

New Stamp Issues:

- Magna Carta 800 Years
- 100 Years of Women's Suffrage
- Vagar Airport
- Atkinson's Expedition to the Faroes 1833







Magna Carta 800 Years

In June this year, 800 years have passed since one of the world's most important documents, the Magna Carta was sealed in a meadow at Runnymed in Berkshire. The document was the result of an agreement between King John I and the barons who had rebelled against his oppressive regime.

King John I

When King Richard I (Richard Lionheart) died in 1199, his younger brother John (1166-1216) became king of England. The kingdom also included Ireland and large parts of western France. In 1202 war broke out between King John and King Philip II of France (1165-1223), which led to the loss of the French possessions in 1204

The following decade King John spent his energy and resources to win the lost possessions back. After the final defeat for the king and his allies at Bouvines in 1214, he had lost all confidence and created so much animosity and fear among his henchmen, the barons, that they revolted against him.

The Barons Revolt

King John's war with the French had left England in turmoil over increased taxes and regular repression. Discontent with the king was widespread and eventually led to downright revolting. When King John came back after the decisive defeat at Bouvines in 1214, he was met with demands for reform from a majority of the barons and noblemen, who constituted the core of his power. The parties met at Runnymede on Thames, between Windsor and Staines - and it was here that "The Article of the Barons" - the first draft of the Magna Carta – was imposed upon the king and confirmed with the king's Great Seal.

Magna Carta

The revolutionary idea of the Magna Carta was that for the first time an attempt was made to limit the powers of the king. The idea was to issue an inviolable law which included the Crown, and prevented the king from exploiting his powers. It contained passages on individual and group rights and even went so far as to suggest the possibility





King John and his Great Seal

of depriving the King of his powers, should he exceed the rules of his governance.

There are 63 clauses in the original version of the Magna Carta. Most of them concern the regulation of feudal practices, provisions of cities, trade and the royal forests. Additionally, there are provisions for the settlement of debts and the rights of the church. But the most important clauses deal with the individual's legal rights against the state - and the limitation of royal power.

King John never complied with the requirements of the Magna Carta and within three months, he got Pope Innocent III to declare the letter's provisions illegal. But the seeds were sown. Magna Carta's content had been spread all over the country and had taken root. A civil war broke out, in which most of the barons fought for the principles of the Magna Carta. They convinced the French Crown Prince Louis to accept to become King

of England and the Scottish King Alexander II to occupy the north of England.

In 1216, when most of the country was under rebel control, King John suddenly died of dysentery. The King's few remaining supporters and the Pope's representative decided to proclaim his nine year old son, Henry, King of England. They sent letters to the leaders of the rebellion in the name of the new King, in which they confirmed the provisions of the Magna Carta and urged the barons to swear allegiance to Henry III. At this time some friction had appeared between Louis and the rebels, leading many of the barons to change sides and support the child King.

Follow-ups

In the following years, until King Henry reached legal age, Magna Carta was confirmed and rewritten several times. The letter became known throughout the country and its ideas widely accepted. However, the

Hullus liber homo capiatur, vel imprisonetur, aut Sisseisiatur, aut utlagetur, aut evuletur, aut aliquo modo destruatur, nec super cum ibimus, nec super cum mittemus, nisi per legale judicium parium suorum vel per legem terre.

The background of the stamp is a transcript of parts of the 61st clause in the original Magna Carta of 1215. This clause declares that the barons should be able to overthrow the king or put him under administration if he exceeds his powers. The 61st clause was, as you might expect, removed from later versions of the Magna Carta - but it constitutes the seeds of the constitutional monarchy we know today.

Along with the text, King John's Great Seal is depicted.

The black text on the stamp is a transcript of the 39th clause which says that no free man should be prosecuted by others than an independent court - and according to the laws of the land.

controversial clause that the king could be deposed by the barons was soon removed.

But in the following decades the barons gained greater influence. In 1258, a group led by Simon de Montfort imposed the so-called Oxford provisions, where the King was in fact subject to a council of chosen men.

Although the Magna Carta in the following time underwent major changes, and the barons' power over the King was removed by a royal offensive, led by Crown Prince Edward, many of the reforms remained, even after Edward became king. The local assemblies, manned by the gentry, landowners and village-representatives, survived - and during the fourteenth century these assemblies and their counterpart, the nobility of the royal circles, evolved into something similar to today's bicameral parliament, the House of Commons and the House of Lords.

The legacy of Magna Carta

Magna Carta's basic ideas appeared again and again in the development of the English state administration throughout the centuries - and even spread beyond the British borders. The way in which our own Constitution divides the authority into the legislative, judicial and executive branches, can be partly traced to the hastily formulated document signed and sealed in an insignificant English meadow in 1215 AD.

The text in the background on the stamp is a transcript of a part of the infamous 61th clause, which sought to limit the King's powers. In the front, we have reproduced the best known passage from the original Magna Carta letter:

"No free man shall be seized or imprisoned, or stripped of his rights or possessions, or outlawed or exiled, or deprived of his standing in any other way, nor will we proceed with force against him, or send others to do so, except by the lawful judgement of his equals or by the law of the land."

Anker Eli Petersen

New Postal Rates 01.01.2015

All rates are in Danish Kroner (DKK)

Letter size			
Small letters	Medium letters	Large letters	
23 x 17 x 0,5 cm	33 x 23 x 2 cm	Lenght + width + height = not over 90 cm	
23 x 17 cm	33 x 23 cm		
0,5 cm height	2 cm height	l+w+h 90 cm	

Inland letters					
Weight	Small letters	Medium letters	Large letters		
0 - 50 g	8,50	11	12		
51 - 100 g		15	17		
101 - 250 g		26	29		
251 - 500 g		39	39		
501 - 1000 g		51	51		
1001 - 2000 g			63		

Other countries

251 - 500 g

501 - 1000 g

1001 - 2000 g

Europe and Nordic countries A-letters Weight Small Medium Large letters letters letters 0 - 50 g 17 19 20 51 - 100 g 22 24 26 101 - 250 g 44 44 71 251 - 500 g 71 108 108 501 - 1000 g 1001 - 2000 a 200

1001 - 2000 g		208			
Europe, Nordic countries and A-letters to Iceland					
B-letters					
Weight	Small letters	Medium letters	Large letters		
0 - 50 g	12	14	15		
51 - 100 g		18	19		
101 - 250 g		37	41		
251 - 500 g		57	59		
501 - 1000 g		89	89		
1001 - 2000 g			115		

Other countries /				
A-letters				
Weight	Small letters	Medium letters	Large letters	
0 - 50 g	19	23	26	
51 - 100 g	23	36	36	
101 - 250 g		68	68	
251 - 500 g		90	90	
501 - 1000 g		164	164	
1001 - 2000 g			258	
Other countries	5			
Other countries B-letters	5		-	
	Small letters	Medium letters	Large letters	
B-letters	Small			
B-letters Weight	Small letters	letters	letters	
B-letters Weight 0 - 50 g	Small letters	letters 18	letters 21	

88

129

89

143

219





100 years of women's suffrage

In 1915, Faroese women gained the right to vote for both houses of the Danish Parliament, the *Folketing* and *Landsting*. On 5 June 1915, as part of an amendment of the Danish Constitution, women were granted the right to vote. The next year, the Faroese Parliament, known as the *Lagting*, adopted amendments to the parliament law that granted women the right to vote for the *Lagting*.

The first time Faroese women voted in a political election was the 1918 Lagting election. However, they had previously voted in a 1907 referendum on the liquor law, The Faroese Act on Trade in and Service of Intoxicating Beverages, which was a ban on serving alcohol in public venues. And women also had the option of voting in the 1909 municipal elections.

The roots of the women's movement trace back to the United States in the mid-1800s. Women's suffrage was a key demand from the very beginning. The ideas of this movement reached the Nordic region around the turn of the twentieth century and the Nordic

countries were at the forefront of the fight for women's suffrage.

The fight for women's suffrage varied from country to country. In the United States, it was not a militant conflict as in England, where it was compared with a slave rebellion. The road to women's rights and suffrage in each country depended how hard the men in power made the fight. In the Faroe Islands, there was no dispute about women's rights and the battle for suffrage was first and foremost won in Denmark.

Despite receiving the right to vote, not many women were visible in the political arena for many years to come. Women's conditions in society, particularly the labour market, underwent major changes in the 1960s, as women entered the job force in large numbers and became visible in political life.

In the rebellious 60s and 70s, the women's movement fought to change the traditional view that naturally assigned men more rights and privileges in society, to foster solidarity

between women and to reduce inequality between the sexes.

The foundation for women's participation in political life was established in the 1970s. With female members of the Lagting, equality between men and women became a topic on the political agenda.

The first female MPs formed a group to help Faroese women become accustomed to female politicians. But the group was not permitted to hold meetings in the parliament building, on the grounds that the building was exclusively for "serious political tasks" and not for "fun and games", as one MP put it.

The women's group held meetings in other locations in Tórshavn from 1979 to 1983, with various themes and discussions. This grassroots work did not continue, however. Despite the women's group not achieving its original goal of influencing the political parties' work in the parliament, many of the group's members became politically active and later ran for office in parliamentary and municipal elections.

The first female representative in the parliament was Malla Samuelsen for the Home Rule Party, in 1964. However, she was elected as an alternate and only served in office for a short time.

In 1978, the first women elected to the parliament were Jona Henriksen for the Social Democrats (she was also an alternate from 1975 to 1978) and Karin Kjølbro for the Republicans.

The first female minister was Jóngerð Purkhús, who became Minister of Finance and the Environment in 1985.

In 1993, the Faroese elected their first and only female prime minister, Marita Petersen of the Social Democrats, who held this office from January 1993 to September 1994. Later, Marita Petersen became the first woman elected president of the parliament. The first woman elected to represent the Faroe Islands in the Danish Parliament was Lisbeth L. Petersen of the Unity Party, in 2001.

Ideas regarding political work have undergone major changes through these 100 years. The political tone was sometimes harsh and derogatory when talk turned to women's suffrage and political participation 100 years ago.

But today, all of the political parties have a declared aim to ensure that women gain greater political representation. The non-partisan organisation *Demokratia* works to politically empower women. The Equality Act was the first pet project of Faroese female MPs and was passed in 1994, 15 years after the first women in the *Lagting* proposed the Equality Commission Act.

Women now have a natural place in political life. In 1978, two women were elected and in 1998 four women were elected. In 2012, nine MPs, or 27.3% of the *Lagting*, were women. On the other hand, only one of seven ministers is a woman.

Some political parties have committed themselves to gender equality in candidate nominations and there appears to be broad consensus on equality. But the step seems to be higher for women, while female MPs agree that it is necessary to continue efforts to increase women's participation in politics.

Óluva Klettskarð



Vagar Airport - New Terminal

On June 18, 2014, the new terminal at Vagar Airport opened. A modern monument in steel and glass, adapted to the special Faroese topography. According to the architects behind the project, the design of the building was inspired by the story of the airport. The large arched roofs are a tribute to the military barracks of the British troops, who built the airport during World War II. The large open glass panels towards the runway create the impression of travel and wide open spaces.

The terminal building consists basically of two sections. An outer hall where outgoing passengers arrive at the airport - and a major closed arrival- and departure hall behind the check-in and security desks. In contrast to the old terminal, which had a fairly limited duty-free area, the new arrival- and departure section is spacious and open, with dutyfree shops and café for the travelers.

The new terminal is the second project in the expansion, which started in 2007, when the Faroese authorities took over the airport from the Danish Civil Aviation Administration. The first project was to extend the then 1.250 m. long runway to 1,800 meters - and to install a modern ILS inflight system, so airplanes could land in all kinds of weather. The exten-

sion of the runway was finished in 2011 and has significantly increased the capacity of the airport, which can now accommodate larger aircrafts and provide improved punctuality and safety.

Because of the extension of the runway, the Faroese airline, Atlantic Airways, could deploy larger aircraft on the route Vagar -Copenhagen and create new destinations elsewhere in Europe. The company purchased an Airbus 319 in 2011 and two more planes of the same type within a year. The Airbus airplanes have improved travel comfort and capacity considerably and cut down on travel time between Vágar Airport and various destinations.

Brief history of the airport

As mentioned above the British occupiers began to build an airport in the Faroe Islands in 1942. It was decided to place it close to the village Sørvágur on the island of Vágar, among other reasons because of the large lake Leitisvatn nearby, where seaplanes also were able to land

The original plans included an airport with three runways. But the work was delayed and when the first runway was completed in



the autumn of 1943, the strategic advantage of an air base in the Faroes had changed. The airport got only one runway and when the RAF in September 1944 left the base, they presented it as a gift to the Faroese people. The runway was 1096 m long at that time.

After the war there was a certain interest in a regular route to and from the Faroe Islands. In 1946 a company called "Føroya Flogfelag" was established, and started a route to and from Copenhagen, via Prestwich in Scotland, with a leased DC-3 aircraft. This first attempt, which started July 1, was halted again in September the same year due to financial problems. In December 1946, the company purchased a new aircraft for the route. But after only three days, the plane was damaged and could not be repaired.

After these failed attempts, the airport was deserted for many years. But in 1963, the Icelandic company "Flugfélag Íslands" started a regular route between the Faroe Islands, Denmark and Iceland. Some improvements were made to the runway and a house with flight-tower was built, which also served as

terminal. In addition, a small fire station was erected at the airport.

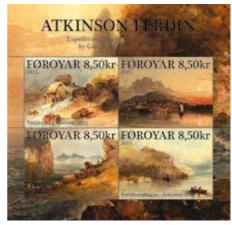
In the early seventies, the Danish company, Maersk Air, started regular scheduled flights between Vagar and Copenhagen. In 1978-80 the runway was extended from 1100 to 1250 meters, so Maersk Air could introduce jet aircrafts on the route.

In 1988 the Faroese Company Atlantic Airways started to fly on the route between Vagar and Copenhagen with a purchased BAe 146 plane - and the same year they constructed a new terminal at the airport. Atlantic Airways gradually expanded their fleet of airplanes and became the only company on the route in 2004, when Maersk Air ceased flight operations to the Faroe Islands.

In 2007, the Faroes took over responsibility from the Danish aviation authorities. The runway was extended, as already mentioned, the ILS system was installed and the new terminal built

Anker Eli Petersen





FO 804-807

Test proof

Atkinson's Expedition to the Faroes 1833

English travel writer, artist, and naturalist George Clayton Atkinson (1808-1877) set sail for the Faroe Islands on May 26, 1833. He left Newcastle, aboard the Peggy, to embark on a three-month research expedition. Of particular interest to Atkinson, who was accompanied by William Cookson and William Proctor, were the birdlife, geology, and folklore of the Faroe Islands and Iceland. In the years leading up to this expedition, Atkinson had also explored and written about the natural and human history of the Shetland Islands and the Hebrides.

George Clayton Atkinson's expeditions throughout the North Atlantic are rarely referenced in Nordic circles. His scholarly work is nevertheless so revered in other parts of Europe that Queen Elizabeth II deemed it fitting to present a copy of Atkinson's "Journal of an Expedition to the Feroe and Westman Islands and Iceland 1833" to Iceland's President during her first official visit to Reykjavík

in June 1990. This remarkable volume also contains some of the first and most interesting descriptions and images of the Faroe Islands that have ever been committed to record.

Relatively few depictions of the Faroe Islands were produced in the late 18th and early 19th centuries. This dearth of drawings, paintings, and narrative accounts of the archipelago, in the years between the Stanley expedition of 1789 and the La Recherche expedition of 1839, make Atkinson's detailed journal and sketches all the more valuable. There were, however, a number of notable scientists who made trips to the Faroe Islands prior to Atkinson's expedition. The most prominent among them were Joseph Banks (1743-1820), Sir William Jackson Hooker (1785-1865), Sir George Steuart Mackenzie (1780-1848), and Sir Walter Calverley Trevelyan (1797-1879).



Atkinson's first encounter with the inhabitants of the Faroe Islands took place near the island of Vágar. It was there that Peggy happened upon a French vessel conducting illicit trade with a group of Faroese. Atkinson noted that the Faroese were afraid of contracting cholera and chose to remain in their boats: "They didn't have much interest in money, but they brought sheepskins, milk, and other goods to trade. The French exchanged red wine and cognac for the items the natives offered. They certainly were a curious bunch of people."

When Atkinson later arrived in the archipelago's capital, Tórshavn, he made the acquaintance of Sheriff Christian Pløyen (1803–1867). Atkinson was well-liked wherever he went on his expedition, and he found that he had much in common with his hosts. The conversations that Atkinson enjoyed are reflected in the insightful quality of his keen, empathetic observations. Furthermore, he

considered the Faroese to be an honest, educated, religious, and attractive people.

The images that have been selected to commemorate George Clayton Atkinson's expedition to the Faroe Islands were originally sketches made by Atkinson himself. These sketches were subsequently rendered into watercolor paintings by the renowned English artist Thomas Miles Richardson (1784-1848). The paintings feature several different motifs: a Faroese watermill, the rock formation Trøllkonufingur, a waterfall in Vágar, the town of Tórshavn, landscapes with vistas over the islands of Koltur and Hestur. lournal of an Expedition to the Feroe and Westman Islands and Iceland 1833 contains twenty-nine full-color works of art in addition to four portraits. At least four artists have contributed artwork to this volume: George Clayton Atkinson, T. M. Richardson, George Richardson, and Henry Perlee Parker.

Kim Simonsen Ph.d and Mag.Art

Vote for Stamp of the Year 2014

- 1st prize is a trip to the Faroe Islands!





FO 791

FO 776-778













FØROYAR FO 780

FO 781



FO 782



FO 787



FO 788





FO 790

FYRRI HEIMSBARDAGI 1914 - 1918





FO 796



FO 797







FO 784-785

This year's Grand Prize is a trip to the Faroe Islands. The trip is for one person only and the winner can travel to the Faroe Islands by ship or plane in the summer 2015. Four nights at a hotel by further agreement with full board are included

The winner of the 2nd prize will receive a copy of our new exclusive yearbook 2014.

Finally, five lucky winners will be drawn for a yearbook 2013.

Cut out the coupon and send it to us or you can voo The deadline for voting is 15 March 2015! Yes please! I would like to register for the e-E-Mail:	·
Name:	
Address:	
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Country:	
Client No.:	

End sale of the year

Please note that 31st December 2014 is the last date of sale for the stamps and articles presented on these pages.

The articles can be ordered by completing the enclosed coupon or by visiting our webshop at www.stamps.fo.

chase the stamps at the nominal value.









FO 688-689



FO 700





FO 701-702

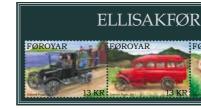


FO 703-704





FO 708-709



FO 719-721







FØROYAR



FO 719-721





FØROYAR **10 KR** FØROYAR **10 KR** FØROYAR **10 KR**

🌉 ANNIKA Í DÍMUN 🧚











Christmas Carols 2, booklet PPN000911

Cats, self-adhesive booklet PPN000211

Year Pack 2010



PPY002010

Yearbook 2010



Faroese/Danish: PPZDKVI10 English/German: PPZENVI10

FDC Folder 2010





Test proof



ATKINSO!

also available as stamps in booklet of eight

New stamp issue: Date of issue:

Value: Numbers: Stamp size: Design: Printing method:

Printer: Postal use:

New stamp issue: Date of issue: Value: Numbers: Stamp size:

Printing method: Printer: Postal use:

Design:

New stamp issue: Date of issue: Value: Numbers: Stamp size: Photo:/Design:

Printing method: Printer: Postal use:

New stamp issue: Date of issue: Value: Numbers: Stamp size: Design: Printing method:

Printer:

Postal use:

Magna Carta 800 Years

23.02.2015 24.00 DKK FO 800 24,9 x 42 mm Anker Eli Petersen

Offset Cartor Security Printing, France Medium letters to Europe, 51-100 g.

100 Years of Women's Suffrage

23.02.2015 **36 DKK** FO 801 40 x 45 mm Edward Fuglø Offset

Cartor Security Printing, France Large and medium letters to other countries,

51-100 g

Vagar Airport 23.02.2015 8.50 and 15.00 DKK

FO 802-803 30 x 40 mm

J. H. Hansen / A. E. Petersen Offset

Cartor Security Printing, France Small inland letters, 0-50 g and inland large

letters, 51-100 g

Atkinson's Expedition in 1833

23.02.2015 4 x 8,50 DKK FO 804-807 30 x 40 mm 91 x 94 mm

Kim Simonsen and Anker Eli Petersen Cartor Security Printing, France Small inland letters, 0-50 g



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