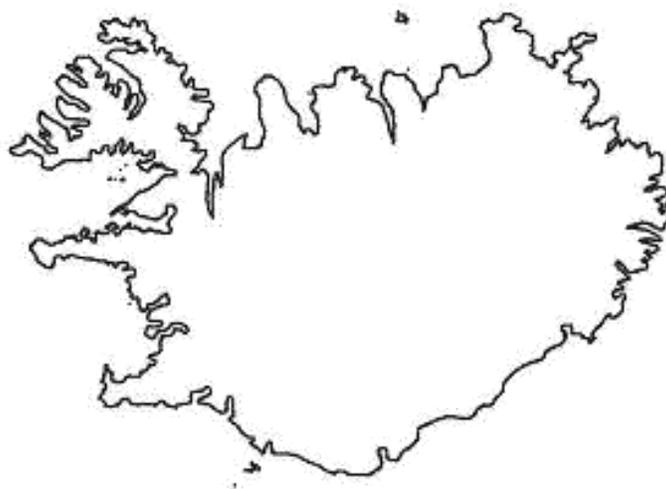
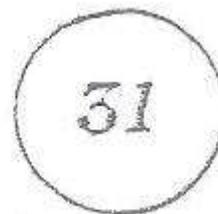


ICELAND PHILATELIC MAGAZINE

An independent journal for collectors of Iceland stamps and postal history



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Issue 8/July 2016

Iceland Philatelic Magazine

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Please let me have your articles if you want them in the next issue. **Because of editorial holidays, Issue 9 will be distributed late in August.** Normal monthly production will follow thereafter. If you need help with translations let me know. The editor will help with the English if necessary. flackbp@gmail.com

Icelandic Charity Part 1

In Issue 5 we saw the story of Charity stamps in an article by Ólafur Eliásson. It has been said that, apart from an early surge in interest following their introduction in 1933, the charity stamps were not popular with the public and few were used on ordinary mail. This is particularly so with the 1933 set, which probably needed the assistance of the WW2 occupation forces to clear the unsold stocks in the 1940s. The challenge is to find non-philatelic examples properly used on cover, preferably within a few years of the time of issue.

1933 issue

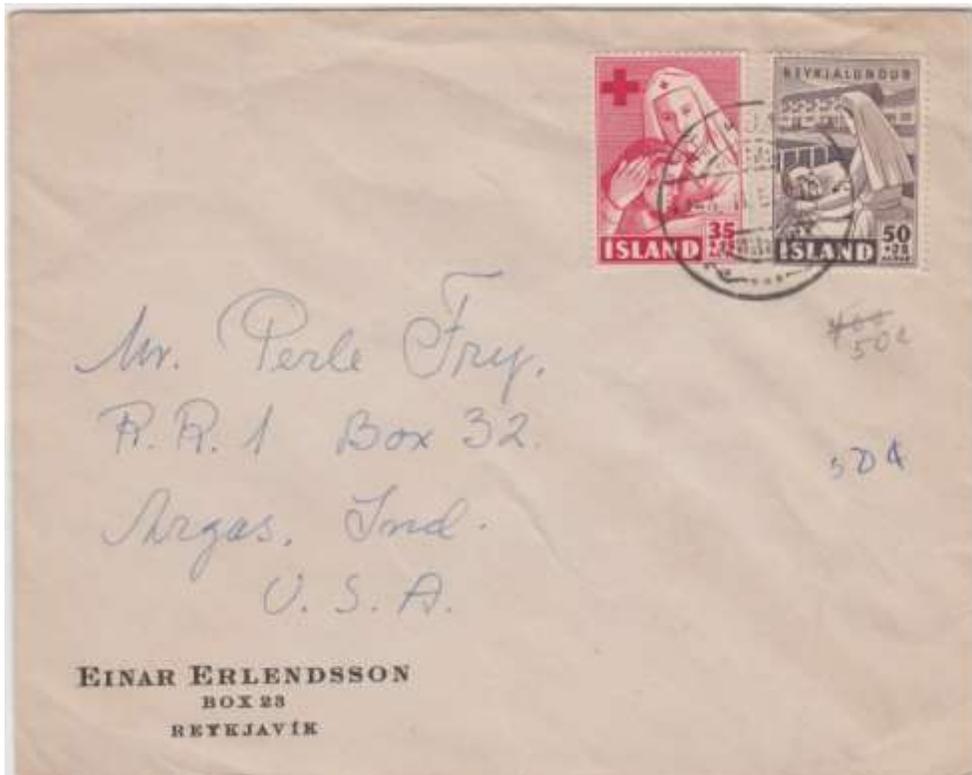


Dated 9.XI.33. 2 x 10aur plus 20aur for the 40aur rate up to 125gm to Denmark
(I have yet to see the 35 or 50aur on a commercial cover).



Dated 30.VII.38 The 10aur used to make up the 35aur letter rate to UK

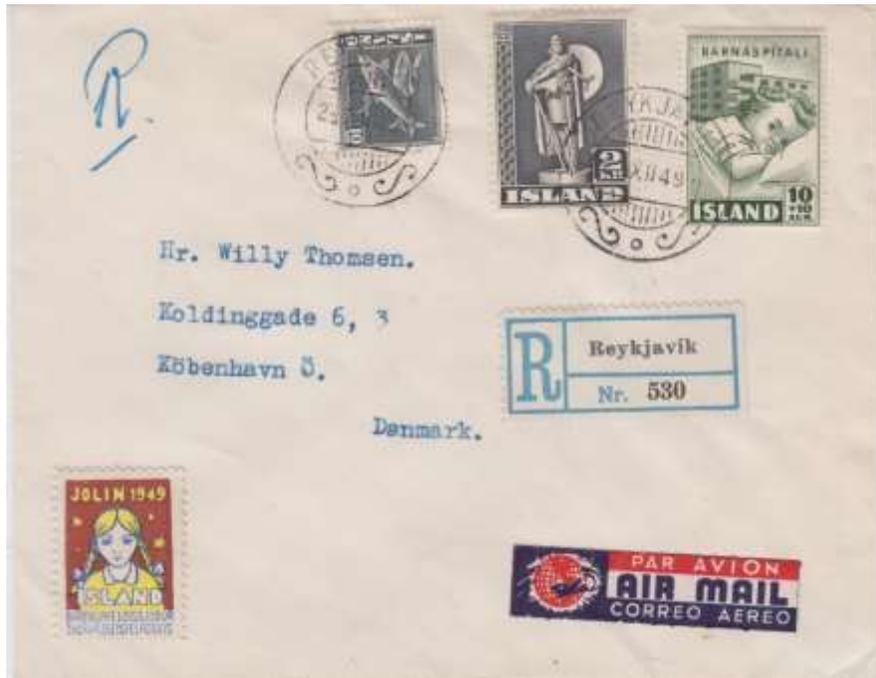
1949 Issue



50 + 35aur for the 85aur surface rate to USA valid 15.11.49 to 22.3.50
Reykjavík B1d dated 4.II.50



60aur + 75aur. 5aur overpaid for the 130aur all in airmail rate to Norway valid 1.10.47 to 14.11.49
Reykjavík B1d dated 5.VII.49



10aur used to make up the 2kr20 aur rate - 120aur Nordic airmail up to 20gm plus 100aur registration to Denmark. Valid 15.11.49 to 22.3.50. Reykjavík B1c dated 24.XII.49

Although used nearly 7 years after the date of issue, it was hard to resist showing this one, because the sender included the whole set and managed to arrive at the correct postal rate.



Ploesti receiving cancel on reverse dated 3.OCT.57

325aur airmail rate up to 20gm to Rumania with Reykjavík B1c dated 23.IX.57.



Reykjavík B5a dated 28.2.53 Nordic surface letter rate from 1.1.1952 to 31.3.1956

To complete the first part of this series of charity stamps on cover, here is something often shunned by collectors, a large cover. It deserves its place because of the unusual use of a pair, and its interesting commercial use between diplomats.



Pair of the 1kr25 cancelled Reykjavík B2c1 dated 14.II.53. 250aur all in Europe rate from 23.3.50 to 30.9.53.

Part 2 in the next issue will cover the remaining series of Charity stamps.

Boston postmark revisited - yet again

In previous issues 5 and 6, we saw remarkable examples of two Boston (Lincolnshire) cancels with the same postal date and time, and originating from two separate sources,. Now, if that were not sufficiently surprising, we now have the following contribution from Árni Gustafsson.

Hi Brian

You have been writing about "Boston".

I bought this card few years ago, it was mailed in Reykjavík on 27.11.1907, addressed to Hungary, first I didn't recognise the transit cancel on the back, I thought it interesting bought it and put it aside

Few months ago I found it again in my books and solved the mystery about the cancel it was "BOSTON".

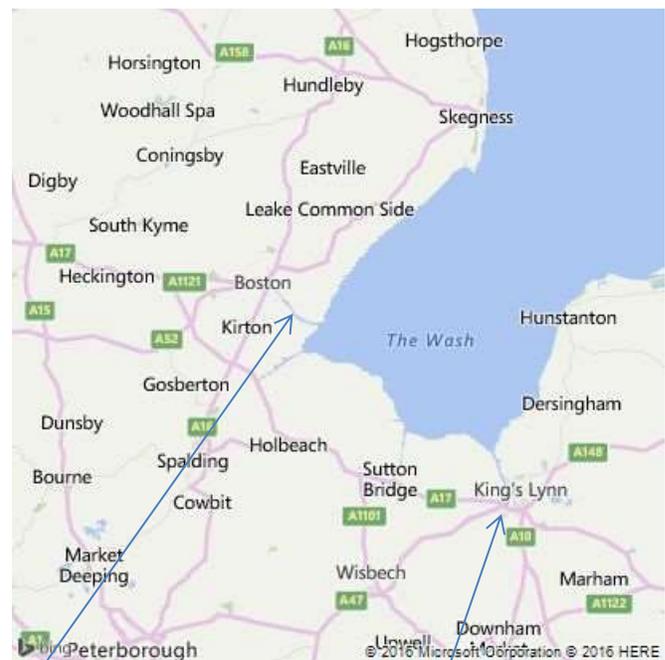
I have tried to find out the ship but with no luck.

Árni Gústafsson



Editor: And that makes three, all with the same date and clock time!

This Spjaldbréf must surely have been carried on the same ship which carried the other postal item(s) bearing Ole's and Ron's postmarks? Sadly those covers/cards no longer exist.



The *Haven* (a tidal inlet, not a river) referred to by Ole in his article. It connects the port of Boston to the open sea on the English east coast.

King's Lynn (port of arrival)

(Ed.) Rather than leave this unresolved, we decided to ask help from a friend, who is known to spend several hours each week in the Liverpool Maritime Museum, examining Lloyd's Register for the routes of ships, mainly related to his own interests, (Faroes mostly). Continue to the next page for the result.

Dear Brian,

Maritime enquiry by **Arthur Jennion**.
Monday 23rd May 2016.

In Lloyds Atlas there are four ports listed for location in the Wash; anti-clockwise around the Wash as follows:- Snettison; King's Lynn, in Lloyds referred to as "Lynn" on the Ouse; Wisbech on the Nene; finally Boston. Boston was and still is the largest town, and in 1907 controlled the post for all towns and villages in and around the Wash and inland for that part of South Lincolnshire and North East Norfolk.

I searched Lloyds List (LL) from December 1st 1907 to and including 23rd December 1907; relevant are the following:-

Lloyds List Monday December 9th 1907 Column 11

Kings Lynn Arrived Friday 6th December Ellen Kirstine Captain Pedersen from Faroe*

LL Monday December 23rd 1907 Column 12

Kings Lynn Sailed Saturday December 21st Ellen Kirstine Captain Pedersen for Fredericia

1906 - 07 Lloyds Register

Sailing Vessels Section

List Number 305 Call sign NSFB

Ellen Kirstine Capt. Nielsen

Wooden Barque 178 Tons

Built in 1879 by L. Kaas of Thurö

106.7' x 22.1' x 10.9'

Port Svendborg owners/managers L. Kaas Höje Böje Svenborg Denmar

in 1890-91 the Captain was P. Pedersen

Unfortunately the very register I needed (1907 - 08) to confirm the Captain, has been withdrawn from the archive for repair, they cannot tell me when it will reappear.

The Captain will have produced his bill of lading and the lists are pretty accurate but clerks do sometimes get it wrong. I speak from experience in saying I am sure our Captain Pederson is the right man. It is probable he took command in the latter part of 1907 and will not figure in the 1906 - 07 register. Also take into consideration that when I checked the index to locate the ship in the register. The captain for the ship and day in question as regards this enquiry, is given as Pederson.

The port of Boston is tidal and not suited to ships other than fishing vessels.

Arthur JENNION Member of the Liverpool Nautical Research Society, the Scandinavia Philatelic Society & Faroe Islands Study Circle.

(Ed.) The "Ellen Kirstine" was the only registered ship arriving in any of the four ports of the Wash at or around that day, and this settles the ship's identity as above. It put in at Kings Lynn on the Ouse on December 6th 1907 and any mail would have been handled at Boston a day or two later.

- The written entry "from Faroe" is the recording of the Captain's verbal statement on arrival at Kings Lynn, of where his ship had sailed from, i.e. its last port of call. It is surely reasonable to maintain that it had called at the Faroes from Iceland, and was the only ship that could have carried the Iceland mail cancelled at Boston on 8th December 1908.

A big thank you to Arthur Jennion. We might call on his services in the future, to assist in similar cases!

TOLDBODS POSTEKSPEDITION

Custom house post office



Inspired by the nice Toldbod postmark in IPM # 5 shown by Mike Schumacher I shall give a little more information on this post office.

The 3 ring "1" of Copenhagen is quite normally found on the old stamps. Did you know that there were at least 21 different cancels? Only one of them has a 3,5 mm high #1. This postmark was used at the Toldbod office. It was used 1852-84.



Kjøbenhavn Toldbod post office had its own lapidar postmark. The yearly period recognized by the name and later by the added **III**. The lapidar postmark was used in two types according to the word "POST". In 1880's "POST" was curved and from mid-1880's "POST" was straight.



KBHVNS TOLBOD P.E
Old type Curved "POST"



KJØBENHAVN III
Straight "POST"



Københavns Toldpostkontor is not the same office as Toldbod post office. It was situated close to the Railway station. They had their own postmarks. E.g. KJØBENHAVN V **without** stop after "V". The railway station post office had a similar with stop after "V".



You can spot the point after "V".
mark and **not** the Toldpostkontor!



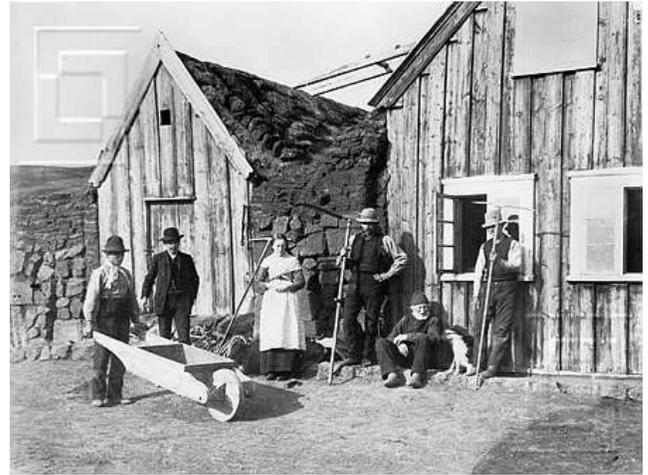
It is the old Railway station post
office cancel "Toldpostkontor"
An ordinary postmark was obviously not at hand

Some crown cancel prices at the top end Ron Collin

Brian, if this is what Reykjahlið looks like now, can you imagine how small it was in 1900? (Ed. Yes, see b/w picture on the right below!)



Now



(Ed.) in 1893. Did the man wearing the suit use the crown cancel?)

I guess I don't understand why Rofabær is Facit valued at RRR *- and Reykjahlið is valued at only RR 4000:- That is \$478.48 at today's exchange rate for the SEK.

I have seen quite a few separate and distinct Rofabær cancels for sale over the years, but I have only seen one Reykjahlið come up for sale in the 50 years I've been collecting Iceland. It sold in 2014 for \$1,200.00 plus a 20% commission (\$1,440.00). That is 300% of Facit value.



Needless to say, I did not get it. I think I was 12th under-bidder.

This is just an observation on my part.

Best wishes,
Ron

Here are a couple of examples of Rofabær for you to get started. One with the "O" present, and one with the "O" missing. So at least we know that examples of both are out there. Can anyone show more examples?



oo

Can anyone explain this Christmas Eve franking?



The cancel date is 24.XII.25, and from its fairly small size, is likely to have contained a Christmas/New Year greeting. But why 2 x 8aur? The inland letter rate was 20aur which does not help. The local letter rate was 10aur up to 125gm, and so maybe he did not have a 10aur and used 2 x 8aur instead? The local printed matter rate was 4aur per 50gm, and the letter would have to weigh 151-200gm to make a 16aur rate. Well, it was Christmas Eve, and maybe the liquor had already started flowing. Any theories would be gratefully received.

oo

Reply from Down-Under to Sunny Amsterdam (Issue 7 p.4) David Loe



Brian, My view is that this is dated 24.12.11 and is therefore a very nice early use postmark. Count the bits of the date and XII has not printed very clearly. But others will have got there first. (No, David, you are the first to respond to Henk).

Danish franking on postcard from Iceland 1907

It is not unusual to find postcards franked with Danish stamps, especially in the period 1900-1920. This PC was never handed over to the Icelandic post, but delivered directly to the letterbox on the shipside. If the ship was Danish, this fact would make the stamp valid as postage.

The card was written in Reykjavik 17 10 1907. We can assume that the card was put in shipside letterbox at least on October 18th. The departure could have been this day or the next. October 17th was a Thursday.

Anyway, the first port of arrival after having left Iceland was Troon on the west coast of Scotland. It landed here on October 25th and had the SHIP LETTER TROON mark and the ordinary date postmark of Troon.

It is a little peculiar that the stamp was not cancelled here. It might be because the stamp was Danish, and the postman wasn't aware of the validity of the stamp on a card coming from Iceland. Next question is where the card landed in Denmark. A few items have been seen cancelled with train postmarks on the island of "FYN", which could indicate that the card arrived at Nyborg a harbour on the east coast of Fyn. Anyway the stamp was cancelled with train postmark Nyborg – Vamdrup 27 10 08. Train number is too hard to read.

In some cases it is hard to explain the exact route of the card.

Sometimes sender has written the name of the ship on the card, unfortunately not in this case.



+++++

Strange cancel



The cancel looks Icelandic, and readable are the letters "erist". Especially Icelanders might be able to recognize this marking. Can we bring a solution in next issue?

A Study of Iceland's King Christian X Silver Anniversary Stamps & Block

Part 2 Mike Schumacher

Postal Usage during validity period:





POSTAL
USAGES



First day cover sent to **Germany** on **15.V.37** with comete set as franking, overfranked for 45 aur.

Registered cover from **Akureyri** sent to **Czechoslovakia** on **25.VI.37**, 80 aur. franking, 35 aur. regular rate, 35 aur. registration. On the back side return markings and insignia Pcancel „**Postmeistarinn Poststofan Akureyri**“.

Postal usage with fancy cancel:



POSTAL
USAGES

Cover sent to **ENGLAND** on **26.VI.37** cancelled in transit „**GRIMSBY LINES – Post Early in the Day**“, correct 35 aur. franking.

Registered cover from **Sigló** sent to **Romania** on **5.IV.38**, via **Edinburgh**. On the back side return markings and insignia „**Postsmestariinn Poststofan Akureyri**“ cancel.



POSTAL USAGES OF THE ISSUE

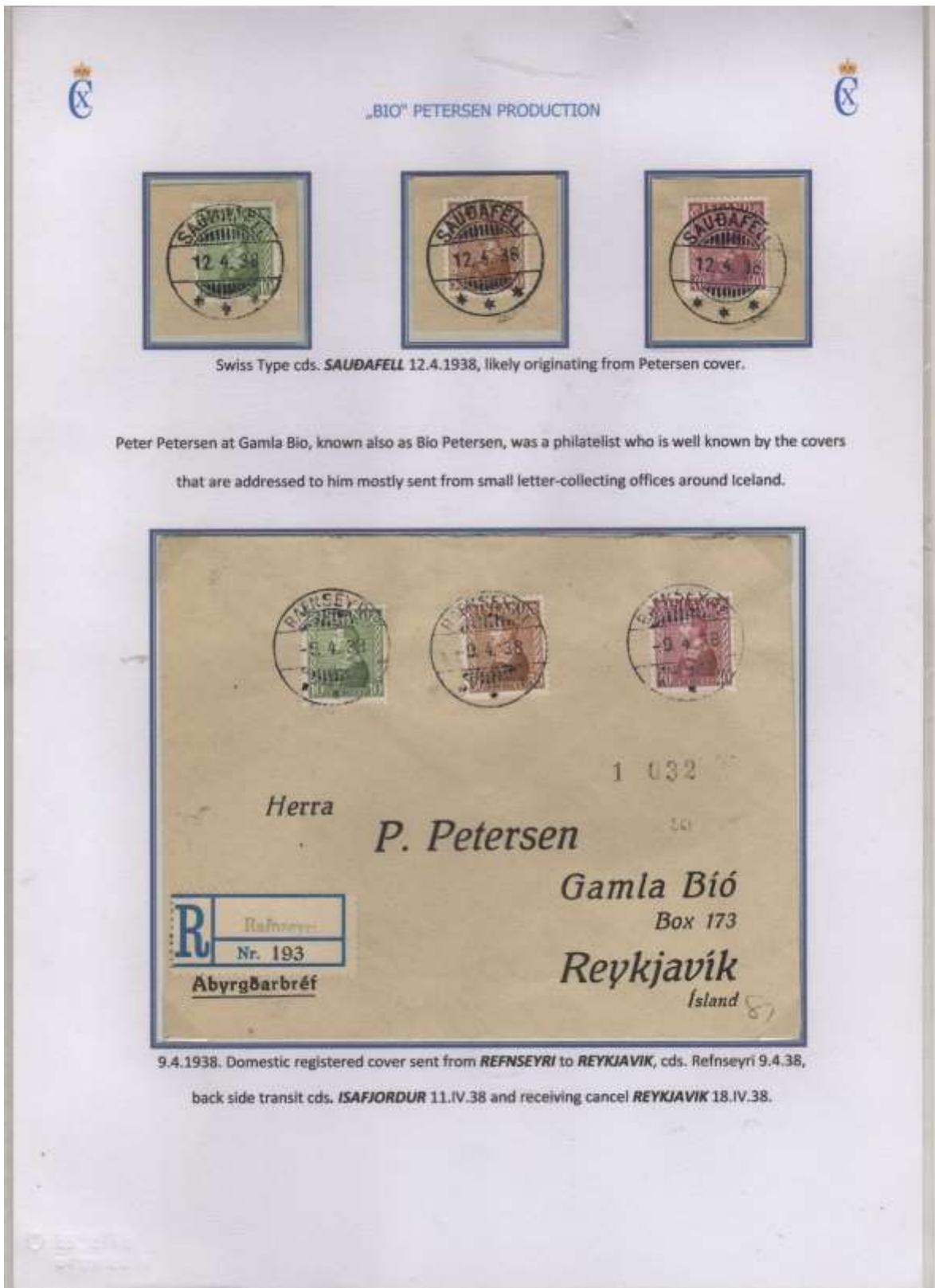


Regular cover sent to **Germany 12.XII.37**, notation „Með E.S. ESJA“ (with steamer ESJA).

Registered cover sent to **Denmark 11.VI.37**, 80 aur. franking, 35 aur. regular rate, 35 aur. registration, receiving cancel **Copenhagen – Vallby** on the back side 18.VI.37 and red seal „Poststjórn Ísland - Reykjavík“.



Bio Peterson cover/cancels:



Editor- In the next issue we will see the third and final part of Mike's study of this issue – Other town cancels, late usage and forgeries.

A look at the auctions

Extracts from a feast of Crown and Posthorns on Ebay. Prices realized in \$ / Facit cat. in SEK
As a rough guide 1000SEK = \$120.



Ás í Holtum \$199/2000



Grindavík \$184/4000



Gufudalur \$140/2000



Höfn \$401/2000



Rofabær \$320/RRR*



Staður \$522/RRR



Starmýri \$135/4000



Stóri-Núpur \$360/4000



Teigur \$102/2000



Porlákshöfn \$334/2000



Veðrará \$493/RRR



Botn \$95/4000



Staðarfell \$153/2000



Breiðibólstaðir \$104/2000

The above shows much of the top end activity but there was plenty of action further down the rarity scale. If anyone can discern a pattern let us know.

As Ron Collin said “*Sometimes I've seen bidding take on a life of its own*”. You can say that again!

Iceland Gazetteer Part 1 *David Loe*

GULLBRINGUSÝSLA

This is the most populous county in Iceland, including Reykjavík and the large towns of Hafnarfjörður, Grindavík and Keflavík. Very nearly all the towns and villages are on the coast as the interior of the Reykjanes peninsular is a barren lava field. In 1860 the population of the area, including neighbouring Kjósarsýsla, was 6445, 12025 in 1901, 47383 in 1940, about 120,000 by 1980 and 315,000 in 2012.



1.1 GRINDAVÍKURHREPPUR

Tóftir (1) was opened as a collecting office on 1.4.1892. Whilst at the time it was a separate place it became part of Grindavík to where the office was moved 31.3.1894. No cancels are known from Tóftir. Grindavík (otherwise known as Járngerðarstaðir (1.4.1894 to 31.12.1924) and Garðhus (1.1.1925 to 31.12.1940)), incorporated in 1974, is a small fishing port on the southern shores of the Reykjanes peninsula. The collecting office there was opened in 1.4.1894 and used a crown and post horn (single ring) cancel till closure 31.12.1899.



The office and cancel were moved to Hraun (2) from 1.1.1900 to 31.12.1917. From 1903 it used numeral cancel 159. Hraun is just to the East of Grindavík. Moving back to Grindavík 1.1.1918 the office used the 159 cancel and then from 1930 a Swiss-bridge date stamp was introduced, type B1a. This became much worn and the old numeral cancel was used again from about 1945 to 1952. The last reported use was on 1949 UPU issue. The office was made up to post office and eventually de-rated to a postal agency operating out of Landsbankann hf

from 21.1.2011. Other cancels used were B3e (1.9.1956 to 1959) and B8b1 (2 types).

1.2 HAFNARHREPPUR

The collecting office at Kirkjuvogur (that was also known as Hafnir) was first opened 1.4.1892 and used a crown cancel (single ring) from 1894 to 31.12.1902 when it was closed and moved to Kalmanstjörn. It is situated a few kilometres west of Keflavík Airport on the coast. Here numeral cancel 163 was used till it was closed 31.12.1917 and moved back to Kirkjuvogur. From 1.1.1923 the office was called either Hvammur (4) or Kirkjuvogur. It was made up to post office 1.1.1980 but closed 25.6.1980 and moved to Staðarhóll (2) as a collecting office. Although 163 was used till 1964 (with two different 3's), a Swiss type B2a was also used from 1.7.1930 to 1944 inscribed KIRKJUVOGUR followed by B1a inscribed HVAMMUR.

Kalmanstjörn (spelt Kalmanstjörn on the maps), a farm, now deserted, some 8 Km south of Hafnir. Kirkjuvogur is the port of the town of Hafnir, the population of Hafnir being 148 in 1960 and 109 inhabitants (as of 2011). In 1995 it merged with Njarðvík and Keflavík to form a municipality called REYKJANESBÆR with a population of 13,971. Staðarhóll (2) used the same B1a Hvammur cancel from 26.6.1980 to 30.6.1994.



1.3 MIÐNESHREPPUR

The main importance of Keflavík was as the NATO base and international airport. The capital's domestic airport is close to the south centre of Reykjavík. Most of the growth of Keflavík has been post-war associated with the airport, for in 1910 the population was only 469, 1551 in 1940, 5422 in 1960 and 8129 in 2009. The airport forms a town in itself, and in NATO days had its own American post-offices, but Keflavík has a port and it was here that a collecting office was opened in 1873. A single ring crown cancel was used from 1894 to 1900 and then a triple ring cancel was introduced. This was superseded in 1903 when the

office was assigned 162 to 1906 when it was given post-office status and Swiss-bridge date stamp, one of ten different types used (B1c 25mm, B1c 26mm, B1d 31mm, B8e, B8b, a roller cancel R8a and three machine cancels M3, M4, M8). Number 198 was additionally used in 1908/9 when the B1b cancel was being repaired. The office was closed 24.8.2003 and renamed Reykjanesbær after Keflavík, Njarðvík and Hafnir (see 1.2 above) were merged in 1995 forming a new municipality with a population of 13,971 (January 2011). The new office used a new B8b1 cancel but inscribed Keflavík in error and then two types of B8b1 cancel inscribed Reykjanesbær, and M7 and M8b machine cancels.

Keflavík airport post-office was opened 18.03.1947. On 31.12.1966 the collecting office was closed and reopened as a post office in the older terminal building. This was closed 20.12.1996. When the new Leif's Eiríksson (FLE) terminal was opened 11.4.1987 a new post office was opened there too. This was closed 20.12.1996 and the combined office operated out of the old terminal building (EF). This in turn was closed 1.6.2006. So far the office has used nine different Swiss-bridge cancels. B1d 32mm, B2a 25mm, B6c 31½mm, B6d2 31½mm and B6d1 32mm and B8b were all used at the old terminal building, B8b "1" at FLE, B8b "2" at EF. I should note here that the last remaining US staff were withdrawn from the NATO base on 30.9.2006.

The philatelic office of Iceland Post was moved from Reykjavík to Keflavík for three years between 25.6.2003 and 13.7.2006 using two types of B8b1, B8a and B8b1 before being moved back to the capital. All the cancels have F in the design.

Hvalsnes was opened as a collecting office between 1.4.1892 and 31.12.1915 when the office was shifted to

Sandgerði. In that time it used a single-ring crown cancel from 1894 to 1903 and then number 160. Sandgerði was made up to post office on 1.1.1942. It was closed 12.12.1999 and moved to a postal agency at the Sparisjóðinn (Savings Bank) í Keflavík till 30.6.2000, then Landsbankann Íslands till 5.3.2006 back to Sparisjóðinn í Keflavík till 6.3.2011 and finally Landsbankann hf from 7.3.2011. It has used cancel types B1a, B2c2, B8e and B8b1 (2 types).

Sandgerði (now a municipality) is on the end of the Reykjanes peninsula with Hvalsnes further south on route 45. In January 2011, Sandgerðisbær had a population of 1,683. Hvalsnes church was built out of stone in 1887, and one of Iceland's most cherished poets, Hallgrímur Pétursson, served there as a priest for a number of years. He was featured on a stamp issue from 1975 (F542).

1.4 GERÐAHREPPUR



The first office in the parish was opened at Útskálar 12.4.1890. It was moved to Gerðar (otherwise known as Garður (2)) a small fishing village on the extreme North-Western tip of Stakksfjörður, and 2km south. However it was moved back to Útskálar 1.1.1905 but returned to Gerðar 1.1.1910. In that time a single ring crown cancel inscribed Útskálar was used 17.1.1895 to 1903 and then numeral 156.

Garður (2) used 156 from 1910 before it was replaced by Swiss-bridge handstamps types B1a (Gerðar), B3e Gerðar), B8e (Gerðar), B7b (Gerðar), B7b (Garðar), B8b1 (Garðar). The office was made up to a post office 1.1.1959. It closed on 1.8.2014.

1.5 NJARÐVIKURHREPPUR

No offices in this parish.

1.6 VATNSLEYSUSTRANDARHREPPUR

Midway between Reykjavík and Keflavík and just off the road on the coast lie the small fishing communities of Kálfatjörn, Þórustaðir, Landakot and Hábær í Vogum.

Kálfatjörn collecting office was opened in 1873, closed 30.9.1919 when it was then moved to Þórustaðir. In that time it used a single ring crown cancel (1894-1903) and number 161, which was later used at Þórustaðir (1.10.1919 to 31.12.1929) and Landakot (1.1.1930 to 1945) when the office was moved there in 1930.

Landakot later used Swiss-bridge type B1a before 31.12.1945 when the collecting office was moved to Vogar (2) (Hábær í Vogum), otherwise known as Minni-Vogar. Vogar used number 161 (1946) and then the B1a cancel of Landakot before it was closed and moved back to Landakot from the start of 1947.

Landakot then used number 161 (1947-1954) concurrently with the B1a cancel till closure 31.12.1954. The office was finally moved back to Vogar (2), upgraded to post office 1.1.1976 and postal agency from 1.5.2002 at a petrol station Þrjár konur ehf and then Bensínsalan Iðnaðal 2 from 1.11.2006. From 1955 to the present it has used a straight-line cancel inscribed Minni-Vogar and Swiss types B8e, B8b, (two types), B8b1 all inscribed Vogar.



1.7 GARÐAHREPPUR

Garðabær has been an office under many names since first opening 1.6.1950:

Silfurtún 1.6.1950 to 31.10.1958 (this is named on the map)

Ásgarður (2) 1.11.1958 to 31.12.1968

Garðakauptún 1.1.1969 to 31.12.1975



Very near to the President's residence at Bessastaðir, Ásgarður (2) is some 5 Km south of Reykjavík across Skerjafjörður. A collecting office was opened 01.11.1958, and was made into a post office 01.01.1965, when the name of the office was changed to Garðakauptún. Swiss-bridge cancels were formerly inscribed Ásgarður-Garð, latterly Garðakauptún and both are type B8e. The office was demoted to a postal agency on 14.10.2004 and until September 2006 located at Hagkaup, Garðatorgi 5. It

reopened as a post office at the same location till 19.6.2008 and then shifted to Litlatúni 3. Garðabær was made into a municipality on 1976. Other cancels used were B8b (Garðakauptún), B8e Garðakauptún, B8e Ásgarður-Garð, and B7b, B8b1, M6 and M8 all inscribed Garðabær. It also had a mute but dated temporary cancel used around Christmas 1994. This office also took over mail processing duties from Kópavogur when there was a fire there in July 1982 and it was the Christmas post office in 2003.

Also in the parish, Silfurtún is a suburb on the Reykjavík road 2 Km north of the outskirts of Hafnarfjörður, and a collecting office was opened there using Swiss-bridge type B2C2 between 1.6.1950 and 31.10.1958 when it was renamed Ásgarður (2).



1.8 BESSASTAÐAHREPPUR



Just north of Ásgarður, mentioned above, are the tiny communities of Bjarnastaðir (1), Brekka, Kirkjubrú and Sviðholt.

The numeral cancel 157 that had been used at Hafnarfjörður was now used at Bjarnastaðir (1) when it opened as a collecting office 1.1.1911, but not for long as the office was closed 10.5.1916 and moved to Brekka (5) which after a time replaced the cancel with Swiss-bridge type B1a inscribed Brekka Gull. 31.12.1947 the office was closed and moved to Kirkjubrú (using the Brekka cancel) and was again moved to Sviðholt 12.09.1952 where the old Brekka cancel and a Sviðholt type B3e were used till closure 31.3.1961.

HAFNARFJÖRÐUR Kaupstaður



Hafnarfjörður is a major port and commuter suburb for Reykjavík, 10 Km to the South-West of the capital. The population has grown from 1547 in 1910, 3707 in 1940, 8555 in 1960 to 26,000 in 2012. It became a township in 1907. A collecting office was opened there 1.1.1873 as one of Iceland's first offices, and was made into a post office in 1910 (1st. January). It was closed 29.6.2003 and moved to a postal agency at Nóatún at Reykjavíkurveg 50. This lasted until 7.2.2007 when the post office reopened at Fjarðargötu 13-15.

It has used a wide variety of postmarks and cancels including a single ring crown and posthorn cancel from 1894 to 1903, number 157 from 1903 till 1910 when the office became a post-office. Others include no. 263 in 1953 when the Swiss cancel was being repaired, and Swiss types B2c1 (1910-1966), B3e (15.2.1957-1966), B8e (20.1.1966 - ?), B8b (29.9.1970-72), B8b1 and machine cancels M3 and M7.

Ooo

Samuél Eggertsson postcards

There have been some fine articles in Frímerkjablaðið showing postcards with designs by famous artists.



Samuél Eggertsson cards have not yet been featured, so we decided to show this one because of the extraordinary accuracy and skill of this famous cartographer and surveyor in producing this detailed 1912 map of Ísafjörður.

The occasional Eggertsson card appears on Ebay, but a similar map card as this one is unusual. It would be interesting to know if any more were produced for places other than Ísafjörður.



A street guide with Roman numerals, and significant buildings shown with Arabic numerals

The town hall is shown as at 6 on I - Hafnastræti

The post and telephone station is shown at 13 on II - Aðalstræti.



A crack in the Netherlands part 2 (from Issue 7)

We are delighted that Páll Pálsson from Akureyri has given permission to show images from his Reykjavík exhibit of Christian IX varieties. These show the marginal line on the 10aur Christian IX stamp referred to by John Kuin in Issue 7. P.8, but also the 5aur stamp. The descriptions are Páll's, translated into English.



Left margin
10aur CHIX



Red line in left border
Position unknown



Prominent red line on right stamp
Position unknown

Tollur (Revenue) Cancellations *Roger Sichorz*

On Authorized Postage Stamps

From August 1924 through November 30, 1938, revenue cancellations consisting of “Tollur” boxed in frame appeared on postage stamps that were used to pay customs, import duties, and taxes on parcel post packages entering Iceland. Because the duty amounts collected were often large, Tollur cancels are more common on high-denomination stamps than low-denomination stamps. Because of the patterns of use and issue dates of the stamps, many are significantly scarcer with Tollur cancels than with postal cancels.



The cancellation devices were issued to all post offices and customs collecting stations located in port towns. As there were more than 50 devices in use, there are some type differences and at least two different typefaces recorded; however, these various differences are usually difficult to discern on the cancelled stamps. Stamps issued after November 30, 1938, (primarily three fish definitives issued 1939-43), that bear Tollur cancels were favor cancelled and not considered genuine revenue usages.



Certain stamp issues were specifically not permitted to be used to pay customs duties and are scarce to rare with Tollur cancels. The 1930 Parliament and 1933-34 airmail stamps were excluded, but apparently only after some had been used. Documentation has not been discovered that indicates other airmail stamps or semi-postal stamps were disallowed, but their extreme scarcity suggests that they were not permitted as well.

The literature does not address use of official stamps, but their extreme scarcity with Tollur cancels suggests that use was not regular. *Facit Frimärkskatalog* lists 108 Iceland stamps with Tollur cancels; however, it does not note “Hopflug Ítala/1933”-overprint airmail stamps with Tollur cancels, and these are known to exist. By contrast, *Scott Catalogue* lists only 27 Iceland stamps with Tollur cancels.

Tollur strikes after November 30, 1938, the last day Tollur cancellers officially were used.

Facit Frimärkskatalog includes this note after the fish definitive listings: “Tollur cancellations (post-cancelled) known on F-242, 250, 251. The use of Tollur cancellations ceased officially 1 Dec 1938.”



Tollur Cancellations on Unauthorized Postage and Airmail Stamps

Certain stamp issues were specifically not permitted to be used to pay customs duties and are scarce to rare with Tollur cancels. The 1930 Parliament, “Hópflug Ítala / 1933”-overprint airmail, and 1937 25th Anniversary Reign of King Christian X issues were among those excluded, but apparently only after some had been used for this purpose.

Postscript: In addition to the three post-cancelled fish definitives, *Facit Frimärkskatalog* lists another 105 Iceland postage, airmail, and official stamps with Tollur cancellations, while *Scott Catalogue* lists only 27 Iceland postage and airmail stamps with Tollur cancellations. Although *Facit Frimärkskatalog* lists, it does not assign variety numbers to the 14 Tollur-cancelled 1930 Parliament issues — the 35 aur, *Scott* #116 / *Facit* #182, is not known with Tollur cancellation — nor to the 1937 25th Anniversary Reign of King Christian X issue (*Scott* #199-201 / *Facit* #218-220). Additionally, the “Hópflug Ítala / 1933”-overprint airmail stamps (*Scott* #C12-14 / *Facit* #165-167) exist with Tollur cancellations but are not noted in *Facit*.

Another bisect, with a difference? *Ellis Glatt*



Hi Brian,

Another similar Iceland bisect on piece just showed up in a large auction lot. Unfortunately, I only have a low-grade image of the item and the cancel is virtually unreadable. But, from the texture of the cutting seen in the scan, it appears to be from a mailing similar to the example I have.

The stamp is cut on a different diagonal than mine, however. Scan attached.

Best Ellis

And again from Ellis:-

After reading Ebbe's comments re the 20-aur bisect on page 25 of IPM Issue 7, I put him down under the "highly skeptical" column. Will just have to wait and see if a proper example ultimately turns up on a complete envelope.

Now, considering that fact that we're really discussing mail dispatched from a small village near the Arctic Circle over a few days in the middle of winter, it seems conceivable, at least to me, that the subject bisections could very well have been applied to outgoing printed matter (a newsletter for example) for a reason other than philatelic. For example, even if low denomination stamps were available at the postal station during those few days in February, the sender may have simply had a good supply of 20-aur stamps on hand that he preferred to use up before spending on additional stamps. Or, maybe the weather was exceptionally bad during those days and the mailings were prepared in advance of the mailer's next anticipated visit to the village postal station. Granted, all speculation at this point, but certainly not out of the realm of possibilities. The fact that most of the cancels appear to have been hastily applied, with some barely readable, does not suggest to me that a stamp collector was in control. At this point, my inclination still is to propose a listing for the bisect, without pricing it, with the hope that it might draw out some other examples along the way. Best, Ellis

And this from **Brian Stwalley**:-

With regards to the Chr X bisect---speaking from the viewpoint of someone who collects this issue and its postal history in particular, I generally support Ebbe Eldrup's viewpoint. As the group is well aware, this issue was released in July 1922, somewhat later than the original Chr X issue. If we are to subscribe to the Feb 1923 bisect use, the only possible postal need for a 10aur rate on envelope would actually be related to printed matter as the rate was 10aur/50g until later on in 1925. As has been noted, this would require a shortage of the 10aur green Chr X stamp issued in April 1921, which would have been the only 10aur stamp valid during that time period. I can think of no particular reason this should have been the case, unless there was an inordinate amount of printed matter sent from Hofsóss during this time which caused a temporary shortage of the 10aur stamp or possibly they never received that stamp which replaced the 10aur red Chr X stamp invalidated at the end of 1921. Just as a side note I really enjoy when "common" cancels/locations become the subject of intrigue!

(Ed.) The almost total absence of most of this cancel gives it a rather bizarre look. Perhaps, as Ellis says, surely a philatelist would have made a better job of the cancellations? We think we may hear more on this subject!

Hraungerði 5/11 by Ron Collin

On page 8 of Issue #6, of Iceland Philatelic Magazine, there appears a se-tenant block of four of the Large letter and Small letter "3 þrír" surcharges on the perforated 14 x 13 1/2 issue.

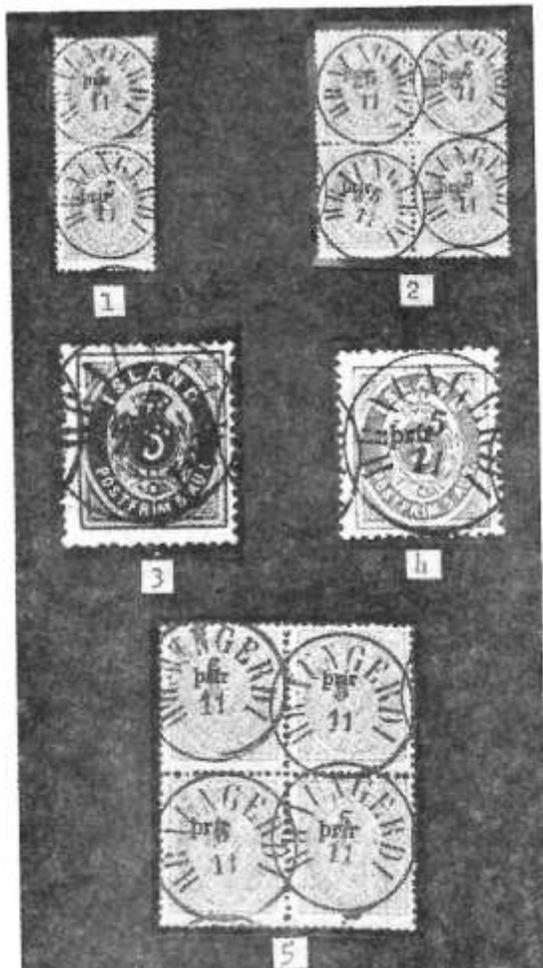


Every so often these "favor canceled" stamps show up in auctions, bringing high prices realized. I am still in wonder as to why these CTO examples reach such lofty prices.

In 1979 (36 plus years ago) I wrote an article for the Scandinavian Collectors Club publication *The Posthorn*. In that article, I wrote about the Hraungerði 5/11 cancel appearing on so many copies of these stamps. One complete sheet of these stamps was acquired, and the Hraungerði 5/11 canceler was used to apply an upright cancel on each and every stamp in the sheet, while the sheet was still intact. The size of the canceler was just large enough to leave tell-tale signs of this deceit. As each stamp was canceled, it left part of the outer ring of the canceler on the

adjoining stamps.

In 1979, *The Posthorn* had not yet converted to the printing of its issues in full color, as it does now. Therefore I can only reproduce the images I used in my article, in black and white. Here are the images used to expose these Hraungerði 5/11 stamps as having been "manufactured". These stamps never saw postal use. They were created to deceive collectors.



The paragraph next to the image on page 8, of IPM #6, suggests that there are only two se-tenant blocks. This is true. Both of them are pictured in my previous article, shown here.

There were actually, in addition to the two se-tenant blocks, 6 se-tenant vertical pairs. The rest of the sheet was broken up into various configurations, i.e., singles and pairs. For instance, here is a horizontal "used" pair of the small "3 þrír" showing the Hraungerði 5/11 "cancel".



My black and white reproduction does show both of the existing CTO se-tenant blocks. But I am also including here, a full color example of the second block, so that color examples of both are in one place, (this issue of Iceland Philatelic Magazine) for comparison.

More on the Langanes Peninsula *Colin Stuart*

Touching on that interesting piece re the Langanes Peninsula (Issue7), I attach a copy of a photographic pc dated Feb. 1910, to a place on that peninsula, Ytra-Lón, an isolated farm, almost as remote from Reykjavik as it is possible to be. Though it has no specific philatelic value, the card's amusing picture side and the address seem perhaps of interest. The aged photograph is of the staff and pupils of Reykjavík high school ranged proudly in front of a gigantic snowman that they have built, and the message is from a young pupil to a very distant friend. This is barely legible, and I have limited Icelandic, but it clearly refers to their 15 foot snowman. Can anyone translate? (Despite its bleak isolation, Ytra-Lón is still there, between Heidi and Sauðanes, now rebuilt as a rather swish hostel for bird-watchers.)



The card is franked 1 + 3aurar Two Kings, cancelled Reykjavík 24.2.10, addressed to Ytra Lón.

Hi Ole

I found an old "Rapport" from 1981, where this issue was treated on 3 pages with much interesting information. I think I mentioned this when we corresponded earlier, that in the end of 1980 I was helping Lars-Tore Eriksson in Kalmar with the Icelandic part of his auction. Autumn 1991 LTE had a rather big lot of cancelled blocks and even FDC/Letters cancelled both May 14th and 15th and later.

In order to be able to sell with both dates, I contacted an Icelandic friend and was informed, that on Friday 14th a number of persons were invited to celebrate the jubilee of the crowning of Chr. X May 14th 1912, and that both stamps and block were for sale then. However Saturday 15th was the day when official celebration took place in Reykjavik and the largest part of stamps and blocks were sold.

In the auction catalogue of LTE we decided to call blocks cancelled May 14th FDCs and the one with May 15th we called them Jubilee cancelled. Right or wrong??

Best regards Johnny

I have chosen and translated a few lines from the article in Islandssamlarna's "Rapport" which I think is rather informative.

This was announced in Morgenbladid on May 6th 1937

"New Icelandic stamps"

Because of the 25th government jubilee of His Majesty the King a special memory issue with his Majesty's portrait will be for sale according to this communique from the postal authorities,

Sale from the post offices will start on May 14th until the end of the year. They will only be valid for postage until April 30th 1938.

The stamps face value is 10, 30 and 40 aur and are only sold in sets, that's to say you have to buy an equal amount of each stamp and no value could be bought separately. They are sold at face value.

1.500 sheets of each value.

Furthermore on the same occasion a special block with 3 stamps of 15, 25 and 50 aur will be issued. This block will be sold at 2 kr which is 1,10 kr above face value. 50.000 "sheets" are made. Same conditions for sale and period of validity.

A reasonable question is where did the money from the surcharge from the block go?

They ended up at the building foundation of the Icelandic Post.

In "Handbók" it is mentioned, that a framed "First Day Cover" cancel was used for the first time on this issue. Guðmundsson (specialist on this issue) has never met this marking.

It seems that "Handbók" could be wrong.



In IPM # 7 Mike Schumacher shows this cover with a First Day Cover marking, but this is not framed and might have been added unofficially.

Guðmundsson points out that at least 3 different times of day are found in May 14th postmarks.