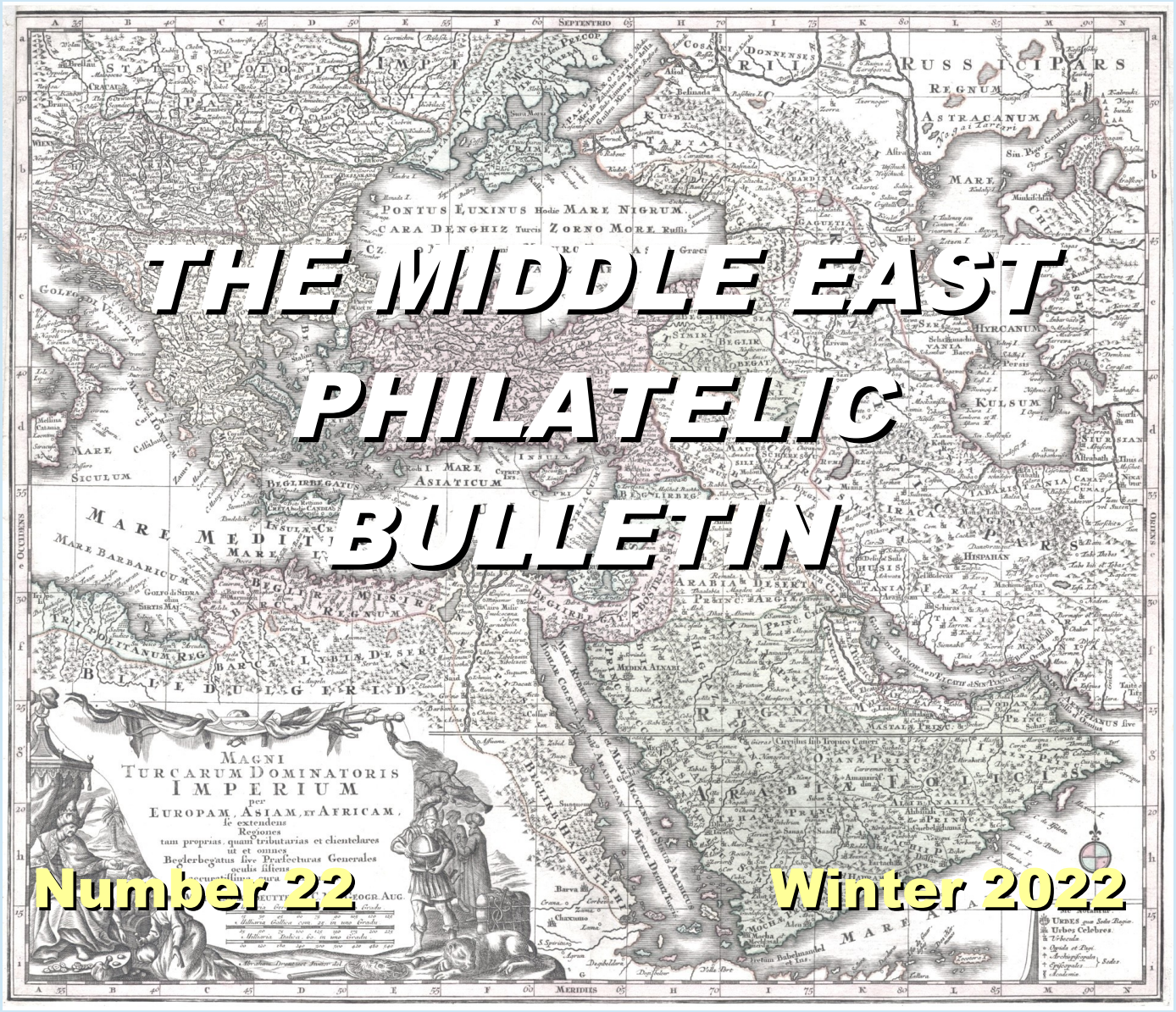
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THE MIDDLE EAST PHILATELIC BULLETIN

Number 22 Winter 2022

German Post in Turkey: Early Printed Matter Frankings

Telephones in Constantinople

British Railway Company Cancellations of Western Anatolia

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Kilis – Gems from the Adolf Passer Collection

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Archive: A Short History of the Turkish Posts

plus Book Reviews, Reactions, Comments, Queries, and more!

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CONTENTS

German Post in Turkey: Early Printed Matter Frankings with North-German Stamps 1870/71....3
Tilmann Nössig and Joachim Gerhold

Telephones in Constantinople (but only for the Sultan)....9
Tobias Zywietz

British Railway Company Cancellations of the Ottoman Empire in Western Anatolia....12
Atadan Tunacı

Railway Mail Services in Ottoman Europe (I)....19
Atadan Tunacı and Folkert Bruining

Undelivered Postal Items in Ottoman Jerusalem (Austrian Post) An Introduction....51
David K. Smith

A 1914 Christmas Letter....60
Yvonne Berger

The Ottoman Field Post Office 44....62
Osman Levend Seral (ed. T. Zywietz)

Gems from the Adolf Passer Collection (II): The Kilis-Provisionals 1921....72
Hubert Gerzabek

The Opening of the Haifa–Baghdad Overland Mail as reported by The Times in 1923....75
compiled by Tobias Zywietz

Palestine Mandate: Rare 1928 Registration Envelope without Imprinted Stamp....90
Rolf Wernecke and Tobias Zywietz

Recent Postal Developments in Palestine....98
Thomas Schubert

The Zotero Philatelic Resources Library....104
Peter Moorer

Book Reviews

Stempels van Scheepsagenturen & de Regionale Scheepvaart in het Egeïsche en Ionische Zee (Hans Paul Soetens)....107

Collecting Hejaz Railway (Martin C. Lovegrove)....109

Post Offices of the Ottoman Empire (M. Bülent Papuççuoğlu)....111

The Revenue Stamps of the Palestinian Authority (Arthur Harris)...113

Reactions, Comments, Queries

Mayo's "Chisel": The Overprint Variety AY with MiNr. 739 (Osmanlı Postaları 1337)....114
Willy Pijnenburg, Martin C. Lovegrove

German "Marine Schiffspost" in Turkey, WWI: MSP 14, 29, and 69 – Ships: General, Loreley, Goeben (Sultan Yavuz Selim), and Breslau (Midilli)....116
Hakan Yılmaz and Tobias Zywietz

A.D.P.O. – "Palestine" Revenue Stamps in French....117
Martin Lovegrove, Richard B. Rose

Arab–Israeli Clandestine Mail: Cover and IRCs....119
Peter Moorer

Photograph of Bahrain Air Field, 1934....120
Tobias Zywietz

Agenzia Del Lloyd Austriaco Alessandria: One of the Rarest Lloyd Cachets on an 1857 Passenger Ticket....121
Christopher C. Smith

Research Request: Austrian Steam Navigation 1834-1845 (Study of the Austrian Post Offices Abroad)....123
Christopher C. Smith

Palestine Mandate: Saving Stamp Card....124
Tobias Zywietz

Archive

A Short History of the Turkish Posts....126

Recent Philatelic Journals....161

Adverts Section....173

Editorial....207

Imprint....209

Data Protection Policy....210

In the Next Issue....216

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Release: 2022-12-24 – A

German Post in Turkey: Early Printed Matter Frankings with North-German Stamps 1870/71

by Tilmann Nössig[1] and Joachim Gerhold

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As a collector of precursors to German Levant stamps, there is nothing earlier than the use of the stamps of the "Norddeutsche Postbezirk" (NDP, North German Postal District, i.e. the postal authority of the North German Confederation) in Constantinople; these have attracted me for years.

Some time ago I showed a printed matter franked with ⅓ and ½ Groschen[2] in the Berliner Protokoll, but now the acquisition of another wrapper with the third Constantinople postmark, which can only occur on NDP stamps, and only in the very short period from 22nd September to 31st December 1871. This prompted me to present this unusual printed matter with its reduced postage rate.

The postage rate for printed matter is as follows: ⅓ Groschen (converted to ²⁄₆) as printed matter postage inside Germany and ½ Groschen as the uniform Austrian transit rate for printed matter[3] for routing via Belgrade, Varna or Trieste (converted to ³⁄₆), thus = ⁵⁄₆ Groschen total.

Cover 1

Printed matter of the Hermann Helbing company, Constantinople (oval company cachet) with postmark "CONSTANTINOPEL / 15/6 / 70 / 2–3 N." (2–3 p.m.), a Wednesday,[4] with the rather rare route via Belgrade (*fig. 1*). The departure of mail was at 9 p.m. The reverse features the cancel of T.P.O. 5 of the express train to Breslau "ODERBRG-BRESLAU / 20.6. tour / EXTRAZUG" as well as the Greifswald arrival mark "AUSG. / 21 / 6 / No. 9" (*fig. 2*).

Hermann Helbing[5]

Helbing (Herm.) [NC][6] négociant, agent général de la Transatlantique, Cie. d'assurances contre l'incendie à Hambourg et de la Deutsche Transport Versicherungs Gesellschaft de Berlin.

Maison Allemande fondée en 1830.

Tchétchéyan Han, 5 à 9, R. Gueumruk, G[alata].



1 The author is the managing director of the German study group of colonial collectors, ArGe der Sammler Deutscher Kolonialpostwertzeichen. Translated and reprinted with the kind permission of the author.
2 1 Thaler = 30 Groschen (Gr.) = 3 German Marks (from 1873); this converts to 2sh 10¾d, i.e. 1 Gr. = 1⅛ d.
3 Per 2½ lot of weight; with 1 Lot/Loth/Neu-Lot/Zoll-Lot/Postlot = 16,667 g.
4 Cf. perpetual calendar, Spiegel/Kiepe, p. 1837.
5 Source: *Guide Annuaire ... 1891*, pp. 317 and [ann.] 70. on p. 44 Helbing is also listed as an agent of "Germanique (Lloyd Veritas)" *(ed.)*
6 NC = „notables commerçants (reconnus par les divers consulats)."



Figs. 1 and 2: Stamps MiNr. NV14 and NV15[7] on commercial printed matter with despatch postmark "CONSTANTINOPEL / 15/6 / 70 / 2-3 N." sent to Greifswald.
Reverse side with railway postmark of the express train "ODERBRG–BRESLAU / 20.6. tour / EXTRAZUG" and arrival postmark "AUSG. / 21 / 6 / No. 9" from Greifswald.

On opening the fold-up one can read the following message dated 14th June 1870 (*fig. 3*):[8]

Constantinople 14 June / 70.

Freights are holding very firm despite more numerous arrivals from the south and the disposable freights were easily accommodated at the following rates with brisk business:

from Asoff to the UK	*53–56 sh p. T. ?*
" "	*39–40 sh p. T. W.*

7 Norddeutscher Postbezirk, stamps MiNr. 14 (⅓ Gr.) and 15 (½ Gr.), both issued in 1869.

8 Some abbreviations are hard to decipher, some are likely codes for cargoes. The ports mentioned are: Asoff: a fishing village with a fortress at the mouth of the Don on the Sea of Azov (a gulf of the Black Sea), today's Azov; Odessa: the well-known (then) Russian Black Sea port; Kustendje: port south of the Danube delta in Romania, today's Constanţa; Sulina: port located in the Danube Delta; Galatz: a port further inland on the Danube, today's Galaţi. – *"p. T. W." = per ton weight (ed.)*

"	" to the Mediterranean	*fr. 3½–4 p. Ch. W.*
"	*Odessa to the UK*	*47 sh 6 d p. T. ?.*
"	" to Marseille	*fr 3–3⅜ p. Ch. W.*
"	*Sulina to the UK*	*34 sh p. T. W.*
"	*Kustendje* "	*31 sh 6 d – 33sh p. T. W.*
"	*Galatz/ ??* "	*43 sh p. T. W.*

Herm. Helbing.

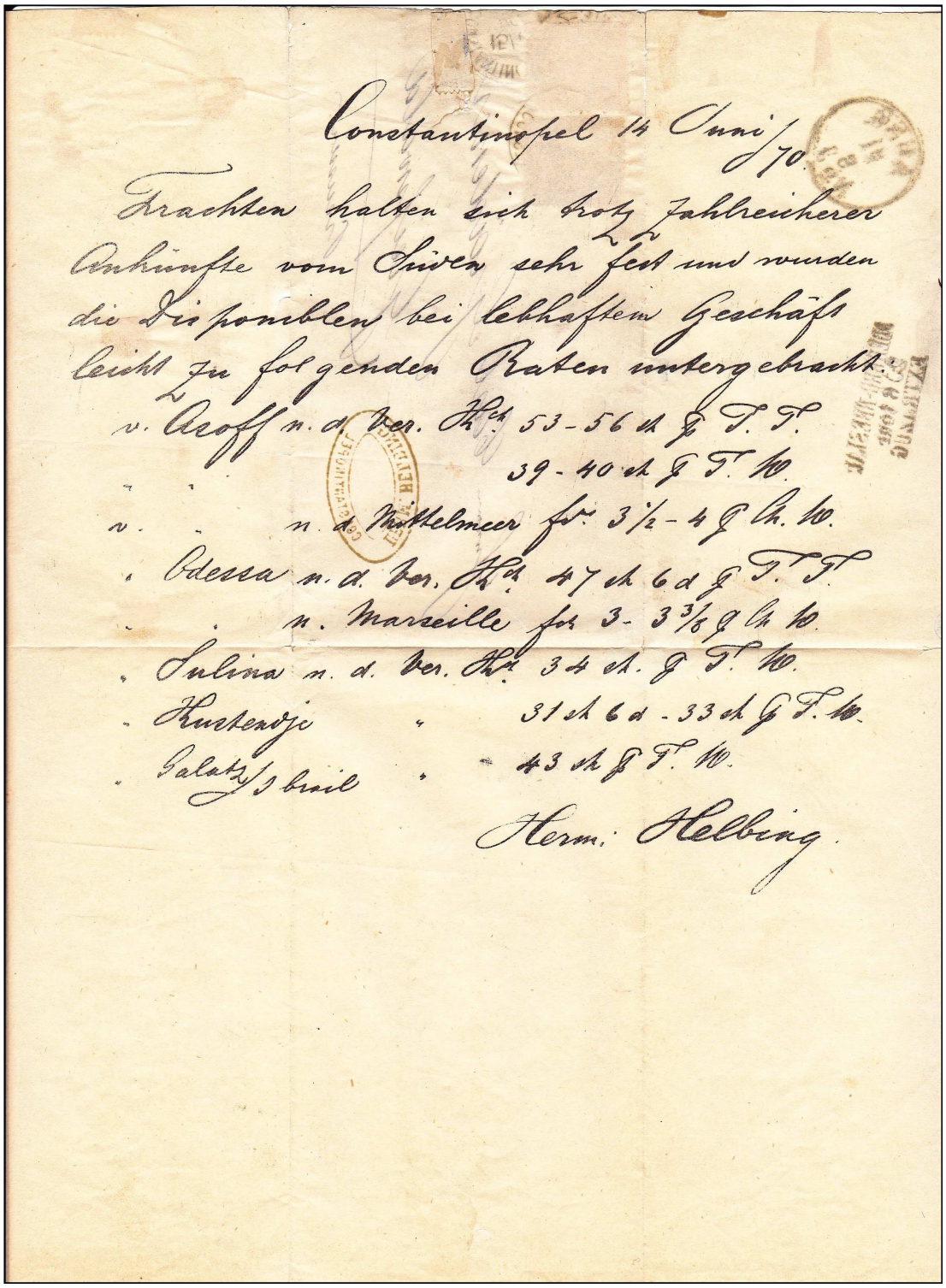


Fig. 3: The inside of the printed matter with a commercial message about the successful sale of cargoes.

Cover 2

Printed matter, also from the Hermann Helbing company, Constantinople, this time sent to Barth, with postmark "CONSTANTINOPEL / 6/7 / 70 / 11-12 V.", a Wednesday (*fig. 4*).



Fig. 4: Stamps NV 14 and 15 on company printed matter with postmark. "CONSTANTINOPEL / 6/7 / 70 / 11-12 V." to Barth.

Cover 3

According to the auctioneer's description: printed matter to the Thormann company in Wismar. Unfortunately, only an indistinct black and white copy of a cut-out is available in my registry.[9] Postmark "CONSTANTINOPEL / 16/5 / 71 / 2-3 N.", a Tuesday (*fig. 5*).



Fig. 5:

Stamps NV 14 and 15 on printed matter with dispatch postmark "CONSTANTINOPEL / 16/5 / 71 / 2–3 N." to Wismar.

Cover 4

Printed matter to the same company Thormann in Wismar; bottom right red signature "BOTHE". Franking cancelled with the very rare third cancel (E3) on this stamp issue: "KAISERL. DEUTSCH. P.A. CONSTANTINOPEL / 3/10 / 71 / 2-3 N.", a Tuesday (*fig. 6*).

9 As Ernst H. Einfeldt so aptly said: "Better a bad copy than no photo at all."

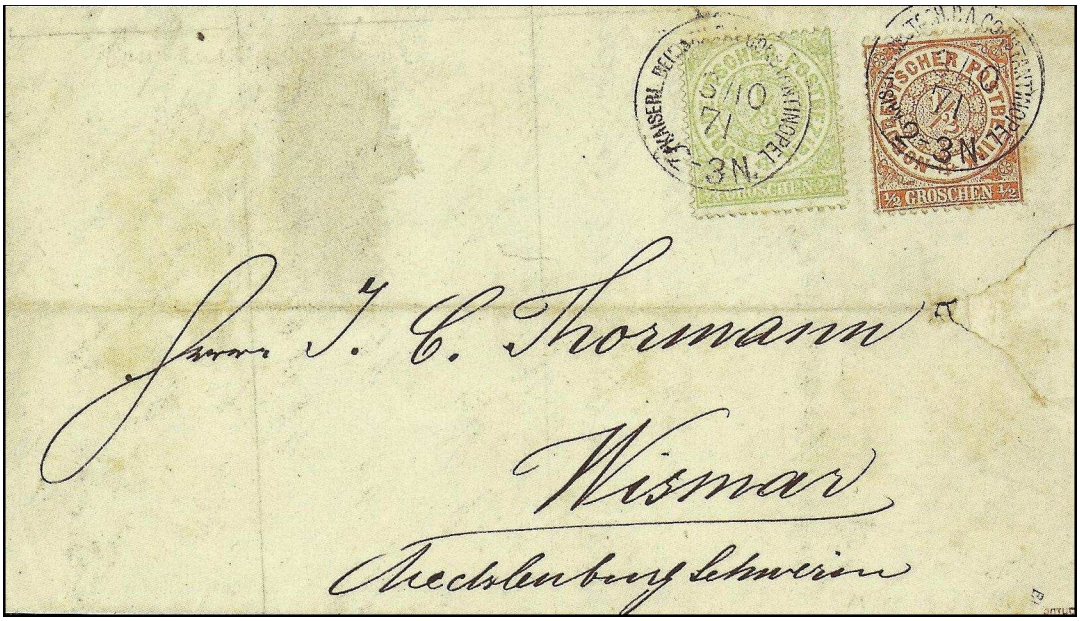


Fig. 6: NV 14 and NV 15 on printed matter: "KAISERL. DEUTSCH. P.A. CONSTANTINOPEL / 3/10 / 71 / 2-3 N." to Wismar. Rare combination!

Cover 5

Printed matter to Meinert Bros. in Oelsnitz. The cover is slitted several times; presumably these are due to the disinfection process. Dispatch postmark "KAISERL. DEUTSCH. P.A. CONSTANTINOPEL / 14/10 / 71 / 8-9 V.", a Saturday (*fig. 7*).



Fig. 7: NV 14 and NV 15 on printed matter with postmark "KAISERL. DEUSCH. P.A. CONSTANTINOPEL / 14/10 / 71 / 8-9 V." to Oelsnitz; disinfection slits.

Cover 6

Printed matter, again to Thormann in Wismar, without arrival stamp on the reverse. Cancelled "KAISERL. DEUTSCH. P.A. CONSTANTINOPEL / 19/10 / 71 / 2–3 N.", a Thursday (*fig. 8*).



Fig. 8: Stamps MiNr. NV 14 and NV 15 on printed matter with postmark "KAISERL. DEUTSCH. P.A. CONSTANTINOPEL / 19/10 / 71 / 2–3 N." sent to Wismar.

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- Spiegel, Gerd-Uwe, and Dr. Hansjürgen Kiepe: *Constantinople 1870–1875: Porti und Postwege*. In: Berichte für Kolonialbriefmarkensammler, no. 92, September 1990, pp. 1818–1853.
- Author's collection and registry.

Acknowledgements

I must once more stress how much I'm obliged to the wonderful presentation of postage rates and postal routes for Constantinople 1870 to 1875 in Berichte für Kolonialbriefmarkensammler no. 92 which is an indispensable help for the identification of all items from this period.

Special thanks are owed to Dr. Hansjürgen Kiepe for his assistance with this article.

This article first appeared in the Berliner Protokolle, edited by Wolfgang Hermann, and has been rewritten with Joachim Gerhold and supplemented with further material for the Rundschreiben of German Arge der Sammler Deutscher Kolonialpostwertzeichen.

Telephones in Constantinople (but only for the Sultan)

by Tobias Zywietz

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In 1878, the ARCHIV FÜR POST UND TELEGRAPHIE (Supplement to the Official Gazette of the German Imperial Postal and Telegraph Administration) contains this short notice:[1]

> *According to a report in the Constantinople newspaper "Stamboul," the Sultan's private quarters at his kiosk in Top Hane have been connected by telephone with the meeting room of the Military Council, which is located just over the street in the building of the Grand-Master of Artillery.*
>
> *The members of the Military Council, gathered in the meeting room, clearly understood everything that the sultan said to them over the telephone. The results of the tests were completely satisfactory.*

Unfortunately, the literature available to me at the outset says very little about the introduction of telephony in the Ottoman Empire. Nevertheless, I have been able to compile a few interesting facts:

Prof. Dr. Klaus Kreiser, Orientalist and Turkologist, long-time professor of Turkish language, history, and culture at the University of Bamberg (1984–2005), writes:[2]

> *Characteristic of Abd ül-Hamid's autocratic system was, on the one hand, the shift of the centre of power from the Sublime Porte to the Palace (Yıldız), from the government of the Grand Vizier to the Sultan himself. Unrest in the provinces, growing opposition at home and abroad, and fear of attacks reinforced an elaborate system of surveillance. Censorship, banishment and spying were the order of the day. A general ban on telephones in Istanbul in 1886 was characteristic.*

This led me to an article by Şeyhmus Bingül,[3] who looks in great detail at the history of the introduction of telephony to Turkey. The author writes:[4]

> *The telephone, which spread rapidly throughout the world in the 1880s due to its ability to communicate faster and more directly, was introduced in the Ottoman Empire during the reign of Sultan Abdülhamid II, but after a short period the telephone lines, which covered only a very limited area, were cancelled and the import and use of telephones was banned for a long time by a decree "irade-i seniyye". […]*
>
> *The first telephone line in the Ottoman Empire was installed in 1881 between the old telegraph office building in Soğukçeşme and the Yeni Cami post office. Thus, four telephones connected to this network were put into operation in the rooms of the directors of the offices. However, this was short-lived and the lines were discontinued in 1886 when the telephone ban began.*
>
> *This ban lasted until the time of the Second Constitutional Monarchy. Nevertheless, after the lifting of the ban, telephones were initially only permitted for use in state offices. From 1909,*

1 *Fernsprecher in Constantinopel*. In: Archiv für Post und Telegraphie : Beiheft zum Amtsblatt der Deutschen Reichs-Post- und Telegraphenverwaltung, vol. 6, 1878, no. 16 (August), p. 509.

2 Kreiser, Klaus: *Osmanisches Reich : 1856 bis 1918*. In: Universal-Lexikon. Online: https://universal_lexikon.de-academic.com/281620/Osmanisches_Reich%3A_1856_bis_1918 (accessed 3.09.2022).

3 Bingül, Şeyhmus: *Osmanlı Devleti'nde iletişim araçlarının kontrolü: "telefon tevkifleri" [Control over telecommunication devices in the Ottoman Empire : seizure and prohibiton of telephones]*. In: Osmanlı Bilimi Araştırmaları = Studies in Ottoman Science, vol. 21, 2020, no. 2, pp. 293–320. Online: https://dergipark.org.tr/tr/pub/iuoba/issue/55757/647196 ; DOI: https://doi.org/10.26650/oba.647196.

4 Bingül, 2020, pp. 296/297.

lines were installed between state institutions and it was not until 1911 that public telephone lines were also installed.



Fig. 1: Postcard showing the "Ankara Automatic Telephone Exchange, 27.07.1314" (8.08.1898).[5]

Bingül also writes on the reasons for the ban and highlights these:[6]

- Use in "secret matters," i.e. the difficulties envisaged by authorities in terms of surveillance and censorship.
- Control by "foreign powers," i.e. missionaries, consuls and foreign trade groups in the context of their own capitalist interests waging undue influence.[7]
- Controversy among Islamic scholars as to the permissibility of this technique and its influence on morality.[8]

It was not until 1911 that a tender process was set in motion for the operation of telephone lines in İstanbul: a consortium led by Herbert Lows Webbe was awarded a 30-year concession and subsequently formed the Dersaâdet Telefon Anonim Şirketi (Constantinople Telephone Limited Company), which by February 1913 brought into operation telephone exchanges in Tahtakale (Eminönü, 9,600 lines), Pera (6,400), and Kadıköy (2,000).[9]

5 Source: *Ankara Otomatik Telefon Santrali, 27.7.1314 ; [photo]*. In: SALT Araştırma / Posta, Telgraf ve Telefon Şirketleri = Salt Research / Postal Service, Telegraph and Telephone Companies Archive. Online: https://archives.saltresearch.org/handle/123456789/211936.

6 Bingül, 2020, pp. 303/304.

7 By bilaterial trade treaties and treaties of state, so-called "capitulations", the Ottoman Empire was generally weakened in conflicts with foreign powers and their representatives (consuls, missionaries, merchants).

8 Bingül, 2020, p. 303, cites the Hungarian general György Klapka, advisor to the sultan [in translation]: *"The Ottomans were generally averse to the inventions of the Franks. In this case, the Ottoman sultan, the patron of Ottoman morality, did not consent to the use of the telephone within his country. The main reason for this is that such inventions are incompatible with the personal and Islamic morality of the Ottomans and especially the Muslims. Sultan Abdülhamid II viewed this matter within the framework of the protection of his sovereignty. Nowadays, there is a very strong inspection of officials who arouse even little suspicion […]."*





Figs. 2 and 3: Two sealing labels: Constantinople Telephone Limited Company: "Société Anonyme Ottomane des Télephones de Constantinople" (left),[10] and of the Ottoman Government Post and Telegraph and Telephone Department (right, Süleymaniye 5394).[11]



Fig. 4: A pair of Ottoman Revenue stamps (5p, İstanbul City, Süleymaniye 4377) with overprint "*İlk Türk Telgraf Telefon Atölyesi*" (First Turkish Telegraph Telephone Exchange).[12]



Fig. 5: The Kadiköy telephone exchange of Dersaâdet Telefon Anonim Şirketi, ca. 1913/14.

9 Cf .Bingül, 2020, p. 312. Information and photograph in ***fig. 5*** taken from: *Kadıköy phone exchange*. In: Levantine Heritage. Online: http://www.levantineheritage.com/phone-exchange.html (accessed 3.09.2022).

10 Source: *Devleti Osmaniye Posta ve Telgraf ve Telefon Nezareti logolu zarf kapatma etiketi*. In: SALT Araştırma / Posta, Telgraf ve Telefon Şirketleri = Salt Research / Postal Service, Telegraph and Telephone Companies Archive. Online: https://archives.saltresearch.org/handle/123456789/211823.

11 Source: *Devleti Osmaniye Posta ve Telgraf ve Telefon Nezareti logolu zarf kapatma etiketi*. In: SALT Araştırma / Posta, Telgraf ve Telefon Şirketleri = Salt Research / Postal Service, Telegraph and Telephone Companies Archive. Online: https://archives.saltresearch.org/handle/123456789/211822.

12 Source: '*İlk Türk Telgraf Telefon Atölyesi' mühürlü Osmanlı fiskal pulları*. In: SALT Araştırma / Posta, Telgraf ve Telefon Şirketleri = Salt Research / Postal Service, Telegraph and Telephone Companies Archive. Online: https://archives.saltresearch.org/handle/123456789/211845.

British Railway Company Cancellations of the Ottoman Empire in Western Anatolia

by Atadan Tunacı

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This article is part of a series looking at Ottoman Railways, the companies licensed to build and operate the railway lines, and the state and company postal services that existed in Ottoman times. Further articles will research the travelling post offices in Ottoman Europe, regular Ottoman post offices at railway stations, railway stations in Thrace and Macedonia after the Balkan Wars, and the Greek railways in Thessaly.

The History of Railways in Western Anatolia

James Whitwall, who was knighted by the Queen for his outstanding contributions to England's foreign trade, made the following statement regarding the construction of the railway in Western Anatolia: *"The first step should be to construct the railways. Agriculture in the region will make tremendous progress once the railways are fully functioning."*

One of the most well-known of the 1,061 English merchants in the 1850s, James Whitwall's statement would soon become reality following the construction of the İzmir-Aydın railway. At the same time, it would mark the beginning of the transfer of mail by train by British Railway companies outside Britain, and the first time that such a service would become available in the Ottoman Empire.[2]

At the turn of the 18th century, commercial relations between Britain and the Ottoman Empire were concentrated in Western Anatolia. İzmir had been a very important trade centre for centuries; so much so that the British *Levant Company*, which had many branches in locations considered strategically important, had also opened main branch in İzmir. The main factor behind this flow of British capital to the Ottomans was the role played by business companies. However, many British citizens migrating to the İzmir area also contributed substantially.[3]

British merchants corresponded with British companies for almost five years regarding the construction of a railway that would link İzmir to Western Anatolia. This correspondence resulted in the merchants finally being able to bring all the financial support needed from Britain for the construction of the İzmir-Aydın railway.

On 11th July 1856, Robert Wilkin, a famous British merchant who lived in İzmir, sent a request on behalf of Joseph Paxton, George Whytes, Augustus William Rixon and William Jackson, to the Ottoman government for a concession to be made for the construction of the railway.[4] This request was discussed and examined in detail in Ottoman Government and on 2nd August 1856, the outlines of the agreement that would be signed with the company were prepared. On 23rd September 1856, it was decreed that the concession to build the railway was to be awarded to the group of British

1 Reprinted from The London Philatelist by kind permission of the author. Thanks to Folkert Bruining for his assistance. A Dutch version of Tunacı's article has been published in Al Barīd recently.
2 Sassower, 1996.
3 Wood, 1935.
4 Karkar, 1972.

investors. One of the most important articles of the agreement was that it would be a 50 year concession, and that the company established by the British investors would be bound by Ottoman law and would be an Ottoman company.

However, just a year after this concession was granted, it was relinquished to another British group who founded a new company called *The Ottoman Railway Company from İzmir to Aydın* (ORC) in May 1857. The distance between İzmir and Aydın would be divided into three sections. The first section was from İzmir to Mount Selatin, a distance of 70 km. The second section comprised the tunnel through Mount Selatin while the third was the remaining distance from the mountain to Aydın. The Ottoman government approved of this plan and in September 1857, permission was granted for construction to begin.

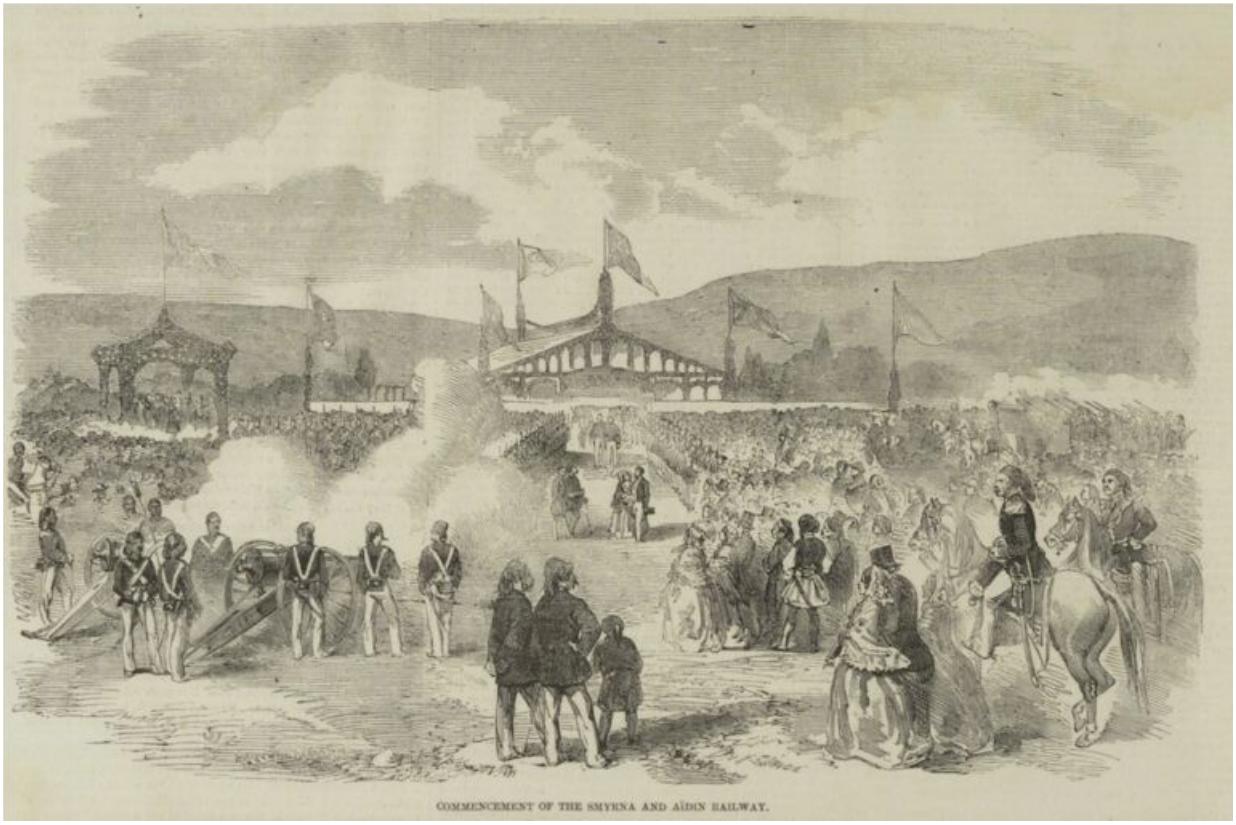


Fig. 1: Commencement of the Smyrna Aïdin Railway.

28th December 1860 is an important date for railways in İzmir as this is when the İzmir–Torbalı line opened thus extending the line that started in Alsancak all the way to the İzmir province of Torbalı. The 133 km railway from İzmir to Aydın was completed on 7th June 1866 (*fig. 1*).

On 4th July 1863, the Ottoman government granted a concession to build and operate a railway from İzmir to Cassaba (modern-day Turgutlu). This concession was awarded to an English company called *The Smyrna Cassaba Railway* (SCR) which had been founded for this purpose by Mr. Edward Price. Price was hardly a novice: he was one of the pioneers of railway construction in England, having worked alongside distinguished names such as Isambard Kingdom Brunel and Robert Stephenson.[5]

The *Smyrna Cassaba Railway* company began construction in 1864 and the line was completed in 1866 despite suffering severe financial setbacks. In 1866, the stock market crashed which led to the collapse of railway shares including those of the SCR. The last part of the construction was financed by borrowing instead of selling shares which placed a great strain on Price's finances.

5 Ceylan, 2010, p. 225.

The SCR was awarded a second concession in 1871 for the extension of the line to Alaşehir. However, this concession was for operation only, as the line was being built by the Ottoman government. The company won a third concession for the Manisa–Soma line in 1887 which was completed in 1890. However, construction was once again funded by the Ottoman government.

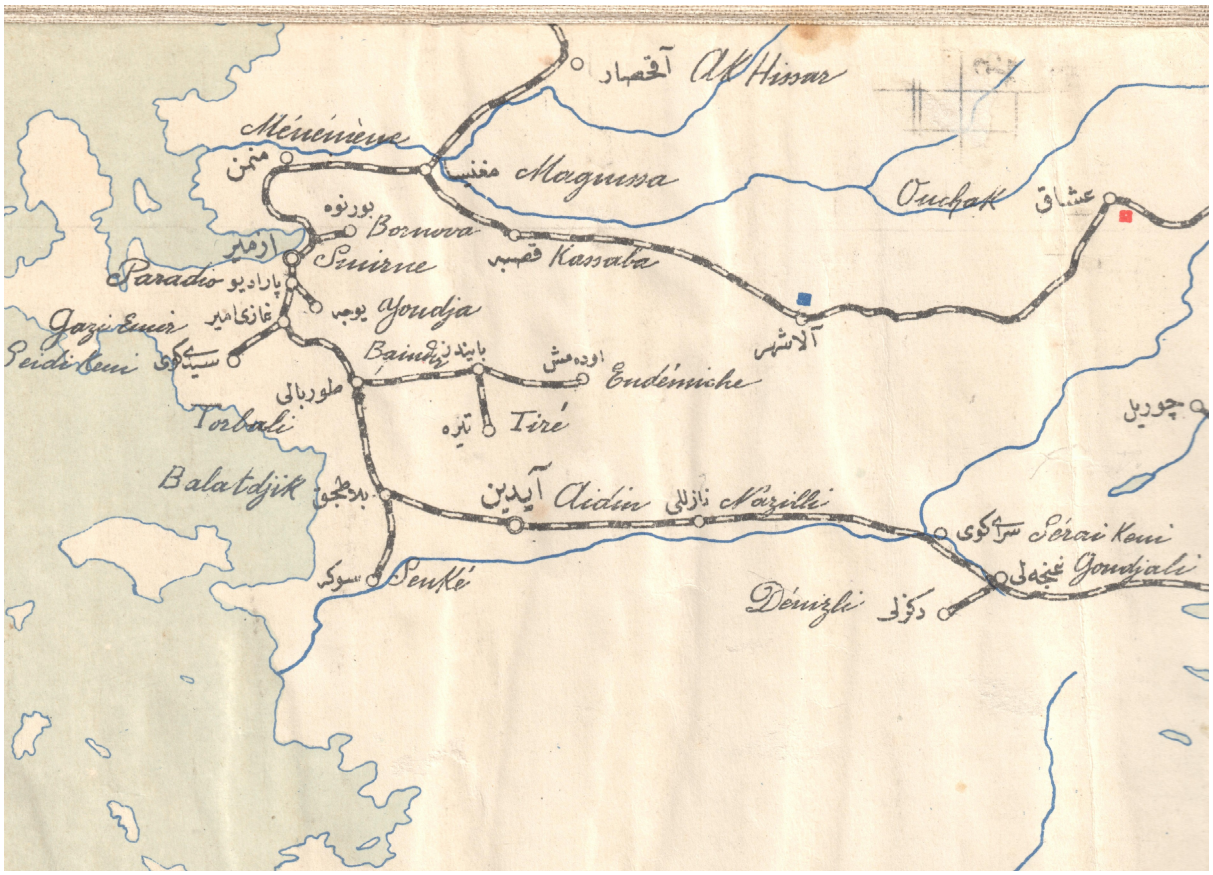


Fig. 2: Map of İzmir-Aydın Railway and Smyrna Cassaba Railway.

The Ottoman government was always in need of finances and decided to nationalise the structure of *The Smyrna Cassaba Railway*. It exercised its right to purchase the concession and the part of the line it did not yet own. The concession was then sold to Georges Nagelmackers, the founder of the International Sleeping Car Company (*Compagnie Internationale des Wagons-Lits CIWL*), on 17th February 1893. On 12th July 1893, the railway operation was transferred to a new French company, the *Société Ottomane du Chemin de Fer de Smyrne-Cassaba et Prolongements* (SCP), which was founded on 16th July 1893 (*fig. 2*).

Mail Transport

It has been discovered that between 1865 and 1869, mail which was transported by rail from the central train stations operated by the British railway companies were without stamps while the rate was paid to a company official based at the station.

It is also evident that money was sent via railways as it was thought to be more secure. Mail would be delivered to the nearest operating station for lines which were not on the railway route or which were still under construction. It is known that the British company would also offer the services of a horse and cart deliver the mail to its final destination.[6]

6 Valenzuella, 1975.

The Four Cancellation Types

Four varieties of cancellations have been determined, types 1 to 4 (*figs. 3 to 6*).

The postage rate (40 paras) is handwritten separately on the envelopes. Examples using red, blue and black ink have been discovered. Some envelopes are addressed using both the Latin and Ottoman alphabets. On the other hand, some are addressed using only the Ottoman alphabet whilst others are also bilingual, but use Latin and Greek alphabets. The numbers in the upper left hand corner are thought to indicate the rate. "Postage Cover" (P.C.) is initialled by hand. Some envelopes are marked with talisman symbols which were believed to bring good fortune.



Fig. 3: Double oval framed cancellation (type 1): "O·R·C / POSTAGE PAID / [SMYRNA AGENCY?]". Folded bilingual cover sent from Smyrna to Baïndir.



Fig. 4: Double oval framed cancellation (type 2): "O·R·C / POSTAGE PAID / CASSABA-OFFICE". Folded bilingual cover sent from Smyrna to Baïndir. Rate of 40 paras was noted in red pencil.





Fig. 5: Single oval framed cancellation (type 3). The hand-tamp comprises a fine crescent moon and star. There is a concave, thick band above with "O·R·C" below, the crescent and star in the middle and "SMYRNA" at the bottom. There are small symmetrical stars at both ends of the oval. Folded bilingual cover sent from Smyrna to Baïndir. Rate of 40 paras was noted in brown ink.







Fig. 6: Double oval framed cancellation (type 4): "S & C. R. / POSTAGE PAID / CASSABA." This cancellation has a thinner frame. Note the four-pointed stars.

The Stations

The stations on the İzmir to Aydın railway are:[7]

- İzmir (Punta Station)
- Kemer
- Paradiso
- Gazîemir
- Triyanda
- Torbalı
- Ayaslug
- Balatcık
- Değirmencik
- Kara Pınar
- Aydın

The stations north of İzmir are:

- İzmir (Cassaba Station)
- Halka Pınar
- Karşıyaka
- Magnisa
- Kasaba
- Sart
- Banaz
- Afyon Kara Hisar (İzmir Station)



Fig. 7: Aïdin Station.

The Rarity

Postage material from this time is extremely rare. The earliest one dates from January 1863 whilst the latest material dates to 1869. It has been determined that the routes of the envelopes were İzmir–Bayındır, Turgutlu–İzmir, and İzmir–Turgutlu.

The material presented here is unique as the concession agreement decreed that the revenue generated by the postal services was to be audited by the Ottoman government. The fact that these cancellations belong to the British companies who built the railways and that mail was transported on the trains can be considered proof that the investing company did not abide by the concession agreement in the early years. However, this period was considerably short as, later on, numbered railway cancellations on Ottoman stamps began to be used.

7 Valenzuela, 1975, p. 36, lists a timetable for 3.08.1962 (line terminated at Ayasalook): Smyrna, Caravan Bridge, Boudja, Seidikevy, Jimovassi, Develikvy, Kyass, Triande, Turbali, Jelat Kahve, Kosbnunar, and Ayasalook *(editor)*.

The envelopes and cancellations are extremely important as they herald the start of postal services on the Asia Minor railways which were constructed and financed by British companies outside Britain.

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Fig. 8: Hand-coloured engraving of part of the Smyrna to Aydın railway. Courtesy of Mike Fulford FRPSL.

Railway Mail Services in Ottoman Europe (I)
C.O., C.O.S.M., J.S.C.

by Atadan Tunacı and Folkert Bruining

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This is a second article in a series looking at Ottoman Railways, the companies licensed to build and operate the railway lines, and the state and company postal services that existed in Ottoman times. Further articles will research the travelling post offices in Ottoman Europe, regular Ottoman post offices at railway stations, railway stations in Thrace and Macedonia after the Balkan Wars, and the Greek railways in Thessaly.

Definitions

With railway mail services we mean:

- postal services delivered by railway companies at railway stations in Ottoman Europe;
- postal services delivered by regular Ottoman post offices at railway stations in Ottoman Europe;
- postal services delivered by the travelling post offices on several railway routes, it concerns official Ottoman postal services and are mentioned in the lists.[2]

In this article we pay attention to services delivered at the railway stations by several railway companies.

Ottoman Railways in Europe

The vilayets involved in this article are Selanik, Kosova, Monastir, Edirne and Roumeli.[3] At the end of the 19th century in this Ottoman area there existed a number of railway lines exploited by three companies. These railways were built by European companies on behalf of the Ottoman government and were exploited by the same companies, albeit the Ottoman government was the owner of the networks.

The railway lines involved were:[4]

1. Salonica[5]–Zubeftche via Üsküb (Skopje), completed in 1873, a branch line from Üsküb to Mitrovitza (Mitrovica) was completed in 1874;[6]
2. Dédé Agatch–Edirne (Adrianople, Andrinople), via Kouléli-Bourgas (Pythio, Πύθιο), completed 1872;
3. Edirne–Constantinople, via Kouléli-Bourgas, completed in 1873;
4. Constantinople–Edirne–Mustafa Pacha (Svilengrad)–Bellova (with branch line from Seymenli to Bourgas), completed in 1873 (Orient Express);
5. Salonica–Monastir (Bitolj, Bitola), completed in 1894;
6. Salonica–Dédé Agatch (Alexandroupolis), completed in 1896.

1 Adapted from Al Barīd by the authors, with additional information and illustrations.
2 *Dictionaire*, 1909; *Nomenclature*, 1903; *Nomenclature*, 1909.
3 Although in Ottoman Europe the railway line Rustschuk–Varna is disregarded in this article.
4 von Röll, 1915.
5 We use the name Salonica instead of Thessalonica, this fits better with the Ottoman name Selanik.
6 The literature in not unequivocal as far as dates of completion are concerned.

The lines 1–4 were exploited by the *Compagnie des Chemins de Fer Orientaux*, abbreviated C.O.. The line Salonica–Monastir (5) was exploited by the *Société du Chemin de Fer Ottoman Salonique-Monastir*, abbreviated C.O.S.M. Salonica–Dédé Agatch (6) was exploited by the *Société du Chemin de Fer Ottoman Jonction Salonique–Constantinople*, abbreviated J.S.C.

The railway from Salonica to Dédé Agatch filled in a missing part of the southern connection, through Thrace, to Constantinople. The connection from Dédé Agatch to Constantinople and Adrianople was already realised. The northern traject, also known as the Orient Express, ran from Constantinople, via Mustafa Pacha, to Sofia and Belgrade, and whence to Salonica and Western Europe. Two 'shortcuts' were built: Badoma–Feredjik (north-east of Dédé Agatsch) and Karasouli–Kilindir (north of Salonica), both by J.S.C.[7]



Fig. 1: Railways in Ottoman Europe about 1900.[8]

Rail and Mail

The rail connections mentioned were also used for mail services. In some cases the Ottoman Post had established a regular post office at the railway station.[9] The delivered mail was sorted for transit or final destination and given to the trains in sealed and labelled mail bags. Received mail was sorted and forwarded to further destinations.

7 See map in *fig. 48*.

8 Source: Plate after p. 176 in Woods, 1918. In: Wikimedia Commons. Online: https://commons.wikimedia.org/wiki/File:The_cradle_of_the_war,_the_Near_East_and_Pan-Germanism._With_foreword_by_A._Lawrence_Lowell_(1918)_(14577214688).jpg?uselang=de

9 See *Railway mail services in Ottoman Europe (II): Ottoman station post offices and TPOs*, yet to be published.

But in most cases no Ottoman post offices were available at the stations. That does not mean that mail could not be dropped off at the station. It is very likely that most stations had a letterbox for collecting mail.[10] Lacking a letterbox the mail could be handed over to the station master or a special employee of the railway company. Thereafter mail could be processed by travelling post offices at the train[11] or, if not available, dropped off directly at one of the next stations for further processing, depending on the destination. Sometimes the employee at the station used, if available, a station mark to cancel received mail.

For a good understanding, travelling post offices were (also) regular Ottoman post offices, albeit ambulant ones, and used their own postmarks of the standard Ottoman types.





Figs. 2 and 2a: Registered letter "RECOMMANDÉ" from the company "CHEMIN DE FER OTTOMAN JONCTION SALONIQUE-CONSTANTINOPLE" (J.S.C.) to Stuttgart (Germany) franked with stamps of the French Levant post office in Salonica cancelled on 26.11.1905: "SALONIQUE TURQUIE".[12] On the back side the wax seal with "CHEMIN DE FER OTTOMAN JONCTION SALONIQUE-CONSTANTINOPLE" and arrival mark of Stuttgart (30.11.1905). *Collection Atadan Tunacı.*

Important Stations

Important nodes or hubs in the railway network (e.g. for sorting mail and other services) were the stations of:

- Salonica;
- Dédé Agatch;
- Edirne;
- Kouléli-Bourgas;
- Constantinople;
- Usküb.

10 Turgut writes on p. 49: "Stations were given the status of ordinary letter-accepting post offices."
11 See *Railway mail services in Ottoman Europe (II): Ottoman station post offices and TPOs*, yet to be published.
12 Basic rate up-to 15 grammes: 25 centimes, additional postage per 15 grammes 15 centimes, and registration fee 25 centimes; total 65 centimes.

Salonica

Around 1900 Salonica had three railway stations (see *fig. 3*). In 1873 the station of the *Chemins de Fer Orientaux* was opened, a terminal station for the direction of Üsküb. Later (1894) the station was used for the direction of Monastir too. Later (1896) the station of the *Jonction Salonique-Dédé Agatch* was opened. A third station was situated at the very beginning of this line, close to the centre of the old city (see map C2).

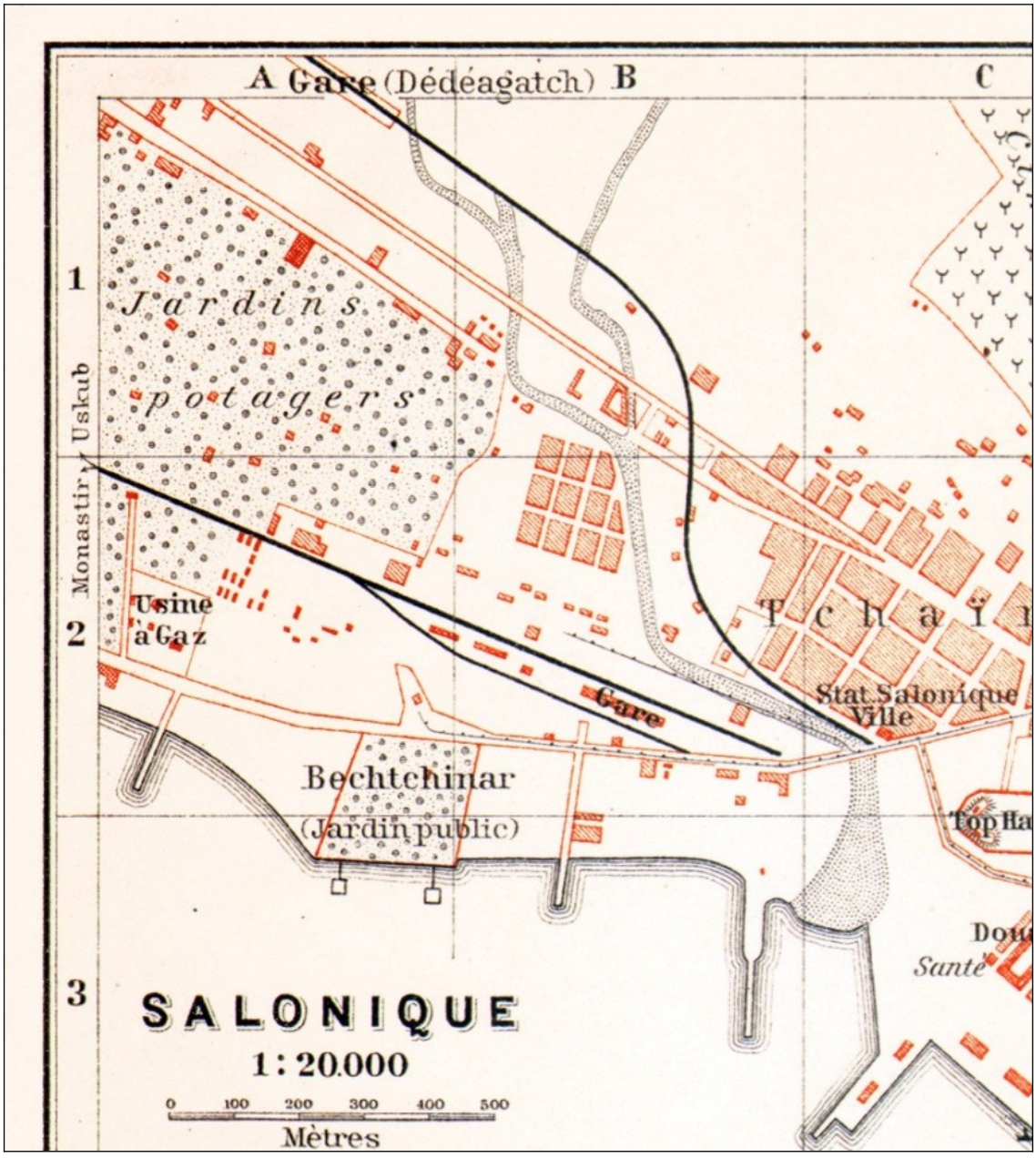


Fig. 3: Detail of a map of Salonica (1905).[13]

The black Lines are railways, the three stations of Salonica are indicated:
In **B2** the station of the line to Monastir and Üsküb ("Gare des Orientaux").
In **A1**, on the top edge of the map the station for Dédé Agatch (J.S.C.).
In **C2** at last the station "Salonique Ville,", the actual terminal station of the J.S.C. line.

13 Source: *Salonique ; [map, 1:20,000]*. Wagner & Debes, Leipzig, 1905. In: Bædeker, 1905, p. 64.



Fig. 4: Station of the 'Chemins de fer Orientaux' for the directions of Üsküb and Monastir.

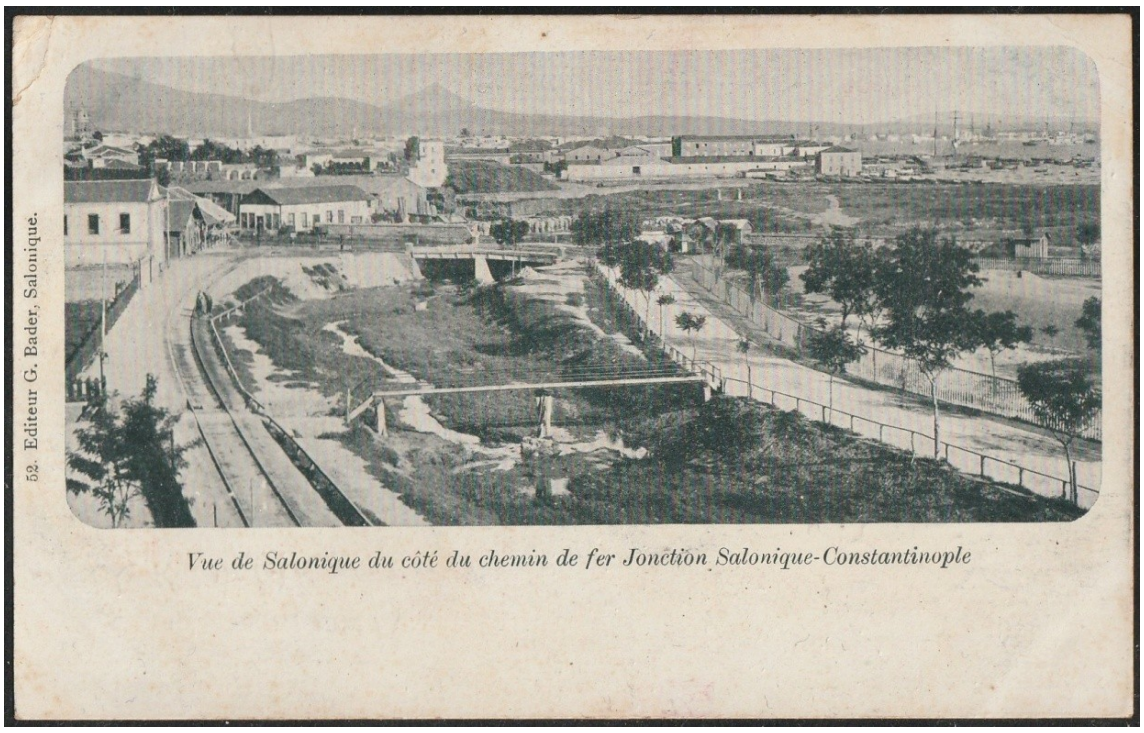


Fig. 5: The station of the 'Jonction Salonique-Constantinople' (A1 on the map *fig. 3*), also called (actually more exact) the 'Jonction Salonique-Dédé Agatch', is not seen on this postcard, it was behind the back of the photographer.
At the left side the terminal station of 'Salonique ville' can be seen. The railway to Dédé Agatch was in fact the final piece of a shorter connection between Salonica and Constantinople through Thrace.

Dédé Agatch

Dédé Agatch had two main stations, indicated with "STA" on the map below (*fig. 6*). West of the town "Dede Agach" the J.S.C. station is indicated, in the East the older C.O. station. Both stations lay about 4 kilometres apart. As far as we know no 'regular' Ottoman post offices were in operation at the stations themselves. Depending on the station postal and other services were delivered by the J.S.C. or C.O.

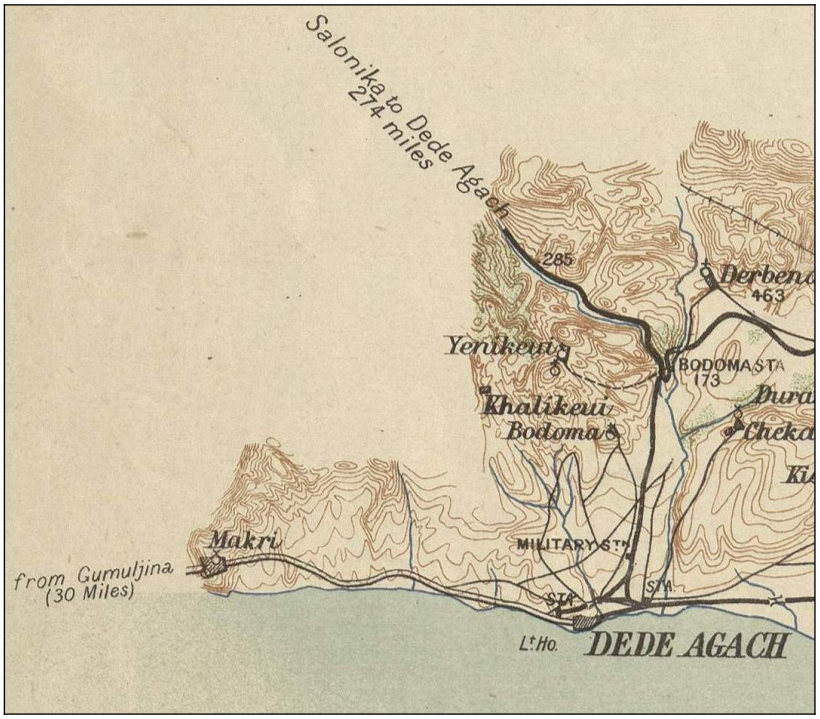
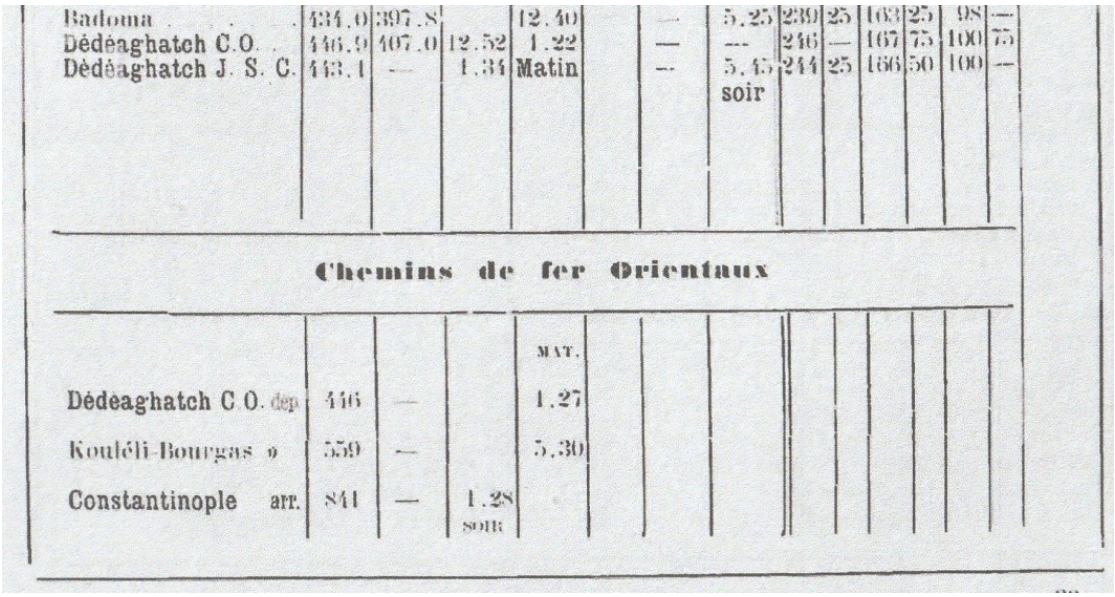


Fig. 6:

Detail of the map of Rodosto, 1907.[14],
The black lines are railways.



Badoma	434.0	397.8		12.40		—	5.25 soir	239	25	163	25	98	—
Dédéaghatch C.O.	446.9	407.0	12.52	1.22		—	—	246	—	167	75	100	75
Dédéaghatch J. S. C.	443.1	—	1.34	Matin		—	5.45	244	25	166	50	100	—

Chemins de fer Orientaux

				MAT.									
Dédéaghatch C.O. dep	446	—		1.27									
Kouléli-Bourgas »	559	—		5.30									
Constantinople arr.	841	—	1.28 soir										

Fig. 7: Part of the 1911 time table.[15]
At the C.O. station passengers could change for Dédé Agatch J.S.C.[16]

14 Source: *Rodosto*, War Office, 1907.
15 *Guide Horaire*, 1911.
16 See also Bruining, 2022, p. 2251.

Edirne/Andrinople/Adrianople

The station of Edirne –often called Kara Agatch Station – was situated in Kara Agatch, a suburb of Edirne close to Demir Tache, on the right bank of the Maritza river.[17]



Fig. 8: Detail of a map (1906) of Adrianople.[18]
The black line is the railway via Demir Tache to Kouléli-Bourgas in the south.



Fig. 9: The station of Edirne at the beginning of the 20th century.[19]

17 An interesting article about this station can be found in Collectio, no. 12, 1993.
18 Source: *Adrianople*, War Office, 1906.
19 Courtesy of eBay seller Carlos Rodrigues, France (cpcr958).

Kouléli-Bourgas

Kouléli-Bourgas is situated in Western Thrace along the line between Edirne and Constantinople. Here could change for the train to Dédé Agatch.[20] According to the 'nomenclature' of 1909[21] the Ottoman post office was at the station of Kouléli-Bourgas offering postal and telegraph services. Two types of Ottoman postmarks are known, none of them with indication 'gare'.

Constantinople

The station of Sirkedji (Sirkeci) is situated in the European part of Constantinople (Stamboul). It is the terminal station of the famous Orient Express. In the western part of the city more stations along the line to Kouléli-Bourgas are situated.



Fig. 10: The station of the ' Chemins de Fer Orientaux' in Sirkedji/Stamboul.

Üsküb

The railway branches off in Üsküb into lines to Zubeftche (Zibefce) and Mitrovitza. From Zubeftche (border Serbia) the railway leads to the junction of Nish in Serbia.

20 See also Bruining, 2202, p. 2251.
21 *Nomenclature*, 1909.

Services by Railway Companies at Stations

Introduction

Hardly any publication is found by us about the postal services at the stations of the C.O., the C.O.S.M. or J.S.C. It is our impression that there were no fully equipped post offices at a majority of the stations, except, of course, at the stations with a regular Ottoman post office. Probably all the stations were featured with some station mark, although a lot of them are never seen till now. Marks were used for all kind of purposes and can be found, for example, on post stamps, fiscal stamps, freight documents and telegrams.

On the basis of the marks recorded we can conclude that at the stations the following services were delivered:

- accepting mail (and offering it at the travelling post office);
- delivering mail at a nearby Ottoman (or foreign) post office;
- sending and receiving telegrams;
- storage and transport of freight/goods.

In the next paragraphs we describe the recorded information of the three railway companies.

The Two Types of Marks

Two main types can be distinguished:

- 'all Arabic' marks;
- marks with French inscription.

'All Arabic' Station Marks

According to Birken[22] and others 'all Arabic' marks used by employees of the railway companies are known of the following stations (number of types and some characteristics between parenthesis):

- Adrianople (*Edirne seyyar postasi, seyyar* = ambulant) (6), 1879–1908;
- Baba-Eski (*istasyonu posta, istasyonu* = station) (2) (one in collection Atadan Tunacı), 1893–1904;
- Constantinople (all with *seyyar*) (about 20), 1871–1911;
- Dédé Agatch (*post seyyari*) (1), 1897;
- Lulé-Bourgas (*memuru istasyonu,* collection Atadan Tunacı) (1), 1889–1898, 1916;
- Mitrovitza (collection Joseph Hackmey, see *fig. 11)* (1), 1902;
- Monastir (*seyyar posta*) (3) 1892–1901;
- Mustafa Pacha (*istasyonu*) (1), 1885–1892;
- Ouzoun Keupru/Djisri-Ergeuné (*posta memuru, memuru* = employee) (2), 1876–1884;
- Salonica (all with *memuru istasyonu*) (5), 1873–1892;
- Serres (*posta memuri*) (1), 1909;
- Sofilu (*istasyonu posta nakliye, nakliye* = transport) (1), 1870;
- Tchorlou (*posta nakliye memuru*, collection Atadan Tunacı) (1), 1893.

Only a few examples of the known marks are shown here.

22 Birken, 2019.



Fig. 11:

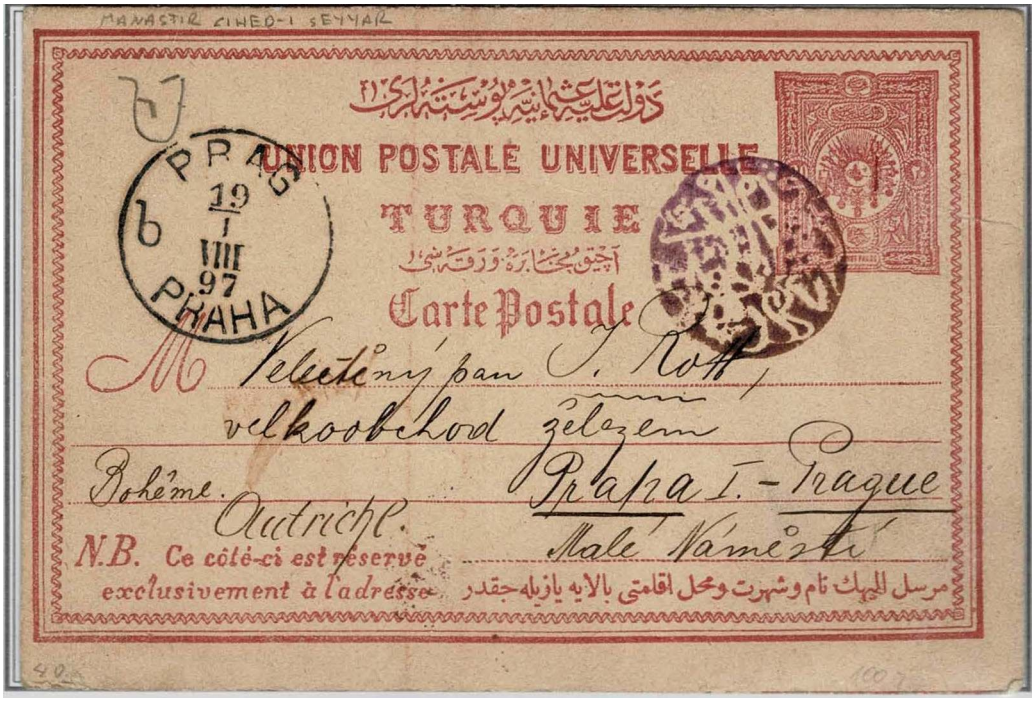
Unique mark of the station of Mitrovitza (1902). The inscription is “hatt-i iltisak seyyar mamur-i” and means (railway junction/station) employee of the ambulant train post office. It concerns the travelling post office between Üsküb and Mitrovitza.
Recorded by Kemal Giray (BalkanPhila).
Collection Joseph Hackmey.





Figs. 12 and A12:

Postcard sent on 2.05.1898 from Monastir to Zürich/Switzerland with intaglio ‘Manastir cihet seyyar posta memuru 1” (employee no. 1 travelling mail Monastir).
It concerns the travelling post office between Monastir and Salonica.
Arrival 4.05.1898.
Collection Atadan Tunacı.





Figs. 13 and A13:

Postal card sent on 16.01.1897 from Monastir to Prague with intaglio “Manastir ciheti seyyar posta memuru 2” (employee no. 2 travelling mail Monastir). Arrival 19.01.1897.
Collection Atadan Tunacı.





Figs. 14 and A14: Letter from Salonica (1874) to Constantinople (Dersaadet) franked with 1 piastre (yellow) and 10 paras (violet) (total 2 piastres 20 paras, correct postage), charged with 1 piastre postage due (local stamp 'şehir') cancelled Bagtche Capussi.
The inscription of the station mark reads "memuru şemendöfer-i posta cihet-i Selanik 1" i.e. employee of the 'Chemins de Fer' Salonica no.1. It is clear that it concerns the station mark of the 'Chemins de Fer Orientaux'. The letter was sent by train, route Üsküb–Zubeftche–Belgrad–Constantinople (northern route). Such a letter is only seen once.
Collection Atadan Tunacı.



Fig. 15: Postal card to Vienna (written in Monastir, not clear whether it is posted there), August 1888.
The inscription reads "memur-u seyyari şemendöfer Selanik 4" i.e. employee of the 'Chemins de Fer' Salonica no. 4. The station mark was placed (at arrival?) in Salonica and forwarded to Vienna via Üsküb.
Collection Joseph Hackmey, courtesy of Kemal Giray (BalkanPhila).

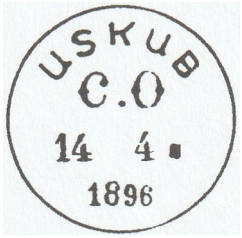
Marks with French inscription

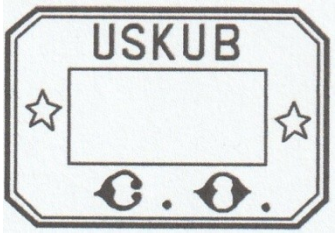
They are described here for the three railway companies C.O., C.O.S.M. and J.S.C..

Compagnie des Chemins de Fer Orientaux (C.O.)

There exist three standard types of the C.O. station marks:

- circular type, (as a rule) with "C.O." direct beneath station name;
- rectangular type, with "C.O.";
- bar cancel.







Figs. 16, A16 and B16: The three standard types (circular, rectangular, bar cancel).
Source: Birken[23] (16 and A16) and Collection Atadan Tunacı (B16).

Four circular subtypes are known:

- standard type, but without "C.O.";
- star and crescent beneath station name, as well as "C.O." (see *fig. 45*);
- "C.O." beneath date, inscription "TRANSIT" (see *fig. 41*);
- double circle, "C.O." between the two circles, beneath date (e.g. Constantinople).[24]

Besides the three standard types, apparently other types exist (Kouléli-Bourgas, see *fig. 33*).

One subtype of the bar cancel is known:

- bar cancel in rectangular frame.

La Compagnie d'Exploitation des Chemins de Fer Orientaux exploited the following railway lines:

- Salonique–Zubeftche;
- Üsküb–Mitrovitza;
- Dédé Agatch–Andrinople (Edirne);
- Constantinople–Kouléli-Bourgas–Andrinople (Edirne);
- Andrinople (Edirne)–Mustafa Pacha–Sarambey–Bellova;
- branch line: Tirnova–Seymenli–Yamboli–(Bourgas).

Salonique–Zubeftche

Birken reports marks of the stations of:[25]

- PRECHOVA C.O., circular type, 1905–1906;
- SALONIQUE, bar cancel, 1901;
- USKUB C.O., circular type, 1896;
- USKUB C.O., rectangular type, 1900;
- USKUB, bar cancel, 1906;
- ZELENICO C.O., circular type, 1896.

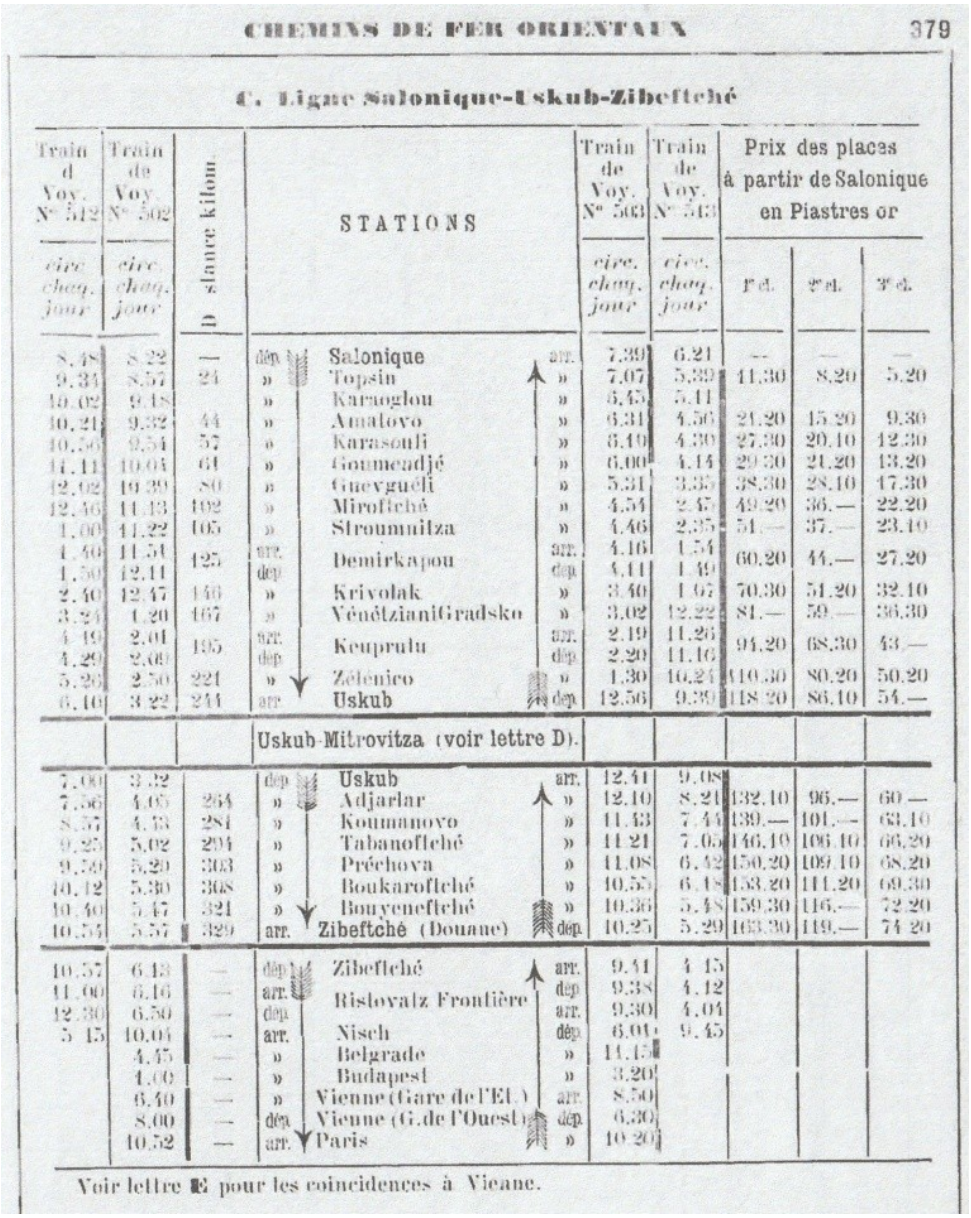
23 Birken, 2019.
24 Birken. 2019.
25 Birken, 2019.

Additions from the collection of Atadan Tunacı are:

- BOUKAROFTJÉ, bar cancel, 1905 (*fig. 17*);
- DEMIRKAPOU C.O., circular type, 1898;
- GHEVGHELY C.O., circular type, 1906;
- SALONIQUE C.O., rectangular type, 1913 (so far not seen used before the Balkan Wars);[26]
- STROUMNITZA, bar cancel, 1911.



Fig. 17: Bar cancel of the station of Boukaroftje (Boukaroftché) on a postal card sent in 1905 from this station to Paris. *Collection Atadan Tunacı.*



CHEMINS DE FER ORIENTAUX 379

C. Ligne Salonique-Uskub-Zibeftché

Train d Voy. N° 512 circ. chaq. jour	Train de Voy. N° 502 circ. chaq. jour	Distance kilom.	STATIONS		Train de Voy. N° 503 circ. chaq. jour	Train de Voy. N° 513 circ. chaq. jour	Prix des places à partir de Salonique en Piastres or 1re cl.	2e cl.	3e cl.
8.48	8.22	—	dép.	Salonique	arr. 7.39	6.21	—	—	—
9.34	8.57	24	»	Topsin	» 7.07	5.39	11.30	8.20	5.20
10.02	9.18		»	Karaoglou	» 6.45	5.11			
10.21	9.32	44	»	Amatovo	» 6.31	4.56	21.20	15.20	9.30
10.56	9.54	57	»	Karasouli	» 6.10	4.30	27.30	20.10	12.30
11.11	10.03	61	»	Goumendjé	» 6.00	4.14	29.30	21.20	13.20
12.02	10.39	80	»	Guevgueli	» 5.31	3.35	38.30	28.10	17.30
12.46	11.13	102	»	Mirofiché	» 4.54	2.47	49.20	36.—	22.20
1.00	11.22	105	»	Stroumnitza	» 4.46	2.35	51.—	37.—	23.10
1.50	11.51	125	arr.	Demirkapou	arr. 4.16	1.54	60.20	44.—	27.20
1.50	12.11		dép.		dép. 4.11	1.49			
2.40	12.47	146	»	Krivolak	» 3.40	1.07	70.30	51.20	32.10
3.24	1.20	167	»	VènétzianiGradsko	» 3.02	12.22	81.—	59.—	36.30
4.19	2.01	195	arr.	Keuprulu	arr. 2.19	11.26	94.20	68.30	43.—
4.29	2.08		dép.		dép. 2.20	11.16			
5.26	2.50	221	»	Zélénico	» 1.30	10.24	110.30	80.20	50.20
6.16	3.22	244	arr.	Uskub	dép. 12.56	9.39	118.20	86.10	54.—
			Uskub-Mitrovitza (voir lettre D).						
7.00	3.32		dép.	Uskub	arr. 12.41	9.08			
7.56	4.05	264	»	Adjarlar	» 12.10	8.21	132.10	96.—	60.—
8.37	4.33	284	»	Koumanovo	» 11.43	7.44	139.—	101.—	63.10
9.25	5.02	294	»	Tabanofiché	» 11.21	7.05	146.10	106.10	66.20
9.59	5.20	303	»	Préchova	» 11.08	6.42	150.20	109.10	68.20
10.12	5.30	308	»	Boukaroftché	» 10.55	6.18	153.20	111.20	69.30
10.40	5.47	321	»	Bouyenefiché	» 10.36	5.48	159.30	116.—	72.20
10.54	5.57	329	arr.	Zibeftché (Douane)	dép. 10.25	5.29	163.30	119.—	74.20
10.57	6.13	—	dép.	Zibeftché	arr. 9.41	4.15			
11.00	6.16	—	arr.	Ristovatz Frontière	dép. 9.38	4.12			
12.30	6.50	—	dép.		arr. 9.30	4.04			
5.15	10.04	—	arr.	Nisch	dép. 6.04	9.45			
	4.45	—	»	Belgrade	» 14.15				
	4.00	—	»	Budapest	» 3.20				
	6.40	—	»	Vienne (Gare de l'Est)	arr. 8.50				
	8.00	—	dép.	Vienne (G. de l'Ouest)	dép. 6.30				
	10.52	—	arr.	Paris	» 10.20				

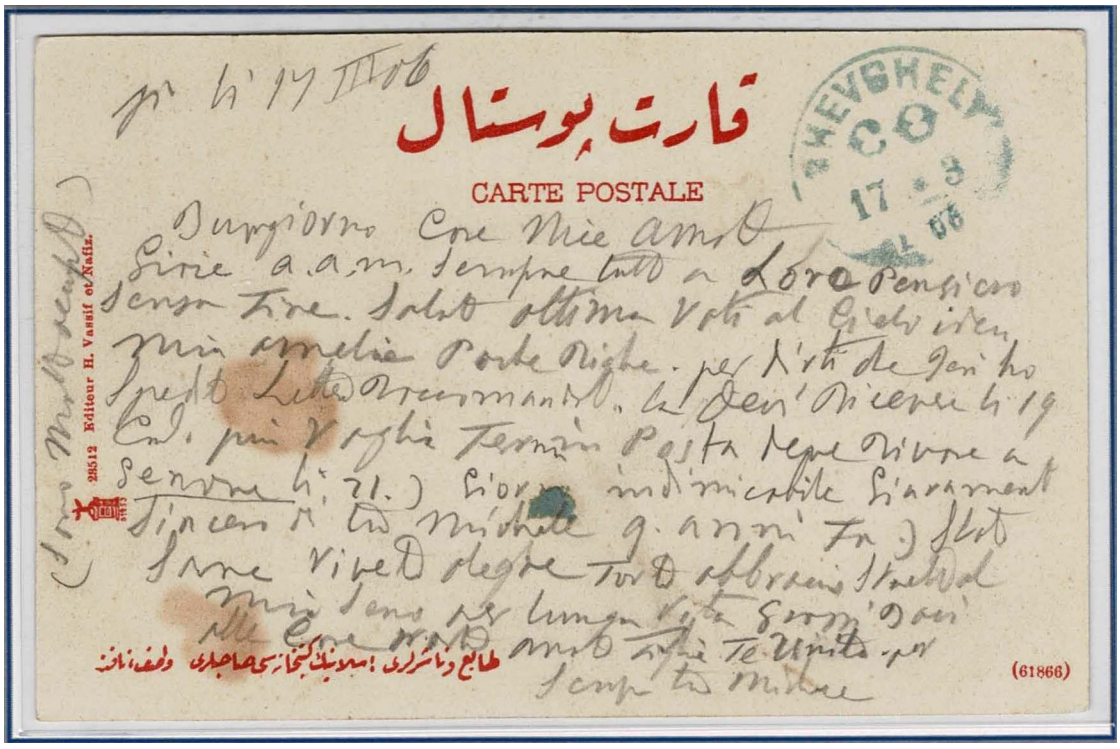
Voir lettre E pour les coincidences à Vienne.

Fig. 18:

Time table and stations along the route from Salonica to Zubeftche via Üsküb, and *vice versa*, in 1911.[27]

26 Seen on postcard stamped with Greek stamp 5 lepta of 1911, overprinted "ΕΛΛΗΝΙΚΗ ΔΙΟΙΚΗΣΙΣ" (1912).

27 *Guide Horaire*, 1909; *Guide Horaire*, 1911.





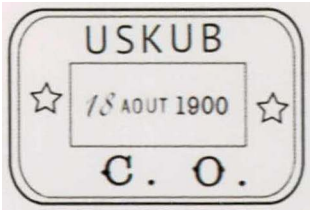
Figs. 19 and A19: Postage free picture postcard “Salut de Salonique. École des Arts et Métiers Hamidie Salonique” cancelled to order (?) with the station mark of “GHEVGHELY / C.O.” on 17.03.1906.
Collection Atadan Tunacı.



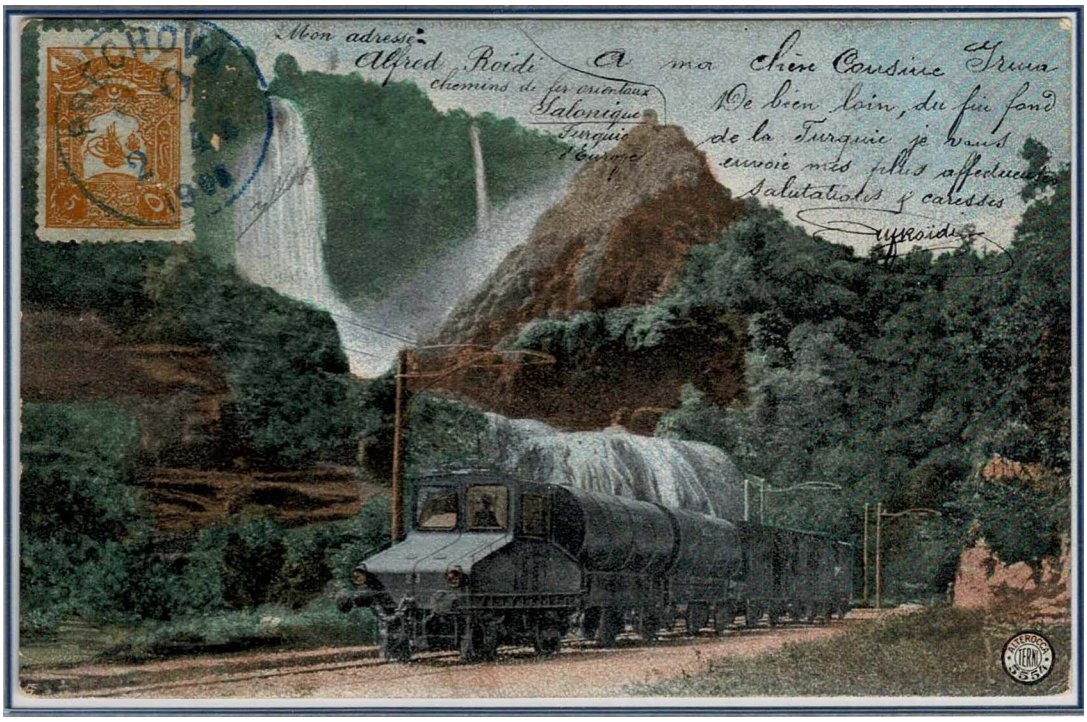


Figs. 20 and A20: Picture postcard sent on 8.09.1898 from Demirkapou to Wessely (Veselí nad Moravou, Moravia), arrival 12.09.1898. The stamp is cancelled with the violet-blue postmark “BUR. AMB. SALONIQUE-ZUBEFTCHE” of the Ottoman travelling post office.
Added is the station mark “DEMIRKAPOU / C.O.” This mark is only seen once.
Collection Atadan Tunacı.





Figs. 21 and A21: Picture postcard sent from Germany to Salonica and forwarded to Üsküb, arrival 18.08.1909. Rectangular mark of the station and Ottoman arrival postmark.
Collection Atadan Tunacı.





Figs. 22 and A22: Unique picture postcard sent on 2.04.1906 from the station of “PRECHOVA C.O.” The postal rate is 5 para (postcard with at most five words).
Collection Atadan Tunacı.





Figs. 23 and A23: Registered letter sent on 27.01.1896 from Zelenico to France, cancelled with the extremely rare station mark of "ZELENICO / C O". In Salonica at the French post office the letter is franked with the correct rate of 25 centimes for a letter added by 25 centimes for registration. *Collection Atadan Tunacı.*



Fig. 24: Picture postcard sent on 8.08.1911 from the station of Stroumnitza, cancelled with the bar cancel "STROUMNITZA" of the station. In the train in the direction of Zubeftche (via Üsküb) the card is cancelled with the T.P.O. mark "SALONIQUE-ZUBEFTCHE".
Collection Atadan Tunacı.

From other sources:

- AMATOVO C.O., circular type, 1901–1911;
- SALONIQUE C.O., circular type, 1882 (collection Joseph Hackmey);
- VENEZIANI-GRADSKO C.O., circular type, 1882 (collection Joseph Hackmey);
- VENEZIAN ET GRATZKO, bar cancel, 1882 (collection Joseph Hackmey);
- VODENA, bar cancel, 1912.



Figs. 25 and A25: From left to right the mark of SALONIQUE C.O. (5.01.1882) on train shipping document from Gradsko to Salonica and the circular mark of VENEZIANI-GRADSKO C.O. (2.01.1882) on the same document.
Collection Hackmey.



Fig. 26: Bar cancel VENIZIAN ET GRATZKO (2.01.1882).
Collection Hackmey.

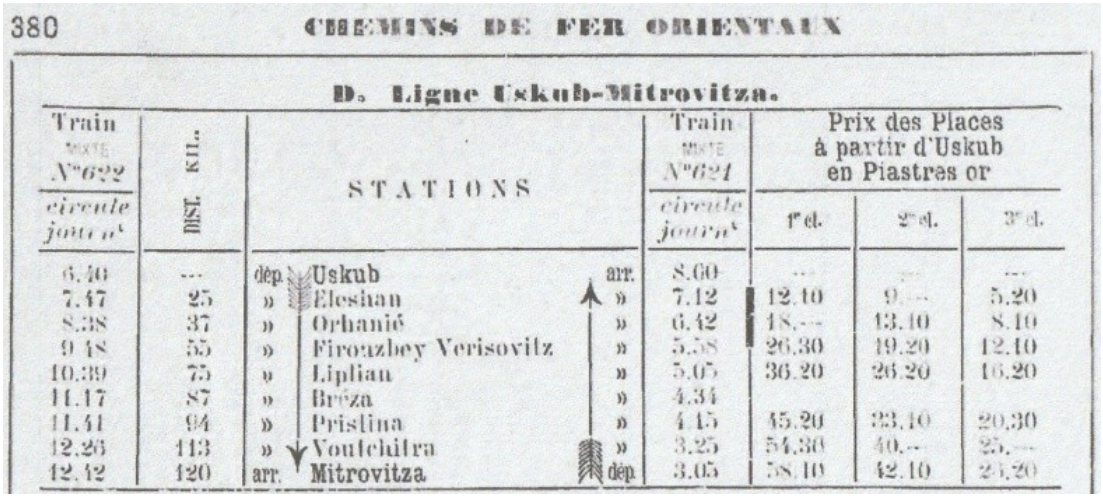
Üsküb–Mitroviza

The station mark reported by Birken is:[28]

- PRISTINA C.O., circular type, 1893.

From the collection of Atadan Tunacı we have seen:

- MITROVITZA C.O., circular type, 1894–1912.



380 CHEMINS DE FER ORIENTAUX

D. Ligne Uskub-Mitrovitza.

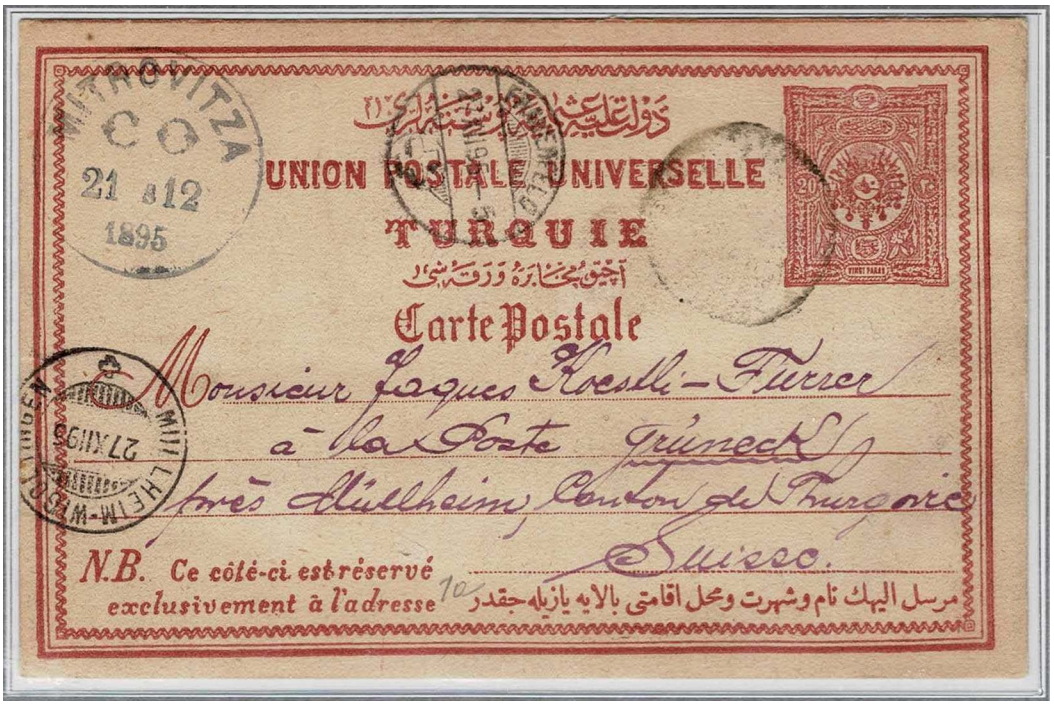
Train MIXTE N°622 circule jours	DIST. KIL.	STATIONS		Train MIXTE N°621 circule jours	Prix des Places à partir d'Uskub en Piastres or		
					1re cl.	2e cl.	3e cl.
6.40	---	dép. Uskub	arr.	8.60	---	---	---
7.47	25	» Elesnan	»	7.12	12.10	9.---	5.20
8.38	37	» Orbanié	»	6.42	18.---	13.10	8.10
9.18	55	» Firouzbey Verisovitz	»	5.58	26.30	19.20	12.10
10.39	75	» Liplian	»	5.05	36.20	26.20	16.20
11.17	87	» Bréza	»	4.34			
11.41	94	» Pristina	»	4.15	45.20	33.10	20.30
12.26	113	» Voulchitra	»	3.25	54.30	40.---	25.---
12.42	120	arr. Mitrovitza	dép.	3.05	58.10	42.10	25.20

Fig. 27: Time table and stations along the route from Üsküb to Mitrovitza and vice versa in 1911.[29]

28 Birken, 2019.
29 *Guide Horaire*, 1909; *Guide Horaire*, 1911.



Fig. 28: Picture postcard sent from Salonica, 30.07.1911 with destination Belfort (France). For one or other reason the card is cancelled at the station of "AMATOVO C.O."[30]
The "AMATOVO C.O." mark is also seen on a telegram (30.11.1902).
Courtesy of Corinphila, Zurich (auction in 2019).



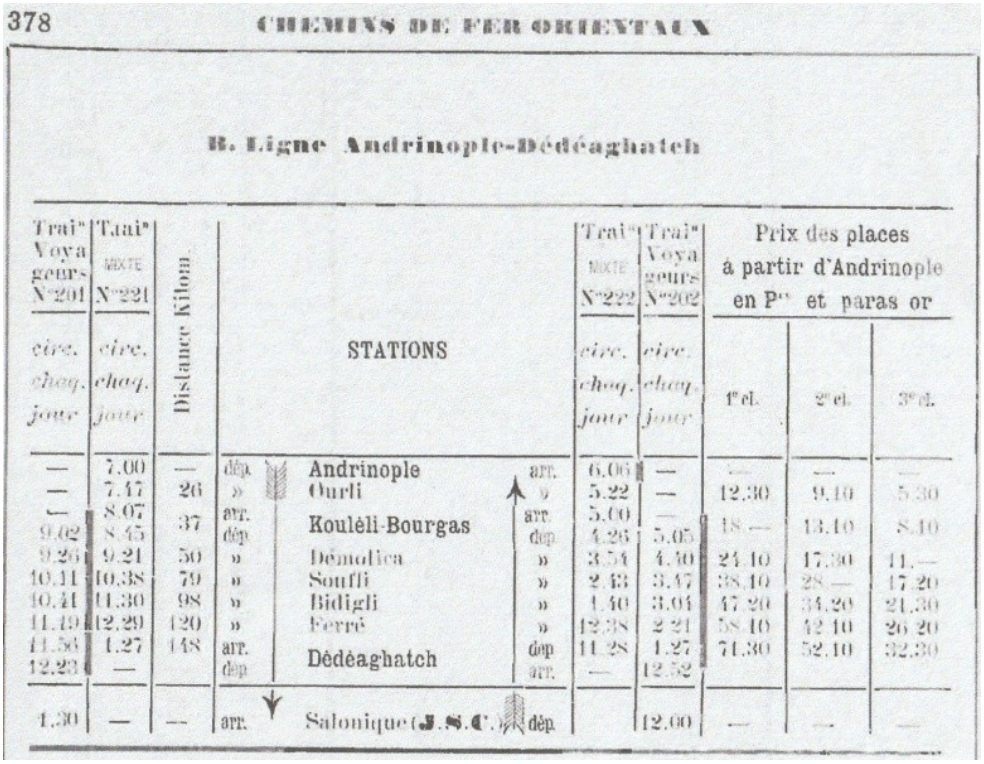


Figs. 29 and A29: Stationary card cancelled with the intaglio mark of Mitrovitza en sent on 21.12.1912 from the station of "MITROVITZA C.O." to Switzerland (arrival 27.12.1912).
Unique card from the collection of Atadan Tunacı.

30 The actual name of Amatovo is Aspros, listed as "Ahmed Ova gare" in the *Indicateur* (not described in later lists).

Dédé Agatch–Andrinople (Edirne)

Dédé Agatch, being the junction bridging two railway companies, had (at least) two stations, the terminal station of the J.S.C. (see further below) and the terminal station of the C.O.



378 CHEMINS DE FER ORIENTAUX

B. Ligne Andrinople-Dédéaghatch

Trai" Voyageurs N°201	Trai" MIXTE N°221	Distances Kilom.		STATIONS		Trai" MIXTE N°222	Trai" Voyageurs N°202	Prix des places à partir d'Andrinople en P^s et paras or		
circ. chaq. jour	circ. chaq. jour					circ. chaq. jour	circ. chaq. jour	1re cl.	2e cl.	3e cl.
—	7.00	—	dép.	Andrinople	arr.	6.06	—	—	—	—
—	7.47	26	»	Ourli	»	5.22	—	12.30	9.10	5.30
—	8.07	37	arr.	Kouléli-Bourgas	arr.	5.00	—	18.—	13.10	8.10
9.02	8.45		dép.		dép.	4.26	5.05			
9.26	9.21	50	»	Démotica	»	3.54	4.30	24.10	17.30	11.—
10.11	10.38	79	»	Souffli	»	2.43	3.47	38.10	28.—	17.20
10.41	11.30	98	»	Bidigli	»	1.40	3.04	47.20	34.20	21.30
11.19	12.29	120	»	Ferré	»	12.38	2.21	58.10	42.10	26.20
11.58	1.27	148	arr.	Dédéaghatch	dép.	11.28	1.27	71.30	52.10	32.30
12.23	—		dép.		arr.	—	12.52			
1.30	—	—	arr.	Salonique (J.S.C.)	dép.		12.00	—	—	—

*Fig. 30: T*ime table and stations along the route from Dédé Agatch to Edirne (Andrinople) and vice versa in 1911.[31]

Birken has recorded these marks:[32]

- ANDRINOPLE C.O., circular type, 1897;
- ANDRINOPLE C.O., rectangular type, 1911–1915 (still in use during the Bulgarian occupation of Thrace);
- DEMOTICA C.O., circular type, 1883–1911.

Atadan Tunacı shows the marks of:

- DÉDÉAGH C.O., circular type, 1899–1908;
- Dédéaghadj, bar cancel, 1899;
- DÉDÉAGH-STATION (without C.O., *fig. 53*), 1897–1898;
- KOULÉLI-BOURGAS, rectangular type, 1897.[33]

Other records are:

- DEMOTICA, bar cancel (collection Joseph Hackmey), 1911;
- FEREDJIK C.O., rectangular type (collection Panayotis Cangelaris),[34] 1920 or slightly later (on stamps Thrace MiNr.35 and 36)

31 *Guide Horaire*, 1909; *Guide Horaire*, 1911.
32 Birken, 2019.
33 In 1897 no regular Ottoman post office existed in Kouléli-Bourgas. It was established in about 1905 (a postmark dated 1905 is recorded (cf. Birken, 2019 and *Nomenclature*, 1909) and was situated at the railway station (!) of Kouléli-Bourgas . Inevitably there must have been cooperation between the Ottoman post and the C.O. company.
34 See frame 5 of Cangelaris' exhibit "Greek Issues of Thrace 1920," onlinw: https://cangelaris.com/exthr.htm.

- ANDRINOPLE, bar cancel, 1902;
- ANDRINOPLE C.O., circular subtype (collection Joseph Hackmey), 1911. Beneath the station name an addition is written ("TRANSIT"(?), "DEMIR TACHE"(?)).

In his book Thomas Hitzler[35] shows an interesting variant of the mark of Kouléli-Bourgas, see illustration beneath. Besides the illustrated mark another non-standard type is known:

- TCHERKESKEUY (collection Atadan Tunacı)[36]

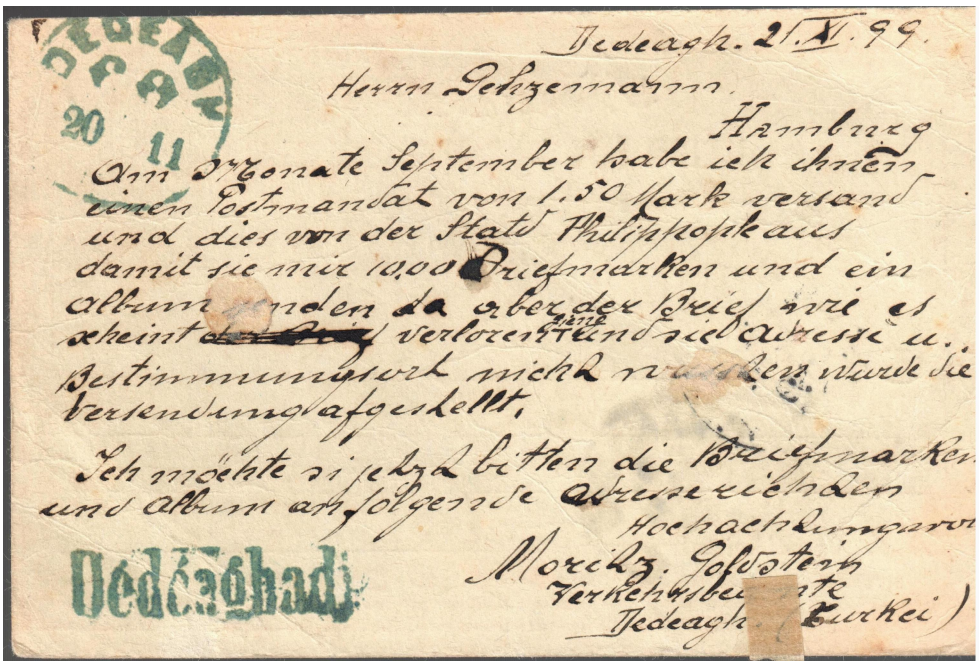


Fig. 32: Postal stationary card to Hamburg, 20 November 1899, tied by travelling post office negative seal of Dédé Agatch.[37] On the reverse (shown here) the station mark of "DÉDÉAGH C.O." and the bar cancel "Dédéaghadj". *Collection Atadan Tunacı.*



Fig. 31:

Mark of the station of DEMOTICA C.O. used as a postmark.

Courtesy of Corinphila, Zurich, 2019.



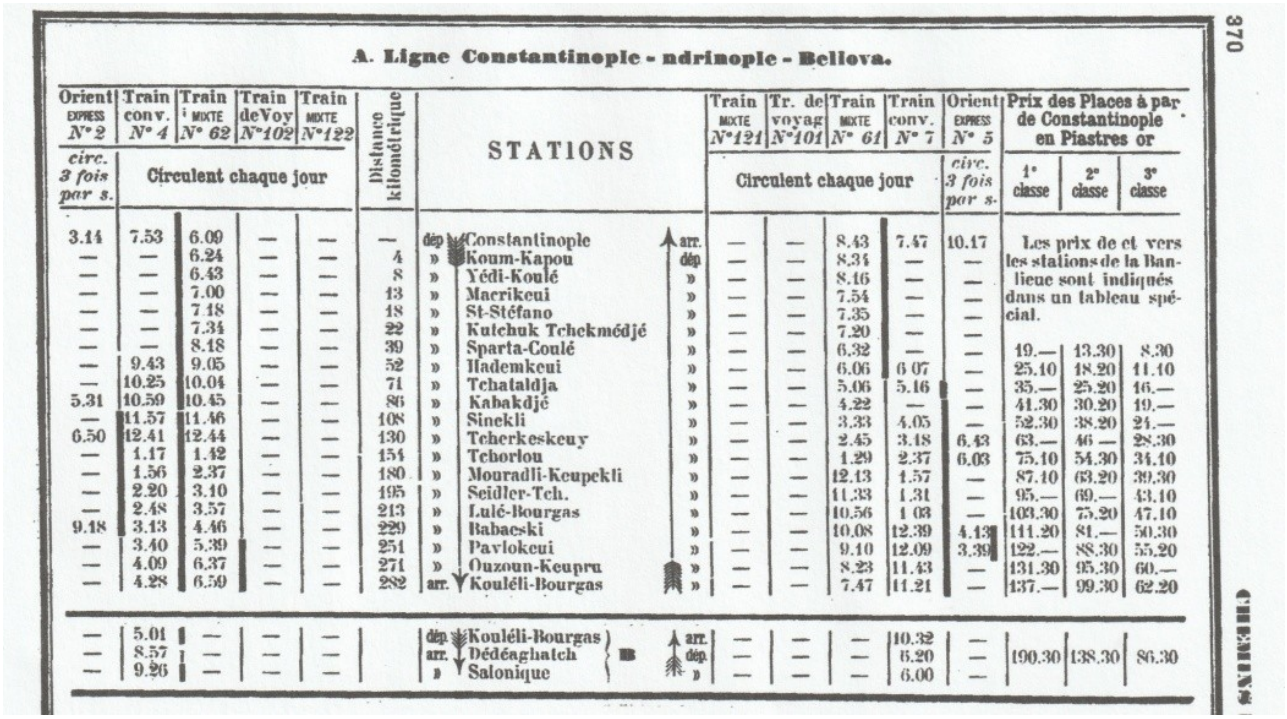
Fig. 33:

Non-standard type station mark of "KULLELI BURGAS" (Kouléli-Bourgas).

Courtesy of Thomas Hitzler and Arge Bulgaria .

35 Hitzler, 2007.
36 See *Railway stations after the Balkan Wars and First World War*, yet to be published.
37 Birken shows a very faint illustration of the 'all Arabic' negative seal of the J.S.C. (?) station (1897) with "Dedeagaç post seyyarı" (Dédé Agatch ambulant office).

Constantinople–Kouléli-Bourgas–Andrinople (Edirne)–Bellova



A. Ligne Constantinople - ndrinople - Bellova.

Orient EXPRESS N° 2	Train conv. N° 4	Train MIXTE N° 62	Train de Voy N° 102	Train MIXTE N° 122	Distance kilométrique	STATIONS		Train MIXTE N° 121	Tr. de voyag N° 101	Train MIXTE N° 61	Train conv. N° 7	Orient EXPRESS N° 5	Prix des Places à par de Constantinople en Piastres or		
circ. 3 fois par s.	Circulent chaque jour							Circulent chaque jour				circ. 3 fois par s.	1re classe	2e classe	3e classe
3.14	7.53	6.09	—	—	—	dép. Constantinople	arr.	—	—	8.43	7.47	10.17	Les prix de et vers les stations de la Banlieue sont indiqués dans un tableau spécial.		
—	—	6.24	—	—	4	» Koum-Kapou	dép.	—	—	8.34	—	—			
—	—	6.43	—	—	8	» Yédi-Koulé	»	—	—	8.16	—	—			
—	—	7.00	—	—	13	» Macrikeui	»	—	—	7.54	—	—			
—	—	7.18	—	—	18	» St-Stéfano	»	—	—	7.35	—	—			
—	—	7.34	—	—	22	» Kutchuk Tchekmédjé	»	—	—	7.20	—	—			
—	—	8.18	—	—	39	» Sparta-Coulé	»	—	—	6.32	—	—	19.—	13.30	8.30
—	9.43	9.05	—	—	52	» Hademkeui	»	—	—	6.06	6 07	—	25.10	18.20	11.10
—	10.25	10.04	—	—	71	» Tchataldja	»	—	—	5.06	5.16	—	35.—	25.20	16.—
5.31	10.59	10.45	—	—	86	» Kabakdjé	»	—	—	4.22	—	—	41.30	30.20	19.—
—	11.57	11.46	—	—	108	» Sinekli	»	—	—	3.33	4.05	—	52.30	38.20	24.—
6.50	12.41	12.44	—	—	130	» Tcherkeskeuy	»	—	—	2.45	3.18	6.43	63.—	46 —	28.30
—	1.17	1.42	—	—	154	» Tchorlou	»	—	—	1.29	2.37	6.03	75.10	54.30	34.10
—	1.56	2.37	—	—	180	» Mouradli-Keupekli	»	—	—	12.13	1.57	—	87.10	63.20	39.30
—	2.20	3.10	—	—	195	» Seidler-Tch.	»	—	—	11.33	1.31	—	95.—	69.—	43.10
—	2.48	3.57	—	—	213	» Lulé-Bourgas	»	—	—	10.56	1 03	—	103.30	75.20	47.10
9.18	3.13	4.46	—	—	229	» Babaeski	»	—	—	10.08	12.39	4.13	111.20	81.—	50.30
—	3.40	5.39	—	—	251	» Pavlokeui	»	—	—	9.10	12.09	3.39	122.—	88.30	55.20
—	4.09	6.37	—	—	271	» Ouzoun-Keupru	»	—	—	8.23	11.43	—	131.30	95.30	60.—
—	4.28	6.50	—	—	282	arr. Kouléli-Bourgas	»	—	—	7.47	11.21	—	137.—	99.30	62.20
—	5.01	—	—	—		dép. Kouléli-Bourgas	arr.	—	—	—	10.32	—	190.30	138.30	86.30
—	8.57	—	—	—		arr. Dédéaghatch	dép.	—	—	—	6.20	—			
—	9.26	—	—	—		» Salonique	»	—	—	—	6.00	—			

Fig. 34: Time table and stations along the route from Constantinople to Kouléli-Bourgas and *vice versa* in 1909, as a part of the connection with Edirne (Andrinople) with a branch to Salonique via Dédé Agatch.[38]

In Birken we find:[39]

- CONSTANTINOPLE C.O., circular type, "C.O." beneath the station name, 1898–1908;
- CONSTANTINOPLE C.O., double ring, "C.O." between rings, beneath date, 1898;
- JEDICOULE, circular subtype without "C.O.", 1900;
- SINEKLY C.O., circular type, 1891;
- YÉDI(KOULÉ?), circular type.



Fig. 35: "JEDICOULE" station without "C.O.". Source Birken[40]. Birken shows also a mark, apparently of the same station in spelling "YÉDI(KOULË)".



Fig. A35: "SINEKLY C.O." (on cover) *Collection Atadan Tunacı.*

From the Atadan Tunacı collection:

- HADEM KEUI C.O., circular type, 1898–1908;
- KOUM KAPOU C.O., circular type, 1884;

38 *Guide Horaire*, 1909; *Guide Horaire*, 1911.
39 Birken, 2019.
40 Birken, 2019.

- KOUM-CAPOU, bar cancel, 1884;
- LULÉ-BOURGAS C.O., circular type, 1890;
- LULÉ-BOURGAS C.O., rectangular type, 1898/99, probably still in use during the (partly) Bulgarian occupation of Eastern Thrace in 1912/13;
- LIULÉ-BURGÁS, subtype bar cancel in frame, probably still in use during the Bulgarian occupation 1912–1913;
- PAVLO-KEUY, bar cancel, 1911;
- TCHERKESKEUI C.O., circular type;
- TCHERKESKEUI, bar cancel.





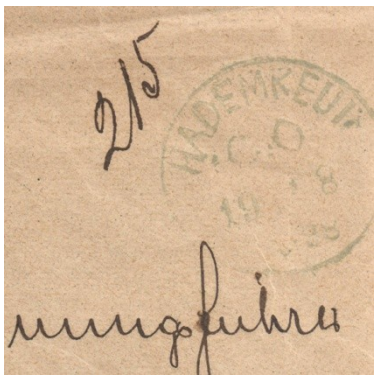
Figs. 36 and A36: Non-standard stationary card from Pehliavanköy (Edirne) 1911 to Dédé Agatch franked by a 20 paras stamp (1909) and cancelled "PAVLI-KARIESSI" (rare). Also cancelled by the bar cancel "PAVLO – KEUY". *Collection Atadan Tunacı.*

From the collection of Panayotis Cangelaris:

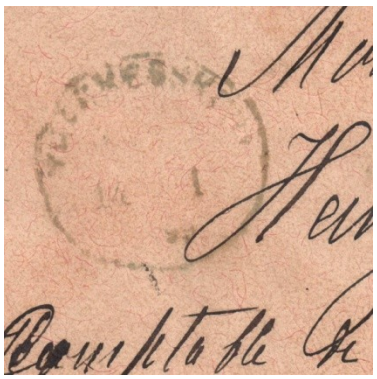
- PAVLO KEUY C.O., rectangular type, 1922 (on stamps Thrace MiNr. 35 and 36);
- SEIDLER C.O., rectangular type, 1922 (on stamp Thrace MiNr. 36).

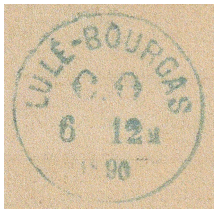
In a Corinphila auction of 2019 we find:

- GARE / C.O. / CONSTANTINOPLE, rectangular subtype, 1917 (*fig. 39*).









Figs. 37 to C38: Station marks of "HADEMKEUI C.O.", "KOUM KAPOU C.O.", "TCHERKESKEUI C.O." and "LULÉ-BOURGAS C.O." *Collection Atadan Tunacı.*



Fig. 38: Bar cancel "TCHERKESKEUI". *Collection Atadan Tunacı.*



Fig. 39: Rectangular subtype "GARE / C.O. / CONSTANTINOPLE." More (rectangular) subtypes of Constantinople should exist.

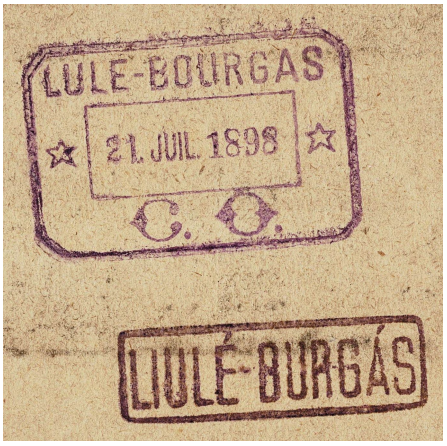
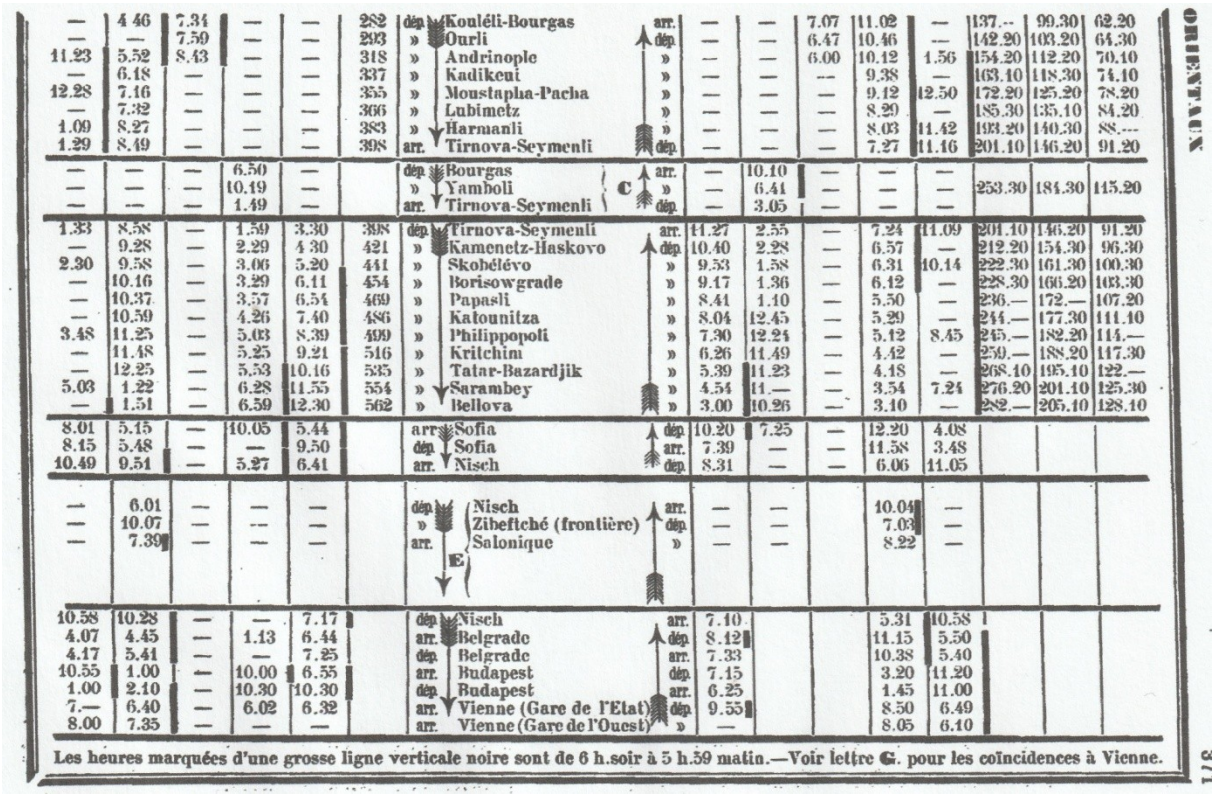


Fig. A39: "LULÉ-BOURGAS / C.O." rectangular type and subtype framed bar cancel with station name in a curious spelling "LIULÉ-BURGÁS". *Collection Atadan Tunacı.*

Andrinople (Edirne)–Mustafa Pacha–Bellova

For the sake of completeness the stations in the former Ottoman territories of Bulgaria and Eastern Roumelia are included in this article. After the independence of Bulgaria, *de facto* completed in 1886 (*de jure* in 1908) the C.O. continued the exploitation of the line from Mustafa Pacha (Svilengrad) to Bellova and the branch line from Tirnova–Seymenli (Tirnovo Sejmen, Mariza, Simenovgrad) to Bourgas and used the standard (sub)types of station marks.



—	4 46	7.34	—	—	282	dép.	Kouléli-Bourgas	arr.	—	—	7.07	11.02	—	137.--	99.30	62.20
—	—	7.59	—	—	293	»	Ourli	dép.	—	—	6.47	10.46	—	142.20	103.20	64.30
11.23	5.52	8.43	—	—	318	»	Andrinople	»	—	—	6.00	10.12	1.56	154.20	112.20	70.10
—	6.18	—	—	—	337	»	Kadikeui	»	—	—	—	9.38	—	163.10	118.30	74.10
12.28	7.16	—	—	—	355	»	Moustapha-Pacha	»	—	—	—	9.12	12.50	172.20	125.20	78.20
—	7.32	—	—	—	366	»	Lubimetz	»	—	—	—	8.29	—	185.30	135.10	84.20
1.09	8.27	—	—	—	383	»	Harmanli	»	—	—	—	8.03	11.42	193.20	140.30	88.---
1.29	8.49	—	—	—	398	arr.	Tirnova-Seymenli	dép.	—	—	—	7.27	11.16	201.10	146.20	91.20
—	—	—	6.50	—		dép.	Bourgas	arr.	—	10.10	—	—	—			
—	—	—	10.19	—		»	Yamboli	»	—	6.41	—	—	—	253.30	184.30	115.20
—	—	—	1.49	—		arr.	Tirnova-Seymenli	dép.	—	3.05	—	—	—			
1.33	8.58	—	1.59	3.30	398	dép.	Tirnova-Seymenli	arr.	11.27	2.55	—	7.24	11.09	201.10	146.20	91.20
—	9.28	—	2.29	4.30	421	»	Kamenetz-Haskovo	dép.	10.40	2.28	—	6.57	—	212.20	154.30	96.30
2.30	9.58	—	3.06	5.20	441	»	Skobélévo	»	9.53	1.58	—	6.31	10.14	222.30	161.30	100.30
—	10.16	—	3.29	6.11	454	»	Borisowgrade	»	9.17	1.36	—	6.12	—	228.30	166.20	103.30
—	10.37	—	3.57	6.54	469	»	Papasli	»	8.41	1.10	—	5.50	—	236.—	172.—	107.20
—	10.59	—	4.26	7.40	486	»	Katounitza	»	8.04	12.45	—	5.29	—	244.—	177.30	111.10
3.48	11.25	—	5.03	8.39	499	»	Philippopoli	»	7.30	12.24	—	5.12	8.45	245.—	182.20	114.—
—	11.48	—	5.25	9.21	516	»	Kritchim	»	6.26	11.49	—	4.42	—	250.—	188.20	117.30
—	12.25	—	5.53	10.16	535	»	Tatar-Bazardjik	»	5.39	11.23	—	4.18	—	268.10	195.10	122.—
5.03	1.22	—	6.28	11.55	554	»	Sarambey	»	4.54	11.—	—	3.54	7.24	276.20	201.10	125.30
—	1.51	—	6.59	12.30	562	»	Bellova	»	3.00	10.26	—	3.10	—	282.—	205.10	128.10
8.01	5.15	—	10.05	5.44		arr.	Sofia	dép.	10.20	7.25	—	12.20	4.08			
8.15	5.48	—	—	9.50		dép.	Sofia	arr.	7.39	—	—	11.58	3.48			
10.49	9.51	—	5.27	6.41		arr.	Nisch	dép.	8.31	—	—	6.06	11.05			
—	6.01	—	—	—		dép.	Nisch	arr.	—	—		10.04	—			
—	10.07	—	—	—		»	Zibeftché (frontière)	dép.	—	—		7.03	—			
—	7.39	—	—	—		arr.	Salonique	»	—	—		8.22	—			
10.58	10.28	—	—	7.17		dép.	Nisch	arr.	7.10			5.31	10.58			
4.07	4.45	—	1.13	6.44		arr.	Belgrade	dép.	8.42			11.15	5.50			
4.17	5.41	—	—	7.25		dép.	Belgrade	arr.	7.33			10.38	5.40			
10.55	1.00	—	10.00	6.55		arr.	Budapest	dép.	7.15			3.20	11.20			
1.00	2.10	—	10.30	10.30		dép.	Budapest	arr.	6.25			1.45	11.00			
7.—	6.40	—	6.02	6.32		arr.	Vienne (Gare de l'Etat)	dép.	9.55			8.50	6.49			
8.00	7.35	—	—	—		arr.	Vienne (Gare de l'Ouest)	»	—			8.05	6.10			

Les heures marquées d'une grosse ligne verticale noire sont de 6 h.soir à 5 h.59 matin.—Voir lettre C. pour les coïncidences à Vienne.

Fig. 40: Time table and stations along the route from Edirne (Andrinople) to Bellova (border Eastern Roumelia and Bulgaria) and vice versa and branch line to Bourgas in 1909.[41]

Postal services at these stations are described by Thomas Hitzler:[42]

> *On 15th October 1895 the following railways station post offices are opened on the line Belovo-Mustafa Pascha: Pazardjik, Kritschim, Katunitza, Papazli, Kajadjik (= Kamenetz, Rakovski).*

He mentions post and telegraph services, some times extended by registered mail services and handling of papers and printed matter (with sorting and forwarding). The year of 1895 does not affect that, before 1895, apparently station marks were already in use, a lot of them never seen. Another interesting and important quote from Hitzler:[43]

> *The responsibility for the post offices was subdivided. For example, the Pazardjik and Kritschim station post offices belonged to the Tatar Pazardjik post office, while the Katunitza and Papazli station post offices belonged to the Plovdiv city post office [...].*

Apparently the station post offices of Bulgaria operated under responsibility of nearby regular Bulgarian post offices.[44]

Line from Mustafa Pacha to Bellova

Birken reports:[45]

- SARAMBEY C.O., rectangular type, 1897;

Atadan Tunacı shows marks (on cover) of:

- MOUSTAPHA-PACHA C.O., rectangular type, 1913 (so far not seen used before the Balkan Wars; in use during the Bulgarian occupation of Thrace);[46]
- SARAMBEY C.O., circular subtype with "TRANSIT", 1896.

In his book Hitzler shows also the marks of:

- PHILIPPOPEL C.O., circular type, 1895;
- TATAR-BAZARDJIK C.O., circular subtype with star and crescent, 1891.

According to Hitzler a post office was established (1909) at the station of TIRNOVO.

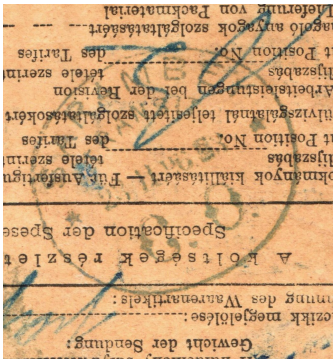
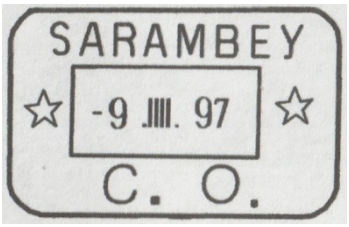
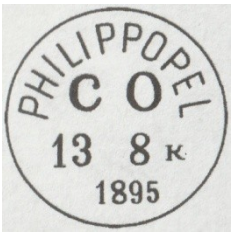


Fig. 41: "SARAMBEY/TRANSIT", 23.02.1896. On the date-bridge there is some hour indication (?). *Collection Atadan Tunacı.*





Figs. 42, A42: "SARAMBEY C.O.", "PHILIPPOPEL C.O." *Courtesy of Thomas Hitzler.*[47]

41 *Guide Horaire*, 1909; *Guide Horaire*, 1911.
42 Hitzler, 2007. German original: "Am 15. Oktober 1895 werden folgende Bahnhofpostämter eröffnet: Pazardjik, Kritschim, Katunitza, Papazli, Kajadjik (= Kamenetz, Rakovski) auf der Linie Belovo-Mustafa Pascha."
43 German original: "Die Verantwortlichkeit für die Postämter wurde aufgeteilt. So gehörten beispielsweise die Bahnhofpostämter Pazardjik und Kritschim zum Postamt von Tatar Pazardjik, die Bahnhofpostämter von Katunitza und Papazli zum Postamt der Stadt Plovdiv […]"
44 Whether this was also the case for the station post offices in the Ottoman territories is the question.
45 Birken, 2019.
46 Panayotis Cangelaris shows an example of MOUSTAPHA-PACHA C.O., rectangular type, 1922 (or slightly later) on a stamp of Thrace (MiNr. 36).
47 Hitzler, 2007.

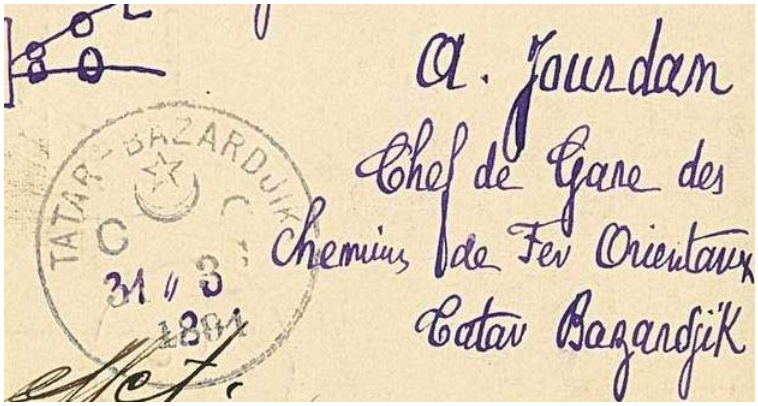


Fig. B42:

Detail from back side postcard sent on 31.03.1891 from Tatar Bazardjik (actually from the 'chef de gare' of Tatar Bazardjik) to Vienna.

Courtesy of Thomas Hitzler.[48]

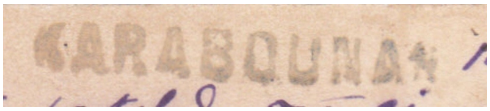
Branch Line from Tirnova–Seymenli to Bourgas

Atadan Tunacı shows the marks:

- KARABOUNAR C.O., circular subtype with star and crescent, 1884;
- KARABOUNAR, bar station cancel, 1884–1901



Fig. 43: Station mark of KARABOUNAR C.O. (Sladek-Kladenetz, Sladak Kladenetz, Galabovo) from a post card sent to Edirne, 29.04.1884, *Collection Atadan Tunacı.*



Figs. A43: Bar cancel "KARABOUNAR" on a (Bulgarian) post card sent to France, 2.01.1901. *Source: eBay seller 'Seyyah'.*

C. Ligne Tirnova Seymenli-Yamboli.

Trai[n]s de voy. N°301 circ. cha. jour	Trai[n]s MIXTE N°353 circ. chaq. jour	Distance Kilom.	STATIONS	Trai[n]s de voy. N°302 circ. ch. jour	Trai[n]s MIXTE N°348 circ. chaq. jour	Prix des places à partir de Tirnova-Seymenli en Francs or 1[re] cl.	2[e] cl.	3[e] cl.
3.05	12.45	—	dép. Tirnova-Seymenli arr.	1.49	12.17	—	—	—
3.37	1.30	15	» Sladek-Kladenetz »	1.20	11.44	1.75	1.30	0.85
4.24	2.37	37	» Radnévo »	12.36	10.44	4.20	3.05	1.95
5.18	3.41	62	» Yéni-Zaghra dép.	11.52	9.40	6.95	5.05	3·15
			Nova-Zagora-Tchirpan (Voir [illegible].)					
6.00	4.38	83	dép. Slivno-Kermenli dép.	11.05	8.36	9.40	6.80	4.25
6.41	5.25	106	arr. Yamboli dép.	10.19	7.30	11.95	8.70	5.45
10.10	—	—	arr. Bourgas dép.	6.50	—			

Fig. 44:

Time table and stations along the branch line from Tirnova-Seymenli to Bourgas and *vice versa* in 1909.[49]

"Sladek-Kladenetz" is the station of Karabounar.

48 Hitzler, 2007.
49 *Guide Horaire*, 1909.

Société du Chemin de Fer Ottoman Salonique-Monastir (C.O.S.M.)

The railway line between Salonica and Monastir (Bitola) was exploited by the *Société du Chemin de Fer Ottoman Salonique-Monastir*.

The standard types of station marks in use were like the "C.O." marks except for the inscription "C.O.S.M." or just "S.M.".

Birken reports the stations of:[50]

- MONASTIR C.O.S.M., circular type, 1894–1897;
- MONASTIR, bar cancel, 1882–1907;
- SALONIQUE C.O.S.M., circular type, 1901;
- VODENA C.O.S.M., circular type, 1909–1912.

Atadan Tunacı shows:

- BANITZA C.O.S.M., rectangular type, 1906;
- BANITZA, bar cancel, 1906;
- FLORINA C.O.S.M., circular type, 1908;
- FLORINA, bar cancel, 1908;
- MONASTIR C.O.S.M., rectangular type, 1906–1908;
- MONASTIR S.M., rectangular type, 1906–1908;
- SALONIQUE, bar cancel, 1894 (on *'lettre de voiture'* from Monastir to Salonique, so likely arrived at the C.O.S.M. station of Salonica);
- SALONIQUE, rectangular subtype, 1907, inscription "BUREAU MARCHANDISES / S.M. / SALONIQUE" (on *'lettre de voiture'* from Monastir to Salonique);
- VERTEKOP C.O.S.M., circular type 1912;
- VERTÉKOP, bar cancel, 1912.





Figs. 45 and 45a: 'Chemin de fer Ottoman Salonique-Monastir' (C.O.S.M.), circular subtype with star and crescent of the station of Aghostos on a fiscal stamp (1905).
Collection Oscar van der Vliet.

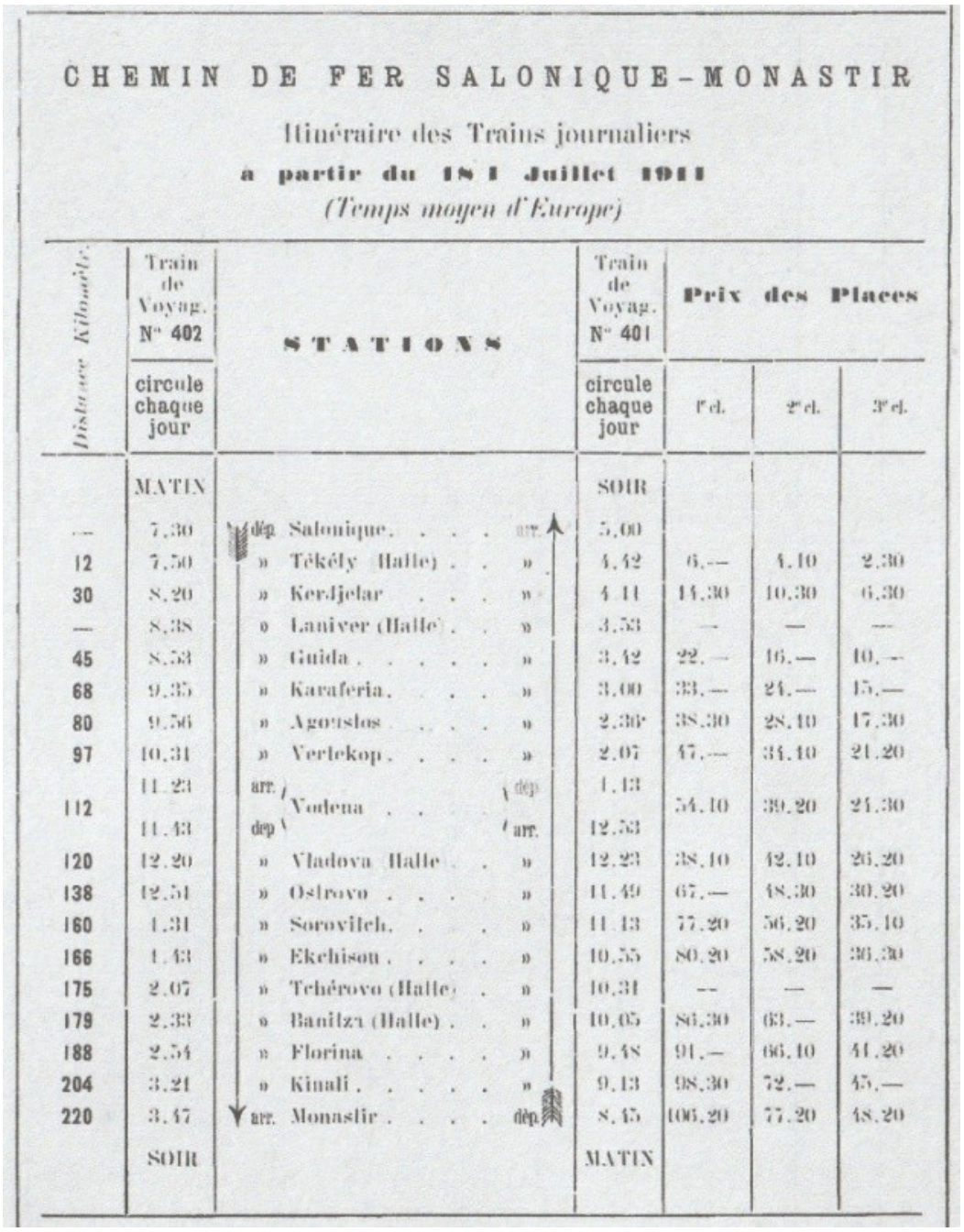


Fig. A45: 'Chemin de fer Ottoman Salonique-Monastir' (C.O.S.M.), rectangular type used at the station of "BANITZA" (1906) on *'lettre de voiture'*.
Collection Atadan Tunacı.



Fig. B45: Mark of the station of "FLORINA C.O.S.M." (1908), circular type from a *'lettre de voiture'*. The station was situated at some distance from the town.
Collection Atadan Tunacı.

50 Birken, 2019.



CHEMIN DE FER SALONIQUE-MONASTIR

Itinéraire des Trains journaliers

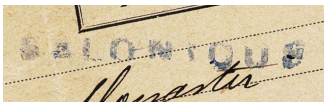
à partir du 18 1 Juillet 1911

(Temps moyen d'Europe)

Distances Kilométr.	Train de Voyag. N° 402 circule chaque jour	STATIONS	Train de Voyag. N° 401 circule chaque jour	Prix des Places 1re cl.	2e cl.	3e cl.
	MATIN		SOIR			
—	7.30	dép. Salonique . . . arr.	5.00			
12	7.50	» Tékély (Halte) . . »	4.42	6.—	4.10	2.30
30	8.20	» Kerdjelar . . . »	4 11	14.30	10.30	6.30
—	8.38	» Laniver (Halte) . . »	3.53	—	—	—
45	8.53	» Guida . . . . . »	3.42	22.—	16.—	10.—
68	9.35	» Karaferia . . . . »	3.00	33.—	24.—	15.—
80	9.56	» Agoursios . . . . »	2.36	38.30	28.10	17.30
97	10.31	» Vertekop . . . . »	2.07	47.—	34.10	21.20
112	11.23 / 11.43	arr. / dép. Vodena . . dép. / arr.	1.13 / 12.53	54.10	39.20	24.30
120	12.20	» Vladova Halte . . »	12.23	38.10	42.10	26.20
138	12.51	» Ostrovo . . . . »	11.49	67.—	48.30	30.20
160	1.31	» Sorovitch . . . . »	11.13	77.20	56.20	35.10
166	1.43	» Ekchisou . . . . »	10.55	80.20	58.20	36.30
175	2.07	» Tchérovo (Halte) . »	10.31	—	—	—
179	2.33	» Banitza (Halte) . . »	10.05	86.30	63.—	39.20
188	2.54	» Florina . . . . »	9.48	91.—	66.10	41.20
204	3.21	» Kinali . . . . »	9.13	98.30	72.—	45.—
220	3.47	arr. Monastir . . . dép.	8.45	106.20	77.20	48.20
	SOIR		MATIN			

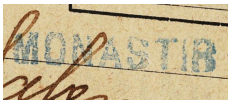
Fig. 46:

Time table and stations along the route from Salonica to Monastir (Bitolj, Bitola) and *vice versa* in 1911.[51]









Figs. A46–D46: Bar cancels by the C.O.S.M. from "SALONIQUE", "BANITZA", "FLORINA", and "MONASTIR".
Collection Atadan Tunacı.

51 *Guide Horaire*, 1909; *Guide Horaire*, 1911.

From the collection of Oscar van der Vliet a cancellation on an Ottoman fiscal stamp:

- AGOUSTOS C.O.S.M., circular subtype with star and crescent, 1905 (*fig. 45*).

In the collection of Joseph Hackmey:

- VODENA, bar cancel, 1912.

In an auction of Corinphila 2019 is seen:

- MONASTIR S.M., rectangular type, 1907.

In the same auction of Corinphila a rectangular subtype of "BUREAU MARCHANDISE / S.M. / SALONIQUE" 1907 is shown on a *'lettre de voiture'*[52] from Monastir to Salonica.

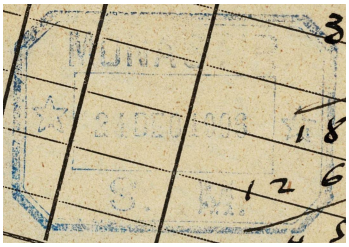
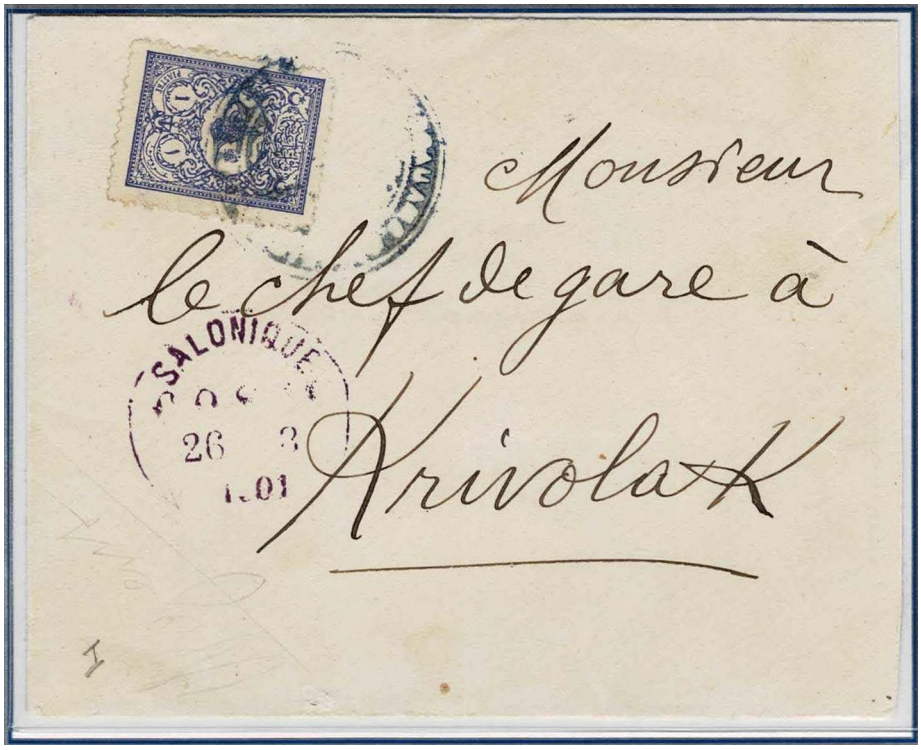


Fig. 49: Standard rectangular type used by the C.O.S.M. with inscription "MONASTIR / S. M." instead of "C.O.S.M."
Collection Atadan Tunacı.



Fig. A49: Station mark "SALONIQUE", rectangular subtype, 1907, with inscription "BUREAU MARCHANDISES / S.M. / SALONIQUE" on a *'lettre de voiture'* from Monastir to Salonica.
Collection Atadan Tunacı.



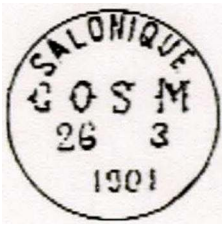


Fig. 48 and A48:

Letter sent on 26.03.1901 to Krivolak (between Salonica and Üsküb along the railway line) posted at a station along the line from Monastir to Salonica.
At the station of "SALONIQUE C O S M" it was received by the postal employee of the C.O.S.M. and transferred to the train in the direction of Üsküb. On the train the letter is cancelled by (oily black) intaglio "BUREAU AMB. SALONIQUE–MONASTIR".[53]
Collection Atadan Tunacı.

52 A *"lettre de voiture"* is a waybill (bill of lading, consignment note).
53 See *Railway mail services in Ottoman Europe (II): Ottoman station post offices and TPOs*, yet to be published.



Fig. 47: Picture postcard of the railway station of Aghostos (Agosthos, Agoustos) along the line Salonica–Monastir.





Figs. 50 and A50:

Picture postcard sent on 20.05.1912 from the station of “VERTEKOP C.O.S.M”. (nowadays the Greek town of Skydra). The station of the ‘Chemins de Fer Ottoman’ is situated along the line Salonica–Monastir. The card is also cancelled with the bar cancel “VERTÉKOP”.
The rate is 5 para for a picture postcard with at most 5 words.
This mark is only known of the year 1912 and only one is seen.
Collection Atadan Tunacı.

Société du Chemin de Fer Ottoman Jonction Salonique–Constantinople (J.S.C.)

Information about station marks used by the J.S.C. until the First Balkan War (1912) is hard to find. For sure one (rectangular) type is used (see *fig. 52*). Possibly a circular type was also in use in Dédé Agatch (see below).

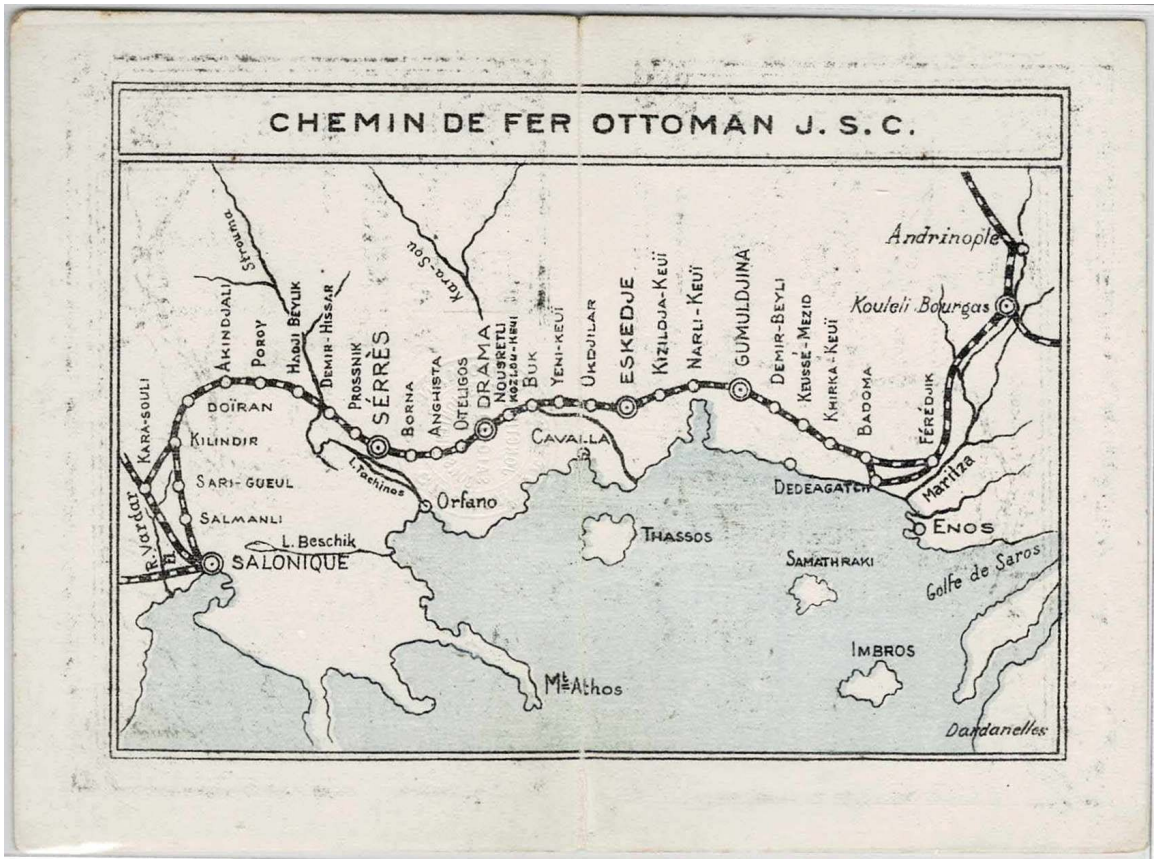


Fig. 51: Map of the J.S.C. railway connection between Salonica and Dédé Agatch and the intermediate stations. *Collection Atadan Tunacı.*

The rectangular types are known to be used in:

- DRAMA J.S.C. (still in use during the Bulgarian occupation of Thrace);[54]
- ESKÉDJÉ J.S.C., 1897;
- GUMULDJINA J.S.C., 1912.[55]

From the auction of Çankaya Müzayede:

- DÉDÉAGATCH (J.S.C.?), bar cancel, 1913 (possibly used already before the First Balkan War).

From the auction of BalkanPhila (Kemal Giray):

- GUMULDJINA, bar cancel, 1914, on Bulgarian postcard (Ottoman spelling, possibly used at the railway station).

At one end Salonica had a station where the trains for Dédé Agatch and Constantinople departed. But is is not clear whether the J.S.C. used its own station mark in Salonica. Clearly a point for further investigations.

54 Nicolas/Galinos, 1996.
55 Karamitsos auction, May 2014.



Fig. 52: Rectangular type station mark of Eskédjé (1897).
Courtesy of Corinphila Zurich, auction 2019.



Fig. A52: Bar cancel of GUMULDJINA, possibly used at the railway station before the Bulgarian occupation.
Courtesy of Kemal Giray (BalkanPhila).

About the station on the other end, Dédé Agatch, there is an interesting fact to share with you: Atadan Tunacı shows a letter sent from Dédé Agatch to Constantinople (1897) with a station mark "DÉDÉAGH.STATION" (*fig. 53*).

The mark resembles the type used at the C.O. stations but the abbreviation "C.O." is clearly missing.[56] Possibly this mark was used at the J.S.C. station of Dédé Agatch in the vicinity of the (other) C.O. station. In literature no (regular Ottoman) post office at a(ny) station in Dédé Agatch is mentioned.[57] And if not, which cancel was used? Do you know?



Fig. 53: Letter sent from Dédé Agatch to Constantinople via Kouléli-Bourgas, 12.08.1897. The mark "DÉDÉAGH.STATION" (without "C.O.") is shown, as well as the rectangular station mark "KOULELI-BOURGAS C.O.". Probably the letter was delivered to the train bound for Edirne, so it had to be handed over in Kouléli-Bourgas for its destination Constantinople (see map in *fig. 51*).
Collection Atadan Tunacı.

56 Marks are known of the *Chemins de Fer Ottomans d'Anatolie* (C.F.O.A.) with "C.F.O.A." missing, for example Karaman and Ras al-Ain.
57 *Dictionaire*, 1909; *Nomenclature*, 1903, *Nomenclature* 1909.

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Acknowledgment

The authors wish to thank Tobias Zywietz for his effort to publish the article in MEPB 22 and his advice about and additions to the text.

Undelivered Postal Items in Ottoman Jerusalem (Austrian Post) – An Introduction

by Dr. David K. Smith

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Some postal items cannot be delivered to the addressee, or are incorrectly addressed. In consequence, the world's postal services have developed systems for handling such mail, by returning the item to its sender or by using supplementary information to complete or correct addresses. Items of postal history which have passed through such "back-up" systems are, understandably, scarce; and documentation about the processes followed by the postal services is limited or non-existent.

In this article, we will examine evidence for the processes followed in Ottoman Jerusalem, particularly by the Austrian office; much of this is speculative, and the author has not been able to locate any previous attempts to describe these processes.

Officially, under U.P.U. regulations, an item which could not be delivered had to be returned to its sender, with a cachet or label explaining why in the language of the receiving office and French (the official U.P.U. language). An accepted, if unofficial, approach was a single cachet "retour".

XXVI.

Undelivered Correspondence.

1. Correspondence of all kinds which is not delivered, from whatever cause, must be returned, as soon as possible after the period for keeping it required by the regulations of the country of destination, and at latest at the expiration of six months in relations with countries beyond sea, and at the expiration of two months in other relations, through the medium of the respective Offices of exchange, and in a special bundle labelled "*Rebuts*" and bearing indication of the country where the correspondence originated. The periods of two months and six months count from the end of the month in which the correspondence has reached the Office of destination.

2. Nevertheless, undelivered registered correspondence is returned to the Office of exchange of the country of origin, as if it were registered correspondence addressed to that country, except that, opposite the nominal entry in Table No. I of the letter bill, or in the separate list, the word "*Rebuts*" is entered in the column of observations by the returning Office.

3. As an exception, two corresponding Offices may, by mutual consent, adopt a different mode of returning undelivered correspondence, and may also dispense with the reciprocal return of certain printed papers considered as destitute of value.

4. Before returning to the Office of origin correspondence which for any reason has not been delivered, the Office of destination must indicate in a clear and concise manner in the French language, on the back of each article of such correspondence, the cause of the non-delivery in the following form: "not known," "refused," "gone away," "not claimed," "deceased," &c. This indication is furnished by the application of a stamp or by affixing a label. Each Office has the option of adding a translation, in its own language, of the cause of non-delivery, and any other useful particulars.

Fig. A1:

Article 26 of the Detailed Regulation of the 1897 U.P.U. (Washington) Convention.[1]

1 Cf. http://treaties.fco.gov.uk/treaties/treatyrecord.htm?tid=4153. In the 1906 Rome Convention, Detailed Regs. Art 28 is identical, apart from this extra clause in para. 3 [after "value"]: "as well as insufficiently prepaid 'chain letters' (known as snowball letters) which have been refused by the addressee, when the Office of destination has ascertained after consultation with the addressee, that the letters in question are actually 'chain letters.'" Cf. https://archive.org/details/conventionromem00uniogoog.

An initial division of material can be made as follows.

First there are items which reach the address from the item, and someone at that address recognises that the recipient is no longer there, marks the item with a manuscript, and reinserts it into the postal system. It may be marked with a forwarding address or given a manuscript instruction to the local postal service. (Of course, at this stage it may be destroyed!) The U.P.U. required postal services to attempt to deliver items which had been reinserted into the postal service.

Second, there are items which cannot reach the address or the addressee, or have been mis-sorted and which become the immediate responsibility of the local postal service. Again, these may be destroyed at once, but there is considerable evidence that many postal clerks made efforts to deal conscientiously with them, as the U.P.U. required. In this case, and in the former, it is customary to apply a hand-stamp when the postal item re-enters the post system.

The illustrations below show examples of these two categories for items which were handled in the Austrian office in Jerusalem. *Fig. 1* shows an item which was sorted incorrectly, reached Jerusalem, and the postal clerks correctly returned it to the postal system.

Fig. 2 illustrates the use of an official post office bilingual label to return an item that could not be delivered; this label matches that on *fig. 3*, where the label was used in Austria, on an item which was then returned to Jerusalem. Another type of bilingual label is shown in *fig. 4*, where an item was unclaimed at the post office.

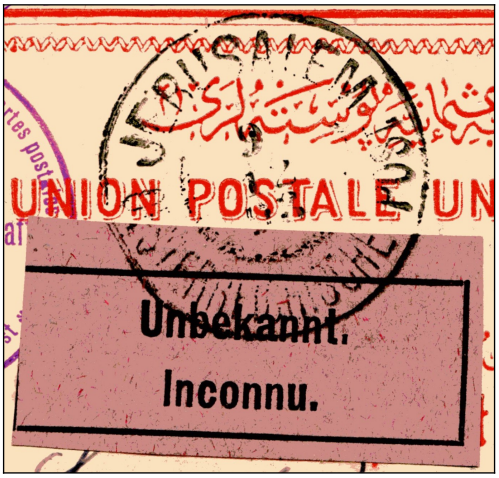


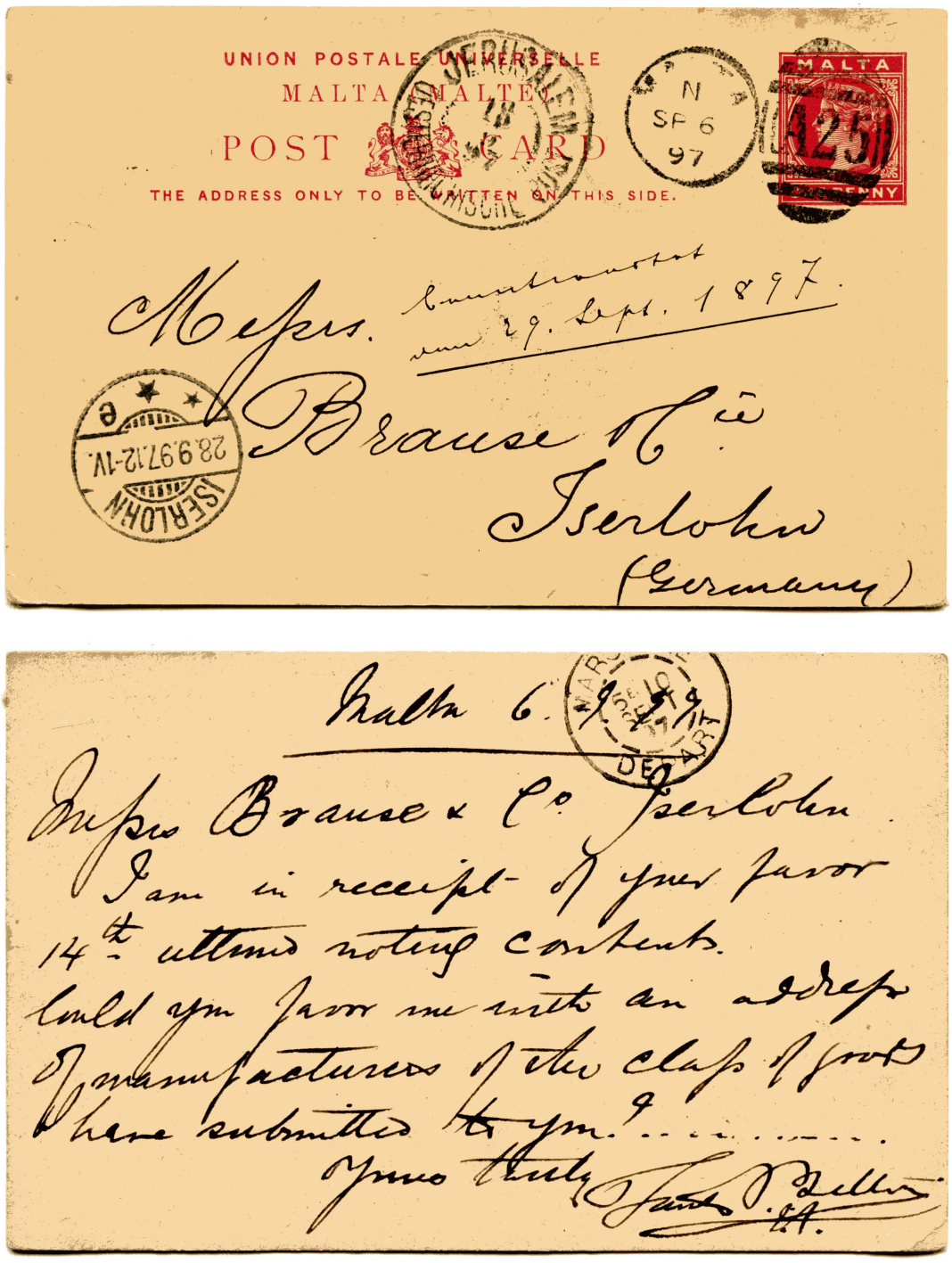
Fig. 5 is an example of an item posted from one Jerusalem office and returned to that of a different foreign power. *Fig. 6* and *fig. 7* show the determination of the postal services to return items to their origin, one taking six years, the other, four months. *Fig. 6* also illustrates the use of postmarks for mail in transit between offices.



How do such items survive? There is circumstantial evidence that items returned to the Austrian office in Jerusalem were displayed in a window or frame to see if any passer-by or customer recognised the sender. There is further circumstantial evidence that unclaimed items were sold to philatelic dealers in Jerusalem, probably unofficially.

After the bulk mailings for the Kaiser visit in 1898 (*fig. 3*) and Christmas 1899 (*fig. 8*), numerous items were returned to the city, since they had been sent to out-of-date addresses. And, of course, there will always be someone, somewhere, who sees a card or cover and says "That's unusual" and keeps it for future generations.

At the outset, I wrote that some of this is speculative; please correspond if you can shine any more light on this topic: davidandtina@endfield.org.uk.



Figs. 1 and 1a: This card was mis-sent from Malta to Jerusalem in 1897, addressed to "Iserlohn (Germany)" – mis-read (apparently at Marseille) as Jerusalem (!). The Austrian postal service there cancelled it and placed it in the postal service without further instructions. The card arrived at its intended destination, the company Brause & Co, in Iserlohn, Germany on 28.09.1897. Brause started off in 1850 manufacturing needles and spokes and quickly specialised in nibs for writing pens.[2]

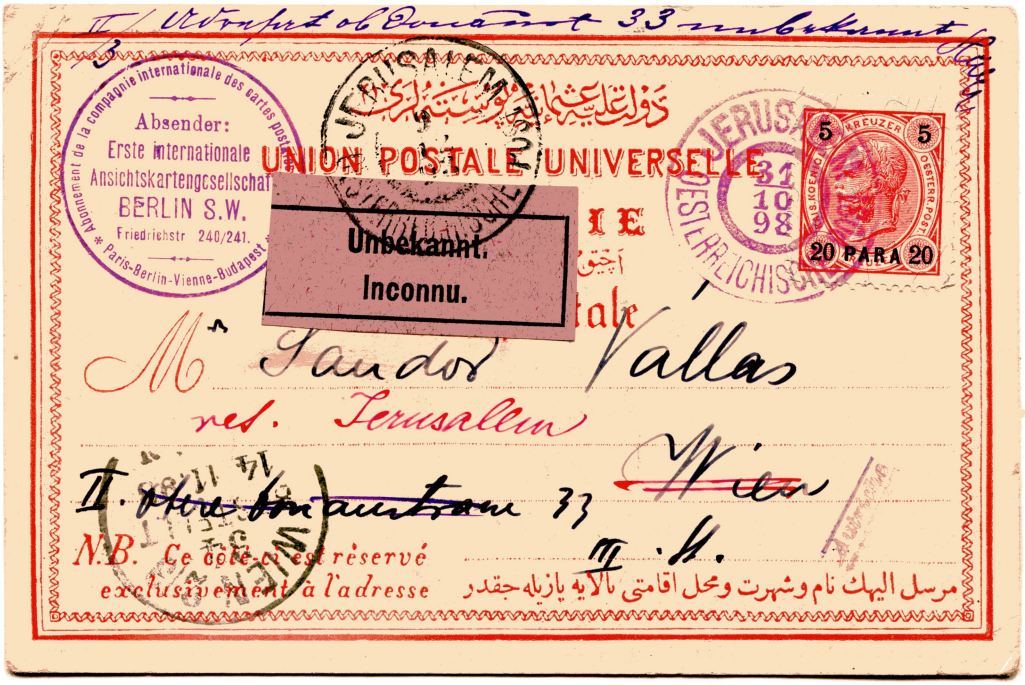
2 Cf. Entry in Wikipedia: https://de.wikipedia.org/wiki/Brause_(Unternehmen).





Figs. 2 and 2a:

A registered postcard from Nuremburg, Bavaria to Jerusalem, Egypt (!) in 1897, handled by the Austrian office there. The addressee was unknown, so the office used a bilingual purple label "Unbekannt. / Inconnu." of a type used in Austria and Austrian Levant. The word "Retour" was added in manuscript.





Figs. 3 and 3a: Kaiser visit souvenir postcard sent to Vienna. In the top margin there's a handwritten comment that the addressee was unknown at the address: "Adressat ob Donaust 33 unbekannt". So the Austrian postal service used its bilingual purple label "Unbekannt. / Inconnu." At lower right is a faint hand-stamp "Autriche" used by the souvenir card company when that country's name was omitted by the sender.





Figs. 4 and 4a: 1904 cover from Borchersdorf, Cape of Good Hope, sent *"poste restante"* to Jerusalem. It was unclaimed and the Austrian office used its bilingual sticker to that effect: "Nicht behoben. / Non reclamé." and cancelled the cover on the reverse. It was not returned to the Cape of Good Hope, as it carries a receiving mark of London.

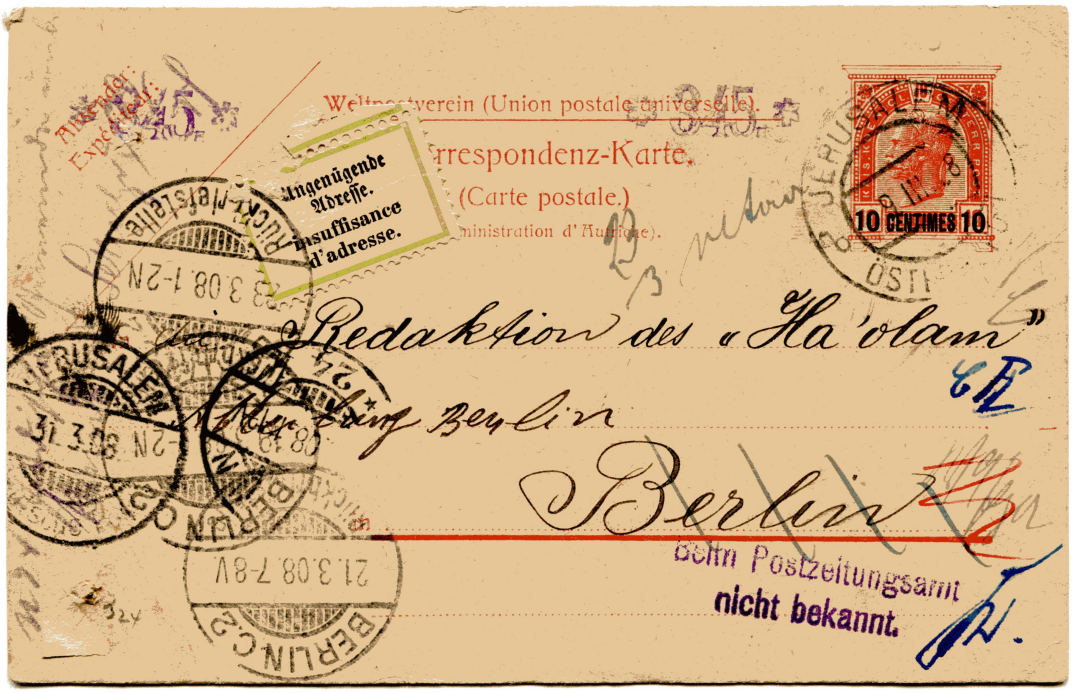


Fig. 5: A card which was sent in 1908 from the Austrian office in Jerusalem to Berlin, with insufficient address (a small sticker used to indicate this: "Ungenügende / Adresse. Insuffisance / d'adresse.", a cachet that the addressee was not known in the sorting office.
As it was mail from Berlin to Jerusalem, it was received there by the German office.
The "Rückbriefstelle" (R.L.O.) at Berlin C2 tried everything, but to no avail. As the card was addressed to the offices of the newspaper "Ha'olam," an extra effort was made by enquiring with the "Postzeitungsamt" (Berlin newspaper post office); but they were unaware of such a publication, so there's an additional hand-stamp "Beim Postzeitungsamt nicht bekannt"

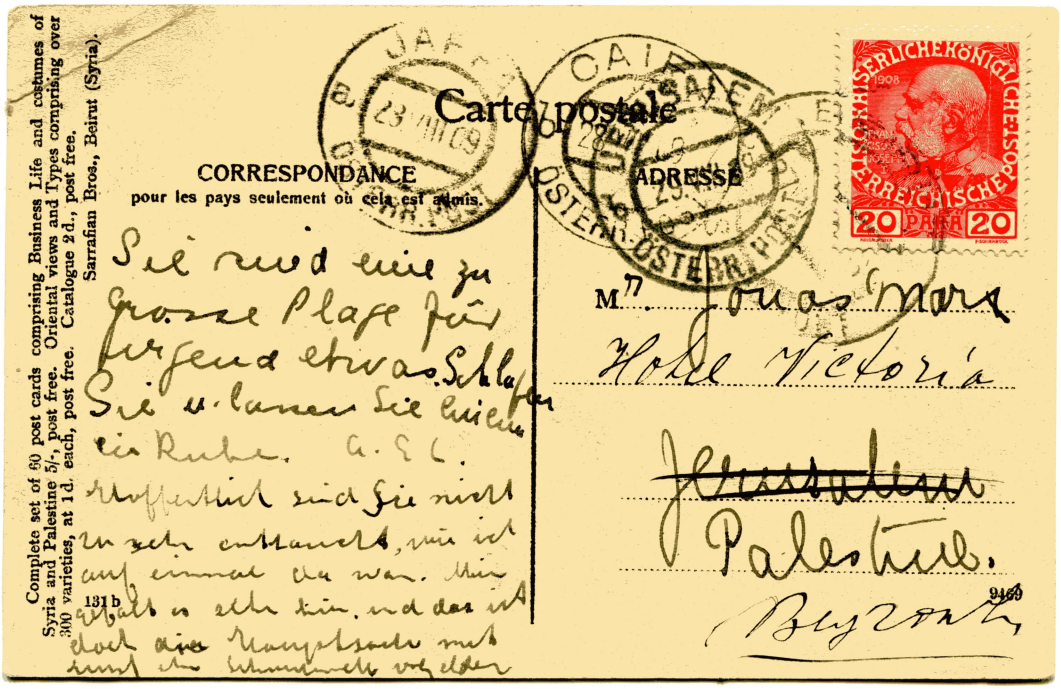


Fig. 6: This postcard was sent from Beirut to an insufficient address in Jerusalem, from where it was returned to the hotel shown on the picture side. It was cancelled in Jerusalem, then Jaffa and Haifa before (presumably) returning to Beirut. A remarkable collection of four different Austrian office postmarks.



Fig. 7: Testimony to the determination of the postal system. This cover was sent from Jerusalem to a recipient in Beirut. From there it was forwarded to an address in Tripoli, and then to Constantinople, where it was filed on 9.07.1913. It remained in Constantinople for the following year and the duration of the First World War, before someone added the manuscript "Envoyez à l'expéditeur" and it was duly (six years later) returned to Jerusalem where it was handled by the British military postal service.



Figs. 8 and 8a: "Last Christmas" (25.12.1899) card sent to Philadelphia, USA, where it was received on 2.02.1900. Passed to the Dead Letter Office and returned to Jerusalem with arrival hand-stamp of 24.04.1900.

A 1914 Christmas Letter

by Yvonne Berger[1]

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Postmarked "Freiburg (Breisgau) 1" on 23rd December 1914, postage paid with MiNr. 87 I, this letter went on its journey to Turkey.

The recipient was the later highly decorated, but at the time still a Prussian Lieutenant, İsmail Hakkı Tewfik Okday (1881–1977). He studied together with his brother Ali Nuri Tewfik at the War Academy in Berlin from 1909. He was a commander in the 2nd Balkan War and active on the Syrian and Palestinian front during the First World War.



Okday was the son of the last Grand Vizier Ahmed Tewfik Pasha (1845–1934) and son-in-law to the Sultan through his marriage to Fatma Ulviye Sultan in 1916. The marriage was dissolved in 1922 after Okday sided with Kemal Pasha. The family name Okday was adopted in 1934. He was later a diplomat and highly respected philatelist.

1 The cover was first presented by the author in the Facebook group *WhatsBriefmarken.de* and has now been revised with additional details: https://www.facebook.com/groups/135243980556582/posts/1231362727611363/.

His address at the time of posting of the letter was “Konak de Son Altesse Tewfik Pacha” (i.e. the Palace of His Highness Tewfik Pasha) at Ayazpasha Square in the Taksim district of Beyoğlu (Pera), Constantinople.

The sender was Major Gustav Ernst Heinrich von Roerdansz. Born as son of the Prussian General Rudolf Johann Friedrich von Roerdansz on 18th July 1865 in Berlin, he died at Christmas 1923 in Hamburg. He was a Prussian major, later colonel, and married Leontine Charlotte Kumberg in 1885. His second marriage, to the Jewish Hertha Littmann, who was almost 40 years his junior, was probably sealed around 1922. By this time, von Roerdansz had already retired and had moved from Bad Homburg v.d.H. to Hamburg. The pair lived in Wandsbek for a short while.

Hertha von Roerdansz emigrated to America in 1937 and married a second time in New York.

On the front of the letter is the Turkish censorship mark “İstanbul 1,” on the back an arrival stamp of Galata 13 dated 18th October 1330 (1.01.1915). The front features the local postman’s delivery mark “٢٥٠” (250, used in the Taksim quarter of Beyoğlu district).



There is also the printed seal of Gustav Ernst Heinrich von Roerdansz on the flap. The sender’s return address is the spa hotel Quisisana in Wiesbaden.



The Ottoman Field Post Office 44

by Osman Levend Seral (edited by Tobias Zywietz)

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The postmark of the Ottoman Field Post Office no. 44 (FPO 44) which figures so prominently on Field Post material used by the Ottoman Army in the Holy Land during First World War, was used by several units, including the Fourth Army, the Second Army Corps, as well as the Seventh Infantry Division.



The Fourth Army (*Dördüncü Ordu*) was originally deployed in Baghdad during peace time; their headquarters in that city were to be decommissioned on 26.08.14 soon after a State of War was declared on 02.08.14 since the High Command had immediately started to re-organise the Army structure in order to answer possible avenues of conflict from different quarters. It must be noted at this instance that no numbered Field Post Office canceller had been issued to Baghdad during this initial period and they had kept using the central negative (*intaglio*) circular canceller in full Turkish issued to all Army Commands during peace-time.

During the same re-organization, the 2nd Army, at peace time positioned in Edirne, was re-designated as a Regional General Command in charge of Syria and Beirut (*Sûriye ve Beyrut Havâlî'si Umum Kumandan'lığı*) under the command of Cemal Paşa,[1] already the Minister of the Navy, with orders to immediately depart for Damascus on 11th August 1914.

Even though pertinent material still eludes us, it is believed that the FPO 44 canceller was initially delivered to Cemal Paşa's office at the Ministry of War right before it left for Damascus by train. The Regional General Command in question was to follow in their steps to Haleb (Aleppo) soon after they had arrived in Damascus since the bulk of the Army was already deployed in and around Haleb, whilst the General Command was re-designated as the Fourth Army on 6th September.



Understandably they continued to use the same canceller since all these name changes were based on political manoeuvres on the part of Enver Paşa and had no bearing on military requirements nor on any real change in the command structure of the force in question.

Fig. 2:

Enver Paşa (left) photographed together with Cemal Paşa (right) in 1916 on a tour of Syria.[2]

1 Ahmed Cemâl (1872–1922). Min. of the Navy (1914), Governor of Syria (1915), Comm. of the 4th Army (1915).
2 Source: Wikipedia. Online: https://de.wikipedia.org/wiki/Datei:Enver%2BDschemal_1916.jpg.

The first major operation that the Army undertook was the first offensive to reach the Suez Canal during the early days of 1915.

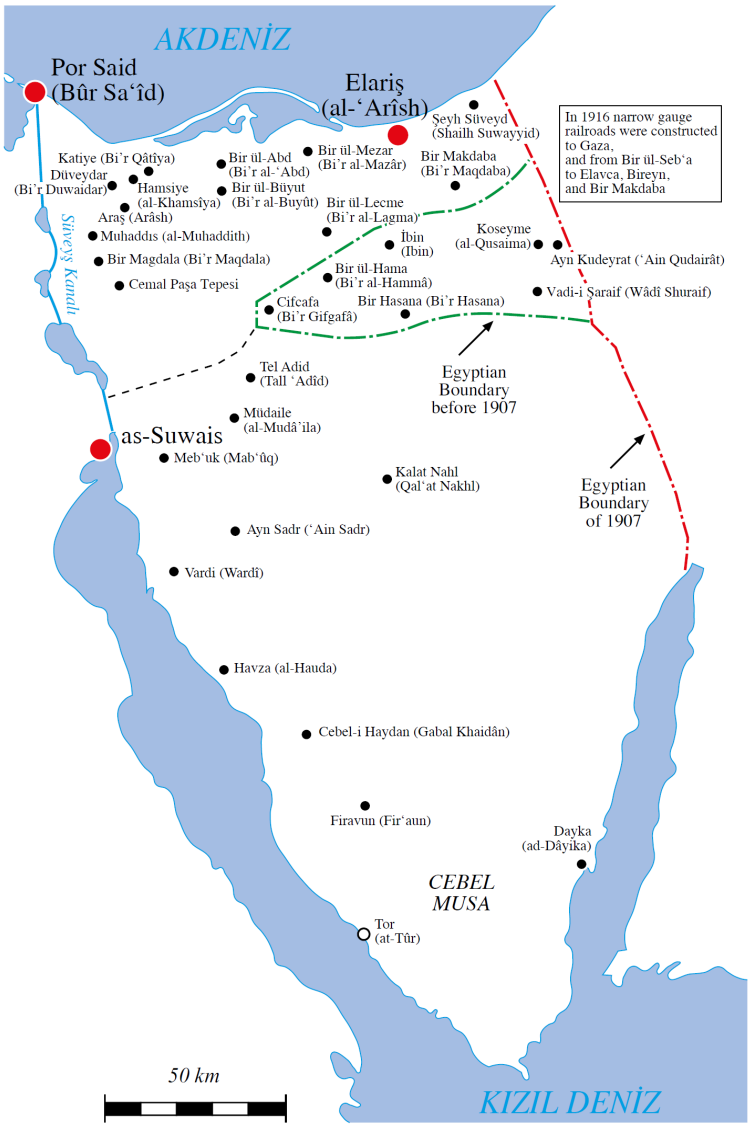


Fig. 3: Map of the Sinai Penisula with actual and planned post offices.[3]

Since Cemal Paşa and his Head of Staff were certain of victory, a set of negative seals were prepared for locations along the Sinai where the Army was supposed to establish relay bases for an eventual operation to invade Egypt. Since the German High Command had already suggested that the war against the Allies and particularly against the British was to be over by 1918, all these seals carry the date ١٣٣٤ (1334 = 1918).

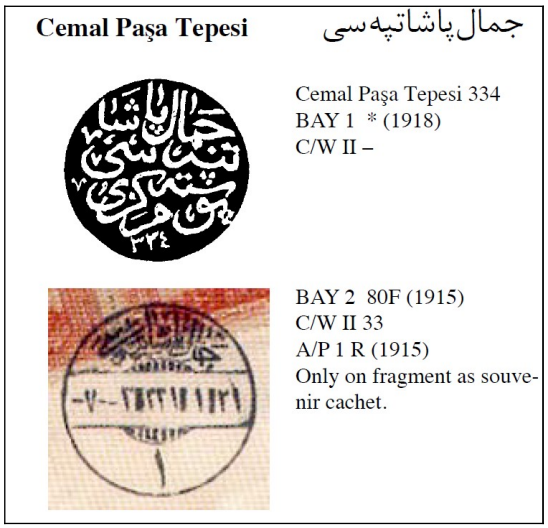


Fig. 4: Example of some of the proposed postmarks.[4]

To please the Commander of the Army, a hilltop location overlooking the canal where Cemal Paşa was to conduct the final push was named Cemal Paşa Tepe'si (Cemal Paşa Hill). It is present day Khatib al-Khanou appr. 50 km north of as-Suwais (Suez).[5] But as the topography of the terrain and the amount of water in the wells along the route was not investigated properly, the Ottoman Army suffered extreme difficulties once at the theatre of war and already engaged with the British.

The absence of water weighing heavily on the performance of pack animals as well as on the troops, some of the provisions had to be left along the route to carry much needed water which in turn caused severe food shortages along the front.

3 Source: Birken, vol. Suriya, 2021, p. 81.
4 Source: Birken, vol. Suriya, 2021, p. 83.
5 On Turkish maps, the place is about 48 km north of Suez and 28 km south-east of Ismailia. Cf. Birinci Dünya Harbi'nde Türk Harbi, vol. 4, nos. 1 and 2, map 11.



Fig. 5: Turkish Cavalry, Wady Guzzeh, 1917.[6]

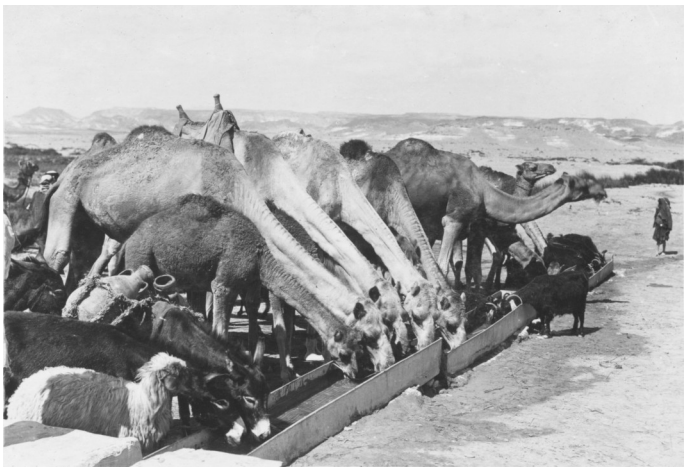


Fig. 6: Kuseimeh watering, 1916.[7]

Even though heavily re-enforced with Austrian and German technical units, the Fourth Army was thus left in a position to retreat to their bases in Büir ül-Seba (Be'er Sheva) and Hūj (Hirbet Huç) before the real heat of the summer hit the desert. Their headquarters were to remain at the Empress Maria Augusta Hospice on the Mount of Olives in Jerusalem for about four months. Then Cemal Paşa decided to settle in a chalet near Aley in Lebanon for the hot months of summer when both armies refrained from fighting by tacit, if unspoken, agreement.

According to the War Annals of the Turkish Army,[8] a special train was always kept ready for his use as well as for the use of the Postal Department at nearby Sofar Station. Once the 'fighting season' was opened by September, the Army Command structure as well as postal officials returned to Jerusalem and after a delay of four months in Damascus to pacify an Arab insurrection in the province, the Army was to take the same positions in Lebanon until May 1917 when the British were already in operation south of the Holy City.

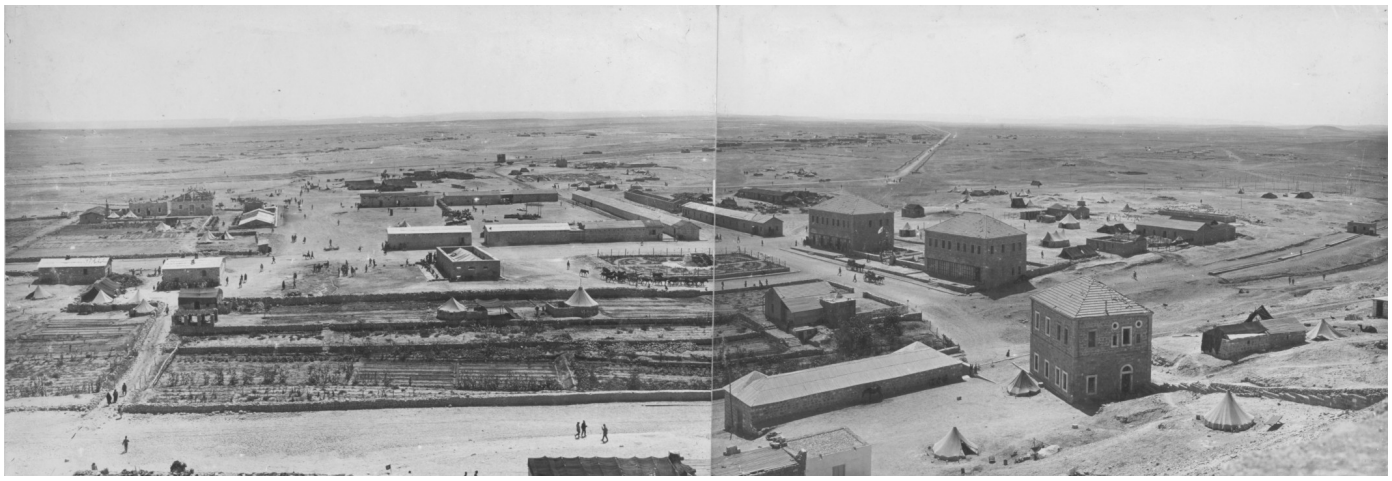


Fig. 7: Turkish military town of Hafir el Aujah, the principal desert base, 1916.[9]

6 Source: Library of Congress, Matson Collection, LC-DIG-ppmsca-13709-00182, online: https://www.loc.gov/resource/ppmsca.13709/?sp=181.

7 Source: Library of Congress, Matson Collection, LC-DIG-ppmsca-13709-00054, online: https://www.loc.gov/resource/ppmsca.13709/?sp=53.

8 *Birinci Dünya Harbi'nde Türk Harbi.*

9 Source: Library of Congress, Matson Collection, LC-DIG-ppmsca-13709-00042, online: https://www.loc.gov/resource/ppmsca.13709/?sp=41.

Towards the end of September the same year, when the German Military Mission had already persuaded Enver Paşa to create an overall command structure to co-ordinate the war effort within the Mutasarriflık of Jerusalem (*Kudüs-i Şerif Mutasarrıflığı*), Cemal Paşa covertly threatened the Ottoman High Command with his immediate resignation. Fearful of his strong position within the ruling Union and Progress Party (*İttihad ve Terakki Fırkası*), Enver Paşa created a vastly complimentary and totally superfluous, albeit autonomous, General Command of Syria and Western Arabia (*Suriye ve Batı Arabistan Orduları Genel Komutanlığına*) to replace the Fourth Army in order to appease his sentiments.

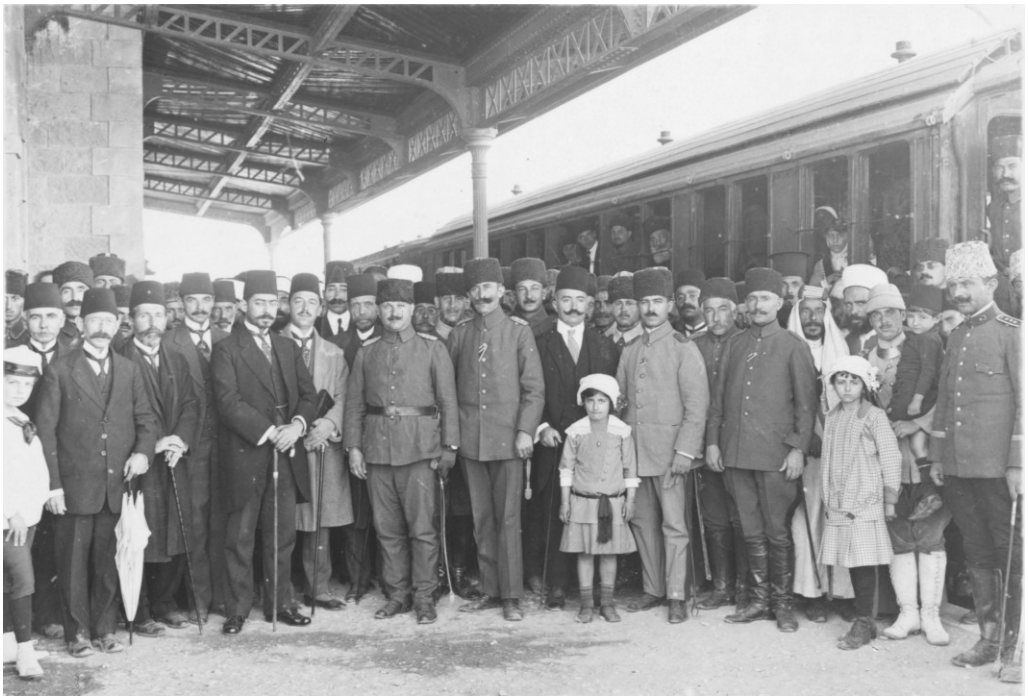


Fig. 8: Departure of Cemal Paşa from Jerusalem.[10]

This supposedly new entity was in all reality nothing but the former Fourth Army under a different name. It lasted only for about three months and soon after the fall of Jerusalem on 9th December 1917, the shining star of Cemal Paşa finally waned. Most of his fighting units were now on second-memt to the Seventh and the Eighth Army; both under the full control of Yıldırım Army Group (*Yıldırım Ordular Grubu, Heeresgruppe Yıldırım*).[11]

With Cemal Paşa recalled back from his commission by early 1918, the much reduced Fourth Army was now pushed to conduct backwater operations along the Hejaz Railway (*Hicaz Demiryolu*) in what is today the Kingdom of Jordan until news of a major British offensive against the defensive line south of Nablus and the total collapse of the Front reached them when they were at Daraʿa Station. As ordered by the Yıldırım Army Group, now their direct commanders, they immediately started to withdraw towards the north to receive their orders to decommission when they reached Hamah Station in Syria on 13th October 1918.

Thus ended the story of one of the most important and most powerful Ottoman military formations that served in the Near East during the First World War. Always left short of supplies and troops by Enver Paşa who did not want this strong rival of his within the Party structure to be too successful in the eyes of the Palace as well as of the public, the Fourth Army might have been much more

10 Source: Library of Congress, Matson Collection, LC-DIG-ppmsca-13709-00192, online: https://www.loc.gov/resource/ppmsca.13709/?sp=191.

11 Commanders: Erich von Falkenhayn (1861–1922), and from February 1918: Otto Liman von Sanders (1855–1929).

successful if left to its own devices. One must remember that five years later, when Mustafa Kemal Paşa was re-organising the new Turkish Army for peace time duties, the much applauded Western General Command, already victorious over the Greek Army in Western Anatolia, was to be designated as the Fourth Army of the young Republic.

Field Post Office 44

As can be expected, the use of the postmark of the Ottoman Field Post Office no. 44 was not as widespread as that of canceller no. 46 since it was mainly used for Army matters and did not act as a processing centre for subordinate units as in the case of the latter. One must also note that only the date-stamp no. 44 was used, whilst the negative seal, undoubtedly prepared by order, was never reported nor seen to date.

To summarise these most tortuous travels of the canceller 44, we can trace it as follows:

When the Syria and Western Arabia General Command fell into disfavour in early 1918 and was re-designated as the Fourth Army. The canceller changed hands and was transferred to the 7th Infantry Division in defensive positions around Hableh (Habla, Khablah), about 25 km north-east of Jaffa, whilst the Army deployed along the Hejaz Railway in Trans-Jordan was given the FPO cancel no. 79 instead.





Sahra postası 44
BAY 118 (1915)
Collins MP16
A/P 40 (1915–18)
1915 at Damas
7. Armee
APR 1915–AUG 1918
11 MAY 1918 at Nablus

Fig. 9: FPO 44 as catalogued by Dr. Birken.[12]

The Overall Command of Yıldırım Army Group, trying desperately to dupe the British about the almost non-existent troop numbers of the Ottoman Army, decided by late August to once again interchange postmarks. The depleted Second Army Corps from the Russian Front came to Damascus and was re-organised as much as possible to serve along the Hejaz Railway. At this instance, the Second Army Corps was given the FPO cancel no. 44 whilst their own no. 77 was taken over by the Yıldırım Army Group, which in turn transferred their original canceller no. 92 to the Fourth Army. The 7th Infantry Division on the other hand was to receive the no. 79 postmark from the latter.

The lifespan of FPO postmark no. 44 was to end when the Second Army Corps headquarters had to surrender to the British at Al Lubban Station in present day Jordan (south of Amman).

One last note should be taken into consideration at this instance: with the canceller now in the hands of the British, it was used retroactively by philatelically minded members of the British Army on the last batch of letters and other postal material captured at Nablus and Nazareth, thereby creating 'interesting souvenirs.'

In order to identify where the canceller might have been used, I have compiled a list of locations where the associated units were deployed during the period in question. This data was ascertained from the two volumes of "Sina-Filistin Cephesi" published by the Turkish General Staff.[13]

12 Birken, vol. XXX, 2021, p. 32.
13 Birinci Dünya Harbi'nde Türk Harbi, vol. 4, nos. 1 and 2.



Fig. 10: Postcard sent from Nablus, with FPO 44 dated19.09.334 (1918).
Source: Alexander Collection (internet and book).[14]

The Locations and Formations of Field Post Office 44

Formation / Location	Starting Date
Yıldırım Army Group / Paşa I Yıldırım Ordu'lar Grub'u (to co-ordinate the Sixth and the Seventh Armies as of 15.07.17) (to co-ordinate the Seventh and the Eighth Armies as of 02.10.17) (to co-ordinate the Fourth, the Seventh and the Eighth Armies as of 01.03.18)	
Istanbul (War Ministry)	15.07.17
Jerusalem (Grand New Hotel)	02.10.17
Nablus	17.11.17
Nazerat	09.12.17
Damascus	20.09.18
Ba`albek	29.09.18
Homs Stn	03.10.18
Halab	06.10.18
Adana	24.10.18
(decomissioned)	04.11.18

14 Shown on p. 89 as last day of FPO 44 at Nablus in: *Osmanli sahra postalari filistin*, 2000.
Also shown at http://www.alexandercollection.org/collectionitem.aspx#collection=167&item=206616404&startitem=45.

Fourth Army	
Baghdad	02.08.14
(became the Iraq Regional General Command)	26.08.14
(decomissioned and its HQ sent to Damascus to form Syria & Beïrut Regional General Command)	
Edirne	02.08.14
(became the Syria & Beïrut Regional General Command)	11.08.14
Syria & Beïrut Regional General Command *Sûriye & Beyrut Havâlî'si Umum Kumandan'lığı* (previously the 2. Army)	
Edirne	11.08.14
Istanbul (War Ministry, *Ser'askerat*)	__.08.14
Şam eş Şerîf (Damascus) (Palace Hotel)	__.08.14
(became the Fourth Army)	06.09.14
Fourth Army (the former Syria & Beïrut Regional General Command)	
Şam eş Şerîf (Damascus) (Palace Hotel)	06.09.14
Kuds eş Şerîf (Jerusalem) (Grand New Hotel)	14.12.14
Hafîr el Avca	17.01.15
Al İbn	19.01.15
Cifcâfe (Bi`r Gifgafah)	26.01.15
Habre i Sânî	28.01.15
Cemal Paşa Tepe'si (Khatib al Khanou)	31.01.15
Cifcâfe (Bi`r Gifgafah)	05.02.15
Al İbn	07.02.15
Hafîr el Avca	09.02.15
Hūj (Hırbet Huç)	11.02.15
Kuds eş Şerîf (Jerusalem) (Empress Maria Augusta Hospice)	15.02.15
Sofar Station / Sofer (Hotel Casino)	__.06.15
Kuds eş Şerîf (Jerusalem) (Empress Maria Augusta Hospice)	__.09.15
Şam eş Şerîf (Damascus) (Palace Hotel)	23.09.15
Kuds eş Şerîf (Jerusalem) Gorny Monastery)	02.02.16
Sofar Station / Sofer (Hotel Casino)	01.05.17
Jerusalem (Empress Maria Augusta Hospice)	01.05.17
Şam eş Şerîf (Damascus) (Palace Hotel)	26.09.17
(became the Syria & Western Arabia General Command)	

Syria & Western Arabia General Command (previously the Fourth Army)	
Kuds eş Şerîf (Jerusalem) (Empress Maria Augusta Hospice) Sofar Station / Sofer (Hotel Casino)	26.09.17
Kuds eş Şerîf (Gorny Monastery)	__.09.17
Damascus	__.12.17
Haleb (Hotel Baron)	04.02.18
Nablus	__.02.18
Salt	26.02.18
(became the Fourth Army)	01.03.18
Fourth Army (the former Syria & Western Arabia General Command)	
Salt	01.03.18
Marqah (Amman Station)	26.03.18
Salt	02.05.18
Suwailih (Süveyle)	__.08.18
Salt	21.09.18
Marqah (Amman Station)	23.09.18
Deraʿa Station	25.09.18
Homs Station	28.09.18
Hama Station	11.10.18
(decomissioned)	13.10.18
Second Army Corps	
Edirne	02.08.14
Istanbul (Selimiye Kışlası)	13.05.16
Osmâniye Station	_.05.16
Haleb Station	_.05.16
Tel el Halef Station (Ras el Ayn)	30.06.16
Diyâr ı Bek (Diyarbakır)	10.07.16
Palu	23.07.16
Uğur Ova (Uğur Oba'sı)	03.08.16
Simsor (Sîvsor, Ekinyolu)	06.08.16
Hoş Kâr (Sancak)	10.08.16
Aznafir (Doğan Kaya)	25.08.16
Küregân ı Kârir (Sarı Dibek)	01.09.16
Palu	05.11.16
Diyâr ı Bek (Diyarbakır)	__.01.17

Silvan	29.09.17
Diyâr ı Bek (Diyarbakır)	__.12.17
Tel el Halef Stn (Ras el Ayn)	__.01.18
Haleb (Hotel Baron)	__.01.18
Şam eş Şerîf (Damascus) (Palace Hotel)	__.02.18
Nablus	__.02.18
Lübben (Lubban Station)	19.09.18
(surrendered)	25.09.18
7th Infantry Division	
Tekfur Dağ'ı (Tekirdağ)	02.08.14
Ak Baş (landing)	08.04.15
Gelibolu	23.04.15
Ali Beğ (farm) (Çiftlik)	28.04.15
Behramlı (Behram'lu)	04.05.15
Şar Köy	19.06.15
Istanbul Eski Hisar	23.06.15
Maraş	15.05.16
Malatya	28.05.16
Ma'mûret el Azîz (Elazığ)	08.06.16
Bingöl (Çevlik)	19.06.16
Çavuşlar (Perhangök ü Ulyâ)	22.06.16
Er Alanı (Meydân ı Eşref)	03.08.16
Ara Konak (Kirvaz ı Zîr)	07.08.16
Yukarı Ara Konak (Kirvaz ı Bâlâ)	09.08.16
Er Alanı(Meydân ı Eşref)	21.08.16
Mutluca (Melihan)	29.08.16
Seren (Mokar'lu)	03.09.16
Yaygın (Miğidi)	27.09.16
Genç (Darahini)	__.12.16
Silvan	04.01.17
Diyâr ı Bek (Diyarbakır)	27.01.17
Siverek	12.02.17
Dip Hisar	15.02.17
Ak'ca Kal'a Station (Akça Kale)	01.03.17
Müslîmiye Station(Al Muslimiyah)	03.03.17
Der'a Station	__.03.17
Şam eş Şerîf (Damascus) (Hîcaz Station)	07.04.17
Kuds eş Şerîf (Jerusalem) Station	29.04.17
Cemâme	20.05.17
Habre	25.05.17

Gazze (Gaza)	19.06.17
Deyr Esneyd	01.10.17
Gazze (Gaza)	26.10.17
Beyt Cerrah	05.11.17
Esdûd	09.11.17
Remle Station (Led, Ludd, Lydda)	13.11.17
Mişke	20.11.17
Cisr el Haddar	25.11.17
Şeyh Muannis	03.12.17
Mişke	22.12.17
Hable (Khablah)	19.09.18
Tubbas	21.09.18
Far'ûn	24.09.18
(dispersed)	25.09.18

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Gems from the Adolf Passer Collection (II): The Kilis-Provisionals 1921

by Hofrat Ing. Hubert Gerzabek †

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After the end of World War I, Cilicia was occupied by French troops. Initially, the stamps of the allied occupation forces ("E.E.F." stamps) were used, then Turkish and French stamps with overprints "CILICIE", "T.E.O." and "O.M.F." The area finally reverted to Turkey in October 1921.[1]

During this transitional phase, a provisional stamp was created in the town of Kilis, which now lay directly on the new border with Syria. This stamp was only used at the Kilis post office in the period 1st January to 20th October 1921.

The stamp was produced on cigarette paper and (more rarely) silk paper with a hand-stamp inscribed "Kilis Poşta Pulu". The stamps were issued rouletted or unperforated. The denomination was 1 gold piastre, although the stamp itself bears no mention of the value.

No more than 10 covers are known, I own three of them (all ex collection Adolf Passer). In the images shown below, the stamps on cover do not show up very well due to the thin nature of the paper.






Figs. 1–4: Rouletted, unperforated, on silk paper (rare), on cigarette paper.



Fig. 5: Piece with pair.
Despatch postmark: "Kilis" 28.03.1921.

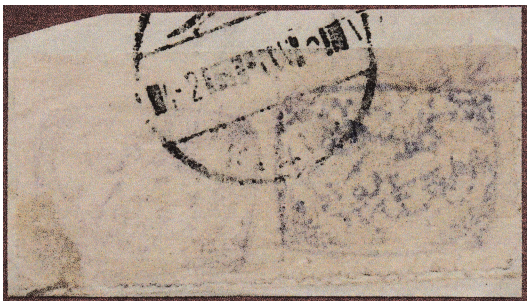


Fig. 6: Piece with pair.
Despatch postmark: "Kilis" 7.05.1921.

1 For further information on the occupation phase see "Cilicie : Occupation Militaire Francaise" by Menachim Max Mayo (1984) and numerous articles by Gary Paiste, Jack Cousins, and Pinar Ozand in OPAL-Journal.



Fig. 7:

Block-of-four
from the top margin of the sheet.

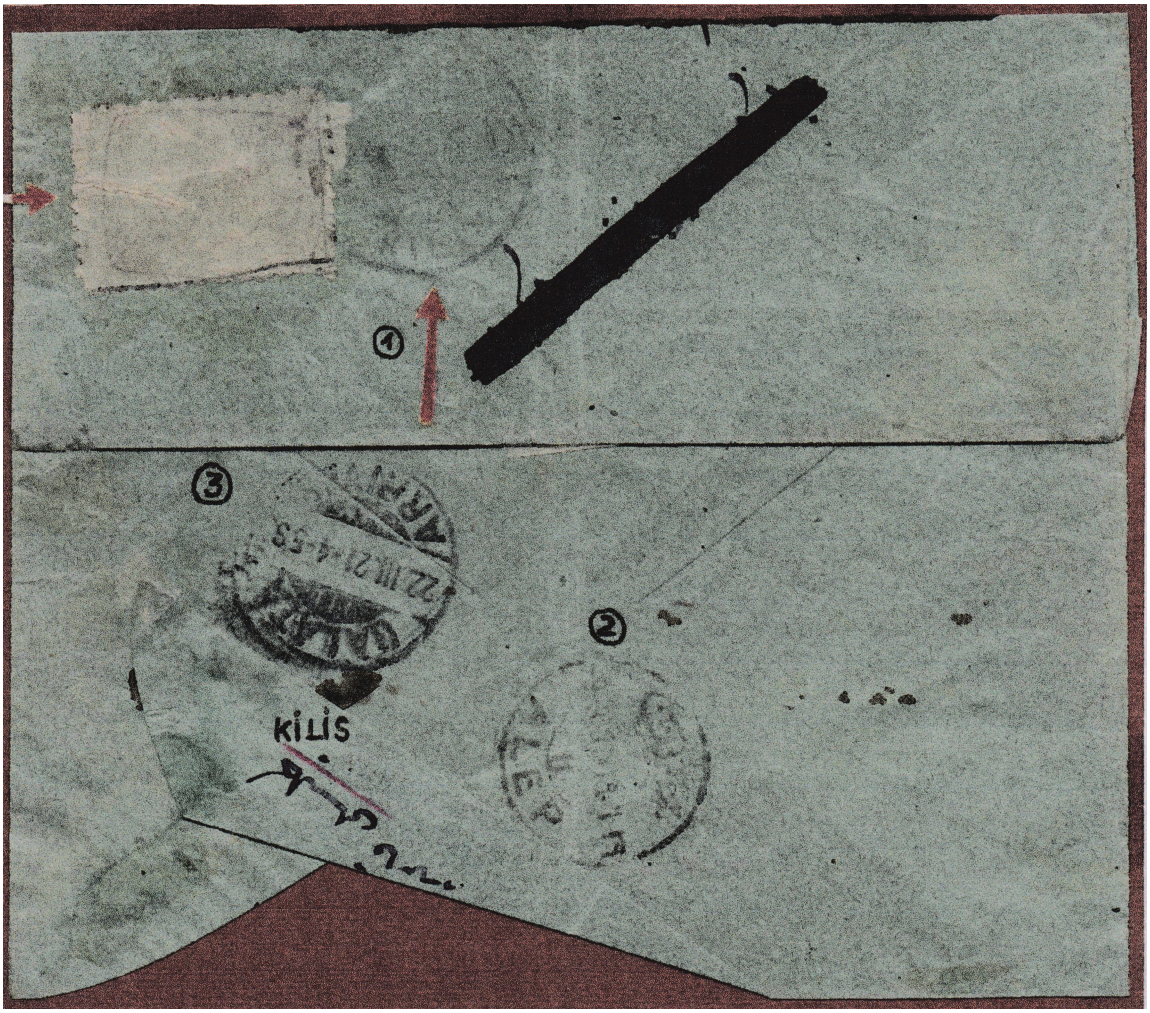


Fig 8: Cover from Kilis to Galata (Istanbul).
Despatch cancel: “Kilis” 8.03.1921.
Transit postmark of “Alep” (Aleppo) 9.03.1921, and arrival mark “Galata / Arrivée“ 22.03.1921.

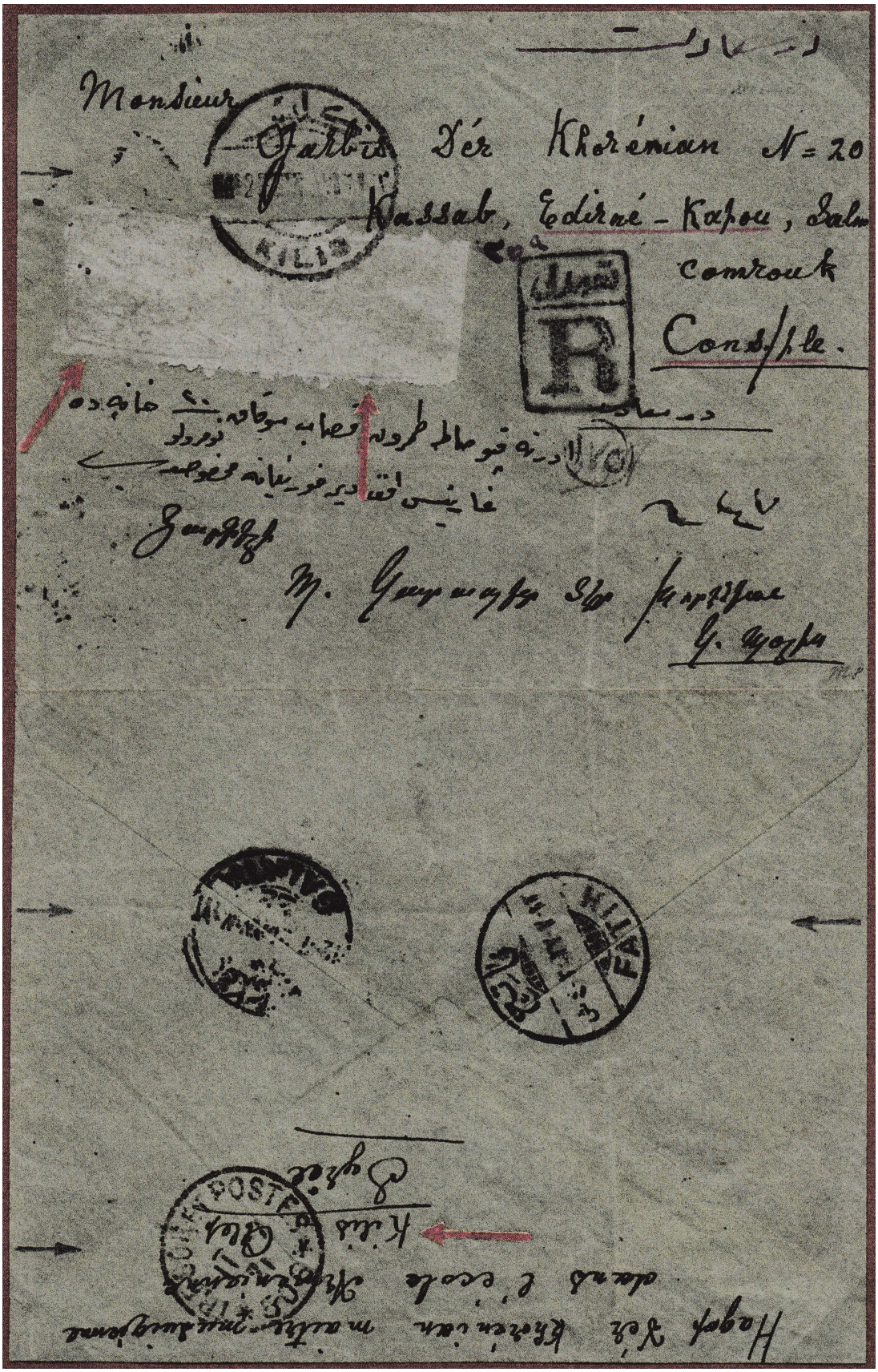


Fig. 9: Registered cover from Kilis to Istanbul, franked with a pair, i.e. 2 piastres. Despatch cancel “Kilis” 22.06.1921; transit marks: “Trésor et Postes / 506” 11.07.1921 and “Galata“ 12.07.1921; arrival mark “Fatih” 12.07.1921.

The Opening of the Haifa–Baghdad Overland Mail as reported by The Times in 1923

compiled by Tobias Zywietz[1]

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Constantly on the look-out for new material, I recently surveyed the THE TIMES for the year 1923 when the Nairn Brothers' Haifa–Baghdad Overland Mail opened. To my surprise I found quite extensive coverage indicating the importance placed in shortening the conveyance of mails between Britain an its mandated territory of Iraq.

The history of the Overland Mail Haifa–Baghdad is covered in detail on the website of regular MEPB author Rainer Fuchs: https://fuchs-online.com/overlandmail/.

The Times, 18.05.1923, p. 12.

LONDON TO BAGHDAD IN EIGHT DAYS.
MOTOR ROUTE ACROSS THE DESERT.

(FROM OUR BEIRUT CORRESPONDENT.)

The long-cherished idea of a quick land route from the Mediterranean to Baghdad and India has been brought within the region of practical experience by the development of a motor-car service established in Beirut soon after the Armistice by a former New Zealand officer.

For some time past an efficient service has been maintained between Beirut and Haifa, thanks to which the express overland mail from Egypt is now delivered in twenty-four hours, under contract with the Egyptian and Palestine Governments. The extra postage is trifling. The Beirut- Haifa service, however, was merely the first step towards a more ambitious scheme. The new route brings Baghdad within sixty hours' land journey of the Mediterranean. The trial trips were undertaken through



1 Source of the four photographs: Mildenstein, Leopold von: *Rings um das brennende Land am Jordan : eine Fahrt bis zu den Quellen des flüssigen Goldes*. Berlin: O. Stollberg, 1938.

Damascus, then across the Syrian desert to Ramadie, and on to Baghdad, a distance of 590 miles, with only one stop half-way between Damascus and Ramadie at Rutba Wells, the only available water source throughout that stretch of desert. The first journey was done by Mr. Palmer, the British Consul at Damascus, and Major McCallum, M.C., liaison officer with the Haut Commissariat.

Negotiations arc proceeding with the Iraq Government for the transport of mails to Haifa, with eventual connexion at Port Said with London-bound steamers. This jwill reduce the time of transit for mails between London and Baghdad to eight days. An extension of the service is contemplated to Teheran, which will make it possible for the mails between Persia and London to be delivered within thirteen days.

Arrangements are being made whereby the chieftains of Beduin tribes along the desert will have a certain interest in the success of the enterprise. This should eliminate the risk of molestation and ensure quick assistance should it ever be needed. It is expected that the recent discoveries at Ur of the Chaldees will give a distinct fillip to the tourist trade.

LONDON TO BAGHDAD IN EIGHT DAYS.

MOTOR ROUTE ACROSS THE DESERT.

(FROM OUR BEIRUT CORRESPONDENT.)

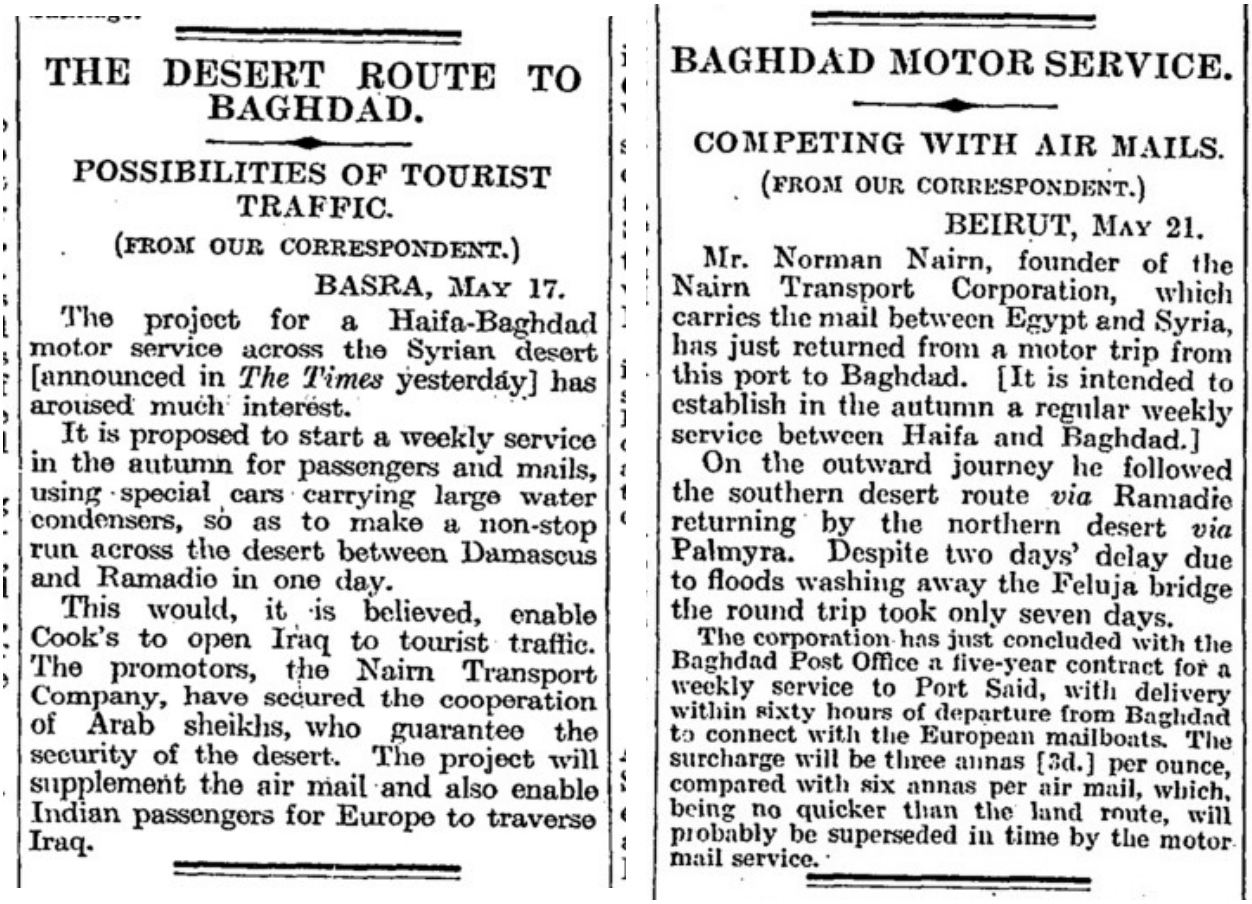
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THE DESERT ROUTE TO BAGHDAD.

POSSIBILITIES OF TOURIST TRAFFIC.

(FROM OUR CORRESPONDENT.)

BASRA, MAY 17.

The project for a Haifa-Baghdad motor service across the Syrian desert [announced in *The Times* yesterday] has aroused much interest.

It is proposed to start a weekly service in the autumn for passengers and mails, using special cars carrying large water condensers, so as to make a non-stop run across the desert between Damascus and Ramadie in one day.

This would, it is believed, enable Cook's to open Iraq to tourist traffic. The promotors, the Nairn Transport Company, have secured the cooperation of Arab sheikhs, who guarantee the security of the desert. The project will supplement the air mail and also enable Indian passengers for Europe to traverse Iraq.

BAGHDAD MOTOR SERVICE.

COMPETING WITH AIR MAILS.

(FROM OUR CORRESPONDENT.)

BEIRUT, MAY 21.

Mr. Norman Nairn, founder of the Nairn Transport Corporation, which carries the mail between Egypt and Syria, has just returned from a motor trip from this port to Baghdad. [It is intended to establish in the autumn a regular weekly service between Haifa and Baghdad.]

On the outward journey he followed the southern desert route *via* Ramadie returning by the northern desert *via* Palmyra. Despite two days' delay due to floods washing away the Feluja bridge the round trip took only seven days.

The corporation has just concluded with the Baghdad Post Office a five-year contract for a weekly service to Port Said, with delivery within sixty hours of departure from Baghdad to connect with the European mailboats. The surcharge will be three annas [3d.] per ounce, compared with six annas per air mail, which, being no quicker than the land route, will probably be superseded in time by the motor mail service.

The Times, 19.05.1923, p. 9.

THE DESERT ROUTE TO BAGHDAD.

POSSIBILITIES OF TOURIST TRAFFIC.

(FROM OUR CORRESPONDENT.)

BASRA, MAY 17.

The project for a Haifa-Baghdad motor service across the Syrian desert [announced in *The Times* yesterday] has aroused much interest.

It is proposed to start a weekly service in the autumn for passengers and mails, using special cars carrying large water condensers, so as to make a non-stop run across the desert between Damascus and Ramadie in one day.

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The Times, 22.05.1923, p. 11.

BAGHDAD MOTOR SERVICE COMPETING WITH AIR M AILS.

(FROM OUR CORRESPONDENT.)

BEIRUT, MAY 21.

Mr. Norman Nairn, founder of the Nairn Transport Corporation, which carries the mail between Egypt and Syria, has just returned from a motor trip from this port to

Baghdad. [It is intended to establish in the autumn a regular weekly service between Haifa and Baghdad.]

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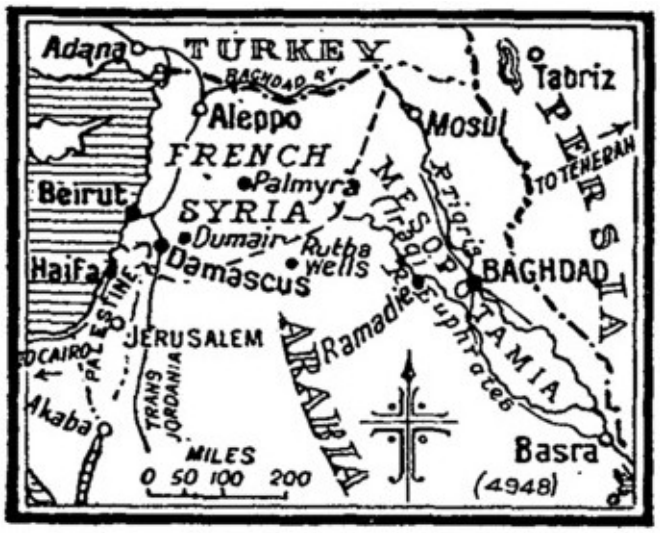
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The Times, 31.05.1923, p. 13.

NEW ROUTE TO IRAQ.
DESERT MOTORING ENTERPRISE.
BEDUIN SUPPORT.

The Beirut Correspondent of *The Times*, in a message published on May 18, stated that the long-cherished idea of a quick land route from the Mediterranean to Baghdad and India had been brought within the region of practical experience as a result of trial trips made across the Syrian desert by motor-cars.

Mr. Norman D. Nairn, a former New Zealand officer, took a prominent part in these trials. He completed the second one a fortnight ago, and, after arriving back at Beirut, travelled direct to England for his forthcoming marriage. Mr. Nairn was in London yesterday, and in conversation said that it was proposed to inaugurate a mail and passenger service over the desert route in the early autumn.



Travellers to Baghdad at present have to proceed from Port Said by way of Suez, Bombay, and Basra, and the journey occupies sixteen or seventeen days. The new service will bring Baghdad within sixty hours' land journey of the Mediterranean, and would reduce the time of transit for mails between London and Baghdad to eight, days.

Iraq in the past, in the matter of communications, has looked to the East. The successful development of the scheme contemplated by Mr. Nairn would bring about a re markable change, as the country would turn its face to the West.

The idea of a quick land route was conceived by Mr. Palmer, the British Consul at Damascus. His opinion that the journey over the desert to Ramadie could be made

safely and expeditiously by motor-car was supported by Major McCullum, the British *liaison* officer with the Haut Commission at Beirut. The two men discussed the project with the Nairn Transport Company, which for four years has carried the mails between Haifa and Beirut by a service which enables the express overland mail from Egypt to be delivered in twenty-four hours. Plans were worked out, the cooperation of Sheik Haji Muhammad Ibn Bassam, who knows Arabia from end to end, was secured, and the first reconnaissance was made in April. The cars used were six-cylinder seven-seater Buicks.

"OUT IN THE BLUE."

For the first seventy miles the main road to Damascus was followed, and for another fifteen miles the party used the road towards Aleppo. The desert adventure began at Dumair, and then for 425 miles the travellers were "out in the blue."They had sure Boduin guides, however, and crossing by the Rutba Wells, they made a comparatively easy journey to Ramadie. The route taken between Domair and Ramadie approximated as nearly to a straight line as could be steered in a car.

From Ramadie to Baghdad Mr. Palmer and his fellow-pioneers used a regular travel road. As the outcome of their experience they decided that, the route was quite practical. The party elected to return by a more northerly way to take in Palmyra, which from the point of view of tourists has much to offer. This part of the trial yielded adventures, some of them unexpected. When the cars reached Ramadie the place was found to have assumed the characteristics of an island owing to the flooding of the Enphrates. No boats were available, and it was necessary to swim the river to secure transport and petrol. Later the route became mountainous and very rough, and progress had to be slowed down to a speed ranging from two to ten miles an hour.

The cars at intervals had to be pushed or towed, and on several occasions the party were compelled to clear the track with picks and shovels. Palmyra was reached after strenuous efforts, but it was realized that the route taken could not be utilized for commercial purposes. Subsequently it was discovered that Palmyra could he included in a round tour by first taking the southern route and then breaking away to the north.

For the mail and passenger service which Mr. Nairn intends to establish fast cars equipped with large radiators and condensers will be used. Small refrigerators are to be installed to carry food and iced drinks, puncture-proof tires will be fitted to avoid trouble from camel thorn in the desert, and the hoods will have asbestos linings. The petrol capacity of the cars will enable spirit to be carried for a straight run of seven hundred miles.

The direct journey from Beirut to Baghdad is one of 603 miles, but it is only on the desert section of 425 miles that the cars will be out of immediate touch with supplies. Not less than two cars will make any trip, and larger convoys may be arranged. No car is to carry a load greater than in the event of a mishap could be transferred to the accompanying car, and departures from either end will be wirelessed, so that in case a car should not arrive at the scheduled time breakdown cars can be sent out to give any assistance that may be needed. Trouble is not anticipated, as mechanical breakdowns on the Haifa-Beirut service have been practically unknown, and a British staff, which has had several years of Eastern experience, will be employed.

FRIENDLY CHIEFTAINS.

The Syrian desert, is not a waste of sand, and to that extent differs from the usual conception of a desert. On the southern route the cars on the trial trips passed over hard soil covered in places with gravel, shingle, or shale. There were few gradients, and those few slight, and for 70 percent. of the journey the surface was of such a type that speed

was limited only by the power of the engines, the necessity for the cars to keep together, and the physical endurance of the drivers. It is estimated that the regular crossings of the desert will be accomplished in sixteen hours, and as daybreak starts will be made from Damascus, and the route from Rutba Wells to Ramadie is feasible in the dark owing to the use which can be made of the air-mail plough-furrow, there will be no necessity to spend a night in the wilds.

The chieftains of the Beduin tribes are to have an interest in the enterprise, and their friendliness is said to be assured. There is little vegetation in the desert, but gazelles and quantities of great bustard, sand grouse, and other winged game are met with, and these could be used to supplement ordinary food.

Mr. Nairn states that the Iraq and Palestine authorities are thoroughly interested in the arrangements he is making, and important developments in connexion with the mails between the Mediterranean, Iraq, Persia, and India are likely in the near future. Mails can be carried by car from Baghdad to Teheran in four days. He also points out that the water power of the Euphrates and Tigris is at present running to waste, and that the eastern part of the Syrian desert would grow anything with efficient irrigation.

NEW ROUTE TO IRAQ.

DESERT MOTORING ENTERPRISE.

BEDUIN SUPPORT.

The Beirut Correspondent of *The Times*, in a message published on May 18, stated that the long-cherished idea of a quick land route from the Mediterranean to Baghdad and India had been brought within the region of practical experience as a result of trial trips made across the Syrian desert by motor-cars.

Mr. Norman D. Nairn, a former New Zealand officer, took a prominent part in these trials. He completed the second one a fortnight ago, and, after arriving back at Beirut, travelled direct to England for his forthcoming marriage. Mr. Nairn was in London yesterday, and in conversation said that it was proposed to inaugurate a mail and passenger service over the desert route in the early autumn.

Travellers to Baghdad at present have to proceed from Port Said by way of Suez, Bombay, and Basra, and the journey occupies sixteen or seventeen days. The new service will bring Baghdad within



sixty hours' land journey of the Mediterranean, and would reduce the time of transit for mails between London and Baghdad to eight days. Iraq in the past, in the matter of communications, has looked to the East. The successful development of the scheme contemplated by Mr. Nairn would bring about a remarkable change, as the country would turn its face to the West.

The idea of a quick land route was conceived by Mr. Palmer, the British Consul at Damascus. His opinion that the journey over the desert to Ramadie could be made safely and expeditiously by motor-car was supported by Major McCullum, the British *liaison* officer with the Haut Commission at Beirut. The two men discussed the project with the Nairn Transport Company, which for four years has carried the mails between Haifa and Beirut by a service which enables the express overland mail from Egypt to be delivered in twenty-four hours. Plans were worked out, the cooperation of Sheik Haji Muhammad Ibn Bassam, who knows Arabia from end to end, was secured, and the first reconnaissance was made in April. The cars used were six-cylinder seven-seater Buicks.

"OUT IN THE BLUE."

For the first seventy miles the main road to Damascus was followed, and for another fifteen miles the party used the road towards Aleppo. The desert adventure began at Dumair, and then for 425 miles the travellers were "out in the blue." They had sure Beduin guides, however, and crossing by the Rutba Wells, they made a comparatively easy journey to Ramadie. The route taken between Dumair and Ramadie approximated as nearly to a straight line as could be steered in a car.

From Ramadie to Baghdad Mr. Palmer and his fellow-pioneers used a regular travel road. As the outcome of their experience they decided that the route was quite practical. The party elected to return by a more northerly way to take in Palmyra, which from the point of view of tourists has much to offer. This part of the trial yielded adventures, some of them unexpected. When the cars reached Ramadie the place was found to have assumed the characteristics of an island owing to the flooding of the Euphrates. No boats were available, and it was necessary to swim the river to secure transport and petrol. Later the route became mountainous and very rough, and progress had to be slowed down to a speed ranging from two to ten miles an hour.

The cars at intervals had to be pushed or towed, and on several occasions the party were compelled to clear the track with picks and shovels. Palmyra was reached after strenuous efforts, but it was realized that the route taken could not be utilized for commercial purposes. Subsequently it was discovered that Palmyra could be included in a round tour by first taking the southern route and then breaking away to the north.

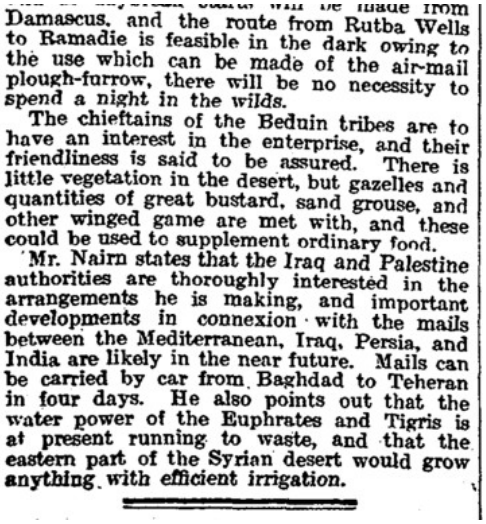


For the mail and passenger service which Mr. Nairn intends to establish fast cars equipped with large radiators and condensers will be used. Small refrigerators are to be installed to carry food and iced drinks, puncture-proof tires will be fitted to avoid trouble from camel thorn in the desert, and the hoods will have asbestos linings. The petrol capacity of the cars will enable spirit to be carried for a straight run of seven hundred miles.

The direct journey from Beirut to Baghdad is one of 603 miles, but it is only on the desert section of 425 miles that the cars will be out of immediate touch with supplies. Not less than two cars will make any trip, and larger convoys may be arranged. No car is to carry a load greater than in the event of a mishap could be transferred to the accompanying car, and departures from either end will be wirelessed, so that in case a car should not arrive at the scheduled time breakdown cars can be sent out to give any assistance that may be needed. Trouble is not anticipated, as mechanical breakdowns on the Haifa-Beirut service have been practically unknown, and a British staff, which has had several years of Eastern experience, will be employed.

FRIENDLY CHIEFTAINS.

The Syrian desert is not a waste of sand, and to that extent differs from the usual conception of a desert. On the southern route the cars on the trial trips passed over hard soil covered in places with gravel, shingle, or shale. There were few gradients, and those few slight, and for 70 per cent. of the journey the surface was of such a type that speed was limited only by the power of the engines, the necessity for the cars to keep together, and the physical endurance of the drivers. It is estimated that the regular crossings of the desert will be accomplished in sixteen hours, and as daybreak starts will be made from



Damascus, and the route from Rutba Wells to Ramadie is feasible in the dark owing to the use which can be made of the air-mail plough-furrow, there will be no necessity to spend a night in the wilds.

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The Times, 29.08.1923, p. 9.

BAGHDAD-HAIFA MAIL ROUTE.

(FROM OUR CORRESPONDENT.)

BAGHDAD, AUG. 21.

The first mail by the Baghdad-Haifa overland route leaves here on Thursday and will arrive in London in ten days. The letter surcharge of three annas amounts to half the air mail surcharge.

The mail cars will also carry passengers, who will thus be able to effect a great saving in time and expense as compared with the all-sea route from Bombay.

CHOLERA IN IRAQ.

(FROM OUR CORRESPONDENT.)

BAGHDAD, AUG. 27.

Cholera is slowly subsiding at Basra and Abadan and the outbreak is well under control. In Baghdad only isolated cases are reported. The stringent precautions taken by the military were intended to prevent the epidemic and avoid inconvenience during trooping season.

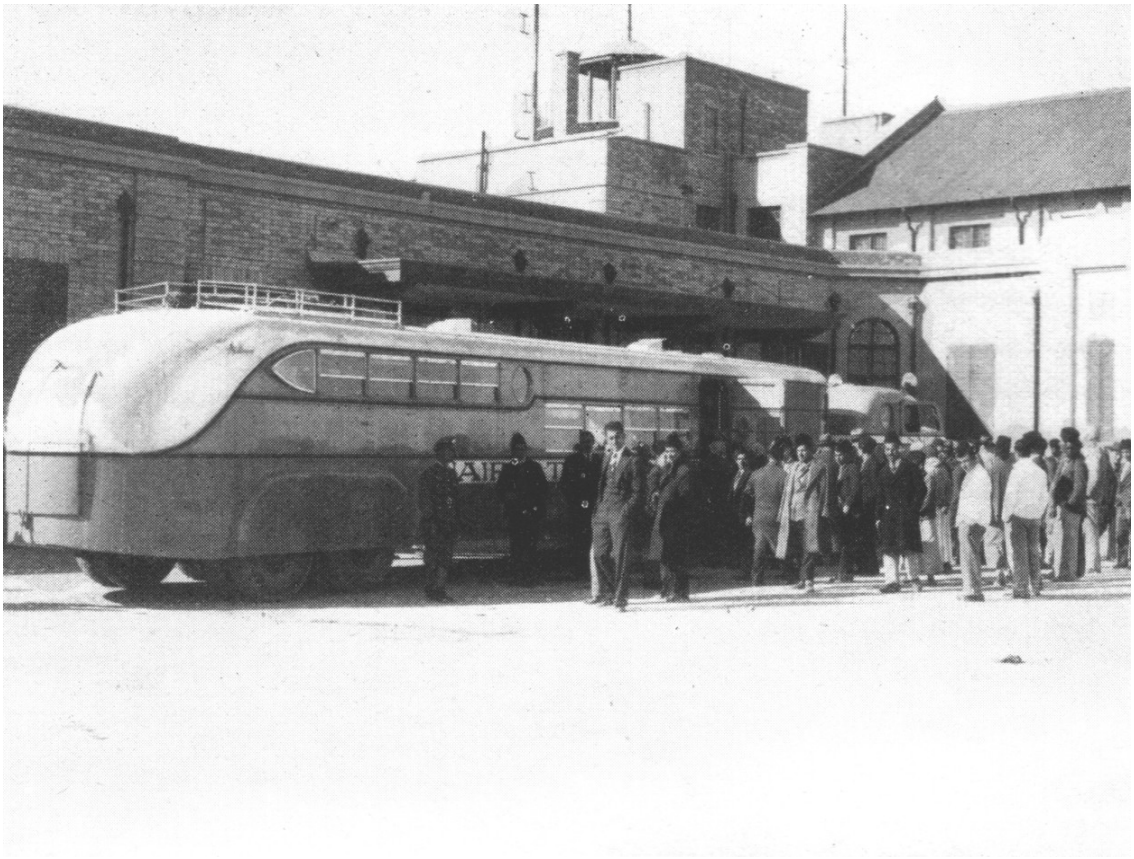


Fig. 1: At 20m in length the longest autobus in the world, here at its starting point in Baghdad.



Fig. 2: The French fort at Rutbah Wells, right in the middle of the Syrian Desert.

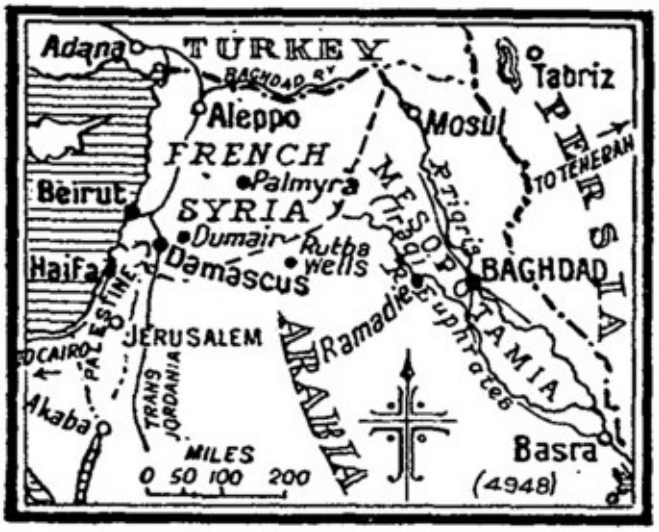
The Times, 12.09.1923, p. 9.

NEW DESERT MAIL.

BAGHDAD-DAMASCCS BY MOTOR-CAR.

(FROM OUR CORRESPONDENT.)

This week's Mail marks the opening of a new era in Middle-Eastern postal services. For a surcharge of three annas only, we are sending our letters by car across the desert to Damascus and thence to Haifa. It is hoped that they will reach England in ten days, that is to say, almost as quickly as by air mail, but with a three-annas surcharge only, in place of the former six annas.



This first post is a trial trip only, but the regular service it to begin shortly. For reliability and regularity it ought to be at least equal to the air mail ; but to equal the "record" of the airmen, the car company will have to maintain a high standard of efficiency.

A party has just arrived in Baghdad, having come from Damascus by the Nairn Transport Company's car. Three members of the party travelled from London to Baghdad by train, steamer, and car, in nine days only ; that must be a "record" for anyone travelling without the help of aeroplanes. In Turkish times it always took the overland post a fortnight to travel by fast camel from Baghdad as far as Damascus only.

The Times, 11.10.1923, p. 8.

Points From Letters.

BEIRUT-BAGHDAD MOTOR SERVICE.

With reference to the interesting article by your Motoring Correspondent on the Cadillac car, it might interest your readers to hear that this make of car is the one which will be used on the cross-desert motor-car services for mails and passengers, run by the Nairn Transport Company of Beirut between Beirut and Baghdad. The service, which is to be a regular weekly one, will begin on Thursday, October 18, working in conjunction with the arrival of the mail steamer at Port Said, the mails being sent to Haifa by train, conveyed by motor-car from there to Beirut, where they are transhipped to the cars operating on the cross-desert service to Baghdad. Baghdad can, therefore, now be reached in about ten days from London, as against more than a month by the sea route. —CAPTAIN F. W. CHARDIN, Overseas Bureau for Travel, 83, Pall Mall, S.W. 1.

The Times, 20.11.1923, p. 23.

MAILS FOR IRAQ AND PERSIAN GULP.

A weekly motor transport mail service has been established between Haifa (Palestine) and Baghdad. It will connect with the Indian Mail which leaves London every Thursday, and will be available for the conveyance of all classes of postal packets, except parcels, for Iraq and the Persian Gulf. Mails leaving London on Thursday night will reach Baghdad on Saturday night of the following week. The journey will, therefore, take about nine days, as compared with 24 days by the ordinary route. This weekly service is in addition to the fortnightly Air Mail service.

Packets intended for conveyance must be superscribed by the senders "By overland mail Haifa—Baghdad" and prepaid with a special fee of 2d. per ounce in addition to the ordinary postage. There is no insurance system ; but registration is admitted under the ordinary conditions.

The first mail will be despatched from London on the 22nd instant.

The Times, 21.11.1923, p. 9.

NEW MAIL SERVICE TO BAGHDAD.

A SAVING OF 15 DAYS.

The Postmaster-General announces that a weekly mail service by motor transport has been established between Haifa (Palestine) and Baghdad. This service will connect with the Indian mail which leaves London every Thursday via Marseilles and Port Said, and is now available for the conveyance of all classes of postal packets, except parcels, for Iraq and the Persian Gulf. Mails leaving London on Thursday night will reach Port Said on Wednesday, Haifa on Thursday, and Baghdad on Saturday night. The time of transit from London to Baghdad will thus be about nine days, as compared with 24 days by the ordinary route via Bombay. This weekly service is in addition to the fortnightly Air Mail service.

Packets intended for conveyance by the new route must be marked by the senders, "By overland mail Haifa-Baghdad," and prepaid with a special fee of 3d. per ounce in addition to the ordinary postage. There is no insurance system, but registration is admitted under the ordinary conditions.

The first mail by the new route will be dispatched from London tomorrow.

The Times, 28.11.1923, p.17.

REDUCED AIR MAIL FEE TO IRAQ.

The Postmaster-General announces that the special fee payable in addition to ordinary postage, on letters for Iraq and Northern and Western Persia intended for onward transmission from Egypt by the fortnightly Cairo-Baghdad air service has been reduced to 3d. for each ounce or part of an ounce. Letters intended for transmission by the air route must bear the official blue air mail label, or be plainly marked in manuscript, "By Air Mail."

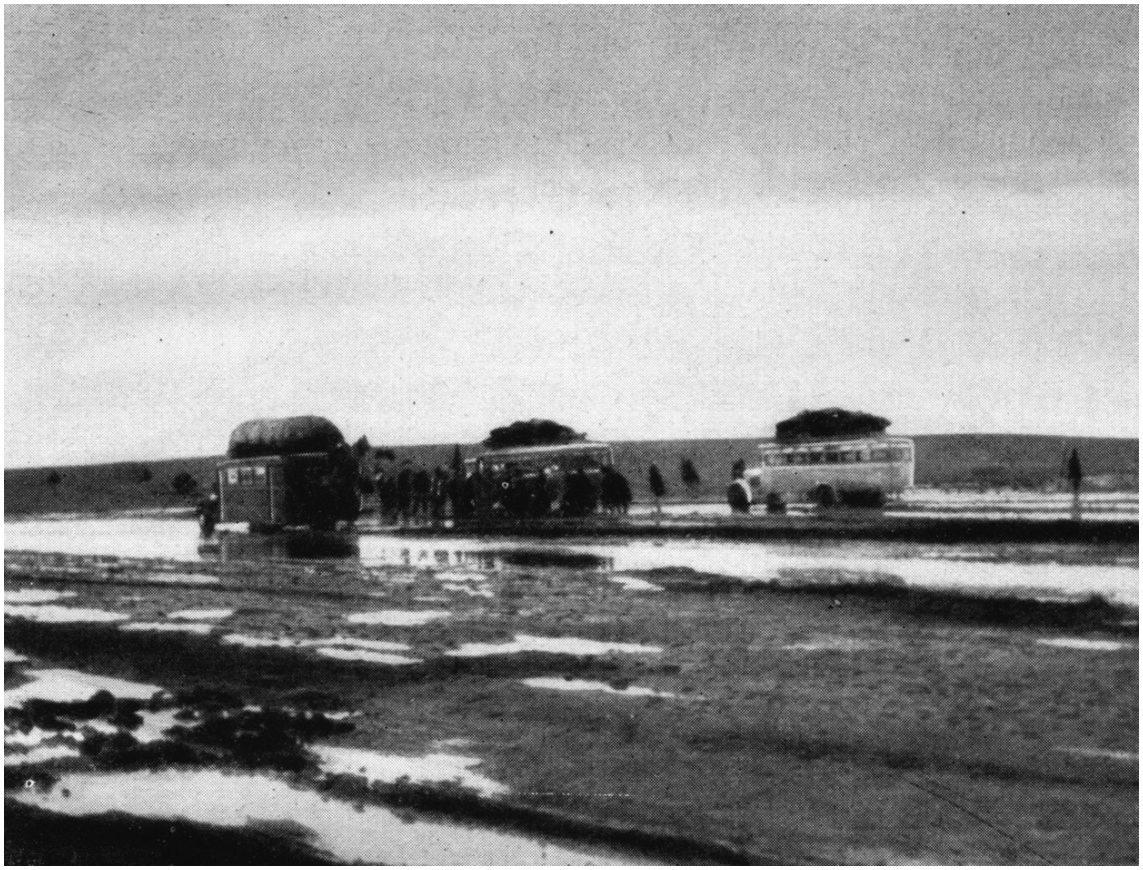


Fig. 3: The Nairn convoy stuck in the treacherous mud of a *wadi*.



Fig. 4: Even the large Nairn's bus transporting the mails got in trouble.

NEW DESERT MAIL.

BAGHDAD-DAMASCUS BY MOTOR-CAR.

(FROM OUR CORRESPONDENT.)

BAGHDAD, Aug. 30. (By Overland Mail :—Baghdad-Haifa.)

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across the desert to Damascus and thence to Haifa. It is hoped that they will reach England in ten days, that is to say, almost as quickly as by air mail, but with a three-annas surcharge only, in place of the former six annas.

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Packets intended for conveyance must be superscribed by the senders "By overland mail Haifa—Baghdad" and prepaid with a special fee of 3d. per ounce in addition to the ordinary postage. There is no insurance system ; but registration is admitted under the ordinary conditions.

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Packets intended for conveyance by the new route must be marked by the senders, "By overland mail Haifa-Baghdad," and prepaid with a special fee of 3d. per ounce in addition to the ordinary postage. There is no insurance system, but registration is admitted under the ordinary conditions.

The first mail by the new route will be dispatched from London to-morrow.

DESERT MOTOR SMASH.

ARCHÆOLOGISTS IN DANGER.

(FROM OUR CORRESPONDENT.)

BAGHDAD, Nov. 27.

A serious motor accident in the middle of the desert is reported from Abu Kemal. A local transport company's motor convoy, which had been specially chartered to take a party of American archæologists by way of Palmyra to Damascus, left Baghdad on Tuesday, November 20.



The party included Professor and Mrs. Hewett, Professor Clay, Dr. Magnus, two students, and a French Intelligence Officer. It appears that during the descent into a deep *wadi*, one car dashed into two others, and an Arab guide is reported to have been killed. Mrs. Hewett was badly injured, and has been brought to Abu Kemal, the Iraq frontier station on the Euphrates, on a camel. The other travellers were not injured.

As the route taken crosses a wide extent of waterless desert, the members of the party had a lucky escape with their lives. The new British mail motor service between Damascus and Baghdad takes the safer southern route and employs British drivers. This accident emphasizes their value in desert travelling.

*** The motor mail service by the southern route leaves Haifa every Thursday for Damascus and reaches Baghdad on Saturday night.

The Times, 29.11.1923, p. 12.

DESERT MOTOR SMASH.
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This last item is an example of the also daily coverage given in The Times of mail connections to and from the world, a regular mainstay of many newspapers at the time.

The Times, 29.11.1923, p. 17.

Mails and Shipping.
OUTWARD MAILS.
TO-DAY'S DISPATCHES.

Mails will be dispatched from London to the destinations shown. The times given are the latest hours for posting at the General Post Office, King Edward-street, London, E.C. In some of the district offices collections will be closed earlier.

7.30 AM.—To Argentina, Bolivia*, Chile, Paraguay, Uruguay.

6 P.M.—To Dutch East Indies, United States*, Bahamas, Bermuda, Bolivia, British Honduras, Turk's Islands, Central America (exc. Panama and Costa Rica), Cuba and Mexico, Chile*, China (Shanghai and N. China), Colombia (Pacific Coast), Japan, Panama, Peru (exc. Iquitos).

DISPATCHES ON MONDAY.

6 P.M.—To Argentina, Bolivia*, Chile, Paraguay, Uruguay, Brazil (Rio and Santos).

FULL LIST OF DISPATCHES.

In the following table are shown the main oversea mails, other than daily, including those set out above, to be dispatched shortly from London. The times given are the latest hours for posting letters and post-cards at ordinary rates at the General Post Office, King Edward-street, London, E.C.

The latest times for posting at other district offices, which in all cases are considerably earlier, can be obtained on application to the offices concerned :—

Destination.	Posting at G.P.O., London	
⋮		
EGYPT, CYPRUS, AND PALESTINE: By Italian pkt.	Jan. 1	6 p.m.
Do.: By P. & O.	Jan. 3	6 p.m.
⋮		
INDIA, ADEN, IRAQ, PERSIA, AND SEYCHELLES: Via Marseilles		
IRAQ (BAGHDAD) AND PERSIA (as far as Bushire): By Air Mail.	Jan. 10	6 p.m.
IRAQ AND PERSIAN GULF (By Overland Mail): Haifa-Baghdad**	Jan. 3	6 p.m
⋮		

* Correspondence to be forwarded by these routes must be specially so addressed.

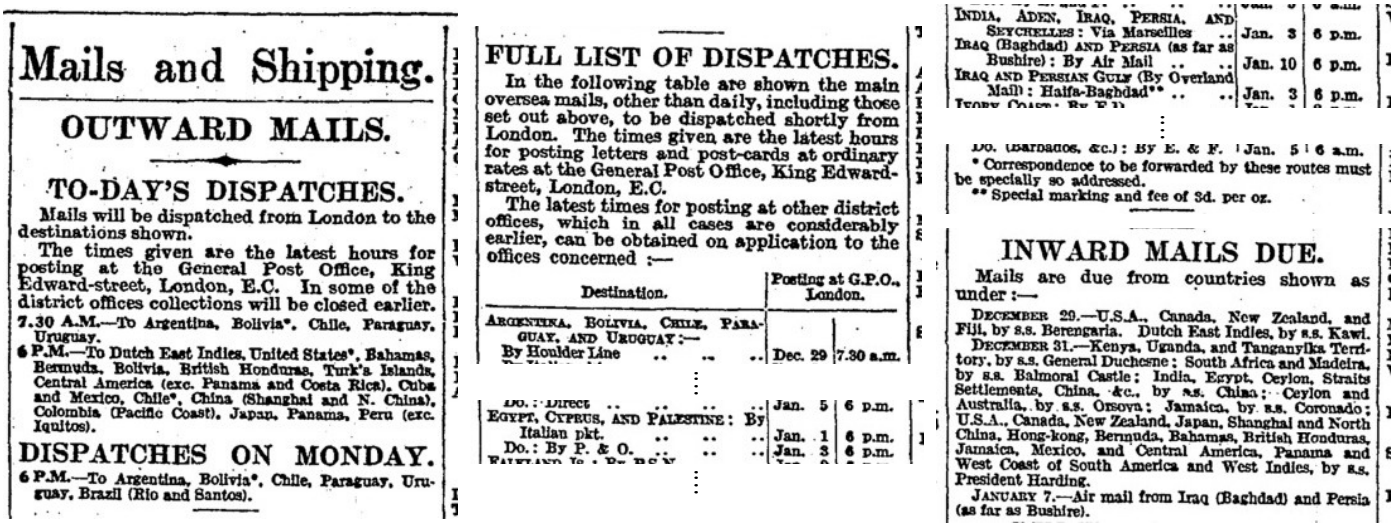
** Special marking and fee of 3d. per oz.

INWARD MAILS DUE.

Mails are due from countries shown as under :—

⋮

January 7.—Airmail from Iraq (Baghdad) and Persia (as for as Bushire).



Mails and Shipping.

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Destination.	Posting at G.P.O., London.	
ARGENTINA, BOLIVIA, CHILE, PARAGUAY, AND URUGUAY:— By Houlder Line	Dec. 29	7.30 a.m.
⋮		
Do.: Direct	Jan. 5	6 p.m.
EGYPT, CYPRUS, AND PALESTINE: By Italian pkt.	Jan. 1	6 p.m.
Do.: By P. & O.	Jan. 3	6 p.m.
⋮		

INDIA, ADEN, IRAQ, PERSIA, AND SEYCHELLES: Via Marseilles ..	Jan. 3	6 p.m.
IRAQ (Baghdad) AND PERSIA (as far as Bushire): By Air Mail	Jan. 10	6 p.m.
IRAQ AND PERSIAN GULF (By Overland Mail): Haifa-Baghdad**	Jan. 3	6 p.m.
⋮		
Do. (Barbados, &c.): By E. & F.	Jan. 5	6 a.m.

* Correspondence to be forwarded by these routes must be specially so addressed.

** Special marking and fee of 3d. per oz.

INWARD MAILS DUE.

Mails are due from countries shown as under :—

DECEMBER 29.—U.S.A., Canada, New Zealand, and Fiji, by s.s. Berengaria. Dutch East Indies, by s.s. Kawi.

DECEMBER 31.—Kenya, Uganda, and Tanganyika Territory, by s.s. General Duchesne; South Africa and Madeira, by s.s. Balmoral Castle; India, Egypt, Ceylon, Straits Settlements, China, &c., by s.s. China; Ceylon and Australia, by s.s. Orsova; Jamaica, by s.s. Coronado; U.S.A., Canada, New Zealand, Japan, Shanghai and North China, Hong-kong, Bermuda, Bahamas, British Honduras, Jamaica, Mexico, and Central America, Panama and West Coast of South America and West Indies, by s.s. President Harding.

JANUARY 7.—Air mail from Iraq (Baghdad) and Persia (as far as Bushire).

Palestine Mandate: Rare 1928 Registration Envelope without Imprinted Stamp

by Rolf Wernecke and Tobias Zywietz

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I can here present a very rare and beautiful large registration envelope! So far only one other such envelope has been reported.[1] This envelope belongs to the category of "Provisional Registered Envelopes (Stampless)" and is catalogue as such in Dr. Arthur M. Hochheiser's catalogue as PR13 of December 1928.

This envelope has all the text and also text arrangements as Hochheiser's envelope RE3 only the imprinted postage stamp is missing. Since my stampless envelope was cancelled on 31st December 1928 and RE3 was only issued on 1st April 1929, it must be considered a precursor. Apparently, during the Christmas Season, a genuine need for large-sized envelopes could not be met with the previous issue of 1926.[2]

My envelope has the distinction that it was actually not used as a registration envelope, but as an insured envelope[3] on official business, i.e. sending funds (£P.80) from the Secretary of Palestine Posts & Telegraphs to the Director-General of Posts & Telegraphs in Warsaw, Poland. We can therefore assume that its use was officially sanctioned and all details are correct.

"Provisional Registered Envelopes (Stampless)"

The British Post Office sold special registration envelopes, manufactured from linen-lined thick paper (e.g. for the inclusion of samples or small objects and to hinder any tampering). The envelopes were imprinted with a special postage stamp covering the registration fee.

Following this British precedent, Palestine Post also issued such envelopes, however without the imprinted stamp. The envelopes were ordered from the company McCorquodale & Co., Ltd. who finished the envelopes with English-only imprints, i.e. the bars, "REGISTERED LETTER" and usage notes, etc. Further imprints in Hebrew and Arabic were then made in Palestine by four companies: Greek Convent Press (G.C.P.), Syrian Orphanage Press (S.O.P.), Goldberg Press (G.P.) and London Jewish Society (L.J.S.). So all envelopes feature a distinct printer's legend.[4]

Starting in 1921, Palestine Post issued two distinct sizes: small (ca. 156×95mm) and large (ca. 290×152mm). But all these issues remained without the imprinted registration stamp. The main reason might have been that (until 1927) Palestine used E.E.F. stamps with overprints.

So the term "Provisional Registered Envelopes (Stampless)" used by both Hochheiser and Dorfman, is a bit misleading: these envelopes were never intended to have a stamp imprinted. That changed in 1928: Envelopes were again ordered from McCorquodale & Co., Ltd. and intended to have not only the Hebrew and Arabic additions imprinted in Palestine, but also a newly-designed

1 Both Dorfman, p. 105, and Hochheiser, p. 25, show that same envelope.
2 In 1926 10,000 large envelopes were printed (PR9). For October/November 1927 Asher reports a new issue (PR11), but no examples have ever surfaced (cf. Dorfman, p. 103 and Hochheiser, p. 21).
3 The registration fee was included within the insurance fee.
4 This contained the order number, the print run, the order (or print) date, and the company initials, e.g. "7494-10000-25.10.26 L.J.S."

special registration stamp. Also, as with the rest of the envelopes issued with imprinted stamp (RE1 to RE21), there are no printer's legends. In his addendum, Hochheiser explains:[5]

> *RE2-3-4 were produced in a different manner. The envelopes without printing were completed in England on paper to which the linen liner had already been applied as a first step. The printing was done in Palestine. […] After RE1,[6] the medium size envelope, was introduced, the need was evident for smaller and larger size envelopes to replace PR11-12, the last two provisional stampless registered envelopes. The companies which manufactured the envelopes in England presumably were too busy to set up the necessary plates for printing. Accordingly, RE2-3, the first small and large size envelopes to be put into use with stamps, complete except for the printing, were sent to Palestine. There the printing was accomplished in three steps; 1) the front; 2) the back; 3) the stamp. […] In addition, it is possible that the printing of the stamp was omitted.*

In his addendum, Hochheiser notes for PR13:[7]

> *The printing of this issue is identical to RE3 except that the stamp is missing. The completed envelopes except for the printing were sent from England to Palestine. These envelopes were prepared for regular issue as RE3. […] However, on a provisional basis, some envelopes were completed without the stamp to replace the last stampless large size registered envelope which obviously was in short supply or out of stock. Since this was used on a temporary basis only, this is the only truly provisional issue used during the entire Mandate period.*

And further:[8]

> *RE2 (above) and RE3 (next page)[9] are both recorded as having been issued on Apr. 1, 1929. This information is found in a Post Office Circular. Records of the Crown Agents indicate that the die used for the stamps on RE 2-3-4 was a duplicated 'electro' of the die used on RE1. This duplicated 'electro' was sent to Palestine and the records indicate that it was destroyed on March 20, 1929."*

Examination of the Envelope's Markings

- An insured letter for £P. 80 (2,000/2,022 Francs, *fig. 1d, 1f*) from Secretary of Palestine Posts & Telegraphs to the Director-General of Posts & Telegraphs in Warsaw, Poland (*fig. 1e*).
- Weight notes for 55 grammes from Jerusalem, Brindisi, and Warsaw (*fig. 1f, 2c, 1n*).
- Dated 28th December 1928 (Friday), postmarked "REGISTERED / JERUSALEM / 31 DE 28" (i.e. on the following Monday).
- Correctly franked with 89 Mils: 27 Mils postage plus 62 Mils insurance fee, which is inclusive of the compulsory registration, therefore "REGISTERED" is cancelled (*fig. 1b*).
- Perforated Registration label, Jerusalem No. 7242 (Sacher RG) (*fig. 1a*) and perforated red label "INSURED / (VALEUR DÉCLARÉE)" (*fig. 1h*).
- Transit mark for insured letters at Brindisi and at Warsaw.
- Manuscript "PALESTINE POSTS TELEGRAPHS & TELEPHONES" (*fig. 1c*), "FEE PAID" crossed out and superscribed "Official" (*fig. 1j*), and official cachet "POSTS & TELEGRAPHS / PALESTINE / SECRETARY / […]". **Not listed by Sacher! New Discovery!** (*fig. 1l*)

5 Hochheiser, 1984, p. 24.
6 The first prestamped envelope (RE1) was issued on 1.01.1929.
7 Hochheiser, 1984, addendum, p. 1. In the opinion of Tobias Zywietz it is not logical to calls this envelope as PR13, rather it should be catalogued as RE3a, i.e. as the stampless variation of RE3. Given that in over 90 years only two examples surfaced lets the assumption that these envelopes were issued at post office counters due to a shortage very doubtful!
8 Hochheiser, 1984, p. 33, with changes inserted from the addendum, p. 1.
9 Hochheiser shows on p. 33 a used cover of RE3 without imprinted stamp (4.03.1929), Dorfman shows the exact same cover on p. 105.

- Postmarks: "REGISTERED / JERUSALEM" 31.12.1928 (*fig. 1m*).
- Transit mark: "CAIRO / INLAND CASH" 2.01.1929 (*fig. 2a*).
- Transit mark: "BRINDISI TRANSIT" 7.01.1929 (*fig. 2b*)
- Italian T.P.O. marks Lecce–Foggia 7.01.1929 (*fig. 2d*), Foggia–Ancona 7.01.1929 (*fig. 2e*), Bologna "FERR" 8.01.1929 (*fig. 2f*), Bologna–Venezia 8.01.1929 (*fig. 2g*), and Udine–Tarviso 9.01.1929 (*fig. 2h*).
- Arrival: "WARSZAWA 1" 12.01.1929 (*fig. 2j*).

The Franking

The **Foreign Letter** rate since 1923 was 13m for the first 20g and then 7m per each additional 20g [FL4], so 55g results in 13+2×7 = **27m**.

The **Insurance Fee** (inclusive of the compulsory registration fee) since 1926 was set at 20m per £E12 + 7m per each additional £E12 [IV2]: so 20+6×7 = **62m.**

The total was therefore: **89m**, and that's exactly the amount of stamps on the cover: 50+20+10+6+3.

Here arises an (at least theoretical) problem: How was the conversion into Gold Francs as stipulated by UPU regulations (Det. Reg. Art 5)[10] undertaken? The UPU regulations do not set a method, therefore each postal authority would have had to set a rate itself (Art. 29 and 30).

The declaration says: £P. 80 = 2,000 Francs (conversion rate: 26.087) but the large red marking says "2022" Francs (25.275) – and using a conversion rate of 25.435 (see below) gives 2,035 Francs.

The conversion rates for the purposes of the UPU regulation was set at 26.087 Francs per £E1 in 1923. Taking into account the 2½% appreciation when the currency in Palestine changed to Palestinian Pound (pegged to the Pound Sterling),[11] the notional exchange rate would be 25.435 Francs per £1P = £1. It is very likely that a fixed rate of 25.275 was set by postal authorities at some point.

Article 5.

Method of Indicating Insured Value. Customs Declarations.

(1) The amount of the insured value must be expressed in the money of the country of origin, and must be written by the sender on the address side of the packet in words in Roman characters and in Arabic figures, without erasure or correction, event if certified.

(2) The amount of the insured value must be converted into gold francs by the sender or by the office of origin. The result of the conversion must be shown by fresh figures placed at the side of or below those representing the amount of the insured value in the money of the country of origin. This provision does not apply to direct services between countries having a common currency.
The amount in gold francs must be heavily underlined in coloured pencil.

(3) In services necessitating the use of such declarations, insured boxes must be accompanied by Customs declarations identical with or similar to Form B annexed.

(4) Administrations accept no responsibility in respect of Customs declarations.

Article 29.

Standard Monetary Unit.

The franc regarded as the monetary unit in the provisions of the Convention and the Agreements is the gold franc of 100 centimes of a weight of 10/31 of a gramme and of a fineness of 0.900.

Article 30.

Equivalents.

In each country of the Union, postage rates are fixed at the closest possible equivalent, in the actual currency of the country, of the value of the franc.

10 Art. 29 & 30 of the 1924 Stockholm Convention; and Art. 5 of the Detailed Regulations for Insured Letters. Source: *Agreement concerning Insured Letters and Boxes, with Final Protocol and Detailed Regulations for the Execution of the Agreement, signed at Stockholm, August 28, 1924.*

11 On 1.11.1927 the Egyptian Pound (£E) was replaced by the Palestinian Pound (£P). The former was worth £1.0256 (Pound Sterling), the latter exactly £1. The postage rates remained the same, so customers were (notionally) saving 2½%.



Fig. 1: Front of the cover.



Fig. 2: Reverse of the cover.

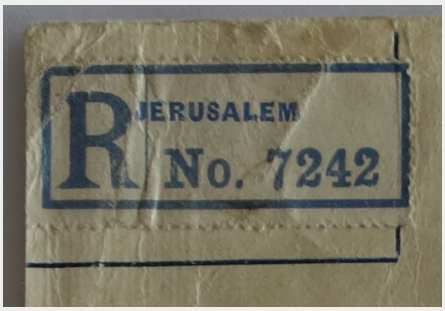


Fig. 1a: Registration label, Jerusalem No. 7242 (Sacher RG).

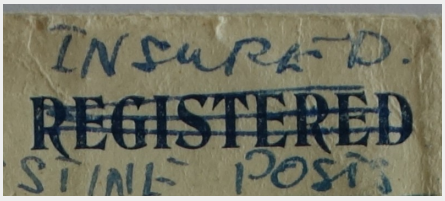


Fig. 1b: "REGISTERED" crossed out and superscribed "INSURED".

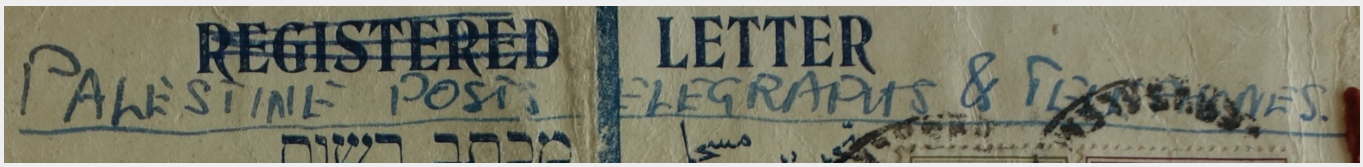


Fig. 1c: Manuscript "PALESTINE POSTS TELEGRAPHS & TELEPHONES".

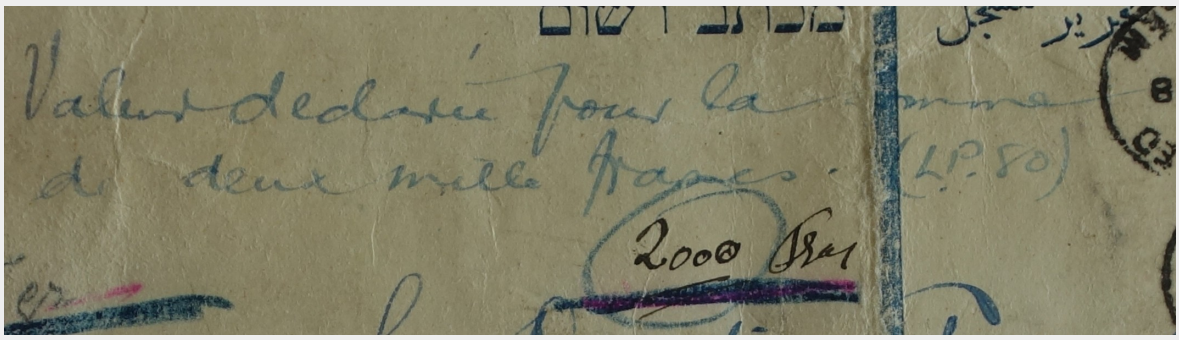


Fig. 1d: Manuscript "Valeur declaree pour la somme / de deux mille francs. (L.P. 80)".
(Insured for the sum of 2,000 Francs (80 Palestina Pounds)

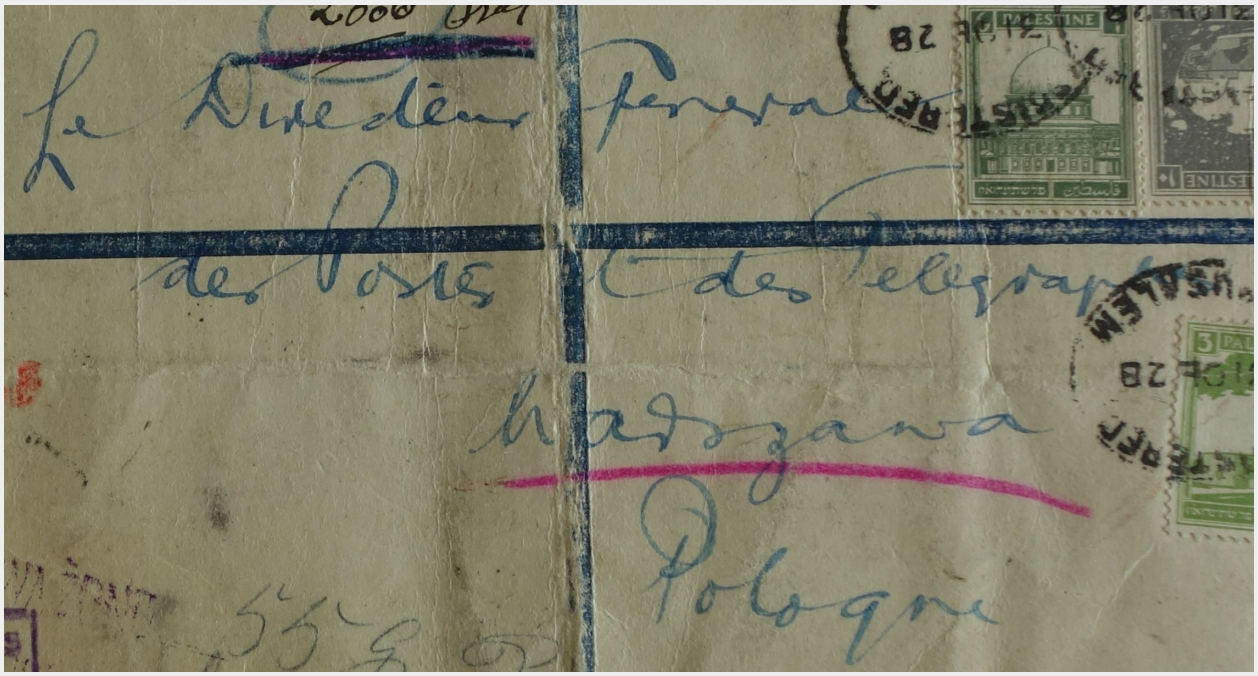


Fig. 1e: Manuscript address: "Le Directeur General / des Postes et des Telegraphes / Warszawa / Pologne".

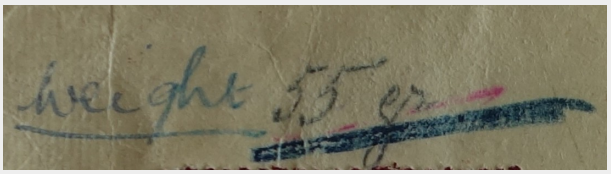


Fig. 1f: Manuscript “weight 55 gr”.

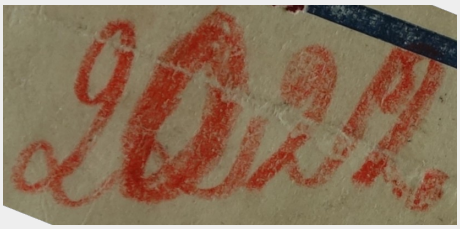


Fig. 1g: Manuscript (red) notation of value: “2022”.

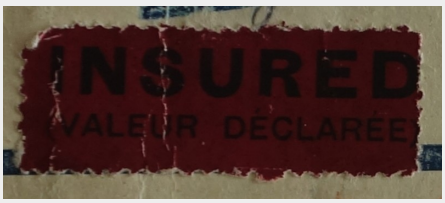


Fig. 1h: Perforated red label “INSURED / (VALEUR DÉCLARÉE)”.



Fig. 1j: “FEE PAID” crossed out and superscribed “Official”.



Fig. 1k: Wax seal “POSTMASTER GENERAL / JERUSALEM”.



Fig. 1l: Official Cachet “POSTS & TELEGRAPHS / PALESTINE / [28/12/1928]… / SECRETARY / *Ref. No.* [PT 32 / 6/ 4418]”.
Not listed by Sacher! New Discovery!



Fig. 1m: Postmark “REGISTERED / JERUSALEM / 31 DE 28” (Sacher D4)

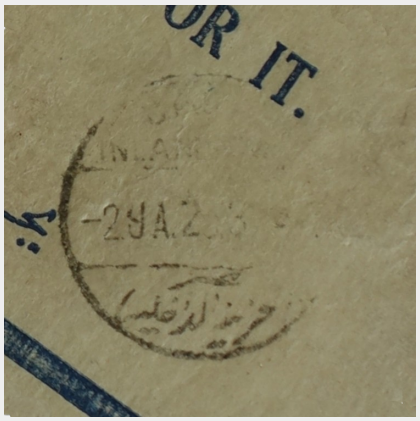


Fig. 2a: Egyptian transit mark: “CAIRO / INLAND CASH / -2.JA.29….”



Fig. 2b: Italian T.P.O. mark: “BRINDISI TRANSITI / RACCOMAN. / -7 1 29 14”.

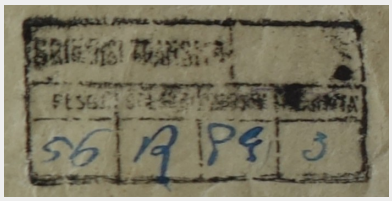


Fig. 2c: Italian Insured Letter Cachet: "BRINDISI TRANSITO / [...]"



Fig. 2d: Italian T.P.O. mark: "LECCE–FOGGIA 57 / * [?] * / -7. 1. 29".

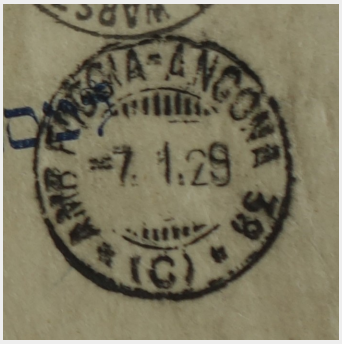


Fig. 2e: Italian T.P.O. mark: "AMB. FOGGIA- ANCONA 38 / (C) / -7. 1. 29".



Fig. 2f: Italian T.P.O. mark: "BOLOGNA FERR. / RACCOMANDATE / -8. 1 .29-8.".



Fig. 2g: Italian T.P.O. mark: "BOLOGNA – VENEZIA – 301 / * / -8 1 29".

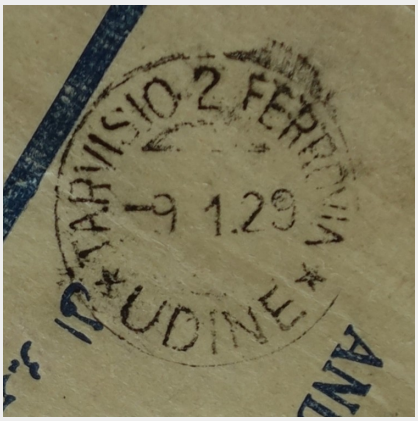


Fig. 2h: Italian T.P.O. mark: "TARVISIO 2 FERROVIA / UDINE / -9 1. 29"

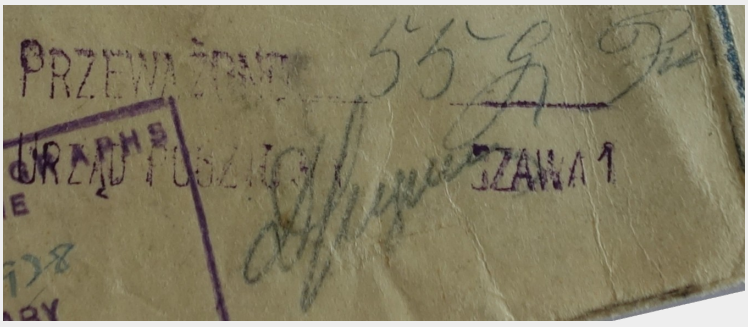


Fig. 1n: Polish Insured Letter cachet: "PRZEWAŻONO [55 Gr] / URZĄD POCZTOWY WARSZAWA 1" (re-weighed / Post Office Warsaw 1)[12]

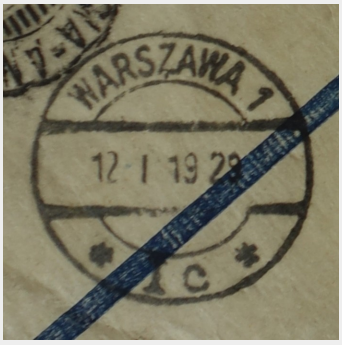


Fig. 2j: Polish arrival postmark: "WARSZAWA 1 / * 1 c * / 12 I 19 29".

12 Thanks to "volkimal", "filunski" and "henry2" at Philaseiten Forum for their help in the deciphering of "PRZEWAŻONO" – https://www.philaseiten.de/cgi-bin/index.pl?ST=6235.

Recent Postal Developments in Palestine

by Thomas Schubert (AIJP)

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Although the number of postage stamps issued by the Palestinian Post has declined over the past two years, there is interesting news concerning this exciting area of postal history.

For the last decades, employees of Palestine Post have been using postmarks, made of rubber with vastly different and quite often changing layouts. Here is a small selection of rubber postmarks used at the post offices in the West Bank (*figs. 1–8*):[1]

















Since the beginning of 2021, one can notice that new postmarks with a uniform layout have been rolled-out at the post offices. This is a fundamentally new type of rubber postmark: the name of the place and the words "Post Office" are always in Latin script in the upper part of the postmark, the date is uniformly designed in narrow script; in the lower part of the postmark, you can read in Arabic the word "بريد" (*barīd* = post) and the respective name of the town or village. There are postmarks with and without an index number. Here are some examples (*figs. 9–12*):









1 For more information on the postmark types see https://zobbel.de/stamp/pna_11.htm.

The use of special postmarks for governmental mail at post offices is also new. These postmarks are also uniformly designed. At the top in Arabic the words "البريد الحكومي" (*al-barid al-hukumy* = governmental mail) and the respective place, below only the Latin "GOVERNMENT MAIL" with an index number, but without mentioning the place. The following postmarks are used at the post offices in Bir Zeit, Bidya, Bethlehem, and Jericho (*figs. 13–16*):











Fig. 17: This registration receipt for a registered letter, sent from the post office in Jericho, was postmarked by "GOVERNMENT MAIL 1" of Jericho.

No Changes to Postmarks in the Gaza Strip

It should also be mentioned at this point that the post offices in the Gaza strip have been using a unique type of an oval metal postmark since about 2013 (*figs. 18–20*):







New Registration Labels

Also new are the registered mail stickers with a yellow background used by a slowly growing number of post offices in the West Bank. This new type of labels will obviously be introduced step-by-step and will eventually replace the earlier white barcode labels.



Fig. 21:

A letter from Deir Al-Ghusun showing the new type of barcode registration label.



Fig. 22:

This letter from Kafr al Labad still shows the old white barcode registration label.

Unlike the old white barcode registration labels introduced in 2011 (starting in the larger post offices), the new labels do not indicate the place of posting/registration. Both the previous registration labels and cachets (type A, B, and C)[2] as well as the white barcode (type D) featured the name of the post office and/or the Post Office Number (e.g. 411 for Sourief).

For many years the only exceptions for the D type were Central Sorting, which used "000", or offices with technical issues; however since 2019, the type D barcode labels have increasingly been issued without the Post Office Number, as seen in *fig. 22.*

2 For more information on the registration label/cachet types see https://zobbel.de/stamp/pna_13.htm.

New Post Offices

In the years 2021 and 2022, in about a dozen villages and towns, new post offices were opened.[3] A list of newly opened post offices is shown below. Approximately one hundred post offices are functioning in the West Bank as of July 2022.

Concerning post offices in the Gaza Strip there is no news. In 2019, ten post offices were still functioning in the Gaza Strip.

Governorate	English Name	New Postcode	Post Office Number
Nablus	Qabalan	P4900416	311
	Salim	P4770000	312
	Rafidia	P4100494	313
Salfit	Kafr ad Dik	P3990574	314
	Az Zawiya	P3831440	315
Hebron	Nuba	P7581130	418
	Dura Rural	P7740403	419
	Al Karmel	P7371576	420
Bethlehem	Nahalin	P1701031	509
	Bethlehem Freres	P1520353	510
	Tuqu‘	P1970159	511
Jericho	Al Oja	P5650000	604
Jenin	Barta‘a	P2570980	715

The New Postcode

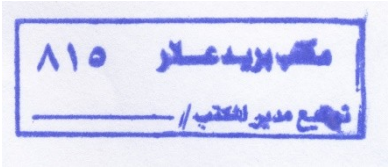
One of the most significant changes in the postal service of the State of Palestine is undoubtedly the introduction of postcodes in February 2021.

Previously, the various post offices had three-digit distinctive numbers only, which can be found on the metal postmarks that were obtained in Germany in 2010, but also on internal cachets, registration labels (type A) and barcode registration labels (type D). The three-digit numbering was always used only for internal postal distinction, but never as a postal code for address purposes.

Here are examples used at the post offices in Sourif (411), Qalquilya (802), Illar (815) and Ar-Ram (103) (*figs. 23–26*):









3 Information about newly opened post offices was kindly supplied to the author by the Director of the Philatelic Office in Ramallah-Al Bireh, Mr. Kifah Maraqa.

In 2021, a completely new system of postcodes was introduced. As you can see from the list of newly opened post offices above, the postcodes differ from the former distinctive post office numbers fundamentally.

As early as 2011 there were plans for a system of postcodes that would divide Palestine into almost 1,000 postcode areas (see *fig. 27*). This system was part of the Palestinian e-Government Interoperability Framework "Zinnar."[4] Although this three-digit postcode was never implemented in practice, it formed the basis for the expanded postcode system that has been introduced now.

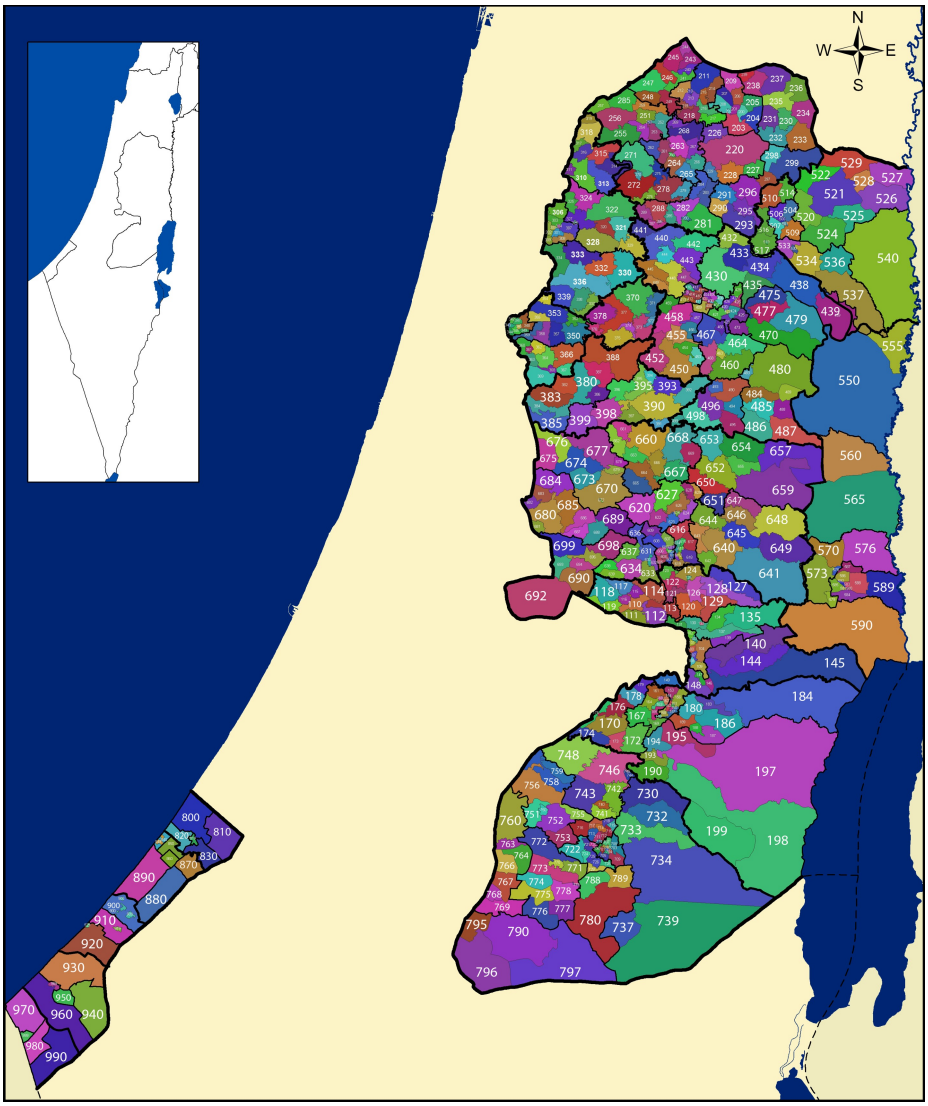


Fig. 27:

Overview map of the 2011 scheme.[5]

The new system of postcodes distinguishes not only localities, but also individual properties or buildings. The postcoded consist of seven digits and are always preceded by a "P". The first digit refers to the respective governorate.[6] The second and third digits refer to a certain place or area. In

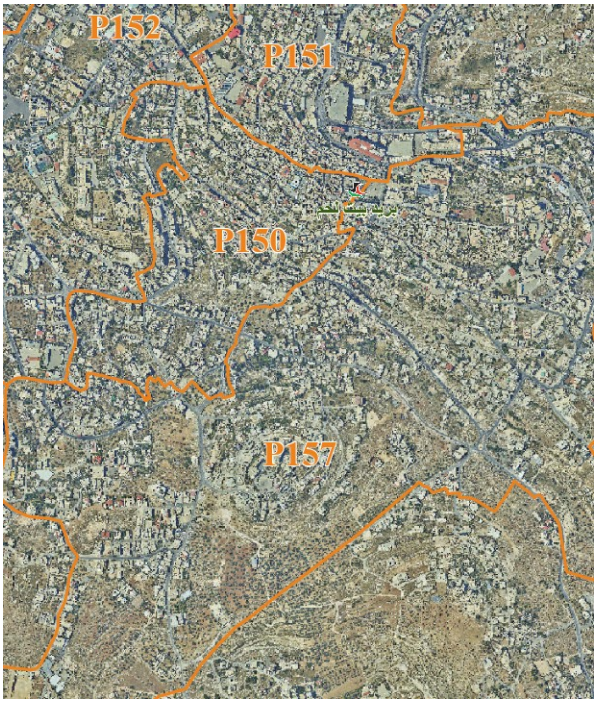
4 The Palestinian e-Government Interoperability Framework "Zinnar" (إطار التبادل البيني الفلسطيني – زنّار) was developed by six ministries and governmental institutions. Zinnar serves as an organisational/semantic mediator between heterogeneous governmental information systems and is also seen as a framework infrastructure upon which seamless e-government services are implemented. For more information see: https://sina.birzeit.edu/news-and-events/the-minister-of-telecommunications-it-releases-the-palestinian-interoperability-framework/ (dated 15.11.2011).

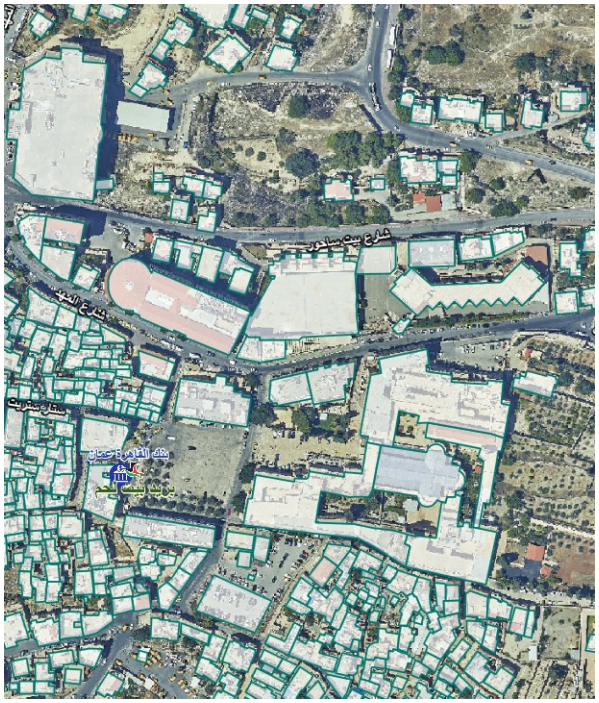
5 Source: http://zinnar.pna.ps/addressServer/ (accessed 19.11.2011).

6 Or group of Governorates, like Jerusalem/Bethlehem, and Jericho/Tubas.

the beginning it was possible to use postcodes with the first three digits only, but as time progressed every address in Palestine has been assigned with a seven digit postcode now.

On the website https://postcode.palestine.ps/ one can use an interactive map to find out the postcode for a specific address in all locations in the West Bank and the Gaza Strip (*figs. 27–29*):







Figs. 28–30: The Bethlehem area with postcode areas 150, 151, 152, and 157; a detailed map of the vicinity of the Church of Nativity showing each dwelling; and below a survey of postcodes for a small area south of the church.

These few examples show how interesting it is to collect not only Palestinian stamps but also covers and information to deal with the modern postal history of Palestine.

The Zotero Philatelic Resources Library

by Peter Moorer

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A little more than a year ago, I began to create an open access philatelic reference resources library for Latin America and the Middle East. A few weeks ago, I reached a memorable landmark: I added the 5000th entry to the library! This landmark is a good moment to explain to a wider audience why I am working on the project, how I am working, the progress I made and what the future will or – hopefully – might bring.

In philately, some bibliographic databases are accessible, but not with the depth and extent of the commercial products in science. Mostly, philatelists have to rely on bibliographic indexes or indexes for libraries or journals, like the Crawford library, Riley's Revenue Index or Tedesco's Index for Forgeries.

During the last year, I have attended several online and offline societies meetings. And these meetings scarred me: I received information that hinted about societies dissolving themselves in the next couple of years! At the same time, I found a lot of journals no longer in print, like THE MAINSHEET, THE CENTRAL AMERICAN NEWSLETTER (CAN), THE ESSAY-PROOF JOURNAL, and many from the pre-1920's era. For other journals, like the AMERICAN PHILATELIST, THE ESSAY-PROOF JOURNAL and POSTAL HISTORY JOURNAL (PHJ), I am grateful the American Philatelist Research Library (APRL) gave out guest accounts. During the last year, I gathered over 200Gb of digital philatelic resources, mostly journals and books on Latin America and the Middle East. These areas contain my main collecting interest.

All of this gave me the idea to develop something comparable to a bibliographic database, but at the same time something to be used as a reference manager; hopefully to combine the two worlds. To be sure other philatelist would be able to access the information, I decided it should be an open access resource manager. After comparing several options, I opted for Zotero. It is the free open access programme with the most options available:

- integration with word processors (MS Word, LibreOffice, and Google Docs).
- direct access to citation and bibliographic styles.
- free online data storage and data sharing at Zotero online website.
- technical options, like programmability using Rstudio and Python.

Bibliographic information can be read directly from Amazon, Google Books and Worldcat. Although some editing is needed afterwards. Import and export can be done to and from RIS, Ref Tagged or JSON files. Learning to use Zotero, one can view dozens of videos on YouTube or tutorials from the Zotero website.

I do add URLs or DOI (Digital Object Identifier) links to resources making it possible to download electronic versions, usually PDFs. These fields will become very important for the future.

The most time consuming part of the whole project is adding keywords (tags). This has taken much more time than anticipated. The first tag for most articles will need to be a keyword/tag for a country. Within a specialised society this is not needed as you know what you collect, but in an open access situation this has to be a requirement. For other tags, I need to see an article in order to decide which keywords to add. Does the article show or contain covers, cancels or postmarks,

extensive bibliographies, references to other countries, etc. I have created three specific keywords philatelists use regularly, like RFI (Request for-Information), RWI (Response with information) and FTR (for the record).

At the moment, the main focus lies on books and articles in English and Spanish. Later, I will focus on German and French books and articles. I would love to add books and articles in Arabic or Turkish, but I am unable to read or decipher. I could use some help finding and adding them correctly. Resources in my own language (Dutch) will be last to be added, because most people with not be able to read and comprehend.

At the moment, I have added 5,000 resources. I include books, articles, but also websites and videos. From philatelic journals, I do not include society news, membership issues, announcements of auctions or exhibitions, society auctions or short notes on new issues. The majority of resources at the moment are articles from a limited set of journals. I do not just include recent publications, but publications from as early as possible.

Your Options and Benefits

The benefits you can have from the reference library depends on status of membership to my Zotero-group: Non-members have limited access and cannot use many of the facilities available from Zotero. Members have full access to the facilities of Zotero, but do not have the right to add or edit entries. This is only allowed to administrators.

As Zotero was developed as an open-source reference manager, especially philatelic writers might benefit from its use. It facilitates applying a layout and citation style, but also cooperative writing. In order to fully make use of Zotero's functionality, one needs to download and install Zotero on a computer or laptop. It will also be handy to have an account at Zotero. Zotero copies your libraries to its site. When your computer or laptop crashes, Zotero will still hold a backup. To use other people's group libraries, you need to have an account at Zotero .

Zotero can also hold 'Group Libraries'. These are libraries that can be shared with others from Zotero. My open access site: https://www.zotero.org/groups/4416851/philatelic_resources_-articles_books_websites/library is such a shared library. Everyone can see and use it. Your group libraries do not have to be open access: select the persons you want to share the data. This is very useful when working together. You can work with anyone anywhere in the world on the same document/publication, for instance in Google Docs.

You have to ask permission to get access my group library by sending me an email directly: I will grant access as a member. As a group member, you can do more. You can download or export all of the references in more formats, search in more fields and create bibliographies according to any of the formats used by scientific journals. Normally Zotero will show the most common ones, but does have 1,500 different ones to choose from.

Zotero allows 'cite and write' with LibreOffice, MS Word and Google Docs. It means you can write an article or book using my reference library and place citations at the locations you want. You will be asked to choose a layout style, but this can easily be changed. This option is very useful if a journal does not accept your article and you want to offer it to another journal that might require another layout.

The Future of the Project

For the moment, I am adding resources on my own. I am still exploring ways to efficiently and speedily import and export information. I am also trying to understand and evaluate if the choices I have made for the use of keywords and tags are acceptable. They don't have to be perfect, but they

need to work! They also may not be too extensive. I would like to have others work alongside me. The whole purpose of the project is to make it transferable. In the future, someone else or another institution would need to become the 'administrator' as I will not life forever.

I had a lot of help finding and getting the resources. Partly on my request, Martin Lovegrove digitized all Random Notes from the Arab Philatelic Association International. Tobias Zywietz allows free downloads of THE MIDDLE EAST PHILATELIC BULLETIN and send me an electronic document for the articles from BAPIP. Neil Williams gave me THE DHOW (Journal for Aden, Yemen and Somalia). Khalid Al-Omaira send me EL ZAJEL (UAE and Gulf States). And a host of Latin American Societies allow free downloads of most of their journals and books. Without their help my mission would have been impossible. Thanks to all of you!

For the future, there is still a long list of journals to add: THE MAINSHEET, THE CENTRAL AMERICAN NEWSLETTER (CAN), BAPIP BULLETIN, THE CANAL ZONE STUDY GROUP, CUADERNOS URUGUAYANOS, FILATELIA PERUANA, FUNDACION BOSE, CHILE FILATELICO, NICARAO, REVISTA DE CORREOS Y TELEGRAFOS, THE DHOW, and THE AIRPOST JOURNAL.

There are also journals I do not have, but would like to get (electronic) copies, for instance for OPAL, FAEF, BULL'S EYE, HAITI PHILATELY.

For Philately and as Conservation of History

As mentioned earlier: I add URLs when a resource is open access. In the future, this will become the most important part of the data set. Especially when societies are dissolved or journals are no longer in print. When the time comes, societies or journals should consider donating their resources (journals or books) to an institute that would give future philatelists open and free access to them.

Institutions could then digitize these resources and make them available for free to the general public. Already organisations like the Smithsonian Institute (National Postal Museum), archive.org, Google Books, the American Philatelic Research Library (APRL), the Royal Philatelic Research Library (RPRL) and HathiTrust,org digitise large numbers of philatelic publications. Many societies already digitized a lot of their older journals. These could already be stored in permanent repositories for open access. In this way, it could be preserved for future philatelists, but also be preserved for history of mankind.

I will add all links to resources located at permanent open access repositories. At the moment, I consider the repositories at the National Postal Museum, archive.org, Google Books and some governmental repositories to be permanent open access. The URLs to these have been added. If the APRL, the RPRL and HathiTrust would give open access, I will add them as well.

I am only creating a data set for the Middle East and Latin America, but other data sets like this one could be created as well. However, the number of resources for the USA, the United Kingdom and the Commonwealth, Germany, France, Spain, Italy, Spain and China will be substantially larger. It would need more collaboration. They could benefit from existing repositories. Using RIS, Ref Tagged or another generally accepted bibliographic exchange format building them might be easier. Creating these reference libraries would not only preserve all these resources to for future philatelists, but would also preserve part of mankind's (philatelic) history.

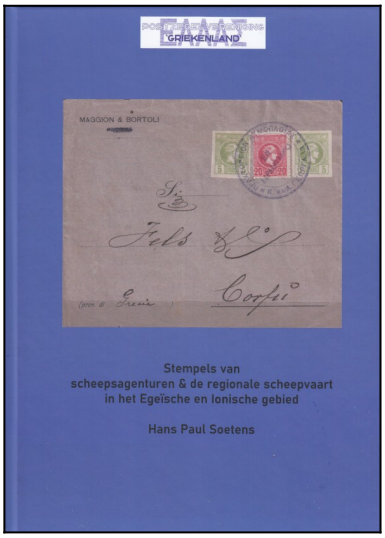
Peter has started publishing newsletters on the technicalities and progress of his project. If you have any question, or you can offer material or help or you like to cooperate in any fashion please write to Peter:

petermoorer1960@gmail.com

Soetens: Stempels van Scheepsagenturen & de Regionale Scheepvaart in het Egeïsche en Ionische Zee

reviewed by Tobias Zywietz

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Hans Paul Soetens: Stempels van scheepsagenturen & de regionale scheepvaart in het Egeïsche en Ionische Zee

Postzegelvereniging Griekenland, 2022.

Dutch. 216 p., A4, colour and b/w ill.

Price: 47,50 €. Orders: info@pv-griekenland.nl.

The history of shipping and consequently also mail communications in the sea areas surrounding today's Greece is complicated: not only are there literally thousands of islands, but they also frequently changed allegiances and political control, often due to wars: Ottoman Empire, Greece, Italy, Britain, or even multilateral rule (like Crete).

Besides the ships of the large 'flag-carriers' like Lloyd Austriaco, Messageries Maritimes, etc, which called only at the major ports on the Greek mainland as well as the islands of the Aegean and Ionian seas, there were hundreds of smaller, regional or local, shipping companies that were used for 'feeding' the larger lines and to collect and despatch mails to, from and inbetween those smaller ports and islands. Their mark(s) on postal history – literally – is the focus of Soeten's book.

Mail traffic, mainly business mail, between the larger ports in Ottoman Turkey, which included the islands of Chios, Lesbos and Rhodes, was dominated by the French, Austrian and Russian Levant post offices. Because of the undue political and economic influence of these powers, the Ottoman government was never able to asserts its legal monopoly on the postal sector, not even for mails within the country. This also hindered the establishment of Ottoman post offices in most of the region. Many of the ports on smaller islands had post offices opened relatively late (or not at all) and were not approached by any of the major shipping companies.[1] Although the smaller companies had no formal ties with the various postal organisations, they were often required to frank the letters to be carried by them for letter transport, otherwise they would be guilty of illegal postal transport.

In 1836, the Greek Post Office grant postmasters and harbour masters a fixed remuneration for handling mails. Elleniki Atmoploia was contracted by the Greek state from 1857 on three routes,[2] increasing to six routes in 1871. Regional postal traffic between the islands and from the islands with the mainland was fulfilled by regionally active shipping companies insofar as, due to the absence of post offices, the official Greek postal service could not be used. Captains and crews of ships were forbidden to carry mail on their own account; mail from places or ports without a post office therefore had to be delivered to the first port of call with a post office, where it was marked

1 The major shipping companies, already well documented in philatelic literature, are not covered in this book.
2 It didn't use stamps until 1861.

(at least at Patras, Piraeus and Syros) with the cachet “ΥΠΕΡΘΑΛΑΣΣΙΑ”.

After an introduction, seven chapters deal with the marks and cachets used on such correspondence (but also bills of lading and other forms). The cachets are predominantly shown as scans of actual strikes, only some are redrawn images. The listing the shipping companies gives details of the main office and their agencies and is indexed by location. The cachets of individual ships are presented in a further two chapters (indexed by shipping line).

Apart from a few obvious but minor shortcomings (like the inconsistent page layout and pagination starting anew with each chapter), this is a welcome addition to the philatelic research of maritime mail in the Mediterranean Sea. The author has collected the cachets from a number of sources, including auction catalogues, for over more than 25 years.

Contents

Voorwoord / Foreword		3–4
Inhoudsopgave / Contents		5
I.	Inleiding / Introduction	1–6
II.	Scheepsagenturen in het Egeïsche en Ionische zeegebied, afbeeldingen en schetsen van stempels / Shipping agencies in the Aegean and Ionian seas, Postmarks	1–63
III.	Vestigingsplaatsen van scheepsagenturen per maatschappij / Locations of shipping agencies by company	1–39
IV.	Plaatsen met overzicht van scheepsagenturen gebaseerd op beschikbare stempels / Locations and overview of shipping agencies	1–41
V.	Scheepsstempels gebruikt op regionale scheepslijnen in de Egeïsche en Ionische Zee, afbeeldingen en schetsen / Ships cachets of regional shipping lines	1–28
VI.	Overzicht van schepen met scheepsstempels per maatschappij / Overview of ships with ships cachets by company	1–17
VII.	Alfabetische lijst van scheepsnamen / Alphabetical list of ship names	1–12
VIII.	Vlaggen, wapens en ankers in stempels / Cachets with flags, arms, and anchors	1–5

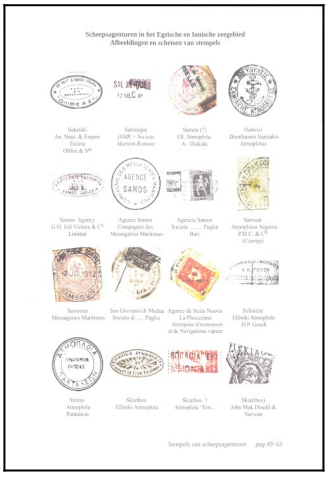
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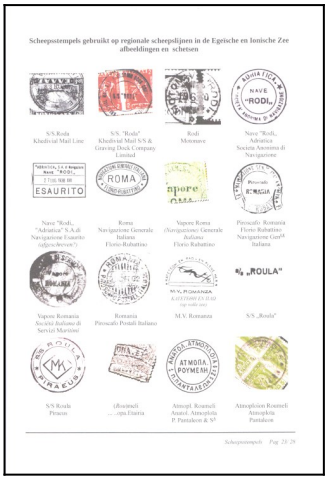
Soetens, Hans P.: *Stempels van scheepsagenturen & de regionale scheepvaart in het Egeïsche en Ionische Zee* / Hans Paul Soetens. – [S.l.]: Postzegelvereniging Griekenland, [2022]. – [3], 3, 5, 63, 39, 41, 28, 17, 12, 5 p. : ill. ; 31 cm (hbk.)

Dutch. – Title on cover and spine: *Stempels van scheepsagenturen & de regionale scheepvaart in het Egeïsche en Ionische gebied*.

Sample Pages





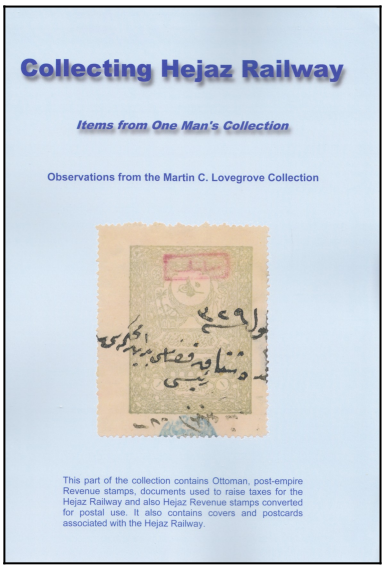




Lovegrove: Collecting Hejaz Railway

reviewed by Tobias Zywietz

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Martin C. Lovegrove: Collecting Hejaz Railway – Items from One Man's Collection.

Kings Lynn: Lovegrove, 2022.

English, 294 p., A4, colour and b/w ill., spiral-bound.

Price: £32. Orders: www.balkanphila.com.

The history of the Hejaz Railway is well documented and has been written about numerous times. The revenue stamps and ephemera connected to it are however covered less. Of course the relevant stamp catalogues for the Ottoman Empire and its successor states cover the topic (like Süleymaniye),[1] but fiscal stamps and documents often come only as an afterthought to many 'regular' philatelists; and specialist revenue collectors have become an endangered species, almost…

The author has included not just (postage and revenue) stamps but also documents, postal history items and postcards, though not medals, photographs, and railways-specific material. He did not aim to create a complete catalogue, gathering together all available information from diverse sources, but in effect he actually almost achieved it! His focus often lies on the variations, the plate and overprint errors,. and he can present many new discoveries not described elsewhere. However he admits:

> *I am also aware that I may have missed a lot during my searches. Many documents are written in Ottoman Turkish using the Arabic script. That is a challenge for the collector; if I could not see the text 'Hejaz Railway' then I probably walked away. Shame on me!*

The first chapter covers Ottoman revenues, including the 1904 1 Piastre, the 1905 1 Piastre, the 1910 1 Piastre, the 1911 1 Piastre (with its colour variations), the 1914 1 Piastre (with its overprint variations), the 1917 5 Paras (with its overprint variations), the 1918 1 Piastre, as well as a 1917 5 Paras on 1 Piastre Cigarette Tax overprint.

The chapter on Hejaz Railway and other Ottoman revenues overprinted in successor states features Epirus, Lemnos, Greek occupation of Anatolia, Italian occupation, Iraq, French occupation of Syria (Alaouites and Lebanon), Kingdom of Syria, Damascus Municipality, and Transjordan.

Chapter three shows a large selection of donation receipts, documents benefitting the railway, and other documents featuring a Hejaz Railway embossed seal (Lovegrove distinguishes three types).

1 Süleymaniye, Emir E.: *Revenue stamps of Ottoman Empire & early period of Turkish Republic = Osmanli Imparatorluğu ve erken dönem Cumhuriyet fiskalleri*. İstanbul: Süleymaniye, 2010. 598 p.

Next are Ottoman revenues overprinted either for postal use or for tax purposes specific the Hejaz Railway, covering Mossul (Iraq) and the 1336/1337/1338 hand-stamp provisional overprints of Anatolia with focus on the overprint variations. This is followed by stamps newly issued for collecting hypothecated Hejaz Railway taxes in the successor states (these had to cover their share of the debts incurred by the railway, similar to the main Ottoman debt administered by the O.P.D.A.): Syria, Transjordan, Palestine. A separate chapter catalogues the related revenue stamps of the Kingdom of Hejaz.

The next chapters are dedicated to a thematic approach, gathering stamps, postal stationery, and ephemera related to the Hejaz Railway by motif or context: the number of picture postcards depictimg the building period and the stations is particularly impressive. A bibliography and an index conclude the tome.

Contents

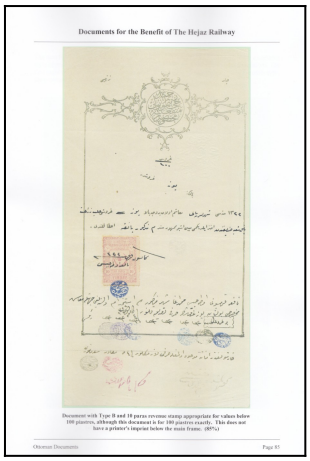
Preface....3
Ottoman Revenues....5
Ottoman Overseas Revenues....39
Ottoman Documents....65
Ottoman Hejaz Railway Revenue Stamps Overprinted for Postal use in Overseas Territories....95
Non Ottoman Hejaz Railway Revenue Stamps Produced or Overprinted for Hejaz Railway Taxes....137
Hejaz Revenues [Kingdom of Hejaz]....173
Miscellaneous Stamps and Postal Stationery....189
Miscellaneous Covers....201
Postcards....213
And Next?....287
Bibliography....289
Index....291

Bibliographic Record

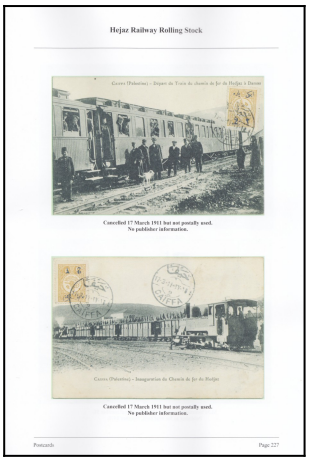
Lovegrove, Martin C: *Collecting Hejaz railway : items from one man's collection ; observations from the Martin C. Lovegrove collection* / Martin C. Lovegrove. – Kings Lynn: Lovegrove, 2022. – ii, 292 p. : colour and b/w ill. ; 30 cm (spiralbound)
ISBN: 978-0-9558246-2-3

Sample Pages





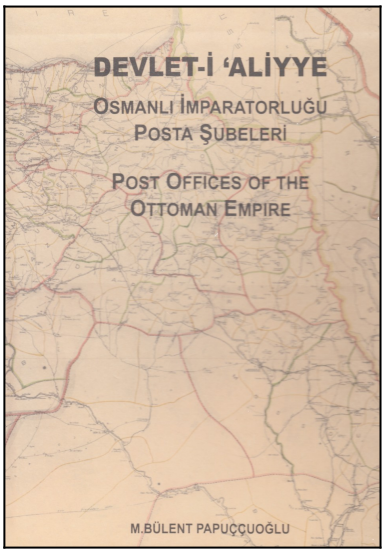




Papuççuoğlu: Post Offices of the Ottoman Empire

reviewed by Tobias Zywietz

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M. Bülent Papuççuoğlu: Develt-i ʿAliyye : Osmanlı İmparatorluğu Posta Şubeleri = Post Offices of the Ottoman Empire.

İstanbul: Papuççuoğlu, 2022.

Turkish and English, A4, 4 vols. + 4 maps in slipcase, mainly b/w illustrations.

Price: £250. Orders: www.balkanphila.com.

Having received this publication only a few days before the deadline of the current MEPB, I can only give a quick overview. A full review will follow in the next issue.

The four-volume publication sets out to update the ten-volume series "Illustrated Ottoman-Turkish postmarks 1840–1929" published between 2003 and 2010 by the author together with his then business partner in *İSFİLA,* Ziya Ağaoğulları.[1] The author states to have added over 1,000 new *drawings* to that earlier work, however there's no claim as to the number of actual new discoveries incorporated. Such were to be highlighted in blue colour according to the key: I did see many such entries in Albania, but outside there were fewer than I expected.[2]

Volume one contains alphabetic indexes by modern name, Ottoman name, French name, and by vilayet. Added is a list of existing offices not listed by the postal guides. Volumes two and three are the listing proper of post office s in modern-day Turkey, and outside. The entries are grouped by vilayet and contain the various designations (Turkish transcription, French inscription), the period of use, a (newly created?) classification by type, which Postal Guides list the office, and a simple rarity index for strikes on whole cover and on piece/stamp (common, rare, very rare).

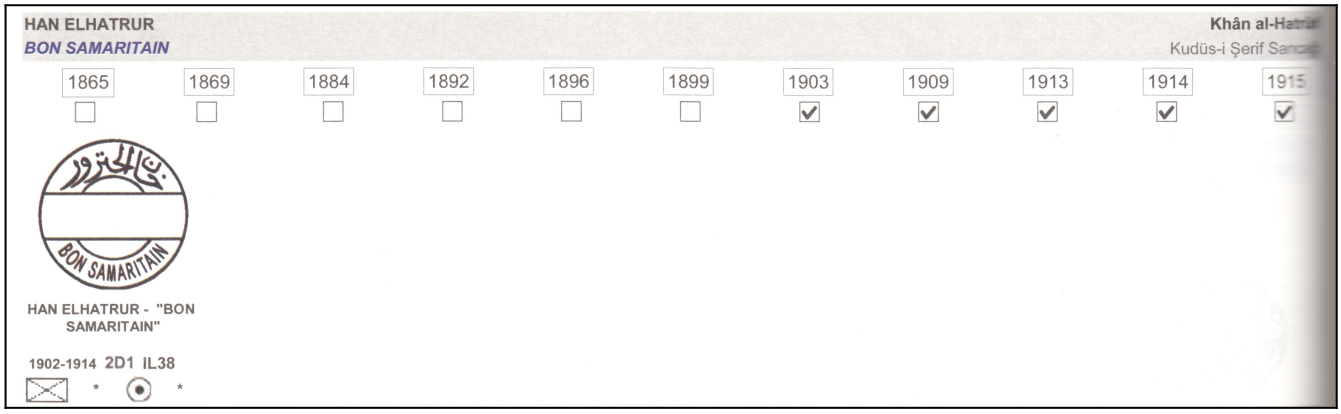
The works consulted include Kemal Giray and Otto Graf's book on Albania,[3] but otherwise nothing more recent than Bayındır (1992), Coles/Walker (1984), Brandt/Ceylan (1963), Nuhoğlu/Mert (1990), Nicolas/Galinos (1996), Birken's 1992 Atlas, and Ağaoğulları/Papuççuoğlu (2003–2010). The Birken Catalogue (joint research by AROS, OPAL, and ONEPS) is not even mentioned.

All the postmarks shown are highly idealised drawings leaving out any *sukūn*, *ḥarakāt*, *tashkīl*, and other (sometimes ornamental) aspects of the Ottoman-Arabic inscriptions, the illustrations are also not shown in natural size, but reduced to about 70%.

I did have a closer look at some post offices in Palestine: no postmarks are shown for Belka, Djenin, Salfit (to name only a few). Jericho (Eriha) is strangely split into Jericho (4 cancels) and "Rika" (no

1 Previously the author called himself M. Bülent Papuççuoğlu.
2 The colour chosen is actually dark blue/purple, so I may have missed some …
3 Reviewed in MEPB 20.

cancels). One would have at expected that the data from the book of Aloni would be incorporated.[4] MEPB published several studies on "Bon Samaritain" (Khan al-Hatrour), which is strangely enough listed under Israel rather than Palestine. This is the entry in vol. 4, p. 138 (size reduced to 90%):



And here is an actual strike from MEPB 9 (left below) and the entry in Birken[5] on the right (both also reduced to 90%):



One can clearly see the small differences, especially with the position of the *nūn*, the *lām/hāʾ* ligature, as well as the *wāw* and *lām*, the non-touching tails of the *wāw* and the two *rāʾ*s, not to speak of the missing *sukūn*. Maybe, from the material available to Papuççuoğlu, that's the best approximation he could come up with. At least the gravest errors in Bayındır have not been repeated.

Would I recommend to any serious philatelist to buy this work, given all these deficiencies?

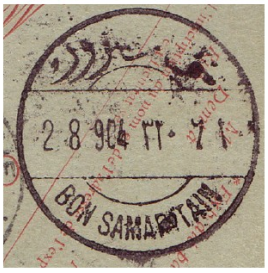
Han ül-Hatrur
(Khân al-Hatrûra)
خان الخترور



BAY 1 60F (1905)
C/W II 122 15P (1905–14)
Collins: (1902–14)
black, blue, violet







Correct inscription is
BON SAMARITAIN

Bibliographic Record

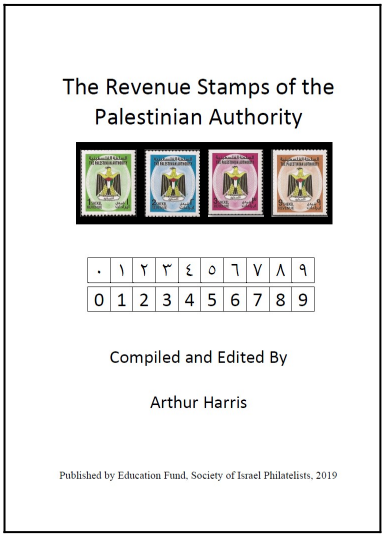
Papuççuoğlu, M. Bülent: *Develt-i ʿAliyye : Osmanlı İmparatorluğu Posta Şubeleri = Post offices of the Ottoman Empire*. – İstanbul: Papuççuoğlu, 2022. – 4 vols. ([6], 269 + 1 map ; [4], 477, [2] p. + 1 map ; [4], 175 p. + 1 map ; [4], 214, [1] + 1 map) (hardbound in slipcase).
ISBN: 978-625-00-07583-9

4 Reviewed in MEPB 19. Notably, Papuççuoğlu's friend Turhan Turgut wrote the foreword.
5 Birken, 2019, vol. Sûriye, p. 67.

Harris: The Revenue Stamps of the Palestinian Authority

reviewed by Tobias Zywietz

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This small booklet compiles information drawn from a number of contributors (Bart Belonje, Jan R. Blok, Jonathan Kaplan, Avo Kaplanian, Andrew McClellan, and Joe Rossi) which has, to some extent, already been published in the SIP journal THE ISRAEL PHILATELIST, as well as elsewhere.

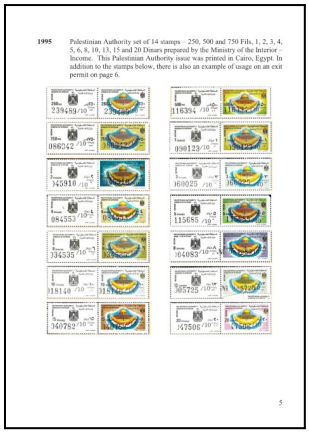
It is quite useful to see all this information gathered in one place. It's a pity that most stamp collectors ignore fiscal issues (regular catalogues just do not list these), so this catalogue is warmly welcomed!

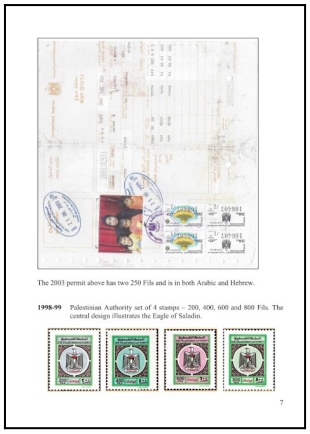
Listed and appropriately shown are 22 sets of revenue stamps issued by the Palestinian Authority or its government departments, both West Bank and Gaza, up-to 2022. Several documents (e.g. marriage and death certificates, citizenship documents) illustrate the stamps' usage, many were added since the first edition. There's very little information about the regulatory background, production, or distribution. The 2008 Gaza charity stamps is now shown in a complete sheet-of-100 (10×10).

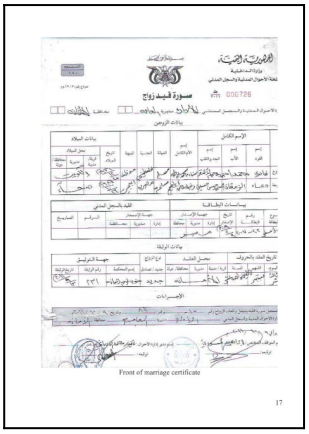
The inclusion of a 1989 set (more than four years before the establishment of the PNA) and a 2008 charity stamp seems odd. This peculiarity has persisted since the 2019 first edition. From a technical standpoint many illustrations could have been better prepared with a bit more care and love. Welcome improvements make this edition a must have for the Palestine collector.

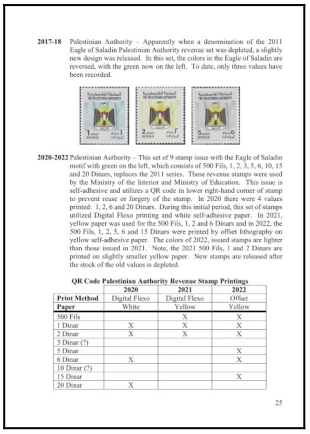
Harris, Arthur: *The revenue stamps of the Palestinian Authority* / compiled and edited by Arthur Harris. – 3rd ed. – Bellefont, Pa.: Society of Israel Philatelists / Education Fund, 2022. – [4], 37 p. : ill. ; 25 cm (pbk.)
ISBN: 978-0-9986211-8-0
Price: US-$ 7.00. Orders: Society of Israel Philatelists, Inc., 100 Match Factory Place, Bellefonte, PA 16823, USA, website: www.israelstamps.com.

Sample Pages









Reactions, Comments, Queries

This section gathers reactions, comments, criticism, and queries sent in by readers in response to articles published in MEPB, or in general.

Mayo's "Chisel": The Overprint Variety AY with MiNr. 739 (Osmanlı Postaları 1337)

(Willy Pijnenburg, Martin C. Lovegrove)

Willy Pijnenburg writes:

When sorting out the stamps of the İSFİLA 1036–1041 series, I encountered a problem. The stamp's design is a bit of a muddle in itself, and then there are the overprints and the cancellations.

In the case of my 20 para stamps (MiNr. 739, İSFİLA 1036, Mayo 81), I was looking for an unused specimen, but found only one stamp with a small black line, which is certainly not the remnant of a cancel or otherwise part of the overprint. On the reverse side, there's complete gum, and the stamp is marked "Nouri" (an expertiser?)

Then I found in Mayo's book *Anatolia* on p. 121 that this was a "chisel stroke", i.e. a stroke with a flat chisel. Mayo recorded it under the designation "AY" (i.e. Mayo 81 AY).[1]

Now Mr. Zywietz has pointed out to me that in all probability this is not a real chisel stroke, but a name that Mr Mayo gave to this line because of the similarities in its visual resemblance.



Figs. 1, 1a, and 2: The stamp's frontside and its reverse.

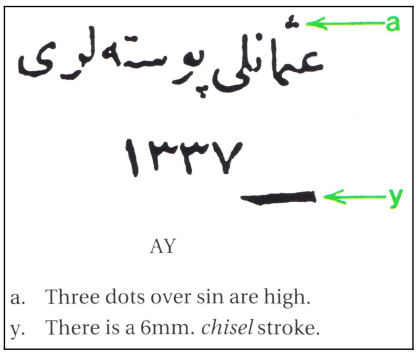


Fig. 3: Overprint Variety AY on sheet position.[2]

So technically I have become a little wiser that this is not a question of a fault during the printing process, but philatelically I am not one step further. I still don't know if this should be considered a damage or just a (strange) peculiarity?

In any case, the stamp is to be considered unused and therefore worth €180 instead of €80 (Michel 2021/2022). This then leads to the next question: why does İSFİLA (2018) give the same valuation for used and unused, namely 750.00 YTL for both?[3]

1 Regarding its occurrence, Mayo says on p. 117: "To date [1990] this variety has not appeared on the 1 Para green/carmine (#80). Nor is it known to exist on the rarer values." (Mayo is referring to MiNr. 738). Mayo lists the AY variety for his catalogue numbers 81, 82, 83, 84, 86, and 90 *(editor)*.

2 Illustration taken from Mayo, p. 121.

3 750 YTL are about 40 € today, down from 100 € since 2018, when the catalogue was published *(editor)*.

Martin C. Lovegrove notes:

Mayo's illustration (*fig. 3*) and the others representing the flaws in this overprint in his book, do not accurately reflect the relative positions of the components of the overprint, but are solely for showing details of the flaw.

I believe that this 6 mm mark was caused by a piece of wood or metal used to secure type in the plate; I use the term 'plate furniture' to describe these pieces. Normally, this furniture is set below the level of the type and therefore does not receive ink, but there are many occasions in typography when the furniture is accidentally set 'type-high'. *Fig. 4* shows two stamps with the furniture comprising small rectangles; *fig. 5* shows one large block.





Figs. 4 and 4a.

The chisel mark is not constant; *fig. 6* is a pair showing the chisel and comprising positions 59 and 60, but not every instance of position 60 shows it. The relative positions of the overprint elements on this pair do not match the same positions on my sheet of the 1 gurush green and lake, neither do they match similar positions on my sheet and several blocks of the 1 gurush lake and blue. It would appear that the chisel was only present on one setting of possibly many of the overprint plate. When the chisel does appear, it is always in the same relative position to the elements of both lines of the Ottoman Post overprint. The table on page 117 of Mayo should be amended to show that position 60 can be either A or AY, perhaps annotate as "A/AY."

A such, the chisel mark is perhaps of limited philatelic importance, but does provide additional interest in these overprinted stamps.







Figs. 5 and 5a.



Figs. 6 and 6a.

German "Marine Schiffspost" in Turkey, WWI: MSP 14, 29, and 69 – Ships: General, Loreley, Goeben (Sultan Yavuz Selim), and Breslau (Midilli)

Hakan Yılmaz writes:

I need information about "Marine Schiffspost" in Turkey. Mostly the number in the bottom of the postmarks. Which number was used on which ship (*YAVUZ*, *MIDILLI*, etc)

Editor: I found this info in an article by Peter Schörger, where he references books by Crüsemann, Schlimgen, and Ahrens.[4]

Your first card MSP 14 (16.02.1916) is the ship GENERAL (the writer asks his 'girlfriend' why she hasn't written a letter to him) and your second card MSP 29 (5.01.1918) is from the ship GOEBEN (SULTAN YAVUZ SELIM) (I can't read the text, the scan is too bad).



MSP 14: *This was initially used with pre-war postal equipment on the ship LORELEY II, stationed in İstanbul (she was built in 1894, 925 tons, manned with 80 men). Crüsemann/Schlimgen and Ahrens report unanimously that the equipment for MSP 14 was transferred to the steamer GENERAL on 12.08.1914.*

The GENERAL (German Reich postal steamer of the East Africa Line, 8,063 tons) was, upon arrival in İstanbul, immediately taken over by the Chief of the Mediterranean Division as an office and residential ship. Until the establishment of the German Military Post Office in January 1916, all field mail from the Naval Special Command and Army personnel (even from Iraq or Palestine) went via MSP 14 at General. There is even mail from the GOEBEN that was dispatched via the GENERAL.

The LORELEY II took over MSP 14 again in May 1918, as the GENERAL was on its way to the Caucasus. She was transferred to the Turkish government in November 1918.

MSP 29: *S.M.S. GOEBEN with the ship's mail equipment MSP 29 already passed into Turkish ownership on 16.08.1914, first provisionally and later permanently, and then bore the name SULTAN YAVUZ SELIM. However, this did not change anything on the ship: the German command and crew remained on board and MSP 29 was continued. Admiral Souchon, the chief of the German Mediterranean Division, continued to have his office on the ship.*

4 References: Schörger, Peter: *Kaiserlich Deutsche Marine-Schiffspost – Schiffe in Istanbul*. In: Türkei-Spiegel, no 64, pp. 10–15; Ahrens, Werner: *Die Feldpost der Deutschen Militär-Mission in der Türkei 1914 bis 1918 einschließlich Marine-Schiffspost und Feldpost Yildirim*. 1970; Crüsemann, Friedrich & Josef Schlimgen: *Deutsche Marine-Schiffspost*. 2 vols. 1978–1984.

MSP 69: *S.M.S. BRESLAU (2,550 tons) passed into Turkish possession in August 1914 under the name MIDILLI. As on the GOEBEN, nothing changed on board as a result. MSP 69 continued to be used until the sinking of the ship in the naval battle of Imbros on 20.01.1918. Covers of the BRESLAU with MSP 69 are relatively rare.*

Another mail steamer of the America Levant Line, the CORCOVADO (8,099 tons) had taken refuge in İstanbul at the beginning of the war. She was chartered by the command of the Mediterranean Division as an office and accommodation ship. The CORCOVADO housed the field post office of the Constantinople military mission (i.e. regular Field Post Office, not Marine Schiffspost) from 11.01.1916 to 4.01.1917. In November 1918, the CORCOVADO took interned soldiers and crew of the GOEBEN to Nikolayev (Russian port on the Black Sea, now Ukraine), from where they returned to Germany by rail.

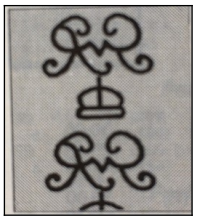
MEPB 21: ***A.D.P.O. – "Palestine" Revenue Stamps in French***
(Richard B. Rose, pp. 79–88)

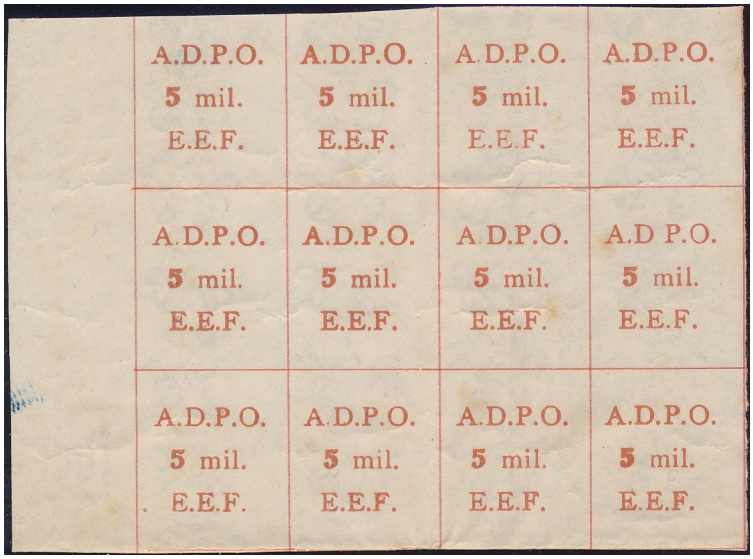
Martin Lovegrove writes to Richard B. Rose:

I read with interest your article in MEPB 21 regarding A.D.P.O. stamps. My contact with these has mainly been through documents with stamps relating to the Hejaz Railway, but I have acquired some in collections.

Attached are two items from my collection. The block is interesting to me because I don't get to see many mint revenue stamps from the area, and the other appears to be a combined A.D.P.O. and Hejaz Railway issue. I wonder if anyone knows how the proceeds were divided?







Richard B. Rose:

Hi Martin. Goodness, these A.D.P.O. are exceedingly interesting. Tell me, please, about watermarks. It should be easily apparent. The sheet should have the *Royal Cypher 1 Column* watermark, illustrated above. But the 10 pt blue stamp may have the later *Multiple Script CA*.

As for the proceeds, prior to 1925 the French and British **may** have used the money towards recouping their share of the Ottoman debt (though this would require banking arrangements) or used the money for upkeep of the railroads, or (as they certainly did after 1925) just put the money in the General Fund.

Martin Lovegrove:

Hi Richard. Both items have the royal cypher as your figure. The Hejaz railway stamp has the watermark upright and the block is watermark inverted.

Editor: After the defeat of the Ottoman Empire at the end of World War I, negotiations between the O.P.D.A., its bond holders and states' representatives apportioned the remaining debts to Turkey and the other successor states of the Ottoman Empire. The formal O.P.D.A. regime (and with it use of separate O.P.D.A. revenue stamps) ended in 1925 and the successor states then had to pay these debts from their regular budgets. A final settlement was reached in 1928 (table below).[5] *Turkey made its last payment in 1954. TL = Turkish Lira.*

State	Pre-1912 Debts	Debts 1912–1914	Final Share	Total Debts (TL)	Annuity (TL)
Turkey	62.25	76.54	65.32	84,597,495	5,809,312
Greece	10.57	0.55	8.50	11,054,534	625,000
Syria & Lebanon	8.17	10.05	8.50	11,108,858	763,000
Iraq	5.09	6.25	5.20	6,772,142	474,000
Yugoslavia	5.25	–	4.10	5,435,597	303,000
Palestine	2.46	23.03	2.50	3,284,429	230,000
Bulgaria	1.62	0.16	1.40	1,776,354	98,000
Albania	1.57	–	1.30	1,633,233	90,000
Hejaz	1.13	1.39	1.20	1,499,518	105,000
Yemen	0.89	1.09	0.90	1,182,104	83,000
Trans-Jordan	0.55	0.68	0.50	733,310	61,000
Italy	0.23	–	0.15	243,200	13,000
Nejd	0.10	0.12	0.10	129,150	9,000
Maʿān	0.10	0.12	0.10	128,728	9,000
Asir	0.02	0.02	0.02	26,138	2,000
Total	100.00	100.00	100.00	129.604.910	8,663,312

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5 Cf. *Düyûn-ı Umûmiye*. In: Wikipedia, online: https://tr.wikipedia.org/wiki/D%C3%BCy%C3%BBn-%C4%B1_Um%C3%BBmiye (acc. 21.09.2021), and p. 114 in: Özdemir, Dr. Biltekin: *Osmanlı Devleti Dış Borçları : 1854-1954 Döneminde Yüzyıl Süren Boyunduruk*. Ankara, 2009, and p. 104 in: Kaceli, Ilirjana: *Economic, social and cultural relations between the Republic of Turkey and Albania*. (Turkish Foreign Policy during Atatürk's Era 1920–1938: Caucasia, Balkans, Middle East From Political, Economic, Social and Cultural Aspects). Istanbul U.P.

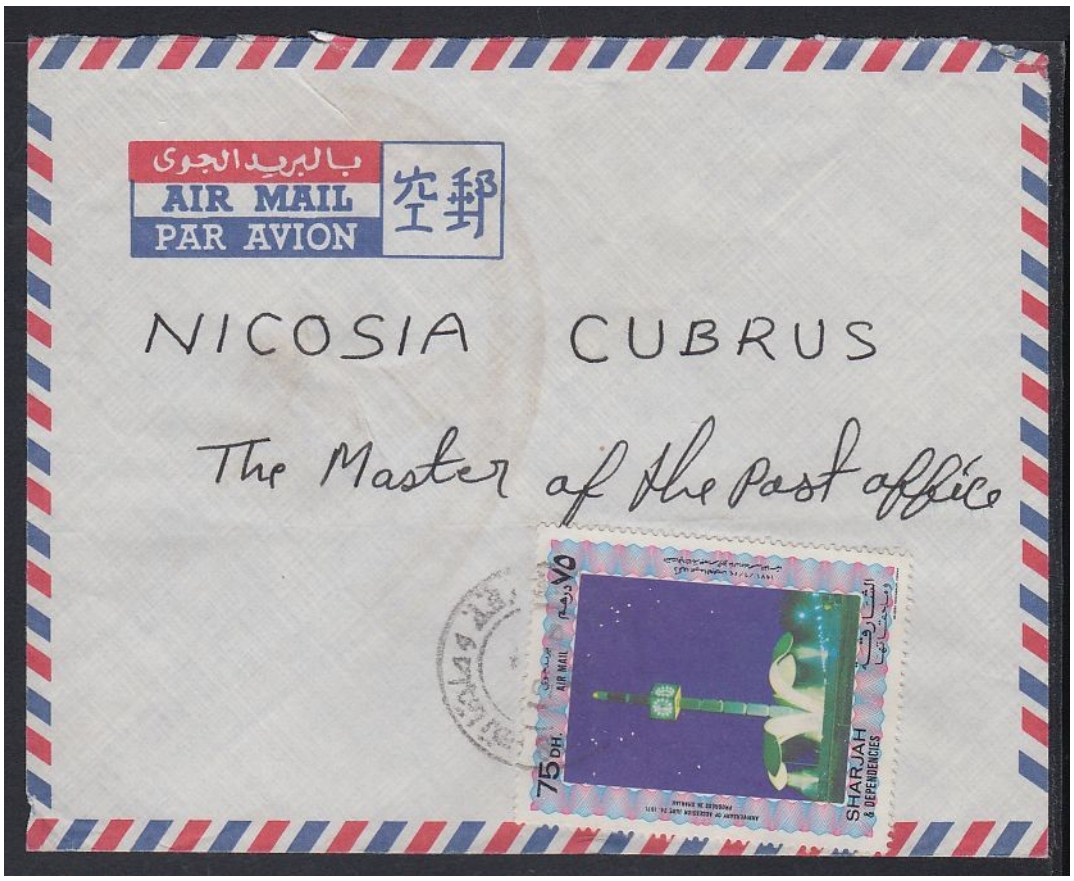
Arab–Israeli Clandestine Mail: Cover and IRCs

Peter Moorer *writes:*

During the long period of war between Israel and the Arab world, no direct mail was possible. All mail was sent to the postmaster of the post office of Nicosia, Cyprus. After sending, these letters might have become the property of the Cypriot postal services or government. In most cases, they should be kept on file and archived. There are a lot of these letters about. But how did they get into the hands of collectors? Did the Cypriot Postal Service or Government auction or sell them to dealers or collectors? Were they illegitimately removed by postal employees and sold to dealers and collectors?

The initial letters were send to Cyprus. To pay for the second part of the journey, most likely International Reply Coupons were used. However, no one at the Arabian Philatelic Association has ever seen a Saudi Arabian IRC with both Saudi and Cypriot cancellations. I have never seen an IRC with both an Israeli or Arab country and Cypriot cancellation. Where are they? Does any reader have an example with both cancellations? If collectors don't have them, were have they gone? Were they returned to the country of origin or to the UPU? If you have an example, please send me a picture: petermoorer1960@gmail.com.

I have sent the same kind of question to the Cypriot Postal Services and the UPU contact person for information regarding International Reply Coupons, but did not get a reply (yet).

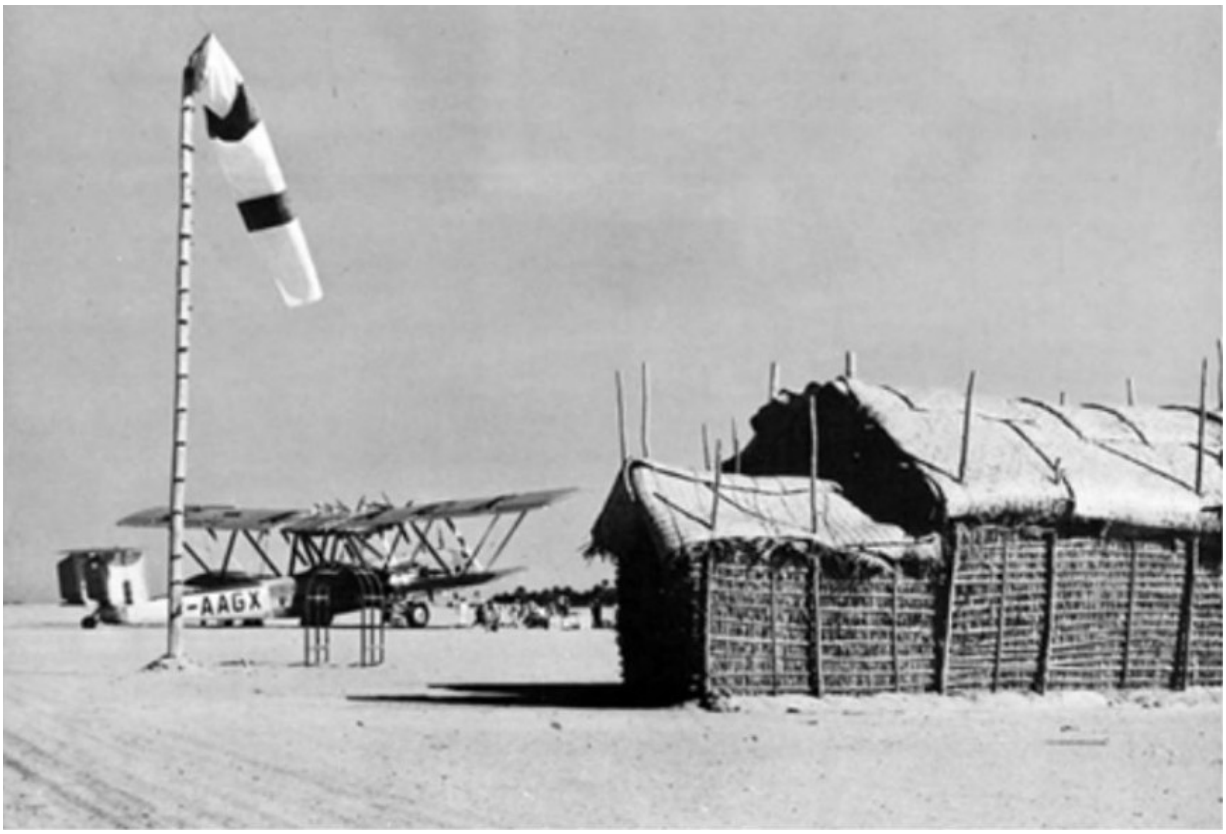


Photograph of Bahrain Air Field, 1934.

Editor: I came across this photograph by chance.[1] *Gives a nice visual impression about the comforts of air travel in those early days of transcontinental aviation.*

The plane depicted, registration G-AAGX, *crashed on 1st March 1940 off Dibba, Oman, en route from Jiwani (now Pakistan) to Sharjah (now UAE):*[2]

> *The Handley Page HP.42E named "Hannibal" went missing over the Gulf of Oman with four crew and four passengers on board. Wreckage washed up on the Iranian coast at Ras al Kuh, about 25 miles east of Jask.*



"The future of the British Empire depends upon the growth of Imperial Air routes."
Desert airport with rudimentary shelter for passengers, Bahrain, 1934.
An Imperial Airways Handley Page HP-42 is being refueled in the background.
(original caption)

1 Source: Gordon, Alastair: *Naked airport : a cultural history of the world's most revolutionary structure*. Holt, 2014. 320 p. Online (partly): https://www.google.de/books/edition/Naked_Airport/lUEGAwAAQBAJ? (acc. 7.12.2022).

2 Source: Aviation Safety Network. Online: https://aviation-safety.net/database/record.php?id=19400301-0 (acc. 7.12.2022).

MEPB 21: ***Agenzia Del Lloyd Austriaco Alessandria: One of the Rarest Lloyd Cachets on an 1857 Passenger Ticket*** (Oscar van der Vliet, pp. 10–13).

Christopher C. Smith writes:

The contribution by Oscar van der Vliet regarding a second-class ticket issued by the Austrian Lloyd for passage from Alexandria to Piraeus is of significant interest. Illustrated below (*fig. 1*) is another ticket issued by the Austrian Lloyd for passage from Alexandria to Piraeus.[1]

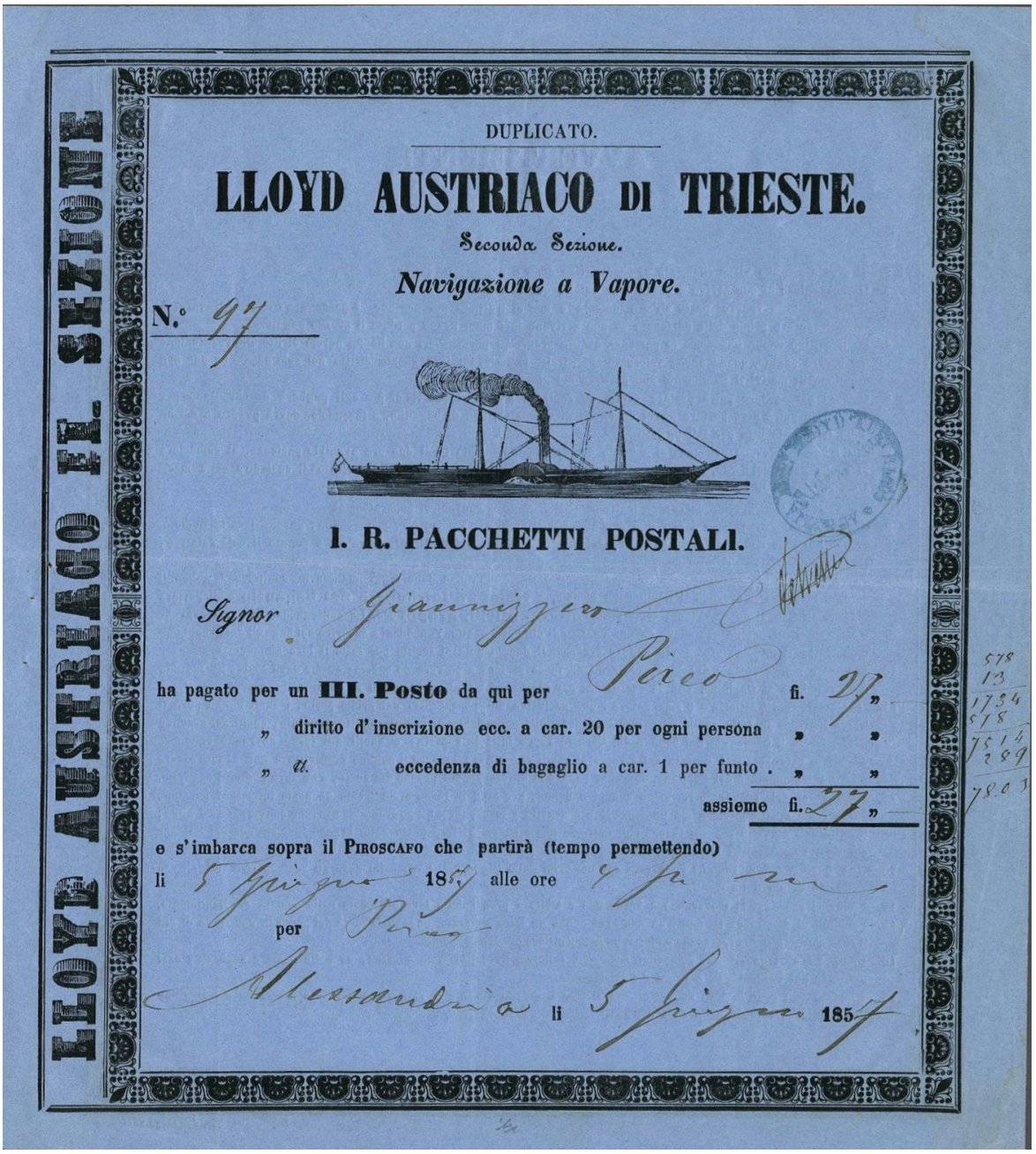


Fig. 1: Duplicate of a third class ticket, Alexandria to Piraeus, 5.06.1857.

1 Ex collection Hans Smith, FRPSL: Corinphila Auction 182, September 2013, lot 1524. Online: https://corinphila.ch/en/_auctions/?action=showLot&auctionID=5&lotno=1524 ; and Corinphila, Auction 242, June 2019, lot 7625. Online: https://corinphila.ch/en/_auctions/?action=showLot&auctionID=17&lotno=7625.

Mr. van der Vliet's contribution is of significant interest because the ticket he illustrates and the ticket in *fig. 1* were both issued for passage on the same day: 5th June 1857. The ticket in figure 1 is on blue paper presumably because it was a third-class ticket. The passenger was charged only 27 florins, saving 31 florins 30 kreuzers compared to the charge for the second-class ticket. Careful examination of the handwriting, the placement of the Austrian Lloyd hand-stamp, and the agent's signature which overlaps the hand-stamp on both tickets shows that the tickets were issued by the same agent (*fig. 1a*). The hand-stamp in both cases[2] shows considerable wear.



Figs. 1–2a: Comparison with the second class ticket shown by Oscar van der Vliet in MEPB 21.

Elsewhere in this issue, readers will find my request for assistance in my current research. The first two studies in that research focus on the hand-stamp of the Austrian Lloyd used at Alexandria. I am grateful to Mr. van der Vliet for his contribution to the Bulletin because it provides additional information for my research in those two studies.

The question naturally also arises: what are the odds that the use of the rare Austrian Lloyd hand-stamp of Alexandria would now be found on two tickets issued by the same agent on the same day in 1857 for the same voyage? The use of Austrian Lloyd hand-stamps on such collateral, non-postal material is by itself rare, amounting to perhaps between 10 and 15 examples known. The existence of the two tickets suggests perhaps that a small, intact archive from old Austrian Lloyd files was found and dispersed. We can only hope that more materials will surface soon.

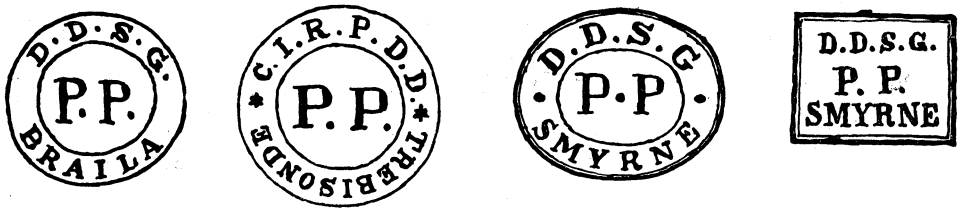
2 Tchilinghirian fig. 3; Tranmer type Q.

Research Request: Austrian Steam Navigation 1834-1845 (Study of the Austrian Post Offices Abroad) (Christopher C. Smith)

Christopher C. Smith writes:[1]

I have undertaken a research project in the area of the Austrian Post Offices Abroad. The title *"Research in Progress: The Eastern Mediterranean and Black Sea – Contributions to the Study of the Austrian Post Offices Abroad"* is the current way I describe the project. It will include six studies:

The first two studies relate to the Austrian Lloyd hand-stamp in use at Alexandria and the voyages of Austrian Lloyd steamships between Trieste and Egypt. The first study analyses four of the five extant covers on which the Austrian Lloyd hand-stamp of Alexandria was applied. A review of information from postal evidence and early primary sources leads to the conclusion that the hand-stamp was used to indicate pre-payment of postage on two of the covers – both are 'port-to-port' letters – and to serve as a forwarding hand-stamp on the other two. The first use is well known, the second has not previously been reported.



Examples of the four main types of Danube Steam Navigation Company postmarks applied at maritime ports in the Black Sea and Eastern Mediterranean from 1834 to 1845.[2]

The second study analyses the fifth of the five covers bearing the hand-stamp in question: its date falls outside the reported date-range of use of the hand-stamp. My research has included a variety of primary sources and archival information derived from the Austrian Postal Administration. The result is a fresh understanding of when the Austrian Lloyd office and the Austrian Consular Post Office at Alexandria were in operation as well as when Austrian Lloyd vessels made regular voyages to Alexandria.

The third study is an outgrowth of the second. Based on archival evidence, postal historians have long affirmed that the Austrian Lloyd ran steamships between Trieste and Alexandria. But there has been speculation for many decades on whether the Danube Steam Navigation Company (D. D. S. G.) ever operated between Turkish ports and Alexandria. This study reviews primary sources from the archives of the Austrian Lloyd as well as early documents of the D. D. S. G. We conclude that the D. D. S. G. did in fact open a line to Egypt, and we provide details of dates of operation and why the line eventually closed.

The fourth study is a revision of the history of D. D. S. G. maritime lines in the Black Sea and eastern Mediterranean. The fifth offers a record of maritime voyage of the D. D. S. G., while the sixth study will be an analysis of postal materials based on studies three, four, and five. These studies will be of interest primarily to students of earlier Austrian postal history.

I have completed working drafts of the first five studies. In support of the sixth study, I am searching for good quality (300 dpi or higher) images of postal history materials bearing hand-

1 A request for assistance in my research first appeared in The Quarterly Circular of Egypt Study Circle, no. 283, 2022, pp. 288-289, and at http://www.egyptstudycircle.org.uk/Articles/qccontent.html.

2 Source: Mueller, Edwin: Handbook of the pre-stamp postmarks of Austria, New York: Collectors Club, 1960.

stamps of the D. D. S. G. maritime ports from 1834 to 1845. The Stuart Rossiter Trust[3] has kindly provided a grant for travel to several sites in Europe to support further research in archival materials in order to verify current conclusions and to investigate corroborating avenues of research.

If readers are able to send suitable images of postal history materials bearing the hand-stamps of the D. D. S. G. maritime ports (1834–1845), I would be most grateful. My email address is: watermarkstamp@gmail.com. I wish all readers good collecting!

Palestine Mandat: Saving Stamp Card for Palestine Savings Certificate

(Tobias Zywietz)

Tobias Zywietz writes:

I acquired this "Saving Stamp Card" many years ago. Such cards come up on eBay and other sites from time to time. The buff cardboard paper measures 167×111 mm, the form number stated top right is "P.S.C. 11". The text on the back (Hebrew and Arabic) is always misaligned at the bottom, sometimes one or two lines are cut-off; at least on the examples I have seen.

Such savings cards are common to many Commonwealth countries, Europe, and the USA. The text on the card states:

> *When **Saving** Stamps to the value of 750 mils have been affixed to this card take it to your nearest Post Office and it will be exchanged for a Palestine Savings Certificate. This Savings Certificate will earn interest for you at 3.15% and will become worth LP. 1.025 mils in ten years. At the same time ask for another Saving Stamp Card and keep the Thrift Train moving.*
>
> ***Postage** stamps should not be affixed in any circumstances.*

I have never seen a card with stamps on it, be it "Saving Stamps" or postage stamps (which was forbidden). Naturally, complete forms handed in at post offices were transferred to the accounts department and then destroyed; but: I have also never seen any loose "Saving Stamps" either. Can any reader help?



NOT TRANSFERABLE.
غير قابلة التحويل אין להעבירו

PALESTINE SAVINGS CERTIFICATES
شهادات التوفير الفلسطينية
תעודות חסכון פלשתינאיות (א"י).

P.S.C. 11.

Office of issue
مكتب الاصدار משרד ההוצאה

Serial No. of Card
الرقم المتسلسل מספר סדורי

SAVING STAMP CARD. כרטיס בולי חסכון. بطاقة طوابع التوفير

When **Saving** Stamps to the value of 750 mils have been affixed to this card take it to your nearest Post Office and it will be exchanged for a Palestine Savings Certificate. This Savings Certificate will earn interest for you at 3.15% and will become worth LP. 1.025 mils in ten years. At the same time ask for another Saving Stamp Card and keep the Thrift Train moving.

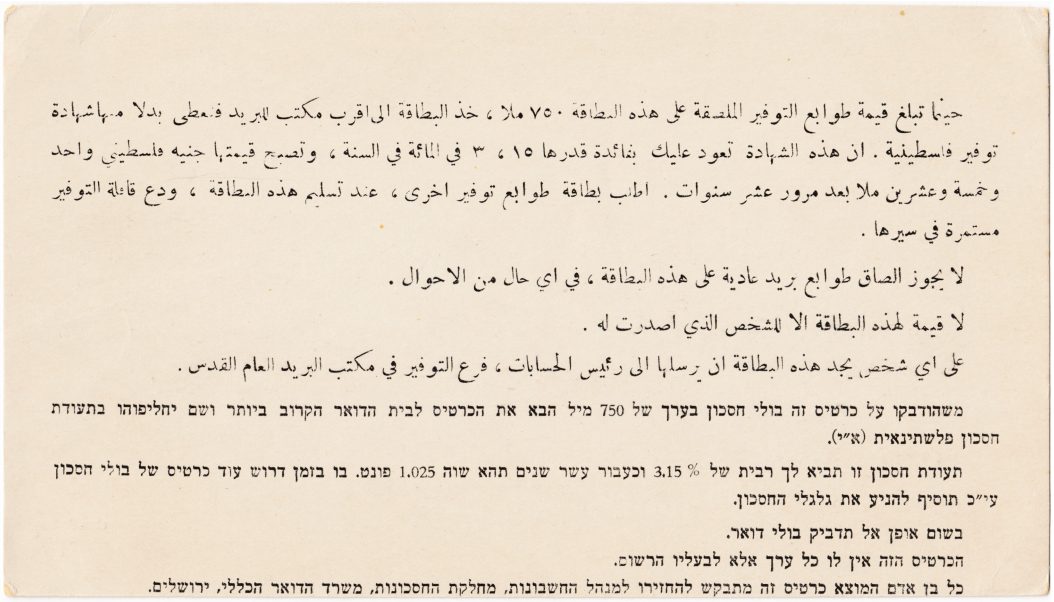
Postage stamps should not be affixed in any circumstances.

Fig. 1: Front of the Saving Stamp Card *(size rediced).*

3 See https://www.rossitertrust.com/.

Figs. 1a:

Front and reverse of the Saving Stamp Card *(size rediced)*.



حينما تبلغ قيمة طوابع التوفير الملصقة على هذه البطاقة ٧٥٠ ملا ، خذ البطاقة الى اقرب مكتب للبريد فسعطى بدلا منها شهادة توفير فلسطينية . ان هذه الشهادة تعود عليك بفائدة قدرها ١٥ ، ٣ في المائة في السنة ، وتصبح قيمتها جنيه فلسطيني واحد وخمسة وعشرين ملا بعد مرور عشر سنوات . اطلب بطاقة طوابع توفير اخرى ، عند تسليم هذه البطاقة ، ودع قافلة التوفير مستمرة في سيرها .

لا يجوز الصاق طوابع بريد عادية على هذه البطاقة ، في اي حال من الاحوال .

لا قيمة لهذه البطاقة الا للشخص الذي اصدرت له .

على اي شخص يجد هذه البطاقة ان يرسلها الى رئيس الحسابات ، فرع التوفير في مكتب البريد العام القدس .

משהודבקו על כרטיס זה בולי חסכון בערך של 750 מיל הבא את הכרטיס לבית הדואר הקרוב ביותר ושם יחליפוהו בתעודת חסכון פלשתינאית (א"י).

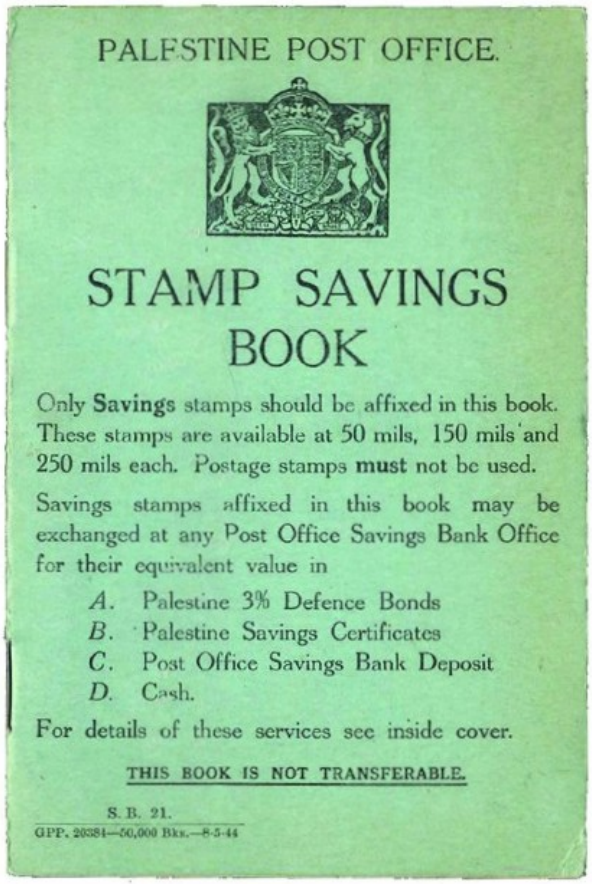
תעודת חסכון זו תביא לך רבית של 3.15 % וכעבור עשר שנים תהא שוה 1.025 פונט. בו בזמן דרוש עוד כרטיס של בולי חסכון ע"מ תוסיף להניע את גלגלי החסכון.

בשום אופן אל תדביק בולי דואר.

הכרטיס הזה אין לו כל ערך אלא לבעליו הרשום.

כל בן אדם המוצא כרטיס זה מתבקש להחזירו למנהל החשבונות, מחלקת החסכונות, משרד הדואר הכללי, ירושלים.

In the 88/89th auction of House of Zion, lot 607, I have seen a "Stamp Savings Book" from the 1940s which would have served the same purpose as the card:[1]



PALESTINE POST OFFICE.

STAMP SAVINGS BOOK

Only **Savings** stamps should be affixed in this book. These stamps are available at 50 mils, 150 mils and 250 mils each. Postage stamps **must** not be used.

Savings stamps affixed in this book may be exchanged at any Post Office Savings Bank Office for their equivalent value in

A. Palestine 3% Defence Bonds
B. Palestine Savings Certificates
C. Post Office Savings Bank Deposit
D. Cash.

For details of these services see inside cover.

THIS BOOK IS NOT TRANSFERABLE.

S. B. 21.
GPP. 20384—50,000 Bks.—8-5-44

Fig. 2:

Cover of a 1944 "Stamp Savings Book."
Form "S. B. 21" (printer's legend: GPP 20384–50.000 Bks–8·5·44)

Instructions:
*"Only **Savings** stamps should be affixed in this book. These stamps are available at 50 mils, 150 mils and 250 mils each. Postage stamps **must** not be used. Savings stamps affixed in this book may be exchanged at any Post Office Savings Bank Office for their equivalent value in A*
A. Palestine 3% Defence Bonds
B. Palestine Savings Certificates
C. Post Office Savings Bank Deposit
D. Cash.
For details of these services see inside cover.

1 Source: https://www.stampcircuit.com/stamp-Auction/house-zion/3724593/lot-607-palestine-palestine-postal-stationery-house-zion-public. Auctioneer's description: "POSTAL SAVINGS BOOKLET (1944) […] in Clean Mint Condition, booklet with all pages intact, [...]"

A Short History of the Turkish Posts

contributed by the Turkish Postal Administration

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While working on the translation of the articles of İsmail Hakkı Tevfik Okday, I re-read the master thesis by Ayşegül Okan.[1] I also consulted a number of articles on the early history of the Turkish Posts, and I found certain parallels between Okan's texts and an article published by the journal of the U.P.U., L'UNION POSTAL, in 1934.[2] The U.P.U. piece is mentioned as source by Okan.

For the benefit of readers I transcribed the article which does not bear an attribution to the author, just "Contributed by the Turkish Postal Administration". In sequence I present the English,[3] French, and German texts,[4] as well as the article in *facsimilé*.[5]

I would like to thank Ms. Kayla Redstone,[6] and U.P.U. librarian Solange Avila for their assistance in obtaining scans of the 1934 article.



A Short History of the Turkish Posts.

(Contributed by the Turkish Postal Administration.)

First attempt to establish a postal service in Turkey.

It was Sultan Mahmut II who first conceived the idea of creating a postal service in Turkey. The objects he aimed at were:

1. to secure regular exchange of correspondence between the capital (Istanbul) and the provinces and to bring order into the service;
2. to create new sources of revenue;
3. to prevent conspiracy by means of correspondence;
4. to give the same rights in respect of exchange of correspondence to Moslems, non-Moslems and foreign subjects.

1 Okan, Ayşegül: *Ottoman postal and telegraph services in the last quarter of the nineteenth century*. Thesis. İstanbul: Boğaziçi University / The Atatürk Institute for Modern Turkish History, 2003. 227 p. Online: http://www.levantineheritage.com/pdf/Ottoman-postal-and-telegraph-services-in-the-last-quarter-of-the-nineteenth-century-Aysegul_Okan.pdf .

2 L'Union Postale, 59. 1934, no. 11 (November 1934). pp. 223–335.

3 Published in *facsimilé* in the OPAL Journal, no. 175, 1991, pp. 22-26.

4 Published in *facsimilé* in Türkei-Spiegel, no. 12, 1990, pp. 12-18.

5 This also includes a Spanish version.

6 Acting interim Programme Manager, Communication & Events, Editor-in-chief, Union Postale, at the International Bureau, Universal Postal Union, in Berne.

It is not known what the result of this first attempt was. It is supposed that various circumstances, such as the state of the roads and the lack of order and security which made travelling by carriage both difficult and dangerous, may have proved insurmountable obstacles and prevented the plan being carried out.

Second attempt to establish a postal service.

About this time, Ahmet Fevzi Paşa, Commander of the Imperial Guard, addressed a letter to the Sublime Porte in which he begged for a concession to work a postal service – the word "post" being used for the first time to designate an exchange of correspondence – between Üsküdar and Izmit. The conccession was to be granted for a fixed sum and for the duration of one year.

Ahmet Fevzi Paşa's idea was to improve the state of the roads and to make use of mail carts instead of draught horses for the conveyance of correspondence.

The demand having met with approval, an Imperial Decree granted Ahmet Fevzi Paşa the desired concession for the forking of a postal service.

The road between Üsküdar and Izmit was thereupon improved and made into a regular highroad. The system of relays then effected by the Tatar convoys was abolished and the mails were carried in carts or carriages which received the name of "Post."

Abolition of the post system and return to that of relays.

It is uncertain how long the new transport system established in the reign of Sultan Mahmut. II lasted. It is however known that during the war of 1256/1840 the road between Üsküdar and Izmit had fallen into a very bad condition and had become unpracticable for carriage traffic. The new system had consequently to be abandoned and replaced by the old one.

The foundation of the "Foyer des Tatars".

The persons intrusted with the conveyance of Government correspondence were called "Tatars", "Sais" "Oulaks". The qualifications requisite for becoming a Tatar were trustworthiness, and the ability to ride well and to bear fatigue. The Tatars were drawn from among the agas (officers) who had been many years in the service of the Grand Vizir, the Ministers and high government servants.

For the purpose of developing this system an institution called the "Foyer des Tatars" was organised in the reign of Sultan Abdulhamit I and maintained under successive sultans.

Third attempt to organise the Post. Reforms.

Although Sultan Mahmut II had several times expressed a wish to have a regular postal service organised in his reign, the obstacles to the realisation of this laudable desire were too numerous to be overcome.

By the Imperial Decree of 26 Şaban 1255/1839 read at "Gülhane", the question of a postal service figured among the other public institutions proposed as a result of the reforms of 1839. A special Committee was appointed to go into this question, and in 1256/1840 a Ministry of Posts was founded, at the head of which was Ahmet Bey, who thus had the honour of establishing a regular postal service.

The first post-office, "Postanei Amiré".

The first post-office in Turkey was opened at Istanbul under the name of "Postanei Amiré". The first clerks employed in it were Suleyman Aga and Agyazar Efendi.

Suleyman Aga received a salary of 1000 kurus; his duty was to collect the postage. Agyazar received 600 kurus and was intrusted with the translation into Turkish of the superscriptions in foreign languages.

The first postal service regulations.

The first postal regulations contained 41 articles. It may be seen from these that the postal service was executed in a rather rudimentary and timorous fashion and concerned solely letters, newspapers and other unbound printed matter.

The post-offices consisted of a single room fitted up with recesses and shelves to hold the letters, etc. Correspondence was of three kinds, ordinary, registered and official. The postage was reckoned according to distance.

In order to gain the full confidence of the public, special provisions concerning the violation of the postal secrecy were added to the regulations. Moreover the Postal Directors had to take an oath in this respect.

Monopoly of the conveyance of letters by the Post.

When the Government founded the postal service its idea was to make it a Government monopoly; but as no provision to that effect was included in the regulations the old system of exchange through the medium of private persons still continued.

This fact however attracted the attention of Ahmet Fethi Bey, Minister of Commerce, to which the Postal Administration was subordinate. New provisions were added to the Regulations and it was decided to attach to the post the Tatars employed by the Sublime Porte and the other public Administrations on different missions, and at the same time to prohibit the conveyance of letters by private persons.

It was also decided that regular or non-regular mails should be despatched every Wednesday, and that in urgent cases a special Tatar messenger should be despatched with correspondence, the expenses of the journey being defrayed by the parties interested.

Transport of coin and packets by the post.

The postal service, which at the outset was intended solely for the conveyance of letters, newspapers and unbound printed matter, had later on to undertake the conveyance of coin and light articles (packets), the need for the conveyance of such articles having been felt and the Government having taken several decisions to that effect.

Admission of the Ministry of Posts to the official ceremonies.

The Postal Administration, attached to the Ministry of Commerce, hitherto took no part in the official ceremonies. An Imperial Decree signed in 1841 ordered that this ministry should take part in the official ceremonies in the same rank as the responsible Accountant of the said ministry.

Farming of the Post.

About this time it became a principle of the Government to farm some of the public administrations and Ahmet Bey, the Minister of Posts, requested that the postal service be farmed to him. Scarcely had this request been granted when Ahmet Bey was dismissed, and his successor Hüseyin Bey declared that he could not undertake to work the postal service on his own responsibility. In 1812 the Government decided that the postal service should again be worked as a State Administration.

The postal service in some vilayets that had not been included in the Reform of 1839 called "Tanzimati Hayriyé"

It having been found that the introduction of a postal service in the vilayets included in the Reform had given excellent results, the Imperial Decrees of 1843 ordered the non-reformed vilayets to introduce a postal service in their districts.

The Government established post-stages wherever necessary, so that their own officers, business men and postal officers as well as those of foreign countries stationed in Turkey could obtain the horses necessary for their own use and for that of their service.

New proposals for the farming of the Post.

Huseyin Bey having been transferred to another Ministry in 1852, the question of farming the posts was again raised and Ismail Paşa took over the posts on his own responsibility for a term of four years and nine months.

Farming abolished

The farming of the posts proving objectionable both from a financial and administrative point of view, the Cabinet Council in 1857 discussed the advisability of abolishing the system on the expiration of the existing contract, and submitted the question for the approval of H. I. Majesty. In the course of the same year an Imperial Decree was obtained engaging a certain Mr. Smith of London as specialist for the purpose of forming a Committee, composed of competent members of the Ministry of Finance, which should examine the question and adopt suitable methods and draw up the regulations calculated to improve the postal service and bring it up to date.

Increase in postage rates. Abolition of the registered letter service.

After the letter post service had been regularly organised the Administration gradually began to carry coins, other articles and patterns and samples. There were thus two sections, one the letter-post the other the registered letter section. The postage paid by the senders did not however suffice to cover the cost of carriage. The Ministers of Post and Finance consequently appealed to the Cabinet Council for permission to double the postage on packets of coin and to retain this measure until such time as the means of communication had been brought to perfection and regular services for the carriage of registered articles could be re-established. The Council approved the proposal, which received the imperial sanction in 1858.

On the other hand, the senders of coin taking advantage of the different rates of exchange from one town to another and the fact that the large quantities of coin they sent caused a great deal of work, justified the increase of postage as it disturbed the regular work of service. As a remedy to this state of things it was decided to abolish this kind of conveyance for the time being and to resume it later on under better conditions.

An exception was however made for all Government, despatches and for those of the public that contained but small quantities of coin.

Steamer used for the postal service.

In 1858 the Government acquired two steamers for the postal service to which the names of Gemlik and Surat were given.

Agâh Efendi Minister of Posts.

It was hoped that if certain improvements could be carried out there would be an increase in the postal receipts. In order to enable these hopes to be realized it was deemed advisable to appoint Agâh Efendi Minister of Posts. He was at that time secretary in the Translations Office and was reputed to be very well versed in postal matters.

Introduction of postage stamps.

Agâh Efendi's first thought on becoming Minister was how best to improve the postal service. Influenced by the reforms made in England in 1840, and seeing that the manner of collecting the postage made a control very difficult and lent itself easily to abuses, to the detriment of the finances, he proposed, in the report he drew up for the purpose, to make three principal reforms.

The first was the introduction of a uniform postage rate for letters regardless of distance. (Letters were at that time charged according to distance.) The second aimed at continuing the reduced postage rates.

The third concerned the introduction of postage stamps.

The Accountant Committee however intrusted with the examination of the report not only refused to lower the postage rates but found it advisable to make six distance zones as basis for reckoning the postage, the letters that had to be carried to the most distant zone being charged the highest postage.

The committee however accepted the proposal concerning postage stamps, for which an imperial decree was obtained.

The first postage stamps were put into circulation in 1862. They were rectangular in shape and bore the imperial cipher (Tugra) within a crescent. On the lower part there were the words *Nezareti Celilei Maliyé* (the Sublime Ministry of Finance). They were not perforated.

These stamps were printed in the lithograph printing-office of the Ministry of Finance, and for the purpose of control were stamped in red and blue ink with the words *Hazinci Celilei Maliliyé* (Treasury of the Sublime Ministry of Finance) just where each one had to be detached. There were only four values of these stamps.

In 1865 the Ministry of Finance decided to have the postage stamps printed in Europe, and the second issue was consequently printed in Paris. The stamps of this series had the Crescent and Star in the centre and the inscription *Posta Devleti Osmaniyé* (Post of the Ottoman Empire) on the edge. A good quality of paper was used for these stamps.

In 1869 an Armenian named Mühendisyan Efendi proposed to the Ministry of Finance to have the same stamps printed in the country itself at half the price they cost in Paris. The Ministry of Finance agreed to the proposal, and from 1869 to 1875 the series with the Crescent and Star was printed by Mühendisyan Efendi.

In 1876, the stamps with the Crescent and Star were replaced by another series that bore the inscription *Postay Devleli Osmaniyé* (Posts of the Ottoman State). These stamps, called Empire Stamps, were also printed by Mühendisyan Efendi.

Until 1884 Mühendisyan Efendi made himself a reputation in the printing of stamps. From 1884 to 1914 the printing of the stamps was undertaken, for the account of the Ministry of Finance, by the Stamp Office, which was subordinate to the Administration of the National Debt.

In 1865, special stamps reserved for the sole use of the postal service of Istanbul were manufactured by the Liyanos Co. who held the monopoly of the service. These stamps were blue, green and pink with a perforated edge and had on the face a black crescent with a star, likewise black.

This service having passed into the hands of the Government in 1872, the stamps were overprinted *Sehir* (city) in a lozenge.

The postal services of Constanta and Cernavoda were worked by a private company. In 1867 the stamps used for it were perforated and had in the centre a crescent and star on the summit of a mountain close to the sea. They were printed in black on a green back-ground.

The stamps issued at the beginning of 1914 were of 21 denominations and various designs. They were printed by the firm of Bradbury in London.

In 1914, 22 denominations were on the whole issued and 43 in 1915 including those overprinted and the postage-due stamps. In 1916, 20 other new stamps and 15 postage-due stamps were issued. In the course of the same year a new series was printed in Austria which in 1916 were overprinted *Kanal hatirasi* (Souvenir of the Canal). These are the last stamps of the Ottoman Government.

After the rupture of official relations with the Government of Istanbul the lack of stamps was severely felt. It was proposed to overcome the difficulty by cutting the existing ones in two, but as this would have been insufficient to meet the need, the only way was to rake up all the different sorts of stamps belonging to official and semi-official establishments such as the Notariat, the Marine Board, the Law Courts, etc., and to overprint them, at first with an ordinary stamp and subsequently in print (*Yeni Gün*). Later on this measure too proved insufficient and the new government had a series of stamps printed in Italy representing the religious formula called *Kelimei tevhit*.

In 1863 a service resembling the Money Order Service was organized and the Administration received the right to publish maps of the various mail lines for sale to persons desiring to possess them.

In spite of the monopoly, the navigation companies doing the service between Istanbul and the coast had continued to do a thriving business in smuggling letters. With a view to put an end to this illicit trade the Ministry of Finance and the Cabinet Council decided to open a post-office at Galata (Istanbul) the principal commercial centre, and considerable reductions were made in the postage on correspondence for the towns on the coast. These reductions were also extended to newspapers in general.

Foreign post-offices are opened in Turkey.
Their operations until the Treaty of Lausanne.

Austrian post-offices. In 1719 a direct courier was established between the Austrian palace and its representative in Istanbul, as a result of the Treaty of Pesarovitch signed in 1718. In 1726 the Austrian posts had started accepting letters from the public. At that time the Ottoman Empire had no post-offices open to the public; the Ottoman post only carried government correspondence. The Austrian navigation companies doing business in Turkish waters had gradually increased the number of their agencies in Turkish ports and started using these agencies as post-offices.

The Turkish Government, having the interests of the public at heart, made no objection to this proceeding. As time went on, the Austrian post-offices extended their sphere of action and were obliged to open separate premises for the postal business. It is in this way that the Austrian post-offices properly so-called were established in Turkey.

French post-offices. By the treaty signed with France in 1740, Turkey gave to France the rights of the most favoured nation and France opened post-offices in Turkey.

Russian post-offices. On the ground of article 76 of the treaty signed in 1783 between Turkey and Russia, which stipulates that “to facilitate business relations between the contracting parties, Turkey and Russia agree mutually to take the necessary steps to insure the repose and security of the

couriers of each of the contracting parties arriving at and leaving the respective frontiers", the Russian Government in 1799 established post-offices in Turkey.

At the outset there were only three, but as business grew their number increased, and all the navigation agencies in the Turkish ports also acted as post-offices. In this way Turkey likewise benefited from the aforesaid treaty.

English post-offices. On the ground that authorisation had been granted to other countries, England also opened post-offices in Turkey.

Italian post-offices. When Italy established regular lines of communication between Italy and Tripoli with a view to consolidating her influence in the latter country, the maritime agencies which were founded here and there at once started a postal service. At the Congress of Berne in 1874, Italy was able to have the post-office of Tripoli recognised by the Postal Union as an independent administration.

In 1902, Italy also expressed a wish to open a post-office at Bengazi. The Porte at first objected, but recognising what the consequence of such objection might be, it finally gave its consent to the opening of post-offices not only at Bengazi but also at Istanbul, Izmir, Saloniki, Jerusalem and Avlona.

Attempts to close the foreign post-offices.

The first attempts to close the foreign post offices were made under Ali Paşa in 1864. They met however with so much opposition from the Austrian, French and Russian Governments, that nothing came of them. A further attempt was made at the Congress of Berne in 1874, but the Turkish delegates were advised to arrange the matter through the diplomatic channel as it was not of a nature to enter into the deliberations of the Congress.

The same efforts were renewed at the Congresses of Vienna in 1891, Washington in 1897 and Rome in 1906, but without success.

The third effort made by the Turkish Government was founded on the provisions of the Universal Postal Convention touching the question of the franking of correspondence with the stamps of the country of origin, and an attempt was made to force the foreign post-offices to use Turkish stamps. The fourth effort was based on reasons of national security. None of these efforts met with success; and it was not till the Treaty of Lausanne that Turkey was able to have the foreign post-offices on her territory closed.

The honour of having brought about this happy result belongs to the Republic, a result which the government of the Empire had tried in vain for 60 years to obtain.

Amalgamation of the Post and Telegraph Administrations.

The Telegraph Administration, which had existed as an independent administration since 1842, was amalgamated with that of the Post and both made subordinate to the Ministry of Public Works.

Davut Efendi, who was at the head of that ministry, obtained the imperial permission to place a director-general at the head of each.

Nazif Efendi, Deputy Director of Telegraphs, was nominated Director-General of Telegraphs and Tingir Zade Yaver Efendi became Director-General of Posts.

The Postal Administration as it now is.

The actual Postal Administration of Turkey forms, with that of the telegraph and telephone, one

Direction-General subordinate to the Ministry of Public Works and under the immediate control of a Director-General.

The Central Direction comprises the Postal Division, the Telegraph Division, the Personnel Division to which the Direction of the P. T. T. School is subordinate, the Buildings and Stores Division to which is attached the P. T. T. factory and the section of the museum, the Accountant Division, President of the Inspector Section, the section of Consulting Engineers, the Solicitors' Section, the Record and Statistics Division, the Direction of the Telephones of Ankara.

In the provinces of the Republic the control of the post and telegraph services is intrusted to Head Directions which act as intermediary between the Central Administration and the post-offices of their districts. They are answerable for the direction and superintendence of the work of the post-offices. They pool their receipts and control their expenses, provide for the maintenance of the lines and buildings, and make proposals for any needful improvements.

The post-offices of the republic are divided into three classes according to the work they perform.

The first-class offices perform inland and international letter-post services, parcels post service and the service of insured letters and boxes, etc.

The second-class offices perform the inland and international letter-post services and inland parcels post, etc. services.

The third-class offices only perform the inland and international letter-post services.

The right of working the postal service in the Republic belongs exclusively to the government.

UPU UNIVERSAL POSTAL UNION UPU UNIVERSAL POSTAL UNION UPU UNIVERSAL POSTAL UNION

Aperçu de l'histoire des Postes Turques.

(Article fourni par l'Administration des Postes de Turquie.)

Première idée et première initiative pour la création d'un service postal en Turquie.

La première idée sur la création d'un service postal en Turquie fut conçue par le Sultan Mahmut II. Le but que le Sultan visait par une telle organisation peut être expliqué de la manière suivante:

1. Assurer l'échange régulier des correspondances entre la capitale (Istanbul) et les provinces, et l'établissement de l'ordre dans ce service.
2. Créer de nouvelles sources de revenus.
3. Parer aux conspirations au moyen des correspondances.
4. Donner un droit d'égalité entre les musulmans, les non-musulmans et les sujets étrangers dans l'échange des correspondances.

La suite donnée à cette première initiative du Sultan reste inconnue. On suppose seulement que des circonstances comme l'impraticabilité des routes, le manque de chaussées permettant la circulation

des voitures et, en outre, le manque d'ordre et de sécurité sur les routes ont constitué des obstacles sérieux qui auraient empêché la réalisation de cette initiative.

Second initiative pour la création du service postal.

A cette époque, le Commandant de la Garde Impériale, Ahmet Fevzi Paşa avait, dans une note qu'il présenta à la Sublime Porte, demandé la concession à prix fixe et pour une durée d'une année de l'exploitation du service d'échange des correspondances qu'il désignait pour la première fois par le mot «Poste» entre les localités d'Üsküdar et d'Izmit.

Ahmet Fevzi Paşa se proposait, à cet effet, de restaurer les routes et de remplacer par des voitures-postes les bêtes de trait affectées au transport du courrier.

La demande ayant été approuvée par Décret Impérial, la concession à forfait de l'exploitation postale fut donnée à Ahmet Fevzi Paşa.

Sur ce, la route entre Üsküdar et Izmit fut transformée en chaussée. Le système de relais qui était pratiqué alors dans le transport des correspondances d'Etat par les Tatars-Convoyeurs fut remplacé par celui de transport par voiture-poste, lequel prit la dénomination définitive de «Poste».

Abandon du système de poste et retour à celui des relais.

La durée d'existence du nouveau système de transport créé sous le règne du Sultan Mahmut II n'a pu être déterminée. Mais on sait que, pendant la guerre de 1256.1840, la chaussée entre Üsküdar et Izmit étant délabrée par le temps, la circulation des voitures devint impossible. Par conséquent le nouveau système de transport dut être abandonné, laissant sa place à l'ancien.

Renseignements sur la fondation du foyer des Tatars-Convoyeurs.

Les gens chargés du transport des correspondances de l'Etat s'appelaient Tatars, «Saî» et «Oulak». Les conditions essentielles pour devenir Tatar étaient l'honnêteté, savoir bien monter à cheval et supporter les fatigues de route. Les Tatars étaient choisis parmi les agas qui se trouvaient avoir servi durant de longues années chez le Grand- Vizir, les Ministres et les Fonctionnaires supérieurs.

Puis, une institution fut fondée dans le but de développer ce régime sous le règne du Sultan Abdülhamit I. Cette institution, qui prit le nom de «Foyer des Tatars», fut conservée sous les règnes des autres Sultans.

Troisième Initiative pour l 'organisation de la Poste. Réformes.

Bien que le Sultan Mahmut II eût à plusieurs reprises manifesté le désir de voir s'organiser sous son règne un service postal régulier, les obstacles multiples que l'on rencontra s'opposèrent à ce désir louable.

Mais, par le Décret Impérial qui, en date du 26 Şaban 1255/ 1839, fut lu à «Gülhane», la question d'une institution postale qui figurerait au nombre des autres institutions publiques projetées à la suite de la Réforme de 1839 fut de nouveau posée. Une Commission spéciale fut nommée pour la réglementation de cette question. Enfin, l'année de 1256 1840 voyait se fonder un Ministère des Postes à la tête duquel passait Ahmet Bey à qui revient l'honneur de l'établissement d'un service postal régulier.

Le premier bureau de poste «Postanei A miré».

Le premier bureau de poste en Turquie fut ouvert à Istanbul sous le nom de «Postanei Amiré». Les

premiers fonctionnaires nommés à ce bureau furent Süleyman Aga et Agyazar Efendi.

Süleyman Aga, dont l'appointement était de 1000 kuruş, était préposé à l'encaissement des sommes et Agyazar Efendi, avec l'appointement de 600 kuruş était chargé de la traduction en turc des souscriptions libellées en langues étrangères.

Le premier règlement sur le service postal.

Le premier règlement postal était composé de 41 articles. Ce règlement démontre que le service postal, pratiqué d'une manière rudimentaire et réservée, était consacré seulement au transport des lettres, des journaux et des imprimés non reliés.

Les bureaux de poste se composaient d'une chambre unique, où des niches et des étagères pour le placement des lettres étaient aménagées. L'expédition se pratiquait sous trois formes, selon que les correspondances étaient ordinaires, recommandées ou officielles. Les taxes postales s'acquittaient sur la base des distances.

En vue d'attirer à la poste toute la confiance du public, des dispositions spéciales contre la violation des secrets des lettres furent ajoutées au règlement.

D'autre part, les Directeurs des Postes étaient tenus de prêter serment à cet effet.

Monopolisation du transport des lettres par la poste.

Le Gouvernement, en créant un service postal, pensait à faire entrer sous son monopole le transport des lettres. Or, comme aucune disposition relative à cette intention ne figurait dans le texte du Règlement postal, l'ancien système d'échange des lettres par des particuliers continua.

Pourtant, ce fait finit par attirer l'attention d'Ahmet Fethi Bey, Ministre du Commerce, dont dépendait l'Administration des postes. De nouvelles dispositions furent rédigées à cet égard, à la suite desquelles il fut décidé, d'une part, d'attacher à la poste les Tatars employés par la Sublime Porte et les autres Administrations publiques à différentes missions et, d'autre part, d'interdire le transport des lettres par les voyageurs.

En outre, il fut décidé que, dorénavant, des postes régulières ou non régulières seraient expédiées chaque mercredi et que, dans le cas où l'expédition d'une correspondance urgente s'imposerait, un Tatar spécial pourrait être affecté à cette intention, contre paiement par les intéressés des frais de route nécessaires.

Transport des pièces de monnaie et des paquets par la poste.

Le service postal, consacré au début uniquement au transport des lettres, des journaux et des imprimés non reliés, dut, par suite des décisions arrêtées par l'Etat sur le besoin ressenti, se charger également du transport des pièces de monnaie et des articles légers (paquets).

Admission du Ministère des postes au protocole des cérémonies.

L'Administration des postes, rattachée au Ministère du Commerce, ne participait pas aux cérémonies officielles. Un Décret Impérial signé en 1841 ordonnait que cette Administration devrait être inscrite au protocole des cérémonies au même rang que le Comptable responsable dudit Ministère.

Exploitation des Postes par vole de fermage, A la même époque, l'Administration d'un certain nombre d'affaires publiques par la voie de fermage devenait un principe gouvernemental. Le Ministre des Postes Ahmet Bey avait demandé qu'on lui donnât à ferme et à forfait l'exploitation des Postes. Cette demande venait d'être acceptée par le Conseil des Ministres quand Ahmet Bey fut

révoqué. Mais son successeur Hüseyin Bey déclara qu'il ne lui était pas possible d'assumer à forfait cette exploitation. Le Gouvernement décida de nouveau en 1842 que le fonctionnement du service des Postes serait assuré par la voie administrative.

Exploitation du service postal d'uns certains vilayets qui avaient été laissés en dehors de la Réforme de 1839 dite «Tanzimati Hayriyé».

Eu égard aux avantages résultant de la création du service des postes aux villayets compris dans la Réforme, les Décrets Impériaux rendus en 1843 ordonnaient aux Vilayets non réformés d'introduire dans leurs districts le service des postes.

Le Gouvernement établit des relais là où ces derniers étaient nécessaires afin que ses fonctionnaires, ses hommes d'affaires et ses services de poste, ainsi que ceux des pays étrangers fonctionnant en Turquie, pussent se procurer les bêtes de trait nécessaires tant pour leur propre transport que pour celui de leur service.

Nouvelle proposition sur le fermage.

Par suite de la nomination de Hüseyin Bey en 1852 à un autre Ministère, l'exploitation des postes par fermage fut de nouveau proposée et Ismail Paşa prit à ferme l'exploitation des Postes pour une durée de 4 ans et 9 mois.

Abolition du fermage.

L'exploitation du service des Postes par le fermage ayant présenté des inconvénients au point de vue financier et administratif, le Conseil des Ministres, après avoir discuté en 1857 la nécessité de l'abolir à l'expiration du contrat y afférent, soumit la chose à l'approbation de S. M. I. Au cours de la même année, un Décret Impérial fut obtenu pour engager et faire venir de Londres comme spécialiste Mr. Smith, et pour créer une commission composée de membres compétents du Ministère des Finances dans le but d'étudier et d'adopter, d'un commun accord, les méthodes et les règlements appropriés en vue d'améliorer et de porter au niveau voulu le service des postes.

Majoration des taxes postales. Suppression du Service de transport des chargements.

Après la création de la poste aux lettres, l'Administration des Postes avait commencé à accepter également des pièces de monnaie ainsi que d'autres objets et des échantillons. Par conséquent, le service des postes s'était divisé en deux, sous la dénomination de la poste aux lettres et du service du transport des chargements. Seulement, les taxes acquittées par les expéditeurs ne parvenant pas à couvrir les frais de transport, les Ministres des Postes et des Finances soumirent à l'approbation du Conseil des Ministres la proposition de porter au double le taxe perçue pour les pièces de monnaie à expédier par la poste et de maintenir cette mesure jusqu'à ce que les voies de communication soient perfectionnées et qu'on ait rétabli des services réguliers pour le transport des envois chargés. Cette proposition fut adoptée par ledit Conseil qui la soumit à la sanction impériale, obtenue en 1858.

D'autre part, profitant des différences des cours de change des pièces d'or d'une ville à une autre, les expéditeurs occasionnaient à la poste une charge, du fait du transport de ces matières qu'ils expédiaient en grande quantité, ce qui justifiait l'augmentation des frais de transport, mais entravait la bonne marche du service. Pour remédier à cet état de choses, il fut décidé de supprimer ce genre d'expéditions, avec l'intention de le rétablir dans de meilleures conditions.

Toutefois, exception fut faite pour les envois de toute sorte de l'Etat ainsi que pour ceux du public qui ne constituaient que de petites quantités de monnaie.

Bateaux affrétés au transport postal.

Pour le service des Postes, l'Etat fit, en 1858, l'acquisition de deux bateaux à vapeur qui prirent les noms de Gemlik et Surat.

Le Ministre des Postes Agâh Efendi.

Une augmentation de recettes était espérée dans le cas où certaines améliorations seraient introduites aux services des postes. Pour permettre la réalisation de cet espoir, il fut jugé convenable de nommer Ministre des Postes, Agâh Efendi, secrétaire au Bureau des traductions, qui jouissait de la réputation d'être très versé dans les affaires postales.

Création des valeurs postales.

Devenu Ministre, Agâh Efendi pensa tout d'abord aux moyens de perfectionner le service des postes. Donc, s'inspirant des réformes réalisées en 1840 en Angleterre et prenant en considération le mode de perception des taxes qui se faisait d'une manière qui rendait très difficile le contrôle et se prêtait facilement aux abus au détriment des intérêts du fisc, il proposa trois principales réformes dans le rapport qu'il rédigea à cet effet.

La première visait la perception d'une taxe uniforme pour les lettres sans avoir égard aux distances, comme on le pratiquait jusque là.

La deuxième maintenait la diminution des taxes.

Quant à la troisième proposition, elle se rapportait à la création des valeurs postales.

Mais la Commission de Comptabilité qui fut chargée de l'examen de ce rapport refusa la réduction des taxes et crut nécessaire de diviser, par contre, en six classes les distances sur la base desquelles elle fixa un tarif; d'après ce tarif, les correspondances devraient acquitter des taxes d'autant plus élevées qu'elles avaient de classes de distance à parcourir.

Pourtant, elle accepta la proposition relative à la création des valeurs postales, au sujet de quoi un décret impérial fut obtenu.

Les premières valeurs postales furent mises en circulation en 1862. Elles étaient de forme rectangulaire et portaient les chiffres impériaux (Tugra) installés au milieu d'un croissant; sur la partie inférieure figurait l'inscription: *Nezareti Celilei Maliyé* (le Sublime Ministère des Finances). En outre, elles n'étaient pas perforées.

Ces timbres furent imprimés à l'imprimerie lithographique du Ministère des Finances, et dans un but de contrôle, le cachet portant l'inscription : *Hazinei Celilei Maliyé* (Trésor du Sublime Ministère des Finances) fut apposé, a l'encre rouge et bleue, sur chaque timbre à la place même où il devait être détaché. Ces timbres ne comptaient que quatre valeurs différentes.

En 1865, le Ministère des Finances prit la décision de faire imprimer les valeurs postales en Europe. Par conséquent, les commandes de la deuxième émission furent passées à Paris. Cette série portait au milieu le Croissant et l'Etoile et sur leur bordure l'inscription: *Posta Devleti Osmaniyé* (Postes de l'Empire Ottoman). Le papier employé dans la fabrication de ces timbres était de bonne qualité.

En 1869, un Arménien, du nom de Mühendisyan Efendi, proposa au Ministère des Finances d'imprimer à l'intérieur du pays les mêmes timbres à un prix de 50 pour cent au-dessous de celui de Paris. Le Ministère des Finances accepta cette proposition, et l'impression de la série de timbres à croissant et étoile fut assurée de 1869 à 1875 par Mühendisyan Efendi.

En 1876, les timbres à Croissant et Etoile furent remplacés par une autre série de timbres qui portaient au milieu l'inscription: *Postayi Devleti Osmaniyé* (Postes de l'Etat ottoman). Ces timbres, dits

Empire, furent imprimés également par l'éditeur Mühendisyan Efendi.

Jusqu'en 1881, Mühendisyan Efendi s'est distingué dans l'impression des timbres. A partir de cette date jusqu'il 1914, l'impression des timbres fut assumée, pour le compte du Ministère des Finances, par la Direction des Timbres, dépendant, de l'Administration de la Dette publique.

En 1865, des timbres spéciaux, réservés exclusivement au service postal de la ville d'Istanbul, furent confectionnés par la Société Liyanos qui exploitait sous monopole ce service. Ces timbres étaient de couleur bleue, verte et rose et à bordure dentelée et portaient sur le recto un croissant noir avec étoile de même couleur.

Mais ce service ayant passé, en 1872, aux mains de l'Etat, les timbres en question furent surchargés du mot *Şehir* (Ville), encadré dans une ligne de forme ovale.

En 1867, pour le service postal des villes de Constanta et de Cernavoda, qui était exploité par une société privée, on se servait des timbres-poste à dentelure représentant, au milieu, un croissant avec étoile posée au sommet d'une montagne au bord de la mer, le tout imprimé en noir sur un fond vert.

Les timbres-poste qui furent mis en circulation vers le commencement de l'année 1914 étaient répartis en 21 valeurs, de sujets différents. Ces timbres étaient imprimés dans l'usine Bradbury à Londres.

On créa en outre, en 1914, 22 valeurs et, en 1915, 43 valeurs, y compris celles qui portaient des surcharges et les timbres-taxe. En 1916, 20 autres nouvelles valeurs et 15 unités de timbres-taxe furent émises. Au cours de cette même année, on fit imprimer en Autriche une nouvelle série de valeurs, qui, en 1916, furent surchargées: *Kanal hatirasi* (Souvenir du Canal). Ce sont là les derniers timbres-poste de l'Etat ottoman.

Après la rupture des relations officielles avec le Gouvernement d'Istanbul, la crise des timbres s'était fait grandement sentir.

Pour y remédier on avait pensé à couper en deux les timbres existants, mais, devant l'insuffisance de cette mesure, on dut recourir au moyen de ramasser toute sorte de timbres appartenant aux établissements officiels et semi-officiels, tels que le Notariat, le Comité de la Flotte, les tribunaux, etc., et de les marquer d'une surcharge, d'abord au moyen d'un cachet ordinaire, ensuite avec des caractères d'imprimerie (*Yeni Gün*).

Mais, plus tard, cette mesure aussi devenant insuffisante, le nouvel Etat fit imprimer en Italie une série de valeurs postales représentant la formule religieuse dite *Kelimei tevhit*.

En 1863, on fonda un service se rapprochant de celui des mandats, et l'Administration se fit octroyer des droits pour faire dresser des cartes représentant les réseaux postaux pour les vendre aux personnes qui désiraient se les procurer.

D'autre part, malgré le monopole, les compagnies de navigation qui faisaient le service entre Istanbul et les pays du littoral ne se gênaient pas de faire, sur une grande échelle, la contrebande des lettres. En vue de mettre fin à cette pratique illégale, on ouvrit, par arrêté du Ministère des Finances et du Conseil des Ministres, un bureau de poste à Galata (Istanbul), principal centre du commerce, et on fit des réductions sensibles sur les taxes pour les villes se trouvant sur le littoral. Cette réduction porta également sur les taxes des journaux en général.

Etablissement des postes étrangères en Turquie.
Leur fonctionnement jusqu'à la conclusion du Traité de Lausanne.

Postes autrichiennes. En 1719, un courrier direct entre le palais d'Autriche et son représentant à Istanbul commença par s'établir. C'était le résultat du Traité de Pesarovitch signé en 1718. En 1726, les Postes autrichiennes se mirent à accepter des lettres appartenant au public. Dans ce temps-là,

l'Empire Ottoman n'avait pas encore des bureaux de poste ouverts au public. Les Postes ottomanes n'assuraient que le service de la correspondance de l'Etat. La navigation des bateaux autrichiens dans les eaux turques ayant augmenté, les agences qu'on fondait dans certains ports turcs s'étaient mises en même temps à remplir les fonctions de bureaux de poste.

Le Gouvernement turc, pensant aux besoins du public, ne put soulever aucune objection à cette façon d'agir. Les bureaux de poste autrichiens, élargissant peu à peu leur champ d'activité, se virent, à la fin, dans la nécessité de s'établir dans des locaux indépendants des susdites agences, donnant naissance, de la sorte, aux postes autrichiennes proprement dites en Turquie.

Postes françaises. Par le traité signé avec la France en 1740, la Turquie lui reconnaissait le droit du pays le plus favorisé, et la France ouvrit des bureaux de poste en Turquie.

Postes russes. S'appuyant sur l'article 76 du traité signé en 1783 entre la Turquie et la Russie, qui stipule que, «pour faciliter le commerce des ressortissants des parties contractantes, la Turquie et la Russie s'engagent mutuellement à prendre des mesures nécessaires pour assurer le repos et la sécurité des courriers de chacune des deux parties arrivant sur leurs frontières respectives et en partant», le Gouvernement Russe établit es bureaux de poste en Turquie, en 1799.

Au début, leur nombre n'était que de trois; mais, plus tard, l'activité de ces bureaux ayant augmenté, leur nombre aussi s'accrut en proportion, et toutes les agences de navigation qui existent aux ports turcs rempliant en même temps les fonctions des bureaux de poste. La Turquie aussi eut sa part de profit du traité précité.

Postes anglaises. Faisant valoir les autorisations accordées aux autres Etats, l'Angleterre aussi établit des postes en Turquie.

Postes italiennes. Quand l'Italie organisa des lignes de communications régulières entre l'Italie et la Tripoli en vue d'augmenter et de consolider son influence dans ce dernier pays, les agences maritimes qui se fondaient çà à là commencèrent à assurer la même temps un service de poste. Au Congrès de 1874, qui est tenu à Berne, l'Italie put faire reconnaître par l'Union, comme une Administration indépendante, l'Office de poste de Tripoli.

L'Italie avait en outre majesté, en 1902, le désir d'établir un bureau de poste à Bengazi. La Porte voulut d'abord s'y opposer, puis, prenant en vue des conséquences d'une telle opposition, elle finit par accorder l'autorisation de fonder des bureaux de poste non seulement à Bengazi mais encore à Istanbul, Izmir, Salonique, Jérusalem et Avlona.

Tentatives pour la fermeture des Postes étrangères.

Les premiers efforts en vue de fermer les postes étrangères avaient déroulés en 1864 sous Ali Paşa. Mais ils se heurtèrent l'opposition des gouvernements d'Autriche, de France et de Russie et restèrent infructueux. Le deuxième tentative fut effectué auprès du Congrès de 1874, à Berne, mais celui-ci conseilla à nos délégués d'employer la voie diplomatique, la question n'étant pas de nature à figurer dans le plan des délibérations du Congrès.

Les mêmes démarches se renouvelèrent aux Congrès de 1891 à Vienne, de 1897 à Washington et de 1906 à Rome, mais n'obtinrent aucun succès.

Comme troisième démarche, le Gouvernement turc, s'appuyant sur les dispositions de la Convention Postale Universelle, posa la question de l'affranchissement des lettres par les timbres-poste du pays d'origine et voulut imposer aux postes étrangères l'emploi des timbres turcs. La quatrième démarche, enfin, s'était basée sur les raisons de sécurité du pays. Mais tous ces efforts n'aboutirent à aucun résultat, et il fallut attendre jusqu'à la conclusion du traité de Lausanne pour parvenir à fermer les Postes étrangères en Turquie.

L'honneur de cet heureux résultat revient à la République, résultat pour l'obtention duquel l'Etat de l'Empire avait, durant 60 ans, déployé d'inutiles efforts.

Union des Administrations des Postes et des Télégraphes.

L'Administration des télégraphes, qui fonctionnait depuis 1842 comme une Administration à part, fut unie à celle des postes, et toutes les deux furent rattachées au Ministère des Travaux publics.

Davut Efendi, titulaire de ce Ministère, obtint un Décret impérial pour placer un Directeur général à la tête de chacune d'elles.

Nazif Efendi, Sous-Directeur des télégraphes, fut alors nommé Directeur général des télégraphes et Tingir Zade Yaver Efendi devint le Directeur général des Postes.

Forme actuelle de l'Administration des Postes.

A l'heure actuelle, l'Administration des Postes de la Turquie forme, avec celle des télégraphes et des téléphones, une Direction générale qui relève du Ministère des Travaux publics et est placée sous les ordres immédiats d'un Directeur général.

L'Administration centrale comprend la Direction des Affaires postales, la Direction des Affaires télégraphiques, la Direction du Personnel dont relève la Direction de l'Ecole des P. T. T., la Direction des Bâtiments et du Matériel dont dépendent la Direction de la Fabrique des P. T. T. ainsi que la section du Musée, la Direction de la Comptabilité, la Présidence du Corps des inspecteurs, le Corps technique consultatif, la Direction du Contentieux, la Direction des Archives et de la Statistique, la Direction des téléphones d'Ankara.

Dans les provinces de la République, la marche des services postaux et télégraphiques est confiée à des Directions principales qui servent d'intermédiaires entre l'Administration centrale et les différents bureaux de leurs ressorts. Ces organes sont chargés de la direction et de la surveillance des travaux de ces bureaux. Ils centralisent leurs recettes et contrôlent leurs dépenses, pourvoient à l'entretien des lignes et des bâtiments et proposent les améliorations nécessaires.

Les bureaux de la République sont divisés en trois classes, d'après les opérations qu'ils effectuent: Ceux de la première classe sont ouverts aux services internes et internationaux de la poste aux lettres, des colis postaux ainsi que des lettres et boîtes avec valeur déclarée, etc.

Les bureaux de la deuxième classe exécutent le service interne et international de la poste aux lettres et celui des colis postaux, etc., de l'intérieur.

Quant aux bureaux de la troisième classe, ils exécutent seulement le service interne et international de la poste aux lettres.

Le droit d'exploitation du service postal dans la République turque appartient exclusivement à l'Etat.

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Geschichtlicher Ueberblick über die türkische Post.

(Von der türkischen Postverwaltung.)

Erster Plan zur Schaffung eines Postdienstes in der Türkei.

Zum ersten Male faßte der Sultan Mahmud II. den Plan, in der Türkei einen Postdienst einzurichten. Er hatte dabei folgende Ziele im Auge:

1. Sicherung eines regelmäßigen geordneten Briefpostaustausches zwischen der Hauptstadt (Konstantinopel) und den andern Landesteilen.
2. Schaffung neuer Einnahmequellen.
3. Gegenmaßnahmen gegen Verschwörungen, die durch Briefwechsel vorbereitet werden könnten.
4. Schaffung der Rechtsgleichheit in bezug auf den Briefwechsel zwischen Mohammedanern, Nichtmohammedanern und den fremden Staatsangehörigen.

Was aus dem ersten Vorhaben des Sultans geworden ist, wissen wir nicht. Man kann nur annehmen, daß die Unbenutzbarkeit der Landwege, das Fehlen von Fahrstraßen für Wagen und außerdem mangelnde Ordnung und Sicherheit auf den Landwegen zu viel Schwierigkeiten gegen die Verwirklichung des Planes in sich geschlossen haben.

Zweiter Plan zur Schaffung des Postdienstes.

In dieser Zeit hatte der Befehlshaber der Kaiserlichen Leibwache, Achmed Fewzi Pascha, in einer der Hohen Pforte überreichten Denkschrift für ein Jahr und gegen eine feste Entschädigung die Genehmigung zur Einrichtung eines Briefaustausches zwischen Skutari und Ismid erbeten, wofür er zum ersten Male das Wort „Post“ verwendete.

Achmed Fewzi Pascha gedachte zu diesem Zwecke die Wege instandzusetzen und die Packpferde, die bis dahin die Post befördert hatten, durch Postwagen zu ersetzen.

Das Gesuch wurde durch Kaiserliche Entschließung bewilligt und die .Genehmigung zu dem Postbetriebe gegen Pauschvergütung an Achmed Fewzi Pascha erteilt.

Daraufhin wurde der Weg zwischen Skutari und Izmid in eine Fahrstraße umgebaut. Die berittenen Tatarenpostzüge mit Pferdewechselstellen, die bis dahin die Staatsdienstsendungen befördert hatten, wurden durch Postwagen ersetzt. Die Einrichtung wurde nunmehr endgültig als „Post“ bezeichnet.

Einstellung des Postwagenbetriebes und Rückkehr zur Taterenpost.

Wie lange der unter der Regierung Sultan Mahmud II. eingerichtete Beförderungsdienst bestanden hat, steht nicht fest. Aber wir wissen, daß der Wagenverkehr auf der Straße Skutari–Ismid unmöglich wurde, nachdem diese Straße im Kriege des Jahres 1256/1840 verfallen war. Infolgedessen mußte der neue Beförderungsdienst wieder aufgegeben und auf den alten zurückgegriffen werden.

Über die Gründung des Heimes der Tatarenpostführer.

Die Beförderer der Staatsdienstsendungen hießen *Tataren*, „Sai“ und „Ulak“. Voraussetzung für ihre Einstellung in den Dienst waren Ehrlichkeit, gute Reitkunst und Widerstandsfähigkeit gegen die Anstrengungen des Lebens auf der Landstraße. Sie wurden aus den Agas ausgewählt, die lange Jahre im Dienste des Großveziers, der Minister oder der höheren Beamten verbracht hatten.

Später wurde dann, um die Entwicklung der Tatarenposten zu fordern, während der Regierung des

Sultans Abdul-Hamid I. unter dem Namen „Heim der Tataren" eine besondere Anstalt geschaffen, die auch unter der Regierung der andren Sultane beibehalten wurde.

Dritter Anstoß zur Schaffung der Post. Verbesserungen.

Obwohl der Sultan Mahmud II. wiederholt den Wunsch geäußert hatte, unter seiner Regierung einen regelmäßigen Postdienst entstehen zu sehen, bestanden doch vielerlei Hindernisse gegen die Erfüllung dieses lobenswerten Wunsches.

Aber durch Kaiserlichen Erlaß, der am 26. Saban 1255/1830 im Gülhane-Kiosk verlesen wurde, wurde die Frage der Einrichtung einer Postanstalt von neuem aufgeworfen. Sie war mit unter den andren öffentlichen Einrichtungen aufgeführt, die infolge der Umbildung des Staates im Jahre 1839 vorgesehen wurden. Ein Sonderausschuß wurde zur Regelung dieser Frage ernannt. Schließlich sah das Jahr 1256/1840 ein Postministerium unter der Leitung Achmed Beys entstehen, dem die Ehre der Einrichtung eines regelmäßigen Postdienstes zukommt.

Das ersts Postamt „Postanei Amiré".

Das erste türkische Postamt wurde in Konstantinopel unter der Bezeichnung „Postanei Amiré" eröffnet. Die ersten Beamten dieses Postamtes waren Süleyman Aga und Agyazar Efendi.

Süleyman Aga bezog ein Gehalt von 1000 Kurusch. Ihm war die Verwaltung der Kasseneinnahmen übertragen. Agyazar Efendi erhielt 600 Kurusch an Gehalt und hatte die in fremden Sprachen abgefaßten Anschriften in das Türkische zu übersetzen.

Die erste Postordnung.

Die erste Postordnung umfaßte 41 Artikel. Sie beweist, wie unentwickelt und beschränkt der Postdienst damals noch war, denn es wurden lediglich Briefe, Zeitungen und ungebundene Drucksachen zur Beförderung zugelassen.

Die Postämter bestanden aus nur einem Raum, der Nischen und Gestelle zur Unterbringung der Briefe enthielt. Die Abfertigung erfolgte in dreierlei Weise, je nachdem es sich um gewöhnliche, eingeschriebene oder amtliche Sendungen handelte. Die Gebühren wurden nach Entfernungen erhoben.

Um der Post das Vertrauen der Öffentlichkeit zu gewinnen, wurden besondere Vorschriften züm Schutze des Briefgeheimnisses der Postordnung eingefügt. Hierauf wurden auch die Postdirektoren noch besonders vereidigt.

Ausschließliches Briefbeförderungsrecht der Post.

Die Regierung gedachte sich bei der Einrichtung des Postdienstes ein Ausschlußrecht auf die Briefbeförderung zu schaffen. Da aber die Postordnung hierüber nichts enthielt, wurden auch weiterhin Briefe auf nichtamtlichem Wege ausgetauscht.

Das fiel schließlich dem Handelsminister, Achmed Fethi Bey, dem die Postverwaltung unterstellt war, auf. Es wurden neue Bestimmungen erlassen, nach denen einerseits die von der Hohen Pforte und den andren Staatsverwaltungen für verschiedene Aufträge verwendeten Tataren der Postverwaltung angegliedert und anderseits die Beförderung von Briefen durch Reisende untersagt wurden.

Außerdem wurde entschieden, daß fortan regelmäßige oder außergewöhnliche Posten jeden Mittwoch abgefertigt werden sollten und daß, wenn inzwischen eine dringende Sendung abgefertigt werden müßte, hierfür ein besonderer Tatar gegen Bezahlung der notwendigen Streckenkosten durch die Beteiligten eingestellt werden könnte.

Geld- und Paketversand durch die Post.

Mit der Post konnten ursprünglich nur Briefe, Zeitungen und ungebundene Drucksachen befördert werden. Als sich das Bedürfnis hierzu herausstellte, wurde durch Staatsbeschlüsse der Post auch die Beförderung von Geld- und leichten Warensendungen (Paketen) übertragen.

Zulassung des Postministeriums zu den feierlichen Staatshandlungen.

Die dem Handelsministerium ungegliederte Postverwaltung nahm an den feierlichen Staatsveranstaltungen nicht teil. Eine Kaiserliche Entschließung vom Jahre 1841 ordnete an, daß diese Verwaltung in die Liste der Teilnehmer an den feierlichen Staatshandlungen im gleichen Range aufgenommen werden sollte, wie der verantwortliche Leiter des Kassenwesens in diesem Ministerium.

Verpachtung des Postbetriebes.

Zur gleichen Zeit wurde es Regierungsgrundsatz, eine Reihe öffentlicher Betriebe nicht mehr von Staatswegen zu führen, sondern zu verpachten. Der Postminister Achmed Bey hat daher darum, ihm den Postbetrieb gegen eine Pauschvergütung zu verpachten. Dieser Antrag war gerade vom Ministerrat angenommen worden, als Achmed Bey von seinem Posten abberufen wurde. Sein Nachfolger, Hüseyin Bey, erklärte, daß er diesen Betrieb gegen eine Pauschentschädigung nicht übernehmen könnte. Die Regierung beschloß daher 1842 von neuem, daß der Postbetrieb wieder als Staatsverwaltung geführt werden sollte.

Der Postbetrieb in einigen Wilayets, die in dei „Tanzimati Hayriyé“ genannte Staatsumbildung von 1839 nicht einbezogen waren.

Im Hinblick auf die Vorteile aus der Einrichtung des Postdienstes in den von der Staatsumbildung erfaßten Wilajets ordneten Kaiserliche Erlasse vom Jahre 1843 an, daß auch die nicht von der Umbildung erfaßten Wilajets den Postdienst in ihren Gebieten einzuführen hätten.

Die Regierung richtete überall da, wo es notwendig war, Pferdewechselstellen ein, damit sowohl ihre eigenen Beamten, Geschäftsträger und Postanstalten als auch die in der Türkei tätigen der fremden Länder sich für ihren eigenen und für den Dienstbedarf die nötigen Lasttiere verschaffen konnten.

Neuer Vorschlag zur Verpachtung.

Infolge der Berufung von Hüseyin Bey in ein andres Ministerium im Jahre 1852 wurde die Verpachtung der Post von neuem vorgeschlagen. Ismail Pascha pachtete den Postbetrieb für eine Dauer von 4 Jahren und 9 Monaten.

Aufhebung der Verpachtung.

Die Verpachtung der Post hatte geldlich und verwaltungsmäßig Unzuträglichkeiten mit sich gebracht. Der Ministerrat erörterte daher im Jahre 1857 die Notwendigkeit, beim Erlöschen des laufenden Vertrages die Verpachtung aufzugeben und unterbreitete die Sache Seiner Kaiserlichen Majestät zur Billigung. Noch im selben Jahre erging ein Kaiserlicher Erlaß zur Berufung des Herrn Smith aus London als Fachmann und eines aus sachverständigen Mitgliedern des Finanzministeriums gebildeten Ausschusses, die gemeinsam die Arbeitsverfahren und Dienstordnungen prüfen und annehmen sollten, die den Postdienst verbessern und auf die gewünschte Höhe bringen könnten.

Erhöhung der Postgebühren. Einstellung des Wertversendungsverkehrs.

Nach der Einrichtung der Briefpost hatte die Verwaltung auch Gelder, andre Warensendungen und Muster zur Beförderung zugelassen. Infolgedessen hatte sich der Postdienst in zwei Betriebszweige gegliedert, die Briefpost und die Fahrpost. Da indessen die Gebühren die Beförderungskosten nicht deckten, unterbreiteten der Post- und der Finanzminister dem Ministerrat einen Vorschlag, die Gebühren für die Geldsendungen zu verdoppeln und diese Maßnahme bis zu dem Zeitpunkt beizubehalten, wo die Verkehrswege ausgebaut und regelmäßige Verbindungen für die Beförderung der Wertsendungen wieder eingerichtet sein würden. Dieser Vorschlag wurde vom Ministerrat angenommen und im Jahre 1858 von Seiner Kaiserlichen Majestät genehmigt.

Anderseits wurde versucht, aus der Verschiedenheit des Wertes der Goldmünzen in den verschiedenen Städten Nutzen zu ziehen. Die zu diesem Zwecke in großen Mengen aufgelieferten Geldsendungen bedeuteten für die Post eine große Last, wodurch zwar die Steigerung der Beförderungskosten gerechtfertigt, aber auch die gute Abwicklung des Dienstes erschwert wurde. Als Abhilfe- maßnahme wurde die Einstellung dieses Dienstes beschlossen, jedoch mit der Absicht, ihn zu günstigerer Zeit wieder aufzunehmen.

Als Ausnahme wurden nur noch Staatssendungen zugelassen, sowie sonstige Sendungen mit nur geringfügigen Geldmengen.

Postdampfer.

Im Jahre 1858 erwarb der Staat für Postzwecke zwei Dampfer, die die Namen Gemlik und Surat erhielten.

Postminister Agâh Efendi.

Von der Einführung verschiedener Verbesserungen im Postdienst erhoffte man eine Steigerung der Einnahmen. Um diese Hoffnung zu verwirklichen, wurde der Schriftführer im Übersetzungsamt, Agâh Efendi, dem man eine große Sachkunde in Postdingen nachrühmte, zum Postminister ernannt.

Einführung der Postwertzeichen.

Nach seiner Ernennung zum Minister strebte Agâh Efendi zunächst nach einer Verbesserung des Postbetriebes. In Anlehnung an die Umbildung der englischen Post im Jahre 1840 und weil die bisherige Art der Gebührenerhebung in der Türkei die Überwachung erschwerte, aber Hinterziehungen zum Schaden des Staatssäckels erleichterte, schlug er in einem Bericht drei grundsätzliche Neuerungen vor.

Die erste sah im Gegensatz zum bisherigen Verfahren die Erhebung einer Einheitsgebühr für Briefe ohne Unterschied der Entfernung vor.

Die zweite forderte eine Gebührensenkung.

Die dritte schlug die Einführung von Postwertzeichen vor.

Aber der mit der Prüfung des Berichts betraute Rechnungsausschuß lehnte die Gebührenherabsetzung ab und empfahl dagegen die Abstufung der Gebühren nach sechs Entfernungsbereichen. Mit jedem von einer Sendung durchlaufenen weiteren Entfernungsbereich erhöhte sich also die Gebühr.

Aber den Vorschlag zur Einführung von Postwertzeichen nahm der Ausschuß an und ein Kaiserlicher Erlaß hierüber erschien.

Die ersten Postwertzeichen wurden im Jahre 1862 in Umlauf gesetzt. Sie waren rechteckig und trugen im Halbmond den Kaiserlichen Namenszug (Tugra). Der untere Teil enthielt die Inschrift: *Nezareti Ceilei Maliyé* (Hohes Finanzministerium). Die Marken waren nicht durch Lochung von

einander getrennt.

Die Marken wurden in der Steindruckerei des Finanzministeriums gedruckt und erhielten als Prüfzeichen, da, wo sie vom Bogen abzutrennen waren, also am Rande, noch Stück für Stück einen Stempelüberdruck in roter und blauer Farbe mit der Inschrift: *Hazinei Celilci Maliyé* (Schatzverwaltung des Finanzministeriums). Es wurden nur vier verschiedene Werte ausgegeben.

1865 beschloß das Finanzministerium, die Postwertzeichen in Europa drucken zu lassen. Die zweite Markenausgabe wurde danach in Paris in Auftrag gegeben. Das Markenbild zeigte in der Mitte Halbmond und Stern und am Rande die Inschrift: *Posta Devleti Osmaniyé* (Kaiserlich Ottomanische Post). Für die Herstellung wurde gutes Papier verwendet.

1869 bot ein Armenier, Mühendisyan Efendi, dem Finanzministerium an, dieselben Marken im Lande, aber 50 % billiger als in Paris zu drucken. Der Finanzminister nahm das Angebot an und die Marken mit Halbmond und Stern werden von 1869 bis 1875 von Mühendisyan Efendi gedruckt.

1876 trat an Stelle der Halbmond und Stern-Marken eine neue Ausgabe mit der Inschrift: *Postai Devleti Osmaniyé* (Ottomanische Staatspost). Auch diese sogenannten Kaisermarken wurden von Mühendisyan Efendi gedruckt.

Bis 1884 lieferte Mühendisyan Efendi seine vorzüglich gedruckten Marken. Von da an bis 1914 besorgte dann die der Staatsschuldenverwaltung unterstellte Stempelverwaltung den Druck der Briefmarken für Rechnung des Finanzministeriums.

1865 wurden nur für den Stadtpostdienst in Konstantinopel gültige Marken von der Gesellschaft Liyanos, die diesen Dienst unterhielt, herausgebracht. Sie waren blau, grün und rot mit gezähntem Rand und trugen auf der Vorderseite einen schwarzen Halbmond und schwarzen Stern.

1872 übernahm der Staat diesen Dienst. Die Marken wurden mit dem Wort *Sehir* (Stadt) in eiförmiger Umrandung überdruckt.

1867 waren für den Stadtpostdienst in Constantza und Cernavoda, der von einem nichtamtlichen Unternehmen betrieben wurde, randgezähnte Marken in Gebrauch, die in Schwarzdruck auf grünem Grunde Halbmond und Stern auf einem Berggipfel am Meeresstrande zeigten.

Die Anfang 1914 in Umlauf gebrachten Marken umfaßten 21 Werte mit verschiedenerlei bildlicher Darstellung. Sie waren bei Bradbury in London gedruckt.

Außerdem wurden 1914 22 und 1915 43 neue Werte, einschließlich der Überdruck- und der Nachmarken herausgebracht. 1916 wurden 20 neue Werte und 15 neue Nachmarken ausgegeben. Im selben Jahre wurde in Österreich eine neue Reihe von Wertzeichen gedruckt, die noch im selben Jahre den Überdruck erhielten: *Kanal hatirasi* (Erinnerung an den Kanal). Dieses sind die letzten Briefmarken des ottomanischen Staates.

Nach dem Abbruch der amtlichen Beziehungen zu der Regierung in Konstantinopel trat ein recht fühlbarer Mangel an Briefmarken ein.

Um ihm abzuhelfen, hatte man zuerst daran gedacht, die vorhandenen Marken in zwei Hälften zu zerschneiden. Das erwies sich aber als ungenügend, und so mußte man sich dadurch helfen, daß man alle Arten von Marken, die amtlichen oder nichtamtlichen Einrichtungen gehörten, wie etwa den Urkundsbeamten, dem Flottenausschuß, den Gerichten, zusammensuchte und sie überdruckte, zuerst mit einem gewöhnlichen Stempel, dann im Buchdruckverfahren (*Yeni Gün*). Schließlich reichte auch das nicht mehr hin; der neue Staat ließ daher in Italien eine Reihe von Postwertzeichen drucken, die die *Kelimei tevhit* genannte Glaubensformel aufwiesen. 1863 richtete man eine dem Postanweisungsdienst angegliederte Dienststelle ein, die auf Grund der der Verwaltung erteilten Ermächtigung Karten des Netzes der Postverbindungen zum Verkauf herzustellen hatte.

Trotz des Alleinbeförderungsrechts der Postverwaltung befaßten sich die Schiffahrtsgesellschaften,

die den Dienst zwischen Konstantinopel und den Küstenlandschaften versahen, in großem Umfange mit verbotener Briefübermittelung. Um diesem ungesetzlichen Treiben ein Ende zu machen, eröffnete man auf Beschluß des Finanzministers und des Ministerrats in Galata (Konstantinopel), dem Hauptmittelpunkt des Geschäftslebens, ein Postamt und führte erhebliche Gebührenermäßigungen für den Verkehr nach den Küstenstädten ein. Die Gebührenermäßigung erstreckte sich auch allgemein auf die Zeitungen.

Dir Einrichtung fremder Postanstalten in der Türkei.
Ihre Tätigkeit bis zum Lausanner Vertrag.

Österreichische Post. 1719 entstand ein unmittelbarer Eilbotendienst zwischen der Regierung in Österreich und ihrem Vertreter in Konstantinopel. Es geschah dies infolge des Vertrages von Passarowitz vom Jahre 1718. 1726 begann die österreichische Post auch allgemein Briefe von jedermann zur Beförderung anzunehmen. In dieser Zeit besaß das Ottomanische Reich noch keine öffentlichen Postanstalten für die Bevölkerung; vielmehr besorgte die türkische Post nur Staatssendungen. Im Laufe der Zeit begründeten die österreichischen Schiffahrtslinien immer mehr Geschäftsstellen in den türkischen Häfen, die gleichzeitig als Postanstalten tätig waren.

Die türkische Regierung konnte im Hinblick auf die Verkehrsbedürfnisse der Bevölkerung hiergegen nicht recht etwas einwenden. Der Verkehr der österreichischen Postämter nahm mit der Zeit immer mehr zu, sie mußten sich schließlich unabhängig von den Vertretungen der Schiffahrtsgesellschaften eigene Diensträume besorgen und so entstanden die eigentlichen österreichischen Postanstalten in der Türkei.

Französische Post. Nachdem die Türkei im Vertrage von 1740 Frankreich das Recht der Meistbegünstigung zugestanden hatte, eröffnete dieses Land seine Postanstalten in der Türkei.

Russische Post. Art. 76 des 1783 zwischen der Türkei und Rußland abgeschlossenen Vertrages bestimmte, „daß die Türkei und Rußland, um den Verkehr ihrer Untertanen zu erleichtern, sich gegenseitig verpflichteten, die notwendigen Maßnahmen für die ungestörte und sichere Weiterleitung der beiderseitigen an ihren Grenzen ankommenden und von dort abgehenden Posten zu treffen“. Auf Grund dieser Bestimmung richtete die russische Regierung im Jahre 1799 Postanstalten in der Türkei ein.

Anfangs waren es nur drei, aber später wuchs ihre Zahl mit der Zunahme des Verkehrs an. Alle Geschäftsstellen der Schifffahrtsgesellschaften in den türkischen Häfen versahen gleichzeitig den Dienst von Postanstalten. Auch die Türkei zog aus dem erwähnten Vertrage ihren Vorteil.

Englische Post. Auch England richtete, unter Berufung auf die den andren Staaten gemachten Zugeständnisse, Postanstalten in der Türkei ein.

Italienische Post. Als Italien sich regelmäßige Verbindungen mit Tripolis schuf, um dort seinen Einfluß zu festigen, begannen die an einzelnen Orten eingerichteten Schiffahrtsvertretungen gleichzeitig den Postdienst zu besorgen. Auf der Berner Tagung von 1874 erreichte Italien, daß der Weltpostverein die italienische Post in Tripolis als unabhängige Verwaltung anerkannte.

1902 wünschte Italien auch in Bengasi ein Postamt einzurichten. Die Hohe Pforte wollte sich dem erst widersetzen, gab aber schließlich aus Besorgnis vor den Folgen eines solchen Widerstandes ihre Einwilligung zur Errichtung von Postämtern nicht nur in Bengasi, sondern auch in Konstantinopel, Smyrna, Saloniki, Jerusalem und Valona.

Versuche zur Aufhebung der fremden Postanstalten.

Die ersten Anstrengungen zur Aufhebung der fremden Postanstalten machte Ali Pascha im Jahre 1864. Sie blieben aber infolge des Widerstandes der österreichischen, französischen und russischen

Regierung ohne Erfolg. Ein zweiter Versuch wurde 1874 auf dem Berner Weltposttag unternommen. Aber hier empfahl man unseren Vertretern diplomatische Schritte, da die Frage nicht vor den Weltposttag gehöre.

Erneute Versuche auf den Weltposttagen zu Wien 1891, zu Washington 1897 und zu Rom 1906 blieben ebenfalls erfolglos.

Einen dritten Versuch unternahm die türkische Regierung, indem sie unter Berufung auf die Bestimmungen des Weltpostvertrages die Frage der Freimachung der Briefe mit Briefmarken des Ursprungslandes aufwarf und den fremden Postanstalten die Verwendung türkischer Postmarken aufnötigen wollte. Ein vierter Schritt in dieser Richtung wurde schließlich noch mit der Landessicherheit begründet. Aber alle diese Bemühungen blieben erfolglos und man mußte noch bis zum Abschluß des Lausanner Vertrages warten, um die fremden Postanstalten in der Türkei aufheben zu können.

Die Ehre für diesen glücklichen Ausgang gebührt dem Freistaat. Der Kaiserliche Staat hatte sich 60 Jahre hindurch unnütz darum bemüht.

Vereinigung der Post- und der Telegraphenverwaltung.

Die Telegraphenverwaltung, die seit 1842 als besondere Verwaltung bestand, wurde mit der Postverwaltung vereinigt und beide dem Ministerium der öffentlichen Arbeiten angegliedert.

Davut Efendi, der Leiter dieses Ministeriums, ließ sich durch Kaiserlichen Erlaß ermächtigen, je einen Generaldirektor an die Spitze eines jeden der beiden Dienstzweige zu stellen.

Nazif Efendi, bisher Untertelegraphendirektor, wurde zum Generaltelegraphendirektor und Tingir Zade Yaver Efendi zum Generalpostdirektor ernannt.

Derzeitige Gliederung der Postverwaltung.

Augenblicklich bildet die türkische Postverwaltung zusammen mit der Telegraphen- und Fernsprechverwaltung eine Generaldirektion, die dem Ministerium der öffentlichen Arbeiten untersteht. Geleitet wird die Generaldirektion von dem Generaldirektor.

Die Hauptverwaltung umfaßt Abteilungen für Post- und für Telegraphenbetrieb, für das Personalwesen — ihr ist die Schule für Post, Telegraphie und Fernsprechwesen unterstellt —, für das Bau- und Beschaffungswesen — dieser Abteilung unterstehen die Leitung der P. T. T.-Werkstätten und das Postmuseum —, für das Kassen- und Rechnungswesen, den Leiter der Aufsichtsbeamten, die Gruppe der beratenden technischen Beamten, die Rechtsabteilung, die Abteilung für Dienstschriften und die Zählungen, die Fernsprechabteilung von Angora.

In den Landesteilen des Freistaates liegt die Leitung des Post- und Telegraphendienstes Hauptdirektionen ob, die den Verkehr zwischen den ihnen unterstellten Postanstalten und der Hauptverwaltung vermitteln. Sie sammeln die Einnahmen der Postanstalten und überwachen ihre Ausgaben, sorgen für die Unterhaltung der Verbindungslinien und der Gebäude und schlagen notwendige Verbesserungen vor.

Die Postämter des Freistaates sind nach den ihnen zugewiesenen Aufgaben in drei Klassen eingeteilt: Die Postämter 1. Klasse nehmen Briefe, Pakete sowie Briefe und Kästchen mit Wertangabe usw. nach dem In- und Auslande an.

Die Postämter 2. Klasse nehmen nur Briefsendungen nach dem In- und Auslande an, dagegen Pakete usw. lediglich nach dem Inlande.

Die Postämter 3. Klasse nehmen nur am Briefpostverkehr nach dem In- und Auslande teil.

Im türkischen Freistaat hat allein der Staat das Recht, einen Postbetrieb zu unterhalten.

Le succès qui a répondu à l'effort commercial de l'Administration de la Nouvelle-Zélande, même en temps de dépression économique, est tel qu'il ne permet à l'Office postal néo-zélandais aucune hésitation à recommander aux autres Administrations une tentative analogue.

Aperçu de l'histoire des Postes Turques.

(Article fourni par l'Administration des Postes de Turquie.)

Première idée et première initiative pour la création d'un service postal en Turquie.

La première idée sur la création d'un service postal en Turquie fut conçue par le Sultan Mahmut II. Le but que le Sultan visait par une telle organisation peut être expliqué de la manière suivante:

1. Assurer l'échange régulier des correspondances entre la capitale (Istanbul) et les provinces, et l'établissement de l'ordre dans ce service.
2. Créer de nouvelles sources de revenus.
3. Parer aux conspirations au moyen des correspondances.

4. Donner un droit d'égalité entre les musulmans, les non-musulmans et les sujets étrangers dans l'échange des correspondances.

La suite donnée à cette première initiative du Sultan reste inconnue. On suppose seulement que des circonstances comme l'impraticabilité des routes, le manque de chaussées permettant la circulation des voitures et, en outre, le manque d'ordre et de sécurité sur les routes ont constitué des obstacles sérieux qui auraient empêché la réalisation de cette initiative.

Seconde initiative pour la création du service postal.

A cette époque, le Commandant de la Garde Impériale, Ahmet Fevzi Paşa avait, dans une note qu'il présenta à la Sublime Porte, demandé la concession à prix fixe et pour une durée d'une année de l'exploitation du service d'échange des correspondances qu'il désignait pour la première fois par le mot «Poste»

Der Erfolg, der den geschäftlichen Bemühungen der neuseeländischen Postverwaltung selbst in einer Zeit wirtschaftlichen Niedergangs beschieden war, ist derartig, daß diese Verwaltung keine Bedenken hat, ebensolche Bemühungen andern Postverwaltungen zu empfehlen.

Geschichtlicher Ueberblick über die türkische Post.

(Von der türkischen Postverwaltung.)

Erster Plan zur Schaffung eines Postdienstes in der Türkei.

Zum ersten Male faßte der Sultan Mahmud II. den Plan, in der Türkei einen Postdienst einzurichten. Er hatte dabei folgende Ziele im Auge:

1. Sicherung eines regelmäßigen geordneten Briefpostaustausches zwischen der Hauptstadt (Konstantinopel) und den andern Landesteilen.
2. Schaffung neuer Einnahmequellen.
3. Gegenmaßnahmen gegen Verschwörungen, die durch Briefwechsel vorbereitet werden könnten.
4. Schaffung der Rechtsgleichheit in bezug auf den Briefwechsel zwischen Mohammedanern, Nichtmohammedanern und den fremden Staatsangehörigen.

Was aus dem ersten Vorhaben des Sultans geworden ist, wissen wir nicht. Man kann nur annehmen, daß die Unbenutzbarkeit der Landwege, das Fehlen von Fahrstraßen für Wagen und außerdem mangelnde Ordnung und Sicherheit auf den Landwegen zuviel Schwierigkeiten gegen die Verwirklichung des Planes in sich geschlossen haben.

Zweiter Plan zur Schaffung des Postdienstes.

In dieser Zeit hatte der Befehlshaber der Kaiserlichen Leibwache, Achmed Fewzi Pascha, in einer der Hohen Pforte überreichten Denkschrift für ein Jahr und gegen eine feste Entschädigung die Genehmigung zur Einrichtung eines Briefaustauschs zwischen Skutari und Ismid er-

The success that has attended commercial effort in the Administration of the Dominion of New Zealand, even in a time of economic depression, is such as to leave that Administration no room for hesitation in recommending such effort to other Administrations.

A Short History of the Turkish Posts.

(Contributed by the Turkish Postal Administration.)

First attempt to establish a postal service in Turkey.

It was Sultan Mahmut II who first conceived the idea of creating a postal service in Turkey. The objects he aimed at were:

1. to secure regular exchange of correspondence between the capital (Istanbul) and the provinces and to bring order into the service;
2. to create new sources of revenue;
3. to prevent conspiracy by means of correspondence;

4. to give the same rights in respect of exchange of correspondence to Moslems, non-Moslems and foreign subjects.

It is not known what the result of this first attempt was. It is supposed that various circumstances, such as the state of the roads and the lack of order and security which made travelling by carriage both difficult and dangerous, may have proved insurmountable obstacles and prevented the plan being carried out.

Second attempt to establish a postal service.

About this time, Ahmet Fevzi Paşa, Commander of the Imperial Guard, addressed a letter to the Sublime Porte in which he begged for a concession to work a postal service — the word «Post» being used for the first time to designate an exchange of correspondence — between Üsküdar and Izmit. The conces-

El éxito que ha respondido al esfuerzo comercial de la Administración de Nueva Zelanda, aún en tiempos de depresión económica, es tal que la Administración Postal neo-zelandesa no puede vacilar en recomendar a las demás Administraciones un ensayo análogo.

Resumen de la historia del Correo turco.

(Artículo facilitado por la Administración de Correos de Turquía.)

Primera idea y primera iniciativa para la creación de un servicio postal en Turquía.

La primera idea sobre la creación de un servicio postal en Turquía fué concebida por el Sultán Mahmut II. El fin perseguido por el Sultán con tal organización puede ser explicado como sigue:

1. Asegurar el intercambio regular de correspondencia entre la capital (Istanbul) y las provincias y poner orden en ese servicio.
2. Crear nuevas fuentes de ingresos.
3. Hacer frente a las conspiraciones por correspondencia.

4. Establecer un derecho de igualdad entre musulmanes, no musulmanes y extranjeros, en el intercambio de correspondencia.

Se ignora la suerte de esta iniciativa del Sultán. Se supone solamente que ciertas circunstancias, tales como lo impracticable de las rutas, la falta de carreteras que hicieran posible la circulación de carruajes y, además, la ausencia de orden y de seguridad en las rutas, constituyeron serios obstáculos susceptibles de ocasionar el fracaso de la iniciativa.

Segunda iniciativa para la creación del servicio postal.

En aquella época, el Comandante de la Guardia Imperial, Ahmet Fevzi Bajá, en una nota presentada a la Sublime Puerta, había pedido la concesión a precio fijo y por el período de un año, de la explotación del servicio de intercambio de correspondencia, que designaba entonces, por primera vez, con la

entre les localités d'Üsküdar et d'Izmit.

Ahmet Fevzi Paşa se proposait, à cet effet, de restaurer les routes et de remplacer par des voitures-postes les bêtes de trait affectées au transport du courrier.

La demande ayant été approuvée par Décret Impérial, la concession à forfait de l'exploitation postale fut donnée à Ahmet Fevzi Paşa.

Sur ce, la route entre Üsküdar et Izmit fut transformée en chaussée. Le système de relais qui était pratiqué alors dans le transport des correspondances d'Etat par les Tatars-Convoyeurs fut remplacé par celui de transport par voiture-poste, lequel prit la dénomination définitive de « Poste ».

Abandon du système de poste et retour à celui des relais.

La durée d'existence du nouveau système de transport créé sous le règne du Sultan Mahmut II n'a pu être déterminée. Mais on sait que, pendant la guerre de 1256/1840, la chaussée entre Üsküdar et Izmit étant délabrée par le temps, la circulation des voitures devint impossible. Par conséquent le nouveau système de transport dut être abandonné, laissant sa place à l'ancien.

Renseignements sur la fondation du foyer des Tatars-Convoyeurs.

Les gens chargés du transport des correspondances de l'Etat s'appelaient *Tatars*, « Saî » et « Oulak ». Les conditions essentielles pour devenir Tatar étaient l'honnêteté, savoir bien monter à cheval et supporter les fatigues de route. Les Tatars étaient choisis parmi les agas qui se trouvaient avoir servi durant de longues années chez le Grand-Vizir, les Ministres et les Fonctionnaires supérieurs.

Puis, une institution fut fondée dans le but de développer ce régime sous le règne du Sultan Abdülhamit I. Cette institution, qui prit le nom de « Foyer des Tatars », fut conservée sous les règnes des autres Sultans.

Troisième initiative pour l'organisation de la Poste. Réformes.

Bien que le Sultan Mahmut II eût à plusieurs reprises manibeten, wofür er zum ersten Male das Wort „Post" verwendete.

Achmed Fewzi Pascha gedachte zu diesem Zwecke die Wege instandzusetzen und die Packpferde, die bis dahin die Post befördert hatten, durch Postwagen zu ersetzen.

Das Gesuch wurde durch Kaiserliche Entschließung bewilligt und die Genehmigung zu dem Postbetriebe gegen Pauschvergütung an Achmed Fewzi Pascha erteilt.

Daraufhin wurde der Weg zwischen Skutari und Izmid in eine Fahrstraße umgebaut. Die berittenen Tatarenpostzüge mit Pferdewechselstellen, die bis dahin die Staatsdienstsendungen befördert hatten, wurden durch Postwagen ersetzt. Die Einrichtung wurde nunmehr endgültig als „Post" bezeichnet.

Einstellung des Postwagenbetriebes und Rückkehr zur Tatarenpost.

Wie lange der unter der Regierung Sultan Mahmud II. eingerichtete Beförderungsdienst bestanden hat, steht nicht fest. Aber wir wissen, daß der Wagenverkehr auf der Straße Skutari-Ismid unmöglich wurde, nachdem diese Straße im Kriege des Jahres 1256/1840 verfallen war. Infolgedessen mußte der neue Beförderungsdienst wieder aufgegeben und auf den alten zuzuückgegriffen werden.

Über die Gründung des Heimes der Tatarenpostführer.

Die Beförderer der Staatsdienstsendungen hießen *Tataren*, „Sai" und „Ulak". Voraussetzung für ihre Einstellung in den Dienst waren Ehrlichkeit, gute Reitkunst und Widerstandsfähigkeit gegen die Anstrengungen des Lebens auf der Landstraße. Sie wurden aus den Agas ausgewählt, die lange Jahre im Dienste des Großveziers, der Minister oder der höheren Beamten verbracht hatten.

Später wurde dann, um die Entwicklung der Tatarenposten zu fördern, während der Regierung des Sultans Abdul-Hamid I. unter dem Namen „Heim der Tataren" eine besondere Anstalt geschaffen, die auch unter der Regierung der andren Sultane beibehalten wurde.

Dritter Anstoß zur Schaffung der Post. Verbesserungen.

Obwohl der Sultan Mahmud II. wiederholt den Wunsch geäußert

sion was to be granted for a fixed sum and for the duration of one year.

Ahmet Fevzi Paşa's idea was to improve the state of the roads and to make use of mail carts instead of draught horses for the conveyance of correspondence.

The demand having met with approval, an Imperial Decree granted Ahmet Fevzi Paşa the desired concession for the working of a postal service.

The road between Üsküdar and Izmit was thereupon improved and made into a regular highroad. The system of relays then effected by the Tatar convoys was abolished and the mails were carried in carts or carriages which received the name of « Post ».

Abolition of the post system and return to that of relays.

It is uncertain how long the new transport system established in the reign of Sultan Mahmut II lasted. It is however known that during the war of 1256/1840 the road between Üsküdar and Izmit had fallen into a very bad condition and had become unpracticable for carriage traffic. The new system had consequently to be abandoned and replaced by the old one.

The foundation of the « Foyer des Tatars ».

The persons intrusted with the conveyance of Government correspondence were called «Tatars», « Saîs » and « Oulaks ». The qualifications requisite for becoming a Tatar were trustworthiness, and the ability to ride well and to bear fatigue. The Tatars were drawn from among the agas (officers) who had been many years in the service of the Grand Vizir, the Ministers and high government servants.

For the purpose of developing this system an institution called the « Foyer des Tatars » was organised in the reign of Sultan Abdulhamit I and maintained under successive sultans.

Third attempt to organise the Post. Reforms.

Although Sultan Mahmut II had several times expressed a

palabra « Posta », entre las localidades de Üsküdar e Izmit.

Ahmet Fevzi Bajá se proponía, a ese efecto, restaurar las rutas y reemplazar el ganado de tiro afectado al transporte del correo, por carruajes postales.

Habiendo sido aprobada la petición por Decreto Imperial, se otorgó a Ahmet Fevzi Bajá la concesión de la explotación postal por un tanto alzado.

Como consecuencia, la ruta entre Üsküdar e Izmit fué transformada en carretera. El sistema de relevos que se practicaba entonces para el transporte de la correspondencia de Estado por los tátaros-conductores fué substituido por el de transporte en carruaje postal, que tomó definitivamente la denominación de « Posta ».

Abandono del sistema de posta y vuelta al de relevos.

No ha podido determinarse la duración del nuevo sistema de transporte creado bajo el reinado del Sultán Mahmut II. Pero se sabe que, durante la guerra de 1256/1840, la carretera entre Üsküdar e Izmit se había deteriorado con el tiempo y llegó a ser imposible la circulación de carruajes. De aquí que el nuevo sistema de transporte tuviera que ser abandonado, volviéndose al antiguo.

Datos sobre la fundación del hogar de los Tátaros-Conductores.

Las personas encargadas del transporte de la correspondencia de Estado se llamaban *Tatars*, « Saî » y « Oulak ». Las condiciones esenciales para llegar a ser Tatar eran la honradez, saber montar bien a caballo y soportar las penalidades de ruta. Los tátaros se escogían entre los agás que habían servido durante muchos años en casa del Gran Visir, de los Ministros y de los Funcionarios superiores.

Luego, se fundó una institución con el fin de desarrollar ese régimen, bajo el reinado del Sultán Abdulhamit I. Esta institución, que tomó el nombre de « Hogar de los Tátaros », fue conservada bajo los reinados de los otros Sultanes.

Tercera iniciativa para la organización del Correo. Reformas.

Aunque el Sultán Mahmut II manifestó repetidas veces el de-

festé le désir de voir s'organiser sous son règne un service postal régulier, les obstacles multiples que l'on rencontra s'opposèrent à ce désir louable.

Mais, par le Décret Impérial qui, en date du 26 Şaban 1255/1839, fut lu à « Gülhane », la question d'une institution postale qui figurerait au nombre des autres institutions publiques projetées à la suite de la Réforme de 1839 fut de nouveau posée. Une Commission spéciale fut nommée pour la réglementation de cette question. Enfin, l'année de 1256/1840 voyait se fonder un Ministère des Postes à la tête duquel passait Ahmet Bey à qui revient l'honneur de l'établissement d'un service postal régulier.

Le premier bureau de poste « Postanei Amiré ».

Le premier bureau de poste en Turquie fut ouvert à Istanbul sous le nom de « Postanei Amiré ». Les premiers fonctionnaires nommés à ce bureau furent Süleyman Aga et Agyazar Efendi.

Süleyman Aga, dont l'appointement était de 1000 kuruş, était préposé à l'encaissement des sommes et Agyazar Efendi, avec l'appointement de 600 kuruş était chargé de la traduction en turc des suscriptions libellées en langues étrangères.

Le premier règlement sur le service postal.

Le premier règlement postal était composé de 41 articles. Ce règlement démontre que le service postal, pratiqué d'une manière rudimentaire et réservée, était consacré seulement au transport des lettres, des journaux et des imprimés non reliés.

Les bureaux de poste se composaient d'une chambre unique, où des niches et des étagères pour le placement des lettres étaient aménagées. L'expédition se pratiquait sous trois formes, selon que les correspondances étaient ordinaires, recommandées ou officielles. Les taxes postales s'acquittaient sur la base des distances.

En vue d'attirer à la poste toute la confiance du public, des dispositions spéciales contre la violation des secrets des lettres furent ajoutées au règlement.

hatte, unter seiner Regierung einen regelmäßigen Postdienst entstehen zu sehen, bestanden doch vielerlei Hindernisse gegen die Erfüllung dieses lobenswerten Wunsches.

Aber durch Kaiserlichen Erlaß, der am 26. Saban 1255/1839 im Gülhane-Kiosk verlesen wurde, wurde die Frage der Einrichtung einer Postanstalt von neuem aufgeworfen. Sie war mit unter den andren öffentlichen Einrichtungen aufgeführt, die infolge der Umbildung des Staates im Jahre 1839 vorgesehen wurden. Ein Sonderausschuß wurde zur Regelung dieser Frage ernannt. Schließlich sah das Jahr 1256/1840 ein Postministerium unter der Leitung Achmed Beys entstehen, dem die Ehre der Einrichtung eines regelmäßigen Postdienstes zukommt.

Das erste Postamt „Postanei Amiré".

Das erste türkische Postamt wurde in Konstantinopel unter der Bezeichnung „Postanei Amiré" eröffnet. Die ersten Beamten dieses Postamtes waren Suleyman Aga und Agyazar Efendi.

Suleyman Aga bezog ein Gehalt von 1000 Kurusch. Ihm war die Verwaltung der Kasseneinnahmen übertragen. Agyazar Efendi erhielt 600 Kurusch an Gehalt und hatte die in fremden Sprachen abgefaßten Anschriften in das Türkische zu übersetzen.

Die erste Postordnung.

Die erste Postordnung umfaßte 41 Artikel. Sie beweist, wie unentwickelt und beschränkt der Postdienst damals noch war, denn es wurden lediglich Briefe, Zeitungen und ungebundene Drucksachen zur Beförderung zugelassen.

Die Postämter bestanden aus nur einem Raum, der Nischen und Gestelle zur Unterbringung der Briefe enthielt. Die Abfertigung erfolgte in dreierlei Weise, je nachdem es sich um gewöhnliche, eingeschriebene oder amtliche Sendungen handelte. Die Gebühren wurden nach Entfernungen erhoben.

Um der Post das Vertrauen der Öffentlichkeit zu gewinnen, wurden besondere Vorschriften zum Schutze des Briefgeheimnisses der Postordnung angefügt.

wish to have a regular postal service organised in his reign, the obstacles to the realisation of this laudable desire were too numerous to be overcome.

By the Imperial Decree of 26 Şaban 1255/1839 read at « Gülhane », the question of a postal service figured among the other public institutions proposed as a result of the reforms of 1839. A special Committee was appointed to go into this question, and in 1256/1840 a Ministry of Posts was founded, at the head of which was Ahmet Bey, who thus had the honour of establishing a regular postal service.

The first post-office, « Postanei Amiré ».

The first post-office in Turkey was opened at Istanbul under the name of « Postanei Amiré ». The first clerks employed in it were Süleyman Aga and Agyazar Efendi.

Süleyman Aga received a salary of 1000 kurus; his duty was to collect the postage. Agyazar received 600 kurus and was intrusted with the translation into Turkish of the superscriptions in foreign languages.

The first postal service regulations.

The first postal regulations contained 41 articles. It may be seen from these that the postal service was executed in a rather rudimentary and timorous fashion and concerned solely letters, newspapers and other unbound printed matter.

The post-offices consisted of a single room fitted up with recesses and shelves to hold the letters, etc. Correspondence was of three kinds, ordinary, registered and official. The postage was reckoned according to distance.

In order to gain the full confidence of the public, special provisions concerning the violation of the postal secrecy were added to the regulations. More-

seo de que bajo se reinado se organizase un servicio postal regular, los múltiples obstáculos que a ello se oponían impidieron la realización de tan laudable deseo.

Pero, por Decreto Imperial leido en « Gülhane » el 26 Saban 1255/1839, quedó planteada de nuevo la cuestión de una institución postal que figuraba entre las demás instituciones públicas proyectadas a consecuencia de la Reforma de 1839. Para regular esa cuestión fué nombrada una Comisión especial. En fin, en el año 1256/1840 se creó un Ministerio de Correos a cuyo frente fué puesto Ahmet Bey, al cual corresponde el honor del establecimiento de un servicio postal regular.

La primera oficina de correos « Postanei Amiré ».

La primera oficina de Correos de Turquía fué abierta en Istanbul con el nombre de « Postanei Amiré ». Los primeros funcionarios nombrados en esa oficina fueron Süleyman Aga y Agyazar Efendi.

Süleyman Aga, cuyo sueldo era de 1000 kuruş, estaba encargado del cobro de las sumas, y Agyazar Efendi, con el sueldo de 600 kuruş, estaba encargado de la traducción al turco de las inscripciones extendidas en idiomas extranjeros.

El primer reglamento sobre el servicio postal.

El primer reglamento postal constaba de 41 artículos. Ese reglamento demuestra que el servicio postal, practicado de manera rudimentaria y reservada, estaba consagrado solamente al transporte de cartas, periódicos e impresos no encuadernados.

Las oficinas de correos se componían de un solo cuarto, donde se habían agenciado huecos y estantillos para colocar las cartas. La expedición se efectuaba en tres formas, según que la correspondencia fuera ordinaria, certificada u oficial. Las tarifas postales se basaban en las distancias.

A fin de ganar la confianza del público para el correo, se añadieron al reglamento disposiciones especiales contra la violación del secreto de las cartas.

D'autre part, les Directeurs des Postes étaient tenus de prêter serment à cet effet.

Monopolisation du transport des lettres par la poste.

Le Gouvernement, en créant un service postal, pensait à faire entrer sous son monopole le transport des lettres. Or, comme aucune disposition relative à cette intention ne figurait dans le texte du Règlement postal, l'ancien système d'échange des lettres par des particuliers continua.

Pourtant, ce fait finit par attirer l'attention d'Ahmet Fethi Bey, Ministre du Commerce, dont dépendait l'Administration des postes. De nouvelles dispositions furent rédigées à cet égard, à la suite desquelles il fut décidé, d'une part, d'attacher à la poste les Tatars employés par la Sublime Porte et les autres Administrations publiques à différentes missions et, d'autre part, d'interdire le transport des lettres par les voyageurs.

En outre, il fut décidé que, dorénavant, des postes régulières ou non régulières seraient expédiées chaque mercredi et que, dans le cas où l'expédition d'une correspondance urgente s'imposerait, un Tatar spécial pourrait être affecté à cette intention, contre paiement par les intéressés des frais de route nécessaires.

Transport des pièces de monnaie et des paquets par la poste.

Le service postal, consacré au début uniquement au transport des lettres, des journaux et des imprimés non reliés, dut, par suite des décisions arrêtées par l'Etat sur le besoin ressenti, se charger également du transport des pièces de monnaie et des articles légers (paquets).

Admission du Ministère des postes au protocole des cérémonies.

L'Administration des postes, rattachée au Ministère du Commerce, ne participait pas aux cérémonies officielles. Un Décret Impérial signé en 1841 ordonnait que cette Administration devrait être inscrite au protocole des cérémonies au même rang que le Comptable responsable dudit Ministère.

Hierauf wurden auch die Postdirektoren noch besonders vereidigt.

Ausschließliches Briefbeförderungsrecht der Post.

Die Regierung gedachte sich bei der Einrichtung des Postdienstes ein Ausschlußrecht auf die Briefbeförderung zu schaffen. Da aber die Postordnung hierüber nichts enthielt, wurden auch weiterhin Briefe auf nichtamtlichem Wege ausgetauscht.

Das fiel schließlich dem Handelsminister, Achmed Fethi Bey, dem die Postverwaltung unterstellt war, auf. Es wurden neue Bestimmungen erlassen, nach denen einerseits die von der Hohen Pforte und den andren Staatsverwaltungen für verschiedene Aufträge verwendeten Tataren der Postverwaltung angegliedert und anderseits die Beförderung von Briefen durch Reisende untersagt wurden.

Außerdem wurde entschieden, daß fortan regelmäßige oder außergewöhnliche Posten jeden Mittwoch abgefertigt werden sollten und daß, wenn inzwischen eine dringende Sendung abgefertigt werden müßte, hierfür ein besonderer Tatar gegen Bezahlung der notwendigen Streckenkosten durch die Beteiligten eingestellt werden könnte.

Geld- und Paketversand durch die Post.

Mit der Post konnten ursprünglich nur Briefe, Zeitungen und ungebundene Drucksachen befördert werden. Als sich das Bedürfnis hierzu herausstellte, wurde durch Staatsbeschlüsse der Post auch die Beförderung von Geld- und leichten Warensendungen (Paketen) übertragen.

Zulassung des Postministeriums zu den feierlichen Staatshandlungen.

Die dem Handelsministerium angegliederte Postverwaltung nahm an den feierlichen Staatsveranstaltungen nicht teil. Eine Kaiserliche Entschließung vom Jahre 1841 ordnete an, daß diese Verwaltung in die Liste der Teilnehmer an den feierlichen Staatshandlungen im gleichen Range aufgenommen werden sollte, wie der verantwortliche Leiter des Kassenwesens in diesem Ministerium.

over the Postal Directors had to take an oath in this respect.

Monopoly of the conveyance of letters by the Post.

When the Government founded the postal service its idea was to make it a Government monopoly; but as no provision to that effect was included in the regulations the old system of exchange through the medium of private persons still continued.

This fact however attracted the attention of Ahmet Fethi Bey, Minister of Commerce, to which the Postal Administration was subordinate. New provisions were added to the Regulations and it was decided to attach to the post the Tatars employed by the Sublime Porte and the other public Administrations on different missions, and at the same time to prohibit the conveyance of letters by private persons.

It was also decided that regular or non-regular mails should be despatched every Wednesday, and that in urgent cases a special Tatar messenger should be despatched with correspondence, the expenses of the journey being defrayed by the parties interested.

Transport of coin and packets by the post.

The postal service, which at the outset was intended solely for the conveyance of letters, newspapers and unbound printed matter, had later on to undertake the conveyance of coin and light articles (packets), the need for the conveyance of such articles having been felt and the Government having taken several decisions to that effect.

Admission of the Ministry of Posts to the official ceremonies.

The Postal Administration, attached to the Ministry of Commerce, hitherto took no part in the official ceremonies. An Imperial Decree signed in 1841 ordered that this ministry should take part in the official ceremonies in the same rank as the responsible Accountant of the said ministry.

Además los Directores de Correos estaban obligados a prestar juramento a ese respecto.

Monopolización del transporte de las cartas por el correo.

Al crear un servicio postal, el Gobierno pensaba comprender en su monopolio el transporte de las cartas. Ahora bien, como en el Reglamento postal no figuraba ninguna disposición relativa a ese propósito, continuó el antiguo sistema de intercambio de cartas por los particulares.

Pero, ese hecho llegó a llamar la atención de Ahmet Fethi Bey, Ministro de Comercio, del cual dependía la Administración postal. Se redactaron nuevas disposiciones sobre ese punto, en virtud de las cuales se decidió, por una parte, agregar al Correo los tátaros empleados por la Sublime Puerta y las demás Administraciones públicas en diferentes misiones y, por otra parte, prohibir el transporte de cartas por los viajeros.

Acordóse, además, que en lo sucesivo, se expedirían todos los miércoles correos regulares y no regulares y que, si fuera necesario expedir una correspondencia urgente, se podría encargar de ello a un tátaro especial, siempre que los interesados abonasen los correspondientes gastos de ruta.

Transporte de moneda y de paquetes por el correo.

El servicio postal, consagrado en un principio únicamente al transporte de cartas, periódicos e impresos no encuadernados, tuvo que encargarse asímismo, en virtud de decisiones del Estado que respondían a una necesidad sentida, del transporte de moneda y de objetos ligeros (paquetes).

Admisión del Ministerio de Correos en el protocolo de ceremonias.

La Administración de Correos, dependiente del Ministerio de Comercio, no tomaba parte en las ceremonias oficiales. Un Decreto Imperial firmado en 1841, ordenaba que esa Administración debía ser inscrita en el protocolo de ceremonias con el mismo rango que el Contable responsable de dicho Ministerio.

Exploitation des Postes par voie de fermage.

A la même époque, l'Administration d'un certain nombre d'affaires publiques par la voie de fermage devenait un principe gouvernemental. Le Ministre des Postes Ahmet Bey avait demandé qu'on lui donnât à ferme et à forfait l'exploitation des Postes. Cette demande venait d'être acceptée par le Conseil des Ministres quand Ahmet Bey fut révoqué. Mais son successeur Hüseyin Bey déclara qu'il ne lui était pas possible d'assumer à forfait cette exploitation. Le Gouvernement décida de nouveau en 1842 que le fonctionnement du service des Postes serait assuré par la voie administrative.

Exploitation du service postal dans certains vilayets qui avaient été laissés en dehors de la Réforme de 1839 dite « Tanzimati Hayriyé ».

Eu égard aux avantages résultant de la création du service des postes aux villayets compris dans la Réforme, les Décrets Impériaux rendus en 1843 ordonnaient aux Vilayets non réformés d'introduire dans leurs districts le service des postes.

Le Gouvernement établit des relais là où ces derniers étaient nécessaires afin que ses fonctionnaires, ses hommes d'affaires et ses services de poste, ainsi que ceux des pays étrangers fonctionnant en Turquie, pussent se procurer les bêtes de trait nécessaires tant pour leur propre transport que pour celui de leur service.

Nouvelle proposition sur le fermage.

Par suite de la nomination de Hüseyin Bey en 1852 à un autre Ministère, l'exploitation des postes par fermage fut de nouveau proposée et Ismail Paşa prit à ferme l'exploitation des Postes pour une durée de 4 ans et 9 mois.

Abolition du fermage.

L'exploitation du service des Postes par le fermage ayant présenté des inconvénients au point de vue financier et administratif, le Conseil des Ministres, après avoir discuté en 1857 la nécessité de l'abolir à l'expiration du contrat y afférent, soumit la chose à l'approbation de S. M. I. Au

Verpachtung des Postbetriebes.

Zur gleichen Zeit wurde es Regierungsgrundsatz, eine Reihe öffentlicher Betriebe nicht mehr von Staatswegen zu führen, sondern zu verpachten. Der Postminister Achmed Bey bat daher darum, ihm den Postbetrieb gegen eine Pauschvergütung zu verpachten. Dieser Antrag war gerade vom Ministerrat angenommen worden, als Achmed Bey von seinem Posten abberufen wurde. Sein Nachfolger, Hüseyin Bey, erklärte, daß er diesen Betrieb gegen eine Pauschentschädigung nicht übernehmen könnte. Die Regierung beschloß daher 1842 von neuem, daß der Postbetrieb wieder als Staatsverwaltung geführt werden sollte.

Der Postbetrieb in einigen Wilajets, die in die „Tanzimati Hayriyé" genannte Staatsumbildung von 1839 nicht einbezogen worden waren.

Im Hinblick auf die Vorteile aus der Einrichtung des Postdienstes in den von der Staatsumbildung erfaßten Wilajets ordneten Kaiserliche Erlasse vom Jahre 1843 an, daß auch die nicht von der Umbildung erfaßten Wilajets den Postdienst in ihren Gebieten einzuführen hätten.

Die Regierung richtete überall da, wo es notwendig war, Pferdewechselstellen ein, damit sowohl ihre eigenen Beamten, Geschäftsträger und Postanstalten als auch die in der Türkei tätigen der fremden Länder sich für ihren eigenen und für den Dienstbedarf die nötigen Lasttiere verschaffen konnten.

Neuer Vorschlag zur Verpachtung.

Infolge der Berufung von Hüseyin Bey in ein andres Ministerium im Jahre 1852 wurde die Verpachtung der Post von neuem vorgeschlagen. Ismail Pascha pachtete den Postbetrieb für eine Dauer von 4 Jahren und 9 Monaten.

Aufhebung der Verpachtung.

Die Verpachtung der Post hatte geldlich und verwaltungsmäßig Unzuträglichkeiten mit sich gebracht. Der Ministerrat erörterte daher im Jahre 1857 die Notwendigkeit, beim Erlöschen des laufenden Vertrages die Verpachtung aufzugeben und unterbreitete die Sache Seiner Kaiser-

Farming of the Post.

About this time it became a principle of the Government to farm some of the public administrations and Ahmet Bey, the Minister of Posts, requested that the postal service be farmed to him. Scarcely had this request been granted when Ahmet Bey was dismissed, and his successor Hüseyin Bey declared that he could not undertake to work the postal service on his own responsibility. In 1842 the Government decided that the postal service should again be worked as a State Administration.

The postal service in some vilayets that had not been included in the Reform of 1839 called « Tanzimati Hayriyé ».

It having been found that the introduction of a postal service in the vilayets included in the Reform had given excellent results, the Imperial Decrees of 1843 ordered the non-reformed vilayets to introduce a postal service in their districts.

The Government established post-stages wherever necessary, so that their own officers, business men and postal officers as well as those of foreign countries stationed in Turkey could obtain the horses necessary for their own use and for that of their service.

New proposals for the farming of the Post.

Hüseyin Bey having been transferred to another Ministry in 1852, the question of farming the posts was again raised and Ismail Paşa took over the posts on his own responsibility for a term of four years and nine months.

Farming abolished.

The farming of the posts proving objectionable both from a financial and administrative point of view, the Cabinet Council in 1857 discussed the advisability of abolishing the system on the expiration of the existing contract, and submitted the question for the approval of

Explotación del Correo por medio de arriendo.

En la misma época, la Administración de diferentes negocios públicos por medio de arriendo había llegado a ser un principio gubernamental. El Ministro de Correos Ahmet Bey había pedido que se le concediese en arriendo y a un tanto alzado la explotación de Correos. Esa petición acababa de ser aceptada por el Consejo de Ministros, cuando Ahmet Bey fué destituido. Pero su sucesor Hüseyin Bey declaró no serle posible asumir esa explotación por un tanto alzado. El Gobierno decidió de nuevo en 1842 que el funcionamiento del servicio de Correos se prestaría por vía administrativa.

Explotación del servicio postal en ciertos vilayetos que habían quedado fuera de la Reforma de 1839 llamada « Tanzimati Hayriyé ».

En consideración a las ventajas resultantes de la creación del servicio de correos en los vilayetos comprendidos en la Reforma, los Decretos Imperiales dictados en 1843 ordenaban a los vilayetos no reformados, que establecieran en sus distritos el servicio de correos.

El Gobierno estableció relevos en donde eran necesarios a fin de que sus funcionarios, sus hombres de negocios y sus servicios de posta, así como los de los paises extranjeros que funcionaban en Turquía, pudieran procurarse los animales de tiro necesarios tanto para su propio transporte, como para el de sus servicios.

Nueva proposición sobre el arriendo.

Habiendo sido nombrado Hüseyin Bey para otro Ministerio en 1852, la explotación de correos por arriendo fué propuesta de nuevo, tomando en firme Ismail Bajá la explotación de Correos por un período de 4 años y 9 meses.

Abolición del arriendo.

Habiendo presentado la explotación del servicio de Correos por arriendo ciertos inconvenientes financieros y administrativos, el Consejo de Ministros, después de haber discutido en 1857 la necesidad de abolirla a la expiración del contrato correspondiente, sometió la cuestión a

cours de la même année, un Décret Impérial fut obtenu pour engager et faire venir de Londres comme spécialiste Mr. Smith, et pour créer une commission composée de membres compétents du Ministère des Finances dans le but d'étudier et d'adopter, d'un commun accord, les méthodes et les règlements appropriés en vue d'améliorer et de porter au niveau voulu le service des postes.

lichen Majestät zur Billigung. Noch im selben Jahre erging ein Kaiserlicher Erlaß zur Berufung des Herrn Smith aus London als Fachmann und eines aus sachverständigen Mitgliedern des Finanzministeriums gebildeten Ausschusses, die gemeinsam die Arbeitsverfahren und Dienstordnungen prüfen und annehmen sollten, die den Postdienst verbessern und auf die gewünschte Höhe bringen könnten.

H. I. Majesty. In the course of the same year an Imperial Decree was obtained engaging a certain Mr. Smith of London as specialist for the purpose of forming a Committee, composed of competent members of the Ministry of Finance, which should examine the question and adopt suitable methods and draw up the regulations calculated to improve the postal service and bring it up to date.

la aprobación de S. M. I. Durante el mismo año, se consiguió un Decreto Imperial para contratar y hacer venir de Londres como especialista, a Mr. Smith, y para crear una comisión compuesta por miembros competentes del Ministerio de Hacienda, para estudiar y adoptar, de común acuerdo, los métodos y reglamentos adecuados, a fin de mejorar y de elevar al deseado nivel el servicio de correos.

Majoration des taxes postales. Suppression du Service de transport des chargements.

Après la création de la poste aux lettres, l'Administration des Postes avait commencé à accepter également des pièces de monnaie ainsi que d'autres objets et des échantillons. Par conséquent, le service des postes s'était divisé en deux, sous la dénomination de la poste aux lettres et du service du transport des chargements. Seulement, les taxes acquittées par les expéditeurs ne parvenant pas à couvrir les frais de transport, les Ministres des Postes et des Finances soumirent à l'approbation du Conseil des Ministres la proposition de porter au double le taxe perçue pour les pièces de monnaie à expédier par la poste et de maintenir cette mesure jusqu'à ce que les voies de communication soient perfectionnées et qu'on ait rétabli des services réguliers pour le transport des envois chargés. Cette proposition fut adoptée par ledit Conseil qui la soumit à la sanction impériale, obtenue en 1858.

D'autre part, profitant des différences des cours de change des pièces d'or d'une ville à une autre, les expéditeurs occasionnaient à la poste une charge, du fait du transport de ces matières qu'ils expédiaient en grande quantité, ce qui justifiait l'augmentation des frais de transport, mais entravait la bonne marche du service. Pour remédier à cet état de choses, il fut décidé de supprimer ce genre d'expéditions, avec l'intention de le rétablir dans de meilleures conditions.

Toutefois, exception fut faite pour les envois de toute sorte de l'Etat ainsi que pour ceux du public qui ne constituaient que de petites quantités de monnaie.

Erhöhung der Postgebühren. Einstellung des Wertversendungsverkehrs.

Nach der Einrichtung der Briefpost hatte die Verwaltung auch Gelder, andre Warensendungen und Muster zur Beförderung zugelassen. Infolgedessen hatte sich der Postdienst in zwei Betriebszweige gegliedert, die Briefpost und die Fahrpost. Da indessen die Gebühren die Beförderungskosten nicht deckten, unterbreiteten der Post- und der Finanzminister dem Ministerrat einen Vorschlag, die Gebühren für die Geldsendungen zu verdoppeln und diese Maßnahme bis zu dem Zeitpunkt beizubehalten, wo die Verkehrswege ausgebaut und regelmäßige Verbindungen für die Beförderung der Wertsendungen wieder eingerichtet sein würden. Dieser Vorschlag wurde vom Ministerrat angenommen und im Jahre 1858 von Seiner Kaiserlichen Majestät genehmigt.

Anderseits wurde versucht, aus der Verschiedenheit des Wertes der Goldmünzen in den verschiedenen Städten Nutzen zu ziehen. Die zu diesem Zwecke in großen Mengen aufgelieferten Geldsendungen bedeuteten für die Post eine große Last, wodurch zwar die Steigerung der Beförderungskosten gerechtfertigt, aber auch die gute Abwicklung des Dienstes erschwert wurde. Als Abhilfemaßnahme wurde die Einstellung dieses Dienstes beschlossen, jedoch mit der Absicht, ihn zu günstigerer Zeit wieder aufzunehmen.

Als Ausnahme wurden nur noch Staatssendungen zugelassen, sowie sonstige Sendungen mit nur geringfügigen Geldmengen.

Increase in postage rates. Abolition of the registered letter service.

After the letter post service had been regularly organised the Administration gradually began to carry coins, other articles and patterns and samples. There were thus two sections, one the letter-post the other the registered letter section. The postage paid by the senders did not however suffice to cover the cost of carriage. The Ministers of Post and Finance consequently appealed to the Cabinet Council for permission to double the postage on packets of coin and to retain this measure until such time as the means of communication had been brought to perfection and regular services for the carriage of registered articles could be re-established. The Council approved the proposal, which received the imperial sanction in 1858.

On the other hand, the senders of coin taking advantage of the different rates of exchange from one town to another and the fact that the large quantities of coin they sent caused a great deal of work, justified the increase of postage as it disturbed the regular work of service. As a remedy to this state of things it was decided to abolish this kind of conveyance for the time being and to resume it later on under better conditions.

An exception was however made for all Government despatches and for those of the public that contained but small quantities of coin.

Elevación de las tarifas postales. Supresión del Servicio de transporte de cargamentos.

Después de la creación del correo de correspondencia, la Administración de Correos había comenzado a admitir asímismo piezas de moneda, así como otros objetos y muestras. De aquí que el servicio de correos se dividiera en dos, bajo la denominación de correo de correspondencia y de servicio de transporte de cargamentos. Pero, los portes pagados por los expedidores no llegaban a cubrir los gastos de transporte, y los Ministros de Correos y de Hacienda sometieron a la aprobación del Consejo de Ministros la proposición de doblar el porte percibido por las piezas de moneda a expedir por el correo y mantener esa medida hasta que estuviesen perfeccionadas las vías de comunicación y se restablecieran servicios regulares para el transporte de los envíos certificados. Esta proposición fué aprobada por dicho Consejo, sometiéndola a la sanción imperial, que fué obtenida en 1858.

Por otra parte, aprovechando las diferencias de los tipos de cambio de las piezas de oro de una ciudad a otra, los expedidores imponían al correo una carga, con el transporte de esas materias que expedían en grandes cantidades, lo que justificaba el aumento de los gastos de transporte, pero dificultaba la buena marcha del servicio. Para poner remedio a ese estado de cosas, se acordó suprimir esa clase de expediciones, con intención de restablecerlas en mejores condiciones.

Se exceptuaron, sin embargo, los envíos del Estado de toda clase, así como los del público que no constituían más que pequeñas cantidades de moneda.

Bateaux affectés au transport postal.

Pour le service des Postes, l'Etat fit, en 1858, l'acquisition de deux bateaux à vapeur qui prirent les noms de Gemlik et Surat.

Le Ministre des Postes Agâh Efendi.

Une augmentation de recettes était espérée dans le cas où certaines améliorations seraient introduites aux services des postes. Pour permettre la réalisation de cet espoir, il fut jugé convenable de nommer Ministre des Postes, Agâh Efendi, secrétaire au Bureau des traductions, qui jouissait de la réputation d'être très versé dans les affaires postales.

Création des valeurs postales.

Devenu Ministre, Agâh Efendi pensa tout d'abord aux moyens de perfectionner le service des postes. Donc, s'inspirant des réformes réalisées en 1840 en Angleterre et prenant en considération le mode de perception des taxes qui se faisait d'une manière qui rendait très difficile le contrôle et se prêtait facilement aux abus au détriment des intérêts du fisc, il proposa trois principales réformes dans le rapport qu'il rédigea à cet effet.

La première visait la perception d'une taxe uniforme pour les lettres sans avoir égard aux distances, comme on le pratiquait jusque là.

La deuxième maintenait la diminution des taxes.

Quant à la troisième proposition, elle se rapportait à la création des valeurs postales.

Mais la Commission de Comptabilité qui fut chargée de l'examen de ce rapport refusa la réduction des taxes et crut nécessaire de diviser, par contre, en six classes les distances sur la base desquelles elle fixa un tarif; d'après ce tarif, les correspondances devraient acquitter des taxes d'autant plus élevées qu'elles avaient de classes de distance à parcourir.

Pourtant, elle accepta la proposition relative à la création des valeurs postales, au sujet de quoi un décret impérial fut obtenu.

Les premières valeurs postales furent mises en circulation en 1862. Elles étaient de forme rectangulaire et portaient les chiffres impériaux (Tugra) installés au milieu d'un croissant; sur la partie inférieure figurait

Postdampfer.

Im Jahre 1858 erwarb der Staat für Postzwecke zwei Dampfer, die die Namen Gemlik und Surat erhielten.

Postminister Agâh Efendi.

Von der Einführung verschiedener Verbesserungen im Postdienst erhoffte man eine Steigerung der Einnahmen. Um diese Hoffnung zu verwirklichen, wurde der Schriftführer im Übersetzungsamt, Agâh Efendi, dem man eine große Sachkunde in Postdingen nachrühmte, zum Postminister ernannt.

Einführung der Postwertzeichen.

Nach seiner Ernennung zum Minister strebte Agâh Efendi zunächst nach einer Verbesserung des Postbetriebes. In Anlehnung an die Umbildung der englischen Post im Jahre 1840 und weil die bisherige Art der Gebührenerhebung in der Türkei die Überwachung erschwerte, aber Hinterziehungen zum Schaden des Staatssäckels erleichterte, schlug er in einem Bericht drei grundsätzliche Neuerungen vor.

Die erste sah im Gegensatz zum bisherigen Verfahren die Erhebung einer Einheitsgebühr für Briefe ohne Unterschied der Entfernung vor.

Die zweite forderte eine Gebührensenkung.

Die dritte schlug die Einführung von Postwertzeichen vor.

Aber der mit der Prüfung des Berichts betraute Rechnungsausschuß lehnte die Gebührenherabsetzung ab und empfahl dagegen die Abstufung der Gebühren nach sechs Entfernungsbereichen. Mit jedem von einer Sendung durchlaufenen weiteren Entfernungsbereich erhöhte sich also die Gebühr.

Aber den Vorschlag zur Einführung von Postwertzeichen nahm der Ausschuß an und ein Kaiserlicher Erlaß hierüber erschien.

Die ersten Postwertzeichen wurden im Jahre 1862 in Umlauf gesetzt. Sie waren rechteckig und trugen im Halbmond den Kaiserlichen Namenszug (Tugra). Der untere Teil enthielt die Inschrift: *Nezareti Celilei Maliyé*

Steamers used for the postal service.

In 1858 the Government acquired two steamers for the postal service to which the names of Gemlik and Surat were given.

Agâh Efendi Minister of Posts.

It was hoped that if certain improvements could be carried out there would be an increase in the postal receipts. In order to enable these hopes to be realized it was deemed advisable to appoint Agâh Efendi Minister of Posts. He was at that time secretary in the Translations Office and was reputed to be very well versed in postal matters.

Introduction of postage stamps.

Agâh Efendi's first thought on becoming Minister was how best to improve the postal service. Influenced by the reforms made in England in 1840, and seeing that the manner of collecting the postage made a control very difficult and lent itself easily to abuses, to the detriment of the finances, he proposed, in the report he drew up for the purpose, to make three principal reforms.

The first was the introduction of a uniform postage rate for letters regardless of distance. (Letters were at that time charged according to distance.)

The second aimed at continuing the reduced postage rates.

The third concerned the introduction of postage stamps.

The Accountant Committee however intrusted with the examination of the report not only refused to lower the postage rates but found it advisable to make six distance zones as basis for reckoning the postage, the letters that had to be carried to the most distant zone being charged the highest postage.

The committee however accepted the proposal concerning postage stamps, for which an imperial decree was obtained.

The first postage stamps were put into circulation in 1862. They were rectangular in shape and bore the imperial cipher (Tugra) within a crescent. On the lower part there were the words *Nezareti Celilei Maliyé* (the Sublime

Barcos afectados al transporte postal.

El Estado adquirió, en 1858, para el servicio de Correos, dos barcos de vapor que recibieron los nombres de Gemlik y Surat.

El Ministro de Correos Agâh Efendi.

Se esperaba un aumento de los ingresos si se introducían determinadas mejoras en los servicios postales. Para poder realizar esa esperanza, se estimó conveniente nombrar Ministro de Correos a Agâh Efendi, Secretario de la Oficina de Traducciones, que gozaba de la reputación de muy versado en los asuntos postales.

Creación de los valores postales.

Una vez Ministro, Agâh Efendi pensó, ante todo, en los medios de perfeccionar el servicio de correos. Inspirándose, pues, en las reformas realizadas en 1840 en Inglaterra y teniendo en cuenta que la percepción de los portes se llevaba a cabo de una manera que dificultaba mucho la fiscalización y se prestaba fácilmente al abuso en detrimento de los intereses del fisco, propuso tres principales reformas en el informe que elaboró a ese efecto.

La primera se refería a la percepción de un porte uniforme para las cartas, sin consideración a las distancias como se hacía hasta entonces.

La segunda mantenía la disminución de las tarifas.

En cuanto a la tercera proposición, concernía a la creación de los valores postales.

Pero la Comisión de Contabilidad encargada de examinar ese informe se opuso a la reducción de las tarifas y creyó necesario, por el contrario, dividir en seis clases las distancias, fijando las tarifas sobre esa base; según esa tarifa, la correspondencia debía pagar portes tanto más elevados cuanto mayor número de clases de distancia tenía que recorrer.

Sin embargo, aceptó la proposición relativa a la creación de los valores postales, sobre cuya materia se obtuvo un decreto imperial.

Los primeros valores postales fueron puestos en circulación en 1862. Eran de forma rectangular y llevaban las cifras imperiales (Tugra) en el centro de la Media Luna; en la parte inferior figuraba la inscripción: *Nezareti Celi-*

l'inscription: *Nezareti Celilei Maliyé* (le Sublime Ministère des Finances). En outre, elles n'étaient pas perforées.

Ces timbres furent imprimés à l'imprimerie lithographique du Ministère des Finances, et dans un but de contrôle, le cachet portant l'inscription: *Hazinei Celilei Maliyé* (Trésor du Sublime Ministère des Finances) fut apposé, à l'encre rouge et bleue, sur chaque timbre à la place même où il devait être détaché. Ces timbres ne comptaient que quatre valeurs différentes.

En 1865, le Ministère des Finances prit la décision de faire imprimer les valeurs postales en Europe. Par conséquent, les commandes de la deuxième émission furent passées à Paris. Cette série portait au milieu le Croissant et l'Etoile et sur leur bordure l'inscription: *Posta Devleti Osmaniyé* (Postes de l'Empire Ottoman). Le papier employé dans la fabrication de ces timbres était de bonne qualité.

En 1869, un Arménien, du nom de Mühendisyan Efendi, proposa au Ministère des Finances d'imprimer à l'intérieur du pays les mêmes timbres à un prix de 50 pour cent au-dessous de celui de Paris. Le Ministère des Finances accepta cette proposition, et l'impression de la série de timbres à croissant et étoile fut assurée de 1869 à 1875 par Mühendisyan Efendi.

En 1876, les timbres à Croissant et Etoile furent remplacés par une autre série de timbres qui portaient au milieu l'inscription: *Postayı Devleti Osmaniyé* (Postes de l'Etat ottoman). Ces timbres, dits Empire, furent imprimés également par l'éditeur Mühendisyan Efendi.

Jusqu'en 1884, Mühendisyan Efendi s'est distingué dans l'impression des timbres. A partir de cette date jusqu'à 1914, l'impression des timbres fut assumée, pour le compte du Ministère des Finances, par la Direction des Timbres, dépendant de l'Administration de la Dette publique.

En 1865, des timbres spéciaux, réservés exclusivement au service postal de la ville d'Istanbul, furent confectionnés par la Société Liyanos qui exploitait sous monopole ce service. Ces timbres étaient de couleur bleue, verte et rose et à bordure dentelée et portaient sur le recto un croissant noir avec étoile de même couleur.

(Hohes Finanzministerium). Die Marken waren nicht durch Lochung von einander getrennt.

Die Marken wurden in der Steindruckerei des Finanzministeriums gedruckt und erhielten als Prüfzeichen, da, wo sie vom Bogen abzutrennen waren, also am Rande, noch Stück für Stück einen Stempelüberdruck in roter und blauer Farbe mit der Inschrift: *Hazinei Celilei Maliyé* (Schatzverwaltung des Finanzministeriums). Es wurden nur vier verschiedene Werte ausgegeben.

1865 beschloß das Finanzministerium, die Postwertzeichen in Europa drucken zu lassen. Die zweite Markenausgabe wurde danach in Paris in Auftrag gegeben. Das Markenbild zeigte in der Mitte Halbmond und Stern und am Rande die Inschrift: *Posta Devleti Osmaniyé* (Kaiserlich Ottomanische Post). Für die Herstellung wurde gutes Papier verwendet.

1869 bot ein Armenier, Mühendisyan Efendi, dem Finanzministerium an, dieselben Marken im Lande, aber 50 % billiger als in Paris zu drucken. Der Finanzminister nahm das Angebot an und die Marken mit Halbmond und Stern wurden von 1869 bis 1875 von Mühendisyan Efendi gedruckt.

1876 trat an Stelle der Halbmond und Stern-Marken eine neue Ausgabe mit der Inschrift: *Postai Devleti Osmaniyé* (Ottomanische Staatspost). Auch diese sogenannten Kaisermarken wurden von Mühendisyan Efendi gedruckt.

Bis 1884 lieferte Mühendisyan Efendi seine vorzüglich gedruckten Marken. Von da an bis 1914 besorgte dann die der Staatsschuldenverwaltung unterstellte Stempelverwaltung den Druck der Briefmarken für Rechnung des Finanzministeriums.

1865 wurden nur für den Stadtpostdienst in Konstantinopel gültige Marken von der Gesellschaft Liyanos, die diesen Dienst unterhielt, herausgebracht. Sie waren blau, grün und rot mit gezähntem Rand und trugen auf der Vorderseite einen schwarzen Halbmond und schwarzen Stern.

Ministry of Finance). They were not perforated.

These stamps were printed in the lithograph printing-office of the Ministry of Finance, and for the purpose of control were stamped in red and blue ink with the words *Hazinei Celilei Maliiyé* (Treasury of the Sublime Ministry of Finance) just where each one had to be detached. There were only four values of these stamps.

In 1865 the Ministry of Finance decided to have the postage stamps printed in Europe, and the second issue was consequently printed in Paris. The stamps of this series had the Crescent and Star in the centre and the inscription *Posta Devleti Osmaniyé* (Post of the Ottoman Empire) on the edge. A good quality of paper was used for these stamps.

In 1869 an Armenian named Mühendisyan Efendi proposed to the Ministry of Finance to have the same stamps printed in the country itself at half the price they cost in Paris. The Ministry of Finance agreed to the proposal, and from 1869 to 1875 the series with the Crescent and Star was printed by Mühendisyan Efendi.

In 1876, the stamps with the Crescent and Star were replaced by another series that bore the inscription *Postay Devleti Osmaniyé* (Posts of the Ottoman State). These stamps, called Empire Stamps, were also printed by Mühendisyan Efendi.

Until 1884 Mühendisyan Efendi made himself a reputation in the printing of stamps. From 1884 to 1914 the printing of the stamps was undertaken, for the account of the Ministry of Finance, by the Stamp Office, which was subordinate to the Administration of the National Debt.

In 1865, special stamps reserved for the sole use of the postal service of Istanbul were manufactured by the Liyanos Co. who held the monopoly of the service. These stamps were blue, green and pink with a perforated edge and had on the face a black crescent with a star, likewise black.

lei Maliyé (el Sublime Ministerio de Hacienda). Además, no estaban perforados.

Esos sellos fueron impresos en la imprenta litográfica del Ministerio de Hacienda y con un fin fiscalizador, se puso un sello con la inscripción: *Hazinei Celilei Maliyé* (Tesoro del Sublime Ministerio de Hacienda) en tinta roja y azul en cada sello de franqueo, en el mismo sitio donde debía ser cortado. Esos sellos eran solo de cuatro valores diferentes.

En 1865, el Ministerio de Hacienda acordó hacer imprimir los valores postales en Europa. Por consiguiente, los pedidos de la segunda edición fueron pasados a París. Esta serie llevaba en el centro la Media Luna y la Estrella y en el borde la inscripción: *Posta Devleti Osmaniyé* (Correos del Imperio Otomano). El papel empleado en la fabricación de esos sellos era de buena calidad.

En 1869, un armenio, llamado Mühendisyan Efendi, propuso al Ministerio de Hacienda imprimir en el interior del país los mismos sellos, a la mitad de precio de los de París. El Ministerio de Hacienda aceptó la proposición y la impresión de la serie de sellos con Media Luna y Estrella fué efectuada de 1869 a 1875 por Mühendisyan Efendi.

En 1876, los sellos con Media Luna y Estrella fueron substituidos por otra serie de sellos que llevaban en el centro la inscripción: *Postayi Devleti Osmaniyé* (Correo del Imperio Otomano). Esos sellos, llamados Imperio, fueron impresos asímismo por el editor Mühendisyan Efendi.

Hasta 1884, Mühendisyan Efendi se distinguió en la impresión de los sellos. A partir de esa fecha hasta 1914, la impresión de los sellos fué efectuada, por cuenta del Ministerio de Hacienda, por la Dirección del Timbre, dependiente de la Administración de la Deuda pública.

En 1865 fueron confeccionados por la Sociedad Liyanos, que explotaba en monopolio ese servicio, sellos especiales reservados exclusivamente al servicio postal de la ciudad de Istanbul. Dichos sellos eran de color azul, verde y rosa y borde dentado y llevaban en la cara anterior una media luna negra con estrella del mismo color.

Mais ce service ayant passé, en 1872, aux mains de l'Etat, les timbres en question furent surchargés du mot *Sehir* (Ville), encadré dans une ligne de forme ovale.

En 1867, pour le service postal des villes de Constanta et de Cernavoda, qui était exploité par une société privée, on se servait des timbres-poste à dentelure représentant, au milieu, un croissant avec étoile posée au sommet d'une montagne au bord de la mer, le tout imprimé en noir sur un fond vert.

Les timbres-poste qui furent mis en circulation vers le commencement de l'année 1914 étaient répartis en 21 valeurs, de sujets différents. Ces timbres étaient imprimés dans l'usine Bradbury à Londres.

On créa en outre, en 1914, 22 valeurs et, en 1915, 43 valeurs, y compris celles qui portaient des surcharges et les timbres-taxe. En 1916, 20 autres nouvelles valeurs et 15 unités de timbres-taxe furent émises. Au cours de cette même année, on fit imprimer en Autriche une nouvelle série de valeurs, qui, en 1916, furent surchargées: *Kanal hatirasi* (Souvenir du Canal). Ce sont là les derniers timbres-poste de l'Etat ottoman.

Après la rupture des relations officielles avec le Gouvernement d'Istanbul, la crise des timbres s'était fait grandement sentir.

Pour y remédier on avait pensé à couper en deux les timbres existants, mais, devant l'insuffisance de cette mesure, on dut recourir au moyen de ramasser toute sorte de timbres appartenant aux établissements officiels et semi-officiels, tels que le Notariat, le Comité de la Flotte, les tribunaux, etc., et de les marquer d'une surcharge, d'abord au moyen d'un cachet ordinaire, ensuite avec des caractères d'imprimerie *(Yeni Gün)*. Mais, plus tard, cette mesure aussi devenant insuffisante, le nouvel Etat fit imprimer en Italie une série de valeurs postales représentant la formule religieuse dite *Kelimei tevhit*.

En 1863, on fonda un service se rapprochant de celui des mandats, et l'Administration se fit octroyer des droits pour faire dresser des cartes représentant les réseaux postaux pour les vendre aux personnes qui désiraient se les procurer.

1872 übernahm der Staat diesen Dienst. Die Marken wurden mit dem Wort *Sehir* (Stadt) in eiförmiger Umrandung überdruckt.

1867 waren für den Stadtpostdienst in Constantza und Cernavoda, der von einem nichtamtlichen Unternehmen betrieben wurde, randgezähnte Marken in Gebrauch, die in Schwarzdruck auf grünem Grunde Halbmond und Stern auf einem Berggipfel am Meeresstrande zeigten.

Die Anfang 1914 in Umlauf gebrachten Marken umfaßten 21 Werte mit verschiedenerlei bildlicher Darstellung. Sie waren bei Bradbury in London gedruckt.

Außerdem wurden 1914 22 und 1915 43 neue Werte, einschließlich der Überdruck- und der Nachmarken herausgebracht. 1916 wurden 20 neue Werte und 15 neue Nachmarken ausgegeben. Im selben Jahre wurde in Österreich eine neue Reihe von Wertzeichen gedruckt, die noch im selben Jahre den Überdruck erhielten: *Kanal hatirasi* (Erinnerung an den Kanal). Dieses sind die letzten Briefmarken des ottomanischen Staates.

Nach dem Abbruch der amtlichen Beziehungen zu der Regierung in Konstantinopel trat ein recht fühlbarer Mangel an Briefmarken ein.

Um ihm abzuhelfen, hatte man zuerst daran gedacht, die vorhandenen Marken in zwei Hälften zu zerschneiden. Das erwies sich aber als ungenügend, und so mußte man sich dadurch helfen, daß man alle Arten von Marken, die amtlichen oder nichtamtlichen Einrichtungen gehörten, wie etwa den Urkundsbeamten, dem Flottenausschuß, den Gerichten, zusammensuchte und sie überdruckte, zuerst mit einem gewöhnlichen Stempel, dann im Buchdruckverfahren *(Yeni Gün)*. Schließlich reichte auch das nicht mehr hin; der neue Staat ließ daher in Italien eine Reihe von Postwertzeichen drucken, die die *Kelimei tevhit* genannte Glaubensformel aufwiesen.

1863 richtete man eine dem Postanweisungsdienst angegliederte Dienststelle ein, die auf Grund der der Verwaltung erteilten Ermächtigung Karten des Netzes der Postverbindungen zum Verkauf herzustellen hatte.

This service having passed into the hands of the Government in 1872, the stamps were overprinted *Sehir* (city) in a lozenge.

The postal services of Constanta and Cernavoda were worked by a private company. In 1867 the stamps used for it were perforated and had in the centre a crescent and star on the summit of a mountain close to the sea. They were printed in black on a green back-ground.

The stamps issued at the beginning of 1914 were of 21 denominations and various designs. They were printed by the firm of Bradbury in London.

In 1914, 22 denominations were on the whole issued and 43 in 1915 including those overprinted and the postage-due stamps. In 1916, 20 other new stamps and 15 postage-due stamps were issued. In the course of the same year a new series was printed in Austria which in 1916 were overprinted *Kanal hatirasi* (Souvenir of the Canal). These are the last stamps of the Ottoman Government.

After the rupture of official relations with the Government of Istanbul the lack of stamps was severely felt. It was proposed to overcome the difficulty by cutting the existing ones in two, but as this would have been insufficient to meet the need, the only way was to rake up all the different sorts of stamps belonging to official and semi-official establishments such as the Notariat, the Marine Board, the Law Courts, etc., and to overprint them, at first with an ordinary stamp and subsequently in print *(Yeni Gün)*. Later on this measure too proved insufficient and the new government had a series of stamps printed in Italy representing the religious formula called *Kelimei tevhit*.

In 1863 a service resembling the Money Order Service was organized and the Administration received the right to publish maps of the various mail lines for sale to persons desiring to possess them.

Pero habiendo pasado ese servicio, en 1872, a manos del Estado, los sellos en cuestión fueron provistos de la inscripción *Sehir* (Ciudad) encuadrada en una línea de forma oval.

Para el servicio postal de las ciudades de Constanta y Cernavoda, que estaba explotado por una sociedad particular, se utilizaban en 1867 sellos de correo dentados, que representaban en el centro una media luna con estrella en la cima de una montaña a orillas del mar, todo impreso en negro sobre fondo verde.

Los sellos de correos que fueron puestos en circulación hacia comienzos del año 1914, eran de 21 valores, con asuntos diferentes. Esos sellos se imprimían en los talleres Bradbury, de Londres.

En 1914 se crearon, además, 22 valores y, en 1915, 43 valores, incluso los que llevaban sobresello y los sellos fiscales. En 1916 se emitieron otros 20 valores nuevos y 15 unidades de sellos fiscales. En el mismo año, se imprimó en Austria una nueva serie de valores a los cuales se les puso en 1916 el sobresello: *Kanal hatirasi* (Recuerdo del Canal). Esos son los últimos sellos de correo del Estado otomano.

Después de la ruptura de las relaciones oficiales con el Gobierno de Istanbul, la crisis de sellos se dejó sentir grandemente.

Para poner remedio a ella se había pensado en cortar en dos los sellos existentes, pero ante la insuficiencia de esa medida, hubo que recurrir al medio de recoger toda clase de sellos pertenecientes a los establecimientos oficiales y semioficiales, tales como el Notariado, el Comité de la Flota, los tribunales, etc. y marcarlos con un sobresello, primero por medio de un sello ordinario y luego con caracteres de imprenta *(Yeni Gün)*. Pero más tarde, llegando a ser insuficiente esta medida, el nuevo Estado encargó en Italia la impresión de una serie de valores postales que representaban la fórmula religiosa llamada *Kelimei tevhit*.

En 1863 se fundó un servicio semejante al de los giros y la Administración se hizo pagar derechos por la confección de planos que representaban las redes postales, para venderlos a las personas que los deseaban.

D'autre part, malgré le monopole, les compagnies de navigation qui faisaient le service entre Istanbul et les pays du littoral ne se gênaient pas de faire, sur une grande échelle, la contrebande des lettres. En vue de mettre fin à cette pratique illégale, on ouvrit, par arrêté du Ministère des Finances et du Conseil des Ministres, un bureau de poste à Galata (Istanbul), principal centre du commerce, et on fit des réductions sensibles sur les taxes pour les villes se trouvant sur le littoral. Cette réduction porta également sur les taxes des journaux en général.

Etablissement des postes étrangères en Turquie. Leur fonctionnement jusqu'à la conclusion du Traité de Lausanne.

Postes autrichiennes. En 1719, un courrier direct entre le palais d'Autriche et son représentant à Istanbul commença par s'établir. C'était le résultat du Traité de Pesarovitch signé en 1718. En 1726, les Postes autrichiennes se mirent à accepter des lettres appartenant au public. Dans ce temps-là, l'Empire Ottoman n'avait pas encore des bureaux de poste ouverts au public. Les Postes ottomanes n'assuraient que le service de la correspondance de l'Etat. La navigation des bateaux autrichiens dans les eaux turques ayant augmenté, les agences qu'on fondait dans certains ports turcs s'étaient mises en même temps à remplir les fonctions de bureaux de poste.

Le Gouvernement turc, pensant aux besoins du public, ne put soulever aucune objection à cette façon d'agir. Les bureaux de poste autrichiens, élargissant peu à peu leur champ d'activité, se virent, à la fin, dans la nécessité de s'établir dans des locaux indépendants des susdites agences, donnant naissance, de la sorte, aux postes autrichiennes proprement dites en Turquie.

Postes françaises. Par le traité signé avec la France en 1740, la Turquie lui reconnaissait le droit du pays le plus favorisé, et la France ouvrit des bureaux de poste en Turquie.

Postes russes. S'appuyant sur l'article 76 du traité signé en 1783 entre la Turquie et la Russie, qui stipule que, « pour

Trotz des Alleinbeförderungsrechts der Postverwaltung befaßten sich die Schiffahrtsgesellschaften, die den Dienst zwischen Konstantinopel und den Küstenlandschaften versahen, in großem Umfange mit verbotener Briefübermittelung. Um diesem ungesetzlichen Treiben ein Ende zu machen, eröffnete man auf Beschluß des Finanzministers und des Ministerrats in Galata (Konstantinopel), dem Hauptmittelpunkt des Geschäftslebens, ein Postamt und führte erhebliche Gebührenermäßigungen für den Verkehr nach den Küstenstädten ein. Die Gebührenermäßigung erstreckte sich auch allgemein auf die Zeitungen.

Die Einrichtung fremder Postanstalten in der Türkei. Ihre Tätigkeit bis zum Lausanner Vertrag.

Österreichische Post. 1719 entstand ein unmittelbarer Eilbotendienst zwischen der Regierung in Österreich und ihrem Vertreter in Konstantinopel. Es geschah dies infolge des Vertrages von Passarowitz vom Jahre 1718. 1726 begann die österreichische Post auch allgemein Briefe von jedermann zur Beförderung anzunehmen. In dieser Zeit besaß das Ottomanische Reich noch keine öffentlichen Postanstalten für die Bevölkerung; vielmehr besorgte die türkische Post nur Staatssendungen. Im Laufe der Zeit begründeten die österreichischen Schiffahrtslinien immer mehr Geschäftsstellen in den türkischen Häfen, die gleichzeitig als Postanstalten tätig waren.

Die türkische Regierung konnte im Hinblick auf die Verkehrsbedürfnisse der Bevölkerung hiergegen nicht recht etwas einwenden. Der Verkehr der österreichischen Postämter nahm mit der Zeit immer mehr zu, sie mußten sich schließlich unabhängig von den Vertretungen der Schiffahrtsgesellschaften eigene Diensträume besorgen und so entstanden die eigentlichen österreichischen Postanstalten in der Türkei.

Französische Post. Nachdem die Türkei im Vertrage von 1740 Frankreich das Recht der Meistbegünstigung zugestanden hatte, eröffnete dieses Land seine Postanstalten in der Türkei.

Russische Post. Art. 76 des 1783 zwischen der Türkei und Rußland abgeschlossenen Vertrages bestimmte, „daß die Tür-

In spite of the monopoly, the navigation companies doing the service between Istanbul and the coast had continued to do a thriving business in smuggling letters. With a view to put an end to this illicit trade the Ministry of Finance and the Cabinet Council decided to open a post-office at Galata (Istanbul) the principal commercial centre, and considerable reductions were made in the postage on correspondence for the towns on the coast. These reductions were also extended to newspapers in general.

Foreign post-offices are opened in Turkey. Their operations until the Treaty of Lausanne.

Austrian post-offices. In 1719 a direct courier was established between the Austrian palace and its representative in Istanbul, as a result of the Treaty of Pesarovitch signed in 1718. In 1726 the Austrian posts had started accepting letters from the public. At that time the Ottoman Empire had no post-offices open to the public; the Ottoman post only carried government correspondence. The Austrian navigation companies doing business in Turkish waters had gradually increased the number of their agencies in Turkish ports and started using these agencies as post-offices.

The Turkish Government, having the interests of the public at heart, made no objection to this proceeding. As time went on, the Austrian post-offices extended their sphere of action and were obliged to open separate premises for the postal business. It is in this way that the Austrian post-offices properly so-called were established in Turkey.

French post-offices. By the treaty signed with France in 1740, Turkey gave to France the rights of the most favoured nation and France opened post-offices in Turkey.

Russian post-offices. On the ground of article 76 of the treaty signed in 1783 between Turkey and Russia, which stipulates

Por otra parte, a pesar monopolio, las compañías navegación que prestaban servicio entre Istanbul y paises del litoral, practicab en gran escala, sin escrúpu el contrabando de cartas. A de poner término a esos us ilegales, se abrió, por decreto Ministerio de Hacienda y Consejo de Ministros, una o cina de correos en Galata (I tanbul), principal centro del mercio y se hicieron apreciabl reducciones de los portes pa las ciudades del litoral. E reducción afectó asímismo a l tarifas de los periódicos e general.

Establecimiento de correos extranjeros en Turquía. Su funcionamiento hasta la conclusión del Tratado de Lausana

Correo austriaco. En 1719 comenzó por establecerse u correo directo entre el palaci de Austria y su representant en Istanbul. Era ello resultad del Tratado de Pesarovitch, firmado en 1718. En 1726, el Correo austriaco comenzó a aceptar cartas procedentes del público. En aquella época, el Imperio Otomano no tenía todavía oficinas postales abiertas al público. El Correo otomano solo prestaba el servicio de la correspondencia del Estado. La navegación de los barcos austriacos en las aguas turcas aumentó y las agencias que se fundaban en ciertos puertos turcos se dedicaron al mismo tiempo a realizar funciones de oficinas de correos.

El Gobierno turco, pensando en las necesidades del público, no pudo formular objeción alguna contra ese proceder. Las oficinas austriacas de correos extendían poco a poco su radio de acción, viéndose al fin en la necesidad de establecer locales independientes de dichas agencias, y así nació el correo austriaco, propiamente dicho, en Turquía.

Correo francés. Por el tratado firmado con Francia en 1740, Turquía le reconocía el derecho de la nación más favorecida, y Francia abrió oficinas postales en Turquía.

Correo ruso. Basándose en el artículo 76 del tratado firmado en 1783 entre Turquía y Rusia, que dispone que « para facilitar

aciliter le commerce des ressorissants des parties contractanes, la Turquie et la Russie s'enagent mutuellement à prendre es mesures nécessaires pour assurer le repos et la sécurité des ourriers de chacune des deux arties arrivant sur leurs fronières respectives et en partant», Gouvernement Russe établit es bureaux de poste en Turquie, n 1799.

Au début, leur nombre n'était ue de trois; mais, plus tard, l'acvité de ces bureaux ayant augenté, leur nombre aussi s'acût en proportion, et toutes les gences de navigation qui exisient aux ports turcs rempliıt en même temps les fonctions es bureaux de poste. La Turquie ıssi eut sa part de profit du aité précité.

Postes anglaises. Faisant vair les autorisations accordées ıx autres Etats, l'Angleterre ıssi établit des postes en Turie.

Postes italiennes. Quand l'Italie ganisa des lignes de communitions régulières entre l'Italie et Tripoli en vue d'augmenter de consolider son influence ns ce dernier pays, les agences aritimes qui se fondaient çà là commencèrent à assurer même temps un service de ste. Au Congrès de 1874, qui st tenu à Berne, l'Italie put re reconnaître par l'Union, mme une Administration inpendante, l'Office de poste de ipoli.

L'Italie avait en outre maesté, en 1902, le désir d'établir bureau de poste à Bengazi. Porte voulut d'abord s'y poser, puis, prenant en vue conséquences d'une telle opsition, elle finit par accorder utorisation de fonder des buux de poste non seulement à ngazi mais encore à Istanbul, nir, Salonique, Jérusalem et Avlona.

tatives pour la fermeture des Postes étrangères.

Les premiers efforts en vue de ner les postes étrangères aient déroulés en 1864 sous Paşa. Mais ils se heurtèrent opposition des gouvernements utriche, de France et de ssie et restèrent infructueux. deuxième tentative fut effec- auprès du Congrès de 1874, erne, mais celui-ci conseilla ıos délégués d'employer la diplomatique, la question

kei und Rußland, um den Verkehr ihrer Untertanen zu erleichtern, sich gegenseitig verpflichteten, die notwendigen Maßnahmen für die ungestörte und sichere Weiterleitung der beiderseitigen an ihren Grenzen ankommenden und von dort abgehenden Posten zu treffen". Auf Grund dieser Bestimmung richtete die russische Regierung im Jahre 1799 Postanstalten in der Türkei ein.

Anfangs waren es nur drei, aber später wuchs ihre Zahl mit der Zunahme des Verkehrs an. Alle Geschäftsstellen der Schifffahrtsgesellschaften in den türkischen Häfen versahen gleichzeitig den Dienst von Postanstalten. Auch die Türkei zog aus dem erwähnten Vertrage ihren Vorteil.

Englische Post. Auch England richtete, unter Berufung auf die den andren Staaten gemachten Zugeständnisse, Postanstalten in der Türkei ein.

Italienische Post. Als Italien sich regelmäßige Verbindungen mit Tripolis schuf, um dort seinen Einfluß zu festigen, begannen die an einzelnen Orten eingerichteten Schiffahrtsvertretungen gleichzeitig den Postdienst zu besorgen. Auf der Berner Tagung von 1874 erreichte Italien, daß der Weltpostverein die italienische Post in Tripolis als unabhängige Verwaltung anerkannte.

1902 wünschte Italien auch in Bengasi ein Postamt einzurichten. Die Hohe Pforte wollte sich dem erst widersetzen, gab aber schließlich aus Besorgnis vor den Folgen eines solchen Widerstandes ihre Einwilligung zur Errichtung von Postämtern nicht nur in Bengasi, sondern auch in Konstantinopel, Smyrna, Saloniki, Jerusalem und Valona.

Versuche zur Aufhebung der fremden Postanstalten.

Die ersten Anstrengungen zur Aufhebung der fremden Postanstalten machte Ali Pascha im Jahre 1864. Sie blieben aber infolge des Widerstandes der österreichischen, französischen und russischen Regierung ohne Erfolg. Ein zweiter Versuch wurde 1874 auf dem Berner Weltposttag unternommen. Aber hier empfahl man unsren Vertretern diplomatische Schritte, da die

that « to facilitate business relations between the contracting parties, Turkey and Russia agree mutually to take the necessary steps to insure the repose and security of the couriers of each of the contracting parties arriving at and leaving the respective frontiers », the Russian Government in 1799 established post-offices in Turkey.

At the outset there were only three, but as business grew their number increased, and all the navigation agencies in the Turkish ports also acted as post-offices. In this way Turkey likewise benefited from the aforesaid treaty.

English post-offices. On the ground that authorisation had been granted to other countries, England also opened post-offices in Turkey.

Italian post-offices. When Italy established regular lines of communication between Italy and Tripoli with a view to consolidating her influence in the latter country, the maritime agencies which were founded here and there at once started a postal service. At the Congress of Berne in 1874, Italy was able to have the post-office of Tripoli recognised by the Postal Union as an independent administration.

In 1902, Italy also expressed a wish to open a post-office at Bengazi. The Porte at first objected, but recognising what the consequence of such objection might be, it finally gave its consent to the opening of post-offices not only at Bengazi but also at Istanbul, Izmir, Saloniki, Jerusalem and Avlona.

Attempts to close the foreign post-offices.

The first attempts to close the foreign post offices were made under Ali Paşa in 1864. They met however with so much opposition from the Austrian, French and Russian Governments, that nothing came of them. A further attempt was made at the Congress of Berne in 1874, but the Turkish delegates were advised to arrange the matter through the diploma-

el comercio de los nacionales de las partes contratantes, Turquía y Rusia se obligan mutuamente a adoptar las medidas necesarias para asegurar el descanso y la seguridad de los correos de cada una de las dos partes que lleguen a sus fronteras respectivas y que salgan de ellas », el Gobierno ruso estableció oficinas de correos en Turquía, en 1799.

Al principio, su número era solo de tres; pero, más tarde, la actividad de esas oficinas aumentó, su número se elevó proporcionalmente y todas las agencias de navegación que existían en los puertos turcos ejercían al mismo tiempo funciones de oficinas postales. Turquía también benefició, por su parte, del precitado tratado.

Correo inglés. Haciendo valer las autorizaciones concedidas a otros Estados, Inglaterra estableció también correos en Turquía.

Correo italiano. Cuando Italia organizó líneas de comunicaciones regulares entre Italia y Trípoli, a fin de aumentar y consolidar su influencia en este último país, las agencias marítimas que se fundaban en un sitio u otro comenzaron a prestar al mismo tiempo un servicio de correos. En el Congreso de 1874, celebrado en Berna, Italia consiguió que la Unión reconociera el Servicio postal de Trípoli como Administración independiente.

Italia había manifestado, además, en 1902, el deseo de establecer una oficina postal en Bengazi. La Puerta quiso en un principio oponerse, pero luego, considerando las consecuencias de tal oposición, acabó por conceder la autorización de fundar oficinas de correos no solo en Bengazi, sino también en Istanbul, Izmir, Salónica, Jerusalén y Avlona.

Tentativas de cerrar los Correos extranjeros.

Los primeros esfuerzos para cerrar los correos extranjeros se realizaron en 1864, bajo Ali Bajá. Pero tropezaron con la oposición de los Gobiernos de Austria, Francia y Rusia y no dieron resultado. La segunda tentativa se efectuó en el Congreso de 1874, en Berna, pero éste aconsejó a nuestros delegados que empleasen la vía diplomática, por no poder figurar la cuestión en el

n'étant pas de nature à figurer dans le plan des délibérations du Congrès.

Les mêmes démarches se renouvelèrent aux Congrès de 1891 à Vienne, de 1897 à Washington et de 1906 à Rome, mais n'obtinrent aucun succès.

Comme troisième démarche, le Gouvernement turc, s'appuyant sur les dispositions de la Convention Postale Universelle, posa la question de l'affranchissement des lettres par les timbres-poste du pays d'origine et voulut imposer aux postes étrangères l'emploi des timbres turcs. La quatrième démarche, enfin, s'était basée sur les raisons de sécurité du pays. Mais tous ces efforts n'aboutirent à aucun résultat, et il fallut attendre jusqu'à la conclusion du traité de Lausanne pour parvenir à fermer les Postes étrangères en Turquie.

L'honneur de cet heureux résultat revient à la République, résultat pour l'obtention duquel l'Etat de l'Empire avait, durant 60 ans, déployé d'inutiles efforts.

Union des Administrations des Postes et des Télégraphes.

L'Administration des télégraphes, qui fonctionnait depuis 1842 comme une Administration à part, fut unie à celle des postes, et toutes les deux furent rattachées au Ministère des Travaux publics.

Davut Efendi, titulaire de ce Ministère, obtint un Décret impérial pour placer un Directeur général à la tête de chacune d'elles.

Nazif Efendi, Sous-Directeur des télégraphes, fut alors nommé Directeur général des télégraphes et Tingir Zade Yaver Efendi devint le Directeur général des Postes.

Forme actuelle de l'Administration des Postes.

A l'heure actuelle, l'Administration des Postes de la Turquie forme, avec celle des télégraphes et des téléphones, une Direction générale qui relève du Ministère des Travaux publics et est placée sous les ordres immédiats d'un Directeur général.

L'Administration centrale comprend la Direction des Affaires postales, la Direction des Affaires

Frage nicht vor den Weltposttag gehöre.

Erneute Versuche auf den Weltposttagen zu Wien 1891, zu Washington 1897 und zu Rom 1906 blieben ebenfalls erfolglos.

Einen dritten Versuch unternahm die türkische Regierung, indem sie unter Berufung auf die Bestimmungen des Weltpostvertrages die Frage der Freimachung der Briefe mit Briefmarken des Ursprungslandes aufwarf und den fremden Postanstalten die Verwendung türkischer Postmarken aufnötigen wollte. Ein vierter Schritt in dieser Richtung wurde schließlich noch mit der Landessicherheit begründet. Aber alle diese Bemühungen blieben erfolglos und man mußte noch bis zum Abschluß des Lausanner Vertrages warten, um die fremden Postanstalten in der Türkei aufheben zu können.

Die Ehre für diesen glücklichen Ausgang gebührt dem Freistaat. Der Kaiserliche Staat hatte sich 60 Jahre hindurch unnütz darum bemüht.

Vereinigung der Post- und der Telegraphenverwaltung.

Die Telegraphenverwaltung, die seit 1842 als besondere Verwaltung bestand, wurde mit der Postverwaltung vereinigt und beide dem Ministerium der öffentlichen Arbeiten angegliedert.

Davut Efendi, der Leiter dieses Ministeriums, ließ sich durch Kaiserlichen Erlaß ermächtigen, je einen Generaldirektor an die Spitze eines jeden der beiden Dienstzweige zu stellen.

Nazif Efendi, bisher Untertelegraphendirektor, wurde zum Generaltelegraphendirektor und Tingir Zade Yaver Efendi zum Generalpostdirektor ernannt.

Derzeitige Gliederung der Postverwaltung.

Augenblicklich bildet die türkische Postverwaltung zusammen mit der Telegraphen- und Fernsprechverwaltung eine Generaldirektion, die dem Ministerium der öffentlichen Arbeiten untersteht. Geleitet wird die Generaldirektion von dem Generaldirektor.

Die Hauptverwaltung umfaßt Abteilungen für Post- und für Telegraphenbetrieb, für das Per-

tic channel as it was not of a nature to enter into the deliberations of the Congress.

The same efforts were renewed at the Congresses of Vienna in 1891, Washington in 1897 and Rome in 1906, but without success.

The third effort made by the Turkish Government was founded on the provisions of the Universal Postal Convention touching the question of the franking of correspondence with the stamps of the country of origin, and an attempt was made to force the foreign post-offices to use Turkish stamps. The fourth effort was based on reasons of national security. None of these efforts met with success; and it was not till the Treaty of Lausanne that Turkey was able to have the foreign post-offices on her territory closed.

The honour of having brought about this happy result belongs to the Republic, a result which the government of the Empire had tried in vain for 60 years to obtain.

Amalgamation of the Post and Telegraph Administrations.

The Telegraph Administration, which had existed as an independent administration since 1842, was amalgamated with that of the Post and both made subordinate to the Ministry of Public Works.

Davut Efendi, who was at the head of that ministry, obtained the imperial permission to place a director-general at the head of each.

Nazif Efendi, Deputy Director of Telegraphs, was nominated Director-General of Telegraphs, and Tingir Zade Yaver Efendi became Director-General of Posts.

The Postal Administration as it now is.

The actual Postal Administration of Turkey forms, with that of the telegraph and telephone, one Direction-General subordinate to the Ministry of Public Works and under the immediate control of a Director-General.

The Central Direction comprises the Postal Division, the Telegraph Division, the Person-

programa de las deliberaciones del Congreso.

Las mismas gestiones se reprodujeron en los Congresos de 1891, en Viena, de 1841, en Washington, y de 1906, en Roma, sin obtener ningún éxito.

Como tercera gestión, el Gobierno turco, apoyándose en las disposiciones del Convenio postal universal, planteó la cuestión del franqueo de las cartas por medio de sellos de correo del país de procedencia y quiso imponer a los correos extranjeros el empleo de los sellos turcos. La cuarta gestión, por último, se había basado en razones de seguridad del país. Pero todos esos esfuerzos quedaron sin resultado y fué preciso esperar a la conclusión del Tratado de Lausana para conseguir cerrar los Correos extranjeros en Turquía.

El honor de ese satisfactorio resultado corresponde a la República, resultado por cuya obtención había desplegado el Estado del Imperio inútiles esfuerzos durante 60 años.

Unión de las Administraciones de Correos y Telégrafos.

La Administración de Telégrafos, que funcionaba desde 1842 como Administración separada, fué unida a la de Correos y las dos quedaron dependiendo del Ministerio de Obras Públicas.

Davut Efendi, titular de ese Ministerio, obtuvo un Decreto Imperial para colocar un Director General al frente de cada una de ellas.

Nazif Efendi, Subdirector de Telégrafos, fué nombrado entonces Director General de Telégrafos, y Tingir Zade Yaver Efendi fué el Director General de Correos.

Forma actual de la Administración de Correos.

En la actualidad, la Administración de Correos de Turquía forma, con la de Telégrafos y Teléfonos, una Dirección General dependiente del Ministerio de Obras Públicas y colocada bajo las órdenes inmediatas de un Director General.

La Administración central consta de la Dirección de Asuntos Postales, la Dirección de Asun-

télégraphiques, la Direction du Personnel dont relève la Direction de l'Ecole des P. T. T., la Direction des Bâtiments et du Matériel dont dépendent la Direction de la Fabrique des P. T. T. ainsi que la section du Musée, la Direction de la Comptabilité, la Présidence du Corps des inspecteurs, le Corps technique consultatif, la Direction du Contentieux, la Direction des Archives et de la Statistique, la Direction des téléphones d'Ankara.

Dans les provinces de la République, la marche des services postaux et télégraphiques est confiée à des Directions principales qui servent d'intermédiaires entre l'Administration centrale et les différents bureaux de leurs ressorts. Ces organes sont chargés de la direction et de la surveillance des travaux de ces bureaux. Ils centralisent leurs recettes et contrôlent leurs dépenses, pourvoient à l'entretien des lignes et des bâtiments et proposent les améliorations nécessaires.

Les bureaux de la République sont divisés en trois classes, d'après les opérations qu'ils effectuent:

Ceux de la première classe sont ouverts aux services internes et internationaux de la poste aux lettres, des colis postaux ainsi que des lettres et boîtes avec valeur déclarée, etc.

Les bureaux de la deuxième classe exécutent le service interne et international de la poste aux lettres et celui des colis postaux, etc., de l'intérieur.

Quant aux bureaux de la troisième classe, ils exécutent seulement le service interne et international de la poste aux lettres.

Le droit d'exploitation du service postal dans la République turque appartient exclusivement à l'Etat.

sonalwesen — ihr ist die Schule für Post, Telegraphie und Fernsprechwesen unterstellt —, für das Bau- und Beschaffungswesen — dieser Abteilung unterstehen die Leitung der P. T. T.-Werkstätten und das Postmuseum —, für das Kassen- und Rechnungswesen, den Leiter der Aufsichtsbeamten, die Gruppe der beratenden technischen Beamten, die Rechtsabteilung, die Abteilung für Dienstschriften und die Zählungen, die Fernsprechabteilung von Angora.

In den Landesteilen des Freistaates liegt die Leitung des Post- und Telegraphendienstes Hauptdirektionen ob, die den Verkehr zwischen den ihnen unterstellten Postanstalten und der Hauptverwaltung vermitteln. Sie sammeln die Einnahmen der Postanstalten und überwachen ihre Ausgaben, sorgen für die Unterhaltung der Verbindungslinien und der Gebäude und schlagen notwendige Verbesserungen vor.

Die Postämter des Freistaates sind nach den ihnen zugewiesenen Aufgaben in drei Klassen eingeteilt:

Die Postämter 1. Klasse nehmen Briefe, Pakete sowie Briefe und Kästchen mit Wertangabe usw. nach dem In- und Auslande an.

Die Postämter 2. Klasse nehmen nur Briefsendungen nach dem In- und Auslande an, dagegen Pakete usw. lediglich nach dem Inlande.

Die Postämter 3. Klasse nehmen nur am Briefpostverkehr nach dem In- und Auslande teil.

Im türkischen Freistaat hat allein der Staat das Recht, einen Postbetrieb zu unterhalten.

nel Division to which the Direction of the P. T. T. School is subordinate, the Buildings and Stores Division to which is attached the P. T. T. factory and the section of the museum, the Accountant Division, President of the Inspector Section, the section of Consulting Engineers, the Solicitors' Section, the Record and Statistics Division, the Direction of the Telephones of Ankara.

In the provinces of the Republic the control of the post and telegraph services is intrusted to Head Directions which act as intermediary between the Central Administration and the post-offices of their districts. They are answerable for the direction and superintendence of the work of the post-offices. They pool their receipts and control their expenses, provide for the maintenance of the lines and buildings, and make proposals for any needful improvements.

The post-offices of the republic are divided into three classes according to the work they perform.

The first-class offices perform inland and international letter-post services, parcels post service and the service of insured letters and boxes, etc.

The second-class offices perform the inland and international letter-post services and inland parcels post, etc. services.

The third-class offices only perform the inland and international letter-post services.

The right of working the postal service in the Republic belongs exclusively to the government.

tos Telegráficos, la Dirección de Personal de la que depende la Dirección de la Escuela de C.T.T., la Dirección de Edificación y Material de que dependen la Dirección de la Fábrica de C.T.T. y la sección del Museo, la Dirección de Contabilidad, la Presidencia del Cuerpo de Inspectores, el Cuerpo técnico consultivo, la Dirección de lo Contencioso, la Dirección de Archivos y Estadística y la Dirección de Teléfonos de Ankara.

En las provincias de la República, la marcha de los servicios postales y telegráficos está confiada a Direcciones principales que sirven de intermediarias entre la Administración central y las diferentes oficinas de ellas dependientes. Esos organismos están encargados de la dirección y vigilancia de los trabajos de dichas oficinas. Centralizan sus ingresos y fiscalizan sus gastos, cuidan de la conservación de las líneas y de los edificios y proponen las mejoras necesarias.

Las oficinas de la República están divididas en tres clases, según las operaciones que efectúan:

Las de la primera clase están abiertas a los servicios internos e internacionales de la correspondencia, paquetes postales, cartas y cajas con valores declarados, etc.

Las oficinas de la segunda clase ejecutan el servicio interno e internacional de la correspondencia y el de paquetes postales, etc. del interior.

En cuanto a las oficinas de la tercera clase, ejecutan solamente el servicio interno e internacional de la correspondencia.

El derecho de explotación del servicio postal en la República turca pertenece exclusivamente al Estado.

Divers.

Retraite de M. Jean Walter, ex-Directeur des Postes et des Télégraphes de l'Indochine.

M. Jean Walter est né à Bordeaux (Gironde), le 9 mars 1873. Après de brillantes études au Collège de Perpignan et au Lycée de Montpellier, il entra le 21

Verschiedenes.

Rücktritt des früheren Post- und Telegraphendirektors von Indochina, Herrn Jean Walter.

Herr Jean Walter wurde am 9. März 1873 in Bordeaux (Gironde) geboren. Nach erfolgreichem Besuch der höheren Schulen in Perpignan und Montpellier

Miscellaneous.

Retirement of Mr. Jean Walter, late Director of Posts and Telegraphs of Indo-China.

Mr. Jean Walter was born at Bordeaux (Gironde) on March 9th, 1873. He was one of the most brilliant scholars at the College of Perpignan and the

Varios.

Retiro del Sr. Jean Walter, ex Director de Correos y Telégrafos de la Indochina.

El Sr. Jean Walter nació en Burdeos (Gironde) el 9 de marzo de 1873. Después de brillantes estudios en el Colegio de Perpiñán y en el Liceo de Mont-

Recent Philatelic Journals

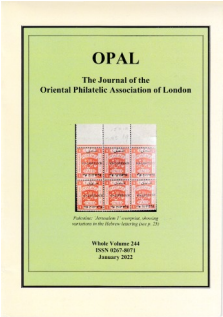
by Tobias Zywietz

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A selection of articles related to Middle East Philately from recent philatelic journals. Usually these journals are only available to members of the respective societies. Where known I am listing the price at which the society provides individual journals to non-members. Please enquire with each society for its conditions of supply.

OPAL Journal 244 – February 2022

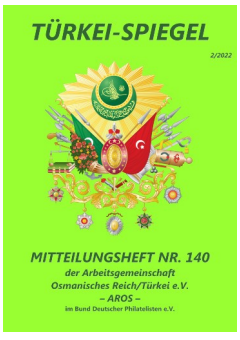
Oriental Philatelic Association of London, English, A5, colour, –



W. Pijnenburg researched the "meshed background" (burelage) on the Duloz 1p of 1865 and the Tughra issue (4–8). T. Huxley adds his observations (9–11).
J. Garton shows pages from his exhibit on the Liannos and State city post of Istanbul. The editor adds several footnotes [The exhibit transformed into an article is shown in MEPB 20] (12–22).
The editor interviews Kerry Hutchinson about his collection of Mandate Palestine resulting in a good guide for beginners (23–33).
T. Huxley shows a tobacco tax stamp of Samos (Anezins & Co.) (34).
O. Graf reports on the application of censorship on international mail (35–43).
A. Green reviews "Prisoners of War at the Ottoman Front" by Kemal Giray (43–44). Notice is given of two further books: John Garton's "Ottoman Empire Military Censorship" and Zvi Aloni's "Postal History of the Ottoman Post in the Holy Land" (44–48).
Tim Huxley reports on becoming editor and seeking contributions (2–3).

Türkei-Spiegel 140 – 2/2022

Arge Osmanisches Reich/Türkei, German, A5, colour, €5·00



H.-D. Gröger shows a complete sheet of the 1891 "Imprimé" overprint (5–8).
J. Warnecke reports on an uprated German Reply-Postcard from 1916 (9).
H. P. Soetens presents his catalogue of Ottoman censor hand-stamps. This fourth part presents the positive seals N–Z (10–18).
H. Gerzabek shows frankings of the 1917 "Ox Head" overprints (19–33).
H. P. Soetens replies to the article on a Greek-overprnted IRCs for Mytilene with his thoughts about contemporary machinations (34–38).
T. Zywietz updates the list of Lebanon stamps with reverse-side security overprints (39–41).
Hálfdan Helgason & T. Zywietz researched the IRCs of the Arab Postal Union (concluding part 2) (42–47).
A. Kaplanian und B.-D. Buscke look at Touristic postal cards of Jordan (48–51).
T. Zywietz reviews by Zvi Aloni's "The Postal History of the Ottoman Post in the Holy Land" and J. P. Garton "Turkey Ottoman Empire Military Censorship" (53–57).
The "Ottoman Postmarks Project" (joint between AROS, OPLAN, and ONEPS) seeks contributors (53). T. Zywietz muses on how best to abbreviate currency descriptions (57). Portraits of two new members: Ralf Kollmann und Dr. Elmar Dorr (58). Report from NOTOS 2021 (Athens) (59).

Türkei-Spiegel 141 – 3/2022

Arge Osmanisches Reich/Türkei, German, A5, colour, €5·00



L. Döderlein researched the Austrian post office of Çeşme and explores its history and the postmarks in this first of two part (5–20).
T. Nössig looks at the postal routings of the German post office in Constantinopel to Germany before 1872 (21–26).
E. Rosen reports a possible plate error of the 1911 2pa 'Small Tughras' (MiNr. 180): "PAPAS" (27).
H. P. Soetens continues his catalogue of Ottoman censor hand-stamps. This fifth part presents insured items (valeur déclarée) with wax seals (28–49).
T. Zywietz found information of the Greek post office and its tariffs in Alexandria in an 1872 directory (50).
T. Zywietz reviews "The Ottoman Post Offices and Services in Albania" by Kemal Giray and Otto Graf (51–52).
New books in the AROS library: Indicateur PTT 1884, Guide Postal 1914, and "Osmanlı İmparatorluğu Posta Tarihi" by Turhan Turgut. Updating the Birken catalogue. Invitation for the AGM in Cologne.

Türkei-Spiegel 142 – 4/2022

Arge Osmanisches Reich/Türkei, German, A5, colour, €5·00



Dr. Leonhard Döderlein looks at known covers of the Austrian post office in Çeşme in the second part of his article (7–16).
Folkert Bruining reports on the postal history of the small village Kouléli Bourgas near Edirne with its important railway junction (17–20).
The famous explorer Gerhard Rohlfs reports on the postal situation in Tripoli as he found it on his journeys in 879 (21–22).
Hubert Gerzabek describes the Ottoman officers' Fieldpost stamps and related cachets and postmarks (23–33).
Tobias Zywietz recounts the mail robbery between Jaffa and Jerusalem in March 1912 [transl. from MEPB 1] (34–41).
Martin Rhein gives advice on the changeover from Austrian to Hungarian postal administration in relation the article on Bihać in TS 138 (41).
Yvonne Berger researched a 1914 Christmas cover from Germany to İstanbul [social philately] (42–43).
Peter B. Feuser reports on the German flight training school (Flak-Schule) at San Stefano (today İstanbul-Yeşilköy) [transl. from MEPB 21] (44–49).
Willy Pijnenburg, Otto Graf, and Hans-Dieter Gröger discuss plate errors and printing varieties (50–53).
Notice on "Devlet-i 'Aliyye Osmanli İmperatorluğu Posta Şubeleri" by M. Bülent Papuççuoğlu (57).
Obituary for Hubert Gerzabek, 1923–2022 (5–6).

Türkei-Spiegel 143 – 1/2023

Arge Osmanisches Reich/Türkei, German, A4, colour, €7·00

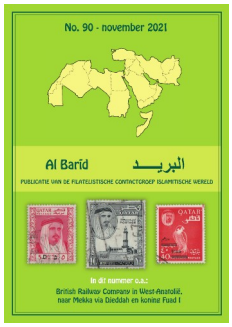


Jürgen Endemann shows on the title page a postcard with cachet "Dersa'adet Fransa Qonsoloshanesi" i.e. French Consulate Istanbul (1).
German postal official Unger's report about the harbour and street transportation systems in İstanbul in 1875 is annotated an illustrated by Tobias Zywietz (5–21).
Hans-Dieter Gröger shows postage due items affected by the postal war between Turkey and Bulgaria/East Rumelia from 1886 to 1888 (22–30).
Tilmann Nössig surveys early printed matter frankings with North-German stamps in 1870/71 [transl. in MEPB 22] (31–36).
Tobias Zywietz researches the uncorroborated existence of an Ottoman post office at the annual Usunca Owa fair (now Bulgaria) (37–39).
Tobias Zywietz shows a 1980 maximum-card of Northern Cyprus on "Solidarity with the Palestinian People" (39).
Willy Pijnenburg wonders about the surcharge variety "chisel" at MiNr. 739

(*Osmanlı Postaları 1337*) catalogued by Mayo as "AY" (40).
Rolf Wernecke and Tobias Zywietz dissect a 1928 Palestine Mandate registration envelope with missing indicium [transl. in MEPB 22] (41–47).
Tobias Zywietz reviews Hans Peter Soetens' book "Stempels van Scheepsagenturen & de Regionale Scheepvaart in het Egeïsche en Ionische Zee" [cancels and cachets of regional shipping agencies in the Aegean and Ionian Seas] (48–49).
In the Q&A section, Udo Angerstein asks for an article on the forthcoming foundation of the Turkish Republic, Tobias Zywietz asks for collaborators on Ottoman postmarks, and Willy Pijnenburg looks for information on forgeries of *Şehir* overprints (49), as well as an apparently unrecorded multi-overprinted MiNr. 638 (57). The editor shows two 1930s Christmas cards of the Pera Palace Hotel (60).
New books acquired by the AROS Library (50). Reports from the 2022 AGM (51–55). Review of recent philatelic journals (56–57).

Al Barīd 90 البريد – November 2021

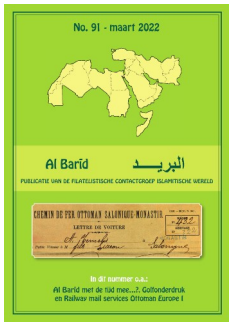
Filatelistische Contactgroep Islamitische Wereld, Dutch/English, A5, colour, –



A. Tunaci looks at TPOs on the lines of the Ottoman Railway Company (O.R.C.) in Western Anatolia: Smyrna–Aydin and Smyrna–Cassaba [translated reprint from The London Philatelist, April 2014] (2383–2388).
T. Kester & F. Bruining report on the maritime postal connections of Djeddah (2389–2394).
A. Kaplanian catalogues Jordan's Definitive Revenue stamps from 1993 to 2020 [see MEPB 19] (2395–2401).
T. Jansen looks at the 1923/24 Fuad I. definitive set and its usage (2402–2409).
F. Bruining tells the (postal) history of Ras al-Khaima (2410–2420).
J. van Zellem follows the routing of a postcard from Tientsin (China) via London to Suez in 1903 (2421–2424).

Al Barīd 91 البريد – March 2022

Filatelistische Contactgroep Islamitische Wereld, Dutch/English, A5, colour, –



W. Pijnenburg researched the "meshed background" (burelage) on the Duloz 1p of 1865 and the Tughra issue (2429–2430).
A. Tunaci and F. Bruining the mail services of the various railway companies operating in the European part of the Ottoman Empire (2425, 2431–66, 2472).
F. Bruining reports on the Turko-British border commission delineating the borders north-west of Aden 1902–1905 (2467–2468).
Reflections on the current state of the society with its 40 members, of Al-Barīd and its future (2470–2472).

Al Barīd 92 البريد – November 2022

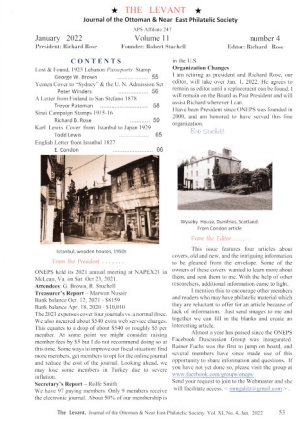
Filatelistische Contactgroep Islamitische Wereld, Dutch/English, A4, colour, –



Folkert Bruining and Jos Strengholt introduce this special issue on early Airmail in the Middle East (4–5).
Jos Strengholt reports on the 1910 Air Week in Heliopolis (6–15), the Emergency Airmail Service of the E.E.F. in 1919 (16–23), and the first Airmail between Cairo and Khartoum in 1914 by pilot Marc Pourpe (24–33).
Peter Moorer reviews William C. Andrews' book "The Royal Air Force Cairo-Baghdad Air Mail Service 1921–1927" (34–35).
Avo Kaplanian presents colour-proofs of the first Airmail stamps of Jordan (36–37).
Willy Pijnenburg reports on the history of the first Turkish Airmail stamps, 16.02.1925–28.05.1934 (38–42).
Jos Strengholt looks at the first Egyptian Airmail stamps, 1926–1929 (43–47), and reviews the book "Airmails Across The Middle East 1918–1930" by Laurence Kimpton (48).

The Levant Vol. 11, No. 4 – January 2022

Ottoman & Near East Philatelic Society, English, A4, colour, US-$ 4·00



G. W. Brown reports the find of a listed but hitherto elusive 1925 Lebanon revenue stamp 20p "Passeports" (55).

P. Winders describes a 1951 philatelic cover from Taiz (Yemen) to Sydney (Ohio, USA) first misdirected to Australia and reports on the genesis of the stamps used (1948 UN Admission) (56–58).

T. Pateman shows a cover sent from Helsinki to San Stefano (near Istanbul) in 1878 where the Turku-Russian peace treaty was signed and a related picture postcard (58).

R. B. Rose researched the philatelic remnants of the Turkish invasion of the Sinai and the British pushback in 1916 (59–64).

T. Lewis presents two of Karl Lewis' covers dated 1929: one from Galata to Japan franked 43½ p, the other to the USA franked 12½ p (65).

E. Condon dissects an 1827 letter from the Hungarian quarantine station Rotherturm to Scotland: it bears a one-line "Turquie" ascribed to the French post office in Constantinople [the contents of the letter do not bear this out IMHO] (66–68).

Reports from the 2021 AGM. ONEPS has 97 members. After 21 years service, president Bob Stuchell stands down, with Richard Rose succeeding. ONEPS seeks a new editor to replace Rose (53).

The Levant Vol. 11, No. 5 – May 2022

Ottoman & Near East Philatelic Society, English, A4, colour, US-$ 4·00



O. Graf looks at the languages admissable by Ottoman Censorship (72–80).

D. Doren researched the 1914 "Gjirocastër" (Argyrokastro) issue (overprints on Ottoman stamps for Epirus) (81–84).

G. Riachi writes about the 1969 Abu Dhabi "10th Anniversary of Accession" series (85–86).

Book announcements: "The Postal History of the Ottoman Post in the Holy Land" (Kemal Giray/Joseph Hackmey) and "Guide To The Postal Stationery of Iraq" 2nd ed. (Clayton Rubec/Akhtem Al-Manaseer) (87–88).

T. Zywietz announces the resumption of the Ottoman Postmarks Project with updates to the Birken Catalogue being collected (71). T. Zywietz' article on the Ottoman Censorship Instructions (see MEPB 20) is available to ONEPS members as download (80). P. Moorer explains his Zotero database of books and articles on Middle East philately (85).

The Levant Vol. 11, No. 6 – September 2022

Ottoman & Near East Philatelic Society, English, A4, colour, US-$ 4·00



The cover features a postcard of the court of El-Jazzar's mosque in Acre/Akko, ca. 1965 (89).

Michael Sharnoff researched how the stamps of Jordan treat maps of the West Bank, 1952–1985 (91–99).

Cheryl Ganz presents a 1936 Turkey Zeppelin cover sent to the USA via Berlin (99).

John P. Garton's article on the Constantinople city post 1865–1882 is re-edited and reprinted in from OPAL Journal 244 (100–102).

Uzay Togay looks at the first cancels of North Cyprus (102).

Denis Doren researched the history of the Syrian Orphanage Jerusalem (103–106).

A short piece on the 1955 commemorative stamps on the 10th intern. Byzantine Congress in İstanbul is reprinted from Cornucopia [no. 65, p. 12] (106).

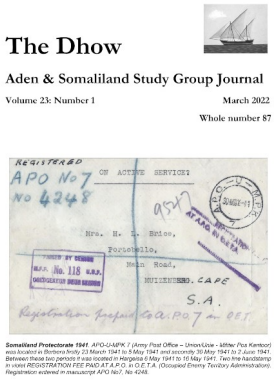
Uzay Togay found a report about "A business transaction in the East" describing the convoluted customs of Ottoman times [reprint from The Christian Life, 2.04.1881, originally from Kölner Zeitung] (107–108).

Notice on Kemal Giray's book "Prisoners of War at the Ottoman Front " (108).

Richard B. Rose presents the new Secretary: Barry Feddema [after Barry's recent resignation, the vacancy is now filled by Dan Boyd] (89).

The Dhow 87 (Vol. 23, No. 1) – March 2022

Aden & Somaliland Study Group, English, ca. A4, colour, –


The Dhow

Aden & Somaliland Study Group Journal

Volume 23: Number 1 March 2022

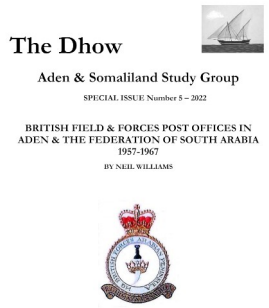
Whole number 87

Somaliland Protectorate 1941. APO-O-MPK 7 (Army Post Office – Union/Usie - Mthw/ Pca Kantoor) was located in Berbera finally 23 March 1941 to 5 May 1941 and secondly 30 May 1941 to 2 June 1941. Between these two periods it was located in Hargeisa 6 May 1941 to 16 May 1941. Two line handstamp in violet REGISTRATION FEE PAID AT A.P.O. in O.E.T.A. (Occupied Enemy Territory Administration). Registration entered in manuscript APO No7, No 4248.

G. Mentgen reports on a postcard booklet of Catholic Mission of Somaliland (3).
T. Cochrane shows two mourning covers, Aden 1884 (4).
N. Williams reports on the philatelic use of a Money Orders date-stamp as canceller in Aden 1944 (5).
N. Williams research the opening dates of post offices in Aden Colony and Protectorate linking these to economic and political factors (6–8).
N. Williams looks at multiple Army unit cachets (Aden Brigade) at Sheikh Othman & Al Mansoura (9–10).
J. Rankin shows two 1953 Quʿaiti covers (11).
G. Mentgen dissects two covers sent by airmail from the 1936 Berlin Olympic Games to Berbera (Somaliland) (12–13).
M. Lacey contributes a 1972 commercial airletter sent from Taiz to the UK (14).
N. Williams reviews "The First Victory: The Second World War and the East African Campaign" by Andrew Stewart.
Report from the joint meeting of the Aden & Somaliland Study Group and the Indian Ocean Study Circle at London 2022 (3). Index to The Dhow, vol. 22 (2021) (15–16).

The Dhow – Special Issue No. 5 – March 2022

Aden & Somaliland Study Group, English, ca. A4, colour, –


The Dhow

Aden & Somaliland Study Group

SPECIAL ISSUE Number 5 – 2022

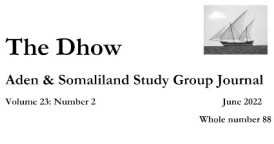
BRITISH FIELD & FORCES POST OFFICES IN ADEN & THE FEDERATION OF SOUTH ARABIA 1957-1967

BY NEIL WILLIAMS

N. Williams produced a 44-page study of British Field Post Offices in Aden and the Federation of South Arabia, 1957–1967.
Introduction (2); Background: The 1940s and early 1950s (2); The FPO system in Aden (2–3); The date-stamps and cancellers (3–4); FPO cancellers: dates of use (4–11); Slogans and Instructional Marks (12); The issue of Location (12–14); Postal Stationery, Registration Etiquettes, Office Numbers & Certificates of Posting (14–16); Postal rates, local mails, mail other than to UK & mails transferred into the civil mails (16–18); Inter-British unit and Federal & South Arabian Army mails (18–19); Ships' Mails (19); Courier Service (20–21); Notes and Sources (22).
Annexes: Recorded usage of Aden Field Post Office cancellers 1957-67 (23–26); British military cachets (27–36); Federal National Guard, Federal Regular Army & South Arabian Army cachets (37–39); Other markings found on FPO items (40); Representative Unit Badges & Crests (41).

The Dhow 88 (Vol. 23, No. 2) – June 2022

Aden & Somaliland Study Group, English, ca. A4, colour, –


The Dhow

Aden & Somaliland Study Group Journal

Volume 23: Number 2 June 2022

Whole number 88



Yemen 2022. An attractive philatelic cover available at the Emirates World Stamp Exhibition in Dubai earlier this year. With most countries presently having no postal services to the Republic of Yemen, such items are likely to appear only 'locally'. Image via Andrew Gavdocz.

A. Gondocz shows a 2022 Yemen FDC with "Emirates 2022 World Stamp Exhibition" cancel (1).
B. Livingstone researched the unissued 1937 Harrison & Sons Edward VIII efinitives for Aden (3–7).
N. Williams looks at perforations of the 1942 Kathiri & Quʿaiti low value definitives (I) (8–10).
G. Mentgen follows up on Ethiopian international mail transitting Somaliland Protectorate with a 1904 philatelic cover Zaila–Berne (11–12).
G. Mentgen shows an Aden Airways enveloppe used in 1962 (13).
T. Zywietz and N. Williams give an upate on Aden Meter Marks, reperinting the main tables from the article in MEPB 20 (13–16).
Proposed meeting at STAMPEX 2022 or alternative venue (2).

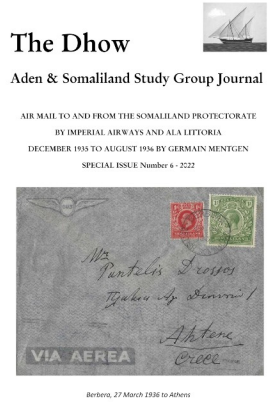


1889 – Jeddah to Bombay via Aden and the Sea Post Office: Likely associated with that year's Hajj, a cover addressed in Gujerati and English. Franking of Ottoman Empire 1 Piastre (SG84) of 1876 issue, being the base foreign letter rate. No postal marking on the address side. Cancellation DJEDDAH, date unclear, by coastal ship to Aden, transit mark ADEN JUL 26 89, connecting with the P&O mailship SS Assam, SEA POST OFFICE (sub) E 29 JL 89, arriving Bombay 3 August. Delivery mark MANDVI BOMBAY 1ST DELY AUG 4 89. (Tony Cochrane Collection)

The Dhow 89 (Vol. 23, No. 3) – September 2022

Aden & Somaliland Study Group, English, ca. A4, colour, –

Tony Cochrane shows an 1889 Jeddah to Bombay via Aden and the Sea Post Office cover (1) and an 1865 officer's letter sent at normal rate from Aden to Jersey (3).
Germain Mentgen reposts on a Christmas flight from Kenya via South Africa to Samaliland Protectorate in 1931 (4–5).
Neil Williams looks at airmail from Aden to France by Messageries Maritime and Ala Littoria in 1940 (6–9).
Neil Williams shows an EFM (Expeditionary Force Message) telegram from Aden in 1940 (10–11).
Neil Williams researched the perforation varieties of the 1942 Kathiri & Quʿaiti low value definitives (II) (12–15).
Mike Pettifor shows a 1945 letter to Rothamsted experimental station in Harpenden (Hertfordshire) (16).

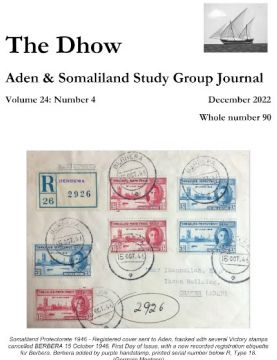


Berbera, 27 March 1936 to Athens

The Dhow – Special Issue No. 6 – September 2022

Aden & Somaliland Study Group, English, A4, colour, –

Germain Mentgen produced a 48-page special study of "Air Mail to and from the Somaliland Protectorate by Imperial Airways and Ala Littoria December 1935 to August 1936." This is basically an update to chapter one in Germain's book "Civil Aviation in Somaliland Protectorate 1935–1960" with many new findings and corrections.



Somaliland Protectorate 1946 - Registered cover sent to Aden, franked with several Victory stamps cancelled BERBERA 15 October 1946. First Day of issue, with a new recorded registration etiquette for Berbera. Berbera added by purple handstamp, pointed serial number below R. Type 16. (Germain Mentgen)

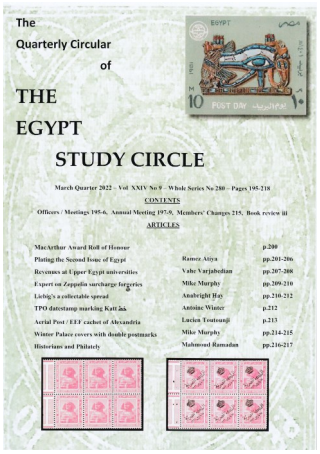
The Dhow 90 (Vol. 23, No. 4) – December 2022

Aden & Somaliland Study Group, English, ca. A4, colour, –

Germain Mentgen shows a 1946 registered cover sent to Aden, franked with several Victory stamps cancelled Berbera ; [FDC, 15.10.1946] (1).
Stanley Gibbon's Hugh Jefferies looks for information on India stamps used at Aden Sub-Offices (3).
Neil Williams & Malcolm Lacey alert about forged WWII censored covers (4).
Malcolm Lacey presents a 1903 'India Service' postal card (5).
Bo Anderson reports on "last minute mail for the Sea Post Office" in 1911 (6).
Mike Pettifor shows mail of Group Captain CM Vincent, C.O. RAF Khormaksar 1940–43 (7).
Simon Adams looks at unusual cancellations of the Seiyun definitive set 1944 (8).
Germain Mentgen on salvaged mail of the SS Jebba wrecked on the Devon coast in 1907 (9–12).
Malcolm Lacey shows PDRY stationery: a 1987 registered letter (13).
Bruce Walker & Germain Mentgen contribute on the British Military Administration of Somalia in 1949 with a Mogadishu Trade Fair cachet (14).
Neil Williams reviews the second edition of Peter James Bond's "Postage Stamps of Aden 1937–1968" (15).
Germain Mentgen shows a 1957 amateur radio reception (QSL) card [VS9AG, Aden Airways] (15) and Neil Williams shows Christmas Greetings of the RAF Armoured Car Section from 1938 (16).
Malcolm Lacey notes the death of Tony Cochrane (3).

The Quarterly Circular 280 (Vol. 24, No. 9) – March 2022

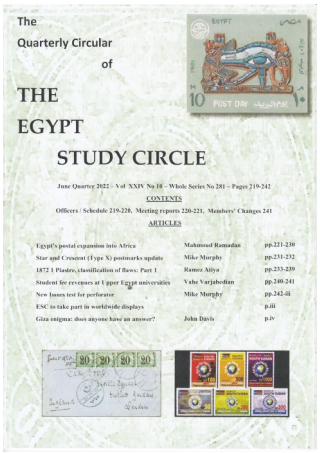
The Egypt Study Circle, English, A4, colour, –



R. Atiya reports on hs efforts to plate the "Second Issue" (201–206).
V. Varjebedian gathered revenue stamps of Upper Egypt universities (207–208).
M. Murphy reports on fogeries of Zeppelin overprints (209–210).
A. Hay looks at Liebbig's card with Egyptian topics (210–212).
A. Winter present T.P.O. postmarks denoted by "خط" (khat = line or route) (212).
L. Toutounji shows types of the "AERIAL POST / E E F" cachets (213).
M. Murphy looks at Winter Palace (Luxor) covers with two different cancels (215).
M. Ramadan adds news research to his book on the MAP: The "مرور" (morour or Egyptian Transit Company) was formed in 1844 to monopolise transport in the country, purchasing ships and stage-posts (216–217).
Y. Aboul-Enein queries about overprint error on a block-of-four of the 5m Farouk Investiture: 3× "Sudan", 1× "Suban". This turned out to be a forgery (217).
H. Cowley reviews John Davis' 3rd part of "Egypt from the Postal Concession until Suez 1932-1956" (British and allied army postal services) (218).
2022 meetings programme (196). Reports from the 2021 AGM [165 members, an increase of 4 on 2020] (197–199, iii). Egypt exhibits at London 2022 (199). MacArthur Award (200).

The Quarterly Circular 281 (Vol. 24, No. 10) – June 2022

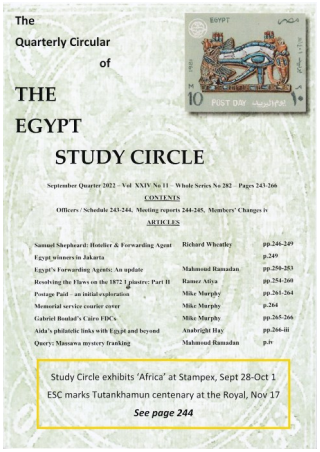
The Egypt Study Circle, English, A4, colour, –



M. Ramadan presents a display "Egypt's Postal Expansion into Africa" (221–230).
M. Murphy updates the knowledge about "Start & Crescent" postmarks (type X) (231–232).
R. Atiya researched plate errors of the 1872 1p stamps (233–239).
V. Varjebedian adds further revenue stamps of Upper Egypt universities (240–241).
M. Murphy looks at novelty perforations of recent Egypt stamps (242, iii).
Meeting reports (220–221). Invitation for Autumn Stampex 2022 (iii).
J. Davis poses the "Gizeh Enigma": a series of registered letters (uprated 5m envelopes) sent in 1910 to Gizeh (Giza Succursale) (iv).

The Quarterly Circular 282 (Vol. 24, No. 11) – September 2022

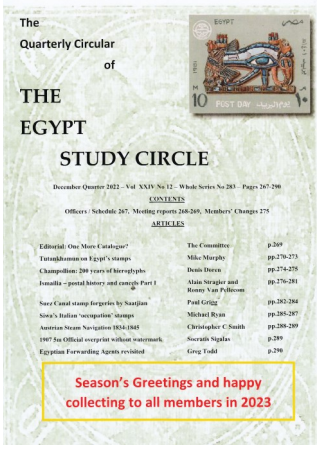
The Egypt Study Circle, English, A4, colour, –



Richard Wheatley studies Samuel Shepheard, hotelier & forwarder (246–249), followed by Mahmoud Ramadan's update on forwarding agents (250–253).
Ramez Atiya researched plate errors of the 1872 1p stamps (II) (254–260).
Mike Murphy explores "POSTAGE PAID" postmarks used on prepaid bulk mail (261–264).
Mike Murphy looks at Gabriel Boulad's Cairo FDCs (265–266).
Anabright Hay studied Aida's philatelic links to Egypt (266—iii).
Mahmoud Ramadan queries 1873 mails from Massawa via Suez to Genova (iv); Richard Wheatley looks at a 1913 OHHS cover (iv); and Patrick Moore focusses on the Belgian Congo Exped. Force in the Middle East 1943/44 (iv).
Report of the 2.07.2022 meeting with Sami Sadek display on TPOs (244–245).

The Quarterly Circular 283 (Vol. 24, No. 12) – December 2022

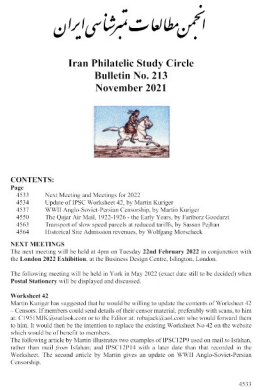
The Egypt Study Circle, English, A4, colour, –



Mike Murphy presents his study of Tutankhamun on Egypt's stamps (270–273).
Denis Doren looks at Champollion deciphering of the hieroglyphs (274–275).
Alain Stragier & Ronny van Pellecom study the postal history and cancels on Ismailia, in the first part of a series (276–281).
Paul Grigg researched the Suez Canal stamp forgeries by Saatjian (282–284).
Michael Ryan presents Siwas Italian 'occupation' stamps (285–287).
Christopher C. Smith researches the Austrian Steam Navigation 1834–1845 and asked for contributions (288–289).
Socratis Sigalas shows the 1907 5m 'Official' overprint without watermark (289).
Greg Todd revisits the topic of Egyptian forwarding agents (290).
Report of the 1.10.2022 meeting (268–269); The committee issues a plant to create an all-encompassing Egypt catalogue to replace Nile Post, Abdel-Hady & Balian (269); Meeting report 17.11.2022; Tutankhamun centenary display (269); MacArthur Award 2023.
Supplement: "The Egypt Study Circle display to the Royal Philatelic Society London Thursday 17 November 2022 : to mark the centenary of the discovery of Tutankhamun's tomb" ([1–15]).

Iran Philatelic Study Circle Bulletin 213 – November 2021

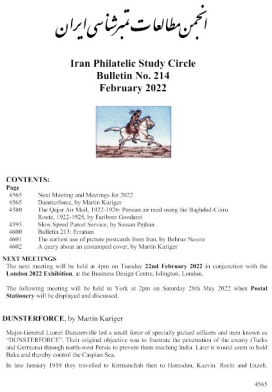
Iran Philatelic Study Circle, English, A4, colour, –



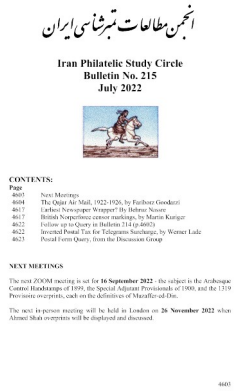
M. Kuriger prepares an update of IPSC Worksheet 42b "Censors" providing several examples of markings (4534–4536).
M. Kuriger catalogues censor marks of the Anglo-Soviet-Persian Censorship during WW2 (4537–4548).
F. Goodarzi researched the early years of Qajar Air Mail, 1922–1926 (4549–4562).
S. Pejhan reports on "Transport of slow speed parcels at reduced tariffs" for the years 1918–1922 (4563).
W. Morscheck <BS> shows "Historical Site Admission" revenues (4564).
Next meeting will be during LONDON 2022 at the Business Design Centre on 22.02.2022.

Iran Philatelic Study Circle Bulletin 214 – February 2022

Iran Philatelic Study Circle, English, A4, colour, –



M. Kuriger researches "Dunsterforce," a British unit to repel German and Turkish advances in north-west Persia in 1818, led by Maj.-Gen. Lionel Dunsterville (4565–4579).
F. Goodarzi continues his research into the early years of Qajar Air Mail, 1922–1926 (4580–4592). There's a corrected map for part 1 on Kurdish tribal areas on p. 4600.
S. Pejhan reposts on the "Slow Speed Parcel Service" 1916–1922 (4593–4600).
B. Nassre looks at the earliest use of picture postcards in Iran in 1899 (4601).
M. Kuriger queries about an unstamped cover from Bushire to Teheran in 1898 (4602).


انجمن مطالعات تمبرشناسی ایران

Iran Philatelic Study Circle
Bulletin No. 215
July 2022

CONTENTS:
Page
4603 Next Meetings
4604 The Qajar Air Mail, 1922-1926, by Fariborz Goodarzi
4617 Earliest Newspaper Wrapper? By Behruz Nassre
4617 British Norperforce censor markings, by Martin Kuriger
4622 Follow up to Query in Bulletin 214 (p.4602)
4622 Inverted Postal Tax for Telegrams Surcharge, by Werner Lade
4623 Postal Form Query, from the Discussion Group

NEXT MEETINGS

The next ZOOM meeting is set for **16 September 2022** - the subject is the Arabesque Control Handstamps of 1895, the Special Adjutant Provisionals of 1900, and the 1319 Provisorio overprints, each on the definitives of Muzaffer-ed-Din.

The next in-person meeting will be held in London on **26 November 2022** when Ahmed Shah overprints will be displayed and discussed.

4603

Iran Philatelic Study Circle Bulletin 215 – June 2022

Iran Philatelic Study Circle, English, A4, colour, –

Fariborz Goodarzi continues his research into the early years of Qajar Air Mail, 1922–1926 (4604–4617).
Behruz Nassre looks for the earliest newspaper wrapper ; [26.06.1878] (4617).
Martin Kuriger researched the British "Norperforce" censor markings (4617–4621).
Sassan Pejhan and Martin Kuriger follow up to aq uery in Bulletin 214 on and unstamped cover from Bushire to Teheran in 1898 (4622).
Werner Lade shows inverted postal tax for telegrams surcharge (4622).
Nigel Gooch queries on postal forms: proof of delivery for a domestic parcel (4624).

Random Notes 98 – February 2022

Arabian Philatelic Association Int., English, ca. A4, colour, digital only, gratis


الجمعية الدولية للطوابع التوبدية العربية
ملاحظات عابرة
Arabian Philatelic Association International
Random Notes

February 2022 NUMBER 98

CONTENTS

The Arabian Philatelic Association International 2
Random Notes #98 3
The Second Flowers Series - David Jessich 7
Albarid Almumtaz - Kenneth D. Knight 15
Update on Framed Kaaba 150h Error - David Jessich 23
Regional Postmarks of Saudi Arabia - Part 3 - Martin Lovegrove 25
Saudi Arabian Year Issues - 2020 part 2 - Syed Abrar Ahmed & Martin Lovegrove 33
The Saudi Arabia Arab Postal Union International Reply Coupon - Martin Lovegrove 43
From the Auctions 44
Free Adkes 45

See page 16

In Random Notes #98 M. Lovegrove assembled short notes on a number of topics: 1986 Universities 150h with the wrong background; DGA plate block varieties; DGA plate errors; Framed Kaaba error (correction to RN91); Mekka branch office cancels: "Mecque" 1, 2, and 4; Plate errors of the Instalment of King Faisal series; *Kahfji'a* varieties; Unusually popular revenues on eBay; Dammam Port perforation variety; More triangular fantasy stamps; King Ali 10q essays; DGA plate block varieties (3–6, 14, 22, 32).
D. Jessich shows the 2020 Second Flowers Series (7–13).
K. D. Knight reports on the "Albarid Almumtaz" (Saudi Express Mail Service) (15–22)
D. Jessich updates the plate errors of the Framed Kaaba 150h (23–24).
M. Lovegrove continues his series on Regional Postmarks of Saudi Arabia (25–32).
S. Abrar Ahmed & M. Lovegrove present the new issues of 2020 (part 2) (33–42).
M. Lovegrove details the Saudi Arab Postal Union *Reply Coupon* of 1956 (43).
M. Lovegrove reports from recent auctions: A 1935 Overland mail cover from Lebanon via Baghdad and Basra to Bahrain (44).

Random Notes 99 – July 2022

Arabian Philatelic Association Int., English, ca. A4, colour, digital only, gratis


الجمعية الدولية للطوابع التوبدية العربية
ملاحظات عابرة
Arabian Philatelic Association International
Random Notes

July 2022 NUMBER 99

CONTENTS

The Arabian Philatelic Association International 2
Random Notes #99 3
Behind the Official Covers - Martin Lovegrove 9
More Mumtaz - Martin Lovegrove 13
Regional Postmarks of Saudi Arabia - Part 4 - Martin Lovegrove 23
Saudi Arabian Year Issues - 2020 part 3 - Syed Abrar Ahmed & Martin Lovegrove 33

See article starting on page 9

In Random Notes #99 M. Lovegrove assembled short notes on a number of topics: Convair 340 gutter plate blocks and perforation varieties; 1966 ATU Congress: mis-perforated gutter block; Registration barcode (type BV15) on paper of the previous issue (BC6); The Frederick Jones covers (Hejaz); 1925 Djeddah provisionals varieties; Proofs of the 1952 Dammam-Riyadh Railway issue; Hejaz & Nejd 1926 imperf. essay sheets; Use of ordinary stamps on official mail (Mecca 1970); Official stamp with wide-tooth perf.; "Al Saudia" hand-stamps; 1/4q postage due stamp ("T" overprint on Tughra); Nedjd 1q proof?; "TO BE RETURNED FOR STAMP EFFICIENCY" marking 1962; marginal print-marks; Delcampe quickly acting on fraudsters (3–8, 22, 32, 48).
M. Lovegrove shows covers with official wax and paper seals and hand-stamps (9–11).
M. Lovegrove adds information to K. D. Knight's report on the "Albarid Almumtaz" (Saudi Express Mail Service) in RN98 (12–21).
M. Lovegrove continues his series on regional postmarks of Saudi Arabia (23–31).
S. Abrar Ahmed & M. Lovegrove present the new issues of 2020 (III) (33–47).

The Israel Philatelist – Winter 2022 (Vol. 73, No. 1)

Society of Israel Philatelists, Inc., English, ca. A4 (letter), colour, US-$ 6·95



B. O'Connor looks at airmail covers sent from Ireland to Israel (12–13).
A. Harris reports on the 1952 red revenue proofs (17) and some recent auction finds (25).
E. Kroft reports on rare Palestine destinations in a 3rd part to his series (18–21).
M. Richmond continues his series on Mandate postmarks of small towns (26–27).
S. Morgenstin and L. Fisher look at the overprint varieties of the 1948 Jerusalem Interim issue (34–35).
R. Pildes shows a rare destination for pre-WWI mails: Haifa by Austrian Post to Korcula (Croatia) in 1899 (37).
R. Pildes presents the eighth part of pages from his exhibit of Holy Land forerunners (39–42).
The report of the SIP Educational Funds reports on two planned publications by Ed Kroft: "The Jewish Colonies in Palestine and Their Postal Operations 1870–1918" and "The Transformation of the Civilian Postal System in Palestine: December 1917–November 1918" (51).
Obituary: Michael Madesker (1925–2021), former SIP president (15). Report from Emirates 2022 (22–24, 25) and NOTOS 2021 exhibitions (52).

The Israel Philatelist – Spring 2022 (Vol. 73, No. 2)

Society of Israel Philatelists, Inc., English, ca. A4 (letter), colour, US-$ 6·95



J.I. Spector & E. Helitzer look at Postage Due covers of the Mandate era featuring "T" hand-stamps (6–7).
A. Harris shows car registrations fiscals of Israel (15).
E. Kroft reports on rare Palestine destinations in a fourth part to his series (18–21).
M. Richmond continues his series on Mandate postmarks of small towns (26–28).
R. Pildes presents the ninth part of pages from his exhibit of Holy Land forerunners (38–42).
R. B. Rose researched the "A.D.P.O." Revenues , i.e. O.P.D.A. in French (44–50).
The editor shows pages from the Zvi Alexander collection: Jewish colonies (56–57).
E. Kroft reports from LONDON 2022 (54–55).

The Israel Philatelist – Summer 2022 (Vol. 73, No. 3)

Society of Israel Philatelists, Inc., English, ca. A4 (letter), colour, US-$ 6·95



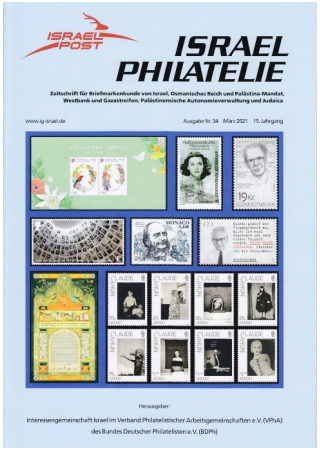
Ed Kroft reports on rare Palestine destinations in part 5 of his series (18–19).
Arthur Harris looks at Israel Entertainment Tax stamps (21).
David Piercey reviews Ed Kroft's book "The Doar Ivri First Issue of Israel: Postal and Commercial Usages of the Three High Value Stamps" (22)
Melvin A. Richmond continues his series on Mandate postmarks of small towns (XII) (24–25).
Robert Pildes presents the 10th part of pages from his exhibit of Holy Land forerunners (38–43).
Alon Cohen compiled as list of basic Israel inland postage rates 1948–2022 (45–52).
Irv Osterer gives advice on how best to scan philatelic items for publication (36).



The Israel Philatelist – Fall 2022 (Vol. 73, No.4)

Society of Israel Philatelists, Inc., English, ca. A4 (letter), colour, US-$ 6·95

Ed Kroft reports on rare Palestine destinations in part 6 of his series (16–17).
Arthur Harris revists Israel's 'Agrah Sherutim' fiscals (22–23).
Dr. Melvin A. Richmond: Palestine small town postmarks ; part 13 (24–25).
Avo Kaplanian shows proofs and essays of Transjordan and Jordan (26–28).
Robert Pildes presents the 11th part of pages from his exhibit of Holy Land forerunners (38–43).
Joe Weintrob shown an Israel colour error: 0,70 IS "electronic computer" (57).
Obituary: Zvi Aloni (21).



Israel-Philatelie 35 – September 2021

IG Israel, German, A4, colour, –

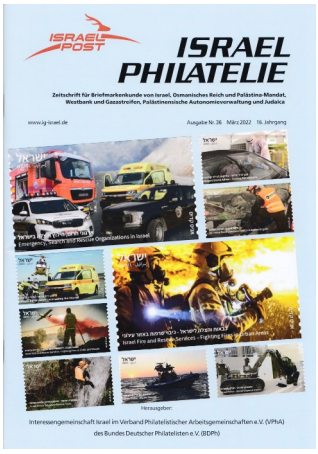
P. B. Feuser traces the 1892 state visit of Kaiser Wilhelm II to Turkey and the Holy Land with commemorative postcards and other ephemera: Constantinople, Haifa, Jerusalem, Bethlehem, Jaffa, Beirut, Damascus (4–12).
S. Göllner looks at the involvement of German civil engineer Paul Levy with the construction of the Hedjaz Railway (13–15).
T. Zywietz unearthed reports on the Cholera epidemic of 1902 and the quarantine measures at the time *[translation from MEPB]* (16–19).



Israel-Philatelie 36 – März 2022

IG Israel, German, A4, colour, –

T. Zywietz researched photographs from the Jerusalem I overprinting process at Greek Convent Press Jerusalem in August 1920 and shows contemporaneous records of the "B" variety *[reprint from MEPB 13]* (4–10).
Statutes of IG Israel, data protection rules (1–2, 1–2).





Doar Ivri 54 – January/April 2022

Cercle Français Philatélique d'Israël, French, A4, colour, –

J.-B. Parenti looks at the usage of E.E.F. stamps in Cilicia in 1918/19 (6–9).
J. Weiner continues his series on the postmarks of Jerusalem (III) (10–17).
C.-D. Abravanel reviews the varying airmail labels "ALA LITTORIA" (18–19).
A. Ben Arieh reports a *[IMHO questionable]* discovery of an earlier than known outward mail from Haifa in May 1948 (24–25).
The editor interviews Jean-Louis Emmenegger (30–31).
B. Boccarar shows a 1982 letter with two Israeli meters (31).
The editor show varieties of Israel's Zodiac stamps ([32]).



Doar Ivri 55 – May/August 2022

Cercle Français Philatélique d'Israël, French, A4, colour, –

J.-P. Danon looks at the 'Running Stag' as emblem of Israel Post (5–7).
C.-D. Abravanel reports on the Ottoman "Jerusalem Quart Israelite" postmark, and Mandate stamp booklets (10).
J.-P. Danon studies the usage of the 1950 Israel issue "Third Maccabiade" (11–13).
L. Fisher shows his exhibit "The Palestinian Refugee" featuring propaganda cachets [rather unsympathetic IMHO] (16–23).
B. Boccara looks at some of the 1948 'emergency' stamp issues (Tiberias, Affula, Nahalal) (24–29).
A. Benhaim shows a 1949 cover from France to Tel Aviv, taxed 48pr (31).
The editor shows a recent auction lot: Doar Ivri, 3m, L10, plate block (1, 018) ([32]).



Doar Ivri 56 – September/December 2022

*Cercle Français Philatélique d'Israël, **French**, A4, colour, –*

Genady Berman researched Israeli taxi post labels (5–11).
Jean-Paul Danon looks at Doar Ivri sheet numerators (12) *[erratum in DI 57, p. 3]* and studies the Jaffa lighthouse] (13) and shows a registered cover "Quartier Israélite" of 1916 (13).
Zvi Aloni reports on crash mail involving Palestine and Israel (14–19).
Max Michel Mann presents a 1947 cover to Iceland [transl. from MEPB 18] (20).
Christian-Daniel Abravanel shows a 1940 cover from Jerusalem to the unoccupied part of France (21).
Jean-Paul Danon looks at the usage of Doar Ivri booklet stamps on cover (22–23).
Zvi Aloni & Joseph Hackmey show a few examples from their book (24–25).
Jean-Paul Danon presents a 1949 cover franked Israel no. 13 C ([32]).



Doar Ivri 57 – January/April 2023

Cercle Français Philatélique d'Israël, French, A4, colour, –

Christian-Daniel Abravanel show as naturalisation document from 1940] (5).
Ed Kroft with Jean-Paul Danon & Albert Schneider present 1948 covers from Canada to Kfar Darom, all taxed with Israel PD complete series (6–7).
Fran Adams presents part of his thematic study on the UN: UNSCOP (10–15).
Paulo Duek shows the Old City of Jerusalem with Israeli maximum cards (20–23).
Jean-Paul Danon notes the 2021 issue of the Yvert & Tellier (standard) catalogue of the 2021 "Timbres d'Asie: Moyen-Orient d'Aden à Yémen" [one volume, 792 pages, €49,90; one notes the two-volume Michel catalogue covers the area in 1,300 pages] (31).
Jacques Rémond shows an item of choice: a 1957 taxed cover from Constantine (Algeria) to Jerusalem ([32]).

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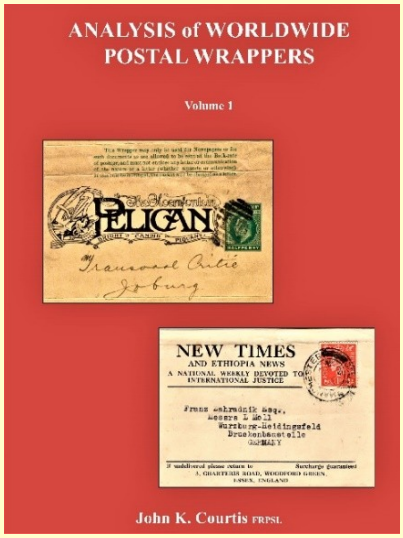
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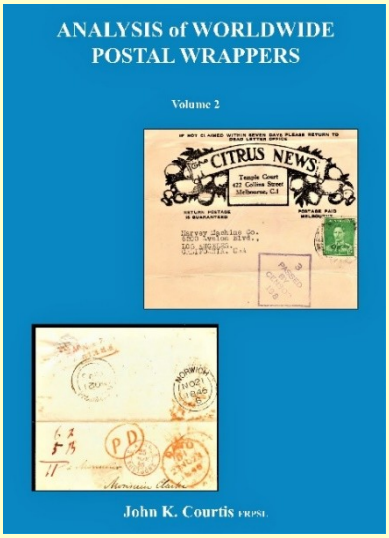
ℋ – Gratis-Anzeige 19/201

Analysis of Worldwide Postal Wrappers

Attributes of Postal Stationery, Postal History and Social Philately

by Dr. John K. Courtis FRPSL





Volume 1: 1 Nature and Role of a Wrapper; 2 Book & Newspaper Posts; 3 Attributes of a Wrapper; 4 Indicia; 5 Perfinned Wrappers; 6 Overprinted Specimen Wrappers; 7 Text Instructions; 8 Watermarked Paper; 9 Uncut Multiples; 10 Registered Wrappers; 11 Postage Due Wrappers; 12 Wrappers by Air Mail; 13 Postmarks on Wrappers; 14 Uprated Wrappers; 15 Destination Countries of Wrappers; 16 Routes to Africa, Asia & Australasia; 17 Routes to Europe, Americas & Caribbean

Volume 2: 18 Auxiliary Markings; 19 Merchant Marks; 20 Embossed-to-Order; 21 Overprinting on GB Wrappers; 22 Overprinted – Worldwide Survey; 23 Labels, Cinderellas and Seals; 24 Censor & Consular handstamps; 25 Side Collections; 26 Private Postal Wrappers; 27 Country Census of Pr. Wrappers; 28 Mourning Wrappers; 29 Official Wrappers; 30 Parcel Wrappers; 31 Analytical Techniques; 32 Clustering; 33 Market Characteristics.

Vol. 1 and Vol. 2, 33 Chapters, 930 pages: £50 plus postage

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Private Gratis-Anzeige 13/002

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I'm looking for nos. 467–471 and 477–491 according to Suleymaniye catalogue "Revenue Stamps of Ottoman Empire" (pp. 62/63)

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Willy Pijnenburg
verpijn@xs4all.nl

Private Gratis-Anzeige 11/003

President Arafat Signed FDCs 1.01.1995

Two very unique **Gaza-Jericho First Day** issue envelopes signed by the late President Yasser Arafat. One stamped Gaza and the other Jericho, both are dated 1st January 1995.

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Private Gratis-Anzeige 10/004

Holy Land Cancels on Austrian Stamps

Collector seeking to purchase the following Holy Land-related material with postmarks from Jerusalem (Gerusalemme), Jaffa, or Haifa (Caifa):

Lombardy-Venetia stamps from 1863 or 1864, perf. 14 or perf. 9 (Michel: 14–23)

Austrian Levant 20 Para on 10 Heller with varnish bars (Michel: 40)

Austrian Crete 25 Cent (Michel: 3)

Replies to:
Aaron Huber (APS member)
ashuber@gmail.com

Private Gratis-Anzeige 17/009

Wanted: German to English Translator for Philatelic Literature

I am seeking someone who can translate selected chapters of Eva Zehenter's book on WWI military postal history of Austro-Hungarian troops in Turkey: "Stempelhandbuch der k.u.k Truppen in der Türkei." Must be familiar with military postal history terminology. I can supply the material as a pdf document. Will pay reasonable fee.

Replies to:
Zachary Simmons
zsimmons101@gmail.com

Private Gratis-Anzeige 14/002

Wanted: Perfins

Perfins (stamps and covers) of the Middle East, Levant, Turkey and Egypt.

Offers to:
Rainer von Scharpen
Tucholskyweg 5, 55127 Mainz, Germany
rainervonscharpen@t-online.de

Private Gratis-Anzeige 14/006

Research into Ladino Correspondence

For an archival database, I'm looking for correspondence (letters and post cards) from/to the Ottoman Empire and the Balkans 1850–1913 (Serbia, Roumania, Bosnia, Bulgaria, Greece, Austria) written in a script that looks like Arabic or Hebrew but is actually the Jewish script "Soletreo". It encodes an old Spanish called Ladino (Judeo-Spanish) spoken by Sephardic Jews. Don't worry about a correct identification: I'll do that.

Please send scans/photocopies to
D. Sheby (hosp@voicenet.com)

Private Gratis-Anzeige 10/005

Qatar Postal History

Collector looking for unique Postal History items such as covers, letters, rare overprints and surcharges.

Offers to:
Adil Al-Husseini, P.O. Box 695, Doha, Qatar
ezgert@yahoo.com

Private Gratis-Anzeige 03/009

Jordan Postal Rates 1948–1967

Information on all Jordan postal rates during the Palestine annexation period (1948–67) is requested. I am trying to compile my own list as I cannot find any tables in the literature.

Replies to:
Paul Phillips
paulxlpe@gmail.com

Private Gratis-Anzeige 11/002

Ottoman Transdesert Mail
Overland Mail Baghdad–Haifa
Iraq Railway Stamps 1928–1942

Advanced research collector and exhibitor is interested in exchange of information, philatelic and historical material, photos, etc. related to the mentioned areas as well as purchase of interesting items missing in my collections.

Additional information can be found on my award winning websites:
http://fuchs-online.com/overlandmail
http://fuchs-online.com/iraq

Replies to:
Rainer Fuchs
rainer@fuchs-online.com

Private Gratis-Anzeige 10/008

International Reply Coupons

I collect International Reply Coupons (IRC) worldwide, 1907 until today. I am always interested to buy both single items and entire IRC collections and lots of whatever size.

A good stock of duplicates (only IRCs) is available for trade and exchange. Please contact me with whatever questions or suggestions you would like to make.

If you are a country collector and interested in information about IRC of your country please also don't hesitate to contact me!

Replies to:
Wolfgang Leimenstoll
wolfgang.leimenstoll@t-online.de

Private Gratis-Anzeige 01/005

Palestine World War I

For research purposes I'm looking for originals, photocopies, or scans of issues of

The Palestine News

This was the weekly military newspaper of EEF and OETA(S), published in Cairo in 1918/1919.

Replies to:
Tobias Zywietz
zobbel@zobbel.de

Private Gratis-Anzeige 12/009

1956 Suez Canal Crisis & United Nations Peacekeeping Operations

Looking for interesting covers of this period and UN Peacekeeping Operations such as UNEF I and UNIKOM as well as operations on the African continent.

Can offer much likewise material as well.

Please contact:
Marc Parren
marcparren@hotmail.com

Private Gratis-Anzeige 21/001



Exchange of Arab States Stamps

I want to exchange stamps of Arab states (Michel South Arabia: Aden to Umm al Kaiwain). I have collected “Sand Dune” and “Black Dot” stamps for 10 years and have a banker's box full of material. I will sort this box and offer for exchange my duplicate stamps with collectors with a similar interest.

I would like to correspond and trade stamps with novice to expert collectors including topical collectors. I accept CTO material to fill blank spaces in my albums.

Replies to: Richard Barnes

rtbarnes@shaw.ca

Private Gratis-Anzeige 03/001

World War One Indian Army Field Post Offices

For research purposes, collector is interested in exchanging scans and information on the WWI Indian Army Field Post Offices in what is today Lebanon, Syria and Cilicia.

Replies to:

Bob Gray

robertgray@me.com

Private Gratis-Anzeige 12/006

Palestinian Authority Revenue Stamps

Wanted:

Palestinian Authority revenue stamps

Israeli Military revenue stamps

MNH as well as on document

Replies to:

Arthur Harris

arthurhythec@gmail.com

Private Gratis-Anzeige 02/003

Wanted: Ottoman Postal History

To buy or exchange Ottoman postal history (no Foreign Offices) with a bias toward material from the Middle Eastern area, e.g. Lebanon, Syria, Jordan etc. However, all areas are welcome.

Replies to:

Robert Stuchell

rstuchell@msn.com

Private Gratis-Anzeige 01/004

Palestine Mandate 1918–1927

To complete and illustrate my article series on official postal announcements I'm looking for covers, cards, forms and images thereof, showing:

- rare usage of stamps
- postal rates
- rare destinations
- stamp combinations
- unusual franking
- postal forms, telegramme forms

from the pre-Pictorials era.

Replies to:

Tobias Zywietz

~~zobbel@zobbel.de~~

Private Gratis-Anzeige 10/006

Jordan and Palestine Revenue Stamps and Reply Coupons

Wanted:

Revenue Stamps of Jordan

Revenue Stamps of the Palestinian Authority

International Reply Coupons (IRCs) of Jordan and Palestine

Offers to:

Avo Kaplanian, Noordeinde 82,

1121 AG Landsmeer, Netherlands

avo1945@hotmail.com

Private Gratis-Anzeige 11/004

Digitisation of Philatelic Knowledge: "Holy Land Postal History"

I offer a complete run of the journal "Holy Land Postal History" (1979–2017) to anyone willing to scan and digitise it.

Technical and logistical help is assured. Further information was published in MEPB 10.

Offers to:

Mark Sommer

brocean@aol.com

Private Gratis-Anzeige 13/003

Wanted: Russian Levant

I'm looking for 10 kop. 1872
Michel nos. 9x and 9y (perf. 14½×15)
Please do not offer the 10 kop. of 1888 (perf. 14¼×14¾)!

Please contact:

Willy Pijnenburg

verpijn@xs4all.nl

Private Gratis-Anzeige 12/008

For Sale: Saudi Arabia

Saudi Arabia stamps, singles and sets, mint and used.

Please contact:

Marwan Nusair

+1-513-289-6337

hejaz@tccincinnati.com

Private Gratis-Anzeige 02/004

United Nations in the Middle East

I offer commercially used (really mailed) covers from UN observation missions and military forces for sale:
UNTSO, UNEF I and II, UNDOF, UNIFIL, etc.

Can be sorted out by contingents nationalities.

I'm looking for early UN missions 1947–1950 in Israel and Palestine, such as:
UNTSOP, UN-Mediator Mission, UNSCOP, etc.

Replies to:

J. L. Emmenegger, Switzerland

jl.emmenegger@gmail.com

Private Gratis-Anzeige 01/012

Wants: Sharjah, Yemen, Oman

Sharjah	Scott O1-9, NH or used (S.G. O101-09)
Yemen	Scott 597, 607, 615, 632, 633, 634, 635, C145 (S.G. 74, 82, 94, 112, 126, 127, 128, 129)
	Yemen (combined), any, used
Oman	Scott 110, 111, 112, 114, 115, 116, 118, any, used
	(S.G.: same numbers)

Buy or trade.

Offers to:

Burl Henry

henrysatshamrock@aol.com

Private Gratis-Anzeige 04/002

Holy Land Stamps and Literature

I seek high quality and high value Holy Land stamps and postal history as well as Literature (eg. The Holyland Philatelist, BAPIP Bulletins, and monographs).

Please contact:
rnasch@fairmanage.com

Private Gratis-Anzeige 22/003

I am interested in adding to my list of articles at

A Philatelic Bibliography for Yemen and the Arab Gulf States

The list is very heavy on American and English sources, and lighter on other sources. I would appreciate additions to the list.

Please contact:
Andrew Gondocz
andrew_gondocz@yahoo.com

Private Gratis-Anzeige 17/004

Wanted: Ottoman Empire – Hungary

We are looking for mail from the Ottoman Empire to Hungary or vice versa for the period 1900 to 1920.

Please send colour scans of your offers to:
Ute & Elmar Dorr
utedorr@web.de

Private Gratis-Anzeige 17/001

Turkey to Persia Postal History

I'm looking for early Ottoman covers, 1850s to 1870s, sent from Ottoman POs via Bayazid to Persia, and material related to the "Northern Route" between Turkey and Persia.

Replies to:
Bjorn Sohrne
bjornsohrne@gmail.com

Private Gratis-Anzeige 10/001

Covers: Iraq–USA / USA–Iraq

I'm looking for interesting covers of Iraq to USA as well as USA to Iraq for the period 1939 to 1945.
Send images (jpeg) with your asking price or ask for my at-market offer.

Replies to:
K. David Steidley, Ph.D.
David@Steidley.com

ℋ – Gratis-Anzeige 02/008

Ottoman Cancellations Software

Ottoman Cancellations software for identifying, cross-referencing, cataloguing and documenting Ottoman Cancellations and fragments thereof.

Please ask for free demo version (Windows), user manual, and conditions of sale from:

George Stasinopoulos
stassin@cs.ntua.gr

Private Gratis-Anzeige 01/010

Persia & Yemen Postal History

Collector of Postal History of Persia (before 1930) and of Yemen (before 1945) wishes to purchase interesting items.

Replies to:
Bjorn Sohrne
bjornsohrne@gmail.com

Private Gratis-Anzeige 12/005

Wanted: Smyrna Postal History

Entire letters to and from Smyrna dated before 1800.

Replies to:
Gene Ekonomi
gekonomi@yahoo.com

Private Gratis-Anzeige 14/005

Wanted: Palestine Covers (Jordanian Occupation)

I am looking for covers sent from Palestine franked with Jordanian stamps overprinted "PALESTINE"

Send offers (with scans please) to:

J. L. Emmenegger, Switzerland

jl.emmenegger@gmail.com

Private Gratis-Anzeige 12/002

Judaica (Not Israel)

I am Interested in Judaica-themed stamps from all over the world (not from Israel).

I have many to sell, or ideally exchange with fellow collectors.

Also interested in countries that have issued anti-Israel themed stamps too.

Please contact Gary at

judaicathematicsociety@talktalk.net

Private Gratis-Anzeige 14/003

Wanted: Palestine World War I

Wanted for collection are examples on cover of the following Army Post Office cancels:

APO SZ52 used 1918
APO SZ53 used 1918
APO SZ54 used 1918
APO SZ55 used 1918/19
Unusual WW1 covers from Palestine

Offers to:

Joel Weiner

jweiner@ualberta.ca

ℋ – Gratis-Anzeige 05/005

Jordan & Palestine Postal History

Kawar Philatelics offers a wide range of postal history items, covering West Bank, East Bank, and Palestinian Authority.

Large collections and stock available for Collectors, Dealers, and Investors.

www.kawarphilatelics.com





Replies to:

Kawar Philatelics, Kamal Kawar

kamal@kawarphilatelics.com

Private Gratis-Anzeige 19/004

Red Cresent Thematics Ottoman Empire and Turkey

I am looking for material concerning the theme "Red Crescent" in the Ottoman Empire and Turkey. I am especially looking for covers or cards (maybe FDC) with the cancellation from the **Red Crescent Exhibition Istanbul 1959**.

Please offer with picture and price to:

Jens Warnecke

jens.warnecke@web.de

Private Gratis-Anzeige 22/006

Duloz Colour Trials

Wanted (sale or exchange):
Green: 20 p and 25 p; Yellow: 2p; Blue: 1 and 5 p; Orange: 10 and 20 pa and 5 p

On Offer (sale or exchange):
Green: 2 and 5 p; Yellow: 5 p and 25 p; Lilac: 2, 5 and 25 p; Red: 5 and 25 p.

Please contact: Willy Pijnenburg

verpijn@xs4all.nl

Private Gratis-Anzeige 17/010

Palestine Mandate: Censor Permits

Certain institutions and companies were permitted to send correspondence, particularly bulk mail and circulars, free of censorship. The correspondence had to bear a special hand-stamp certifying the nature of the correspondence and bearing the permit number. I am trying to collate a definitive list of permits and see what was attributed to each censor office. I am also looking for the applicable rules and regulations which dealt with this and any other supporting information.

Contact:
Martin Davies
kuitman@btinternet.com

Private Gratis-Anzeige 17/008

Wanted: Jordan Postal Cards and pre-1949 Airmail

I'm looking for pre-1949 Airmail covers, both inwards and outwards; used 1956 12 Mils Postal Cards; other postally used Postal Cards and Souvenir Cards.

Offers to:
Bernie Beston, P.O. Box 5513,
Bundaberg West, Qld. 4670, Australia.
bernardbeston@gmail.com

Private Gratis-Anzeige 05/003

1992 Israel–China First Flight Cover Wanted



I am looking to purchase a First Flight cover Tel Aviv–Beijing of 3.09.1992. I have other covers from this event, but am looking for this specific cachet as pictured.

Apparently less than 100 registered covers exist.

Offers to:
Mark Sommer, brocean@aol.com

Private Gratis-Anzeige 17/003

Wanted: Mint Saudi & GCC Stamps

Serious collector interested in buying mint Saudi Arabia and GCC nations stamps for my Collection. I am also interested in revenues, telegrams, officially sealed labels, franking meters, postal stationery, printed illustrated envelopes related to Saudi Arabia and Saudi Arabian Oil Company (Saudi Aramco).

Please contact:
Syed A. Ahmed
abraralki@gmail.com

ℋ – Gratis-Anzeige 04/003

The BAPIP Bulletin 1952–2016

The complete archive of the BAPIP Bulletin, the journal of the **Holyland Philatelic Society**, has been digitised.
Available are entire issues or individual articles from 1952–2016.

Visit:
www.zobbel.de/stamp/lit_09.htm

ℋ – Gratis-Anzeige 02/007

Lebanese association of collectors of Stamps and Postal History LAP

The Lebanese Philatelic Association (LAP) encourages and promotes philately and postal history collecting in Lebanon. It represents Lebanon in the world body of philately, co-operates with Arab and International Philatelic Associations and clubs. It holds symposia and exhibitions and provides a committee of experts for Lebanese stamps and postal history.
The association's journal *LAP Magazine* is published every four months.

www.lapsite.org

Private Gratis-Anzeige 07/001

Palestine Articles by Major J. J. Darlow

For research purposes I'm looking for originals, photocopies, or scans of philatelic articles on Palestine by Major J. J. Darlow published in the 1920s and 1930s, especially two pieces published in 1922 in Harris Publications' journal

The Philatelic Magazine
(nos. 170 and 171).

Replies to:
Tobias Zywietz
zobbel@zobbel.de

Private Gratis-Anzeige 12/004

Wanted: Arabian Gulf Postal History

I'm looking for Arabian Gulf postal history for research or purchase.

India used in the Gulf: Muscat, Guadur, Persia, Iraq, Bahrain & Kuwait
British Gulf: Kuwait, Bahrain, Qatar, Dubai, Abu Dhabi & Muscat
Independent postal administrations: Kuwait, Bahrain, Qatar, Abu Dhabi, Dubai, UAE & Oman

Please contact:
Thomas Johansen at
arabiangulfphilately@gmail.com

Private Gratis-Anzeige 20/001

For Sale: Israel Stamps and Postal History

My specialised Israel/Palestine collection is for sale. I am willing to break it down to sell it in pieces. I have uploaded scans of most of the collection to Google Drive:

https://drive.google.com/drive/folders/1_as0sVI9XEBfND1CCouuFO710A6eSwox?usp=sharing

For further details contact Adam Caplan
adam.caplan@intel.com

Private Gratis-Anzeige 17/002

For Sale: UAE Complete Collection 1971–2016

United Arab Emirates Complete Collection from 1971–2016 including all issued booklets in mint condition.

Please contact:
Syed A. Ahmed
abraralki@gmail.com

Private Gratis-Anzeige 17/005

Postal Wars "Postkrieg"

Collector of worldwide postal war/Postkrieg and "disputed political propaganda" on mail is selling his double covers with postal war countermeasures and covers with meter marks and entires on history.

Ask for selling list by email:
Jan Heijs
heijsmo@xs4all.nl

What is postal war? See www.postalwar.info

Private Gratis-Anzeige 20/005

Wanted: Palestine Mandate Small Towns

Collector of Small Town postmarks looking for postal history material from or to Small Towns.

Please send offers (with scans please) to:
Oren Gazenfeld
oren@gazenfeld.com

Private Gratis-Anzeige 18/003

Wanted: Anti-Semitic Postcards

I'm looking for anti-semitic postcards, propaganda cards, and related material from Nazi Germany.

Offers to:
Barry Hoffman
pakistan@tiac.net

Private Gratis-Anzeige 17/011

Wanted: Syrian Postage Rates 1982–1987

I'm looking for postage rates in force in Syria from 1982 to 1987, domestic and international rates, airmail surcharges, etc. Partial information or ways to obtain information welcome.

Contact:
Luc Guillard
lucguillard@wanadoo.fr

Private Gratis-Anzeige 18/006

Wanted: Palestine Blues No. 1

I need help to finish a thematic collection: I am looking for a stamp from the "Blues" (Bale 1) with clear dated postmark:
16th February 1918

Offers with scans to:
mmf@comxnet.dk

Private Gratis-Anzeige 20/003

Wanted: Sudan Revenues

Social Insurance stamps – Revenues issued since the 2019 revolution – Civil war victims – Police Fund – Directly embossed – Field Telegraph (not Army Telegraphs)

Please contact David Sher
sh25ngc3603@gmail.com

And where is your Ad?

Just write to the editor to register your name and e-mail address, and you will be entitled to place an ad of your own in the next issue of MEPB!

mep-bulletin@zobbel.de

Private Gratis-Anzeige 15/002

Wanted: "Dear Doctor" and related drug advertising postcards

Many pharmaceutical companies (Abbott Labs, Biomarine, and Squibb, etc) used postcards sent from exotic locations to promote their products. These are commonly called "Dear Doctor" postcards since many start with that salutation. Abbott postcards were mailed between 1956-1968 using 182 different cards found to date to 34 countries and in 10 languages. On my website www.deardoctorpostcards.com I have documented over 10,000 such items. There are many more discoveries to be made. Let me know what you have!

Please contact Tom Fortunato stamptmf@frontiernet.net

Private Gratis-Anzeige 17/007

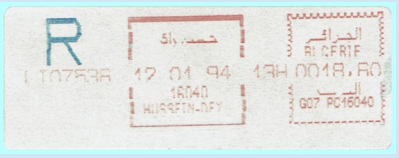
French-made Meter Markings



For research study I look for mail from all countries (except France) franked by franking machines like those used in French post offices. They can often be identified by the indication of time in the imprint.









Offers to: Luc Guillard, lucguillard@wanadoo.fr

Private Gratis-Anzeige 12/003

U.K.-based Collector always interested in buying Egypt for his Collection

I am particularly interested in revenues, Cinderellas, perfins, telegrams, officially sealed labels, Interpostal Seals, Suez Canal Company, stamp dealer's mail, franking meters, Great Bitter Lake Association, Postal Concession, postal stationery, printed illustrated envelopes and anything unusual, but I also buy mainstream subjects.

From single items to whole collections, please let me make you an offer.

Please contact Jon Aitchison:

+44 (0) 1279 870488

britishlocals@aol.com

Private Gratis-Anzeige 20/006

Jerusalem Postcards and Documents

Private collector is always interested in postcards and documents from Jerusalem. Please make your offer to:

Peter B. Feuser

feuser-weyrich@t-online.de

Private Gratis-Anzeige 12/007

Qatar Postal History

Looking for Qatar Postal History items.

Covers of the 1950s – 1960s.

Stamps with errors such as inverted & misaligned overprints (no colour trials please).

Replies to:

Adil Al Husseini, PO Box 695, Doha

State of Qatar

ezgert@yahoo.com – APS # 121752 (since 1982)

Private Gratis-Anzeige 20/004

Palestine Mandate: Postage Due Rates & Charges

I need help in relation to exchange rates used to calculate Palestine Mandate period postage due rates and charges. If you can help me please make contact:

Martin Davies
kuitman@btinternet.com

Private Gratis-Anzeige 17/006

Exhibition "Der ewige Jude"

Buying postcards, propaganda cards, cancels, ephemera and other material of this anti-semitic exhibition in 1930s Nazi Germany.

Offers to:
Barry Hoffman
291 Spurwink Ave., Cape Elizabeth, Maine 04107
pakistan@tiac.net

Private Gratis-Anzeige 01/002

Looking for pro-Palestinian Slogans

I am looking for postal slogans in support of the Palestinian people and the refugees. I have a small collection of these and there are probably more available. Can you help me out?

Replies to:
Lawrence Fisher
Lf.stamps@gmail.com

Private Gratis-Anzeige 01/013

Turkish Occupation of Thessaly

Collector is interested in any postal history material related to the Turkish occupation of Thessaly 1897–1898.

Exchange of information is also highly welcome.

Offers to:
Otto Graf
otto@skanderbeg.net

Private Gratis-Anzeige 19/003

Middle East Stamps: Varieties & Errors

I'm Interested in buying rare mint Middle East / Arabian stamps, imperforates, errors, varieties, proofs, essays, and colour trials.

My speciality is Egypt: the classical & Royal period, proofs and essays (1866–1962).

The other countries I collect are: Aden, Bahrain, Iraq, Jordan, Kuwait, Lebanon, Oman, Palestine, Qatar, Saudi Arabia, Syria, UAE, and Yemen, also Algeria, Morocco, and Tunisia.

Offers to:
Adel Al-Sarraf
asarraf11@hotmail.com

Private Gratis-Anzeige 19/001

WANTED: Royalist Yemen Postal Stationery Cards

I am looking for the 1½ b. green "Radio" cards, "Darul Asfahani" printing, ca. 1970, Types I and II (not the Harrison printing). Thanks if you can help!

Replies to:
Andreas Svrakov
asvrakov2008@live.com

Private Gratis-Anzeige 22/005

Wanted: Greek Rural Post

I am looking for documents from the Greek rural post from 1911 until now and also from the fore-runners “Dimotika Tachydromeia.” I would also be very happy about a philatelic exchange!

Please contact:
Benedikt Eberhardt
BEberhardt@beberhardt.de

Private Gratis-Anzeige 22/001

Wanted: Philatelic Friends

I am from India. I want to have Philatelic and Numismatic Friends from Whole World Countries.

Please contact:
C. Abraham Jos
abrahamjohanncheeran@gmail.com

Private Gratis-Anzeige 22/002

Transjordan: Help Required

I am researching the Transjordan overprints on Hejaz stamps and there are two issues in particular causing me trouble. These are:

- the 1924 official stamp (Scott O1, SG O117)
- the 1923 ½ qirsh surcharge on 1-½ qirsh typograph overprint (Scott 91a, SG 111)

I am after scans and information. Please contact me first so that we can discuss the finer details.

Please contact: Martin Lovegrove – weatherings@aol.com

Private Gratis-Anzeige 22/004

For Sale: PNA Christmas Sheets 1999 (type II)

I am selling complete sets of 5 sheets Palestinian Authority Christmas 1999 issue in mint condition.
Sheet type II, which was sold for postal use only:
Michel 126, 128, 130, 132, 134 / SG PA 147, 149, 151, 153, 155 / Scott 108a to 112a

Each sheet of type II has 10 identical stamps, ie. no silver stamp in the upper row as is with the sheets of type I, which were printed for the philatelic market only. Mint sheets of type II are extremely rare.



Special offer fo readers of MEPB: one set of the 5 sheets 45 € + postage for registered mail.

Please contact Thomas Schubert at thschubi@outlook.de

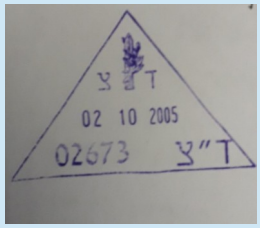
Private Gratis-Anzeige 12/001

Wanted: Israel's Triangular Military Unit Handstamps

There are 3 styles of triangular Handstamps used on Military Mail in Israel. The first style lowest numbers were used from 1948 to about 1960. I am trying to collect all of these and am still missing a few numbers. The mid period ran from approximately 1960 to 1980.





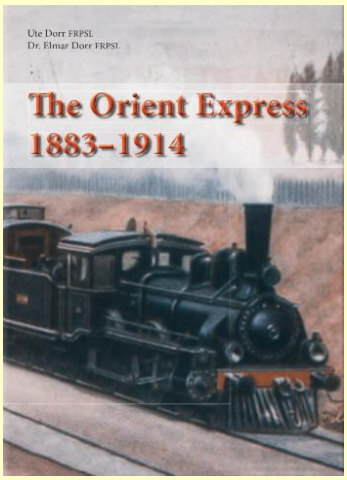


I have almost a complete run of these numbers but am still looking for a few of them including 1014, 1021, 1032, 1035, 1043, 1048, 1049,1060, 1091, 1094 and 1098 and a few others. The most recent zero series style started about 1980 and is still in use. Zero series numbers I am looking for include 01433, 01455, 01526, 01636, 01833 to 01860, 02129 and 03350.

I am trying to collect all the numbers and I estimate that there are over 5000 issued across the 3 styles. I am also looking for your lists of numbers to check against my database. All correspondence and offers to trade material welcome.

Please contact A. Harris via stamps@gmx.co.uk

ℋ – Gratis-Anzeige 14/007



The Orient Express 1883–1914

The postal history study by Ute Dorr & Dr. Elmar Dorr is now available in English!

Original 2019 German edition, 162 pages, (mostly) coloured illustrations, A4, hardback. Price: 49 €

New 2020 English edition, 162 pages, (mostly) coloured illustrations, A4, hardback. Price: 49 €

Please enquire for postage & packing fees.

Ute Dorr, Pistoriusstr. 3, 73527 Schwäbisch Gmünd, Germany, utedorr@web.de

ℋ – Gratis-Anzeige 18/005

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Mehrdad Sadri – www.persi.com

ℋ – Gratis-Anzeige 22/201

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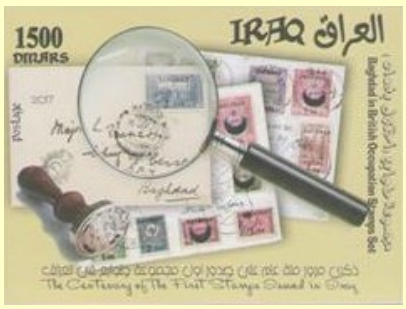
hipstamp.com/store/blue-collar-wrench



ℋ – Gratis-Anzeige 07/201



Extensive Stock of Iraq and Iraqi Kurdistan



Mohammed Dhia Al-Shirwani

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Hay Al-Kindy, 213/50/4, Baghdad

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E-mail: shirwani@gmail.com

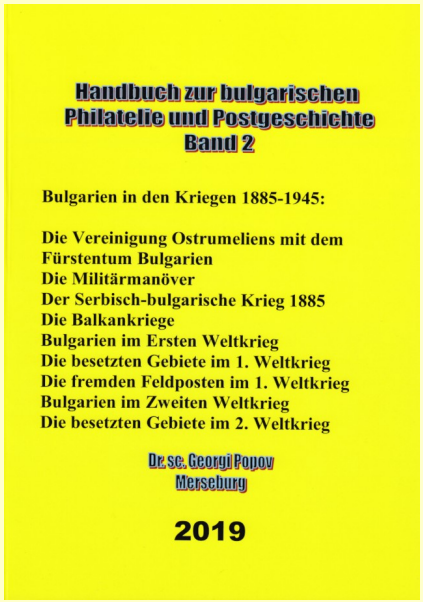


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The Oman Studies Centre is pooling resources on Oman and the Gulf to support research on Oman and to provide advisory services. In addition to the Oman Library with books, maps, and documents, the information pool includes special collections such as a philatelic collection and a numismatic collection. For our philatelic collection we buy stamps, postal history, stationery, and documents in the following areas:

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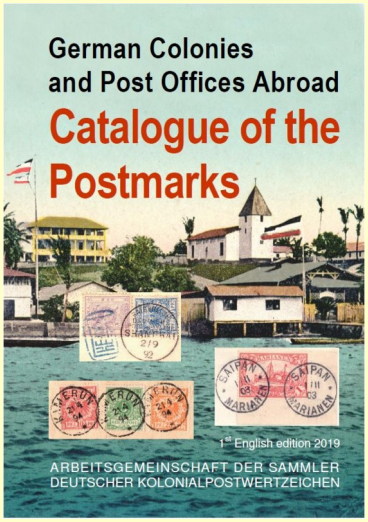
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German Colonies Study Group

The Arbeitsgemeinschaft der Sammler Deutscher Kolonialpostwertzeichen e.V. was founded in 1928 and is the oldest still existing study group in the German philatelic federation BDPh, and with some 400 members also one of the largest specialist societies.



It publishes every year two issues of its journal "Berichte für Kolonialbriefmarkensammler" and two newsletters.

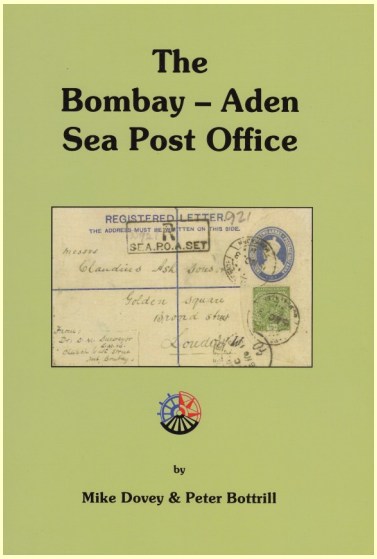
The latest edition of the society's postmark catalogue, "German Colonies and Post Offices Abroad – Catalogue of the Postmarks" (in English) is available at 39 € (plus p&p).

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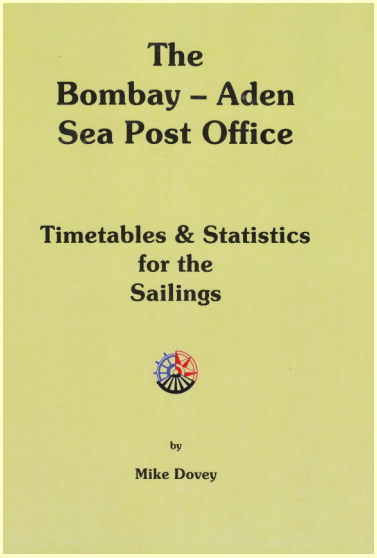


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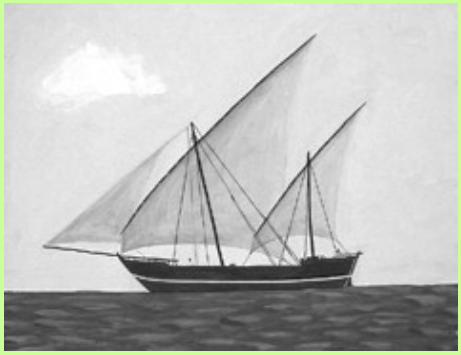
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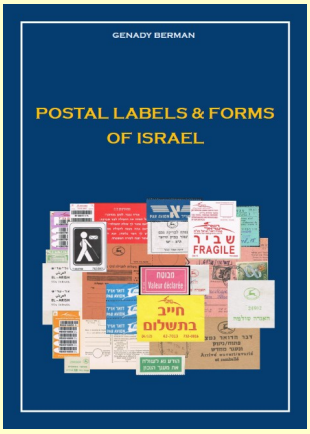
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The GBOS range of interests also includes revenues and postal orders overprinted for use abroad as well as the British departmental overprints.

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For more information visit the website at http://www.gbos.org.uk
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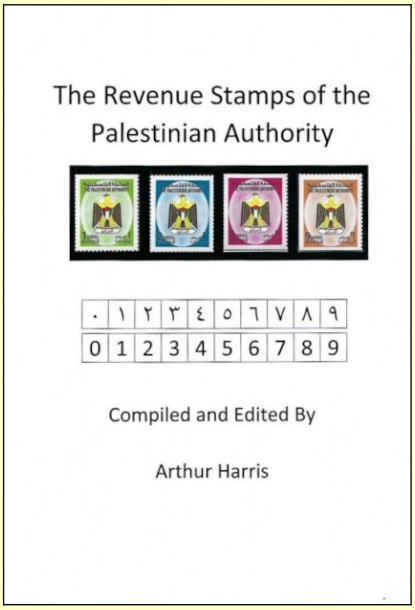
OPAL publishes a couple of journals per year along with a couple of newsletters. Both publications are also used to answer members' queries. If our extensive library can't help with queries, then our membership invariably contains someone who can help, however specialised or esoteric. There are informal meetings held in various UK locations as well as our annual get together for our AGM.

Membership costs presently £5 per annum. Further details can be found on and contacts can be made via OPAL's website: www.mclstamps.co.uk/opal/opalhome.html.

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Dr. Andreas Birken †

Handbook of Turkish Philately – Part I: Ottoman Empire

Vol. 4: The Ottoman Postmarks

"Die Poststempel / The Postmarks" by the late Dr. Andreas Birken is a bilingual (German and English) catalogue of Ottoman postmarks, including both postal and censor markings.



In 1999 Turkey philatelists held their 4th World Meeting at London. The member societies OPAL, AROS, and TOPS (now ONEPS) launched the Ottoman Postmark Project to continue the work of pioneer philatelists like Orhan Brandt, Saık Ceylân, John H. Coles, Howard E. Walker, and Hilmi Bayındır, with the aim of producing a data-base collecting and comparing all available and new information.

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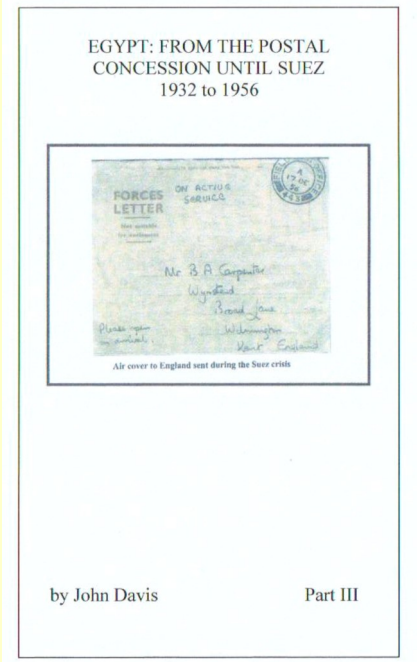
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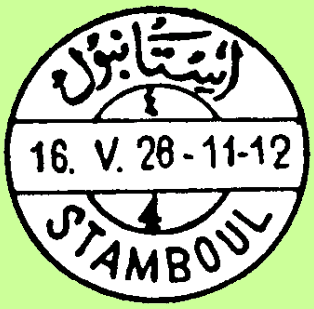
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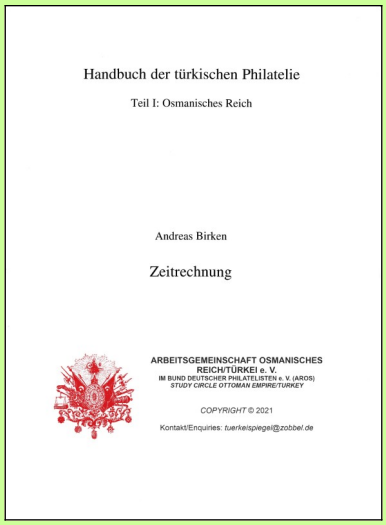
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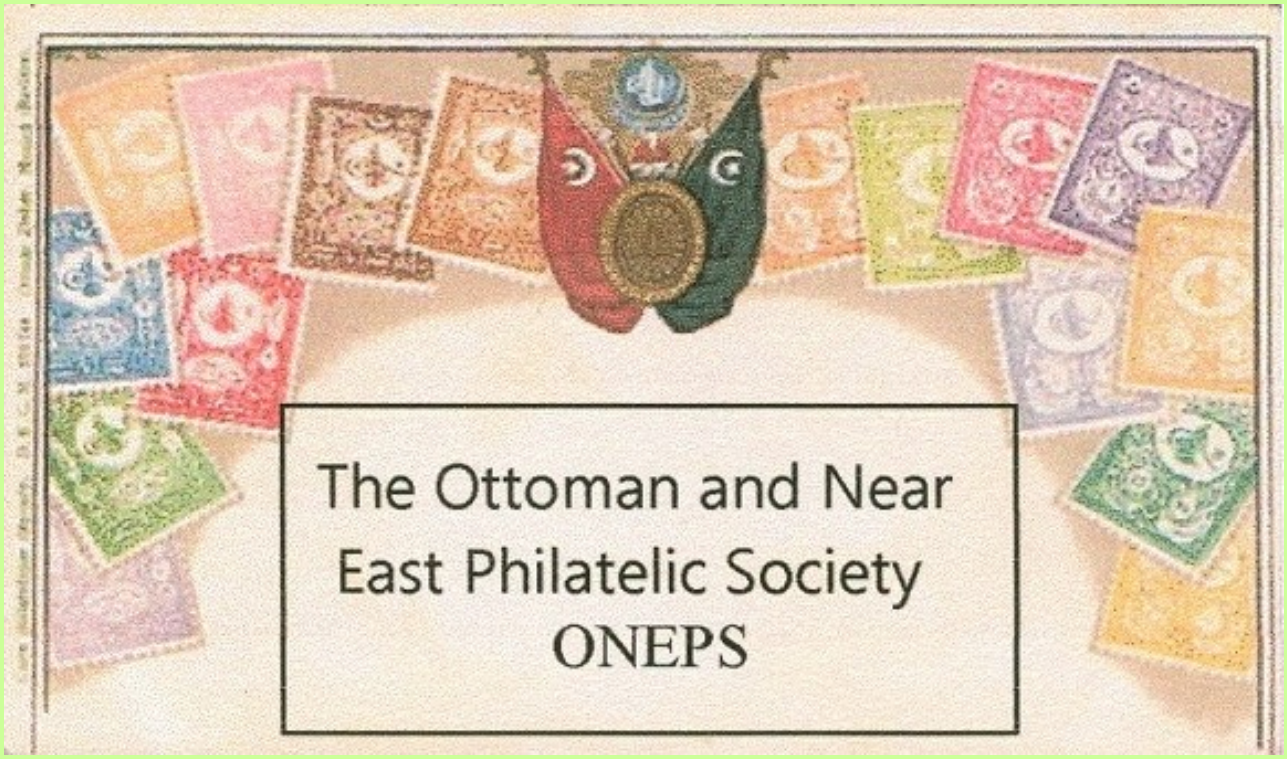
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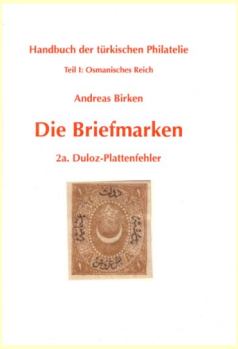


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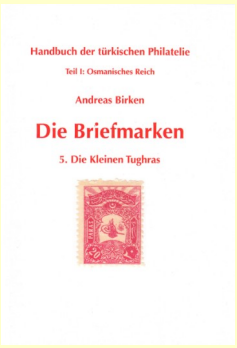


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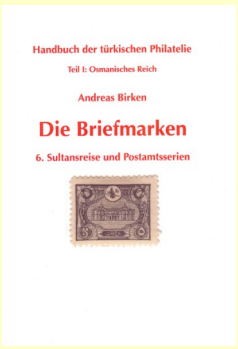


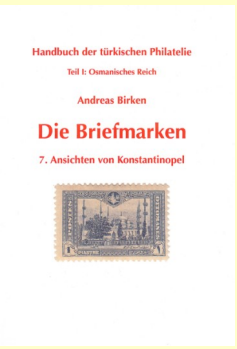


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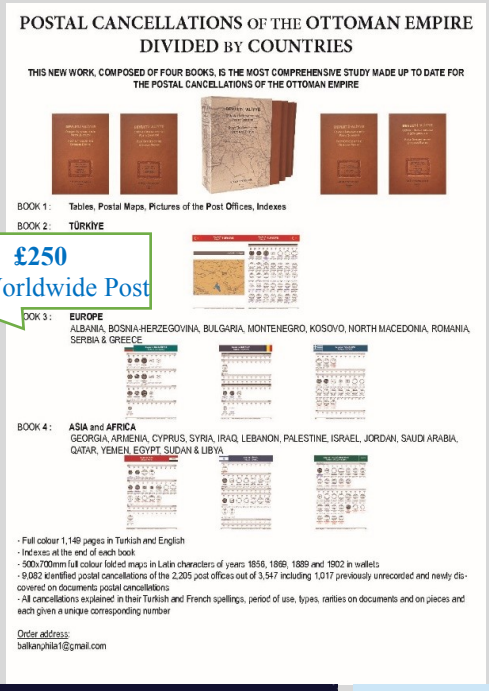
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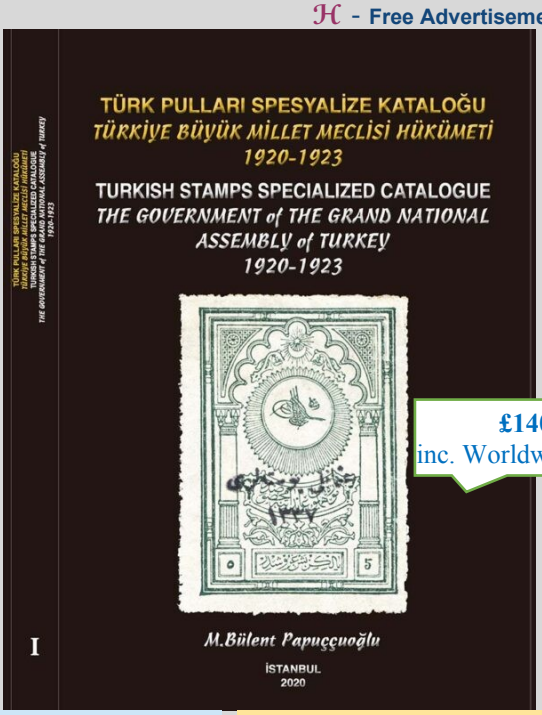
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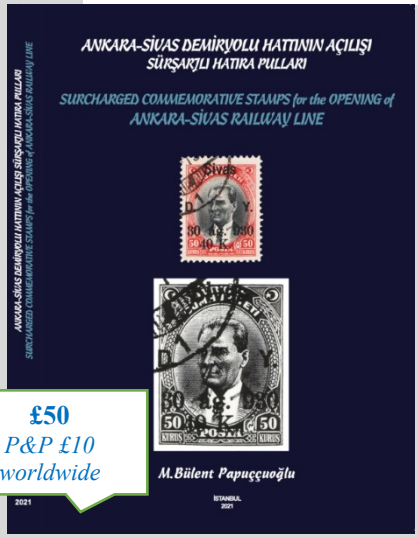
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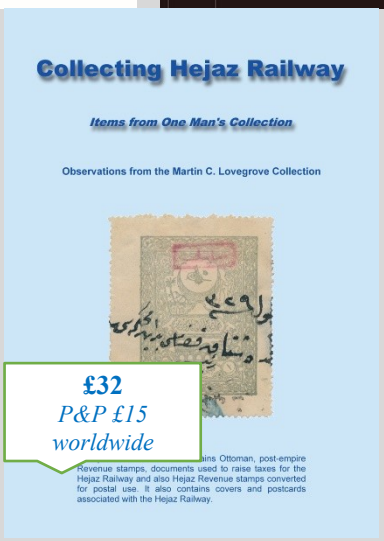
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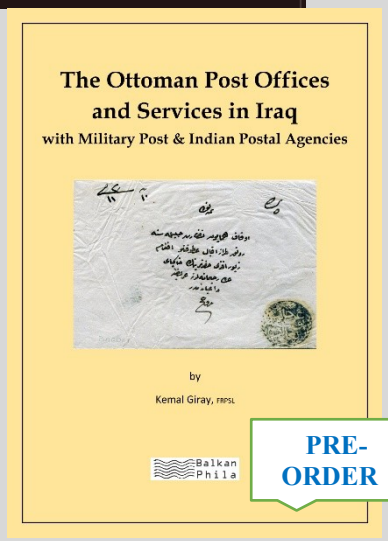
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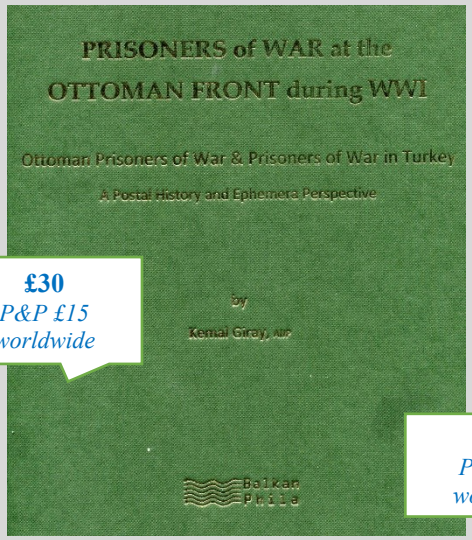
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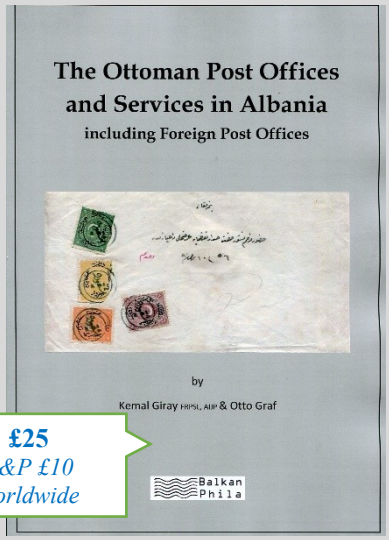
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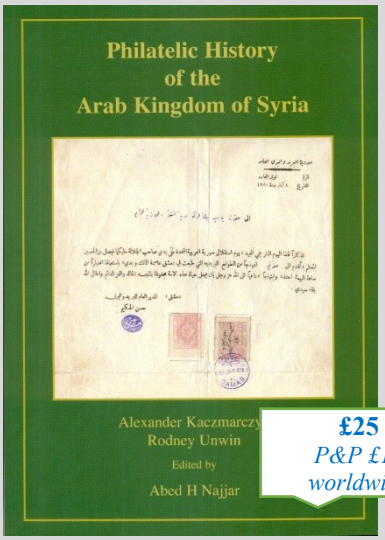
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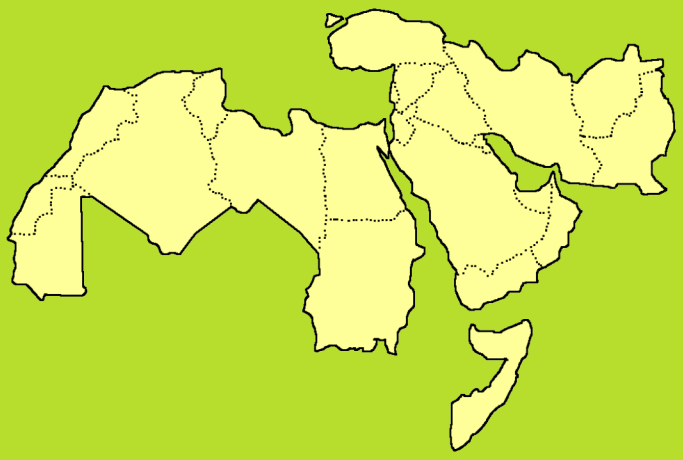
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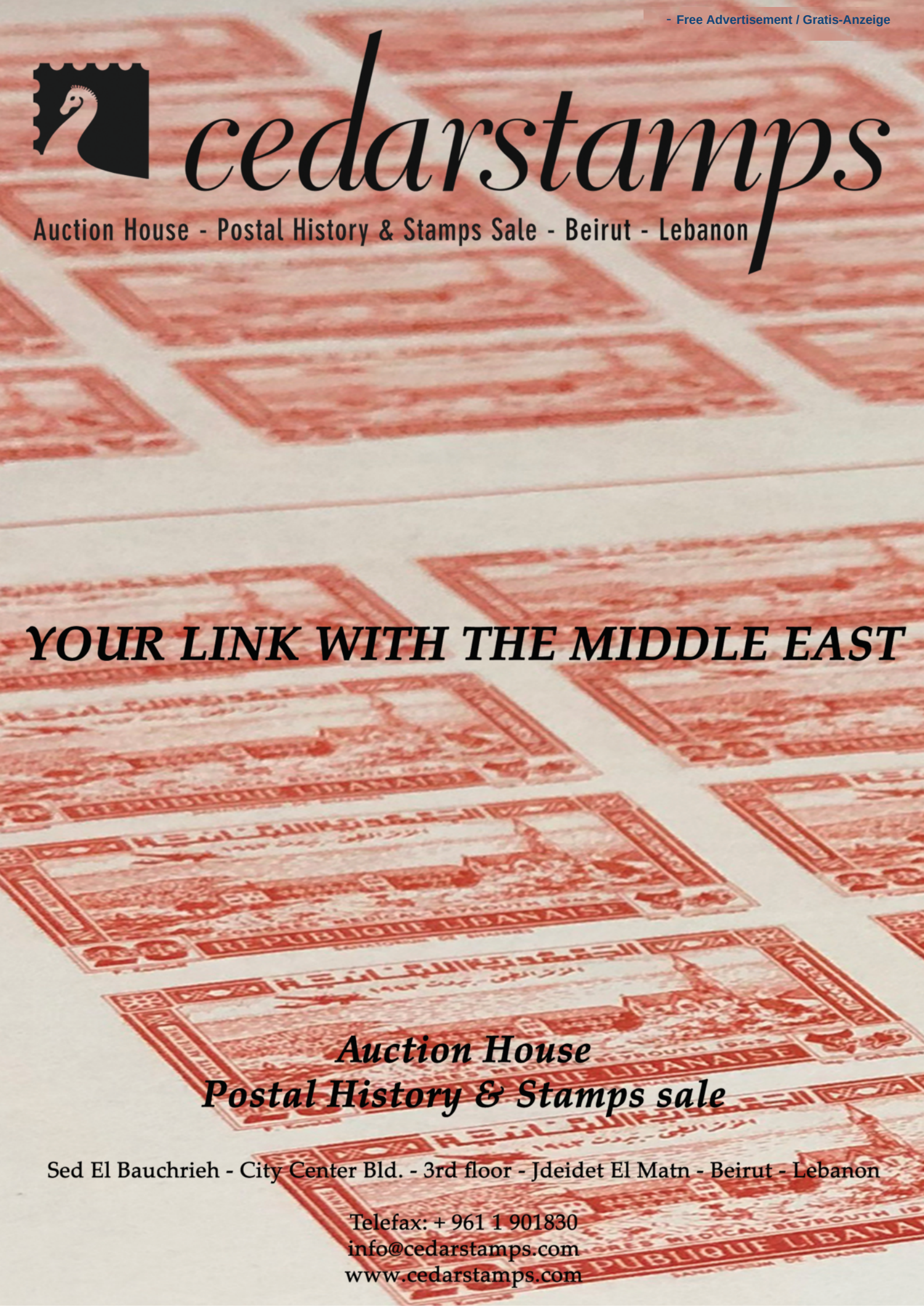
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Editorial

by Tobias Zywietz (mep-bulletin@zobbel.de)
Publisher & Editor, The Middle East Philatelic Bulletin

In this Issue …

As nobody reads these editorials, I will spare you for this issue. Only a few key words: It is getting harder to gather interesting articles. So have to appeal for more people to come forward with their ideas. I will give all the assistance needed to create an article, but there needs to be a core idea and some material: stamps, covers, documents. Nothing comes from nothing…!

Contributions

I will consider any article of quality for potential inclusion: be it a large article with original research, a small piece looking at a particular aspect, a concise description of an interesting cover, or a long-forgotten piece of research rediscovered. It can be original writing, or material already published. I will help, advise, and guide. Translation into English can be arranged, and all steps and processes are closely coordinated with the author.

If you think you can contribute to the journal, please do not hesitate to contact me!

Articles should be submitted as plain text (TXT), rich text (RTF), LibreOffice/OpenOffice (ODT), MS Word (DOC, DOCX) or Adobe Acrobat (PDF). Images can be JPEG/JPG- or PNG-files in 300dpi (or higher) resolution. Rights to texts and images not belonging to the author should be cleared, or at least be flagged-up, so that I can deal with any such issues. If in doubt: just ask! I will strive to resolve any such occurring problems.

Acknowledgements

I'd like to thank all contributors and all those aiding and encouraging me in the creation of this journal. The list would be too long to print here, so I mention just one non-philatelist, who, as native speaker, helped me with proofreading and gave advice on style of writing, namely *Colin Booth*. Several organisations and persons gave me general permission to reprint articles from their journals and archives. One person I have especially to thank is *Barry D. Hoffman*, copyright owner of F. W. Pollack's THE HOLY LAND PHILATELIST. *Many thanks to all!*

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Future Articles and Research Projects

This is a selection of topics and articles I am working on, together with many authors, to include in future issues of MEPB. If you have information, illustrations, articles, opinions, about any of these subjects, please let me know!

- The Barīd: Umayyad, Abbasid and Mamluk Postal Services in Egypt and Syria (part 1 in MEPB 23)
- The "Er Ramle" Zeppelin covers of 1931
- Julius Bolthausen: The Caiffa Bisects (MEPB 23)
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- Book Review: Anglo-Egyptian & French Colonial Censorship in WWII
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- Archive: Mail Communications and the Indian Post Offices in the Persian Gulf
- Archive: The Telegraphs of the Persian Gulf
- Lebanon 'Palestine Aid' covers
- RAF Emergency Air Mail 1919: Aerial EEF
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- Jordan Stamps & Banknotes, Jordan Half-Dinar Banknote
- Telegraph Codes: Mosse, Liebèr, Bentley, & al. (MEPB 23)
- Early Postcards of Muscat
- Service Automobile Palestine–Syria
- Archive: F. Perlberg's Bilder a. d. Heiligen Lande
- Book Review: Genady Berman's Israel Postal Labels
- Archive: Annuaire Oriental (1891), Indicateur Égyptien (1897), Egyptian Directory (1908)
- The Austrian Post Offices at Simi and Dardanellen
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- The IRCs of Palestine
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- WWII Emergency Banknotes: Syria, Lebanon, Djibouti
- The History of Banknotes in Kuwait
- S.S. Karlsruhe
- The Postal History of Maadi
- British Postage Rates to Palestine
- Mandate Postmarks of Lebanon and Syria
- Mail Connection Jerusalem/Damascus
- Tripoli Postal History
- Currency of the Arab Kingdom of Syria
- Ottoman Passport Fiscals
- The Kaiser's Visit to the Holy Land (abandoned)
- Taxed in Constantinople 1866
- TPO Cisr-i Mustafa Paşa–Dersaadet (MEPB 23)
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- Persian Parcel Post and Stamps
- Lebanon Underprints
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- Book Review: The Postal History of Paiforce (D. Trapnel)
- The Handling of International Mail by Turkish Censors During World War I (MEPB 23)
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(1) die Zwecke, zu denen die personenbezogenen Daten verarbeitet werden;
(2) die Kategorien von personenbezogenen Daten, welche verarbeitet werden;
(3) die Empfänger bzw. die Kategorien von Empfängern, gegenüber denen die Sie betreffenden personenbezogenen Daten offengelegt wurden oder noch offengelegt werden;
(4) die geplante Dauer der Speicherung der Sie betreffenden personenbezogenen Daten oder, falls konkrete Angaben hierzu nicht möglich sind, Kriterien für die Festlegung der Speicherdauer;
(5) das Bestehen eines Rechts auf Berichtigung oder Löschung der Sie betreffenden personenbezogenen Daten, eines Rechts auf Einschränkung der Verarbeitung durch den Verantwortlichen oder eines Widerspruchsrechts gegen diese Verarbeitung;
(6) das Bestehen eines Beschwerderechts bei einer Aufsichtsbehörde;
(7) alle verfügbaren Informationen über die Herkunft der Daten, wenn die personenbezogenen Daten nicht bei der betroffenen Person erhoben werden;
(8) das Bestehen einer automatisierten Entscheidungsfindung einschließlich Profiling gemäß Art. 22 Abs. 1 und 4 DSGVO und – zumindest in diesen Fällen – aussagekräftige Informationen über die involvierte Logik sowie die Tragweite und die angestrebten Auswirkungen einer derartigen Verarbeitung für die betroffene Person.

Ihnen steht das Recht zu, Auskunft darüber zu verlangen, ob die Sie betreffenden personenbezogenen Daten in ein Drittland oder an eine internationale Organisation übermittelt werden. In diesem Zusammenhang können Sie verlangen, über die geeigneten Garantien gem. Art. 46 DSGVO im Zusammenhang mit der Übermittlung unterrichtet zu werden.

Dieses Auskunftsrecht kann insoweit beschränkt werden, als es voraussichtlich die Verwirklichung der Forschungs- oder Statistikzwecke unmöglich macht oder ernsthaft beeinträchtigt und die Beschränkung für die Erfüllung der Forschungs- oder Statistikzwecke notwendig ist.

2. Recht auf Berichtigung

Sie haben ein Recht auf Berichtigung und/oder Vervollständigung gegenüber dem Verantwortlichen, sofern die verarbeiteten personenbezogenen Daten, die Sie betreffen, unrichtig oder unvollständig sind. Der Verantwortliche hat die Berichtigung unverzüglich vorzunehmen

Ihr Recht auf Berichtigung kann insoweit beschränkt werden, als es voraussichtlich die Verwirklichung der Forschungs- oder Statistikzwecke unmöglich macht oder ernsthaft beeinträchtigt und die Beschränkung für die Erfüllung der Forschungs- oder Statistikzwecke notwendig ist.

3. Recht auf Einschränkung der Verarbeitung

Unter den folgenden Voraussetzungen können Sie die Einschränkung der Verarbeitung der Sie betreffenden personenbezogenen Daten verlangen:

(1) wenn Sie die Richtigkeit der Sie betreffenden personenbezogenen für eine Dauer bestreiten, die es dem Verantwortlichen ermöglicht, die Richtigkeit der personenbezogenen Daten zu überprüfen;
(2) die Verarbeitung unrechtmäßig ist und Sie die Löschung der personenbezogenen Daten ablehnen und stattdessen die Einschränkung der Nutzung der personenbezogenen Daten verlangen;
(3) der Verantwortliche die personenbezogenen Daten für die Zwecke der Verarbeitung nicht länger benötigt, Sie diese jedoch zur Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen benötigen, oder
(4) wenn Sie Widerspruch gegen die Verarbeitung gemäß Art. 21 Abs. 1 DSGVO eingelegt haben und noch nicht feststeht, ob die berechtigten Gründe des Verantwortlichen gegenüber Ihren Gründen überwiegen. Wurde die Verarbeitung der Sie betreffenden personenbezogenen Daten eingeschränkt, dürfen diese Daten – von ihrer Speicherung abgesehen – nur mit Ihrer Einwilligung oder zur Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen oder zum Schutz der Rechte einer anderen natürlichen oder juristischen Person oder aus Gründen eines wichtigen öffentlichen Interesses der Union oder eines Mitgliedstaats verarbeitet werden.

Wurde die Einschränkung der Verarbeitung nach den o.g. Voraussetzungen eingeschränkt, werden Sie von dem Verantwortlichen unterrichtet bevor die Einschränkung aufgehoben wird.

Ihr Recht auf Einschränkung der Verarbeitung kann insoweit beschränkt werden, als es voraussichtlich die Verwirklichung der Forschungs- oder Statistikzwecke unmöglich macht oder ernsthaft beeinträchtigt und die Beschränkung für die Erfüllung der Forschungs- oder Statistikzwecke notwendig ist.

4. Recht auf Löschung

a) Löschungspflicht

Sie können von dem Verantwortlichen verlangen, dass die Sie betreffenden personenbezogenen Daten unverzüglich gelöscht werden, und der Verantwortliche ist verpflichtet, diese Daten unverzüglich zu löschen, sofern einer der folgenden Gründe zutrifft:

(1) Die Sie betreffenden personenbezogenen Daten sind für die Zwecke, für die sie erhoben oder auf sonstige Weise verarbeitet wurden, nicht mehr notwendig.
(2) Sie widerrufen Ihre Einwilligung, auf die sich die Verarbeitung gem. Art. 6 Abs. 1 lit. a oder Art. 9 Abs. 2 lit. a DSGVO stützte, und es fehlt an einer anderweitigen Rechtsgrundlage für die Verarbeitung.
(3) Sie legen gem. Art. 21 Abs. 1 DSGVO Widerspruch gegen die Verarbeitung ein und es liegen keine vorrangigen berechtigten Gründe für die Verarbeitung vor, oder Sie legen gem. Art. 21 Abs. 2 DSGVO Widerspruch gegen die Verarbeitung ein.
(4) Die Sie betreffenden personenbezogenen Daten wurden unrechtmäßig verarbeitet.
(5) Die Löschung der Sie betreffenden personenbezogenen Daten ist zur Erfüllung einer rechtlichen Verpflichtung nach dem Unionsrecht oder dem Recht der Mitgliedstaaten erforderlich, dem der Verantwortliche unterliegt.
(6) Die Sie betreffenden personenbezogenen Daten wurden in Bezug auf angebotene Dienste der Informationsgesellschaft gemäß Art. 8 Abs. 1 DSGVO erhoben.

b) Information an Dritte

Hat der Verantwortliche die Sie betreffenden personenbezogenen Daten öffentlich gemacht und ist er gem. Art. 17 Abs. 1 DSGVO zu deren Löschung verpflichtet, so trifft er unter Berücksichtigung der verfügbaren Technologie und der Implementierungskosten angemessene Maßnahmen, auch technischer Art, um für die Datenverarbeitung Verantwortliche, die die personenbezogenen Daten verarbeiten, darüber zu informieren, dass Sie als betroffene Person von ihnen die Löschung aller Links zu diesen personenbezogenen Daten oder von Kopien oder Replikationen dieser personenbezogenen Daten verlangt haben.

c) Ausnahmen

Das Recht auf Löschung besteht nicht, soweit die Verarbeitung erforderlich ist

(1) zur Ausübung des Rechts auf freie Meinungsäußerung und Information;
(2) zur Erfüllung einer rechtlichen Verpflichtung, die die Verarbeitung nach dem Recht der Union oder der Mitgliedstaaten, dem der Verantwortliche unterliegt, erfordert, oder zur Wahrnehmung einer Aufgabe, die im öffentlichen Interesse liegt oder in Ausübung öffentlicher Gewalt erfolgt, die dem Verantwortlichen übertragen wurde;
(3) aus Gründen des öffentlichen Interesses im Bereich der öffentlichen Gesundheit gemäß Art. 9 Abs. 2 lit. h und i sowie Art. 9 Abs. 3 DSGVO
(4) für im öffentlichen Interesse liegende Archivzwecke, wissenschaftliche oder historische Forschungszwecke oder für statistische Zwecke gem. Art. 89 Abs. 1 DSGVO, soweit das unter Abschnitt a) genannte Recht voraussichtlich die Verwirklichung der Ziele dieser Verarbeitung unmöglich macht oder ernsthaft beeinträchtigt, oder
(5) zur Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen.

5. Recht auf Unterrichtung

Haben Sie das Recht auf Berichtigung, Löschung oder Einschränkung der Verarbeitung gegenüber dem Verantwortlichen geltend gemacht, ist dieser verpflichtet, allen Empfängern, denen die Sie betreffenden personenbezogenen Daten offengelegt wurden, diese Berichtigung oder Löschung der Daten oder Einschränkung der Verarbeitung mitzuteilen, es sei denn, dies erweist sich als unmöglich oder ist mit einem unverhältnismäßigen Aufwand verbunden. Ihnen steht gegenüber dem Verantwortlichen das Recht zu, über diese Empfänger unterrichtet zu werden.

6. Recht auf Datenübertragbarkeit

Sie haben das Recht, die Sie betreffenden personenbezogenen Daten, die Sie dem Verantwortlichen bereitgestellt haben, in einem strukturierten, gängigen und maschinenlesbaren Format zu erhalten. Außerdem haben Sie das Recht diese Daten einem anderen Verantwortlichen ohne Behinderung durch den Verantwortlichen, dem die personenbezogenen Daten bereitgestellt wurden, zu übermitteln, sofern

(1) die Verarbeitung auf einer Einwilligung gem. Art. 6 Abs. 1 lit. a DSGVO oder Art. 9 Abs. 2 lit. a DSGVO oder auf einem Vertrag gem. Art. 6 Abs. 1 lit. b DSGVO beruht und
(2) die Verarbeitung mithilfe automatisierter Verfahren erfolgt.

In Ausübung dieses Rechts haben Sie ferner das Recht, zu erwirken, dass die Sie betreffenden personenbezogenen Daten direkt von einem Verantwortlichen einem anderen Verantwortlichen übermittelt werden, soweit dies technisch machbar ist. Freiheiten und Rechte anderer Personen dürfen hierdurch nicht beeinträchtigt werden.

Das Recht auf Datenübertragbarkeit gilt nicht für eine Verarbeitung personenbezogener Daten, die für die Wahrnehmung einer Aufgabe erforderlich ist, die im öffentlichen Interesse liegt oder in Ausübung öffentlicher Gewalt erfolgt, die dem Verantwortlichen übertragen wurde.

7. Widerspruchsrecht

Sie haben das Recht, aus Gründen, die sich aus ihrer besonderen Situation ergeben, jederzeit gegen die Verarbeitung der Sie betreffenden personenbezogenen Daten, die aufgrund von Art. 6 Abs. 1 lit. e oder f DSGVO erfolgt, Widerspruch einzulegen; dies gilt auch für ein auf diese Bestimmungen gestütztes Profiling.

Der Verantwortliche verarbeitet die Sie betreffenden personenbezogenen Daten nicht mehr, es sei denn, er kann zwingende schutzwürdige Gründe für die Verarbeitung nachweisen, die Ihre Interessen, Rechte und Freiheiten überwiegen, oder die Verarbeitung dient der Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen.

Werden die Sie betreffenden personenbezogenen Daten verarbeitet, um Direktwerbung zu betreiben, haben Sie das Recht, jederzeit Widerspruch gegen die Verarbeitung der Sie betreffenden personenbezogenen Daten zum Zwecke derartiger Werbung einzulegen; dies gilt auch für das Profiling, soweit es mit solcher Direktwerbung in Verbindung steht.

Widersprechen Sie der Verarbeitung für Zwecke der Direktwerbung, so werden die Sie betreffenden personenbezogenen Daten nicht mehr für diese Zwecke verarbeitet.

Sie haben die Möglichkeit, im Zusammenhang mit der Nutzung von Diensten der Informationsgesellschaft – ungeachtet der Richtlinie 2002/58/EG – Ihr Widerspruchsrecht mittels automatisierter Verfahren auszuüben, bei denen technische Spezifikationen verwendet werden.

Bei Datenverarbeitung zu wissenschaftlichen, historischen oder statistischen Forschungszwecken:

Sie haben auch das Recht, aus Gründen, die sich aus Ihrer besonderen Situation ergeben, bei der Verarbeitung Sie betreffender personenbezogener Daten, die zu wissenschaftlichen oder historischen Forschungszwecken oder zu statistischen Zwecken gem. Art. 89 Abs. 1 DSGVO erfolgt, dieser zu widersprechen.

Ihr Widerspruchsrecht kann insoweit beschränkt werden, als es voraussichtlich die Verwirklichung der Forschungs- oder Statistikzwecke unmöglich macht oder ernsthaft beeinträchtigt und die Beschränkung für die Erfüllung der Forschungs- oder Statistikzwecke notwendig ist.

8. Recht auf Widerruf der datenschutzrechtlichen

Einwilligungserklärung

Sie haben das Recht, Ihre datenschutzrechtliche Einwilligungserklärung jederzeit zu widerrufen. Durch den Widerruf der Einwilligung wird die Rechtmäßigkeit der aufgrund der Einwilligung bis zum Widerruf erfolgten Verarbeitung nicht berührt.

9. Recht auf Beschwerde bei einer Aufsichtsbehörde

Unbeschadet eines anderweitigen verwaltungsrechtlichen oder gerichtlichen Rechtsbehelfs steht Ihnen das Recht auf Beschwerde bei einer Aufsichtsbehörde, insbesondere in dem Mitgliedstaat ihres Aufenthaltsorts, ihres Arbeitsplatzes oder des Orts des mutmaßlichen Verstoßes, zu, wenn Sie der Ansicht sind, dass die Verarbeitung der Sie betreffenden personenbezogenen Daten gegen die DSGVO verstößt.

Die Aufsichtsbehörde, bei der die Beschwerde eingereicht wurde, unterrichtet den Beschwerdeführer über den Stand und die Ergebnisse der Beschwerde einschließlich der Möglichkeit eines gerichtlichen Rechtsbehelfs nach Art. 78 DSGVO.

Data Protection Policy

This is a non-binding translation into English. The only legally binding text is the German "Datenschtutzerklärung" above.

All references are to the German text of the General Data Protection Regulations (GDPR, German: Datenschutz-Grundverordnung, DSGVO).

Data protection is of particular importance to me. Use of my electronic journal pages is possible without any indication of personal data.

The processing of personal data, such as the name and e-mail address of a person, is always carried out in accordance with the General Data Protection Regulation (GDPR) and in accordance with the country-specific data protection regulations applicable to me. By means of this data protection declaration I would like to inform the public about the type, scope and purpose of the personal data collected, used and processed by me. Furthermore, data subjects will be informed of their rights by means of this data protection declaration.

As data controller, I have implemented numerous technical and organisational measures to ensure the utmost protection of the personal data processed via this website. Nevertheless, Internet-based data transmissions, like e-mail, may in principle contain security risks, so that absolute protection cannot be guaranteed. For this reason, every person concerned is free to transmit personal data to me also in alternative ways.

I. Name and address of the person responsible

The person responsible in the sense of the General Data Protection Regulation and other national data protection laws of EU member states as well as other data protection regulations is:

Tobias Zywietz
Hauptstr. 10
75245 Neulingen
Germany
Phone: +49-(0)7237-44 39 03
E-mail: mep-bulletin@zobbel.de
Website: www.zobbel.de

II. General information about data processing

1. Scope of processing of personal data

In general, I only process personal data of users if this is necessary to provide information by way of a mailing-list. The further processing of personal data only takes place with the user's consent.

2. Legal basis for the processing of personal data

Insofar as I obtain the consent of the data subject for the processing of personal data, Art. 6 para. 1 lit. a EU General Data Protection Regulation serves as the legal basis for the processing of personal data.

In the processing of personal data required for the performance of a contract to which the data subject is a party, Art. 6 para. 1 lit. b DSGVO serves as the legal basis. This also applies to processing operations that are necessary to carry out pre-contractual measures.

As far as the processing of personal data is necessary for the fulfilment of a legal obligation, which is subject to me, Art. 6 Abs. 1 lit. c DSGVO serves as legal basis.

In the event that the vital interests of the data subject or another natural person require the processing of personal data, Article 6(1)(d) DSGVO serves as the legal basis.

If processing is necessary to safeguard a legitimate interest of mine or of a third party and if the interests, fundamental rights and freedoms of the data subject do not outweigh the former interest, Art. 6 para. 1 lit. f DSGVO serves as the legal basis for processing.

3. Deletion time of data and storage

The personal data of the person concerned will be deleted or blocked as soon as the purpose of storage ceases to apply. Furthermore, data may be stored if this has been provided for by the European or national legislators' regulations, laws or other provisions to which the person responsible is subject. The data will also be blocked or deleted if a storage period prescribed by the aforementioned standards expires, unless there is a need for further storage of the data for the conclusion or fulfilment of a contract.

III. Mailing-List

Every user is free to subscribe for free to my mailing list via e-mail. This does not create any obligations for the user.

1. Description and scope of data processing

The following data is collected:

1. surname and first name of the user
2. e-mail address of the user

2. Legal basis for data processing

The legal basis for the temporary storage of data is Art. 6 para. 1 DSGVO.

3. Purpose of data processing

The purpose of the mailing list is to provide the user with information about the contents and appearance of the journal.

4. Storage duration

The user can leave the mailing list at any time. The data will be deleted immediately.

5. Possibility of objection and elimination

The collection of data for the provision of the mailing list is absolutely necessary for the operation of the mailing list. Consequently, there is no possibility of objection on the part of the user. The user can, however, object to the storage at any time and thus leave the mialing list.

IV. E-Mail contact

1. Description and scope of data processing

You can contact me via the e-mail address provided on my website. In this case, the user's personal data transmitted by e-mail will be stored. In this context, the data will not be passed on to third parties. The data is used exclusively for processing the conversation.

V. Rights of the person concerned

If your personal data is processed, you are affected within the meaning of the DSGVO and you have the following rights vis-à-vis the person responsible:

1. The right to information

You can ask the person in charge to confirm whether personal data concerning you will be processed by me. If such processing is available, you can request the following information from the person responsible:

(1) the purposes for which the personal data are processed;
(2) the categories of personal data processed;
(3) the recipients or categories of recipients to whom the personal data concerning you have been or are still being disclosed;
(4) the planned duration of the storage of the personal data concerning you or, if specific information on this is not possible, criteria for determining the storage period;
(5) the existence of a right to rectification or deletion of personal data concerning you, a right to limitation of processing by the controller or a right to object to such processing;
(6) the existence of a right of appeal to a supervisory authority;
(7) any available information on the origin of the data if the personal data are not collected from the data subject;
(8) the existence of automated decision-making including profiling in accordance with Art. 22 para. 1 and 4 DSGVO and – at least in these cases – meaningful information on the logic involved and the scope and intended effects of such processing for the data subject.

You have the right to request information as to whether the personal data concerning you is transferred to a third country or to an international organisation. In this context, you may request to be informed of the appropriate guarantees pursuant to Art. 46 DSGVO in connection with the transmission. This right to information may be limited to the extent that it is likely to make it impossible or seriously impair the realisation of research or statistical purposes and the limitation is necessary for the fulfilment of research or statistical purposes.

2. The right of correction

You have a right of rectification and/or completion vis-à-vis the data controller if the personal data processed concerning you are incorrect or incomplete. The person responsible shall make the correction without delay.

Your right to correction may be limited to the extent that it is likely to render impossible or seriously prejudicial the achievement of the research or statistical purposes and the limitation is necessary for the fulfilment of the research or statistical purposes.

3. Right to limitation of processing

Under the following conditions, you may request that the processing of personal data concerning you be restricted:

(1) if you dispute the accuracy of the personal data concerning you for a period that enables the data controller to verify the accuracy of the personal data;
(2) the processing is unlawful and you refuse to delete the personal data and instead request the restriction of the use of the personal data;
(3) the data controller no longer needs the personal data for the purposes of the processing, but you do need them to assert, exercise or defend legal claims, or (4) if you have filed an objection to the processing pursuant to Art. 21 para. 1 DSGVO and it has not yet been determined whether the legitimate reasons of the person responsible outweigh your reasons. If the processing of personal data concerning you has been restricted, such data may only be processed - apart from being stored - with your consent or for the purpose of asserting, exercising or defending rights or protecting the rights of another natural or legal person or on grounds of an important public interest of the Union or a Member State.

If the processing restriction has been limited according to the above conditions, you will be informed by the person responsible before the restriction is lifted.

Your right to limitation of processing may be limited to the extent that it is likely to render impossible or seriously prejudicial the achievement of research or statistical purposes and the restriction is necessary for the fulfilment of research or statistical purposes.

4. The right of deletion

a) Duty of deletion

You may request the data controller to delete the personal data relating to you immediately, and the data controller is obliged to delete this data immediately, if one of the following reasons applies:

(1) The personal data concerning you are no longer necessary for the purposes for which they were collected or otherwise processed.
(2) You revoke your consent, on which the processing was based pursuant to Art. 6 para. 1 lit. a or Art. 9 para. 2 lit. a DSGVO, and there is no other legal basis for the processing.
(3) You file an objection against the processing pursuant to Art. 21 para. 1 DSGVO and there are no overriding legitimate reasons for the processing, or you file an objection against the processing pursuant to Art. 21 para. 2 DSGVO.
(4) The personal data concerning you have been processed unlawfully.
(5) The deletion of personal data relating to you is necessary to fulfil a legal obligation under Union law or the law of the Member States to which the data controller is subject.
(6) The personal data concerning you were collected in relation to information society services offered pursuant to Art. 8 para. 1 DSGVO.

b) Information to third parties

If the data controller has made the personal data concerning you public and is obliged to delete it pursuant to Art. 17 para. 1 DSGVO, he shall take appropriate measures, including technical measures, taking into account the available technology and the implementation costs, to inform data processors who process the personal data that you as the data subject have requested the deletion of all links to this personal data or of copies or replications of this personal data.

c) Exceptions

The right to cancellation does not exist if the processing is necessary

(1) to exercise freedom of expression and information;
(2) to fulfil a legal obligation required for processing under the law of the Union or of the Member States to which the controller is subject, or to perform a task in the public interest or in the exercise of official authority conferred on the controller
(3) for reasons of public interest in the field of public health pursuant to Art. 9 para. 2 lit. h and i and Art. 9 para. 3 DSGVO;
(4) for archiving purposes in the public interest, scientific or historical research purposes or for statistical purposes pursuant to Art. 89 para. 1 DSGVO, insofar as the law referred to under a) is likely to make it impossible or seriously impair the attainment of the objectives of such processing, or
(5) to assert, exercise or defend legal claims.

5. Right to information

If you have exercised your right to have the data controller correct, delete or limit the processing, he/she is obliged to inform all recipients to whom the personal data concerning you have been disclosed of this correction or deletion of the data or restriction on processing, unless this proves impossible or involves a disproportionate effort. Recipients have the right vis-à-vis the person responsible to be informed about these recipients.

6. Right to data transferability

You have the right to receive the personal data concerning you that you have provided to the person responsible in a structured, common and machine-readable format. In addition, you have the right to transmit this data to another person in charge without obstruction by the person in charge to whom the personal data

was provided, provided

(1) processing is based on consent pursuant to Art. 6 para. 1 lit. a DSGVO or Art. 9 para. 2 lit. a DSGVO or on a contract pursuant to Art. 6 para. 1 lit. b DSGVO and

(2) processing is carried out by means of automated methods

In exercising this right, you also have the right to request that the personal data concerning you be transferred directly from one data controller to another data controller, insofar as this is technically feasible. The freedoms and rights of other persons must not be affected by this.

The right to transferability shall not apply to the processing of personal data necessary for the performance of a task in the public interest or in the exercise of official authority conferred on the controller.

7. Right of objection

You have the right to object at any time, for reasons arising from your particular situation, to the processing of personal data concerning you under Article 6(1)(e) or (f) of the DSGVO; this also applies to profiling based on these provisions.

The data controller no longer processes the personal data concerning you, unless he can prove compelling reasons worthy of protection for the processing, which outweigh your interests, rights and freedoms, or the processing serves to assert, exercise or defend legal claims.

If the personal data concerning you are processed for direct marketing purposes, you have the right to object at any time to the processing of the personal data concerning you for the purpose of such advertising; this also applies to profiling, insofar as it is associated with such direct marketing.

If you object to the processing for direct marketing purposes, the personal data concerning you will no longer be processed for these purposes.

You have the possibility to exercise your right of objection in connection with the use of Information Society services by means of automated procedures using technical specifications, notwithstanding Directive 2002/58/EC.

For data processing for scientific, historical or statistical research purposes:
You also have the right to object to the processing of personal data concerning you for scientific or historical research purposes or for statistical purposes pursuant to Art. 89 para. 1 DSGVO for reasons arising from your particular situation.

Your right of objection may be limited to the extent that it is likely to make it impossible or seriously impair the realisation of the research or statistical purposes and the limitation is necessary for the fulfilment of the research or statistical purposes.

8. Right to revoke the declaration of consent

You have the right to revoke your data protection declaration of consent at any time. The revocation of consent shall not affect the legality of the processing carried out on the basis of the consent until revocation.

9. Right of appeal to a supervisory authority

Without prejudice to any other administrative or judicial remedy, you have the right of appeal to a supervisory authority, in particular in the EU member state where you reside, work or suspect the infringement, if you believe that the processing of personal data concerning you is contrary to the DSGVO.

The supervisory authority to which the complaint has been submitted shall inform the complainant of the status and results of the complaint, including the possibility of a judicial remedy under Article 78 DSGVO.

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Ottoman Military Officers' Stamps

Persia Parcel Post Stamps

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