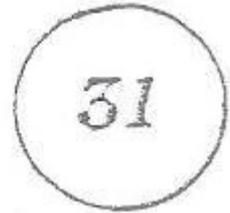


# ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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

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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 July 2019. If you need help with translations let me know.

The editor will help with the English if necessary.

flackbp@gmail.com

Replacement pages for the 2009 and 2016 editions of Iceland Postal Rates 1870-2009

Insurance fees for Value letters and parcels sent to foreign countries before 1920.

Thanks primarily to research by Ellis Glatt and Ebbe Eldrup, replacement and additional pages are available for both the 2007 and 2016 editions of *Iceland Postal Rates 1870 – 2009*. Just send me an email. The page numbers have been omitted from the new and revised pages so that they can be fitted into either of the two editions of the book.

The postal rates book in its different incarnations since 1997 has seen many changes. I am grateful to Ellis Glatt for pointing out an error which has survived probably since the first edition of 1997. In Chapter 7 on Local Post, the page headings should read “Local Post Rates for Letters and Letter Cards” and the next page should read “Local Post Rates for Postcards”. In addition, the caption under the illustrative Ísafjörður cover should read 6/1/1900 and not 1/7/02.

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Rare use of Í Gildi Stationery (Issue 32). My apology for not spotting the erroneous use of the word “stationary” instead of “stationery” in the title. ☺

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Crown cancels research.

We began accumulating crown cancel images in November 2018 with the aim to review Facit pricing of those cancels presently rated 5, RR and RRR. It is progressing nicely and we have amassed 499 C1 images, 176 C2 and 23 C3. The search for more images continues. Please send images to the editor.

The later project to identify crown cancels with letter and other variations, eventually to list them in Facit, is making slow progress. This may be because, by their very nature they are scarce, and few are known to our readers. I am grateful for the efforts made so far. The following are the cancels so far identified with variations worthy of consideration for a future Facit listing:

Borgarfell, Fagurhólsmýri, Hafnarfjörður, Hólar, Kolfreyjustaður, Kollafjarðarnes, Kotströnd, Rofabær, Snæfjöll, Þórshöfn, Þorlákshöfn and Þórshöfn.

Please examine your copies of these cancels and any others you think should be added to the list.

XXXXXXXXXXXXXXXXXXXX

I have a space to fill on this page, so here is an intriguing image of the RAUFARHÖFN crown cancel, taken

off the bottom of a manuscript letter dated **14<sup>th</sup> April 1898**, and which shows extraordinary alterations to the crown cancel. Here is the opinion of Jørgen Steen Larsen.

*I have a copy of C1 Raufarhöfn on 10 aur Chr IX issued 9.10.1902 with the full posthorn and the full rosette.*

*This means that the posthorn and part of the rosette was removed later than 9.10.1902 – probably after N1a-51 was taken into use in the summer of 1903. My conclusion is that the late usage of C1 Raufarhöfn on the document seems to be manipulated so that we only have got one type of C1 Raufarhöfn.*





### **Johnny Pernerfors 1962 – 2019 R.I.P.**

Johnny's untimely death came as a great shock to all his friends across the Iceland collecting fraternity and beyond. A wonderful man and a giant in Iceland philately who will be greatly missed by us all.

Many fine tributes have been made by his friends in the weeks following the sad news of his death. Offered by Wilbur Jonsson, namely a quotation taken from John Donne's 1624 publication "Devotions Upon Emergent Occasions"--modern spelling is used:

No man is an island entire of itself,  
Every man is a piece of the continent,  
A part of the main.  
If a clod be washed away by the sea,  
Europe is the less.  
As well as if a promontory were.  
As well as if a manor of thy friend's  
Or of thine own were:  
Any man's death diminishes me,  
Because I am involved in mankind,  
And therefore never send to know for whom the bell tolls;  
It tolls for thee.

## Crown cancel C1 BÚÐIR

In the process of researching crown cancel varieties to add to our new and growing database, I came across the article *Crown cancel C1 BÚÐIR*, by Jørgen Steen Larsen and the late Þór Þorsteins, previously published in *IslandsKontakt* 43 in 2002. My first inclination was to reproduce the article, and had obtained the author's permission to do so. However none of the images used in ISK 43 were readable and despite great effort, not all of them could be traced to the originals, so there seemed little point in going ahead. On the other hand, I thought the subject was too interesting to bury in the past, and you never know we might discover something more about the chain of events which led to the well-known and common crown cancellation we all know as 'ÐIR'. What follows, draws largely from the ISK 43 article, and I am pleased to say that I have managed to include some, but not all of the cancels used in that article. All the following text in italics is from the original ISK 43 article by JSL and ÞÞ.

Þór Þorsteins claimed ownership of a complete and possibly unique full cancel BÚÐIR, (or BÚ ÐIR) and in the absence of any other image of that rare strike, I had no alternative but to reproduce his original image which unfortunately is, to say the least, unhelpful. At least we know that one complete example does exist even if we do not have access to it.

Þór wrote about this cancel:-*In my collection I have long had a copy of C1 BÚÐIR as shown BÚ ÐIR.*



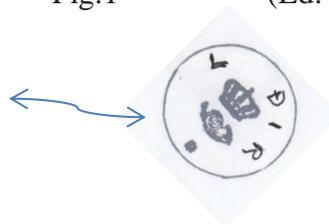
*The illustration shows (I wish!!) the placing of the letters, and it appears sufficiently clearly that the letters were from the start placed fairly centrally, and that there is a blank space between the U and the Ð. The space is not large, that it hardly leaves room for more than an 'I'. This is however only my opinion which may be wrong, because the postmark laid out in this way, could have been the result of cutting. I have seen in correspondence that the Danish firm which produced the postmarks had problems reading the handwritten Icelandic names received from the Postmaster, and that it all ended with an Icelandic student, who lived in Copenhagen, being asked to read the correct inscriptions for the production of the place names. The existence of more wrong spellings in the old C1 postmarks supports my opinion that in this case, letters were chipped away, and that consequently the postmarks' lives were shortened. I think this happened here in Iceland after the postmarks were received.*

*C1 BÚÐIR could have been such an example. The postmark probably had 6 letters on arrival, whereupon one was immediately removed before the cancel was taken into use. Unfortunately I have not found documentation to support this opinion, but I am optimistic in this respect. On Jørgen's pair of 5aur (fig.1), I do not think that it is an 'L' but a 'B', which gradually wore and broke away because of the empty space left by the cut-out letter.*



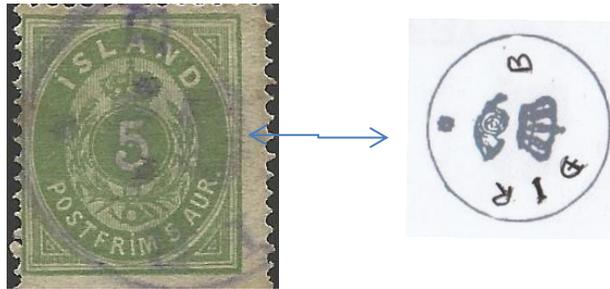
Fig.1

(Ed: I believe this image is of the 5 aur pair used in ISK43)



(Ed. The following example also on a 5 aur, was not in the ISK 43 article, and shows a “falling B”, perhaps

before the stage shown in Fig. 1 above?



Jørgen wrote:-

*In the Handbook of Iceland Postmarks the following illustration is shown of C1 (BÚ)DIR.*



*In this illustration, the 'D' is placed above the middle point of the crown as one would expect, as the letters were originally positioned so that the inscription BÚDIR sat above the middle of the crown. Compared to the available examples shown here (Fig.1 on the 5 aur pair and Fig. 3 on 20aur blue) it appears however that the 'D' is placed to the right of the middle of the crown. From the beginning then, can it therefore be deduced that there might have been three letters to the left of 'DIR'?'*

*The combination of the L look-alike letter and the wrong positioning of 'DIR' has got me thinking that the postmark inscription could have been wrong from the start, and that this could have been a possible cause for the removal of first the 'Ú' and then the L look-alike letter. From Stig Unger's large crown postmark collection we have below a print 'B(Ú)DIR' (Fig.3). So there are not only one, but at least two images showing the remains of "B".*

*It will be interesting if any of our readers have more illustrations where there is a remnant of more than just 'DIR' like this, so we can compare it with the L-like letter above. (Fig.1).*



Fig.3 (Ed. This is definitely the stamp used in ISK43)

Both Jørgen and Þór agreed that the section on the crown cancel C1 BÚDIR in the crown cancel handbook issued by Foreningen Islandssamlarna, was incorrect, and that the illustration of DIR needs replacing to show the correct placement of the letters in relation to the crown. Perhaps also, at least one maybe two more illustrations are needed, including the full cancel.

The editor would be delighted to receive an image of the unique full cancel referred to by Þór, as well as any other “remnant” variations known to IPM readers. Your opinions are warmly invited.

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## Nice stamp combinations



Sólrun probably enjoyed making this pattern and Egilsstaðir office played its part on 18.7.2008 with 4 fine strikes of their B8b1 postmark. Assuming it was intended to be the registration rate of 535kr for over 100gm, the cover is 5kr overpaid.



Sometimes it is not just the content which gives pleasure, but also the envelope which comes with it! Thank you Gustaf Gustafsson for using value stamps! There is hope for collectors yet.  
Kópavogur Type B8b1b dated 06.02.2018 225kr Europe rate from 1.9.16 to 31.12.18.

## Unusual shipletter *Ole Svinth*

The definition of a shipletter is a letter when the stamps are cancelled in a foreign country. Collecting Iceland, we normally find letters with Danish, British and Norwegian postmarks. Shiplletters are however going the other way around. Not many of us collect letters from foreign countries arriving in Iceland. Since the origin of stamps, letters from outside Iceland have been found with Icelandic postmarks. Many covers from especially Denmark are often seen at auctions, fewer from Great Britain. In the old days stamps were often taken off the covers, and not many were kept. Only very few from USA are known. Therefore, I think it would be of interest to show this cover. Most of us know that Mr. K. A. Hansen was a philatelist, but that doesn't matter here. If I was a collector of US stamps I would be happy to find a cover like this. I am not a specialist in US postal rates. The stamp being blue might indicate foreign rate.



The Skipsbrjef mark is also seen on inland mail. Ships sailing round Iceland often carried mail, but when letters were handed over directly, stamps were not cancelled until they were delivered to the post office in Reykjavik. I have not yet seen the cancel use at post offices outside Reykjavik.

I really would have wanted an "Iceland" in the address. Has the cover ever been outside Reykjavik?

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## SENDLAÞJÓNUSTA (COURIER SERVICE)

A new Courier postal service commenced from 1<sup>st</sup> January 2010 for letters and parcels up to 2kg. It was restricted to most postcodes in the Reykjavík metropolitan area, and had a target of same day delivery on weekdays from 0900 to 1700hrs. The fee included VAT and postage. The initial fee was 1620kr. Presumably there must have been labels of some sort to indicate the type of service used? Around May 2014, possibly earlier, it was extended for use in Akureyri and two weight steps were introduced 0-10kg and 11-30kg. From January 2018 it reverted to one 20kg weight step and the rate was 2195kr. The rates varied between the first 1620kr and the last known 2195kr. On the latest inland postal rates listing from March 2019 the courier service is not shown, so perhaps the service is no longer available?

I would like to illustrate an example of any item sent by this method. I hope that our Icelandic readers can oblige. ☺.

## FORGANGSBRÉF (Priority letter service)

Well, I did predict in Issue 31, that following the shock announcement of the end of the Forgangsbréf service, it would not be surprising that somehow or other ☺ an example of this ill-fated service would appear before its demise on 31<sup>st</sup> December 2018. Here is one!



100gm innanlands (value 200kr), 50gm (value 180kr) plus 205kr in stamps – Total 585kr.  
10kr short of the 595kr Forgangsbréf rate.

XXXXXXXXXXXXXXXXXXXXXXX

## 1943 Postal rate puzzle



Ole Svinth used to send me puzzles to solve to test me, as he usually knew the answers already; not this one, though. He says this cover has not been sealed, hence it can be claimed to be a printed matter item, but he asks how was the 52 aur calculated by the clerk in Frímerkjasalan, who presumably knew his postal rates rules? I hope readers can come up with a plausible opinion, and support it with the suggested route taken by the cover. I have tried, but Ole was not convinced by my efforts. Incidentally there is a faint crown censor mark at top right which is barely visible. Over to the experts on wartime routes and rates among our readers!

## Numeral 95 is a very common cancel, but...



Mike Schumacher sent this N1a 95 numeral cancel on a 1937 stamp issue, saying that it is one year later than the latest date reported in Brynjólfur Sigurjónsson's numeral book. This is a very common cancel, used solely at Borðeyri, and most examples are found on the first issues ChrIX and Double Heads. I end this article with a possible reason for the existence of this strike of numeral 95 at Borðeyri in 1937.

Borðeyri was a collecting office from 1.1.1885 until it was upgraded to post office on 1.8.1923. Until then it had used a C1 crown cancel followed by the numeral 95. On promotion to post office it immediately received the provincial cancel STRANDARSÝSLA previously used at Staður in Vestur Húnavatn up to 1911. In 1929 it received a type N2 numeral cancel 250 from a block of spare numerals 231-250 which were received in Reykjavík in February 1929 and held by the main post office for emergencies. A postcard exists cancelled with N2 250, showing a date of 6.8.1929.



Superb research by Jørgen Steen Larsen, Ebbe Eldrup and Þór Þorsteins on the use of the emergency cancellers 245-250 appeared in IslandsKontakt Nr.33. Their conclusion with regard to N2 250 was, that as the Strandarsýsla provincial became very worn, as evidenced by examples from the early 1930s, the numeral 250 was allocated to Borðeyri in 1929, until the anticipated bridge cancel arrived. Perhaps a single N1a 95 numeral was deemed inadequate to cope with the

amount of postal traffic for the short time until the arrival of the bridge cancel. The population of Borðeyri around that time was c.45.

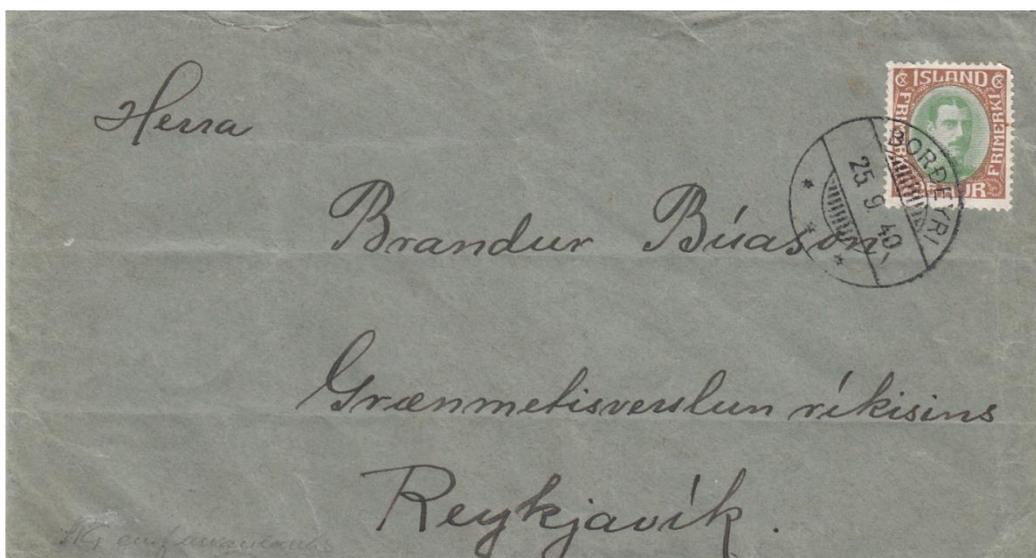
In 1930 it received its first bridge cancel B1a BORÐEYRI with the so-called "thick pillars". In 1932 it reported to central office that it had a numeral cancel, almost certainly N1a 95, the provincial cancel and a date cancel.



14.10.32

Finally, back to Mike's numeral 95 on a 1937 CHIX Jubilee which inspired this article. Was it just a chance use of the numeral, or could there be a connection between it and the loss/damage to the original B1a cancel

which required a replacement B1a delivered on 26.10.1937? This was the so-called B1a with thin pillars, shown below on a 1940 cover. In other words, numeral 95 may have been brought back into use during the period between the two B1a bridge cancels.



Second type B1a with “thin pillars” dated 25.9.40

Can anyone show any other examples of numeral 95 on stamp issues current in 1937?

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### Airmail to the French Zone of Occupied Germany

Most mail from Iceland to Germany in the years following WW2 seems to have gone to the American, British or Soviet zones. Mail to the French zone seems to be comparatively scarce. Here is one.



Reykjavík type B1d dated 2.VII.47 to Koblenz in the Rhineland district (22b). The cover was either flown to GB for onward airmail to Germany or flown via a Nordic country. The cost either way was the same, i.e. 120kr, but the airmail rate to be added to the 60aur surface rate was calculated differently as follows:-

Via GB 20gm @ 15aur per 5gm = 60aur. GB rate applied 1.4.46 to late 1949.

Via a Nordic country 10gm @ 30aur per 5gm = 60aur. Nordic rate applied 1.4.46 to 30.9.47.

## A Priority Letter Service to foreign countries

During the past 12 months we have seen the rise and fall of the short-lived Forgangsbréf priority express letter service in relation to inland Iceland mail. I did not expect to be looking back on another quite different, relatively short lived priority service. My interest was raised as a result of an enquiry from a collecting friend who specialises in Swedish postal history. His recent research project is on foreign mails of Sweden sent abroad from 1991 by Express/special delivery. The Swedish post office was pioneering a service for priority mail to a few countries and other countries were expecting to join the initiative later. The term used in Sweden was Express Euroletter. However, he finds that nobody in Sweden can produce an image of any special envelope produced for the purpose! The availability of the Swedish service seems to have been ended in 1999.



A Swedish Museum source suggests Iceland may have taken part in a similar scheme. Here are examples of the Swedish label, one attached to a Swedish “Express Euroletter”. Following up on the suggested Iceland connection, my Sweden specialist friend refers to my article “*Icelandic Express Letters*” published in *Scandinavia Contact* March 2013 p.175, from which I quote “*In April 2000 an additional ...fast delivery service commenced initially called PRIME Letter, (later changed to POST EXPRES), and was available only for mail abroad, and was restricted to 15 specific European countries which shared and accepted this service. A special envelope was provided and included in the cost. This service ceased in May 2006*”. He asks me to provide evidence of this Icelandic express service to support his research, and wishes to know if there was any connection between the earlier Swedish project and the later Icelandic PRIME Letter renamed POST EXPRES scheme. I have found no evidence to suggest there is any connection between the earlier Swedish service and the later Icelandic one.

However, this is an excellent opportunity to remind ourselves about a recent; probably little used Icelandic express service, which lasted nearly 6 years from 2000 to 2006. It was intended to produce an additional express letter service, and was limited to overseas countries capable of sharing an internet trackable system to monitor progress of transit. Effectively this meant most or all of Europe. The cost was much higher than the ordinary express service which was still available to other countries. For example the PRIME Letter/ EXPRES POST rate to Europe during its last period of use in 2006 was 800kr up to 250gm, and 1800kr up to a maximum of 2kg. It was not cheap. According to the post office brochures up to the time when this service disappeared in 2006, only European countries were listed. However prices were quoted for outside Europe. Thanks to Vilhjálmur Sigurðsson of Iceland Post, here are examples of the stationery used.

Fig.1 is the label used. 

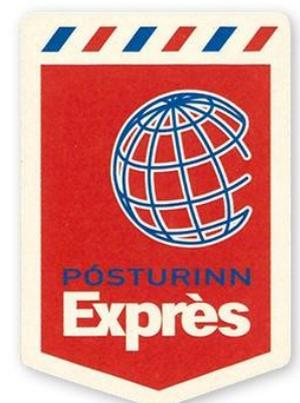




Fig.2 the front of the special envelope provided



Fig.3 the reverse side.

When it was introduced in 2000 the post office brochure described it as follows (allowing for my translation). *Express letters are given priority over other deliveries to recipients. Express letters are intended for document delivery purposes only; not customs duty shipments. Express letters to most of Iceland's trading partners go through a special transport system that enables the monitoring of the shipment*

*process on the website [www.postur.is](http://www.postur.is).*

*Express letters go in special envelopes that are available from post offices and are included in the postage.*

I have never seen any examples of the use of the PRIME Letter/ POST EXPRES service on Icelandic mail to foreign (European) countries. Surely the service saw some limited use in 6 years? Ólafur Elíasson is probably correct to say that the best chance of finding an example would be from European readers outside Iceland.

Hopefully used examples have survived, and maybe our readers will be able to find an example to show in a future issue. 😊

## The Source of the Crown and Posthorn cancellers in 1894 *Pór Þorsteins*

(Previously published in Frímerkjablaðið Nr. 20).

(Ed. In view of the current discussions around the subject of the manufacture of early crown cancels and a possible link with missing letters, I thought this article about the background to the first deliveries might be of interest).

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

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

### **The great increase in sea mail**

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

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

### **A great saving by buying rubber cancels**

If we examine what these figures mean then, in the post balance sheet for the year 1894, we see that payments were made to 120 collecting offices. It was considered urgent to provide cancels for them and if rubber cancels were bought, a substantial amount could be saved. If metal ones were bought, the expenses were equal to half of the year's total expenses for all post offices and collecting offices during this year. The Alþing, which for years discussed and approved the postmaster's budget, would probably not have accepted such an outlay if the reduction had not taken place.

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

(Ed. In a separate and much earlier article, Tore Runeborg wrote that Hannes Ó Magnússon, outside his secretarial post office appointment, was not a stamp factory owner, and probably acted as an agent and ordered the cancels from a Denmark supplier and received commission).

## Roller Cancels Part V

Following the delivery of numerous roller cancels in 1987, there was a pause before the next series began from 1990. I am grateful to Jørgen Steen Larsen and Eivind Kolstad for their assistance in providing several of the following examples.

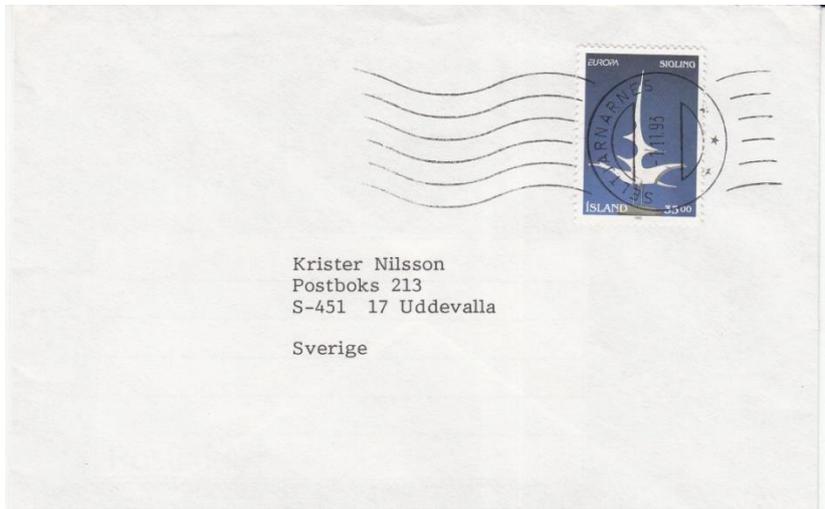


From 4.1.1990. Ísafjörður sideways type R8a sideways. Dated 2.8.1998

The Þór Þorsteins cancellation book does not give a start date for the type R7a sideways roller cancel used at Reykjavík R11. The office was only open from 3.12.1984 until 1.2.1997. The example shown below is dated only a few months before closure



Reykjavík R11 Type R7a sideways dated 28.12.1996.



Seltjarnarnes R8a sideways used from 15.2.1990. Dated 1.11.93 addressed to Sweden. The office closed on 27.12.2017



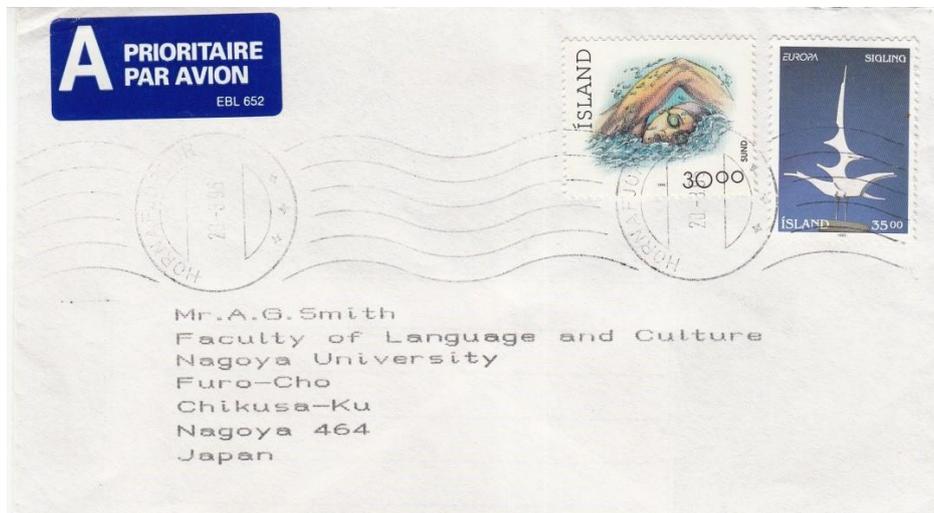
Reykjavík R12. Type R7a sideways used from 8.9.90. Dated 19.12.91



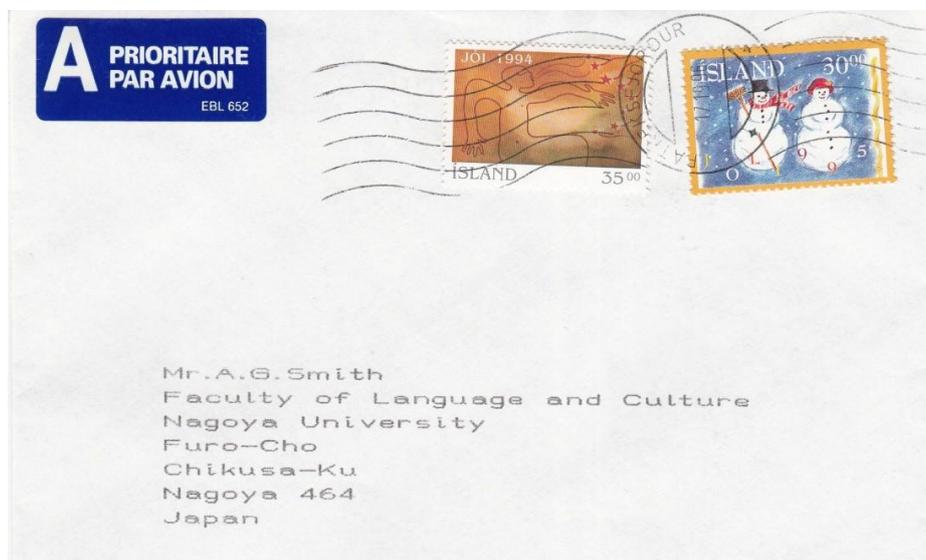
Vestmannaeyjar type R8a sideways used from 28.12.1993. Dated 13.9.96 to Holland. 89kr Europe rate for 21-50gm from 1.6.96 to 31.3.99.



Reykjavík R4 type R8a sideways used from 1.2.1995 until closure on 11.7.1999.  
Dated 26.9.95 to Denmark



At Höfn in Skaftafell the name in the cancellers changed again from 2.2.1995. The previous roller cancel R8a HÖFN Í HORNAFIRÐI was replaced by a sideways type R8a inscribed HORNAFJÖRÐUR.  
This example dated 28.8.96. 65kr foreign rate to Japan.



Patreksfjörður type R8a from 24.11.95. Dated 1.7.96 to Japan.

Continued in next issue.

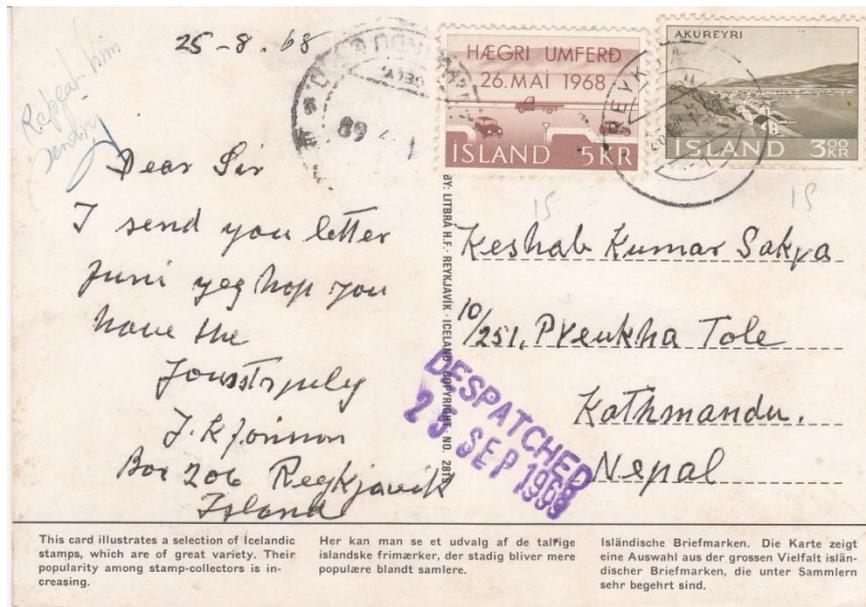
## 1938 Airmail (?) to Berlin



This cover from Mike Schumacher raises some interesting questions. The recipient “Sonnenfeld” is a familiar addressee on middle/late 1930s airmails from Iceland to Germany. I have two similar myself. All mail from Iceland intended for air transmission in the pre-war period went by sea from Iceland because there were no airmail services from Iceland. The Edinburgh transit would normally indicate a British air service to Germany. That route from 1.3.1937 should have been 35aur surface plus 20aur airmail supplement plus 30aur registration, total 85aur. So why was it allowed to pass through as an airmail with the franking 15 aur short via GB? Perhaps the sender intended his cover to go by a Scandinavian air service, perhaps via Denmark, and paid the correct Nordic surface rate of 20aur plus 20aur airmail and 30aur registration, making correct 70aur franking. The cover goes on the first ship, which happened to be bound for Britain and not Scandinavia. From that point, on nobody was going to question the airmail franking, which was not the fault of the sender. It is nice to see CHX Jubilee stamps used. Readers’ opinions are welcome.

## Unusual destinations ~ N

### Nepal



Reykjavík B8e 26.VIII.1968. KATHMANDU receiving cancel date unclear.  
800aur postcard rate from 1.1.68 to 31.12.68

### Namibia



Fáskrúðsfjörður B83 dated 15.IX.1981, with WINDHOEK transit  
cancel 23.IX.81 and SWAKOPMUND arrival 24.IX.81.  
450aur airmail plus 480aur registration. Rates applied 1.9.81 to  
30.11.81



## Nyasaland



Reykjavík B7e dated 14.XI.60 to Salima, Nyasaland. 700aur airmail rate 1.3.60 to 31.8.61



Akureyri type B1a dated 31.7.36, sent to the Scottish Presbyterian Mission at Livingstonia, Nyasaland. The cover went by sea to Britain, then by Imperial Airways service to Rhodesia, and from there across the border into Nyasaland. Blantyre receiving cancel 22. AUG. 36

UPU surface rate 35aur plus airmail supplement for Rhodesia at 140aur per 10gm - Total 175aur. The airmail rates applied from May 1935 to 28.2.37. There was a direct Imperial Airways service to Nyasaland at this time, which cost only 105aur per 10gm. For whatever reason, the rate applicable to Rhodesia appears to have been paid on this cover, and it is reasonable to assume it went via Rhodesia.

## Missing wing tip variety *Henk Burgman*

Here a question for the readers.

I just acquired a Facit 160 = AFA 123 (10 Aur Chr.X. airmail overprint) with a missing wing tip. AFA acknowledges this variety only on the 50 Aur overprint (AFA 124y). Has anyone out there seen this variety on the 10 Aur as well? And is there somebody who knows on which position this variety can be found?

Another "funny" thing with this stamp is that there is a "mirror print" or "kiss print", or in German "abklatsch", or what name you want to give it. But the most strange thing is that this mirror print is in both colours. Yes the red AND the black ink.

In my opinion, very peculiar or .....?

Has anyone got some answers?



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## Beauty in a Crown cancel

Maybe we should run a competition for the most beautiful crown cancel strike. I would not bet against this one from Páll Pálsson.



## Does anyone collect meter marks?

Below is part of a listing of meter marks found by Ole Svinth in "Icelandic stamps" catalogue 1976 by Sigurður Þorsteinsson. I managed to dig out a catalogue *Icelandic Meters 1930-1993* by Þór Þorsteins. This gives comprehensive coverage to many different types. It would be interesting to hear from readers who collect these and it would be a pleasure to run a few articles on the subject.

V-Véltimplar/Frinking Meters. Francotype.		
V-1.	Landsbanki Íslands, Reykjavík .....	1931
	Otto B. Arnar, Reykjavík .....	
V-2.	Útvegsbanki Íslands, Reykjavík .....	1936
V-3.	Mjólkurfélag Reykjavíkur, Reykjavík .....	1936
	Eimskipafélag Íslands h.f., Reykjavík .....	1946
V-5.	H. Ólafsson & Bernhöft, .....	1942
	Landssími Íslands, Reykjavík .....	1945
V-6.	Olfusalan, Reykjavík .....	
V-7.	Tóbakseinkasalan, Reykjavík .....	
V-8.	Rafmagnsveita Reykjavíkur, Reykjavík .....	
V-9.	Landsbanki Íslands, Akureyri .....	1938
V-10.	O. Johnsen & Kaaber, Reykjavík .....	1946
V-11.	Kaupfélag Eyfirðinga, Akureyri .....	1938
V-12.	Landsbanki Íslands, Ísafirði .....	
V-13.	Sjóvátryggingafélag Íslands, Reykjavík .....	1949
V-14.	P. Sveinsson & Co., Reykjavík .....	
V-15.	Hekla h.f., Reykjavík .....	1949
	Borgarstjórnin í Reykjavík, Reykjavík .....	1946
	Heilsuverndarstöð Reykjavíkur, Reykjavík .....	1962
V-16.	Tóbakseinkasalan, Reykjavík .....	1959
V-17.	S. Í. S., Reykjavík .....	1951
	Samvinnubankinn, Reykjavík .....	1962
V-18.	Sjálfstæðisflokkurinn, Reykjavík .....	1951
V-19.	Bögglaþóststofan, Reykjavík .....	1952
	Skeljungur h.f., Reykjavík .....	1949
V-20.	Árni Jónsson h.f., Reykjavík .....	1949
V-21.	G. Helgason & Melsteð, Reykjavík .....	1951
V-22.	Útvegabanki Íslands, Reykjavík .....	1952
	Stangaveiðifélag Reykjavíkur, Reykjavík .....	1962
V-23.	Sverrir Bernhöft, Reykjavík .....	1951
	Verslunarsparisjóðurinn, Reykjavík .....	1958
	Verslunarbancinn, Reykjavík .....	1962
V-24.	Skipaútgæð Ríkisins, Reykjavík .....	1953
V-25.	Tollstjórnin í Reykjavík, Reykjavík .....	1949
V-26.	Orkustofnun, Reykjavík .....	1952
V-27.	Olfufélagið h.f., Reykjavík .....	1952

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## Gullfoss Rediscovered (Issue 32) Jørgen Steen Larsen

Hello Brian,

A comment to the interesting article about Gullfoss.

In my collection I have the following dates of use:

B1a

17.8.53, 22.6.56, X3.7.X0 = 60, 15.7.61, 15.8.62, 11.7.63, 6.7.67.

B8b

25.6.1969, 11.8.1970, 11.7.1971, 15.7.1971, 18.7.1971, 24.7.1971, 12.8.1971, 12.7.1972, 27.7.1972.

All dates are in the summer period, when tourists visited Gullfoss.

This supports, that Gullfoss was not an ordinary letter collecting office but only used for receiving mail from tourists. Kind regards, Jørgen

## Unusual Railway Station Postmark on Chr. X *Ole Svinth*



The post office “Kjøbenhavn 5” was established in 1898 and was situated at “Østbanegaarden”. The train station established in 1897 was the start of the route to Helsingør at the Northeast point of Sjælland.

As always, we would like to see the letter/post card, but as often before we just have the stamp. I have never met this postmark before; accordingly not many exist on Icelandic stamps.

How the stamp got its only cancel here, is a good question (no trace of any other postmark).

This postmark was used 12.01.1933-19.02.1942

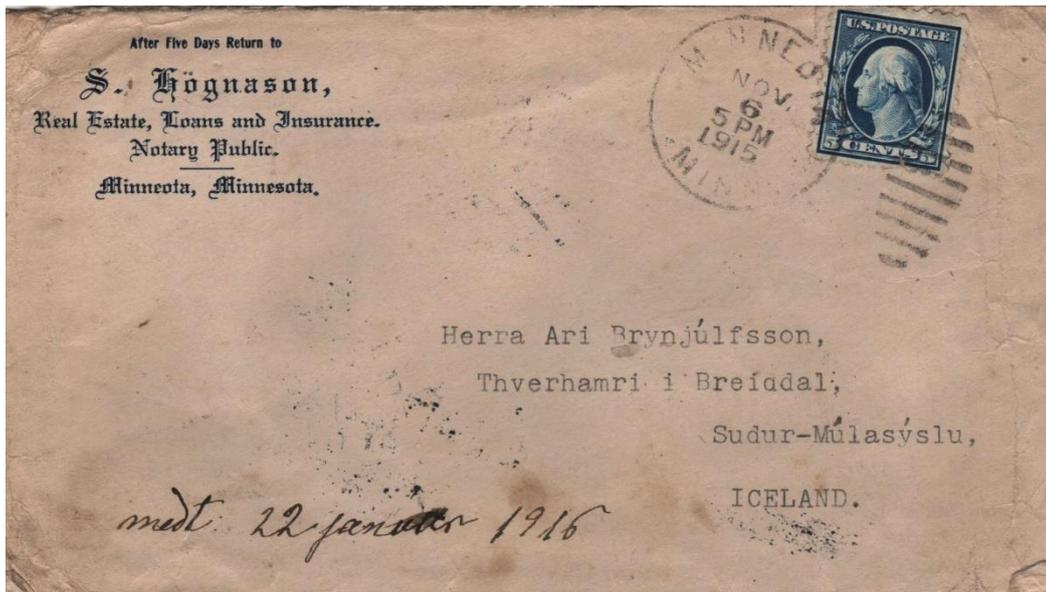
Østbanegården railway station 1898. Note the horse tram. Those were the days!



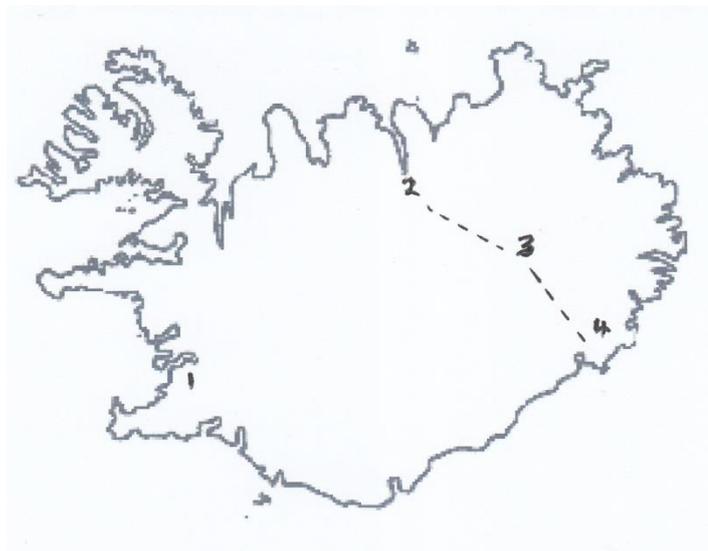
## A long time travelling from Minnesota *Mike Schumacher*

Thought I would share the attached cover with you. Something a little different in that it is a U.S. cover to Iceland, but seems to have taken a slow journey to its destination. Departure cancel "Minneapolis, Minn(eota) Nov. 6, 1915" and then reverse side receiving cancels "Akureyri ?\_ XII 15" and then "Egilsstaðir 17.1.16" and am I correct that the handwritten "meðt 22 Jan 1916" may indicate received date? Am I correct that it arrived in Iceland in Akureyri probably by ship? Thanks for any insights you/your readers can provide!

(P.S. Minneota is a small town in southwestern Minnesota where my mom grew up and there was a significant Icelandic population back in the early 1900's, also the home town of author Bill Holm who wrote about Iceland.) Best Regards, Mike S.



Mike's cover certainly went by sea to Iceland. Surely all mail from U.S.A. would arrive first at Reykjavík (?), but there is no transit cancel. Can it have gone directly to Akureyri? More likely it took a coastal steamer from Reykjavík to Akureyri, got the transit cancel B2c1 x.XII.15, and then overland southwards to Egilsstaðir transit cancel B2c1 12.I.16. Overland again to the address "Thverhamri í Breiðdal" which is I believe Þverhamrar in Breiðdalur, a spectacular valley in East Iceland. The map shows Þverhamrar is very close to Breiðdalsvík, therefore would the cover have gone to Breiðdalsvík collecting office for delivery to Ári Brynjúlfsson who received it "meðt 22 janúar 1916"? There is no numeral 39 present from Breiðdalsvík. Opinions are most welcome.



Assumed arrival at Reykjavík (no cancel)

1. Arrival (by sea?) Akureyri PO x.12.15
2. Overland to Egilsstaðir PO 12.1.16
3. Delivery to Þverhamrar near Breiðdalsvík 22.1.16. 2½ months in transit from Minnesota.



Þverhamrar →