

"Sale of Postage stamps in Christiania. It has been a matter of great attention here of late that the Government has sold the remainder of the skilling issue to Mr. W. Collet, chief of the Postal Department in Christiania. The amount of the remainder is in the vicinity of half a million crowns. The condition on which they were sold is that Mr. Collet has got 15 years in which to make the final settlement, although the Government will take back all which at that time is not sold. Obsolete issues of postage stamps as a rule brings many times the price of its original face value. In foreign countries the stamp traffic is of no little moment as collectors can be counted among the thousands; even children at school are passionately in love with Philately, and the older the issues are, the harder they become to collect, and consequently higher prices may be expected. The chances are that Mr. Collet will derive an immense income from the profit of his sales, and very likely become very rich, and no doubt the state could have enriched its Treasury very handsomely if they had been put up either by tender or auction. Several applications have been received by the Government and it is said Mr. Collet has secured one firm to take a hand in and are now working the "trust" as an organized company. The whole affair seems somewhat out of order and should be investigated." So says the VERDENS GANG.

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FROM an article in a recent number of *Blackwood's Magazine*, under the heading "Cyprus under British rule," we glean the following, which may be of interest to our readers: "The postal arrangements; although a wonderful advance upon the days of Turkish administration when letters were scrambled for at the Austrian Consulate at Larnica or even upon Constantinople itself in this very year, where there is no Turkish Post whatever leave a great deal to be desired. Letters are only carried to and from the principal towns, and are not delivered at all. If a man expects a letter, he sends to the Post-office to meet it; if he does not it lies there until he happens to call for it, and this even at Nicosia, the Capital. I remember soon after my arrival receiving a telegram from a perfect stranger: "Send to post office for letter despatched to-day." I thought the sender must have taken leave of his senses, but found that he was only better acquainted than I was with the peculiarities of the Cyprus post office. As regards communication with the outside world, postal or otherwise, there is little to be said, but that it is rare, slow, and eminently unsatisfactory. For five years after the occupation a subsidized service to Alexandria conveyed letters and passengers once a week, in about seven days to and from London. But as soon as the contract came to an end the Treasury, looking to the tribute, forbade any new subsidy being granted, and letters came and went à la grâce de Dieu, the "return of post" from London to Nicosia and back, and occupied six weeks at least. Within the last few months only, some order has taken the place of the chaos and a slow and roundabout but regular service is provided by the French Messageries Maritimes once a week, with an Austrian Lloyd steamer once a fortnight "in case of need" and the result of this is not only that Cyprus trade has been injured and Cyprus industry checked, but that business to the extent of £50,000 or £60,000 a year has been diverted from England to Marseilles and Trieste.