNGUHREPPUR (Parish sometimes also referred to as Hróarstunguhreppur)

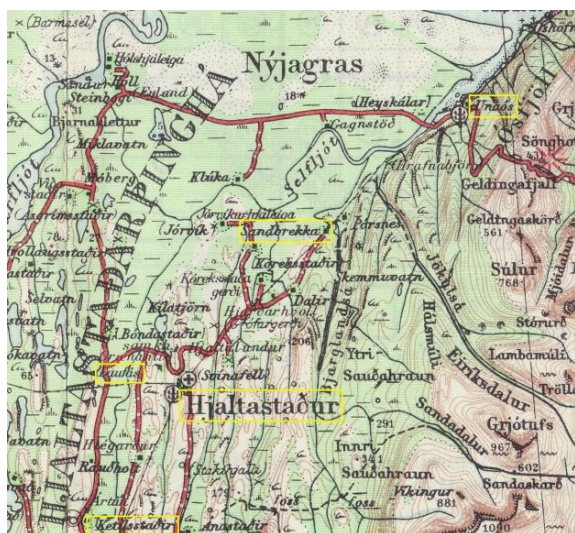


The first office in the parish was opened at the rectory of Kirkjubær on 16.4.1892 having been moved from nearby Hjaltastaður (18.8). It used a single ring crown cancel until 1903 when number 35 was given to Kirkjubær. This was followed by Swiss type B1a before the office closed 30.9.1965.

Opened 23.2.1929 a second office was at the farm of Bót, further south some 9 km. from Egilsstaðir. Number 229 was used initially, followed by Swiss type B1a. The office was closed 31.12.1976.



## 18.8 HJALTASTAÐAHREPPUR.



The parish borders the southern half of Héradsflói and contains 37 separate farms. The earliest office was opened at the parish rectory of Hjaltastaður. It opened 12.4. 1890 but closed shortly after on 15.4.1892 and moved to Kirkjubær (18.7 above). It reopened 1.1.1898 and used a single ring crown cancel till 1903 then number 32 until 1906 when the cancel was damaged. It was replaced by number 177 followed by a Swiss type B2a from 1930. It was closed 30.6.1945 and moved to Sandbrekka. Here the office stayed till closure 31.12.1963 using number 177 and Swiss type B8e.

The second office was opened at Unaós (also known as Ós) where the road leaves the coast to go to Bakkagerði. The collecting office was located at the farm between 1.1.1907 and 31.12.1912 using number 53.

A collecting office was opened at Ketilstaðir on 1.7.1945. This is a farm about 5 km. south of Hjaltastaður and used number 299 and then Swiss type B3e. It was closed 31.06.1973 and moved to Laufás, near to Hjaltastaður and used Swiss types B3e of Ketilsstaðir and then B8b till closure 31.1.1984.

## 18.9 BORGARFJARÐARHREPPUR

This is a very isolated fjord as it is only reached by land at the end of a tenuous track from Unaós. As was often the custom, the duties of the postman were entrusted to the clergy, in this case the rector of Desjarmýri, just south of Bakkagerði. Here the office was in use between 23.4.1892 and 31.12.1896 when it was moved to Bakkagerði. In that time it used a single ring crown cancel, spelt 'DESJAMYRI'. Bakkagerði,

sometimes known by the name of the fjord in which it is situated, [Borgarfjörður](#), used the old crown cancel DESJAMYRI and number 44 until 1.1.1920 when it was made up to post office. Since then it has used Swiss types B2c1 (26.5 mm. and 28 mm. diam.), and B7b. It also used a 26mm straight line cancel. The office was closed 1.8.2005

The village had a population of 163 in 1968 and was at one time the home of the painter Kjarval. Leading south from here is the extremely rough jeep track to Húsavík and Loðmundarfjörður.



## 18.10 LOÐMUNDARFJARÐARHREPPUR.

[Stakkahlíð](#), alternatively known after the fjord as [Loðmundarfjörður](#), was opened as a collecting office 23.4.1892 and used a single ring crown cancel inscribed 'STAKKAHLID'



until 1903 when number 45 was issued. This was in turn followed by Swiss type B2a till closure 31.12.1967. This is a very isolated fjord dependent on the fishing for the jeep track is 'extremely rough' to quote a road guide. The total population for the whole parish in 1961 was a mere 23, living at four addresses. The Swiss type cancel was inscribed 'LOÐMUNDARFJÖRÐUR'.



## 18.11 SEYÐISFJARÐARHREPPUR.

### SEYÐISFJÖRÐUR

Created Kaupstaður in 1894

The town of Seyðisfjörður is the administrative centre for the Eastern Fjords. It has a population of just under 1000 which has grown from 841 in 1901. The good sheltered port has been important over the centuries and was used by the Norwegians who started the herring fishing which is the town's main livelihood to this day. The British Royal Navy made Seyðisfjörður its main depot in the Second World War and it is the eastern terminus of the transatlantic telephone opened to Britain in 1906.

Seyðisfjörður had the distinction philatelically of having one of only three Danish post offices. It was opened in 1870 and used a three ring 237 cancel. It should also have received a date stamp but none has been found yet. Even the 237 is extremely rare and has not been found on cover. This is explained by the fact that only three sailings were made from Seyðisfjörður when the cancellation was current, and these were all in the summer of 1870. In 1871 there were no sailings at all and in 1872 the mail boat called at Berufjörður rather than Seyðisfjörður.

In 1873 the regular Icelandic posts were started and the office received a provincial date stamp. This was used to about 1911 when it was replaced by Swiss type B2c1. Subsequently Swiss types B8e, B7b, B8b1, and R8a have been used.



The office has been designated the following:

Póstafgreiðsla: 1.1.1873 to 31.12.1919

Póstofa: 1.1.1920 to 31.12.1929

Póstafgreiðsla: 1.1.1930 to 21.10.2009

## Samstarf við Landsbanka Íslands: 22.10.2009 to ?

Samstarf við Landsbankann hf: ? to ?

## Samstarf við Kjörbúðin ? to present



Card sent by French fisherman from Seyðisfjörður in 1908

[illegible]

**Old postmark BORGANES used one day only. Top quality. Or?? Ole Svinth**

Seeing this stamp I simply had to correspond with a specialist. I was naturally sure of the answer. However, I will copy the answer, as maybe some of the readers do not have confidence in my judgement that it is a fake cancellation.

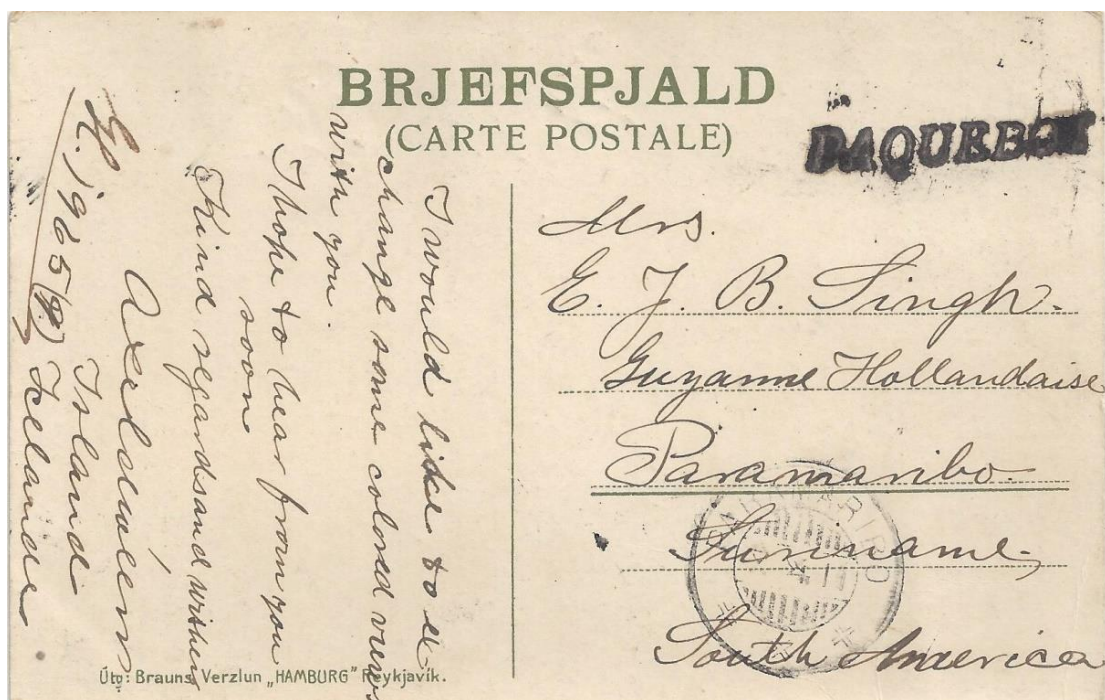
From **Jørgen Steen Larsen**:

*This is the worst fake postmark seen for a long time. Name of office wrongly spelled! Should have been BORGARNES (r missing). Postmark type resembles a machine cancel but the 10 a.m. position seems to contradict. The stamp was not valid for postage since 31 12 39.*





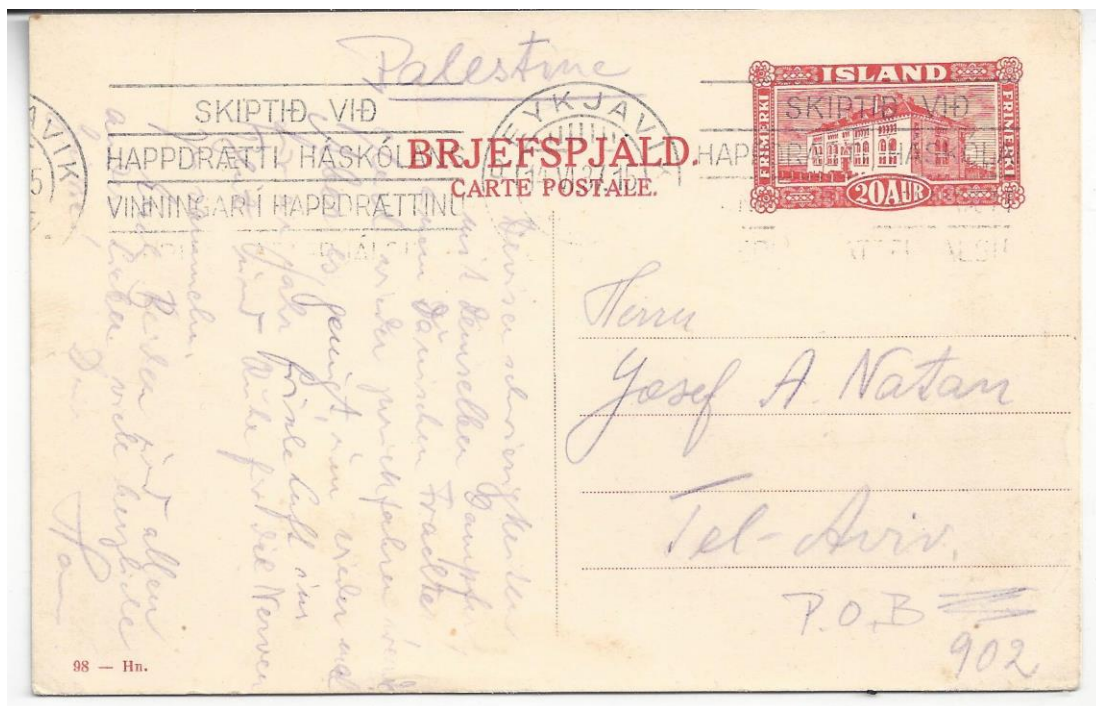
## Covers to unusual destinations (Part 2) *Wilbur Jonsson*



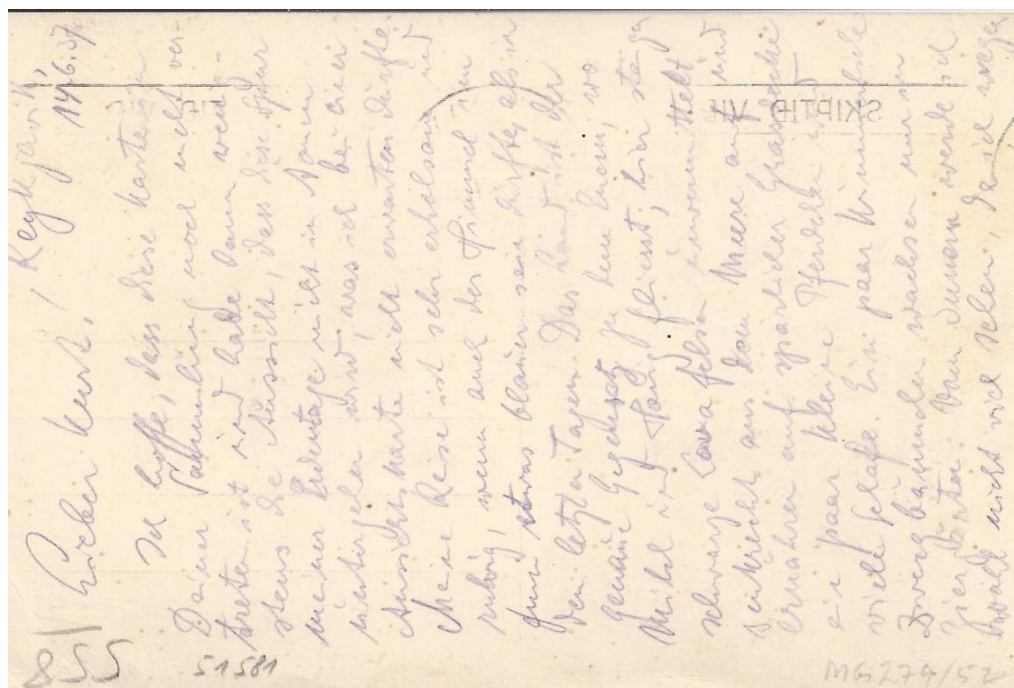
SURINAME: Picture postcard addressed to Paramarbo, Suriname, Dutch Guyana with the straight line Paquebot mark of Edinburgh as well as an arrival stamp of Paramaribo dated -/ 4/11 on the address side and two strikes of the Edinburgh CDS dated MR 13 11.







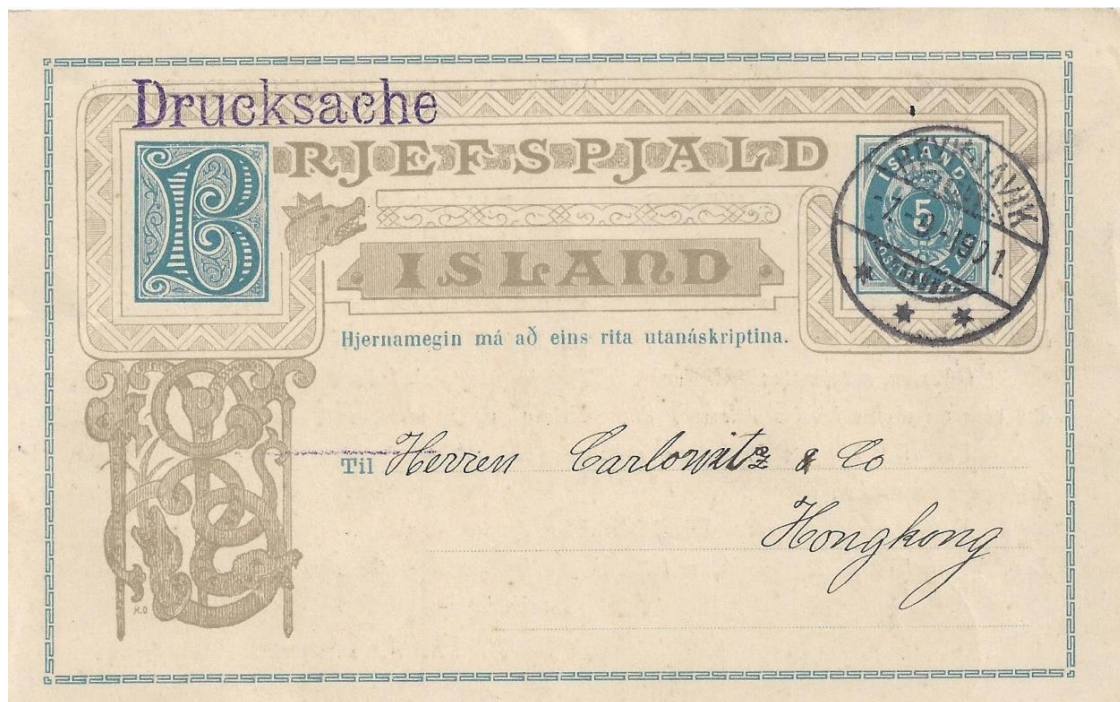
PALESTINE: 20 aurar buildings brjefspjald with the Reykjavík machine cancel dated 14 VI 1937 addressed to Tel Aviv, Palestine but as usual for that period, no arrival cancel.



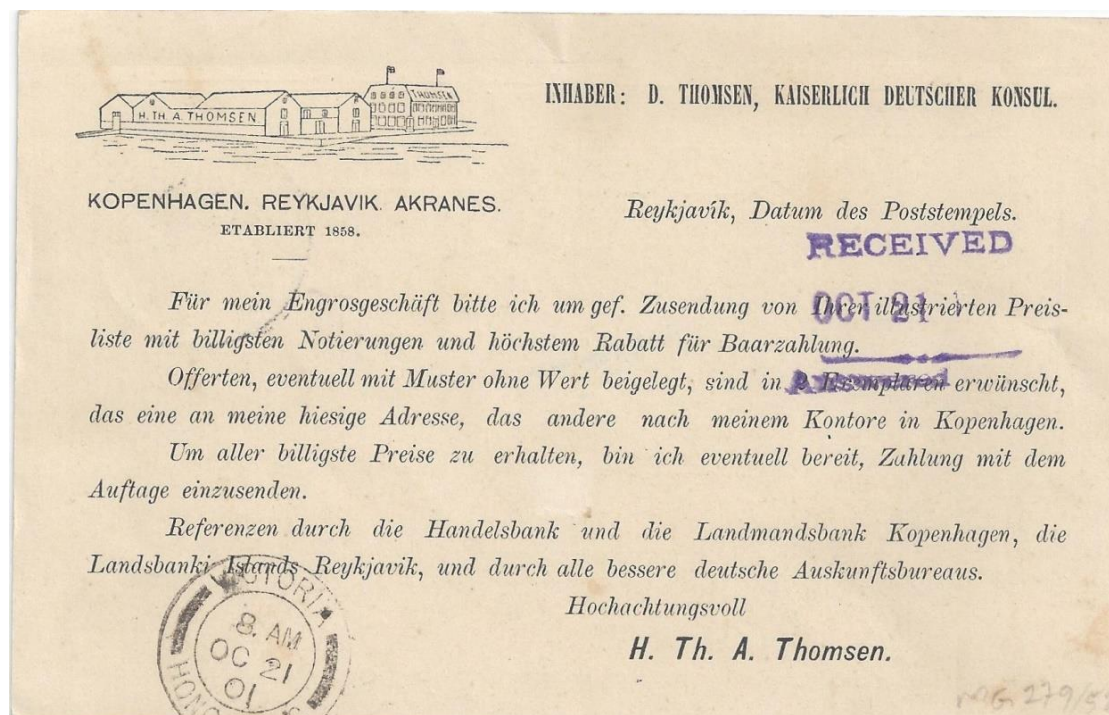


HUNGARY: early picture postcard of Geysir spouting (number two of a set of ten of which the first six were Icelandic scenes, two of Faroese scenes and two of DWI scenes) franked with a 5 aur green coarse perf. There is a Reykjavík CDS of 11/3/-9 (the first digit of the date is unclear, but likely a 9) and a Szent Endre arrival cancel.





HONG KONG: This 5 aurar stationery card, single has the handstruck mark “Drucksache” (printed merchant D. Thomsen). The card is postmarked with the bridge cancel of Reykjavik 7 9 1901. On the back is the CX of Victoria, Hong Kong Oc 21 01 and the office handstamp of the recipient dated Oct 21.





## Was this cancel ever used here? (16)



### B2a Þorfinnsstaðir Vestur-Ísafjarðarsýsla

Recorded use Þorfinnsstaðir 1.07.1930 – 31.12.1944

Kirkjuból 1.1.1945 – 31.12.1964



The amount of mail handled by these remote north western farms must have been very small. Facit does not price this bridge cancel. The cancel was located at Kirkjuból for nearly 20 years. One of our readers may have an example used at Kirkjuból?



### B2a Þóróddsstaður Suður Þingeyjarsýsla

Recorded use Þóróddsstaður 28.2.1930 – 31.03.1976

Rangá 1.4.1976 – 4.7.1976



12.10.69

The delay in receiving its own Rangá cancel was just 3 months; time enough for the limited use of Þóróddsstaður? If anyone has one it must be rare.

I can't resist slipping in a short story about my visit to Rangá in 1993. Armed with my map of the post office locations in Suður Þing, I had persuaded Ári the tour guide to stop the bus at every farm location en route so I could jump out and take a photo of former post offices. The driver overshot the Rangá farm and Ári told him to reverse the

minibus so I could get my photo. The driver reversed but forgot he had a trailer on tow, which jack-knifed and scraped down the side of the bus. While he and the guide were phoning Reykjavík HQ to report the damage to their brand-new minibus, I was running a few hundred yards back to Rangá to get my photo. (Ári was very nice about it afterwards).



## Opinions invited on this early official Airmail

Unfortunately I have mislaid any correspondence I might have had relating to this illustrated cover. Many early inland airmail covers are regarded as having a philatelic origin. On face value, this one appears to be an official 1930 airmail, which has travelled a very short distance from Þjósárbrú post office in Rangárvallasýsla, crossed the Þjórsá river to the Telephone Exchange/Office at Ölfúsárbrú in Árnessýsla, about 20 kms westwards. There are no postal markings on the reverse, just an imprinted logo of a parachute, a letter and the inscription BON/AIRFIELD. I have tried to reproduce that image as best I can.



Þjósárbrú B1a dated 26.6.30 and a receiving cancel Ölfúsárbrú 27.6.30. Although everything is apparently in order, why use airmail, and which airmail route would possibly include the short hop from Þjósárbrú to Ölfúsárbrú?

The 30aur franking is correct, made up of 5 x CHX 4aur officials plus a 10aur triangular official. I found a note I made that a similar cover is shown in Lüning page 157, but I no longer have access to that either.



Seen at auction

### Quite an early Keflavík Flugvöllur?



It is dated 9 years before the cancel was issued in 1947. Seen on Ebay. \$19 start

### Nice contrasting shades of the 2sk



Contrasting conditions too, but there must be a story behind that very fine 11 cancel on a skilling stamp?



## Late use of the Borgarfell crown cancel

It has been mentioned in previous issues that there is a need for an update of Facit Specialized to keep up with research on the crown cancels. The following article was in a previous *Scandinavian Contact* magazine and is reproduced here with the permission of the author.

Several copies of the Borgarfell crown cancel are known on Double Head issues with the crosses wmk issued from 1913, as is shown here. Some of the Borgarfell strikes on Double Head issues were also used at Flaga which opened in 1917 after the closure of Hlíð, and proof of this is a cover dated 14.4.1917 reported by Jørgen Steen Larsen in an article on late use of crown cancels in IslandsKontakt Nr.45.



Enquiries revealed the apparent scarcity of copies of the numeral 22 on the Double Head crosses wmk issues. As JSL wrote, this may indicate that perhaps the numeral was mislaid at Hlíð resulting in the regular use of the Borgarfell crown cancel at Hlíð and later at Flaga, at least until 1920. If there are any examples of the Borgarfell crown cancel on CHIX issues, this would not overturn the probability that its late use was confined to the period 1913-1920. The Facit valuation of 800SEK for numeral 22 applies to both the

Borgarfell and Hlíð periods. I believe this may not reflect its true scarcity during the Hlíð period, or indeed at Flaga until 1920 on the Double Head stamps. It is well known on the 1925 Views.

[illegible]

## Can anyone show an earlier date?

BÆR KFN type B8e, according to the handbook Íslenskir Stimplar by Þór Þorsteins, is known from October 1960. The example shown below is clearly dated 27.VII.1960. Can anyone find an earlier date of use?

