

Posta Stamps

Faroe Islands

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Test proof

150 Years of Postal History

Glimpses of Postal History

- Two Anniversaries

This year the Faroe Islands will celebrate two postal related anniversaries. The first is the 150th anniversary of the Danish Postal Service's Postal Act of 7 January 1871, when the Faroe Islands became a part of the Danish postal area for the first time. The second is the 45th anniversary of the Faroe Islands' takeover of the Faroese branch of the Danish postal administration. On 1 April 1976, Postverk Føroya, later Posta, was established and became responsible for mail deliveries in the Faroe Islands, as well as the issuing of Faroese postage stamps.

We have chosen to celebrate the two anniversaries with an anecdotal look back in time at fragments of Faroese postal history. These little tales are told on a souvenir sheet containing three stamps.

The Postal Act of January 7, 1871

On the sheet's background, we see an excerpt of the original text of the Postal Act of

January 7, 1871, printed in Gothic script. This update of the Danish Postal Act led to the organization of postal affairs in the Faroe Islands for the first time. Until then the Royal Trade Monopoly had delivered mail to the islands, but when the monopoly was abolished in 1856, this role fell to various private shipping companies, which received subsidies for delivering mail to the Faroe Islands. Domestic delivery took place via the old "skjúts" (conveyance) system, where men from the surrounding villages were required to transport travellers and bring goods and mail ashore – receiving no, or only partial, payment.

The First Postmen and Their Mailboxes

In 1870, the first post office was established in Tórshavn with the well-known H. C. Müller as postmaster general. As a result of the postal reform of 1871, three postmen were appointed the following year and charged with the task of delivering mail along three postal routes after the mail ship's arrival in the Faroes.



Post and passengers are being sailed ashore in Vágur on Suðuroy

The southern route of Tórshavn -Trong-isvágur was serviced by Jóhannis á Reyni, who brought the post to Suðuroy via Kirkjubøur, Sandoy, Skúvoy to Hvalba. From there he went over the mountain to Trong-isvágur, where the post was delivered to the district magistrate. For this trip back and forth, Jóhannis got 14 kroner.

The carpenter Jákup Jacobsen serviced the western route as a mail carrier. He left Tórshavn for Kvívík from where he was brought by boat over to Fútaaklettur in Vágar. From there he went first to Sandavágur, then to Miðvágur where his route ended in the local rectory. For the trip back and forth Jákup got 8 kroner.

Conrad Nicolaisen was the first postman on the northern route. He left Tórshavn by boat heading for Søldarfjørður in Eysturoy. He then walked to Lørvík, from where he was brought by boat to Klaksvík on Borðoy. Conrad got approx. 10 kroner for each trip. All three postmen had to wait 12 hours at the

terminus before returning to Tórshavn. Thus, mail in the Faroes was delivered seven times a year.

Each postman was required to carry 25 kilos of mail, and for this purpose, they each had their own mailbox, which they carried on the backs, just like the traditional Faroese "ley-pur". The boxes were relatively large and rarely filled with mail, so they could also be used to keep clothes and other personal belongings. The souvenir sheet depicts Conrad Nicolaisen's mailbox, marked "Thorshavn - Norderøerne". This box can now be found at the Klaksvík Museum.

The Knapsack

The mailboxes were unmanageable and much too large for the amount of mail in the 1870s. There were no parcels, only letters that did not take much space. Therefore, Petur í Mattalág, the son of Jóhannis á Reyni, who resumed his father's postal duties on the southern route, wrote to the Danish postal administration requesting smaller and

more manageable boxes for the mail. He was sent a knapsack made of sealskin, slightly larger than a child's school satchel. The knapsack provided ample space for all mail to the southern half of the Faroe Islands. Only after 1890 did the volume of mail increase to such an extent that three or four men were needed to operate the southern route. The aforementioned knapsack is depicted on the left-hand side of the souvenir sheet.

The Postmen

The northernmost postal routes were notoriously difficult and sometimes directly dangerous in the early days of the Faroese postal service. This was especially true when the postmen had to climb high mountains or bring the mail by sea.

In 1927 or '28, the postman Marius í Áranstovu arrived at the village of Mikladalur on Kalsoy, which is known for its violent surf. There were two men on the mail cutter and Marius sailed alone to the landing site on the cutter's dinghy. The surf was violent, as usual, and the village postman, Jóan Magnus Eliassen, jumped into the dinghy to help Marius get the mail ashore. Suddenly, a huge wave hit the dinghy and Jóan Magnus was swept overboard disappearing from sight. Marius quickly grabbed an oar, stuck it in the sea and moved it around under the boat. Somehow Jóan Magnus managed to get hold of the oar and was pulled back on board. The story goes that the provost, Jákup Dahl, was intending to travel back to Klaksvík that day on the mail boat, but was so shocked by the incident that he did not dare jump into the dinghy.

"Abbabilur" - Grandfather's Car

In 1927, the postal administration entered into an agreement with the municipality of

Gøta on Eysturoy to arrange postal transport to Gøta and Fuglafjørður. The mail was picked up in Søldarfjørður or Skipanes at Skálafjørður. The mail van was also supposed to include freight and passengers on the route. The mail van's driver was Poul Kristoffer Poulsen from Gøta. The car depicted on the souvenir sheet was provided for Poul Kristoffer's use in 1935. It was generally known as "Abbabilur" (grandfather's car), a moniker given to it by Poul's granddaughter, Petra. The moniker stuck. Petra later married radio director Niels Juel Arge and has just become a great-grandmother at the time of writing. The people in the car are the driver Poul Kristoffer and his passenger, "Kunoyar" Johanna.

Conditions for driving in those days were quite bad as can be imagined. In heavy rain, the road up to the mountain pass at Gøta tended to disintegrate. Sometimes the conditions were so awful that men had to walk in front of the bus filling the worst potholes with stones. Thus, most of the stone-covered peat sheds along the route disappeared with time.

It was not uncommon for passengers to have to share seats with sheep and geese. Once, Poul Kristoffer even brought a large bull carcass from Fuglafjørður. The head and hooves had been cut off and the entrails removed from the carcass, but it was so bulky that the passengers to the mail boat in Søldarfjørður had to sit on it all the way from Fuglafjørður and Gøta.

The Red Jackets March Out

The postmen in Tórshavn have always been a part of the cityscape. They were perhaps a little more visible before the Faroese took over the postal service due to the distinctive Danish postal uniforms. It looked a little like



The personnel at the post office in Tórshavn in the 1960ies

a festive parade of officials, when Tórshavn's postmen left the old main post office in the center to go out on their routes. The seniors wore black trousers, red jackets, ties and caps, sometimes also red coats - the aspirants, however, in black coats with silver buttons and caps. The red postal jacket was only used in Tórshavn. In the rest of the country it was black. The postmen in Thorshavn also used the uniform when attending a colleague's funeral. Even after the postal takeover in the Faroes, there is an example of the Danish uniform being used.

When the postal administration became Faroese, the Danish uniform was set aside. However, there were exceptions. The oldest postmen were able to continue as Danish officials, who in principle were employees on loan to Postverk Føroya - and thus continuing to wear the red Danish uniform. This was, for example, the case with Eiler Rubeksen, a well-known postman in the central office, who is depicted on the

souvenir stamp. He continued to wear the uniform until he retired.

The March of the Blue Coats

Today's postmen no longer have to climb high mountains on foot or cross treacherous straits and fjords in small boats. However, wind and weather conditions remain the same and working conditions are sometimes harsh. In addition, they do not maintain the same clothing traditions in the Faroe Islands, so after the takeover the uniform gradually changed and became more practical for everyday usage.

The first Faroese uniforms consisted of a black windbreaker and black trousers. Over time, they have evolved into their current form, an azure waterproof windbreaker with dark blue sleeves fitter with reflective tapes - and Posta's logo on the chest. The trousers are black with large side pockets and reflective straps on the legs. Inside the jacket, the postman wears either an azure



1. April 1976. The then prime minister Atli P. Dam to the left of Conrad Nicolaisens mail box. The two other men are B.M. Andersen and Esbern Midjord

fleece jacket, which is also used as a jacket in the summer, or a dark blue sweater with Posta's logo on the chest.

Slania's sketch

When the Faroese branch of Post Denmark became Postverk Føroya, the first purely Faroese stamps were issued that same year. The motifs were the Faroese flag, a Faroese rowing boat in a boathouse and a postman from earlier times. The third stamp on the anniversary sheet is a quick sketch by the master engraver Czesław Slania, who engraved all three stamps that year. The sketch depicts the rowing boat and in the margin the following words are written: "Royal engraver's CZ. Slania's suggestions for the location of the inscription. 10.9.75. "

Postage sign from Tórshavn

In the lower right corner of the souvenir sheet is a frayed postal sign from the post

office in Tórshavn. We leave it as a memorial over Faroese postal history – worn out by the ravages of time, by wind and weather and packed with really good stories.

Anker Eli Petersen



Old postal sign from the post office in Tórshavn



Test proof



Transplanted - immigration stories

As an island nation, the Faroes have a long history of immigration and emigration. Even the Faroese with the deepest roots on the islands have ancestors who came from somewhere else: Norway, Denmark, Scotland, Ireland. Leaving a home and settling in a new one are universal human experiences, commemorated in this series of stamps by the sculptor Joel Cole, a Faroese American.

Cole, born in 1968, first came to the Faroes from the United States on a school exchange program for one year in 1986. He spent time in the Faroes almost every year since then until 2011, when he moved to the Faroes permanently; he lives in Saltnes with his Faroese wife. He has five children, all with roots in the Faroes.

In this series of six sculptures, Cole celebrates the immigrant experience, both as a universal element of the human story and through the particulars of his own life.

Working with wood harvested from his native state of Minnesota, Cole used the language of forestry when thinking about the process of immigration: to be uprooted, to be transplanted, to be grafted, to wilt, to grow, to thrive. These passages, from the shock of leaving the familiar to putting down roots in new soil, are reflected in his Transplanted series, which consists of more than 50 sculptures in total. The six depicted on these stamps are: "Torn," "Casual Alien," "Round My Edges," "In My Father's Footsteps," "Floral Fireworks," and "Full Circle." Each represents a stage in the passage from foreigner to citizen. Each contains elements of Cole's native homeland and his adopted homeland.

For Cole, even the process of finding and harvesting his source material brings meaning to his work. He grew up in the town of Shakopee, named for a band of the Dakota tribe, not far from the Mississippi River.



The artist Joel Cole in his workshop. Photo: Finnur Justinussen

Where the riverbanks are steep, old-growth hardwood trees like sugar maple and walnut grow in abundance. It is here he finds timber that has fallen or is near the end of its lifespan to cut as raw material for his works. In this series, he has incorporated raw, cut, and finished Faroese basalt, a stone that is one of the primary substances composing these volcanic isles in the North Atlantic. Each sculpture rests on a foundation of this ancient substance.

Most of the wood he sculpts is sugar maple — dense and finely grained, it is also known as rock maple. A native to Minnesota, sugar maple is so named because it produces an abundance of sweet sap that can be boiled down to make maple syrup. It was well known to the native Dakota who live in the area now and who lived there for thousands of years before immigrants from Europe arrived.

For Cole, this wood echoes his own story, for it also has traveled far from its home, and it too has been forcefully transformed by the journey. Moved by his experience of immigration and his gratitude for the gifts his adopted home has given him, Cole created this series of sculptures as a tribute to the experience of being transplanted — the adventure and excitement, the renunciations, the transformations, and joys of adjusting to and adopting a new home.

The Faroes are one of the most homogeneous populations in the world; its approximately 50,000 people are almost entirely of Scandinavian and Irish-Scottish descent. Surprisingly, however, among the islands' small community of immigrants, there are by some accounts 100 other countries represented.

In researching this project, Cole spoke with more than 50 immigrants to the Faroes,



The two sculptures: Round my Edges and Full Circle. Photos: Finnur Justinussen

gathering their thoughts and adding them to his impressions about the experience of adapting to life far from his origins.

The themes that emerged in these conversations helped shape the idea behind each sculpture.

Cole's work is time-consuming and the fruition of a long process of thought and physical labor. "Themes present themselves as I look at the material immediately at hand," says Cole, who considers himself an "intuitive abstractionist." "Forms that repeat, and present ideas, and hint at things that they could become. I take these subtle suggestions and meditate on them over the course of several weeks. When an idea or theme begins to take root, I commit to expressing it in the material."

"Having successfully immigrated to a new country, I have an intimate understanding of

the trials and tribulations people go through when they choose to immigrate," Cole says. "I can also sympathize with those who go through the process unwillingly, forced to flee because of war, poverty, famine, or violence."

"Now that I've lived here in the Faroe Islands for nearly a decade, I am grateful for my family, my friends, my work as a teacher and artist, and, in general, my role in society," he says. "This gratitude has led me to think about the process I went through, and it's the inspiration for this series."

Chris Welsch



Kirkja and Hattarvík - *One Island, Two Faces*

Fugloy is the Faroe Islands' easternmost island, but unlike other small islands in the Faroes, it is divided in two settlements, each with their own identity. Both settlements are without a doubt quite old, but while Hattarvík is probably the original name of the settlement, the name of Kirkja dates back to more recent times. The original name has probably been Kirkjubøstaður or Kirkjubólstaður. The Dog Letter, an ordinance from around the year 1400 which deals with the keeping of sheep dogs in the Faroe Islands, refers to the village as Bø.

It is not easy to fathom the arrangement of property conditions in times of old, but today Hattarvík has 27 merkur of land (old measurement of land), of which 23.5 merkur is so-called royal estate property, ie. public land, and 3.5 is freehold land, ie. private property, while in the village of Kirkja the situation is different. Kirkja has 20 merkur, of which 3 are royal estate and 17 are freehold lands. Hattarvík is therefore a so-called royal settlement and Kirkja a so-called freehold settlement. This has undoubtedly had an

effect on the inhabitants' state of mind in these two settlements.

The landscape surrounding the two settlements is also strikingly different. Hattarvík is located in an arch in a small cove. Kirkja, however, is spread out on a mountain side. Hattarvík is surrounded by mountains and cannot be seen from any other settlement. Most houses in Hattarvík have a view of the open sea, although Eysturhøvdi, the eastern tip of the neighboring island of Svínø, can be seen from some of the houses. Kirkja lies open on the south side of the island. All houses in the village have magnificent views of the neighbouring islands Svínø, Borðø and Viðø. Few places in the Faroe Islands have such a beautiful view as the village of Kirkja, making the village very popular as a vacation spot.

From a geological point of view, the most interesting thing about the island is the Fugloy/Svínø shelf. The shelf consists of molten lava, which is compressed between other layers of lava. It is divided into two parts and provides the proof of these two



The village of Hattarvík. Eystfelli to the right. Photo: Fotostudio

islands once being one island. When sailing past Selnes on Svínoy, you will be able to clearly see this geological phenomenon and it is also notable in the promontory between Kirkja and Hattarvík. Above Hattarvík, the phenomenon is again very clear, and has been named Gullheygur (Golden hillock). According to legend, the dragon lies in Gullheygur on its hoard of gold, having been bewitched by the sorceress Steinvør. The dragon rests its head on Øskudunga (Ash Mound) close to the river Kellingará (Witch's River). This legend dates from the time of King Harald Fairhair, approx. year 900 A.D.

A few centuries later, Hattarvík became known as the residence of the Robber Band, a group of four rebels who assumed power in Fugloy and wanted to subjugate the entire Faroe Islands. The well-known saying "Sailing from Eystfelli is beautiful" (Eystfelli being the steep promontory at Hattarvík) is attributed to Sjúrdur at Kellingará - one of the four robbers. In the 17th century, Hattarvík is known as the residence of the hero and nobleman Justinus and his son Jógvan, who became prime minister in 1629. The Book of

Fugloy - a collection of 97 poems was written by Hanus, a farmer at Kellingará in the early 19th century. Hattarvík has certainly reared many talented people in times of old. In relation to Hattarvík, Kirkja can boast of trolls, elves and hidden people who make their living in hills and mounds. Much of the historic area of Kirkja has disappeared into the sea because the village is completely at the mercy of the sea and wind. A day of tragedy in the winter of 1818 almost put an end to the settlement when six men from Kirkja perished in a boat accident. This incident had already been predicted one year earlier by the wizard "Fifth" in Hattarvík. In a certain family, the firstborn son was always named Hanus, he was the fifth in a row of children and well known for his witchcraft. Perhaps the Fifth had previously been in cahoots with the fearsome Fjørutrøll (the Beach Troll)? This tragic accident left the village without any able-bodied men, and life in Kirkja was on the verge of extinction.

Shortly afterwards, the village lost its only church, which presumably had been standing



The village of Kirkja. Eysturhøvdi on the neighbouring island Svinoy, in the background Photo: Fotostudio

in the same place for several centuries. The church was moved to Hattarvík in 1833.

But times change. Hattarvík - the settlement that owned most of the island's land - clung to old community life and customs, while during the next century Kirkja experienced great progress and became a larger settlement. People moved in from other villages - also from Hattarvík - and took over the empty houses in Kirkja. In 1925, 148 people were living in Kirkja, the largest population ever in that village, and in 1933 Kirkja again got its own church which was erected in the same place where the former churches had stood.

In recent times, Kirkja has fostered great poets and politicians. Already in 1888 a school was established in the village, whereas Hattarvík did not get its own school until 1925.

Today, Kirkja is the main settlement in Fugloy. Several people live there and the public assignments and functions mainly find place in Kirkja. The village has a power

plant, a shop, a school, a restaurant and a municipal office.

The school in Hattarvík regrettably burned down a few years ago. It has now been rebuilt and serves today as a community facility, and houses the village's public toilet. In recent years, Hattarvík has built up a thriving tourist business based on local food production and old cultural history. Thus, tradition can also become an asset in the present time.

Despite their rich history, the future does not look bright for either Hattarvík or Kirkja. During the last half of the 20th century, these two settlements have not been able to keep up with modernization and the population has fallen steadily.

Without steady communications, the two settlements will become vacation settlements in a few decades.

Sámal Matras Kristiansen, September 2020



Test proof

The Eysturoy Tunnel

The Undersea Highway

On 21 February 2017, Henrik Old, a Faroese cabinet minister, unleashed the first blast in the largest tunnel project ever in the Faroe Islands. This happened in the town of Strendur on Eysturoy. Initially a 1.7 km long underwater tunnel was drilled and blasted towards a fixed point under the mouth of the fjord Skálafjørður. Shortly afterwards, on 27 April 2017, work began on drilling and blasting a 7.5 km long tunnel from the village of Hvítanes just north of Tórshavn on Streymoy. This tunnel headed towards the same fixed point below Skálafjørður, as the one from Strendur.

An Underwater Roundabout

On 11 December 2017, the tunnel workers from Strendur reached the fixed point where, unbelievably, an undersea roundabout was to be made due to the construction of two tubes southwards from Eysturoy, one from Strendur on the west side of Skálafjørður, the other from Saltnes at Runavík on the east side of the fjord. The circular roundabout has a stone pillar artwork in the center. These two new projects involved a team drilling a 2.2 km. long tunnel towards Saltnes, while another team began to

drilling towards their mates working on the tunnel from Hvítanes.

A Subsea Meeting

On Friday, June 7, 2019, the drilling teams from Eysturoy and Streymoy met somewhere under the seabed between the two large islands. When the last blast had been shot, an undersea tunnel with three mouths had been constructed. The main tunnel is 11,250 meters long (36,909 ft.). In order to increase safety, no incline in the tunnel is steeper than 5%. The highest point of the tunnel is 15 meters (49 ft) above sea level, while its lowest point is 187 meters (614 ft) below sea level.

When the work of drilling and blasting was over, work began on building roads in the tunnel and finishing its construction. In parallel with the tunnel project development itself, extensive road construction work has been carried out at the tunnel mouths.

Function

Unlike the other two undersea tunnels - the first connecting Vágoy with Streymoy and the second connecting Klaksvík on Borðoy



At the tunnel at Saltnes in Runavík on Eysturoy

with Leirvík on Eysturoy - the Eysturoyar tunnel is not meant to replace a ferry route. Road connections already exist from Tórshavn through a tunnel in Kaldbakstunur and then along Streymoy's east coast up to the bridge over the strait to Oyrabakki on the Eysturoy side.

However, the old route is long and difficult in some places, especially in winter and in stormy weather. The function of the Eysturoyar tunnel is to make this route redundant for transport and commuters from Eysturoy and Klaksvík.

Shorter Road, Safety and Less Emission

From the tunnel mouths in Runavík and Strendur, there are 55 kilometres to Tórshavn along the old route, i.e. ca. 54 minutes' drive. With the new tunnel, the route is only 17 kilometres and driving time is 6 minutes. The driving distance by road from Tórshavn to Klaksvík is 73 kilometres along the old route, approx. 68 minutes' drive. With the new tunnel, the route is 35 km and the driving time is shortened to 41 minutes. This will improve conditions for commuters and

freight transport, both in terms of driving time and road safety. Shorter trips also lead to reduced CO2 emissions, making the Eysturoyar tunnel an excellent alternative to older routes.

Underwater Art

As mentioned before, the tunnel is equipped with a subsea roundabout. In the centre of the roundabout, there is a huge basalt column. The contractors contacted the well-known Faroese artist Tróndur Patursson and asked him to suggest artistic decorations for the column. Patursson's solution was to feature the Faroese chain dance on steel. The dancing figures are illuminated from behind with colour-changing light - projecting dancing shadows on the basalt column when car headlights sweep over them.

A chorus of one of the long heroic ballads says that "no one dances underground" - but apparently everything is possible under the seabed.

Anker Eli Petersen



Test proof



Andrea Ártung

Havnar Arbeðskvinnufelag 85 ár - 1936-2021

She was a small, slightly fragile-looking elderly lady in a hat and coat, who smiled kindly and greeted when we met her in the city. This is how I remember Andrea Ártung, one of the truly great figures of the Faroese labour movement - a woman with very strong opinions on social matters, never hesitating in speaking truth to power.

A Small Scandal and a Great Family

Andrea Ártung was born out of wedlock on December 23rd 1891 in Tórshavn. Her father was Jacob Johansen (1860-1900), the editor of the Faroe Islands' largest newspaper, Dimmalætting - and her mother Súsanna Rasmussen (1873-1940). The birth was a bit of a scandal in upper echelons of the Tórshavn society. Súsanna, 18, was not married to the 31-year-old editor who left the Faroe Islands shortly afterwards.

Little Andrea was committed to the care of her aunt, Trine, who was married to the well-known Tórshavn boat builder Elias Johansen, popularly called Elias í Rættará. The couple raised Andrea with their own children. When

Aunt Trine died, Elias remarried and more children were born.

A Socialist Employer

Andrea had a good relationship with the family, especially her foster father. Elias í Rættará was active politically and culturally - and something of a paradoxical figure at the time. Although he was an employer with many employees working for him, his views and ideals were socialist in nature. There is no doubt that Elias í Rættará influenced the political attitudes of his children, and particularly Andrea, shaping her social consciousness and sense of justice.

Politics and social conditions were frequent topics in his home and reading materials were at hand on these issues.

Fish and Tuberculosis

At the age of 14, Andrea finished school. She was a proficient and gifted student and the teachers recommended that she attend teachers' training courses. However, she did not have the means to embark



Andrea Ártung. Photo: Kalmar Lindenskov

on time-consuming studies - instead she started working in the fishing industry. At the age of 17, Andrea was afflicted with tuberculosis, the great scourge of the time, and spent almost two years at the Sanatorium just outside Tórshavn.

A Maid in Copenhagen

After her release from the sanatorium, around 1911, Andrea travelled to Denmark, where she worked as a maid in Copenhagen for the next six years. At that time, Danish women fought for their civil and political rights and when Andrea returned to Tórshavn in 1917, she was inspired by the Danish women's struggle for equality. She was convinced that women were as capable as men - and she wanted to do away with the restraints and prejudices against her own sex.

It was no doubt this that led her to arrange, for the first time ever, a boat race for women on St Olafs's Day 1918. A custom that has persisted ever since.

A Captain's Wife and Poet

In 1922 Andrea married Jóhannes Ártung from Toftir, whom she had met a few years

before. Jóhannes was a ship's captain, sailing with Faroese and foreign ships and was often away for months at a time. They had four children together and Andrea now became a housewife taking care of the children's upbringing. In the following years, she became involved in the budding national movement and taught herself to write Faroese.

She also started writing poems, the most famous being, "Dunandi aldan mot klettunum brúsar," (Surging waves against solid rocks), also composing the song. The subject of the poem is the Faroese nation's difficult and dangerous relationship with its means of livelihood, the treacherous ocean.

Fate Knocks at the Door

Andrea's domestic situation was excellent. She was now in her forties, happily married to a captain, a homemaker and a part of Tórshavn's better-off bourgeoisie. However, she could not close her eyes to what was happening around her.

The worldwide financial crisis of the 1930s also hit the Faroe Islands with the force of

a sledgehammer. Fish exports declined to almost nothing and the thirties were marked by widespread unemployment and social distress across the country. In Tórshavn, unemployment rose to almost 70%. Wages were low and the unions were under pressure. Working women were the lowest paid group of all. While the men earned one krona an hour for a workday of 8 hours, the women received less than a third, only 30 øre, per hour and their workday was 12 hours' hard work for starvation pay. No unemployment insurance existed in those days and Parliament was not willing to implement any such changes.

In 1936, working women in the Tórshavn formed a union "Havnar Arbeiðskvinnufelag" (Tórshavn's Working Women's Association) in a desperate attempt to alleviate their miserable working conditions. However, things did not turn out in their favour, as might be expected. Employers put pressure on the board members and the chairwoman, threatening not only unemployment, but also reduction of the credit most people had the shops and affairs of their employers.

Many of these women were also married to labourers and fishermen who had the same employer and they risked adverse consequences for the women's struggle. The only option for anguished women was to find a leader who had the courage of her opinions and would not accept being put under pressure.

Then one day in 1937 there was a knock at Andrea Ártung's door.

Without any hesitation or reservation, Andrea accepted the offer of becoming the chairwoman of the women's association. Although personally, she did not lack for anything, she had ample knowledge and understanding of these working women's miserable conditions and exhausting

everyday life. She herself had experienced these conditions in her youth.

Loud sighs must have escaped the lips of some Faroese employers the next morning when it was rumoured that Andrea was now in charge of the Working Women's Association.

A Short Process

Andrea received her baptism of fire during the wage negotiations the following year. Virtually all working women in Tórshavn's fishing industry had now joined the workers' association. They now informed the employers' association of their demands of wage increases and shorter working hours. When the employers refused, Andrea and her associates announced a one-day strike and informed their workplaces that no one would show up for work the next day. A conciliator was summoned and negotiations began.

When the employers undercut their demands, the women, according to Andrea's own statements, demanded more. Shortly afterwards, the employers accepted an increase in hourly wages from 30 to 40 øre and reduction of working hours from 12 to 11 hours.

Equal pay for equal work

This is when we find Andrea Ártung's first statements about equal pay for equal work published in the newspapers for the first time. Although the women had won their first small victory, it was far below the men's level. They received more than twice as much hourly pay and a three hours shorter workday.

And the men's conditions were not in the least enviable. It would take 40 years for equal pay for men and women to become a reality – and when that finally happened Andrea Ártung was still the chairwoman of Tórshavn's Working Women's Association.



St Olaf's Day 1918. Andrea Ártung to the right

The War and the Unions

At the beginning of World War II, British troops occupied the Faroe Islands without objection by the Faroese people. The British occupation and the war in general, presented challenges for the working class and the trade unions. There was work to be had for most people, but the high cost of living and acute shortages of goods pushed prices up and made it difficult for the working class to make ends meet. The unions were not able to use their main weapons – strikes, for example, were forbidden.

Under these difficult circumstances, Andrea Ártung demonstrated her social-political capabilities. She proposed early price regulations against profit-making efforts during the war. This proposal was rejected by politicians but implemented later in the war. Andrea struggled to provide cheaper coal for households and more milk for families with children around the country, along with

clothing and shoes for the most vulnerable children.

In 1943, the Social Democrats presented the proposal closest to Andreas' heart in the Faroese Parliament, equal pay for equal work. It was rejected by the conservative parties with the old excuse that this was a matter for the labour market partners.

The 50's Financial Crisis

The optimism and financial upswing right after the war ended abruptly. Investment in old-fashioned steam trawlers from Britain proved to be a catastrophic mistake at a time when coal prices were suddenly soaring. Sjóvinnubankin, the bank that had financed a part of the adventure, crashed and society was once again on its knees.

Unemployment skyrocketed and many had to leave home - even moving abroad to seek their luck elsewhere.

Up through the fifties, the women's association was involved in many conflicts, but strike funds were empty and the resistance strong. They threw, however, their unconditional support behind the fishermen in the great fishing strike in 1954.

Concerned about the finances of its members, Andrea Ártíng put forward a radical proposal for withholding tax, which would help ordinary workers from the backlog, which was so troublesome for many. The proposal did not receive political support, but once again Andrea was far ahead of her time. The withholding tax was first introduced in the 80s.

Up through the sixties and seventies, Andea Ártíng was the "Grand Old Lady" of the Faroese labour unions. In addition to her position as chair of Tórshavn's Working Women's Association, she was also a board member of Føroya Arbeiðarafelag – The Faroese Labour Union.

Equal Pay for Equal Work – At Last!

Andrea Ártíng's lifelong dream was finally fulfilled with the labour market wage negotiations in 1977. During tough negotiations with the now 85-year-old trade union leader at the head of the workers' representatives, the employers finally agreed to equal pay for equal work. The hourly wages were increased incrementally year by year until reaching that of men in 1981.

At the general meeting of the Women's Association later in 1977, Andrea Ártíng resigned as the union's chairwoman after 40 years of faithful service. The members expressed their gratitude in a resolution granting her full pay for the rest of her life.

Andrea Ártíng died on May 30, 1988. She reportedly followed with interest social developments and debates until she finally passed way.

The stamp in honour of Andra Ártíng will be issued on the international Women's Day 8 March 2021

"On a personal note, as a child of Tórshavn's working class up through the sixties I have seldom felt greater honour and joy in designing a stamp than this well-deserved tribute to one of the greatest personalities and most visionary women that the Faroe Islands have ever fostered."

Anker Eli Petersen



Andrea Ártíng on the podium, presumably for a May 1 event.
Foto: Kalmar Lindenskov

New Issues on 7 January, 19 February and 8 March 2021



Test proof



Test proof



Test proof



Test proof



Test proof

New stamp issue: Postal history 150 years
 Date of issue: 07.01.2021
 Value: 3 x 17,00 kr
 Numbers: FO 942-944
 Stamp, size: 21 x 28 mm
 Mini-sheet, size: 105 x 70 mm
 Artist: Kári við Rættará
 Printing technique: Offset
 Printer: Cartor Security Printing, France
 Postal use: Letters inland 0-100 g

New stamp issue: Transplanted - immigrant stories
 Date of issue: 19.02.2021
 Value: 3 x 5,00 and 3 x 12,00 DKK
 Numbers: FO 945-950
 Stamp, size: 28 x 42 mm
 Mini-sheet, size: 106 x 112 mm
 Design: Joel Cole
 Printing technique: Offset
 Printer: Cartor Security Printing, France
 Postal use: Additional postage and letters inland, 0-100 g

New stamp issue: Villages: Kirkja og Hattarvík
 Date of issue: 19.09.2021
 Value: 17,00 og 27,00 DKK
 Numbers: FO 951-952
 Stamp, size: 40 x 30 mm
 Photo: Fotostudio
 Printing technique: Offset
 Printer: Cartor Security Printing, France
 Postal use: Letters inland and abroad 0-100 g + selfadhesive booklet with 6 stamps

New stamp issue: The Eysturøy Tunnel
 Date of issue: 19.02.2021
 Value: 10,00 and 17,00 DKK
 Numbers: FO 953-954
 Stamp, size: 40 x 26 mm
 Artist: Anker Eli Petersen
 Printing technique: Offset
 Printer: La Poste, France
 Postal use: Additional postage and letters inland, 0-100 g

New stamp issue: Andrea Ártung
 Date of issue: 08.03.2021
 Value: 39,00 DKK
 Numbers: FO 955
 Stamp, size: 30 x 40 mm
 Artist: Anker Eli Petersen
 Printing technique: Offset
 Printer: La Poste, France
 Postal use: Small parcels inland, 101-500 g

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ISSN 1603-0036



New posters



Two of Joel Cole's beautiful sculptures on posters

Posta has produced two elegant posters with motifs from the mini-sheet "Transplanted – immigrant stories".

The posters are printed on high quality paper and the size is 297 x 430 mm (A3.)

Price: 150,- DKK each.

Order Form - Posta Stamps no. 46

No.	Item		Price DKK	Price Euro	Qt.	Total
Issue 07.01.2021 - Postal History for 150 Years FO 942-944 (miniaheet with 3 stamps)						
PPS000121	Postal History, minisheet mint	*	51,00	7,15		
FFT000121	Postal History, minisheet/fdc.	⊙	51,00	7,15		
DDT000121	Postal History, minisheet/rdc.	⊙	51,00	7,15		
FFU000121	First day cover w/minisheet	⊙	56,00	7,85		

Issue 19.02.2021 - Transplanted - FO 945-950 (minisheet with 6 stamps)

PPS000221	Transplanted, minisheet mint	*	66,00	9,25		
FFT000221	Transplanted, minisheet/fdc.	⊙	66,00	9,25		
DDT000221	Transplanted, minisheet/rdc.	⊙	66,00	9,25		
FFU000221	First day cover w/minisheet	⊙	71,00	9,95		

Issue 19.02.2021 - Kirkja and Hattarvík - FO 951-952 (2 stamps)

PPA010221	Kirkja and Hattarvík, set mint	*	44,00	6,15		
FFG010221	Kirkja and Hattarvík, set/fdc.canc.	⊙	44,00	6,15		
DDG010221	Kirkja and Hattarvík, set/rdc.	⊙	44,00	6,15		
PPN000221	Booklet, mint	*	122,00	17,00		
FFO000221	Booklet, fdc.	⊙	122,00	17,00		
DDO000221	Booklet, rdc.	⊙	122,00	17,00		
PPJ000221	Postcards (2)		14,00	1,95		
FFJ000221	Maximumcards (2)		58,00	8,10		
FFK010221	First day cover w/set of stamps	⊙	49,00	6,85		
FFL010221	First day cover w/single stamps	⊙	51,00	7,15		
FFM010221	First day cover w/block of four	⊙	183,00	25,60		
FFP000221	First day cover w/booklet	⊙	127,00	17,75		
PPB010221	Set/top plate blocks of four	*	176,00	24,65		
PPC010221	Set/bottom plate blocks of four	*	176,00	24,65		
PPD000951	Kirkja, sheet 17KR (20)	*	340,00	47,50		
PPD000952	Hattarvík, sheet 27KR (20)	*	540,00	75,50		

Issue 19.02.2021 - The Eysturoy Tunnel - FO 953-954 (2 stamps)

PPA020221	The Eysturoy Tunnel, set mint	*	27,00	3,80		
FFG020221	The Eysturoy Tunnel, set/fdc.canc.	⊙	27,00	3,80		
DDG020221	The Eysturoy Tunnel. set/rdc.	⊙	27,00	3,80		
FFK020221	First day cover w/set of stamps	⊙	32,00	4,45		
FFL020221	First day cover w/single stamps	⊙	34,00	4,75		
FFM020221	First day cover w/block of four	⊙	115,00	16,00		

* = mint

⊙ = cancelled

No.	Item		Price DKK	Price Euro	Qt.	Total
PPB020221	Set/top plate blocks of four	*	108,00	15,10		
PPC020221	Set/bottom plate blocks of four	*	108,00	15,10		
PPD000953	The Eysturoy-Tunnel, sheet 10KR (20)	*	200,00	28,00		
PPD000954	The Eysturoy-Tunnel, sheet 27KR (20)	*	340,00	47,50		

Issue 08.03.2021 - Andrea Árting - FO 955 (1 stamp)

PPA000955	Andrea Árting, set mint	*	39,00	5,45		
FFG000955	Andrea Árting, set/fdc.canc.	⊙	39,00	5,45		
DDG000955	Andrea Árting, set/rdc.	⊙	39,00	5,45		
FFK000955	First day cover w/set of stamps	⊙	44,00	6,15		
FFL000955	First day cover w/single stamps	⊙	44,00	6,15		
FFM000955	First day cover w/block of four	⊙	161,00	23,00		
PPB000955	Set/top plate blocks of four	*	156,00	21,10		
PPC000955	Set/bottom plate blocks of four	*	156,00	21,10		
PPD000955	Andrea Árting, sheet (20)	*	780,00	109,00		

Divers

WPPE02020	Yearbook 2020	*	520,00	72,80		
PPY002020	Year Pack 2020	*	491,00	68,75		
PPX002020	Christmas Seals 2020	*	30,00	4,20		
WJOJ02020	Christmas Christmas (3 card w/env.)	*	25,00	3,50		
WJOLBOK20	Book: "The First Christmas" - FO/EN		95,00	13,30		
LUS002020	Pages for lux album 2020		130,00	18,20		
JOS002020	Page for Christmas lux 2020		30,00	4,20		
LUA002020	Lux album III w/pages 2015 - 2020		680,00	95,00		
WFWORKS21	Poster: Floral Fireworks		150,00	21,00		
WALIEN021	Poster: Casual Alien		150,00	21,00		
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Total price:						

Please complete the coupon on the reverse page!



New postal rates on 01.01.2021

Inland			Abroad	
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0 - 100 g	17 DKK		0 - 100 g	27 DKK
101 - 500 g		39,00	101 - 250	45 DKK

You can find Information about other postal rates on [stamps.fo](#)

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- 243 69 U 020 Paris, France
- 1510 625 Arnhem, Netherlands
- 800012-70845101 Helsinki, Finland
- 353 7110 Merseyside, Great Britain

Or as a bank transfer to:

- IBAN: DK02 3000 0006 2598 47
 - SWIFT-BIC: DABADKKK
- Danske Bank, Frederiksberggade 1,
DK-1459 Copenhagen K, Denmark

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