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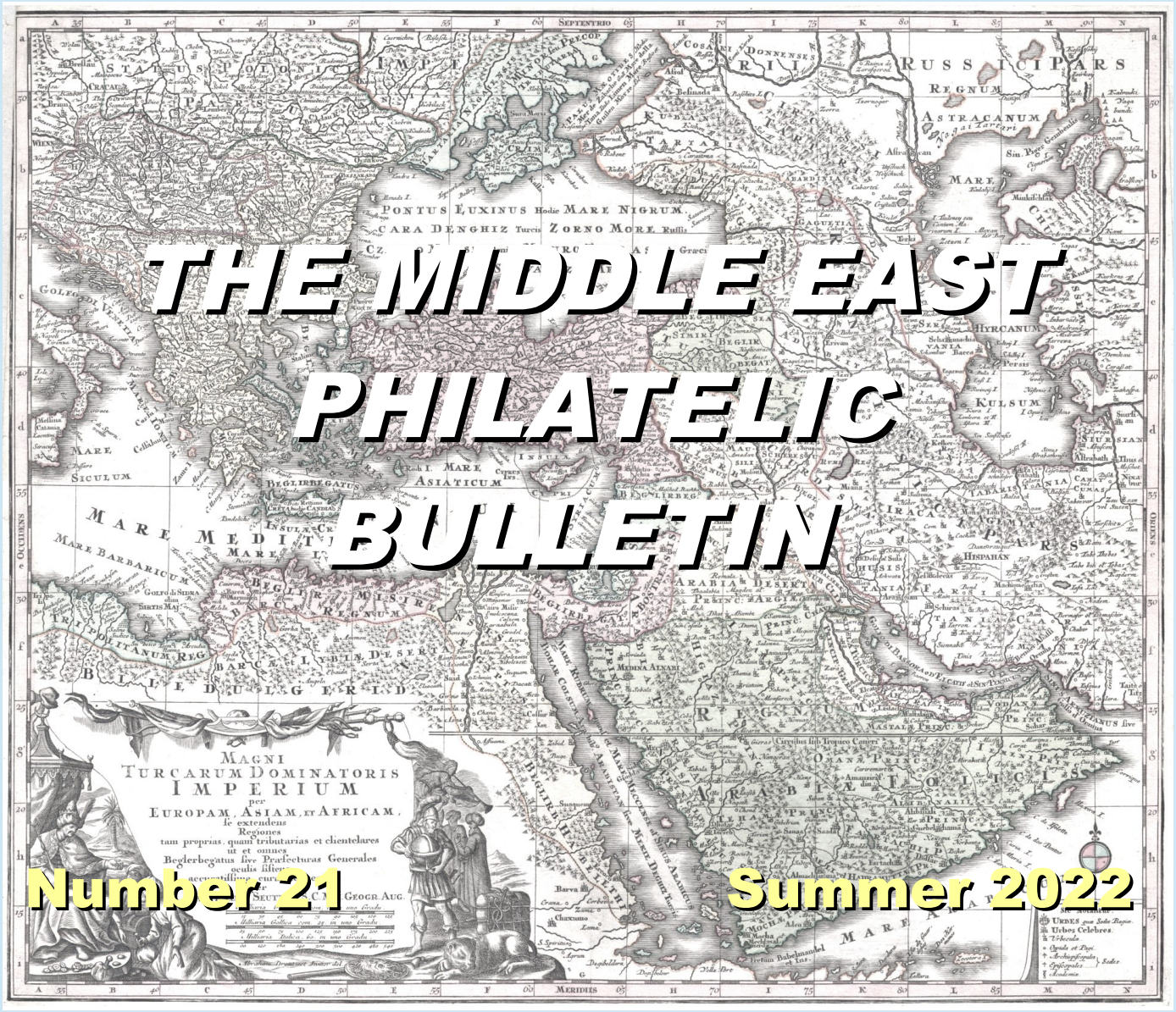

THE MIDDLE EAST PHILATELIC BULLETIN

Number 21 Summer 2022

Ottoman Maritime Mail

Rare Cachet: Agenzia Del Lloyd Austriaco Alessandria

German Post Constantinople: Pre-UPU Routes

Advertising Postcards Bethlehem/Jerusalem 1899/1903

Ottoman Censorship Markings: Wax-Seals on Insured Letters

The FLAK-Schule at San Stefano

A.D.P.O. – "Palestine" Revenue Stamps in French

Walter Mittelholzer's Persia Flight 1924/25

Archive: Pre-Philatelic Period Postage-Paid Seals of the Ottoman Empire

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

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Release: 2022-08-14 – A

Gems of Ottoman Maritime Mail

by Hofrat Ing. Hubert Gerzabek †

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Ottoman Maritime Mail started in 1858 with the Ottoman Admiralty Steamship Company (Amirote)[1] with Asia Minor S.S. Co.[2] starting in 1868 and T.B. Morton & Co.[3] in 1866. These steamship companies served the following routes:

- The Amirote sailed from Constantinople through the Sea of Marmara to Gemlik (gr.: Kios) with the local mail taking the letters on land to Brusa (Bursa, Brousse). The second route ran from Constantinople to Smyrna (İzmir).
- Asia Minor S.S. Co. operated the route from Smyrna to Antalya (Adalia).
- T.B. Morton & Co. ran the route Constantinople via the Black Sea to Küstendje (Constanța).

In the following I will show Maritime Mail covers featuring different ship markings.

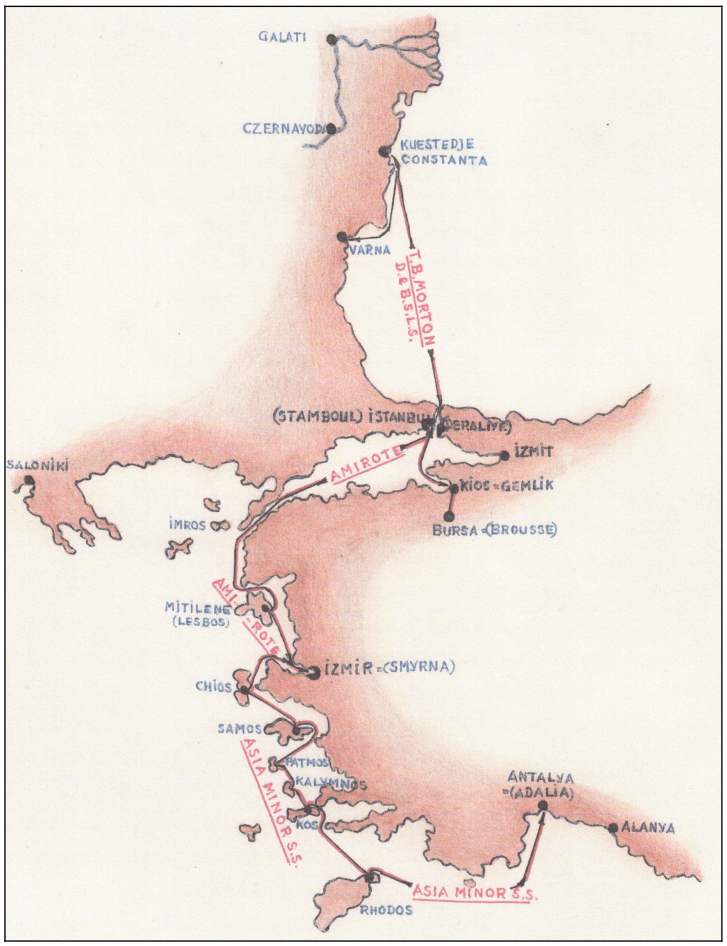

Fig. 1:

Map showing the routes of Turkish shipping companies transporting mails under contract with the Turkish Post.

1 Compagnia Ottomana, Vapori Ottomani, Amirote Vapur Şirketi, Fevaid-i Osmaniye, Ufficio Postale Vapori Ammiragliato, Admiralty, Imperial Ottoman Admiralty Steamship Postal Service, Piroscafi Ottomani.

2 Bell's Asia Minor Steamship Company Ltd., Smyrna.

3 T.B. Morton & Co. Danube & Black Sea Line of Steamers, T.B. Morton & Co. Constantinople & Danube Line of Steamers.

Fig. 2: Ship cover 1859 with “Amirote” stamp from Istanbul to Brousse.
Tax mark “2¾” piastres and stamp “P. P.” with anchor.

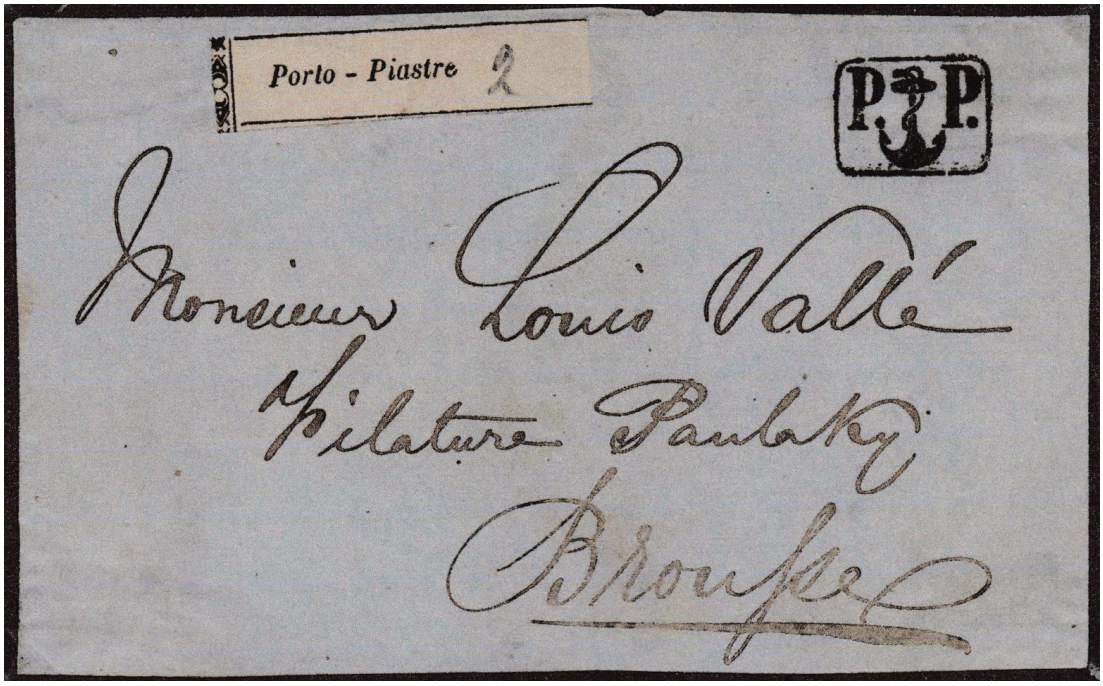

Fig. 3:: “Amirote” ship cover from 1856 from Constantinople via Sea of Marmara to Brousse.
Postage label “Porto - Piastre 2” and postmark “P. P.” with anchor.

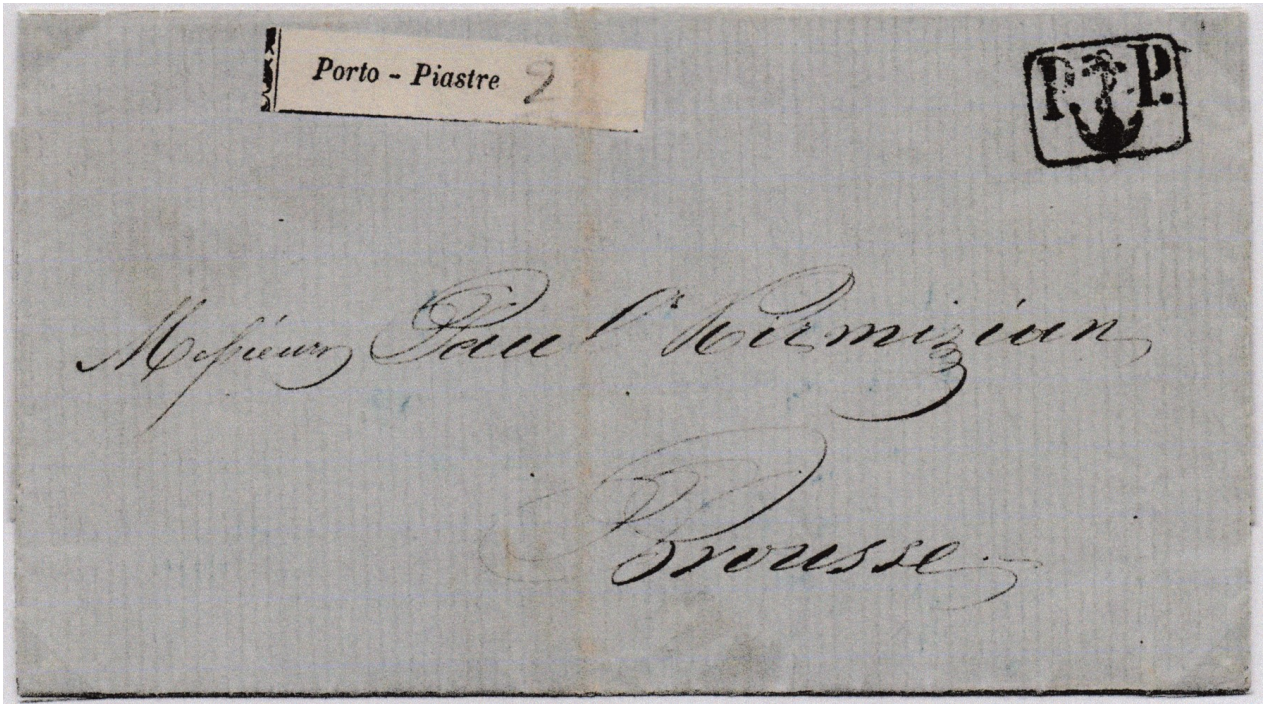

Fig. 4: Ship letter dated 20.06.1859 from Constantinople to Brousse
with postage label “Porto – Piastre” with manuscript “2” and postmark “P. P.” with anchor.

Fig. 5: Letter from 1859 from Constantinople to Gemlik
with postage label “Porto – Piastre” with manuscript “1 ½”
and postmark “POSTA DEI PIROSCAFI OTTOMANI CONSTANTINOPOLI / P. P.”

Ship's Markings

These enlargements of the markings and cachets are partly idealised tracings. (editor)

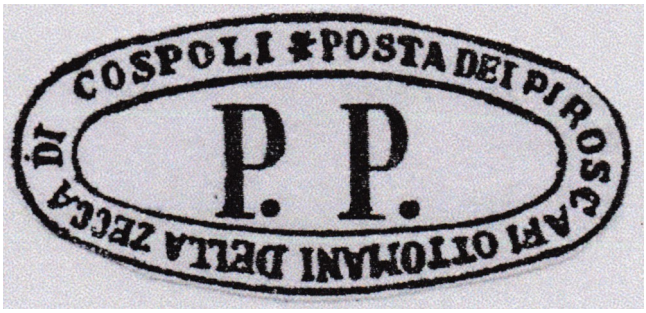

Fig. 6: "POSTA DEI PIROSCAFI OTTOMANI DELLA ZECCA DI COSPOLI / P. P."[4]

Fig. 7: "Franco".

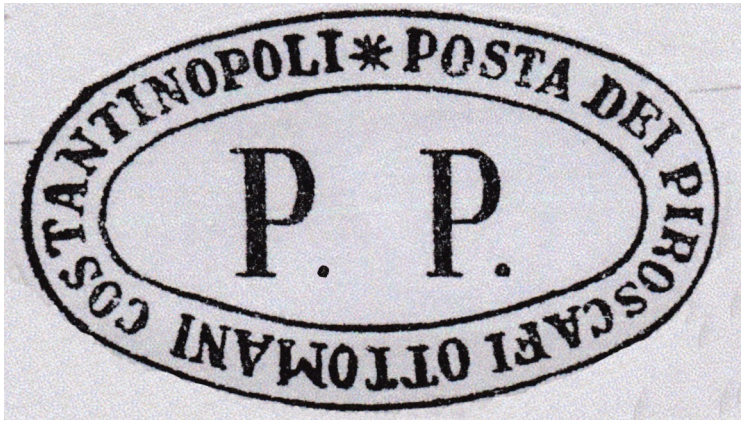

Fig. 8: "POSTA DEI PIROSCAFI OTTOMANI COSTANTINOPOLI / P. P."

Fig. 9:
"C.O / CONSTANTINOPLE / P.P."

Fig. 10: "P. P." with anchor.

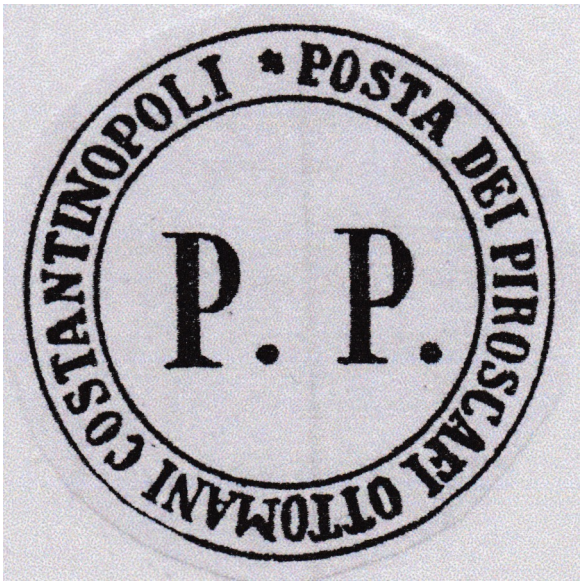

Fig. 11: "POSTA DEI PIROSCAFI OTTOMANI CONSTANTINOPOLI * / P. P."

4 „Zecca" (originally meaning coin and mint) is here used in the sense of the Ottoman Treasury. *(editor)*

Fig. 12: Letter dated 11.01.1861 from Constantinople
via the Sea of Marmara to Brousse.
"Franco" mark and ship's cancel
"POSTA DEI PIROSCAFI OTTOMANI DELLA ZECCA DI COSPOLI / P. P."[5]

Fig. 13: Letter from Constantinople to Volos[6] with ship's cancel
"POSTA DEI PIROSCAFI OTTOMANI DELLA ZECCA DI COSPOLI / P. P."

5 The light lines are due to the photocopy's orginal quality. *(editor)*
6 Βόλος, Volos, Thessaly. *(editor)*

Fig. 14: Letter dated 27.04.1857: postage paid “P. 50” (= 1¼ piastre).
Oval hand-stamp “POSTA DEI PIROSCAFI OTTOMANI COSTANTINOPOLI / P. P.”
(Type I, without “N”).

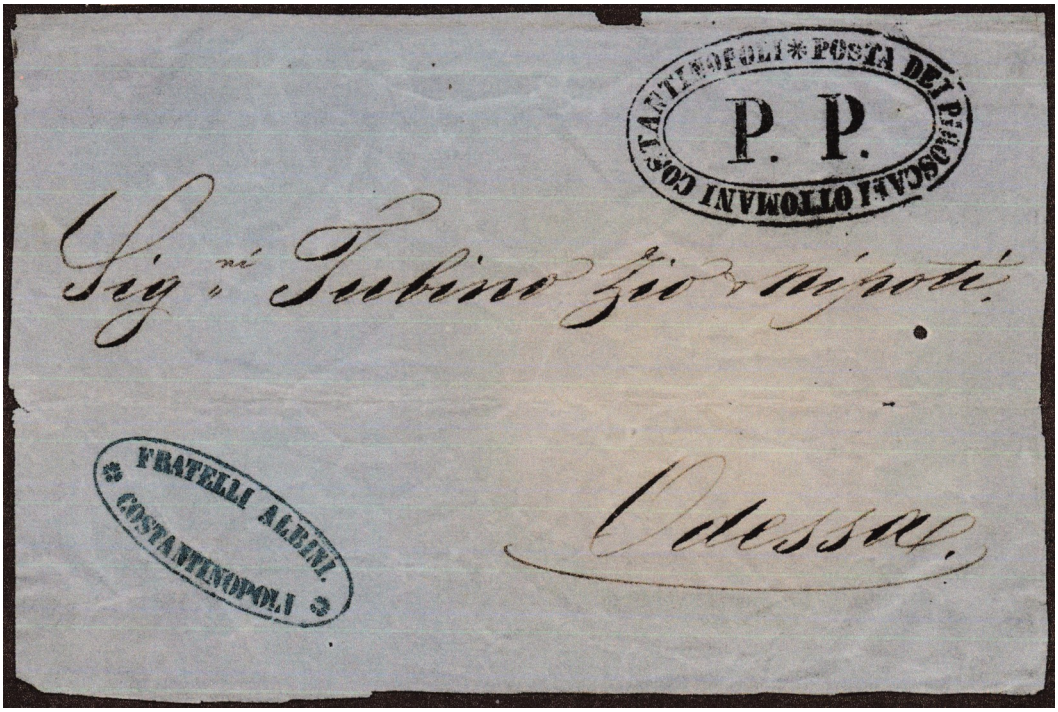

Fig. 15: Letter from 1857 from Constantinople to Odessa.
Oval hand-stamp “POSTA DEI PIROSCAFI OTTOMANI COSTANTINOPOLI / P. P.” (Type I, without “N”).
Mail transported to the Levant by an Italian shipping company on behalf of the Turkish government.

Fig. 16: Letter dated 26.03.1849 from Constantinople to Brousse with ship's cancel of 1846/47: "C.O / CONSTANTINOPLE / P.P." of the Ital. Marmara shipping line Constantinople–Mudania (Mudanya), „C.O" = Compagnia Ottomana
„P.P." = *porto pagato, postage paid*
Mail transported to the Levant by an Italian shipping company on behalf of the Turkish government.

Further Reading

- N.N.: *Turkish steamship companies*. Origin unknown, pp. 113–129.
- Cumming, O. D.: *Shipping companies carrying Ottoman and foreign post : Piroscafi Ottomani*. In: OPAL Journal 186, 1995, pp. 6–9.
- *Private ship letter stamps issuing companies up to 1900 : the Jan Berg Collection*. Auction catalogue <Heinrich Köhler, Wiesbaden, 373, 23–27.06.2020>. PDF catalogue: https://hk-files.s3.eu-central-1.amazonaws.com/PDFs/373/373_Ship+Mail_The-Jan-Berg-Collection.pdf. Online catalogue; https://www.heinrich-koehler.de/en/373rd-auction. [Lots 6002-6009, 6032–6040, 6190–6195]
- *Private Ship Letter Stamp Issuing Companies up to 1900 : The Jan Berg Collection*. Wiesbaden: Heinrich Köhler, 2020. 176 p. (Edition d'or ; 58). Order pages: https://www.heinrich-koehler.de/en/private-ship-letter-stamp-issuing-companies-1900-jan-berg-collection.

Agenzia Del Lloyd Austriaco Alessandria: One of the Rarest Lloyd Cachets on an 1857 Passenger Ticket

contributed by Oscar van der Vliet

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Fig. 1: Front side of the 1857 second class passenger ticket from Alexandria to Piraeus.

This is a duplicate of a ticket for one passenger, Mr. Avlonitis, on a Lloyd Austriaco[1] steamer sailing from Alexandria on 5th June 1857 to Piraeus. The second class fare was 58.30 Gulden, with no extras like excess baggage. There's a faint blue-green cancel (type OA)[2] of Lloyd Austriaco's Alessandria agency (Alexandria). A clearer strike from a recent auction is shown on the right (*fig. 2*). The total charge is shown as 58fi 30xr (58 Austrian Gulden/Fiorini and 30 Kreuzer/Soldi).

For the benefit of readers I have translated the notes and the terms and conditions printed on the reverse (*fig. 1a* below):

AVVERTIMENTI

1. Il presente foglio viene rilasciato al passaggiero dopo il pagamento del prezzo del posto locato.
2. Il passaggiero al suo arrivo a bordo deve esibire questo foglio.
3. Il Bastimento a vapore parte all' ora indicata e non si trattiene per nessuno. I passaggieri devono trovarsi a bordo mezz'ora prima della partenza; se non arrivano in tempo, hanno perduto il prezzo pagato.
4. Se il cattivo tempo impedisce la partenza all' ora prefissa, i passaggieri non hanno perciò diritto alla restituzione del prezzo pagato, quand'anche volessero sbarcarsi. È riservato loro questo diritto nel solo caso che per non giustificabili motivi il Bastimento non partisse nel giorno indicato.
5. Ciascun passaggiero potrà portare gratis 40 funti di bagaglio; per il di più egli pagherà un carantano per funto. Non potrà però portare merci od effetti di valore a titolo di bagaglio, e facendolo, dovrà pagare a norma della tariffa stabilita per tali oggetti.
6. Tutt' i bagagli devono consegnarsi a bordo del Bastimento, al più tardi due ore avanti la partenza, al cameriere di quella parte del bordo, in cui il passaggiero avrà preso posto, essendo egli incaricato di custodire colla massima cura tutte le cose consegnategli.
7. Per bestie d'ogni specie, carrozze, instrumenti ecc. si deve convenirsi separatamente.
8. Somme di danaro, verghe d'oro e d'argento, effetti preziosi, gemme ecc. non vengono garantiti dalla Società, se non nel caso che sieno consegnati separatamente, e che ne sia dichiarato il valore e pagato il nolo relativo, salvo sempre i casi di forza maggiore.
9. I passaggieri sono personalmente risponsabili dell' esatta osservanza delle leggi finanziarie, sanitarie, e doganali di ogni luogo dove approda il Bastimento. È dunque **vietato d'introdurre nel bagaglio** o di portare indosso oggetti di contrabbando, come pure **lettere, plichi, gruppi,** ecc. Le conseguenze di una trasgressione o contravvenzione qualunque cadono a carico di chi la commette. Venendosi a scoprire nei bagagli dei gruppi non dichiarati, il passaggiero dovrà pagare per essi il doppio nolo di tariffa per tutto il loro ammontare.
10. È vietato rigorosamente di portar seco armi da fuoco cariche e polvere da caccia; questa deve essere consegnata separatamente al Capitano che la custodisce per ricensegnarla al passaggiero al luogo dello sbarco.
11. Il Cassero del Bastimento è riservato all'uso esclusivo dei passaggieri del primo posto, i quali hanno però il libero ingresso in tutta quella parte del Piroscafo che è destinata ai passaggieri in generale; quelli del secondo hanno libero il passeggio dal confine del Cassero sopra tutta la coperta; e quelli del terzo dovranno rimanere sempre a prora e sopra coperta del Piroscafo; quelli che oltrepassassero il confine prescritto e non si ritirassero dietro l'insinuazione del Capitano, dovranno pagare la differenza del prezzo del posto; e ne sarà pegno il bagaglio.
12. I domestici dei passaggieri, sieno uomini o donne, per i quali fosse stato locato un posto inferiore, potranno passare nei posti superiori, ma unicamente per servire i loro padroni o padrone e non per conversare od altro; terminato il servizio per cui furono chiamati, devono ritirarsi al loro posto sotto la comminatoria suespressa, per cui sono risponsabili i rispettivi padroni.
13. Non è permesso ai Signori l' ingresso nei camerini delle Signore. I camerini separati restano riservati all' uso esclusivo di chi li ha locati.
14. I Signori passaggieri troveranno a bordo cibi e bibite a prezzi della tariffa esposta nelle camere del bastimento.
15. Fanciulli al disotto di 10 anni, se non pretendono un letto separato, pagano la metà del posto in confronto di chi li accompagna, ma se pretendono un letto, pagano l'intiero prezzo del posto.
16. Cani ed altri quadrupedi domestici non sono tollerati nè nella Sala comune, nè nelle camere separate; essi staranno sul Ponte legati a prora del Bastimento.
17. I passaggieri sono invitati ad uniformare il loro contegno durante il viaggio, a quanto è prescritto dal Regolamento interno esposto nella Sala comune.

Tip. del Lloyd aust.

1 Lloyd Austriaco de Trieste, Seconda Sezione, Navigazione a Vapore = Austrian Lloyd, Trieste, Second Division. The 1st Division was an insurance and intelligence concern, the 2nd Division operated the transport activities, the 3rd Division was a publisher of newspapers and books (maritime intelligence, travel guides, etc).

2 Source: Feldman Auction, 28.10.2020, lot 20002: "clearly the rarest of the Austrian postmarks (two recorded)". Type acc. to p. 546 and 665 in: *Levant : buitenlandse postdiensten in het Ottomaanse rijk* / Folkert Bruining, Ot Louw, J. Mascini, Hans Paul Soetens. Zeist, 2010. In Tchilinghirian/Tranmer (*Austrian Post offices abroad*, 1976, p. 10) the type is listed as "Q": "[…] the scarcest of all postmarks." It was first recorded in 1846, and its rarity is due to the Agency being subordinate to the Consular post office that handled the bulk of the mail.

DUPLICATO.

LLOYD AUSTRIACO DI TRIESTE.

Seconda Sezione.
Navigazione a Vapore.

I. R. PACCHETTI POSTALI.

Signor Avlonitis ha pagato per un II. Posto da qui per Pereos fi. 58 30

diritto d'inscrizione ecc. a car. 20 per ogni persona

℔ eccedenza di bagaglio a car. 1 per funto

lett Nro.

assieme fi 58 30

e s'imbarca sopra il Piroscafo che partirà (tempo permettendo) li 5 Giugno 1857 alle ore 4 p.m. per Alessandria li 5 Giugno 1857.

DUPLICATE.

AUSTRIAN LLOYD OF TRIESTE.

Second Section.
Steam Navigation.

IMPERIAL ROYAL POSTAL PACKETS

Mr. Avlonitis paid for a Second Class seat from here to Piraeus fi. 58 30

inscription fee etc. at 20 kreuzer per person

… pounds of excess baggage at 1 kreuzer per pound

bunk (or cabin) no. …

together fi 58 30

and embarks on the Steamship which (weather permitting) will leave from Alexandria on 5th June 1857 at 4 o'clock (p.m.)
5th June 1857.

AVVERTIMENTI

1. Il presente foglio viene rilasciato al passaggiero dopo il pagamento del prezzo del posto locato.
2. Il passaggiero al suo arrivo a bordo deve esibire questo foglio.
3. Il Bastimento a vapore parte all' ora indicata e non si trattiene per nessuno. I passaggieri devono trovarsi a bordo mezz'ora prima della partenza; se non arrivano in tempo, hanno perduto il prezzo pagato.
4. Se il cattivo tempo impedisce la partenza all'ora prefissa, i passaggieri non hanno perciò diritto alla restituzione del prezzo pagato, quand'anche volessero sbarcarsi. È riservato loro questo diritto nel solo caso che per non giustificabili motivi il Bastimento non partisse nel giorno indicato.
5. Ciascun passaggiero potrà portare gratis 40 funti di bagaglio; per il di più egli pagherà un carantano per funto. Non potrà però portare merci od effetti di valore a titolo di bagaglio, e facendolo, dovrà pagare a norma della tariffa stabilita per tali oggetti.
6. Tutt' i bagagli devono consegnarsi a bordo del Bastimento, al più tardi due ore avanti la partenza, al cameriere di quella parte del bordo, in cui il passaggiero avrà preso posto, essendo egli incaricato di custodire colla massima cura tutte le cose consegnategli.
7. Per bestie d'ogni specie, carrozze, instrumenti ecc. si deve convenirsi separatamente.
8. Somme di danaro, verghe d'oro e d'argento, effetti preziosi, gemme eco. non vengono garantiti dalla Società, se non nel caso che sieno consegnati separatamente, e che ne sia dichiarato il valore e pagato il nolo relativo, salvo sempre i casi di forza maggiore.

NOTICES

1. The present ticket is issued to the passenger after payment of the price of the rented seat.
2. The passenger must present this ticket on his arrival on board.
3. The steamer departs at the time indicated and does not wait for anyone. Passengers must be on board half an hour before departure; if they do not arrive on time, they have forfeited the price paid.
4. If bad weather prevents departure at the appointed time, the passengers have no right to a refund of the price paid, even if they wish to disembark. This right is reserved for them only if, for unjustifiable reasons, the boat does not leave on the day indicated.
5. Each traveller will be allowed to carry 40 pounds of baggage free of charge; for any additional baggage he will pay one kreuzer per pound. However, he will not be allowed to carry goods or valuables as luggage, and if he does so, he will have to pay according to the tariff established for such items.
6. All luggage must be handed over to the steward of that part of the ship in which the passenger has taken his seat, no later than two hours before departure, and he will be responsible for the safekeeping of all items handed over to him.
7. Animals of any kind, carriages, instruments, etc. are to be agreed upon separately.
8. Sums of money, gold and silver bars, precious objects, gems, etc. are not guaranteed by the Company, unless they are delivered separately, and their value is declared and the corresponding freight paid, except in cases of force majeure.

9. In passaggieri sono personalmente risponsabili dell' esatta osservanza delle leggi finanziarie, sanitarie, e doganali di ogni luogo dove approda il Bastimento. È dunque vietato d'introdurre nel bagaglio o di portare indosso oggetti di contrabbando, come pure lettere, plichi, gruppi, ecc. Le conseguenze di una trasgressione o contravvenzione qualunque cadono a carico di chi la commette. Venendosi a scoprire nei bagagli dei gruppi non dichiarati, il passaggiero dovrà pagare per essi il doppio nolo di tariffa per tutto il loro ammontare.
10. È vietato rigorosamente di portar seco armi da fuoco cariche e polvere da caccia ; questa deve essere consegnata separatamente al Capitano ohe la custodisce per riconsegnarla al passaggiero al luogo dello sbarco.
11. Il Cassero del Bastimento è riservato all'uso esclusivo dei passaggieri del primo posto, i quali hanno però il libero ingresso in tutta quella parte del Piroscafo che è destinata ai passaggieri in generale; quelli del secondo hanno libero il passeggio dal confine del Cassero sopra tutta la coperta; e quelli del terzo dovranno rimanere sempre a prora e sopra coperta del Piroscafo ; quelli che oltrepassassero il confine prescritto e non si ritirassero dietro l'insinuazione del Capitano, dovranno pagare la differenza del prezzo del posto ; e ne sarà pegno il bagaglio.
12. I domestici dei passaggieri, sieno uomini o donne, per i quali fosse stato locato un posto inferiore, potranno passare nei posti superiori, ma unicamente per servire i loro padroni o padrone e non per conversare od altro; terminato il servizio per cui furono chiamati, devono ritirarsi al loro posto sotto la comminatoria suespressa, per cui sono risponsabili i rispettivi padroni.
13. Non è permesso ai Signori l'ingresso nei camerini delle Signore. I camerini separati restano riservati all' uso esclusivo di chi li ha locati.
14. I Signori passaggieri troveranno a bordo cibi e bibite a prezzi della tariffa esposta nelle camere del bastimento.
15. Fanciulli al disotto di 10 anni, se non pretendono un letto separato, pagano la metà del posto in confronto di chi li accompagna, ma se pretendono un letto, pagano l'intiero prezzo del posto.
16. Cani ed altri quadrupedi domestici non sono tollerati nè nella Sala comune, nè nelle camere separate; essi staranno sul Ponte legati a prora del bastimento.
17. I passaggieri sono invitati ad uniformare il loro contegno durante il viaggio, a quanto è prescritto dal Regolamento interno esposto nella Sala comune.

9. Passengers are personally responsible for the exact observance of the financial, sanitary and customs laws of each port where the vessel calls. It is therefore forbidden to carry contraband in the baggage or to bear contraband on one's body, such as letters, parcels, bundles, etc. The consequences of any transgression or infringement will be borne by the offender. If any undeclared goods are discovered in the luggage, the passenger will have to pay for them the double tariff rate for their entire amount.
10. It is strictly forbidden to carry loaded firearms and gun powder; these must be handed over separately to the Captain who will keep them in order to hand them back to the passenger at the place of disembarkation.
11. The quarterdeck of the vessel is reserved for the exclusive use of the passengers of the First Class, who will have free access to all that part of the Steamer which is reserved for the passengers in general; those of the Second Class will have free access from the quarterdeck boundary to the whole deck; and those of the Third Class will always have to remain at the bow and on the deck of the steamer; those who go beyond the prescribed boundary and do not withdraw at the insistence of the Captain, will have to pay the difference of the price of the place; and their luggage will be retained.
12. The servants of the passengers, whether men or women, for whom a lower seat has been rented, will be allowed to go to the upper sections, but only to serve their master or masters, and not for conversation or anything else; once the service for which they have been called has been completed, they must retire to their seat under the aforementioned penalty, for which their respective masters are responsible.
13. Gentlemen are not allowed to enter the ladies' cabins. Separate cabins are reserved for the exclusive use of the person who rented them.
14. Passengers will find food and drink on board at the prices displayed in the rooms of the ship.
15. Children under 10 years of age, if they do not ask for a separate bed, pay half the price of the place in comparison with the person accompanying them, but if they ask for a bed, they pay the full price of the place.
16. Dogs and other four-legged domestic animals are not tolerated either in the common salon or in the cabins; they will stay on the deck tied to the bow of the ship.
17. Passengers are requested to conform their behaviour during the voyage to the prescriptions of the internal rules displayed in the common salon.

Turkey Coat-of-Arms: Rarities and Varieties

from the collections of Hans-Dieter Gröger

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From my collection of the Coat-of-Arms issue, I can show some of the issues' rarities, varieties, and their usage on cover. I will focus here on these four categories:

- Cut-Outs from Postal Stationery
- The 5 Para Auxiliary Issue of 1897
- The 1893 Matbuʿa Overprints
- Postage Due Covers

Cut-Outs from Postal Stationery

Covers with postal stationery cut-outs are extremely rare. The Ottoman postal administration never explicitly permitted the use of these but merely tolerated them.

Fig. 1: Three cut-outs from letter cards: 1 piastre[1] in mixed franking with a block of eight 5-Para stamps (MiNr. 84) on a registered letter (weight: 33 g) to Germany.
Despatch Beyoğlu: "بك او غلى / PÉRA" (7.06.1900); transit "GALATA DEPART" and arrival "LEIPZIG" (10.06.1900). Registration hand-stamp, no. 486.

1 Twice from letter card Birken 20 (grey-blue on buff, 1897, perf. L 11¼) and once from Birken 19a (grey-blue on light salmon, 1895, perf. L 11).

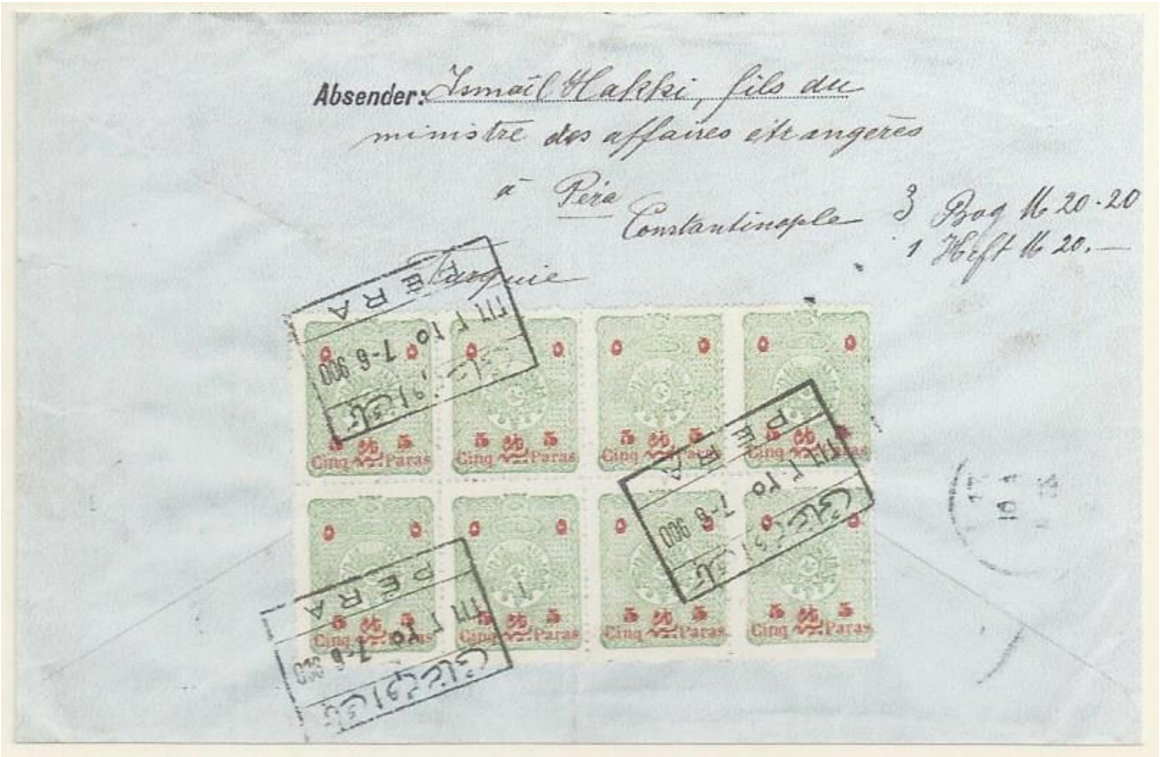


Fig. 1a: Reverse side with the block of eight of the 5 paras stamp (MiNr. 84).

The sender was the Turkish officer, diplomat and prominent philatelist İsmail Hakkı Tevfik Okday (1881–1977). He himself states his status of "son of the Foreign Minister" meaning Ahmed Tevfik Pasha, the later Grand Vizier. Hakkı was married to Fatma Ulviye Sultan, daughter of Sultan Mehmed VI Vahideddin.

This cover is of genuine use but with philatelic franking, i.e. not a collector's or dealer's letter as such. The contents of the letter were noted on the back by the then nineteen-year-old Hakkı: "3 Bog M 20.20 / 1 Heft M 20.-" i.e. three sheets for 20.20 Marks and one booklet for 20 Marks. One can only speculate which stamps were involved here!

The 5 Para Auxiliary Issue of 1897

Here I can show some interesting stamps, units, and frankings of the 5 paras auxiliary issue of 1897:

- Horizontal pair, of which the left stamp shows the setting error "Cniq" (*fig. 2*).
- A horizontal pair with inverted overprint, and the left stamp with setting error "Cniq": a unique specimen. Only one sheet existed with an inverted overprint (*fig. 3*).
- A horizontal pair with setting error "Cniq" on cover (*fig. 4*).
- Single franking on business card cover: very rare, as these usually went immediately into the waste bin (*fig. 5*).
- Two blocks of eight on a cover. with T.P.O. cancel (*fig. 6*).
- On a printed matter from France for paying a redirection (*fig. 7*).
- A *matbuʿa* proof: overprint colour trial in red with setting error "Cniq" (pos. 74). One complete printed sheet existed, the setting error is thus unique. Less than five of the remaining 'normal' stamps have survived (*fig. 8*).
- Horizontal pair with *matbuʿa* overprint, of which the left stamp shows the setting error "Cniq" (*fig. 9*).
- Inverted overprint, but *matbuʿa* missing (*fig. 10*). Unique!
- Franking as *matbuʿa* with variety "5 with short stroke" (*fig. 11*).

Fig. 2: Horizontal pair with the setting error “Cniq” (MiNr. 84 I and 84) on positions 74 and 75.

Fig. 3: Horizontal pair with the setting error “Cniq” on positions 77 and 78.

Fig. 4: Cover from Smyrna to Salihli, correct postage, with setting error “Cniq” in a horizontal pair. Oval cancel “SMYRNE” and adjacent despatch cancel “SMYRNE-DEPARTS AVR 4 98”.

Fig. 5:

Single franking on business card cover, Boursa–İstanbul. Arrival marking “DERSAADET MEVRUDE”. Very rare.

Fig. 6:

T.P.O. cover from Constantinople to Naples: Two blocks-of-eight serve as a 2 piastre multiple franking for a registered cover: “DERSAADET 73 MAHMUD PACHA 1 TEMMUZ 313”.

Turkish railway postmark “BUR.AMB.CONSPLE-MOUST.PACHA JUIL 14 97” and Italian railway postmark.

For faster transport, the overland route was chosen instead of the sea route. This letter is illustrated in the İSFİLA postmark handbook (A&P).

Fig. 7:

Forward franking on printed matter from France. Newspaper wrapper franked with 5 cents from “AMIENS / SOMME” to Bursa with cancel of the exchange post office on the reverse: “DERSAADET MEVRUDE”. The newspaper was re-addressed in “BROUSSE FEV 8 97”, re-franked with a 5 Para franking and forwarded to Thessaloniki; arrival postmark on the reverse side “SELANIK 14 FEV 97”.

The journal “L'Écho de la Timbrologie” was first published in 1887 by Yvert & Tellier in Amiens. It is thus the oldest philatelic journal still around today.

The addressee was the philatelist Léon T. Adjémian in Bursa, who became known for his rates research and postage due covers.

Fig. 8: Overprint in trial colour red setting error "Cniq".

Fig. 9: matbuʿa pair (MiNr. 85). Left stamp with setting error "Cniq".

Fig. 10: Inverted overprint but with *matbuʿa* missing.

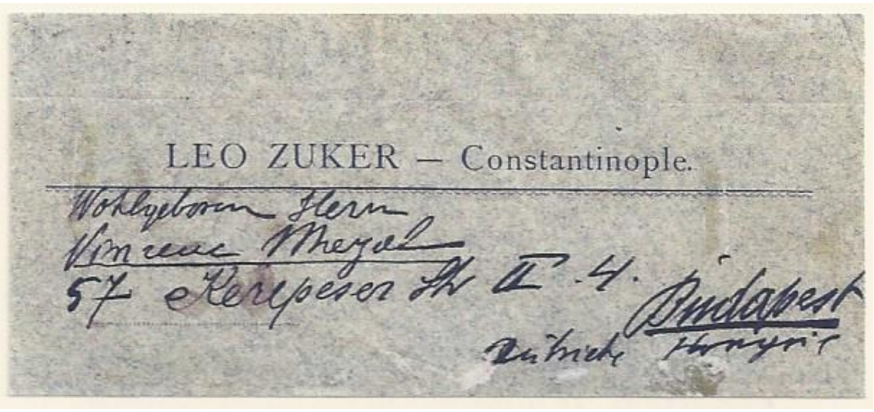
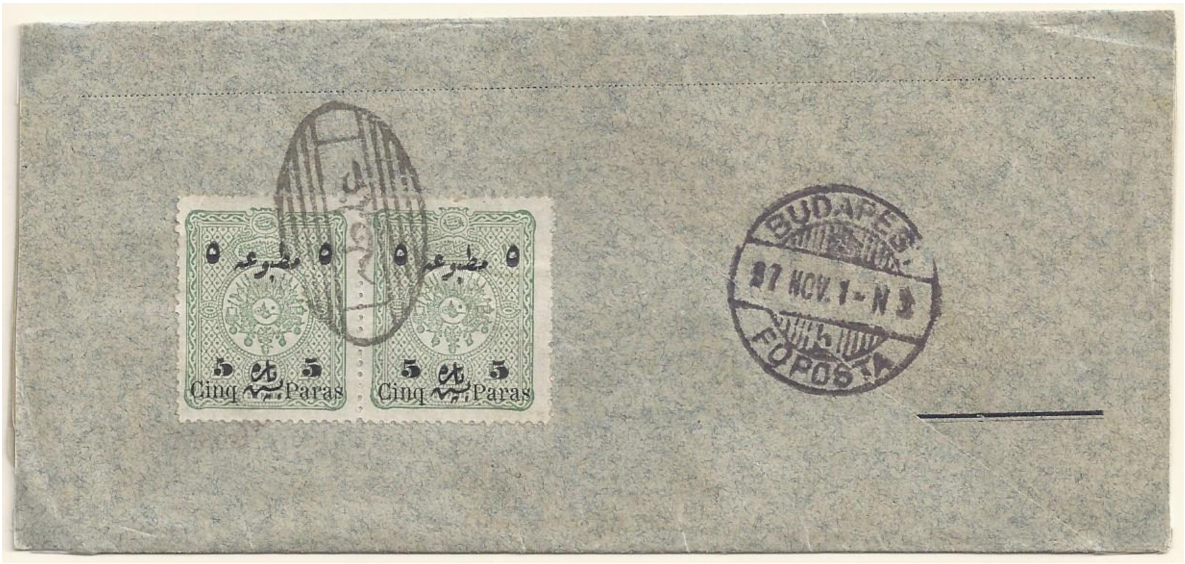


Fig. 11:

Printed matter wrapper to Hungary with horizontal pair: the left stamp shows the variety "5 with short stroke". Elliptical cancel "GALATA", arrival mark "BUDAPEST FOPOSTA 1 NOV 97".



The 1893 Matbuʿa Overprints

Here are some varieties of the 1893 *matbuʿa* overprints on the 1892 Coat-of-Arms:

1. 20 paras with inverted overprint. Only three stamps with this variety are known, all unused (*fig. 12*).
2. 2 piastres with inverted overprint (top stamp) with the base stamp in a vertical tête-bêche pair. Used in only three copies known; unused only 15-20 copies. Horizontal tête-bêche pairs unrecorded (*fig. 13*).

Fig. 12: 20 paras stamp (MiNr. 80) with inverted overprint.

Fig. 13: Original stamp (MiNr. 72) in vertical tête-bêche pair, thus inverted overprint on the top stamp.

Fig. 14: Pair of the 10 paras with inverted *matbuʿa* overprint on a newspaper dated 13.12.1896 from Constantinople to Rusçuk (Bulgaria). Sofia–Burgas railway postmark of 14.12.1896. *(reduced size)*

Genuine Usage

In *fig. 14* I show a unique specimen: a newspaper franked with a horizontal pair of the 10 paras stamp with inverted *matbuʿa* overprint! Only these two stamps are known with an inverted overprint.[2] This is the key item for the Coat-of-Arms issue.

The newspaper dates from 13th December 1896 and was sent from Constantinople to Rusçuk (today: Russe). Weight increment: 51–100 g. Dispatch postmark (oval) from Sirkeci:[3] "سركه جى",[4] transit cancel of railway post Sofia–Burgas 14th December 1896.

Postage Due Covers

According to art. 18 no. 8 of the *Regulations Governing the Implementation of the Universal Postal Convention*, postcards bearing the designation "carte postale" were not eligible for the printed matter rate. The postage due of the equivalent of 10 paras had to be doubled to 20 paras (*fig. 15*).

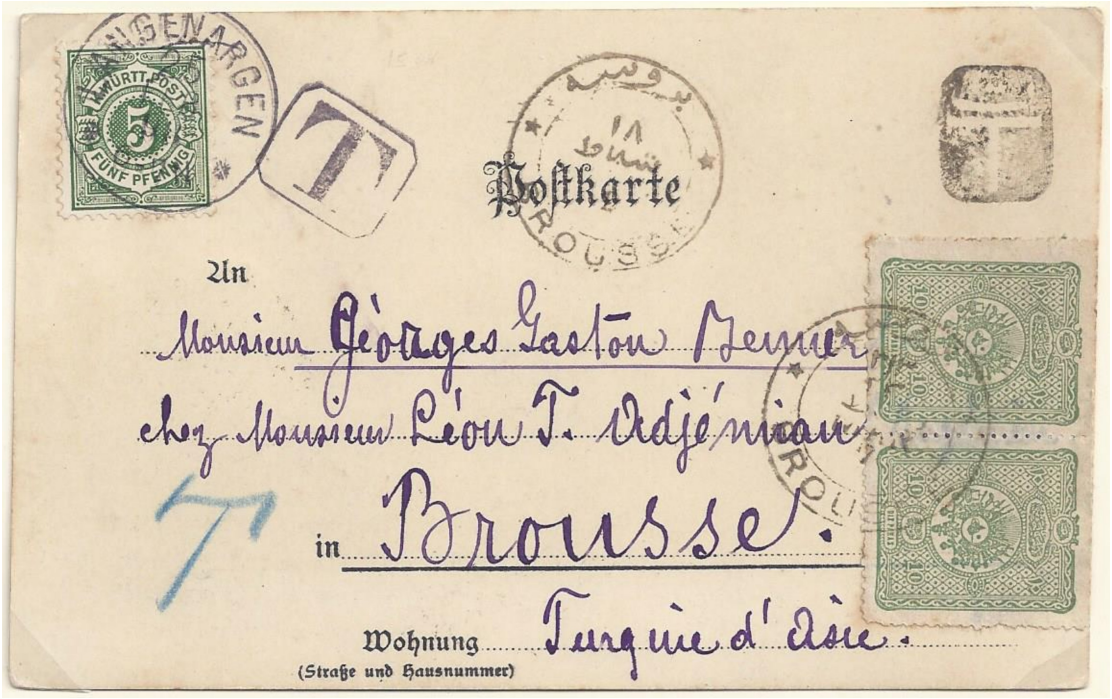


Fig. 15: Picture postcard imprinted "Postkarte" sent from from "LANGENARGEN 25 FEB 98" to Bursa franked with 5 Pfennig as printed matter. Not recognised as such and marked with various "T" cachets,
On the reverse "CONSTANTINOPLE-GALATA ARRIVÉES FEVRIER 29 1898" and arrival postmark "BROUSSE 18 ŞUBAT" (jul.); there uprated with a pair of 10 paras stamps.

An "Adjémian" cover, often frowned upon by many collectors. But hand on heart: did you know this UPU rule? Without Adjédmian, we might not have any evidence for it. Why shouldn't a collector frank his commercial mail in a way that is interesting to the collector? Adjémian knew exactly what he was doing. Those who speak of fabrication should simply not include such covers in their collections.

2 Cf. footnote on p. 44 in Ara N. Garmiryan: *91/92 spesyalize Türk pulları kataloğu*. İstanbul: Burak Pul Evi, [1991].
3 Sirkeci Garı (opened 1873) is the former main station of Constantinople.
4 *This postmark has so far only been documented until 1890 (editor).*

Fig. 16 presents a foreign postcard used as a printed matter card with the handwritten addition "Imprimé". However, the sender did not delete the imprint "Carte Postale". The card was therefore not eligible for the printed matter rate and should have been treated as a postcard.

Fig. 16: 10 Paras as single franking with oval postmark "KANDILLI", additional cancel "CONS-PLE-GALATA DEPART 17 OCTOBRE" on printed matter postcard to Paris with arrival "PARIS ETRANGER 20 OCT 00".

In *fig. 17* I can show an insufficiently franked letter from Kuşadası to Çeşme: because of 20 paras missing postage, this received the adjoining "T" cachet. Uprated at the destination post office with a vertical pair of 20 paras stamps and cancelled "TSCHESME OCT 27 99". Postage and additional postage are of the same postage stamp issue. The front of this cover is illustrated in the Ağaoğulları & Papuçcuoğlu postmark guide because of the extremely rare postmark (only known twice on cover) and the exceptional franking.[5] Provenance: ex Arsman.

5 See vol. 6 , p. 253 in: Ağaoğulları/Papuçcuoğlu: *Resimli Osmanlı-Türk posta damgaları*. İstanbul: İSFİLA, 2006.

Fig. 17:

Taxed letter from Kouch-Adassi (Kuşadası) to Tschesmé (Çeşme).

20 Paras postage missing, therefore taxed at destination with a pair of 20 Para postage stamps.

Cancelled "TSCHESME OCT 27 99".

The 20 paras are cancelled "KOUCH-ADASSI OCT 25 99".

The Postal Connections from Constantinople to Germany until the End of 1871

by Tilmann Nössig[1]

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For a long time I have been fascinated by the early period of the collecting area of the former German colonial and foreign post offices. That is why I particularly like to deal with the very first postal agency opened abroad. In Constantinople, a German post office was opened on 1st March 1870 in the consulate building of the Norddeutscher Bund (North German Confederation), which was located in the Pera district, so even before the foundation of the German Empire.

A special attraction for me is the fact that so many different stamp issues, starting with the stamps of the North German Confederation, through all the 'Brustschild' and 'Pfennig/e' (Crown with Eagle) and 'Germania' issues, were used here regularly. The routes and postage rates that can be detected in the context of the constant development of the postal system in Constantinople provides a very extensive opportunity for intensive study.

An excellent source for the examination of the routes and rates as well as other special features are, amongst others, articles in BERICHTE FÜR KOLONIALBRIEFMARKENSAMMLER (nos. 92, 96, and 100). For the understanding of the early mail from Constantinople, the contributions by Gerd-Uwe Spiegel and Dr. Hansjürgen Kiepe were an indispensable guide for me.

I must limit myself in this short article to the period up to 31st December 1871 and will illustrate with the help of four covers the routes used by the post to Germany up to that point.

The Routes from Constantinople to Germany

For Constantinople there were four possible routes to Germany until the stamps of the North German Confederation were demonetised. These routes were in constant flux due to the seasonal peculiarities of the Austrian postal service.

In the summer months (April to October), mail left Constantinople four times a week: on Tuesdays, Wednesdays, Fridays, and Saturdays; in the winter months (November to April) there were three despatches: on Tuesdays, Wednesdays and Saturdays. By analysing the postmark dates, which also feature hours of despatch, these routes can be determined thanks to the perpetual calendar.[2] Since in most cases no special routing instructions were noted on this early mail and usually 1½ to 2 hours before departure the letters were cancelled, the postal route can often be deduced from the time of day alone.

The following routes can be reconstructed for the period up-to 31st December 1871:

Route 1: Via Varna and the Danube

This route was predominant in the summer months, as mail could be delivered to Germany in about five days. On Tuesdays and Fridays, the steamships of Lloyd Austriaco (Austrian Lloyd) departed at

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 Cf. Spiegel/Kiepe, p. 1837.

4 p.m. for the Turkish Black Sea port of Varna taking about 14½ hours. The mail was then taken by rail for 228 km to Rustshuk (Russe) on the Danube. This took 7 hours.

The paddle steamers of the Erste k. k. privilegierte Donau-Dampfschiffahrtsgesellschaft (D.D.S.G, First Danube-Steamboat-Shipping Company) reached Basiash (Baziaș) in 45 hours. Thanks to the railway connection of this town just east of Belgrade it made it possible to quickly reach Vienna. In total this route to Vienna took only days.

In the winter months, the steamboats did not operate on the Danube: due to the freezing of the Danube delta and the difficult navigation through the Iron Gates (a narrow gorge near Orșova) these only ran from April to October.

Fig. 1: Cancelled on Friday, 17.06.1870, in Constantinople at "2–3 N."[3] with postmark E1. This cover left at 4 p.m. with the fast routing via the Danube. It took only 5 days to reach Sagan on 22.06.1870 (see arrival mark).

The stamps used are MiNr. NV16 and NV17[4] with a total value of 3 Groschen (Gr.): 1 Gr. for a letter up-to one Loth[5] (German inland rate) and 2 Gr. as (Austrian) transit fee.

Route 2: Via Varna, Bucharest, and Transylvania

In winter there was a connection on Tuesdays and from 13th December 1871 on Wednesdays instead, at 4 p.m., respectively, which was identical to route 1 as far as Rustchuk. Crossing the Danube to the Romanian side, the railway connection went from Giurgievo (Giurgiu) to Bucharest. Thence there was a mail connection via the Transylvanian Alps (Southern Carpathians) to Herrmannstadt (Sibiu) in Transylvania and then on to Arad. However, the letter post was probably transported via Kronstadt (Brașov) and thence via Karlsburg (Alba Iulia) and Arad to reach the railway line to Vienna. This route took about 6 days to Vienna and is regarded as rare.

3 N stands for "Nachmittag" = p.m.; V stands for "Vormittag" = a.m.

4 Norddeutscher Postbezirk, stamps MiNr. 16 (1 Gr.) and 17 (2 Gr.), both issued in 1869. 1 Thaler = 30 Groschen (Gr.) = 3 German Marks (from 1873); this converts to 2sh 10¾d, i.e. 1 Gr. = 1⅛ d.

5 1 Lot/Loth/Neu-Lot/Zoll-Lot/Postlot = 16.667 g.

Fig. 2: Cancelled on Wednesday, 13.12.1871, "12–1 N" (p.m.) with postmark E3, a letter franked 3 Gr. At 2 p.m. the letter went on the more arduous route over the Transylvanian Alps (Route 2). Unfortunately, the arrival postmark is missing, which would show that the journey took 1 to 2 days longer.

What is special about this cover is that 13.12.1871 was the first Wednesday on which the route no longer went via the mainland and Belgrade. The routing via Transylvania, which had previously taken place on Tuesdays, was changed to Wednesdays.

This means that only 13.12., 20.12. and 27.12.1871 are possible dates on which this routing can be shown on mail franked with stamps of the North German Confederation.

Route 3: Via Trieste

Once a week on Saturdays at 10 a.m. express steamers left Constantinople for Trieste. This Austrian port was reached via Syra and Corfu in about 5 days. Due to this long duration, letters to Germany took 7 to 8 days. Overall, this routing is not very common.

Route 4: Via Belgrade

Following the route of the old stagecoach connection from Constantinople via Sofia and Belgrade to Vienna there was another connection to Germany once a week. Until 7th December 1871, mail bags always left on Wednesdays at 9 p.m.

Presumably the Serbian Post, which had concluded a postal treaty with Austria in 1869, took over the transport between the Serbian-Turkish border and Belgrade. From the Austrian border town of Semlin, Vienna was reached by rail via Temesvar (Timișoara) and Budapest. This route is by far the rarest.

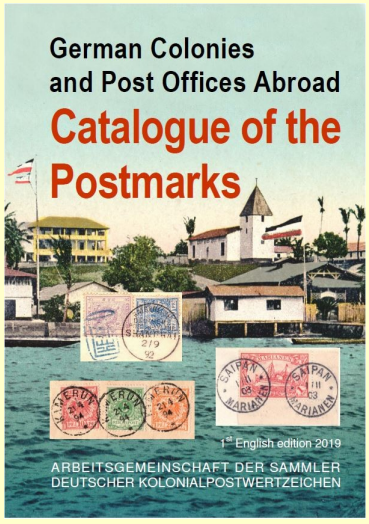
Fig. 3: Route 3 via Trieste is shown on this cover. On Saturday, 4.03.1871, the E1 postmark "8–9 V" was struck shortly before the express steamer's departure at 10 a.m. The 5 days at sea extended the transit time to 8 days.

On 12.03.1871 the letter was delivered in Demmin.

For me, this cover has a very special meaning, which prompted me to present it. Exactly 100 years later on 4.03.1971 at 8.15 a.m. my birth was certified.

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).

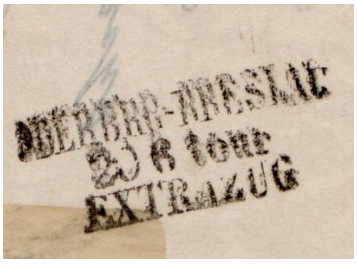
Information on the collecting areas and publications can be found at: www.kolonialmarken.de

Contacts: Tilmann Nössig – geschaeftsfuehrer@kolonialmarken.de

Fig. 4: This cover shows the use of route 4. 15.06.1870 was a Wednesday.

The rare printed matter is franked with ⅓ Groschen for the German postage and ½ Groschen for the reduced transit fee. Always on Wednesdays the mail went via Belgrade to Germany at 9 pm.

Interesting is the cancelled railway postmark "Oderberg / Breslau / Extrazug" of 20.06.1870. After 6 days the letter was delivered on 21.06.1870.



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- Steuer, Friedrich F., and Ronald F. Steuer: *Handbuch und Katalog der deutschen Kolonialvorläufer*. 4th ed. Schwaneberger, 2006. 480 p. ISBN: 9783878583981.

Kouléli-Bourgas of all Places …

by Folkert Bruining[1]

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Kouléli-Bourgas or Pythion

Sometimes you come across something nice and affordable on the well-known auction sites. In this case I found (and bought) the pictured stamp with postmark on eBay.

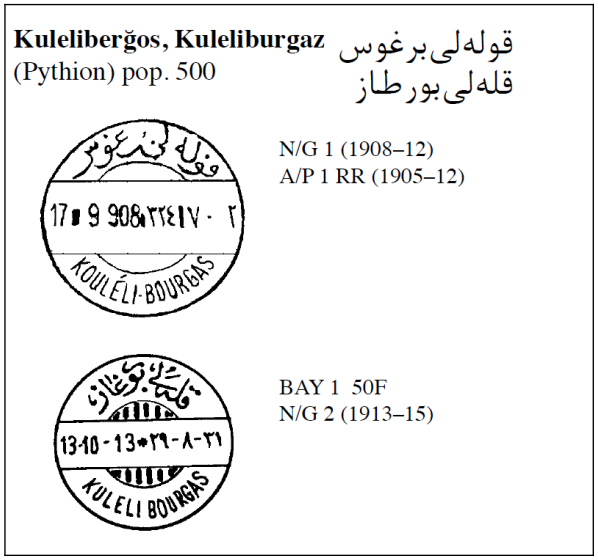
It concerns an Ottoman stamp from 1908 (MiNr. 155) with the – not common – postmark of Kouléli-Bourgas. Every stamp collector wonders of course where the place is situated. The first thing I do then is to check Coles & Walker.[2] They state on p. 64,[3] that the place is situated in Western Thrace (now Greece) and is called Pythio (Pithion, Πύθιον). Furthermore, they indicate that cancellations of the place are not known. That remains so in their various addenda.[4]

I checked Birken on it:[5] He gives as location for Kuleliberğos/Kuleliburgaz/Pythion the sandjak Edirne (Adrianople) in vilayet Edirne and shows two postmarks of the place (types according to C&W: C3 and C5). The cancel is type C3 and was used in the period 1905 (or 1908?) to 1912. That matches the date in the cancel.

The Ottoman post office is mentioned as "Kouléli Burgas Gare (قوله لی برغوس موقفی) in the 1884 "Indicateur,"[6] but not listed in the 1903 official post office list, but then in the 1909 edition it is described as "Kouléli-burgaz, Station";[7] This is maintained in the "Guide Postal" of 1914.[8]

Figs. 1 and 2:

The stamp with the "KOULÉLI-BOURGAS" cancel of 1909 (image enhanced), and the two postmarks as catalogued by Dr. Birken (shown courtesy of AROS).



1 Translated from the Dutch original (Al-Barīd, no. 89).
2 Coles/Walker, part 1, 1984.
3 Coles/Walker, part 4, 1995.
4 Coles/Walker, part 1, addendum, 1987; and Coles/Walker, part 4, 1995.
5 Birken, vol. Edirne, 2021, p. 36.
6 *Indicateur des postes et télégraphes de Turquie*, 1884, p. 34. "موقفی" means station or position.
7 *Nomenclature des bureaux de poste et de télégraphe de l'Empire*, 1903, 1912.
8 *Guide postal*, 1914, p. 253.

The Railway Junction

The sole importance of this small town was likely its location on the railway line from Dédé Agatch (Dedeağaç, Alexandroupoli) to Edirne, at the branch line towards Constantinople (see *figs. 3 and 4)*[9]. The Kouléli-Bourgas–Constantinople section was part of the longer railway line from Salonica via Dédé Agatch to Constantinople; and of course part of the Edirne–Constantinople route.

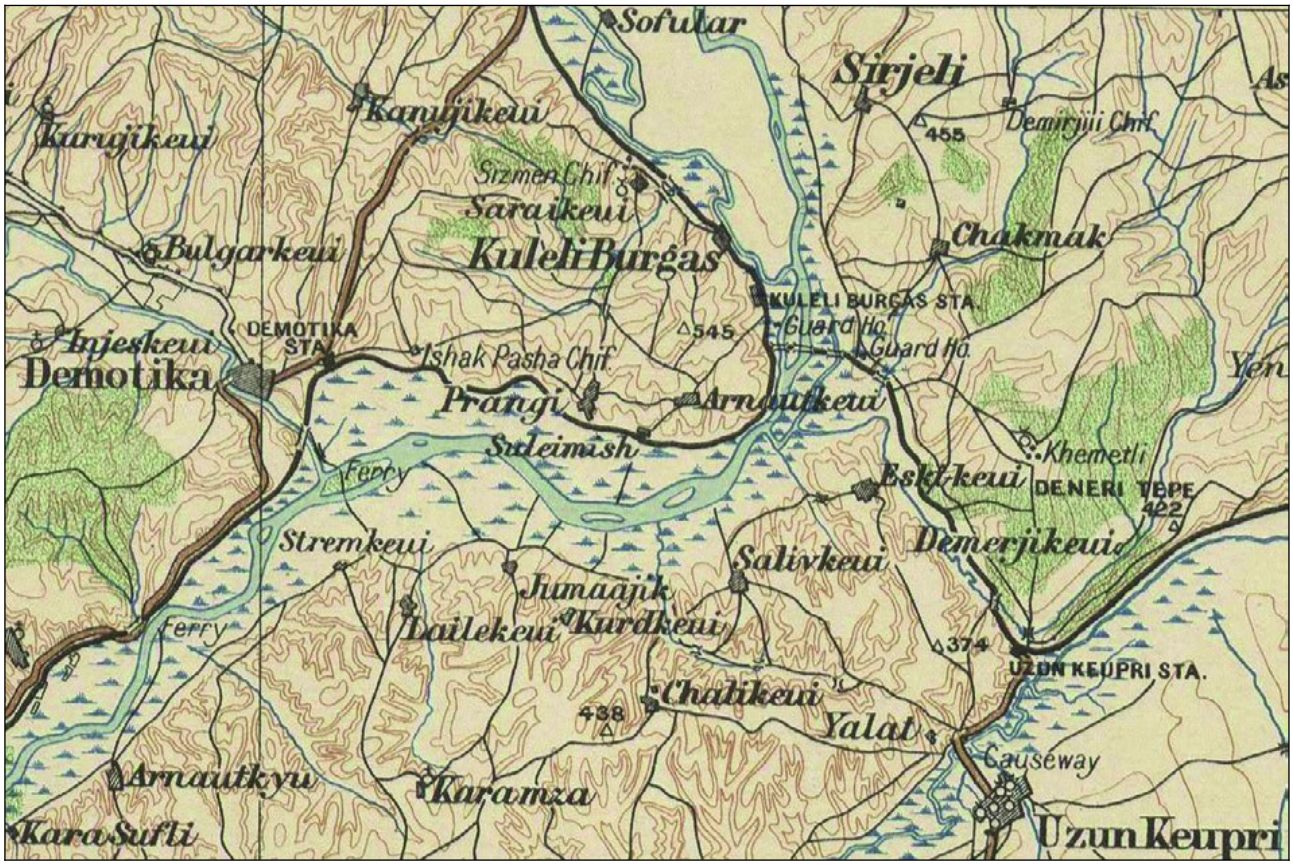


Fig. 3: Detail from the Rodosto map (1907).

The section between Salonica and Dédé Agatch was operated by the company "Jonction Salonique–Contantinople" (opened 1896), the section from Dédé Agatch to Edirne or Constantinople by the company "Chemins de Fer Orientaux" (opened 1872/73). On the map, the railway line is marked as a black line along the river Maritza (Meriç).

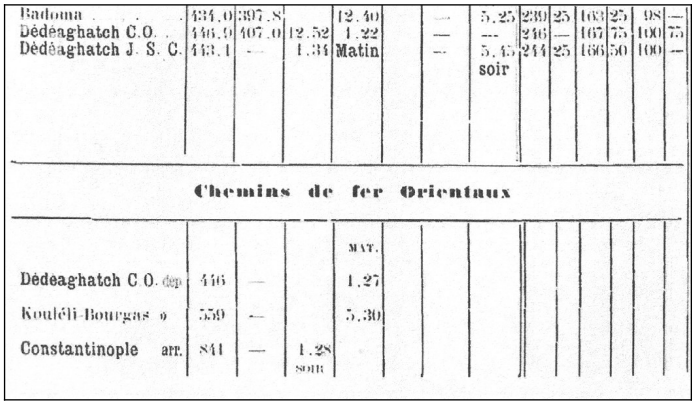
To the north the line leads to Adrianople (Adrinople, Edirne). Across the bridge the railway line leads to the next station Ouzoun Keupru, and then onwards to Constantinople. At the station of Kouléli-Bourgas, where the post office was located, the mail was sorted for various directions. This is corroborated by postal documents (see *fig. 6*).[10]

No Evidence of an Ottoman Post Office until 1905

So since 1872/1873 there existed a railway station at the junction of Kouléli-Bourgas. Although mentioned already in the "Indicateur" of 1884, no items are (as far as I know) recorded that were handled (despatch, arrival, transit) by an official Ottoman post office at the station of Kouléli-Bourgas until about 1905.

9 Source: *Guide horaire ... 1911.*
10 Galinos, 1993.

As a rule necessary mail services were performed by (employees of) the Compagnie des Chemins de Fer Orientaux (C.O.) at the railway station, although such examples of 1872/1873 are not known to me as my oldest item recorded is from 1897.[11] No postal agreements between the Ottoman government and the C.O. about outsourcing of mail services are known to me.



Chemins de fer Orientaux

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

Fig. 4: The 1911 railways timetable featuring Kouléli-Bourgas.[12]

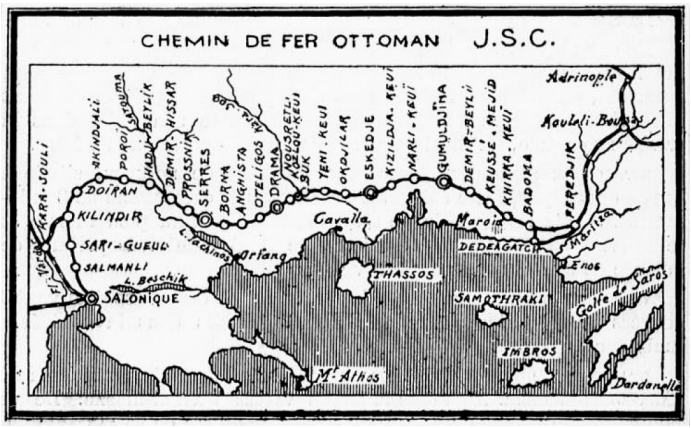


Fig. 5: The lines of the Jonction Salonique–Constantinople (JSC).[13]

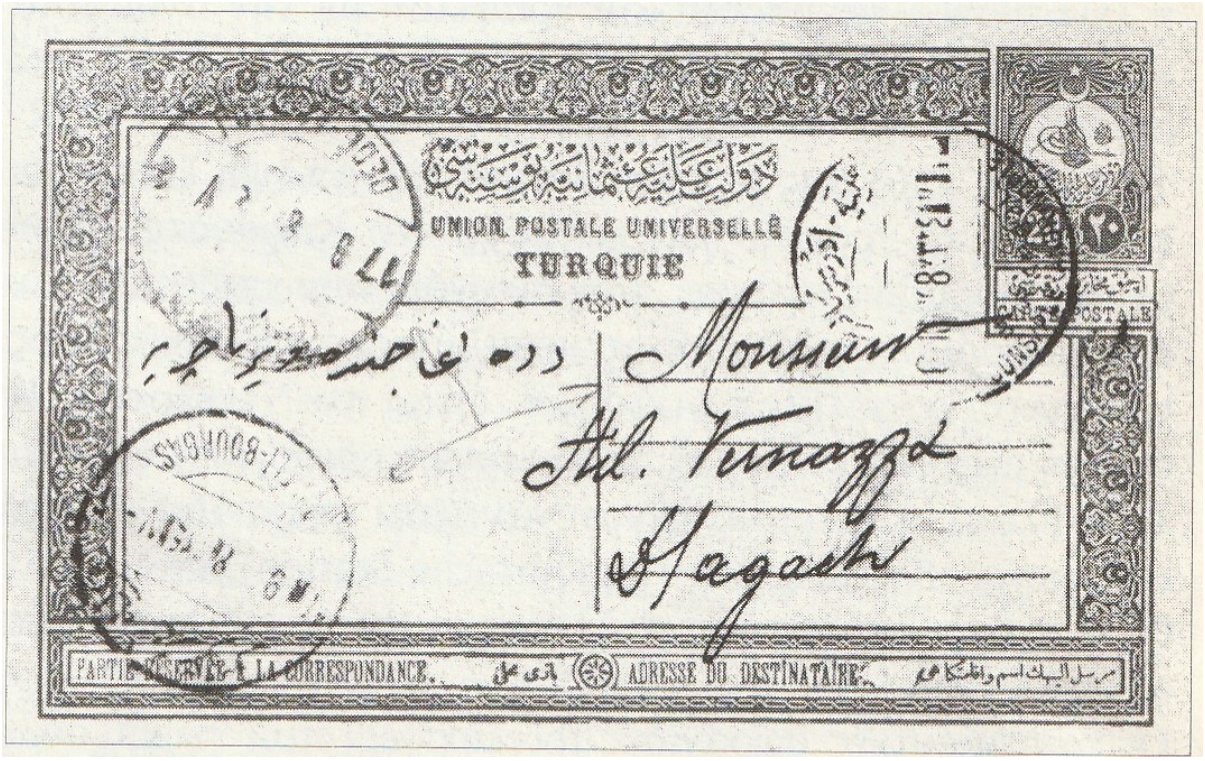


Fig. 6: Stationery postal card sent to Dédé Agatch (1908) handed over to the travelling (ambulant) post office Constantinople–Adrianople: "BUR. AMBUL. CONS/PLE-ANDRINOPLE". The postmark of Kouléli-Bourgas shows that mail was sorted at the Ottoman post office (situated at the station) at this junction for directions to Edirne or Salonica. Arrival postmark Dédé Agatch 17.09.1908.[14]

11 A stampless letter sent in 1897 from Dédé Agatch to Constantinople via Kouléli-Bourgas and handled by the C.O.
12 Source: *Guide horaire ... 1911.*
13 Source: *Guide horaire ... 1909, p. 379.*
14 Galinos, 1993.

Balkan Wars 1912 and 1913

During the First Balkan War (1912), Kouléli-Bourgas was conquered by the Bulgarians, but was lost in the Second Balkan War of 1913, only to be regained by Bulgaria in 1915. The U.S. ambassador to Turkey, Henry Morgenthau describes that a part of western Thrace was ceded in 1915 by the Ottomans to Bulgaria (see map).[15] Birken also mentions this fact.[16]

After the First World War, the place was under Allied occupation. From 1920, the town was de facto Greek. In the Treaty of Lausanne in 1923 this was officially settled with Turkey.

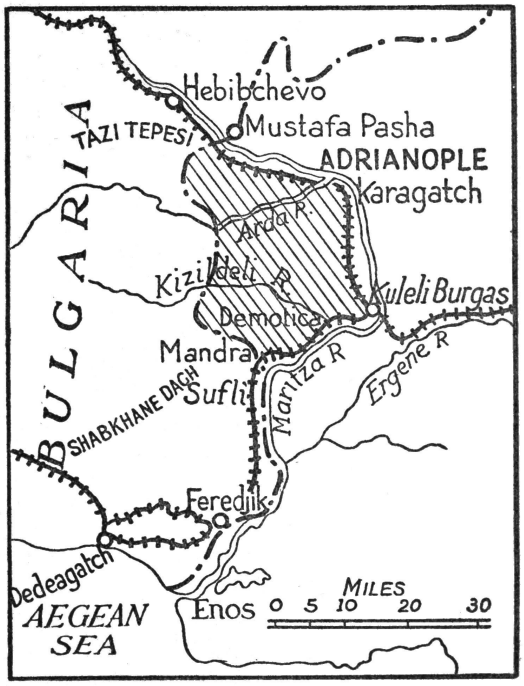


Fig. 7: Map of the area ceded to Bulgaria in 1915.[17]

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15 Morgenthau, 1919, p. 269–271.
16 Birken, vol. Edirne, 2021, p. 4.
17 Morgenthau, 1919, p. 270.

Advertising Postcards sent from Jerusalem in 1899 and 1903

by Dr. David K. Smith

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The popularity of all kinds of postcards around the end of the 19th century and start of the 20th resulted in a great number of these being sent as souvenirs by pilgrims to the Holy Land, and then surviving to be collected in postcard albums. Breaking up such albums has released many items of postal history.

That popularity led to an extraordinary enterprise by a German postcard company at the end of 1899. The company planned for souvenir postcards to be sent from Bethlehem on Christmas Day 1899, the last Christmas of the 19th century.[1] Postal historians estimate that tens of thousands of cards were involved. Many of them were cancelled by the Austrian post office in Jerusalem as there wasn't a German office in the city until 1900. Besides the pre-ordered cards, some were on sale in Jerusalem itself. The plan was for all the cards to be cancelled in Jerusalem, with a cachet for Bethlehem. But the demand was so great that the Austrian postal authorities set up a scheme to cancel a fraction of the cards in Vienna.

This story, together with a much smaller enterprise using the Ottoman post office in Bethlehem itself, and a chaotic enterprise one year later for Christmas 1900, are all well-documented in the literature.[2] Steichele provides a concise summary of the postal markings to be found on the material.[3] As so many cards were sent, and so many survived, these are not rare – *caveat emptor* when eBay vendors describe them as "scarce" or "rare". There are a few genuine rarities; very few cards were used entirely within the Holy Land; a small number of cards were prepared with Christmas greetings in Hungarian.

However, there does not appear to be a similar amount of documentation about two mailings from Jerusalem that are linked to the 1899 enterprise. These were much smaller mailings, and the material was less suited to being retained in postcard collections. Both were advertising material, early examples of unsolicited mail.

The 1899 Mailing[4]

In the autumn of 1899, postcards were sent from Jerusalem to selected addresses in Europe advertising that the "Internationale Ansichtskarten-Gesellschaft" of Berlin (IAG Berlin) was planning that the special postcards would be sent from Jerusalem. This was part of the advance publicity for the huge mailing scheme of "Last Christmas" cards.

Fig. 1: Imprint on the 1899 cards (IAG, motif no. 302).[5]

1 You can argue about whether or not 1899 was the end of the century.
2 Perry, 2005.
3 Steichele, vol. 2, 1991, pp. 309–314.
4 Smith, 2007.
5 "Ges. gesch." = *gesetzlich geschützt* (protected by law) is equivalent to a copyright notice.

Figs. 2 and 2a: The picture side and its advertising message, and the address side of a card sent to Gerresheim.

The text of the advertising postcards is dated October 1899, although the examples that I have are postmarked 15th November 1899. The text on these cards (in German) was addressed to pastors, encouraging them to publicise the special offer to their congregations and the children of congregational members (see text of *fig. 2a* translated below).

The picture design occupies three-quarters of one side, and reproduces the most common design used for the actual mailing. Purchasers could add their own greetings in the remaining space.[6]

Ein Liebesgruss aus dem heiligen Lande. Jerusalem. im Oktober 1899 Ew. Hochwürden! Wir gestatten uns einen Gruss von geweihter Stätte zu senden, in der Erwartung Ihnen damit eine kleine Freude zu bereiten. Dafür bitten wir Ew. Hochwürden, Ihren Freunden und besonders den lieben Kindern Ihrer Gemeinde diesen Liebesgruss aus Jerusalem zu zeigen, und sie darauf aufmerksam zu machen, dass sie den gleichen Gruss um geringes Entgelt in jeder Buch- und Papierhandlung ihres Ortes für ihre eigene Adresse bestellen können. Jeder Gruss wird in Jerusalem zur Post gegeben. Hochachtend Internationale Ansichtskarten-Gesellschaft Gruß samt Porto 40 Pfennig – Direkte Bestellungen erbitten nach Berlin, Friedrichstrasse 239.	All the Love from the Holy Land Jerusalem, October 1899 Your Reverend! Allow us to send you greetings from this holy place. We hope to give you a little pleasure by this. In return we ask you, Reverend, to show this compliment of love from Jerusalem to your friends, and especially to the beloved children of your congregation. Please point out to them, that they could order this same greeting card, directed to their own address, for a small fee from any local bookseller or stationery shop. Every card will be mailed from Jerusalem. Yours Respectfully Internationale Ansichtskarten-Gesellschaft Greeting card inclusive of postage 40 Pfennig – Direct orders are requested to Berlin, Friedrichstrasse 239.

The publicity cards were all hand-addressed, with a rubber stamp "Allemagne" to speed both addressing and sorting. They were sent as printed matter, with the Austrian 10 paras stamp to pay postage, and a further hand-stamp "Imprimé" to identify the cards as having no correspondence. Mail from Jerusalem to Europe at this era took between one and two weeks to arrive; the example illustrated took 10 days.

I assume that the company also advertised in the religious press in Germany and Austria-Hungary, since most of the Christmas cards were sent to addresses in Austria and Germany. Since some of the mailed cards from Jerusalem would have arrived in late November, it is reasonable to assume that other forms of advertising were used with more advance notice.

The 1903 Mailing

The design for the 1899 cards was too good to waste. So it was reused in 1903 to publicise a special Christmas-related exhibition in Braunschweig (Brunswick). Cards were sent from the Austrian office in Jerusalem, using the "Crete" stamps of the Austrian Levant.[7]

Once again, the cards were hand-addressed, and were given a cachet "Imprimé" as in 1899. The words "Carte Postale" on the front have been crossed out on the three examples in my collection. They each carry a circular hand-stamp "BETHLEHEM / 2. DEC 1903" in purple, surrounding a

6 Evidently, customers could order blank cards, sign them or add greetings, and return them to IAG in Berlin.

7 The stamps, denominated in Centimes are often called "Crete stamps" although they were sold in many parts of the Levant, including the Holy Land.

crude cross-shaped decoration, which may have been remotely inspired by the "Jerusalem Cross." This is clearly not an official postal marking, but it is intended to carry some kind of authenticity to the origin of the mailing (see *figs. 3 and 4*).

Figs. 4 and 4a: A 1903 card with a rather mundane advertising message.[8]

8 The message says: "Zu ihrer mit den letzten Neuheiten für Haus und Küche ausgestalteten Weihnachts-Ausstellung erlauben sich ergebenst einzuladen C. H. Kleucker & Co. Herzogl. Hofl. Braunschweig Kohlmarkt 17." (We would like to humbly invite you to our Christmas exhibition with the latest novelties for home and kitchen). The local department store of C.H. Kleucker held the warrant of appointment by the Duke of Brunswick *(ed.)*

Unusual Examples of the 1899 Christmas Mailing (Collection of David Smith)

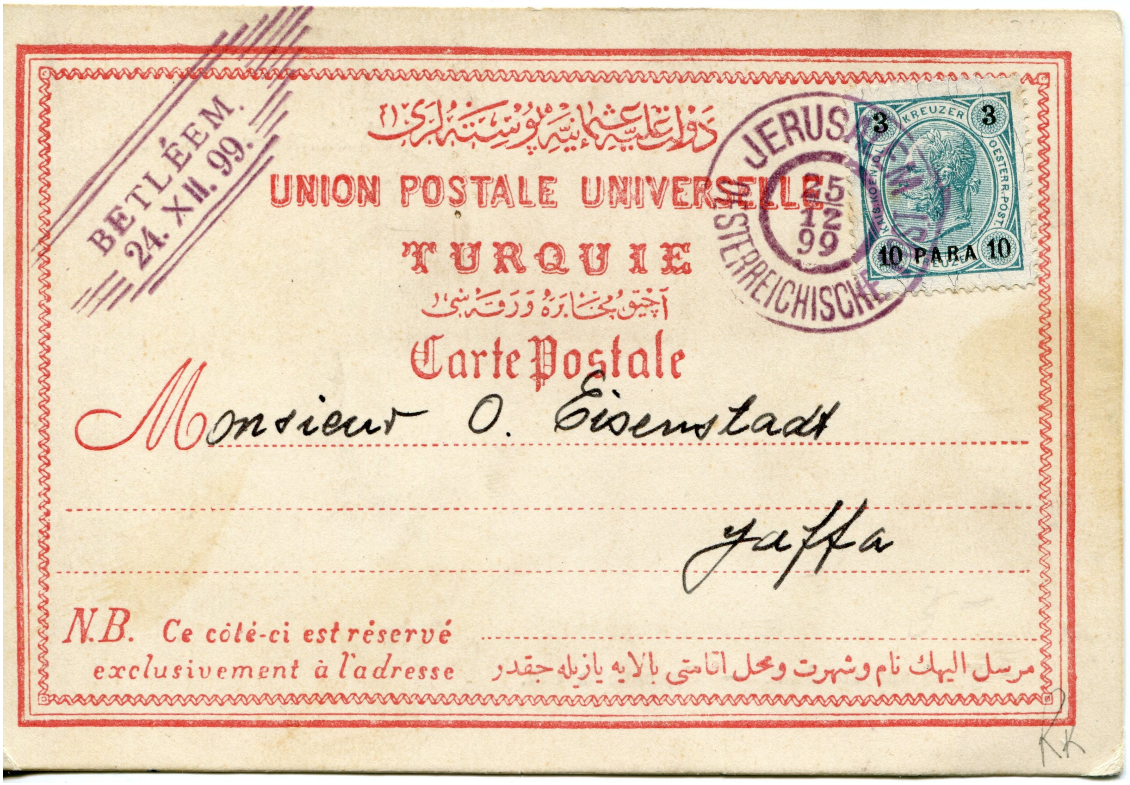

Fig. 5: Turkish postcard used within the Holy Land.

Fig. 6: A postcard with greetings in Hungarian.

Fig. 7: Postcard sent to Italy (not to German-speaking Europe), bearing an additional "Imprimé" cachet, so only 5 Paras was the necessary franking.

Fig. 8: Postcard with two strikes of the Bethlehem cachets. Delivery mark: Berlin 17.01.1900.

Several questions arise about this second mailing; how did the company organising the exhibition acquire the design of the card? How was the mailing organised in Jerusalem? What was the target area for the mailing?

I would welcome further information about both mailings.
Please contact me at: david@endfield.org.uk

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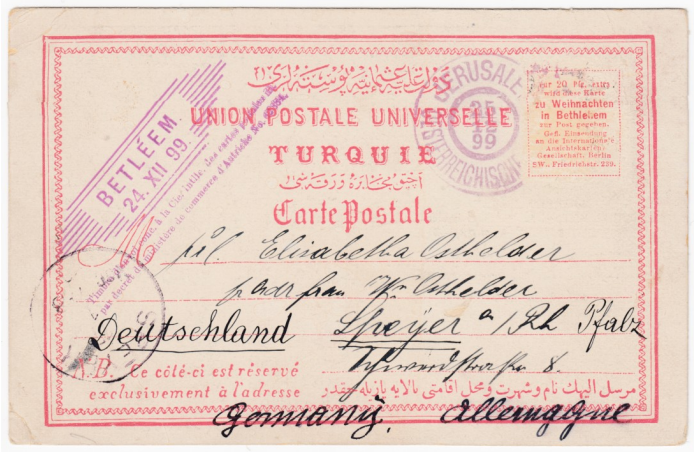
Some Additional Cards (Collection of Tobias Zywietz)

Figs. 9–9a: Card to Fulda, Germany (10.01.1900), redirected to Würzburg (11.01.1900).



Figs. 10–10a: Card to Speyer, Germany (7?.01.1900), with the stamp removed, this showing the instruction: "Für 20 Pfg. extra wird diese Karte in Bethlehem zur Post gegeben. Gefl. Einsendung and die Internationale Ansichtskarten-Gesellschaft, Berlin SW., Friedrichstr. 239." (This card will be posted in Bethlehem for an additional 20 Pfennigs. Kindly send to Internationale Ansichtskarten-Gesellschaft, Berlin SW., Friedrichstr. 239).

Foreign Post Offices in Jerusalem
Photographs from the Matson Collection (American Colony)

compiled by Tobias Zywietz

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During my philatelic research work I became aware of an image collection in the US Library of Congress: the *"G. Eric and Edith Matson Photograph Collection."* The focus of the more than 23,000 images, mostly film negatives and glass plates, is Palestine in the period from 1898 to 1946. The collection draws on the archives of the companies *American Colony (Jerusalem) Photo Department* (1898–1940) and its successor *Matson Photo Service* (from 1940). Among the photographers known by name are Elijah Meyers (founder of the Photo Department), Erik and Lars Lind, Furman Baldwin, John David Whiting, Lewis Larsson, Najib and Jamil Albina and Gästgifvar Eric Matson (who took over the company and its archives in 1940).

Unfortunately there are relatively few pictures on the subject of postal services and facilities: most topical images relate to the then newly opened General Post Office in Jerusalem in 1938. But it is a great resource of life, of peace, and of war in Palestine, and its images come in handy to illustrate many topics.[1]

As part of a loose series, I present here some of the photographs relevant to philatelists, namely images of the pre-WWI foreign post offices in Jerusalem. These are generally known to Holy Land collectors, as they were handed from one generation of philatelists to the next. They have been published in articles and books, however not always with a correct attribution. These instances are too numerous to be detailed here, and I do not blame philatelists of the past: they just did not have the easy access to knowledge and today's research opportunities.

These six images are contained in a *"Green cloth and black leather spine bound photograph album containing 296 captioned prints depicting events, troop movements, and military activities during World War I, with emphasis on Ottoman, German, and Austro-Hungarian forces (the Central Powers) and medical services of the Red Crescent, Red Cross, and others."* Apart from one image, the captions were prepared by Library of Congress staff.

Images 237 to 241 on album page 69, captioned *"Pre-War Post Office in Jerusalem,"* show the German, Austrian, Italian, French and Russian Post Offices in Jerusalem, respectively. Image 242 on album page 70 is entitled *"Removing French post box, at the time of the abrogation of foreign Capitulations"* and can therefore be dated to October 1914.

Sources and Literature

- American Colony (Jerusalem) Photo Dept.: *Photograph album, World War I, Palestine and Sinai.* In: Library of Congress Prints and Photographs Division / G. Eric and Edith Matson Photograph Collection. Licence: public domain. Online: https://lccn.loc.gov/2007675298. The album pages are under LC-DIG-ppmsca-13708: https://www.loc.gov/resource/ppmsca.13708/; the individual images are under LC-DIG-ppmsca-13709: https://www.loc.gov/resource/ppmsca.13709.
- Zywietz, Tobias: *The old General Post Office of Jerusalem on historical photographs*. In: The Middle East Philatelic Bulletin, no. 1, 2015, pp. 37–42.

1 See articles in MEPB 1, 12, and 13, for example, but images have been used by me in many other articles.

Fig. 1: “Pre-war post offices in Jerusalem [German], [between 1900 and 1917]”.

Fig. 2: "Pre-war post offices in Jerusalem [Austrian], [between 1900 and 1917]".

Fig. 3: “Pre-war post offices in Jerusalem [Italian], [between 1900 and 1917]”.

Fig. 4: "Pre-war post offices in Jerusalem [French], [between 1900 and 1917]".

Fig. 5: “Pre-war post offices in Jerusalem [Russian], [between 1900 and 1917]”

Fig. 6:

"Removing French post box, at the time of the abrogation of foreign Capitulations, [1917?]" – (actually October 1914).

A 1915 Cover from Rızā Bey to Enver Paşa

contributed by Hakan Yılmaz and Osman Levend Seral

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This cover is document to the relationship of two key figures of the İttiḥād ve Teraḳḳī movement (إتحاد و ترقى), one of the key organisations of the Young Turk Revolution.

mürsil : Āyan'dan Ahmed Rızā - Kandil'li	*sender*	From Senator Ahmed Rızā, at Kandil'lu[1]
Orta Köy'de / Harbiye Nāzır'ı Enver Paşa hazret / Harbiye Nezāret'i / Istanbul	*addressee*	In Orta Köy to the Hounourable Enver Paşa, Minister of War, Ministry of War, İstanbul
Orta Köy'de kāin kız'ıma nakl'ine āl es sabah irsāl'i hakk'ında ser müvezzī'liğe 19 şubat 331 / görülmüşdür	*note in pencil*	To the Head Distributorship: To be transmitted and delivered by early morning to my daughter in Orta Köy[2] 19 February 1331 / seen

Fig. 1: Front of the cover sent by Senator Ahmed Rızā Bey to the Minster of War, İsmail Enver Paşa in 1915.

1 Kandilli, a village on the Asian shore of the Bosporus, north of Üsküdar (Scutari).
2 Ortaköy, a neighbourhood in the Beşiktaş quarter of İstanbul.

Fig. 1a: Reverse of the cover.

İsmail Enver Paşa

İsmail Enver Paşa[3] (اسماعیل انور پاشا), born 22.11.1881, died 4.08.1922. Enver was a Turkish officer and politician of the Committee of Union and Progress party (CUP).

Together with Ahmed Niyazi Bey, Mahmud Şevket Paşa, and Ahmed Cemal Paşa, he was a key leader of the 1908 Young Turk Revolution, forcing Sultan ʿAbdü'l-Ḥamīd-i sānī to restore the 1876 constitution (*ḳānūn-ı esāsī*) and the parliament (*meclis-i ʿumūmī*).

Enver, Cemal and Mehmed Talāt Paşa were leading the 1913 coup resulting in the rule of the "Three Paşas" (*üç paşalar iktidarı*), and after the assassination of Grand Vezier Şevket, to their effective dictatorship over the Ottoman Empire, lasting until the end of the war.

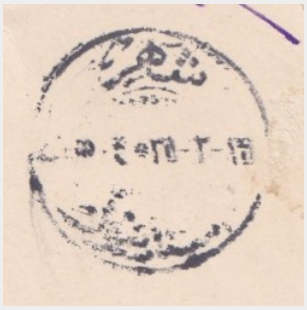
Enver led the troops against Bulgaria, reconquering Adrianople (Edirne). In the cabinet of Muhammad Said Halim of 1914 he became Minister of War. His leadership is generally regarded as ineffective, having to heavily rely on German commanders.

After the war he fled into exile, was court-marshalled, and died in Tajikistan in 1922. *(editor)*

3 Source of image: Perscheid, Nicola: *Türk Devrimi'nin Kahramanı Enver Paşa*. In: Wikimedia Commons. Online: https://commons.wikimedia.org/wiki/File:ENPER_PASHA_WARMINISTER.jpg? Licence: Public Domain.

The Postal Markings

[Stamboul (Arrivée)]?
[…]



Şehir / İstanbul
19.02.1331 […]

Pancalti (Arrivée) 3
19.02.1331 19–20

Pancaltı 1
20.02.1331 8–9

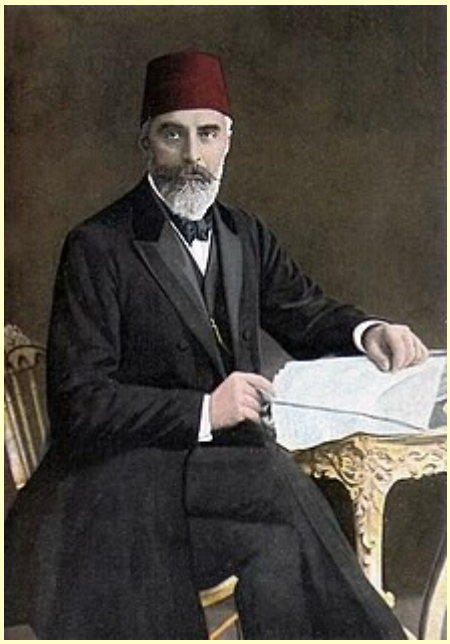
[postman's delivery]
115
[Pangaltı]

Bechiktache
20.02.1331 [3.4.15]?

Orta-Keui
20.02.1331 7–8

[postman's delivery]
296
[Ortaköy]

Ahmed Rızā Bey



Called "Father of the Liberals" (*ebü'l-ahrār*), Ahmed Rızā Bey (احمد رضا بگ)[4] (born 1858, died 26.02.1930),[5] son of Senator Ali Bey, was a key leader of the Young Turk movement, one of the founders of the Committee of Union and Progress (CUP).

In 1889 he went into exile in Paris, as lecturer and publisher he became a leading political figure. In 1902 he split from the CUP majority under Murad Bey, forming *Osmanlı Terakkī ve İttihād Cemiyeti*.

In 1908, after the Young Turk Revolution, he returned from exile, and became president of the *Heyʾet-i Mebʿūṣān* (lower house of Parliament), but was excluded from the party in 1910.

He was appointed Senator by the Sultan in 1912, but broke with the Young Turk movement in 1913, as he opposed the deportation of Armenians. He was appointed president of the *Heyʾet-i Aʿyān* (Senate) in 1918, later aligned himself with Kemal Paşa, and was sent on diplomatic mission to France.

On retirement he returned to Turkey in 1926 and died in 1930. He is buried in Kandilli cemetery. . *(editor)*

4 The transliteration of "بگ" (also "بك") is "beğ", but it is pronounced /beı/ *[bey]* and generally also written thus.
5 Source of image: Wikimedia Commons. Online: https://commons.wikimedia.org/wiki/File:Ahmed_riza2.jpg. Licence: Public Domain.

Ottoman Censorship Markings of WW I
Part V: Insured Letters with Wax Seals

by Hans Paul Soetens

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Insured letters (money-letters, *lettre à valeur déclarée*) required special treatment by censors. The necessity to deliver letters open for censorship at the post office resulted in senders themselves presenting such mail at the censorship office and sealing these in the presence of the censor. A major problem in determining sealing by censors is that many wax seals are severely damaged, even absent or have fallen off by improper handling. We therefore only show and describe letters with wax seals present (both private and censor wax seals) and depict the wax seals next to the covers.

Private wax seals in wax are often printed in ink on the letters for control purposes. The usual habit, of sealing insured letters with one central seal and four private wax seals near the corners on the reverse continued, as is evident in most letters. For the censor marking themselves we refer to previous parts of this series.

Insured Letters (Valeur Déclarée)

Up to now I encountered only insured mail censored at the İstanbul and Galata offices; these will be dealt with separately. It is nevertheless possible that at other larger offices this kind of mail was censored as well; for instance on insured letters from Baghdad to Persia or for Ottoman offices inland on insured letters for other inland offices.

With the new rates as of 1st/14th June 1916, the basic postage for a letter up to 20 grammes was increased from 1 to 1¼ Piastres, and the registration charge was also increased to 1¼ Piastres.

The conversion of the insured value into French Gold Francs should have been calculated on the basis of a daily applicable exchange rate. In the absence of such detailed exchange rate data, I have used the exchange rates from the conversion table in the *Guide Postal* of 1914 (pp. 80/81).[1] The conversion of Austrian Crowns (Kronen) into French Francs was calculated on the basis of the gold content of coins of 100 Crowns and 10 Francs.

It turned out that the insurance fees for letters with a declared value sent abroad are different from those listed by Birken & Schmidt for 1913, 1916 and 1918.[2] These fees were only valid domestically; for foreign countries within the U.P.U. these were calculated in increments of 300 Gold Francs. The *Guide Postal* of 1914 (pp. 78/79) shows the charges ranging from ½ Piastre for Bulgaria to 3½ Piastres for the Bahamas and Brit. Honduras (per each 300 Francs or 1,320 Piastres).

Some of this data is also mentioned by Turgut.[3] Aloni and Hackmey[4] show some covers but solely for the special rate via France. This routing via France was of course impossible during the war. For Germany and Austria, the charges are correct as listed in the *Guide Postal* of 1914: 1½ Piastres per

1 Administration Impériale des Postes, Télégraphes et des Téléphones: *Guide postal : publication annuelle 1914*. [Constantinople]: Ikdam, 1914. 294 p.
2 Cf. pp. 74, 78, and 80 of: Schmidt, Wolfgang & Birken, Andreas: *Die Postgebühren*. 1997.
3 Turgut, Turhan: *Osmanlı İmparatorluğu Posta Tarihi = Postal history of the Ottoman Empire*. 2018. 863 p.
4 Aloni, Zvi: *The postal history of the Ottoman post in the Holy Land*. 2021.

300 Francs (1,320 Piastres) to Germany, or 1¼ Piastres to Austria.[5]

As can be seen from the explanations of the individual covers, the insurance rates for Germany and Austria were apparently reduced during the war of 1¼ and 1 Piastres per 1,320 Piastres, respectively, to the same rates as stated in the *Guide Postal* for the routing via France. As can be traced on the letters, the insurance rate to Germany was further reduced to 1 Piastres per 300 Francs in either 1916 or the first half of 1917.

Due to the lack of material, the covers shown are only exemplary of the methods used at these offices. A generally valid rule can only be deduced by inspecting many more insured letters.

On 25th June 1915, a compulsory surcharge of 10 Paras on the standard letter rate was introduced. Due to many protests, this surcharge was soon abolished for foreign letters, but was maintained for internal mail. A voluntary or unintentional donation by means of over-franking was of course always permitted. Nothing is known about a surcharge on additional services during this period.

Insured Letters Censored in İstanbul

The first letter, from Constantinople 18th March 1915 to Locarno (*fig. 32*), lacks the wax seals (either fallen off or removed), but is interesting as it shows the endorsement of the "Bureau Central" of İstanbul. The first of the Popp & Co. letter dated 28th April 1915 (*fig. 33*) is still without a censorship marking, the second dates to September 1915 (*fig. 34*) and shows the large parcel censorship marking that was still used on insured letters in May 1916. The latter shows in September 1915 the closure of the flap with the censorship mark and placing above it the private seal which was either common or mandatory.

Insured letters from November and December 1915 (*figs. 35 and 36*) show the additional application of date-stamps, but these are again missing on an insured letter from May 1916. The insured letters of August 1917 and February 1918 (*figs. 37 and 38*) show the rectangular censorship marking No. 56 instead of the parcel post censorship cachet; both show the use of censorship wax seals on the back, applied from top left to bottom right. The seal on the insured letter of February 1918 shows the same system of sealing, but now with the introduction of the wording "askeri" in the seal's inscription.

Insured Letters Censored at Galata

Fig. 38 from Galata to Berlin, 19th May 1915, shows a handwritten censorship marking and signature. The next insured letter, dated 31st May 1915 sent to Vienna (fig. 39) shows the red censorship cachet with the censor's signature and a date placed next to it.

From at least August 1915 to 1917, the standard rectangular Galata 14 censor marking is used on insured letters. The question arises whether the censorship of parcels was concentrated in the İstanbul censorship offices from the summer of 1915.

Censorship of Parcels

It is not clear whether and how parcels were subject to censorship. Many parcel cards do not show any censorship markings, although this is not proof that the parcels in question were not censored. The parcel cards with censorship cachets in my possession all show the large İstanbul censorship marking, as shown in *figs. 45 and 46*. The last cover (*fig. 47*) is the only insured cover I have ever seen with the İstanbul parcel censorship cachet: the sender was the head of the parcel department.

5 Briefporto: 1 p bis 20g (+ 30 pa je angebrochenen 20g), + 1 p Einschreibegebühr.

Fig. 32: Letter cancelled Constantinople 18.03.1915 with a declared value of 20 Francs (converts to about 88 p) and a weight of 18g. Franking: 3¼ p: 1 p letter postage (up to 20g) + 1 p registration charge + 1½ p insurance fee to Switzerland (1½ p per 300 Francs or part thereof = 1,320 p insurance value, as stated in the 1914 Guide Postal).
All wax seals missing, but featuring the "Poste Imp. Ottom. Bureau Central" cachets as censorship marking. On the reverse Bulgarian and Romanian transit postmarks, an Austrian "Überprüft" (verified) censorship cachet and the arrival mark of Locarno 24.03.1915.

Fig. 33: Letter from Constantinople 28.04.1915 with a declared value of 1,714 Francs (converts to about 7,542 p) weighing 10g and franked with 9½ p: 1 p postage (up to 20g), 1 p registration charge, and 7½ p insurance fee. The fees can be explained only if the insurance fee to Germany in this period was set at 1¼ p; this is in accordance with the expected 6th increment (6,600–7,920 p).
Only private wax seals without proof of any Ottoman censorship. Bulgarian and Romanian transit postmarks, an Austrian "Überprüft" (verified) on the reverse and an additional German censorship cachet "Militärischerseits freigegeben" (cleared by military) in the lower right corner of the front side. Arrival postmark Münchberg 8.05.1915.

Fig. 34: Letter from Constantinople 4.09.1915 with a value of 239 Francs (converts to about 1,052 p), weight 10g and franked with 3¼ p: 1 p postage (up to 20g) + 1 p registration charge + 1¼ p insurance fee (to Germany).
Private wax seals only, although the centrally placed seal is affixed above the İstanbul Parcel Post Office censorship marking 2, which is repeated on the front of the letter. Romanian transit postmarks, an additional German censorship marking “Militärischerseits freigegeben” (cleared by military) on the reverse (lower right on the front) and an Austrian Austrian “Überprüft” (verified) cachet. Arrival postmark Calw 22.09.1915.

Fig. 35: Letter from Constantinople 22.12.1915 with a declared value of 215 Francs (converts to about 945 p) franked with 3¼ p: 1 p postage (up to 20g) + 1 p registration charge + 1¼ p insurance fee.
Private wax seal with the centrally placed one on top of the İstanbul censorship marking of the Parcel Office repeated on the front. Next to the censorship marking on the reverse the censorship date stamp of 9 Kanun-evvel (23.12.1915). On the front the usual Austrian Orsova censorship marking and the German censorship mark "Freigegeben! / Auslandsstelle des Bahnpostamtes I / München." (cleared by foreign mail department, railway post office Munich I). Arrival postmark Münchberg 3.01.1916.

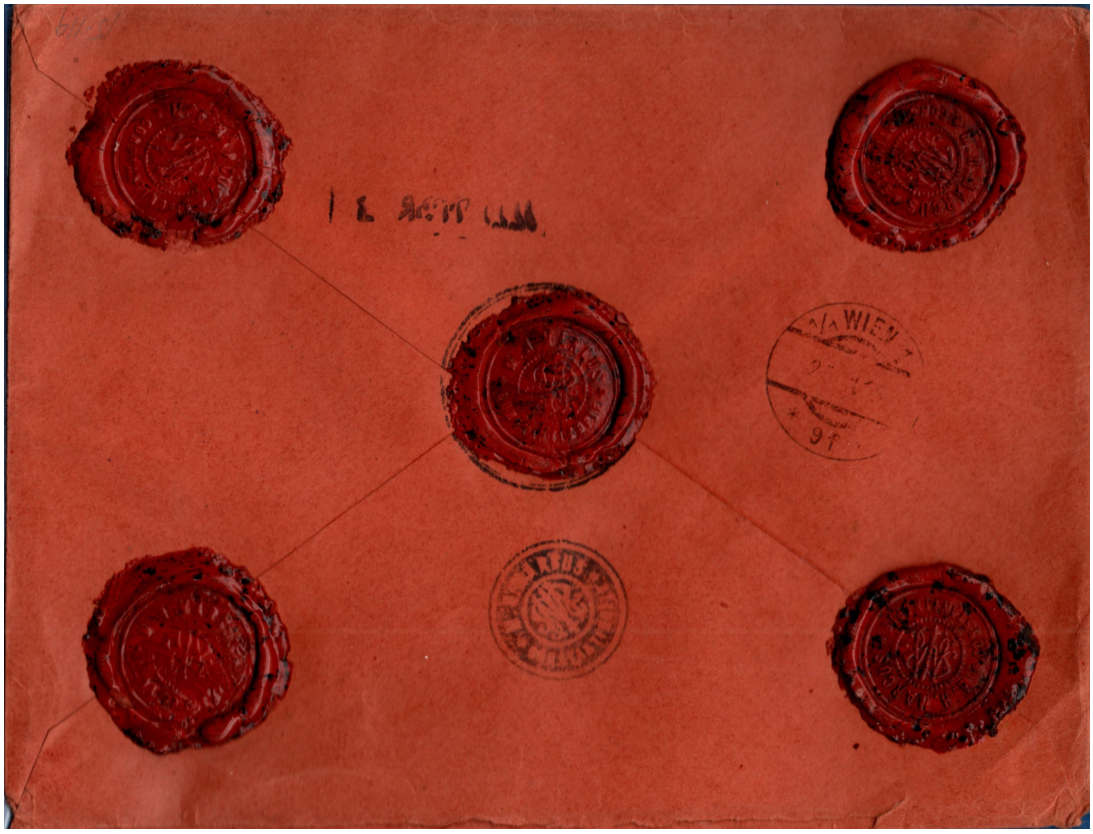


Fig. 36:

Letter from Constantinople dated 19.12.1915 weighing 113g with a declared value of 1,200 Francs (converts to about 5,280 p). Franking of 10 p (instead of the required 11¾ p): 4¾ p regular postage (100–120g = 1¼ p + 5×¾ p), + 1 p registration charge + 6 p insurance fee.

Private wax seal “M.H. Marcus”, the centre seal above the İstanbul censorship marking of the Parcel Office. On the front several strikes of the Ottoman censorship marking and Austrian Orsovo censorship marking, on the reverse again the Ottoman censorship marking and arrival postmark of Vienna 2.12.1915.

A similar letter dated 30.10.1915 with a value of 800 Francs and a weight of 75g was also franked with 10 p instead of the necessary 7¼ p, indicating that the franking on the correspondence between these two stamp dealers had no relation to the actual postal rates.[6]

6 Maybe stamp dealer Marcus took several insured letters to the post office at the same time and franked them and stuck the missing franking on another letter; otherwise the letter is in any case insufficiently franked by 1¾ p.

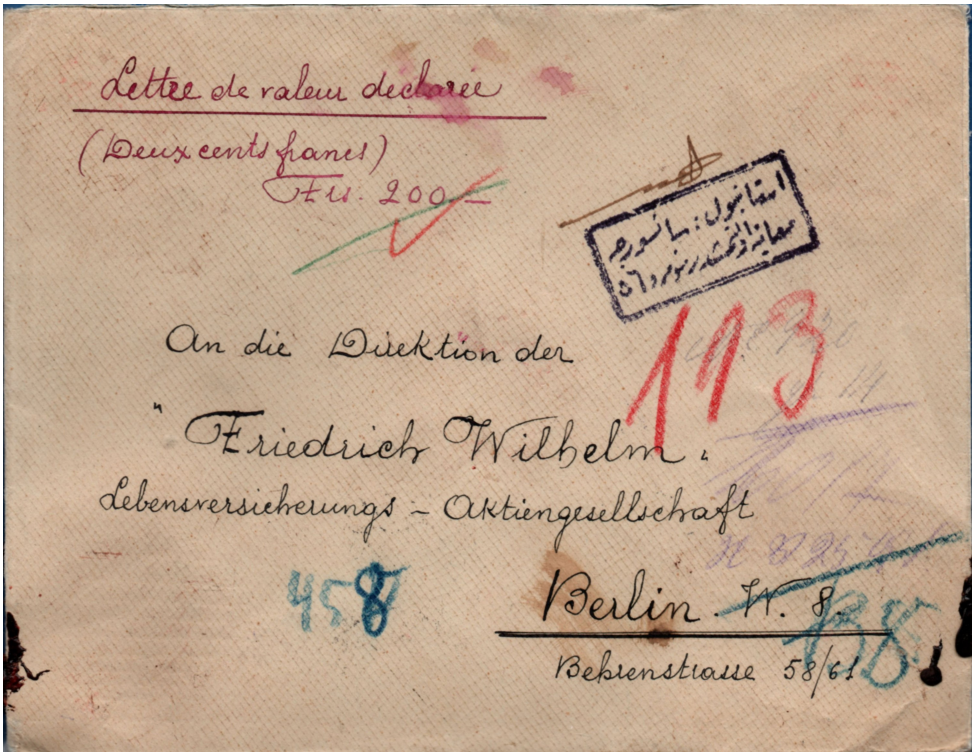


Fig. 37:

Letter from Constantinople dated 1.08.1917 with a declared value of 200 Francs (converts to about 880 p). Franking of 4 p: 2 p regular postage (20–40g) + 1 p registration charge + 1 p insurance fee.

This letter shows that in any case in mid-1917 the insurance fee to Germany was reduced to 1 p per 300 Francs. On the front an İstanbul censorship marking of unit 56 (numbers at lower left) with signature above. On the reverse probably two private wax seals (see insert: seal of the insurance concern "Friedrich Wilhelm") and three censorship wax seals (top left, centre, bottom right) with inscription "İstanbul sansürce heyʿeti". The lower wax seals were presumably broken by the German censors in Berlin, removed, and then resealed with large black German censorship wax seals. Arrival Berlin 16.09.17.

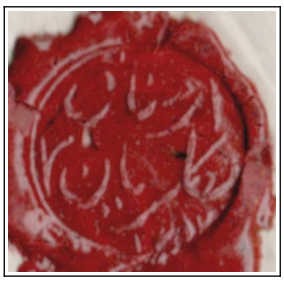
Fig. 38:

Letter from Constantinople sent in January 1918 with a declared value of 300 Francs (converts to about 1,320 p), franked with 3 p: 1 p postage (up to 20g) + 1 p registration charge + 1 p insurance fee.

As with the covers in *figs. 37 and 44*, this shows an obvious carelessness about the letter's rate and the registration fee: 2 p instead of the required 1¼ p + 1¼ p = 2½ p.
On the front a İstanbul censorship marking of unit 56 (illustrations below left) with several signatures, one of them dated 1 Şubat (1.02.1918). On the reverse two private wax seals "AH" (A. Hefter) and three censorship wax seals (top left, centre, bottom right) with the inscription "İstanbul askeri sansürce heyʿeti". Arrival Leipzig 11.02.1918.

Fig. 39:

Letter cancelled Galata 19 on 15.05.1915, showing a declared value of 6,398.45 Francs (converts to about 28,153 p) franked 29½ p: 1 p postage (up to 20g) + 1 p registration charge + 27½ p insurance fee (22×1¼ p).



Private wax seal only, also struck in black ink on the reverse, and written censorship marking above the closed flap. Romanian and Bulgarian transit postmarks, Austrian “Überprüft” (verified) cachet and arrival postmark Berlin W 29.05.1915.

Fig. 40: Letter from Galata 19, 31.05.1915, with a declared value of 100 Austrian Kronen (converts to about 460 p) franked with 2½ p (instead of an expected 3 p): 1 p postage (up to 20g) + 1 p registration charge + 1 p insurance fee, thus missing ½ p.
Private wax seal only, also struck in black ink, red censor cachet “Galata paket postahanesi” above the closed flap with a dated signature of the censor. Romanian and Bulgarian transit postmarks. Austrian “Überprüft” (verified) cachet and arrival postmark Vienna 110 of 10.06.1915.

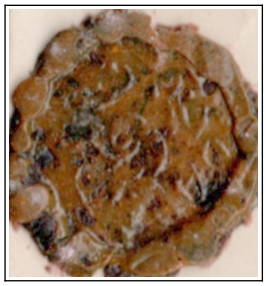


Fig. 41:

Insured cover from Galata 20, 25.08.1915, to Berlin with a value of 1.135,50 Francs (converts to about 4.996 p), weighing 17g and franked with 7 p:
1 p postage (up to 20g)
+ 1 p registration charge
+ 5 p insurance fee
(4×1¼ p).

Galata 14 censor mark both over the flap and on the front.
Only private seals showing "Friedrich Wilhelm" with proof strike on the back as well.
Romanian and Bulgarian transit cancels and Berlin W arrival on 5.09.1915.

Fig. 42: Large postal stationery registration cover (indicium: 1 Piastre, Birken 76C) sent as insured letter from Galata 23, 1.04.1916, to Zurich with value of 100 Francs (converts to about 440 p), weighing 71g and franked with 5½ p: 3 p postage (60–80g) + 1 p registration charge + 1½ p insurance fee.
Only private wax seal “HT” (H. Tedeschi) with verification strike on the reverse and a rectangular Galata 14 censor cachet and Bulgarian transit postmark of Lom. No arrival postmark.
The wax seals are on the front of this postal stationery on the edge of the flap in order to close the openings.

Fig. 43:

Insured letter from Galata 20, 8.06.1916 sent to Vienna with a declared value of 140 Francs (converts to about 616 p), weighing 32g and franked with 5 p.

The actual postage is 1¾ p (20–40g) + 1 p registration charge + 1 p insurance fee.

This letter is therefore franked by 1¼ p in excess of all necessary charges (due to the deliberate use of a 5 p stamp).

Galata 14 censorship marking on the front and private seal of “M.H. Marcus” with additional verification strike on the back. Austrian censorship marking Orsova and arrival postmark Vienna 19.07.1916.

Fig. 44:

Insured letter from Galata 23, 13.02.1917, to Berlin with a value of 300 Francs (converts to 1.320 p), weighing 15g and franked with 4 p: 1 p postage (up to 20g) + 1 p registration charge + 2 p. insurance fee. Galata 14 censorship marking on the front; private wax seal “Societé Anonyme Hongroise, Succursale de Constantinople” with verification mark on the back. Arrival Dresden Altstadt on 21.02.1917.

Fig. 45:

Domestic parcel card from "Maydos posta ve telegraf hanesi 331" (Maidos = Eceabad) to Aleppo with parcel censor stamp İstanbul 1 and date-stamp "28 Kanun-i evvel 1331" (11.01.1916).

Fig. 46:

Parcel card from Aleppo, 1.06.1915, to Budapest with İstanbul parcel censorship cachet.

Fig. 47: Parcel censorship marking on a letter from the "Chef des colis postaux" (head of the parcel department) in Yeni Djami, İstanbul, indicating at least the location of the office where the censorship marking İstanbul 2 was used in July 1915.

The Handling of International Mail by Turkish Censors During World War I (I)

by Otto Graf[1]

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In 1998 Rudolf Ehfrank, an Austrian Turkey collector published a book "Die Zensur der Auslandspost im Osmanischen Reich," which reproduces the Ottoman Censorship Instruction as decreed during World War I. It was a lucky find indeed, as the Austrian-Hungarian Embassy in Constantinople had obtained a copy of the Instruction and had it translated for information purposes at home. Eighty years later it was found in the archives in Vienna by Dr. Peter Jung. This instruction was also published in TÜRKEI-SPIEGEL with a short introduction. The translation is dated 14th November 1917.[2] It covers not only the censorship of mail but also the press.

Turkey entered World War I on 29th October 1914, three months after Austria-Hungary had declared war on Serbia on 18th July 1914, one month after the murder of Arch-Duke Franz Ferdinand in Sarajevo. From this date the necessity of censorship emerged. It is not clear when censorship was actually introduced, the instruction speaks about "from mobilization". What is clear is that censorship continued all the way until the Armistice of Mudros on 30th October 1918.

The goal of censorship is defined in the instruction as follows: Censorship should prohibit the dissemination of information regarding the Imperial Ottoman Army and Fleet and the military situation in Turkey. News about internal and external politics, financial and trade questions, shipping and the sanitary situation in the country. Also bad news, like rail or ship accidents or fires.

Censorship Authorities

Censorship centres/commissions were established in the capital and other important towns. As most of the press was located in the capital, which was also the centre of political and economic life as well as the hub of all telegraphic lines, a special censor instruction for Istanbul was decreed. This instruction is mentioned in the general censor instruction but has not been seen to date.

The censor commissions were staffed with officers and sergeants proficient in languages. In case no military personnel were available civil servants could be employed. Military institutions had the priority to carry out censorship. Only when there were no military authorities, the highest civil authority was in charge of censorship. In the first place retired officers should be used to work in the censor commissions.

Scope of Censorship

Besides the press, letters and telegrams had to be censored. Censors had to report correspondence with cancellations of text. Each censor commission had one censor hand-stamp which had to be passed from officer to officer on duty. There was only one example of each censor hand-stamp, which had to be returned if a censor commission was dissolved. Censored mail that was not forwarded was kept at the censor commission and was not returned to the sending post office.

1 First published in OPAL Journal, no. 244, 2022, pp. 35–42. Reprinted by permission.

2 Meant is the contemporaneous translation into German by the Austrian Intelligence Service. A translation into English was published in MEPB 20. *(editor)*

Censorship applied to all mail sent inside and outside the country, which had to be posted open. Local mail was not censored and could be posted closed.

Figs. 1 and 1a: Letter from Stambul (3.09.1917) to Geneva, Switzerland, written in French as indicated by manuscript "Français".
Remarkable return address "Juda Montal, censeur militair". We can safely assume that censor Juda Montal was Jewish, proving that minority censors were employed.

International Mail

With the declaration of war postal traffic with enemy countries was interrupted. Mail to foreign countries had to be delivered open. After censorship was carried out the letters were marked with the censor hand-stamp and closed. Incoming mail was censored accordingly.

Mail to foreign destinations was only censored at Constantinople, Baghdad and Beirut. Mail from other places had to be sent to one of these censor centres. So mail abroad could be sent out from Beirut and Baghdad, but when it was routed through Istanbul, censorship could have another look. Whether such mail was only stamped with a censor marking in Istanbul or whether a censor really re-read the mail in some cases, we simply do not know.

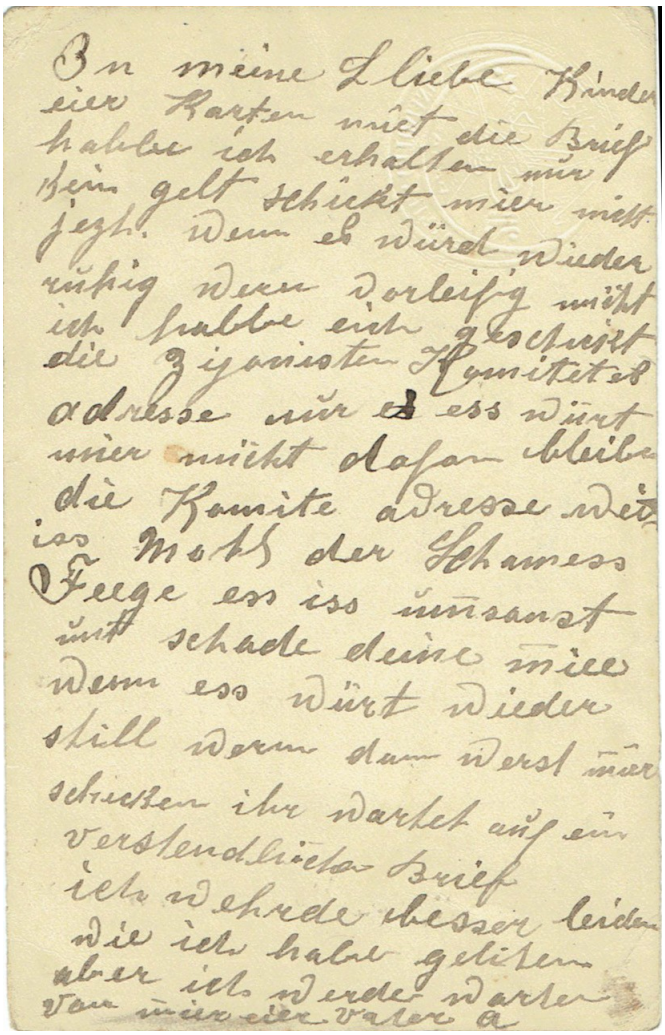
Empirical evidence of existing mail suggests that international mail could also be sent out from Jerusalem or Jaffa. But most of such mail went via Beirut. So if one example does not have a censor marking from Beirut it does not prove beyond doubt that this item could be directly sent out. It just may not have received an additional censor marking in Beirut.

Mail could be sent to all Central (or Axis) Powers as well as all neutral states. The USA were a neutral country up to their declaration of war on 2nd April 1917, therefore mail to the USA was forwarded up to this time.

Fig. 2: Letter from Galata (23.11.1915) to Geneva, Switzerland; censored in Istanbul with "ایسانبول: نومرو ۳۸ سنسورجه معاینه اولنمشدر" (Istanbul number 38 / censorship examination was done). Senders of the letter are Constantaras Frères, chief jewelers of His Imperial Majesty the Sultan. Their pocket watches sell for five-digit figures today. Recipient is Ponti Gennari et Cie., Swiss makers of gold chains. A typical example of international mail sent through Istanbul censorship.

Figs. 3 and 3a: Letter from Beit-ül-Lahm (Bethlehem) via Beirut and Buenos Aires (9.10.1915) to Santiago de Chile (12.10.1915); censored in Beirut with "بيروت عسكرى سانسو هيأتى" (Beirut military censor commission).
An example of international mail censored in Beirut and directly dispatched. The letter was delivered open to the post office and closed after censorship as can be seen by the flap of the envelope glued over the stamp.

Figs. 4 and 4a: Letter from Nedjef via Baghdad (7.01.1916), Kermanshah (17.01.1916 and 27.02.1916), and Tehran (13.03.1916) to Mashad (25.03.1916);
censored in Baghdad with "بغداد ۱۳۳۲ عسکری سانسور هیأتی"
(Baghdad 1332 askeri sansür hey'eti = Baghdad 1916 military censor commission).
Example of international mail censored and dispatched from Baghdad. As the address is written in Persian hand we can safely assume that the letter was written in Persian as well, which was admissible from Nedjef.



Figs. 5 and 5a:

Postcard sent from Jaffa (17.11.1914) to МУРАШКИНО (Murashkino), Russia.

The card was written in Jiddish, a Jewish German dialect. So it was widely interpreted what language could be used.

But as Russia was a belligerent of World War I since 1st August 1914, the postcard could not be forwarded to an enemy country.

Languages

Besides Ottoman Turkish the following languages were admissible: Arabic, Armenian, Greek, Hebrew (Spanish), German, French, English, Italian, Bulgarian and Hungarian. Persian was only allowed in the following provinces: Bagdad, Basra, Semire, Kerbela, Hinkin, Halle, Hinale, Nedjef and Constantinople. When letters were not written in Turkish, the language they were written in had to be noted in front of the envelope.

As the Holy Land belonged to the Ottoman Empire during WW I, Hebrew should mean Hebrew proper as well as Sephardi Hebrew, which is an old-fashioned Spanish indeed. I suppose that this was not written in Latin letters at the time, so that mail in proper Spanish written in Latin letters was not handled by the censorship authorities.

As minorities in the Ottoman Empire were prolific in languages, mail may be written in other languages than the name of the recipient suggests. It is also interesting to note that censors out of the minority communities had to be recruited for censorship tasks as Turks would not speak their languages.

On covers surviving the most common language used for international mail is French, followed by German and English for mail to the USA, as long as this was possible. All other languages are not too common.

Fig. 6: Letter from Galata (21.01.1915) to Knittelfeld, Austria-Hungary; censored in Istanbul with two-line "ایسانبول: نومرو ۲۵ سنسورجه معاینه اولنمشدر" (Istanbul number 25 / censorship examination was done). The letter to Austria was written in French, as indicated in French "en langue française" and in Turkish "fransızca".

Fig. 7: Postcard from Pera (25.05.1917) via Stambul to Görlitz, Germany, censored in Istanbul and in Germany by "Prüfungs- u. ÜberwachungsStelle d. V. Armeekorps Posen" (examination and surveillance station of the 5th Army Corps Posen) and "Geprüft Zu befördern" (examined – to be forwarded).
The card is written in Greek, which is rarely found on international mail.
The explanation is that it was written to a member of the 4th Greek Army Corps in Görlitz.

During World War I the Greek King Constantine was in favour of the Axis powers, the Prime Minister Venizelos in favour of the Entente, which split the country in two factions. When Bulgaria occupied parts of Greece, the 4th Greek Army Corps did not want to become prisoners-of-war in Bulgaria or join the Venizelos forces. Therefore it was negotiated that the 4th Army with its 7,000 soldiers went to Germany as "guest POWs." Görlitz was chosen as the place for the Greek army, which could keep its weapons and received its pay from the German state. The Greek barracks were on the Eastern side of the Neiße (today's Poland). Some 200 Greeks stayed in Görlitz after the War. The majority of the 4th Greek Army Corps went back to Greece then. Mail could only be forwarded through the Red Cross, with the exception of mail to and from the Axis countries, which could be transported regularly. As many Greeks were living in Istanbul at the time there were connections to the 4th Greek Army Corps in Görlitz.

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The Air Defence School (FLAK-Schule) at San Stefano (Yeşilköy)

by Peter B. Feuser

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Once again it was worthwhile for me to rummage through a bundle of covers of German colonies and foreign post offices material at at a stamp auction. At first sight there was nothing exciting, but the lot contained very good unused postal stationery and various interesting postmarks, like the following field post cover, which is cancelled with the regular mark "MIL. MISS. KONSTANTINOPEL" on 24th November 1917 and went to Hamburg. There is no arrival postmark, but the cover is surely a neat example of commercial mail.

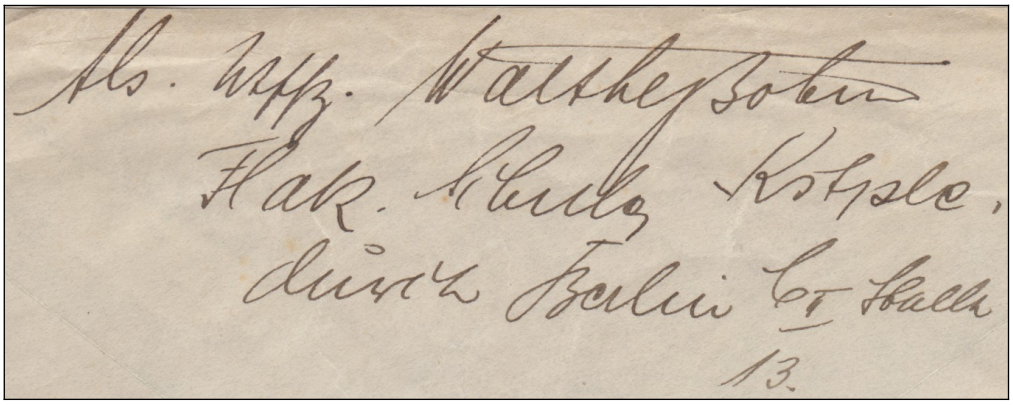
Fig. 1: Field post cover (1917) from San Stefano to Hamburg.

The sender is "Uffz. Waltheßohn / Flak. Schule Kstple. / durch Berlin C II Stelle / 13", i.e. Corporal[1] Waltheßohn / Air Defence School Constantinople / via Berlin C II Office 13." Until then, I was completely unaware of the unit cachet of the "Flak-Schule San Stefano" struck in violet on the cover's front-side. That didn't really sound like Ottoman Empire, so I did some research!

1 Unteroffizier is a non-commissioned officer, equivalent to Corporal.

Fig. 1a:

Detail of the cover's reverse.



From the various language versions of Wikipedia, we can compile the following information on the location:[2]

In today's Bakırköy district of İstanbul, about 11 km west of the city centre and directly on the Sea of Marmara shore, lies Yeşilköy (also known as Yechilkeuy, ایشیلکوی, English: "green village"), which was – until the 1970s – a small health resort. Until 1926, the village, dominated by Greeks and Armenians, was called San Stefano (Άγιος Στέφανος. Aya Stefanos, ایا ستفانوس). During the Crimean War, French forces erected the lighthouse that still exists today. After the Russo-Turkish War, the peace treaty was signed here on 3rd March 1878. During the Balkan Wars, cholera victims were concentrated here, of whom over 3,000 died.

In 1912, the first airport in the Ottoman Empire was built in San Stefano and an aviation school was founded: pilots for the Ottoman Air Force were trained here by German officers; and among other aircraft, the Parseval airship PL 9 was stationed here.[3] This aviation tradition still continued until recently: Istanbul's Atatürk Airport was located here.

Von links: Flieger Fethi-Bei; Flieger Fasha-Bei; Henry Roux, Fahrgast Daucourts; —; Flieger Daucourt; Veli-Bei, Leiter der Fliegerschule; Flieger Naurri-Bei.
Der französische Flieger Daucourt auf dem Flugplatz San Stefano bei Konstantinopel.

Fig. 2:

Before the outbreak of the 1st World War, the French were still able to practise and land at San Stefano, as this photograph shows.[4]

2 Cf. https://de.wikipedia.org/wiki/Yeşilköy (includes links to English and Turkish articles).

3 Cf. German Wikipedia: "The Parseval airship PL 9 replaced the PL 5 in Breslau, which burnt out in Hann. Münden, and was sold to the Turkish military in 1913" (https://de.wikipedia.org/wiki/Liste_der_Parseval-Luftschiffe#PL_9).

4 Source unknown.

At the end of November 1914, the Turkish army asked for German assistance in establishing its own aviation school. General von Falkenhayn provided several pilots, technicians and aircraft and as part of the "Militär-Mission", the "FLAK-Schule San-Stefano" was established under Captain Erich Serno.[5]

So far I have only been able to find one other cover with this unit cachet (on eBay), but unfortunately it had already been sold. There the cachet is much more clearly marked, as the following images and the enlargement show (*fig. 3*).

The German pilots were of great importance on the Palestine front and the Ottoman war effort in general. In addition to reconnaissance flights, attacks were also launched from here.

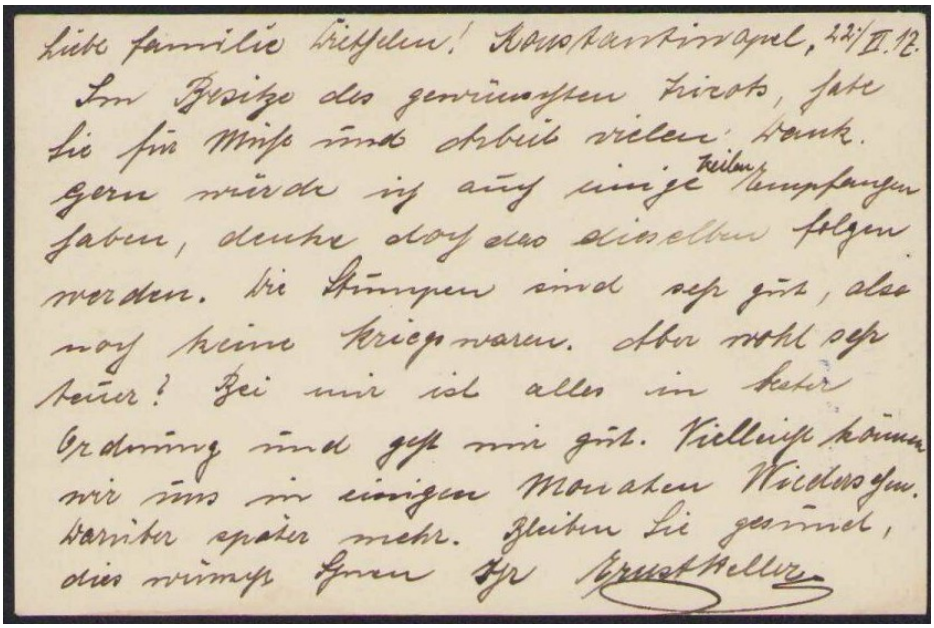
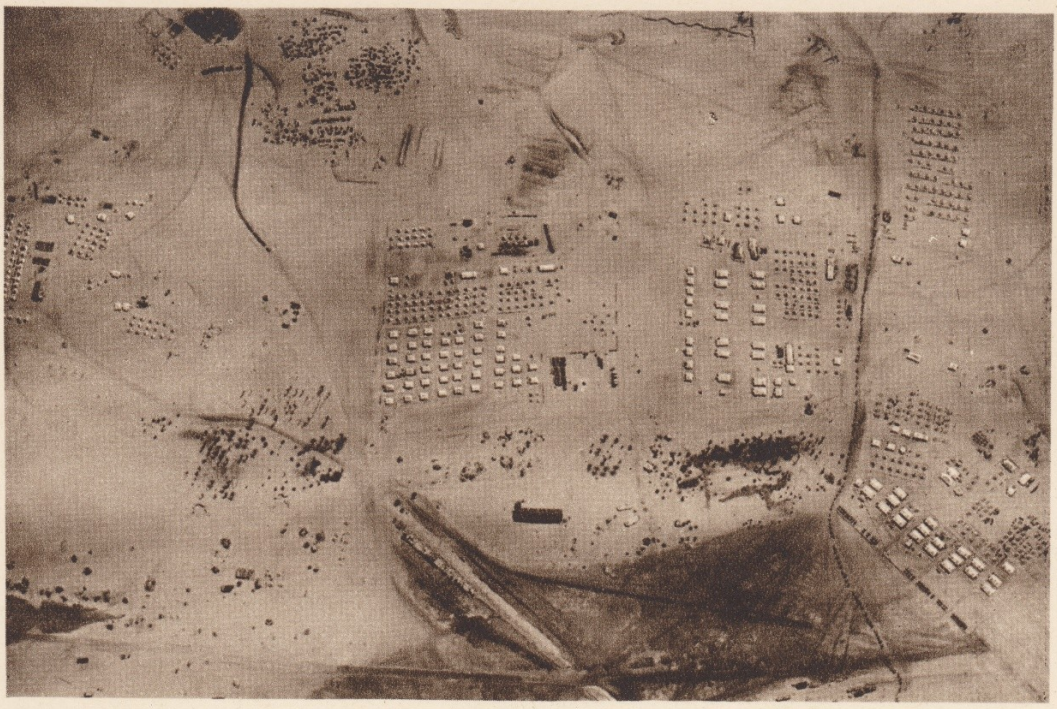
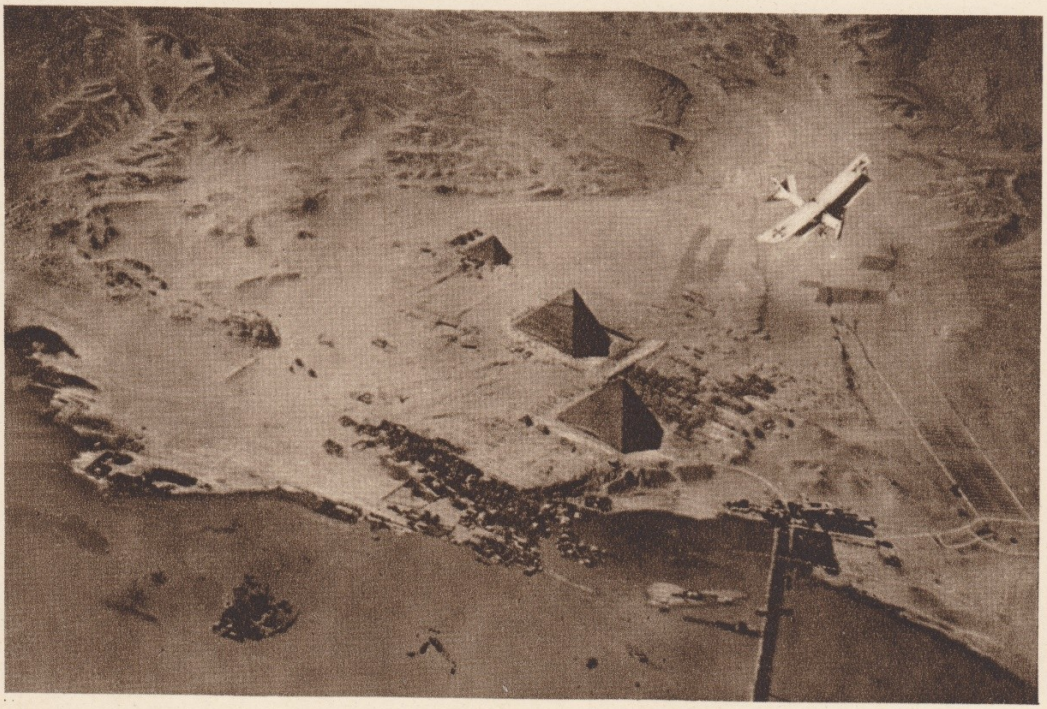


Fig. 4: Front and back of a field postcard sent via Berlin to Switzerland.

5 Cf. https://www.gallipoli1915.de/fliegerstaffeln-1-und-6.



Fliegeraufnahme eines großen Zeltlagers in der Wüste an der Palästinafront bei Romani, westlich von Katia. Der Wüstenmarsch im August 1915 stellte die höchsten Anforderungen an Mann und Tier.



Eine äußerst seltene und geschichtlich ungemein wertvolle Aufnahme: Ein deutsches Flugzeug über den uralten Pyramiden von Gizeh in Ägypten. Die Schatten des sichtbaren und jenes Flugzeuges, von dem aus die Aufnahme erfolgte, zeichnen sich deutlich im Sand der Wüste ab.

Fig. 5: The field camp near Romani (Palestine) and the pyramids (1915).[6]

Fig. 6:

(Adolf August) Hans-Joachim Buddeke (also Buddecke or Budaecke, 1890-1918), called "El Şahin" (falcon).

Initially with Feldfliegerabteilung 23, went at the end of 1915 with Feldfliegerabteilung 6 (part of the "Militärmission") to Turkey. September 1916: Western Front (Kampfeinsitzerkommando Vaux), in January 1917 return to the Dardanelles at Feldfliegerabteilung 5 as chief of the airmen in Gallipoli and Asia Minor.
From spring 1918: Jagdstaffel 30 on the Western Front, where he was fatally shot down.

Eisernes Kreuz und Ritterkreuz (1915). Imziz Medal, Golden Liakat Medal, Golden Crescent, and Pour le Mérite (1916).

Further Research

At this point, I would like to ask for readers to report any other covers of this kind and to send me scans. In times of COVID-19 we are more than ever dependent on communication via printed and electronic publications or e-mail. Perhaps a reader can help me with my request.

6 Source: Soldan, George: *Der Weltkrieg im Bild*. Berlin: Oldenbourg, 1927. Plate on p. 342.

A.D.P.O. – "Palestine" Revenue Stamps in French

by Richard B. Rose

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Revenue stamps issued by France for use in Lebanon and Syria (1919–1944) cover dozens of agencies and purposes. A collector really has to know where to draw the line. The types of revenue stamps issued for Mandate Palestine and Trans-Jordan (1918–1948), on the other hand, can be counted on one hand, perhaps because the British civil administration was smaller and more compact.

One of the revenue regimes used in both French and British areas was the imposition of fees to pay the Ottoman Public Debt, because the loan repayment programme for the Ottoman Debt remained in force even after the collapse of the Ottoman Empire.

Fig. 1:

The building of the former OPDA headquarters in Cağaloğlu (Fatih), now İstanbul Erkek Lisesi (İstanbul High School).[1]

Upon the financial collapse of Turkey in 1875, a consortium of banks from six European countries which held this debt was put in charge of the income from the salt and tobacco monopolies, customs, and many other commodities and transactions, beginning in 1881. The Conseil d'Administration de la Dette Publique Ottomane/Council of the Ottoman Public Debt Administration (A.D.P.O./O.D.P.A.) was set up to manage debt collection and pay the banks.

In 1925, the Ottoman Bank Consortium dissolved itself, having arranged for the French and British administrations of Lebanon, Syria, Palestine, Jordan, and Iraq to pay off the debt and in return they were free to implement whatever local arrangements necessary to compensate for those payments.

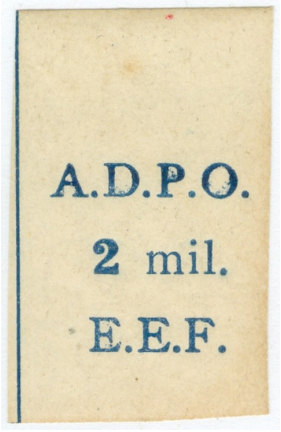
1 Source: Wikimedia Commons. Online: https://commons.wikimedia.org/wiki/File:IELfrontgate.jpg. Licence: Public Domain.

Purpose of the Stamps

The occupying Allied armies set about continuing the collection of revenues set in place by the Ottomans. Under the Empire, there were no special stamps for revenues earmarked for the OPDA, as a portion of most Ottoman receipts had been set aside for that debt. Unlike the Turks, the French and British decided to issue specific revenue stamps for the Ottoman Debt as there was no longer an Ottoman Public Debt office in Istanbul to keep track of the fees. Usually these OPDA (ADPO in French) stamps did not indicate a particular service or activity or produce which were taxed specifically for the Ottoman Debt. Rather, like the Ottoman Hejaz Railway revenue stamps, they were applied broadly as a general fee alongside special revenue stamps. The British were the first to occupy Ottoman territory in the Levant, and so were the first to issued OPDA stamps.

Production of the OPDA/ADPO Stamps

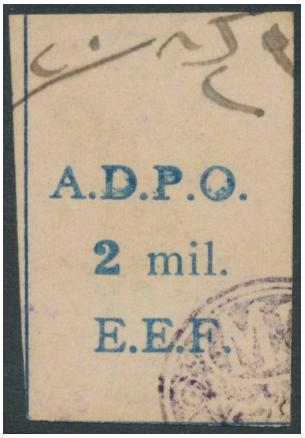
The British had a choice of printers in Jerusalem who could handle Roman characters, the Franciscan Custos and the Greek Patriarchate both had print shops. The Franciscan press was contracted to produce some office and administration forms, but the Greek press was contracted to produce stamps and other forms. The Civil Affairs officers with the British Army brought their own supply of watermarked paper with the Royal Cipher of King George V (*fig. 8*).

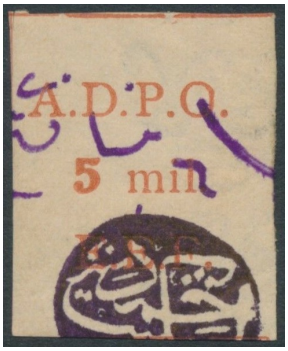


The first OPDA and ADPO stamps were produced by the British in Jerusalem. They underwent changes in currency and denominations and in colours until they were displaced by perforated stamps in late 1919. These unassuming white stamps exist in all sizes as they were individually cut from the sheets with scissors.

Figs. 2 and 3: OPDA 5m, and ADPO 2m.

I was, therefore, very surprised to come across an almost identical stamp, but reading ADPO instead of OPDA! It was obviously intended for use in French-occupied territory, but there was no reference to it in the philatelic literature. Neither Duston nor McDonald had ever seen it. The first mention of the ADPO stamp is in Ross & Kaplanian in 2004.





Figs. 4–6:

ADPO stamps from eBay sales in March 2022: 2 mil. blue and 5 mil orange

Because these plain ADPO stamps closely resemble the OPDA stamps of Palestine, and both were produced in Jerusalem, questions about their origin and purpose can best be answered by comparing one to the other.

The British produced two series of imperforate OPDA stamps on white watermarked paper, the first in late 1918, the second a few months afterwards. Both series included one set in shades of yellow or orange, and another in blue.

Fig. 7: 5 mills. from the 1st series.

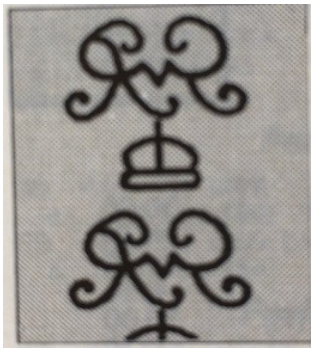


Fig. 8: Royal cypher watermark.

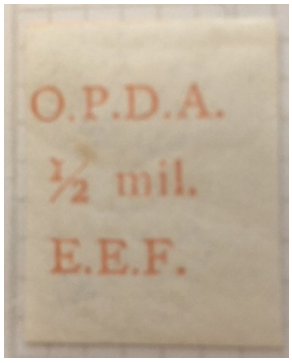


Fig. 9: 1/2 mil. from the 2nd series.

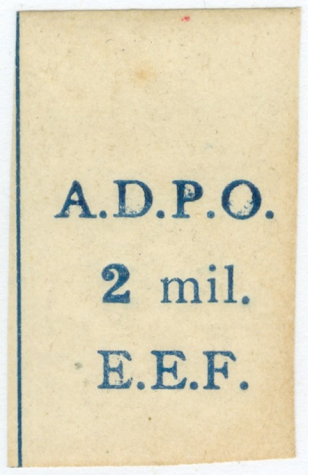


Fig. 10: 2 mil. from the A.D.P.O. series.

The value of 2 mills. appears only in the first long yellow set. The second imperforate series and all those that followed did not include a value of 2 mils. And neither set in blue included a 2 mils value. Aside from this exception, no Palestine revenue stamps of any type were ever issued in the value of 2 mils, though postage stamps were.

The ADPO text is 14 mm wide and the denomination is "mil.", both characteristics of the second imperforate setting. Hence we assume that the ADPO stamps were produced at the same time (April 1919) as the second setting of ODPA stamps. It is likely that other values will be discovered (see appendix).

O.P.D.A. First Imperforate Series	O.P.D.A. Second Imperforate Series	A.D.P.O. Imperforate Series
December 1918	1st April 1919	
13 values in yellow, incl. 2 mill value	12 values in orange-brown, no 2 mil value	4 values: ½ mil, 2 mil, 5 mil, and 1 p.t.[2]
8 values in blue, no 2 mill value	10 values in blue, no 2 mil value	Printed in blue.
O.P.D.A. 12 ½ mm wide	O.P.D.A. 14 mm wide	A.D.P.O. is 14 mm wide
Millième(s) as mill. / mills.	Millième(s) as mil.	Millième(s) as mil.
Royal cypher watermark	Royal cypher watermark	Royal cypher watermark
		Sheet lines

2 "p.t." = Egyptian Piastre Tariff.

Initial OPDA and ADPO Usage in the Levant

Palestine

Contrary to practical wisdom, the British EEF administration of Palestine did not initially overprint British or Turkish postage stamps for revenue purposes upon its occupation in late October of 1918. Instead, using the Greek Convent Press and white paper watermarked with the Royal Cypher of King George V, the British quickly began production of a variety of imperforate revenue stamps: OPDA, Court Fee, HJZ, and Devair.

Except for a brief period when OPDA was overprinted on the new Palestine postage stamps in mid-1920, the plain white stamps continued in use until the issuance of the 1927 definitive revenue series. Thereafter, OPDA stamps continued in use as general fee and receipt stamps until the end of the Mandate in 1948.

Until 1918, Palestine was an integral part of the Ottoman Empire and therefore used its currency, the Ottoman lira and piastre, composed of 40 paras. Following the British occupation, the Egyptian pound also circulated alongside the Ottoman piastre. The Allied forces had been organized in Egypt and Egypt was the headquarters from which campaigns were undertaken into the Sinai, Gaza, and Palestine and Syria. Egyptian currency followed in the wake of their advances.

Summary of the three currencies in Palestine:

- From 1917 to 1920: 40 paras = 1 piastre (Ottoman)
- From late 1918 to late 1927: 10 millièmes = 1 piastre tariff.
  100 piastres tariff = £1 Egyptian; hence, 1,000 millièmes = £1 Egyptian
- Then from late 1927 to mid-1948: 1,000 mils = £1 Palestinian

Jordan

Ross and Kaplanian state that the blue imperforate ADPO stamps were “used by British Forces in Jordan”, yet these authors have seen no documents bearing the white imperforate ADPO stamps from places in Jordan.

Furthermore, in 1919, Jordan as a separate administrative entity did not exist. The area east of the Jordan River had been governed as part of the Ottoman Sanjak of Karak within the Vilayet of Syria, the principal towns being Salt in the north and Karak in the south. Palestine west of the Jordan was part of the Sanjak of Quds of the Vilayet of Beirut. British civil affairs officers would know that East Jordan had been administered separately from Palestine, but rather than continuing this arrangement, they simply applied Palestine practices to East Jordan as well. There was no need for stamps in French.

Syria

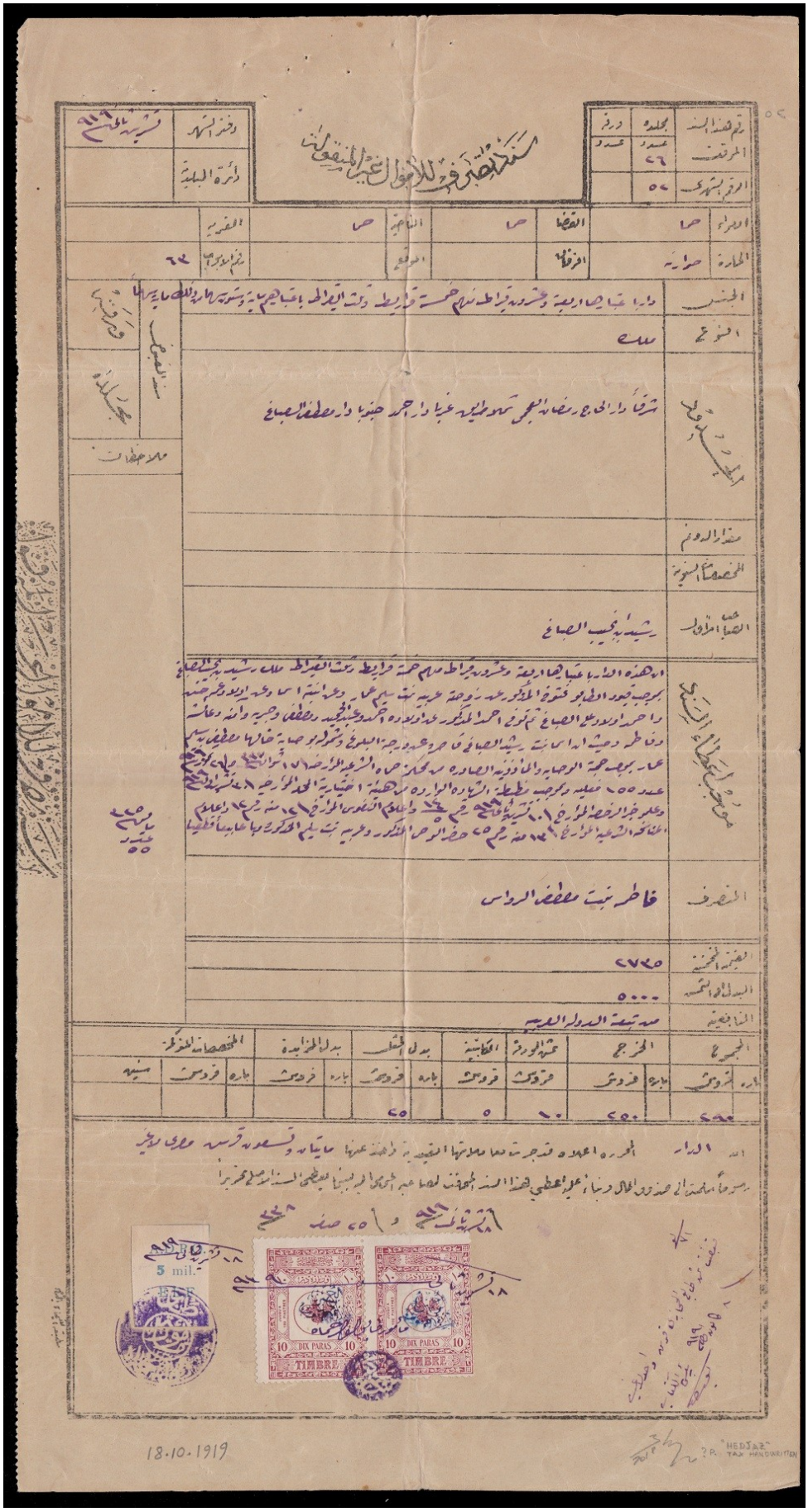
The Syrian General Congress, meeting in Damascus in July 1919, set the stage for the creation of the Arab Kingdom of Syria, headed by Emir Faysal, son of King Hussein of Hejaz. Some EEF forces remained in Syria to provide basic security, but the administration of the Arab Kingdom quickly took control of the management of a state apparatus.

French control over Syria was not effected until the overthrow of the Arab Kingdom in July 1920. Thereafter, overprinted Ottoman revenue stamps were introduced and remained in use into 1926. Replacement French revenue stamps were introduced in 1925.

Figs. 11 and 11a: 4.09.1919. Certificate of real estate ownership. This is not a left-over Ottoman form but a new form printed in Damascus (hence printing and lettering is of coarse quality). Issued in the city of Hama.

It bears a green/red 1 piastre Ottoman Hejaz Railway revenue stamp of 1914 with hand-stamp of Arab Government, and a letter-press 5 mil ADPO stamp (blue on white); both cancelled by hand-written date in ink and faint large circular notary stamp.

Courtesy of Bernardo Longo, Cedar Stamps.



Figs. 12 and 12a:

18.10.1919.
Certificate of real estate ownership issued in the city of Hama.

It bears a pair of 10 paras Ottoman fixed fee revenue stamps overprinted for the Arab Kingdom, and letter-press the 5 mil. ADPO stamp (blue on white), both cancelled by hand-written date in ink and violet notary hand-stamps.

Courtesy of Bernardo Longo (Cedar Stamps)

Fig. 13: 17.02.1920. Post Office parcel receipt, issued in the city of Damascus.
It bears a 2 mil. ADPO stamp (blue on white).
Courtesy of Avo Kaplanian.

Fig. 14: 19.11.1919. Telegram receipt from the city of Antioch (Antakya).
It bears two ADPO blue on white stamps, ½ mil. and 2 mil.
Courtesy of Avo Kaplanian.

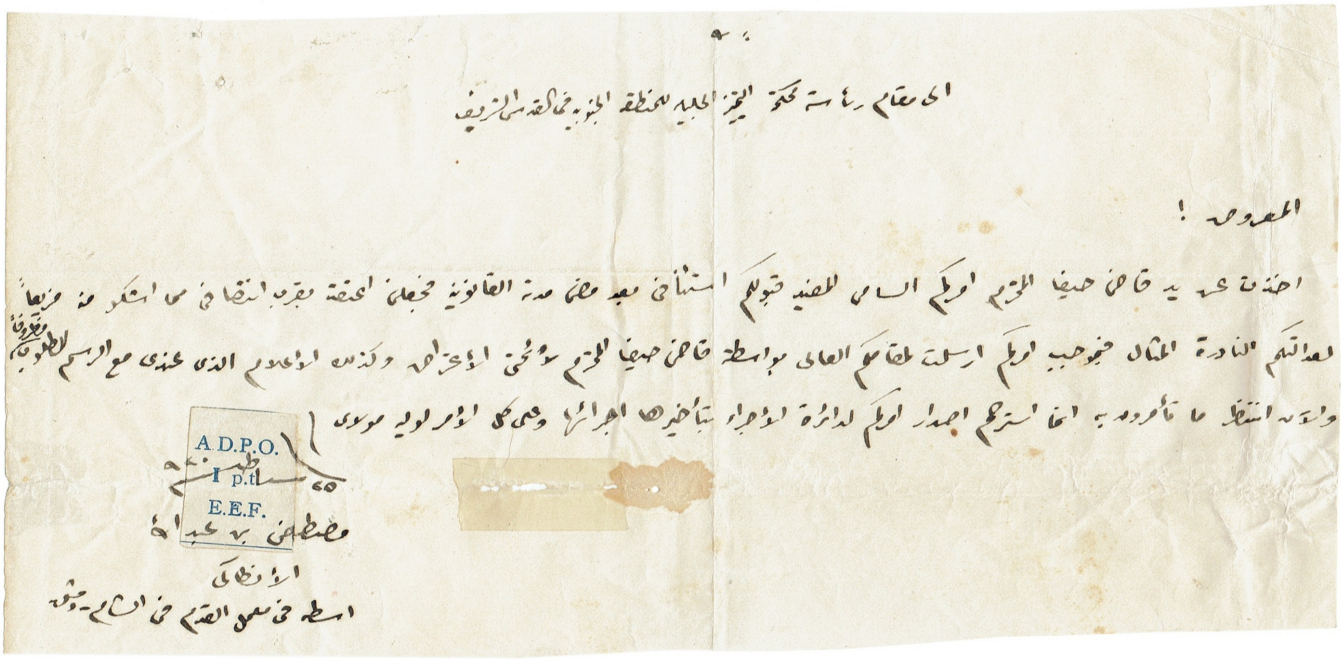


Fig. 15: 25.02.1920. Handwritten receipt bearing 1 piastre ADPO stamp, blue on white. Courtesy of Avo Kaplanian.

Currency in Syria:

- until 1919: 40 paras = 1 Ottoman piastre
- during 1919: 40 paras = 10 millièmes = 1 piastre
- from 1920: 100 centièmes = 1 piastre,[3] 100 piastres = 1 Livre Syrian = 20 French Francs.

Lebanon

Ottoman revenue stamps, overprinted ADPO, began use in Lebanon in June 1919 and in Syria in July 1920. These same stamps, with the addition of "Z.O."[4] to the ADPO overprint, were introduced by mid-1920 for use in Lebanon, but one still finds ADPO stamps without "Z.O." being used in Lebanon into 1926. As in Syria, overprinted French revenues were introduced in 1925.

Fig. 16: Ottoman fixed fee stamp overprinted ADPO.

Fig. 17: Ottoman fixed fee stamp overprinted ADPO and ZO.

3 Cf. Arrêté no. 635 of 15.01.1921 states: "Dans tous comptes, contrats, écritures etc. la piastre syrienne doit être considérée comme se divisant en cent parties égales dénommées centièmes. L'usage de tout autre fractionnement, notamment le fractionnement en quarantième dénommé paras, est interdit." (Bulletin mensuel, 1921, no. 1, p. 12). Nevertheless, the smallest coin issued was denominated "½ Piastre" and not "50 centièmes".

4 "zone ouest" = Western Zone.

Currency in Lebanon:

- from 1919: 40 paras = Ottoman piastre
- from 1920: 100 centièmes = 1 piastre,[5] 100 piastres = 1 livre Syro-Lebanese[6] = 20 French Francs.
- from 1939: 100 centièmes = 1 piastre, 100 piastres = 1 livre Lebanese[7] = 20 French Francs.

Why would the French accept British-produced ADPO stamps in their territory?

Prior to the adoption of overprinted Ottoman revenue stamps, French control over Syria was fluid. The British-led Egypt Expeditionary Force (EEF) oversaw operation of some post offices from October 1918 through September 1920 in Jordan, Lebanon, and Syria. Also, the Syrian finance administrators, appointed by the Syrian Constituent Assembly (August 1919) in Damascus, expected to handle internal revenue themselves. So we may assume that it was convenient for all parties to allow the use of the Jerusalem-produced white ADPO stamps as a temporary measure.

In late 1919 and early 1920, the French administration began overprinting a variety of Ottoman revenue stamps with ADPO. The values of these stamps began at 2 paras, then 5, 10, and 20 paras (½ piastre). The common higher values were 1, 2, 3, 4, 5 and 7½ piastres. Some ADPO stamps surcharged up to 500 piastres have been seen, but are scarce.

When the French were in a position to do so, they replaced the white ADPO stamps with their own version, for four reasons: First, the British EEF withdrew from Greater Syria (except Jordan) in anticipation of the territorial allotments to be decided by treaty. Second, the French occupation administration kept its own accounts of receipts for the Ottoman Debt in territories under its control. Third, the French discontinued use of Egyptian currency terms as soon as possible, and switched from 10 milliemes = 1 piastre to 100 centièmes = 1 piastre. Last, there was a sufficient quantity of Ottoman revenue stamps, in several locations, which could be used for ADPO purposes.

Conclusion: Times and Places for Use of the White ADPO Stamps

The few documents illustrated in this article suggest that the white ADPO stamps were used only in Syria, and not in Lebanon or Jordan. They were introduced sometime before summer of 1919, mostly in areas under the control of the Arab Kingdom of Syria, from Damascus Similar to later usage in French and British territories, ADPO stamps were treated as a general revenue fee and used alongside other revenue stamps on a wide range of documents and receipts, but we see them also used alone on minor forms. As explained above, the white imperforates were replaced after less than a year in use.

Appendix

The values of ½ mil, 2 mil, 5 mil, and 1 p.t. are all that have been seen by Joe Ross and Avo Kaplanian,[8] but others may exist..

For example, in 1986, the author provided Donald Duston with a photograph of the 2 mil blue A.D.P.O. stamp, which appears on the final page of the ADPO section of his catalogue.[9] Duston's comments on the stamp are:

> *Public Debt Administration stamps were indicated by "A.D.P.O." for the French, and "O.P.D.A." at top and "E.E.F." at the bottom. This is a 2 mil. Blue, imperf stamp similar to the*

5 See previous footnote regarding Arrêté no. 635 of 15.01.1921.
6 "Livre Libano-Syrienne" issued by the Banque de Syrie et du Grand-Liban.
7 "Livre Libano-Syrienne" issued by the Banque de Syrie et du Liban. Lebanon split its currency from Syria in 1948.
8 Ross & Kaplanian, 2004, p. 2
9 Duston, 1989, p. G-28.

typeset British issues for their Palestine Mandate, watermarked Crown/script GvR. There is no explanation as to why the French designation was used on an obvious British issue. No other values are known.

In the 2000 edition, Duston writes:[10]

Public Debt Administration stamps were indicated by "A.D.P.O." for the French Mandate areas, and by "O.P.D.A." in the British Mandate for Palestine. The first provisional issues by the British in 1919 were imperforate, typeset stamps with the letters "E.E.F." (Egyptian Expeditionary Force) and "O.P.D.A.", printed on paper that is watermarked Crown/ script GvR, and denominated in Egyptian currency (mils and piastres). Less known are the same type of stamps used in Jordan and possibly other areas occupied by the British before they were turned over to French forces. These are similar to those produced for Palestine except that "AD.P.O." appears on the stamps instead of "O.D.P.A." Three values have been seen or reported:

2 mil	*blue*
5 mil	*orange*
1 pt	*blue*

Public Debt Administration stamps were indicated by "A.D.P.O." for the French Mandate areas, and by "O.P.D.A." in the British Mandate for Palestine. The first provisional issues by the British in 1919 were imperforate, typeset stamps with the letters "E.E.F." (Egyptian Expeditionary Force) and "O.P.D.A.", printed on paper that is watermarked Crown/ script GvR, and denominated in Egyptian currency (mils and piastres). Less known are the same type of stamps used in Jordan and possibly other areas occupied by the British before they were turned over to French forces. These are similar to those produced for Palestine except that "A.D.P.O." appears on the stamps instead of "O.D.P.A." Three values have been seen or reported:

2 mil	blue
5 mil	orange
1pt	blue

We now have evidence of additional values. Another example are the OPDA stamps printed in blue.

In the 8th edition of "The Stamps of Palestine Mandate,"[11] Michael Bale knew of only one value in blue in the first imperforate O.P.D.A. series, and three values in blue in the second series. The 2001 catalogue by David Dorfman,[12] lists 8 and 10 values in blue in the two series.

These are examples of the results of new discoveries. Thus it is reasonable to expect that the number of values in blue in both the blue Palestine O.P.D.A. and the A.D.P.O stamps will increase.

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10 Duston, 200, p. M-19.
11 Bale, 1996.
12 Dorfman, 2001.

Walter Mittelholzer's Persia Flight 1924/25

by Schalk W. de Klerk

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The then Prime Minister, and future ruler-to-be of the Imperial State of Persia (Pahlavi Iran), Reza Shah Pahlavi[1] was particularly anxious to demonstrate the great value of air traffic to his country, in which there was a lack of any extensive road and rail communications. As a result, on behalf of the Persian Government, he invited the Swiss aviator Walter Mittelholzer,[2] through the agency of Junkers,[3] to carry out a survey, with a view to introducing regular aerial transport to Persia. Mittelhozer's co-pilot and mechanic on these survey flights was Ernst "Eddie" Bissegger.

Fig. 1:

Swiss FDC with a set of four stamps commemorating aviation pioneers (MiNr. 1090–1093, 27.01.1977).

Mittelholzer is depicted on the 150 Rappen stamp (MiNr. 1093).

According to Andersson, a further purpose *"of the flight was to demonstrate the aircraft to the Persian authorities. This proved successful, and the aircraft was sold after a new engine had been fitted, in March 1925. In May 1925, Junkers sent new offers for the Junkers A 20 and H 21, and received an order for a second Junkers A 20."*[4]

1 Reżā Šāh-e Pahlawī (1878–1944), Prime Minister under Ahmad Shah Qajar from 1923, ruled as the Shah of Persia from 15.12.1925, after the deposition of Ahmad Shah.

2 Walter Mittelholzer (2.04.1894–9.05.1937) was a Swiss pioneer aviator, travel writer, photograph and entrepreneur. In 1919 he founded Mittelholzer und Co., Luftbildverlagsanstalt und Passagierflüge, merging to Ad Astra Aero in 1920, the precursor to Swissair. He died (untypically) in a climbing accident.

3 Junkers Flugzeug- und Motorenwerke AG (Junkers Aircraft and Motor Works) founded in 1895 by Heinrich Hugo Junkers (1859–1935).

4 Andersson, Lennart: *Iranian eagles*. Online: http://www.artiklar.z-bok.se/iran-1.html.

The Junkers A 20 (c/n 881), flew from Berlin via Moscow to Pahlavi (Iran) in November 1925. An F 13 floatplane (c/n 614, ex Junkers-Luftverkehr R-RECE) was purchased by the Persian Ministry of War for its Northern Independent Brigade in July 1925. It was delivered in the autumn.[5]

As a result of Mittelholzer's visit, the Junkers Luftverkehrs-Gesellschaft Persien was founded in February 1927.

Fig. 2: The Junkers F 13 (R-RECI, sister aircraft to R-RECE) over Teheran at 1,000 m height.[6]

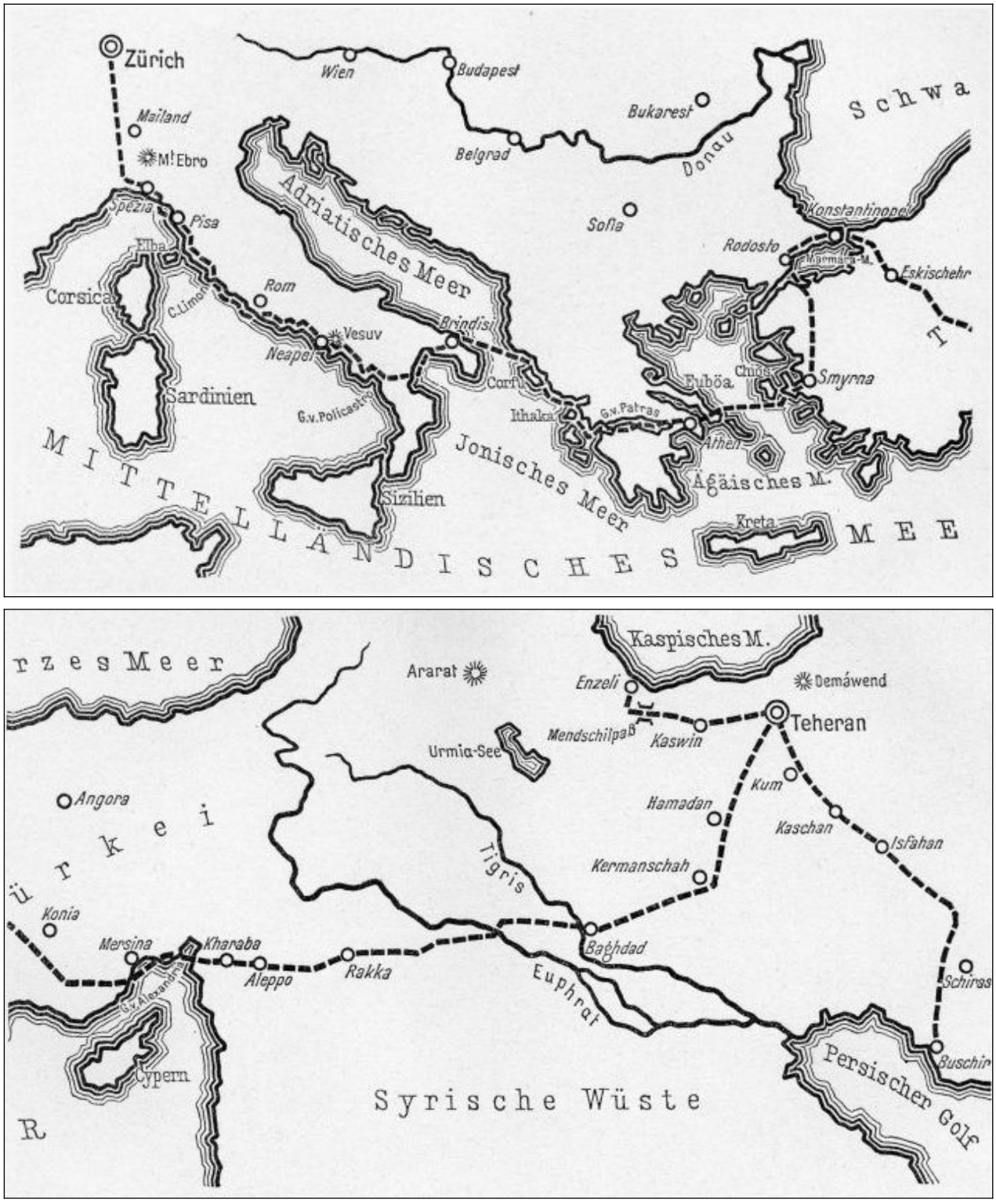
Fig. 3: Mittelholzer and mechanic Bissegger with the Junkers A.20 over the Zürichsee.[7]

Fig. 4: Mittelholzer and the Junkers A.20 floatplane "Switzerland."[8]

After some planning, Mittelholzer and Bissegger flew to Teheran in a Junkers all-metal Type A 20 be floatplane fitted with a BMW-IV engine (registration CH-130, c/n 463, named Switzerland, nicknamed "Kuckuck"), departing from Lake Zurich at 10.40 am on 18th December 1924, arriving in Teheran on 31st January 1925.

5 Source: Andersson, Lennart: *Iranian eagles*. Online: http://www.artiklar.z-bok.se/iran-1.html.
6 Source: ETH Zürich Bildarchiv, ETH-Bibliothek, Online: http://doi.org/10.3932/ethz-a-000274537. Public Domain.
7 Schweizer Illustrierte Zeitung, 24.12.1924.
8 Schweizer Illustrierte Zeitung, 24.12.1924.

Mittelholzer completed the first ever recorded flight between Zurich and Marina di Pisa, a Tuscan town, landing there after 3 hours and 40 minutes. Naples was reached the next day, after 3 hours and 55 minutes of uneventful flying, and Brindisi after another 3 hours and 35 minutes flying the next day. He left Athens on the 23rd December 1924 for Smyrna (İzmir), where he was held up for 24 days due to diplomatic problems (at that time, Smyrna and its surroundings were still considered to be a zone of war)!



Figs. 5 and 6: Mittelholzer's route from Zurich to Teheran.[9]

Eventually, the Turkish Chief of General Staff, General Mustafa Fevzi[10] granted Mittelholzer permission to depart. Not wanting to risk flying over other war zones to Aleppo in Syria, he flew a detour via İstanbul, landing at the San Stefano Aerodrome (later: Atatürk Airport), 4½ hours after leaving İzmir.

On the way to Aleppo, however, Mittelholzer's plane ran out of fuel and he was forced to make an emergency landing at the village of Kharaba.[11]

Fig. 7:

The morning after the emergency landing at Kharaba.[12]

They still had five gallons of fuel on board, which was enough to take them with ease to the 32 km distant aerodrome at Mouslime, 16 km north of Aleppo, where he landed safely at 6.10 am the next morning. Here, Mittelholzer was invited to inscribe his name on the wall, beneath the names of his predecessors who had flown there:

- From Europe, Sir William Sefton Brancker (1877–1930)[13] and his pilot, Alan Cobham,
- The Frenchman, Capitaine Georges Pelletier d'Oisy (1892–1953), who, in 1924, had flown from Paris to Aleppo in two days,
- The Argentinian, Major Pedro Leandro Zanni (1891–1942),[14] and
- The Americans, Lt. Lowell Herbert Smith (1892–1945), Lt. Erik Hemming Nelson (1888–1970), and Lt. Leigh P. Wade (1897–1991), who, with five other pilots and mechanics, conducted the first aerial circumnavigation of the world.[15]

9 Source: https://www.junkers.de/blog/zuerich-smyrna-in-20-stunden-mittelholzer-startete-mit-einer-junkers-a-20-zum-persienflug/ and https://www.junkers.de/blog/mittelholzers-persienflug-smyrna-konstantinopel-bagdad-in-17-stunden/. Originally from Mittelholzer, Walter: *Persienflug* (1926).

10 Mustafa Fevzi Paşa (1876–1950), from 1934: Mustafa Fevzi Çakmak (Paşa being an Ottoman title), Field Marshall and Chief of General Staff during WWI, later Prime Minister and Minister of War in the Ankara Government, from 1921 Chief of the General Staff of the Republic of Turkey.

11 Kharraba or Kherba, between as-Suwayda and Darʿā.

12 Source: ETH Zürich Bildarchiv, ETH-Bibliothek, Online: http://doi.org/10.3932/ethz-a-000274465. Public Domain.

13 Director of Aviation from 11.05.1922 and chairman of the Royal Aero Club (1921–1930).

14 He held Aviator's Certificate number 17 issued by the Aero Club of Argentina on 28.03.1913.

15 Eight US Army Air Service pilots and mechanics in four Douglas World Cruiser (DWC) planes, specifically developed to meet a requirement from the US Army Air Service for an aircraft suitable for an attempt at the first flight around the world – named Seattle (registration A.S. 23-1229), Chicago (registration A.S. 23-1230), Boston

Baghdad was reached after 5 hours and 25 minutes of flying, where the Commanding Officer of the 55th Squadron, Captain Silly, showed him around; amongst other flights they undertook reconnaissance flights to the Caspian Sea and the Persian Gulf.

Mittelholzer left for Teheran on the 27th January 1925, but had to turn back to Baghdad when a spark plug flew out of the foremost engine cylinder. He again left for Teheran the next day, flying over the hills of the Persian frontier mountain range, to Kermanshah (Kirmānşāh), onwards to Kangavar and Hamadan, over the valley of the Kara Lake and the Plateau of Teheran. En route, he became the first person to pass over Mount Damāvand,[16] a snow-clad volcanic mountain in the Elborz mountain range and highest peak in Iran and the Middle East, landing at Damsobad, about 40 km from Teheran.

Des Erzvogels „Kuckuck" erste Weltreise

Von Hanns Schramm

Finally, at about 1 pm on the 31st January 1925, Teheran was reached by way of Shah Abdul Azim,[17] a place of pilgrimage connected to Teheran by an ingenious railway. Mittelholzer's last day of aerial survey in Persia was on the 10th March 1925.

The following images are taken from a nine-page article in a Swiss journal of 1925 (*fig. 8*).[18] Shown are:

- the plane nicknamed 'Kuckuck' after take-off (*fig. 9, below*),
- the plane on the airfield, in a hanger in Tblissi (*fig. 10*),
- an aerial view of a Persian village near Enseli (Enzeli) on the Caspian Sea taken from a height of 500 meters (*fig. 11*),
- the plane with the airmen and local dignitaries on the airfield in Teheran, and the 'Kuckuck' in rest after the flight (*fig. 12*).

Fig. 9: The 'Kuckuck' after take-off.

(registration A.S. 23-1231), and New Orleans (registration A.S. 23-1232) – left Seattle on 6.04.1924. Only the Chicago, flown by Lts. Smith and Leslie P. Arnold (1893–1961), and the New Orleans, flown by Lts. Nelson and John Harding Jr., completed the entire journey, returning to Seattle on 28.09.1924. Cf. https://www.thisdayinaviation.com/tag/leigh-wade/.

16 Mount Demāvend, elevation: 5,609 or 5,671 m (18,403 or 18,606 feet).

17 Shāh Abdol-Azīm Shrine, located at Rey, 15 km south of Teheran.

18 Schramm, Hanns: *Des Erzvogels 'Kuckuck' erste Weltreise*. Exact publication details could not be ascertained. Note: "Erzvogel" refers to 'bird of metal.'

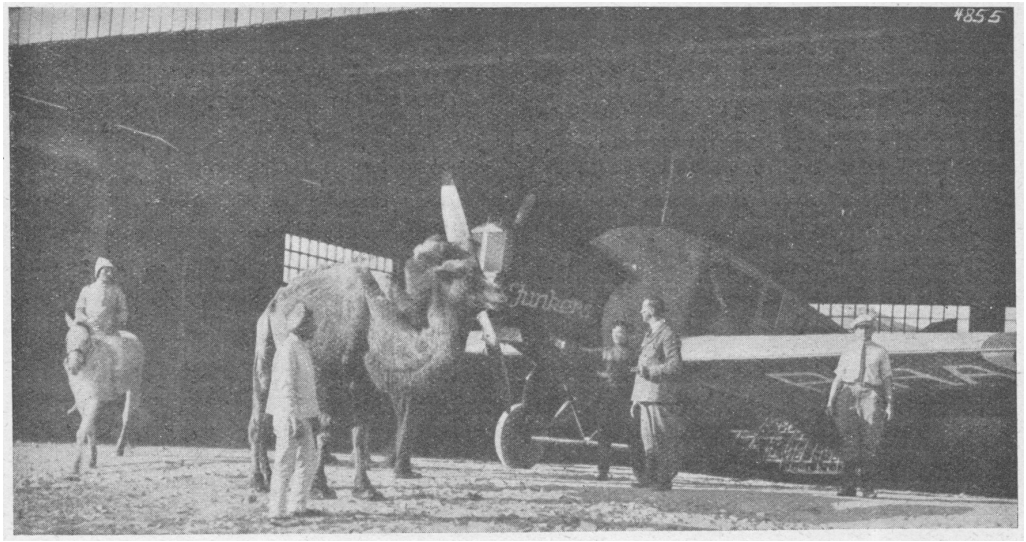


Fig. 10:

The 'Kuckuck' on the airfield, in a hanger in Tblissi.

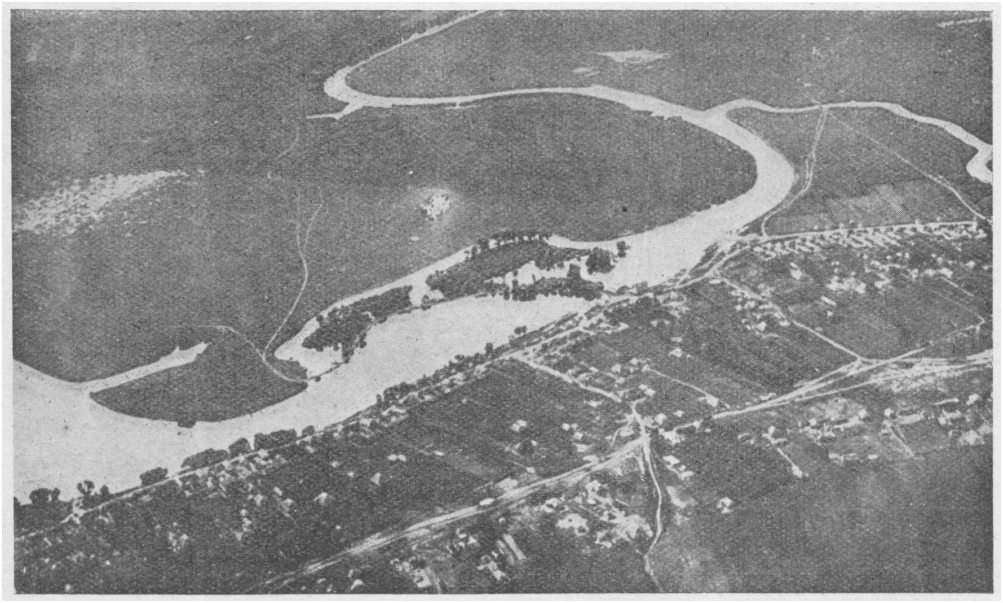


Fig. 11.

An aerial view of a Persian village near Enseli (Enzeli) on the Caspian Sea taken from a height of 500 metres.

Fig. 12.

With the airmen and local dignitaries on the airfield in Teheran, and the 'Kuckuck' in rest after the flight

The Philatelic Legacy

According to article in FLIGHT magazine of 16th April 1925, a total of 280 covers, franked and with the inscription "Premier vol postal / Zurich – Téhéran" were carried by Mittelholzer on his interrupted flight, but, at the time, their official status had yet to be determined. According to Schramm's article, the general public were not given an opportunity of transmitting correspondence for the flight in question. In any event, here is one of the 280 envelopes carried on that flight, displaying three Zurich airmail "Zürich Flugpost" acceptance date-stamps of 18th December 1924 and a Teheran arrival date-stamp of 31st January 1925 (*fig. 13*).

Fig. 14: Signed photograph.

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- various Wikipedia articles, auction catalogues, etc.

A Rare 1936 Lebanon Cover to Brazil via Zeppelin

by Alexios Papadopoulos

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The dispatch postmark on this cover reads "MERDJAYUN / 13 XI 36" (Longo 3). I admit that I had never heard of this Lebanese town… It is an airmail cover sent by a resident of the town, a certain Jamil Madi to the French consul at Rio de Janeiro. The envelope is franked with stamps totalling 77 p (7.50 p ordinary + 69.50 p airmail stamps) and bears a "PAR AVION" label (Longo 6).

I know that the foreign surface letter rate at the time was 7.50 p per 20g so I presume that the 69.50 p paid the airmail rate to Brazil per 5g. Unfortunately I could not find any reference on the Lebanese airmail rates to South America. A January 1936 airmail cover I have from Beyrouth to Brazil pays a total of 60 p, perhaps an increase in the airmail fee took place before November 1936.

Fig. 1: The cover's front with 2×25p + 7.50p stamps, cancelled at Merdjayoun on 13.11.1936.

The cover is back-stamped in transit in Beirut in the afternoon the same day: "13XI36.-16 H" (machine cancel), a Friday. On Saturday 14th November it boarded the Air France Extreme Orient service[1] from Hanoi to Paris, the night was spent at Corfu, Greece.

1 Cf. *Air France indicateur général : hiver 1936-37 (4 Octobre – 3 Avril).*

On Sunday 15th November Marseilles was reached via Naples, and the mail to South America was offloaded. But the French service to South America had already left, very early on Sunday morning (05:15), so the cover remained in Marseilles until the next available airmail service to South America. That was the designated *Line 191*, operated by Deutsche Lufthansa (DLH) / Condor Syndicat / Deutsche Zeppelin Reederei (DZR).[2] The DLH plane departed Frankfurt on Thursday 19th November early in the morning (04:45) and picked up the South American mail waiting at Marseilles a few hours later. The German plane reached Bathurst in the Gambia on Friday 20th November at 13:56 and offloaded the mail for the transatlantic part of the journey.

Fig. 1a: The cover's reverse with 4×1 p, 1×15 p, and 1×0,50 p, and arrival cancel 23.11.1936.

Normally, the transatlantic crossing was achieved by the fast regular DLH catapult airmail service but for reasons of economy and profitability of operations the DZR airships Graf Zeppelin and Hindenburg undertook this task in a few cases. In this instance the Graf Zeppelin made a shuttle flight from Brazil, picked up the mail at Bathurst on Sunday 22nd November at 07:54 and returned to Brazil dropping the mail at Recife on Monday 23rd November at 11:51. A Condor Syndicat plane flew the mail to Rio de Janeiro (arrival at 20:20). This matches the weak but readable "23 NOV ..." arrival postmark. This Graf Zeppelin shuttle flight was the only such flight made in 1936, as opposed to the three shuttle flights made in 1935.

Lebanese Zeppelin mail is quite scarce, much sought after and almost always of philatelic nature. This is only the second non-philatelic cover that I record and as such, despite its "commercial" condition, an item to be treasured. This cover travelled the same way as mine, only a year earlier.

2 Cf. Graue & Duggan, 2000.

(see *fig. 2*). I also have similar covers flown from Beirut to Brazil, to Marseilles by air France and Lufthansa catapult service to Brazil. The far east Air France service was not always coordinated with the Air France south Atlantic service and this is confirmed by the air France official timetables and 5 or 6 recorded covers.

Fig. 2:

Lebanese Zeppelin cover flown on the 1935 second shuttle flight.[3]

Auctioneer's description: "1935, 2nd shuttle, commercial cover from Lebanon with superb multiple franking, 6×10 Piastres. The cover was despatched at Beyrouth and flown with the Air France Saigon-Marseille line from Beyrouth to Marseille, from Marseille the letter was flown with Lufthansa to Bathurst and taken over there by the Zeppelin. On the 2nd shuttle trip, the letter was then flown to Natal and carried on to Sao Paulo by Condor. Marseille and Sao Paulo postmarks on the reverse, the mail routed via Marseille did not receive a Zeppelin confirmation postmark. So far the only known consignment from Lebanon. Latest certificate Leder, A.I.E.P."

Fig. 3:

This cover is currently offered by DBA:[4]

"1935. 5. 3., to South America, commercial cover from Lebanon to Buenos Aires. The letter was flown with Air France from Beyrouth to Marseille and then with DLH (Schleuderflug Südatlantik) to South America. Marseille and Buenos Aires postmarks on the reverse. So far unknown feeder route."

3 Sold at Schlegel's 8th Auction (17–19.03.2011), lot 12,192, 2,650 € (1,700 €) (excl. commission and other fees).
4 Offer price: 650.00 €. Cf. http://www.deutsche-briefmarken.com/1935-libanon-hab-445-brief.

Sources and Literature

- *Indicateur général : hiver 1936-37 ; 4 Octobre – 3 Avril.* Paris: Air France, 1936. 90 p.
- Graue, James W., & John Duggan: *Deutsche Lufthansa : south Atlantic airmail service 1934–1939.* Ickenham: Zeppelin Study Group, 2000. 236 p. (Zeppelinpost Handbook ; 4) ISBN: 978-0-95141145-2
- Longo, Bernardo: *Gli anulli postali Libanesi 1918–1945 = The Lebanese postmarks 1918–1945 = Les cachets posteaux Libanais 1918-1945*. Beirut: Cedarstamps, 2014. 240 p. ISBN: 9789953031361

Foreign Tariff and Air Mail Surcharge of the Levant States under French Mandate

by Tobias Zywietz

In November 1936, the tariff set in 1926 was applicable for foreign mails:[5]

ARRÊTE :

Art. 1. — A compter du 1er Novembre 1926 les taxes postales et droits à percevoir par les Etats de Syrie, du Grand-Liban et des Alaouites, dans les relations avec les pays étrangers sont indiqués ci-après :
Lettres et paquets clos :

Jusqu'à 20 grammes . . . . . P.S.L. 7,50

Au-dessus, par 20 grs. (ou fraction de 20 grammes excédant) . . . . . » 4,50

For the Air Mail surcharge (i.e. additional to the regular foreign rate), this 1932 tariff was applicable:[6]

Noms des Pays desservis par	Voies aériennes utilisées		Categories de Correspondances	Coupures de poids	Surtaxes aériennes afférentes					
	Premier parcours	Deuxième parcours			au 1er parcours		au 2me parcours		au deux parcours	
					PLS	c/m	PLS	c/m	PLS	c/m

⋮

VII. — RELATIONS AVEC L'AMÉRIQUE DU SUD (Partie Sud)

a) Brésil	Beyrouth - Marseille	Marseille à destination	L. C.	5	10	42	50	52	50
				10	10	85		95	
			A. O.	25	6	50		56	
b) Argentine (Républ.) Bolivie, Chili, Paraguay, Pérou, Uruguay, Falkland (Iles)	Beyrouth - Marseille	Marseille à destination	L. C.	5	10	47	50	57	50
				10	10	95		105	
			A. O.	25	6	56		62	

Therefore a 5g letter from Lebanon by air mail to Marseilles and then further by air mail to Brazil was charged thus: 7.50 p foreign letter rate up-to 20g, plus 52.50 p air mail surcharge up-to 5g = 60.00 p.

This matches the other cover Papadopoulos mentions (*fig. 2*). But the extra 17p paid on this cover remain unexplained … There is no revised tariff or airmail tariff published in the Bulletin Officiel until August 1937! However, the evidence Bernardo Longo submitted (see next page) would suggest that there was a change in the airmail tariff during that period!

5 *Arrêté N° 568 Portant modification des taxes postales internationales en vigueur dans les Etats du Levant sous Mandat Français*. In: Bulletin officiel des actes administratifs du haut commissariat de la République Française en Syrie et au Liban, 5. 1926, no. 21 (15.11.1926), pp. 355–356.

6 *Arrêté No. 99 LR du 1 Août 1932 fixant les surtaxes aériennes applicables aux correspondances à acheminer par voie aérienne entre les Etats du Levant sous Mandat français et les pays d'Europe, d'Afrique, des Amériques, d'Asie et d'Océanie*. In: Bulletin officiel des actes administratifs du haut commissariat de la République Française en Syrie et au Liban, 11. 1932, no. 17 (15.09.1932), pp. 160–166.

Editor's Notes

Before publication, the article was shown to Lebanon specialist, expertiser, and auctioneer Bernardo Longo, with regard to the unexplained franking of 77 p instead of 60 p. He gave this opinion:

> *I think it would be better not to write that it is a Zeppelin. The French lines were coordinated, so the plane to South America would wait for the line from the Far East.*

Alexios therefore added what you can now see on p. 98 to support his assessment that the cover was indeed carried by Zeppelin.

On the question of the franking itself, Bernardo says:

> *By chance I find a similar envelope for Brazil dated 23/1/1937 franked with the same rate as 77 Piastre, and one other to Argentina at 93,50P, attached the image to underline that the rates changed. Then, again by chance, I also have an envelope for the USA which left the same day as the envelope of my friend Papadopoulos and arrived in Paris on the 16th.*

Fig. 4 (top left):

Cover to Brazil, 23.01.1937, franked 77 p (7.50+69.50).

Fig. 5 (top right):

Cover to Argentina, 28.07.1937, franked 93.50 p (7.50+86.00).

Fig. 6 (left):

Cover to the USA, 13.11.1936, passed Paris 16.11.1936.

Murphy/Shoukry: Egypt – The Rural Postal Service

reviewed by Tobias Zywietz

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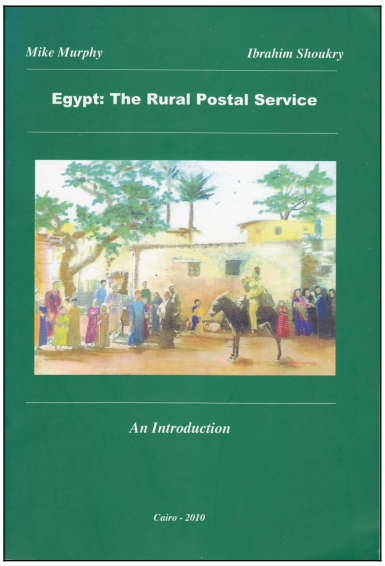


Mike Murphy & Ibrahim Shoukry: Egypt :the Rural Postal Service ; an Introduction

Cairo: Murphy & Shoukry, 2010. 244 p., A4, colour and b/w ill.

ISBN: 977-17-8459-5 – Contact: secretary@egyptstudycircle.org.uk

Murphy & Shoukry first chart the nature of the Egyptian postal service in the late 19th century, the plans of 1887 to establish a "service rural" and the actual institution of the service on 1st May 1889. I better quote these few paragraphs, as they tell it all:

> *Its principle was simple – to give the small villages access to a daily postal service without the overheads of supplying and staffing an actual post office. With literacy in the country overall revealed by the 1897 census as no more than 7.1 per cent, it is probably no surprise that the vast majority of the early mail carried by the service – at least according to the accidental survival of those envelopes that have come down to us – is written in European languages and addressed to businessmen or government ministries. But that feature altered rapidly as the service became more popular, and the proportion of mails both written in Arabic and passing "on official service" between minor legal or medical establishments, schools and government offices grew apace.*
>
> *[…] To reduce costs virtually to nothing, Rural "stations" consisted merely of a postbox, to which only the rural postman held the key. Each day he travelled a set route at set times, delivering mails to the villages, where he sold stamps and collected mails from the box for despatch through the "parent" post office on which he was based. Normally he would travel on foot, though he was allowed to use a donkey if he could afford one: the Post Office did not pay for animals but provided a feed allowance. The journey will not have been particularly difficult, especially in the Delta, where virtually every main road is set alongside a main canal – many of them navigable – and the banks of even the smallest agricultural irrigation canals provided a footway for man or animal through the fields.*
>
> *Mail collected by the postman from the village box or en route between villages was stamped with the village name in Arabic and European languages, and the postman also marked each letter with the Rural Service circular datestamp that he carried – at first it bore the name of his "parent" office and later the two termini of his route – together with the R-Registration stamp where necessary. It seems, though no regulation has yet been spotted, that he also carried the AR (Avis de Reception) boxed handstamp.*
>
> *Letters in delivery received no village marking, but were stamped with the route's CDS bearing its termini names.. Some of these mails were collected by the Rural postman from his parent office before he set out on the day's route; others, next day, were delivered to him by a courier who carried mails from the parent office to the postman's overnight stop so that delivery could be made on his return journey.*

The authors trace the service's developments, ascertain routes and places served (initially from philatelic research, later from official sources), position the service within Egypt's general postal setup, and detail the day-to-day workings of the travelling postmen, their equipment, duties, and challenges.

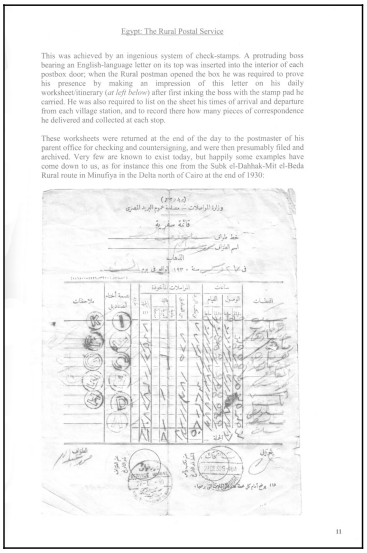
The postmarks used are classified by category (numeral, "service rural", "rural service") and type, their development is sketched out, including the gaps in the research and problematic areas like forgeries. The bulk of the volume is afforded to a detailed catalogue of every known postmark as well as other markings. Each mark is illustrated (almost all in colour) and many covers are shown in addition. A second part lists the marks by type. The tome closes with a bibliography.

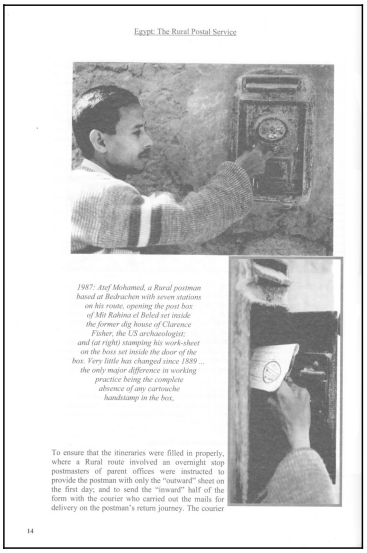
For me – not accustomed to the workings of the Egyptian post – this was a fascinating read, well written and documented with official notices, photographs, and anecdotes.

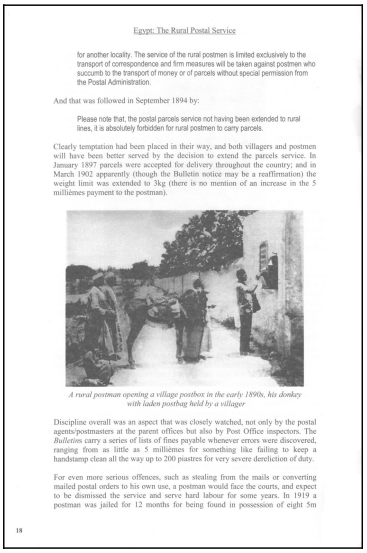
Bibliographical Record

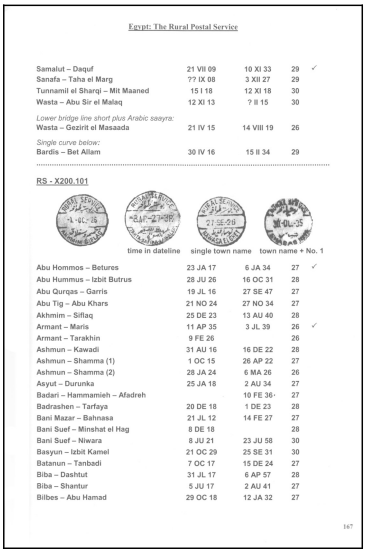
Murphy, Mike: *Egypt : the rural postal service ; an introduction* / Mike Murphy, Ibrahim Shoukry. – Cairo: Murphy & Shoukry, 2010. – ii, [1], 191 p., 50 pl. ; ill. ; 30 cm (pbk.)
ISBN: 977-17-8459-5

Sample Pages









Steve Jacques: Ottoman Revenue Stamps of the Hejaz Railway

reviewed by Tobias Zywietz

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Steve Jacques: Ottoman Turkish Empire Revenue Stamps of the Hejaz Railway issued between 1904 and 1918

Bridgnorth: 3troy, 2018. 41 s., A4, col. ill. (ringbound)

Online: https://fliphtml5.com/ifkhh/lddg

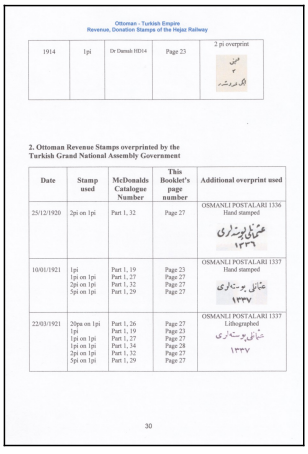
Print version: Price: 20 € plus p&p. Orders: stevejacques@rocketmail.com or offers on ebay.

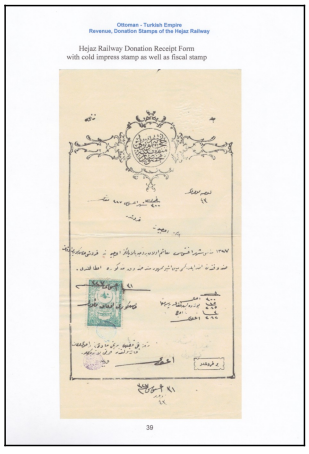
The introduction looks at the political circumstances at the end of the 19th century, how pilgrims reached Mecca, the position of the Sultan as leader of the Muslim world, and the structure of Ottoman railway lines. The author gives insight to the genesis of the Hejaz Railway, the precarious finances of the Empire and how the construction was to be financed, as well as the actual construction through Syria and Hejaz.

The bulk of the book is a specialised catalogue of Ottoman fiscal stamps as well as donation stamps. This part is largely based on William T. McDonald's catalogue "*Revenues of Ottoman Empire and Republic of Turkey*"[1] with several additions. This is supplemented by cataloguing usage of these stamps – e.g. by overprinting – by later Turkish and foreign governments. Jacques work does not, however, feature stamps issued by successor states (like Palestine or Syria: "H.J.Z.") to pay off the railway's debts after the war – analogous to O.P.D.A. payments attributed proportionately to former Ottoman territories.

Jacques shows a small range of documents featuring the stamps used as intended, as well as donation receipts and medals.

This compilation of (mainly) already known facts in one volume, is, in my opinion, well worth exploring!





Bibliographical Record

Jacques, Steve: *Ottoman Turkish Empire revenue stamps of the Hejaz railway issued between 1904 and 1918*. – Bridgnorth: 3troy, 2018. – 41 s., col. ill. ; 30 cm (ringb.)

1 Other consulted works are Bilben, İsfila, and Pulhan; however Süleymaniye is not mentioned.

Wolfgang Baldus: The Classic Postage Stamps of Bokhara

reviewed by Tobias Zywietz

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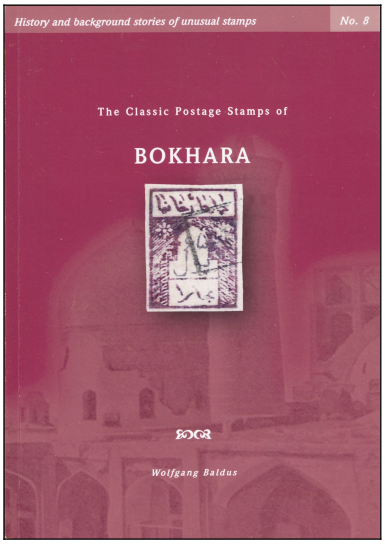
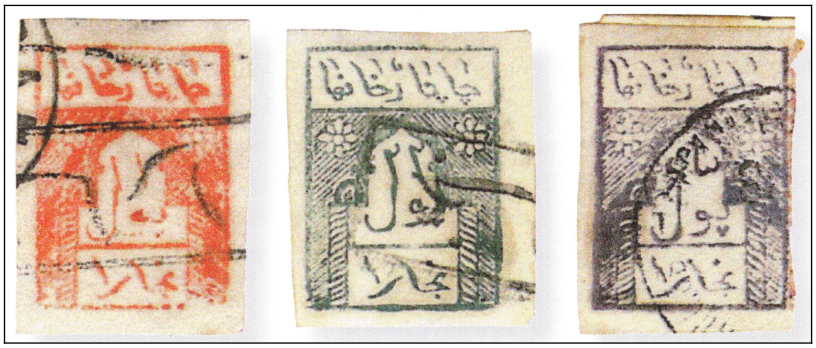


Wolfgang Baldus: The classic postage stamps of Bokhara.
92 p., A5, colour and b/w ill.
Munich: Baldus, 2011.
Price: 25 €. Orders: wolfgang-baldus@t-online.de

Have you ever heard of "Bokhara" – is it a country, a city, or a myth? Today we have Wikipedia and the internet for our research, in the late the 19th century, one might have had access to a dusty old encyclopedia and maybe an atlas. There one finds the Emirate of Bokhara with its eponymous capital city: Bokhara, Bukhara, Buchara, Бухоро, Бухара, whatever it may be spelled.

Separated from the rest of the world by deserts, mountains, and the Asiatic steppe, lying on the Silk Road, the city was a centre of transport and communications in the Middle Ages. It had a second flourishing period in the 16th century, but declined again by the 18th century. Ever since it lies in the shadows of Samarkand. By the middle of the 19th century, it was without any postal service, and without any great need for such a service. In the late 19th century it came under the influence of Russia, and only by 1888 it was connected by the Trans-Caspian Railway line with the Russian postal service.



However, in 1886 European philatelists became aware of 'Bokhara' stamps: apparently a series of three differently coloured stamps bearing the same motif of an archway in three denominations: 11, 22, and 65 Pul. The inscriptions read: "چاپار خانا", "بخارا", and "پول" (*chapar hana, buhara, pul*).[1]

For his book, Baldus gathered all traceable information from books and articles entertaining the vehement arguments among philatelists as to the stamps' nature. A large part of the story is devised from a 20-page chapter in the 1893 book "Die persische Post und die Postwerthzeichen von Persien und Buchara" by Friedrich Schüller.[2] Baldus quickly discovered falsehoods, inaccuracies, deliberate detractions, missing links, and gaps in the arguments on both sides: one group vehemently believed

1 Images *"ex coll. Geoff Rosamond"*.
2 Vienna, 1893. 92 p. with 4 plates. Online: https://archive.org/details/diepersischepost00schu.
Large passages from the 20-page section are quoted and translated by Baldus in his book. The Persia part has been translated by the Iran Philatelic Study Circle (IPSC). I prepared a transcription of the Bokhara part (German only, available from me on request).

the stamps (and the few covers franked with them) as genuine, whereas the wider philatelic community came to the opposite conclusion.

Schüller's book is regarded as a pamphlet against forgery and philatelic malpractice. But Schüller himself was a player in that market and part of a small group of Europeans based in Persia, mainly Teheran, interested in stamps and taking every opportunity, by hook or crook, to take advantage of the local situation. Central figures in this circle were A.F. Stahl and Carlo Mottes. A prominent role regarding the distribution and publication of the Bokhara stamp was also played by Viennese collector, trader, and journalist Sigmund Friedl. From what information Baldus gathered (he portrays these actors quite extensively), business relations between Schüller on the one hand and Stahl and Mottes on the other hand deteriorated after an acrimonious business deal, and Schüller had some axe to grind here, colouring his otherwise sound exposé.

Much of the discussion involves the nature of the stamps, their inscriptions, who traded them, as well as the political, mercantile and communications situation in the Emirate at the time, and how reliable accounts by adventurers and eye-witnesses are. All this leads to the conclusion that the stamps were indeed fakes (as were the two covers known, purportedly sent from Bokhara to Vienna, i.e. Friedl. Some of the arguments entertained (on both sides) seem hair-raising, and, from a modern standpoint, almost laughable.

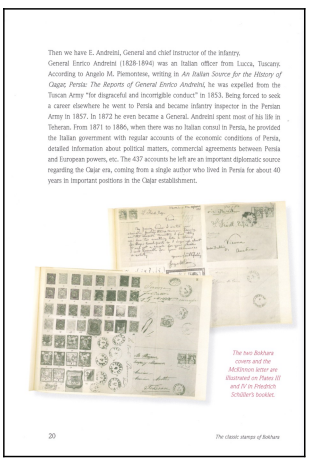
However, Baldus goes further than just to study and evaluate these contemporaneous arguments of the 1890s, he made the effort to trace every known copy or illustration of the original stamps for the dissection of their nature and printing, and he makes astonishing new discoveries: the denominations "١١" , "٢٢", and "٦٥" are distinctive to every individual stamp and must have been hand-drawn on the printing-plate. Since only a few dozen stamps ever became known, or exist today, one questions the faker's technical ability and his motives. Baldus strongly suggests that the person behind the fakes was in fact A.F. Stahl.

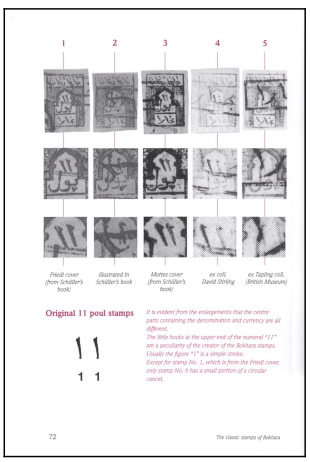
What remains: a hundred-year-old pamphlet, a few dozen fake stamps, photographs of two covers that have long vanished, and the curious dealings and quarrels between long dead (and practically forgotten) philatelists of the late 19th century.

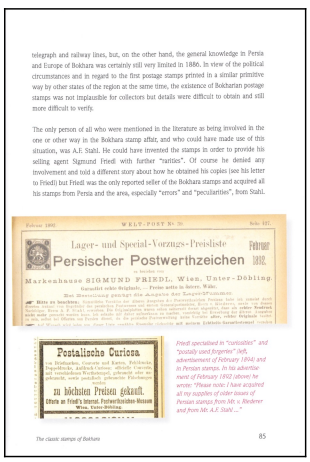
Bibliographical Record

Baldus, Wolfgang: *The classic postage stamps of Bokhara* / Wolfgang Baldus. – Munich: Baldus, 2011. – 92 p. ; ill.; 21 cm (pbk.)
(History and background stories of unusual stamps ; 8)

Sample Pages







The Comprehensive Guide to Iraq Fantasy Stamps 2003–2021

reviewed by Tobias Zywietz

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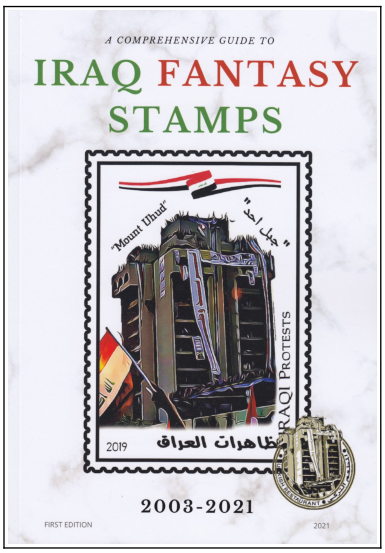


The comprehensive guide to Iraq fantasy stamps 2003–2022.
[London], 2021. 98 p., col. illustrations, ca. A5.
ISBN 9798468545331
Orders: iraqfantasystamps@gmail.com (£ 29.75)

From what I can be gather from the foreword and the introduction, these stamps, obtainable on platforms like Ebay and Delcampe, were issued not by any Iraqi opposition group or an Iraqi philatelist or trader. The claim set out is this: *"The initial inspiration can be attributed to a set of Cinderella stamps produced around 2003, which contained pictures of George W. Bush and Tony Blair appearing on a vintage stamp design from Iraq. The stamps had political messages on the back provoking the thought that this invasion is about controlling the oil of Iraq. This inspired the first issue produced in this Iraq fantasy stamps collection with exactly the same theme but with different artwork."* The project's aims seem to be political, not philatelic, pro-Western propaganda, and if there's a profit to be made, furthered by this "guide", so be it!

The topics of the issues range from the overtly political (elections, political events, Iraqi and Western politicians, etc.) to the mundane, like airports, buildings, artists, sportsmen, fauna and flora. The series usually contain 4 to 8 stamps, some with one of more blocks, and are all furnished on FDCs with fantasy postmarks. The artwork has a distinct Western aesthetic.

All in all pure Western propaganda produced by one person residing in Great Britain, likely of British, not Oriental descent. So this man's motives might have political at the start, supporting the invasion and Western colonisation of Iraq. But commercial motives are certainly also involved.

Whatever the motives, such *cinderellas* exist in other contexts, countries and era's. Any philatelist must remain sceptical, even hostile to such a venture, and most will condemn it outright. As a curiosity of our times, it is at least worth of consideration.

Bibliographical Record

The comprehensive guide to Iraqi fantasy stamps 2003–2022. – [London], 2021. – 98 p. : ill. ; 25 cm (pbk.)
ISBN: 9798468545331

Reactions, Comments, Queries

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

An Uprated German Domestic Reply-Postcard, 1916 (Jens Warnecke)

Jens Warnecke writes:

I found this German 5 Pfennig domestic reply postcard (indicia of 2 Pfennig and 3 Pfennig), sent in 1916 (uprated by a further 5 Pfennig) from Galata to Berlin 1916 (İstanbul censor no. 5). It was offered recently on eBay at 45 €.

Editor: The sender was the well-known stamp dealer and expertiser Apik Yaremdji. His shop was situated at Tidjaret Khan (Ticaret Han) 40/41, Şişli, Galata. For some years he worked together with Joseph Tchakidji: J. Tchakidji & Cie. was founded in 1875 and merged with Yaremdji's firm (before 1905) to form Tchakidji & Yaremdji. They published a journal for a short period only: "Le Timbre Levantin."[1] *The recipient was the Berlin lawyer and notary Dr. Paul Friedländer (1873–1930), a collector of Turkey and specialist author (contributor to the Kohl Handbook).*[2]

Fig 1: Galata 6, 20.06.1916, German 5 Pfennig domestic reply postcard with indicia of 2 Pfennig and 3 Pfennig, uprated by a 5 Pfennig stamp. Censored İstanbul no. 5 to Berlin.

1 Cf. Zywietz, Tobias: *Le Timbre Levantin* / Tobias Zywietz with material from Edmund van Gilder. In: MEPB, no. 4, 2016, pp. 52–54.

2 Cf. Maaßen, Wolfgang: *Wer ist wer in der Philatelie?* Vol. 2, 2016, p. 129.

Julius Bolthausen Covers and Postcards (Peter Keeda)

Peter Keeda writes:

You mention Julius Bolthausen in MEPB 18.[3] I have a cover from 1908, although I think that it is not unusual (*fig. 1*). The reverse only bears Bolthausen's company cachet (*fig. 1a*).

Editor: Thanks for sharing, Peter. These covers, although not mass-produced, appear in the market from time-to-time. These and his other philatelic 'antics' have featured in several articles before: in MEPB 1 I looked at his picture postcards, [4] and David Pearlman contributed more of the cards in MEPB 10 and 11.[5] [6]

An article that will detail the "Caiffa Bisects" and Bolthausen's multi-office covers will be published later this year. Be prepared!

Peter also pointed me to a lot of Bolthausen postcards offered on Israeli auction site Kedem:[7]

3 Zywietz, Tobias: *Reports from the 1902 cholera epidemic in Palestine*. In: MEPB, no. 18, 2021, pp. 24–27.
4 Zywietz, Tobias: *The oriental travels of Julius Bolthausen : the picture postcards*. In: MEPB, no. 1, 2015, pp. 3–8.
5 Zywietz, Tobias, with material from David Pearlman: *The oriental travels of Julius Bolthausen – part 2: more Bolthausen picture post cards*. In: MEPB, no. 10, 2018, pp. 4–7.
6 Zywietz, Tobias, with material from David Pearlman: *The oriental travels of Julius Bolthausen – part 3: more Bolthausen picture post cards*. In: MEPB, no. 11, 2019, pp. 9–17.
7 Source: *Four Postcards – Groups of Teachers from Germany on a Trip to the East, Early 20th Century.* Lot 66 of

Fig. 2: On the Temple Place. Voyage no. 9.

Fig. 3: Members of the 11th teachers' travel party on the Temple Place.

Fig. 4: The al-Aqsa Mosque on the Temple Place with the Mount of Olives in the background. Voyage no. 10.

Fig. 5: On the Temple Place. 20th Orient Journey, March 1907.

Request for Information: Ottoman Railway Station Postmarks

Tobias Zywietz writes:

Atadan Tunaci and Folkert Bruining have been writing on T.P.O. and Railway mail services[8] and postmarks for many years. Folkert collaborated with Atadan to update one of his previous articles; this will be published in the next MEPB. Folkert nudged me to look into the Railway stations and why there is little evidence for postmarks for most of the stations listed in official publications. I started on a few vilayets and looked at railway stations listed on the earliest (1884) and the last (1914) Postal Guides[9] and whether there are any such postmarks in Birken. It quickly emerged that there are only about 20% of matches, so the rest must have been mail services by private railway companies – despite the stations being listed in the official Ottoman Postal Guides!

Kedem online auction no. 23, 9.06.2020. Online: https://www.kedem-auctions.com/en/content/four-postcards-%E2%80%93-groups-teachers-germany-trip-east-early-20th-century. Asking price: US-$ 200.

8 Tunaci and Bruining define these as: (1) postal services delivered by railway companies at railway stations; (2) postal services delivered by regular Ottoman post offices at railway stations; and (3) postal services delivered by travelling post offices.

9 Cf. *Indicateur des postes et télégraphes de Turquie,* 1884; and *Guide postal, 1914*.

So what was the status of these stations/offices/agencies, and where are the postmarks?[10] There are all-Arabic negative seals with "سیار" (seyyar) or "ماموری استاسیونی" (memuru istasyonu)[11] and similar inscriptions, but the rest must be private cachets/postmarks issued by the railways companies (C.O., J.S.C., C.O.S.M., C.F.O.A.).

For example: It is clear that Dédé Agadj (Dedeağaç) had a railway station (C.O.) since 1872 and even two stations since 1896 (J.S.C.). C.O.-cancellations are known (but not listed in Birken). J.S.C.-marks (although they should exist in my opinion) are never seen. Birken mentions (Edirne, p. 43) "Dedeagaç post seyyarı", in my opinion used at one of the two stations. The 1884 Indicateur lists "Dédé Agadj" without any reference to railway stations.

Another example: The 1884 *Indicateur* lists "Gumuldjina Gare" in the vilayet of Selanik, but the office "Gumuldjina" in the vilayet Andrinople. Certainly a misprint? However, Folkert adds: "The JSC Railway was not realised until 1895; so in 1884 Gumuldjina had no railway station at all. This can be the reason that the *Indicateur* gives Saloniki as the 'nearby' railway station." So one wonders whether other towns are marked "Gare" or "موقفی" thus? One notes that both entries are marked as "intérieur" (first column).

"	"	Andrinople . . . ادرنه	Gumuldjina . . PT گومولجنه . . . . . ت پ
"	"	Salonique . . . سلانیك	Gumuldjina, gare P گومولجنه موقفی . . . . پ

Folkert and I are gathering material. Here's a provisional list for the vilayets of Edirne and Aydin.[12]

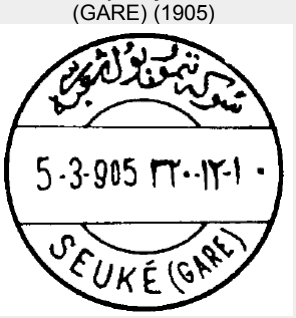
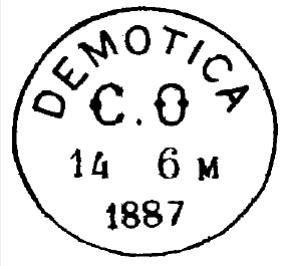
1884 Listing	1914 Listing	Birken Place	Birken Postmarks?	Vilayet
Kara Pinar Gare	Kara-bonnar Station	Karapınar (İncirliova) / Karapınar istasyonu (1871)	?	Aïdin
Ornakdji Gare	Ortakdji-station	Ortakçı istasyonu (1892)	?	Aïdin
Ahmedli Gare	–	Ahmedli/Amedli (Ilica)	Amedli (Ilica) (1912)	Aïdin
Balatdjik Gare	–	Balatcık (?, 1892)	no	Aïdin
Déïrmendjik Gare	–	Germencik/Değirmencik (1904)	no	Aïdin
Déré keuy Gare	–	Dereköy – no known postmarks	no	Aïdin
Djellad gare	–	Cellad (Callât) – no known pmks.	no	Aïdin
Duvéli Keuy Gare	–	Develiköy	no	Aïdin
Eléman Gare	–	Elman mevkifi – no known postmarks	no	Aïdin

10 I did check Turgut. As an example I take "Ahmedli Gare" at random: Turgut lists "Ahmedli İstasyonu" or "Ahmedli Gare" for every Postal Guide he tabulates from 1884 to 1915. But there are no postmarks anywhere.

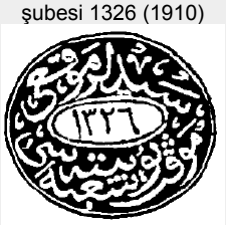
11 Postmark shown from Birken, 2021, Manastir, p. 9 (9-1-2: Manastır ciheti seyyar posta memuru 2).

12 The railway stations in the vilayets of Kosova, Manastir, Selanik, and Istanbul, are (as yet) not included here, as are stations of the city of İzmir as well as the other vilayets in Anatolia.

1884 Listing	1914 Listing	Birken Place	Birken Postmarks?	Vilayet
Emr Alem Gare	–	Emir Alem	no	Aïdin
Erbekli Gare	–	Erbegli – no known postmarks	no	Aïdin
Gaz Emir Gare	–	Seydiköy nahiyesi – Merkez: Gaziemir (1914)	no	Aïdin
Hamidié Gare	–	Hamidiye / Hamidiye–Aydın (?)	no	Aïdin
Horos keui Gare	–	Horosköy – no known postmarks	no	Aïdin
Karchou Yaka Gare	–	Karşıyaka (1901)	no	Aïdin
Kouchak Gare	–	Kozak – no known postmarks OR Köşk (1892)	no	Aïdin
Kourchoumlou Gare	–	Kurşunlu – no known postmarks	no	Aïdin
Kozpinar Gare	–	Kozpınar – no known postmarks	no	Aïdin
Ménémen Gare	–	Menemen (1868)	no	Aïdin
Oladjak Gare	–	Ulucak – no known postmarks	no	Aïdin
Omourlou Gare	–	Umurlu/Omorli (1910)	no	Aïdin
Orghanli Gare	–	Urganlı – no known postmarks	no	Aïdin
Paradisso Gare	–	Paradiso – no known postmarks	no	Aïdin
Tchiftéler Kahressi Gare	–	Çiftlik-i Kebir (Çiftlikköy) OR Çiftekahve OR Çiftlik (près Akhisar) – no known postmarks	no	Aïdin
Tchiyli Gare	–	Çiğli – no known postmarks	no	Aïdin
Tchoban Issa Gare	–	Çoban İsa – no known postmarks	no	Aïdin
Trianda Gare	–	Triyanda – no known postmarks	no	Aïdin
–	–	Tire (Gökçen)	Tire istasyon (1892)	Aïdin
–	–	Aydin	Aydın istasyonu posta şubesi (1892) / Aydin (Gare) (1902) / Aydin seaar posta memuru (–)	Aïdin
–	Aya Souluk Station	Ayasoluğ/Selçuk (1876)	no	Aïdin
–	Dénizli Station	Deñizli (1865)	Deñizli istasyonu (1892)	Aïdin
–	Manissa (Station)	Mağnisa (Manisa) (1866)	Mağnisa istasyonu posta şubesi 1314 (1896), Mağnisa istasyon (1908)	Aïdin

1884 Listing	1914 Listing	Birken Place	Birken Postmarks?	Vilayet
–	Sart Station	Sart (Sartmustafa) (1911 PTT)	no	Aïdin
–	Seuké Station	Söke/Akçeşehir (1868)	Söke Demiryolu şubesi SEUKÉ (GARE) (1905) 	Aïdin
Babaï Atik Gare (Eski naba Gare)	Baba-Eski (Sinanlou) Station	Baba-ı Atik/Babaeski/Babaeski istasyonu/Sinanli-Alpullu (Babaeski istasyonu)	Baba-ı Atık telegraf ve postası/Baba-ı Atık istasyonu posta şubesi 1320 (1893/1904) / Baba Eski Gare (1899) / Sinanli-Alpullu	Andrinople
Djisri-Erguené Gare (Ouzoun keupru Gare) / Ouzoun Keupru Gare	Djisri-Erguené Station (Ouzoun-Keupru Station)	Cisr-i Ergene/Uzunköprü (1871) / Cisr-i Ergene/Uzunköprü istasyonu (1884/1908)	Cisr-i Ergene/Uzunköprü istasyonu/Cisr-i istasyonu memuru/ Ouzuon Keupru Gare (1884)	Andrinople
Kouléli Burgas Gare	Kouléli-burgaz Station	Kuleliberğos, Kuleliburgaz (Pythion) (1908)	no	Andrinople
Demotica Gare[13]	–	Dimetoka (Didymotichon)	**Demotica C.O. (1883–1887)** 	Andrinople

13 The 1884 Indicateur lists besides “Demotica Gare” also a regular office “Demotica”.

1884 Listing	1914 Listing	Birken Place	Birken Postmarks?	Vilayet
Férédjik Gare[14]	–	Ferecik (Férrai) (1871)	no	Andrinople
Gumuldjina Gare[15]	–	Gümülcine (Komotíní)		Salonique
Kadikeuy Gare	–			Andrinople
Lulé Burgas Gare	–	Lüleberğos (Lüleburgaz) (1868)	Lüleberğos istasyonu/Lulé-Bourgaz (Station) (1912)	Andrinople
Mouradli Gare	–	Mir'atlı/Muradlı (Muratlı) (1896)	no	Andrinople
Orlou Gare	–	Orlı, Urlu (Orestias) (?)	no	Andrinople
Pavli Gare	–	Pavli, Pavliköy (Pehlivanköy) (1901)	no	Andrinople
Petekli Gare	–	Pitikli, Petekli (Tyhion) – no known postmarks	no	Andrinople
Siéler Gare	–	Seyidler/Seydler (1910)	S. mevkii muvakkat posta şubesi 1326 (1910) 	Andrinople
Sofilou Gare[16]	–	Sofilü (Soufli) (1892)	Sofili istasyonu posta nakliye 1286 (1870)	Andrinople
Tchorlou Gare	–	Çorlu (1868)	no	Andrinople
–	–	Mustafa Paşa İstasyonu/Cisr-i Mustafa Paşa istasyonu (1892)	Cisr-i Mustafa Paşa istasyonu (1885) / Cisr-i Mustafa Paşa mevkifi postahanesi (1892)	Andrinople
–[17]	Kara-agatch (Timourtache Station) / Timour-tache (Kara-aghadj Station)	Karaağaç/Kara-Aghatch (1914) Adrianople C.O. (1897)	Edirne seyyar postası ?	Andrinople

14 The 1884 Indicateur lists besides "Férédjik Gare" also a regular office "Férédjik".
15 The 1884 Indicateur lists "Gumuldjina Gare" in the vilayet of Selanik, but the office "Gumuldjina" in the vilayet Andrinople. A mix-up with Gümence (Guménissa) is not possible, so the vilayet's name seems a misprint.
16 The 1884 Indicateur lists besides "Sofilou Gare" also a regular office "Sofilou".
17 The railway station serving Adrianople/Edirne lies between the villages Karaağac and Demirtaş just a few kilometres south of the city. Turgut lists "Demirtache Mevkifi/Demirtache İstasyonu" for 1884, but it is not in the 1884 Indicateur, there we find just a regular office "Demir Tache". For 1896–1903 Turgut lists "Edirne Mefkivi".

1884 Listing	1914 Listing	Birken Place	Birken Postmarks?	Vilayet
			 Adrianople C.O. (1915) 	

Holy Land Hotel Cachet: New Hotel Haifa Palestine A. Nassar 1898

Editor: In the most recent Doron Waide auction,[18] I found a hitherto unknown Holy Land hotel cachet: "NEW HOTEL. HAIFA PALESTINE / 1898 / A NASSAR". The auctioneer refers to Bale and Collins in his "unlisted" claim. I checked Falk[19] and can confirm that it is not listed there either. So, it seems, a truly new find! Nassar later operated the "Grand Hotel Nassar" in Haifa, cachets with "Grand New Hotel A. Nassar" are known starting in 1905.

Lot	Auctioneer's Description	Estimate	Result
11	Palestine Forerunners Austrian Post - Rare Hotel / Maritime mail. Postcard with view of Haifa shore mailed to USA, frank 20 Para Austrian ovpt. stamp tied VF Caifa p/m 18.3.1904 alongside the Ship Elektra (Austrian steam ship) p/m in Green dated 18.3.1904. "New Hotel. Haifa Palestine 1898 A. Nassar" English/Arabic superb handstamp cachet at left (This type Hotel Cachet is UNLISTED in the Bale or Collins catalogues). Detroit arrival p/m on back April 12 1904. VF show piece.	750 $	n/a €

Figs. 1 and 1a: Front and back of the 1903 post card (ed. Struve & Beck, no. 382).

18 Sales 39, 7.08.2022. Online: https://doronwaide.com/sale-39-11-palestine-forerunners.
19 Falk, Jürgen: *Die deutsche Post in Palästina : 1898–1914*. Bremen: Falk, 2007 [i.e. 2008], p. 349.

Turkey: Small Tughras Plate Error? "PAPAS" (2pa 1911, MiNr. 180)
(Eric Rosen)

Eric Rosen writes:

Can you advise if this is an error that reads "PAPAS" instead of "PARAS" or refer me to someone who does expertisation?

Editor: Not having found any mention of this in specialist catalogues and handbooks, I referred Eric to expertiser Yakup Nakri.

Hans-Dieter Gröger writes:

In this case, I am 98% sure (I don't want to use 100%) that this is a simple accident caused by temporary contamination of the printing plate: dust or similar has settled in the engraving of the leg of the "R". This was either remedied by cleaning of the plate, or the particle fell off by itself (as is so often the case).

Such minor details can certainly be included in one's collection, but such make no philatelic sense. They have no market value and are therefore not mentioned in the catalogues.

Editor: This opinion is not shared by other collectors I spoke to. Readers are now called upon to observe this printing coincidence (or variety?). The editors will be pleased to receive any relevant information!

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Research Request: Lebanon Consular Stamps

Tobias Zywietz writes:

A while back, Eric Jousset sent me a collection of notes and images on Lebanon's Consular stamps in view of updating the listings in Duston's catalogue. Duston's second (and last edition) was published in 2000, and, as the title suggests, catalogues all Lebanese Fiscals, as well as covering other former French territories.[20]

One of the objectives is of course to show the stamps, ideally all of them, in good quality. And here I need further help. Both Eric and Phil Le Page sent me better scans recently, but in total there's a need for more material to publish the update of this small part of Duston's listings. If you collect Lebanese Revenue Stamps, especially Consular Stamps (Chancellerie/Consulaire), plese come forward. Scans should ideally be at 600 dpi and on black background.

Here's a glimpse of the current state of one issue:

1946: Cedar Tree "Droits Judiciaire" or "Droits Notarial"
Overprinted in Arabic: "طوابع قنصلية" (timbre consulaire/consular stamp)

No.	Dust.	Year	Value	Base Value	Base Stamp	Colour	Overpr. 1 Overpr. 2	Wmk
7	5	1949	100 p	100 p	Droit Notarial	grey-brownish	black	♦
7a							dark grey (double)	♦
8	6	1947	200 p	200 p	Droit Notarial	violet	black	–
9	7	1947	100 p	100 p	Droit Judiciaire	grey/chestnut	red	–

I 7

G 8

H 9

7

8

9

20 Duston, Donald L.: *French colonies revenues (and former colonies now independent) : part III : north Africa and middle-east colonies* / ed. by Donald L. Duston. 2nd ed. Peru, Ill.: Duston, 2000. The first edition (1989) was edited by G.M. Abrams, Henri Janoton, and Donald L. Duston,

MEPB 16: ***Request for Information: Ottoman Postal Route to Persia via Trebizonde, Erzurum, Bayazid, and Tabriz*** (Björn Sohrne, pp. 94–96)

MEPB 20: ***RFI: Ottoman Postal Route to Persia via Trebizonde, Erzurum, Bayazid, and Tabriz*** (Björn Sohrne, pp. 151–153)

Björn Sohrne writes:

Regarding Bayazid I have scanned an interesting registered cover from Khoy, Persia, near the border, that got a Bayazid cancellation in 1907. There are other covers from Persia about 1900 that state the mail should go via Bayazid (and not via Tiflis and Batum), but none of them have any Bayazid cancellation as far as I know. Instead some of them have the Tiflis transit cancellation!

It is the same pattern as with the Khaneqin Exchange office in Mesopotamia. Almost all mail was sent in big bags[21] and therefore very few covers which were sent from very near the border have received any exchange postmark.

The 1892 postal treaty between the two empires allowed for two postal routes for the exchange of closed bags: Bayazid (Anatolia) in the North and Khanikin (Mesopotamia) in the South. Both places were situated on the Ottoman side of the border. The two Ottoman POs were a combination of Exchange PO and a regular PO for letters and parcels. The Persian POs, sharing the same premises, were only assigned to be Exchange POs offering no other postal services.

This registered letter was sent from "KHOY / 10 3 -7" to Paris transiting the Turkish Exchange P.O. of Bayazid 21.03.1907. Forwarded to Constantinople where the Turkish PO also applied a Turkish registration box with a manuscript "115" both inside and on the envelope and cancelled Constantinople "1 AVRIL 07".

Manuscript "بايزيد ٨/٣" (Bayezid 8/3)[22] and "١١٥" (115) as well as "№ 115", and Turkish registration hand-stamp. Arrival cancel Paris 4.04.1907.

21 Closed Mail.

22 This fits, as 8 Mart 1323 (8.01.1323) = 21.03.1907.

Ottoman postmark
بايزيد
BAYAZID
21 3·907 ٢٣٠١٠٨

Birken: Erzurum, p. 19 (19-1-3)

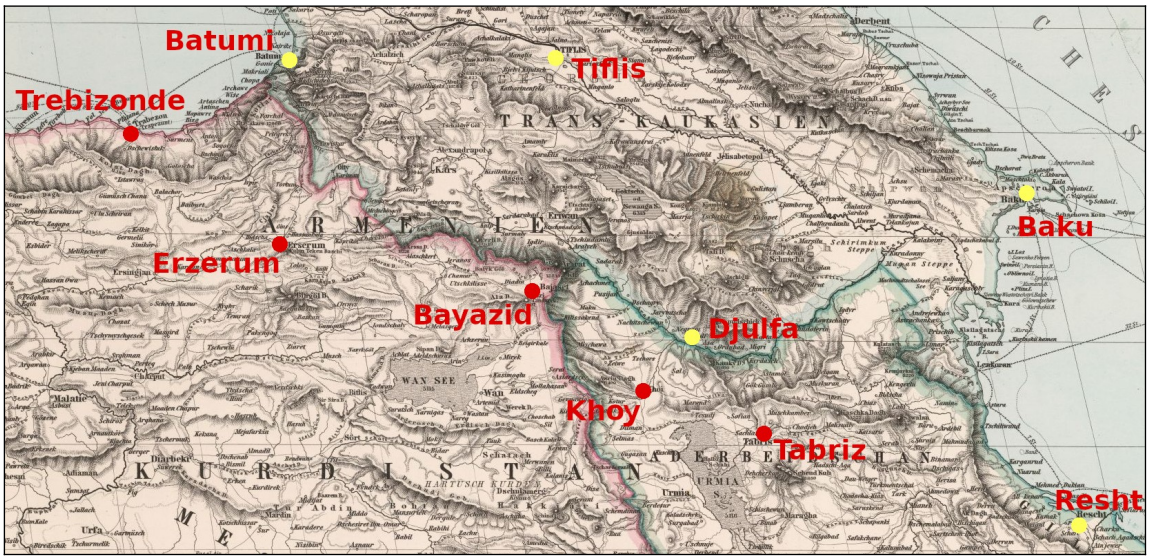
Ottoman postmark
CONSTANTINOPLE–STAMBOUL
DÉPART
1 AVRIL 1907

Birken: İstanbul Merkez, p. 32 (32-2-3)

Persian Parcel Post via Russia in 1877?

There's also a question regarding parcel post between Persia and Russia: Stahl mentions,[23] besides the Bayazid connection, that there was from 1st December 1877 a weekly parcel post connection via Djulfa using the Russian route.

However, I am wondering what kind of arrangement this was as the first parcel post treaty between Persia via Russia came into effect in 1904! Any idea if there was also a private arrangement although Persia joined U.P.U. on 1st September 1877 and this parcel service, according to Stahl, began on 1st December 1877.



23 Stahl, Alexander Friedrich Wilhelm: *Der Postdirector von Tauris*. In: Wiener Illustrirte Briefmarkenzeitung, 3. 1878, no. 1 (15.01.1878, whole no. 25), pp. 1–2.

The Joint Telegraph Office at Pera (Ottoman Posts/Eastern Telegraph Co.)

Editor: I have recently checked a new collection at SALT Archives: Postal Service, Telegraph and Telephone Companies Archive. There are several interesting documents, illustrations and photographs. Here I'd like shown one of them: a photograph of the joint Telegraph Office of Ottoman Posts & Telegraphs and Eastern Telegraph Co. The image is undated, but was clearly taken long before World War I.

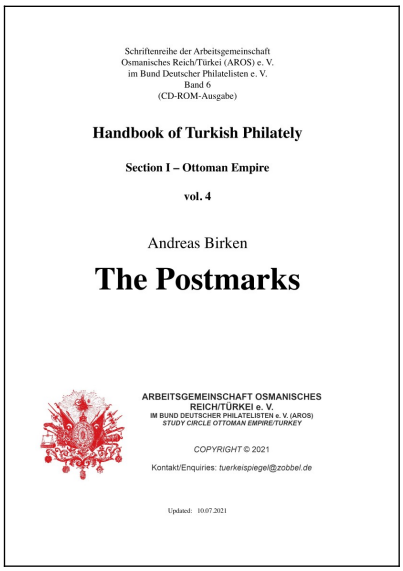
Fig. 1: Joint Telegraph Office of Ottoman Posts & Telegraphs and Eastern Telegraph Company at Pera.[24]

24 Source: Administration Impériale Télégraphes et Postes. Bureau Péra - Eastern Telegraph Company Office. In: SALT Araştırma / Posta, Telgraf ve Telefon Şirketleri Online: https://archives.saltresearch.org/handle/123456789/121311. Licence: Open Access (CC BY-NC-ND 4.0). The image originates from Cable & Wireless Porthcurno Trust.

The Ottoman Postmarks Projects – Joint Research by AROS, OPAL, and ONEPS

Tobias Zywietz writes:

"Die Poststempel / The Postmarks" edited by the late Dr. Andreas Birken is a bilingual (German and English) catalogue of Ottoman postmarks, including both postal and censor markings. It is the product of the *Ottoman Postmarks Project* launched in 1991 by OPAL, AROS, and TOPS (now ONEPS).[25] Its latest version consists of 42 PDF-files with over 2,000 pages.


Schriftenreihe der Arbeitsgemeinschaft
Osmanisches Reich/Türkei (AROS) e. V.
im Bund Deutscher Philatelisten e. V.
Band 6
(CD-ROM-Ausgabe)

Handbook of Turkish Philately

Section I – Ottoman Empire

vol. 4

Andreas Birken

The Postmarks

ARBEITSGEMEINSCHAFT OSMANISCHES REICH/TÜRKEI e. V.
IM BUND DEUTSCHER PHILATELISTEN e. V. (AROS)
STUDY CIRCLE OTTOMAN EMPIRE/TURKEY

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Updated: 10.07.2021

After the death of Dr. Birken in 2019, a small group of collectors have now formed a working party to continue this epic undertaking. You can join the group formally and work with others sharing and discussing material (join the internet forum at https://www.zobbel.de/forum/), or you can submit new findings and corrections informally via the mailing list birkenopp@arosturk.de.

On how to obtain the latest version of the catalogue, please see the advert elsewhere in this issue.

RFI: Existence of Postmark Usunca Owa in Bulgaria (Usundsha Ova, Uzundja-ova, Uzundzhovo) (Tobias Zywietz)

Tobias Zywietz writes:

İsmail H.T. Okday, in his 1960 article "Porto-Siegelstempel des Osmanischen Kaiserreiches in der vorphilatelistischen Zeit"[26] lists in his Type VIII category[27] a seal for this place:

106 Usunca Owa Bulgaria 1863

However, this place is a rather small village near Hassköy (Haskovo, Chassköï)[28] and Harmanlı (Harmanli, Hirmenlü), i.e. between Plovdiv (Filibe, Philippople) and Edirne (Andrianople, Adrianople), but it is not even on the main road. Could this be a mis-attribution?

Sadly there is no illustration of this postmark anywhere to be found, and there's no mention of the place, be it as Usunca Owa, Usundsha Ova, Uzundja-ova, Uzundzhovo, or by any other name in philatelic literature. Okday's map doesn't help, not even Esmer's maps. Nothing in Turgut and Birken.

The maps of 1854/1855 (*figs. 2 and 4*) clearly show the place near (but not on) the main route between Plovdiv and Edirne, just east of Hassköy. However, searching the internet and Wikipedia gave this clue about its importance:[29]

25 For more on its history see *The Ottoman Postmarks Projects – Joint Research by AROS, OPAL, and ONEPS* in MEPB 20, 2022, p. 155.

26 See the translation of this article, *Postage-Paid Seals of the Ottoman Empire in the Pre-Philatelic Period,* elsewhere in this issue.

27 Type VIII: Round negative seal, with horizontal narrow crescent at the bottom margin in size 23 mm. Turkish inscription in Arabic characters: "postahane" (i.e. post office) in the bottom. Place name above. The year is at the very bottom.

28 The first (and only) postmark for Hassköy (Haskovo) is from 1865.

29 *Uzundzhovo*. In: Wikipedia. Online: https://en.wikipedia.org/wiki/Uzundzhovo (accessed 5.07.2022). *Узунджовски панаир*. In: Wikipedia. Online: https://bg.wikipedia.org/wiki/%D0%A3%D0%B7%D1%83%D0%BD%D0%B4%D0%B6%D0%BE%D0%B2%D1%81%D0%BA%D0%B8_%D0%BF%D0%B0%D0%BD%D0%B0%D0%B8%D1%80.

Figs. 1–3: Maps of Arrowsmith (1854), Birken (2019), and an 1855 map.

In Ottoman times, Uzundzhovo was famous as the site of the international Uzundzhovo Fair (Узунджовски панаир, Uzundzhovski panair). According to the German historian Hammer, the fair was established by Grand Vizier Sinan Pasha in 1593. It was organized regularly from the early 18th century to 1876 and gathered up to 50,000 people for around 40 days.[30] *The site was chosen because of Uzundzhovo's location on the trade route from Plovdiv to Edirne, between the Mediterranean Sea, the Black Sea and the Danube. […]*

The Uzundzhovo Fair was one of the most famous fairs in the Ottoman Empire and the most important one in Rumelia; as such, the authorities took great care to keep the roads in good condition and protect the merchants from the robbers hiding in the nearby forests. […] Gradually, the Uzundzhovo Fair lost its international importance. The Plovdiv Fair organized since 1892, assumed its role of the region's leading trade show.

In the 1870s, due to the improved transport links in the Ottoman Empire, including the construction of railways and the increase in trade along the seaports, the economic importance of the Uzundzhovo Fair declined. In some sources it is assumed that the last fair in Uzundzhovo was staged in 1876, but in the Principality of Bulgaria, although not with the same importance, it was restored.

30 The fair was held every September; the article in the Bulgarian Wikipedia says: *"According to data from 1857, its duration was 8 days, starting on 8 September. The date 8 September is also mentioned in sources from 1874."*

Fig. 1: 19th Century illustrations of the Uzundzhovo Fair.[31]

So it would have been perfectly feasible, that, at least during the fair, there was some postal provision by the Ottoman state post. But do covers, postmarks, and other evidence exist?

The Editor of MEPB seeks these Books – as originals, or good photocopies, or scans, or for loan:

Türkiye posta ve telgraf ve telefon tarihi ve teşkilât ve mevzuatı
(Asaf Tanrıkut, 2 vols, 807 p., Ankara 1968 & 1984)
PTT Müzesi Osmanlı Posta Damgaları Kataloğu (Nuhoğlu & Mert)
Indicateur des postes et télégraphes de Turquie, 1884 (colour!)
Guide postal, 1914
and other postal guides and listings

Contact me at mep-bulletin@zobbel.de

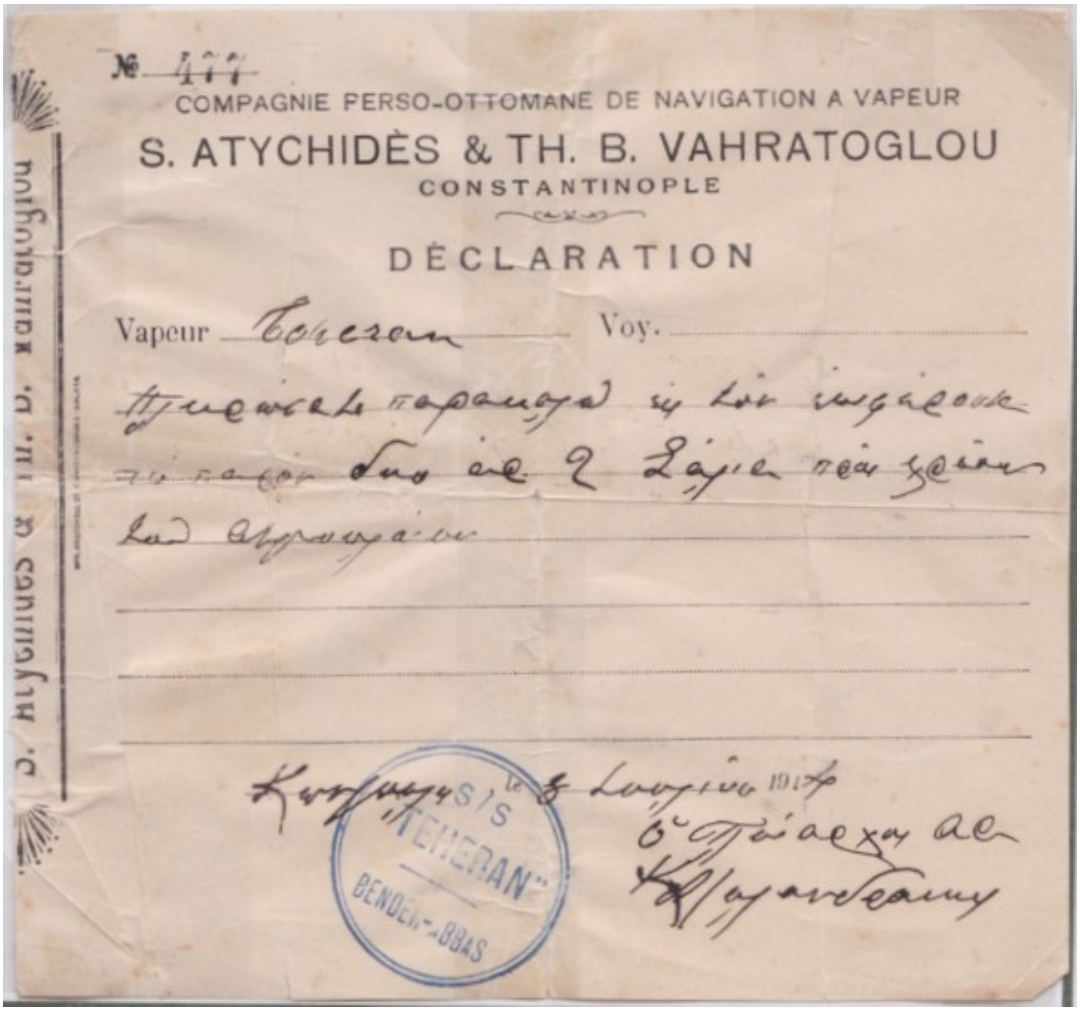
31 Source: Николова, Венета: *Минало незабравимо: Узунджовският панаир бил търговското чудо на Балканите*. In: Radio Bulgaria. Online: https://bnr.bg/radiobulgaria/post/101620269/minalo-nezabravimo-uzundjovskiat-panair-bil-targovskoto-chudo-na-balkanite (accessed 5.07.2022). The illustration is unattributed.

RFI: Compagnie Perso-Ottomane de Navigation à Vapeur (S. Atychidès and Th. B. Vahratoglou)

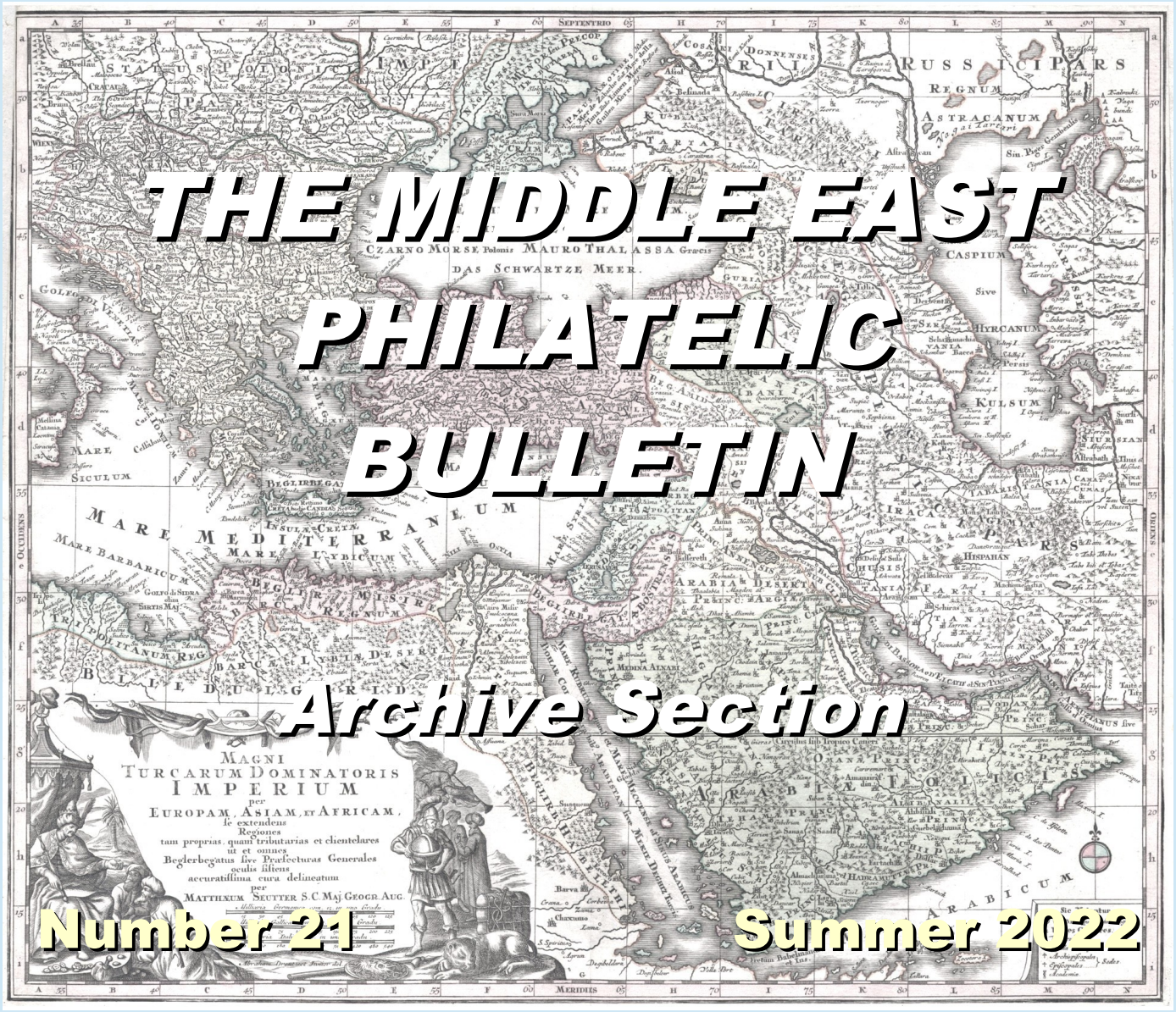
Björn Sohrne writes:

Have you ever seen or heard of Compagnie Perso-Ottomane de Navigation à Vapeur? I have only this document which seems to be from 1914 (pls check carefully at bottom). I have googled and also checked with Turgut's monumental PH book. But in vain!

Editor: The managers Socrates Atychidès and Theodore B. Vahratoglou can be found in contemporary trade directories nad Lloyd's lists,[32] but as shipping agents/négociants, not as "Compagnie Perso-Ottomane de Navigation à Vapeur." Only later, in the 1920s, some Lloyd's lists mention the company name. A 1913 list of shipping companies Björn found does also not feature the company. Ships: SS Teheran; SS Ispahan (ex SS Samamet, ex SS Uhuvet, ex SS Northenden) was built in 1886;[33] the SS Shiraz (ex SS J.E. McConnell) was built in 1867;[34] the SS Kara Deniz (ex SMS Darmstadt) in 1890.[35] Maybe our readers can shed light on this venture?



32 Cf. pages 353 and 790 in https://archives.saltresearch.org/handle/123456789/2878.
33 Cf. https://en.wikipedia.org/wiki/SS_Northenden_(1886).
34 Cf. http://www.tynebuiltships.co.uk/J-Ships/jemcconnell1867.html.
35 Cf. https://freepages.rootsweb.com/~banatdata/genealogy/DDB/Photos/ShipPages/S0037.htm. The ship was seized in Bombay at the outbreak of war and claims of compensation between Atychidès & Vahratoglou, the Indian and British Governments and the Persian Government ensued for many years.



THE MIDDLE EAST PHILATELIC BULLETIN

Archive Section

Number 21 **Summer 2022**

The 'Archive Section' provides reprints of long-lost or forgotten journal articles, booklets or books, only with sparse annotations. These are primarily intended for documentary purposes in the digital age.

This twenty-first instalment features an article originally published in 1960. For the time, this study of the "Postage-Paid Seals of the Ottoman Empire in the Pre-Philatelic Period" by İsmail Hakkı Tevfik Okday was groundbreaking!

Postage-Paid Seals of the Ottoman Empire in the Pre-Philatelic Period

by İsmail H. T. Okday, İstanbul

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The following article was first published in 1960/1961[1] and is presented here in translation from German.[2] This shall be understood as a contribution to preserve parts of the history of philatelic research as the study has long been superseded by more recent research.

The author is İsmail Hakkı Tevfik Okday (1881–1977), commander in the 2nd Balkan War and on the Syrian/Palestinian front during World War I, later Turkish Grand Consul in Moscow, Vienna, and other missions. He was the son of the last Ottoman Grand Vezir Ahmed Tevfik Paşa (1845–1934) and son-in-law to Sultan Mehmed VI Vahideddin.[3] The family adopted the name Okday in 1934.

Okday was a leading and highly regarded philatelist. He is mentioned in relation to disputed overprints like the Gaza/Beni Saʿab Provisionals (1917) and some issues during the Turkish War of Independence (1922).

1 Rundbrief des Deutschen Altbriefsammlervereins, 1960, nos. 194/95, pp. 1–6; no. 196, pp. 7–10, no. 197, pp. 11–14, no. 198, pp. 15–18, nos. 199/200, pp. 19–24, and no. 210 (illustrations).

2 Translated and annotated by Tobias Zywietz, 2022. Only where appropriate or necessary spelling has been revised.

3 He was married to Princess Fatma Ulviye *Sultan* from 1916 to 1922.
Both images from Okday, Şefik: *Der letzte Großwesir und seine preußischen Söhne*. Göttingen, 1991.

The History and Development of the Ottoman Postal System

It is useful to mention something about the history and the development of the Ottoman postal system before beginning the description of the postmarks, which are to be regarded as the forerunners of the Turkish postage stamps and postage due stamps.

The ancient Ottomans took over the message system from the Selcuks in Asia Minor in 1453, who carried their correspondence by special messengers. The Ottomans reformed and expanded this Selcuk postal service so that by the time of the conqueror of Constantinople, Sultan Fatih Mehmed Han II,[4] the messenger service was organised to perfection.

The tall Ottoman postal *tatars*, dressed in red cloaks and wearing black turbans, caused a stir and aroused admiration wherever they appeared. They provided intelligence services for the state and the army from İstanbul to Hungary via Belgrade and back, from İstanbul to the Indian Ocean, Persia, Algeria and back. The mail caravans, which often reached a strength of up to 100 horses, were always greeted on arrival at their destination by a large crowd of onlookers and curious people who wanted to hear and learn the latest news from far-flung border regions.

Çelebi Efendi, the well-known Turkish traveller,[5] describes the northern postal route of Asia Minor in 1656, namely from Wan on the Persian border to İstanbul. According to this description, the *tatar* mail consisted of 8 packhorses. The stage mail route was as follows:

- The 1st stage from Wan to Barkiri (Bargri)[6]–Malaskerd[7]–Chinis (Hinsa)[8]–Altın Halkali (Köprüköy)[9]–Hassan Kale.[10]
- The 2nd stage from Hassan Kale to Erzincan.
- The 3rd stage from Köylü Hissar Fort[11] to Niksar (Nikhissar).
- The 4th stage from Niksar via Ladik to Mersifon.[12]
- The 5th stage from Mersifon via Osmancık to Tosya.
- The 6th stage from Tosya via İsmid, from where, after a three-hour stop, the riders continued to Gebze.[13]
- The 7th stage ran from Gebze via Üsküdar (Scutari) and over the Bosporus to İstanbul.

Another almost similar postal route with a branch in Osmancık ran via Gümüş[14] to Amasya and Niksar. This slightly modified postal route ran via the following places: İstanbul–Scutari–Gebze–İsmid–Hendek–Bolu–Çerkeş[15]–Tosya–Osmancik–Gümüş–Kerkeş[16]–Amasya–Niksar–Köylü Hissar–Erzincan–Erzerum–Hassan Kale–Chinis–Barkiri to Wan.

This postal route in northern Asia Minor was completed in 13 days, including 6 days of rest. In his travel descriptions, the traveller Çeleb Efendi mentions various robberies by bands of robbers and the hardships and strains of the rapid day and night journeys.

According to official reports, the southern postal route from İstanbul to Akka in Palestine was completed by the postal *tatars* in 12 days, the route İstanbul–Edirne (Adrianople) in European

4 Mehmed II. Ebū ʾl-Feṯḥ (1432–1481).
5 Evliyâ Çelebi (1611–1683).
6 Bargiri Nahiyesi, Bargueri.
7 Malazgird, Malazguérd.
8 Hınıs, Khnous.
9 On the author's map it is east of Hasankale, but the road to Hınıs goes south; so maybe Mescidli? or Ağviren?
10 Hasankale, Hassan Kalé.
11 Koyulhisar, Koïlou-Hissar.
12 Merzifon, Merzifoun.
13 Gebüze, Guebzé, Gubezeh.
14 Gümüşhacıköy, Gumuche-Hadji-Keuï, Gumuch-Hadji-Keuy.
15 Tcherkesk, Tcherkesh.
16 Not identified, possibly Çorum?

Turkey in 2 days and the south-eastern route İstanbul–Baghdad (2,300 km) in 14 days and once even in 9 days.

The postal route for Syria and Palestine came into operation in 1841 and ran via Aleppo (Haleb)–Homs–Beyrouth–Damascus (Sham or Dimishk-üş Şam)–Akka (Akke)–Jerusalem (Kuds-i-Şerif). In 1852, the postal route Beyrouth–Saʿida–Sur–Akka (Akke)–Haifa–Jaffa–Jerusalem on which the postal service operated once a week, was established. The mail left Beyrouth and Jerusalem every Thursday, crossed at Akka with the mail coming from the opposite direction and arrived at its destination on Sunday. Nabulus (Naplouse)[17] was provided with mail routes in 1856 to Jaffa and Jerusalem. Another postal route was established from Jerusalem to Hebron and Gasa. Another postal route was established from Tiberias (Tabarja) via Nazareth (Nassrije)–Chefa Omr (Şufaʿi Omr)[18] to Akka.

All postal relay stations south of Beyrouth such as Saiʿda, Sur, Akka etc. were subordinate to the post office in Beyrouth, which organised postal operations in Palestine.

The Tatar Corporation

The postal *tatars* were well paid by the state, they also received gifts and had income from private mail. Money lost or stolen en route was fully reimbursed by the *Tatar Corporation*,[19] regardless of the amount. This *Tatar Corporation* worked together with the state post office until recent times, mainly transporting mail to places without railway or steamship connections.

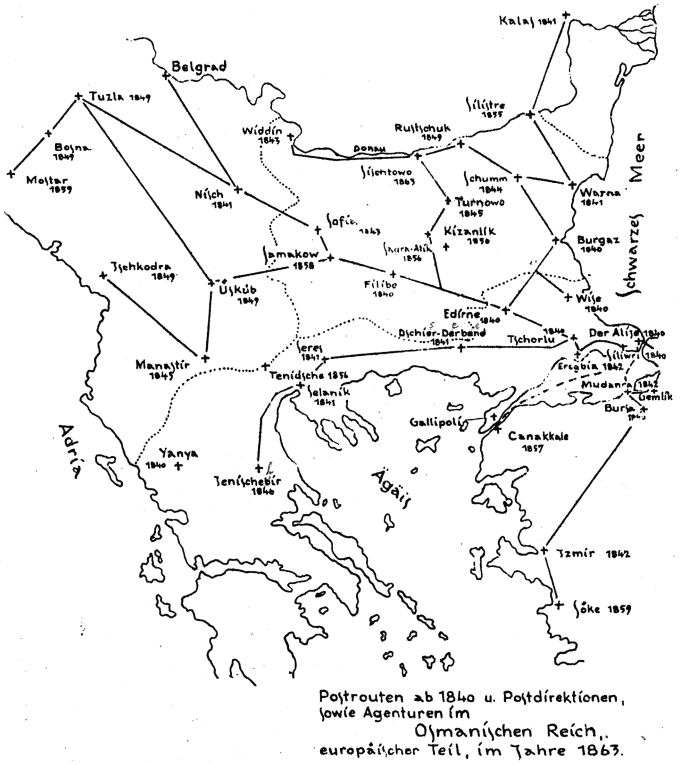


Fig. 3: Postal routes from 1840 and post offices and agencies in the European part of the Ottoman Empire in 1863.

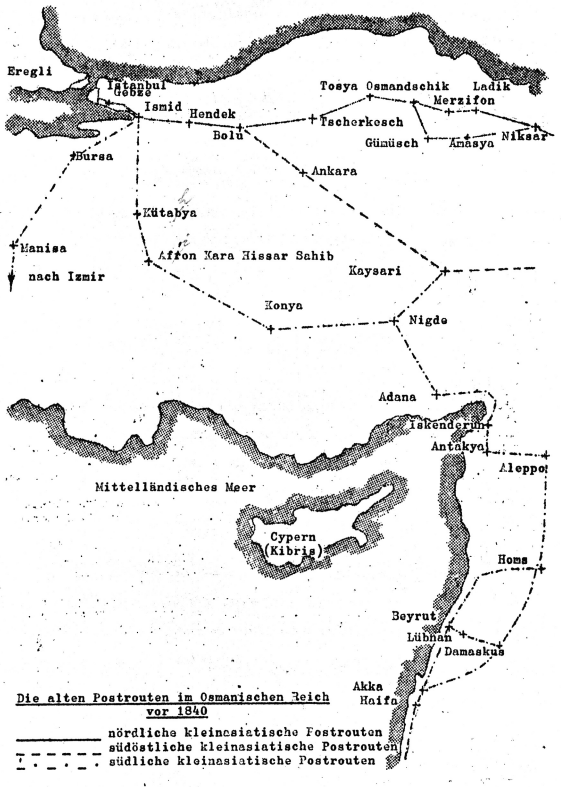


Fig. 4: The old postal routes in the Ottoman Empire prior to 1840 (I).

17 Nablus.
18 Şefa Amr, Chefa Omer.
19 Later on referred to as "Courier Corporation" or "*Tatar Odjagi*". The French term used in the 1934 U.P.U. article is "*foyer des tatars*".

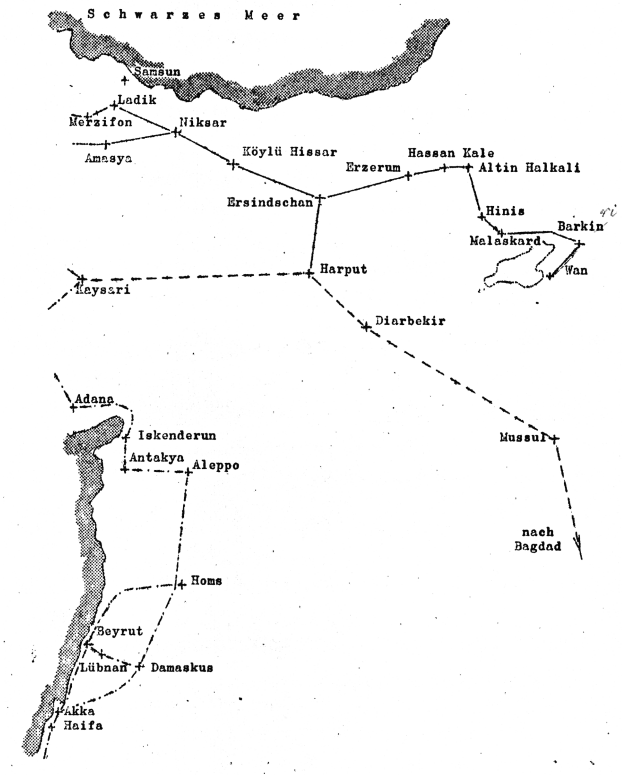


Fig. 5: The old postal routes in the Ottoman Empire prior to 1840 (II).

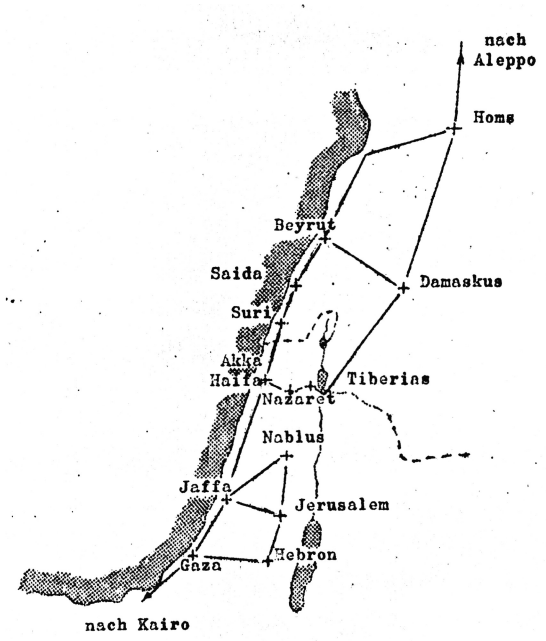


Fig. 6: The old postal routes in the Ottoman Empire prior to 1840 (III).

Postal transport in Asia Minor was still carried out in more recent times with four-wheeled light horse-drawn carriages or with pack horses. The mail was packed in large leather bags called "hrutsch".[20] The pack horses or post wagons were preceded by a horseman, who announced the arrival and departure of the mail in a loud voice. Behind the pack horses or the mail wagon followed the postal *tatar* and the military guard.

The transport of mail in the Arab countries, e.g. between Damascus–Medina (Medine-i-Münevvere) and Mekka (Mekke-i-Mükerreme) and further to Yemen was done by racing camels (*hajn*). The sheikhs of the various Bedouin tribes guaranteed the safe transport of mail in return for an annual subsidy.

This corporation of postal *tatar* couriers was called the *"Tatar Odjagi"* by the government of the Ottoman Empire, and was obliged to carry the state correspondence safely and quickly. For a long time, this body was housed in the so-called *"Elçi Hanı"* (ambassadors hostel) in the İstanbul district Çemberlitaş. The Courier Corporation had three different types of postmen, these were:

- the *tatar*, the courier,
- the *ssa'i*, the foot messenger,
- the *ulak*, the feeder messenger.[21]

These couriers could only be chosen from among people known to be honest and reliable. They had to be excellent horsemen and be able to endure all the hardships of travel without difficulty. They were chosen from amongst those *ağa* (*ağa* means: master!) who had proved themselves faithful and honest in their experience and training through a long period of service for the Grand Vizier (Prime Minister) or with other high officials. Great care was taken to ensure that the courier service

20 This term remains obscure. Other sources refer to "çantás." English equivalents: saddlebag or pannier.

21 Okan, 2003,0p. 16 (referring to a work by Korkmaz Alermdar) writes: "The messengers were classified according to their mission. In addition to tatars, there were also ulaks, çavuşs and peyks (couriers)."

functioned flawlessly and impeccably, that the service ran smoothly through continuous strict control and that no inappropriate person was employed as a courier.

This Courier Corporation, the *Tatar Odjagi*, was founded under Sultan Abdül Hamid I[22] in 1780[23] and was further developed and reformed in 1814 under Sultan Mahmud II.[24] From then on, those who enlisted in the express courier service had to serve for a few years with the older members of the Corporation and had to learn the statutes of the Corporation in their entirety. After ascertaining details about their personal education, their passions and inclinations, as well as other qualities, and after confirming that they were capable of delivering the secret and important letters of the government, they were finally admitted to the Corporation.

In the capital İstanbul, all the higher dignitaries and ministers, in the provinces the governors-general, housed hundreds of these postal *tatars* in their residences. Their job was to deliver messages and letters. These express couriers enjoyed all the rights of an official of the Ottoman Empire. In İstanbul, the number of these postal *tatars* was 300, and each governor-general of a province had 50 postal *tatars*.

Fig. 7: A postal *tatar* in 1856.

The supreme head of this *tatar* courier service had the title: *"Odsohak Baş-Tatari"* (Chief tatar of the Corporation). The head of the express service for ministers and other high dignitaries (viziers) had the title: *"Wesir Tatar-Ağassi"* (*tatar* servant of the vizier). The officers of this express service had the title: *"Tatar Odabaşissi"* (tatar Chief of Office). The Wesir Tatar-Ağassi (tatar chief of office) was in charge of 100 *tatar* messengers.

The clothing of the postal *tatars* generally consisted of a red bolero, a gold-embroidered cummerbund and red pluderhosen, a two-button red coat, a black lambskin kalpak with a green and yellow cap, and yellow riding boots.

In wartime, these postal *tatars* provided the official field post service. They were in the entourage of the viziers and governors-general in charge of the campaign, and displayed their own special postal flags. Military couriers, who were subordinate to the official field postal service, took care of the mail of the crews and officers.

22 Abdülhamid I (1725–1789).
23 UPU, 1934, says: "For the purpose of developing this system, an institution called 'Foyer des tatars' was organised in the reign of Sultan Abdulhamit I and maintained under successive sultans."
24 Mahmud II (1785–1839).

Foreign Postal Relations

A postal service with neighbouring countries was first established in 1783, when a postal treaty was concluded between Turkey and Russia. In an article of the Turko-Russian Trade Treaty of 1783,[25] Turkey and Russia undertook to make all preparations and acquire means of transport to speed up, develop, secure and protect the postal service between the two empires.

The Republic of Venice seized the opportunity, similar to Russia, to expand and secure its postal service with Turkey. It opened a special post office in İstanbul in 1788 in place of its previous semi-official Levant postal organisation. This postal service between İstanbul and Venice was operated by the "Special Post Office for the Levant" which opened in Venice on 24th May 1788.

From Venice, mail was dispatched to İstanbul every second and fourth Saturday, and from İstanbul mail was dispatched to Venice on the 8th and 22nd of every month. On 23rd July 1788, the Special Post Office for Turkey in Venice announced that the carriage of letters via İstanbul to İzmir (Smyrna), Cairo (Kahire), Aleppo (Haleb) and other cities of the Ottoman Empire would be started.

With the conquest of Venice by Napoleon in 1799, this Venetian special mail for Turkey ceased operation.[26]

The Venetian post office in İstanbul initially used a round seal in red colour with the coat of arms of Venice, a winged lion's head with the inscription "UFF. DI POSTA IN COSPOLI." Later, from 1792, an oval seal in black colour with the same coat of arms and with the inscription "POSTA DI COSTANTINOPOLI" was used. The value of such a Venetian pre-philatelic cover is estimated in England at £50.[27]

Sultan Mahmud II, who had reformed the Courier Corporation in 1814, attempted to reorganise the postal service along Western lines, but unfortunately he was unable to establish a proper Western-style postal service. Obstacles of all kinds thwarted the implementation of his aspirations.

Aspirations for a Modern Postal Service

The first postal service in the sense of today's postal system was not established in Turkey until 1830. An imperial decree (*irade-i-ssenije*) of the Sultan ordered that:

- Firstly: The exchange of correspondences from İstanbul to the provinces and of correspondences from the provinces to İstanbul had to be regulated according to a certain order.[28]
- Secondly: This orderly exchange of correspondences must secure income for the state.
- Thirdly: Care should be taken to prevent malicious correspondence.
- Fourthly: equal correspondence rights should be secured for all Islamic, Christian and Jewish Ottoman subjects, as well as foreigners.

However, the good will of this imperial decree to establish an orderly and secure postal service was thwarted by the poor condition of the roads, or rather by the lack of roads and the general insecurity that prevailed. Under these unfavourable circumstances, the mail wagons could only be delivered to their destinations with great loss of time and with enormous difficulties.

25 Treaty of Commerce between Russia and Turkey, signed at Constantinople, 10/21 June 1783.

26 According to "Venezia e il Levante" by Franco Rigo, pp.102–103, until 1786 a route via Cattaro was used (*"col pubblico dispaccio via di Catarro"*), later via Spalato (1786–1787), and via Zara and Ancona (1788–1793). "Venice terminated definitively the postal service in April 1793 due to strong Austrian competition".

27 Note that the article was written in the late 1950s.

28 The term "exchange of correspondences" is used, instead of "postal service": "Dersaadetimden taşraya gönderilen ve taşradan Dersaadetime gelen mekâtip". Cf. Okan, 2003, p. 17.

In order to remedy this situation, Field Marshal (*müşir*) Ahmed Fewsi Paşa,[29] commander of the Imperial Guard, demanded from the Sublime Porte (government) the construction of an approximately 100 km long postal road from Üsküdar (Scutari) to İsmid. He himself offered to take over the postal service from Üsküdar to İsmid with horse-drawn wagons for a fee. In this request, the Field Marshal uses the expression *"nakl-i-muharrerat"* (transport of letters) for the first time in the postal history of Turkey and describes the advantages of such a postal service, which would cover the distance İstanbul–İsmid in 18 hours and explains how the letter postage would have to be paid. Finally, he suggests that if this attempt should succeed, this postal service should be extended to the whole empire. This offer of the Field Marshal was submitted to the Sultan for approval. The Sultan issued the order to lease the postal service between İstanbul and İsmid to the Field Marshal Ahmed Fewsi Paşa for a fee.

The text of the handwritten imperial order reads in translation:

> *Out of necessity, the postal order, however it may be, is to be brought to a regulation. Thus, according to the report of Field Marshal Ahmed Fewsi Paşa, the settlement of the demanded amounts is to be carried out urgently and, in accordance with My granted permission, the beginning of the regulation of this postal service is to be initiated.*

Until then, the so-called old *"mensil"* (post-stage)[30] service operated between İstanbul and İsmid which carried state correspondence and travellers by means of special officials and *tatars*. This *mensil* system was abandoned after the construction of the postal road and the enterprise of Field Marshal Ahmed Fewsi Paşa provided the postal service with horse-drawn mail wagons until 1840.

This postal service then had to be temporarily abandoned due to the poor condition of the road, which was never repaired, and the old *mensil* service was reintroduced. This was of course only carried out with pack animals and cost 100 paras per hour. This postal service led via Üsküdar (Scütari)–Kartal–Dilbaschi[31]–Derince along the coast of the İsmid Gulf to İsmid in 5 stages. Each stage town had to provide 30 horses and 10 mail wagons. The latter only for the routes that could be travelled by wagons.[32]

The Tanzimat and the New Postal Service

Finally in 1840, after the proclamation of the *"tanzimât-ı hayrije"* (introduction of reforms)[33] by Sultan Abdülmecid Han,[34] it was provided for the re-establishment of the postal service. A project was prepared according to which postal establishments were to be gradually opened and put into operation in the most important places of European, Asian and African Turkey.

This first regular new postal service was inaugurated in Kartal, a suburb of İstanbul on the Asian coast of the Marmara Sea, by the Sultan Abdülmecid Han in person, who went there in an equipage. The *"Posta Nesareti"* (Ministry of Posts)[35] was established to secure, manage, and supervise this

29 Ahmet Fevzi Paşa. This is likely 'Rodosizade' Ahmed Fethi Paşa (1801–1858). UPU 1934 names an Ahmed Fethi Bey as Minister of Commerce and later on an Ahmed Bey as Minster of Posts, this is a different person to Ahmed Fewsi Paşa.

30 *"menzil"*, i.e. a systems of relay station, or in the original sense: posts.

31 Dilovası.

32 Not mentioned here are the (never implemented) plans of the Minister of War, Serasker Hüsrev Paşa, for a postal service starting on the route between Constantinople and Adrianople (Edirne) in 1834. Cf. Okan, 2003, p. 18.

33 Means auspicious or wholesome reorganisation.

34 Abdulmecid I, Abdülmecîd-i evvel (1823–1861).

35 Okan, 2003, p. 19, states: "The Ministry of Post was not in the same rank as the Ministry of Finance, Commerce, or Education. It was a subdivision of the Ministry of Commerce and attached to the Ministry of Finance for fiscal matters. In 1841, by an Imperial Decree, the Minister of Post began to take part in official ceremonies at the same protocol level as the responsible Accountant of the Ministry of Commerce. Later, in 1870, the Ministry of Post became a part of the Ministry of Public Works." Okan's assertion is partly based on UPU 1934.

new postal service. Sami Efendi was appointed as the first Post Minister, his successor was Ahmed Efendi,[36] who led and promoted the Turkish postal system with great care and success.[37]

The first regular state post office in Turkey was built in İstanbul in the forecourt of the mosque Yeni Cami[38] in the so-called *"Gisjehane"*[39] under the name *"Postahane-i-Amire"* (State Post Office).[40] This building belonged to the *Ewkaf* administration (Administration for Religious Endowments).[41] Later, in 1889, a new post office building was erected not far from this post office, the image of which can be seen on the commemorative stamps issued in April 1916.

The first officials of this *Postahane-i-Amire* were Süleyman Ağa[42] and Agjasar,[43] a Christian Ottoman born in Sofia (Bulgaria). Süleyman Ağa was employed as a *tahsildar* (cashier) and had the task of booking and keeping the receipts. His monthly salary was 1,000 Ghuruş (10 Turkish gold Pounds), which today has a value of 10 Napoléons d'Or.[44] The Bulgarian Agjasar received a monthly salary of 600 Ghuruş, his work consisted of translating foreign languages on the letters and translating the foreign language addresses into Turkish.

The Postal Regulations of 1840

At the same time, postal regulations consisting of 44 articles were published. These contained the regulations for the carriage of ordinary, registered and official mail. The postal charges were levied according to distances, booked and then noted by hand on the mail items in ink. The postal regulations read as follows:

> *Article 1: The directors of the postal service (postmasters) shall be selected from amongst the civil servants of the Turkish Empire who have knowledge and experience in the postal service. The directors shall receive monthly salaries of 350–500 Ghuruş. The expenses for the procurement of trays for outgoing and incoming mail, as well as other minor expenses, shall be, on a provisional basis, met by the local authorities.*
>
> *Article 2: The postmasters, who must be literate, undertake by oath not to violate the articles listed below.*
>
> *Article 3: The directors shall be, in the towns where they are in office, provided with a room or a chamber with cupboards. The directors shall undertake to receive and send letters and mail every day. Office hours are two hours in the morning and three hours in the afternoon. Thus, the directors are obliged to spend five hours a day in the office.*
>
> *Article 4: On the top of the door of the post office at the Yeni Djami mosque, a sign with the imperial* tuğra *(imperial name) and the inscription* "Postahane-i-Amire" *will be placed. For better notice to the foreign business community, this post office will also be marked with a sign in French.*

36 A different person to Ahmed Fewsi Paşa, see previous footnote. UPU 1934 names his successor in 1841 as Hüseyin Bey. and in 1852 İsmail Paşa: "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."

37 In 1861 followed by Ağa Efendi (1858 in UPU 1934). According to Okan, 2003, p. 24: "Agâh Efendi had three suggestions to make the service more effective: First, the introduction of a uniform postage rate for letters regardless of distance; second, reducing postage rates; third, the introduction of postage stamps. The Accounting Committee entrusted with the examination of the report refused the first and the second items, but accepted the proposal concerning postage stamps, for which an imperial decree was obtained."

38 Yeni Djami = new mosque, i.e. Valide Sultan Camii.

39 Jisyehane or cizyehane, apparently a tax office. The "cizye" (ğizya, jizyah) was a poll tax on non-muslims, later replaced by the "bedel-i askerî" for exempting young men from military service.

40 Or "Postanei Amiré."

41 The "Evkaf."

42 Ağa Efendi later became Minister of Posts, see previous footnote.

43 Agyazar Efendi.

44 Parts of this article were apparently written long before 1960.

Article 5: Similar signs and plates shall be affixed to all the doors of the post office facing the street, indicating that the office belongs to the postal service. A special sign indicating the arrival of mail, the departure of mail and the postal charges shall also be displayed in a visible place.

Article 6: Unauthorised persons shall not be allowed to enter the postmaster's office. The senders of letters or the recipients shall hand over or receive their mail through a door or a window.

Article 7: Postmasters may only accept letters, calendars, newspapers and similar items for transport. The transport of other items is not permitted.

Article 8: Letters are to be divided into three categories:

Category 1 are the plain letters, which are marked with the postmark at the time of posting.

Category 2 are registered letters, which, in addition to the postal seal, are also stamped with the cachet "ta'ahüd olunmuşdur" *(registered) upon posting. The postal administration guarantees the safe arrival and delivery of these letters to the addressee.*

Category 3 includes all documents of an official nature from the various ministries, police and judicial authorities.

In addition to the postmark, official mail shall be marked with the seal "tahrirat-i-mühümme" *(important official letter).*

Article 9: When a letter is posted, the postmaster must immediately weigh the letter and collect the amount prescribed for this purpose in accordance with Article 14 of these postal regulations. This amount must be clearly and visibly marked in ink on the letter in large figures. On the margin of the letter the respective postmark, depending on the category of the letter, must be duly stamped in black ink and [the letter] be kept in the storage cupboard until the mail is dispatched.

Article 10: Two hours before the mail's departure, the mail must be taken out of the storage cupboard and sorted according to the different mail stages. After sorting, each letter is numbered individually and the name and address of the addressee, the amount of postage collected and the weight must be noted on the pre-printed list. The total number of mail items, their total weight and the postage collected are recorded in officially stamped special books. The postal items are then placed in packages according to the postal stage, wrapped in wax cloth and marked with the name of the postal stage. These postal packages are sealed with European sealing wax and placed in large leather saddle bags, which are also sealed. These sealed leather bags are to be handed over to the postal tatars, who are to forward them immediately without loss of time.

Article 11: In the case of registered letters which are to be carried in accordance with Article 8, they must be entered twice in a book upon posting. One of the entries must be cut off with scissors and handed to the addressee for signature.

Article 12: Official letters bearing the seal "tahrirat-mühümme" *shall be treated in accordance with Articles 7 and 8. In order to dispel any suspicion of non-delivery and to prevent subsequent complaints, the destination post office must issue acknowledgement-of-receipt slips for these official letters. Postmasters must ensure that these acknowledgement-of-receipt slips are returned to the office of posting.*

Article 13: The postmaster at the destination office shall open the postal leather pouches and the wax-cloth packages intended for it, from which they shall remove and sort the postal items. They check the enclosed contents lists and note that the items are correct or not. If the sender's post office has registered the lists incorrectly, the receiving post office must enter this in the column of the contents list designated for this purpose and correct it, and inform the sender's post office of this by letter.

Article 14: If, after examination of the incoming mail, it is found to be in order, it must be sorted immediately according to the alphabetical order of the addressees' names so that the mail can be delivered to the addressees easily and without loss of time.

Article 15: The addressees of postal items must collect the ordinary items intended for them from the post office themselves in the morning. In the case of registered mail and official letters, the addressees, whether they are high-ranking or low-ranking persons, must hand in a receipt bearing their private seal, after which the registered item will be handed over to them. The postmasters are obliged to deliver official items to the departments concerned against a receipt.

Article 16: The receipt slips must be strung on a string and kept at the post office.

Article 17: For ordinary letters and for official items posted at the post office according to Article 7, 1 para postage is to be collected per 3 dirhem (3.21 grammes)[45] minimum weight and per hour of distance after the weight has been determined by a special scale. Thus, for example, the carriage of a letter weighing 0.5 to 3 dirhem to Edirne (Adrianople), 44 hours away from İstanbul, would be taxed at 44 para.[46]

Article 18: For letters weighing more than 3 dirhem up to 4 dirhem, 1.5 para postage will be charged per hour of distance, thus any excess weight over 3 dirhem up to the weight limit of 4 dirhem will be charged 0.5 para additional postage per hour of distance. For letters exceeding 4 dirhem to 5 dirhem, 2 para postage will be charged per hour of distance. For letters exceeding 5 dirhem to 6 dirhem, 2.5 para will be charged per hour of distance. For letters exceeding 6 dirhem to 7 dirhem, 3 para postage will be charged per hour of distance. The postage for letters exceeding 7 dirhem is fixed on the basis of the above calculation.

Article 19: Postmasters who collect more than according to the above tariff and who enter a lesser amount of postage collected in the books shall be charged with a very grave offence and shall be punished with chastisement, as well as with dismissal.

Article 20: According to Article 5, apart from letters only calendars, newspapers, unbound books and similar items may be posted at post offices. Care must be taken to ensure that such items do not contain any letters and that they do not contain any objects which contravene the quarantine regulations. To facilitate inspection, such items must not be placed in a closed envelope and must be bound lengthwise with a narrow strip of paper. Under no circumstances may such items contain any material other than paper.

Article 21: For calendars, newspapers and similar postal items, postage shall be charged at the rate of 1 para per four-hour distance up to a weight of 5 dirhem. For the same items exceeding the weight of 5 dirhem up to 10 dirhem, a postage rate of 2 para per four-hour distance shall be collected. For each additional 5 dirhem, 1 para postage per four-hour distance will be charged.

Article 22: The postmasters must be careful in the custody of the postal receipts, as they are fully responsible and liable for the deficiency of a partial sum or a whole loss.

Article 23: The income generated by postal transport and the expenses incurred shall be recorded on one sheet of paper each and sent every three months by the postmasters to the Postmaster General in İstanbul. Every year, all the account books shall be sent to the post office in İstanbul for examination.

Article 24: Postmasters are obliged to declare to the Postmaster General in İstanbul the expenses necessary for the postal service and other expenses.

Article 25/26: Postmasters may only pay the expenses they deem necessary from postal revenues with the approval of the postal council[47] in İstanbul.

Article 27: Letters sent to the Post Office in a foreign language must bear the name and address of the addressee in Turkish on the margin of the letter.

Article 28: In case of loss of a registered letter whose arrival and delivery to the addressee has been guaranteed, the postmaster of the sender's post office is obliged to pay the owner of the letter a compensation of 100 Ghuruş. If the loss occurred at another post office, the

45 3 *dirhem* = 9.64g; the weight of an Ottoman *dirhem* is quoted as 3.207363g (cf. İnalcik), but sources give ranges from as low as 3.086g. It is based on 1/400th of an *okka* of 1,282.9g.

46 This last sentence seems an addition by the author.

47 The Postmaster General?

postmaster of that post office must pay the compensation. If the loss occurs in the area between two post offices, the two postmasters concerned shall each compensate the owner of the letter owner equally.

Article 29: The postal tatars (express couriers) employed in accordance with these postal regulations shall hand over the large leather post bags to the respective postmasters en route. The postmasters shall open these mail bags, take out the mail packages wrapped in wax-cloth that are to be delivered to them and place their own sealed wax-cloth parcels addressed to other post offices in the large leather bags, which shall be sealed and handed back to the postal tatars.

Article 30: Postal tatars who arrive at night and continue their journey during the night are handed the sealed wax-cloth packages that were prepared beforehand during daylight, so that they can receive the mail and continue their journey without losing any time. The packages arriving in this way during the night will be opened by the postmaster only in the next morning.

Article 31: The postmasters shall take strict care that the postal tatars arrive punctually on the days and hours prescribed for them and that they provide the postal service quickly.

Article 32: For letters sent from one post office to another post office, the postmasters shall provide the postal tatars with a list of letters sent, signed by the postmaster.

Article 33: Letters handed-in after the day and hour indicated on the door of the post office may not be transported until the following week.

Article 34: In the event of epidemics or sudden illness of postal tatars during his postal journey, the mail packages shall be subject to quarantine.

Article 35: The supreme rule of the postal service is the safe and honest delivery of postal items. Under no circumstances may letters handed over to the Post Office be opened and their seals broken or even misappropriated. Postmasters who dare to commit such offences shall be severely punished.

Article 36: Although, according to Article 35, letters may not be opened and their seals broken, it may happen that objects other than paper are placed in the letters, with or without the knowledge of the postmaster. In such a case, these letters shall be officially opened, and the sender and the postmaster who tolerated this shall be punished in accordance with the quarantine law.

Article 37: In the event of the late arrival of the postal tatar, the latter shall inform the postmaster of the reason for this, which shall be entered in the postal tatar's travel itinerary after verification by the postal director.

Article 38: The postal tatars shall arrive at the post offices at the appointed days and hours. The postal tatars who arrive late shall receive a warning and, according to article 37, the delay shall be noted on the travel itinerary. In case of fault, the postal tatar is to be severely punished. If the delay is not his fault, the postmasters or the stage managers ("mensildji"*) or two credible witnesses shall confirm this.*

Article 39: The postal tatars and their "sürücü" *(horse grooms accompanying with them) are severely punished if they accept letters for transportation on their own authority. Such cases are to be reported immediately by the postmasters to İstanbul.*

Article 40: The postal tatars are not obliged to carry anything, neither for the postmaster nor for other persons. It is forbidden for the postmasters to transport objects to their houses or anywhere else through the postal tatars.

Article 41: Postal tatars must be attending in good time at the post office, ready to leave at the appointed time.

Article 42: The items required by a postmaster for the postal service are as follows:

A room and a leather case for the storage of money and account books.
A booklet with the tariff intended to be hung up.
Three kinds of seal stamps and stamping ink.

Officially stamped account books.
A pair of scales.
Wax cloth.

All items, except the leather suitcase and wax cloth, are procured from İstanbul by the Ministry of Posts.

Article 43: Apart from the above-mentioned books, postmasters directors must not use any other account books.

Article 44: The above-mentioned objects belonging to the State shall be registered at each post office and shall be handed over by the predecessor to the respective successor against receipt. As long as the postmasters do not violate the above-mentioned regulations and do not themselves request their dismissal, the dismissal or transfer of postmasters, as well as the filling of a vacant postmaster's post on recommendation or by advocacy, is not permitted.

The Minster of Posts.

21 Ramasan 1256 (14th October 1840).

The Seals of the Postal Service

The first official carriage of mail was ordered on 26 Şaʿban 1256 (19th October 1840)[48] by an imperial decree. Initially, only letters and printed matter were allowed to be consigned by post. Later that same year, money and some goods that could be easily transported were permitted. The first postal transport by steamship took place in 1858. The two mail steamers Gemlik and Sürʿat were used for this purpose.[49]

The first postage paid seals came into use in 1840. From 1840 to the end of December 1862, 10 types were used, of which 122 different seals are known to date.

Official mail and mail between the various post offices, forts and military posts were marked with special official seals and military seals. The military seal Cisr-Derbend in type V C. This postal seal cancel was first discovered in March 1960 and is now in the award-winning collection of Mr. T. Matühin. The validity of the above-mentioned postal seals lasted 32 years until 1st January 1863, when the first Turkish postage stamps were issued.

As mentioned above, apart from the İstanbul–İsmid route, postal service was also provided by private individuals in other route stages. The highest bidder received a postal privilege for a particularly specified route. Every year, a tender process was held to award such a postal stage.

Nikoli Aspiros, for example, received the postal privilege for the postal route to Brussa for one year. His postmarks resemble the seals of the state post office, but they bear the sign "N.A." in Latin letters in the centre above the place name in Arabic characters. Such seals also occur with the Latin letters "N.P.", as well as "S.V.", etc., depending on the name of the privileged postal holder (called *"posta mültesimi"*). For example, the Austrian Lloyd had received the route Aleppo–Alexandretta a postal privilege and used a seal for the letters to be carried on this route, which bears a cross and the Latin letters "L.A." on top. These letters mean here: "Lloyd Agenzie".

The Types of Postage-Paid Seals

So far, ten types of pre-paid seals, which can be regarded as precursors of the Turkish postage due and postage stamps, have become known. These are the following types with their subtypes:

48 The dates are as stated in the original article. One notes that 21 Ramasan 1256 = 15.11.1840 and 26 Şaʿban 1256 = 21.10.1840. Turgut gives the dates 23 Teşrin-i evvel = 26 Şaʿban = 14.10.1840. These differences remain unsolved.

49 Okan, 2003, pp. 22–23, states: "In 1858 the government acquired two steamers for the service to which the names "Gemlik" and "Sürat" were given. In 1863, Sahil Postaları (Shoreline Posts) were established to take advantage of the maritime lines. They were run from Crete to Trieste, and Alexandria. There were also regular routes between İstanbul, İzmir, Saloniki, Gemlik, and Trabzon."

Type I

Size: 24/30 mm to 23/27 mm. On top a radiant sun. At the bottom in Arabic letters the name of the post office. Above that in Arabic characters: “an canib-i-posta-i-” which means “from direction of”. On cancel no. 8 and 8a the name of the town Edirne is in the middle and the word “posta” is at the bottom. The year in Turkish numerals is at the very bottom centric under the place name, namely:

1. to the right of the laurel’s branch loop.
2. to the right ” ”
3. just above ” ”
4. to the left of the place name slightly higher than the loop.

On the side margins and the bottom of the seal are laurel branches with leaves. At the bottom centre is a ribbon around the laurel branches.

This seal was used by the following post offices:

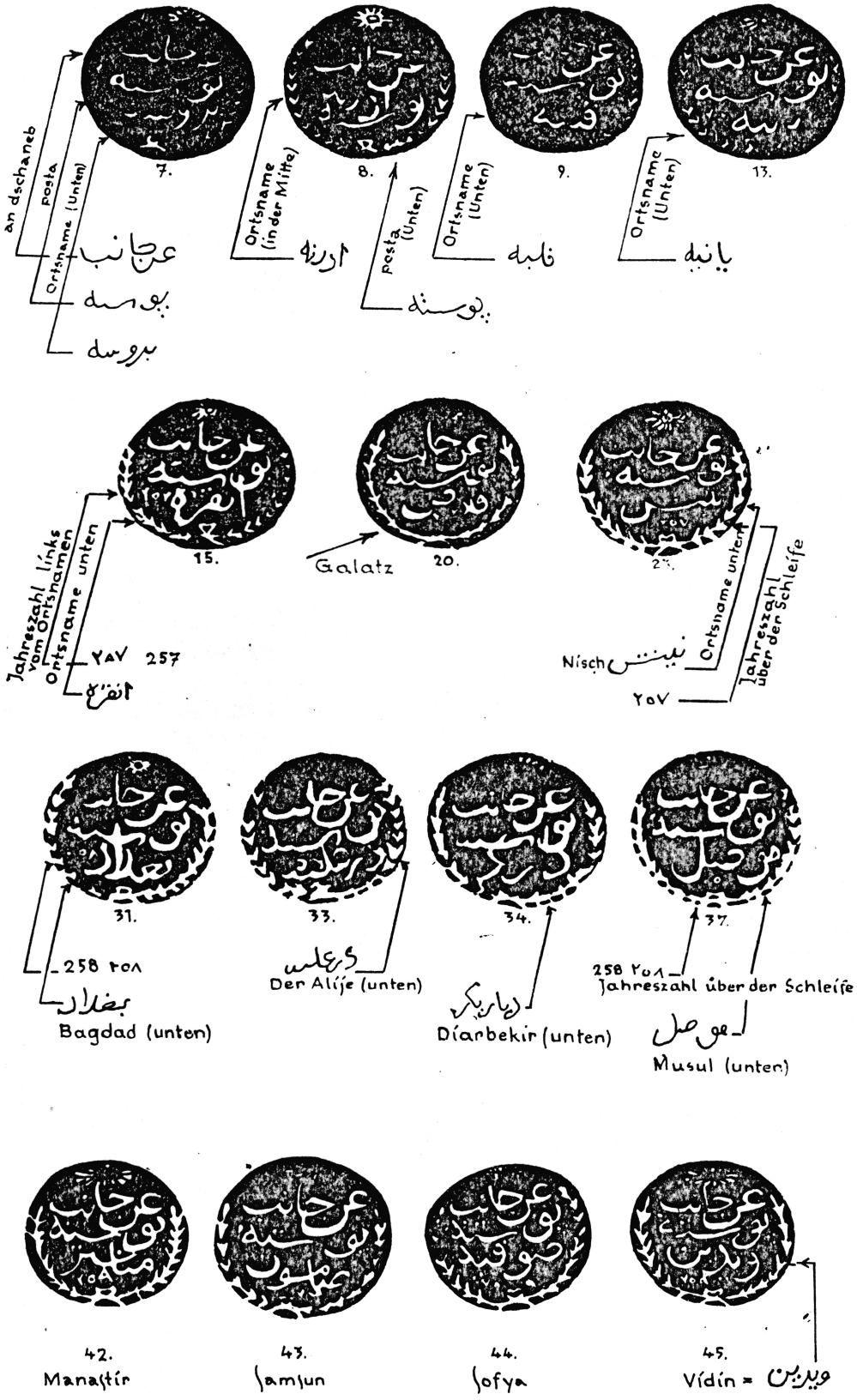
No.	Town	Country	Year	Used from
1	Baghdad	Iraq	255	1839
2	Erzerum	Turkey	1255	1839
3	Filibe (Plovdiv)	Bulgaria	255 (3)	1839
4	Harput	Turkey	255 (2, 3)	1839
5	Manastir (Bitolia)	Yugoslavia	255	1839
6	Vidin (Widdin)	Bulgaria	255	1839
7	Bursa (ovale)	Turkey	256 (2)	1840
8	Edirne (Adrianople)	Turkey	256 (3)	1840
8a	Edirne (Adrianople)	Turkey	1256 (1, 3)	1840
9	Filibe (Plovdiv)	Bulgaria	256 (4)	1840
10	Kastamonu	Turkey	256	1840
11	Konya	Turkey	256	1840
12	Şam (Damascus)	Syria	256	1840
13	Yanya (Joanina)	Greece	256 (4)	1840
14	Adana	Turkey	257 (1)	1841
15	Ankara (Angora)	Turkey	257 (4)	1841
16	Beyrouth	Lebanon	257 (2)	1841
17	Edirne (Adrianople)	Turkey	257	1841
18	Haleb (Aleppo)	Syria	257 (4)	1841
19	İzmir (Smyrna)	Turkey	257	1841
20	Kalas (Galatz)	Romania	257 (3)	1841
21	Kaysari	Turkey	257	1841
22	Kibris (Zypern)	Cyprus	257	1841
23	Niş	Yugoslavia	257 (3)	1841
24	Seres	Greece	257 (1)	1841
25	Şam (Damascus)	Syria	257 (1)	1841
26	Tirnova (Tirnowo)	Bulgaria	257	1841
27	Üsküb (Skopje)	Yugoslavia	257	1841

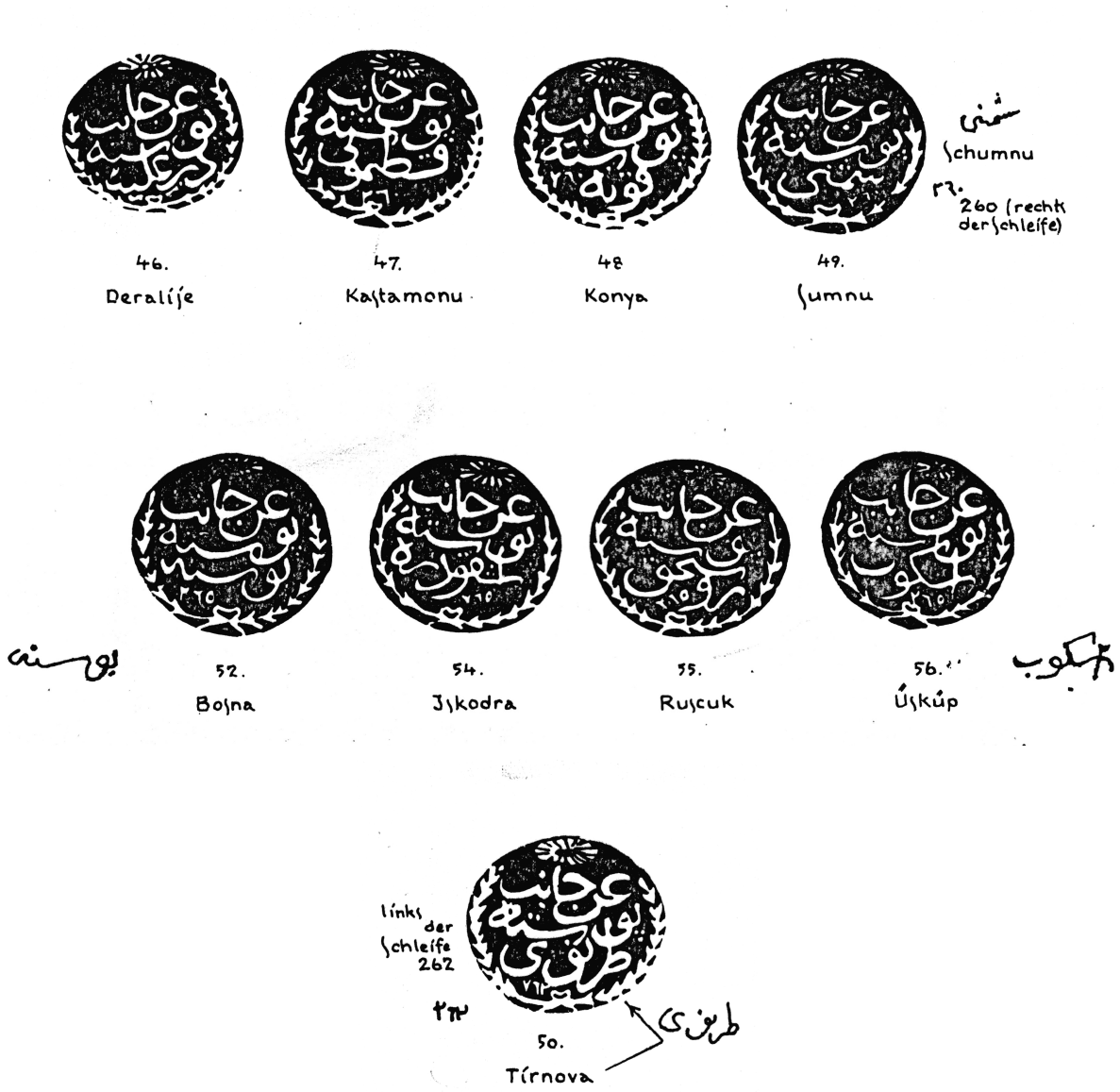
No.	Town	Country	Year	Used from
28	Vidin (Widdin)	Bulgaria	257	1841
29	Yanya (Joanina)	Greece	257 (4)	1841
30	Adana	Turkey	258 (1)	1842
31	Baghdad	Iraq	258 (4)	1842
32	Bursa (Brussa)	Turkey	258 (2, 4)	1842
33	Der Alije (İstanbul)	Turkey	258 (3, 4)	1842
34	Diarbekir	Turkey	258 (4)	1842
35	İzmir (Smyrna)	Turkey	258 (1, 3)	1842
36	Kütahya	Turkey	258	1842
37	Musul (Mossul)	Iraq	258 (1, 3)	1842
38	Nigde	Turkey	258	1842
39	Samsun	Turkey	258 (1)	1842
40	Selanik (Thessaloniki)	Greece	258	1842
41	Şumnu (Şumen)	Bulgaria	258	1842
42	Manastir (Monastir)	Turkey	259 (2, 3)	1843
43	Samsun	Turkey	259 (1, 3)	1843
44	Sofya (Sofia)	Bulgaria	259 (2)	1843
45	Vidin (Wlddin)	Bulgaria	259 (2)	1843
46	Der Alije (İstanbul)	Turkey	260 (1)	1844
47	Kastamonu	Turkey	260 (3)	1844
48	Konya	Turkey	260 (4)	1844
49	Sumnu (Sumen)	Bulgaria	260 (1)	1844
50	Tirnova (Tirnowo)	Bulgaria	262 (2)	1846
51	Amasya	Turkey	265 (1)	1849
52	Bosna (Sarajevo)[50]	Yugoslavia	265 (2)	1849
53	Bursa (Brussa)	Turkey	265	1849
54	Işkodra (Skutari)	Albania	265 (1)	1849
55	Rustschuk (Russe)	Bulgaria	265 (3)	1849
56	Üsküb (Skopje)	Yugoslavia	265 (1)	1849
57	Kala (Galatz)	Romania	1851	1851
58	Manastir (Bitolj)	Yugoslavia	1277	1861
59	Antakya (Antioche)	Turkey	1278	1862

The years in the Type I postage seals correspond to the Islamic calendar. Only the postmarks nos. 57 Kala and 64c Haleb contain the year in four digits, corresponding to the Christian calendar. The years of the Islamic calendar are abbreviated in the seals to 3 instead of 4 digits. Only the four seals no. 2 Erzerum, no. 8a Edirne, no. 58 Manastir and no. 59 Antakya contain the unabbreviated four-digit years.

50 This is wrongly identified by the author as just Sarajevo. The capital of Bosna Eyalet (province of Bosnia) was from 1827 to 1850 the town of Travnik. As was often custom in Ottoman times, the capital was named after the province, so until 1850 “Bosna” refers to Travnik. In 1850, the capital was moved to Bosnasaray (Sarajevo), so from then on, that town was referred to as “Bosna”. The canceller moved with the administration. Cf. Birken, Andreas: *Bosna ≠ Sarajevo*. In: Türkei-Spiegel, no. 24, 1993, p. 61.

The word "posta" in Arabic characters is always in the centre and the place name at the bottom of the seal. Only in cancels nos. 8 and 8a Edirne is the word "posta" at the bottom and the place name in the centre of the seal.





Type II

Oval seal with size 24–33 mm horizontally and 23–27 mm vertically. Top: radiant sun. Left and right: laurel leaves joined by a ribbon at the bottom. Inscription in Arabic characters in the centre: "an canib postahane" (i.e. from the direction of the post office …).

This seal used by Harput and Siwas post offices from 1841 to 1863.

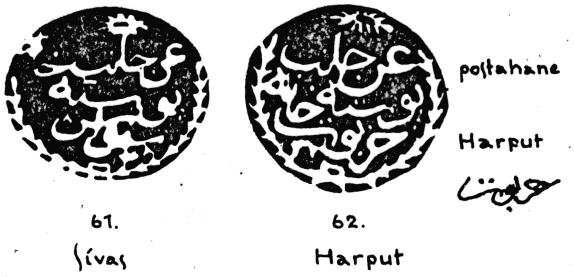
No.	Town	Country	Year	Used from
60	Harput	Turkey	257 (1)	1841
61	Siwas	Turkey	258 (1)	1842
62	Harput	Turkey	260 (2)	1844

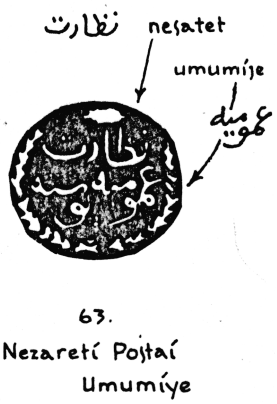
Type IIA

Oval seal of the General Post Office. Design like Type I and II but without any indication of the town. Size: 23×31 mm. Inscription in Arabic characters: "nesaret-i-posta-i-umimiye" (i.e. General Post Ministry). At the bottom the year 1256.

This seal was used only in İstanbul.

No.	Town	Country	Year	Used from
63	'–	Turkey	1256	1840



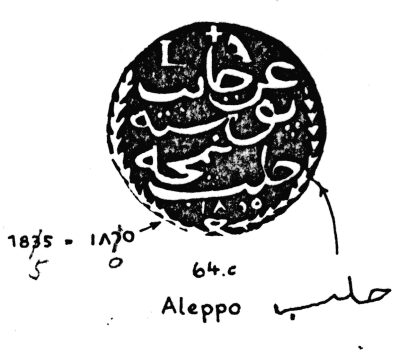


Type IIB

Round seal. Design as Type I and II, but above or below two Latin letters, with or without cross. Size like Type I and II. Size of no. 64 Haleb: 28×28 mm.

No.	Town	Country	Year	Used from
64	with letters "N.A."	Turkey	1258	1842
64a	with letters "N.P." without cross Used by the postal privilege holder for the route İstanbul–Eregli (Sea of Marmara), 1842 to 1863.	Turkey	1258	1842
64b	with letters "S.V." without cross	Turkey	1258	1842
64c	Haleb(Aleppo), with letters "L.A." and cross (on top).	Syria	1855	1855

The seal no. 64c belonged to the postal privilege holder for the postal route Aleppo–Alexandretta, namely Austrian Lloyd, which maintained a Lloyd agency in Aleppo. The letters "L.A." here mean "Lloyd Agenzie".



Type III

Oval seal. Size for no. 65: 27×23 mm, for no. 66 23×21 mm. Without radiant sun and without laurel decorations, only Turkish inscriptions in Arabic characters. On top: "an canib posta". At the bottom: place name without year.

Seal no. 65 was used in Beyrouth and no. 66 in İzmir from 1856 to 1863:

No.	Town	Country	Year	Used from
65	Beyrouth	Lebanon	'–	1856
66	İzmir (Smyrna)	Turkey	'–	1856

65.
Beyrut

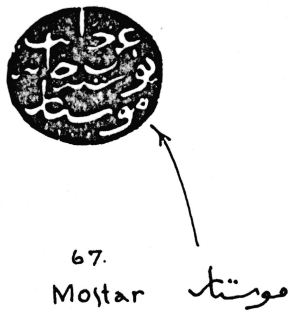
See note.[51]

Type IV

Small oval seal. Size: 20×18 mm. As Type III, but inscription at the top: "an canib postahane" with year.

This postmark was used from 1859 to 1863 by the Mostar post office in Herzegovina (present-day Yugoslavia).

No.	Town	Country	Year	Used from
67	Mostar	Yugoslavia	275	1859



67.
Mostar

51 Although this illustration is numbered 86, it is clearly meant to be 66 instead.

Type IVA

Large oval seal. Size: 26×24 mm. As type IV, but with inscription: “posta-i-hükûmet-i-cebel-i-lübnan" (i.e. Post Office of the Government of Mount Lebanon).

This seal was used by the Post Office of the Autonomous Government of Lebanon from 1846 to 1863.

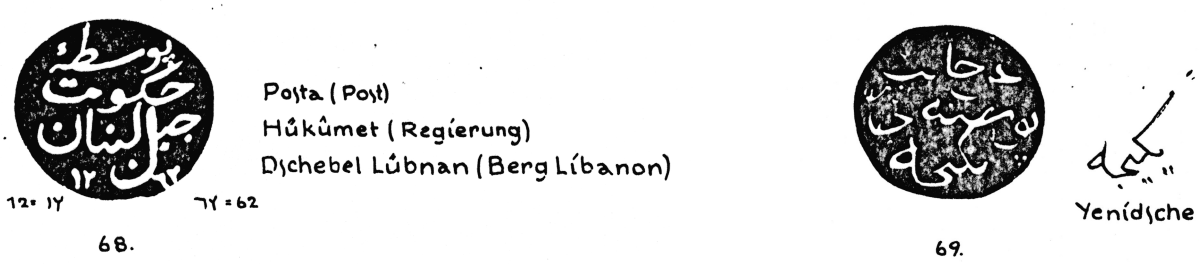
No.	Town	Country	Year	Used from
68	Cebel Lübnan	Lebanon	1262	1846

Type IVB

Large oval seal. Size: 24×22 mm. As type IVA, but with inscription “postahane” etc.

This seal was used by the Yenice post office from 1859 to 1863.

No.	Town	Country	Year	Used from
69	Yenice (Janitza)	Greece	1275	1859



Type V.

Round seal. Size: 25×31 mm. Only Turkish inscriptions in Arabic characters. On top “an canib-i-postahane” below the place name and year.

This seal occurs with the following place names and dates:

No.	Town	Country	Year	Used from
70	Haleb (Aleppo)	Syria	257	1841
71	Bursa (Brussa)	Turkey	265	1849
72	Der Alije (İstanbul)	Turkey	265	1849
73	Der Alije (İstanbul)	Turkey	268	1852
74	Karahisar Sahib	Turkey	1270	1854
75	Kisanlik (Kazanlik)	Bulgaria	1270	1854
76	Bursa (Brussa)	Turkey	1271	1855
77	İskenderun (Alexandretta)	Turkey	1856	1856
78	Saghra-i-Atik (Stara Zagora)	Bulgaria	272	1856

Type VA

Round seal. Size: 26 mm. Like type V, but without place name. Turkish inscription in Arabic characters "an canib-i-postahane-i-umumiye" (i.e. from the General Post Office) and year.

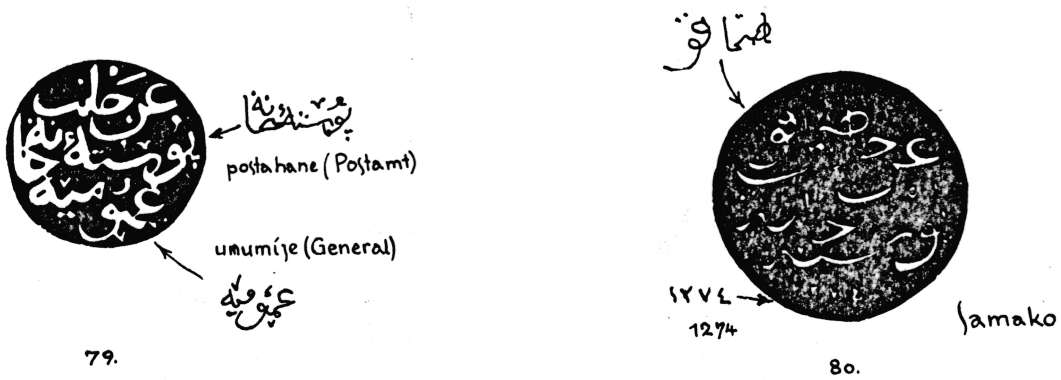
Used only in İstanbul:

No.	Town	Country	Year	Used from
79	–	Turkey	1270	1854

Type VB

Large round seal. Size: 33 mm. As Type V., but "an canib-i-postahane" below and place name above. Year at the bottom.

No.	Town	Country	Year	Used from
80	Samakov	Bulgaria	1274	1858



Type VC

Small round seal. Size: 13×17 mm. As type VB, but below only the word "postahane" (without "an canib"). Place name above. Year at bottom.

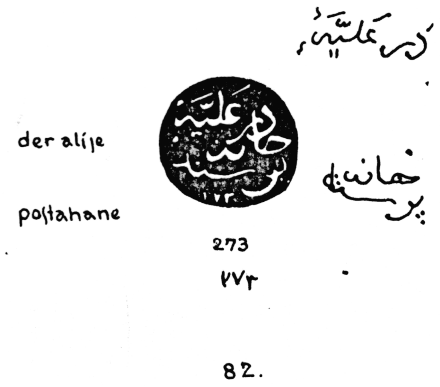
No.	Town	Country	Year	Used from
81	Der Alije (İstanbul)	Turkey	268	1852
82	Der Alije (İstanbul)	Turkey	273	1857

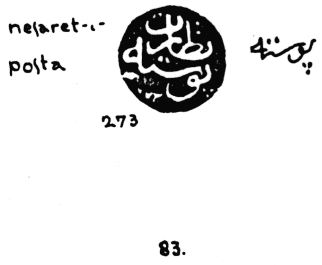
Type VD

Small round seal. Size: 10 mm. Like type VC, but without place name. Turkish inscription in Arabic characters: "nesaret-i-posta" (i.e. Ministry of Posts). Year at bottom.

No.	Town	Country	Year	Used from
83	–	Turkey	273	1857

Postmarks No. 79, 81, 82 and 83 were used only in the main post office of İstanbul.





TypeVI

Round seal. Size: 23–28 mm. Like Type V, but the Turkish inscription reads only "an canib-i-posta" with place name and year, this type occurs with the following place names:

No.	Town	Country	Year	Used from
84	Jenice (Janitza)	Greece	265	1849
85	Saghra-i-Atik (Stara Zagora)	Bulgaria	265	1849
86[52]	İzmir (Smyrna)	Turkey	270	1854

Type VII

Rosette seal with 7 scallops.[53] Size: 20–21 mm. Turkish inscriptions in Arabic characters: "an canib-i-posta" on top and place name below. The year in the bottom indentation.

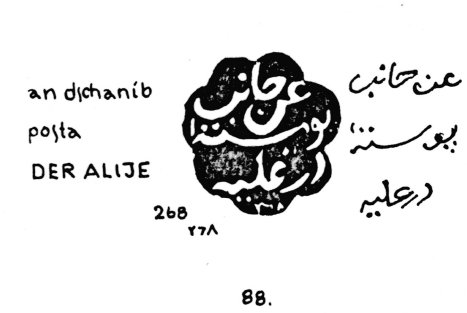
52 The seal illustrated as 86 is in fact 66, see there!
53 Protrusions.

No.	Town	Country	Year	Used from
87	İzmir (Smyrna)	Turkey	257	-1841
88	Der Alije (İstanbul)	Turkey	268	1852
89	Şam (Damascus)	Syria	1279	1863

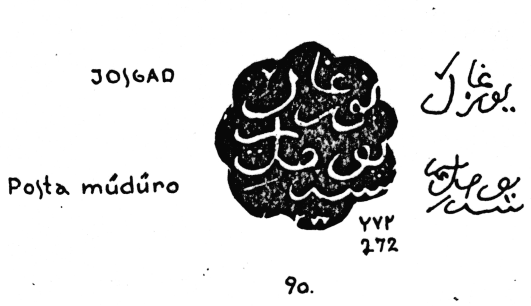
Type VIIA

Rosette seal with 8 scallops. Size: 24 mm. Turkish inscriptions in Arabic characters “posta müdürü” (i.e. postal director) at bottom and place name above. The year is in the bottom protrusions.

No.	Town	Country	Year	Used from
90	Yosgad (Josgad)	Turkey	272	1856



88.

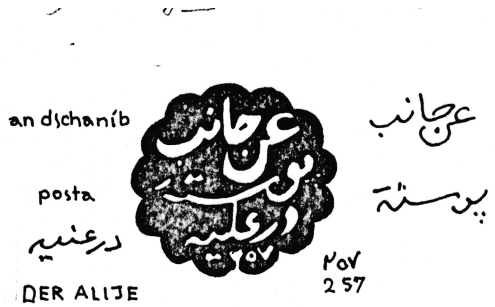


90.

Type VIIB

Rosette seal with 13 scallops. Size 26–27 mm. Inscription: Place name and year as in Type VII.

No.	Town	Country	Year	Used from
91	Der Alije (İstanbul)	Turkey	257	1841



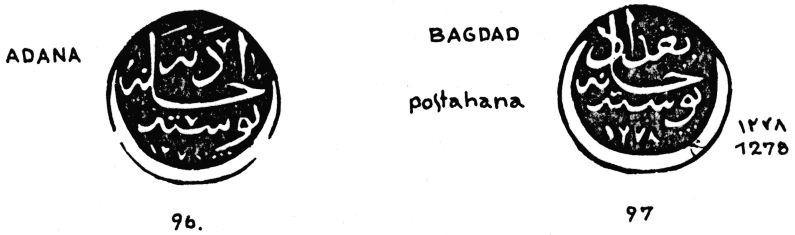
91.

Type VIII

Round seal, with horizontal narrow crescent at the bottom margin Size: 23 mm. Turkish inscription in Arabic characters: “postahane” (i.e. post office) in the bottom. Place name above. The year is at the very bottom.

This type occurs with the following place names:

No.	Town	Country	Year	Used from
92	Manisa (Magnesia)	Turkey	271	1855
93	Bursa (Brussa)	Turkey	275	1859
94	Haleb (Aleppo)	Syria	275	1859
95	Söke	Turkey	1275	1859
96	Adana	Turkey	1278	1862
97	Baghdad	Iraq	1278	1862
98	Beyrouth	Lebanon	1278	1862
99	Edirne (Adrianople)	Turkey	1278	1862
100	Filibe (Plovdiv)	Bulgaria	1278	1862
101	Isparta	Turkey	1278	1862
102	Niş	Yugoslavia	1278	1862
103	Rusçuk (Russe)	Bulgaria	1278	1862
104	Edirne (Adrianople)	Turkey	1279	1863
105	Şumnu (Şumen)	Bulgaria	1863	1863
106	Usunca Owa[54]	Bulgaria	1863	1863
107	Siştowo	Bulgaria	1863	1863



54 Usunca Owa, Usundsha Ova, Uzundja-ova, Uzundzhovo, Узунджово. A small village near Hassköy (Haskovo, Chassköï) and Harmanlı (Harmanli, Hirmenlü), i.e. between Plovdiv (Filibe, Philippople) and Edirne (Adrianople). There was a very important trade fair held here every September, reportedly with 50,000 visitors and lasting between 8 days and (in some sources) four weeks. So it’s feasible that there was some postal facility there, at least during the fair.
Cf. *Uzundzhovo*. In: Wikipedia. Online: https://en.wikipedia.org/wiki/Uzundzhovo (accessed 5.07.2022); and *Узунджовски панаир*. In: Wikipedia. Online: https://bg.wikipedia.org/wiki/%D0%A3%D0%B7%D1%83%D0%BD%D0%B4%D0%B6%D0%BE%D0%B2%D1%81%D0%BA%D0%B8_%D0%BF%D0%B0%D0%BD%D0%B0%D0%B8%D1%80.

Type VIIIA

Round seal with a horizontal narrow crescent at the bottom margin. Size: 23 mm. Like Type VIII, but with the place name at the bottom.

No.	Town	Country	Year	Used from
108	Bosna (Sarajevo)	Yugoslavia	1278	1862

Type VIIIB

Small round seal like Type VIII. Size: 4–17 mm.

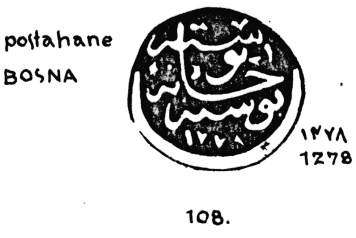
No.	Town	Country	Year	Used from
109	Manissa (Magnesia)	Turkey	1278	1862

Type IX

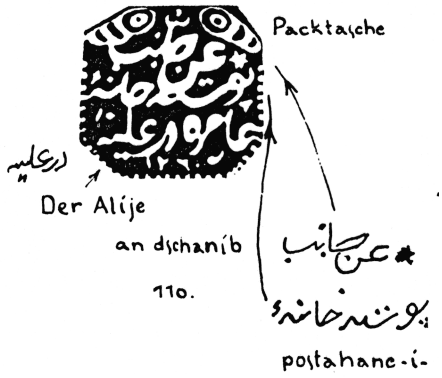
Octagonal seal. Size: 23–24 mm. Dotted line in side and bottom margins. This dotted line represents a rope connecting the two horse panniers[55] at the upper corners. Turkish inscription in Arabic characters: "an canib-i-postahane-i-âmire-i-derʿaliye" (i.e. From the General Post Office of Derʿ Âliye, İstanbul).

Year at the bottom of the octagon.

No.	Town	Country	Year	Used from
110	Der Alije	Turkey	1260	1844



108.



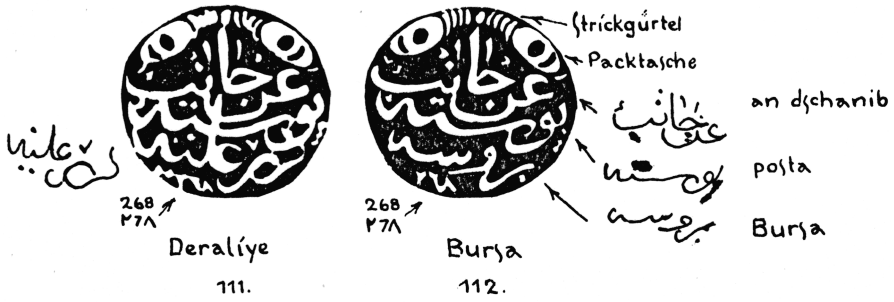
Type X

Oval seal. Size: 28×25 mm. At the top margin horse panniers with connecting cord. Turkish inscription in Arabic characters: "an canib posta" (i.e. from the post office). Below this the place name and at the bottom the year.

This type occurs with the following place names:

55 Leather bags.

No.	Town	Country	Year	Used from
111	Der Alije	Turkey	268	1852
112	Bursa (Brussa)	Turkey	268	1852
113	Der Alije	Turkey	1273	1857



Port Payé (P.P.) Pre-Payment Seals

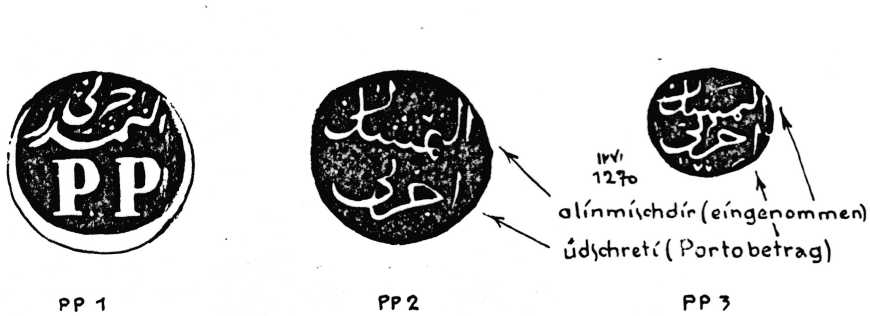
In the case of bulk mail, which was, before posting at the counter, invoiced and paid in advance by the postal official responsible, such mail was marked with a “P.P.” seal, to which the local postmark was usually added later , before the mail left the post office. Of these “P.P.” seals, used only in the main post office in İstanbul, the following three types have become known so far:

[P.P. 1]: Round seal in postmark type VIII. Size: 24 mm. On top the Turkish inscription in Arabic characters: “ücreti alinmişdir" (i.e. postage collected). Below the Latin letters: “P.P”. (i.e. port payé). Without place name and without year.

[P.P. 2]: Large oval seal in postmark type III. Turkish inscription. Size: 24×22 mm. Inscription in Arabic characters: “ücreti alinmişdir" (i.e. postage collected). Without place name and without year.

[P.P. 3]: Small oval seal in postmark type IV. Size: 17×14 mm. Inscription as for P.P. 2. Without place name but with year.

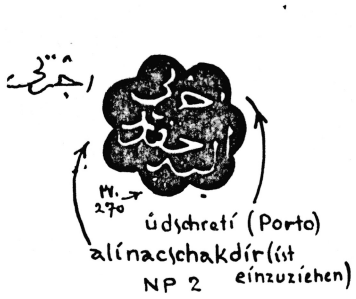
No.	Town	Year	Used from
P.P. 1	–		1840
P.P. 2	–		1840
P.P. 3	–	1270	1854



Postage Due Seals

Rosette (scallopped) postmark in type VII. Size: 19–20 mm. Seven protrusions. With or without year in the lowest protrusion. Turkish inscription in Arabic characters: "ücreti alınacakdır" (i.e. postage is to be collected). This seal was used by the main post office in İstanbul from l841 to 1863.

No.	Town	Year	Used from
NP 1		–	1841
NP 2		270	1854



Parcel-Post Seals

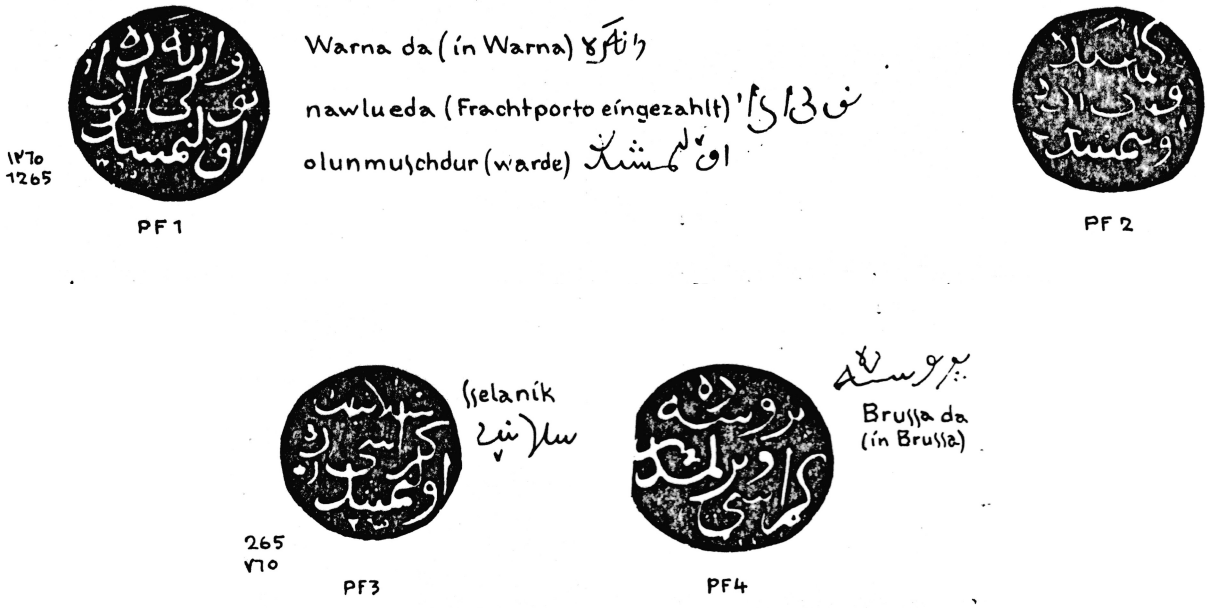
Round seal in postmark type V. Size: 26 mm. Place name on top, Turkish inscription in Arabic characters below: "nawlu eda olunmuşdur" (i.e. freight has been paid). With or without the year at the bottom of the stamp.

PF 3 has a size of 23 mm. The inscription on this one reads: "kirassi eda edilmişdir" (i.e. rental charge is paid). The rental charge represents the payment for the space taken up by the parcel in the mail van or mail ship.

No.	Town	Country	Year	Used from
PF 1	Warna	Bulgaria	1265	1849
PF 2	Gemlik	Turkey	–	1849
PF 3	Selanik (Saloniki)	Greece	265	1849

Oval seal in postmark type III. Size: 24×25 mm. Place name on top, inscription as on PF 3. Year at the bottom. This parcel freight postmark was only used by the Brussa post office from 1858 to 1863.

No.	Town	Country	Year	Used from
PF 4	Burssa (Brussa)	Turkey	274	1858



The Postal Privilege Seal Postmarks

The unabbreviated four-digit years in the postage seals indicate that these cancels were used by a post office administered by a "Posta Mültesimi" (postal *tatar* tenant) who had acquired the postal privilege for a particular postal route by public tender. Thus, among the seals listed above, the following are to be considered as postal privilege seals:

No.	Route of the Postal Privilege Holder	Year	
2	Erzerum–Trabzon (Trapezunt)	1255	1839
8a	Edirne (Adrianopel)–Şumnu	1256	1840
57	Kalas (Galatz)–Varna	1851	
58	Manastir–Üsküb + Manastir–İşkodra	1277	1861
59	Antakya–İskenderun (Alexandretta)	1278	1862
64	İstanbul–Gemlik	1258	1842
64a	İstanbul–Eregli	1258	1842
64b	İstanbul–Mudanja	1258	1842
64c	Aleppo–İskenderun (Alexandretta)	1855	
68	Libanon: Beyrouth–Latakia + Beyrouth–Şam (Damascus) + Beyrouth–Kuds (Jerusalem)	1262	1846
69	Jenice–Selanik (Saloniki)	1275	1859
74	Karahisar Sahib–Kütahja	1270	1854
75	Kisanlik–Tirnowo	1270	1854
76	Bursa–Mudanja	1271	1855
77	İskenderun–Aleppo	1856	
80	Samakow–Edirne	1274	1858

No.	Route of the Postal Privilege Holder	Year	
89	Şam (Damaskus)–Beyrut	1279	1863
95	Söke–İzmir (Smyrna)	1275	1859
96	Adana–Merssin	1278	1862
97	Baghdad–Mussul	1278	1862
98	Beyrouth–Kuds Şerif (Jerusalem)	1278	1862
99	Edirne (Adrianopel)–Filibe (Plovdiv)	1278	1862
100	Filibe–Sofia (Sofya)	1278	1862
101	İsparta–Kara Hisar Sahib	1278	1862
102	Sofya (Sofia)	1278	1862
103	Rusçuk (Russe)–Varna	1278	1862
104	Edirne–Wise (Vise)	1279	1863
105	Şumnu (Şumen)–Warna	1863	
106	Usunca Owa–Filibe (Plovdiv)	1863	
107	Siştowo–Rusçuk (Russe)	1863	
108	Bosna (Sarajevo)–Tusla (Zuzla)–Niş	1278	1863
109	Manissa (Magnesia)–İzmir (Smyrna)	1278	1862
113	Der Alije (İstanbul)–Çanakkale (Dardanellen)	1273	1857

64.C

The postmarks for official mail items in İstanbul also contain unabbreviated four-digit years. The following postmarks are therefore to be regarded as official postmarks:

No.	Office	Year	
63	Ministry of Post	1256	1840
79	General Post Office İstanbul	1270	1854
110	Head Post Office İstanbul	1260	1844

Pre-Philatelic Turkish Postage-Paid Seals of Balkan and Arab Countries Ceded from Turkey

Such seals are regarded as precursors of the respective separated countries in terms of postmarks or postage stamps. These are the following countries and territories in which the Turkish postal administration used the postage-paid seals as previously described:

Albania

Only one postmark and that is:

No.	Town	Type	Year
54	Işkodra (Scutari)	I	1849

Bulgaria

So far 17 seals have become known. These are:

No.	Town	Type	Year
3	Filibe (Plovdiv)	I	1839
9	Filibe (Plovdiv)	I	1840
26	Tirnowa (Tirnovo)	I	1841
28	Vidin (Widdin)	I	1841
41	Şumnu (Şumen)	I	1842
44	Sofya (Sofia)	I	1843
49	Şumnu (Şumen)	I	1844
50	Tirnowa (Tirnovo)	I	1846
55	Rusçuk (Russe)	I	1849
85	Sagra-I-Atik (Stara Zagora)	VI	1849
78	Sagra-I-Atik	V	1856
80	Samakow	V B	1858
100	Filibe (Plovdiv)	VIII	1862
103	Rusçuk (Russe)	VIII	1862
105	Şumnu (Şumen)	VIII	1863
106	Usunca Owa	VIII	1863
107	Siştowo	VIII	1863

Bulgaria also features a parcel freight postmark as follows:

No.	Town	Type	Year
PF 1	Varna (Warna)	V	1849

Thus, 18 seal cancellations are known for Bulgaria from the pre-philatelic period of Turkey.

Greece

So far 7 seals (including one parcel postmark) have become known:

No.	Town	Type	Year
13	Yanya (Joanina)	I	1840
24	Seres	I	1841
29	Yanya (Joanina)	I	1841

No.	Town	Type	Year
40	Selanik (Saloniki)	I	1842
84	Yenice (Janitza)	VI	1849
69	Yenice (Janitza)	IV B	1859
PF 3	Selanik (Saloniki)	V	1849

In addition there is the recently discovered and not yet catalogued military postmark Cisr-Derbend in type V C. So that for Greece 8 Turkish postage-paid cancels are to be recorded.

Yugoslavia

So far 10 postage-paid seals have become known, namely:

No.	Town	Type	Year
5	Monastir (Bitolj)	I	1839
23	Niş	I	1841
27	Üsküb (Skopje)	I	1841
42	Monastir (Bitolj)	I	1843
52	Bosna (Sarajevo)	I	1849
56	Üsküb (Skopje)	I	1849
67	Mostar	IV	1859
58	Monastir (Bitolj)	I	1861
102	Niş	VIII	1862
108	Bosna (Sarajevo)	VIII A	1862
108	Bosna (Sarajevo)	VIII A	1862

Romania

So far 2 seals have become known:

No.	Town	Type	Year
20	Kalas (Galatz)	I	1841
57	Kalas (Galatz)	I	1851

Iraq

So far 4 postage seal cancellations have become known:

No.	Town	Type	Year
1	Baghdad	I	1839
31	Baghdad	I	1842
37	Mussul	I	1842
97	Baghdad for the postal route Baghdad–Mussul	VIII	1862

Lebanon

So far 4 postage seal cancellations have become known:

No.	Town	Type	Year
16	Beyrouth	I	1841
65	Beyrouth	III	1856
68	Cebel Lübnan for the postal route to Latakia, Damascus, and Jerusalem	IV A	1846
98	Beyrouth for the postal route Beyrouth–Jerusalem[56]	VIII	1862

Syria

No.	Town	Type	Year
12	Şam (Damascus)	I	1840
18	Haleb (Aleppo)	I	1841
25	Şam (Damascus)	I	1841
64c	Haleb (Aleppo) for the postal route Aleppo–Alexandretta of Austrian Lloyd.	II B	1855
70	Haleb (Aleppo)	V	1841
89	Şam (Damascus)	VII	1863

Cyprus

So far only one seal cancel has become known:

No.	Town	Type	Year
22	Kibris (Cyprus)	I	1841

All postage-paid seals are in black colour according to regulations and in blue colour contrary to regulations. Turkish stamps of the first and second issues in particular and of the following next issues, which have been cancelled improperly with the negative postage-paid seals, belong to the great classic rarities, especially on whole covers.

The Reforms of 1862

In 1862, the Turkish government decided to reform the postal system and entrusted the introduction of these reforms to Agiah Efendi, the head of the translation department at the Sublime Porte, who was also appointed Postmaster-General. The first issue of Turkish stamps took place during Agiah Efendi's term of office. This new Postmaster-General took the reforms introduced in the English postal system in 1840 as a model for the postal reforms to be introduced.

The postage charged for letters in Turkey was not easy to calculate and difficult to control, and part of the postal revenue could and was often embezzled. Agiah Efendi proposed to introduce a uniform postage and to abolish the procedure of collecting rates for different distances. Furthermore, postal rates were to be reduced and stamps introduced so that the time-consuming handwritten noting of postage could be eliminated.

The Imperial Court of Audit *"Mecliss-i-muhassebe"*, however, rejected the proposal for a uniform

56 This seal is also a precursor for Palestine.

postage and introduced a postal rate scale that was divided into 6 increments based on distances, which significantly increased postal rates. The introduction of stamps was, however, approved. An imperial decree (*"irade"*) of the Sultan put the introduction of stamps into effect. This was publicly announced in the Official Gazette TAKWIM-I-WAKA' no: 678 of 21 Receb 1279 (1862). Nevertheless, some post offices still received postage-paid seals in 1863, which were used as receipts for postage until stamps arrived.

The first stamps thus appeared on 1st January 1863. In the centre of these imperforated stamps in the vertical rectangle was a crescent moon with the points facing upwards and the *"tuğra"* (imperial cypher) of the Sultan. At the bottom of these stamps was a control border with the blue or red Turkish inscription in Arabic characters *"nesaret-i-celile-i-maliye"* (Imperial Ministry of Finance), which was imprinted with a hand-roll stamp at the Ministry of Finance before delivery to the postal administration. These first stamps of Turkey were produced by lithography in the printing house of the Ministry of Finance.

By order of Sultan Abdülaziz Han,[57] the second issue of stamps was procured in Paris in 1865. These stamps were drawn by Duloz[58] and printed in the Poitevin printing house.

Postal Routes in Pre-Philatelic Times (1840–1863)

The first reformed postal service in European Turkey was introduced between İstanbul and Edirne (Adrianople) on 19th October 1840, as mentioned above. The postal route ran from İstanbul via Ssiliwre[59]–Çorlu–Lüleburgaz to Adrianople (Edirne). The mail left İstanbul every Monday and Edirne every Saturday.

From 28th October 1840, a mail caravan left İstanbul every 15 days on a Wednesday to the other towns of European Turkey and on a Monday every 15 days to Asian and African Turkey. The postage for a letter weighing 3 dirhem (about 10g) was 1 para for every hour of postage, for every additional 3 dirhem half a para was charged. Thus, for the distance İstanbul–Edirne, which was covered in 44 hours, the postage for a letter weighing 3 dirhem was 1 guruş and 4 para. A letter weighing 4 dirhem cost 1 guruş and 26 para, a letter weighing 5 dirhem cost 2 guruş and 8 para. Registered letters (*"tahrirat-i-mühümme"*) were assessed at twice the rate. For lost registered letters, the post office paid compensation of 100 guruş. Printed matter in the weight of [15] grammes[60] was taxed with 10 para postage for the route İstanbul–Edirne.

Seven years later in 1847, following the postal caravan to Edirne which already left every week, a weekly postal service for the other postal towns of European Turkey was introduced in place of the 15-day despatches of mails. Two postal *tatars* left İstanbul every Monday evening, one on the postal route to Edirne on the so-called right-hand route or *"ssagh kol,"* the other on the postal route to Selanik (Saloniki) and Yanya (Joanina) on the so-called left-hand route or *"ssol kol."*

In Edirne, on the other hand, 3 mail caravans left every Wednesday after receiving the İstanbul mail. The first mail caravan on the so-called right-hand *"ssagh kol"* route via Burgas–Şumnu–Varna-Silistre to Kalas (Galatz). The second mail caravan went on the so-called middle route or *"orta kol"* via Saghra-i-Atik (Stara Zagora)–Kizanlik–Tirnowa–Siştov to Viddin. The third mail caravan went on the left route *"ssol kol"* via Filibe (Plovdiv)–Samakov–Kumanovo–Üsküb (Skopje) to Monastir.

On a Thursday the mail caravans from these routes arrived in Edirne. Mail to Belgrade went from Edirne via Filibe (Plovdiv)–Samakov–Sofia–Niş. The mail to Bosnia went via Kumanovo–Üsküb

57 Abdülaziz, Abdul Asis Han (1830–1876).
58 Pierre Edelestand Stanislas Dulos (1820–1874).
59 Silivri.
60 5 dirhem, missing in the script.

(Skopje)–Bosna (Sarajevo) to Mostar. Mail to Işkodra was routed via Monastir.

The mail to Asia Minor, to be dispatched every 15 days, was from 1847 also set on its way weekly with 5 postal *tatars* every Wednesday evening from İstanbul. The mail to İzmir followed the so-called right-hand route or *"ssagh kol"* via Bursa–Balıkesir[61] to İzmir and from there to Söke.

The mail to Alanya on the southern coast of Asia Minor also used this route at the head end to İsmid, then via Kütahya–Afyon Kara Hissar Ssahib[62]–Isparta to Alanya.

Mail to Syria, Lebanon, Palestine and further south was routed along the middle route called *"orta kol"* via Afyon Kara Hissar Ssahib–Konya–Adana–Iskenderun (Alexandretta)–Halep (Aleppo)–Homs–Şam (Damascus)–Beyrouth–Jaffa–Jerusalem to Gaza and from there to Egypt.

The mail to Niğde followed a branch of the *"orta kol"* route via Ankara–Nevşehir to Kaysarîye[63] and Niğde. From there, the connection to Syria was provided by special postal tatars.

On the left-hand route *"ssol kol,"* mail was sent to Diarbekir via İsmid–Sabanca–Adapasar–Hendek–Dücde[64]–Bolu–Gerede–Bayandir[65]–Çerkeş–Karad–Şalar–Karacawiran–Koç Hissar–Tosya–Haci Hamsa–Osmancık–Mersifon–Amasya–Turhal–Tokad–Siwas–Sürmeli[66]–Harput–Ergani.

From Diarbekir, special postal *tatars* provided mail to Baghdad via Mardin–Nüseybin–Cisre[67]–Mussul–Erbil–Altin Köprü–Kerkük–Tus Hur Matli[68]–Kifri. From Baghdad the mail was again carried by special postal *tatars* to Kerbela–Basra as far as the Persian Gulf.

A ship's mail took the mail as far as the Black Sea ports of İnebolu, Samsum and Trabzon (Trapezunt), from where it was then carried on by privileged postal *tatars* to Gümüş Hane, Bayburd, Ersincan, Erzerum, and Wan.

Maritime Postage-Paid Seals

The mail and passenger steamers under the Turkish Ministry of Finance maintained steamer agencies in the various ports of the Ottoman Empire and in inland towns connected to these ports by the postal routes. These agencies used postage-paid seals for mail posted at the agencies or on the ships until the introduction of stamps. These postage-paid seals had various shapes and inscriptions in French or Italian.

The postage-paid seals known so far are mainly as follows:

I. Seal of 1859 of the Ottoman steamships agency of Alexandria with inscription "Agencia di Piroscafi Ottomani Alessandria".
II. Seal of 1858 of the İstanbul–İzmir (Smyrna) shipping line, in the form of an oval with upper and lower double lines, in the centre the words "Port Payé" next to it "C.O." in a separate impression. These two letters mean "Compagnie Ottomane".
III. Horizontal double-line rhombus seals of 1858 with the inscription "Agenzia dei Piroscafi Ottomani della Zecca" with the name of the port Mudagna (Mudanya) in the centre. The word "Zecca" means here tax office (mint). This seal was used by the steamer agency in Mudanya.
IV. Octagonal seal of 1858 of the Agency of Ottoman Steamers of the Revenue Office in

61 Karesi.
62 Karahisâr-ı Sâhib, Afyonkarahisar.
63 Kaiseriye, Kayseri
64 Duzce.
65 Bayındır.
66 Not identified.
67 Cesire.
68 Tuz Hurmatu, Tûz Khurmâtû.

Brussa. The place name "Brussa" is in the centre of the circle. The inscription is "Agenzia dei Piroscafi Ottomani della Zecca / Brussa".

V. Double-lined oval "Port Payé" seal with rounded corners of 1859 of the Agency of the Ottoman Steamers in Gallipoli, with inscription: "Agenzia dei Valpori in Gallipoli".[69] In the centre the letters "P.P.", which means "Port Payé" i.e. postage paid.

II.

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There is little literature on the predecessor seals and the post offices before the introduction of Turkish stamps. The following are mainly worth mentioning:

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69 The inscription is indeed "Valpori", not "Vapori". Cf. *fig. 12* in Adjémian's article in MEPB 18.

195/1960 pg. 60

Ismail H. Tewfik O K D A Y

P o r t o - S i e g e l s t e m p e l
des
O S M A N I S C H E N K A I S E R R E I C H E S
in der
vorphilatelistischen Zeit

Deutschar Altbriefsammler - Verein e. V.
1960

Es ist zweckmäßig einiges über die Geschichte und den Werdegang des osmanischen Postwesens zu erwähnen bevor die Beschreibung der Porto - Siegelstempel, die als Vorläufer der türkischen Postmarken und Nachportomarken anzusehen sind, beginnt.

Die alten OSMANEN übernahmen das Nachrichtenwesen von den Seldschuken in Kleinasien im Jahre 1453, die ihre Korrespondenz durch besondere Boten beförderten. Die Osmanen reformierten und bauten diesen seldschukischen Postbetrieb weiter aus, so daß das Nachrichtenwesen zur Zeit des Eroberers von Konstantinopel SULTAN FATIH MEHMED HAN II. auf das Vollkommenste organisiert war. Die hochgewachsenen mit roten Mänteln bekleideten und schwarz beturbanten osmanischen Post-Tataren erregten überall, wo sie auftraten Aufsehen und Bewunderung. Sie besorgten den Nachrichtendienst für den Staat und das Heer und zwar von ISTANBUL nach UNGARN über BELGRAD hin und zurück, von ISTANBUL bis zum INDISCHEN OZEAN, PERSIEN, ALGERIEN hin und zurück. Die Postkarawanen, die öfters eine Stärke bis zu loo Pferden erreichten, wurden bei Ankunft am Bestimmungsort immer von einer großen Menge von Schaulustigen und Neugierigen empfangen, die die neuesten Nachrichten von den weit entfernten Grenzgebieten hören und erfahren wollten.

TSCHELEBI EFENDI der bekannte türkische Reisende beschreibt die nördliche Postroute Kleinasiens im Jahre 1656 und zwar von WAN an der persischen Grenze bis nach ISTANBUL. Laut dieser Beschreibung bestand die Tataren-Post aus 8 Packpferden. Die Etappenpoststrecke verlief folgendermaßen:

Die 1. Etappe von WAN nach BARKIRI(BARGRI) - MALASKERD - CHINIS (HINSA) - ALTIN HALKALI(KÖPRÜKÖY) - HASAN KALE.
Die 2. Etappe von HASSAN KALE nach ERSINDSCHAN.
Die 3. Etappe vom Fort KÖYLÜ HISSAR nach NIKSAR(NIK HISSAR).
Die 4. Etappe von NIKSAR über LADIK nach MERSIFON.
Die 5. Etappe von MERSIFON über OSMANDSCHIK nach TOSYA.
Die 6. Etappe von TOSYA über ISMID, von wo nach dreistündigem Aufenthalte nach GEBSE weiter geritten wurde.
Die 7. Etappe verlief von GEBSE über ÜSKÜDAR(SKUTARI) und über den BOSPORUS nach ISTANBUL.

Eine andere fast ähnliche Postroute mit Abzweigung in OSMANDSCHIK verlief über GÜMÜSCH nach AMASYA und NIKSAR. Diese leicht abgeänderte Postroute verlief über folgende Orte:

ISTANBUL - SKUTARI - GEBSE - ISMID - HENDEK - BOLU - TSCHERKESCH - TOSYA - OSMANDSCHIK - GÜMÜSCH - KERKESCH - AMASYA - NIKSAR - KÖYLÜ HISSAR - ERSINDSCHAN - ERSERUM - HASSAN KALE - CHINIS - BARKIRI nach WAN.

Diese Postroute im nördlichen Kleinasien wurde, die 6 Ruhetage mit inbegriffen, in 13 Tagen bewältigt. Der Reisende TSCHELEBI EFENDI erwähnt in seinen Reisebeschreibungen verschiedene Überfälle durch Räuberbanden und die Beschwerlichkeiten, sowie die Strapazen der schnellen Tag-und Nachtritte.

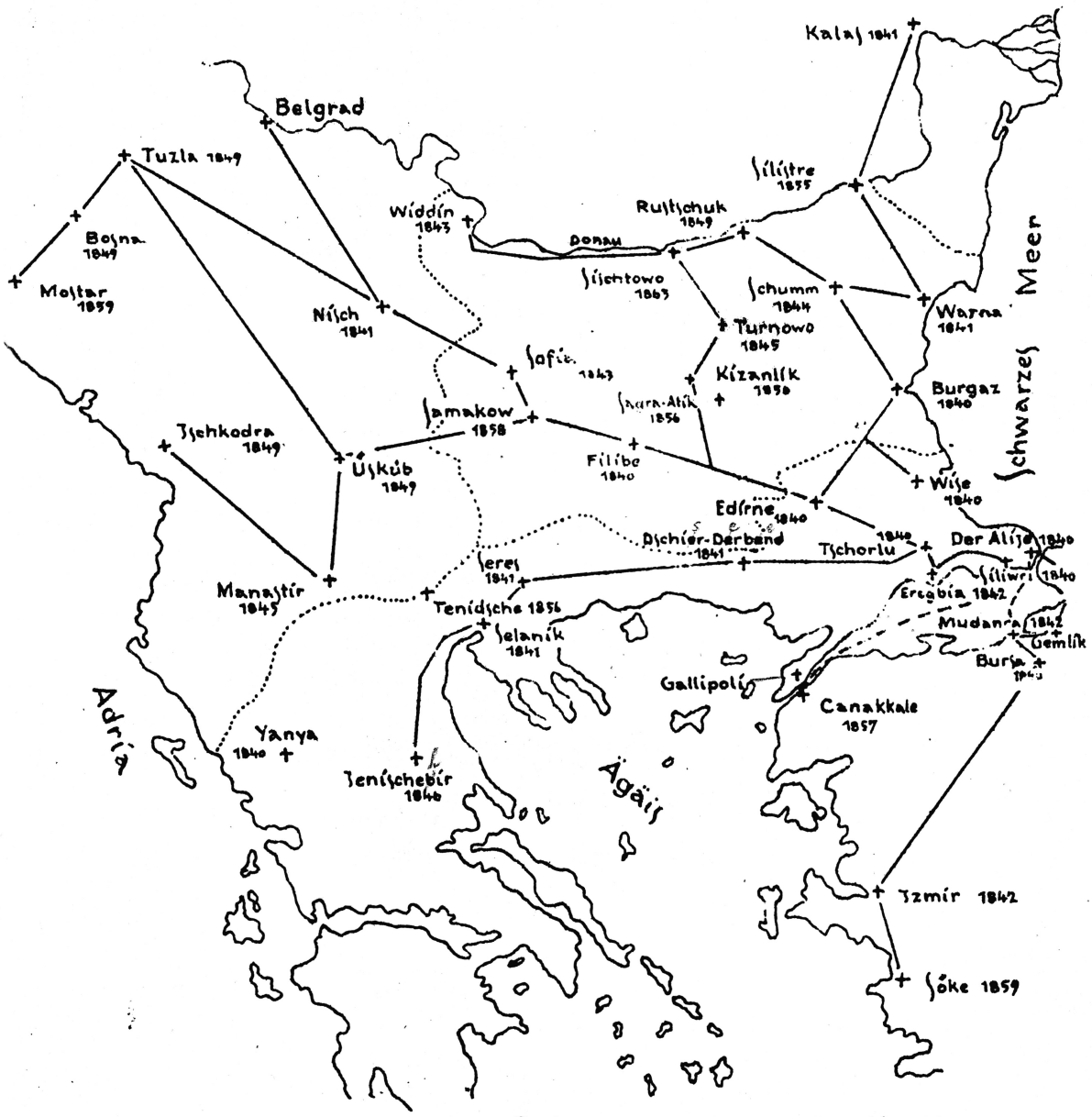
Amtlichen Berichten zufolge wurde die Strecke der südlichen Postroute von STANBUL nach AKKA in Palästina von den Post-Tataren in 12 Tagen bewältigt, die Strecke ISTANBUL - EDIRNE(ADRIANOPEL) in der Europäischen Türkei in 2 Tagen und die Südost-Strecke in einer Länge von 2 3oo km ISTANBUL - BAGDAD wurde in 14 und ein Mal sogar in 9 Tagen durcheilt.

Die Postroute für Syrien und Palästina kam 1841 in Betrieb und verlief über ALEPPO(HALEB) - HOMS - BEYRUT - DAMASKUS(SCHAM oder DIMISCHKÜSCH-SCHAM) - AKKA(AKKE) - JERUSALEM(KUDS-I-SCHERIF).

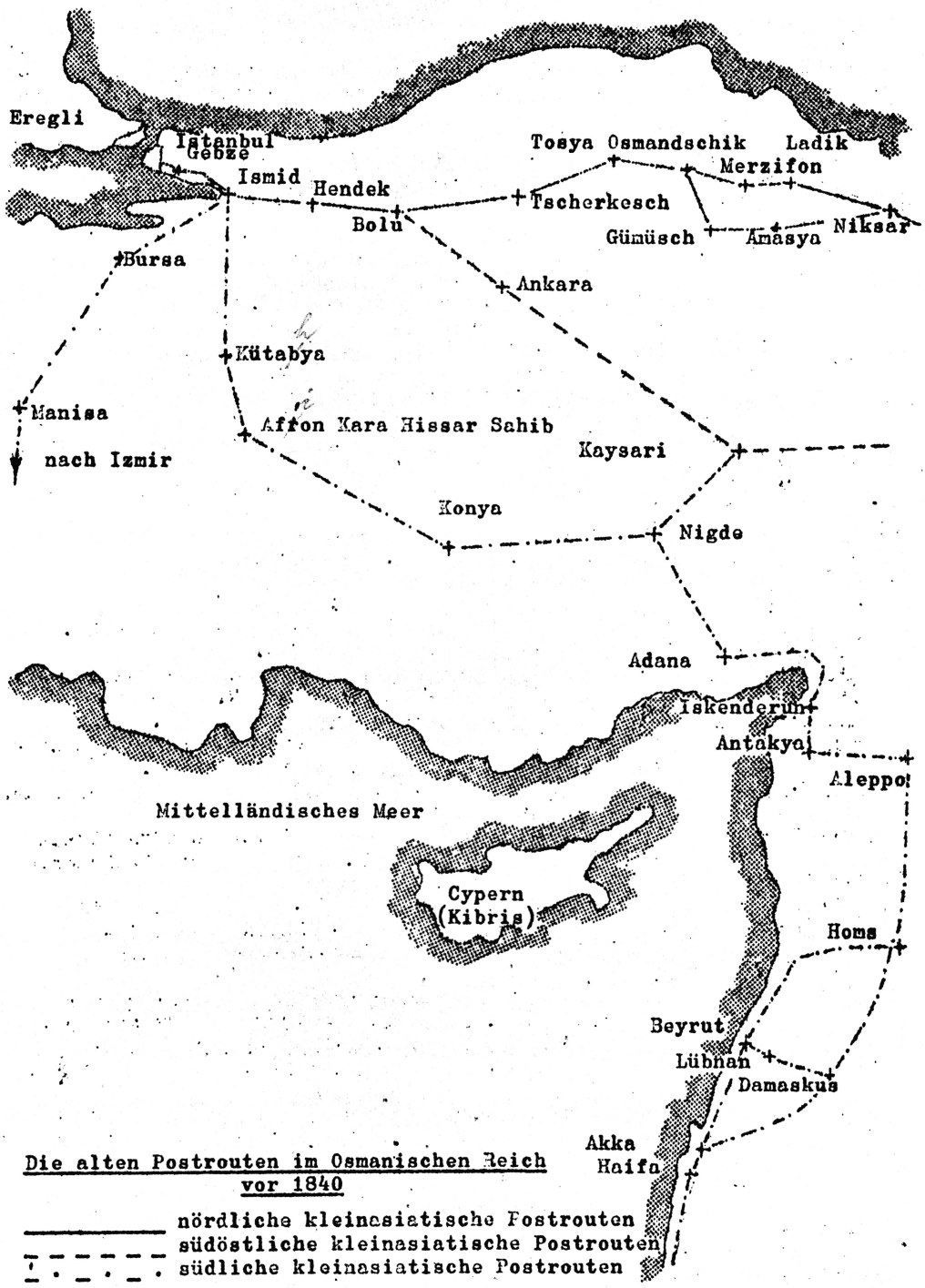
1852 wurde die Postroute BEYRUT - SSA'IDA - SSUR - AKKA(AKKE) - HAIFA - JAFFA - JERUSALEM, auf der ein Mal wöchentlich der Postdienst funktionierte, eingerichtet. Die Post verließ jeden Donnerstag BEIRUT und JERUSALEM, kreuzte sich in AKKA mit der aus der Gegenrichtung kommenden Post und langte am Sonntag am Bestimmungsorte an.

NABULUS(NAPLOUSE) wurde mit Postrouten im Jahre 1856 bis JAFFA und JERUSALEM versehen. Eine andere Postroute wurde von JERUSALEM nach HEBRON und GASA errichtet.

1



Postrouten ab 1840 u. Postdirektionen, sowie Agenturen im Osmanischen Reich, europäischer Teil, im Jahre 1863.


Eregli
Istanbul
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Ismid
Hendek
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Tscherkesch
Tosya
Osmandschik
Ladik
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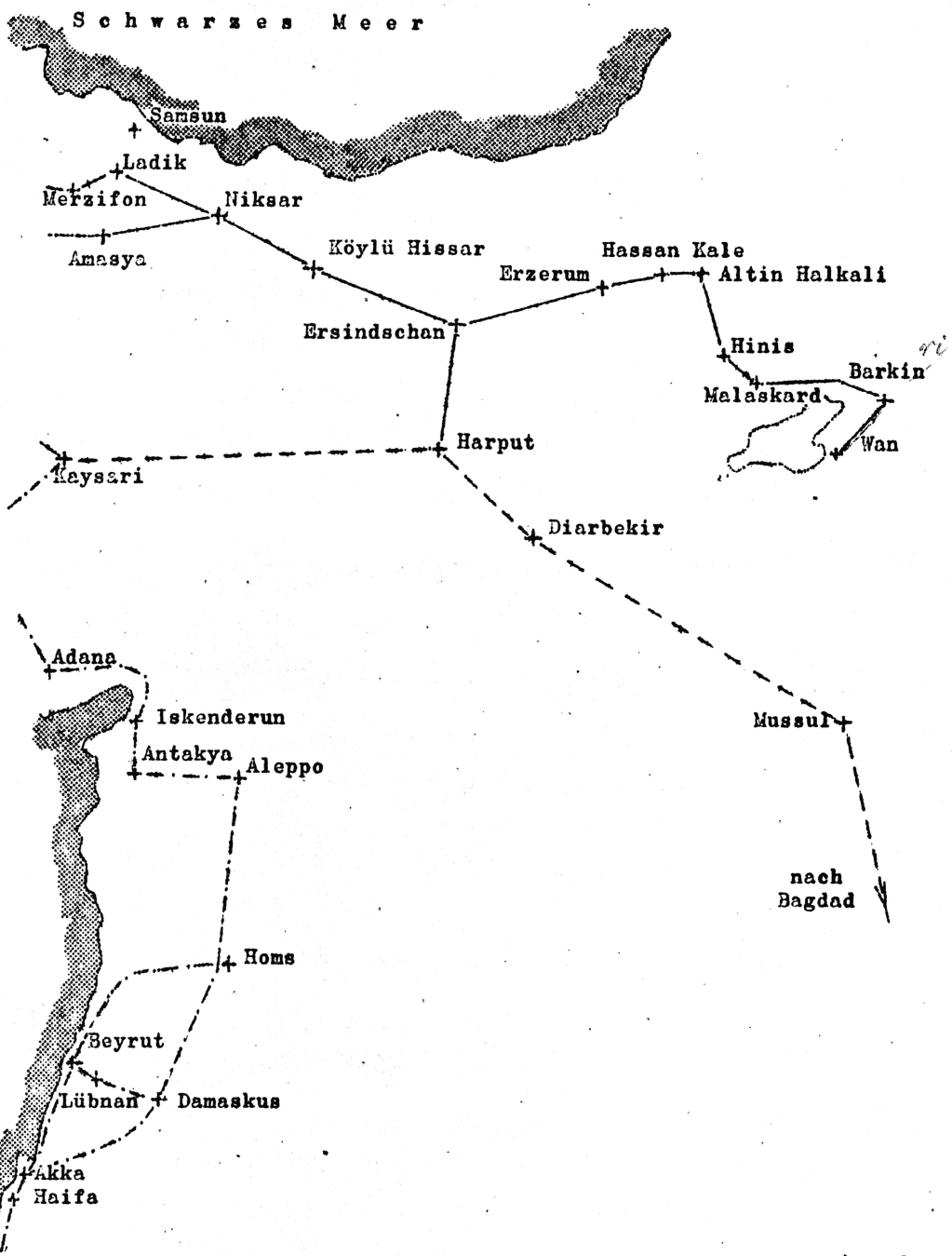
Amasya
Niksar
Bursa
Ankara
Kütahya
Manisa
nach Izmir
Affon Kara Hissar Sahib
Kaysari
Konya
Nigde
Adana
Iskenderun
Antakya
Aleppo
Mittelländisches Meer
Cypern
(Kibris)
Homs
Beyrut
Lübnan
Damaskus
Akka
Haifa
Die alten Postrouten im Osmanischen Reich
vor 1840
nördliche kleinasiatische Postrouten
südöstliche kleinasiatische Postrouten
südliche kleinasiatische Postrouten

2


Schwarzes Meer
Samsun
Ladik
Merzifon
Niksar
Amasya
Köylü Hissar
Erzerum
Hassan Kale
Altin Halkali
Ersindschan
Hinis
Barkin
Malaskard
Wan
Harput
Kaysari
Diarbekir
Adana
Iskenderun
Antakya
Aleppo
Mussul
nach
Bagdad
Homs
Beyrut
Lübnan
Damaskus
Akka
Haifa

3

Post - Tatare im Jahre 1856

Eine andere Postroute führte von TIBERIAS(TABARJA) über NAZARETH (NASSRIJE) - CHEFA OMR(SCHIFA'I OMR) nach AKKA.

Alle Post-Relais Stationen südlich BEYRUTH wie SSA'IDA, SSUR, AKKA usw. waren dem Postamte in BEYRUTH unterstellt, welches den Postbetrieb in Palästina regelte.

Die Post-Tataren wurden vom Staate gut entlohnt, sie bekamen auch Geschenke und hatten außerdem Einkünfte von privaten Postsendungen. Verloren gegangene oder unterwegs geraubte Geldsendungen wurden von der Tataren-Körperschaft, ohne Rücksicht auf deren Höhe voll und ganz ersetzt. Diese Tataren-Körperschaft arbeitete bis in die Neusste Zeit hinein mit der Staatspost zusammen, sie beförderte hauptsächlich die Post nach Orten ohne Eisenbahn-oder Dampferverbindung.

Die Postbeförderung in Klein-Asien erfolgte noch in neuerer Zeit mit vierrädrigen leichten Pferdewagen oder mit Packpferden. Die Postsendungen wurden in großen ledernen Taschen die sogenannten "Hrutsch" verpackt. Den Postpackpferden oder dem Postwagen voraus ritt der Vorreiter, der mit lauter Stimme die Ankunft und den Abgang der Post verkündete. Hinter den Postpackpferden oder dem Postwagen folgte der Post-Tatare und die militärische Schutzmannschaft.

Die Postbeförderung in den arabischen Ländern z.B. zwischen DAMASKUS-MEDINA(MEDINE-I-MÜNEWWERE) und MEKKA(MEKKE-I-MÜKERREME) und weiter nach dem JEMEN erfolgte durch Rennkamele(Hedschin). Die Scheichs der verschiedenen Beduinen-Stämme bürgten für die sichere Postbeförderung gegen ein diesbezügliches Jahresgehalt.

5

Diese Eilboten-Körperschaft der Post-Tataren wurde von der Regierung des Osmanischen Reiches als " T a t a r e n - O d s c h a g i " bezeichnet, sie war verpflichtet die Staatskorrespondenz sicher und schnell zu befördern. Diese Körperschaft war lange Zeit im sog. "Eltschi Han"(Botschafter-Herberge) im Istanbuler Stadtteil Tschemberlitasch untergebracht.

Die Eilbotenkörperschaft hatte drei verschiedene Arten von Postboten, es waren dies:

der	T a t a r ,	der Eilbote
der	S s a ' i ,	der Fußbote
der	U l a k ,	der Zubringerbote.

Diese Eilboten durften nur unter den als ehrlich und zuverläßig bekannten Leuten ausgesucht werden. Sie mußten ausgezeichnete Reiter sein und alle Reisebeschwerden mühelos ertragen können. Dieselben wurden unter denjenigen A g a (Aga bedeutet: Dienstherr!) ausgesucht, die durch eine längere Dienstzeit beim Großwesir(Ministerpräsident) oder bei anderen hohen Amtsherren hinsichtlich Erfahrung und Ausbildung sich treu und redlich bewährt hatten. Man achtete sehr darauf, daß der Eilboten - dienst fehlerlos und untadlig funktionierte, daß durch fortwährende scharfe Kontrolle der Dienst regelrecht verlief und kein Unberufener als Eilbote angestellt wurde.

Diese Eilboten-Körperschaft, die T a t a r e n - O d s c h a g i wurde unter dem Sultan ABDÜL HAMID I. im Jahre 1780 gegründet und unter Sultan MAHMUD II. besonders gepflegt und im Jahre 1814 reformiert.

Von nun an mußten diejenigen, die sich zum Eilbotendienst meldeten vorerst einige Jahre bei den alten Angehörigen der Körperschaft Dienst tun und die Statuten der Körperschaft vollkommen erlernen. Nach Feststellung ihrer persönlichen Erziehung, ihrer Leidenschaften und Neigungen, sowie sonstiger Eigenschaften und nach Bestätigung, daß dieselben die geheimen und wichtigen Regierungsschreiben zu überbringen fähig seien, wurden sie schließlich in die Körperschaft aufgenommen.

In der Hauptstadt I s t a n b u l beherbergten alle höheren Würdenträger und Minister, in den Provinzen die Generalgouverneure hunderte dieser Post-Tataren in ihren Häusern. Dieselben hatten die Aufgabe Nachrichten zu übermitteln und Briefe zu befördern. Diese Eilboten genossen alle Rechte eines Beamten des Osmanischen Kaiserreiches. In Istanbul betrug die Anzahl dieser Post-Tataren 300, jeder Generalgouverneur einer Provinz verfügte über 50 Post-Tataren.

Der oberste Leiter dieses Tataren-Eilbotendienstes führte den Titel: "O d s c h a k B a s c h - T a t a r i " (Ober Tatar der Körperschaft).

Der Leiter des Eildienstes bei den Ministern oder anderen hohen Würdenträgern (Wesir) führten den Titel :"W e s i r T a t a r - A g a s s i " (Tataren Dienstherr des Wesirs).

Die Offiziere dieses Eildienstes hatten den Titel: " T a t a r O d a b a s c h i s s i " (Tatarn Bürochef).

Dem W e s i r T a t a r A g a s s i (Tataren Dienstherrn) unterstanden jeweils 100 Tatarenboten.

Die Bekleidung der Post-Tataren bestand allgemein aus einem roten Bolero, einer goldgestickten Bauchbinde und einer roten Pluderhose, einem zweiknöpfigen roten Mantel, einer schwarzen Lammfellmütze(Kalpak)mit grüner und gelber Kappe, sowie gelben Reitstiefeln.

Zu Kriegszeiten besorgten diese Post-Tataren den amtlichen Feldpostdienst. Sie befanden sich mit eigenen besonderen Postflaggen im Gefolge der Wesire und der Generalgouverneure, die den Feldzug leiteten. Militärische Zubringerboten, die dem amtlichen Feldpostdienst unterstanden, besorgten die Postsendungen von Mannschaften und Offizieren.

Ein Postdienst mit den Nachbarländern wurde erstmalig im Jahre 1783 eingerichtet, als ein Postvertrag zwischen der Türkei und Rußland abgeschlossen wurde. Im Artikel 76 des Türkisch - Russischen Handelsvertrages von 1783 verpflichten sich die Türkei und Russland alle Vorbereitungen zu treffen und Transportmittel anzuschaffen, um den Postdienst zwischen den beiden Reichen zu beschleunigen, auszubauen, zu sichern und zu beschützen.

Die Republik V e n e d i g ergriff die Gelegenheit, ähnlich wie R u ß l a n d , ihren Postdienst mit der T ü r k e i auszubauen und

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zu sichern. Sie eröffnete an Stelle ihrer bisherigen halbamtlichen Levante-Postorganisation im Jahre 1788 ein Spezial-Postamt in Istanbul. Dieser Postdienst zwischen Istanbul und Venedig wurde von dem am 24.V. 1788 in Venedig eröffneten "Spezial Postamte für die Levante" geregelt.

Von V e n e d i g wurde jeden zweiten und vierten Samstag eine Post nach I s t a n b u l und von I s t a n b u l wurde am 8. und 22. jeden Monats eine Post nach Venedig abgefertigt.

Am 23. Juli 1788 gab das Spezial-Postamt für die Türkei in V e n e d i g bekannt, daß die Beförderung von Briefen über I s t a n b u l nach I z m i r (Smyrna), Kairo (Kahire), Aleppo (Haleb) und nach anderen Städten des Osmanischen Reiches aufgenommen werde.

Mit der Eroberung von Venedig durch Napoleon im Jahre 1799 hörte der Bestand dieser venezianischen Spezial-Post für die Türkei auf.

Das venezianische Postamt in Istanbul verwendete zuerst von 1788 bis 1791 einen runden Stempel in roter Farbe mit dem Wappen von Venedig, ein geflügelter Löwenkopf mit der Inschrift:

UFF. DI POSTA IN COSPOLI.

Später, ab 1792 wurde ein ovaler Stempel in schwarzer Farbe mit demselben Wappen und mit Inschrift:

POSTA DI COSTANTINOPOLI

verwendet. Der Wert eines solchen venezianischen vorph. Briefes wird in England auf 5o Pfund Sterlin geschätzt.

Sultan MAHMUD II., der die Eilboten-Körperschaft im Jahre 1814 reformiert hatte, versuchte den Postdienst nach westlichem Vorbild zu reorganisieren, doch konnte er leider einen regelrechten Postdienst nach westlicher Art nicht errichten. Hindernisse aller Art vereitelten die Erfüllung seines Wunsches.

Die erste Postdiensteinrichtung im Sinne des heutigen Postwesens fand in der Türkei erst im Jahre 183o statt. Ein kaiserlicher Erlaß (Irade-i-ssenije) des Sultans ordnete an, daß:

Erstens - Der Versand von Briefen aus I s t a n b u l nach den Provinzen und von Briefen aus den Provinzen nach I s t a n b u l laut einer bestimmten Ordnung geregelt werden müßte.

Zweitens- Dieser geordnete Postdienst dem Staate Einkünfte zu sichern habe.

Drittens- Darauf geachtet werden müßte bösartige Korrespondenz zu verhindern.

Viertens- Gleiches Korrespondenzrecht für alle islamischen, christlichen und jüdischen osmanischen Untertanen, sowie Ausländer gesichert werden müßte.

Der gute Wille dieses kaiserlichen Erlasses, einen geordneten und sicheren Postdienst einzurichten wurde jedoch durch den schlechten Zustand der Straßen oder vielmehr durch die Wegelosigkeit und der allgemein herrschenden Unsicherheit durchkreuzt. Unter diesen ungünstigen Umständen konnten die Postwagen nur mit grossem Zeitverlust und mit enormen Schwierigkeiten den Bestimmungsorten zugeführt werden.

Um diesen Mißständen Abhilfe zu schaffen, forderte der Feldmarschall (Müschir) AHMED FEWSI PASCHA, Befehlshaber der kaiserlichen Garde, von der Hohen Pforte (Regierung) den Bau einer etwa loo km langen Poststrasse von Ü s k ü d a r (Skutari) nach I s m i d . Er selbst erbot sich den Postdienst von Ü s k ü d a r bis I s m i d mit Pferdewagen gegen ein Entgelt zu übernehmen. In diesem seinem Ansuchen gebraucht der Feldmarschall zum ersten Male in der Postgeschichte der Türkei den Ausdruck: " n a k l - i - m u h a r r e r a t " (Briefbeförderung) und beschreibt die Vorteile eines solchen Postdienstes, der die Strecke I s t a n b u l - I s m i d in 18 Stunden bewältigen würde und erläutert auf welche Weise das Briefporto bezahlt werden müßte. Schließlich schlägt er vor, wenn dieser Versuch gelingen sollte, diesen Postdienst auf das ganze Reich auszudehnen. Dieses Angebot des Feldmarschalls wurde dem Sultan zur Genehmigung unterbreitet. Der Sultan erteilte den Befehl den Postdienst zwischen I s t a n b u l und Ismid dem Feldmarschall AHMED FEWSI PASCHA gegen ein Entgelt zu überlassen.

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Der Befehlstext des diesbezüglichen kaiserl. Handschreibens lautet in deutscher Übersetzung:

"Notwendigerweise ist die Postordnung, wie es auch immer sei, einer Regelung zuzuführen. Somit ist laut Bericht des Feldmarschalls ACHMED FEWSI PASCHA dringend die Begleichung der verlangten Beträge vorzunehmen und Meiner bewilligten Genehmigung gemäß, der Anfang zur Regelung dieses Postdienstes einzuleiten."

Bis dahin funktionierte zwischen I s t a n b u l und I s m i d der sogenannte alte " M e n s i l " (Etappen)-Dienst, welcher mittels Sonderbeamten und Tataren, die Staatskorrespondenz, sowie die Reisenden beförderte. Dieses Mensil-System wurde nun nach Herstellung der Post - straße aufgegeben und die Post des Feldmarschalls ACHMED FEWSI PASCHA versah den Postdienst mit von Pferden gezogenen Postwagen bis zum Jahre 184o. Dieser Postdienst mußte dann wegen des schlechten Zustandes der nie ausgebesserten Straße schließlich provisorisch aufgegeben werden und man führte wieder den alten Mensil-Dienst ein, der freilich nur mit Tragtieren bewältigt und pro Stunde mit loo Para entlohnt wurde. Dieser Postdienst führte über Ü s k ü d a r (Skutari) - K a r t a l - D i l b a s c h i - D e r i n d s c h e die Küste des Ismider Golfs entlang nach I s m i d in 5 Etappen. Jeder Etappenort hatte je 3o Pferde und je lo Postwagen zu stellen. Letztere nur für die von Wagen befahrbaren Strecken.

Erst im Jahre 184o nach der Proklamation der "T a n s i m a t - i - H a y r i j e " (Reformeneinführung) durch den Sultan ABDÜL MEDSCHID HAN, die auch die Neu-Einrichtung des Postdienstes vorsah, wurde ein Projekt ausgearbeitet, wonach in den wichtigsten Orten der Europäischen, Asiatischen und Afrikanischen Türkei allmählich Postanstalten eröffnet und in Betrieb gesetzt werden sollten. Dieser erste reguläre neue Postbetrieb wurde in K a r t a l, einem Vorcrte I s t a n b u l s an der asiatischen Küste des Marmara Meeres persönlich durch den Sultan ABDÜL MESCHID HAN, der sich dorthin in einer Equipage begab, feierlich er - öffnet. Um diesen neuen Postbetrieb zu sichern, zu leiten und zu überwachen wurde das " P o s t a N e z a r e t i " (Postministerium) errichtet. Als erster Postminister wurde SSAMI EFENDI ernannt, sein Nachfolger hieß ACHMED EFENDI, der mit großer Umsicht und viel Erfolg das türkische Postwesen geleitet und gefördert hat. Das erste reguläre staatliche Postamt in der Türkei wurde in I s t a n b u l im Vorhofe der Moschee " J E N I D S C H A M I " im sogenannten "GISJEHANE" unter dem Namen: " P o s t a h a n e - i - A m i r e " (Staatliches Postamt) errichtet. Dieses Gebäude gehörte der EWKAF - Verwaltung(Verwaltung für fromme Stiftungen). Später wurde im Jahre 1889 ein neues Postgebäude nicht weit von diesem Postamte errichtet, dessen Bild auf der im April 1916 ausgegebenen Postjubiläumsmarke ersichtlich ist.

Die ersten Beamten dieses P o s t a h a n e - i - A m i r e hiessen SSÜLEYMAN AGA und der in Sofia (Bulgarien) geborene christliche Ottomane AGJASAR. SSÜLEYMAN AGA war als Tahsildar(Kassierer)angestellt und hatte die Aufgabe die Einnahmen zu buchen und aufzubewahren. Sein Monatsgehalt betrug looo Kurusch(1o türkische Goldpfunde), welche heute einen Wert von lo Gold-Napoleons haben. Der Bulgare AGASJAR empfing ein Monatsgehalt von 6oo Kurusch, seine Arbeit bestand aus Übersetzungen der fremden Sprachen auf den Briefen und die fremdsprachigen Adressen in die türkische Sprache zu übersetzen.

Gleichzeitig wurde eine aus 44 Artikeln bestehende Postverordnung veröffentlicht, welche die Bestimmungen für die Beförderung der einfachen, der eingeschriebenen und der dienstlichen Postsendungen enthielt.

Die Postgebühren wurden den Entfernungen gemäß erhoben, eingebucht und auf den Postsendungen mit Tinte handschriftlich vermerkt.

Diese Postverordnung lautet wie folgt:

Artikel 1. - Die Direktoren des Postdienstes werden aus den Beamten des Türkischen Kaiserreiches gewählt, die im Postdienste Kenntnisse und Erfahrungen besitzen.

Die Direktoren beziehen Monatsgehälter in Höhe von 35o - 5oo Kurusch.

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Die Auslagen für die Beschaffung von Brieffächern der abgehenden und ankommenden Postsendungen, sowie sonstige kleinere Ausgaben werden vorläufig von den Lokalbehörden bestritten.

Artikel 2. - Die Direktoren, die schreibe-und lesekundig sein müssen, verpflichten sich durch Eid gegen die unten aufgeführten Artikel nicht zu verstoßen.

Artikel 3. - Den Postdirektoren ist in den Ortschaften, wo sie amtieren, ein Raum oder ein mit Schränken versehenes Zimmer zur Verfügung zu stellen. Die Direktoren verpflichten sich täglich Brief-und Postsendungen in Empfang zu nehmen und abzusenden. Die Amtszeit beträgt zwei Stunden am Vormittag und drei Stunden am Nachmittag. Somit sind die Direktoren verpflichtet täglich fünf Stunden im Amtszimmer zu verweilen.

Artikel 4. - Am oberen Teile der Türe des Postamtes bei der YENI DSCHAMI Moschee wird ein Schild mit der Kaiserlichen TUGHRA (kaiserlicher Namenszug) und mit der Inschrift: P o s t a h a n e - i - A m i r e angebracht.

Zur besseren Kenntnisnahme der ausländischen Geschäftswelt wird dieses Postamt auch mit einer Tafel in französischer Sprache gekennzeichnet.

Artikel 5. - An allen der Straße zugekehrten Türen des Postamtes sind ähnliche Schilder und Tafeln anzubringen, aus denen hervorgeht, daß das Amt dem Postdienste angehört.

Eine besondere Tafel, welche die Postankunft, den Postabgang und die Beförderungsgebühren anzeigt, ist ebenfalls an sichtbarer Stelle anzubringen.

Artikel 6. - Der Eintritt in den Amtsraum des Postdirektors ist Unbefugten untersagt. Die Briefabsender oder die Empfänger überreichen oder empfangen ihre Postsendungen durch eine Türe oder durch ein Fenster.

Artikel 7. - Die Postdirektoren dürfen nur Briefe, Kalender, Zeitungen und ähnliche Sendungen zur Beförderung annehmen. Die Beförderung anderer Sachen ist nicht gestattet.

Artikel 8. - Die Briefe sind in drei Kategorien einzuteilen:

Kat. 1 = sind die einfachen Briefe, die bei der Einlieferung mit dem Postsiegelstempel gekennzeichnet werden.

Kat. 2 = sind die eingeschriebenen Briefe, die bei der Einlieferung außer dem Postsiegelstempel noch zusätzlich mit dem Stempel "TA'AHÜD OLUNMUSCHDUR" (Rekommandiert) gestempelt werden. Die Postverwaltung bürgt für die sichere Ankunft und Aushändigung dieser Briefe an den Empfänger.

Kat. 3 = Hierzu gehören alle Schriftstücke amtlicher Art der verschiedenen Ministerien, Polizei und Justizbehörden.
Die amtlichen Postsendungen werden außer mit dem Postsiegelstempel noch zusätzlich mit dem Siegelstempel "TAHRIRAT - I - MÜHÜMME" (wichtiger Amtsbrief) gekennzeichnet.

Artikel 9. - Bei der Einlieferung eines Briefes hat der Postdirektor den Brief sofort abzuwiegen und laut Artikel 14 dieser Postordnung den hierzu vorgeschriebenen Betrag einzukassieren. Dieser Betrag muß in großen Ziffern klar und ersichtlich auf dem Briefe mit Tinte handschriftlich bezeichnet werden.

Hierauf muß am Briefrande je nach der Kategorie des Briefes der jeweilige Postsiegelstempel in schwarzer Farbe ordnungsgemäß aufgestempelt und bis zum Abgang der Post im Aufbewahrungsschrank verwahrt werden.

Artikel 10. - Zwei Stunden vor Abgang der Post müssen die Postsendungen aus dem Aufbewahrungsschrank herausgeholt und den verschiedenen Postetappen-Abschnitten nach sortiert werden. Nach der Sortierung wird jeder Brief einzeln numeriert und auf der vorgedruckten Liste muß der Name und die Adresse des Empfängers, der einkassierte Portobetrag und das Gewicht vermerkt werden.

Die Gesamtsumme der Anzahl der Postsendungen, deren Gesamtgewicht und des erhobenen Portos werden in amtlich gestempelten Sonderbüchern vermerkt.

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Die Postsendungen werden hierauf je nach Post-Etappenabschnitten in mit Wachstuch umwickelten und mit dem Namen der Postetappenabschnitte versehenen Pakete gelegt. Diese Postpakete werden mit europäischem Siegellack versiegelt und in großen ledernen Satteldoppeltaschen, die ebenfalls versiegelt werden, verstaut. Diese versiegelten Lederta - schen sind den Post-Tataren zu übergeben, die sie ohne Zeitverlust sofort waiter zu befördern haben.

Artikel 11. - Bei eingeschriebenen Briefen, die laut Artikel 8 zur Beförderung gelangen, sind dieselben bei der Einlieferung in einem Buche doppelt einzutragen. Die eine Eintragung ist mit der Schere abzutrennen und dem Empfänger zur Unterschrift einzuhändigen.

Artikel 12. - Bei amtlichen Sendungen, die den Siegelstempel TAHRIRAT-MUHUMME tragen, werden dieselben laut Artikel 7 und 8 behandelt. Um jeden Verdacht einer Nichtablieferung zu verscheuchen und späteren Reklamationen vorzubeugen sind vom Bestimmungspostamte für diese amtlichen Sendungen Empfangsbestätigungsscheine auszustellen. Die Postdi - rektoren müssen darauf acht geben, daß diese Empfangsbestätigungsscheine wieder an das Absender-Postamt zurückgesandt werden.

Artikel 13. - Die Postdirektoren des Bestimmungspostamtes öffenen die Postledertaschen und die für sie bestimmten Wachstuchpakete, aus de - nen sie die Postsendungen entnehmen und sortieren. Sie prüfen die beiliegenden Inhaltslisten und vermerken, daß die Sendungen stimmen oder nicht stimmen. Sollten bei dem Absenderpostamte die Listen irrtümlich falsch registriert worden sein, so hat das Empfangspostamt dieses in der hierfür bestimmten Kolonne der Inhaltsliste einzutragen und zu berichtigen, sowie das Abesender-Postamte hiervon brieflich in Kenntnis zu setzen.

Artikel 14. - Wenn nach Prüfung der eingehenden Sendung dieselbe als ordnungsmäßige Postsendung festgestellt wird, so ist unverzüglich die Sortierung der Sendung nach alphabetischer Reihenordnung der Empfänger-Namen zu sortieren, so daß auf diese Weise die Sendungen leicht und ohne Zeitverlust an die Empfänger ausgehändigt werden können.

Artikel 15. - Die Empfänger von Postsendungen haben am Vormittag die für sie bestimmten gewöhnlichen Sendungen vom Postamte selbst abzu - holen.

Bei eingeschriebenen Postsendungen und bei amtlichen Briefen haben die Empfänger, einerlei ob sie hoch oder niedrig gestellte Persönlichkeiten sind, einen mit ihrem Privatsiegel versehenen Empfangsbestätigungsschein abzugeben, worauf ihnen dann die eingeschriebene Sendung ausgehändigt wird.

Die Postdirektoren sind verpflichtet die amtlichen Sendungen gegen Empfangsschein den betreffenden Dienststellen abzuliefern.

Artikel 16. - Die Empfangsbestätigungsscheine sind an einer Schnur aufzureihen und im Postamte aufzubewahren.

Artikel 17. - Für gewöhnliche Briefe und für amtliche Sendungen, die lt. Art. 7 beim Postamte aufgegeben werden, sind nach Feststellung des Gewichtes durch eine Spezialwaage pro 3 Dirhem(3,21$_2$ Gramm)Mindestgewicht und pro Stunde Entfernung 1 Para Porto einzukassieren. Somit wäre z.B. die Beförderung eines Briefes im Gewichte von o,5 bis 3 Dirhem zu dem von Istanbul 44 Stunden entfernten EDIRNE(Adrianopel)mit 44 Para zu taxieren.

1 dirhem = 3,3075 g

Artikel 18. - Für Briefe im Gewichte von über 3 Dirhem bis 4 Dirhem werden pro Entfernungsstunde 1,5 Para Porto berechnet, es wird somit jede Gewichtsüberschreitung über 3 Dirhem bis zur Gewichtsgrenze von 4 Dirhem o,5 Para zusätzlich Porto pro Entfernungsstunde erhoben.

Für Briefe überschreitend 4 Dirhem bis 5 Dirhem werden pro Entfernungsstunde 2 Para Porto erhoben.

Für Briefe überschreitend 5 Dirhem bis 6 Dirhem werden pro Entfernungsstunde 2,5 Para erhoben.

Für Briefe überschreitend 6 Dirhem bis 7 Dirhem werden pro Entfernungsstunde 3 Para Porto berechnet.

Das Porto für Briefe über 7 Dirhem wird auf Basis obiger Berechnung festgesetzt.

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Artikel 19. - Den Postdirektoren, die nach dem obigen Tarif mehr einnehmen und die Höhe des eingenommenen Portos in geringerer Höhe in die Bücher eintragen, wird solches als ein sehr schweres Vergehen angerechnet und werden mit Züchtigung, sowie mit Entlassung bestraft.

Artikel 20. - Laut Artikel 5 dürfen auf den Postämtern außer Briefen nur Kalender, Zeitungen, ungebundene Bücher und ähnliche Sendungen aufgegeben werden. Es ist darauf zu achten, daß solche Sendungen keine Briefe enthalten, sowie keine Gegenstände beherbergen, welche den Quarantänebestimmungen zuwiderlaufen. Um die Kontrolle zu erleichtern dürfen solche Sendungen nicht in einem geschlossenen Briefumschlage liegen, sie müssen längsseits mit einem schmalen Papierstreifen gebunden sein. Keinesfalls dürfen solche Sendungen außer Papier irgendein anderes Material aufweisen.

Artikel 21. - Für Kalender, Zeitungen und ähnliche Postsendungen wird pro vierstündige Entfernung bis zu einem Gewichte von 5 Dirhem 1 Para Porto erhoben. Für dieselben Sendungen überschreitend das Gewicht von 5 Dirhem bis 10 Dirhem wird eine Porto Taxe von 2 Para pro vierstündige Entfernung eingezogen. Für je weitere 5 Dirhem wird 1 Para pro Vierstunden-Entfernung Porto berechnet.

Artikel 22. - Die Postdirektoren müssen auf die Aufbewahrung der Posteinnahmen sorgfältig acht geben, da sie für das Fehlen einer Teilsumme oder eines ganzen Verlustes voll verantwortlich sind und dafür haften.

Artikel 23. - Die durch die Postbeförderung erzielten Einnahmen und verursachten Auslagen sind auf je einem Blatte als Rechnung aufgestellt, alle 3 Monate durch die Postdirektion an den Postminister in Istanbul einzusenden. Alljährlich sind alle Rechnungsbücher zur Überprüfung an das Postamt in Istanbul einzusenden.

Artikel 24. - Die Postdirektoren sind verpflichtet die für den Post - dienst erforderlichen Auslagen und sonstige andere Auslagen an den Postminister in Istanbul anzumelden.

Artikel 25./26. - Die Postdirektoren dürfen nur mit Genehmigung des Postrates in Istanbul, die ihnen als nötig befundenen Auslagen aus den Posteinnahmen bestreiten.

Artikel 27. - Die bei der Post in fremder Sprache eingelieferten Briefadressen müssen am Briefrande den Namen und die Adresse des Empfängers in türkischer Sprache aufweisen.

Artikel 28. - Bei Verlust eines eingeschriebenen Briefes, dessen Ankunft und Ablieferung an den Empfänger garantiert wurde, ist der betreffende Postdirektor des Absender - Postamtes verpflichtet dem Briefeigentümer eine Entschädigung von 100,- Kurusch zu zahlen. Ist der Verlust bei einem anderen Postamte erfolgt, so hat der Direktor dieses Postamtes die Entschädigung zu zahlen. Tritt der Verlust im Gebiete zwischen zwei Postdirektionen ein, so entschädigen die zwei betreffenden Postdirektoren je zur Hälfte den Briefeigentümer.

Artikel 29. - Die dieser Postordnung gemäß angestellten Post-Tataren(Eilboten)übergeben unterwegs den jeweiligen Postdirektoren die großen ledernen Posttaschen. Die Postdirektoren öffnen diese Posttaschen, entnehmen ihnen die ihnen zukommenden in Wachstuch gehüllten Postpakete und legen ihre eigenen an andere Postämter adressierten und versiegelten Wachstuchpakete in die großen Ledertaschen, welche versiegelt den Post-Tataren wieder übergeben werden.

Artikel 30. - Den bei Nacht ankommenden und in derselben Nacht weiter reitenden Post-Tataren, werden die schon vorher bei Tageshelle vorbereiteten und versiegelten Wachstuchpakete übergeben, so daß die Post-Tataren ohne Zeitverlust die Post empfangen und weiter reiten können. Die auf diese Weise während der Nacht ankommenden Pakete, werden erst am nächsten Morgen vom Postdirektor geöffnet.

Artikel 31. - Die Postdirektoren achten strengstens darauf, daß die Post-Tataren an den ihnen vorgeschriebenen Ta gen und Stunden pünktlich erscheinen und den Postdienst schnell besorgen.

Artikel 32. - Für die von Postamt zu Postamt gesandten Briefe händigen die Postdirektoren den Post-Tataren eine Liste der gesandten Briefe aus, die vom Direktor unterzeichnet wird.

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Artikel 33. - Briefe, die nach dem auf der Türe des Postamtes bezeichneten Tages und der bezeichneten Stunde später eingeliefert werden, können erst in der darauf folgenden Woche befördert werden.
Artikel 34. - Bei Ausbruch von Epidemien oder bei plötzlicher Erkrankung des Post-Tataren während seines Postrittes sind die Postsendungen den Quarantänebestimmungen unterworfen.
Artikel 35. - Oberstes Gebot des Postdienstes ist die sichere und ehrliche Zustellung der Postsendungen. Auf keinen Fall dürfen die der Post übergebenen Briefe geöffnet und deren Siegel erbrochen oder gar unterschlagen werden. Die Postdirektoren, die sich solcher Vergehen erdreisten, sind strengstens zu bestrafen.
Artikel 36. - Obgleich lt. Artikel 35 die Briefe nicht geöffnet und die Briefsiegel nicht aufgebrochen werden dürfen, kann es vorkommen, daß mit oder ohne Kenntnis des Postdirektors andere Gegenstände als Papier in die Briefe gelegt werden. In einem solchen Falle werden diese Briefe amtlich geöffnet, der Absender, sowie der Postdirektor, welcher dieses geduldet hat, laut Quarantänegesetz bestraft.
Artikel 37. - Bei verspätetem Eintreffen des Post-Tataren hat derselbe dem Postdirektor den Grund hierfür anzugeben, welcher nach Prüfung durch den Postdirektor im Reisebegleitschein des Post-Tataren eingetragen wird.
Artikel 38. - Die Post-Tataren haben sich an den Postämtern zu den festgesetzten Tagen und Stunden einzufinden. Die mit Verspätung eintreffenden Post-Tataren werden verwarnt und lt. Art. 37 die Verspätung auf dem Reisebegleitschein vermerkt. Bei einem Verschulden wird der Post-Tatare streng bestraft. Erfolgt die Verspätung ohne sein Verschulden, so bestätigen dies die Postdirektoren oder die M e n s i l d s c h i (Etappenchefs) oder zwei glaubwürdige Zeugen.
Artikel 39. - Die Post-Tataren und deren Ss ü r ü d s c h ü (mitreitende Pferdeknechte) werden streng bestraft, wenn sie zur Beförderung eigenmächtig Briefe annehmen. Solche Fälle sind von den Postdirektoren sofort nach Istanbul zu melden.
Artikel 4o. - Die Post-Tataren sind nicht verpflichtet, weder für den Postdirektor, noch für andere Personen irgend etwas zu befördern. Es ist den Postdirektoren untersagt Gegenstände in ihre Häuser oder irgend wohin durch die Post-Tataren zu befördern.
Artikel 41. - Bei Postabgang müssen die Post-Tataren rechtzeitig zur festgesetzten Zeit am Postamte, zum Aufbruch bereit, sich einfinden.
Artikel 42. - Die für den Postdienst eines Direktors benötigten Gegenstände sind folgende:

Ein Zimmer und ein Lederkoffer für die Aufbewahrung des Geldes und der Rechnungsbücher. Ein zum Aufhängen bestimmtes Heft mit dem Tarif.
3 Sorten Siegelstempel und Stempelfarbe.
Amtlich gestempelte Rechnungsbücher.
Eine Waage.
Wachstuch.

Alle Gegenstände, außer Lederkoffer und Wachstuch, werden von Istanbul aus, vom Postministerium besorgt.
Artikel 43. - Außer den obenerwähnten Büchern dürfen die Postdirektoren keine anderen Rechnungsbücher verwenden.
Artikel 44. - Die obenerwähnten dem Staate gehörenden Gegenstände sind in jedem Postamte zu registrieren und werden vom Vorgänger an den jeweiligen Nachfolger gegen Quittung übergeben.
So lange die Postdirektoren gegen die obenerwähnten Verordnungen nicht verstoßen und nicht um ihre Entlassung selbst nachsuchen, ist eine Entlassung oder Versetzung der Postdirektoren, sowie die Besetzung einer freien Postdirektorenstelle auf Empfehlung oder Fürbitte nicht statthaft.

Der Postminister

21 Ramasan 1256 (184o) 14. Oktober.

12

Die erste amtliche Postbeförderung wurde am 26. Schaban 1256(19.Oktober 1840)durch eine kaiserliche Genehmigung angeordnet.

Anfangs durften mit der Post nur Briefe und Drucksachen befördert werden, Etwas später noch im gleichen Jahre wurden zur Beförderung Geld und einige leicht zu befördernde Waren zugelassen.

Die erste Postbeförderung mit Dampfschiffen fand im Jahre 1858 statt. Man verwendete hierzu die zwei Postdampfer GEMLIK und SÜR'AT.

Die ersten Porto-Poststempel kamen 1840 in Gebrauch. Von 1840 bis Ende Dezember 1862 wurden 10 Typen verwendet, wovon bis heute 122 Arten bekannt geworden sind.

Die amtlichen Postsendungen und die Postsendungen zwischen den verschiedenen Postorten, Festungen und Militärstellen wurden mit besonderen Dienstsiegelstempeln und Militärpoststempeln gekennzeichnet. Die Militär-Postsiegelstempel DSCHISR-DERBEND in Type V C. der Post-Siegelstempel wurde erstmalig im März 1960 entdeckt und befindet sich jetzt in der preisgekrönten Sammlung des Herrn T. MATÜHIN.

Die Gültigkeit dieser obenerwähnten Post-Siegelstempel dauerte 32 Jahre bis zum 1. Jan. 1863 als die ersten türkischen Briefmarken ausgegeben wurden.

Wie oben bereits erwähnt wurde abgesehen vom Abschnitt ISTANBUL - ISMID auch in anderen Etappenabschnitten von Privatpersonen der Postdienst besorgt. Die Höchstbietende bekam einen Postabschnitt für eine besondere festgesetzte Strecke. Jedes Jahr fand für die Vergebung eines solchen Post-Abschnittes eine Ausschreibung statt. NIKOLI ASPIROS z.B. bekam für ein Jahr das Postprivilegium für die Poststrecke nach BRUSSA, seine Poststempel gleichen den Siegelstempeln der Staatspost, sie traggen jedoch das Zeichen N.A. in lateinischen Buchstaben in der Mitte über dem in arabischen Schriftzeichen gekennzeichneten Ortsnamen. Solche Stempel kommen auch mit den lateinischen Buchstaben N.P., sowie S.V. usw. vor, je nach dem Namen des Postprivilegierten(genannt:Posta mültesimi). So hatte z.B. der Österr. Lloyd die Strecke ALEPPO-ALEXANDRETTE als Postprivilegium erhalten und verwendete für die auf dieser Strecke zu befördernden Briefe einen Siegelstempel, der oben ein Kreuz und die lateinischen Buchstaben L.A. trägt. Diese Buchstaben bedeuten hier: "LLOYD AGENZIE".

Es sind bisher X Stempeltypen, die als Vorläufer der türkischen Frei- und Nachportomarken anzusehen sind, bekannt geworden.

Es sind folgende Typen mit ihren Untertypen:

Type I Größe: 24/30 mm bis 23/27 mm. Oben eine strahlende Sonne. Unten in arabischen Buchstaben der Name des Postortes. Oben in arabischen Schriftzeichen: " a n d s c h a n i b - i - p o s t a - i -" das heißt: "aus Richtung".

Beim Stempel No. 8 EDIRNE befindet sich der Ortsname in der Mitte und das Wort " p o s t a " unten.

Die Jahreszahl in türkischen Ziffern befindet sich ganz unten unter dem Ortsnamen in der Mitte und zwar:

(1) r e c h t s von der Lorbeerzweigschleife
(2) l i n k s " " "
(3) genau über " "
(4) l i n k s vom Ortnamen etwas höher als die Schleife.

An den Seitenrändern des Stempels und am unteren Rand Lorbeer - zweige mit Blättern.

Unten in der Mitte Schleife der Lorbeerzweige.

Dieser Stempel wurde von folgenden Postämtern verwendet:

Lfd.Nr.	O r t s n a m e	Vorläufer für	Jahresz.	Verwendung ab.
1.	BAGHDAD	Irak	255	1839
2.	ERZERUM	Türkei	1255	1839
3.	FILIBE(PLOVDIV)	Bulgarien	255 (3)	1839
4.	HARPUT	Türkei	255 (2.3)	1839
5.	MANASTIR(BITOLIA)	Jugoslavien	255	1839
6.	VIDIN(WIDDIN)	Bulgarien	255	1839
7. X	BURSA(ovaler Stpl.)	Türkei	256 (2)	1840

P und 8.a siehe S.74 unten

8.	X	EDIRNE(ADRIANOPEL)	Türkei	256(3)	1840
8a.		EDIRNE(ADRIANOPEL)	Türkei	1256(1.3)	1840
9.	X	FILIBE(PLOVDIV)	Bulgarien	256(4)	1840
10.		KASTAMONU	Türkei	256	1840
11.		KONYA	Türkei	256	1840
12.		SCHAM(DAMASKUS)	Syrien	256	1840
13.	X	YANYA(JOANINA)	Griechenland	256(4)	1840
14.		ADANA	Türkei	257(1)	1841
15.	X	ANKARA(ANGORA)	Türkei	257(4)	1841
16.	X	BEYRUT	Libanon	257(2)	1841
17.		EDIRNE(ADRIANOPEL)	Türkei	257	1841
18.		HALEB(ALEPPO)	Syrien	257(4)	1841
19.		IZMIR(SMYRNA)	Türkei	257	1841
20.	X	KALAS(GALATZ)	Rumänien	257(3)	1841
21.		KAYSARI	Türkei	257	1841
22.		KIBRIS(ZYPERN)	Zypern	257	1841
23.	X	NISCH	Jugoslawien	257(3)	1841
24.		SERES	Griechenland	257(1)	1841
25.		SCHAM(DAMASKUS)	Syrien	257(1)	1841
26.		TIRNOVA(TIRNOWO)	Bulgarien	257	1841
27.		ÜSKÜB(SKOLPJE)	Jugoslawien	257	1841
28.		VIDIN(WIDDIN)	Bulgarien	257	1841
29.		YANYA(JOANINA)	Griechenland	257(4)	1841
30.		ADANA	Türkei	258(1)	1842
31.	X	BAGHDAD	Irak	258(4)	1842
32.		BURSA(BRUSSA)	Türkei	258(2.4)	1842
33.	X	DER ALIJE(ISTANBUL)	Türkei	258(3.4)	1842
34.	X	DIARBEKIR	Türkei	258(4)	1842
35.		IZMIR(SMYRNA)	Türkei	258(1.3)	1842
36.		KÜTAHYA	Türkei	258	1842
37.	X	MUSUL(MOSSUL)	Irak	258(1.3)	1842
38.		NIGDE	Türkei	258	1842
39.		SAMSUN	Türkei	258(1)	1842
40.		SELANIK(THESSALONIKI)	Griechenland	258	1842
41.		SCHUMNU(SCHUMEN)	Bulgarien	258	1842
42.	X	MANASTIR(MONASTIR)	~~Türkei~~ Jugosl.	259(2.3)	1843
43.	X	SAMSUN	Türkei	259(1.3)	1843
44.	X	SOFYA(SOFIA)	Bulgarien	259(2)	1843
45.	X	VIDIN(WIDDIN)	Bulgarien	259(2)	1843
46.	X	DER ALIJE(ISTANBUL)	Türkei	260(1)	1844
47.	X	KASTAMONU	Türkei	260(3)	1844
48.	X	KONYA	Türkei	260(4)	1844
49.	X	SUMNU(SUMEN)	Bulgarien	260(1)	1844
50.	X	TIRNOVA(TIRNOWO)	Bulgarien	262(2)	1846
51.		AMASYA	Türkei	265(1)	1849
52.	X	BOSNA(SARAJEWO)	Jugoslawien	265(2)	1849
53.		BURSA(BRUSSA)	Türkei	265	1849
54.	X	ISCHKODRA(SKUTARI)	Albanien	265(1)	1849
55.	X	RUSTSCHUK(RUSSE)	Bulgarien	265(3)	1849
56.	X	ÜSKÜB(SKOLPJE)	Jugoslawien	265(1)	1849
57.		KALAS(GALATZ)	Rumänien	1851	1851
58.		MANASTIR(BITOLJ)	Jugoslawien	1277	1861
59.		ANTAKYA(ANTIOCHE)	Türkei	1278	1862

Die Jahreszahlen in den Porto-Siegelstempeln der Type I. entsprechen der islamischen Zeitrechnung, nur die Stempel Nr. 57 KALAS und 64 C HALEB enthalten die Jahresangabe vierstellig, entsprechend der Zeitrechnung Christi Geburt. Die Jahreszahlen der islamischen Zeitrechnung sind in den Stempeln in 3, statt 4 Ziffern, abgekürzt, enthalten. Nur die 4 Stempel Nr.2 ERSERUM, Nr.8a EDIRNE, Nr. 58 MANASTIR und Nr. 59 ANTAKYA enthalten die ungekürzten vierstelligen Jahreszahlen.
Das Wort POSTA in arabischen Schriftzeichen befindet sich stets in der Mitte und der Ortsname am unteren Rande des Stempels, nur im Stempel 8 und 8a EDIRNE befindet sich die Bezeichnung POSTA am unteren Rande und der Ortsname in der Mitte des Stempels.

Type II Oval abgerundeter Siegelstempel. Größe: 24 - 33 mm wagerecht und 23 - 27 mm senkrecht. Oben: strahlende Sonne. Links und rechts: Lorbeerblätter, die unten durch eine Schleife verbunden sind.
Inschrift: In arabischen Schriftzeichen in der Mitte: "an dschanib Postahane"(d.h. aus Richtung Post - amt .....)
Dieser Stempel wurde von den Postämtern HARPUT und SSIWAS von 1841 bis 1863 verwendet.

Lfd.Nr.	O r t s n a m e	Vorläufer für	Jahresz.	Verw.ab.	
6o.	HARPUT	Türkei	257	1841	
61. X	SSIWAS	Türkei	258(1)	1842	AAA.
62. X	HARPUT	Türkei	26o(2)	1844	"

Type IIA Oval abgerundeter Siegelstempel des General-Postministeriums. Zeichnung wie Type I. und II., jedoch ohne Ortsangabe.
III Größe: 23 x 21 mm. Inschrift in arabischen Schriftzeichen: "nesaret-i-posta-i-umumije" (d.h. General-Postministerium). Darunter Jahreszahl: 1256.
Dieser Stempel wurde nur in ISTANBUL verwendet.

63. X	--	Türkei	1256	184o	AAA.

Type IIB R u n d e r Siegelstempel. Zeichnung wie Type I. und II., jedoch oben oder unten zwei lateinische Buchstaben, mit oder ohne Kreuz.
Größe wie Type I. und II. No: 64 c.HALEB: 28x28 mm

64.	und Buchstaben: N.A.	Türkei	1258	1842	
64a.	Buchstaben N.P. ohne Kreuz für die Poststrecke ISTANBUL-EREGLI(Marmara-Meer.Vom Postprivilegierten von 1842 bis 1863 verwendet.	Türkei	1258	1842	
64b.	Buchstaben S.V. ohne Kreuz	Türkei	1258	1842	
64c.	HALEB(ALEPPO). Buchstaben L.A. und Kreuz oben	Syrien	1855	1855	AAA.

Der Stempel 64~~b~~c. gehörte dem Postprivilegium für die Post - strecke ALEPPO-ALEXANDRETTE, deren Pächter der Österreichische Lloyd war, und der in ALEPPO eine Lloyd Agentur unterhielt. Die Buchstaben L.A. bedeuten hier: LLOYD AGENZIE.

Type III Abgerundeter O v a l - Siegelstempel.
VIII Größe für No.65 27 x 23 mm
Größe für No.66 23 x 21 mm
Ohne strahlende Sonne und ohne Lorbeerverzierungen, nur türkische Inschriften in arabischen Schriftzeichen.
Oben: "an dschanib posta"
Unten: Ortsname. Ohne Jahreszahl.
No.65 wurde in BEYRUT und No.66 in IZMIR von 1856 bis 1863 verwendet.

65. X	BEYRUT	Libanon	-	1856	AAA.
66.	IZMIR(SMYRNA)	Türkei	-	1856	

Type IV K l e i n e r O v a l - Siegelstempel.
Größe: 2o x 18 mm
IX A a Wie Type III., jedoch oben Inschrift: "an dschanib postahane" mit Jahreszahl.
Dieser Stempel wurde von 1859 bis 1863 vom Postamte MOSTAR in der Herzegowina (heutiges Jugoslawien) verwendet.

67. X	MOSTAR	Jugoslawien	275	1859	AAA.

Type IVA G r o ß e r O v a l - Siegelstempel.
VI Größe: 26 x 24 mm. Wie Type IV., jedoch mit Inschrift:"posta-i-hükûmet-i-dschebel-i-lübnan"(d.h.Post der Regierung des Libanon-Berges.)

Typ IVB

Diesen Stempel verwendete das Postamt der autonomen Regierung des Libanon von 1846 bis 1863.

68.	X	DSCHEBEL LÜBNAN	Libanon	1262	1846	

Type IVB G r o ß e r O v a l - Siegelstempel.
Größe: 24 x 22 mm. Wie Type IVA, jedoch mit Inschrift "postahane" usw.
Diesen Stempel verwendete das Postamt JENIDSCHE von 1859-1863.

69.	X	JENIDSCHE(JANITZA)	Griechenland	1275	1859	

Type V R u n d - Siegelstempel.
Größe: 25 x 31 mm. Nur türkische Inschriften in arabischen Schriftzeichen. Oben:"an dschanib-i-postahane" darunter Ortsname und Jahreszahl.
Dieser Stempel kommt mit folgenden Ortsnamen und Jahreszahlen vor:

7o.		HALEB(ALEPPO)	Syrien	257	1841
71.		BURSA(BRUSSA)	Türkei	265	1849
72.		DER ALIJE(ISTANBUL)	Türkei	265	1849
73.		DER ALIJE(ISTANBUL)	Türkei	268	1852
74.	X	KARAHISAR SSAHIB	Türkei	127o	1854
75.	X	KISANLIK(KAZANLIK)	Bulgarien	127o	1854
76.	X	BURSA(BRUSSA)	Türkei	1271	1855
77.	X	ISKENDERUN(ALEXANDRETTE)	Türkei	1856	1856
78.	X	SAGHRA-I-ATIK(STARA ZAGORA)	Bulgarien	272	1856

Type VA R u n d - Siegelstempel.
Größe: 26 mm. Wie Type V, jedoch o h n e Ortsnamen. Türkische Inschrift in arabischen Schriftzeichen:"an dschanib-i-posta - hane-i-umumije"(d.h.seitens des General-Postamtes)und Jahreszahl.
Verwendung nur in ISTANBUL.

79.	X	-	Türkei	127o	1854	

Type VB G r o ß e r R u n d - Siegelstempel.
Größe: 33 mm. Wie Type V., jedoch "dschanib-i-postahane"unten und Ortsname o b e n. Unten: Jahreszahl.

8o.	X	SAMAKOV	Bulgarien	1274	1858	

Type VC K l e i n e r R u n d - Siegelstempel.
Größe: 13 x 17 mm. Wie Type VB, jedoch unten:nur das Wort "postahane"(ohne "an dschanib).
Ortsname o b e n . Unten: Jahreszahl.

81.		DER ALIJE(ISTANBUL)	Türkei	268	1852	
82.	X	DER ALIJE(ISTANBUL)	Türkei	273	1857	

Type VD K l e i n e r R u n d - Siegelstempel.
Größe: lo mm. Wie Type VC , jedoch ohne Ortsnamen.
Türkische Inschrift in arabischen Schriftzeichen:"nesaret-i-posta"(d.h. Postministerium). Darunter Jahreszahl.

83.	X	-	Türkei	273	1857	

Die Stempel No. 79, 81, 82 und 83 wurden nur im Hauptpostamte von ISTANBUL verwendet.

Type VI R u n d - Siegelstempel.
Größe: 23 - 28 mm. Wie Type V, jedoch lautet die türkische Inschrift nur: "an dschanib-i-posta"mit Ortsname und Jahreszahl.
diese Type kommt mit folgenden Ortsnamen vor:

84.		JENIDSCHE(JANITZA)	Griechenland	265	1849
85.		SAGRA-I-ATIK(STARA ZAGORA)	Bulgarien	265	1849
86.	X	IZMIR(SMYRNA)	Türkei	27o	1854

Type VII R o s e t t e n - Siegelstempel mit 7 Ausbuchtungen.
Größe: 2o - 21 mm. Türkische Inschriften in arabischen Schriftzeichen: " a n d s c h a n i b - i - p o s t a "oben und Ortsnamen u n t e n .
Die Jahreszahl in der untersten Ausbuchtung.

87.		IZMIR(SMYRNA)	Türkei	257	1841	
88.	X	DER ALIJE(ISTANBUL)	Türkei	268	1852	Abb.
89.		SCHAM(DAMASKUS)	Syrien	1279	1863	

Type VIIA R o s e t t e n - Siegelstempel mit 8 Ausbuchtungen.
Größe: 24 mm
Türkische Inschriften in arabischen Schriftzeichen "posta m ü d ü r ü " (d.h. Postdirektor), unten und Ortsname oben.
Die Jahreszahl in der untersten Ausbuchtung.

9o.	X	JOSGAD	Türkei	272	1856	Abb.

Type VIIB R o s e t t e n - Siegelstempel mit 13 Ausbuchtungen.
Größe: 26 - 27 mm
Inschrift, Ortsname und Jahreszahl wie bei Type VII.

91.	X	DER ALIJE([illegible])	Türkei	257	1841	Abb.

Type VIII R u n d - Siegelstempel, mit liegendem schmalen Halbmonde am unteren Rande. Größe: 23 mm
Türkische Inschrift in arabischen Schriftzeichen: "p o s t a h a n e " (d.h. Postamt) unten.
Ortsname oben. Ganz unten die Jahreszahl.
Diese Type kommt mit folgenden Ortsnamen vor:

92.		MANISA(MAGNESIA)	Türkei	271	1855	
93.		BURSA(BRUSSA)	Türkei	275	1859	
94.		HALEB(ALEPPO)	Syrien	275	1859	
95.		SÖKE	Türkei	1275	1859	
96.	X	ADANA Abb.	Türkei	1278	1862	Pu.
97.	X	BAGDAD "	Irak	1278	1862	"
98.	X	BEYRUT	Libanon	1278	1862	"
99.		EDIRNE(ADRIANOPEL)	Türkei	1278	1862	
1oo.		FILIBE(PLOVDIV)	Bulgarien	1278	1862	"
1o1.		ISPARTA	Türkei	1278	1862	"
1o2.		NISCH	Jugoslawien	1278	1862	"
1o3.		RUSTSCHUK(RUSSE)	Bulgarien	1278	1862	"
1o4.		EDIRNE(ADRIANOPEL)	Türkei	1279	1863	
1o5.		SCHUMNU(SCHUMEN)	Bulgarien	1863	1863	
1o6.		USUNDSCHA OWA	Bulgarien	1863	1863	
1o7.		SISCHTOWO	Bulgarien	1863	1863	

Type VIIIA R u n d - Siegelstempel mit liegendem schmalen Halbmonde am unteren Rande. Größe: 23 mm.
Wie Type VIII, jedoch Ortsname u n t e n .

1o8.	X	BOSANA(SARAJEWO) Abb.	Jugoslawien	1278	1862	Pu.

Type VIIIB K l e i n e r R u n d - Siegelstempel wie Type VIII.
Größe: 14 - 17½mm.

1o9.		MANISSA(MAGNESIA)	Türkei	1278	1862	

Type IX Achteck-Siegelstempel.
Größe: 23 - 24 mm. Seitliche und untere Ränder punktiert. Diese Punktlinie stellt einen Strick dar, der die beiden Pferdepacktaschen an den oberen Ecken verbindet.
Türkische Inschrift in arabischen Schriftzeichen: " a n d s c h a n i b - i - p o s t a h a n e - i - ä m i r e - i - d e r a l i j e " (d.h. Seitens des Ober-Postamtes DER ALIJE/Istanbul/). Jahreszahl am unteren Rande des Achtecks.

11o.	X	DER ALIJE	T ü r k e i	126o	1844	Abb.

Type X Abgerundeter Oval-Siegelstempel.
Größe: 28 x 25 mm.
Am oberen Rande Pferdepacktaschen mit Verbindungsstrick. Türkische Inschrift in arabischen Schriftzeichen: " an d s c h a n i b p o s t a " (d.h. seitens der Post) , darunter der Ortsname und unter diesem die Jahreszahl.
Diese Type kommt mit folgenden Ortsnamen vor:

111.	DER ALIJE	Türkei	268	1852	Abb.
112.	BURSA	Türkei	268	1852	"
113.	DER ALIJE	Türkei	1273	1857	

P o r t P a y é (P. P.) Vorauszahlungs-Siegelstempel.

Bei Massensendungen, die vor der Einlieferung am Schalter von dem zuständigen Postbeamten berechnet und im voraus bezahlt wurden, erhielten solche Sendungen den P.P. Siegelstempel, zu dem später vor Abgang der Post gewöhnlich noch der Ortsstempel hinzu gestempelt wurde.
Von diesen nur im Hauptpostamte von Istanbul verwendeten P.P. Stempeln sind bisher folgende 3 Arten bekannt geworden:

R u n d - Siegelstempel in Type VIII der Ortsstempel.
Größe: 24 mm.
Oben die türkische Inschrift in arabischen Schriftzeichen: " ü d s c h r e t i a l i n m i s c h d i r " (d.h. Portobetrag eingenommen). Darunter die lateinischen Buchstaben: P.P. (d.h. Port Payé).
Ohne Ortsnamen und ohne Jahreszahl.

P.P. 1	-		1840	Abb.

Großer O v a l - Siegelstempel in Type III der Ortsstempel.
Türkische Inschrift in arabischen Schriftzeichen: " ü d s c h r e t i a l i n m i s c h d i r " (d.h. Portobetrag eingenommen).
Größe: 24 x 22 mm.
O h n e Ortsnamen und o h n e Jahreszahl.

P.P. 2	-		1840	Abb.

Kleiner O v a l - Siegelstempel in Type IV der Ortsstempel.
Inschrift wie bei P.P. 2
Größe: 17 x 14 mm. O h n e Ortsnamen mit Jahreszahl.

P.P. 3	-		1270	1854	Abb.

N a c h p o r t o - Siegelstempel

R o s e t t e n - Siegelstempel in Type VII der Porto-Siegelstempel.
Größe: 19 .. 20 mm. Sieben Ausbuchtungen. Mit oder ohne Jahreszahl in der untersten Ausbuchtung. Türkische Inschrift in arabischen Schriftzeichen: " ü d s c h r e t i a l i n a d s c h a k d i r " (d.h. Porto ist einzuziehen).
Dieser Stempel wurde von 1841 bis 1863 vom Hauptpostamte in ISTANBUL verwendet.

NP 1		-	1841	
NP 2		270	1854	Abb.

P a k e t f r a c h t p o r t o - Siegelstempel.

R u n d - Siegelstempel in Type V der Porto-Siegelstempel.
Größe: 26 mm
Ortsnamen oben, darunter türkische Inschrift in arabischen Schriftzeichen: "n a w l u e d a o l u n m u s c h u d u r " (d.h. Frachtporto wurde einbezahlt).
Mit oder ohne Jahreszahl am unteren Rande des Stempels.

PF 1	X	WARNA	Bulgarien	1265	1849
PF 2	X	GEMLIK	Türkei	-	1849
PF 3	X	SSELANIK	Griechenland	265	1849

PF 3 hat eine Größe von 23 mm. Die Inschrift lautet bei diesem Stempel:"k i r a s s i e d a e d i l m i s c h d i r " (d.h. Mietsbetrag ist eingezahlt). Der Mietsbetrag stellt die Vergütung für den eingenommenen Raum des Paketes im Postwagen oder Postschiff dar.

O v a l - Siegelstempel in Type III der Porto-Siegelstempel.
Größe: 24 x 25 mm. Oben Ortsname. Inschrift wie bei PF 3.
Jahreszahl am unteren Rande des Stempels. Dieser Paket-Frachtmietsstempel wurde von 1858 bis 1863 nur vom Postamte BRUSSA verwendet.

PF 4	X	BURSSA(BRUSSA)	Türkei	274	1858

Die P o s t p r i v i l e g i u m s - Siegelstempel.

Die vierstelligen ungekürzten Jahreszahlen in den Porto-Siegelstempeln deuten auf die Verwendung dieser Stempel durch ein Postamt, das von einem "Posta Mültesimi" (Post-Tataren Pächter) verwaltet wurde, welcher für eine bestimmte Postroute das Postprivilegium durch Meistbietung erworben hatte. Somit sind unter den oben aufgeführten Siegelstempeln folgende Stempel als Postprivilegstempel anzusehen:

Siegelstempel-Nr.	Postprivileg für die Post - Route	Stempeljahreszahl	
2	ERSERUM-TRABZON(Trapezunt)	1255	(1839)
8a	EDIRNE(ADRIANOPEL)-SCHUMNU	1256	(184o)
57	KALAS(GALATZ)-VARNA	1851	
58	MANASTIR-ÜSKÜB + MANASTIR-ISCHKODRA	1277	(1861)
59	ANTAKYA-ISKENDERUN(ALEXANDRETTE)	1278	(1862)
64	ISTANBUL-GEMLIK	1258	(1842)
64a	ISTANBUL-EREGLI	1258	(1842)
64b	ISTANBUL-MUDANJA	1258	(1842)
64c	ALEPPO-ISKENDERUN(ALEXANDRETTE)	1855	
68	LIBANON BEYRUT-LATAKIA BEYRUT-SCHAM(DAMASKUS) BEYRUT-KUDS (JERUSALEM)	1262	(1846)
69	JENIDSCHE-SELANIK(SALONIKI)	1275	(1859)
74	KARAHISAR SSAHIB-KÜTAHJA	127o	(1854)
75	KISANLIK-TIRNOWO	127o	(1854)
76	BURSA-MUDANJA	1271	(1855)
77	ISKENDERUN-ALEPPO	1856	
8o	SAMAKOW-EDIRNE	1274	(1858)
89	SCHAM(DAMASKUS)-BEYRUT	1279	(1863)
95	SÖKE-IZMIR(SMYRNA)	1275	(1859)
96	ADANA-MERSSIN	1278	(1862)
97	BAGDAD-MUSSUL	1278	(1862)
98	BEYRUT-KUDS SCHERIF(JERUSALEM)	1278	(1862)
99	EDIRNE(ADRIANOPEL)-FILIBE(PLOVDIV)	1278	(1862)
1oo	FILIBE-SOFIA(SOFYA)	1278	(1862)
1o1	ISPARTA-KARA HISAR SSAHIB	1278	(1862)

1o2	NISCH-SOFYA(SOFIA)	1278	(1862)
1o3	RUSTSCHUK(RUSSE)-VARNA	1278	(1862)
1o4	EDIRNE-WISE(VIZE)	1279	(1863)
1o5	SCHUMNU(SCHUMEN)-WARNA	1863	
1o6	USUNDSCHA OWA-FILIBE(PLOVDIV)	1863	
1o7	SISCHTOWO-RUSTSCHUK(RUSSE)	1863	
1o8	BOSNA(SSARAJEWO)-TUSLA(ZUZLA)-NISCH	1278	(1863)
1o9	MANISSA(MAGNESIA)-IZMIR(SMYRNA)	1278	(1862)
113	DER ALIJE(ISTANBUL)-TSCHANAKKA-DE(DARDANELLEN)	1273	(1857)

Auch die Stempel der Dienst-Postsendungen in ISTANBUL enthalten eine vierstellige ungekürzte Jahreszahl.
Folgende Siegelstempel sind somit als Dienstpoststempel anzusehen:

Siegelstempel-Nr.	Dienststelle	Stempeljahreszahl	
63	Generalpostministerium	1256	(184o)
79	GENERALPOSTAMT ISTANBUL	127o	(1854)
11o	Oberpostamt ISTANBUL	126o	(1844)

VORPHILATELISTISCHE TÜRKISCHE BRIEFPORTO-SIEGELSTEMPEL der von der TÜRKEI ABGETRENNTEN BALKAN-UND ARABISCHEN LÄNDER.

Solche Siegelstempel gelten als Vorgänger der betreffenden abgetrennten Länder in Hinsicht Stempel oder Briefmarke.
Es sind dies folgende Länder und Gebiete, in denen die türkische Post - verwaltung die obenbeschriebenen Porto-Siegelstempel verwendet hat:

A L B A N I E N nur einen Stempel und zwar

Siegelstempel-Nr.	Ortsname	Type	Jahreszahl
54	ISCHKODRA(SKUTARI)	I	1849

B U L G A R I E N Bisher sind 17 Stück bekannt geworden. Es sind dies:

3	FILIBE(PLOVDIV)	I	1839
9	FILIBE(PLOVDIV)	I	184o
26	TIRNOWA(TIRNOVO)	I	1841
28	VIDIN(WIDDIN)	I	1841
41	SCHUMNU(SCHUMEN)	I	1842
44	SOFYA(SOFIA)	I	1843
49	SCHUMNU(SCHUMEN)	I	1844
5o	TIRNOVA(TIRNOWO)	I	1846
55	RUSTSCHUK(RUSSE)	I	1849
85	SAGRA-I-ATIK(STARA ZAGORA)	VI	1849
78	SAGRA-I-ATIK	V	1856
8o	SAMAKOW	V B	1858
1oo	FILIBE(PLOVDIV)	VIII	1862
1o3	RUSTSCHUK(RUSSE)	VIII	1862
1o5	SCHUMNU(SCHUMEN)	VIII	1863
1o6	USUNDSCHA OWA	VIII	1863
1o7	SISCHTOWO	VIII	1863

Zu Bulgarien kommt noch als Vorläufer ein Paketfrachtporto-Siegelstempel wie folgt:

PF 1	VARNA(WARNA)	V	1849

Somit sind für Bulgarien 18 Siegelstempel aus vorphilatelistischer Zeit der Türkei bekannt.

G R I E C H E N L A N D Bisher sind 7 Siegelstempel (einschließlich ein Paketfrachtportostempel bekannt geworden:

13	YANYA(JOANINA)	I	184o
24	SERES	I	1841
29	YANYA(JOANINA)	I	1841
4o	SSELANIK(SALONIKI)	I	1842
84	YENIDSCHE(JANITZA)	VI	1849
69	YENIDSCHE(JANITZA)	VI B	1859
PF 3	SSELANIK(SALONIKI)	V	1849

Hinzu kommt noch der kürzlich entdeckte undnoch nicht katalogisierte Militärpost-Siegelstempel DSCHISR-DEREEND in Type V C, So daß für Griechenland 8 türkische Portosiegelstempel zu verzeichnen sind.

J U G O S L A W I E N Bisher sind lo Porto-Siegelstempel bekannt geworden und zwar:

5	MONASTIR(BITOLJ)	I	1839
23	NISCH	I	1841
27	ÜSKIB(SKOLJE)	I	1841
42	MONASTIR(BITOLJ)	I	1843
52	BOSNA(SARAJEWO)	I	1849
56	ÜSKÜB(SKOLJE)	I	1849
67	MOSTAR	IV	1859
58	MONASTIR(BITOLJ)	I	1861
1o2	NISCH	VIII	1862
1o8	BOSNA(SARAJEWO)	VIII A	1862

R U M Ä N I E N Bisher sind 2 Stück bekannt geworden:

2o	KALAS(GALATZ)	I	1841
57	KALAS(GALATZ)	I	1851

I R A K Bisher sind 4 Portosiegelstempel bekannt geworden:

1	BAGDAD	I	1839
31	BAGDAD	I	1842
37	MUSSUL	I	1842
97	BAGDAD	VIII	1862 für die Postroute BAGDAD - MUSSUL.

L I B A N O N Bisher sind 4 Portosiegelstempel bekannt geworden:

16	BEYRUT	I	1841
65	BEYRUT	III	1856
68	DSCHEBEL LÜBNAN	IV A	1846 für die Postrouten nach LATAKIA, DAMASKUS und JERUSALEM.
98	BEYRUT	VIII	1862 für die Postrouten BEYRUT-JERUSALEM. Dieser Stpl. ist gleichzeitig Vorläufer für PALAESTINA.

S Y R I E N Bisher sind 6 Portosiegelstempel bekannt geworden:

12	SCHAM(DAMASKUS)	I	184o
18	HALEB(ALEPPO)	I	1841
25	SCHAM(DAMASKUS)	I	1841
64 C	HALEB(ALEPPO)	II B	1855 für die Poststrecke ALEPPO-ALEXANDRETTE des Österr. Lloyds.
7o	HALEB(ALEPPO)	V	1841
89	SCHAM(DAMASKUS)	VII	1863

Z Y P E R N Bisher ist nur ein Siegelstempel bekannt geworden:

22	KIBRIS(ZYPERN)	I	1841

Alle Portosiegelstempel kommen vorschriftsmäßig in schwarzer und unvorschriftsmäßig in blauer Farbe vor.
Türkische Briefmarken der ersten und zweiten Ausgabe besonders und der folgenden nächsten Ausgaben, die unvorschriftsmäßig mit den negativen Porto-Siegelstempel entwertet wurden, gehören speziell auf ganzen Briefen zu den großen klassischen Seltenheiten.

Im Jahre 1862 beschloß die türkische Regierung das Postwesen zu reformieren und beauftragte mit der Einführung dieser Reformen den Leiter der Übersetzungsabteilung bei der Hohen Pforte AGIAH EFENDI, der gleichzeitig zum Postminister ernannt wurde. Die erste Ausgabe türkischer Briefmarken erfolgte während der Amtszeit von AGIAH EFENDI. Dieser neue Postminister nahm sich für die einzuführenden Postreformen als Vorbild die im Jahre 1840 eingeführten Reformen im englischen Postwesen.
Das für Briefe erhobene Porto in der Türkei war nicht leicht festzusetzen und schwer zu kontrollieren, ein Teil der Posteinnahmen konnte und wurde öfters unterschlagen. AGIAH EFENDI schlug vor ein einheitliches Porto einzuführen und das Verfahren der Einhebung von Taxen für verschiedene Entfernungen abzuschaffen. Ferner sollten die Postgebühren ermäßigt und Briefmarken eingeführt werden, damit der ~~der~~ zeitraubende handschriftliche Portovermerk wegfallen konnte. Der Kaiserliche Rechnungshof ("m e d s c h l i s s - i - m u h a s s e b e") verwarf jedoch diesen Vorschlag eines einheitlichen Portos und führte eine Postgebührenordnung ein, die den Entfernungen gemäß in 6 Abschnitte eingeteilt wurde, wodurch die Postgebühren sich erheblich erhöhten. Die Einführung von Briefmarken wurde jedoch bewilligt. Ein kaiserlicher Erlaß des Sultans("i r a d e ") setzte die Einführung der Briefmarken in Kraft. Dies wurde im Amtsblatte T a k w i m - i - W a k a ' No: 678 vom 21 Redscheb 1279(1862) öffentlich bekannt gegeben. Nichts destoweniger erhielten noch einige Postämter im Jahre 1863 Porto-Siegelstempel, die bis zum Eintreffen der Briefmarken als Portobescheinigung benutzt wurden.
Die ersten Briefmarken erschienen somit am 1. Jan. 1863. In der Mitte dieser ungezähnten Marken im Hochrechteck befand sich ein mit den Spitzen nach oben liegender Halbmond mit dem Kaiserlichen Namenszug("tughra") des Sultans, am unteren Rande dieser Marken befand sich eine Kontrollborde mit der blauen oder roten türkischen Inschrift in arabischen Schriftzeichen:" n e s a r e t - i - d s c h e l i l e - i - m a l i j e " (Kaiserliches Finanzministerium), die vor der Ablieferung an die Postverwaltung mit einem Handrollenstempel im Finanzministerium aufgedruckt wurde. Diese ersten Briefmarken der Türkei wurden im Steindruck in der Druckerei des Finanzministeriums hergestellt.
Auf Befehl des Sultans ABDÜL ASIS HAN wurde im Jahre 1865 die zweite Ausgabe der Briefmarken in Paris bestellt. Diese Marken wurden von DULOZ gezeichnet und in der Druckerei POITEVIN gedruckt.

DIE POSTSTRECKEN IN DER VORPHILATELISTISCHEN ZEIT zwischen 1840 und 1863.

Der erste reformierte Postbetrieb in der Europäischen Türkei wurde, wie schon oben erwähnt am 19. 10. 1840 zwischen ISTANBUL und EDIRNE(ADRIA - NOPEL) eingeführt. Die Postroute verlief von ISTANBUL über SSILIWRE - TSCHORLU - LÜLEBURGAS nach ADRIANOPEL(EDIRNE).
Die Post verließ allwöchentlich jeden Montag ISTANBUL und jeden Sonnabend EDIRNE.
Ab 28. Okt. 1840 verließen am Mittwoch alle 15 Tage nach den anderen Ortschaften der Europäischen Türkei und am Montag alle 15 Tage nach der Asiatischen und Afrikanischen Türkei je eine Postkarawane die Stadt ISTANBUL.
Als Porto wurde für einen Brief im Gewichte von 3 Dirhem(etwa 10 Gramm) für jede Stunde Postentfernung 1 Para Porto erhoben, für jede weiteren 3 Dirhem wurde ein halber Para berechnet. Somit betrug die Strecke ISTANBUL - EDIRNE, die in 44 Stunden bewältigt wurde, das Briefporto eines 3 Dirhem wiegenden Briefes 1 Gurusch und 4 Para. Ein Brief im Gewichte

von 4 Dirhem beanspruchte 1 Gurusch und 26 Para, ein Brief zu 5 Dirhem 2 Gurusch und 8 Para. Eingeschriebene Briefe (t a h r i r a t - i - m ü h ü m m e) wurden doppelt taxiert. Für verloren gegangene Ein - schreibbriefe zahlte die Post eine Entschädigung von loo Gurusch.Drucksachen im Gewichte von Gramm wurden für die Strecke ISTANBUL-EDIRNE mit lo Para Porto taxiert.

Sieben Jahre später im Jahre 1847 wurde an Stelle des 15 tägigen Abganges der Post ein wöchentlicher Posthetrieb im Anschluß an die bereits jede Woche abgehende Postkarawane nach EDIRNE auch für die anderen Postorte der Europäischen Türkei eingeführt.
Je zwei Post-Tataren verließen nun jeden Montag Abend ISTANBUL, die Einen auf der Postroute nach EDIRNE auf der sogenannten rechtsseitigen "ssagh kol" Strecke, die Anderen auf der Postroute nach SSELANIK(SALONIKI) und YANYA(JOANINA) auf der sogenannten linksseitigen "ssol kol" Strecke. Am darauffolgenden Sonntag trafen diese Post-Tataren wieder in Istanbul ein.
In EDIRNE verließen andererseits jeden Mittwoch nach Empfang der Istanbuler Post 3 Postkarawanen die Stadt.
Die erste Postkarawane auf der sogenannten rechtsseitigen "ssagh kol" Strecke über BURGAS-SCHUMNU-VARNA-SILISTRE nach KALAS(GALATZ).
Die zweite Postkarawane auf der mittleren sogenannten "orta kol" Strecke über SAGHRA-I-ATIK(STARA ZAGORA)-KIZANLIK-TIRNOWA-SISCHTOW nach WIDDIN.
Die dritte Postkarawane auf der linksseitigen "Ssol kol" Strecke über FILIBE(PLOVDIV)-SAMAKOW-KUMANOWO-ÜSKÜB nach MONASTIR.
Am Donnerstag trafen von diesen Strecken die Postkarawanen in EDIRNE ein.
Die Post nach BELGRAD wurde von EDIRNE über FILIBE(PLOVDIV)-SAMAKOW-SOFIA(SOFIA)-NISCH befördert.
Die Post nach Bosnien ging über KUMANOWA-ÜSKÜB-TUSLA-BOSNA(SARAJEWO) nach Mostar.
Die Post nach ISCHKODRA wurde über MONASTIR geleitet.
Die nach Kleinasien alle 15 Tage abzufertigende Post wurde ebenfalls von 1847 ab wöchentlich an jedem Mittwoch Abend von ISTANBUL mit 5 Post-Tataren auf den Weg gesetzt.
Die Post nach IZMIR folgte der sogenannten rechtsseitigen "ssagh kol" Strecke über BURSA-BALIKESIR nach IZMIR und von dort nach SÖKE.
Die Post nach ALANYA an der Südküste Kleinasiens benutzte ebenfalls diese Strecke am Kopfstück bis ISMID, um dann über KÜTAHYA-AFYON KARA HISSAR SSAHİB - ISPARTA nach ALANYA zu gelangen.
Die Post nach Syrien , Libanon , Palästina und weiter nach Süden wurde auf der mittleren sogenannten "orta kol" Strecke über AFYON KARA HISSAR SSAHİB-KONYA-ADANA-ISKENDERUN(ALEXANDRETTE)-HALEB(ALEPPO)-HOMS-SCHAM (DAMASKUS)-BEYRUT-JAFFA-JERUSALEM nach GASA und von dort nach Aegypten geleitet.
Die Post nach NIGDE folgte einer Abzweigung der "orta kol" Strecke über ANKARA-NEWSCHEHIR nach KAYSSARIJE und NIGDE. Von dort besorgten den Anschluß nach Syrien besondere Post-Tataren.
Auf der linksseitigen "ssol kol" Strecke wurde die Post nach DIARBEKIR über ISMED-SSABANDSCHA-ADAPASARI-HENDEK-DÜSDSCHE-BOLU-GEREDE-BAYANDIR - TSCHERKESCH-KARADSCHALAR-KARADSCHAWIRAN-KOTSCH HISSAR-TOSYA-HADSCHI HAMSA-OSMANDSCHIK-MERSIFON-AMASYA-TURHAL-TOKAD-SSIWAS-SSÜRMELI-HARPUT-ERGANI geleitet.
Von DIARBEKIR aus besorgten besondere Post-Tataren die Post nach BAGDAD über MARDIN-NÜSEYBIN-DCHISRE-MUSSUL-ERBIL-ALTIN KÖPRÜ-KERKÜK-TUS HURMATLI-KIFRI. Von BAGDAD wurde die Post wieder mit besonderen Post-Tataren nach KERBELA-BASRA bis an den Persischen Golf gebracht.
Eine Schiffspost brachte die Post bis zu den Häfen des Schwarzen Meeres INEBOLU,SAMSUN und TRABSON(TRAPEZUNT), von wo sie dann von privilegierten Post-Tataren nach GÜMÜSCH HANE, BAYBURD, ERSINDSCHAN, ERSERUM und WAN weiter befördert wurde.

SCHIFFS - PORTOSTEMPEL

Die dem türkischen Finanz-Ministerium unterstellten Post-und Passagierdampfer unterhielten Dampfer-Agenturen in den verschiedenen Häfen des Osmanischen Kaiserreiches und in den Binnenstädten, die mit diesen Häfen durch die Postrouten verbunden waren. Diese Agenturen verwendeten bis zur Einführung der Briefmarken Porto-Stempel für die bei den Agenturen oder auf den Schiffen aufgegebenen Postsendungen. Diese Portostempel hatten verschiedenartige Formen und Inschriften in franz. oder ital. Sprache. Die bisher bekannten Stempel sind hauptsächlich folgende:

I. Stempel vom Jahre 1859 der Ottomanischen Dampfschiffe der Agentur ALEXANDRIEN,mit Inschrift:AGENCIA DI PIROSCAFI OTTOMANI ALESSANDRIA.

II. Stempel vom Jahre 1858 der Schiffslinie Istanbul-Izmir(Smyrna), in Form eines Ovals mit oberen und unteren Doppellinien, in der Mitte die Worte: PORT PAYÉ, daneben besonders aufgestempelt C.O. Diese beiden Buchstaben bedeuten: COMPAGNIE OTTOMANE.

III. Liegender Doppel-Linien Rhombus-Stempel vom Jahre 1858 mit Inschrift AGENZIA DEI PIROSCAFI OTTOMANI DELLA ZECCA in der Mitte der Name des Hafenortes MUDANYA.(Im Stempel:MUDAGNA!).Das Wort ZECCA bedeutet hier Finanzamt(Münze).
Dieser Stempel wurde von der Dampfer-Agentur in MUDANYA verwendet.

IV. Achteck-Stempel vom Jahre 1858 der Agentur der Ottomanischen Dampfer des Finanzamtes in BRUSSA. Der Ortsname BRUSSA befindet sich in der Mitte im Kreise. Die Inschrift ist: Agenzia dei Piroscafi Ottomani della Zecca. BRUSSA.

V. Ovaler Doppellinien PORT PAYÉ-Stempel mit abgerundeten Ecken, vom Jahre 1859 der Agentur der Ottomanischen Dampfer in Gallipoli,mit Inschrift:AGENZIA DEI VALPORI IN GALLIPOLI. In der Mitte die Buchstaben P.P., was bedeutet Port Payé, Porto bezahlt.

L i t e r a t u r über die Vorläuferstempel und die Posteinrichtungen vor Einführung der türkischen Briefmarken ist wenig vorhanden. Es sind hauptsächlich folgende zu erwähnen:

L e o n T. A d j e m i a n, Die postalischen Handstempel der Türkei vor Existenz der Briefmarke.(DIE POST VI. Jahrg.Nr.17,15.7.1899 Bln.)

M e h m e d A l i , Osmanli Posta Tarihi(Die osmanische Postgeschichte). POSTA VE TELGRAF MECMUASI,Istanbul.1. 5/6. 1919.

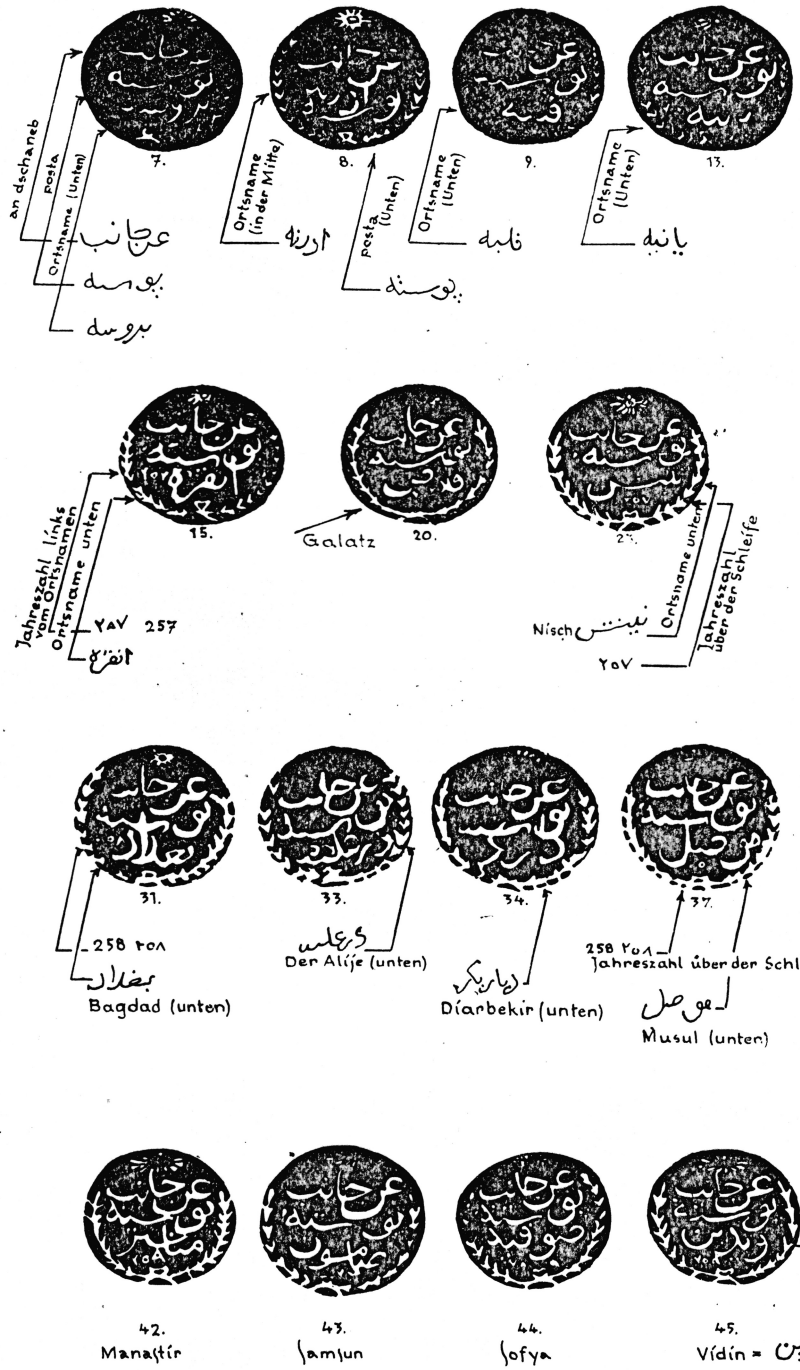
A l i N u s r e t P u l h a n , Türk pullari Katalogu. Birinci Kisim. Damga Devri. III. 1944/45. Istanbul.S.Süreyya Bükey Basimevi.(Türkischer Briefmarken Katalog. Erster Teil, Zeitabschnitt der Stempel).

R a g i b A k y a v a s , Tatar Agalari ve Tatar Teskilati, Resimli Tarih Mecmuasi. Istanbul. 1.1o.1952.(Die Tataren Agas und die Tatarren Organisation).

O r h a n B r a n d t , Simdiye kadar bilinmeyen bir vapur kumpanyasi mühürü. Cachet du Lloyd Austriaco d(Alep inconnu jusqu'à présent. FILATELIST PUL MECMUASI Nr:3o. Istanbul.Nisan/Mayis 1957.(Ein bisher unbekannter Stempel des Lloyd Austriaco).

O r h a n B r a n d t , Türkiye Posta Tarihinin Prefilatelik kismi. FILATELIST PUL MECMUASI, Istanbul. Nr: 37. Subat 1959.(Vorphilatelistische Postgeschichte der Türkei).

I s m a i l H. T. O k d a y , Die türkische Post vor Einführung der Briefmarken im Libanon. Rundbriefe des Deutschen Altbriefsammler-Vereins, Frankfurt am Main, 196o.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7.
8.
9.
13.
Jahreszahl links vom Ortsnamen
Ortsname unten
٢٥٧ 257
انقره
15.
Galatz
20.
Ortsname unten
Jahreszahl über der Schleife
Nisch نيبنس
٢٥٧
31.
258 ٢٥٨
بغداد
Bagdad (unten)
33.
Der Alije (unten)
34.
Diarbekir (unten)
37.
258 ٢٥٨
Jahreszahl über der Schleife
Musul (unten)
42.
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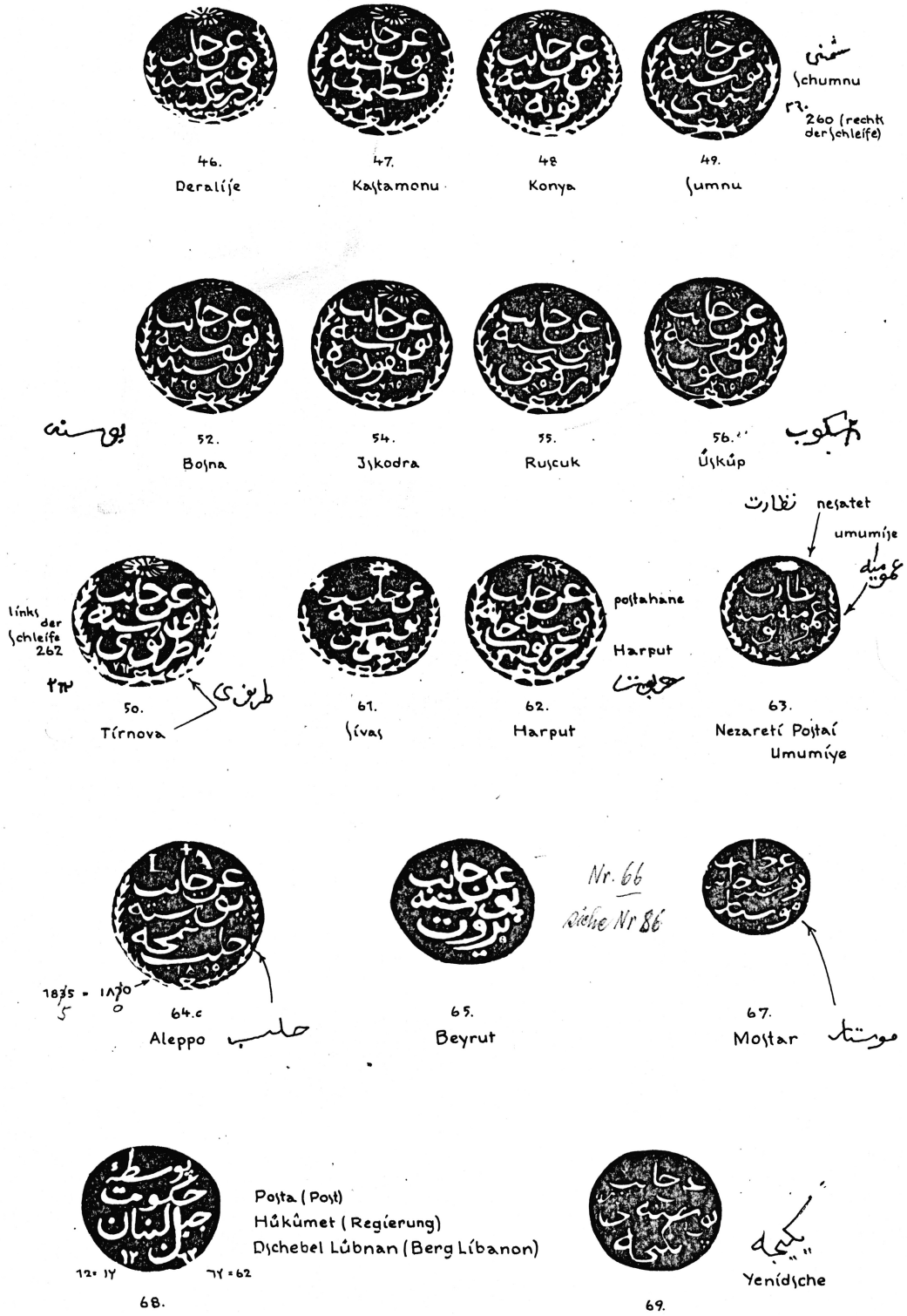
46.
Deralíje
47.
Kastamonu
48
Konya
49.
Jumnu
Schumnu
260 (rechts der Schleife)
52.
Bojna
54.
Jskodra
55.
Rusçuk
56.
Úsküp
neşatet
umumíje
postahane
Harput
links der Schleife 262
50.
Tírnova
61.
Síwas
62.
Harput
63.
Nezareti Poştaí Umumíye
64.c
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65.
Beyrut
Nr. 66
Diese Nr 86
67.
Mostar
Posta (Post)
Hûkûmet (Regierung)
Dschebel Lûbnan (Berg Líbanon)
68.
69.
Yenídsche

١٢٧٠
1270
74. Karahíjar Jahíp

75. Kízanlík

76. Bursa

78. Jagraí Atík

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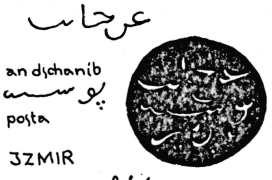

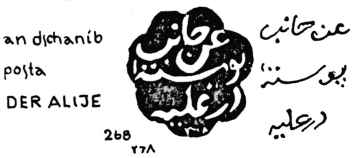

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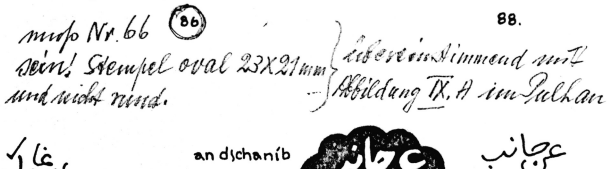

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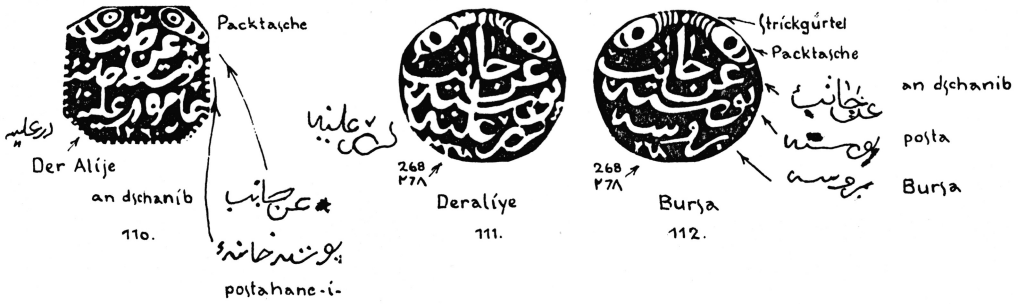
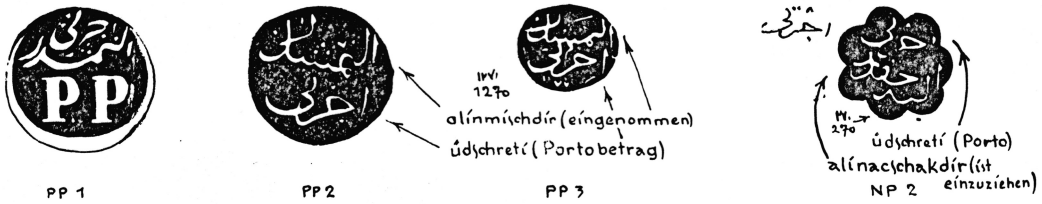
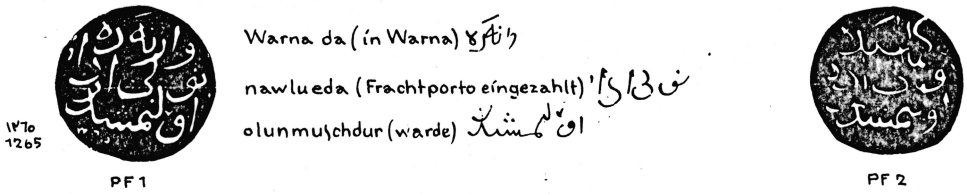






C.O.

PORT PAYÉ.

II.

Recent Philatelic Journals

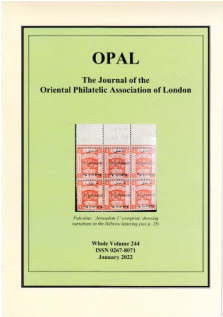
by Tobias Zywietz

Copyright © 2022

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

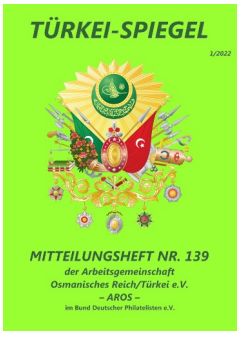
Oriental Philatelic Association of London, English, A5, colour, –



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).
T. Huxley reports on becoming editor and seeking contributions (2–3).

Türkei-Spiegel 139 – 1/2022

Arge Osmanisches Reich/Türkei, German, A5, colour, €5·00



H.-D. Gröger presents prrofs of Duloz 1876: 5 and 25 p (5).
B.-D. Buscke reports in Turkish IRVS overprinted during the Greek occupation of Mytilene (Lesbos) in 912 (6–7).
H. P. Soetens presents his catalogue of Ottoman censor hand-stamps. This third part presents the positive seals I–M (8–23).
P. Longbottom catalogues Ottoman censorship sealing labels [part 2; reprint from OPAL Journal] (24–37).
Hálfdan Helgason & T. Zywietz researched the IRCs of the Arab Postal Union (part 1) (38–45).
Avo Kaplanian show the 'only' Jordanian postal card (46–49).
T. Zywietz reviews books by Bernardo Longo: "The Foreign Post Office Cancels In Lebanon 1845–1914" and "The Lebanese Postmarks 1918–1945" (50).
F. Bruining asks about a cancel "Pogon merkez posta seyyar müvezzli" (51).
H.-D. Gröger corrects a desciption in the article on Bihać in TS 138 (52).
The "Ottoman Postmarks Project" (joint between AROS, OPAL, and ONEPS) seeks contributors (53). Reports from the 2021 AGM (54–58).

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).

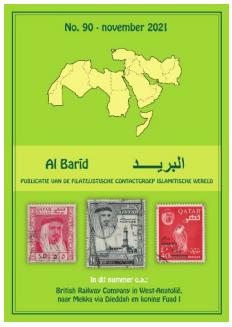
Türkei-Spiegel 141 – 3/2022

Arge Osmanisches Reich/Türkei, German, A5, colour, €5·00

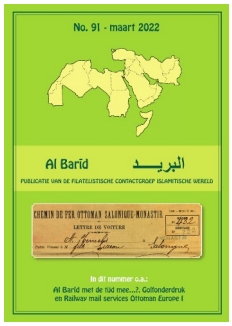
L. Döderlein researched the Austrian post office of Çeşme and explorses its history and the postmarks in this first of two part (5–20).
T. Nössig looks at the postal routings of the German post office in Constantinopel to Germany before 1872 (21–26).
E. Rosen reports a possible plate error of the 1911 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.

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).

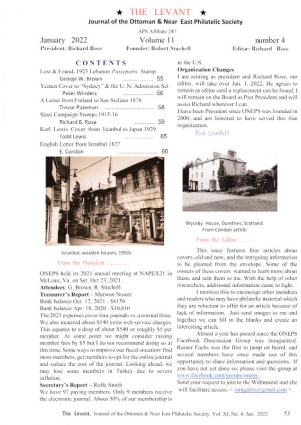
A. Tunaci and F. Bruining the mail services of the various railway companies operating in the European part of the Ottoman Empire (2425, 2431–66, 2472).

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).

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 Dhow 86 (Vol. 22, No. 4) – December 2021

Aden & Somaliland Study Group, English, ca. A4, colour, –

Follow-up on B. Sohrne's cover in Dhow 84, and appeal by U. & E. Dorr on "the campaigns of the so-called 'Mad Mullah' in the years 1901–1904, the Wingate Mission in 1909, and the final operation in 1920" (3).

N. Williams researched the 1951 Aden Currency Change, looking at stationery [part two to Mike Cox' & Brian Livingstone's piece in Dhow 84] (4–6).

G. Mentgen shows two British KGVI 3d Forces registered envelopes used temporarily in Somaliland in 1943/44 (7–9).

T. Cochrane shows a 1918 philatelic cover from Aden to "57 Kite Balloon Section" at Sheikh Othman (10).

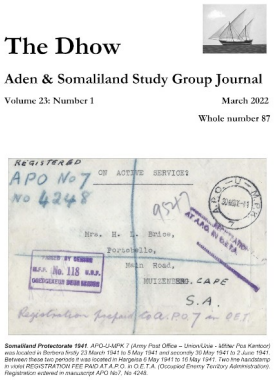
A. Gondocz disects a 1935 insured cover from Aden to Bombay (11).

N. Williams discovered three new examples of Aden States 'white' registration labels: Tarim, Sieyun, Kamaran (14–16).

The delayed joint meeting with the Indian Ocean Study Circle is now scheduled to take place on 26.02.2022 during London 2022 at the Business Design Centre (2). Notice on the society's copyright policy (3). Secretary's Report (3).

The Dhow 87 (Vol. 23, No. 1) – March 2022

Aden & Somaliland Study Group, English, ca. A4, colour, –



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).

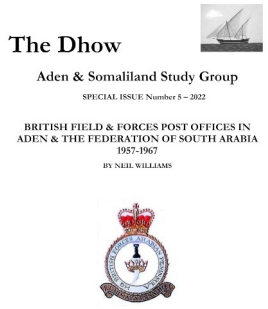
M. Lacey contributes a 1972 commercial airletter sent from Taiz to the UK (14).

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

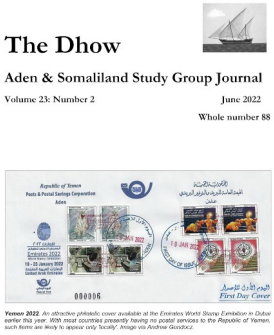
Aden & Somaliland Study Group, English, ca. A4, colour, –



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

Aden & Somaliland Study Group Journal

Volume 23: Number 2 June 2022

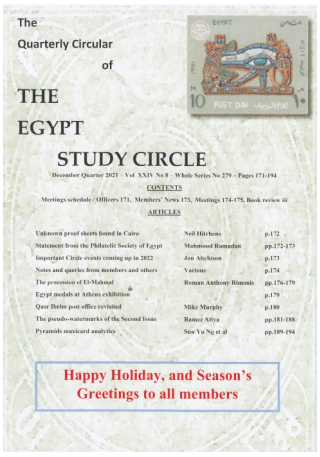
Whole number 88

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 Gondocz.

The Dhow 88 (Vol. 23, No. 2) – June 2022

Aden & Somaliland Study Group, English, ca. A4, colour, –

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 & Qu'aiti 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).


The Quarterly Circular of THE EGYPT STUDY CIRCLE

December Quarter 2021 – Vol XXIV No 8 – Whole Series No 279 – Pages 171-194

CONTENTS

Meetings schedule / Officers 171, Members' News 173, Meetings 174-175, Book review iii

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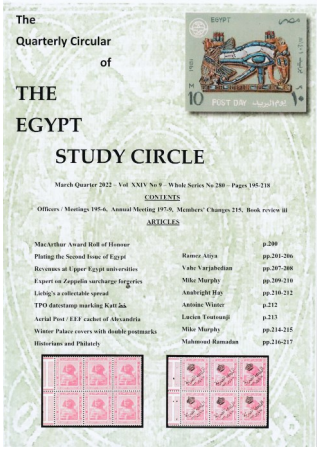
Unknown proof sheets found in Cairo	Neil Hitchens	p.172
Statement from the Philatelic Society of Egypt	Mahmood Ramadan	pp.172-173
Important Circle events coming up in 2022	Jon Aitchison	p.173
Notes and queries from members and others	Various	p.174
The procession of El-Mahmal	Roman Anthony Rimonis	pp.176-179
Egypt medals at Athens exhibition		p.179
Qasr Ibrim post office revisited	Mike Murphy	p.180
The pseudo-watermarks of the Second Issue	Ramez Atiya	pp.181-188
Pyramids maximcard analytics	Siou Yu Ng et al	pp.189-194

Happy Holiday, and Season's Greetings to all members

The Quarterly Circular 279 (Vol. 24, No. 8) – December 2021

The Egypt Study Circle, English, A4, colour, –

N. Hitchens reports on a find of proof sheets from an unknown, likely illicit source, with a statement by the Philatelic Society of Egypt (172–173).
Q&A includes: 1954 Defense Viewcards, 1934 UPU plate errors, meter marks, and "Field Telegraph / LL" (QC215) (174).
R. A. Rimonis charts the procession of the Holy Carpet (El Mahmal) on picture postcards (176–179).
M. Murphy revisits Qasr Ibrim post office (QC 277) (180).
R. Atiya studied the 'pseudo' watermarks (blind impressions) of the Second Issue (181–188).
S.Y. Ng surveys maximum cards depicting the pyramids (189–194).
M. Murphy reviews Hany H. Makram's book "Handbook and Catalogue of Egypt First Day Cancellations 1866–1952" (iii). The book is advertised on p. iv.
Advert for John Davis' third part of "Egypt from the Postal Concession until Suez 1932-1956" on British and allied army postal services.
Report from the meetings of 4.10.21 and 13.11.21 (174–175). Egypt exhibits at NOTOS (179).


The Quarterly Circular of THE EGYPT STUDY CIRCLE

March Quarter 2022 – Vol XXIV No 9 – Whole Series No 280 – Pages 195-218

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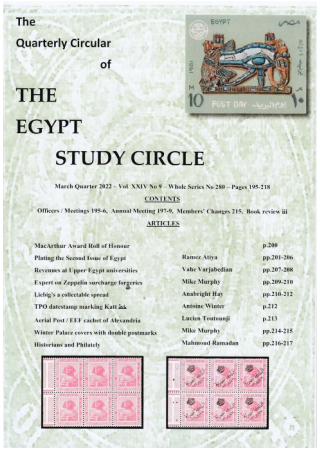
MacArthur Award Roll of Honour		p.200
Plating the Second Issue of Egypt	Ramez Atiya	pp.201-206
Revenues of Upper Egypt universities	Vahe Varjabedian	pp.207-208
Export on Zeppelin surcharge forgeries	Mike Murphy	pp.209-210
Liebig's a collectable spread	Anabright Hay	pp.210-212
TPO datestamp marking Kaft ⵅⵜ	Antoine Winter	p.212
Aerial Post / EEF cachet of Alexandria	Lucien Toutounji	p.213
Winter Palace covers with double postmarks	Mike Murphy	pp.214-215
Historians and Philately	Mahmood Ramadan	pp.216-217

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 of THE EGYPT STUDY CIRCLE

March Quarter 2022 – Vol XXIV No 9 – Whole Series No 280 – Pages 195-218

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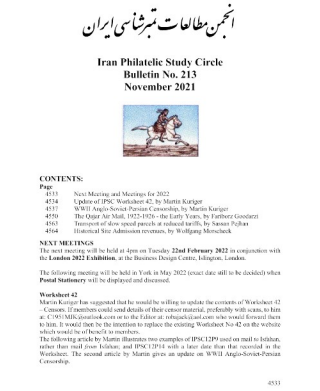
Aerial Post / EFF cachet of Alexandria	Loulou Tourtoungi	p.213
Winter Palace covers with double postmarks	Mike Murphy	pp.214-215
Historians and Philately	Mahmoud Ramadan	pp.216-217

The Quarterly Circular 281 (Vol. 24, No. 10) – June 2022

The Egypt Study Circle, English, A4, colour, –

M. Ramadan presents a display on "Egypt's Postal Expansion into Africa" (221–230).
M. Murphy updates the konwledge og "Start & Crescent" postmarks (type X) (231–232).
R. Atiya reseached plate errors of the 1872 1p stamps (233–239).
V. Varjebedian adds further revenue stamps of Upper Egypt universities (240–241).
M. Murpgy lokks at novelty perforations of recent Egypt stamps (242, iii).
Meeting reports (220–221). Invitation for Autumn Stampex 2022 (iii).
J. Davis posres the "Gizeh Enigma": a series of reg. letters (uprated 5m enveloppes) sent

in 1910 to Gizeh (Giza Succursale) (iv).


انجمن مطالعات تمبرشناسی ایران

Iran Philatelic Study Circle
Bulletin No. 213
November 2021

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4550	The Qajar Air Mail, 1923-1926 - the Early Years, by Farrbotz Goodarzi	
4563	Transport of slow speed parcels at reduced tariffs, by Sassan Pejhan	
4564	Historical Site Admission revenues, by Wolfgang Morscheck	

NEXT MEETINGS

The next meeting will be held at 4pm on Tuesday **22nd February 2022** in conjunction with the **London 2022 Exhibition**, at the Business Design Centre, Islington, London.

The following meeting will be held in York in May 2022 (exact date still to be decided) when **Postal Stationery** will be displayed and discussed.

Worksheet 42

Martin Kuriger has suggested that he would be willing to update the contents of Worksheet 42 – Censors. If members could send details of their censor material, preferably with scans, to him at: C1931MK@outlook.com or to the Editor at: robjackie@aol.com who would forward them to him. It would then be the intention to replace the existing Worksheet No 42 on the website which would be of benefit to members.

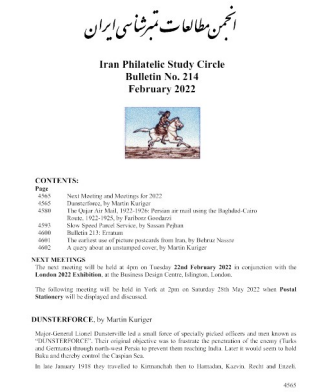
The following article by Martin illustrates two examples of IPSC12P3 used on mail to Isfahan, rather than mail from Isfahan; and IPSC13P14 with a later date than that recorded in the Worksheet. The second article by Martin gives an update on WWII Anglo-Soviet-Persian Censorship.

4533

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.


انجمن مطالعات تمبرشناسی ایران

Iran Philatelic Study Circle
Bulletin No. 214
February 2022

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4593	Slow Speed Parcel Service, by Sassan Pejhan	
4600	Bulletin 213: Erratum	
4601	The earliest use of picture postcards from Iran, by Behrur Nassre	
4602	A query about an unstamped cover, by Martin Kuriger	

NEXT MEETINGS

The next meeting will be held at 4pm on Tuesday **22nd February 2022** in conjunction with the **London 2022 Exhibition**, at the Business Design Centre, Islington, London.

The following meeting will be held in York at 2pm on Saturday 28th May 2022 when **Postal Stationery** will be displayed and discussed.

DUNSTERFORCE, by Martin Kuriger

Major-General Lionel Dunsterville led a small force of specially picked officers and men known as "DUNSTERFORCE". Their original objective was to frustrate the penetration of the enemy (Turks and Germans) through north-west Persia to prevent them reaching India. Later it would seem to hold Baku and thereby control the Caspian Sea.

In late January 1918 they travelled to Kermanshah then to Hamadan, Kazvin, Rasht and Enzeli.

4565

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).

الجمعية الدولية للطوابع البريدية العربية
ملاحقات عابرة
Arabian Philatelic Association International
Random Notes

February 2022 NUMBER 98

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Random Notes 98 – February 2022

Arabian Philatelic Association Int., English, ca. A4, colour, digital only, gratis

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 البريدية العربية
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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

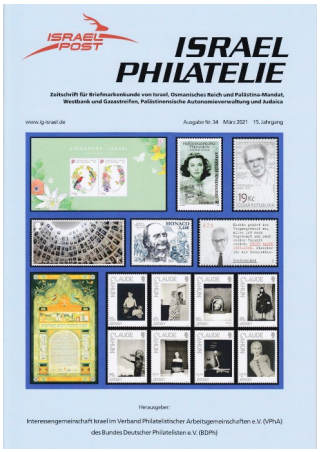
B. O'Connor looks at airmail covers sent from Ireland to Israel (12–13).
A. Harris reports on the 1952 red revenue proofs (17) and some recent auction finds (25).
E. Kroft reports on rare Palestine destinations in a 3rd part to his series (18–21).
M. Richmond continues his series on Mandate postmarks 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).

Please come forward with your articles, comments, research, or images!
MEPB needs interesting new material!

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).



Israel-Philatelie 35 – September 2021

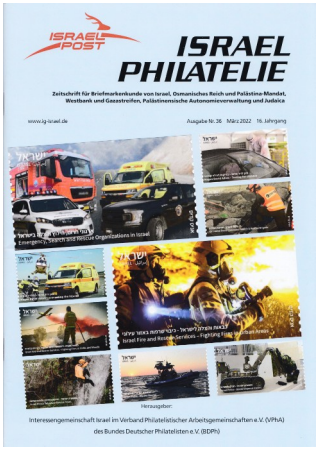
IG Israel, German, A4, colour, –

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).



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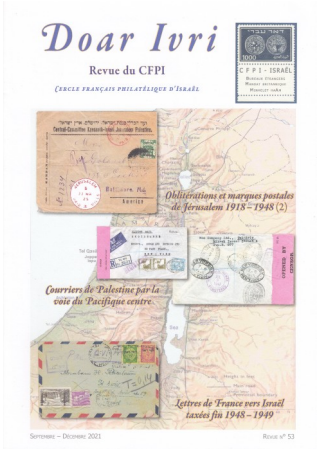
Doar Ivri 53 – September/December 2021

Cercle Français Philatélique d'Israël, French, A4, colour, –



C.-D. Abravanel shows a censored postcard from September 1918, Jerusalem to Paris, where the entire message has been obscured, and a 1940 cover from Haifa to the Netherlands, censored by Germany (5, 28).
J. Weiner continues his series on cancellations and postal markings of Jerusalem, 1918–1948 (6–15).
D. Avzaradel & C.-D. Abravanel present a study of aerial crash mail: S 23 Cygnus G-ADUZ crashed on 5.12.1937 at Brindisi (16–17).
C.-D. Abravanel reports on airmail from Palestine to the USA via the Pacific route during WWII (18–20).
S. Behmo shows a 1949 cover from Paris to Tel Aviv, taxed 18m (22).
J.-P. Danon analyses a number of taxed covers, 1948/49, from France to Palestine (22–25).
A. Varna reports on the 2016 philatelic block issued by Israel (26).
J.-P. Danon describes an eighth variant of Israel's Doar Ivri booklet (27).
C.-D. Abravanel shows a 1944 cover from Miami to Haifa, a 1944 postcard from France to Tel Aviv (28–29).
In the interview with member Martin Davies an illustrated cover of Howard's Hotel Jerusalem is shown (30).
C.-D. Abravanel dissects an 1862 letter from Jaffa to France: 10c and 40c Napoléon III, cancelled "5089" ([32]).

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]).

Small Ads

Any reader can place an ad in this section for free. I offer a box number service for people not wanting their name, address or e-mail displayed.

Small ads that are not purely of a private nature, e.g. organisations and commercial dealers, are marked by an ℋ to fulfil German advertisement regulations.

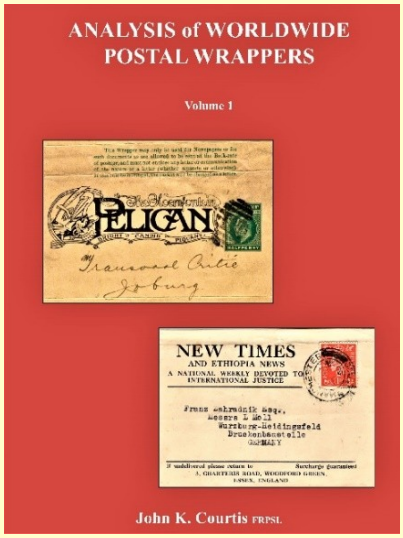
To place an ad please contact the editor: mep-bulletin@zobbel.de

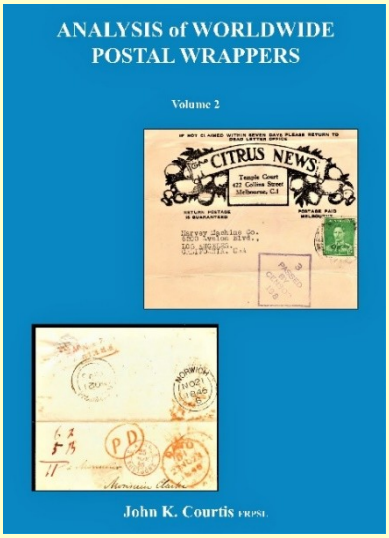
ℋ – Gratis-Anzeige 19/201

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

Orders: Claire Scott at the Postal History Society: claire@historystore.ltd.uk

Private Gratis-Anzeige 13/002

Wanted: Ottoman Fiscals

I'm looking for nos. 467–471 and 477–491 according to Suleymaniye catalogue "Revenue Stamps of Ottoman Empire" (pp. 62/63)

Please contact:
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.

Enquiries to:
MEPB Adverts – Box Number 11/003
mep-bulletin@zobbel.de

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 19/002

Wanted: Eurocent Coins

I want to collect Eurocent Coins of following countries: Cyprus, Slovenia, Estonia, Monaco, Andorra, San Marino, Slovakia.
I want to have Philatelic and Numismatic friends from Palestine.

Please contact:
C. Abraham Jos
abrahamjohanncheeran@gmail.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 20/002

Palestine and Others

Want to collect Palestine; Zanzibar, Monaco, Andorra, San Marino.

Please contact:

C. Abrahm Jos, PVS-Iris Aprts., Tower 1 -11A,
P.O. Desom, Aluva 683 102, Kerala, India

abrahamjohanncheeran@gmail.com

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

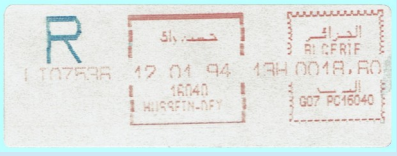
Many pharmaceutical companies (Abbott Labs, Biomarine, and Squibb, etc) used postcards sent from exotic locations to promote their products. These are commonly called "Dear Doctor" postcards since many start with that salutation. Abbott postcards were mailed between 1956-1968 using 182 different cards 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

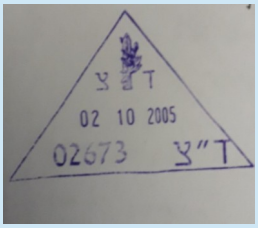
I am looking for the 1½ b. green "Radio" cards, "Darul Asfahani" printing, ca. 1970, Types I and II (not the Harrison printing). Thanks if you can help!

Replies to:
Andreas Svrakov
asvrakov2008@live.com

Private Gratis-Anzeige 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.

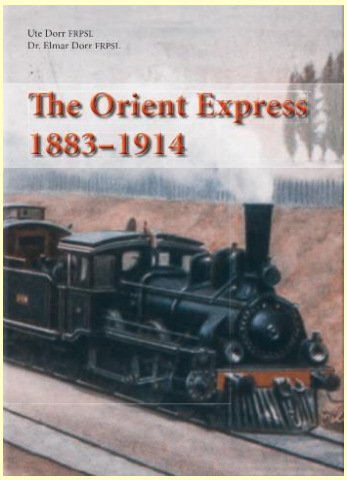


I have almost a complete run of these numbers but am still looking for a few of them including 1014, 1021, 1032, 1035, 1043, 1048, 1049,1060, 1091, 1094 and 1098 and a few others. The most recent zero series style started about 1980 and is still in use. Zero series numbers I am looking for include 01433, 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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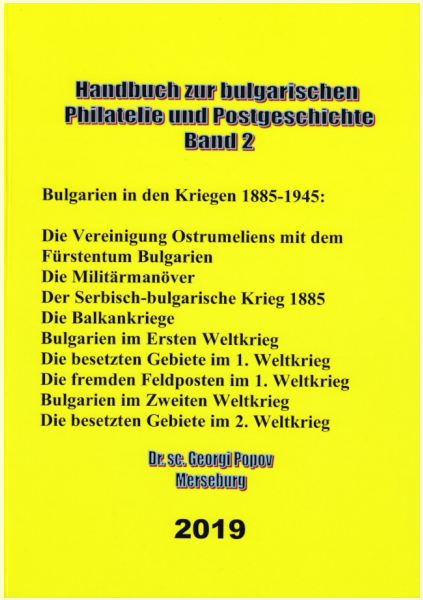
ℋ – Gratis-Anzeige 18/201

Handbook of Bulgarian Philately and Postal History by Dr. sc. Georgi Popov

Volume 1: 380 pages, A4, full colour, German

Turkish Post, Austrian Post, Crimean War, French and Russian Consular Posts, Russian Field Post, Russian Administration of Bulgaria 1878/9



Volume 2: 442 pages, A4, full colour, German

Bulgaria at War 1885–1945: Unification with Eastern Roumelia, Manoeuvres, Serbo-Bulgarian War 1885, Balkan Wars, WWI with Occupations and Foreign Field Posts, WWII with Occupations

Price: 58 € per volume. P&P per volume: Germany 5 €, EU 17 €, World 22 €

Orders: Dr. Georgi Popov, Paul-Gerhardt-Str. 12, 06217 Merseburg, Germany, gpopov@t-online.de

ℋ – Gratis-Anzeige 19/203

בס"ד

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ℋ – Gratis-Anzeige 01/009

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Website: gadtechnology.ca/shirwani.html

ℋ – Gratis-Anzeige 01/008

Doar Ivri

Revue du CFPI

Cercle Français Philatélique d'Israël

« Doar Ivri » is the 32 page, full colour (A4), award winning, quarterly journal in French of the **Cercle Français Philatélique d'Israël** (C.F.P.I.), founded in 2004.

It and covers all aspects of Holy Land philately and Judaica. Ask for a free sample copy (PDF) or visit our website:

www.cfpi-asso.net

Replies to:
Jean-Paul Danon

president.cfpi@cfpi-asso.net

Private Gratis-Anzeige 01/015

The online resource for Palestine Collectors

The award-winning, non-commercial website

Short Introduction To The Philately Of Palestine

presents a wealth of information for the collector of Palestine: be it First World War FPOs, Mandate stamps and postal history, Egyptian and Jordanian occupation, and modern-day PNA: stamps, postmarks, registration labels, postal history.

Also featured is the index to the BAPIP Bulletin and an extensive bibliography with over 8,000 entries, and much much more!

www.zobbel.de/stamp

ℋ – Gratis-Anzeige 10/201

The Institute of Postal Historical Studies "Aldo Cecchi" Prato, Tuscany, Italy

When you study postal history, you investigate on organized communication, particularly focusing on material aspects. This is a new, productive approach connecting different subjects, such as social history and history of culture, epistolography, history of management and of entrepreneurship, paleography, diplomatics, economic history, historical geography, history of journalism and of commerce, collecting.

Since 1982, in Prato, **Istituto di Studi Storici Postali "Aldo Cecchi"** has been an international reference centre for those concerned. The Institute is aimed at building, improving and sharing knowledge of the postal-historical subjects through publications, courses, workshops, exhibitions, and other cultural events.

One of the highlights of the Institute is his role as a **specialized library**, collecting guidebooks and old postal maps as well as modern philatelic editions. The library includes more than 13,000 items (volumes and booklets). Over time, the library has become a proper documentation centre on organized postal communication. The library is divided into special sections: the periodicals section contains almost 2,000 titles. The special collection of commercial philatelic publications (auction catalogues, fixed-price offers, promotional material, traders' price lists) numbers 15,000 items.

Last but not least, the Institute also holds an archival fond which is extraordinarily important for the history of Italian postal communications: the archive of the **"Direzione Superiore della Posta Militare"** (High office for Military Mail), containing some 400,000 original documents about its activity during the 20th century.

As you may understand, books and publications on postal-historical topics are welcome and ready to be inserted in the always-growing catalogue which can be consulted online. **You are therefore invited to send us your publications: they will be available to the international community of philatelists!**

www.issp.po.it

Istituto di Studi Storici Postali "Aldo Cecchi", Via Ser Lapo Mazzei 37, 59100 Prato, Italy

ℋ – Gratis-Anzeige 01/006

OMAN STUDIES CENTRE

for Documentation and Research on Oman and the Arabian Gulf

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:

- India used in Muscat and Gwadar
- Pakistan used in Muscat and Gwadar
- British Post Office in Muscat
- Muscat & Oman, Sultanate of Oman
- "rebel stamps" State of Oman and Dhufar

We currently also buy early postcards of Oman (pre-1970) and Muscat quarter Anna varieties to complete collections that will result in the publishing of specialised catalogues in these two fields.

We have extensive holdings of duplicate material in all fields and are willing to sell or exchange for other Oman material. Enquiries are welcome.

Replies to:

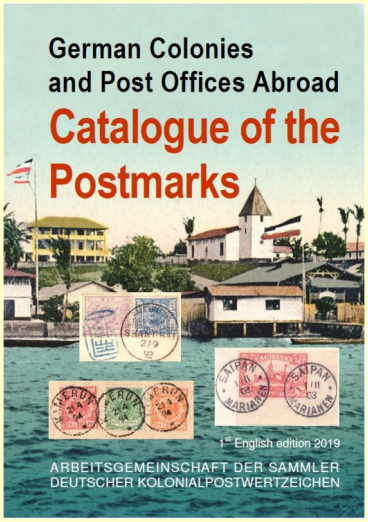
Oman Studies Centre, Berlin Office, Kronenstr. 69, 10117 Berlin, Germany

collections@oman.org

ℋ – Gratis-Anzeige 21/201

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.

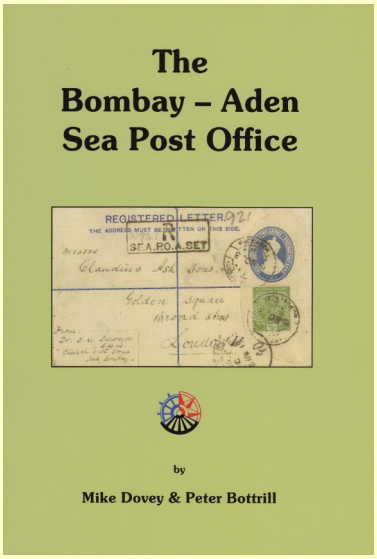
The latest edition of the society's postmark catalogue, "German Colonies and Post Offices Abroad – Catalogue of the Postmarks" (in English) is available at 39 € (plus p&p).

Information on the collecting areas and publications can be found at: www.kolonialmarken.de

Contacts: Tilmann Nössig – geschaeftsfuehrer@kolonialmarken.de

ℋ – Gratis-Anzeige 19/202

If you collect Bombay–Aden Sea Post Office then these two books are a must have!

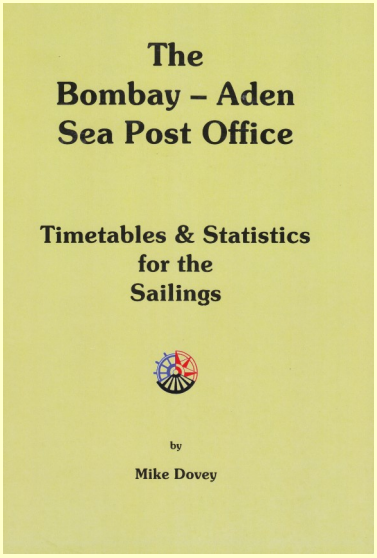


£32.95

Buy them both for a combined price of £42 plus postage which can be arranged at point of purchase.

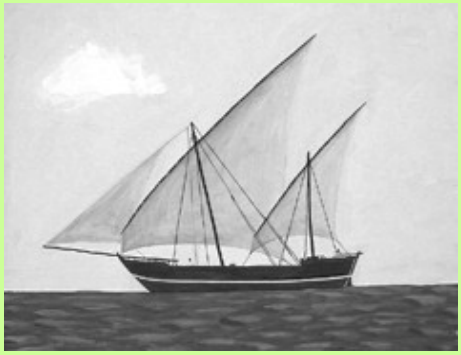
Payment is easily done by PayPal

Need a copy or two? Then send an email to: mikedovey@btinternet.com



£12.50

Gratis-Anzeige 11/201



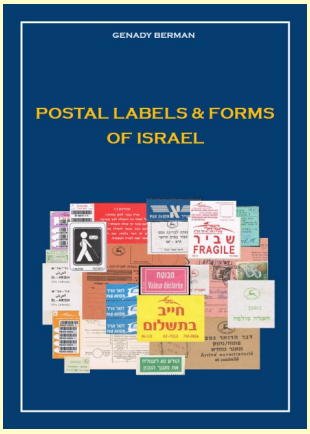
The Aden & Somaliland Study Group

A study group for the collectors of Aden, Yemen and the Somalilands
Quarterly Journal: The Dhow

Areas covered: India used in Aden; Aden-Bombay Sea Post Offices; Aden Colony; Kathiri State of Seiyun; Qu'aiti State of Shihr & Mukalla; Qu'aiti State in Hadhramaut; Mahra State of Qishn & Socotra; Upper Yafa; South Arabian Federation; People's Republic of South Yemen; Yemen; India used in Somaliland; Somaliland Protectorate; Côte Française des Somalis; Afars & Issas; Djibouti; Obock; Eritrea; Italian Somaliland; Somalia.

Subscriptions: £18 UK, £25 Europe, £30 World (paper copy); £10 GBP (pdf-only)

Contact: Neil Williams ***neil53williams@yahoo.co.uk***



ℋ – Gratis-Anzeige 10/007

Israel Postal Labels and Forms Catalogue

Extensive listings of forms and labels: Registration, Official Registration, Air Mail, Express, AR, Insurance, COD, Parcels, Non-Delivery, Customs, and many more.

Book, 2017, 84 pages. ISBN: 978-965-572-473-8. US-$ 40 plus p&p.
Large Vermeil Medal at World Stamp Championship 2018.

Enquiries to:
Genady Berman
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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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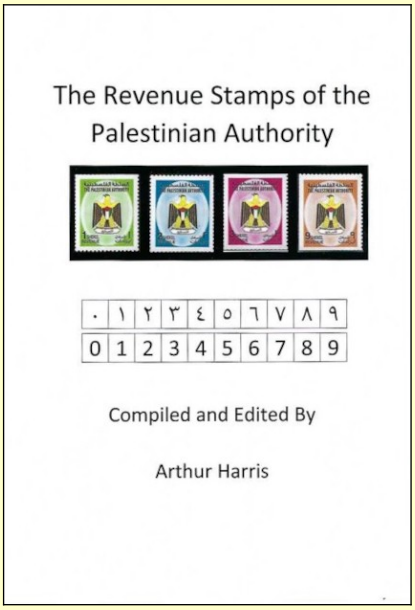
OPAL publishes a couple of journals per year along with a couple of newsletters. Both publications are also used to answer members' queries. If our extensive library can't help with queries, then our membership invariably contains someone who can help, however specialised or esoteric. There are informal 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.

Philip Longbottom, OPAL secretary, email: prlongbottom@aol.com

ℋ – Gratis-Anzeige 16/001

The Revenue Stamps of the Palestinian Authority



The monograph documents Palestinian revenue stamps and related issues. Listed and shown are 18 sets of revenue stamps issued by the Palestinian Authority or its government departments, both West Bank and Gaza.
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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.

In 2002 Dr. Andreas Birken took on the task of bringing the project to a form usable to all interested collectors. The result is a periodically updated eBook, consisting of PDF-files, one for each vilayet, over 2000 pages in total, presenting all the known postmarks.

After the death of Dr. Birken AROS is now able to offer the postmark catalogue of the Ottoman Empire in the latest available version of March 2019:

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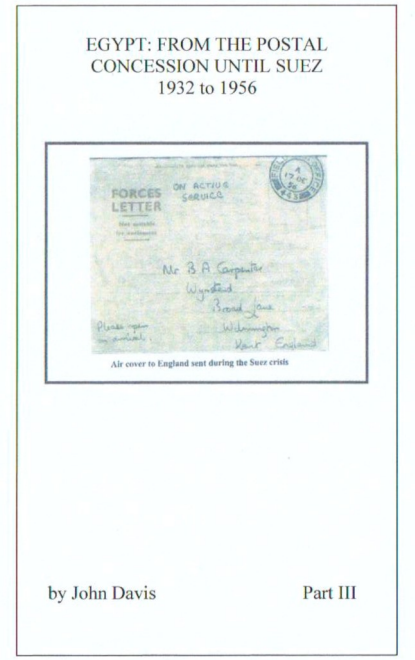
Egypt: From The Postal Concession until Suez 1932–1956 by John Davis



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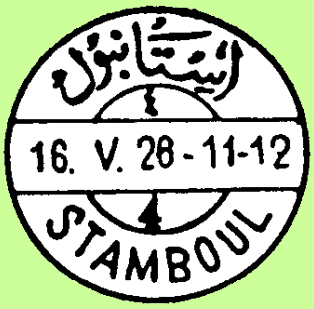

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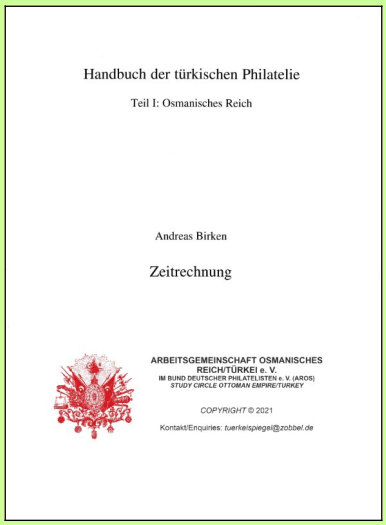

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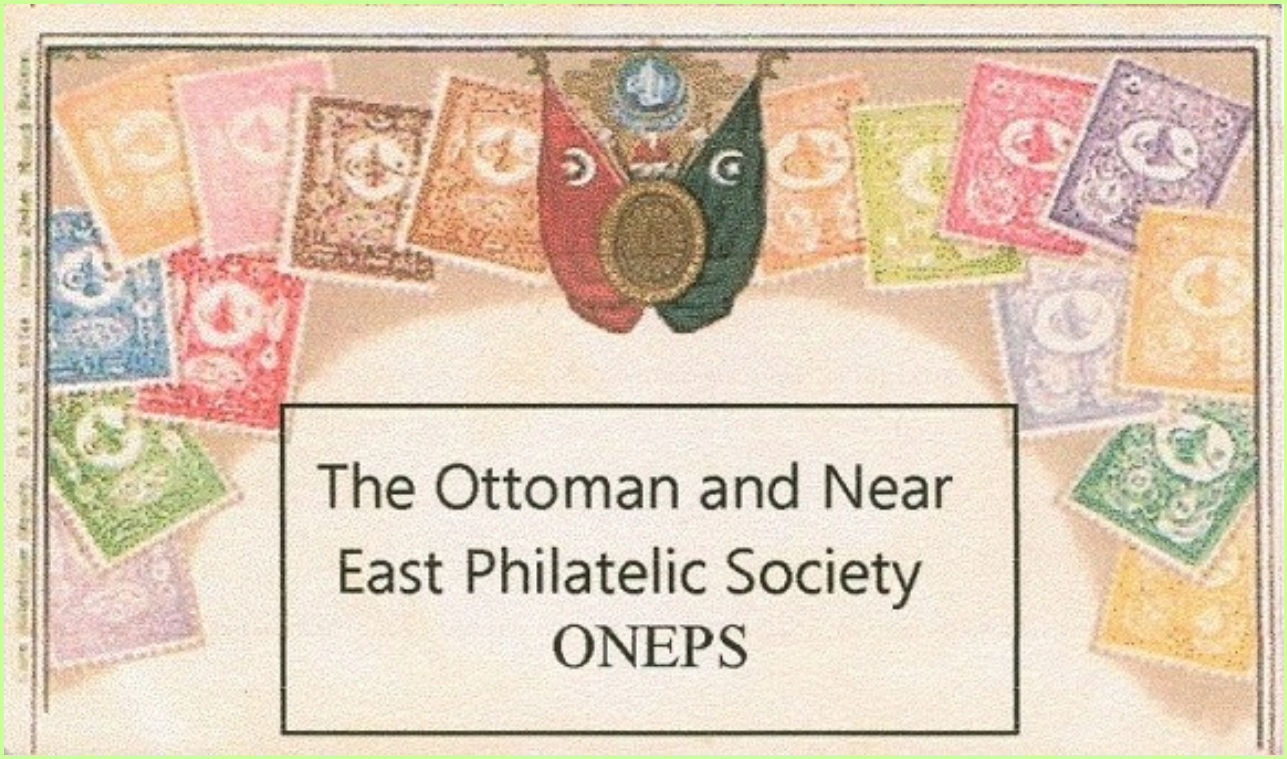

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Our journal, "The Levant," is published three times a year, and an index to all articles is posted on our website: www.oneps.net.

Membership in the society opens the door to a philatelic community with a wide range of interests, including Turkey, Palestine, Lebanon, Syria, Saudi Arabia, Iraq, Jordan, Yemen, Egypt, Armenia, Greece, Cyprus, Bulgaria and Romania, philatelic and political history, postal administration, stamp authentication and forgeries, picture post cards and postal ephemera.

Annual dues are $20 in North America; £20 in the UK; €25 or $25 all other countries. Join by submitting an application, available from the Secretary, Mr. Barry Feddema, at sandbstamps@optionline.net or as download from our website: www.oneps.net.

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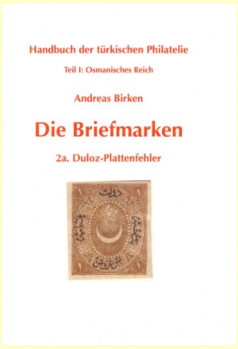

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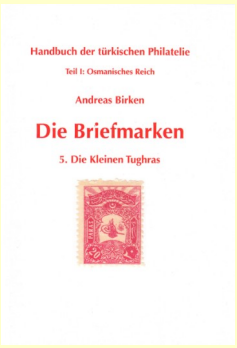

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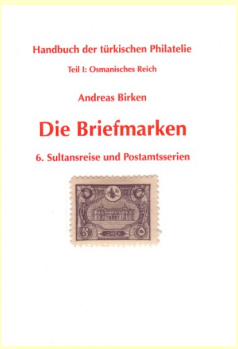

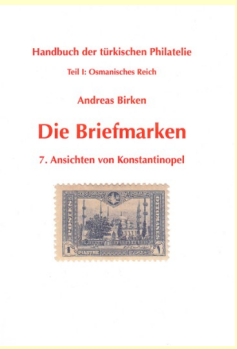

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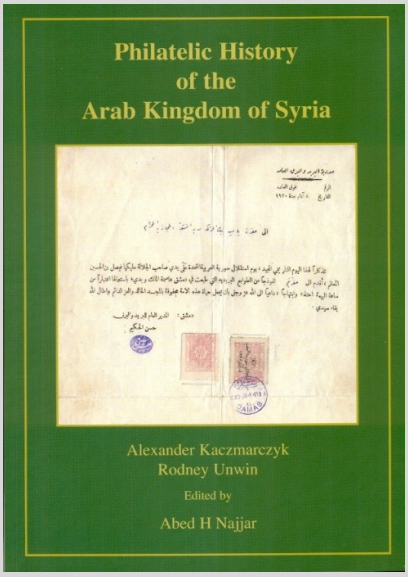

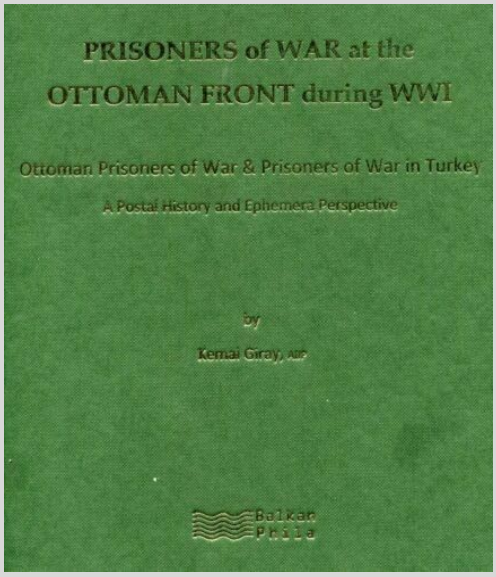

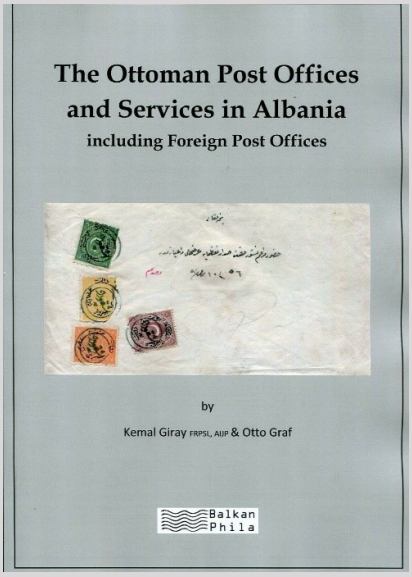

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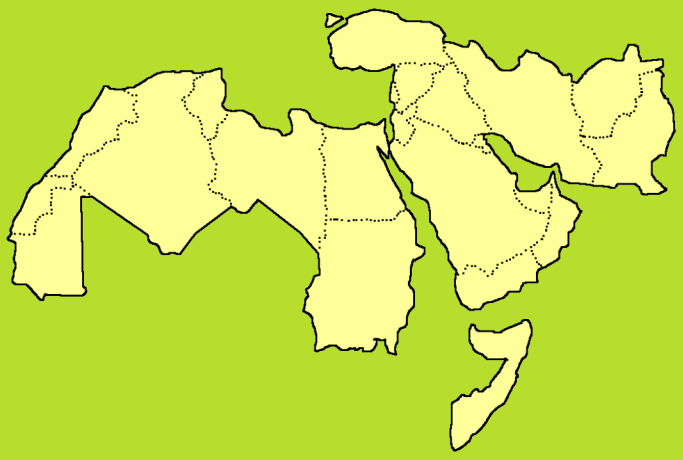

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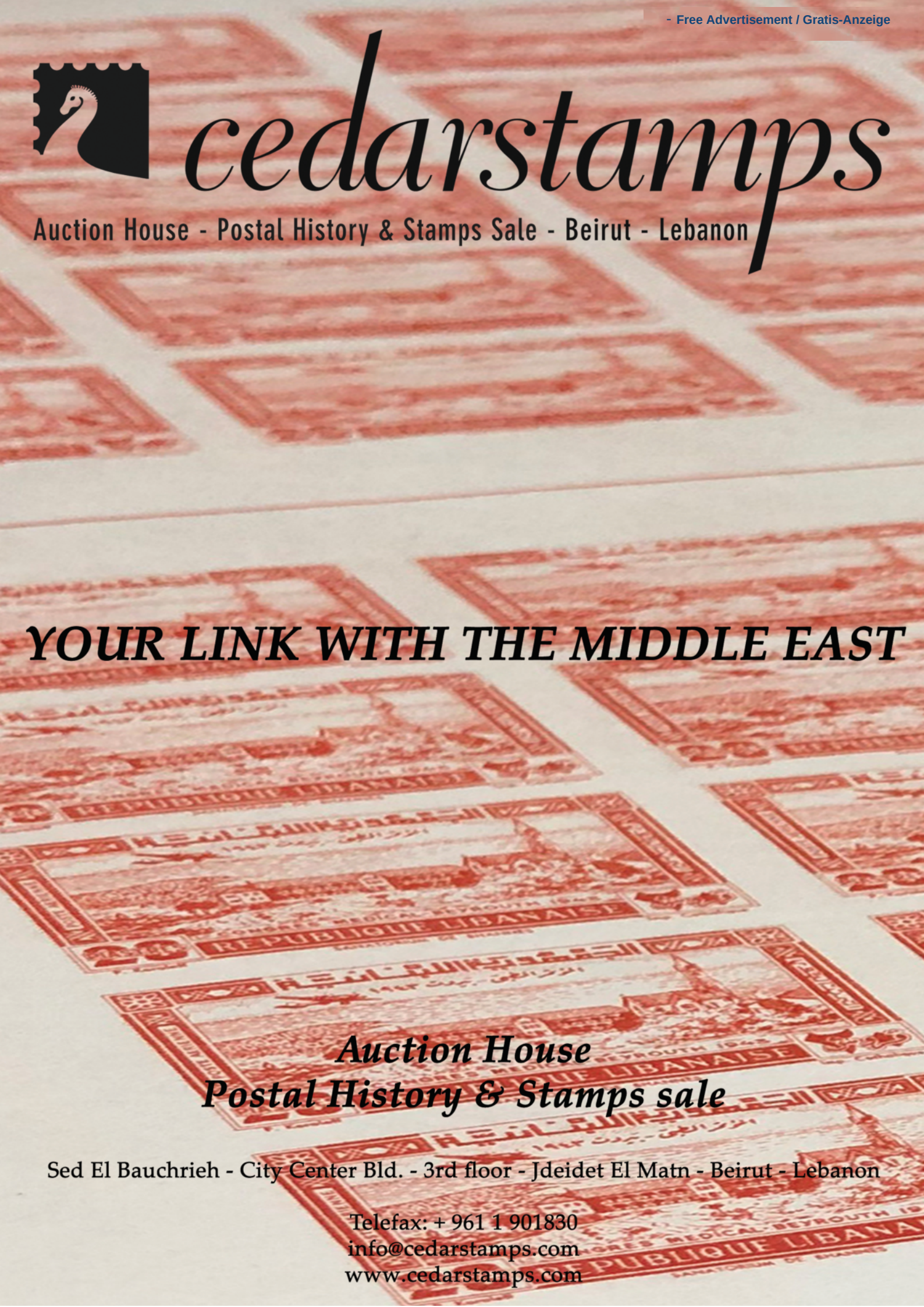

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Editorial

by Tobias Zywietz (mep-bulletin@zobbel.de)
Publisher & Editor, The Middle East Philatelic Bulletin

In this Issue …

We start of with another look into the collections of *Hubert Gerzabek,* this time it is early Ottoman maritime mail. Gerzabek sadly died just before the publication of this issue. A full obituary will appear in MEPB 22.

Oscar van der Vliet presents one of the rarest Lloyd cachets: "Agenzia Del Lloyd Austriaco Alessandria" while *Hans-Dieter Gröger* gives a glimpse into his Coat-of-Arms rarities and varieties.

Tilmann Nössig, the managing director of the German study group of colonial collectors, ArGe der Sammler Deutscher Kolonialpostwertzeichen, is a new author for MEPB. He studies in this piece the routings of the German Post Office in Constantinople in its early days.

Advertising postcards sent from Bethlehem and Jerusalem in 1899 and 1903 have long been a curiosity of the Austrian Post in Palestine. *David K. Smith* sheds new light on these cards and their usage. Another aspect of Foreign Post Offices is covered by the *Editor* in showing and properly attributing photographs of these offices in Jerusalem.

Folkert Bruining is working hard on his studies of Ottoman railways and railway mail and here portrays the role of a small place in Eastern Thrace: Kouléli Bourgas. *Hakan Yılmaz and Osman Levend Seral* direct their attention to a 1915 cover involving two key figures of the Young Turk Revolution: Rızā Bey and Enver Paşa.

Two pieces continue our studies into Ottoman Censorship during World War I: *Hans Paul Soetens* presents his research into the practices involving Insured Letters and Wax Seals, while *Otto Graf* starts his studies on the handling of international mail, especially regarding the rules on allowed languages.

Staying in the war years, Peter B. Feuser looks at the FLAK-Schule (Air Defence School) at San Stefano (now Yeşilköy, İstanbul) and Richard B. Rose can present his research into "Palestine" Revenue Stamps in French (i.e. A.D.P.O. instead of O.P.D.A.).

The 1920s were the high time of pioneer aviators and the start of regular Airmail services: *Schalk de Klerk* traced the 1924/25 Persia Flight of Swiss legend Walter Mittelholzer, while *Alexios Papadopoulos* looks at Lebanese Airmail covers from the 1930s and argues for the forwarding to South America involving the Zeppelin. This gave rise to check out the apparently incomplete knowledge about 1930s Airmail rates of the Levant States under French Mandate.

Book Reviews is this issue: Egypt Rural Postal Service by Mike Murphy & Ibrahim Shoukry; Ottoman Revenue Stamps of the Hejaz Railway by Steve Jacques; The Stamps of Bukhara by Wolfgang Baldus; and Iraq Fantasy Stamps.

In the *Reactions, Comments, Queries* section a wide range of subjects is covered, including: Bolthausen covers and postcards; Ottoman railway station postmarks; New Hotel Haifa Palestine A. Nassar 1898; Small Tughras Plate Error "PAPAS"; Ottoman Postal Route to Persia; Reviving the Ottoman Postmarks Projects (joint research by AROS, OPAL, and ONEPS), Usunca Owa (Bulgaria).

The *Archive* section features a 1960 study of pre-philatelic Postage-Paid Seals of the Ottoman Empire.

Donations

I would like to thank all readers who have donated amounts following my appeal in the last edition. I will not mention any names here as some donors like to stay anonymous. The donations will be used primarily to upgrade the website to increase storage capacity.

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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Issue 18 (August 2021):	1,318	116/month
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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
- The "Er Ramle" Zeppelin covers of 1931
- Julius Bolthausen: The Caiffa Bisects
- PNA Issues: Gaza Freedom Fleet 2011
- The French Military Mission in the Hejaz
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Datenschutzerklärung zur Mailing-Liste
Mailing List Data Protection Policy

by Tobias Zywietz (mep-bulletin@zobbel.de)
Publisher & Editor, The Middle East Philatelic Bulletin

Zusammenfassung

- Jeder Nutzer kann sich kostenlos registrieren lassen, um per E-Mail Informationen zum Erscheinen und Inhalt meiner elektronischen Zeitschrift *The Middle East Philatelic Bulletin* zu erhalten.
- Die gespeicherten Daten umfassen Name und E-Mail-Adresse des Nutzers.
- Die gespeicherten Daten werden zum Versand von Informationen zum Erscheinen und Inhalt meiner elektronischen Zeitschrift *The Middle East Philatelic Bulletin* genutzt sowie zur zweckdienlichen indiduellen Kommunikation.
- Jeder registrierte Nutzer kann jederzeit die Änderung oder Löschung der Daten verlangen. Die Änderung oder Löschung erfolgt umgehend.

Summary

- Any user can register for free to receive information by e-mail about the publication and content of my electronic magazine *The Middle East Philatelic Bulletin*.
- The stored data include the name and e-mail address of the user.
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Datenschutzerklärung

Datenschutz hat einen besonders hohen Stellenwert für mich. Eine Nutzung meiner Zeitschrift ist grundsätzlich ohne jede Angabe personenbezogener Daten möglich.

Die Verarbeitung personenbezogener Daten, beispielsweise des Namens, und der E-Mail-Adresse einer betroffenen Person, erfolgt stets im Einklang mit der Datenschutz-Grundverordnung und in Übereinstimmung mit den für mich geltenden landesspezifischen Datenschutzbestimmungen. Mittels dieser Datenschutzerklärung möchte ich die Öffentlichkeit über Art, Umfang und Zweck der von mir erhobenen, genutzten und verarbeiteten personenbezogenen Daten informieren. Ferner werden betroffene Personen mittels dieser Datenschutzerklärung über die ihnen zustehenden Rechte aufgeklärt.

Ich habe als für die Verarbeitung Verantwortlicher zahlreiche technische und organisatorische Maßnahmen umgesetzt, um einen möglichst lückenlosen Schutz der über diese Internetseite verarbeiteten personenbezogenen Daten sicherzustellen. Dennoch können internetbasierte Datenübertragungen. wie E-Mail, grundsätzlich Sicherheitslücken aufweisen, sodass ein absoluter Schutz nicht gewährleistet werden kann. Aus diesem Grund steht es jeder betroffenen Person frei, personenbezogene Daten auch auf alternativen Wegen an mich zu übermitteln.

I. Name und Anschrift des Verantwortlichen

Der Verantwortliche im Sinne der Datenschutz-Grundverordnung und anderer nationaler Datenschutzgesetze der Mitgliedsstaaten sowie sonstiger datenschutzrechtlicher Bestimmungen ist

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II. Allgemeines zur Datenverarbeitung

1. Umfang der Verarbeitung personenbezogener Daten

Ich verarbeite personenbezogene Daten von Nutzern grundsätzlich nur, soweit diese zur Bereitstellung von Information über eine Mailing-Liste erforderlich ist. Die weitergehende Verarbeitung personenbezogener Daten erfolgt nur nach Einwilligung des Nutzers.

2. Rechtsgrundlage für die Verarbeitung personenbezogener Daten

Soweit ich für Verarbeitungsvorgänge personenbezogener Daten eine Einwilligung der betroffenen Person einhole, dient Art. 6 Abs. 1 lit. a EU-Datenschutzgrundverordnung (DSGVO) als Rechtsgrundlage für die Verarbeitung personenbezogener Daten.

Bei der Verarbeitung von personenbezogenen Daten, die zur Erfüllung eines Vertrages, dessen Vertragspartei die betroffene Person ist, erforderlich ist, dient Art. 6 Abs. 1 lit. b DSGVO als Rechtsgrundlage. Dies gilt auch für Verarbeitungsvorgänge, die zur Durchführung vorvertraglicher Maßnahmen erforderlich sind.

Soweit eine Verarbeitung personenbezogener Daten zur Erfüllung einer rechtlichen Verpflichtung erforderlich ist, die mir unterliegt, dient Art. 6 Abs. 1 lit. c DSGVO als Rechtsgrundlage.

Für den Fall, dass lebenswichtige Interessen der betroffenen Person oder einer anderen natürlichen Person eine Verarbeitung personenbezogener Daten erforderlich machen, dient Art. 6 Abs. 1 lit. d DSGVO als Rechtsgrundlage.

Ist die Verarbeitung zur Wahrung eines berechtigten Interesses von mir oder eines Dritten erforderlich und überwiegen die Interessen, Grundrechte und Grundfreiheiten des Betroffenen das erstgenannte Interesse nicht, so dient Art. 6 Abs. 1 lit. f DSGVO als Rechtsgrundlage für die Verarbeitung.

3. Datenlöschung und Speicherdauer

Die personenbezogenen Daten der betroffenen Person werden gelöscht oder gesperrt, sobald der Zweck der Speicherung entfällt. Eine Speicherung kann darüber hinaus dann erfolgen, wenn dies durch den europäischen oder nationalen Gesetzgeber in unionsrechtlichen Verordnungen, Gesetzen oder sonstigen Vorschriften, denen der Verantwortliche unterliegt, vorgesehen wurde. Eine Sperrung oder Löschung der Daten erfolgt auch dann, wenn eine durch die genannten Normen vorgeschriebene Speicherfrist abläuft, es sei denn, dass eine Erforderlichkeit zur

weiteren Speicherung der Daten für einen Vertragsabschluss oder eine Vertragserfüllung besteht.

III. Mailing-Liste

Es steht jedem Nutzer frei, sich freiwillig und kostenlos per E-Mail in meine Mailing-Liste einzutragen. Dadurch entstehen keinerlei Verpflichtungen für den Nutzer.

1. Beschreibung und Umfang der Datenverarbeitung

Folgende Daten werden hierbei erhoben:

1. Name und Vorname des Nutzers
2. E-Mail-Adresse des Nutzers

2. Rechtsgrundlage für die Datenverarbeitung

Rechtsgrundlage für die vorübergehende Speicherung der Daten ist Art. 6 Abs. 1 DSGVO.

3. Zweck der Datenverarbeitung

Die Mailing-Liste dient dem Zweck, dem Nutzer Informationen zu Inhalten und Erscheinen der Zeitschrift zu übermitteln.

4. Dauer der Speicherung

Der Nutzer kann jederzeit die Mailing-Liste verlassen. Die Daten werden umgehend gelöscht.

5. Widerspruchs- und Beseitigungsmöglichkeit

Die Erfassung der Daten zur Bereitstellung der Mailing-Liste ist für den Betrieb der Mailing-Liste zwingend erforderlich. Es besteht folglich seitens des Nutzers keine Widerspruchsmöglichkeit.

Der Nutzer kann aber jederzeit der Speicherung widersprechen und damit die Mailing-Liste verlassen.

IV. E-Mail-Kontakt

1. Beschreibung und Umfang der Datenverarbeitung

Auf meiner Webseite ist eine Kontaktaufnahme über die bereitgestellte E-Mail-Adresse möglich. In diesem Fall werden die mit der E-Mail übermittelten personenbezogenen Daten des Nutzers gespeichert. Es erfolgt in diesem Zusammenhang keine Weitergabe der Daten an Dritte. Die Daten werden ausschließlich für die Verarbeitung der Konversation verwendet.

V. Rechte der betroffenen Person

Werden personenbezogene Daten von Ihnen verarbeitet, sind Sie Betroffener i.S.d. DSGVO und es stehen Ihnen folgende Rechte gegenüber dem Verantwortlichen zu:

1. Auskunftsrecht

Sie können von dem Verantwortlichen eine Bestätigung darüber verlangen, ob personenbezogene Daten, die Sie betreffen, von mir verarbeitet werden. Liegt eine solche Verarbeitung vor, können Sie von dem Verantwortlichen über folgende Informationen Auskunft verlangen:

(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

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Unter den folgenden Voraussetzungen können Sie die Einschränkung der Verarbeitung der Sie betreffenden personenbezogenen Daten verlangen:

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(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.

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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.

Please come forward with your articles, research notes, queries, and images! MEPB needs interesting new material!

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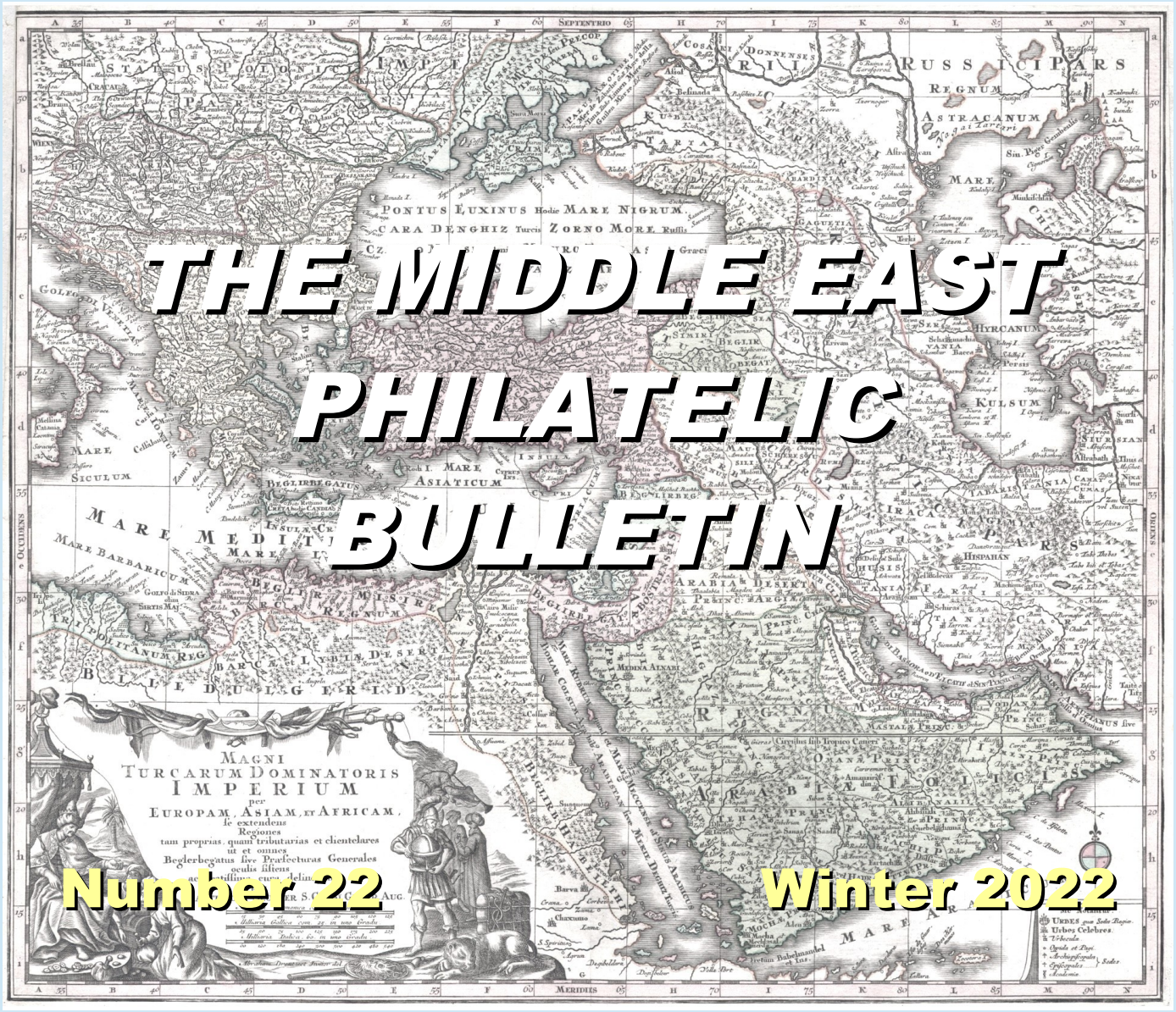

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The Ottoman Field Post Office 44

Lebanese Consular Revenues (Duston Updated)

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Archive: A Short History of the Turkish Posts

Archive: Official Gazettes for Palestine 1934

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