

Posta Stamps

Faroe Islands

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Test proof



The Prince Consort and Queen Margrethe II
visiting the Faroe Islands in 2010
Photo: Scanpix

Ministry. From 1963 to 1967 he served as embassy secretary at the French Embassy in London.

Prince of Denmark

In 1964, while he was working as secretary at the embassy in London, Prince Henrik met the Danish Crown Princess Margrethe, who at the time was studying in England and in France. The couple was engaged in 1966 - and on 10 June 1967, Henri de Monpezat and Crown Princess Margrethe married in Holmen's Church in Copenhagen. On this occasion he received the title: His Royal Highness, Prince Henrik of Denmark.

The couple has two sons, Crown Prince Frederik (b. May 26, 1968) and Prince Joachim (born June 7, 1969).

In 1972, King Frederik IX died and the Crown Princess was hailed as Queen Margrethe II of Denmark.

As the spouse of the present sovereign, the Prince Consort been a qualified support and has performed the official duties together with Queen Margrethe as well as by his own. There is no doubt that Prince Henrik's background in diplomacy and extensive knowledge of international affairs has been a valuable asset to the Danish royal family. The modern Danish monarchy is very internationally oriented and there is no doubt that part of the credit goes His Royal Highness the Prince Consort.

The Literary Prince

Prince Henrik's interest in literature, languages and cuisine has manifested in numerous publications, both by his own works as well as translations from French literature. In 1981 he translated Simone de Beauviors novel "All men are mortal" together with Queen Margrethe, which was published under the pseudonym H. M. Vejerbjerg.



This elegant Souvenir Folder will be issued together with the stamps.

The joint folder contains one stamp of each country,

Faroe Islands, Denmark and Greenland.

Can be ordered by using the order form in the middle of this magazine.

Price: 51.00 DKK

He has also published several poetry collections, among others: "Chemin faisant" (1982), "Cantabile" (2000), "Les escargots de Marie Lance Line" (2003) and "Murmures de vent" (Whispering Breeze) (2005). His "Roue-Libre" from 2010 was translated into Danish by Queen Margrethe and Peter Poulsen entitled "Frihjul" (Freewheel).

and status of the royal family and appreciate his jovial nature at the royal visits.

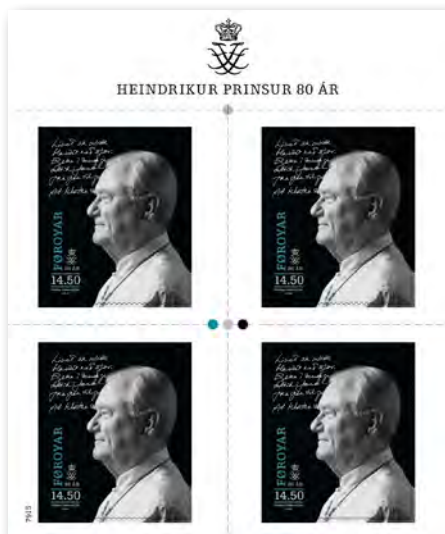
Congratulations on the 80 years from us out here in the North Atlantic!

Anker Eli Petersen

The commemorative work "Destin oblige" (Fate obliges) appeared in 1996 and in the book "Chateau de Caix - The Place, the Wine and Food" from 2004, Prince Henrik describes his French chateau, its history and environment. The interest in gastronomy is further emphasized by two cookbooks: "Not always goose liver" from 1999 with Jakob Johannsen and "To the Palates's Delight - New Recipes for a Royal Kitchen" from 2005.

Heindrikur prinsur

Also from the Faroe Islands, we will pay tribute to "Heindrikur prinsur", which we call the Prince Consort. Like Greenland and Denmark, our sister countries in the commonwealth, we have benefited from his role



Self adhesive booklet



Test proof

Franking Labels 2014: Faroese stamps for 40 years

In January 2015, 40 years have passed since the first Faroese stamps were issued. Until then, Danish stamps were used in the Faroe Islands. In this connection we have decided to re-issue some of the classic Faroese stamps – this time as franking labels.

The four chosen stamps have one thing in common: They have all been engraved by the famous engraver Cz. Slania. The stamps were issued in the period 1984-1995.

The stamps reproduced as franking labels are: FR 097 from the stamp issue "Smacks" on 10 September 1984. The smack illustrated on the stamp is "Westward Ho" TN 54, which was built in Grimsby in 1884 and bought to the Faroe Islands in 1895. The smack has been repaired and is well preserved, so that it now can be rented for different arrangements.

FR 169 from the stamp issue "The Cathedral Ruins in Kirkjubøur" on 17 October 1988. The Cathedral Ruins in Kirkjubøur were built around

year 1300 in Gothic style. It is one of the most important relic of the past in the Faroe Islands. Ole Wich prepared the stamp issue.

FR 173 from the stamp issue "Tórshavn Church" on 6 February 1989. The stamp was issued in connection with the 200 Years Jubilee of the church. This means that today the church is 225 Years. Ole Wich prepared the stamp issue.

FR 277 from the stamp issue "Folkways on Photographs" on 12 September 1995. The stamp illustrates dairymaids and is reproduced from a photograph from the turn of the century.

New Issue:	Franking labels 2014:
Date of issue:	Faroese stamps for 40 Yrs
Value:	01.10.2014
Design:	4 x 8,00 DKK
Size:	Reproduction of old stamps
Printing method:	22,5 x 55,0 mm
Printer:	Flexotryk
	Ganket, Denmark



FO 792-795

Test proof

First World War Centenary

The Great War

In early August 1914, disturbing news reached the Faroe Islands that a great war had started on the European mainland. There had been some worrying indications through the so-called July Crisis that emerged in the wake of the Serbian nationalist Gavrilo Princip's assassination of the Austro-Hungarian Crown Prince, Franz Ferdinand, on 28 June 1914.

Since the Balkan Wars (1912-1913) Austria-Hungary had been concerned about the development of the former Ottoman possessions in the Balkans, where Serbia emerged as an increasingly strong power. The Austro-Hungarian Empire had been waiting for an opportunity to suppress Serbia, and the assassination of their heir, provided the opportunity they had been waiting for. Ultimatum was put on Serbia, which the country could not meet, and the consequence was that Austria-Hungary on 27 July 1914 declared war on the young nation.

The Austro-Hungarian government was well aware that this could escalate into a major war. Russia had guaranteed Serbia's security and the Austro-Hungarians had therefore secured the support of Germany. The day after the declaration of war Russia started to mobilize its army, which led to a German declaration of war against Russia on August 1st.

Concerned about the development, France also started to mobilize its army, and this caused Germany to declare war on France on 3 August. The same day Germany invaded Belgium as a means to attack France, and this promptly triggered a British declaration of war against Germany.

The situation spiralled out of control, and soon a major war in Europe had become reality. And out here, in the North Atlantic, the Faroese could just observe, with increasing astonishment, the extreme escalation and fateful developments which in the years to come, should bring so much misery.



Consequences

It did not take long before the Faroes suffered the consequences of the Great War. Sea transport to and from mainland Europe, especially Denmark, stopped more or less. The belligerents set up blockades, patrolled the seas and went after ships that might carry supplies to hostile territory.

This led to a shortage of the most basic necessities. Soon you could only buy bread and sugar on ration-cards - and things like tea and coffee became difficult and expensive to obtain. But times of need is the mother of ingenuity - and people came up with different ways to tough scarce supplies. There are, for example, stories of women who cooked roe and mixed it up in the rye flour, to make it last longer.

The early years of war caused such serious deficiencies, especially among the poorest segment of the population that we can talk about real crisis conditions. During the rough winter months it was hard to catch fish, and

the coastal spring-fishery was in 1915 hampered by bad weather. Deficiency Diseases occurred because of too little or too monotonous food and even harvested lives among the most disadvantaged, children and the elderly.

The oil supplies were soon exhausted and it was not possible to bring more to the country. People started to experiment with fish oil, which turned out to be useful for lamps and even as fuel for boat engines.

The Day of Fate

On 1 February 1917 the German Navy declared the waters around the UK as a War Zone. Any ship caught in the zone risked, regardless of nationality, to be the subject of attack from German submarines. Unfortunately for the Faroe Islands, the War Zone reached all the way to the southern islands and thereby covered one of the largest Faroese fishing grounds, known as the Faroe Bank.

The War Zone was mainly directed against

The map shows the War Zone in the waters around the UK declared by the German Navy on 1st February 1917.



British interests, cargo shipping and transport convoys to England. The Faroese hoped that it did not include fishing vessels and took the calculated risk of fishing in the zone.

But in the morning of 23 May 1917, war struck the Faroese fishermen. Skipper Axel Sivertsen on cutter "Else" later told the newspaper "Norðlýsi" that in the early morning of the 23rd, the ship was hailed by a German submarine, which fired their machine gun in front of and behind the ship. The crew immediately loaded supplies into the lifeboat and left Else. They rowed towards the submarine and six of them were ordered to enter the submarine's deck. Two German submariners then went into the boat and made the rest of the crew row back to Else. They brought fuel on board Else, and shortly thereafter the crew could see their ship burning on the high seas. The German submariners were uncomfortable about the situation, but there was nothing to do about it. They acted under orders, they said.

Else's crew began to row against the Faroe Islands. Four hours later they met cutter "Orion" (which at that time was registered

under the name "Beinir") and were taken on board. When Orion/Beinir's skipper heard what had happened, he gave orders to cut all fishing lines and set sail. But they had not sailed for long before the submarine caught up with them, and Orion/Beinir suffered the same fate as "Else". The two crews then rowed together towards the shore. On the way they saw two other cutters and a trawler, but also the infamous submarine, which was now heading for the trawler. They rowed all night and morning and did not reach land before six o'clock the following afternoon.

It turned out that 8 Faroese fishing vessels were sunk within 24 hours on 23rd and 24th of May. Miraculously no Faroese fishermen lost their lives through in the tragedy.

All the ships were sunk by the same submarine, UC 33, under the command of Captain Lieutenant Martin Schelle. During its active period, UC 33 sank 36 ships, but was itself caught up by destiny on 26 September 1917, when a British patrol boat sank it in the St. George's



UC 33

108

DUPLICATE
No. 722.189
Folio.

ATTESTATION PAPER.

CANADIAN OVER-SEAS EXPEDITIONARY FORCE.

QUESTIONS TO BE PUT BEFORE ATTESTATION.
(ANSWERS)

1. What is your surname? Petersen
- 1a. What are your Christian names? Christian Ludwig
- 1b. What is your present address? Oak View P.O. Manitoba
2. In what Town, Township or Parish, and in what Country were you born? Kong Færow Island, Iceland
3. What is the name of your next-of-kin? Pjetur Hans Pjeturson
- 4a. What is the address of your next-of-kin? Karivik Færow Island, Iceland
- 4b. What is the relationship of your next-of-kin? Father
5. What is the date of your birth? Feb 6th, 1890.
6. What is your Trade or Calling? Carpenter
7. Are you married? No
8. Are you willing to be vaccinated or re-vaccinated and inoculated? Yes
9. Do you now belong to the Active Militia? No
10. Have you ever served in any Military Force? No
If so, state particulars of former service.
11. Do you understand the nature and terms of your engagement? Yes
12. Are you willing to be attached to serve in the Canadian Over-Sea Expeditionary Force? Yes

108TH BN

Christian Petersen's draft card.



Channel of Ireland. Only one of the 27 crew members survived.

The Soldier

While most Faroese experienced World War I from a distance, others were not so lucky. One of these was the 26 year-old Christian Ludwig Petersen from the village Kvívík, who had emigrated to Canada before the war.

In March 1916, Christian Petersen (Pjeturson) was drafted by the newly created 108th battalion (Selkirk, Manitoba) in the Canadian Expeditionary Force (CEF), which fought on European battlefields. Already on 18 September the same year, the battalion was sent to England, where it was absorbed by 14th reserve battalion, which provided reinforcements to the fighting battalions on the mainland.

Christian Petersen was then sent to the 16th Battalion (Canadian-Scottish) in the area of Arras in France, around the time of, or immediately after the violent battles of Vimy Ridge in 1917.

Then the young Faroese travelled from battle to battle. 16th Battalion participated in the battles of Hill 70, Ypres and Passchendaele. They participated in the campaigns around Amiens, the Second Battle of Arras, Scarpe and Drocourt-Queant Line in 1918. From there to the battles on the Hindenburg Line and Canal du Nord, right to the last advance toward Mons.

Like most other army-units in the Great War, the 16th battalion suffered from heavy casualties - and the survivors suffered from the psychological stress and trauma, inflicted by the horrible war memories. Christian Petersen was no exception. Shortly after discharge, he moved back to the Faroe Islands and settled as a farmer in the village Kaldbak on Streymoy. According to his people who knew him, he never talked about the war and his role in it - the memories were simply too terrible.

Anker Eli Petersen



The Casement Report 1904 - Daniel J. Danielsen (Dollin)

Faces on fading photographs. Memories and fragments of stories about people a few generations back. Fading traces of lifetimes long passed, exposed to the relentless passing of time.

But sometimes it happens that the right eye hits the right traces. The thread is taken up and stories, much larger than ordinary memories indicate, roll out before our eyes.

This was the case when local historian, former trade unionist and politician, Óli Jacobsen, by the newspaper Sosialurin, was asked to write about people buried in Tórshavn's old cemetery. This resulted in a series of interesting articles called "Hendur ið sleptu" (Hands that lost the grip), where the individuals mentioned on the tombstones are described.

The most remarkable story was inspired by a tombstone with the inscription:

"D. J. Danielsen, Missionary. B. 25 June 1871. D. 16 October 1916. Worked in Congo from 1901 to 1903. A Fearless Christian Soldier."

Dollin

Daniel Jacob Danielsen, popularly referred to as "Dollin", is best known for his work as a preacher and missionary in the Faroe Islands in the beginning of the 20th century. He was one of the pioneers in the Faroese "Plymouth Brethren" congregation, which today is the largest Faroese Free Church.

He travelled around the islands and held revivalist meetings and was a controversial figure of his time, known for his intensity and fiery mind. At his death, the newspaper Dimmalætting wrote: "In the early days he performed very strongly, but in recent years he became more moderate. He made the impression of a convinced Christian."

Danielsen's work on the Faroe Islands gave him both friends and enemies, as might be expected in times of change, and his quarrelsome character did not help the matter.

But it was not on the Faroes that Danielsen made his most significant fingerprints. As indicated on the tombstone, people knew



The mission paddle steamer "Pioneer"

that he had worked as a missionary in Congo, without granting it any particular attention. But when Òli Jacobsen started to trace his footsteps, a quite sensational story emerged, which uncovered D. J. Danielson's crucial role in events that changed the course of history.

The Congo Free State

As a result of European explorers mapping of Central Africa, an extensive colonization began of the huge territories. From 1885 to 1908, the Belgian king Leopold II had personal sovereignty over the Congo Free State - on the north bordering the former Portuguese enclave Kabinda and French Congo, along the river Tsjiloango - to the east bordering British and German East Africa and to the south bordering British Central Africa and Portuguese West Africa. This enormous area, about 2,252,800 km², was an exclusive trading colony placed directly under King Leopold's personal control. The colony's exports included ivory, palm oil and coffee, as well as an extensive rubber production. The work was performed by forced labour,

local tribesmen whose profits of the exports bordered the non-existent.

Missionaries

The faithful companion of colonizations at the time was Christian missionary activity, and the Free State of the Congo was no exception from the rule. An extensive mission in more than 100 locations, of which a large part was from Protestant missionary societies, soon emerged in the colony - and it was in one of these, the English Balolo Mission Station in Bonginda, that D. J. Danielsen arrived in 1901 to work as a missionary and skipper/engineer on the small mission paddle steamer "Pioneer" (the upper riverboat on the stamp).

D. J. Danielsen, who in his youth had no particular religious beliefs, was a rambunctious young man. 18 years old, he went to Scotland, where he was trained as a marine engineer. For some years, he sailed with English steamships and reportedly also had problems with alcohol. At the age of 27, he

was however conversed at a Christian meeting in Glasgow, turned his back to the old life and, as already mentioned, went to Congo by his Christian conviction.

Atrocities Against the People

As early as in the 1890's, stories of atrocities against the indigenous people of the Congo Free State started to leak out. Missionaries, journalists and a human rights organization, the Aboriginal Protection Society, reported about large-scale violation of human rights, but were completely ignored by King Leopold and his administration in Congo.

The Casement Report

In 1903 the stories of atrocities against the indigenous population were so extensive, that the English Parliament decided to send the British consul in Boma, Congo, the Irishman Roger Casement, up the Congo River to investigate the allegations.

In order to travel beyond the reach of the authorities, Roger Casement hired the old paddle steamer "Henry Reed" from the American Baptist Mission (the lower boat on the stamp). The Congo Balolo Mission made a skipper available for Casement's travels - none other than Daniel J. Danielsen. Danielsen took Casement around the Congo River and its tributaries and functioned as well as skipper and engineer also as Casement's interpreter and assistant. Casement later praised Danielsens skills in a letter to the British Foreign Office and stated that without Danielsen's participation the trip would not have been as successful as it was.

The result of the expedition was the so-called "Casement Report," which in 1904 published a devastating criticism of King Leopold's Congo Administration. It included horrible stories of murder, maiming, kidnapping and

violence against the indigenous population, conducted by the soldiers of the Administration. Based on the report, the British government demanded a review of the Berlin Agreement of 1885, where King Leopold had been granted the mandate of the colony. The Belgian Parliament forced Leopold to establish an independent commission of inquiry, which largely confirmed Casement's observations.

Danielsen's legacy

After the Casement expedition, D. J. Danielsen went back to England, where he diligently tried to convince his mission agency, the Congo Balolo Mission, to openly criticize the situation in the Congo.

As the missionary society hesitated, Danielsen started a series of meetings in Scotland, showcasing slides of mutilated Congolese, which Danielsen himself had photographed. In this context, he was in close contact with the journalist E. D. Morel, another activist in the Congo case.

These meetings attracted so much attention that the Balolo mission immediately after started its own series of meetings, which in March 1904, after the publication of the Casement Report, led to the formation of the Congo Reform Association, which then continued the campaign. This started an outrage in Britain, Europe and the United States over the atrocities in the Congo Free State. Prominent figures such as Sir Arthur Conan Doyle and Mark Twain were also involved in the campaign.

This movement is credited for the fact that Leopold 2 in 1908 had to give up the Congo Free





Robert Casement.



The journalist, E.D. Morel at his desk

State as his personal property.

Jacobsen's research has revealed that it was Danielsen who made most of the original well-known photographs of mutilated Congolese, which other people have been credited for. These photographs were a crucial part of the success of the campaign.

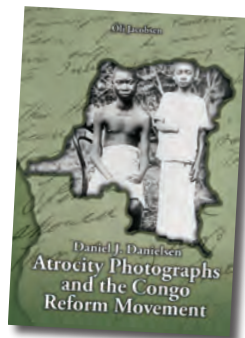
It is quite clear that it was Danielsen's pressure that started the so-called Congo Reform Campaign, which led to these results. But Danielsen's role has been forgotten, and he has not yet been credited for his part of the story.

D. J. Danielsen never returned to Congo. In 1904 he moved back to the Faroe Islands with his wife Lina, whom he had married the same year - and started his preacher activities on the islands. He continued his work until his death in 1916 and was, as mentioned in the introduction, one of the pioneers in the Faroese Plymouth Brethren movement.

In connection with the stamp issue, Óli Jacobsen will publish a book in English about Daniel Jacob Danielsen, where his key role in the Congo case is documented with documents until recently unknown.

Anker Eli Petersen

NB! The book "Atrocity Photographs and the Congo Reform Movement" can be ordered from Posta Stamps. Please use the order form in the middle of the magazine.





70 Years since D-day

On June 6th 70 years have passed since the infamous D-day. The day when Operation Overlord, the Allied invasion of Normandy, took place. In the early hours of the morning of June 6th 1944, allied forces launched a violent attack on the coast of the Bay of Seine, between Cherbourg and Le Havre. The purpose of the attack was to establish a beachhead in Normandy, in which they could transport soldiers and the huge quantities of equipment to be used for the liberation of Western Europe.

The invasion of Normandy is the largest and most complex military operation ever. It required meticulous planning and enormous logistical resources, where all wheels, large and small, had to work in sync.

Several Faroese were involved in the complicated and dangerous game. For this stamp issue we have chosen to focus on the most enigmatic of them, Captain Vilhelm Reinert-Joensen (1891-1949) - and in order to do so, we have to start in a completely different place.

Captain Joensen

On 28 January 1941 the enormous troop carrier "Edmund B. Alexander" passed The

Narrows, at the entrance to St John's in Newfoundland. The 669 ft. long and 22,225 ton heavy cruiser had less than 2 ft. clearance between keel and the bottom. People came from far and wide to see the giant grey painted ship arrive, the largest that had ever entered St. John's harbour. The carrier brought about 1,000 soldiers, who should build the first U.S. "Land & Lease" military base outside the United States, although US still had managed to stay out of the war in Europe.

Edmund B Alexander stayed in St. John's until June 20 and served as floating barracks for the soldiers, while the land base was built.

The ship's captain was the Faroese Vilhelm R. Joensen, or, as most U.S. sources call him, William Joensen, from the Army Transport Service (ATS) .

Assumed he was dead

Hans Christoffer Vilhelm Reinert-Joensen was born March 17, 1891 in Godthaab, Greenland, where his father was a servant of the colonial administration. In 1902 the family moved back to the Faroe Islands and settled in Tórshavn.



Already at the age of 14, Vilhelm Reinert-Joensen went to sea. A few years later he received navigational training in Denmark and started to sail with merchant ships around the world. The contact with the family on the Faroes became more and more sporadic and at the end of World War I it stopped altogether. No more letters arrived - and the family assumed that he had died out there in some foreign country.

U.S. Citizen

But William was very much alive. He sailed on cargo ships all over the World. In 1928 he became U.S. citizen and shortly thereafter he was employed by ATS (Army Transport Service). He advanced in the ranks until he became captain - and in 1941 he stood as master of the bridge on one of the largest troop-transports the world has seen.

Iceland

In 1941 the United States took over the British occupation of Iceland. Great Britain needed the troops elsewhere and convinced the Americans to take over, even though USA still was not engaged in the war.

An operation of such magnitude requires massive action in the transportation area, but the primitive harbour in Reykjavík turned out to be a bit of a logistical nightmare for the Americans. The task to solve the transportation problems fell on Major, later Colonel Richard S. Whitcomb from the US Transportation Corps. During the next couple of years he assembled a team of logistics experts and got to grips with the difficulties. One of these was Captain Vilhelm R. Joensen.

Rumours soon reached the Faroe Islands, that a senior Faroese officer was stationed in Reykjavik. Several Faroese sailors had met the weathered captain, who turned out to be a jovial gentleman in his fifties - and people started to realize that this had to be Villy, Greenland-Johan's long lost son.

"Show me your ears"

In the spring of 1943, an American destroyer brought Captain Joensen to Tórshavn, where he reunited with the family. But when he, for the first time in over 30 years, appeared before his mother Amalie, she did not recognize him. The stout old lady demanded that



Greenville Victory, one of the ships on which Vilhelm Reinert-Joensen was Captain.



the naval officer should take off his cap and show her his ear. Vilhelm had damaged one of his ears in the childhood, and only when Amalie saw the scar, she was convinced that this really was her Vilhelm.

Omaha Beach

In the fall of 1943, transports in Reykjavik were scaled down, and most of the officers and men from the Transportation Corps went to England to start preparations for the invasion of Normandy. They took over the transport unit "11th Port", which was planned to operate at the soon so infamous Omaha Beach. It is not quite clear what Captain Joensen actually did in the months prior to the invasion, but from the military archives, we can see that he frequently arrived and departed from ETOUSA's Assault Training headquarters.

One of the days just after the invasion, a Faroese freighter mate, Martin í Kvidni, met Vilhelm on Omaha Beach. According to Martin, Capt. Joensen organized the army tugs at the bridgehead.

Back to the Big Ships

At the end of the war, Vilhelm Reinert-Joensen returned to his original task as master on the main troop carriers. From 1946-49, he was Captain on ships like George W. Goethals, George Washington, General ML Hersey and Greenville Victory, which carried U.S. troops home from Europe and German prisoners of war back to Germany.

Captain Joensen was a bit of a local celebrity in the Brooklyn area, where the army naval base was located. He appeared frequently in the newspaper's society pages as the rugged and jolly sea Captain, whose only home was on the sea.

Unfortunately, Vilhelm R. Joensen did not become an old man. In August 1949, he was found dead in his hotel room in Brooklyn, only 58 years old.

There will be more detailed description of Captain Joensen's life and work in connection with the stamp issue in September.

Anker Eli Petersen



FO 798-799

Test proof

Joy and peace in hardship and suffering

"And the angel said to them, "Fear not, for behold, I bring you good news of great joy that will be for all the people." Luke 2,10

This unexpected message disturbed the shepherds in the middle of the night. Now, as before, they sat and watched their flocks, by day and by night. The sheep lay safely as they usually did, and there was nothing to suggest that anything unexpected would happen. The work was the same as it always had been. They were just waiting for sunrise, when they would yet again lead their flocks to new pastures.

The lives of the shepherds and their animals followed the cycle of nature. They lived in tune with nature, and deviating from this cycle meant certain death. The work was hard, and there were dangers everywhere; wild animals and bandits could attack and upset the day-to-day routines – the shepherds' task was to cultivate the fields and

protect the sheep. This is how it had been since Adam and Eve were charged with nurturing and protecting the Garden of Eden in other words the harmonious existence. And so it would continue.

Was life just endless days, where some people were excessively rich, others were penniless, where some died of hunger and others lived a carefree existence?

No! The shepherds knew their role in the natural cycle – to cherish it, to co-exist with it, and to assume responsibility for ensuring that their families were fed.

Perhaps wise King Solomon was right when he said: "What has been is what will be, and what has been done is what will be done, and there is nothing new under the sun." It was also he who said: "Vanity of vanities, says the Preacher, vanity of vanities! All is vanity." Ecclesiastes, 1,1-9



The shepherds definitely did not expect any fundamental changes to the natural passage of life.

That is why they were so afraid when they suddenly heard an unexpected voice deliver a completely new and unknown message, which they found hard to believe. Could any joyfulness be so great that it included everyone, without discrimination? A joyfulness which did not overlook anyone? A peace which everyone could enjoy? If it was true, it could not be temporary joy or peace.

As on the previous stamps in this series, the artist Edward Fuglø has managed to delicately and in great detail convey the communication between eternity and time. The star from above is still regarded as a symbol of the transcendental reality, God's light and guidance in the midst of meaninglessness, injustice and futile daily drudgery. A light from the Creator, which points us along the

path we need to take, and which enlightens the mind on the absolute, eternal values in the midst of relativity and the daily grind. The angels descended from the starlit skies, and the herdsman are therefore gazing upwards. Thus, the angels symbolise the cosmic communication between the Creator and humankind. A communication with prayer and meditation on the cosmic internet, which people cannot do without if we are to live in harmony with the Creator and the message: **"It must be for all people."**

Indeed, the shepherds possessed the necessary consciousness of God which is demanded by the cycle of nature, and which made them capable of hearing the Creator's message. Nature itself had always been a reminder of the creative power in all things; the never-ending cycle of life had also awakened a deep yearning for eternal values. Life itself had strengthened the sense that their day-to-day work – of tending their live-

stock, the pastures and their families – was part of a bigger picture. Now, the joy and the peace extended beyond the shepherds, and the whole of humanity could be saved from meaninglessness, injustice and suffering.

It is for this reason that the shepherds are looking up with an open mind; it is why one of them has already risen; it is why they have both taken hold of their crooks. They are happy to pass on to others the happy message of joy and peace. They have seen God's protection and love in the angels' outstretched wings and arms. They have heard the joy in the message between trumpets and songs of praise. They have felt God's glory and magnificence in the angels' radiant clothing. They have truly understood the meaning of the word "angel", which is derived from the Greek "angelos", which means messenger – now also between the Creator and man. Even though the shepherds think first and foremost of their ruminating flocks, this night they become aware of something else. They look up and hear the unexpected message: **"For unto you is born this day in the city of David a Saviour, who is Christ the Lord. And this will be a sign for you: you will find a baby wrapped in swaddling cloths and lying in a manger."** And suddenly there was with the angel a multitude of the heavenly host praising God and saying, **"Glory to God in the highest, and on earth peace, among those with whom he is most pleased."** Luke 2,11-14

What did it mean, a child in a manger? What was the secret of the message? The physician Luke tells us that the shepherds travelled to Bethlehem to find out what it was all about. Here, they saw for themselves that even the Creator himself had decided to live with the suffering and the weak, to take our destinies upon himself and to allow us to

share in the eternal joy and peace, to give every single person a sense of meaning and hope in the midst of our daily lives, filled as they are with problems and humdrum activities.

"And the shepherds returned, glorifying and praising God for all they had heard and seen, as it had been told them." They returned to their daily lives, but now with a new sense of joy, wonder, praise and love of life.

The cycle of life was briefly interrupted, so that the shepherds and the rest of mankind could learn to live life with a greater sense of meaning, substance and purpose. The shepherds had been part of the joy and the peace which could transform meaninglessness to understanding, emptiness to substance, anxiety to courage, hopelessness to hope, discord to peace and sorrow to joy.

Róland í Skorini



New Stamp Issues 11 June and 24 September 2014

Test proof



* also available
as a self adhesive
booklet of four

New stamp issue:

Date of issue:

Value:

Numbers:

Stamp size:

Photo:

Design:

Printing method:

Printer:

Postal use:

The Prince Consort, 80 Yrs'

11.06.2014

14,50 DKK

FO 791

51 x 43 mm

Torben Eskerod

Post Danmark Frimærker/Jakob Monefeldt

Offset

Posten Frimärken, Sweden

Small letters to Europe, 0-50 g.

Test proof



New stamp issue:

Date of issue:

Value:

Numbers:

Sheet size:

Stamp size:

Design:

Printing method:

Printer:

Postal use:

First World War Centenary

24.09.2014

4 x 8,00 DKK

FO 792-795

70 x 100 mm

42,00 x 23,52 mm

Anker Eli Petersen

Offset

Cartor Security Printing, France

Small inland letters, 0-50 g

Test proof



New stamp issue:

Date of issue:

Value:

Numbers:

Stamp size:

Design:

Printing method:

Printer:

Postal use:

The Casement Report & Dollin

24.09.2014

25,00 DKK

FO 796

42,00 x 23,52 mm

Anker Eli Petersen

Offset

Cartor Security Printing, France

Inland large letters, 101-250 g

Test proof



New stamp issue:

Date of issue:

Value:

Numbers:

Stamp size:

Design:

Printing method:

Printer:

Postal use:

The 70th anniversary of D-Day

24.09.2014

26,00 DKK

FO 797

42,00 x 23,52 mm

Anker Eli Petersen

Offset

Cartor Security Printing, France

Medium B-letters to other countries, 51-100 g

Test proof



* also
available as
stamps in
booklet of
eight

New stamp issue:

Date of issue:

Value:

Numbers:

Stamp size:

Design:

Printing method:

Printer:

Postal use:

The Christmas Gospel 2'

24.09.2014

8,00 and 14,50 DKK

FO 798-799

25,5 x 42,0 mm

Edward Fuglø

Offset

LM-Group, Canada

Small letters inland and to Europe, 0-50 g

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Faroe Islands

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