

## SURCHARGED NORWEGIAN REVENUES

By Frederick A. Brosos

Overprints are mostly used as a temporary measure when haste is needed or to fill in a gap before regular stamps are available. Surcharges are overprints that change the face value. It is unwise to surcharge cheaper stamps with increased denominations. No need to encourage forgers to make a profit. So it is generally stamps of a higher value that are reduced downwards by surcharging with a lower value. However, this has not always been the case, even in Norway, the notable exception being the three different Krone surcharges on the 1867 orange 2 skilling stamps. It was considered safe since the remainder stock was in Post Office hands, having been withdrawn some 28 years before. After Norway's independence in 1905, the Swedish King Oscar stamps had to be replaced. Surcharges were used until the new King Haakon stamps were ready.

Quite a number of Norwegian postage stamps have been overprinted or revalued. However, surprisingly enough, only five documentary revenue stamps have been surcharged. All of the early stamps to be examined here were revalued downwards (from 1 Krone to 80 øre, from 25 øre to 20 øre, from 8 Kroner to 80 øre and from Kroner 12 to 3.00 Kroner). This left no room for forgers.

The revenue stamps we are first going to focus on are part of a set of nine printed by the Central Printing Works (Centraltrykkeriet) in Christiania. They held the printing contract at the time (1885) both for revenue and postage stamps. The large sheets of 200 stamps they produced were later divided by cutting into four smaller sheets of 50 stamps. They were perforated 13-1/2 x 14-1/2. The paper, from Harald Lyche & Co., Christiania, was arranged to have a crown watermark appear on each stamp. This can sometimes be found inverted if the paper was inserted wrongly. Printing was done in two colors and black. A basic color was used for the stamp itself and a pale color for a security underprint consisting of a network of vertical curved lines. Both this underprint color and the basic color can vary quite a bit in the different printings of the same stamp. Black was used for the denomination in all; therefore, three press runs were needed to produce a stamp as well as the perforation run. At some point or other, the paper was gummed. Of course, strict security and accounting measures were taken at all times. Most revenue stamps at the time usually had a higher face value than ordinary postage stamps.

According to the new Sportel (Fee) Law of 1877, it was determined that the fees for copies, attestations, and various other things should be paid with revenue stamps of 80 øre value. As this was a new denomination, the Finance Department decided to use some of the Kr 1.00 stamps on hand as provisional



Fig. 1



Fig. 2

80 øre stamps. In July 1897, therefore, the small printing works at the Christiania Opslostringshus (orphanage) was awarded the job of producing the surcharges. Some 601,000 stamps of the 1 Krone value were turned over to them, of which 1,000 were used for trials. The printers tried first with a hand-made arrangement of small and low standing figures (Figure 1). Several trial proofs were submitted and the type was changed 4 to 5 times, but without a useable result. Thereupon, one arranged for cliches to be made by New York Stempelfabrik of Christiania. The new figures were now larger and they were placed higher on the stamp (Figure 2).

Printing of the new 80 øre stamps was finished by July 28, 1898, but the majority had already been delivered earlier. Of these, 500,000 were considered satisfactory and 100,000 less useable. The Superintendent of Revenue Stamps received the first portion of 25,000 on December 10, 1897. Among these were small portions of the hand-set surcharge stamps, but just how many is unknown. The other type was in use at least until 1910. The combined figure used seems to have amounted to 486,000.

As regards to the original 1 Krone stamp that was used, the colors vary a good deal from pale green to light gray green. The underprint varies from light grayish red to light gray orange. These had been printed in a quantity of 1,621,350, of which approximately 1 million had been delivered to the Superintendent of Revenue Stamps by March 7, 1912. As mentioned, 601,000 of these were used for the 80 øre provisionals.

The next revenue stamp to be surcharged happened some years later, when it was found that there was an oversupply of 25 øre stamps and a need for 20 øre stamps. In October 1909, Bureau Chief J. E. Thomle at the Finance Department wrote a memo suggesting that 750,000 of the old 25 øre stamps be converted to 20 øre. He stated that the supply on hand amounted to about 850,000 and that only about 2,000 of these 25 øre stamps were used in a year.

The surcharge was produced at the printing works of "Norsk Kundgjørelsestidende" (i.e., Norwegian Official Announcement Times) who, on December 31, 1910, sent their bill for Kr 180. In order to get the overprint in the correct position, the printers were allowed to cut off the edges of the sheets at the top and on the right side. The stamps therefore, often occur with

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## THE POSTHORN

cut off perforations where that was done. The bar line that crossed out the old value ran across the whole sheet, but did not reach quite out to the side edges. Refer to Figure 3.

It was now discovered that the gumming on the old stamps had deteriorated and become rather unsatisfactory. Therefore, on December 8, 1911, a majority of the issue (568,000) was destroyed. A further elimination, on December 5, 1912, left a total number for the 25 øre provisional issue at about 175,000.

The original stamp varies in color from light blue to ultramarine, with a light reddish to orange underprint. A total of 1,073,150 stamps were printed. Of these, 750,000 were used for the 25 øre provisional issued in 1911. Out of the remainders in the hands of the Superintendent of Revenue Stamps, some were in use for many years, but thousands were destroyed due to continual complaints about the ineffectual gumming.

The contract for printing documentary revenue stamps for the next term was acquired by Chr. Holtermann Knudsen of Christiania. The two surcharges that he did are another story. Suffice it to say here that they were black surcharges of 80 øre on Kr 8 (reddish brown) and Kr 3.00 on Kr 12 (pale violet). Refer to Figure 4. This produced needed values, using up stocks of uncalled-for denominations.

## ACKNOWLEDGEMENTS

I am indebted for much of the data for this article to the authoritative work on the subject by my friend, the late Tron Soot-Ryen. I am proud to say that I was also able to contribute in some measure (and was mentioned five times) in his pioneering handbook, which remains today the ultimate reference (for those who read Norwegian).

## BIBLIOGRAPHY

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- J. E. Thomle: "Norges Stempelmerker," Articles in *Nordisk Filatelistisk Tidsskrift*, 1897, 1910, 1913.
- F. A. Brofos: "Revenue Stamps of Norway," American Philatelic Congress Yearbook, 1961.



Fig. 3



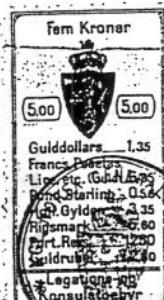
Fig. 4

Norwegian Consular Fee Stamps

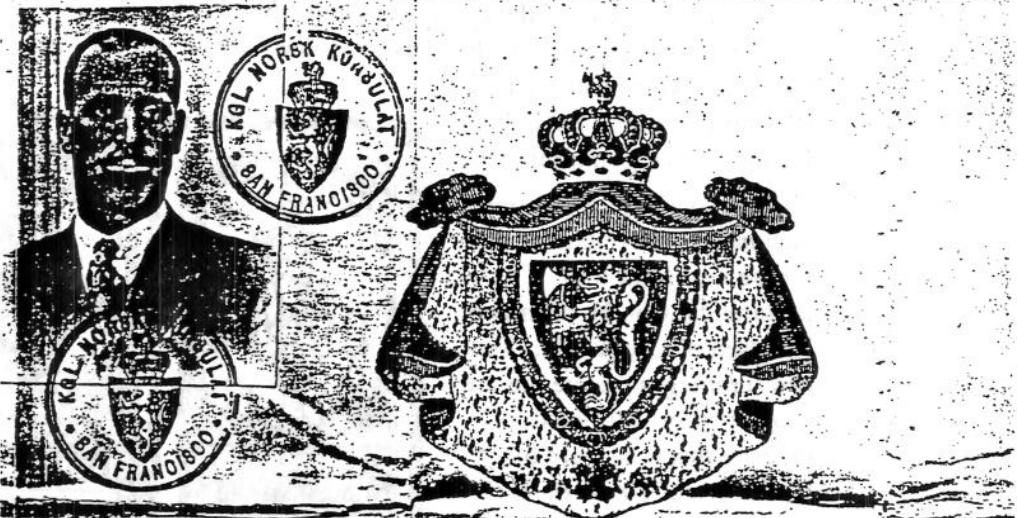
-269-

Un au Consulat Général de Norvège  
pour légalisation de la signature opposée  
ci-dessous de Mr. Trolls, écrivain de cette  
ville. - Anvers, le 5 octobre 1914.

1st issue  
"Riks  
mark"



Le Consul,



donner aide et protection. Ce Passéport est valable pour six mois.

2nd issue  
"Riks  
mark"

No. 2021



San Francisco, Cal.

le 16 juin

Le Consul,

Nils Voll

Courtesy P.H. Jensen

Signature du porteur:

Lauritz Hagbarth Rydnes



## Remarkable Norwegian Revenue Stamp Error

Frederick A. Brofos

There have been many Norwegian revenue stamps for the collection of the Sales Tax (Omsetnings Avgift), issued over the years in a number of different sets. The basic stamp is the same, but the color varies depending on denomination group, the lower values usually being in green, then changing to red, violet or yellow for higher values. The denomination itself was added in black. This appears in differing type faces on the various issues. The wonder is, that there have not been a lot of errors in the type setting which was printed on separately. However, the only error I have noticed is the remarkable mistake, shown enlarged here. The decimal point separating the krone and ore figures is placed too far over, producing "Kr. 03.0", instead of "Kr. 0.30". I believe this error occurred only once in a sheet of fifty stamps. Furthermore, as far as I know, only one example has survived the ravages of commerce and time.



NORWEGIAN REVENUE METERS, by Frederick Brofos

Not often seen by collectors are meter impressions from machines made especially for adhesive tax stamps. They are mainly used by banks or the government instead of those from Norway omit the word "POST" of the postage machines and include the word "STEMPEL" (stamp duty). The word "BETALT" (paid) is also usually incorporated.

The earliest example I have noted is in green from 1934 and is, I believe, a German-made "Francotyp" machine. The others illustrated here are apparently Norwegian Krag machines. The two from Oslo (one with an advertising slug) are in red, the others in black. The large meter, with "KRONER" instead of the usual "ØRE", was used by the Superintendent of Revenue Stamped Paper for documentary stamp duty.

3073



9525



(reduced)

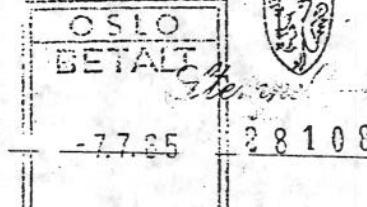
5852



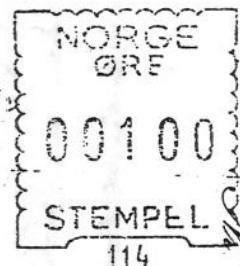
2242



9475

Christiania Bank  
og Kreditforening

Christiania Bank



11111



(reduced)

(reduced)

# A Norwegian Revenue Tax Stamp Discovery

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By Frederick A. Brosos

Walking around in Oslo recently, I was lucky enough to notice a little display of driving memorabilia in a small side window of a store at street level. A closer examination revealed that this was in connection with a driver or chauffeur school. Actually, it was the oldest one in town and was started by Rolf S. Eckblad in 1919. He was licensed by the Kristiania police authorities to teach how to operate motorcycles and cars with gasoline engines. Among the various papers and pictures affixed to the wall was an old driver's license ("Førerkort") from 1913, together with a photo of the owner.

I also saw an early speeding ticket, or rather notice of a fine, of 10 kroner due to the State Treasury. This was issued by the Kristiania police station at Frogner in 1911. The offense was "for driving in Bygdø Allé an automobile faster than a horse going at a fast trot." If not paid promptly, nine days of prison could also be imposed. This additional punishment could be extended by a diet of bread and water. So much for speeding in "the good old days."

As a collector, historian, and cataloger, however, I was particularly interested in three small metal disks nailed to the wall. They appeared to be receipts for the annual tax for the use of a motorcycle. The embossed design was inscribed "AVGIFTS MERKE," i.e., fee stamp, with the Norwegian crowned lion shield in the center and date at the side (Figure 1). No denomination was shown and this may have varied over the years. Although other years probably existed, the ones seen by me were from 1927 (light brown), 1928 (dull green), and 1932 (reddish brown).

The disks were about 75 mm in circumference and thinner than an U.S. 10-cent coin. Apparently made of tin, they were shiny on the inside, but painted on the outside with different colors to distinguish the years easily and to avoid rust.

The disks were pierced by four small holes, apparently used for affixing purposes, perhaps by sewing onto a jacket or cap.

In my opinion, the disks were used to pay the tax fee by motorcycle owners. Maybe operators also carried a small driver's identity card with photo. However, the disks would seem to have been too small to be seen on a car and too easily lost. Instead, a large numbered plate was affixed to the front and the back of the vehicle.

These plates had, at one time, in addition to numbers, distinguishing letters — A for Oslo, B for Østfold, C for Akershus, D for Hedemark, and so on for other parts of the country. This system may have been changed later.

Just by chance, I had run across a long-forgotten category of Norwegian revenue taxation, hitherto unlisted in catalogs. Collecting metal stamps provides an interesting link between stamp and coin collecting. Of course, there have been the enclosed metal stamp curiosities from Tonga and the like. But have there ever been metal revenue stamps from anywhere? Yes, there comes to mind a lot of old British tax stamps used on parchment deeds, the stamp being held on by a strip of tin foil, before the whole thing received the embossing. Then there were certain U.S. tobacco revenues imprinted on tin foil wrappers. Furthermore, there were certain U.S. cotton tax stamps embossed on brass strips.

For a time, the U.S. also used numbered brass disks for the tax on motorcycles (from which the Norwegian may have borrowed the idea). I have seen the following: 1912 (Massachusetts), 1913 (Vermont), 1917 (New Hampshire). All show the respective state crest and are scarce and collectible. Besides the four small holes for attaching, each disk had an additional metal loop at the top for a leather strap.

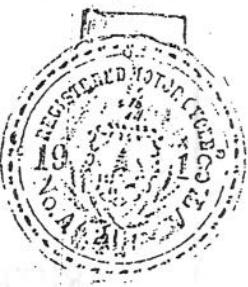
As they were considered part of the firm's history, I was unable to purchase one of the Norwegian disks. However, I was very grateful for a picture rubbing and to record the remarkable story for our readers here.



NORWAY



MA



VT



NH

-273

## TWO WASTEBASKET FINDS IN NORWAY: RAILROAD FREIGHT STAMPS

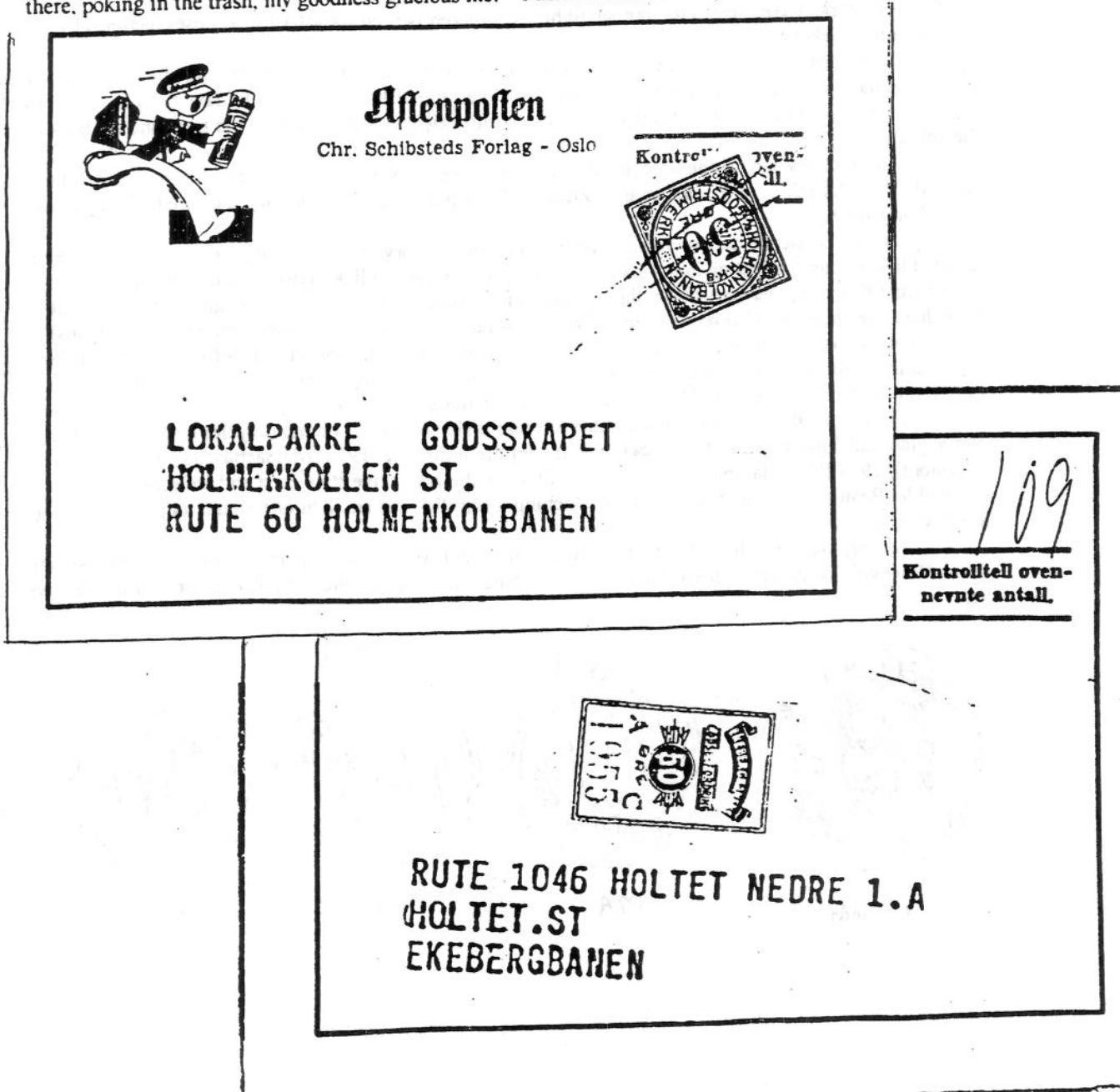
Frederick A. Brofos

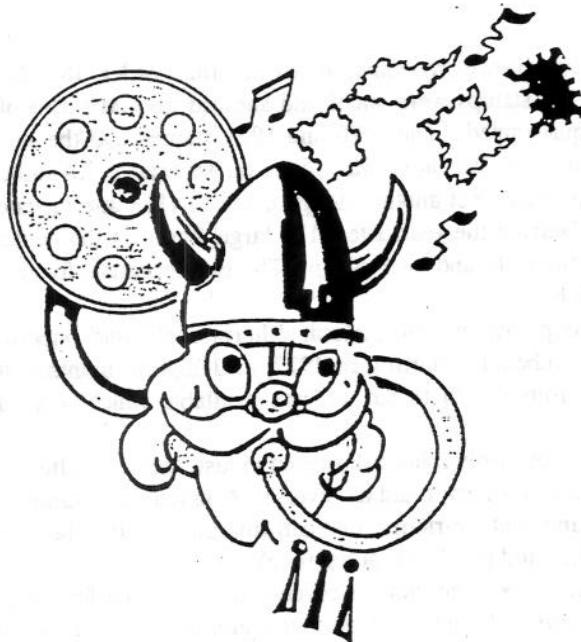
Forty years ago, I think one could count on the fingers of just one hand those who collected Norwegian railroad and revenue stamps in Norway itself. They were then considered in the same category as Christmas seals and anyone who dared to show any interest at all kept quiet about it to avoid ridicule. Times change, however, and now that these things have become popular, people kick themselves for not having been more alert when the chance was there.

Two of the suburban electric railroads that radiate from metropolitan Oslo are Holmenkollbanen and Ekebergbanen. They both had their own private stamps for use on parcels. Produced in several issues with various denominations over the years, just about nobody bothered to collect them in those days.

At the end of May, 1957, while on a visit to Norway, I found myself waiting impatiently at Holmenkollen station for a train to come and take me down into town. Wandering along the platform, I came upon a large wire wastebasket. I rescued from it a discarded brown paper wrapper off a bundle of newspapers for the local kiosk. Franking it was a 50 øre Holmenkollen railroad stamp. A similar find, but with a 50 øre Ekeberg railroad stamp, was found another time at Holtet station.

These two examples of Norwegian private railroad stamps on cover are now considered very unusual. Of course, the stamps went out of use long ago. But back then, probably all year round, a stamped package was dropped off at every station along the line; perhaps one in the morning and later an evening issue. The different newspapers would have separate parcels, too. "Aftenposten" was the largest newspaper in town. All those interesting wrappers were inevitably destroyed. I therefore am glad I had the foresight to boldly dive into those wastebaskets 42 years ago. It wouldn't have bothered me if someone had remarked "Look at that nice young man there, poking in the trash, my goodness gracious me!" I don't embarrass easily when on a philatelic hunt!





# LUREN

SCANDINAVIAN PHILATELIC  
LIBRARY OF  
SOUTHERN CALIFORNIA, INC  
LOS ANGELES, CA.

ISSN 0739-0025  
Volume 31 Number 3  
March 1999  
Whole Number 359

## THE EKEBERG RAILROAD PASS STAMPS

Frederick A. Brofos

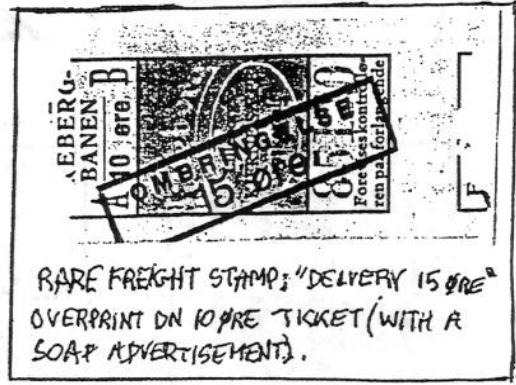
"The President collected anything that remotely looked like a stamp." This was said by Harmer's when they sold the Roosevelt collection of seals and labels many years ago. FDR was ahead of his time, philatelically. These days, however, his idea has become popular. Most collectors have now grown tired of trying to keep up with the endless new issues churned out to baffle them by the world's postal systems. The collector now gladly turns to more interesting fields with more challenge and less cost.

I myself switched to railroad stamps, revenues, and seals long ago, and have had lots of fun exploring off the beaten track and into the unknown.

The Ekeberg Railroad in Norway is a small suburban electric railroad that runs from Torvet, the big market place in Oslo and out eastwards into the country. Originally independent, it was later incorporated into the network of lines run by the Oslo Municipality.

The freight stamps used by "Ekebergbanen" have been listed in my catalog of Norwegian railroad stamps, published by the SCC in 1956. Unmentioned there, because they were not directly freight stamps, was a colorful group of certain other railroad stamps used for a different purpose.

These perforated adhesives were Special Pass stamps for commuter travelers on the line. They were stuck into small pocket pass booklets and at first cancelled by ink or rubber stamp. Probably a photo of the bearer was included to avoid misuse. There was no doubt a decent discount for this advance payment and avoidance of multiple ticket purchases. The pass was to be shown to the conductor or ticket collector.



In the early years, the pass stamps for quarterly advance payments ranged in values of Kr. 18, 23, 25, 28, 41, and 45. In the first two years, 1918 and 1919, the stamps were small and showed an underprint of the line's monogram "EB". From 1920 on, the size was quadrupled. The 1920 and 1921 stamps had the same intricate design, but in different colors and the denomination of the latter was added on separately. Another, simpler, design appeared in 1922 and was maybe reused in 1923. Yet another design came in 1924 and repeated in 1925. There were usually four stamps every year, each bearing the year date. The large figure in the center indicated which quarter it was, the denomination being on the right and later at top. The two terminals for the pass were hand-stamped or later printed diagonally across each stamp.

In 1926, the sheet stamps gave way to coil stamps which were perforated horizontally and imperforate along the sides. The stamps were now consecutively numbered. Starting in 1927, a change to monthly stamps was made. Also, a special stamp with a fee reduced from Kr. 14 to Kr. 12, was available which was not valid on holidays when the rush was on.

I have seen stamps inscribed for the route Stortorvet - Holtet, later shortened to just Torvet - Holtet, and also for the reverse direction Holtet - Torvet; furthermore, Sæter - Torvet and its reverse. A much later stamp, from 1943, reads Torvet - Ljabru. So, with all these station and route varieties, one can imagine a rather large specialized collection forming (if only one had been around, alert, and pecunious at the time)!

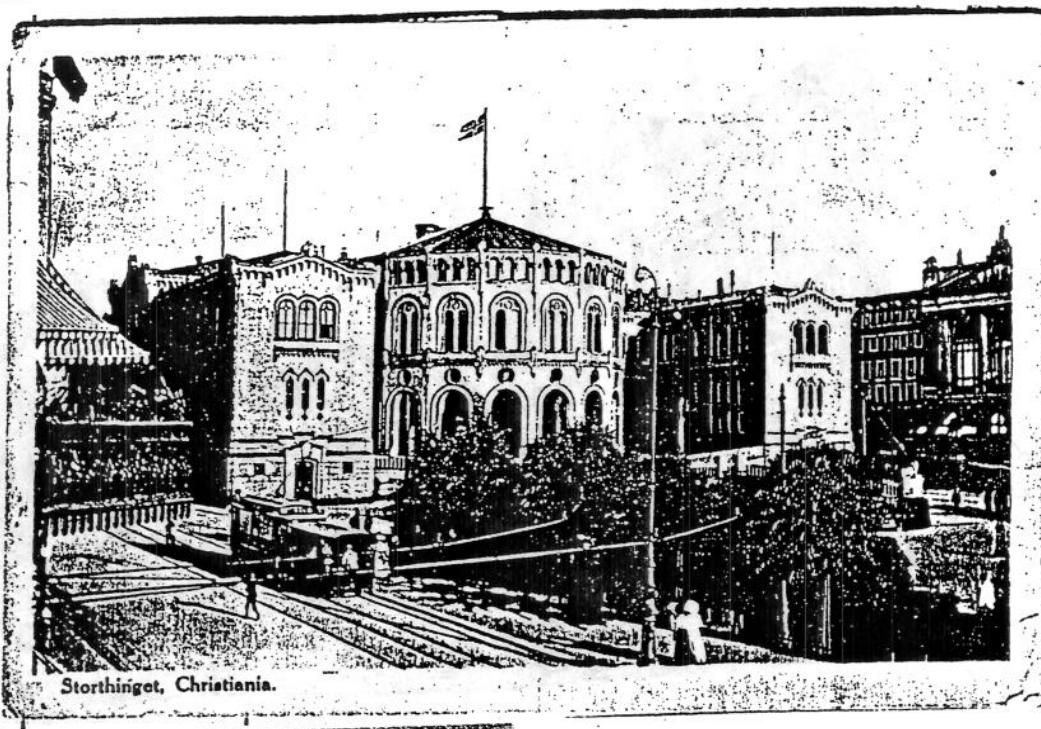
Although all this remarkable material is neither for postage, nor for revenue use nor even for freight parcels, they certainly are connected with the railroad at least. Being perforated and gummed, they look enough like unusual stamps to have interested FDR, as well as myself and maybe you too (if you can just locate someone who saved their old railroad passes!).



Some of the colorful Norwegian railroad pass stamps.

Kristiania Electric Tramway

-276-



Stortingsbygningen, Christiania.



Delivery and Parcel Freight Stamps

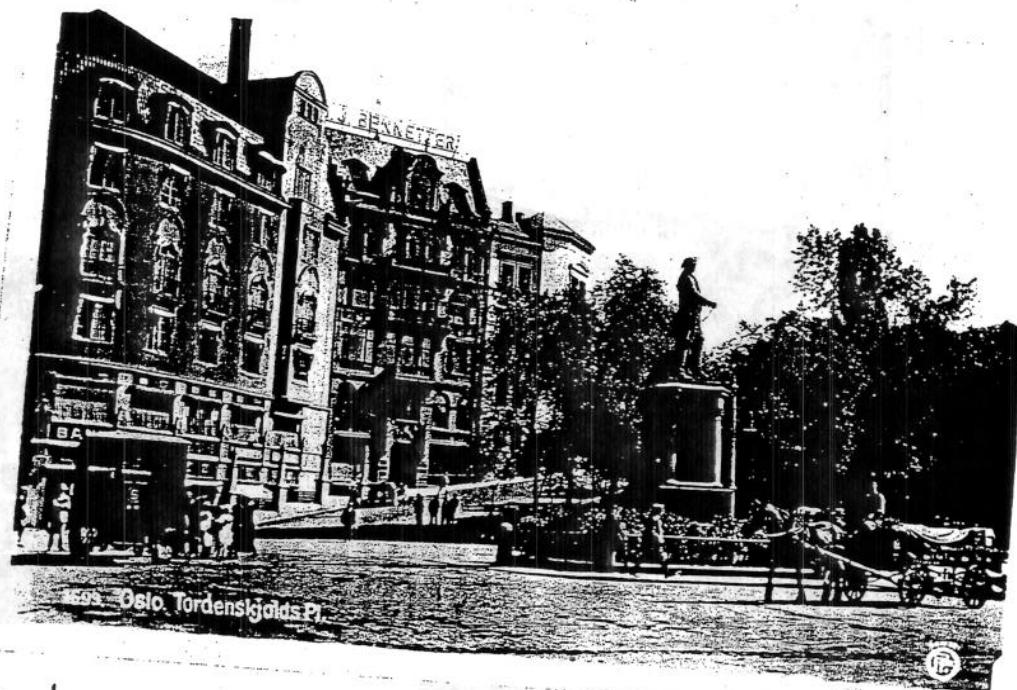


A 50 øre  
Night ticket  
from the other  
streetcar Co.

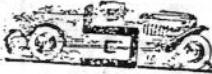
-277-

Engineer M. O. Schøyens Automotive Center A/S

Schøyen  
bus →



Various colored  
freight  
stamps



Ingenior M. O. Schøyens  
Bilcentraler A/S  
A 12000

25 øre  
FRAGTMERKE

Fabritius, Oslo. 3116



Ingenior M. O. Schøyen  
Bilcentraler A/S  
C 00073  
Kr. 1.00  
FRAGTMERKE  
Fabritius, Oslo. 3116

Ing. M. O. Schøyens Bilcentraler A/S  
Telf. 15900  
Selskapet overtar intet ansvar  
for denne pakke.

A A Pakkebillett  
**B C** Kr. 0,30  
\* 44059 X

Gjelder som kvittering.

S.B.C. Telf. 15900  
Selskapet overtar  
intet ansvar for  
denne pakke.

A A Pakkabes pakken  
**B C** Kr. 0,30  
43436 Gjelder ikke  
som kvittering.

S.B.B. Telf. 15900  
Selskapet overtar  
intet ansvar for  
denne pakke.

A A Pakkabes pakken  
**B C** Kr. 0,30  
24976 Gjelder ikke  
som kvittering.

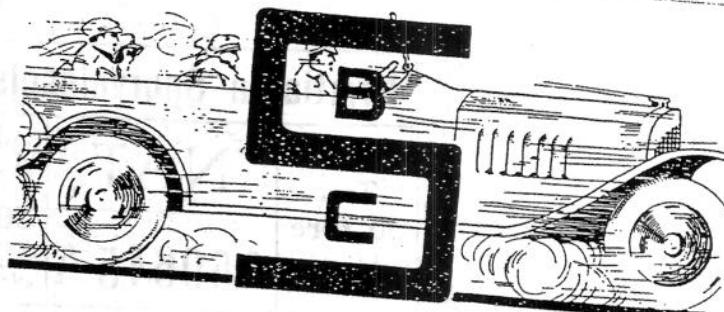
Ing. M. O. Schøyens Bilcentraler A/S  
Telf. 15900  
Selskapet overtar intet ansvar  
for denne pakke.

A A Pakkebillett  
**B C** Kr. 0,30  
\* 12692 X  
Gjelder som kvittering.

XL

Oslo - Voss

1925



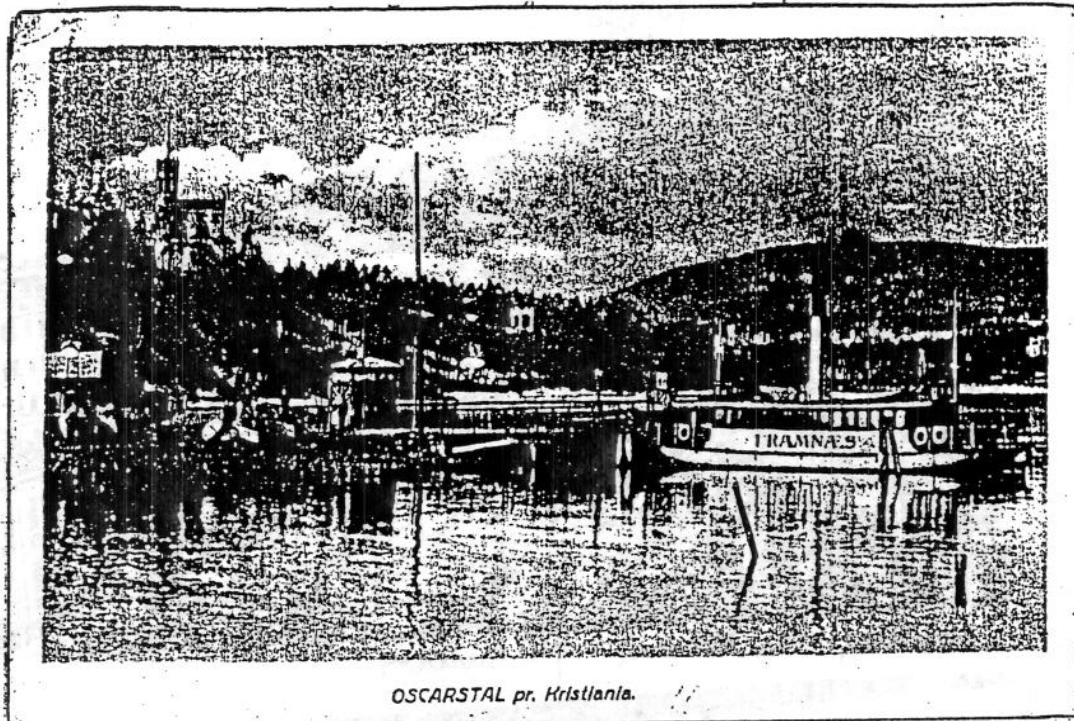
Largest firm in the line in Norway

Good tourist-cars and omnibusses to be hired. Chief place  
for auto-routes with starting point in Oslo. Drivers  
speak French, English, German, Spanish and Russian.

Engineer M. O. Schøyens Bilcentraler A/S  
Chr. IV gt. 4, Oslo :: Telegr. addr. "Bilcentralen"

# The Bygdøy Ferry Company

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OSCARSTAL pr. Kristiania.

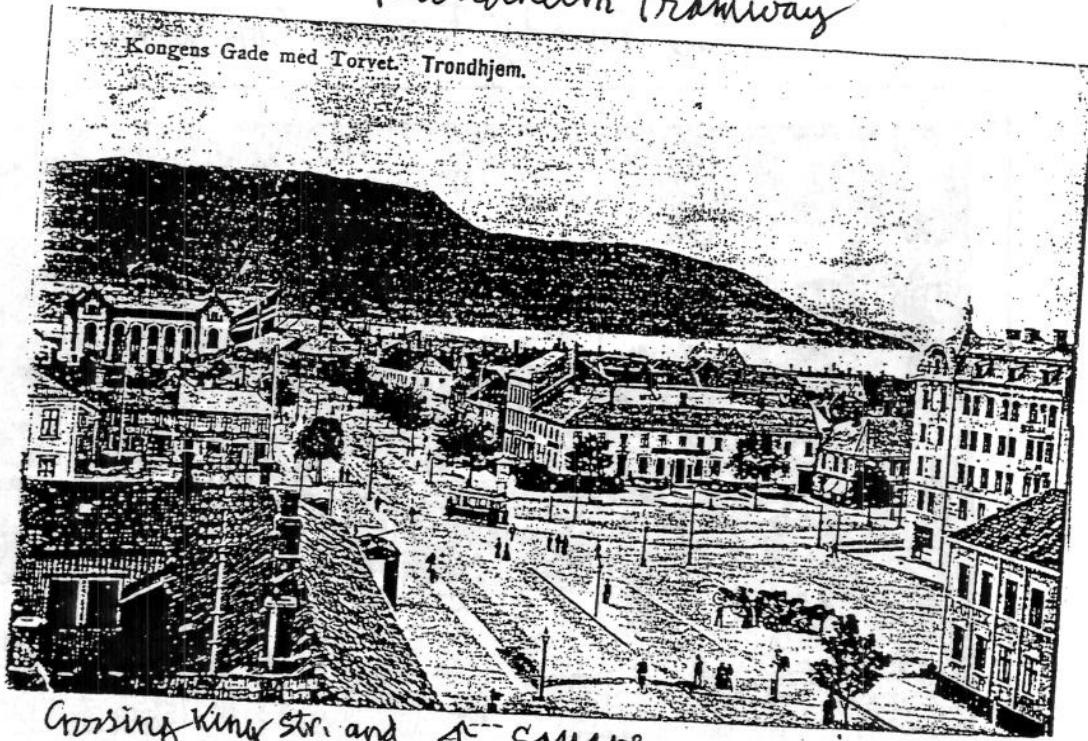


I remember these cute little steamers going "puff-puff-puff" chugging between Skillebekk (Kristiania) across to Bygdøy and its Polar and Folk Museums. The old summer palace "Oscarshall" is seen on the left of the various stamps.

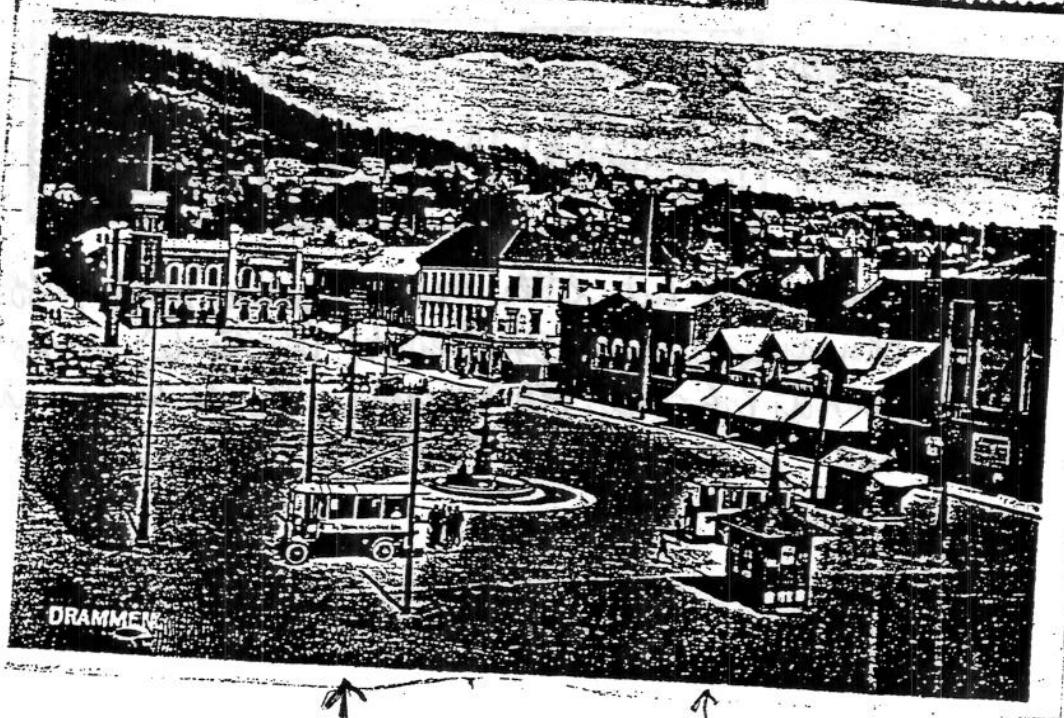
-27a

# Trondheim Tramway

Kongens Gade med Torvet. Trondhjem.



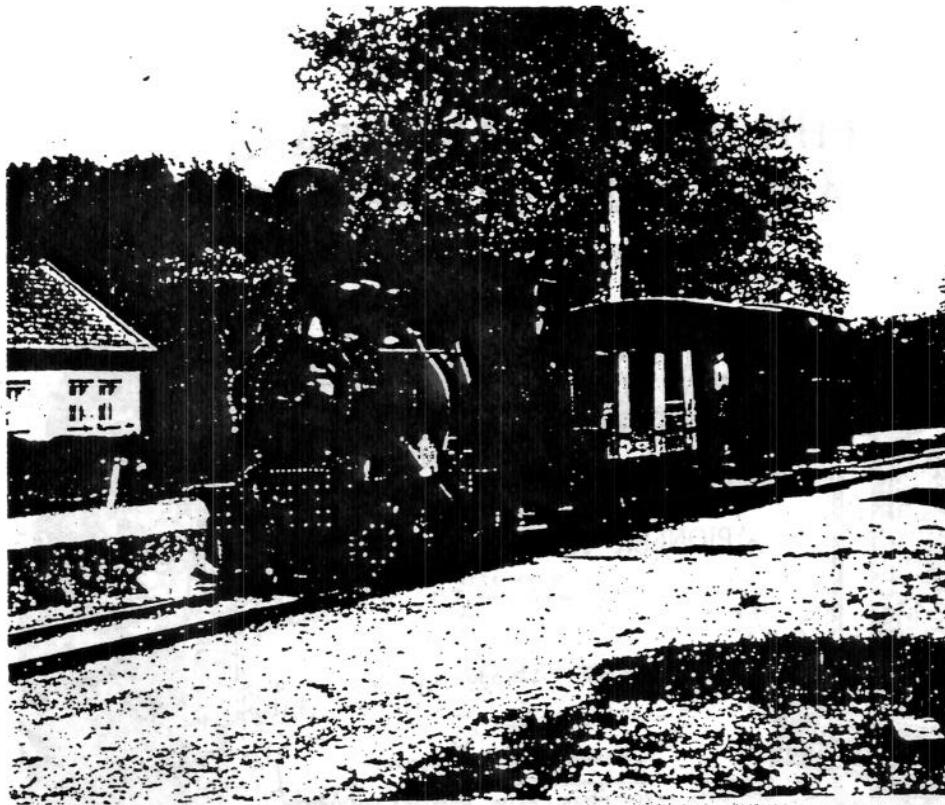
Crossing King St. and ↑ Square



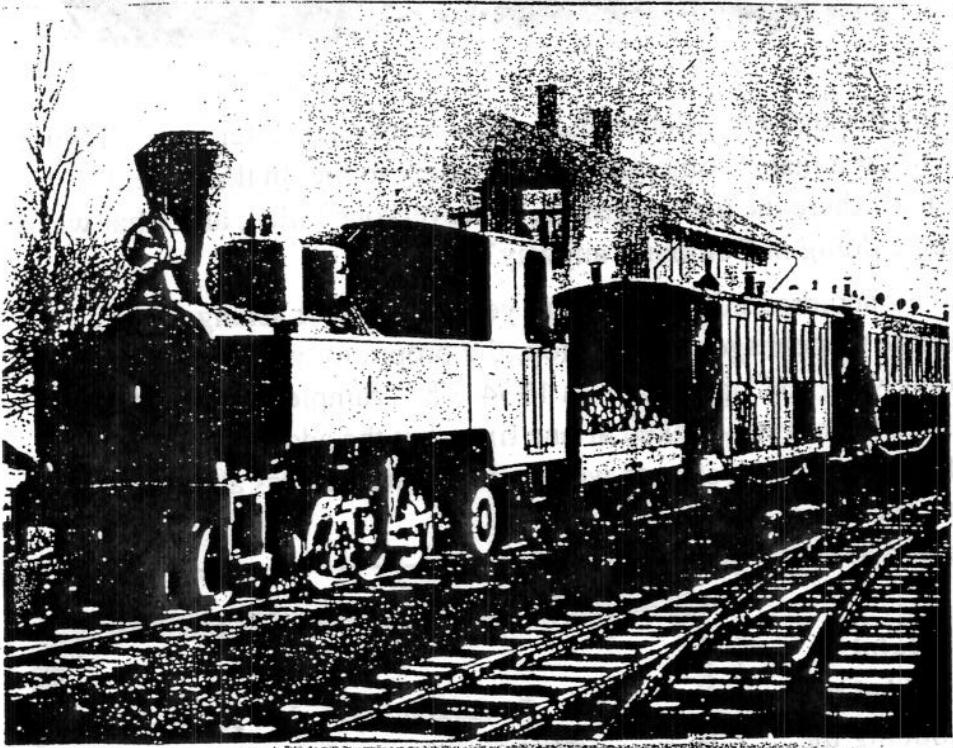
DRAMMEN  
Square  
with 2  
old electric  
street cars.

Some Discontinued Railroads

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LILLESAND - FLAKSVAND RAILROAD



URSKOG - HØLAND RAILROAD

-28-

## PHILIPPINE PLANE CRASH – A DENMARK CONNECTION

By Frederick A. Brofos

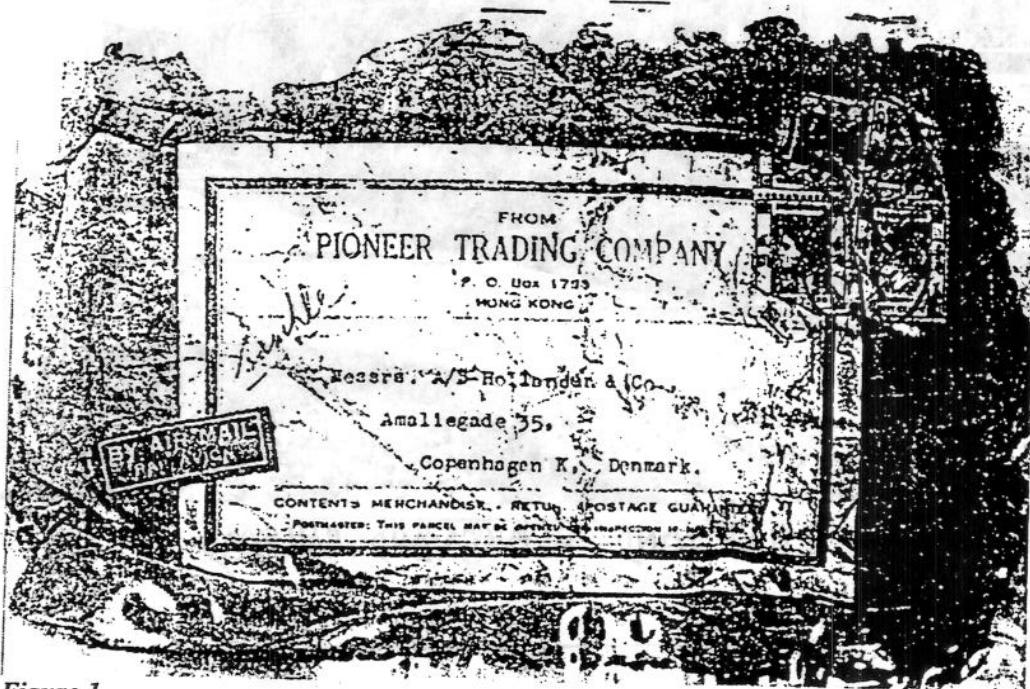


Figure 1.

In browsing through my collections, I come across a disaster cover (Figure 1) from time to time that is something of a mystery to me. In this case, I wonder why and where the plane crashed, was everyone killed, and what was a Philippine plane doing in Denmark, anyway?

This is how I acquired this cover many years ago. After asking for any oddities in a little Copenhagen stamp shop, the proprietor produced a wrapper sent from Hong Kong to Copenhagen in 1954. The crumpled brown paper appeared to have been water-soaked at one time, but the address label, airmail sticker, and four Hong Kong stamps were still attached. It was all contained in a transparent plastic envelope, stapled shut at the top.

A little doubtful at first, I soon decided to buy it after noticing the official Danish Post Office explanatory label affixed to the back (Figure 2). Translated from Danish, it reads

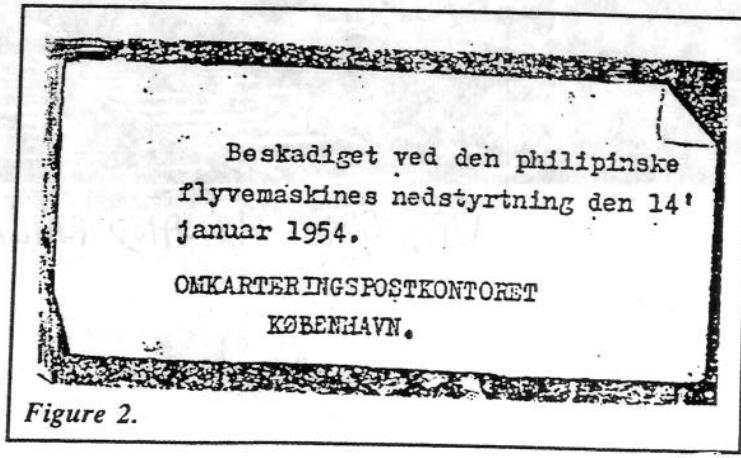


Figure 2.

starkly, "Damaged by the Philippine flying plane's crash on the 14<sup>th</sup> of January 1954. The Distribution Post Office, Copenhagen." That a special label was produced would indicate that more than one piece of mail was salvaged.

After submitting this note to *The Posthorn*, our editor, Paul Albright, informed me that he "spent an interesting couple of hours looking at microfilm at the University of Colorado Library" in Boulder. He was able to track down several newspaper articles that clear up the mystery of this cover.

Apparently, the plane didn't crash in Denmark at all, but in Italy. The disaster mail was salvaged by the Italian Post Office and forwarded to London, the flight's destination. The UK's Postmaster General announced that the salvaged mail had arrived in London four days after the crash. From there, mail was re-distributed to other countries, including Denmark. This, of course, greatly cuts down the number of crash covers with the Danish label. However, there must have been a few to warrant such an explanatory label being produced at all. The plane carried mail from Manila, Hong Kong, and probably Tokyo.

Under the headline reproduced here (Figure 3), the *San Francisco Chronicle* of January 15, 1954 reported: "An American pilot swerved his crippled Philippine Air Lines plane away from a crowded apartment village, possibly saving a thousand lives, but killing all aboard, including himself. The Manila-Beirut-Rome-Zurich-London luxury transport, with 2 of 4 engines dead, crashed with a violent explosion in a field during a drenching rain storm."

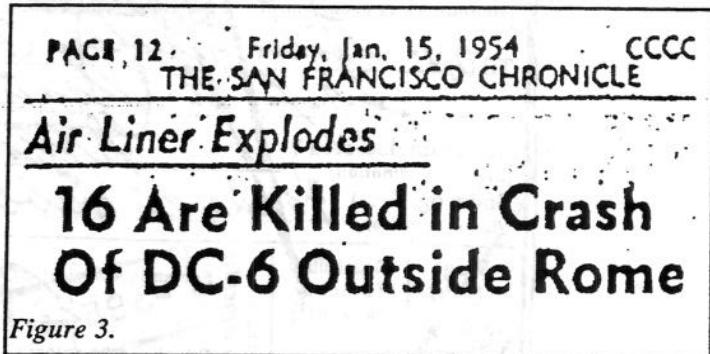


Figure 3.

About 2 ½ months after the crash, it was reported that long-range overseas flights of the Philippine Air Lines were suspended in order to conserve funds. I have not seen any indication that safety considerations were a major factor in this decision. Regional flights in Southeast Asia continued to operate, but those to Japan were discontinued.

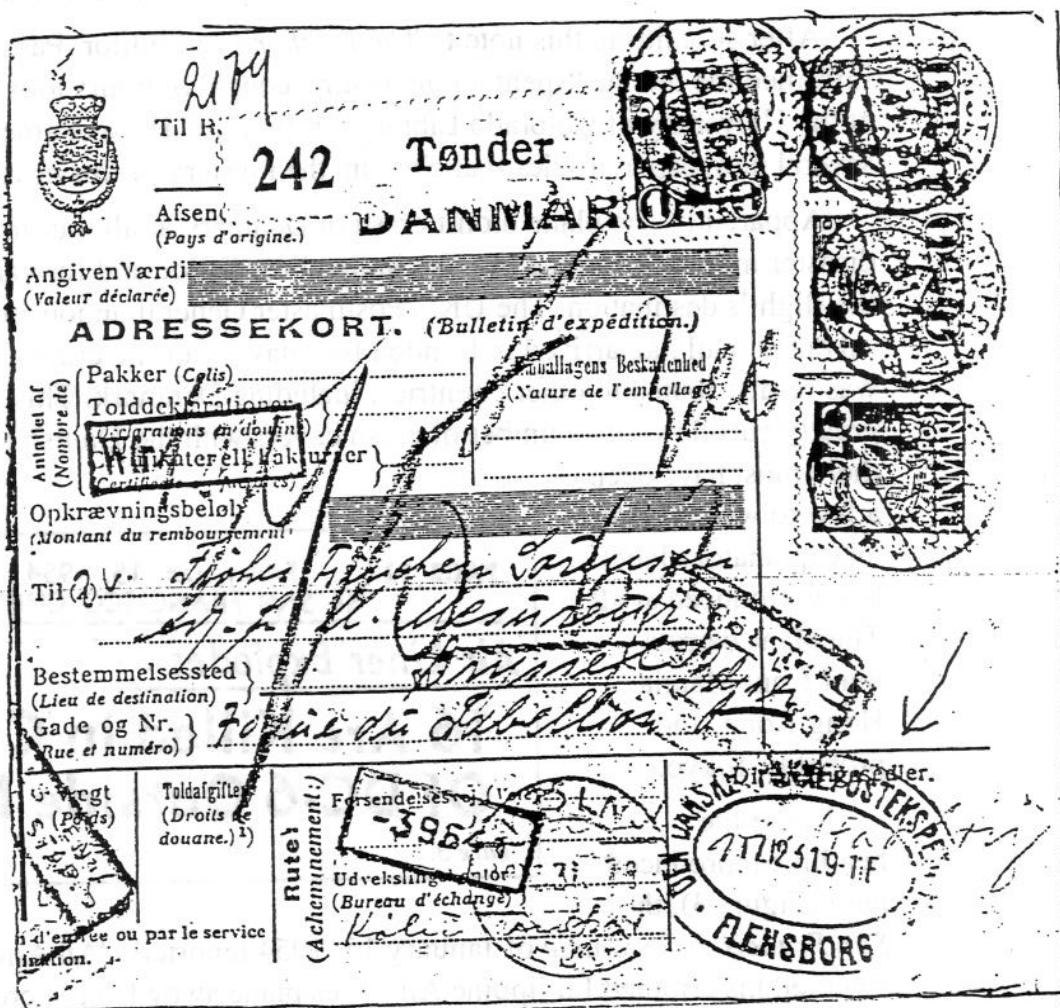
## DANISH PARCEL POST OFFICE, FLENSBURG

Frederick A. Brofos

~183-

A parcel post card sent from Tønder, Denmark, to Brussels, Belgium, in December, 1931, shows an unusual double-lined oval postmark in black in the lower right corner. It is inscribed, "DEN DANSKE PAKKEPOSTEKSPEDITION FLENSBURG".

This would indicate that a Danish parcel post office existed at that time in the border town of Flensburg, Germany, (Flensburg in Danish), to facilitate the transfer of packages between the two countries. Exactly how long its period of operation was, is unknown to me.



## SCANDINAVIAN ACTIVITY IN THE FAR EAST

Frederick A. Brofos

Sometimes, one runs across evidence of enterprising Scandinavians in unexpected places. I was, however, rather surprised to find a bank note from an undertaking in China called "The Sino-Scandinavian Bank". Even a Viking ship was pictured on the front of the note.

The banking business in China was somewhat chaotic until the Treaty of Nanking was signed in 1839. Thereafter, assorted British banks dominated the scene for the next half century. Eventually, other foreign banks also gained a foothold, thus: Germany in 1889; Russia, 1895; Japan, 1898; USA and France, 1902; Belgium, 1903; Holland, 1904; and finally, the Scandinavians in 1922. In order to encourage and stabilize local business activities, most of the foreign banks issued their own special bank notes. The regular Chinese government issues circulated alongside them.

The head office of the Sino-Scandinavian Bank (Hua Wei Yin Hang, in Chinese) was at Peking and it had branch offices in six other towns, namely Chang Li, chinwangtao, Suiyuan, Tientsin, Yungchi, and Yungtsun. Each had its own bank notes, some were overprints on head office notes, while others were distinctive designs. Denominations were in "Yuans", "Cents", or "Copper coins". The Great Wall was sometimes shown instead of the usual Viking ship. Of course, the *ancient* Vikings probably never did reach as far as China. The last issues were in 1926 and I suppose operations ceased then, at least in the production of bank notes.

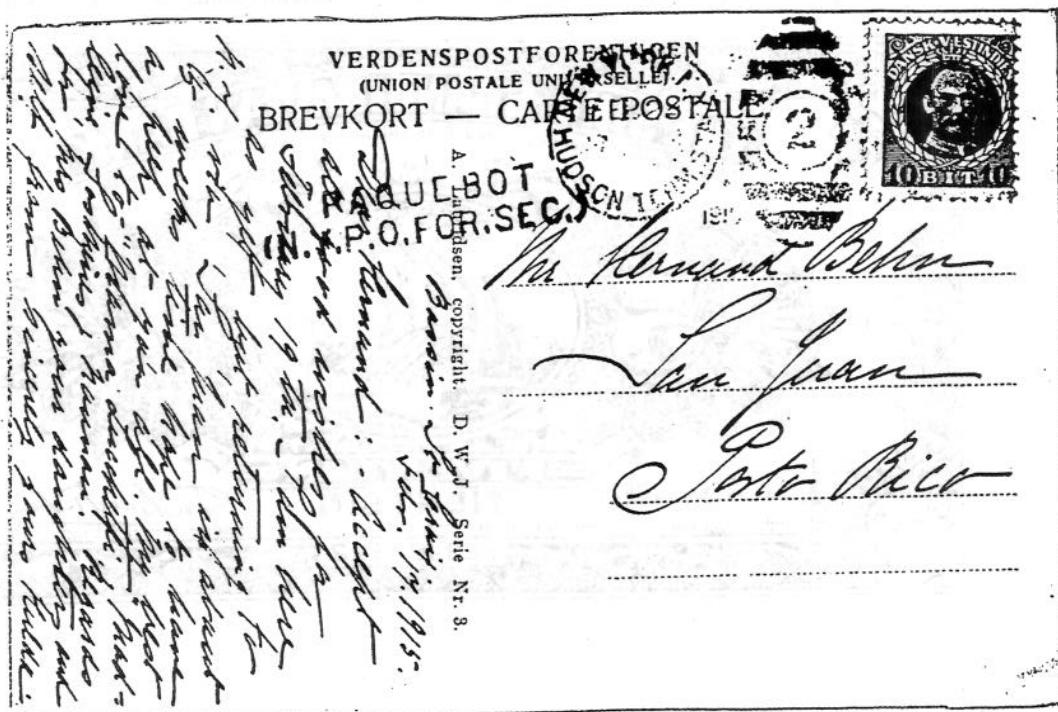
Although I am not going to hold my breath waiting, I shall keep a lookout for a cover from one of these banks. It is just possible that special perfins (SSB?) or meter machines may have been in use.



-295-

MisSENT Paquebot Card from Danish West Indies

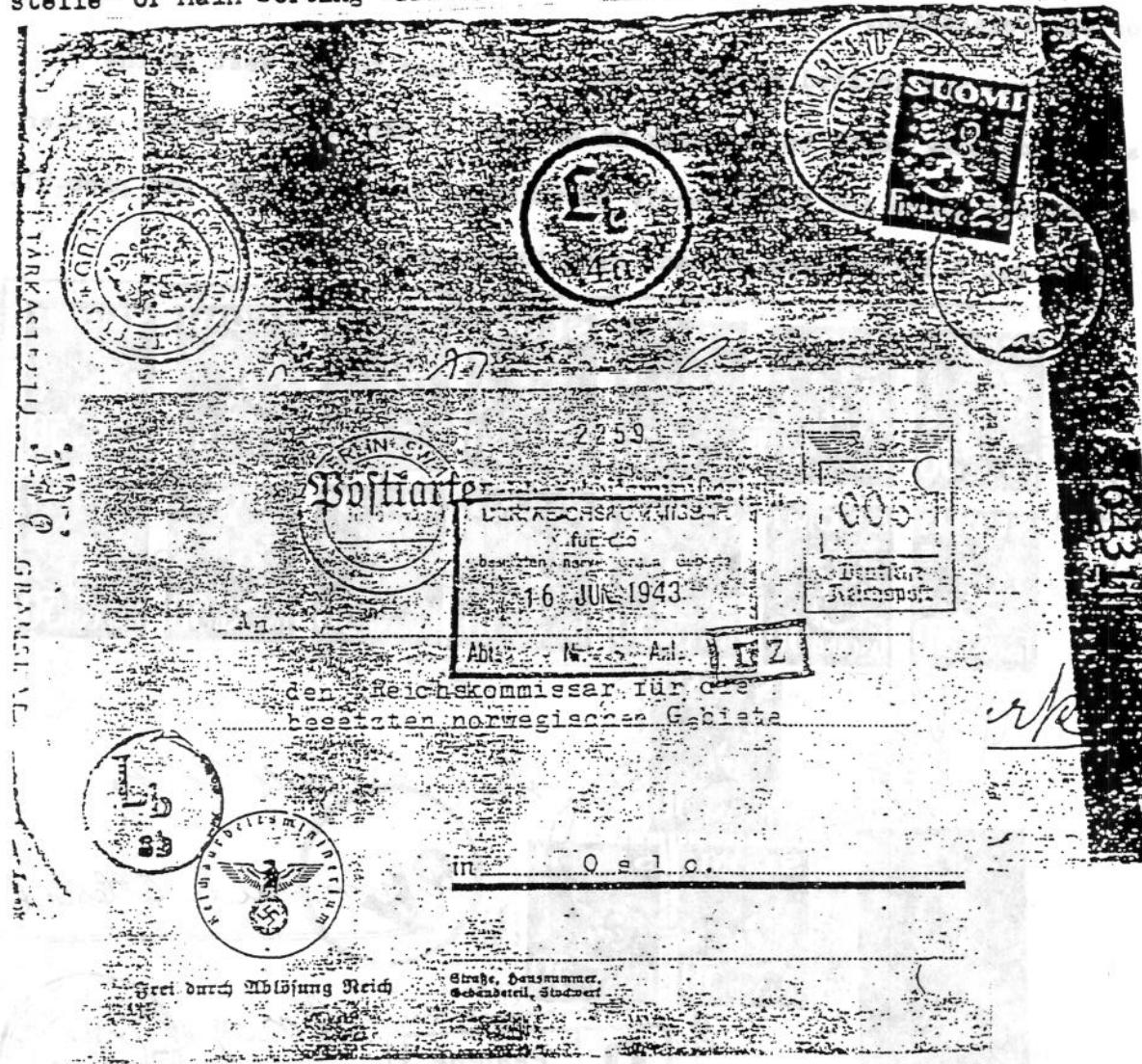
This postal card seems to have taken an extra long way to get from one neighboring island to another in the Caribbean. Sent from Bassin, St. Croix, in the Danish West Indies (which became the U.S. Virgin Islands in 1917). Dated February 17, 1915, it was sent to nearby San Juan, Porto Rico. However, by some mistake, it wound up at the New York P.O. Foreign Section at Hudson Terminal, N.Y. Cancelled there as Ship Mail, it was returned South again. The card is addressed to Hernand Behn who, with his brother Sosthenes, later founded the giant I.T & T. Corporation.



An Unidentified Censor Mark from Germany

During WWII, the Germans used a circular-shaped marking, with identifying letters, on mail which was passed through unopened either for lack of time or interest. The ones with a capital "A" followed by a lower case letter are well known, for example "Ab" - for Berlin office, "Ak"-- for Copenhagen, and "Ao" for Oslo and so on.

However, there are certain other similar marks, which have mystified collectors. These have a large "L" instead of an "A". Shown here are two different ones (from Berlin?). My guess is that it stood for "Leitstelle" or Main Sorting Office.



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An unusual Finnish Censormark

This is about a 1944 letter to Norway from Paatene in East Karelia, a place taken back from Russia by the Finns.

Shown is the registered cover, with Finnish and German(Ao) censor marks. Inside, however, was an unusual carbon-copy notice of censor regulations. Upon this was stamped a seldom-seen marking in green. It read; "Tarkastustoimisto", which I am told means Postal Examining Office. The note (in Swedish) says that stamps sent abroad are not allowed without a customs permit, or export license or mark of Finlands Stamp Collectors Society Delegation.

Paatene was located on one of the small lakes to the West of the railroad going North to Murmansk in Russia. I can imagine it was rather a desolate place and the friendly postmaster, Helmi Mantila, was probably glad to get a letter from abroad, even though philatelic.

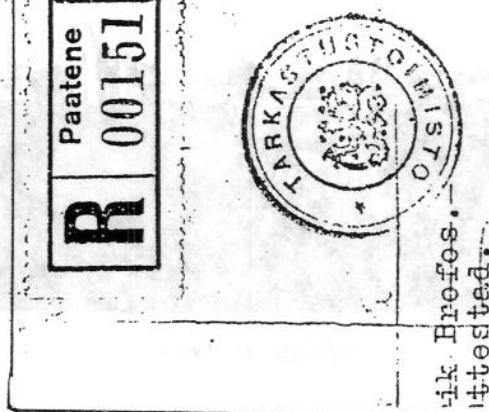
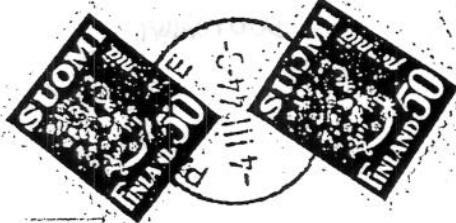


Postgranskningsbyrån returnerar brevet och meddelar, att postförsändelsen innehållande fästampsade eller poststämprade frimärken vidarebefordras utomlands endast

- 1) om försändelsen är försedd med tullstämpel, eller
- 2) om försändelsen är försedd med exportlicens, eller
- 3) om försändelsen är försedd med "Finlands frimärkssamlarförenings delegations stämpel.

Vår gril. Om vad dala avländaren är  
ni anträde rättsidet efters att osjöm  
förechristen och han är jämmer om, att be-  
furness, eller inte returman har sätts i  
förföljelse nära det han har gjort  
framtill och detta orsak förföljelse  
friengörer från ej snygga

R 00151  
Paatene



### All Quiet on the Eastern Front

Only the sighing of the wind, and the shrill cries of Arctic birds, are heard above the endless crashing waves along the shores of the great Onega Lake. For many years, the guns of war have been silent and the poor people of East Karelia have long since abandoned their ancient homes and fled for their lives for safety with kinfolk in Finnland. The land remains, but it is no longer the same beloved "Itä Karjala". The Russians have seized and changed it all.

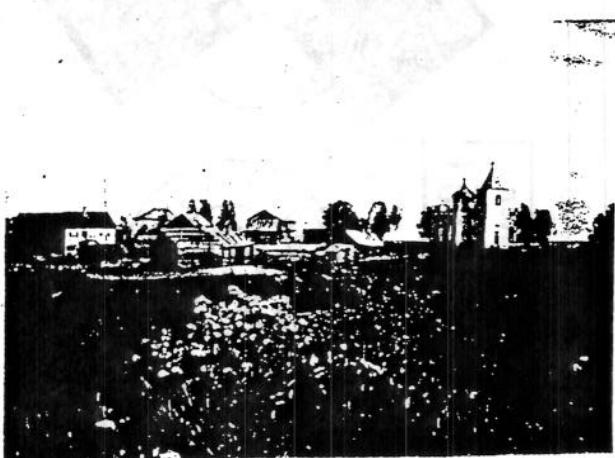
The Karelians have only their dear memories left and they do not expect to return to their homeland again, any more than Tibetans hope for liberation from the Chinese oppressors.



SOUTJÄRVI



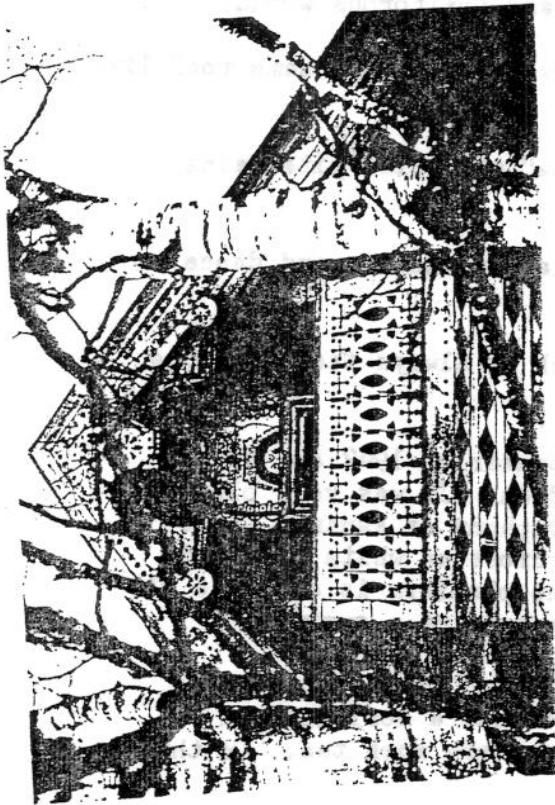
SOUTJÄRVI, LAKE ONEGA IN BACK



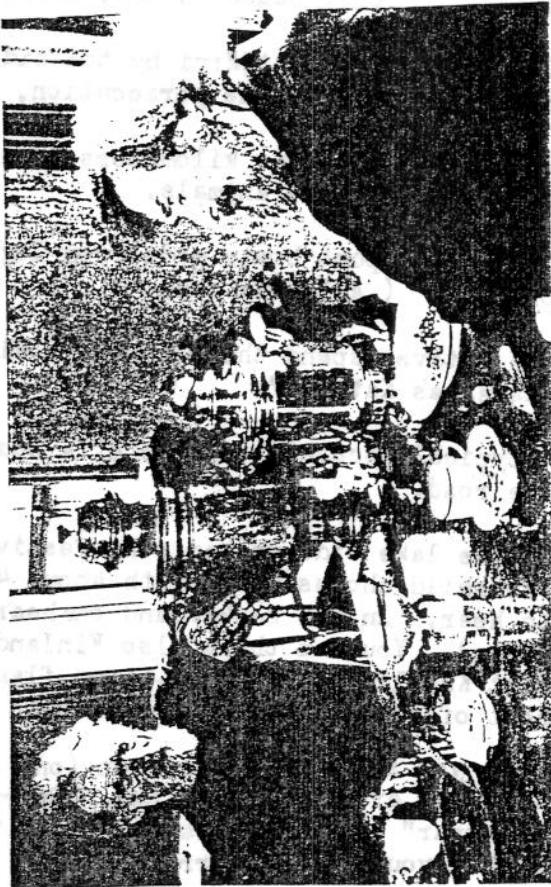
MÄGIS VILLAGE



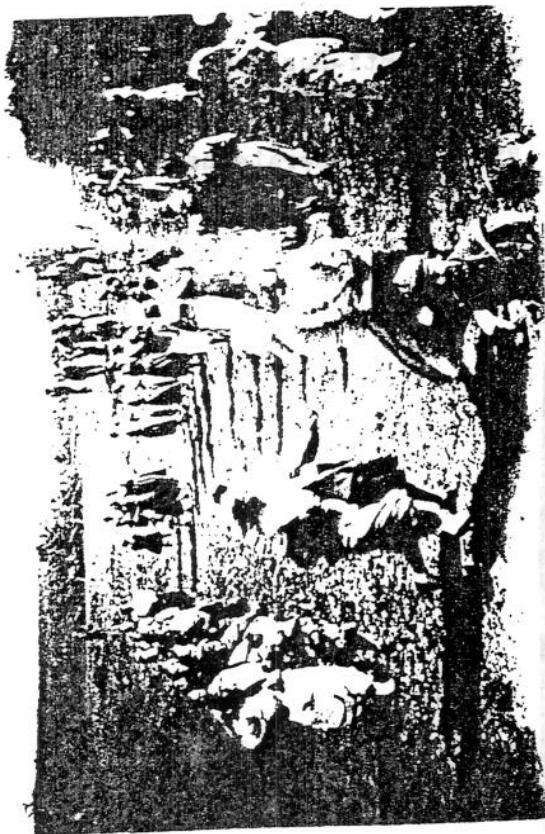
LOG BOATS



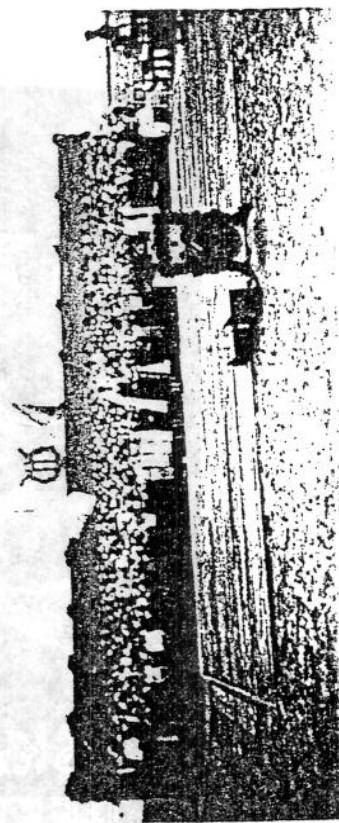
DECORATIVE HOUSE FRONT



"SAMBYAR" TEA, CRANBERRIES ON PLATE



DANCING "KARELIANS KATRILL"



FESTIVAL CHOIR CHORUS

Captions of photos from East Karelia

- 29-
1. Soutjärvi (Soutozero). The house on the left side was my bath house (sauna) - the best house in East Karelia. There it was cold never.
  2. The village of Soutjärvi by the side of the roaring Onega lake. Winter, 1941. "Far away is the persecution, quarrel and traitorous world...".
  3. Mägis village, four kilometers from Soutjärvi. Under the same roof live always people and animals.
  4. 1943. Two punt boats made from logs. "Papa" with his "pitzukaine priheine" ( a little son).
  5. The natives spend their festival with popular ceremonies and dance "Karelia's Katrill".
  6. A typical decorative gable of a house, which is always faced towards the road.
  7. By the lake side we had song festivals in Summer of 1942 and 1943. The child chorus sings with about 450 children. It was very pleasant to hear. In the background one heard the symphony of Hänen (Lake Onega). You see there also Finland's blue cross on white flag and East Karelia's red-black-green flag. On the platform is also the old coat of arms of East Karelia, with the bear holding a sword.
  8. Here you see typical old men (one is the Beadle) from East Karelia. They are drinking their tea. Everyone there has a coal kitchen "Samovar" - as the russians say. They drink very much tea. On the plate, you see cranberries.



German anti-Russian  
poster (reduced)  
Norway, 1944.  
"Shall he liberate us?"

East Karelian Memories

During WW II, when I was at High School in Norway, I had a lot of pen-pals abroad. Undoubtedly the most interesting person was a bright young Finnish girl, who wrote soulful letters. She was Postmistress at a small place on the banks of Lake Onega. Soutjärvi was one of the most Easterly postoffices of the East Karelian War Administration, as the land re-conquered from the Russians was now called. When the Russians returned in force in 1944, everyone left everything and fled for their lives to Finland. After I moved to USA in 1947, I am afraid I lost contact with my brave Finnish friend. The years have slipped by and I do hope she is alive and well. I still cherish her letters, nicely stamped envelopes and photographs that she sent me so long ago.

Although we never exchanged pictures, I like to imagine her to be something like the beautiful Lara in the film "Dr. Zhivago". Be that as it may, one can't all expect to be film stars. But one can dream...

Anyway, here is her last letter, from Helsinki, June 1947.

"Dear Fredrik, I send you some photos from East Karelia. They are my dear keepsakes from Soutjärvi. The time there, was a romantic fairytale, which return never. I liked to be there by the primitive kindred people.

The old women and men were very interesting when they told their stories. The children were as sweet as somewhere else, but young people were distasteful for us. This arises from it that we understand not yet bolsheviks. Perhaps we must learn to know, but it will be difficult for us, because it appears difficult also for our brothers in arms. The theories of life collide. They will never understand together. But where is the wisdom? This wise world has developed and a result is an extreme selfishness.

I - I - I - I - what a big I !

The enclosed map is a little feeble picture of East Karelia. As you see, it is made with the free hand, but I can't find a map. The russians have confiscated all. Perhaps you can see however the largest offices. There was yet, in addition to these, much smaller offices. Oh, my English it is so bad, excuse me. I've not learnt English at school, but alone myself.

Yes, I am working yet at the Inquiry office of the Post & Telegraph Administration, as a First Clerk. I have nothing in stamps or cards now. but I will find new stamps, when they be published. I am not living with my family. My father, mother and brother died during the war. This town (Helsinki) was earlier my home town, but now my home is in the country and my youngest brother Heino and sister Vuokko take care of that. Here in town I have only a little room to live, but now is Summer and soon a holiday. Then can to sleep but under a tree. We will go to an island Midsummer to spend. You may receive a card.

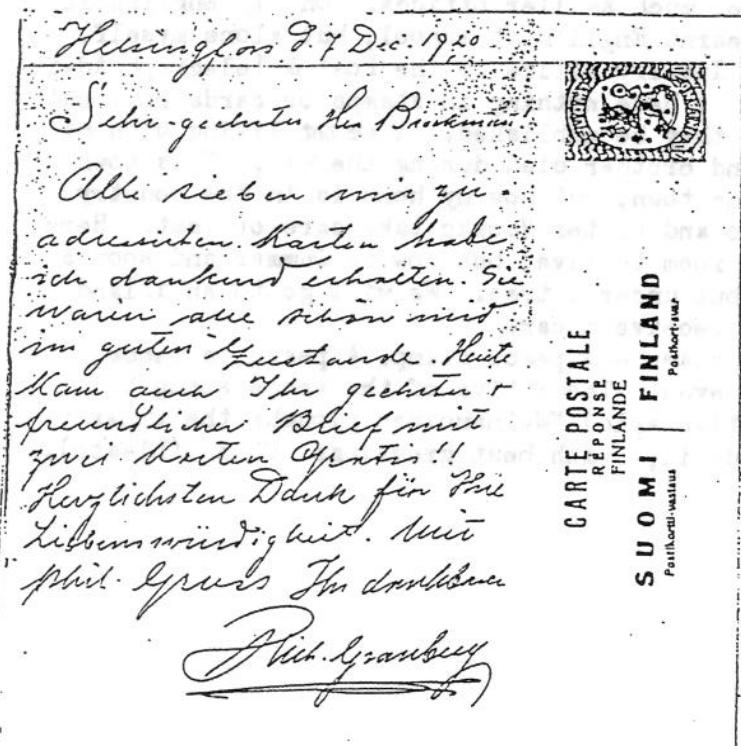
On this letter you see a new stamp - a peace stamp. A peace, a peace, though peace is not fair and even! The motive of the peace stamp is about the "Kalevala" (the native epic) "Wainamoinen ploughs the viper field". Now I must end and do it, with best greetings Elna (Liesto).

### My Favorite Stamp from Finland

I finally acquired this black on white rouletted stamp, issued on October 15, 1931. It is not so easy to find, neither is it cheap. Not being a real Finnish collector, I never the less felt I needed it. That is because I am a collector of postal stationery of the world.. This is a semi-postal stamp of 1 Mark plus all of 4 Marks, a surtax to help the Finnish Postal Museum buy the famous Finnish postal stationery collection of the great collector, Richard Granberg. I cannot recall a similar situation having happened anywhere else.

The design is based on the first Finnish stamped envelopes, with modifications.

I have a Finnish card written by Granberg himself and sent to a collector friend in Belgium. Translated, the card reads: "Very honored Herr Brockman, All 7 of the cards addressed to me have been gratefully received. They were all pretty and in good shape. Today also came your honored and friendly letter with two cards free!! Heartiest thanks for your kindness. With philatelic greetings, your thankful Richard Granberg."



### An Invitation to dine, 1918

An envelope marked "Urgent", bears the Norwegian Legation seal.

Curiously, it was stamped (perhaps intentionally) in an inverted position. Anyway, the "Le Roi" part stood out more and looked at first glance as though the message came from the King of Norway! However, it was just from the Norwegian Minister to France, Count Wedel Jarlsberg, and sent by special messenger within Paris. In those days, they only had Legations instead of Embassies, at least the smaller countries.

The letter was addressed to Lt. Colonel (Sosthenes) Behn, who at that time was with the A.E.F. Signal Corps of the U.S. Army in France. After the war, he became famous for founding, with his brother Hermand, the huge International Telephone and Telegraph Corporation (IT&T) which included large factories in Norway and Denmark and many other places.

This early letter in his career is dated Paris, 28/11/18 and reads: "Dear Col. Behn, If you have nothing better (to do), will you give us the pleasure of your company to luncheon tomorrow, Friday at 12:45? Hoping to have the pleasure to see you, I am yours very sincerely, Wedel Jarlsberg. Telephone only to Elicée 43.64."

In 1920, Count Wedel Jarlsberg, as Plenipotentiary for Norway, signed with the other Powers, The Treaty of Spitsbergen, which conferred the sovereignty on Norway.

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The invitation

LÉGATION DE NORVÈGE.

Paris 28/11/18

dear Colonel Behn,

If you have  
nothing better will you  
give us the pleasure of  
your company to luncheon  
tomorrow Friday at 12.45?

Hoping to have  
the pleasure to see you  
I am

yours very sincerely

J. W. H. Glæsener

Kreidet

Lieutenant-Colonel S. Behn

52. Avenue de  
la Boëdonnay



# NORWEGIAN STATE RAILWAYS



TRAVEL BUREAU NORWAY HOUSE



21-24 COCKSPUR STREET LONDON SW1

PLEASE QUOTE THIS  
REFERENCE

20729

General Agents for  
FRED OLSEN LINE NEWCASTLE - OSLO  
Agents for B.C.W. LINE NEWCASTLE - BERGEN  
AND FOR  
ALL RAILWAYS & STEAMERS between  
ENGLAND & NORWAY

August 14th 31

in account with

- Brofoss, Esq.  
International Standard Electric Corp.,  
63, Aldwych, C.1

Tickets supplied to Mrs. Brofoss.

1	1st. class, London - Newcastle	£	2	16	.7
1	reserved seat			1	3
1	1st. class Newcastle - Oslo (single cabin)		6	11	6
		£	2	9	9
			9	4	

RECEIVED WITH THANKS

1 SEP 1931

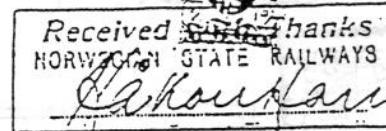
NORWEGIAN STATE RAILWAYS LONDON.

M. J. E. S. A.

N.S.  
R

← The Perfin

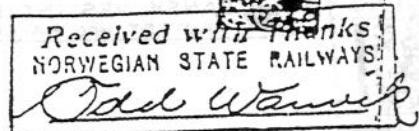
26 APR 1931



Cheques &amp;c should be made payable to Norwegian State Railways.

Ticket herewith.

30 JAN 1931



## SOME INTERESTING STICKERS

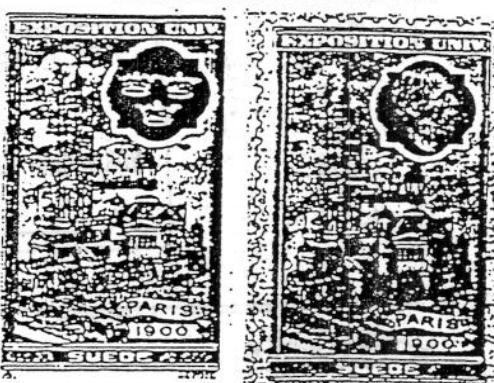
Frederick A. Brofos

They go by many names: stickers, seals, poster stamps, labels. But no matter what they are called, many can be very interesting. Indeed, some are perhaps more so than are ordinary postage stamps. It has not bothered me at all that these lowly labels were not real stamps, as long as they were interesting and reasonable in price.

Of course, those stickers issued in or connected with Scandinavia are the ones that particularly interest us.

The great Universal Exposition in Paris, France, in the year 1900, produced a long set of seals representing the various participating nations. Illustrated here are certain ones from Norway and Sweden, showing the national buildings of these countries at the exhibition, together with the dual monarch, King Oscar II.

These seals appear in red and blue, and maybe in green and brown also. They were printed in lithography, with many different designs together in the sheet. Who was responsible, I have not yet determined. Can any of our readers add information to this?



Another sticker of special interest is one showing the mighty thundergod Thor in his chariot, racing to the Xth Olympiade at Los Angeles, California, in 1932, with U.S. and Danish shields at the top of the design.

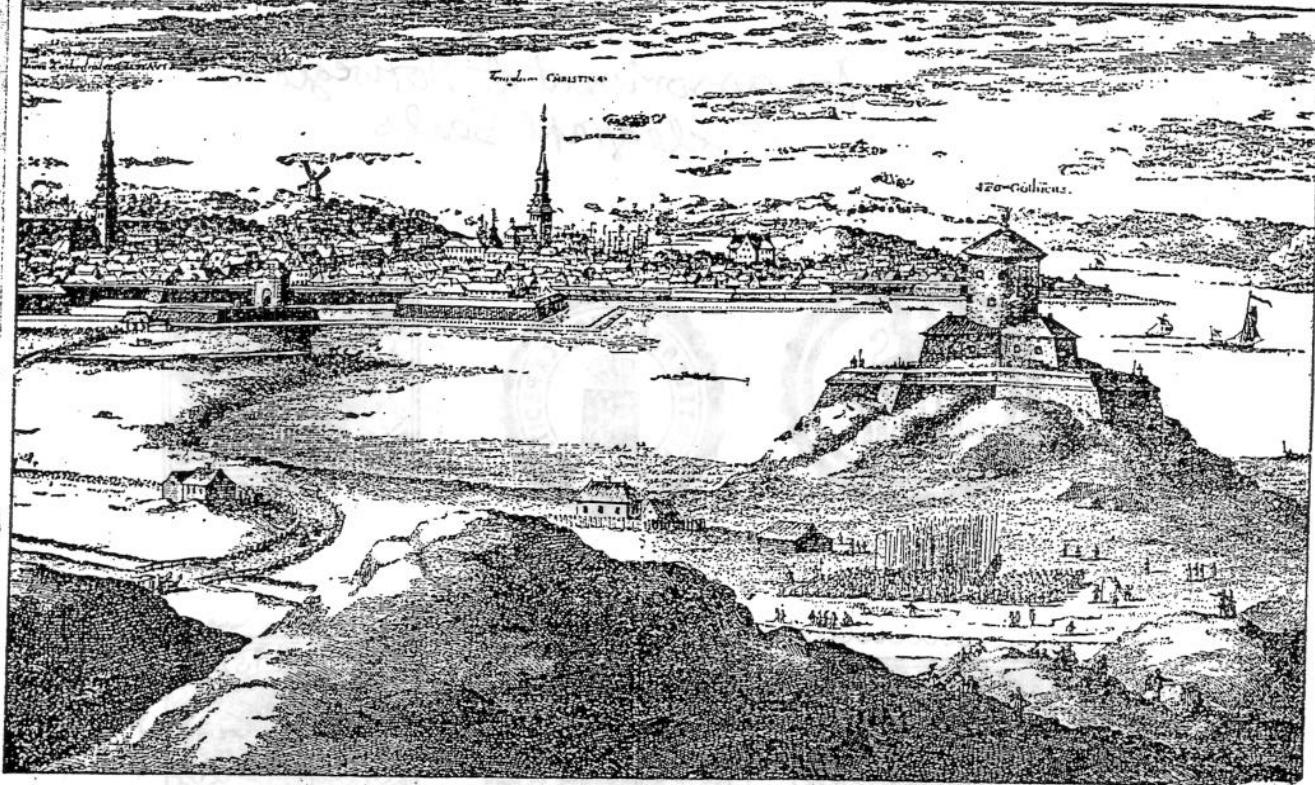


One of my favorite labels shows the harbor at St. Thomas, Danish West Indies, and protests in the Danish language the sale of the DWI to the United States. Nevertheless, the sale did go through in 1917 and the islands became the U.S. Virgin Islands at that time.

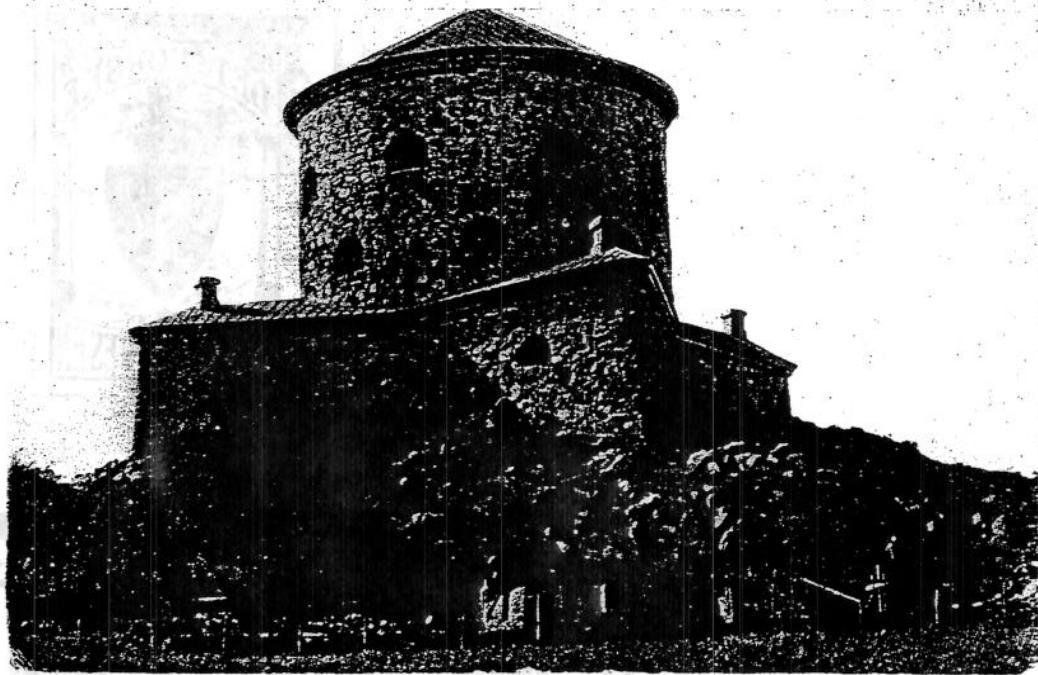
An assortment of Norwegian  
Telegraph Seals



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From an old print of Göteborg



The Lion Fortress of Gottenburg (Skansen Lejonet)

Show on a Swedish stamp, the card doesn't show the great green copper lion atop the tower. When I was in there in 1946 it was an arsenal full of rifles for a regiment. A neat old place.

En hjärtlig hälsning

från

Svenska Norgehjälpen

Box 698

Stockholm

SVERIGE

SVENSKA  
NORGE-  
HJÄLPENS  
BESPISSNINGAR

Svenska  
Norgehjälpen



### Swedish Food Help to Norwegian Children

Children in Norway, during the war, were grateful to receive at school, soup distributions and small jam containers. Large funding was raised by Swedish industries. Possible contribution by the Norwegian Exile Government in London would probably have to have been kept secret from the Germans. Here are some labels I saved.

A BIT OF OLD DENMARK IN CALIFORNIA, by Frederick A. Brofos

For many years I have had an interesting advertising label in my collection of seals, stickers and the like, which shows a proposed Denmark Building for the 1915 Panama Pacific Exposition in San Francisco. Printed in Blue and Red colors, it shows an elaborate construction in old Danish architectural style. Above the grand tower and gables, three flags of Denmark wave merrily, while in the distance the sun radiates over the Golden Gate.

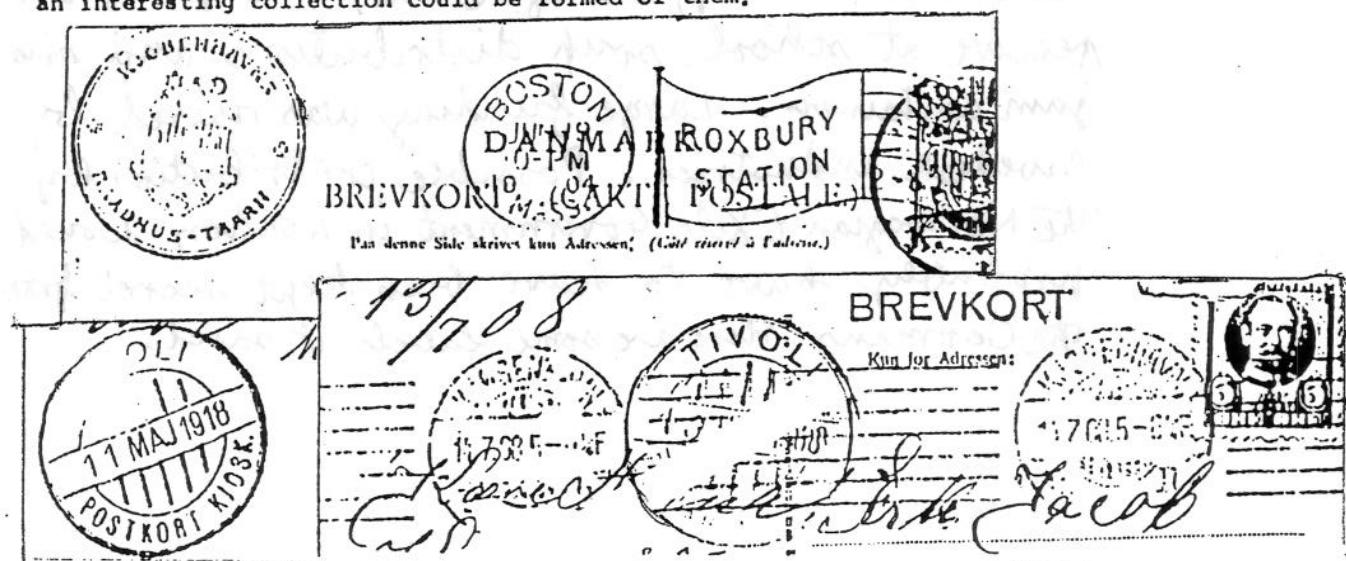
Recently, I acquired a very nice post card showing an enlarged version of the poster stamp, printed in the same colors. Apparently, both the sticker and card were issued by "The Danish Building and Exposition Committee" of San Francisco, to raise funds. Whether they were successful and the fine little palace actually was erected, and what went on there, maybe someone who visited the exposition can tell us more about later.



COPENHAGEN TOURIST CARD CACHETS, by Frederick A. Brofos

In many show places around the world, special handstamped cachets indicating the point of origin have been used as an added incentive for tourists to buy and send postcards. Aside from their general advertising value, the cachets were popular with sightseers, as it proved their visit to a specific sight--something the postmark usually didn't effectively do.

Apparently there was a postcard vendor atop the tower of the Copenhagen City Hall, where there was a wonderful view for visitors. The illustrated card was dated June, 1904, and the cachet is in red. Another highlight of Copenhagen is the famous Tivoli Garden amusement park. At its postcard kiosk, a special cachet was used; which I have seen in violet from 1908 and 1918. Other attractions around town probably also had cachets. Undoubtedly an interesting collection could be formed of them.



ODSHERREDS-  
OG HØNG-TØLLØSE JERNBANER.  
DRIFTSDIRECTØREN.

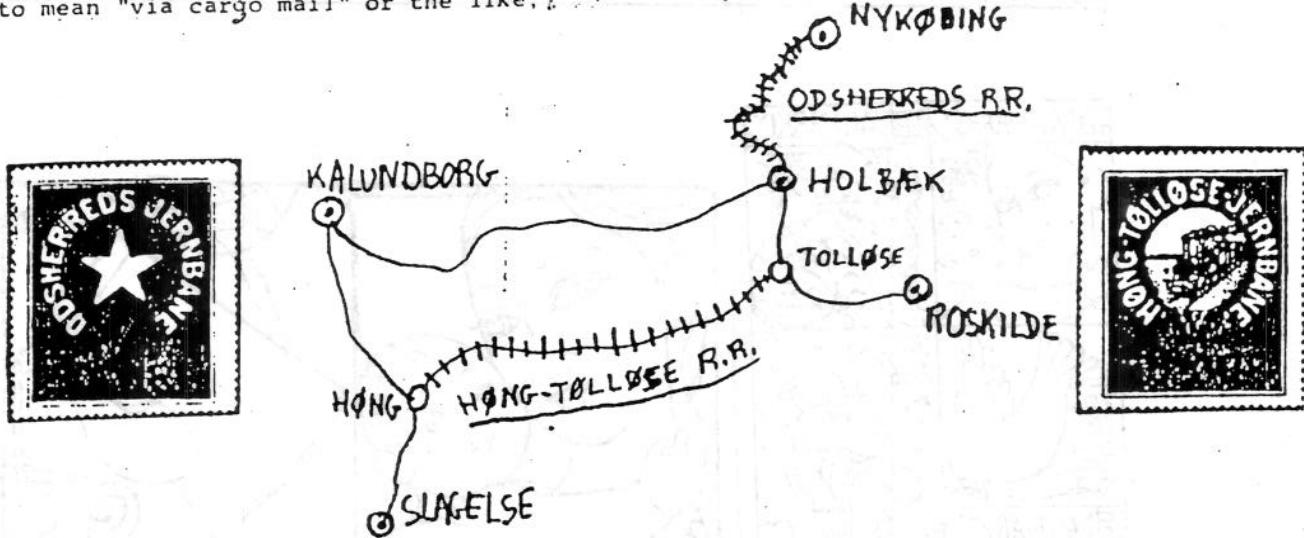
*pr. Ladepost*

DANISH "pr. Ladepost" CANCEL, by Frederick A. Brofos

Among the many small private railroads of Denmark was one called the "Odsherreds- og Høng-Tølløse Jernbaner". With a name like that I rather imagine it has either been discontinued by now or else gobbled up and incorporated into the Danish State Railroad system.

Be that as it may, I have an old cover from this railroad sent by its operations manager to a Copenhagen firm located at or near the main Railroad Stations. The 10 øre stamp (Scott #65) would indicate a period of use of this cover to be probably around 1904-1906. The thing of special interest here is of course the unusual violet cancel "pr. Ladepost". It may derive from some arrangement for railroad official business to be sent via the train conductor or baggage car?

(Editor's note: According to the latest supplement in my possession to Jensen & Thomassen's "Danmarks Jernbanefrimaerker", which supplement is dated 1970, the Odsherreds Jernbane and the Høng-Tølløse Jernbane were still in existence then. The Odsherreds line ran between Holbaek and Nykøbing Sjaelland and opened 18 May, 1899; the H-T-J opened in 1901. Both railroads were administered from the same office, as Brofos' letter indicates, and their freight stamps are similar in design. Pr. Ladepost seems to mean "via cargo mail" or the like.)



STILL MORE ON THE DANISH PRIVATE RAILROADS, by Frederick A. Brofos

Regarding my article on the "pr. Ladepost" cancel in a recent LUREN, here are some further details on the railroads in question. (In addition to the data provided by George Tarnowski last month...ed) Both have operated at a loss, but are kept running with the help of government subsidies. Railroad freight stamps were first introduced at the turn of the century.

Odsherreds Railroad

The law of May 8, 1894, approved a railroad line between Holbaek and Nykøbing Sjaelland. Disagreement on the route to be followed delayed the concession grant until May 6, 1896. Work was started in Spring, 1897, and the opening occurred on May 17, 1899. Regular traffic commenced the following day with 3 trains daily in each direction. Owned by Odsherreds Jernbanes Aktieselskab, this private railroad is 49.6 kilometers in length, with a quickest running time of 72 minutes. Permanent personnel: 72. Steam locomotives: 3. Motor locomotives and cars: 7.

Høng-Tølløse Railroad

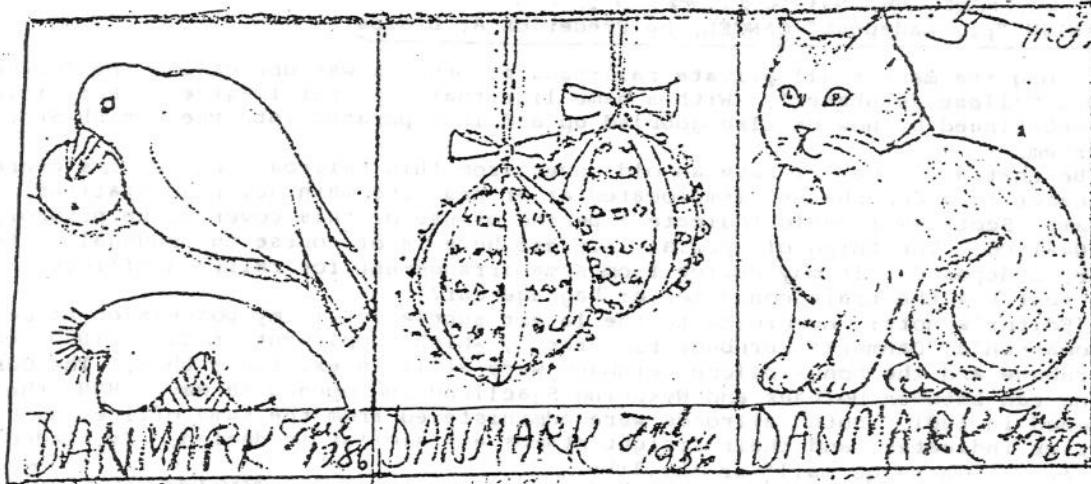
The law of May 8, 1894, also approved the laying of a railroad from Tølløse to a point on the Slagelse-Vaerslev railroad, but work only started in the Spring of 1900. Regular operations commenced December 22, 1901, with 3 trains in each direction. Owned by the Høng-Tølløse Jernbane A/S, this private railroad is 29 kilometers in length, with a quickest running time of 57 minutes. Permanent personnel: 26. Steam locomotives: 2. Motor locomotives and cars: 5.

The accompanying rough map will give an idea of the general layout and interconnection between these and other railroads in the area. Also shown is a typical freight stamp design from these railroads.

Unissued Danish Christmas Seals

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Some proposed designs for the 1986 Christmas seals of Denmark were sent to me, although they did not win in the final contest. I am proud of them nevertheless. My sister, Fleur Brofos Asmussen, is a well-known graphic artist in Denmark. Her husband, DES Asmussen, is even more famous. He successfully created the 50-different stamp sheet of Danish Christmas seals both in 1987 and again in 1995. They both have made postage stamps.



ONE OF DES' SEALS WITH GREETING  
TO HIS BROTHER-IN-LAW, FRED. BROFOS

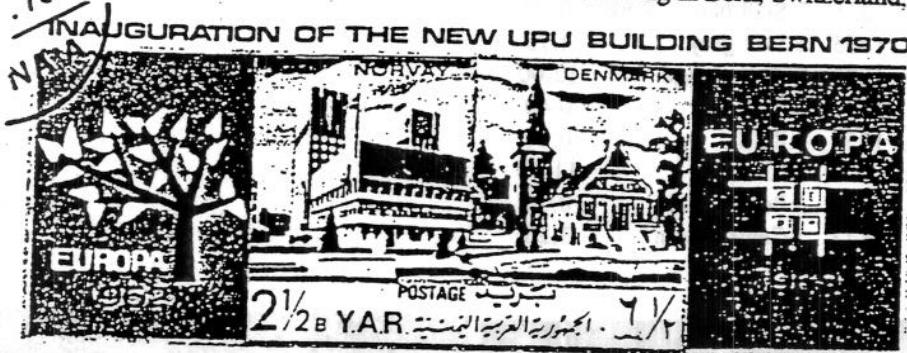
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## THE YEMEN "NORVAY" ERROR

Frederick A. Brofos

Among some "wall paper" stamps from the Yemen Arab Republic (YAR), which has mass-produced cheap pictorials to tempt youngsters and others, I noticed one showing scenes from Scandinavia. In the center right appears a castle in Denmark. On the left is shown the City Hall in Oslo, Norway. Curiously enough the country name is misspelled "NORVAY", instead of "NORWAY".

This novelty occurs in a sheet of multiple scenes from various countries, all pre-cancelled with a printed postmark from Sana'a. They were issued in honor of the new UPU building in Bern, Switzerland, in 1970.



### HAVE YOU AN ODDER POSTMARK?

Frederick A. Brofos

Relaxing with a pile of loose Danish stamps on the table, and casually looking for Star Cancels, perfins, and other goodies, I suddenly came upon the oddest-looking postmark. It is from a small place in Denmark called Odder. Although not meaning anything unusual to a Dane, an English-speaking person does connect "odd" with "strange, or unusual". It was, however, the combination of that name with a remarkable date that caught my eye.



The date is 9.9.99 4-9E. That is, of course, September 9, 1899, with the last part being the time period between four and nine p.m. One could hardly do better than that if one tried. Indeed was this all carefully planned by an alert clock-watcher at the post office, or was it just a lucky find I made of a chance survivor from a weird moment in time?

## SWEDISH STAMP PRICE LIST, 1908

Frederick A. Brofos

I have before me a nice perforation gauge and a 48-page price list, from 1908, quoting fifty sales prices. These are from Harry Wennberg's Stamp Shop, (established 1892) at 42 Vasagatan in Stockholm. The prices are in German currency, and a 10% discount was allowed on orders of 10 Reichsmarks or more.

A large collection, valued at over Rmk. 600,000, had been purchased in June, and was being broken up for sale. Here are some of the cool prices offered. If only we had been there then, knowing what we know today!!!

Sweden	1855	3 Skill. blue	Rmk.	0.18
Sweden	1855	6 Skill grey		4.75
Sweden	1855	8 Skill orange		12.00
Norway	1855	4 Skill blue		0.40
Denmark	1851	4 RBS		0.10
Denmark	1851	2 RBS		11.00
Gr. Brit.	1840	1 Penny black		0.70
USA	1847	5 Cents brown		3.25

