

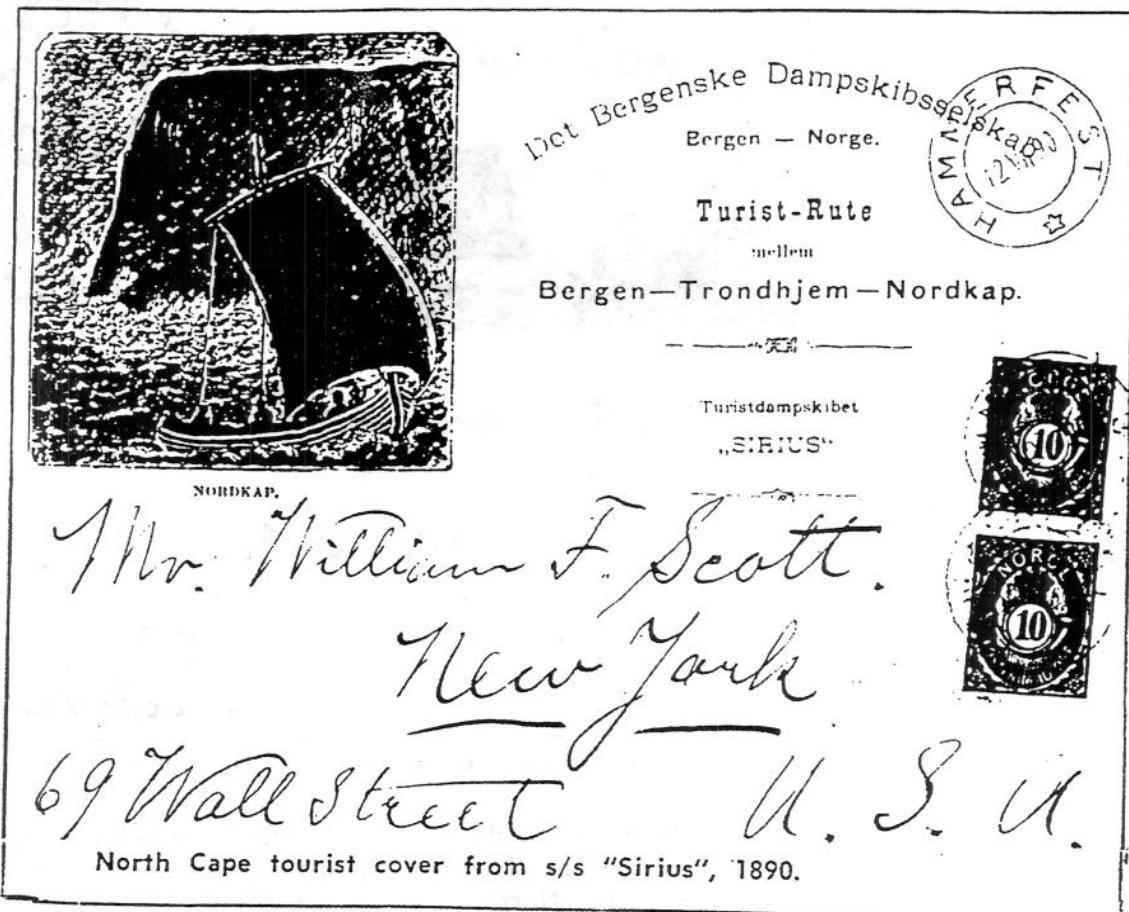
A Philatelic Voyage to the North Cape



Norway
Land of the
Midnight Sun

Way up in the Arctic North, the sun never sets for several months during the summer. This phenomenon has been very popular with tourists since back into the last century. Few attractions could beat a cruise to the North Cape, the most northerly tip of Norway, and a view of the awe-inspiring Midnight Sun.

The North Cape is of particular interest to us philatelists on account of the thirteen postage stamps which have been issued showing this landmark of Norway. Also, approximately ten different postmarks have been used at the temporary post office there, and several private cachets have been applied aboard tourist ships from time to time. Before we delve into the purely philatelic aspects, however, let us be guided by Karl Baedeker, author of the well known travellers' handbooks, on an "armchair" voyage to the Land of the Midnight Sun, and catch a glimpse of the scenic wonders of the North Cape ourselves:



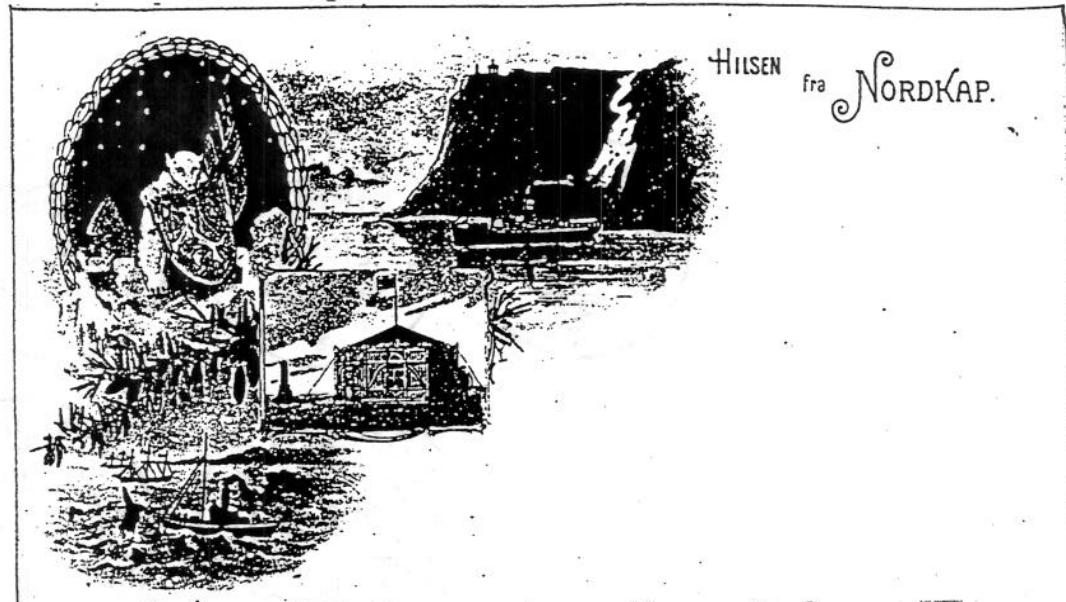
Hammerfest, northernmost town of Norway, fades into the distance behind us as the mail-boat steams ever northward. The land ceases to be of account except as subservient to the sea, and fish becomes the center of all industries. The landscape is Arctic, and the vegetation scanty. On the right, the coast is deeply indented with fjords. On the left, there are a few islands, and between these are long stretches of open sea. The island of Magerø finally comes into view. To the north of this rise the Stappane, three pointed and rocky islands covered with dense flocks of gulls, auks, and other sea-fowl. When scared by gun-shot, thousands of them rise in dense snow-like clouds, uttering shrill cries. Others take to the water, but many remain unafraid sitting on the ledges. We are now about 47 sea miles north of Tromsø, administrative center of Northern Norway, and more than 300 miles north of the Arctic Circle. As our ship rounds the long, low Knivskjælodde (on which a mail-steamer struck in a fog in 1881) we sight the North Cape, which presents a majestic appearance, its almost perpendicular walls rising more than a thousand feet above the Polar waters. The American poet Longfellow, singularly inspired by this view, wrote:

"And then uprose before me,
Upon the water's edge,
The huge and haggard shape
Of that unknown North Cape,
Whose form is like a wedge."



1896 Cover from Cruise to the North Cape and Spitzbergen

These famous dark-grey slate cliffs are the precipitous northern headland of Magerø island. They are usually regarded as Europe's farthest, weather-worn outpost to the North, , though the Nordkyn is the most northerly Continental point.



Our ship anchors in the Hornvik, the small bay on the North East side of the Cape, and here we go ashore. A rough path, bordered with iron posts and ropes, ascends the mossy slope sprinkled with wild flowers. After an hour of patient foot-work the summit is finally reached. A granite column recalls the visit of King Oscar II in 1873, and a "varde," or pile of stones, that of Emperor Wilhelm II in 1891. A cold wind generally prevails. However, champagne is sold in the pavilion. Here also is the "brevhus" or letter office, which is open only during the tourist season, and does a thriving business with the special "North Cape" stamps.

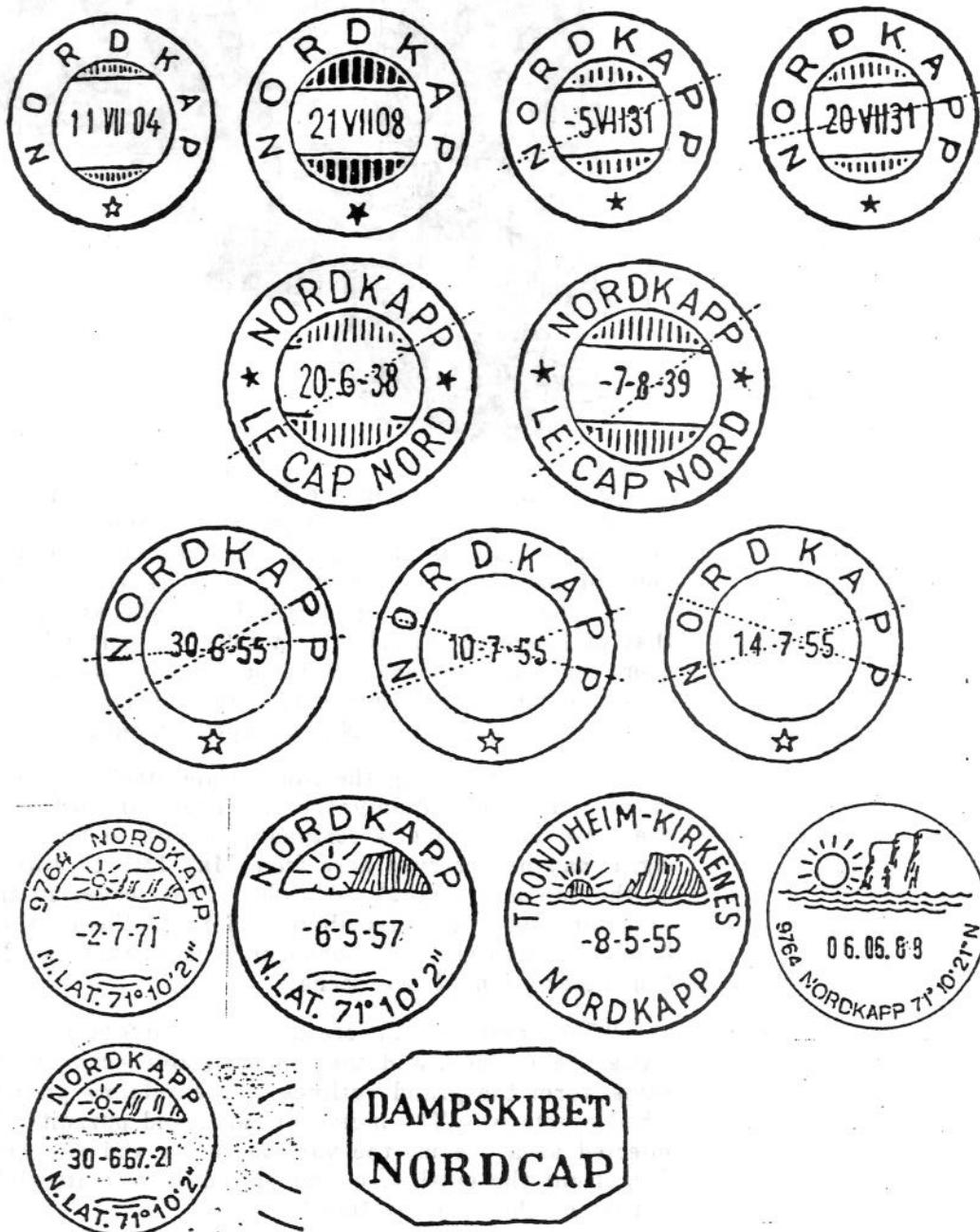
Aside from seeing the North Cape itself, the great attraction for tourists is, of course, the Midnight Sun. There are often thick mists which obscure the view, but, if one is fortunate enough to have clear weather, a wonderful sight may be observed here from May 13th to July 30th when the whole disk of the sun is visible at midnight. Few scenes in the world are as elemental and impressive as the brilliant colors of the northern sky as seen from this lonely promontory. A Londoner who visited the North Cape in 1802 gives this description of the scene:

"The northern sun, creeping at midnight at a distance of five diameters along the horizon, and the immeasurable ocean in apparent contact with the skies, form the grand outlines in the sublime picture presented to the astonished spectator. The incessant cares and pursuits of anxious mortals are recollected as a dream; the various forms and energies of animated nature are forgotten; the earth is contemplated only in its elements, and as constituting a part of the solar system."

Tourists have always been eager to send souvenirs of sights they see back to the folks at home, and picture-envelopes and cards were supplied to North Cape visitors since the Eighties. Before the little letter office was established atop the Cape, the mail handed in at that point to the pursers of the various tourist ships often received a souvenir cachet to verify its North Cape origin. This mail was later turned over for postmarking and transmission to the post offices of Hammerfest or Tromsø. The North Cape letter office was opened around the turn of the century, however, the intersecting ship cachets still appeared sporadically. For a small letter office, a rather surprising number of different postmarks have been used.

The following postmarks have been noted, the first type dated as early as July 26, 1897.

Postmarks



Mention must also be made of an early unofficial octagonal postmark inscribed "DAMPSKIBET NORDCAP", which is found used on the 1855 and 1856/57 issues of Norway. It was in use aboard a State-owned wheelboat which travelled along the coast, and apparently had no connection with the North Cape other than its name. A circular postmark inscribed "POSTDAMPSKIBET NORDCAP." was also used on this ship, and is known in blue on stamps.

Cachets

From time to time, cachets have been used on mail by various ships visiting the North Cape:



Other types also exist. An oblong cachet picturing a plane, the North Cape and Midnight Sun, was applied in green to mail carried on the first Northern and first Southern flight of the airmail route Tromso-Hammerfest-Honningsvag on July 12 & 13, 1936.

Stamps

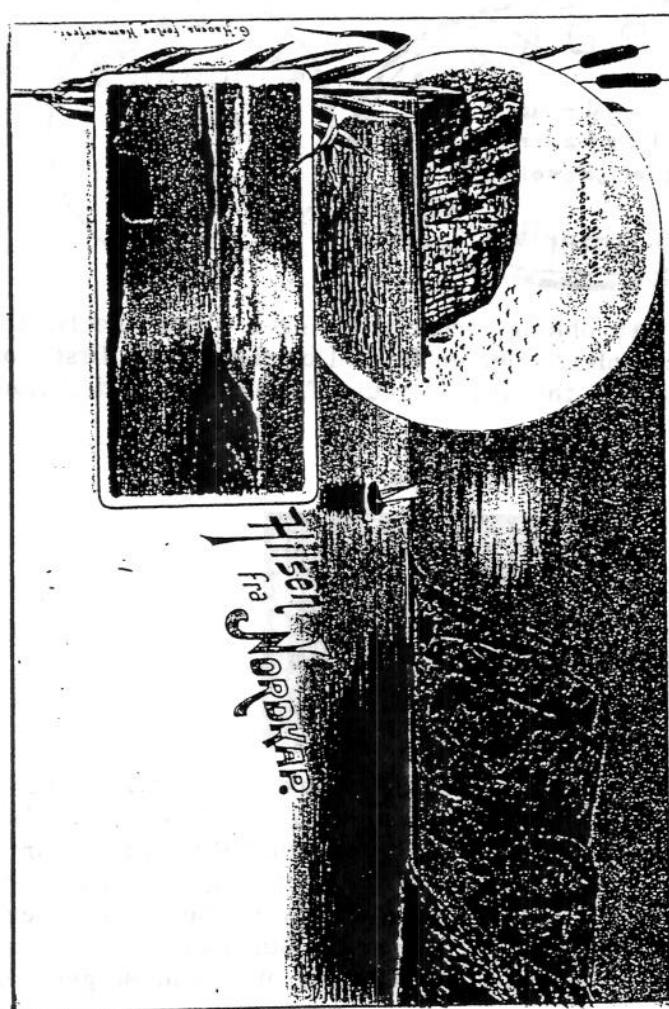


In June 1930, the Norwegian Postal Department issued a set of 3 semi-postal stamps - 15+25 ore brown, 20+25 ore red, and 30+25 ore blue - the surtax to benefit the Norwegian Tourist Association (Landslaget for Reiselivet i Norge). These stamps show a view of the North Cape, from a photograph by A. Wilse. At first, these stamps were sold only at the letter office at the North Cape during the tourist season, and by the Superintendent of Stamps in Oslo. Later, they were also sold at the main post offices in Bergen, Oslo and

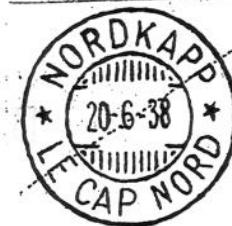
Trondheim, and at the ship postoffices of the express route Bergen-Kirkenes. On June 20, 1938, the 20+25 and 30+25 ore stamps appeared in a smaller size. The paper bore the usual posthorn watermark. On April 1, 1943, these 2 stamps were reissued on unwatermarked paper, together with a 15+25 ore stamp. A 4th set - 20+10 ore green, 30+15 ore red, and 55+25 ore blue - was issued on June 15, 1953. All issues were printed by Emil Moestue A/S, Oslo, in sheets of 50 stamps. Most of the North Cape stamps were printed in relatively small quantities, and the 30+25 ore value of the 1930 set is considered the rarest of Norwegian semipostal stamps. A fifth set (still with the same view!) was issued on May 6, 1957, and consisted of the values 25 + 10 ore green, 35 + 15 ore red and 65 + 25 ore blue.



On July 13, 1888, the Local Post of Hammerfest issued 4 stamps picturing the North Cape. Also illustrated are a brown (5 ore) and a blue stamp, both tourist labels, and a 3 ore stamp essay from 1914.



NORTH CAPE



Way up in the Arctic North, the sun never sets for several weeks during the summer. This phenomenon has been very popular with tourists since back into the last century. Few attractions could beat a cruise to the North Cape, the most northerly tip of Norway and of Europe, and a view of the awe-inspiring Midnight Sun.

The North Cape is of particular interest to philatelists on account of the fourteen postage stamps which have been issued showing this famous landmark of Norway. Also, some ten or more different postmarks have been used at the temporary post office there, and several private cachets have been applied aboard visiting tourist ships from time to time.

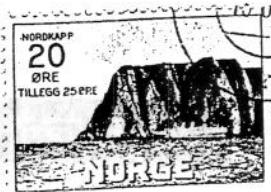
-85-

JUNE, 1930. Wmk. 10

I



310,000



190,000



100,000

II



214,700

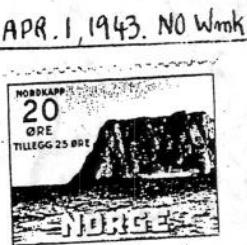


160,550

III



520,000

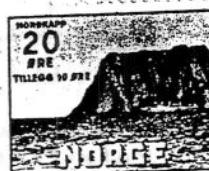


420,000

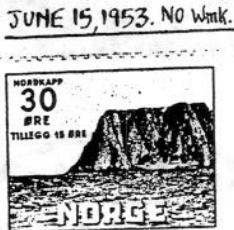


420,000

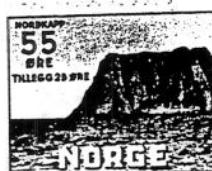
IV



270,362

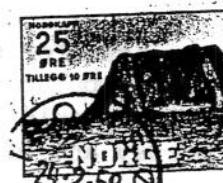


287,507



212,862

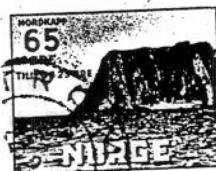
V



545,000



560,000

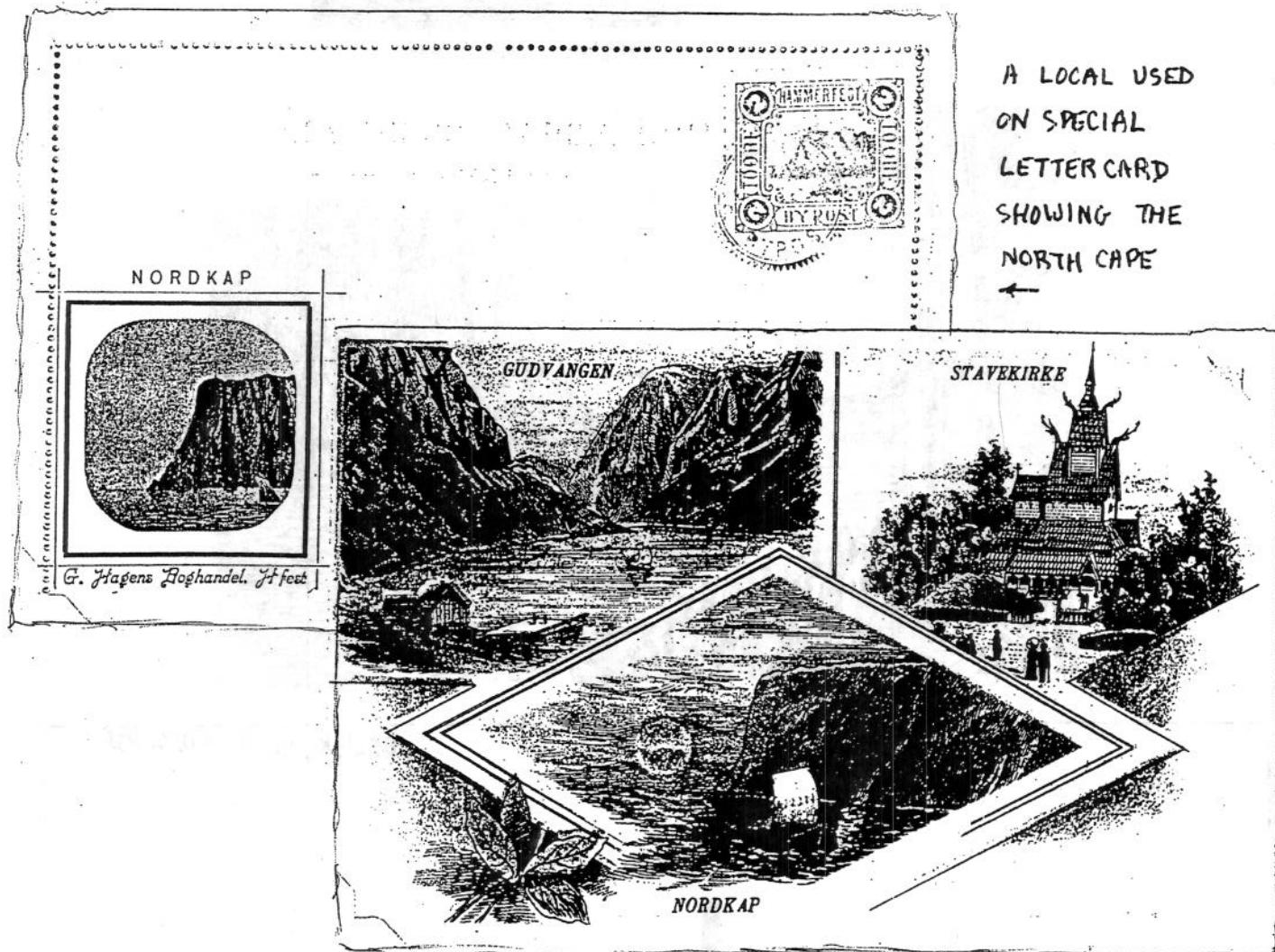


495,000



AUG 23, 1974, no wmk, 1,500,000

THE NORTH CAPE IS SHOWN ON THE STAMPS ISSUED
BY W.B. BOOGHS LOCAL POST IN HAMMERFEST, 1888.



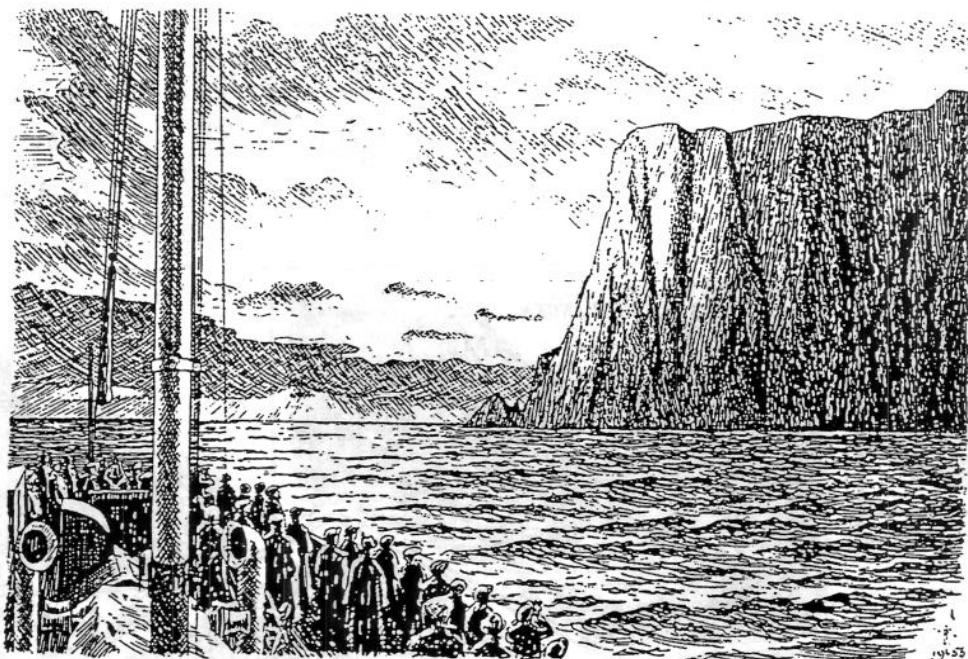
←
OLD TIME STICKERS
SOLD TO TOURISTS
FOR USE ON CARDS.

In winter the sea and gulf on the east of the peninsula, as well as the wide straits leading into them, are frozen over, for here the mild winds from the ocean do not enter. At the same time, the ocean around North cape is free from ice. Thus the heat given to ocean currents in the torrid zone proves a great blessing to people in this far-away land.

The North cape is so far from the equator that in the warm season the sun for more than two months does not sink below the horizon. During the cold season there is a night of equal length. The other days and nights vary in length from a few minutes to twenty-four hours.



North Cape, Norway.

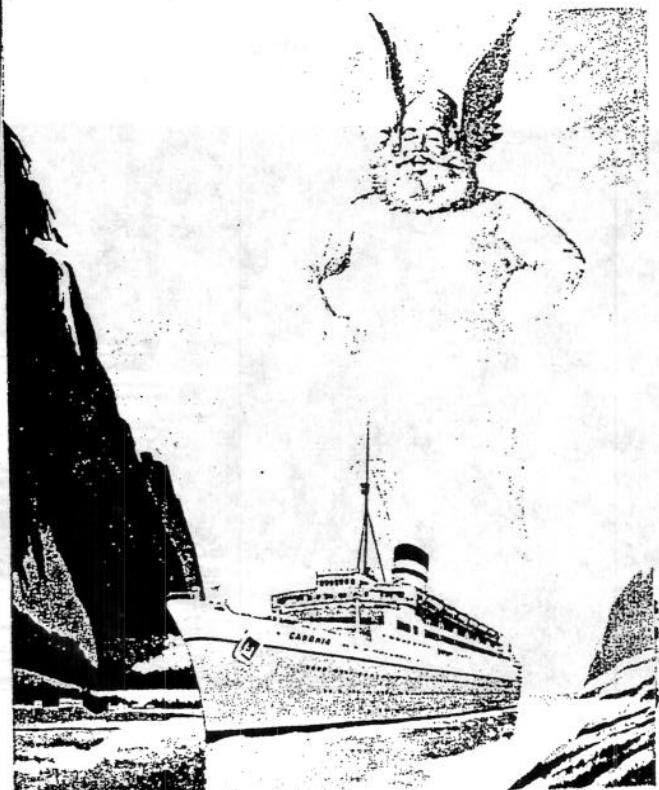


OBELISK, VISTI OF OSCAR II



NORTH CAPE CRUISE

JULY 2, 1957



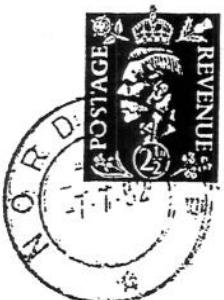
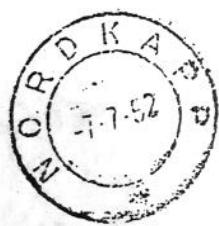
CUNARD'S FAMOUS WORLD CRUISE LINER

CUNARD LINE

POSTED ON THE HIGH SEAS
R.M.S. "CARONIA"

Paquebot

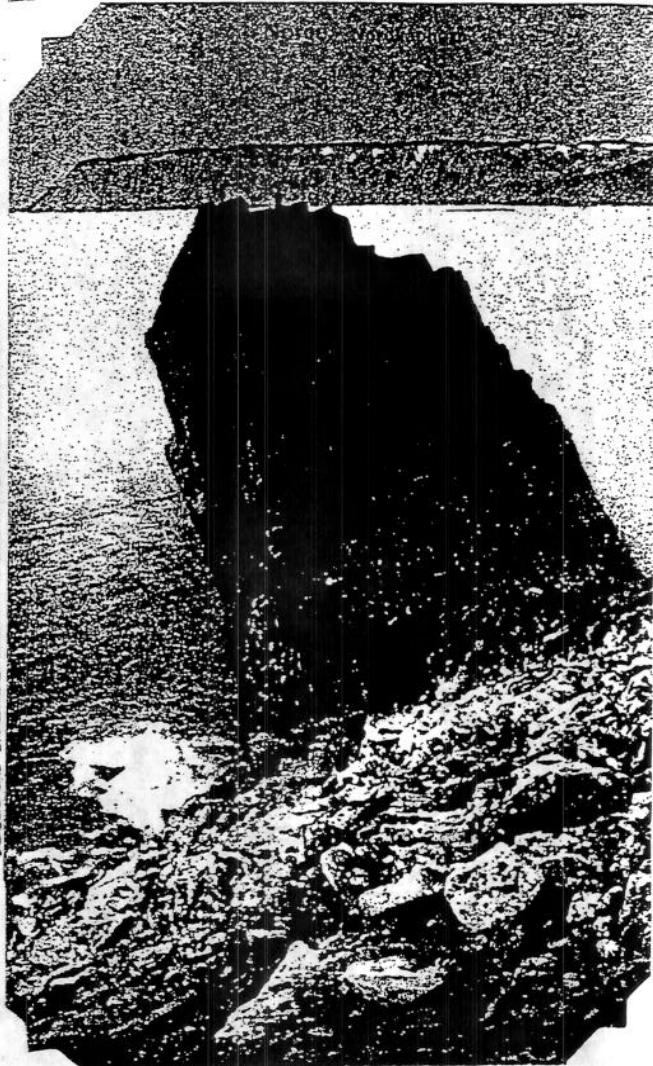
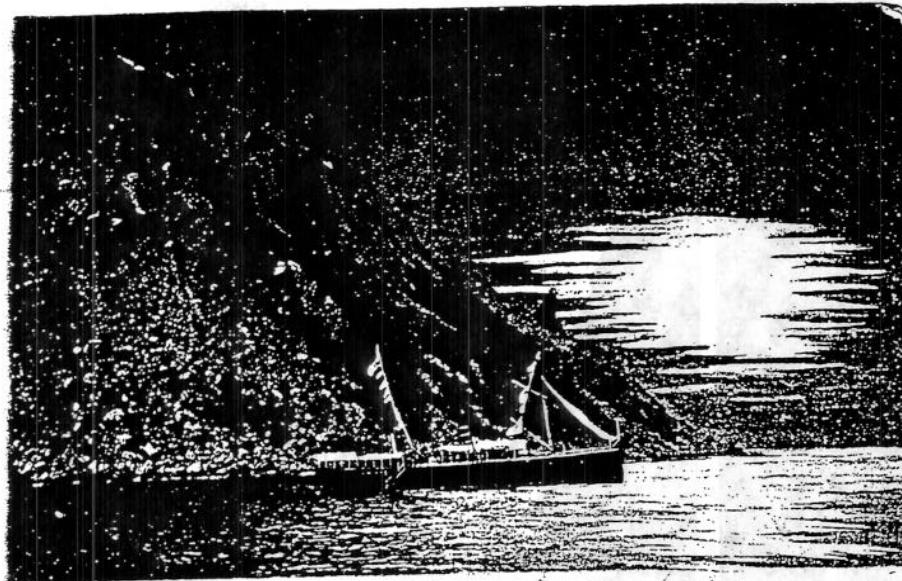
Prints

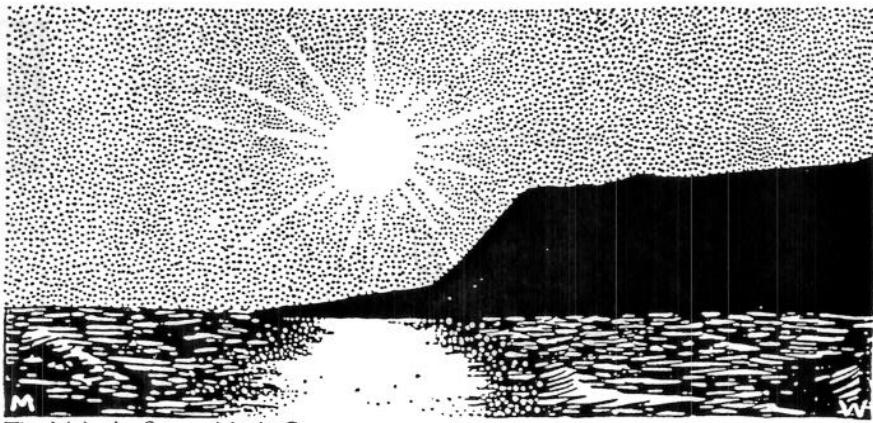


POSTMARK
T.9

Edwin DRECHER
BELVEDERE
CALIFORNIA
U.S.A.

THE NORTH CAPE HORN IS A GIANT ROCK THAT
JUTS OUT ON THE NORTH EASTERN SIDE
OF THE NORTH CAPE





The Midnight Sun at North Cape

Summer Cruise to North Europe

The Raymond-Whitcomb Europe Cruise via Iceland to North Cape sails direct from New York, June 28. Various fascinating shore excursions are included. Tours to other parts of Europe have been planned in connection with this Cruise. Cruise Rates, \$675 up, including return.

A Luxurious Ship

We have chartered the S. S. "Osterley" of the Orient Line for the exclusive use of cruise members. This luxurious ship (18,100 tons displacement), with broad decks, is ideal for a summer cruise.

A Perfected Itinerary

The meticulously arranged itinerary far exceeds any similar one ever devised, both in scope and variety. Visiting Iceland, the North Cape, Lofoten Islands, Norwegian Fjords, Norway, Sweden, Denmark, Belgium, England. With spectacular scenery, including the Midnight Sun.

Send for Illustrated Booklet

Europe Tours

Best accommodations, freedom from the usual vexations of travel, and itineraries full of vital interest, are a few advantages of Raymond-Whitcomb Europe Tours.
Send for New Europe Booklet.

Two Round the World Cruises

Sailing January 9 and 16, 1923, on new oil-burning steamships: The S. S. "Resolute" of United American Lines; and the S. S. "Volendam" of the Holland-America Line.



6. MAI 1957

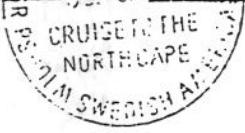


Fred A. Brofoss,
137 West 74th Street,
New York 23, N.Y.
USA.

4/25 W 2/11

-91-

BREVKORT
CARTE POSTALE



Frederick A. Brofoss

137 West 74th. St.

NEW YORK 23

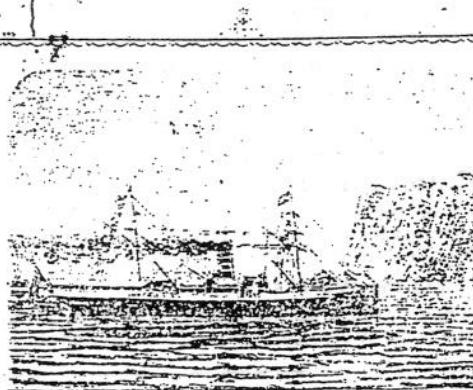
USA

N.Y.

F-8398-7 Nordkapp, 71°10'21" N. Lat.
Norway The North Cape, the northernmost point on
the coast of Europe.



SMALL PMK.



ENERETTI KNUT



Menü.

SIRIUS
Lat. 21° 5° Juli 1890

Aspargussuppe
Baked salmon with dill sauce
Canned breast of seal and reindeer tongue
with green peas.
Roast lamb with sliced cucumber

Dessert.

Pumpfodding
Cheese, butter and biscuits.

~92-

Treaty regulating the Status of Spitsbergen and
conferring the Sovereignty on Norway.

Signed at Paris, February 9, 1920.

(British Ratification deposited December 29, 1923.)

THE President of the United States of America; His Majesty the King of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India; His Majesty the King of Denmark; the President of the French Republic; His Majesty the King of Italy; His Majesty the Emperor of Japan; His Majesty the King of Norway; Her Majesty the Queen of the Netherlands; His Majesty the King of Sweden,

Desirous, while recognising the sovereignty of Norway over the Archipelago of Spitsbergen, including Bear Island, of seeing these territories provided with an equitable régime, in order to assure their development and peaceful utilisation,



TREATY SERIES No. 18 (1924).

TREATY
REGULATING THE
STATUS OF SPITSBERGEN
AND CONFERRING THE
SOVEREIGNTY ON NORWAY

Signed at Paris, February 9, 1920.

[WITH MAP.]

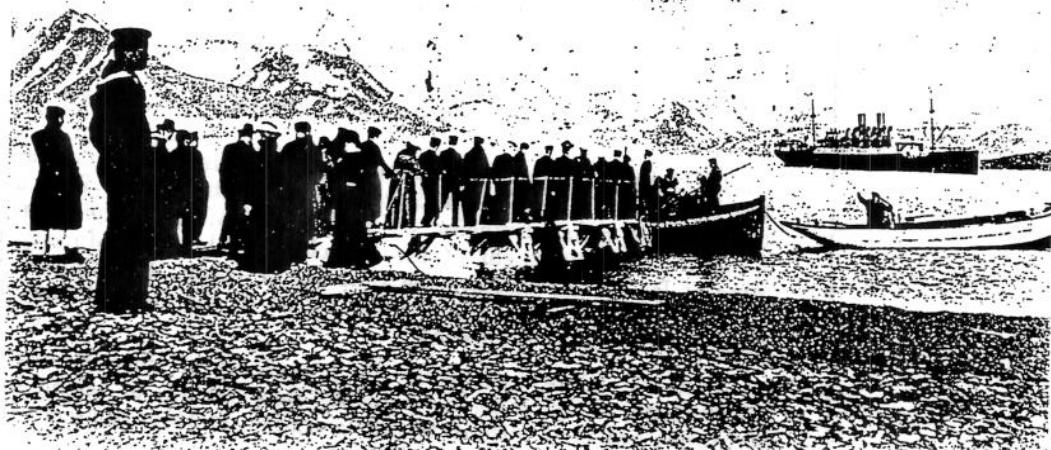
*Presented by the Secretary of State for Foreign Affairs to Parliament
by Command of His Majesty.*

LONDON:
PRINTED & PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE.

-93-

Hamburg-Amerika Linie, Nordlandfahrt.
SS "BLÜCHER" den July 23. 1906

S/S BLÜCHER



Spitsbergen Advent-Bay. Left this interesting spot + at present sailing along Coast of Norway - fine scenery back beyond Coast
presently having fine sun and thermometer 55-mild and delightful - though wanting fine live coal - getting on thick low Cain

Hamburg-Amerika
Linie.

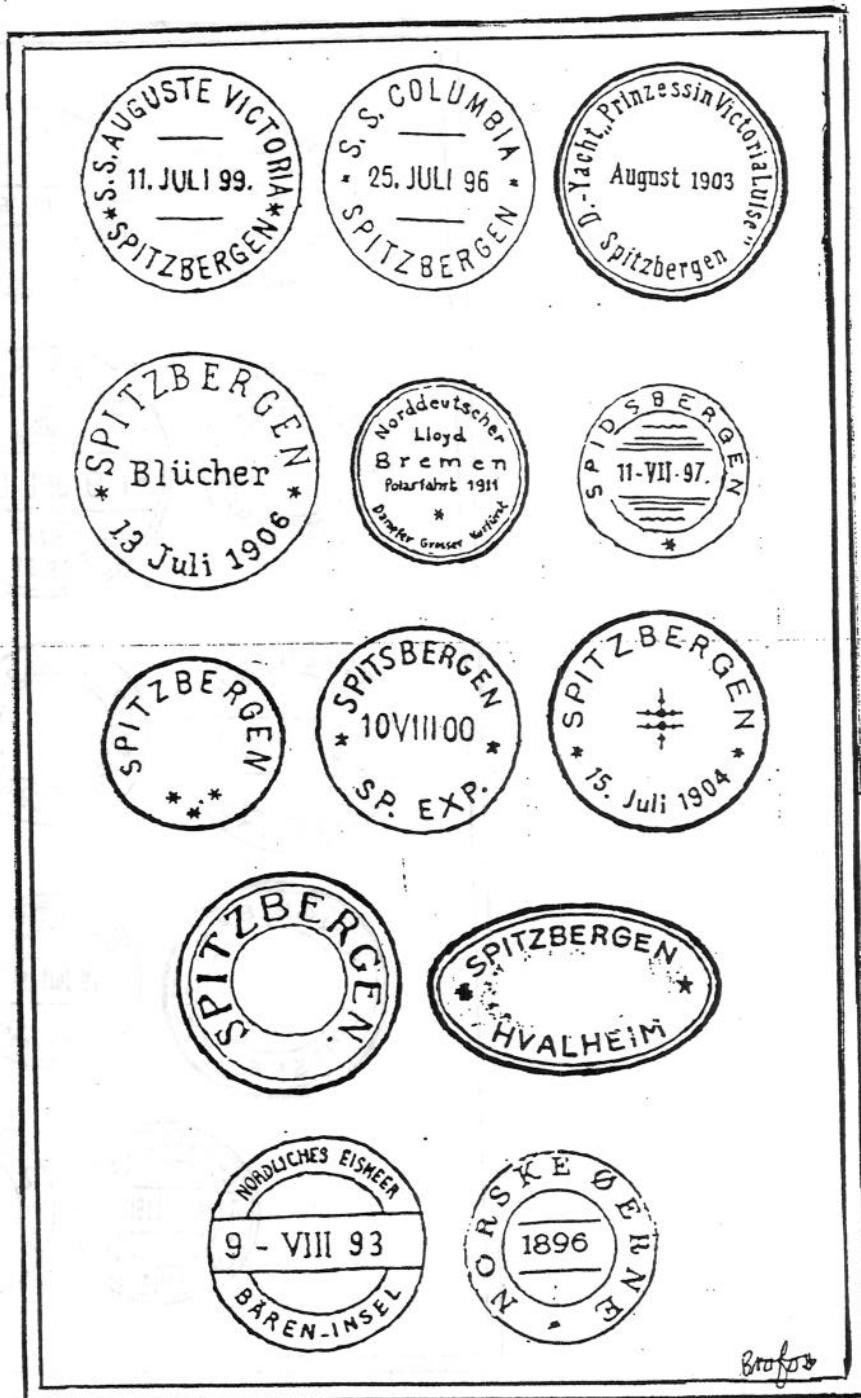


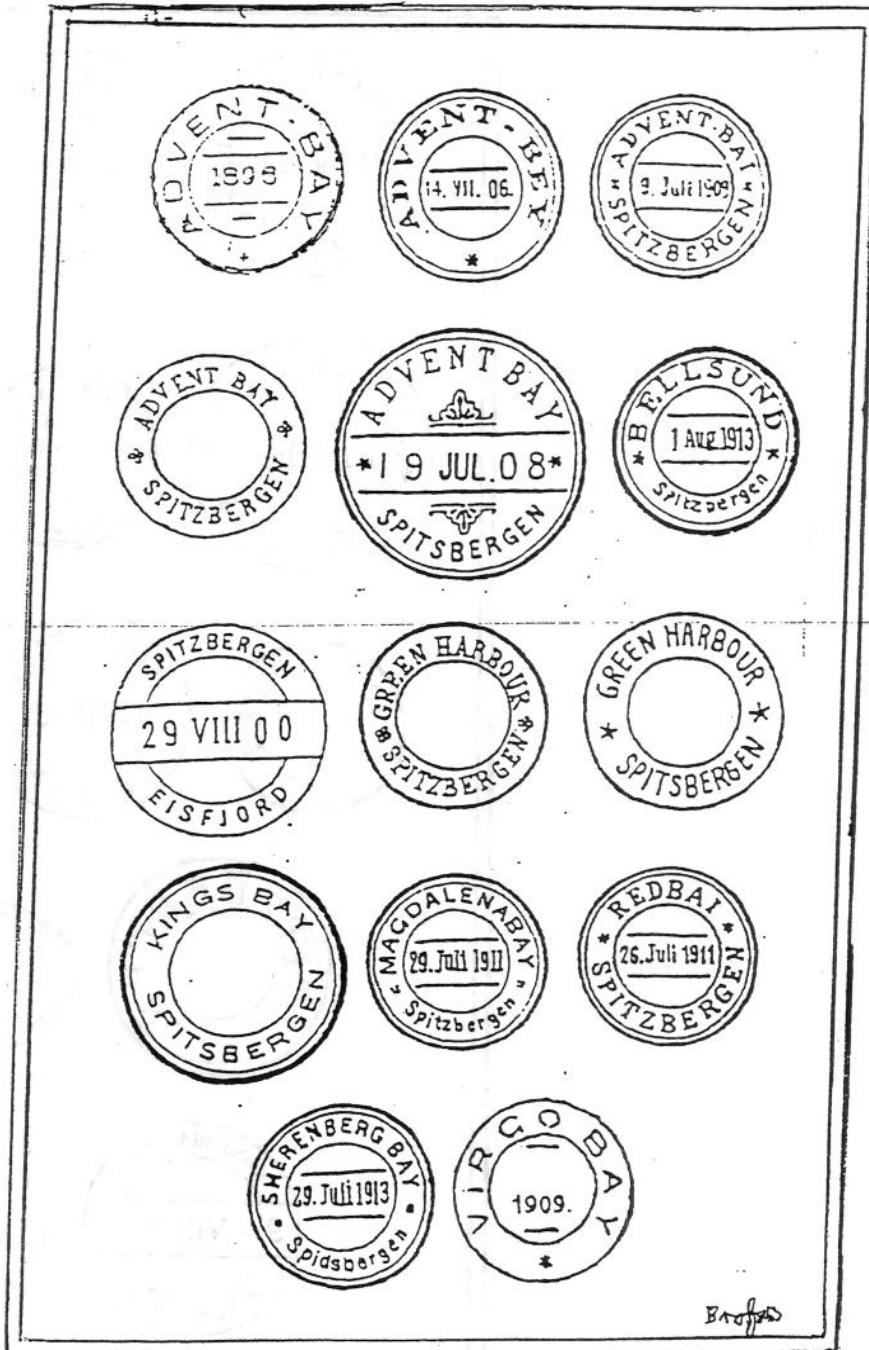
An Bord des Dampfers
"Kaiserin Auguste Victoria"

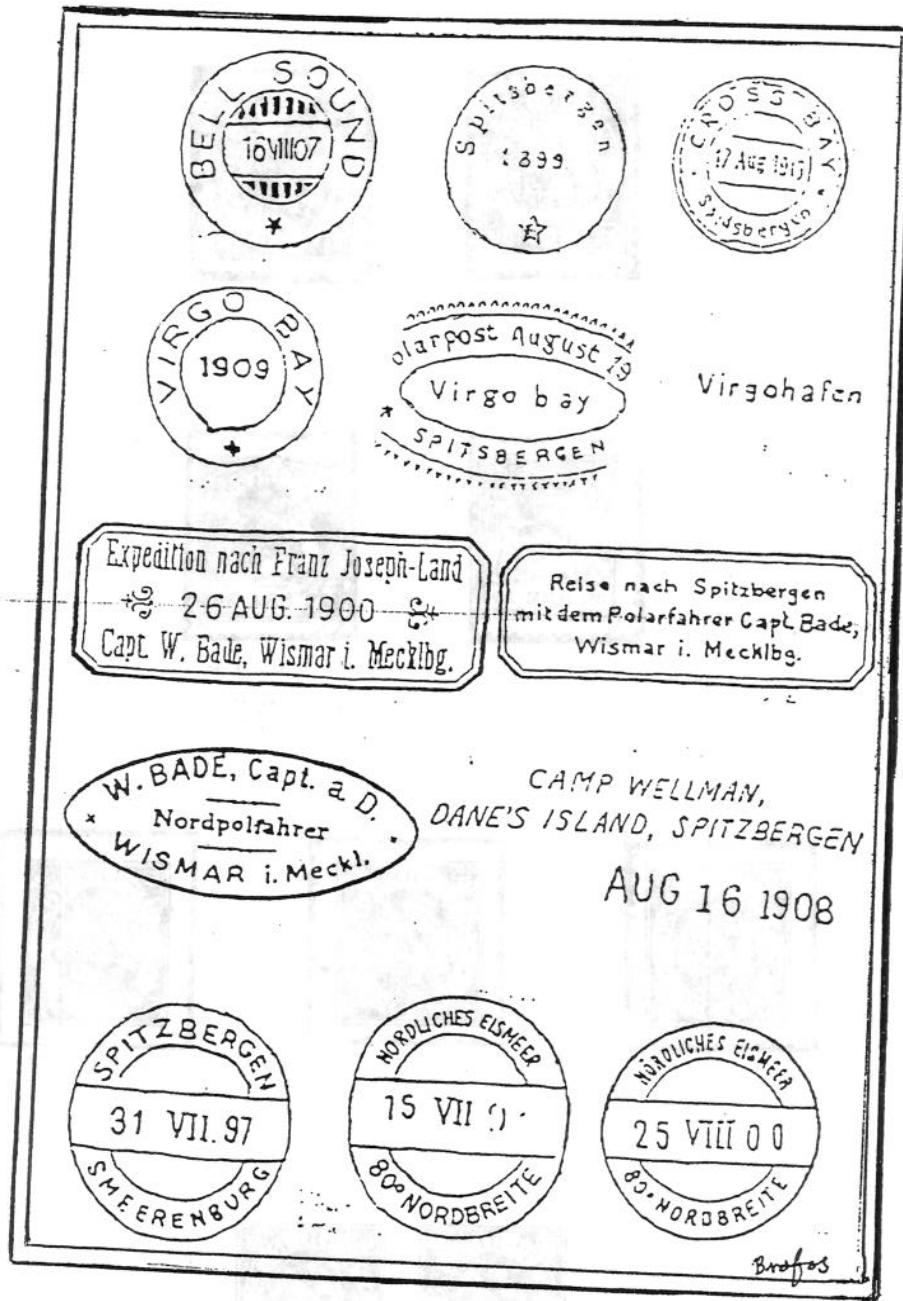
S/S Empress Augusta Victoria

F. 1023. Mühlmeister & Johler, Hamburg.

N 7916.







-97-

Spitsbergen Locals



Spitsbergen "Locals"

-98-



"Facit Spitsbergen Faksimile"

2 Aug. 1960

SP195014602
11 July 1967



AYAKUT-BEY 1960

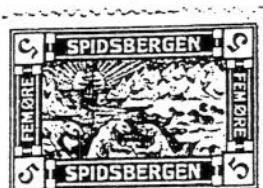
SP 195014602
2 May 1962

343 II 615

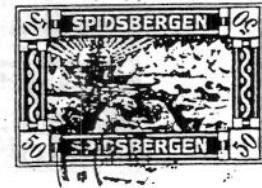
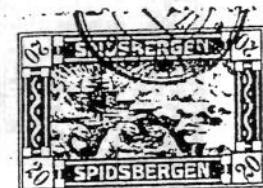
10 øre plate S. N. 2. C. 2.

-99-

Spitsbergen Locals



Spitsbergen 5 øre 1916



ARVORE 1916 Sept. 1916

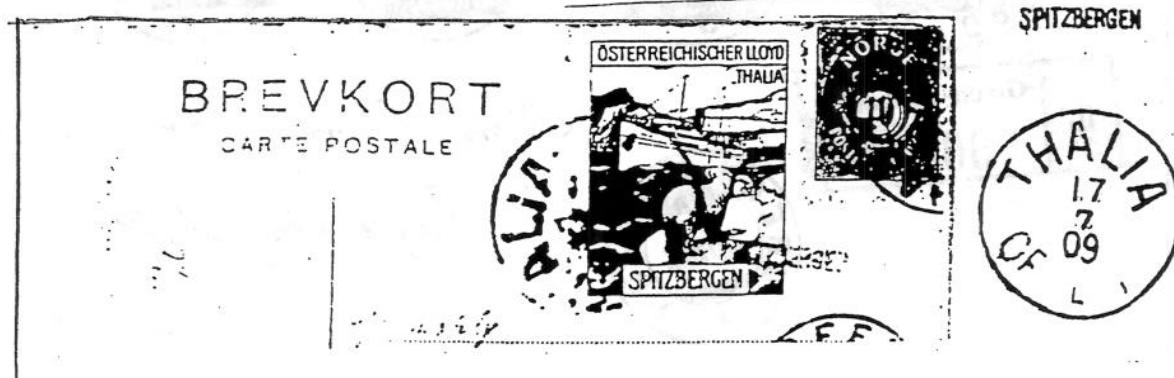
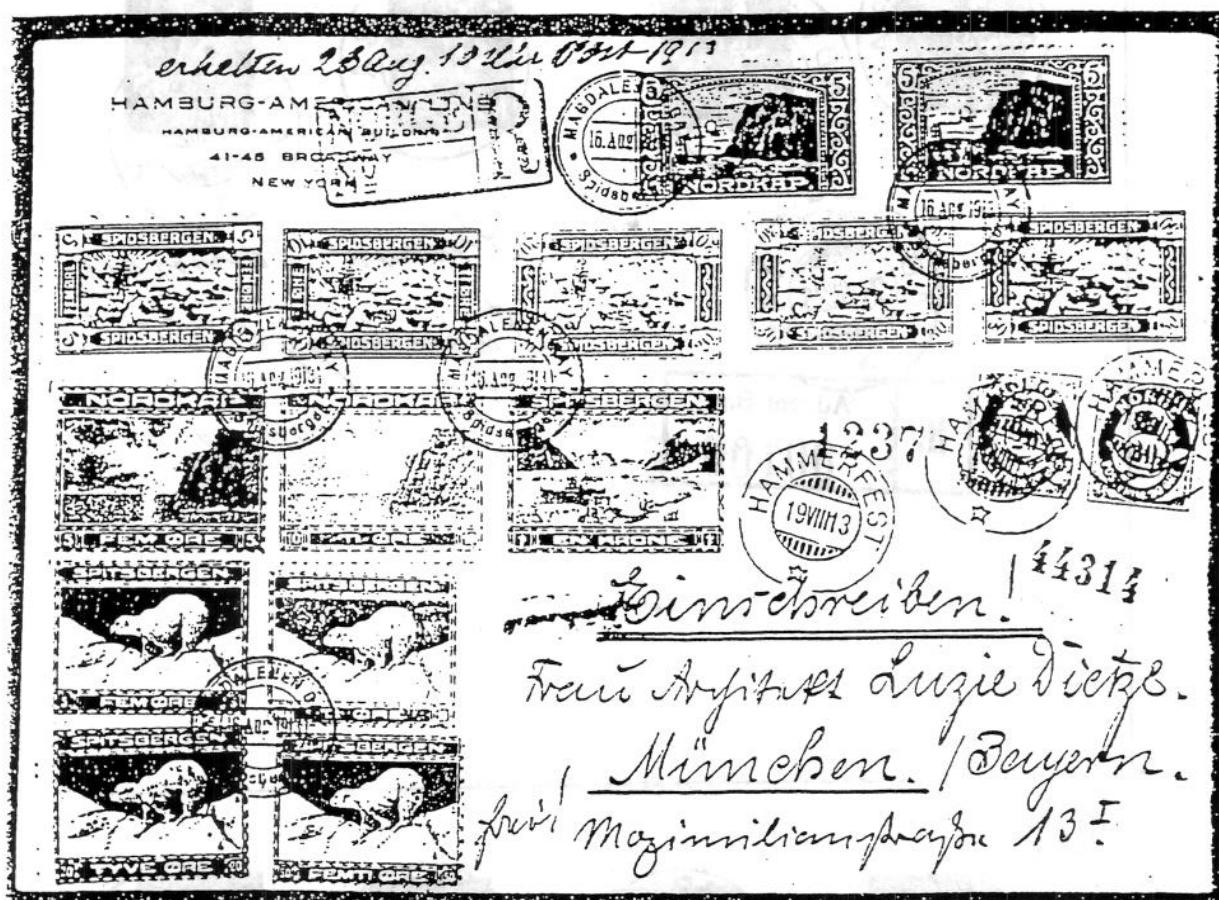
GREEN ISLANDS

GREEN ISLANDS



1916

1916



**Österreichische Lloyd-Jacht
„Thalia“**

-101-

Rike



Herr Sverre Samness

Tagerborggt 25.

Oslo.



Advent Bay name changed letter to
Longyearbyen

Rike



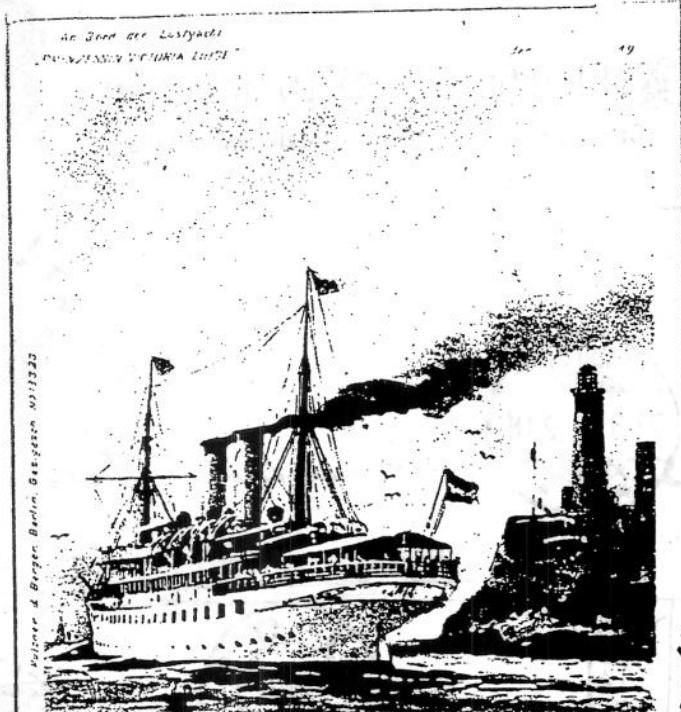
Herr Sverre Samness

Tagerborggt 25

Oslo.

Green Harbour name changed
letter to Longyearbyen





World's Northernmost
Hotel

S/S "Crown Princess Victoria Louise"



Hamburg America
LINIE



from Borchorffontgloosky

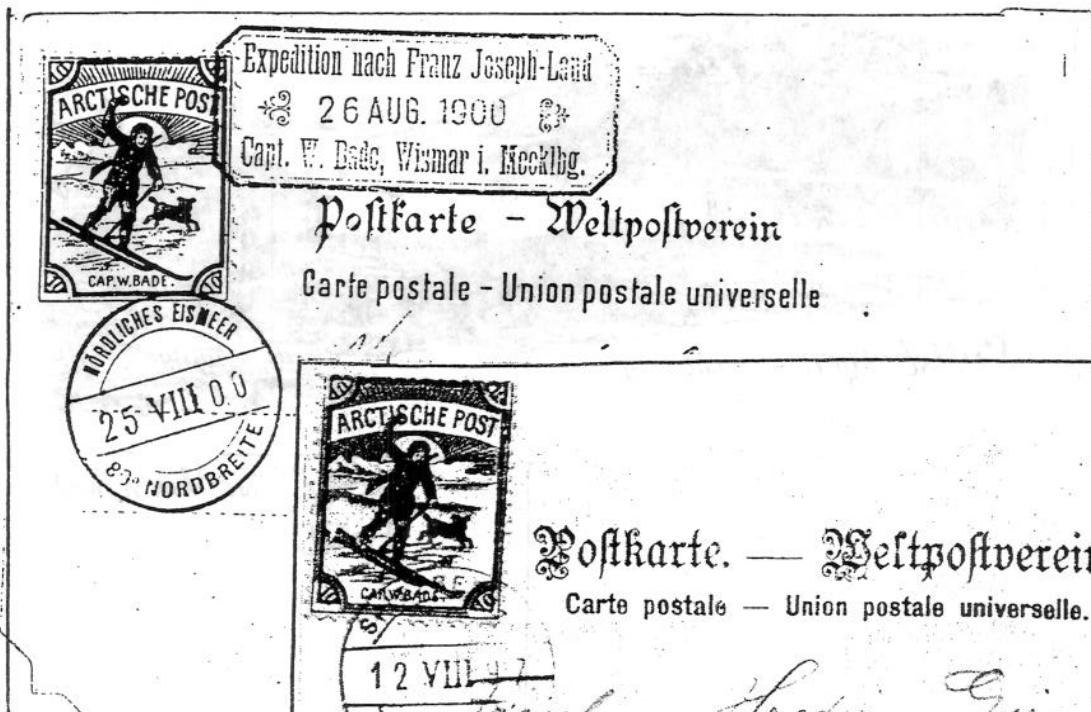
Hochwadgeboren

Cieleebach

I totiess.



Bayreuth



↑ Northern Ice Sea

SMEERENBURG

BÄREN INSEL
(BEAR ISLAND)



EISFJORD



↑ NORDKUSTE
(North Coast)



DET BERGENSKE DAMPSKIBSSELSKAB
BERGEN. NORW.

Green
Harbor

Den bilen fra
S. N. B. 21.8.1913

Spielsbergens 1700 Consul Powe

Mr Pedersen

H/S VEGA

Serie: Med "B &
Fjordene - Nordkai

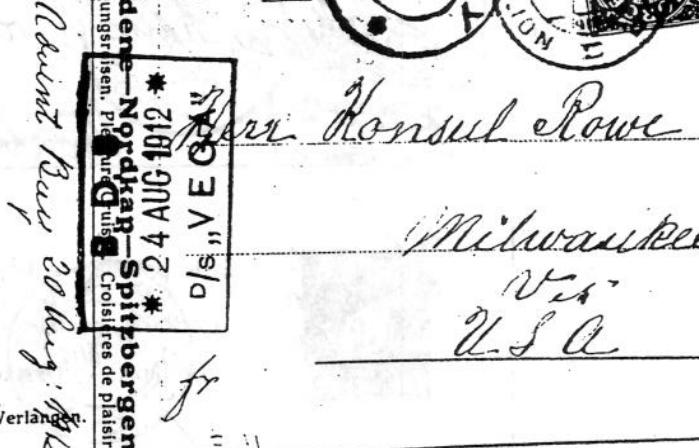


Virgo
Bay

DET BERGENSKE
DAMPSKIBSSELSKAB
BERGEN. NORW.

Den bilen fra
Spielsbergens, Id og
dene. daas...
C. Mr. Pedersen
Lars. Haga

Programme illustré sur demande.
Illustrierte Prospekte gratis auf Verlangen.
Write for illustrated programme.



B. D. S.
* 24 AUG 1912 *
o/s, VEGA"



Andrees Polarexpedition 1807.

-105-



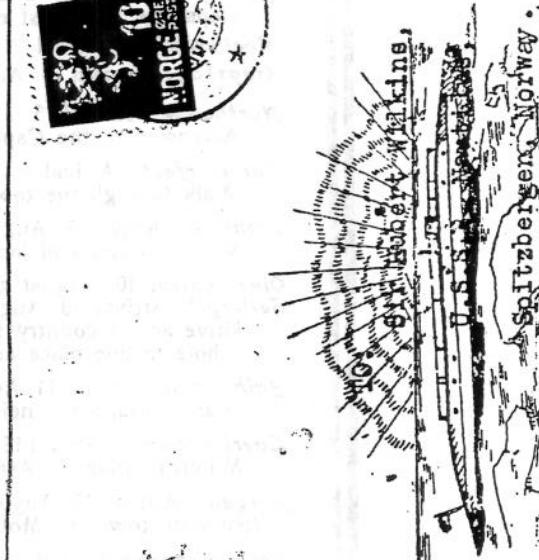
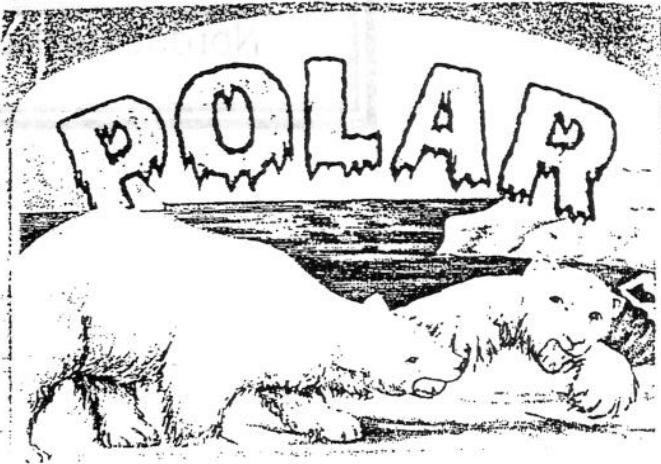
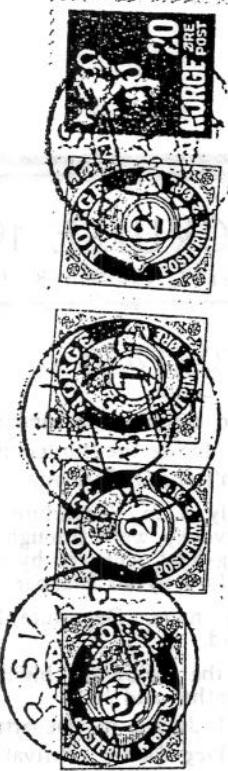
Dr. D. O. Quinn
BYRD ARCTIC EXPEDITION
S. S. CHANTIER

Miss

WINTER GREETINGS FROM
ARCTIC LAPLAND
NORTH LAPLAND EXPEDITION
1931-32

Director: ARTHUR W. NORTH, F.R.G.S.
and Member of Explorers' Club

SKAUGVÅG



WILKINS - ELLSWORTH TEAMS - ARCTIC SUBMARINE EXPEDITION

1931

SPITSBERGEN TO NORTH POLE

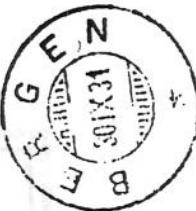
-106-

REGISTERED

1054 85th St.,

Brooklyn, N. Y.

Hilda E. Doyle,



THOMAS

6

Longyearbyen

16/6/31

NORGE

10 ØRE

POSTFRISK

</

POLAR CRUISE 1926

S. S. „Stuttgart“, Captain K. Grahn

Program

This program is intended to enlighten the understanding of the special programs given out during the trip for those passengers, who don't speak German.

Reykjavik: Arrival 25. July a. m., Departure 26. July night. Motorcar trip to Thingvellir, walk through the town, producing of national ring-fight, concert by national chorus, lecture on Islandish history by an Islander.

Isaffjord: Arrival 27. July noon, Departure 27. July p. m. Cruise through the Fjord.

Spitzbergen: Cruise to the following bights and landing according to wind, wheather and ice.

Magdalenabay: Arrival 31. July a. m., Departure 31. July ev.
Redbay, Ice-barrier and Virgohaven: Arrival 1. August a. m., Departure 1. August ev.

Moellerhafen: Arrival 2. August a. m., Departure 2. August p. m.
Kingsbay: Arrival 3. August a. m., Departure 3. August ev.

Northcape: Arrival 5. August ev., Departure 6. August night. Ascension to the Cape.

Hammerfest: Arrival 6. August a. m., Departure 6. August p. m. Walk through the town.

Tromsoe: Arrival 7. August a. m., Departure 7. August p. m. Visit of a camp of lapplanders, walk through the town.

Oie: Arrival 10. August a. m., Departure 10. August noon.

Hellesylt: Arrival 10. August p. m., Departure 10. August p. m. Drive across country from Oie to Hellesylt. Passengers go ashore in one place and on board in the other one.

Balholmen: Arrival 11. August a. m., Departure 12. August a. m. Walk through the neighbourhood.

Laerdalsoeren: Arrival 12. August a. m., Departure 12. August p. m. Motorcar drive to Maristuen.

Bergen: Arrival 13. August a. m., Departure 13. August ev. Visit of the town and Motorcar drive through the neighbourhood.

Bremerhaven: Arrival 15. August a. m.

Norddeutscher Lloyd, Bremen

T.F.D.S = TROMS FYLKES DAMPSKIPS SELSKAP

SVALBARD ROUTE

An idea of what I
am seeing on my
way to Spitzbergen.
I have had a won-
derful trip since
leaving the big city. Mr. E. J. Moore

Am sure you are
all having a good
summer and
hope all is well.

Spitzbergen Ray



Mr. E. J. Moore
Smith St
~~Glacier Landing~~
New York

U. S. A.

A NICE
BUY
FROM A
10¢ BOX



NY ALESUND

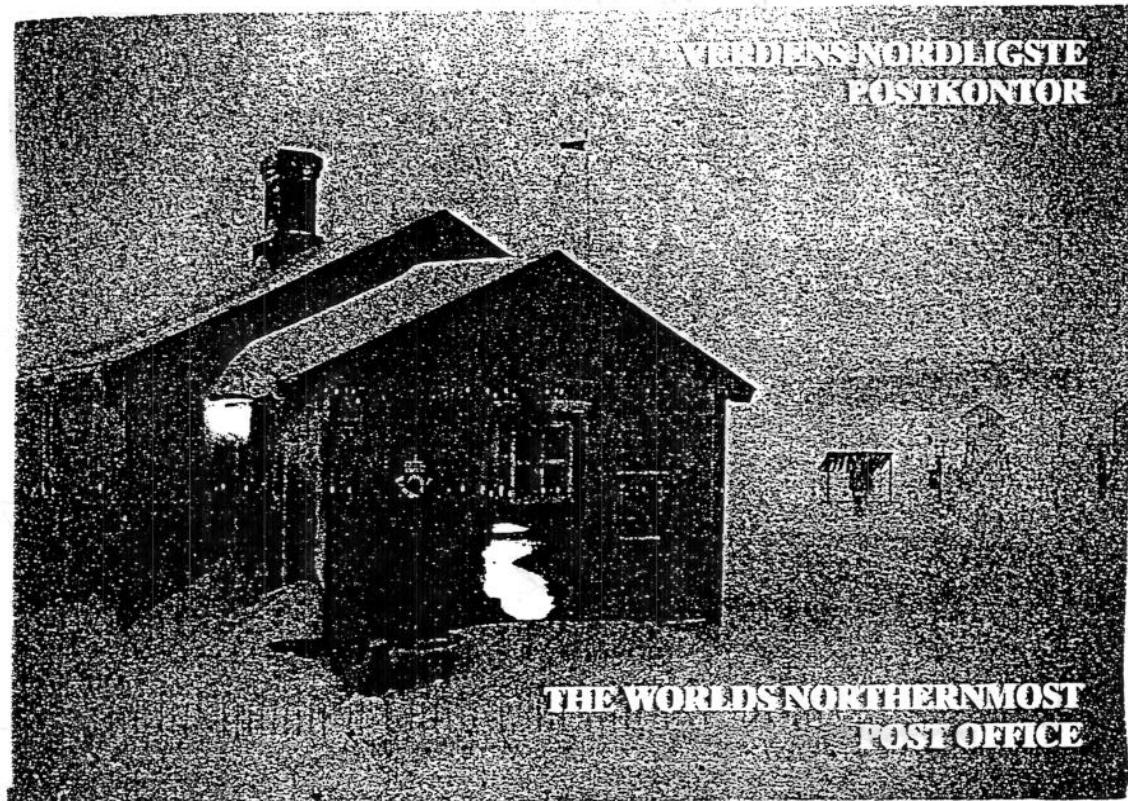


KINGSBAY 79° NORTH
SVALBARD

J. V. WOOLAM,
25 QUEENSCOURT ROAD,
LIVERPOOL 12,
ENGLAND.

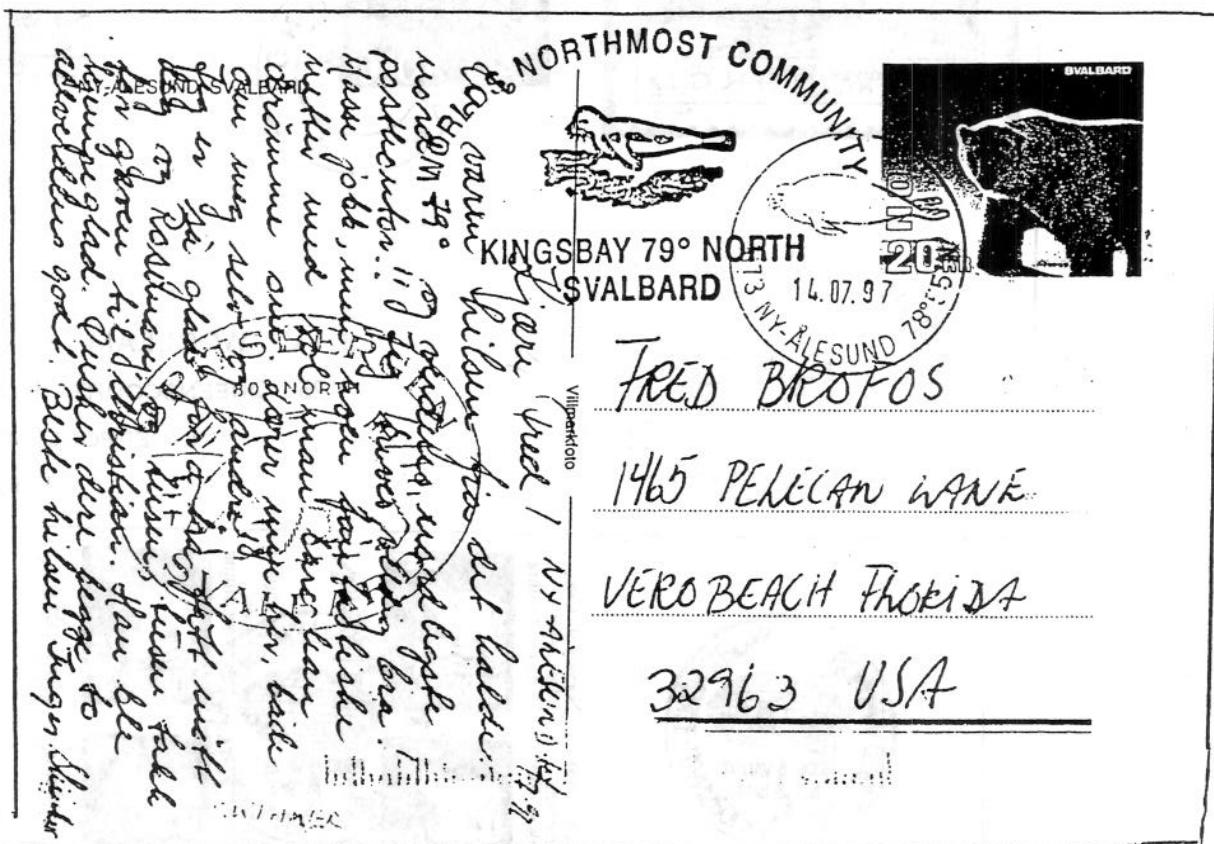


Norge 1.25 Norge 1.25
Norwex 80 Oslo International Primeratstilling
Norwex 80 Oslo International Primeratstilling
Norwex 80 Oslo International Primeratstilling
Norwex 80 Oslo International Primeratstilling



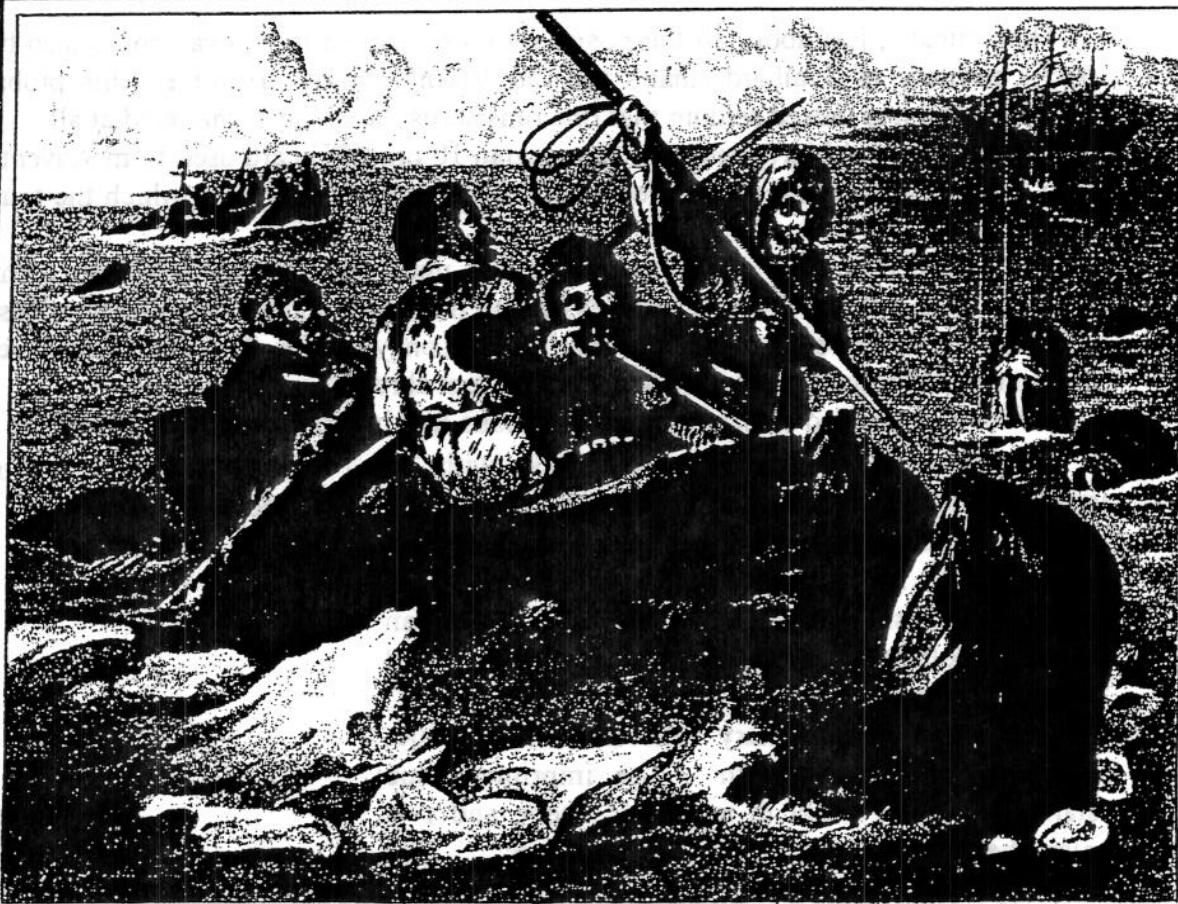
THE WORLD'S NORTHERN MOST
POST OFFICE

THE WORLD'S MOST NORtherly POST OFFICE PORTRAYED ON
NORWEGIAN CEPT STAMPS

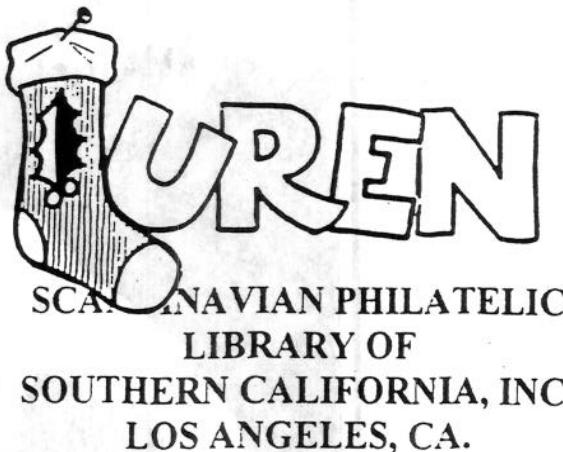




A Tussel with a Polar Bear.



Hunting the Walrus.



ISSN 0739-0025
Volume 31 Number 11-12
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Whole Number 366

POSTAL STATIONERY FROM SPITSBERGEN (SVALBARD)

Frederick A. Brofos

Theoretically, just about all the postal stationery issued in Norway could also be used in its Arctic territory of Svalbard (that's the old Viking name). However, this probably has not happened and it is indeed seldom that one runs across anything of that kind at all.

The earliest item I have seen is a Norwegian 10 øre UPU card used from Advent Bay in July, 1898. A message on the reverse reported seeing a caged polar bear, which the tourists enjoyed teasing.

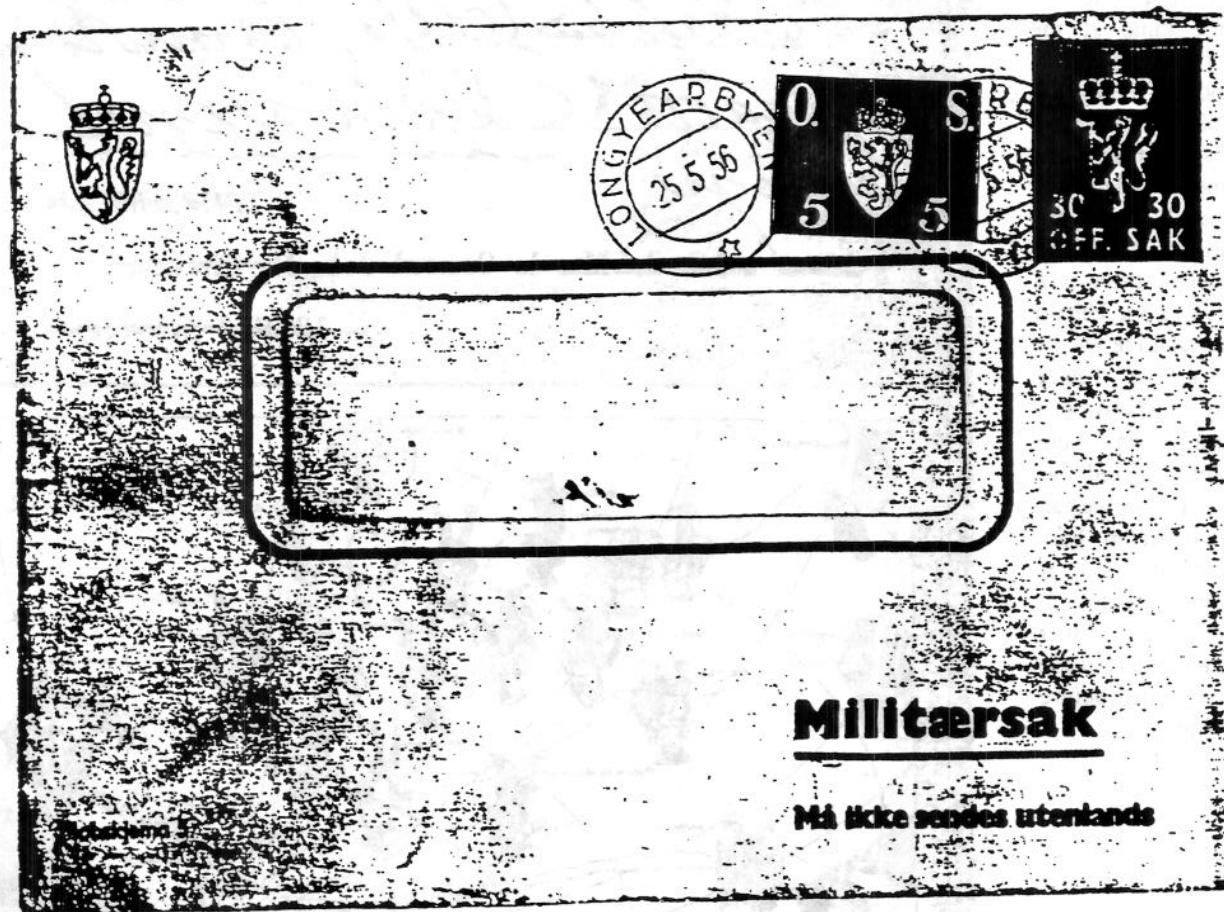
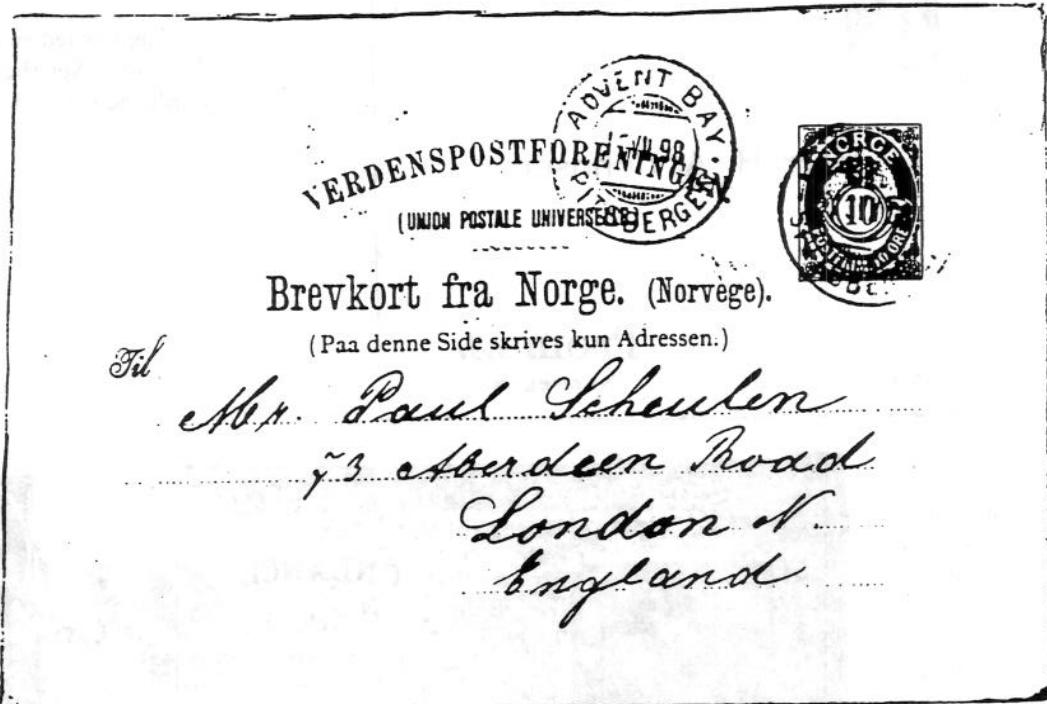
Now, there is a large gap in my collection until the next and last item. This one is an envelope with a 30 øre Official Business stamp imprinted and a 5 øre official adhesive added to make up a rate increase. It is postmarked at Longyearbyen 25-5-56. The envelope is also imprinted "Military Matter" and "Must not be sent abroad".

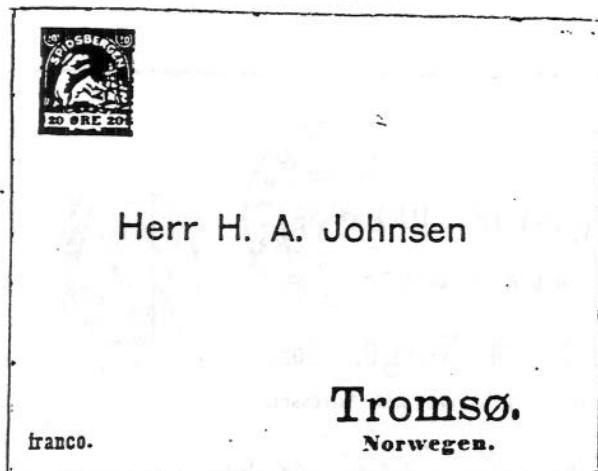
However, there also exist a number of curious-looking stationery items of private origin.

First, there is a remarkable envelope with an imprinted red 20 øre stamp at upper left, just like the familiar adhesive with the Bear and Hunter design. The envelope has a printed address to Herr H. A. Johnsen, Tromsø. Norwegen. (This is the German language spelling of Norway). There is also the word "franco.", or paid, in the lower left corner of the front.

denomination is simply "100" (perhaps 1 Krone or 1 Franc).

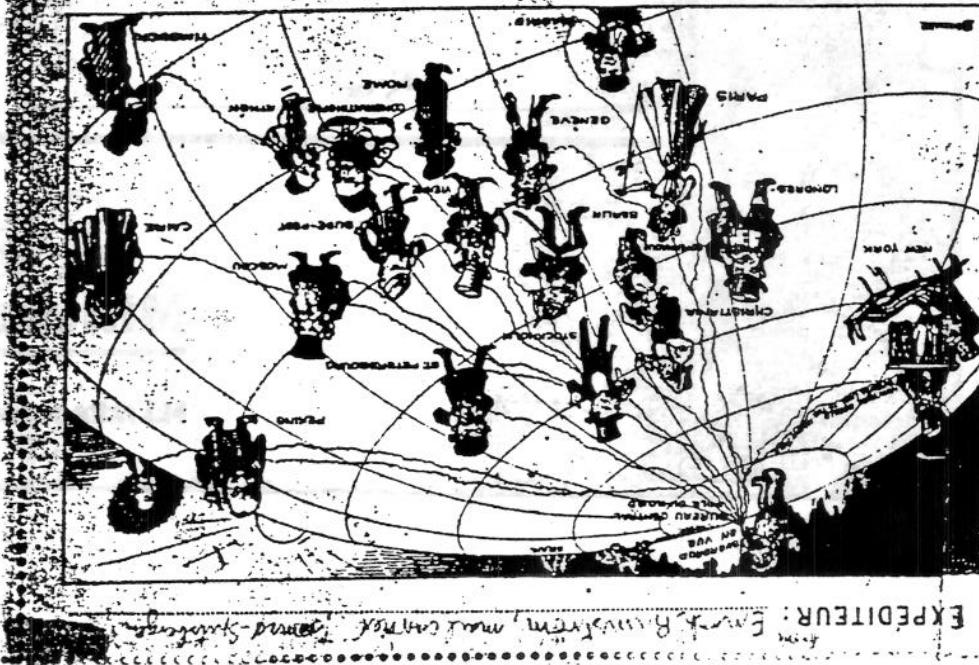
Next is an extraordinary lettercard from 1900, apparently of French origin. The imprinted blue "stamp" shows a vessel in an Arctic scene and two polar bears and two winged propellers. The



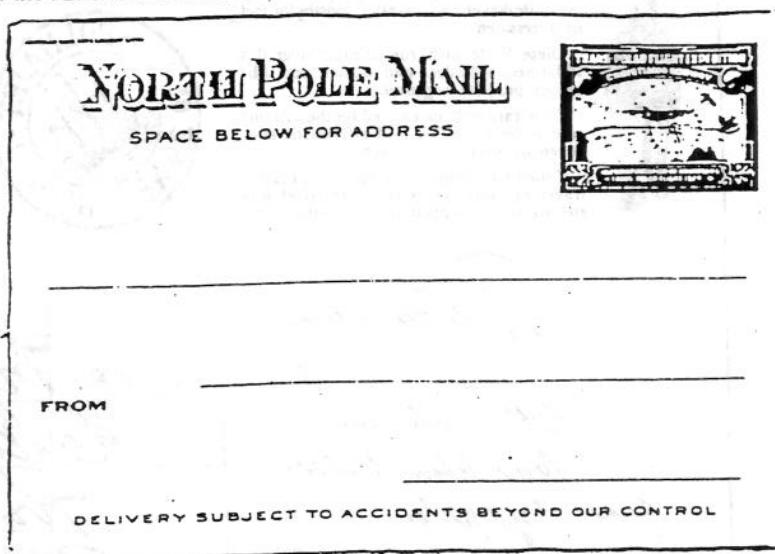


The franked envelope with a
20 øre Spitsbergen frank.
(Reduced in scale)

Covering the whole reverse is a global view cartoon with comical figures from different countries from around the world. They are all listening by telephone lines to an Eskimo at the North Pole. He reports that the explorer Sverdrup is sighted and the famous polar ship "Fram" is on the horizon. From America there is a "New York Herald Special Line to the North Pole". I have two of these: one has a brown 10 øre stamp affixed as well as Norwegian 10 øre stamp, both cancelled at Tromsø, July 2, 1900. The other has a regular 10 øre stamp added before mailing.

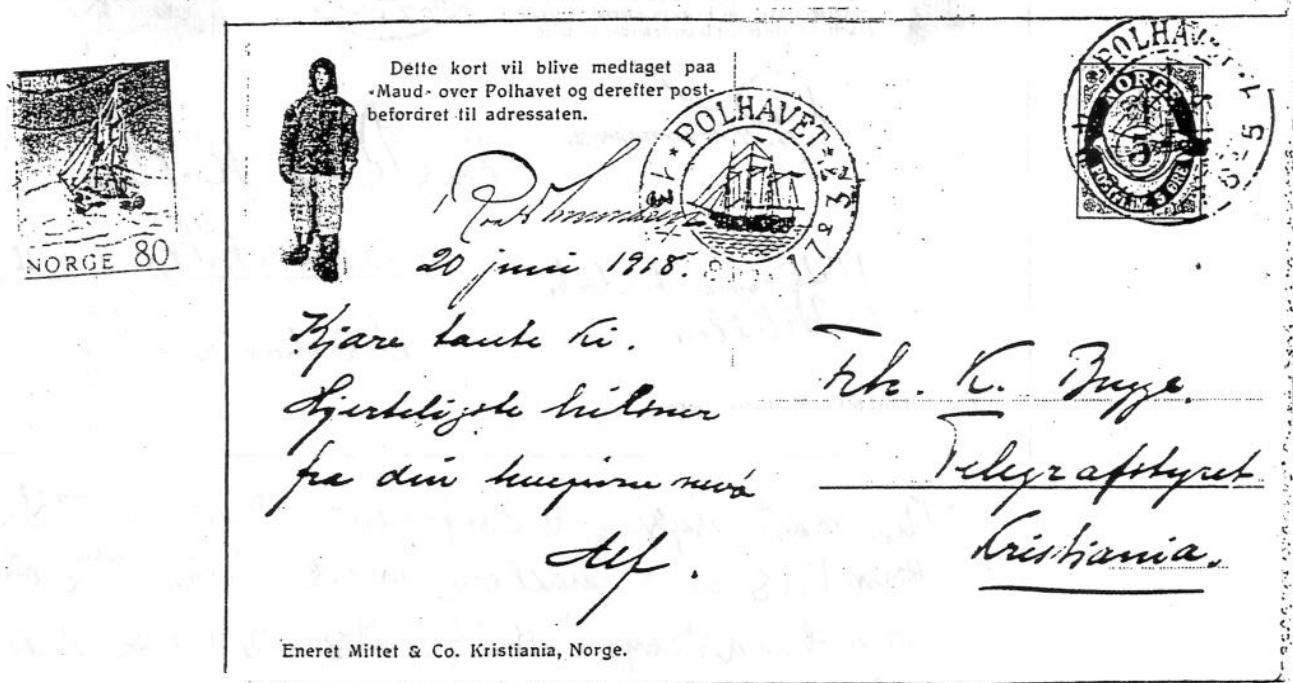


Finally, there is a card headed "North Pole Mail", printed in green with an undenominated "stamp" imprinted, showing a plane over an Arctic map. It is inscribed "Trans Polar Flight Expedition" and "Christiana, Norway" at top. The bottom reads "In commemoration of Amundsen's Trans Polar Flight 1924". A line at the base of the card warns "Delivery subject to accidents beyond our control". A further note, at the top, shows that the printing was done by lithography at the American Bank Note Co. of New York.



These cards are uncommon unused. They are usually seen with imprints from Gimbel's or Macy's department stores in New York, with the green "stamp" covered by Norwegian stamps cancelled at Kings Bay.

Well, this gives us a little insight into the unusual realm of Svalbard postal stationery, both official and unofficial. Other items probably exist as well. I did once see (in the great Pihl Norwegian Local Post collection) a Spitzbergen card with a large oval "stamp" prettily embossed in violet color. Unfortunately, I didn't make notes at the time and now I don't expect to see another one again, except in my dreams...



2 Polar Sea postmarks, 1918 & 1924

Dette kort vil blive medtaget paa „Fram“ over Polhavet og derefter postbefordret til adressaten.

Diese Karte wird von „Fram“ über das Polarmeer befördert und danach dem Absender pr. Post zugesandt.

This card will be carried by the „Fram“ across the Polar Sea and afterwards conveyed by post to the addressee.

Cette carte, emportée à bord du „Fram“, traversera avec lui l’Océan glacial et sera ensuite renvoyée par la poste au destinataire.



P. H. M. Sundbärs
17-6-18.
Tyare till minne,
som viow hilsen
fra Sydpolen.
Takk Tinga

Eneret Mittel & Co. Kristiania. Norge.

Fra Ingja Broas
Dølleslegate 9th
Kristiania
Norge.

Dette kort vil blive medtaget paa „Fram“ over Polhavet og derefter postbefordret til adressaten.

Diese Karte wird von „Fram“ über das Polarmeer befördert und danach dem Absender pr. Post zugesandt.

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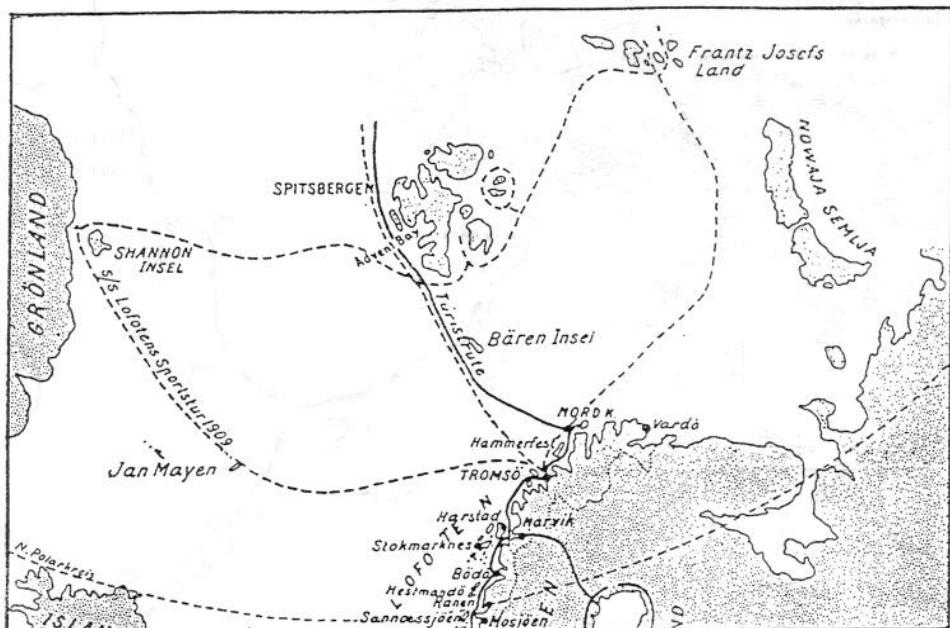


P. H. M. Sundbärs
Vilkommen tillbaka
den 24/7/18

Eneret Mittel & Co. Kristiania. Norge.

Hr Rolf Hafler
Jakob Hallsgt 1 II
Kristiania Norge

The mast-rigging is different. The one at right from 1918 is a machine mark, while the other (1924) is a handstamp (which fitted into a nice small wooden box with date plugs).



Map showing Spitsbergen, Bear Island and Jan Mayen



Local newspaper, 1897

Die nördlichste Zeitung der Welt.

Redigert aus Spitsbergen.

Erscheint jede Woche in Juli & August.

Verdens nordligste Avis.

Hedigeret fra Spitsbergen af Overlærer Carl Christensen, Tromsø

Udkommer en Gang ugentlig i Juli & August.

The most northern newspaper on the Globe.

Edited from Spitsbergen.

Weekly in the months of July and August.

No. 4

20. Juli 1897

1ste Aarg.

Letters from Spitsbergen
by Miss E. H. Hearne, 1896.

A new tourist land has arisen on the

known, Mr. Otto Sverdrup, the famous captain of the "Fram," will command the Lofoten this summer)

A trip to Spitsbergen includes all the finest scenery of a voyage to the North

From Danes Gat
Last Summer.

Life at the Balloon-Station

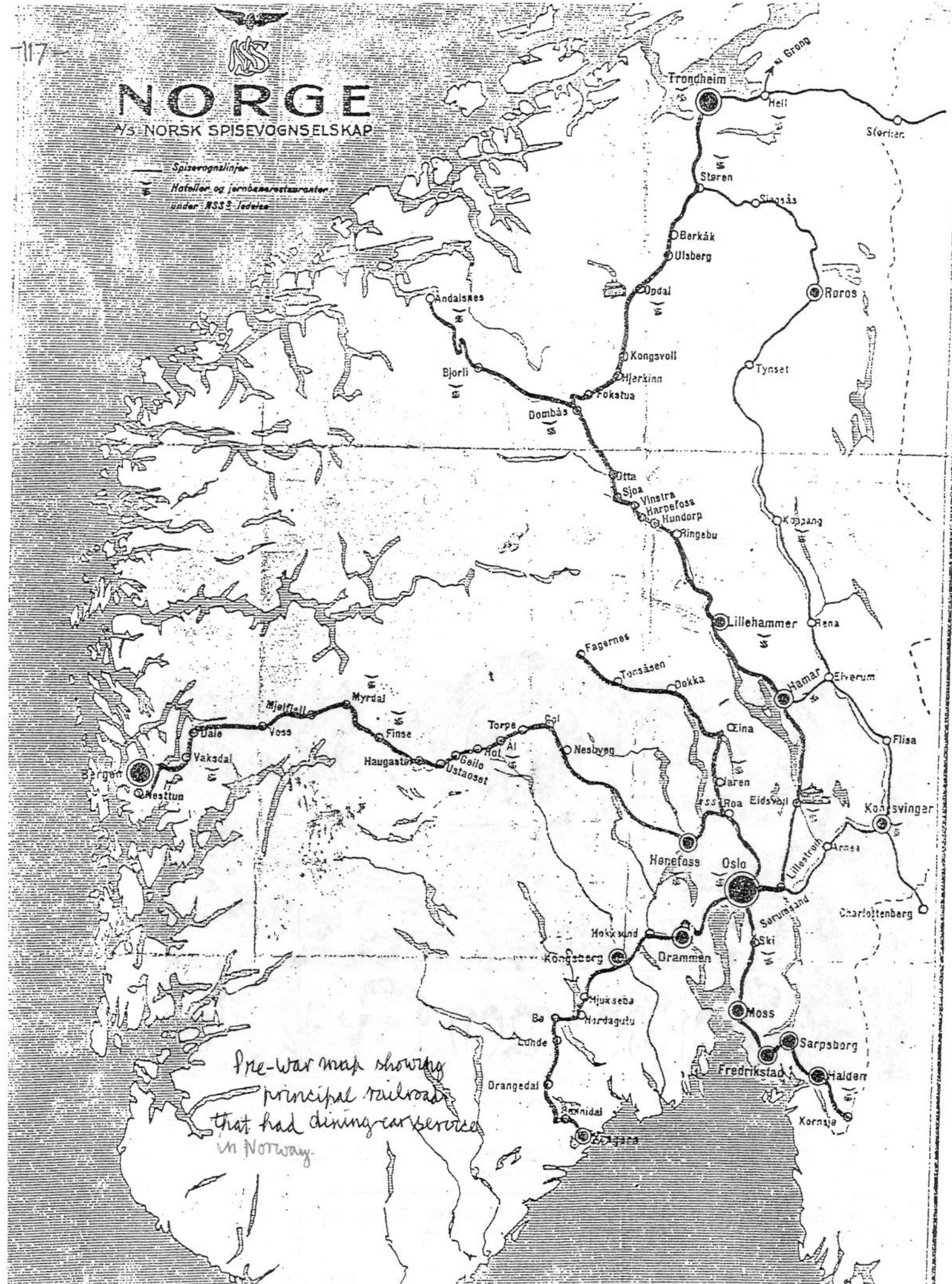
NORGE

N/S NORSK SPISEVOGNSELSKAP

Spisevognslinjer

Hoteller og jernbanehotellene

under NSS's ledelse

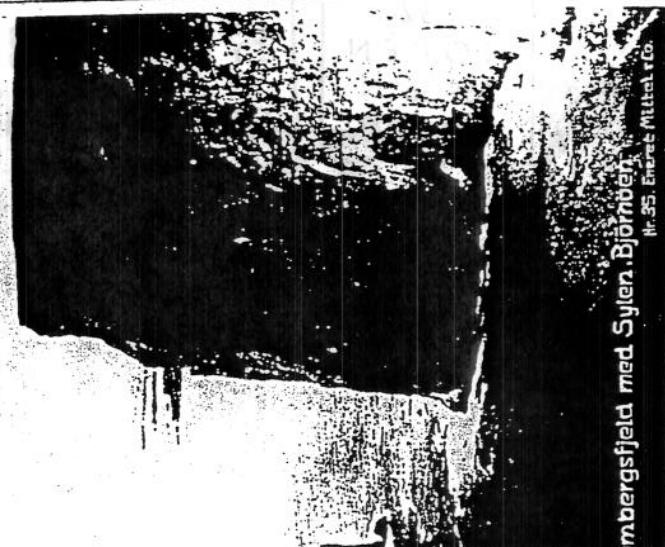
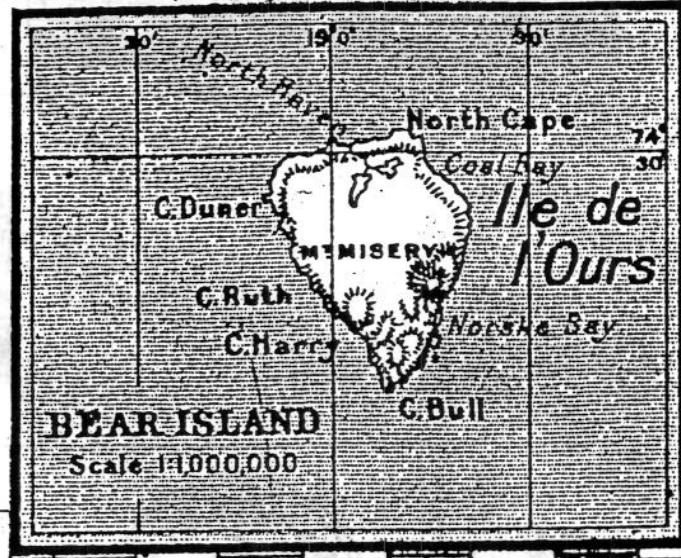
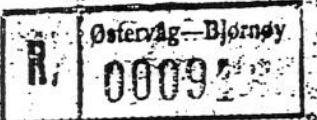


Pre-war map showing
principal railroads
that had dining-car service
in Norway.

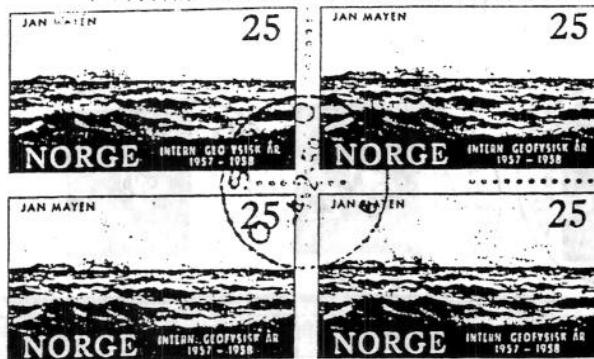
Reke



BEAR
ISLAND



-119-

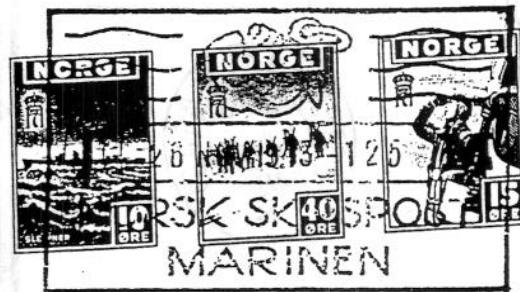


JAN MAYEN



25.05.58

JAN MAYEN



JM

Newsp

Defence
Station



001
Jan Mayen
8°28'W
71°01'N

Jan

8

7

EGLAN

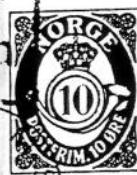
65

NORGE



062
HOPEN
76° 36'N
25° 10'E

HOPEN
met. stasjon

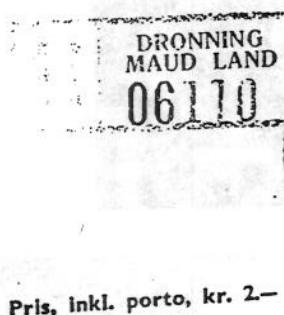
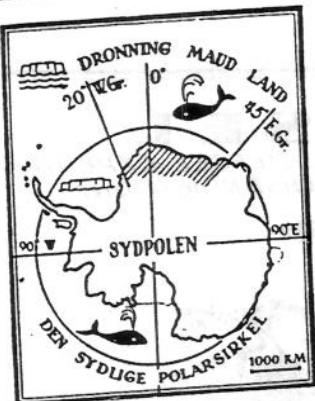


Meteorological
Station

Hopen
Island

Part of Antarctica annexed by Norway

At a meeting on January 1, 1939, the Norwegian Government decided to place under Norwegian sovereignty a part of the coast of Antarctica. This portion stretches from the border of the Falkland Islands dependencies in the West, to the border of the Australian Antarctic dependencies in the East. The country has been both explored and mapped by Norwegian expeditions during the period between 1929-1937. The annexation is of great importance both as to sea-border questions around the South Pole country and for the whaling industry.



Herr Fred.A.Brofoss,
Box 52,
Washington University,
St.Louis 5, Mo.
U.S.A.



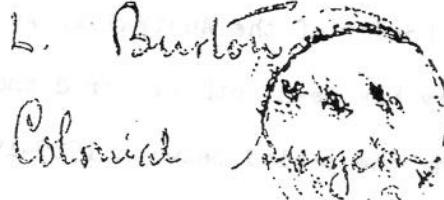
ROALD
AMUNDSEN

Antarctic
Treaty

-125-



D^r L. L. Burton



The "BOUVET
OYA"

overprints 1934

Cancelled as

ship mail (paquebot)

at Cape Town, South Africa

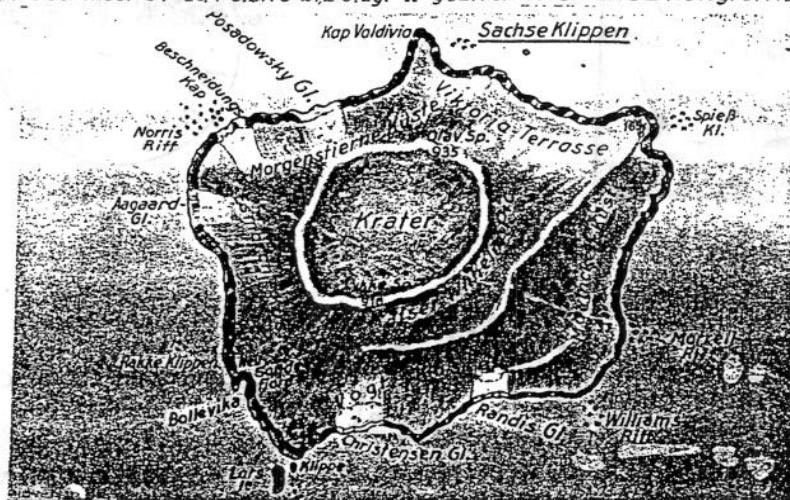
Sold £940 in 1997 Br. auction

Island of St Helena

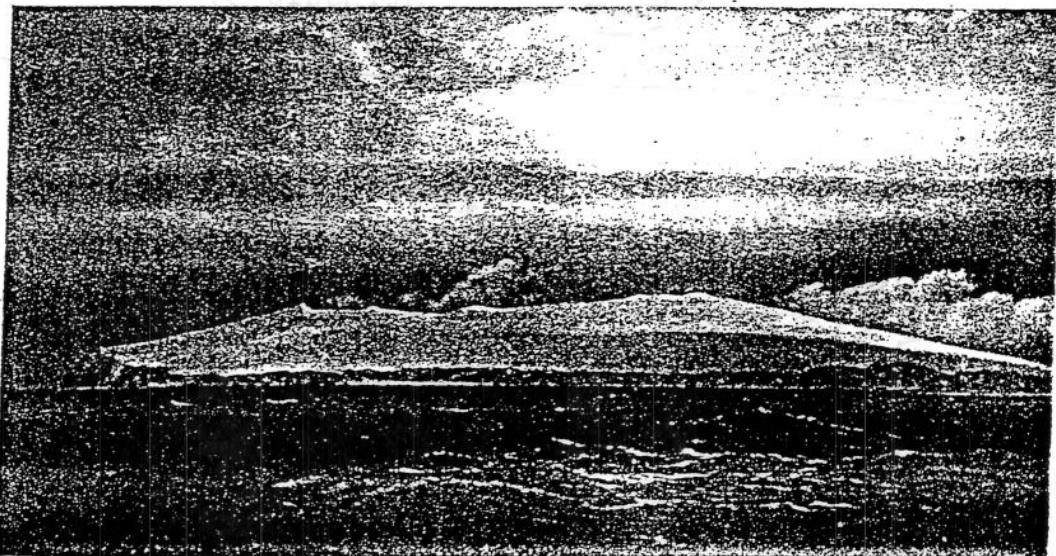
Antarctic
Expedition

BOUVENT-INSEL

FLIEGENDE AUFNAHME DURCH „VALDIVIA“ - DEUTSCHE TIEFSEE EXPEDITION
Mitte der Insel 54° 26'.4 S.Br. 3° 24'.2 O.Lg. II gez. von W. SACHSE Navig. Offizier



German
Deepsea
Expedition





Bleekereen S. Jan 4/
Postkarte fum Reichsmarinel.
Kriegsmappe marinen der
Deutschen Wehrmacht.

Es hat mich gestimt ein Stuck
zu schreiben an Ihnen zu nutzen
wirkt es so schnell, wie Sie
sofort meine Anreise -
wirkt. Ich bin jetzt auf dem
Schiff und an der
Küste von Grönland und an der
Spitze des Kap Horn mit
einer Gruppe von allen
Gespannen. Dies ist ein
wirklich toller Ort.

Wir sind hier in einer
sehr kleinen Gruppe unterwegs
und wir sind sehr
auf dem Wasser. Wir sind
dort wo wir sind? Ganz
auf dem Lande. Und wir
haben einen guten

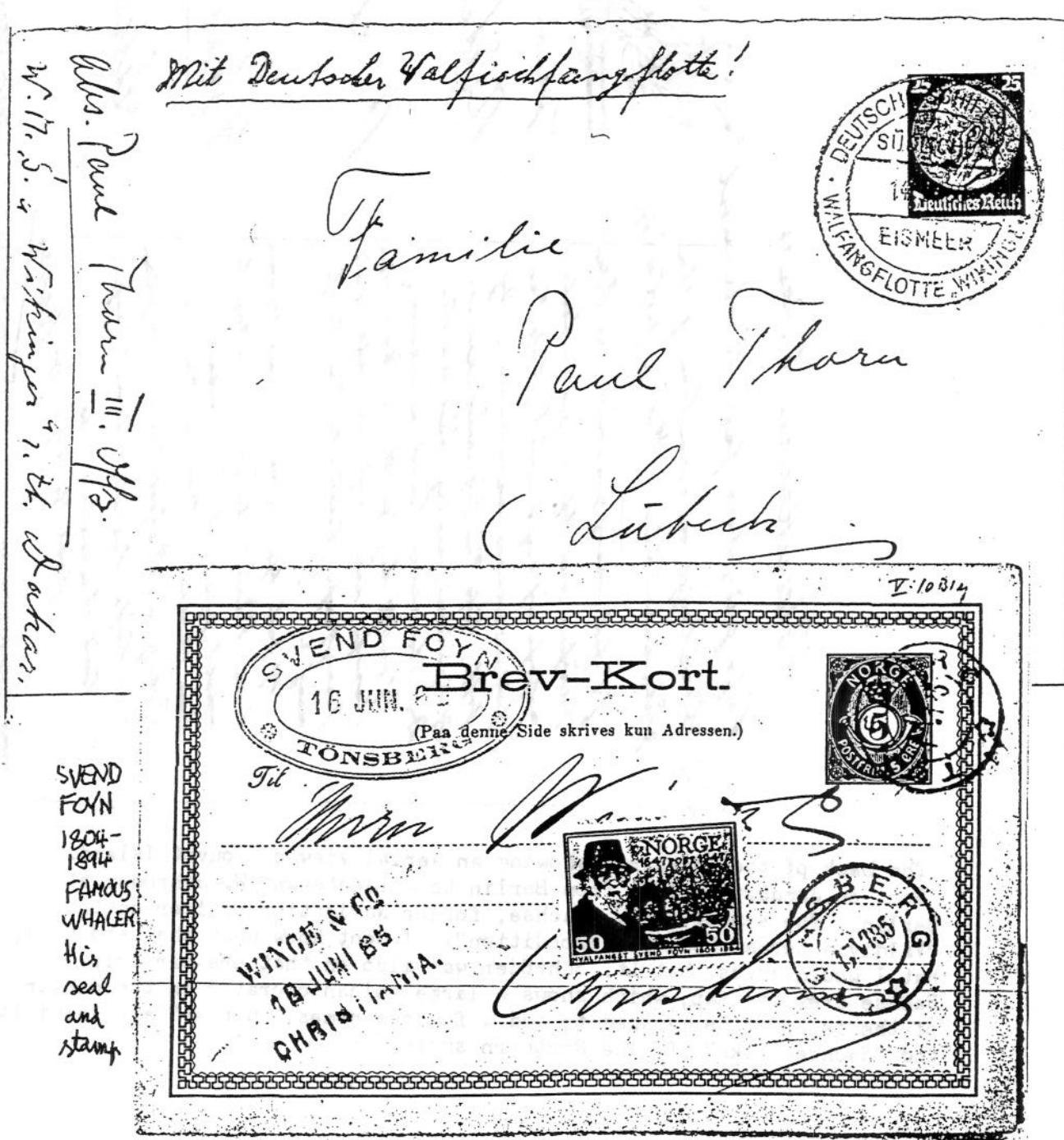
Charakter!
Sachse.

Jan 4/ 1941. W. Sachse

The back of the postcard, showing an aerial view of Bouvet Island. Sent on January 5, 1941 from Berlin to a Lieutenant W. Schröder at Berlin. The sender was W. Sachse, former Navigation Officer on the "Valdivia German Deep Sea Expedition". I don't know what the card says, but I would guess that Lt. Schröder was also on that pre-war trip. Sachse drew the map, which shows a large volcanic crater in the center of the island. He managed to add a few new names, such as "Cape Valdivia" and "Sachse rocks" off the Northern shore.

German Antarctic Whaling Fleet, 1938

An interesting cover, dated 14/11 1938, was sent to Lübeck in Germany and marked across the front "Mit Deutscher Walfischfangflotte!" (by German Whalefish Catching Fleet!). The black postmark is a special ship cancel and reads: "Deutsche Schiffspost / Walfangflotte "Wikinger". In the central semi-circles: "Südlicher Eismeer" (Southern Ice Sea). The letter was sent home to his family by Paul Thorn, 3rd. Officer aboard the W.M.S. "Wikinger", then at Dakar in Africa.



Fridtjof Nansen

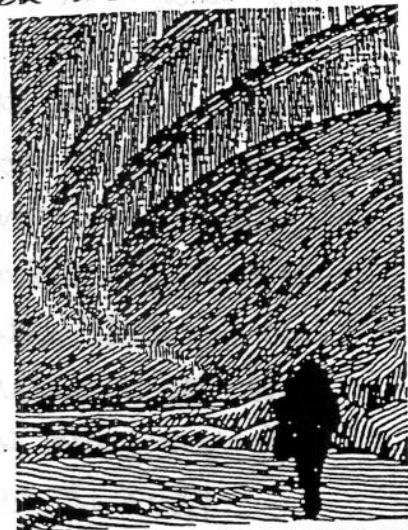
At the end of the 19th. century, the great Norwegian scientist Fridtjof Nansen made some trips which raised the attention of the world. In 1887, he went on skis across the Greenland ice-cap. A few years later he went off on a North Pole expedition with the ship "Fram". Together with Capt. Hjalmar Johansen, he tried to ski to the North Pole, but reached only to 86° degrees Longitude. In 1896 he returned safely back to Norway after gathering lots of important scientific material. He and his men received many marks of honor. Space is too short here to list all Nansens achievements. He has appeared many times on Norwegian as well as foreign stamps. I went to boarding school in Norway for several years during the war with his grandson Alexander, who also was a stamp collector.



Alexander kueff Eng.
To Mr.
99, 1
corporation



Alexander
England



Northern Lights. Pen drawing by Nansen.



The German Official Mail Post Office, Oslo, 1942-45.

It is little remembered that a foreign post office functioned in World War II, for about 3 years, right in the middle of Norway's capital.

Hitler appointed Joseph Terboven as "Reichskommissar of the occupied Norwegian territories" to run the civil administration under Nazi leadership. Terboven had formerly been "Gauleiter" at Essen, Germany. He now produced a fast-growing staff and numerous offices, as the long dark shadow of the Swastika spread over the land. Those were the days of fear and suspicion among most Norwegians. There was even rivalry among the Germans themselves.

It was one of Terboven's aims to have his organisation become postally independent of the German Army fieldpost system, as well as of the Norwegian Post Office. They had formerly used these two means exclusively, but now limited their use to unimportant mail. It had soon appeared that their sensitive and secret mail had to be handled in a more secure way. The Norwegian Resistance underground movement had spies and branches within the Norwegian postal system. Besides, there was a certain "no love lost" attitude between the Nazi Reichskommissariat and the regular Armed Forces command (Wehrmacht) - each feeling superior to the other.

Thus it came about that a separate German post office for official mail was established, similar to those established in various other German occupied countries.

In Norway, the opening of the special post office apparently occurred on July 11, 1942.

The German Reichspost sent up some of its postal experts to get things going. Under the authority of the Reichskommissar, the head of the Germans post and telegraph service received the grand title "Der Telegraphenbevollmächtigte und Postbeamte in Norwegen". This little fellow, named Herzer, had already been in Norway a year or more, starting off as "Oberpostrat" and advancing to "Ministerialrat" ("rat" meaning advisor in German). His assistants were "Oberpostinspektor" Lindner and "Postassessor" Mülzer.

These guys were the same ones who, in 1941, had boldly confiscated from the intimidated Norwegian Postal Service, stamps worth almost 5 million kroner. The booty consisted of the remainders of the King Haakon and Queen Maud stamps of 1937/39.

The seized stamps were spirited off to Germany in nine sacks. There, they were sold at a discount from face value to various stamp dealers in neutral countries, like Sweden. The Germans needed foreign currency. That is why the stamps were sold abroad, rather than in Germany.

They had hoped to reap a profit of between 3 to $3\frac{1}{2}$ million Reichsmarks. Whether they dropped their prices if sales were slow and what they actually got in total is not known. However, the value of these stamps soon dropped on the stamp market and stayed low for many years after this scandal.

Herzer and his staff had their offices in the large grey stone Telegraph Building in central Oslo. That was one of the first places occupied on April 9, 1940. Germans with machine guns were stationed at the entrances.

Today, the building has expanded to cover the whole block between the streets of Dronningensgate and Tollbugata, and there is even talk of making part of it into a Tele-museum, absorbing the present Postal Museum, unfortunately.

During the war, there was a separate, privately owned building at the corner facing the streets of Tollbugaten and Nedre Slottsgate, with a shop on the ground floor. Eventually, the shop, at Tollbugaten 23, if not the entire building, was confiscated by the Germans for their new post office. A hole was knocked in the back wall for direct access to their confederates in the Telegraph Building.

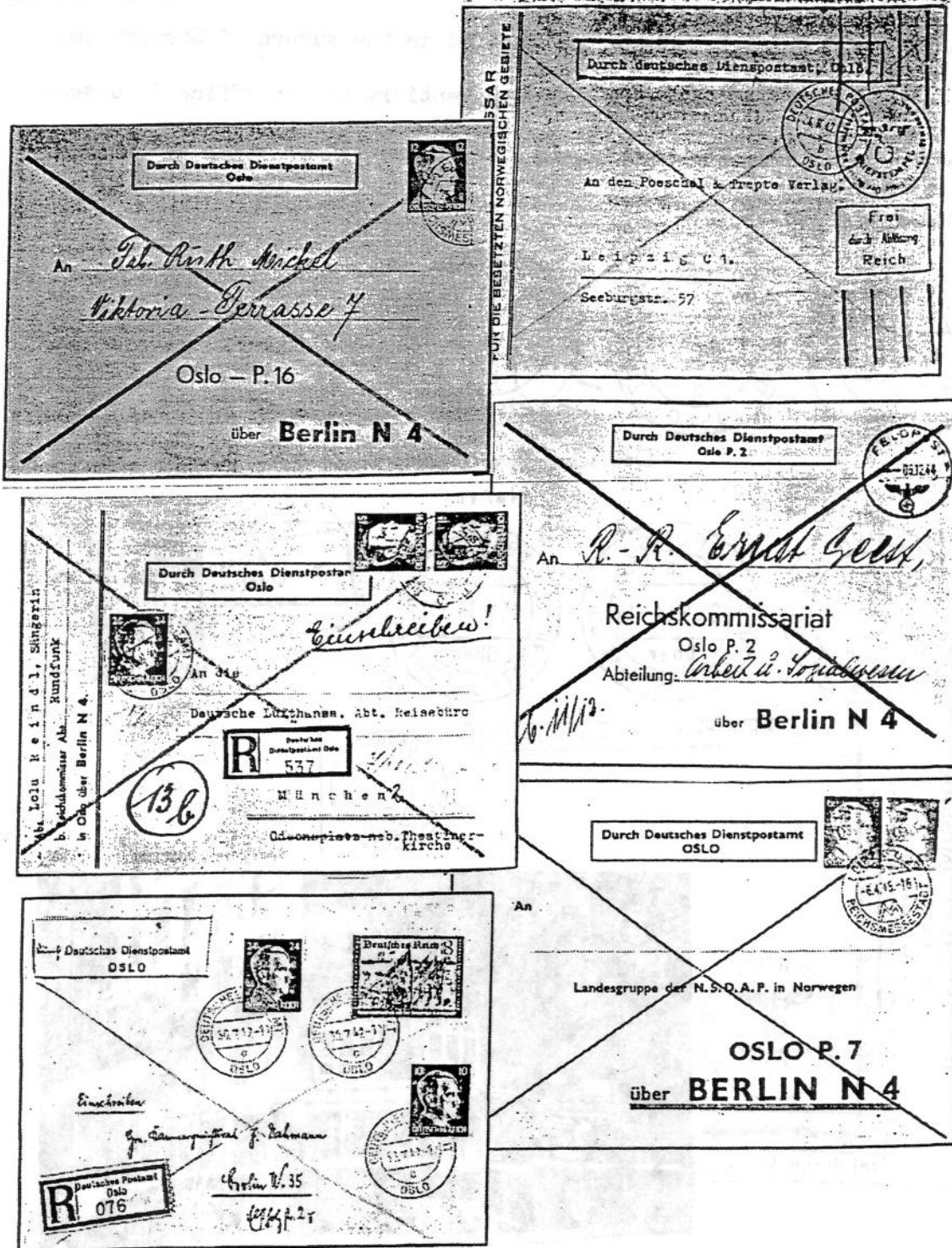
High up over the main entrance to the post office was a large sign with an eagle and Swastika in the usual design and the inscription "DEUTSCHES DIENSTPOSTAMT". On the street door were signs in German denoting office hours. They were: Open 9-12, 14-18 except Sunday.

On December 19, 1943, there was a giant catastrophe in the Oslo harbor dock area. The accident was caused by the German's carelessness during the unloading of ammunition from the German steamer "Selma". It is estimated that 1,200 tons exploded and caused great damage and fires. Shells and grenades rained down and almost every window in the city was broken. New glass was unavailable for a very long time.

The windows of the German post office were not spared either. The two large plate glass windows toward the street were smashed to pieces together with the fancy eagle sign. The latter was so ruined that it was never put up again. The large old store windows were filled up with woodwork, leaving only two small windows in the middle.

There was a polite lady in charge of the sales counter in the front office. Fraulein Kühne apparently had postal experience in Germany before. In a desk drawer was a large stock-book filled with the current stamps in sheets and pieces. Most values of the Hitler stamps from 1 pfz.

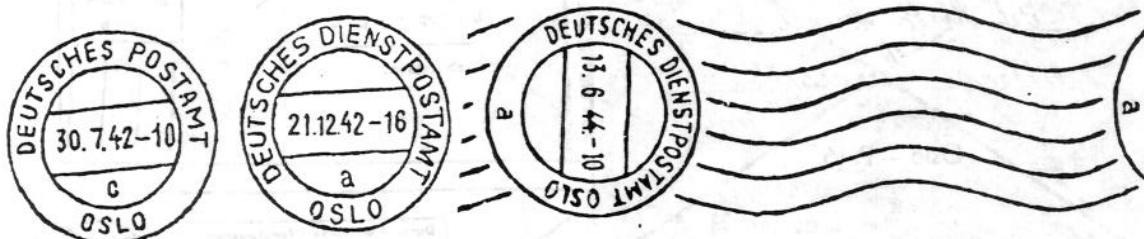
to 5 Marks were on sale for German or Norwegian currency. Only the 16 and 24 pfz. stamps were unavailable. At first, the 10 and 12 pfening stamps were engraved like the higher values. Later, they were changed to typography to economize. Various semi-postal stamps were sometimes on sale.



As time went on, the Oslo office established several sub-post offices around the country. These branches, so-called "Zweigpostämter", were placed in Trondheim, Narvik and Tromsö. A further expansion in 1945 was considered to Bergen, Kristiansand S., Stavanger and maybe elsewhere. However, these plans came to naught, as the war ended with German defeat.

The German P.O. in Trondheim was located in the suburb of Strindheim.

The German Post and Telegraph Plenipotentiary had an office ("Aussenstell") at Alta in Northern Norway. An oblong rubber stamp was occasionally used on stamps.

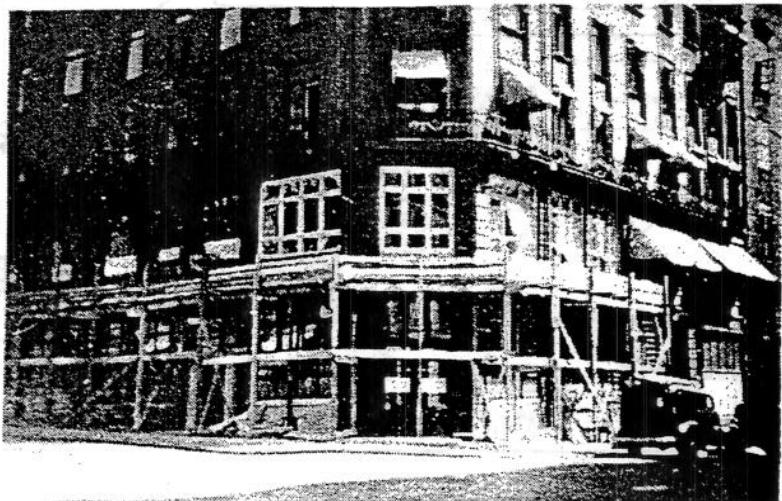
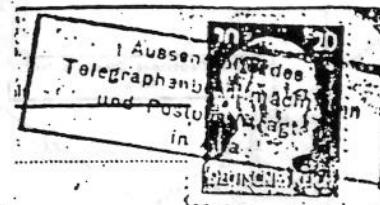


Deutsches Zweigdienstpostamt

Narvik.



Durch Deutsches Dienstpostamt.



DDP, Oslo, under repairs