

# LUREN

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## THE BATTLE OF OSLOFJORD, APRIL 8/9, 1940.

Frederick A. Brofos

They came as friends, they said, as they broke down the door and forced their way in...

Yes, so it was. My thoughts carry me back to the Spring of 1940, when the whole world's attention was focused on Norway and the dramatic events that suddenly developed in the Oslofjord when Nazi Germany, without warning, invaded the country.

Declared unsinkable by Hitler at its launching in 1939, the 10,000 ton pocket battleship, or heavy cruiser, *Blücher*, was their most modern vessel. Yet, this pride of the German Navy was sunk by the guns of the old Norwegian fort Oscarsborg. It was almost incredible. The Germans had imagined that they could boldly slip by unassailed, but it didn't work out that way.

This first victory amid defeat was a source of encouragement to all good Norwegians during the following five years of occupation, when the long dark shadow of the Swastika lay across the land.

It was midnight on April 8 when *Blücher*, together with the cruisers *Lützow* and *Emden*, as well as several destroyers and mine sweepers, began their fateful voyage up the fjord with the capture of the capital as their goal. A warning shot from Rauøy fort in the outer fjord was ignored and the sinister column of warships managed to pass by unharmed in the fog and darkness.

The main fort of Oscarsborg was, however, immediately notified by Major Enger from Rauøy and the commandant there, Colonel Birger Eriksen, made ready to receive his uninvited visitors. He divided his recruits between the two big old fortress guns, nicknamed *Moses* and *Aron*. Ironically, they had been supplied by the German armaments firm of Krupp back in 1892!

LUREN

As there would only be time for a couple of shots, they waited until the distance was only 1800 meters. Two bulls eyes were scored, which caused great damage aboard the *Blücher*, setting it ablaze. Together with the main battery, the Kopås and Husvik batteries on the Eastern side of the fjord also opened fire. The *Blücher*, which was also hit by torpedoes, became a hell of flames and explosions and drifted slowly up the Drøbak sound until it sank at last southwest of the islets Askeholtmene. It was a scene of Pandemonium such as Lewis Carroll described, "Twas brillig and the slithy toves did gyre and gimble in the wabe. All mimsy were the borogoves and momeraths outgrabe..."

Meanwhile, the other warships turned around and retreated. The *Blücher* had carried aboard her the highest military and civilian occupation authorities, Gestapo, and including a censorship group too, probably. More than 1000 Germans went down with the ship.

Captain Vagn Enger led the Oscarsborg defenses on the Drøbak side of the fjord, the batteries on Kopås and Husvik. They fired over 21 shots from there -- with many hits on both *Blücher* and *Lützow* -- and the artilleryship *Brummer* was sunk.

A brother, Major Hersleb Enger, was the commander at Rauøy fort which had given the first warning. It was eventually conquered by German landing troops. Both brothers ended up as Prisoners of War and were sent to the camp OFLAG XXIC at Schildberg, Germany, together with other brave war heroes of Norway.

The bottleneck at the Drøbak sound offers such fine natural defensive possibilities to stop the passage of undesirable vessels headed for Oslo that, already in 1640, orders were given by King Christian IV to build a blockhouse there. Many additions and extensions were added later, of course. The place was named *Oscarsborg* after the visit of King Oscar I in 1855.

Fieldpost office no. 21 was opened at Oscarsborg during the weapon exercises of May 31 to August 12, 1912. Similar periods of activity occurred up to May 1, 1919, when the office was temporarily closed down. From July 15, 1919, it was reopened as Oscarsborg sub fieldpost office (Feltpoståpneri). This was in operation until May 1, 1940. After that, it was closed for the rest of the war, but opened again on September 20, 1945. Later it became a regular postoffice.

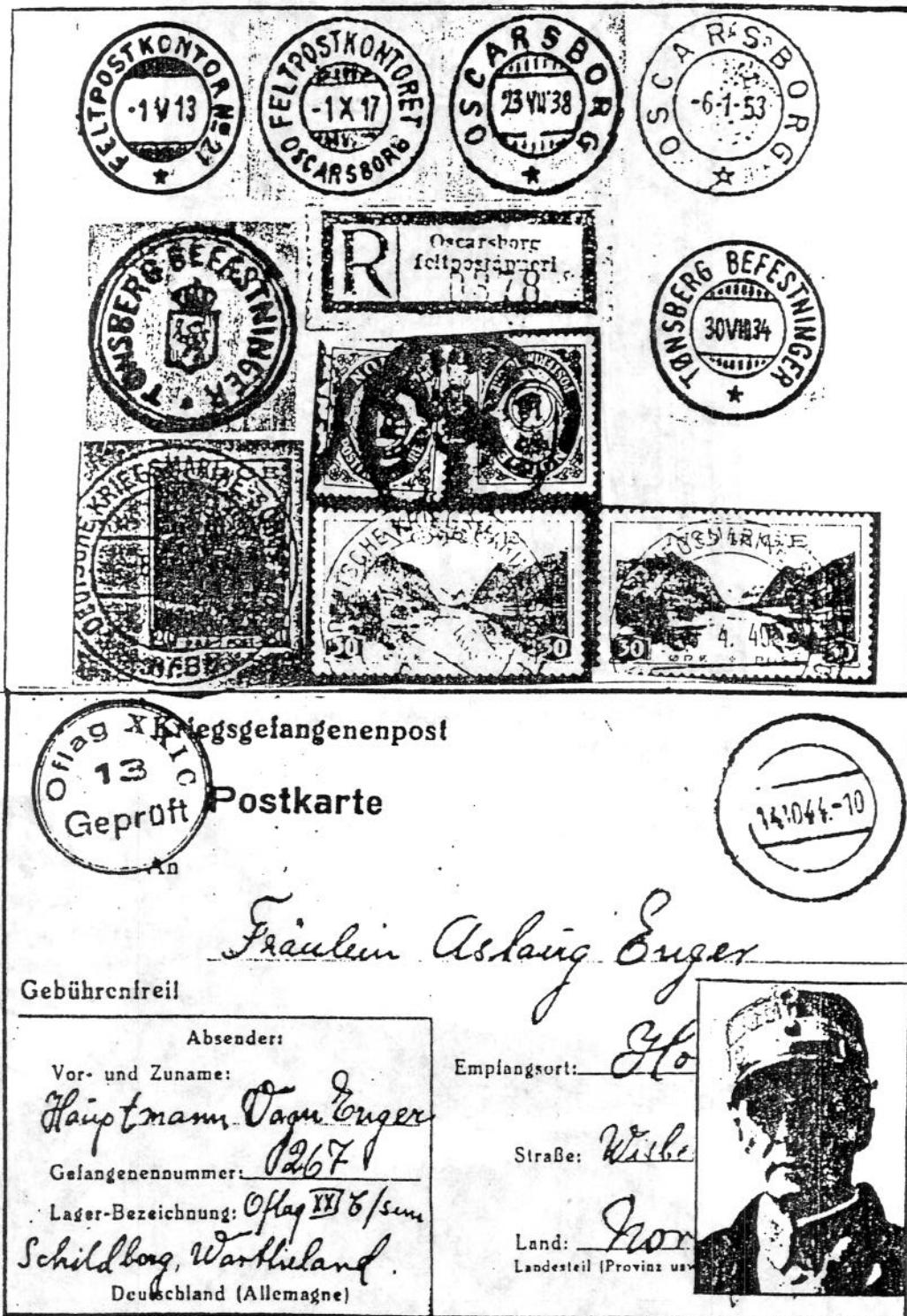
The first postmark was inscribed "Feltpostkontor nr.21". A provisional postmark of rubber, with the pre-1905 shield in the center, has been noted cancelling a pair of 10 øre posthorn stamps, Scott #80. The text "Tønsberg Befæstninger" indicates possible use on military mail from the island fortifications at Rauøy and Bolærne. Later, a regular postmark with this text was issued, which I've seen used in 1934.

A very few, probably philatelically inspired, souvenirs have survived connected to this saga. The Norwegian Tourist stamps of 1939, Scott 184/186, exist cancelled with a German Naval postmark reading "Deutsche Kriegsmarine-Schiffspost", together with an identifying number at the bottom. The date is ominously 8-4-40, or April 8. The Norwegian Philatelic Journal no 5, 1945, illustrates the 20 øre value with this postmark and a clear "Nr. 8" at the bottom. The letter in the lower segment is not visible. The small letters were generally used to distinguish among similar postmarks in one office. The numbers distinguished the various vessels.

It is claimed by some that the aforementioned postmark was used on *Blücher*. With people trying to save themselves from the sinking ship, it seems to me unlikely that any mail was saved. Nevertheless, the well-known German auction firm of Edgar Mohrmann had, in their sale 134 of 1970, as lot 610, a small cutout with the 20 øre stave church stamp cancelled by the German naval postmark No 8, 8.4.40. No identity letter was mentioned and perhaps it was the very same item described previously in the Norwegian Philatelic Journal. The auctioneer's description read (in translation) "Cruiser *Blücher*, Sunk on April 9, 1940, before Oslo. Supposedly Unique. Starting bid, German Marks 400:-" What it eventually brought, I don't know.

There is also another very interesting German naval postmark used at that time (8.4.40) in Norway. Reading "Nr. 3" and the letter "c", I have seen it on two copies of the 30 øre tourist issue, which appropriately shows a fjord. It originates from the German destroyer *Albatros*, which later on that fateful April day had thought (together with a few other ships) to surprise the Norwegian main naval base at Horten, south of Oscarsborg, in the Oslofjord.

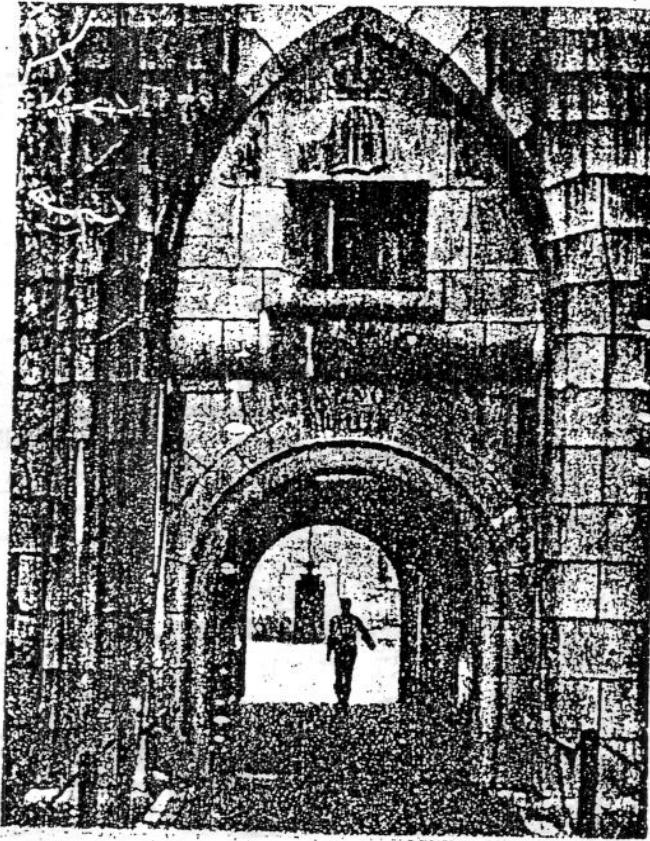
Instead, there was a battle and the *Albatros* was sufficiently damaged by shots from the Norwegian minelayer *Olav Trygvason* that it was run aground and abandoned. Afterwards, some mail for Germany was found on board, partly franked with the Norwegian tourist issue. As they had lain in water, all the stamps had loosened off the envelopes. Regarding the two 30 øre stamps in this drama -- acquired by me in the area years ago -- one shows clear saltwater traces and has a black postmark. The other one has a bright blue postmark. The battle for Horten, by the way, was not ended until threats were made by the Nazis to eradicate the town by bombers.



Postmarks described in text. Photo of Captain Vagn Enger and P.O.W. card sent from him in Germany, 1944.

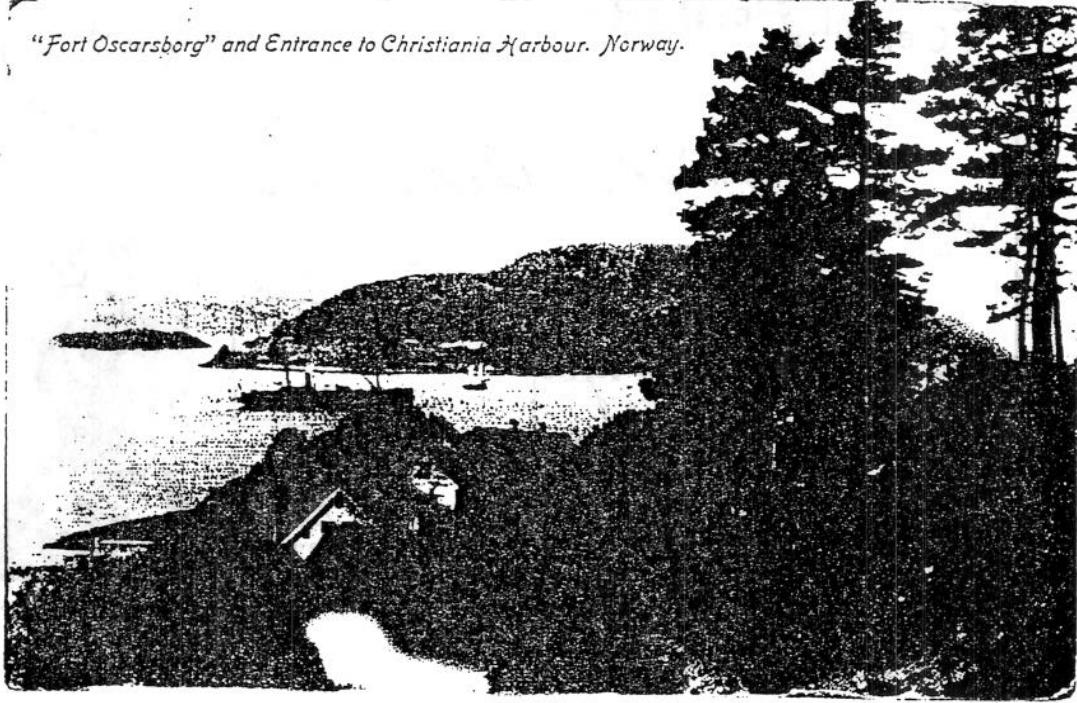
-63-

Oscarsborg

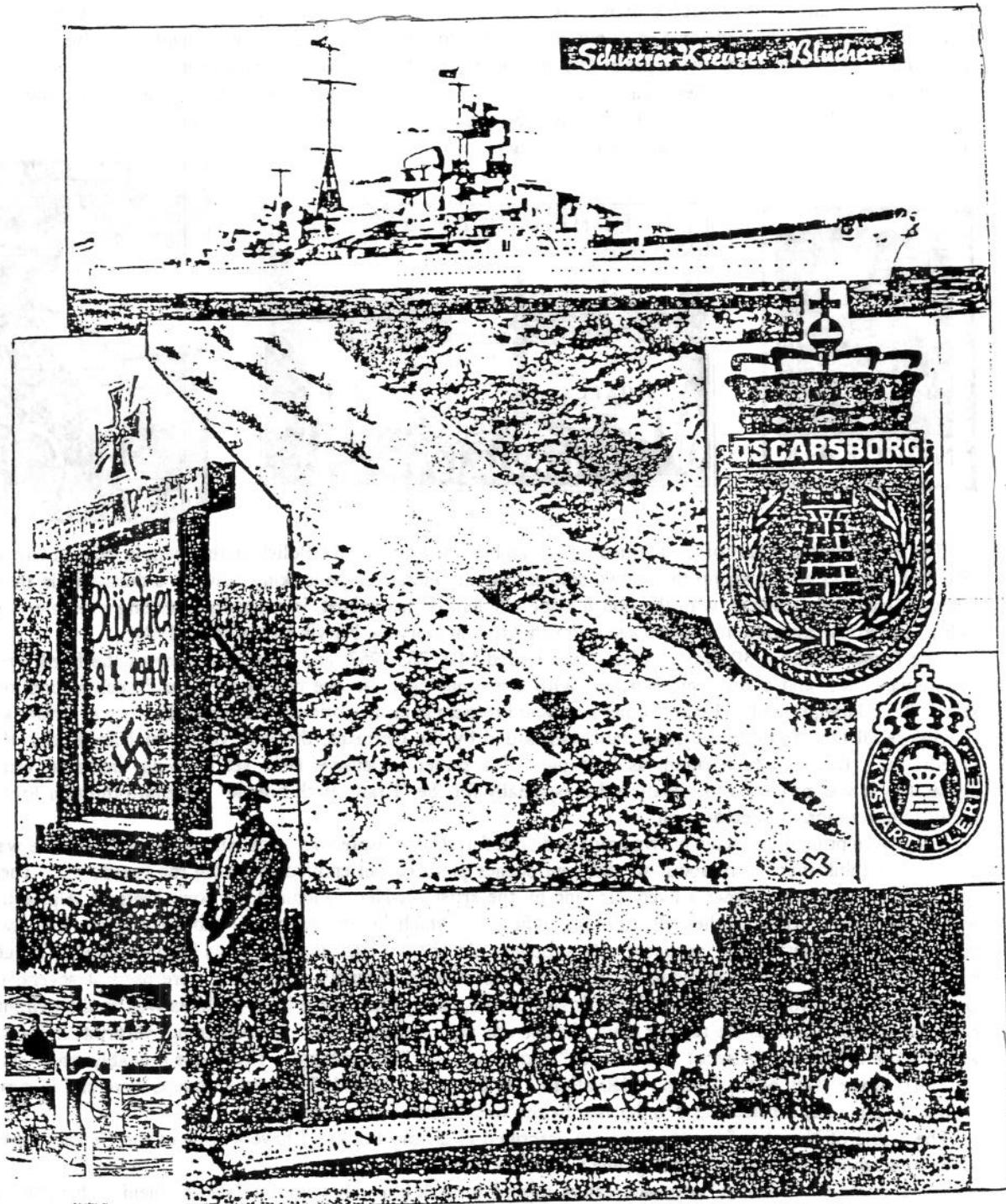


Entrance to fort beneath King Oscar's monogram.

"Fort Oscarsborg" and Entrance to Christiania Harbour. Norway.



The Fort may be seen just behind the steamer



In this composite picture, the heavy cruiser *Blücher* is shown at the top and sinking, at bottom. It led the invasion fleet and was fired at by Oscarsborg (center islands). It sank at the cross (center right at bottom), where a monument "Für Führer und Vaterland" (center left) was placed on a nearby islet, but removed after the Liberation. At right center are the emblems of Oscarsborg fortress and the Coastal Artillery.

-65-

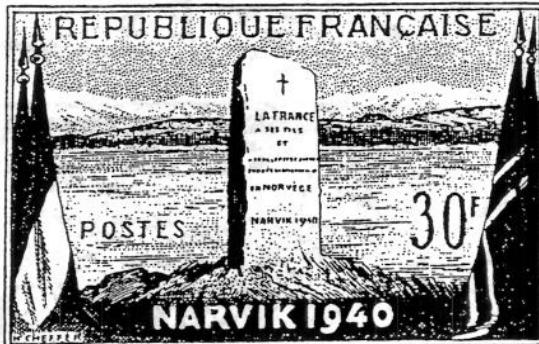
## COMMEMORATING THE BATTLE OF NARVIK

Frederick A. Brofos

During the insidious German invasion of Norway in April/May, 1940, there were several battles between them and the Allied forces, to secure possession of the important iron-ore shipping port of Narvik in the North.

Two nicely engraved postage stamps have been issued commemorating the occasion. They were produced by France and Poland, who had some small but courageous contingents of Alpine troops involved. Although the British army and navy participation was larger in size, no commemorative stamps have emanated from the UK.

On April 9, 1990, the fiftieth anniversary of the invasion, Norway issued a Kr. 4 stamp honoring the Allies' reconquest of Narvik on May 28, 1940. Besides showing an aerial view of the place, the multi-colored stamp includes Norwegian, French, British, and Polish flags.



The Polish stamp is part of a set issued on December 15, 1941, by the Polish government in exile in Great Britain. The dark blue 55 groszy stamp shows two soldiers on a mountain slope looking down at a destroyer in the fjord far below. One of the soldiers, with the Polish eagle emblem on his helmet, is excitedly reporting events on a portable radio. The Polish inscription translates to: "Polish Army in Norway, Narvik Battle / May 1940".

The French stamp – 30 Francs, blue – was issued May 28, 1952, and pictures a view of the fjord, French and Norwegian flags, and a stone monument. With a magnifying glass one can discern the French inscription on the stone. Translated, it reads: "France to her sons and brothers in arms gloriously entombed in Norway. Narvik 1940."

Before all this, a commemorative card was issued by the Germans, the final victors at Narvik after the Allied withdrawal. It is not seen often, as it is part of a rather expensive 1941 set showing unrelated war scenes. Apparently it was produced to private order especially for the "Kraft durch Freude" (Strength through Joy) German Labor Organizations' collectors unit.

They were printed in a sepia brown color and sold for 20 Reichspfennigs each, although the face value was only 6 pfennigs. I think there were about six different scenes pictured, all entitled "Fighting for Freedom!". The card of particular interest to us shows a lively drawing by the artist Ax-Heu. Pictured are some German Alpine troops, in white camouflage skiing clothes, overlooking a fjord in which lies a destroyer. Above, a plane flies away after dropping off four parachutes, probably with supplies. At bottom right is the famous "Narvik Shield" badge, which was afterwards awarded to participants in this action. Commemorative postmarks were used at several places in Germany, showing the "Edelweiss" Alpine flower, a rifle, cap, pickaxe, and back-pack, as well as the twirling "KdF" swastika symbol. Besides the regular issue, the set was also produced with three different overprints in black. These were for use in "Elsass" (Alsace), "Lothringen" (Lorraine), and "Luxemburg". They were probably issued on January 12, 1941, at the "Day of the Stamp" celebrations. At that time, the old Hindenburg stamps were still in current use, being only gradually replaced later in the year by the well-known Hitler stamps.

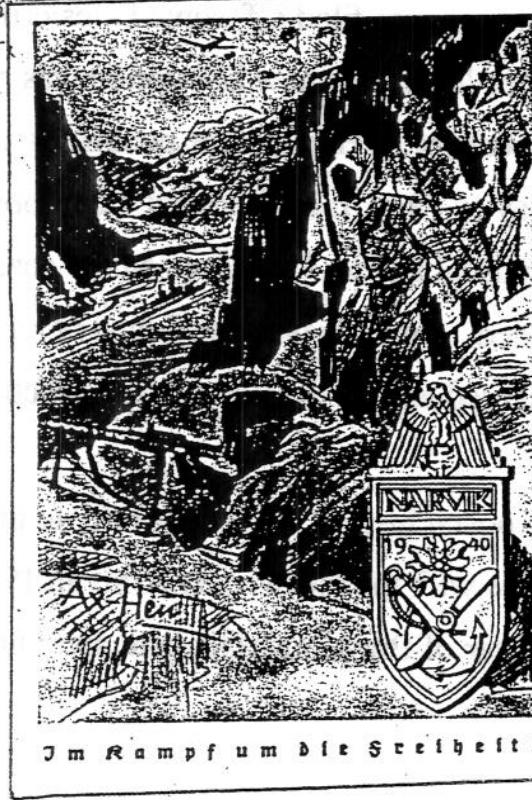
The Battle of Narvik, of course, is amply described in history books. I have a copy of the German badge itself, which looks quite nice in spite of being only a reproduction.

There exists also a bogus "commemorative stamp" in dark blue, showing the Narvik shield. This phantasy label was apparently produced after the war. In the mid-'50s, at an ASDA Stamp Show in New York, a dealer had a bunch of them and offered me one at \$5, but I declined.



A French commemorative card showing a French sailor beside the French monument to their dead soldiers at the Battle of Ormeset near Narvik in 1940. A special First Day postmark cancels the special stamp.

Monument aux Soldats Français  
tués à la bataille de Ormeset,  
près de Narvik



## RARE NORWEGIAN FIELD POSTMARKS, 1940

Frederick A. Brofos.

Fieldpost and censormarks from the war in Norway - Spring 1940 - are a very interesting but little known area. The problem is probably that, due to the chaotic situation then, most of the war-time mail was destroyed in one way or another. Could one, after all, be so lucky as to run into something with special markings from those days ? Well, it still is possible, although unlikely. However, it cannot be emphasized enough that one should always preserve the entire card or envelope. If there is a letter also, that should be saved too, as it might give some indication of where it was sent from or other information. It is important to have such items reported and registered into the postal history picture from those days, as there is precious little from the Norwegian side on record. Besides this, there are three provisional fieldpostmarks from 1940 that are worth remembering , perhaps to hope to find. One is from a fieldpost office, the other two from fieldpost sub-offices no. I and II. What is especially unusual and maybe unique about these postmarks is that they originally belonged to Hamar post office in central Norway and carried the name of that town. During the early days of the war, they were made over to be used by the Norwegian fieldpost service. The old steel lettering was filed off, some holes drilled and probably filled with new metal, tin or lead. The new inscription was perhaps engraved thereon by goldsmith Frisenberg of Hamar. The postmarks were used during the war-operations in April and May of 1940, they followed the troops in the Opland area, then up the valley of Gudbrandsdal and to Åndalsnes on the coast, where the campaign in Southern Norway ended. Any surviving mail is very rare, of course, but the postmarks themselves are preserved among the wonderful collections of the Postal Museum at Oslo.

Another interesting wartime postal history story, was told to me by a collector friend, whose father had seen service with the Norwegian Army in 1940. The date was 15-16 of May, and the Postmaster of Brandbu (Hadeland area) had disappeared.

Jensen was immediately ordered to manage a provisional fieldpost office. At the same time, he was to be responsible for censorship. He had some postage stamps available, but no postmark. In order not to give away to the Germans their present location by any name marking, special precautions had to be taken. At the local newspaper "Hadeland" there was produced, on a Linotype setting-machine, a simple marking reading "MILITAER CENSUR" in 12-point half-thick Garamond type-face. All letters mailed then had their stamps cancelled with this metal stamper. The letters were also similarly marked on the reverse - to indicate censoring. These activities lasted only two days, as Brandbu was evacuated and the Norwegians moved up to Valdres. Jensen, however, who was unused to and tired of the postmarking business anyway, changed over to irritate the Germans in a more effective way. The field postmaster job was taken over by his friend Schoubye. He had the job and the marker all the way up to Fagernes - that is to say they followed with the 4<sup>th</sup> Brigade. Mrs. Jensen received at that time from her husband, a 15-øre postal card and also a letter franked with four 5-øre stamps cancelled with this marking. I think the card has survived, but not the envelope, unfortunately.

A similar mark exists in the Norwegian Postal Museum. It was also made on a setting machine, but bears the text; "MILITAER KONTROLL". Probably another 1940 provisional, location unknown. Incidentally, a number of towns in Northern Norway used interesting censor marks and labels until final capitulation in June.



[Militær kontroll]



# The 1944 Norwegian Ship Wrecks Issue

by Frederick A. Brofos

One of the most dramatic and eye-catching of stamp sets of Norway during World War II was undoubtedly the so-called Ship Wrecks Issue that appeared on May 20, 1944, sponsored by the Quisling government. The three semi-postal stamps were designed by the talented artist, but Nazi sympathizer, Harald Damsleth, who was responsible for much clever propaganda work on stamps, posters, and newspaper cartoons during the war.

The additional surtax on the stamps was supposed to support victims or their surviving families following ship sinkings. As no one was quite sure about that, the stamps were seldom used by the public on ordinary mail. Only an occasional First Day Cover may be seen around today.

The stamps were neatly printed by photo offset by Emil Moertue A/S, Oslo. The sheets of 100 stamps were perforated 13 and on unwatermarked paper from Alvøens Paper Works. The quantities issued and other data were as follows:

“S/S Barøy,” 10 + 10 øre olive green (779,700) (Figure 1.)

“S/S Sanct Svithun,” 15 + 10 øre brown olive (776,100) (Figure 2.)

“S/S Irma,” 20 + 10 øre brown red (781,600) (Figure 3.)

At the war's end, the set was declared invalid for franking from May 15, 1945. When a number of invalidated stamps were surprisingly revalidated again from September 1, 1981, this particular set was not included. It was not stated whether any remainders were destroyed.

Although these three ships were also mail carriers, they did not have on board travelling postal agencies with their attractive “Crown & Posthorn” postmarks. In the period 1940-45, close to 30 mail-carrying vessels, sailing along the Norwegian coast, were sunk with a large loss of life.

Regarding the steam ships chosen for the stamps, the “S/S Barøy,” (10 øre) was sunk on September 12, 1941, at Tranøy in the Vestfjord. It was part of the coastal express route between Trondheim-Tromsø, and all mail to Ofoten and Senja-Troms was lost. Exactly what destroyed her (bomb, torpedo, mine) has not been determined. *Accidental British aerial torpedo aimed at German convoy,*



Figure 2.



Figure 1.

Another coastal express steamer, but on the route Trondheim-Bergen, was the “S/S Sanct Svithun” (15 øre). She was sunk by British planes outside Stad the night of September 30/October 1, 1943. Twice, the ship was ordered by radio to stop, to allow passengers and crew to disembark in lifeboats, but to no avail.

The Germans aboard would not permit the ship to stop, but, instead, started firing the anti-aircraft guns. The resultant bombs fell and set the ship ablaze. Two Norwegian deck officers who tried to quell the panic on board and save women and children first, were brutally shot down by the Germans. In all, 43 Norwegians and 18 Germans lost their lives in this tragedy and, of course, all mail was lost, too. The stamp clearly shows a British bomber with the three-colored circle wing-emblem of the Royal Air Force, flying over the doomed vessel. ►

Finally, the 20-øre stamp shows the "S/S Irma," which was torpedoed on February 13, 1944 by a British submarine. This happened at Hesterskjær, Hustadvika, outside Kristiansund N. Again, all mail was lost and no doubt lives, too.

As the old song goes, "I saw three ships come sailing in," but sadly, these ones never reached their destinations. ■



Figure 3.

## OLD NORWEGIAN SHIP-MAIL POSTERS

Frederick A. Brofos

The SPLSC proudly announces the availability of a new publication, which can now be ordered by our readers. Frederick A. Brofos is one of the most recognizable names in philatelic writing; this is the result of years of his research and searching through archives in Norway. The publication consists of good photocopied reproductions of posters, often upon which may be seen routes, sailing dates, and other information of interest to the postal historian. To the extent possible, the posters are reproduced approximately in their actual size. Well over one hundred vessels are represented, often with more than one document reproduction. Quoting from the foreword of the book:

"The purpose of this publication is to present original source material on Norwegian and other flag ships carrying mail and plying the coastal waters and inland lakes of Norway a century or more ago.

"The material has mostly been gathered from the archives of the Norwegian Post Office, to whom many thanks are due for making these historical records available for use in this book, and thereby providing researchers worldwide with the

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chance of studying these otherwise rather inaccessible documents.

"Often picturesque in themselves, with their old-fashioned printing type, these antique posters should be of great interest to those philatelists who collect and study ship postmarks, as well as to others seeking data on ships of the period and their routes.

"The illustrations of ships on the posters are, I believe, just standard cuts used by the printers. The original posters were generally printed on very thin, sometimes colored, paper. Being so fragile, it is wonderful that so many still exist. However, they may have been others which have not survived the ravages of time and careless handling.

"An alphabetical listing of ships is given, together with the type of document referencing that ship; for example: ad, schedule, newspaper mention, etc. Additionally, the data and time period for that document in this publication are provided. All of the documents are presented in order by date."

The publication will be produced to order; as requests arrive we'll stage them and have sufficient copies of the new publication photocopied and bound to meet these specific requests. The cost of the publication has not yet been completely established; there are many 11 x 17 inch sheets which will be folded and bound together with many 8.5 x 11 inch sheets into the Velo-bound final product. I expect that the cost of each book will be approximately \$25, including postage in the US. Send your check with your order, please, made payable to SPLSC, to the postoffice box address. If the final cost significantly exceeds \$25, you will be billed with the shipment. Thanks in advance.

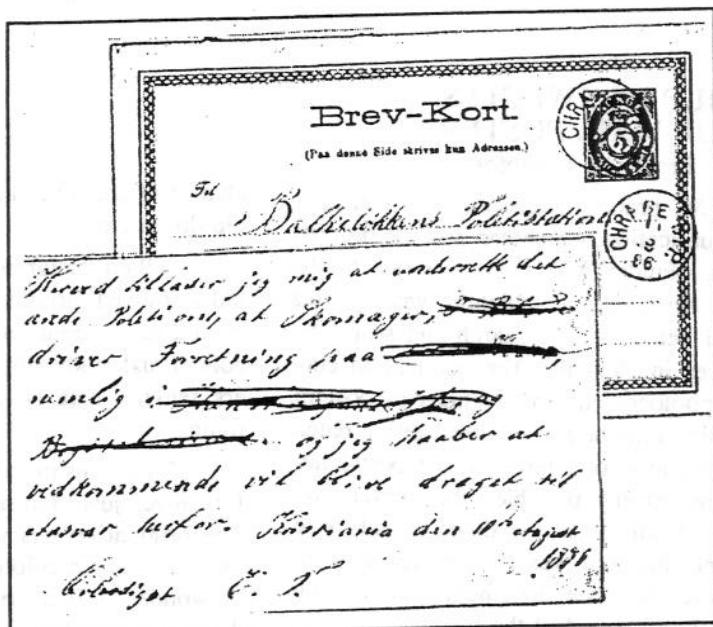
-71-

# NORWEGIAN INFORMER CARD - 1886

By Frederick A. Brofos

In Venice around the 17th century, there was an infamous letter box on the side of a certain building. It was in the form of a frightening stone face. Into its wide open mouth were dropped denunciations to the authorities, particularly the feared Papal Inquisition. This actually happened in Spain, Austria, and elsewhere for a long time and no doubt caused many arrests and heads to roll. In modern times the dreaded German Gestapo received many reports from informers too. All of these nasty accusations have in common that they were usually anonymous.

While examining some old, peaceful-looking, Norwegian postal cards, I was startled to find among the ordinary business messages, one that was actually an anonymous denunciation to the police! Here is the curious story.



Christiansia Local Post, and addressed to the small suburban police station at Balkeløkken. Translated, the card reads: "Herewith I allow myself to inform the honorable Police that Shoemaker J. Blom is operating a business in two places, namely at Hansteensgade 5b and at Bogstadveien 2 and I hope that the relevant person will be drawn to accountability therefore. Kristiania den 10<sup>th</sup> August 1886. Respectfully, E. T."

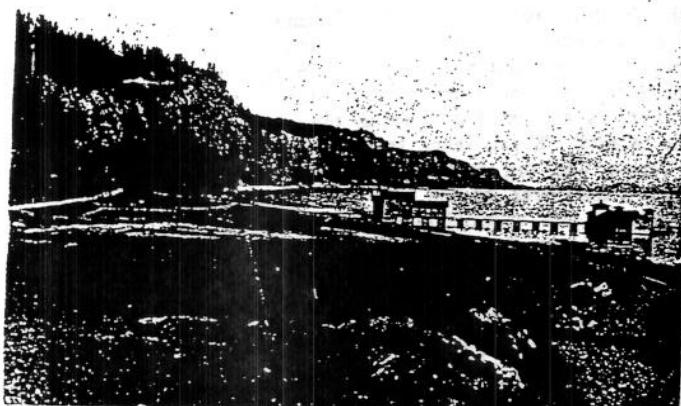
It seems strange now that in those days it was apparently illegal to have two places of business. Perhaps tax evasion was involved here. One wonders also who could write this mean report. Was the mysterious "E.T." a man or a woman? A dissatisfied customer or rival shoemaker? One spelling mistake occurs twice, namely "Poleti" instead of "Politi." It is unusual that any part of the police files (in spite of crossings out) should ever come on the philatelic market. Be that as it may, it is surprising what sometimes comes to light again when the reverse of old cards are properly examined.

Some Holmestrand Markings

Holmestrand



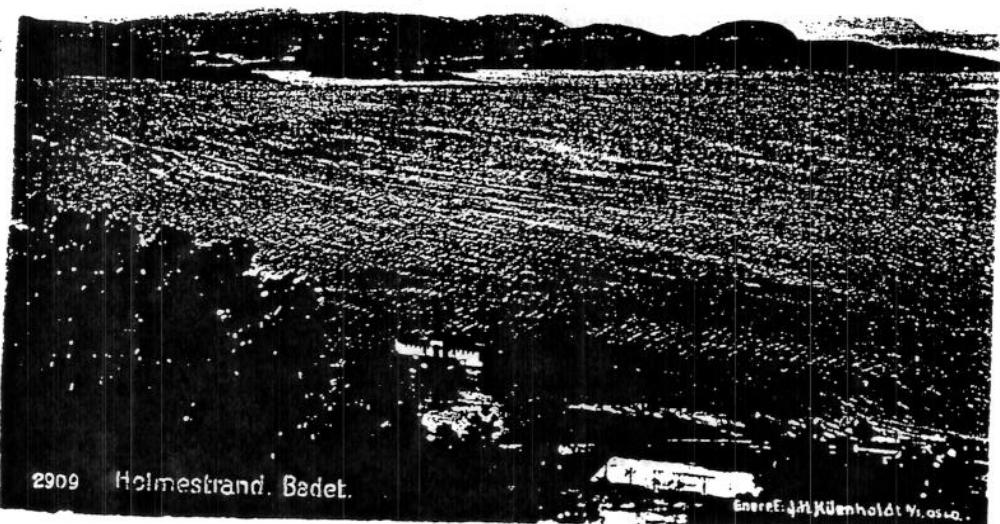
Holmestrand &amp; Oplands Aktiebank



The Railroad Postmark



The famous Bath House  
was shown on an old  
local post stamp of Holmestrand



Einar E. M. Kjænholst M. Oslo.

The Holmestrand-Vittingfos Railroad (Holmestrand-Vittingfosbanen)

The 30-kilometer long railroad running from the picturesque old town of Holmestrand on the Oslofjord, past Hillestad and on to Vittingfoss, was opened for traffic on October 1, 1902. The line shared the same fate as the Tønsberg-Eidsfoss railroad, operations ceasing on the same day—June 1, 1933.



1902. The simple design has the denomination in the center within a frame. Above and below this is the name of the company, which is also repeated on the sides but in abbreviated form. All this is surrounded by an outer, single line, frame. Typographed. Finely rouletted. The sheets are without separate margin and are imperforate along the edges. The stamps in the four corners each having two imperforate edges. Issued with glue on the back.

This first issue was only printed in a very small quantity and was quite soon followed by the second issue in a new design.

1. 5 øre black on green paper      2. 10 øre black on orange paper



Date? The denomination is in the center, above which is "Holmestrand" and below "Vittingfosbanen." Around the edge is a double line frame. Typographed. Finely rouletted. The sheets are without separate margin tabs and marginal stamps are therefore imperforate on one side. Corner stamps have two imperforate edges of course. There is enough variation in the stamps to make it possible to reconstruct the sheets. There seem to have been forty stamps in a sheet, arranged four across and ten down. A group of twenty cliches was repeated twice in producing the sheet, so the two vertical columns of stamps at the left are the same as the two vertical columns on the right. However, the stamps can be distinguished from each other by the position of the imperforate edge or lack thereof. The arrangement of the various types in the sheet is the same for both the 5 and 10 øre values. Some of the prominent varieties are as follows: Position 1—spelling mistake "Vltingfosbanen." ("l" instead of "i"). Positions 9, 11, 17, 19—Bodoni "5". Position 19 also has "Øre" in a different, smaller, type face. Position 16 has just the "Ø" in the smaller type face. Position 4 has the top broken off the letter "b". These varieties all occur twice in a sheet apparently. I have not seen a complete sheet myself; however, so other differences may exist. Issued without glue on the back.

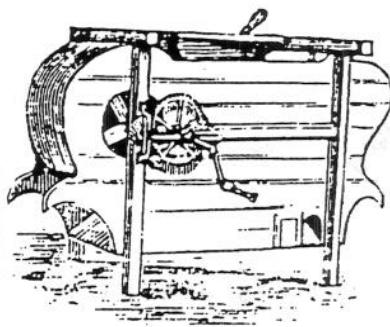
3. 5 øre black on thin blue paper      4. 10 øre black on thin yellow paper

## Holmestrand - Vittingfos - banen.

Of cancellations on this 2nd issue, I have seen the one illustrated, in violet, as well as another marking, also in violet, reading "—nd V.B." in slanting serifed letters and underneath "— FEB 1912". The first line is, of course, an abbreviation of the name of the railroad.

At first the mail, in sealed bags, was taken care of by the train conductor, and no postmark was used. On April 1, 1919, a Train Post Office with special postal agent (Pakmester) was established, but was discontinued some years later. From July 1, 1922, the name of the line was abbreviated to "Hvittingfossbanen". The two postmarks that were used read "VITTINGFOSSBANEN" and "HVITTINGFOSSBANEN". Both are of the usual Swiss type (2 rings with date-bridge and bars in the arches).

Fabrik og Reparationsværksted for Landbrugsmaskiner.



Unbefalet

De meget efterspurgte

Labbcharve,

Valseharve,

Plauge og Drilplauge.

Beslektiver.

Tæske maskiner

med Kalmislette.

Øksebandringer.

Hjæltemaskiner.

flere størrelser.

Hækkelmaskiner,

flere størrelser.

Reparation

af alle slags Maskiner.

Holmestrand den

18

# G. Brofoss

## Maskinforretning,

Holmestrand.

Agentur for den nye

Slaamaskinen

„Milwaukee“.



Kjedemaskin.

Lettest og varigst af alle.

Katalog gratis.

Har paa Lager alle Slags Slaamaskinblade (Tagter følger).

### Færdige Kniver

*Same Wood.  
Red Wood.  
Budde.  
Jonson.  
Eddes.*

Kniver, Knivstenger (med hul), Finger, Fingerhaal, Knær, Oljelander m. m. m.

Dele og Tinder til Høriver.



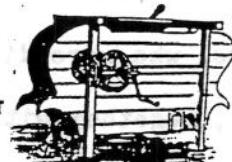
Pumper,  
Kraner,  
Nor,  
Krybber.



Hasselmaskiner,  
Træsemaskiner.

Hornrenser.

Øksebandringer



Plauge  
Høbe



The Gykler til salgs.

The Dele og Reparationer af Snydliner og Røgemaskiner.

Alt til Fabrikpris.

Alt til Fabrikpris.

A poster (reduced) and letter-head of my grandfather Gustav Brofoss, who had an agricultural machine shop in Holmestrand (on the Oslofjord) at the turn of the century.



Navn: Hans Irmann Jacobsen f. 16/11-27

Bopel: Munkedamsveien 86

gis herved tillatelse til inntil nidse å ferdes ute etter  
kl. 21, nemlig til kl. 23

Viceform. og kasserer i Oslo Filatelistklubb jun. gr. A.

POLITIPRESIDENTEN I OSLO, 5/10-43.

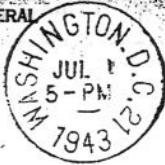
*Eider Hind*  
politifullmektig

Denne tillatelse tilbakeleveres politiet straks etter utløpet av  
fristen.

Police Pass to go to Stamp Club Meetings

There was a curfew in Oslo and you had to have a permit to be out at night. The above pass was issued in 1943 to the vice president and treasurer of the Oslo Philatelist Club, Junior Group A. Young Mr. Hans Irmann Jacobsen was allowed out after 9 PM and until 11PM. There were quite a lot of junior members, who were divided into Group A and B. I was a member of the latter, together with Paul H. Jensen. Little did we know then, how prominent we would become in philately later on..

Post Office Department  
THIRD ASSISTANT POSTMASTER GENERAL  
DIVISION OF STAMPS  
Washington  
OFFICIAL BUSINESS



**PENALTY FOR PRIVATE USE TO AVOID**

PAYMENT OF POSTAGE, \$1.00

— PIIIV —

BUY  
WAR SAVINGS  
BONDS AND STAMPS

ARTHUR W. DEAS,  
PRES., THE COLLECTORS CLUB,  
22 EAST 35TH ST.,  
NEW YORK, N. Y.

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**Post Office Department**  
THIRD ASSISTANT POSTMASTER GENERAL  
**Washington**

NORWAY COMMEMORATIVE STAMP

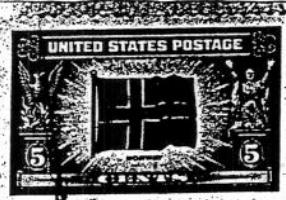
The 5-cent postage stamp for Norway, the third of the special series of stamps honoring the Axis overrun and occupied countries in Europe, will be placed on sale at Washington, D. C., on July 27, 1943. The central design of this stamp is a reproduction in colors of the flag of Norway. The stamp will be of the special-delivery size, 0.84 by 1.44 inches in dimensions, arranged horizontally, and issued 50 stamps to the sheet.

Stamp collectors desiring first-day cancellations of this stamp on July 27 may send addressed envelopes, not in excess of 10, to the Postmaster at Washington 13, D. C., with cash or postal money order to cover the cost of the stamps. Postage stamps and personal checks will not be accepted in payment. Each cover should be pencil-marked in the upper right corner to show the number of stamps to be affixed and, therefore, no letter of instructions will be necessary. Enclosures of medium weight should be placed in each cover and the flaps turned in or sealed. Envelopes should not be smaller than 3 by 6 inches. Requests should not be made for unusual arrangements and special markings. The Philatelic Agency will not service first-day covers.

*Requests for uncanceled stamps must not be included with orders for first-day covers. For the benefit of collectors desiring select stamps, the Norway commemorative postage stamp will be placed on sale also at the Philatelic Agency, Washington 25, D. C., on July 27. To insure prompt shipment, mail orders to the Agency should not include other stamp issues. Allowance must be made for return postage.*

All requests for first-day cover service must be addressed to the Postmaster, Washington 13, D. C.

U. S. GOVERNMENT PRINTING OFFICE 47-1101



W. COLLETT, stamp. Remainder man

## Brevkort

med betalt Svar.

(Paa denne Side skrives kun Adressen.)

Til

hr. Foged Collett



Elverum

Trondhjem 20. XII. 1895:

Jy velder mig at spørge, hvilken billigste pris de sælger følgende primært pris 100:

- 2 skille. gul 1867
- 1 " grøn 1872
- 2 " blå 1872
- 4 " rødt 1872

Vedrør hertil velvillig oplyst, om  
du vil kunne uholde mindre antal  
end 100 (t. m. 5 a 10) af 24 skill. 1863  
7 skill 1872. Samt om andre  
alde frank. papirer.

M. Gobie  
Konservator

med saluttede Salter  
95

The Post Office had been selling remainders of the Norwegian Skilling stamps of several issues, as well as the special Returned Letter seals, to collectors at 5 øre each. However, by a contract of 10/4 - 1888, everything left was turned over to a certain minor official (Fogd) W. Collett. He sold large quantities of stamps to collectors and dealers both in Norway and abroad. Thus some issues are worth less unused than used. The Skilling stamps were valid for postage until 1/4-1908, at the rate of 3 Skilling equal to 10 øre. Stamps cancelled after 1888 are worth less than earlier used stamps.

Above, is a card to Collett in 1895, asking his prices by the sheet on the various Skilling issues he had, namely 24 Skill. 1863, 2 Skill 2, 1867 Arms type and Posthorn type 1872: 1, 2, 4 and 7 Skilling. The question was asked as to whether he had other older stamps too. (Probably not)