

The Postal Service of the Umayyads, Abbasids, and Mamluks
The 1882 Anglo-Egyptian War and the Sea Post Office
Foreign Post Office Letters for Inland Destinations
Railway Mail in Ottoman Europe after the Balkan Wars
Ottoman Military Mail & Censorship in WWI
Taxed Mail of the Gaza Strip under Egyptian Rule
International Reply Coupons of Iran
Istanbul Mosques on Ottoman Postcards: Ayasofya
Archive: The Turkish Post in 1875
plus Book Reviews, Reactions, Comments, Queries, and more!



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The Wing of Islam The Postal Service in Egypt and Syria in the Umayyad, Abbasid, and Mamluk Periods

by Bruno Crevato-Selvaggi¹

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This article, first published in 2016,² is based on published sources and studies and it aims to be a general introduction to the ancient communication and postal system of Egypt and Syria from the 8th to the 16th century. The ruling dynasties (especially the Mamluks) established complex postal systems with relay stations, homing pigeon lines, and optical signals: the *barīd*. Their origins can be traced to the Mongolian and Chinese postal organisations, well known from Marco Polo's descriptions.

Introduction³

In the 7th century Egypt was conquered by the Arabs and thus became part of the Great caliphate. From the middle of the 13th century until the beginning of the 16th century it was governed, together with Syria, by the Mamluk dynasty. From the beginning of the 8th century until the end of the 9th century, the *barīd* operated as a well-coordinated postal system with postal routes, post offices and professional staff.

After its decline the Syrian-Egyptian area used networks of carrier pigeons and merchants transports. The *barīd* was restored in the Mamluk age, working from the mid-13th to the beginning of the 15th century.

Born out of military and political needs it started without an extensive street network nor a skilled personnel. Based on Mongolian models, it became over time and with great organisational and financial effort, by integrating mail roads, pigeon posts and optical signals, an efficient system certainly more advanced than the posts in Europe.

From the beginning of the 14th century the *barīd* was operated by an efficient civil service with technical and organisational improvements. While prioritising military requirements, economic needs were also taken into account, opening a financial source for the state and encouraging an economic upswing by transporting news, people and goods.

But already in the second half of the century, the complex bureaucratic apparatus became its weakness and victim to political unrest. It survived only as an occasional service with dedicated messengers and no infrastructure.

1 Translated from Italian by T. Zywiets, with additional help by Andreas Hohmann, the author, and Raffaella Gerola.

2 Crevato-Selvaggi, Bruno: *L'ala dell'Islam : la posta mamelucca in Egitto e Siria con cenni di posta umayyad e abbaside, posta cinese e mongola e osservazioni sulle lettere sultaniali mamelucche*. In: Archivio per la Storia Postale : Comunicazioni e Società <Prato: Istituto di studi storici postali Aldo Cecchi>, vol. 15, no. 8, 2016 (whole no. 37), pp. 33–78. See <https://www.issp.po.it/pubblicazioni-item/asp-37/>. The article is available online: https://www.academia.edu/35256153/Lala_dellIslam_La_posta_mamelucca_in_Egitto_e_Siria_con_cenni_di_posta_omayyade_e_abbaside_posta_cinese_e_mongola_e_osservazioni_sulle lettere_sultaniali_mamelucche (accessed 15.04.2019),

3 Chapter summarised (*editor*).

This development was diametrically opposed to that in Europe, where in the 15th century there was an increasing shift from dedicated couriers used only on occasion without infrastructures to an orderly postal administration with fixed, regular courses. Often these new structures were created by private entrepreneurs, but with the support and protection of the state; in many cases, however, a centralised state postal service was established. These systems were more stable and withstood political and social upheavals, contributing to the political, economic, social, cultural and scientific development of modern Europe.

Arab Egypt and Syria⁴

Egypt was part of the Byzantine Empire until its conquest by the Arabs starting in 640. The dynasty of the Umayyad Khalifs resided in Damascus and was succeeded in 750 by the Abbasids, who moved their capital to Baghdad. The great expansion of the caliphate favoured the emergence of regional potentates (Tulunids and Ichshidids in Egypt) and led to the political fragmentation of the Muslim world.

Egypt was conquered by the Fatimids in 969, who founded a new capital, al-Qāhira (Cairo, “the Victorious”), although Alexandria remained the centre of commerce and trade. At the end of the 9th century, Syria came under Egyptian influence, but was lost to the Seljuks (1037–1153). Only after the foundation of the Ayyubid dynasty by Saladin in 1174, Egypt was able to regain control over Syria and western Arabia.

The Ayyubid sultans based their power largely on an army of Mamluks, professional soldiers from various countries. In 1250, the Mamluk leader Aybak took power and founded the Mamluk Sultanate in 1252. The Mamluks remained the regional ruling elite even after their submission to the Ottoman Empire in 1517.

Mamluk Egypt and Syria

The soldiers who were kidnapped as children from the neighbouring provinces and fed for many years with food, tolerance against fatigue and continuous training in arms, in riding and in all the exercises belonging to military discipline, were ascribed to the order of the Mamluks [...] these, in number of no more than sixteen or eighteen thousand, subjugated all of Egyptian and Syrian peoples under a strong rule.

Francesco Guicciardini, *Storia d'Italia, IV*

In 1250 the Mamluks replaced the Ayyubid dynasty ruling Egypt and Syria, establishing a dynasty that lasted three centuries. In Venetian sources the Mamluk sultan of Egypt was referred to as the “sultano di Babilonia” (sultan of Babylon), from the traditional name of old Cairo where he resided.

Meanwhile, the Mongol army, which had begun to move from its original areas in Central and Eastern Asia in the first decade of the century, invaded Mesopotamia and then Syria. They took Baghdad in 1258, Aleppo in January 1260, and Damascus in March of the same year. In September 1260 troops led by Baibars (1260–1277), fourth Mamluk sultan and famous leader, defeated the Mongols at ‘Ayn Ġālūt, driving them out of Palestine and Syria and thus restoring the Mamluk power in the central area of Syria (Damascus, Baalbek and Palestine).

The other regions, however, remained under local powers. The Mamluk power was consolidated in the following years with the fall of the last remains of the Eastern Latin States: In 1187 Saladin entered Jerusalem; Antioch and Jaffa fell in 1268; Tripoli in 1289; Tyre, Sidon and Acre were taken in 1291.

With the fall of Acre, except for the small fortress on the island of Arwad (the only island in Syria) which fell in 1303, the Latin presence in the area came to an end. Egypt was ruled by a Mamluk sultan until 1517, when the Ottoman sultan Selim I (1512-1520) conquered the region, having already taken Syria in 1516.

⁴ Chapter summarised (*editor*).

The Post in the pre-Mamluk Era

We rode the horses of the tribe of Barbar with their tails cut off and ran every night for the barīd.

I drank wine with Caesar in his kingdom, he sent me away, and I rode the horses of the barīd.

When we arrived at the post station, I urged the courier to travel a greater distance.

Imru al-Qays⁵

In pre-Umayyad times, Arab society was, almost by definition, a very mobile one: nomadism, the centrality of pilgrimage and the intensity of trade contributed to determining its nature. But the transmission of messages was irregular and disorganised: there was no corps of professional couriers but mainly occasional envoys who, after performing the service, were called *bašīr* (“bearers of good news”). It was customary for reasons of security to send two separate couriers for each message.⁶

Thanks to their administrative efficiency, the Umayyads and then the Abbasids organised instead a regular postal system, with post stations and horse-riding changes, reserved for state use. A courier could cover an average of 200 kilometres a day, up to a maximum of 300 kilometres. The origin was probably a simple re-establishment of the Byzantine (derived from the Roman *cursus publicus*) and Sasanid (and before that Persian) systems, which they had observed and known for at least a century, as well as the adaptation of local infrastructure. The creation cannot have taken place before 700.

The system was called *barīd*: the word comes from the Greek *beredōs* (of uncertain origin, perhaps Assyrian) from which the Latin *veredus* is derived: “horse of mail.” In Arabic it’s an all-inclusive term, meaning the postal system, the horse, the courier and sometimes the post station (otherwise called *sikka*, pl. *sikak*).⁷ The term was already in use in pre-Umayyad times: in fact, there are several attestations in poetry, the first of which, in verses, introduces this paragraph.

Since its inception, the system aroused the admiration of contemporaries for its speed and ability to transport news. According to a popular belief, al-Mansur, the second Abbasid caliph (712–755), who moved the caliphate’s capital from Damascus to Baghdad, possessed a magic mirror, thanks to which he could always receive the latest news from the world and observe his enemies in good time.

From the mid ninth century, the Abbasid *barīd* in the Middle East was a well coordinated system of streets, mail stations, postmasters (*aṣḥāb al-barīd*) and a general commander (*ṣāhib diwān al-barīd*), all regularly employed by the caliph. Between the 9th and 10th centuries there were at least 930 mail stations in the Middle East, located approximately in distances of every 12 kilometres, twice this in the more peripheral regions.⁸ In the rest of the Arab world, i.e. in the Maghreb and

5 Pre-Islamic Arabic poet (born ca. 501), first exponent of the Arabic literary tradition. Justinian named him a *philarch* of Palestine. The post of which he speaks is of course the Byzantine post. Quoted by Adam J. Silverstein in *Postal Systems in the Pre-Modern Islamic World*, Cambridge, C.U.P., 2007, p. 47. The translation, like all those from English and French, is mine.

6 The pre-Umayyad (and pre-Islamic) system is discussed by Adam J. Silverstein, *A Neglected Chapter in the History of caliphal State-Building*. In: *Jerusalem Studies in Arabic and Islam*, no. 30, 2005, pp. 293–317.

7 Sourdel, Dominique: *Barīd*. In: *Encyclopédie de l’Islam*. Brill Online, 2016.
https://referenceworks.brillonline.com/entries/encyclopedie-de-l-islam/barid-SIM_1233.

8 A recent critical analysis of the Abbasid *barīd* is the mentioned A. J. Silverstein’s *Postal Systems in the Pre-Modern Islamic World*, especially the first three chapters. The volume is striking for the breadth of the research and the amount of Arab and Iranian sources used. The testimony on the number of stations is by the well-known Persian geographer and state official at the Abbasid service Ibn Ḥordāqbeh (820–911), written in his major work, *kitāb al-masālik wa’l-mamālik* [The Book of Roads and Kingdoms] published in French in Leiden in 1889 by the Dutch orientalist Michael Jan de Goeje.

Spain, the service was much less developed and probably only organised with pigeons and occasional envoys.

The decline began towards the end of the ninth century, due to financial difficulties and continuous internal rebellions that interrupted the great caliphate roads. The *barīd* was flanked and in some cases replaced by private systems, such as opportunities with travellers and merchants who had organized their own unofficial and confidential systems: *kitāb* (pl. *kutub*) *al-tuġġār*, “the merchants’ letter,” is a recurrent expression in literary sources since the tenth century.

The *barīd* crumbled in Iraq under the Buyids (945–1055), the new Shiite dynasty of Persian origin. In Syria, on his ascent to the throne, the Seljuk sultan Alp Arslan (1063–1073) abolished the *barīd* on the grounds that he did not need a director of information and mail, whose relations could be tendentious. The Seljuk tribal leaders were also opposed to the *barīd*, fearing that it might affect their independence.

Merchants’ Mail in Egypt

In Egypt, the Fatimids immediately showed a greater predilection for the pigeon system and merchants’ networks than for the traditional *barīd*. It is worth noting the functioning of these merchants’ networks that operated in the Fatimid age. It was an efficient and structured service: the merchants carried letters from scholars, other merchants, pilgrims at very reasonable rates. Mail from Egypt to the Maghreb and Spain was subject to delays and irregularities and ultimately to uncertainty and luck. On the other hand, messages sent to the eastern regions of the Fatimid state, Syria and Palestine, enjoyed a weekly, efficient and safe service; senders even received confirmation of delivery. The couriers were called *fuyūġ* (sing. *fayġ*) in Arabic, *rassim* (sing. *ras*) in Hebrew, and mostly Muslims. There were no regular horse-riding exchange stations: occasions or the frequent caravans were used and, in summer, ships connected Egypt with the Syrian-Palestinian coast. For a higher price one could send dedicated express couriers: a *rasūl* (pl. *rusul*), in Arabic, or *shaliah* in Hebrew.

The service was very well organised, and some merchant families had organised duly professional postal agencies, which sent letters to recipients or corresponding agencies. For example, we know of the agency of Muhammad ibn Tahir or the “House of ‘Abd”.⁹ The Fatimid government used extensively the constant and regular flow of news that arrived through merchants’ letters. The large deposit of manuscripts of the Cairo Geniza, dated between 1025 and 1266, is well known. Besides texts of a religious nature, the Geniza also contained correspondence of an economic nature, which highlights that the distinction between personal and official communication was not so clear.

The End of the Pre-Mamluk *barīd*

By the end of the 11th century the *barīd* had been replaced by carrier pigeons and merchants’ networks in the Fatimid areas; it was in decline at the eastern end and had been abandoned in the Seljuk and then also the Ayyubid areas.

By the end of the 12th century Egypt and Syria were ruled by the Ayyubid dynasty. For some time then, the *barīd* no longer existed and the circulation of news and letters, necessary for the political administration, was entrusted to occasional envoys, to systems of carrier pigeons or optical signals with fires or to dedicated couriers on foot or on dromedary. The choice of the dromedary rather than

9 Shlomo D. Goitein has dealt in detail with the merchants’ mail in Fatimid Egypt: *The Commercial Mail Service in Medieval Islam*. In: *Journal of the American Oriental Society*, no. 84, 1964, pp. 118–123, and *A Mediterranean Society*, I. Berkeley: University of California Press, 1967, pp. 281–295 (this is the six-volume study on the documents of the Geniza of Cairo). I used the synthesis of A. J. Silverstein in *Postal Systems in the Pre-Modern Islamic World*, pp. 123–124.

the horse was advantageous, because the animal is resistant, can ride between 8 and 20 kilometres per hour and can travel 150 kilometres in 15 or 20 hours. It can also carry a large load and was therefore used to transport not only messages but also parcels, especially between Egypt, Palestine, and Syria. In 1190 a *nağğāb*, a courier on dromedary, took five days to complete the route between Aleppo and Acre.

Several special cases are known: al-Zāhir Ġāzī was Saladin's third son, and his father appointed him governor of Aleppo. Towards the end of his life, in 1216, he had organised postal relations between Aleppo and Cairo to be kept informed about political issues of the capital. This was certainly an exceptional organisation and set up for this occasion, but the use of the expression *ḥayl al-barīd* – the horses of the post – by the rapporteur shows how these horses were undoubtedly already used for the transport of correspondence, even if so in an unorganised and non-regular way; or that there was at least memory of such an ancient use. According to a contemporary chronicler, Saladin himself, on the eve of his death, had sent his emissary 'alā al-barīd, that is "by means of the post." Perhaps these exceptional organisations used the numerous Ayyubid *caravanserais* that would later be adapted as post stations by the Mamluk organisation to follow. The official in charge of the mail was the *ğandār*, who received the couriers and forwarded messages. In 1260, after the Mamluk conquest, two bags full of letters were found in his house.¹⁰

Carrier Pigeons

[...] for a moment the sky was overshadowed by a cloud of traveller pigeons carrying the news.
Jean de Joinville¹¹

Carrier pigeons have been used in the Arab world since the Abbasid age mainly for urgent news or in case of siege, when any other means was impossible. In Syria and Egypt the system developed for military reasons mainly under Nūr al-Dīn (the military leader and Turkish sovereign, known in the West as Norandino, 1118–1174). The letters were written on very light paper and tied under the wing of the bird. After Nūr al-Dīn, the system was maintained by Saladin and his successors, although not systematically in all cities: in Homs, for example, the construction of dovecotes and the organisation of the pigeon post dates only to 1240. Contemporary chronicles suggest a use mainly for short and medium ranges – evidently because the network of dovecotes was not sufficient for long distances – but point also towards intense use.

This service was also reserved for the state, but at least one private connection is known: at the beginning of the Ayyubid age a powerful emir had installed a personal connection between Cairo and Fayyum to manage his businesses.¹²

The Beginnings of the Mamluk Mail

The political and administrative organisation of the Mamluks was very efficient, always making use of an excellent chancellery organised according to ancient models. After the reconquest of the lands already taken by the Mongols and under the leadership of the great sultan Baibars, the Mamluks immediately (re-)founded the *barīd*. The first to study the Mamluk *barīd* with modern criteria was the Frenchman Jean Sauvaget (1901–1950)¹³ who had worked from 1924 to 1937 at the French Institute in Damascus (at the time Syria was under French mandate) where he was able to carry out

10 Eddé, Anne-Marie: *La principauté ayyoubide d'Alep (579/1183–658/1260)*. Stuttgart: F. Steiner, 1999.

As part of the extensive section devoted to the administration of Ayyubid Syria, the scholar dedicates chapter 4 (pp. 343–346) to the post office, with extensive bibliography.

11 The news is that of the landing of Louis IX, King of France, at Damietta, in 1249; Jean de Joinville is the biographer of St. Louis; see entry *Hamam* in *The Encyclopaedia of Islam*, edited by H. A. R. Gibb et al., Leiden, 1960–2003, vol. III, p. 108.

12 Eddé, Anne-Marie: *La principauté ayyoubide d'Alep*, p. 346.

historical and archaeological research. Sauvaget's work was innovative, because in addition to the tools of classical orientalism, i.e. the historical, literary and philological analysis of written sources, he also worked 'in the field.' In his study of the *barīd*, in fact, he presented his own written sources (chancellery manuals, see below, and travellers' reports), practised exegesis and complemented these with historical topography, epigraphy and archaeological remains of post stations, which he personally explored and studied. He could identify with certainty 29 of the 60 sites visited. Sauvaget wrote in the introduction to his work:

It is from this exploration that the present study was born. For those who could not access literary sources, it would not be worth dealing with the subject: even if systematically collected and compared, the information obtained would not have allowed to go far. But the theme grew richer as the archaeological documentation increased, clarifying in a new and unexpected way the history of the Mamluk barīd. Many aspects are only briefly explained in chancellery manuals, or left completely in the shadows.

Monuments, inscriptions and historical topography add – and it is only the disciplines that can do so – testimonies that are all the more precious for they are irrefutable. Above all, these new sources make it possible to examine the technical organisation of the postal service, making up for gaps in written sources on some essential points. Even on certain points of the actual administrative organisation, the technical writings do nothing but complete or validate what has been deduced from monuments or historical topography.¹⁴

The following paragraphs are largely a summary of Sauvaget's work.¹⁵

The reliable Mamluk historian al-Maqrīzī (1364–1442) tells:

When Baibars became sultan of Egypt, he organised the mail on all roads and in this way the news arrived at the Citadel (i.e. Cairo) from Damascus in four days and returned in the same time. The news from the provinces arrived twice a week and he, without leaving the Citadel, decided everything related to his possessions: appointments or dismissals. Expenses for this were considerable until the service was fully organised, which happened in 659.

The Hijri year 659 corresponds to the period 6th December 1260 to 25th November 1261. It was not a matter of a simple reorganisation of a system abolished two centuries earlier and perhaps occasionally and especially rearranged temporarily in exceptional circumstances, Sauvaget insists this at this point, but about the actual creation of a new sovereign institution that functioned regularly, for the exclusive use of the sovereign and with the same administrative organisation (with variations in detail) until his death.

It was a confidential service, not open to the public nor to economic interests: its purpose was the transport of military, political, diplomatic, and administrative correspondence of the sovereign as well as his emissaries. No one could mount a postal horse without an express order from the sultan who, at times, granted this honour to some high dignitaries. The people's conscience had well understood this exclusive right of the sultan, and called the postal roads "the streets of the sultan."

From an operational point of view, it was Baibars himself who took control, as with all administrative matters: his vigorous personality and the yet uncertain stability of the kingdom would not have accepted other solutions, not even the collaboration of the vizier (*wazīr*), that is, his closest subordinate. "Baibars had decreed that all dispatches arriving by mail should be opened in his

13 Sauvaget, Jean: *La Poste aux Chevaux dans l'Empire de Mamelouks*. Paris: Librairie de l'Amérique et d'Orient, Adrien-Maisonneuve, 1941. The volume is difficult to find in Italy, owned by a few libraries; I thank Rita Tolomeo and Carlo M. Biscaccianti, respectively professor and librarian at the "Sapienza" University of Rome, for having kindly made available to me a copy. Other previous or contemporary works were pioneering or related only to some specific aspects.

14 Sauvaget, 1941, pp. 6–7.

15 I do not specify the sources mentioned by Sauvaget, but referring for this purpose to his work.

presence and that blank sheets of paper should be brought to him to write down the answers,” al-Maqrīzī continues. He did not allow delays for his replies: “If a courier arrived at sunrise, he was discharged with his reply by the third hour; if he arrived at the third hour, he was discharged at noon. This was the custom that the sovereign followed also in the following years.” The arrival of the mail overcame all ceremonial matters: “While he was taking a bath in his tent, the mail came from Damascus. Without wasting a moment and without giving himself time to cover his nakedness, the sultan began reading.”

Couriers and Service Agents

According to Islamic ethics, transporting a letter is a mission of trust: taking charge of it means taking responsibility for something sacred that must be faithfully transmitted to those entitled. In the case of the *barīd*, this conception was even more imperious because it was a matter for the sovereign, who identified with Islam itself. The courier, instrument of the interests of the sultan and bearer of the secrets of State, had to be of discretion at all costs. Couriers therefore came from the ranks of the sultan’s personal Mamluks, that is, his slaves or his freed, bound to him by legal and moral ties as a guarantee of loyalty. Even more so among those of his immediate entourage, who served the sultan in his private life but could also be charged with missions outside the capital. Moreover, since all costs were borne by the sovereign, recruiting couriers from amongst the staff already serving by him allowed for some considerable economy. This organisation was in force at the Citadel of Cairo; in Damascus there was an emir serving as postal director: *wālī-l-barīd*. The couriers undertook the entire journey by themselves and changed horses at each post station.

On their mission couriers (*barīdī*, pl. *barīdiya*) were provided with a leather bag to keep the packages and, above all, with their distinctive sign that allowed everyone to identify them immediately: a yellow silk handkerchief that they tied around their necks and left to hang on their backs. The identification plaque for this office (*lawḥ al-barīd*) may not have been introduced immediately.

When they brought good news, the couriers were rewarded. In 1266 a courier who had brought news about the success of the expedition against Sis¹⁶ received 1,000 *dirhams* and the title of emir, and there are several such cases. The custom continued: in 1388, a postal official who announced the defeat of an attempted revolt in Syria received a great gift. Those who brought good news went to the houses of the emirs to spread them, and from each one of them they received a gift.

The other agents of the service were an emir of lower rank, the “commander of couriers,” in charge of distributing the orders among the couriers and of subordinate personnel in the stations along the way, such as grooms for the horses and for the assistance to the couriers; these too were probably royal Mamluks. While in stations in Egypt horses were supplied by the sultan, on the Syrian postal roads up to Damascus the horses were supplied by the Arab tribes and local Turkomans in exchange for a collective compensation and perhaps (but this is not certain) also from external sources. This system and the desire to save costs meant that the provision of horses and couriers did not allow more than two rides a week. Sauvaget does not judge the administration of Baibars in a negative sense, on the contrary he praises the organisational capacity given the scarcity of resources available due to the strong and constant war effort against Europeans and Mongols.

The Postal Stations

These were located along the “postal” roads; the couriers stopped there to change horses and to refresh themselves. A section between stations was called “a post”, as was later the case in Europe. The distances between the different stations depended on practical reasons rather than on theoretical

16 Battle of Mari against the Armenian Kingdom of Cilicia under King Hethum I, 24.08.1266 (editor).

distances established *a priori*. According to manuals, the “theoretical post” consisted of four *parasang* of three miles each, that is, twenty kilometres. Practical requirements suggested, however, that the stations should be located at certain points (population centres, water springs, existing buildings, Ayyubid caravanserais; the latter was common on the Damascus–Homs road). Sauvaget carried out archaeological research into these buildings in Syria, where he identified the emblem of Baibars and identified several remains of post stations – either adaptations of existing buildings or specifically erected buildings – and described some of them. The buildings were on average about fifty metres long and about forty metres wide, generally rectangular in shape, with rooms used as stables, mosques, guardhouses, staff quarters, warehouses, latrines, and a central courtyard with a cistern. The al-Hair station had a front-building: a Byzantine tower incorporated in the structure, useful for optical signals. These were buildings of a purely functional nature, buildings of poor quality and without architectural pretensions, exclusive to the *barīd* and unsuitable for other uses: they could not, for example, accommodate carriages, i.e. private traffic.

Sauvaget’s archaeological and topographical work on the stations appears to be very rigorous, learned, extensive, and groundbreaking.

Postal Routes

Already in the Middle Ages the fabric of the streets of Syria was defined. There were two major north-south axes: the first went along the coast, close to the mountain ranges, and could be extended to Cairo. The second developed beyond the Lebanese mountains, on the border of the desert zone, from Aleppo to Damascus to Jordan and Aqaba on the Red Sea. There were also transversal roads that connected these two great axes crossing the mountains, as well as other roads that connected Syria with Mesopotamia through the desert. These difficult routes were only practically usable in winter, and therefore rarely followed. To connect Syria and Mesopotamia it was preferred to travel the Tigris or the Euphrates up to al-Raḥba or Raqqa, from where one descended to Damascus.¹⁷

On this pre-existing network began the ‘postalisation:’ that is the setting up of post stations on routes that could be useful to the *barīd*. However, at the time of the establishment of the service, during the reign of Baibars, one can detect that the system extended over the whole of Egypt but only over a portion of Syria. This reflects the postalisation of the roads, was carried out in Egypt immediately on traditional routes, while in Syria it followed within about a year from capturing cities and their hinterlands.¹⁸

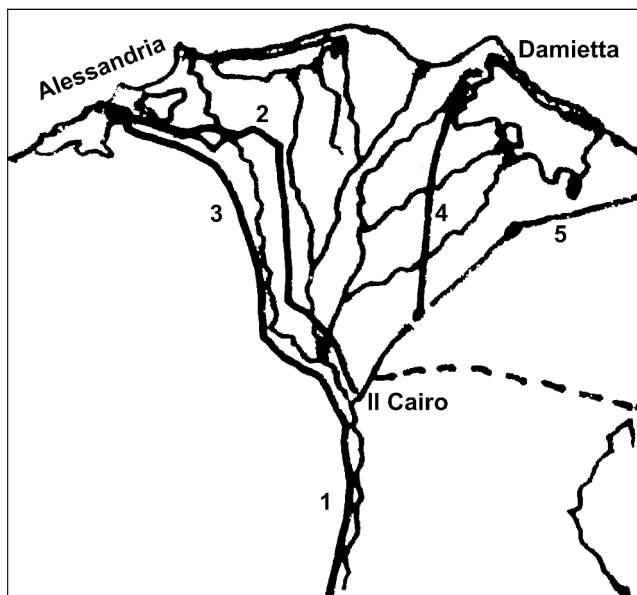
1260. Creation of the service. Existing postal routes, all leaving from Cairo: Said road, southbound (marked 1 in *fig. 1*); Alexandria via the delta (2); Alexandria through the desert (3); to Damietta (4); to Damascus (5).

1261. Damascus–Aleppo. Aleppo had been taken in mid-April; the two important places along the road were not in the hands of the Mamluks (Homs was taken only in 1264, Ḥamā was ruled by independent princes until 1341). This did not cause difficulties as the local rulers had cordial relations with the Mamluks, born of common fears towards the Franks and Mongols.

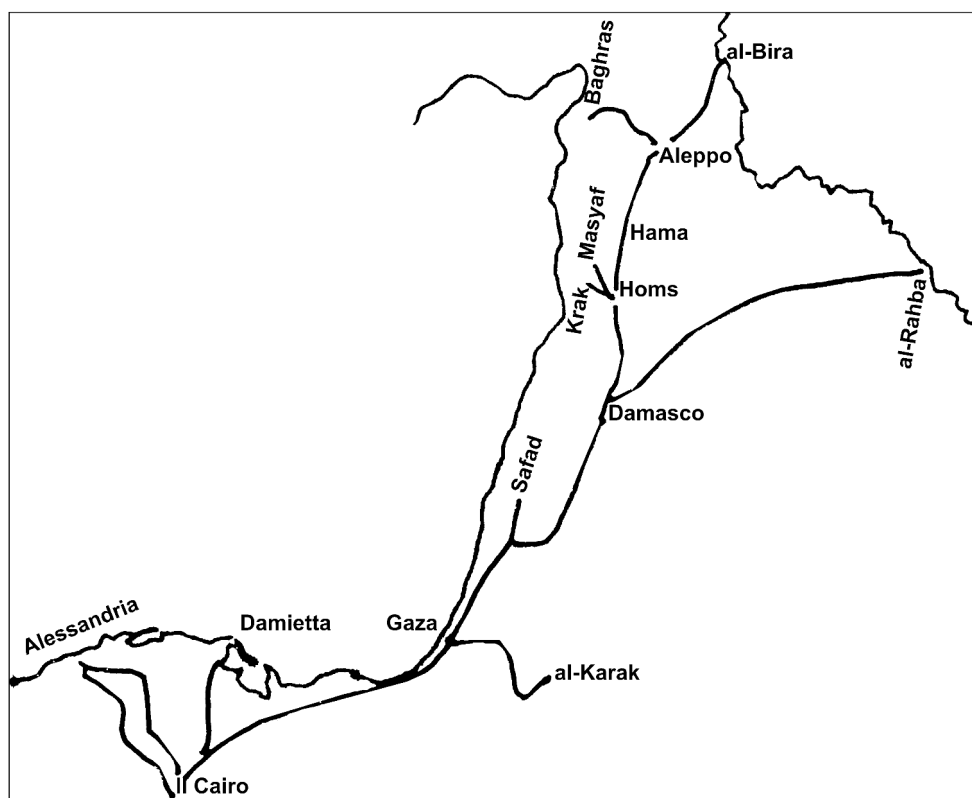
17 The Syrian road network since the 11th century was explored by Cinzia Tavernari in several studies, starting with the dissertation *Caravansérails et réseaux routiers du Bilād al-Šām (fin XIIe siècle – début XVIe siècle) sous la direction de Mm. Jean-Pierre van Staëvel*. Université Paris IV, 2011. The main text I have used is *From the Caravanserail to the road: proposal for a preliminary reconstruction of the Syrian Road Networks during the Middle Ages*. In: Proceedings of the 7th International Congress on the Archaeology of the Ancient Near East, 12 April–16 April 2010. The British Museum and UCL, London. Vol. 2. Edited by Roger Matthews & John Curtis. Wiesbaden: Harrassowitz, 2012, pp. 711–727.

18 The fourth and final chapter of Sauvaget’s work is dedicated to his topographical and archaeological investigations along the Syrian roads, to the reconstruction of tracks and the identification of the post stations, dovecotes and points of transmission of optical signals (see below).

- 1262. Extension of Damascus–Aleppo to al-Bīra on the Euphrates, for news of Mongolian movements.
- 1263. From Gaza to al-Karak in the east (now Jordan).
- 1264. From Damascus to al-Rahba on the middle Euphrates.
- 1266. Re-routing of the Gaza-Damascus road to Safad (now northern Israel).
- 1268. From Aleppo to Baghras (today in Turkey) following the conquest of the French principality of Antioch.
- 1270. From Homs to Masyāf in the northwest.
- 1271. From Homs to Krak, south of Masyāf.



Figs. 1 and 2:
 Compilation by J. Sauvaget
 in *La poste aux chevaux*.



It does not seem that the roads were either paved or equipped with bridges over the rivers: these were crossed by ford: "Damn road," the couriers said. The Cairo–Gaza–Baalbek–Damascus route (774 kilometres) was travelled twice a week and allowed the distance to be covered in a week. In exceptional conditions a courier was able to manage it even faster, as in 1271, when on the occasion of a Mongolian raid it took only three days.

The network described clearly illustrates the criteria for the choice of postal routes, i.e. the political-administrative needs, with roads to the locations where the prefects were based and the military needs towards the borders: the roads reached the fortress cities located at the limits of the Mamluk empire. There were no reasons for economic development as the *barīd* was not interested in these. This can be seen, for example, from the fact that the coastal road, where the economic activity of coastal cities was fervent, was not 'postalised'.

In 1277, after the death of Baibars, the postal network consisted of about 3,000 kilometres.

Carrier Pigeons (once more)

Baibars also reorganised the system of carrier pigeons (already active in the Ayyubid era and which perhaps, unlike the *barīd*, had not been interrupted), transforming a precarious and occasional system into a regular and effective instrument.

It began in Syria (where there could still be military activity against the Mongols) with two lines from Damascus to the north-east, one between two other strategic points in the east, then a fourth line from Homs. In this way the advanced citadels towards the northern and eastern borders were quickly connected with the capital, while it does not seem that there were any connections between Syria and Egypt. Here too there was a network, the central point of which was always the citadel of Cairo, from which lines towards Upper Egypt, Alexandria and Damietta branched out.

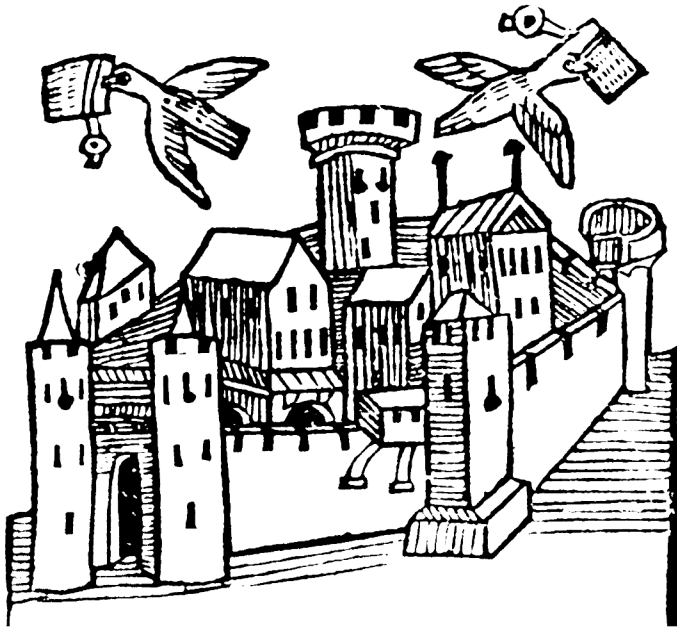


Fig. 3:

The West was, amazingly, aware of the efficiency of the system of carrier pigeons.

In this imaginary representation, two pigeons depart from a city carrying western-style letters in their beaks. In reality, the messages were tied under the wings; in the beak they would certainly have been lost.¹⁹

The dense network of dovecotes was described by various names: in addition to the dovecotes, *burg al-ḥamām*, there were pigeon centres, *marākiz al-ḥamām*, message centres, *marākiz al-baṭā'iq*, release points, *masāriḥ al-ḥamām*, and landing points, *maṭārāt al-ḥamām* (the word *maṭār* has

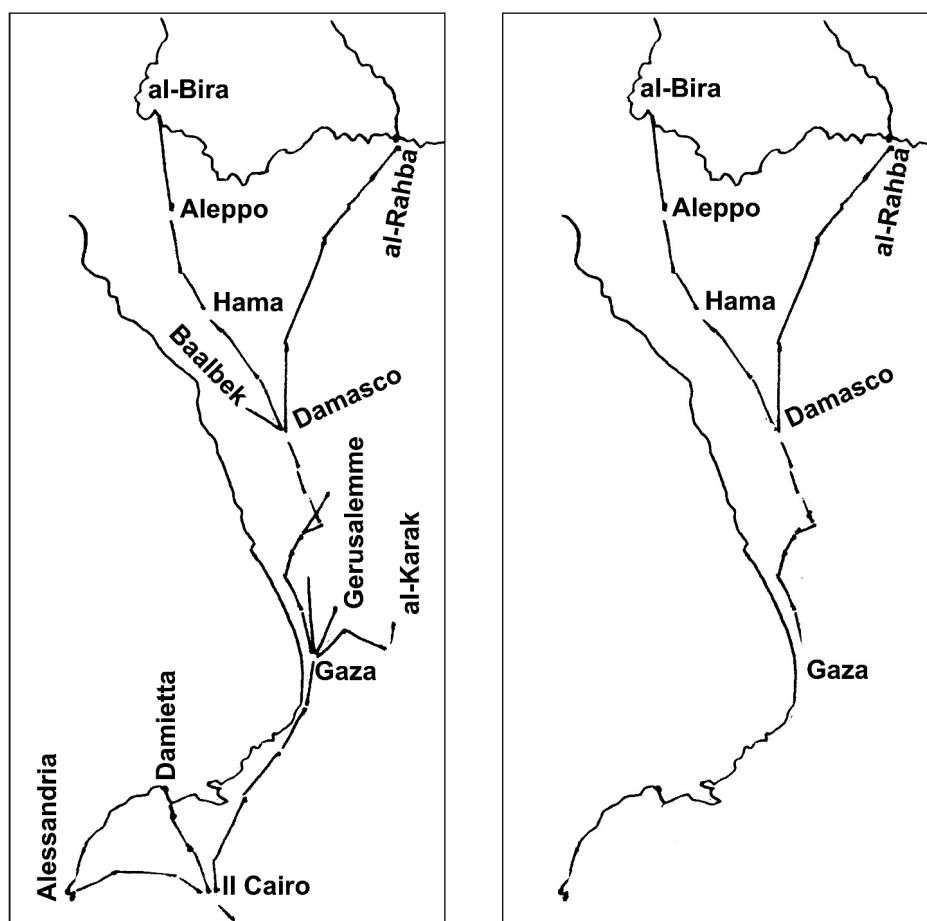
¹⁹ Wood engraving included in the first German translation by Otto de Diemeringen's *Reisen* by Jean de Mandeville, Strasbourg 1488, preserved at the Bibliothèque Nationale et Universitaire de Strasbourg, K. 2490 (taken from Y. Ragheb: *Les messagers volants en terre d'Islam*).

remained in modern Arabic with the meaning of airport). These served as pigeon exchange stations and were run by specialised personnel (director: *muqaddam*; guardian: *barrāġ*). However, the network of dovecotes was more extensive than that of the *barīd*, reaching even in places not reached overland, such as Jerusalem.²⁰

Optical Signals

In addition to the *barīd* and the pigeon service, there was in the Mamluk period also a network for the transmission of messages via optical signals. There is no precise information on the starting date of this service, which can be attributed to Baibars only as a reasonable hypothesis. It had an essentially military purpose, that is, to alarm for possible Mongolian movements. It was therefore a less extensive network: Damascus was connected to the northern borders by two lines: one towards al-Bīra and the other towards al-Rahba. From Damascus the line continued south to Gaza, from where messages arrived in Cairo via *barīd* or by pigeon.

The organisation was very simple: a few men stationed on peaks or high buildings (sometimes on the terraces of *barīd* stations) received news from the previous station and transmitted signals with fire or smoke to the following one. However, Sauvaget observes, it could not be as fast as some contemporary sources claim: according to which news arrived from the Euphrates in Cairo in the space of one day and one night.²¹



Figs. 4 and 5:
The network of dovecotes (left) and optical signals (right).
Compilation by J. Sauvaget
in *La poste aux chevaux*.

20 On the system of pigeons: again Sauvaget, as well as Youssef Ragheb's *Les messagers volants en terre d'Islam*. Paris: CNRS, 2002. It is a complete work on the system of carrier pigeons: routes, mechanisms, administration, writing techniques, architecture, and archaeology of dovecotes. Chapter 3 is dedicated to the postal network with Mamluk pigeons. The full text of the volume is available online: <http://books.openedition.org/editionscnrs/1210>.

21 All the authors mentioned speak of optical signals.

The Origins of the System²²

Although Baibars was a great organiser, it is hard to believe (according to Sauvaget) that he invented the *barīd* system from scratch, without models or borrowing from earlier organisations. His administrative reforms are in the tradition of Ayyubid and Seljuk caliphates.

The *Ta'rif*, a manual of the chancellery by al-'Umārī²³ (14th century) provides answers. After the reunification of Egypt and Syria under his rule, Baibars dealt with the administrative organisation of the new provinces and appointed a prefect, a vizier and a secretary of the chancellery in Damascus. The manual states:²⁴

It was my paternal uncle, al-Şāhib Şaraf al-Dīn abū Muḥammad al-Wahhāb (may God have mercy on him) who was appointed foreign minister. He went to see the sultan to bid him farewell before taking up the post, and received from him numerous recommendations, in particular that he should keep him constantly informed of all affairs and communicate to him all information concerning the Mongols and Franks. "If you can see to it that I do not go to sleep at night without having received your news, and that I do not get up in the morning without having received further news, do so," he told him. My uncle then explained to him how the post was organised in old times under the caliphs and suggested that he set it up again. My uncle said, "I am the one who decides on the organisation of the post office in the presence of the sultan." And since then it has never stopped working: It is the wing of Islam.

The *barīd* of Baibars would therefore be nothing other than the resurrection of the old caliphical system, thanks to the historical knowledge of a scholar. This may have been the case, but the reality must have been more complex, Sauvaget notes. It is true that high state officials could have known the ancient caliphical system well because they had learned about it in technical manuals, ancient chronicles and scientific works,²⁵ but it does not seem possible that such a complex and delicate system could have been organised solely on the basis of such traditions. In fact, there was one source in the Eastern world at that time that could be a direct inspiration: the Mongolian postal service, which the Mamluks knew well and which functioned very regularly.

The Chinese and Mongolian Post²⁶

A state system with postal stations and horse changes reserved for official travel and state correspondence was established in China as early as the 4th century BC (called *yi* or *li*). In the 7th century (Tang dynasty), the network of postal routes covered almost the entire empire and stretched for at least 35,000 kilometres and was under the control of the Great Imperial Chancellery and the Ministry of War. The posts were located about twenty kilometres apart and each of them kept staff and 10 to 60 horses at the ready. Couriers on foot or by donkey were used locally or on difficult terrain. Horse couriers made an average of five posts per day, express couriers made 16 posts. The couriers were issued with a sovereign badge (*pa'iza*). There are 1,643 posts documented for the Tang era.

The expansion of the Mongol Empire under Genghis Khan in the 13th century required efficient administration and communication, these were modelled on the Chinese system. This post, called *yam* (road), was also reserved for state purposes. As early as 1220, the road from Beijing to Samarkand and routes through Persia to Mesopotamia were covered. The relay stations were headed by *yamçi*, the courier was also called *yamçi* as well *iļçi* or *ulağçi*, from which the Turkish words *çapar* and *ulak* (*ulāq*) are derived. The Mongolian courier was equipped with sovereign insignia (*pa'iza* or *tamğa*).

22 Chapter summarised (editor).

23 Ibn Faḍl Allāh al-'Umārī (1301–1349): "at-Ta'rif bi-al-muštalaḥ aš-šarīf" (editor).

24 The translation follows J. Sauvaget, *La poste aux chevaux dans l'Empire de Mamelouks*, p. 6.

25 For instance, *The Art of the Secretary* by al-Naḥḥās, who died in 950; or, the great Persian mathematician and scientist al-Ḥwārizmī (c. 780–850) had devoted a chapter of his work "The Key to the Sciences" to the technical terminology of Abbasid mail. Also known are the sporadic references seen above in *La posta nell'area in età premamelucca*, from which the existence of an organised postal system cannot be deduced.

26 Chapter summarised (editor).

The Mongols developed the Chinese model further: in addition to the *morin yam* (regular post by horse), there was also the *tergen yam* (slower post with wagons), the *narin yam* (secret express post) and the *dajin (tayan) yam* (military post). The military mail was based on temporary postal stations created on the way to the frontline. At the time of its maximum expanse, the *yam* consisted of 60,000 kilometres of routes, 10,000 of which were in Persia and Mesopotamia; between 2,500 and 3,000 postal stations and involved 125,000 to 150,000 horses and between 7,000 and 8,000 employees.²⁷

The Mongol system was also described by Marco Polo.²⁸ He is also the first to use the word “*posta*” for a station for changing horses.²⁹ After the Mongols had conquered parts of Syria and Palestine, they immediately established their own postal system there as well, probably as *dajin yams* (military post).

The Origins of the Mamluk System³⁰

Sauvaget had therefore advanced the hypothesis that the Mamluk mail was a direct derivation of, or inspiration to, the Mongolian mail set up in the region. The Mamluks, knew the Mongols well, who for them were the enemies even more so than the Franks: what is more natural, Sauvaget argues, than learning from the enemy to then twist the knowledge against him? Baibars was of *qipčaq* descent, nomadic Turks (also called *Cumani* and *Polovcy*) and therefore knew their customs well. Sauvaget had not thoroughly discussed this hypothesis; on the contrary, some of his observations of a heraldic and numismatic nature undermined it.

Recently, the French scholar Didier Gazagnadou has researched the origin of the Mamluk *barīd*.³¹ In his opinion there can only be three hypotheses, similar to Sauvaget’s: the continuation of the system already existing in Egypt and Syria; the new creation from vague memories or from individual genius; the imitation of the Mongolian system, in operation for decades beyond the Euphrates and also installed in Syria and Palestine.

Gazagnadou discarded the first with the same considerations as Sauvaget: there were recollections left at the time. He agrees with Sauvaget in his doubts about the anecdote about al-‘Umarī’s uncle. He observes that the little or even less Arabicised the Mamluk ruling class must have been wary of Arab scholars and of vague memories. One would have been more attentive to the concrete observation of what the Mongols were doing.

In short, Gazagnadou fully adopts the hypothesis that the Mamluk mail is derived from the Mongol (and thus the Chinese) model. He cites Baibars’ ancestry and contacts with the Mongols during his time as a high official with Ayyubid of Damascus; the Mongol mail was run in Syria by Arab officials who passed on their knowledge, and Mamluk informants. Baibars feared the Mongols but also admired them: he introduced their customs, dress, art and institutions as well as elements of their law into the Mamluk state.

Gazagnadou discusses in detail the various sovereign insignia of the couriers, the material as well as their symbolism. As a representative of sultans or khans, these conferred actual power. Archaeolo-

27 Mongolian (and Chinese) mail was succinctly described by Didier Gazagnadou’s *Les postes à relais de chevaux chinoises, mongoles et mameloukes au XIIIe siècle: un cas de diffusion institutionnelle?* in: *La circulation des nouvelles au Moyen âge*, XXIVe Congrès de la S.H.M.E.S. (Avignon, Juin 1993). Rime: École Française de Rome, 1994, pp. 243–250. The author then took up the theme more fully in *La poste à relais en Eurasie: la diffusion d’une technique d’information et de pouvoir: Chine, Iran, Syrie, Italie*. Paris: Kimé, 2013 (1994). He dealt with the subject in greater depth in J. Silverstein’s *Postal Systems in the Pre-Modern Islamic World*, who devoted chapter 4 to it. For words in Mongolian see Paul D. Buell *Historical dictionary of the Mongol world empire* (Historical dictionaries of ancient Civilizations and Historical eras, 8.), Lanham/Maryland/Oxford: Scarecrow, 2003.

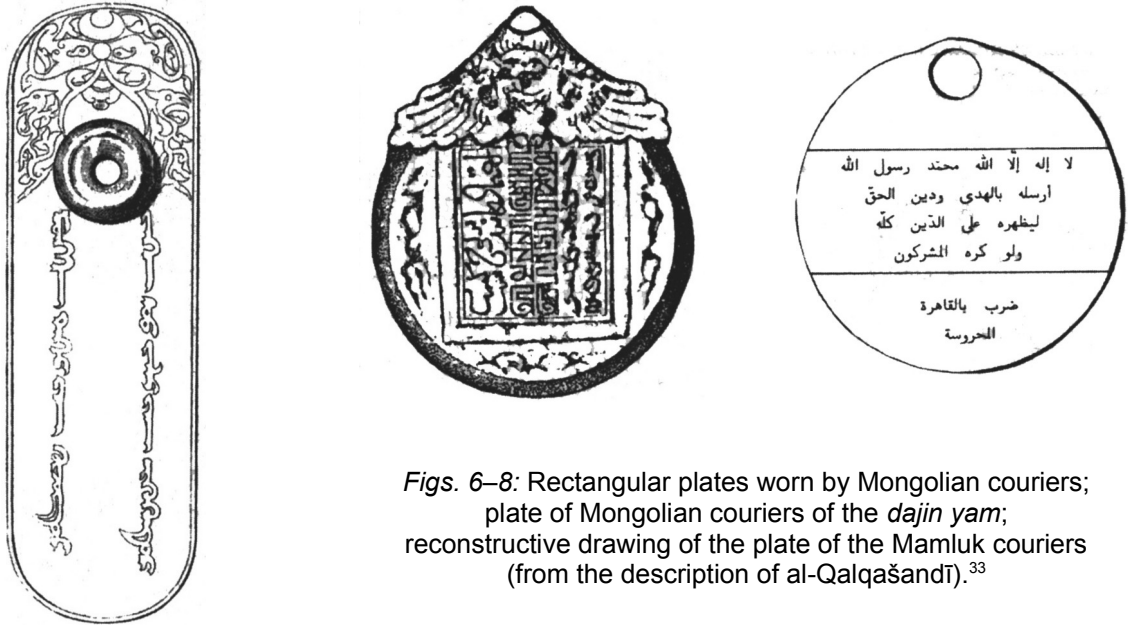
28 Marco Polo: *Il Milione*, 81. The quotation is taken from Gio. Batta. Bandelli Boni’s *Il Milione di Marco Polo testo di lingua del secolo decimoterzo ora per la prima volta pubblicato ed illustrato*. Florence, 1827.

29 Cf. p. 1057 in: Salvatore Battaglia’s *Grande dizionario della lingua italiana, XIII, Perf-Po*. Turin: Utet, 1986.

30 Chapter summarised (editor).

31 Gazagnadou, Didier: *Les postes à relais de chevaux chinoises*; and *La poste à relais en Eurasie*

gical finds of Mongolian plaques of military couriers show the same shape and size as the Mamluk plaques in gold, silver or leather.³² Moreover the plaques were tied to the neck of the courier with a yellow silk cord: yellow was the Chinese imperial colour and the correspondence for the emperor was wrapped in yellow silk cloth. Even the system of optical signals, he says, could have been taken from the Mongols who may have taken it in turn by the Chinese, who used it at least from the eighth century.



Figs. 6–8: Rectangular plaques worn by Mongolian couriers; plate of Mongolian couriers of the *dajin yam*; reconstructive drawing of the plate of the Mamluk couriers (from the description of al-Qalqašandī).³³

Gazagnadou notes that the Mamluk mail with exchange stations was not a new creation, but an imitation of the Sino-Mongol system that existed in Syria and Iraq around 1260. This is interesting in that it is a complex system involving the technical, governmental and bureaucratic spheres, whereas other known cases of cultural transmission are more of a technical-scientific, religious or artistic nature.

Gazagnadou concludes that the system, with its efficiency and not inconsiderable technical problems, touches in a central and decisive way on the formation of the State and its capacity for ‘territorialisation’, that is, to control territories and populations, their taxation and military strategy.³⁴

*The history of the structures of a territorialised state is linked to a true information policy that was, from very early on and until the 15th and 16th centuries (with the exception, it must be said, of the Roman *cursus publicus*), above all a characteristic of the states of the near, middle and far east and the sign of the high level of their bureaucratic systems.*

Silverstein also discusses the origins of the Mamluk mail and supports Gazagnadou’s arguments,³⁵ but points out that there are important aspects of the *barīd* that differ significantly from the Mongol *yam*:

- Use of couriers on foot, on mule or camel was widespread in the *yam*; the *barīd*, however, was exclusively horse-based, and couriers on foot were only used when the route was difficult.
- The Mamluks were not only heirs to the Mongol tradition, but also to other administrative traditions, with particular importance in Egypt and Syria.

32 The original information on this subject comes from Japanese (!) studies from the 1930s, which Sauvaget probably did not know of; cited by Gazagnadou.

33 Source: Gazagnadou, Didier: *Les postes à relais de chevaux chinoises* (and sources cited therein).

34 Gazagnadou, Didier: *La poste à relais en Eurasie*; and *Les postes à relais de chevaux chinoises*.

35 Silverstein, 2007, pp. 165ff. and 185.

- Although the Mamluk writers acknowledged the model of the Byzantine and Sassanid post, and the *yam* was also known, they never spoke of the influence of the latter. This argument seems weak to me, as it is based in Baibars' propaganda.

His examination goes deeper: certainly the political unification of Egypt and Syria that had been achieved and the need for accurate military intelligence were the impetus for the creation of an effective communication system; but the *barīd* was not the only way to do this: confidential correspondence could also be transported without such a complex, fragile and expensive system. Pigeons were used effectively for centuries; messengers could go from Egypt to Syria without a *barīd*, as happened with the Fatimids, Ayyubids and Seljuks.

Silverstein cites two reasons for the *barīd*: the aforementioned military system based on the horse and support for legitimacy through the adoption of Abbasid ceremonies and traditions, which included the *barīd*.

The hypothesis of a mere resumption of the Abbasid system is not satisfactory, for there are important differences: the road networks were different and so was the bureaucratic context, with a certain organisational and command structure and expenses borne entirely by the treasury; also the coordinated and integrated use of mail, pigeons and optical signals was indigenous to the Mamluks.

Silverstein concludes that the Abbasid postal organisation served as a skeleton for the Mamluk *barīd* as part of the resumption of caliphic traditions, and that the influence of the *yam* is undeniable. The main influence, however, was the Mongol threat itself and thus the associated necessity of the institution. The hypothesis of *barīd* as a mere heir of the *yam* is unsatisfactory, and it is better to consider *barīd* as an indirect product of the Mongol empire rather than a direct heir. In short, although it drew on caliphic and Mongol models, the *barīd* of Baibars was essentially a creation in its own right. This position of Silverstein seems acceptable to me.

Literary and Documentary Sources

Let's continue the story of the Mamluk post; however, a note on the sources should be introduced as we see a peculiar situation: While for the pre-Mamluk post there is a great scarcity of literary sources and chronicles – very few more or less contemporary writers are talking about it – for the Mamluk *barīd* the situation is the exactly the opposite: there are very detailed chronicles of its operation in different eras, also confirmed by the huge amount of other contemporary historical sources. The situation is the reversed from the point of view of documentary sources: while for the Pre-Mamluk period there is the large archive of the Geniza and also the documentation of the subsequent Ottoman period is copious, only very few letters or documents from the Mamluk period have been preserved, almost all belonging to the group of so-called "Haram Documents": 900 legal documents of the late fourteenth century discovered near the Temple Mount in Jerusalem in 1974–1976. These are also useful for an analysis of the expenses of the local *barīd* station.

The Zenith of the *barīd* in the early 14th Century

Let's get back to the story: the great and original construction of the *barīd* by of Baibars. Though not completely developed from the beginning and with some characters of improvisation, Baibars had created a structure from scratch. Thanks to his genius and/or by imitating neighbouring models; he had equipped 3,000 kilometres of roads with a postal service and integrated three different systems, at the expense of the State but without excessive expenditure. The direct connection with himself ensured cohesion and continuity. A masterly work, which remains a great merit to him and that of his administrative apparatus.

The first successors of Baibars stabilised the state by continuing his guiding principles, i.e. expelling the crusaders, resisting and stopping the Mongols, consolidating dynastic power and

maintaining continuity of the administrative apparatus, therefore also the *barīd*. The last years of the 13th century, however, saw the rise of the great dignitaries, who made the sultan's powers precarious and subdued.

The ninth sultan, al-Nāṣir Muhammad, took to the throne three times (1293–1294, 1299–1309, 1310–1341) and in 1310 (during his third reign) worked to bring the entire government apparatus under his personal authority; this was also reflected in the *barīd*. He suppressed the vizierate, i.e. he got rid of an overly cumbersome employee and distributed his duties among three officials, the most important of whom was the secretary of state, who had among other things the function of “keeper of the seal.” In this way the administrative system was no longer directed by Mamluks, “men of sabre,” but by natives, “men of the pen.” These were heirs to a long bureaucratic tradition, who introduced greater regularity and method in the management of public affairs. Playing the triple role of secretary of the sultan, chancellor and head of the office of editing and authentication of letters with the royal seal, the secretary of state automatically took under his direct control the instrument that was to spread the documents drawn up under his direction into the provinces and allow the exercise of sovereign power. This official drew up the documents in due form, authenticated them and organised the service of the couriers who were to distribute them, giving them the horses and the necessary marching papers and passes, which were essential for travelling from Egypt to Syria.

The increase in staff (and therefore couriers) available to the new bureaucracy made it possible to increase the frequency of connections and to professionalise the body of couriers, selecting actual professionals instead of relying on any single person. The traveller ibn Baṭṭūṭa (ca. 1304–1368), who was in Egypt and Syria in 1326, mentions a certain al-Aqqūsh, who was used only in cases of important business;³⁶ there is also known a certain Sudun, called al-Ṭayyar, “the flying man,” because in 1399 he managed to complete the route Cairo–Damascus in just two days and in as many for the return. Moreover, at that time the Mamluks were considered the best horsemen in the world.

The number of lower-ranking officials employed in the *barīd* also increased: the specialisation of officials and the increase in their number, always under the guidance of the state secretaries, contributed to improving the efficiency of the service. For a long time in both chancelleries, Cairo and Damascus, the secretaries of state were members of the same family, the Banū Faḍl Allāh. They were a lineage – or dynasty – of an administrator class, endowed with vast culture and a lively intelligence (including the uncle of al-ʿUmarī, who had declared himself organiser of the *barīd* of Baibars), to whom the merit of the technical, administrative and also economic innovations should be assigned. In fact, they managed to distribute the costs of the service among the various provinces, rather than attributing them all to the royal treasury.

If the postal organisation was made more efficient in a technical sense and more bureaucratic by the secretary of state, on the other hand the sultan, to increase his personal prestige and sovereign majesty, developed a complex court ceremonial that also affected the correspondence. The arrival of a courier was organised with precision and solemnity: he would be introduced with a specific ceremony in the presence of the sultan, would kiss the ground at the foot of the ruler, would deliver the letter to an intermediary, who would pass it back to him ritually after inspection. Then the courier handed it over to the sultan, who broke the seal and passed it on to the secretary of state, who read the message aloud.

Ceremony now took precedence over the speed of the information: if a courier arrived in the evening, he had to wait until the next morning for delivery, because the morning was considered auspicious.

36 “[The Sovereign] called a courier, a certain al-Aqqūsh, who he sent only on important occasions, and ordered him to hurry up and engage in the journey. The one who travelled the road from Cairo to Aleppo in five days – when it usually takes a month.” (Ibn Battūta: *I viaggi*. Edited by Claudia M. Tresso. Turin: Einaudi, 2006). The duration of one month refers to the slowest system, the caravan journey.

The desire to magnify all that was in the service of the sultan also contributed to the richness of couriers' insignia: a handkerchief of yellow silk (with or without a plaque) became a plaque of silvered-plated leather of the size more or less a palm of the hand, with religious inscriptions on one side and the magnificent sultan on the other. These hung from the neck with a yellow silk cord and left loose over the courier's back, so that anyone who saw him passing by could identify the courier immediately. Prepared in the royal mint like coins and seals of the sultan, these plaques symbolised the sovereign's authority: they were therefore carefully guarded, handed over to the couriers only once the journey had been decided and were collected immediately afterwards.

Development of Postal Roads and Post Stations – *barīd* and the Economy

The changed political situations at the end of the 13th and beginning of the 14th centuries (reconquest of the last remaining territories of the Latins and containment of the Mongols, with whom a peace treaty was signed in 1323) allowed the expansion of postal routes:

- 1291. Towards Latakia (the Greek Laodikeia), Beirut and Sidon;
- 1292. Towards Qal'at al-Rūm ("Byzantine fortress," today Rumkale in Turkey);
- 1294. Towards Tripoli;
- 1335. Towards Qal'at Ġa'bar and Ras al-Ain;
- 1346. Towards Ayas.

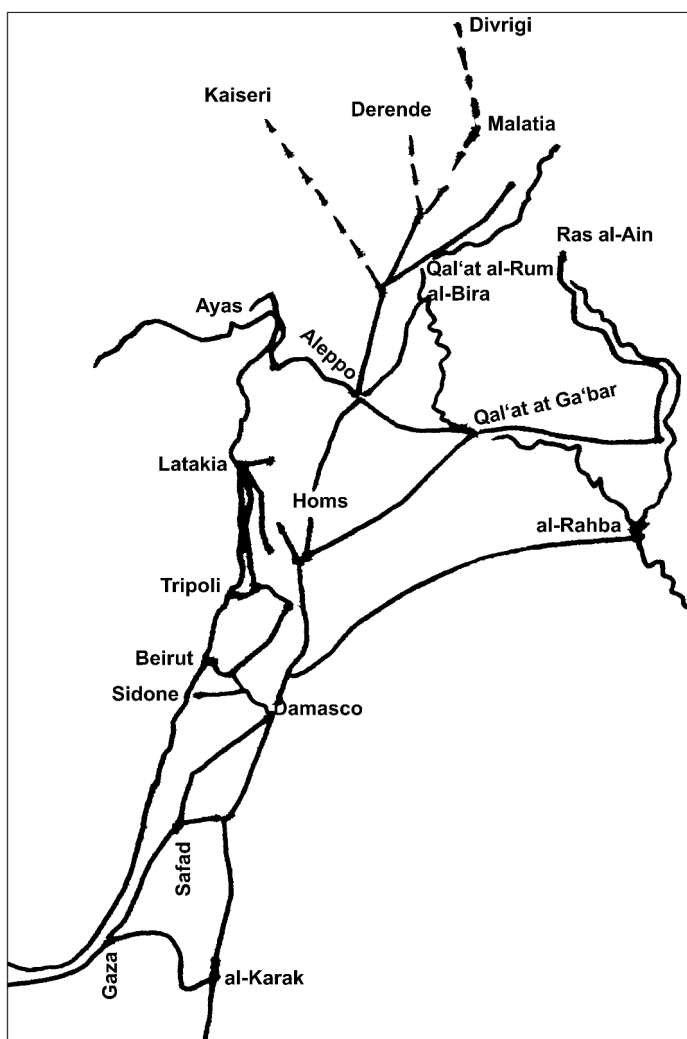


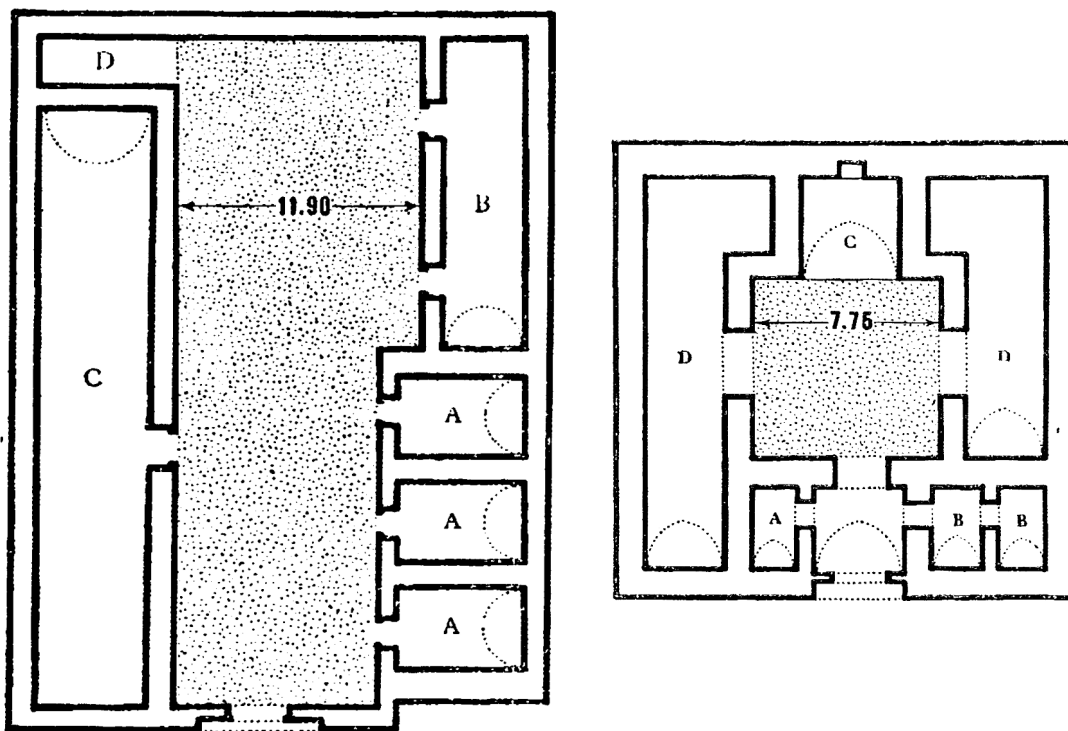
Fig. 9:
The development of the *barīd* network in the 14th century: Indication of the temporary routes.³⁷

37 Prepared by J. Sauvaget: *La poste aux chevaux*.

Also to be considered are the roads, later lost, directed towards the Taurus in Anatolia (Kaiseri, Divriği, Malatya, Darende) that the Mamluks had conquered from the Armenians but were not able to retain, as well as some secondary roads that connected provincial capitals for the needs of the service.

Once again, this development shows that military needs were taken into account in the first place: with the exception of the road to Tripoli, the others were not directed towards commercial or administrative centres, but towards fortresses on the north and north-east borders or to seaside towns, always under threat of attack by the Franks of Cyprus. This also brought about an opening of the *barīd* to commercial needs: the coastal cities were under threat but also active in trade with Cyprus.

While in the 13th century the streets and new post stations maintained in essence the structure of Baibars', in the 14th century they changed appearance. The roads were restored, improved, in some cases routes were slightly modified to make them less challenging. The stations were also restored and placed at closer intervals. The new buildings presented more complex and higher quality structures, with architectural logic.



Figs. 10 and 11: *barīd* stations in Syria.

(left) al-Manākher (1296). A = dwellings; B = storeroom; C = stables; D = latrines.
The mosque is located outside.

(right) al-Bālis (14th century). A = guardhouse; B = dwellings; C = mosque;
D = stables and warehouses.

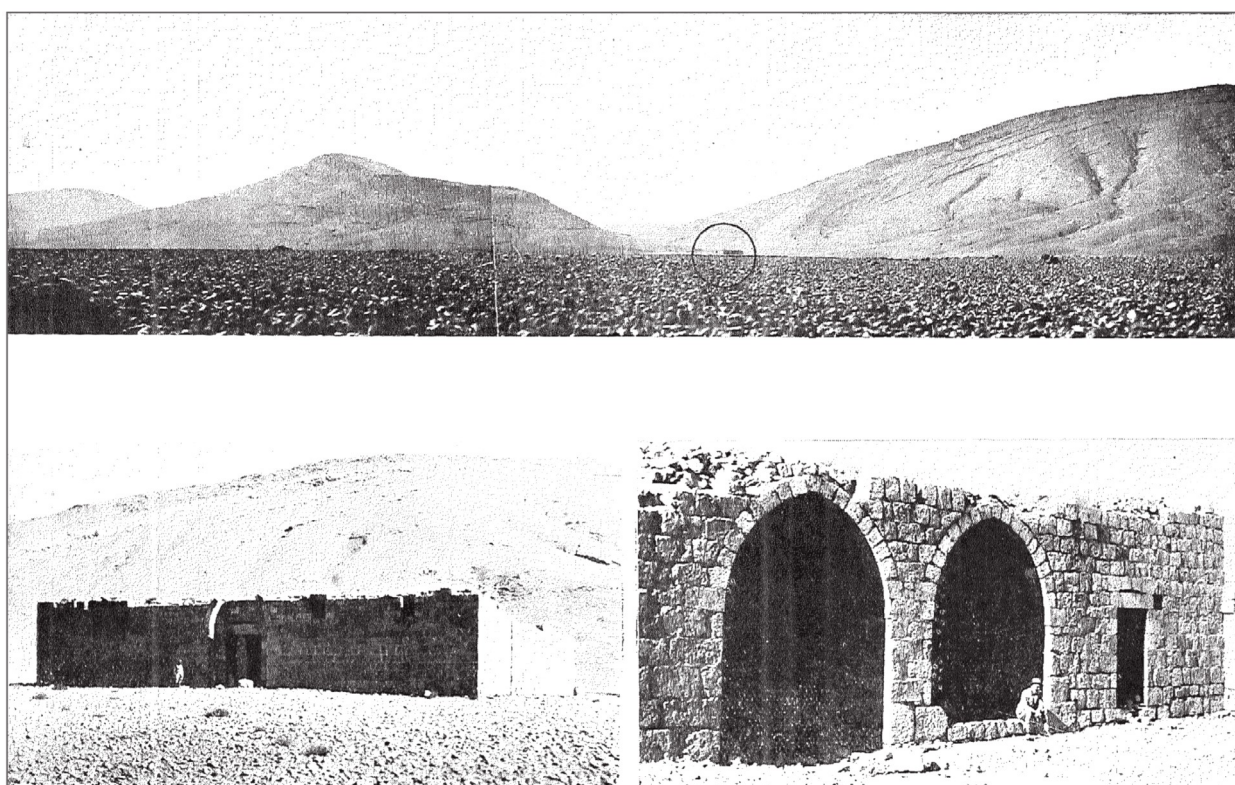
Some stations functioned simultaneously as caravanserais, i.e. they were open to caravan traffic and equipped with facilities of comfort: water, mosques, road structures, outlets for food and basic necessities. Safety was guaranteed because the caravanserais had a small government garrison stationed permanently. All this had also led to the foundation of small villages around the caravanserais. Al-Maqrīzī wrote “a woman could go alone from Cairo to Damascus, on horseback or on foot, safely and without water or supplies.”

This transformation of the roads of the *barīd* into trade routes was not the result of individual initiatives or slow development, but of a plan established by the central administration, as shown by

some decrees, even if military needs remained the only ones in the choice of routes: this is noted by the lack of postalisation of the very popular coastal road or the equally frequented Damascus–Tyre or Aleppo–Latakia roads. And they also remained in the conscience: in the formulation of the chancelleries when the *barīd* was mentioned, it was always followed by the same epithet, as for the army or fortresses: *al-barīd al-manṣūr*: “the post, that God grants her victory!”

The improvements enabled reductions in the duration of travels: the journey from Cairo to Damascus (774 kilometres) now lasted four days (with a record of two days), five days for Cairo to Aleppo (1,136 kilometres), while a traveller on dromedary on that route took 16 days, a caravan 30 days. There were 77 post stations in Syria and 91 in Egypt. In Mamluk times the *barīd* travelled between 180 and 360 kilometres a day, against the maximum 300 kilometres in Abbasid times. The service, in short, was brought to great effectiveness and efficiency; its demilitarisation and opening to economic aspects meant that, instead of being costly for the treasury, it contributed to the prosperity of the empire.

And the *barīd*, it should be remembered, was not only used by couriers but also by carriers of goods and by government officials (or by high rank authorised) persons for their journeys.³⁸



Figs. 12–14: A station called “The Crossroads” (14th century), on the road between Damascus and Homs. On the right, the entrances to the mosque, the guardhouse, and the warehouse.³⁹

Thanks to its efficiency and speed, the service was famous and awe-inspiring to the people: they admired its amazing speed (since the first caliphical *barīd*, as evidenced by the belief of the ‘magic mirror’ of al-Manṣūr) and a series of ‘postal myths’ developed. The *barīd* was attributed extraordinary abilities (which also served as a deterrent against ideas of revolt). The horses used for the *barīd* had hooves carved, were castrated and had their spleens removed ... (so as not to feel the pain of running). Only in this way it could carry perishable goods for thousands of miles.

38 Recounting an anecdote about the events of Aleppo, Ibn Battūta (*I viaggi*, III) writes: “The sons of Qarāsunqūr (a commanding emir) were sent to Cairo through the *barīd*.”

39 Source: J. Sauvaget: *La poste aux chevaux*.

Travelling Pigeons, Optical Signals, and the Sultan's Thirst

The system of carrier pigeons also developed considerably. Cairo was connected to Damascus in 1281; at the beginning of the 14th century, if not at the end of the previous one, the system was organised throughout the sultanate: from the farthest outposts of Egypt on the Red Sea, to the farthest fortresses of northern Syria (including those on the Taurus), there existed short, medium and long range services.

The centres of the whole network were of course the citadels of Cairo and Damascus in Syria, but there were no cross-connections between the different stations. At the end of the 13th century, the dovecote of the citadel of Cairo housed 1,900 pigeons. Youssef Ragheb writes:⁴⁰

Due to its size and the number of exchange stations this was certainly the largest network of carrier pigeons ever organised in the history of mankind.

The exact number of these dovecotes is not known, because sources do not mention the secondary ones, but there should have been at least 46 in Syria and 26 in Egypt, with the main one in the Citadel of Cairo.

Like the postal service, this service was also strictly reserved for the state. The pigeons carried the sultan's insignia on their beaks or claws. He was the only one who could open a letter carried by the pigeons; this was brought to his attention immediately, even in his sleep. However, the sultan could allow the service to be used by private individuals in case of need.

As for the speed of service, contemporaries had no means of measuring it directly. According to some, a pigeon made the equivalent of a man's six-day march in one day; according to others, twenty. The speed of a pigeon depended on the weather and other conditions, and could be between 60 kilometres per hour for long range, and up to 120 kilometres for short ranges. In the central regions, the nearest dovecotes were reached in one hour; Cairo and Damascus were connected in one day (620 kilometres in direct line with 12 relay stations) instead of four days by postal horse. From Alexandria a message arrived in Cairo in half a day, while on the way back it took a whole day, because of the usual headwinds.

The network of optical signals, as that of the pigeons, also concentrated towards the Tauri and the coast. A new exclusive luxury service was also born, which before operated by sea and then by camels over land: Nasir Muhammad (cited before) attached a service to the *barid*, namely the transport of snow from Damascus to Cairo to cool the drinks of the sultan.

Disorganisation and the End

The death of sultan Nasir Mohammed in 1341 opened a power vacuum with struggles between the Mamluks. In this new phase the effective control of the *barid* escaped the secretaries of state and remained with the lower officials, incapable or disinterested in running an organisation that needed great efficiency. Disorder, the desire on the part of local emirs to reduce their expenses, the unravelling of the complex bureaucratic machine, and reduced military requirements quickly led to a decline in the system: neglect, shortage of horses and equipment in the stations, complaints from couriers, let the time being necessary to make the journey from Cairo to Damascus return to a week.

The use of a metal plate as insignia for the couriers, considered too expensive, was also abandoned: a detail, if you like, but illustrative of the general neglect and lack of sense of state. On the other hand, it was now difficult for the State to bear all the costs of the *barid*, because from the middle of the 14th century a serious financial crisis had developed in the area. This was worsened by the devastating plague pandemic of 1347/48 and the subsequent recurring epidemics. Mortality in the

⁴⁰ Y. Ragheb: *Les messagers volants en terre d'islam*.

Mamluk corps was high, and in any case maintaining its strength generated unsustainable costs, so much so that their number was halved in a short time: from 12,000 to 6,000. The crisis also led to a downturn in agriculture and the loss of Egypt's key position in the trade of some luxury goods.

Also the pigeon service began to disintegrate, continuing however to operate and to arouse the admiration of the western world. The echo of the efficient service had in fact reached Italy and Europe thanks to travellers, i.e. pilgrims to the Holy Land, some of whom also went to Egypt. The Florentine Lionardo Frescobaldi (born 1324) left Venice for Egypt in 1384 and stayed there between September and October to then go to the Holy Land and to return to Venice in January 1385. In his report, referring to Cairo, he wrote:

*The sultan [...] was delighted to hear news, and in half an hour he receives letters from Alexandria in Cairo; and this is because they are brought by certain pigeons, who had young squabs, and get exchanged in several places along the road at dedicated dovecotes.*⁴¹

In 1382, a new dynasty of Circassian Mamluks took control of the throne. The secretaries of state assumed the reins of the *barīd* but the situation was now deteriorating (inability to political control, corruption and local management characterised the rest of the Mamluk reign) and it was no longer possible to return to the efficient organisation of the first forty years of the century. The functioning of the *barīd* remained attested only for the axis Cairo–Damascus–Aleppo.

Towards the end of the century, in the described climate of neglect and urge to contain expenses, it was considered (recklessly) that more and more military needs had disappeared and that the benefits obtained from speed were lower than expenses. The lines were then decommissioned: the first were those to the outskirts of Egypt, then gradually others. At the beginning of the 15th century, only three lines remained in use in Egypt, considered strategic for the still important flow of communications: from Cairo to Alexandria, Damietta and Qatya. In Syria, the network ended with the invasion of Tamerlane.

Tīmūr-i-lang or Tīmūr the lame (Tamerlane) was a Mongol-Turkish leader who from 1370 to his death in 1405 operated a victorious and devastating series of military campaigns in Central Asia. In 1396, on his return from India, he turned to the Ottoman Empire and the Mamluk sultanate. In 1400 he invaded Syria (the news arrived in Cairo with the *barīd* but could not prevent the defeat), sacked Aleppo and took Damascus, where he massacred many of the inhabitants and deported craftsmen to Samarkand to help build his great mosque (the city remained almost depopulated for about half a century); in June 1401 he took Baghdad. The terrible raid emptied the Syrian stations of the *barīd* of men and animals; after the sultan regained power, there were revolts of Syrian notables and the central power could not intervene in Syria for years.

When there was finally had the chance to imagine the reconstruction of the organisation of the *barīd*, the disorder was now too widespread and the state coffers too bleak. After all, there was not even anyone who could deal with it. On the other hand, reduced to the Egyptian section only, the *barīd* was not very useful: in 1421 a stark reduction in the number of horses available was decreed and the *barīd* effectively ended, or at least ceased to be a regularly operating state service.⁴² On the other hand, Silverstein writes:⁴³

[...] although the Mamluk writers accused Tamerlane's invasion of having caused the fatal disappearance of the barīd, considering the chaotic state of the Mamluk administration, its

41 News about Frescobaldi, his journey and the versions of his report in Sante Graciotti: *La Dalmazia e l'Adriatico dei pellegrini "veneziani" in Terrasanta*, in chapters 14–16. Studies and texts, with an appendix by Lorenzo Lozzi Gallo: Società Dalmata di Storia Patria, Rome (Studi e testi XVII). Venezia: La Musa Talia, 2014, p. 223. Quabs are young pigeons.

42 Reported by al-Maqrīzī and al-Qalqašandī, cited by Gazagnadou and Silverstein.

43 A. J. Silverstein: *Postal Systems in the Pre-Modern Islamic World*, p. 185.

finances and institutions at that time, the 'barīdicide' of Tamerlane resembles more euthanasia than murder.

Officially, the system continued to exist: the *barīdi* remained the sultan's trusted messengers; the administrative offices relating to the *barīd*, indeed, multiplied in Egypt as in Syria and the local prefects continued to demand arbitrarily mail horses from their subordinates. But it was a completely different system. Al-Qalqašandī wrote:

When, in an Egyptian district or in a Syrian province, something happens that interests the sovereign, a courier rides on a horse of his own and travels by day like any other traveller to his destination, before returning. From here a great slowness, coming as well as returning.

In short, there was no longer a regular service or an organised system of horse exchanges; the couriers were only called for occasionally. But on the contrary, their title remained a remnant of protocol, designating a group of service personnel, no longer corresponding to a precise daily function. If necessary, they could still be used outside the capital but usually preferred *meharists*, i.e. Arabs riding the *mehari*, the racing camel, or runners on foot. The latter remained available in Cairo or in the Syrian provinces; called for when needed, they were paid with fixed rates established according to the distance. They completed the route Cairo–Damascus in at least one week. The post stations, now empty of men and animals, were used only to mark distances.

What remains of the system today: post is called “*al-barīd*,” one of the words in contemporary Arabic full of historical meaning.⁴⁴

Acknowledgments by the Author

I would like to thank Prof. Maria Pia Pedani, Ca' Foscari University of Venice, from the bottom of my heart for the precious advice and continuous help that made possible first the conception and then the writing of this article.

Editor's Notes

Parts of the original 2016 article have been summarised mainly due to their academic nature: Egypt and Syria (p. 4), The Origin of the System (p. 14), The Chinese and Mongolian Post (p. 14), and The Origin of the Mamluk System (p. 15). The last two chapters of Bruno's original article (Mamluk Sultan's letters, and The dawn of al-Qalqašandī) are not part of this present translation.

The article was translated from Italian by Tobias Zywietz, with additional help by Andreas Hohmann, by the author Bruno Crevato-Selvaggi himself, and by Raffaella Gerola. Many thanks for all the assistance given!



⁴⁴ This beautiful observation is by A. J. Silverstein, *Postal Systems in the Pre-Modern Islamic World*, p. 190, and is the conclusion of his book.

Mr. Scudamore's Appointment

by Tobias Zywiets with material by Asaf Tanrikut and Seref Bornovali

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In 1874 Turkey was a founder member of the General Postal Union, which later became the Universal Postal Union (UPU). In order to implement the provisions of the treaty, the Turkish Post engaged a foreign advisor, Mr. Frank Ives Scudamore.

Scudamore (1823–1884) was a high-ranking official of the British Post Office, largely responsible for the nationalisation of the telegraph system and the establishment of Postal Savings Bank from 1861. From 1875–1881 he was Director of the International Bureau (generally referred to as “Union Post”) of the Ottoman Post Office, responsible for foreign traffic and ship mails. He was dismissed in 1881 for alleged embezzlement but died before being indicted.



Fig. 1: Portrait of Mr. Scudamore.¹

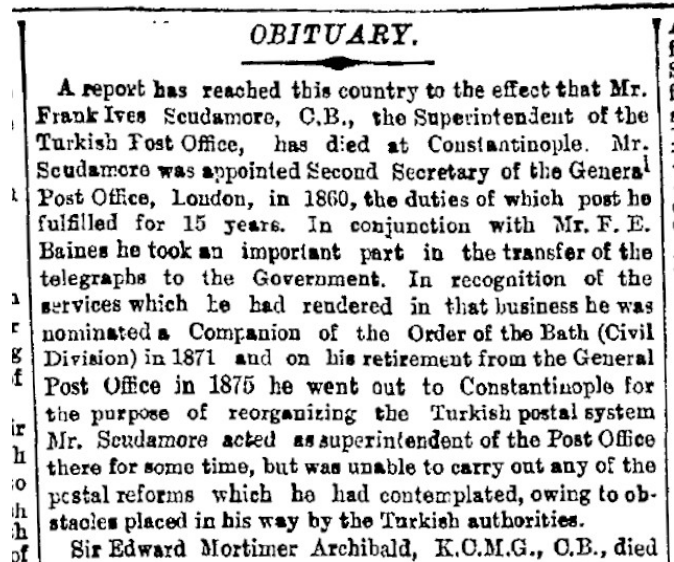


Fig. 2: Obituary in The Times, 9.02.1884.

On 15th September 1876 Scudamore established and then headed the foreign exchange post office in Galata. All foreign mail was to be handled through this office from 29th January 1877. Turkey had hoped that the foreign post offices would cease operations; however all the foreign powers retained their offices. These were popular with customers and were widely used for domestic Turkish mails.

Scudamore has an entry in Wikipedia,² largely a copy of the article by Thomas Secombe in the Dictionary of National Biography,³ there's also an obituary in THE TIMES.⁴ However neither of these mention anything about the allegations against him. Luckily I found the following piece in the OPAL JOURNAL shedding some light on this affair.⁵

1 Source: Ebay, <https://www.ebay.co.uk/itm/354777706400>. Originally published in The Illustrated London News.

2 See https://en.wikipedia.org/wiki/Frank_Ives_Scudamore

3 See https://en.wikisource.org/wiki/Dictionary_of_National_Biography_1885-1900/Scudamore,_Frank_Ives.

4 The Times, 9.02.1884, p. 5.

5 Tanrikut, Asaf: *Mr Scudamore's Appointment*. In: OPAL Journal, No. 164, 1987, pp. 16–19. Original source: Tanrikut, Asaf: *Türkiye posta ve telgraf ve telefon tarihi ve teşkilât ve mevzuatı*, pp. 342–346.

Here follows the article published in the OPAL Journal in 1987:

Mr Scudamore's Appointment

by Asaf Tanrikut, translated from Ottoman Turkish by Mr S. Bornovali⁶

Whenever the Ottoman Empire tried to abolish the Levant Post Offices, the foreign governments objected, citing the disorder of the official postal services and the necessity of looking after the interest of their citizens in Turkey as a reason, and so requested a continuation of the status quo. To overcome this argument, the Ottoman Empire decided to reform its own postal organisation.

Prime Minister Ahmed Es'ad Paşa decided to establish the Union Post in Istanbul on the 29th of April 1875 and assigned the task of finding three officials who had the knowledge and the capacity to organise the establishment of such a service to Müzürüs Paşa, the Ottoman ambassador to England.

The British Postal Service, in a letter to their own Foreign Ministry written on 7th June 1875 stated that:

Since an International Office will be formed in Istanbul, members of which will consists of representatives of various nationalities, The British Postal Ministry will promise, as a special favour to send one of their most able members to head this office.

Ambassador Müzürüs Paşa, in a letter dated 22nd June 1875, wrote that:

The Minister of Foreign Affairs Saffet Paşa has instructed him to convey the gratitude of the Prime Ministry of the Ottoman Empire to the British Government for the promise of help in the reform of postal services; He requests the appointment of the officials as soon as possible, and has stated that the Director, Assistant Director and the Inspector to be appointed will hold a senior position in the organisation, and will be directly responsible to the Ottoman Minister of Post. The director will be responsible for the organisation, management, and the inspection of the International postal activities and the postal services operating between and around Ottoman coasts, that the assistant director will help him in his duties and the inspector, working for the Ministry of Posts, will inspect and control the activities of the coastal post service, and will in general oversee that business is run as required. Also that all three officials will be appointed for a period of three years.

On the 2nd of June 1875, the British Ministry of Post wrote to the embassy in Istanbul the following letter:

The second clerk of the British Ministry of Post Mr Franc İbvis Scudamore⁷ has been deemed suitable to be appointed to organise the Union Post in Turkey. He is said to be experienced in possession of various other points in his favour; therefore very suitable for serving the Ottoman Empire. It is considered that a sum of two thousand British Pounds per annum would be a fitting amount to be paid to him in addition to three hundred British pounds for the transportation of his family to Istanbul. Should the Ottoman Government agree to this proposal, announcement of the appointment will be made.

The Ottoman Government agreed to the proposal and a contract consisting of six items was signed with Scudamore on the 11th August 1875. He resigned from his duties in the British Postal services and on 21st of August 1875 he started his new job in Istanbul. According to protocol, he was placed above many important members of the Ministry. In 1878 Mr Scudamore travelled the coasts and towns extensively, organised the Union Postal Services and received much praise for his performance in the country.

⁶ Translated by Dr. Seref Bornovali. Used by permission. Some minor errors have been corrected.

⁷ Spelled here "Franc İbvis Scudamore."

Copy of Mr Scudamore's Contract

The agreement depicted⁸ below has been reached between the ambassador of the Ottoman Empire in London in accordance with the authority vested upon him by his government and Mr Franc İbves Scudamore, formerly the second clerk to the British Post Office and the holder of medal.⁹

Item 1.

Mr Scudamore, upon his resignation from the British Postal Service where he was employed as a second clerk, and upon the acceptance of this resignation by Her Majesty's Government, has agreed, in London, to work for the Ottoman Empire performing the services depicted in this contract, for a period of three years starting from 25th August 1875 and to arrive in Istanbul at the beginning of September. He has been given the appointment in accordance with the decision of the Ottoman Government to appoint one director, one assistant director and three civil servants for the organisation of the Ottoman Empire Postal Services under the Ministry of Posts.

Item 2.

Mr Scudamore will work under the Ministry of Posts and will be responsible for the organisation and management of the Union and Coastal Postal Services.

Item 3.

It has been decided by the Prime Minister that the appointment of an assistant to Mr Scudamore and an inspector for the Coastal Postal Services under the Minister of Posts will be affected after Mr. Scudamore has arrived in Istanbul so that a joint agreement can be reached for the people to be appointed in order to ensure the orderly performance of services.

Item 4.

Mr Scudamore will be paid a sum of 2,000 Pounds per annum and the payments will be made without delay when due.

Item 5.

In addition to the payment mentioned in item 4, the Embassy in London will pay Mr Scudamore a sum of 300 pounds for travel expenses.

Item 6.

Also, at the end of the term of three years, should Mr Scudamore's appointment come to an end, he will be paid an additional sum of 300 pounds for his return travel expenses.

This contract has been prepared in triplicate and duly signed with one copy sent to Prime Ministry in Istanbul, one copy kept in the Embassy in London and the third copy handed to the undersigner Mr Scudamore.

London, 11th August 1875.

Disorders in Mr Scudamore's Accounts and his Dismissal

At the end of the term of his contract, politically it was considered not feasible to end Mr Scudamore's duties.¹⁰ But Mr Scudamore tended to forget he was an employee of the Ministry of Posts, instead he started to act like the manager of an independent foreign company, thus his services being of no benefit to the organisation to which he belonged.

Finally in October 1880 it was found that he could not account for two hundred and seventy-three thousand three Piastres ten Paras vested to him and he was dismissed on the 18th November 1881 and the director of the city and coastal posts, Mr Vitalis, was appointed in his place.

⁸ Transcribed; the OPAL article has no illustrations.

⁹ Meant is the Companion of Most Honourable Order of the Bath (C.B.) awarded to Scudamore in 1871.

¹⁰ According to Seccombe, he was awarded the Order of the Medjidieh in 1877.

Following this dismissal, the Ministry of Foreign Affairs announced that Mr Scudamore will be tried in court in the presence of an English interpreter because of the disorders in his accounts, but at this time Mr Scudamore passed away, so no trial took place.¹¹

In a margin note written by the Post and Telegraph Minister İzzet to the Ministry of the Interior on 28th of December 1881 about Mr Scudamore it is stated that:

For reasons unknown to us, it seems that no guarantee has been required during the appointment of the deceased. At the same time, although he had people like assistants and clerks working in his charge, there was nobody who had officially been given responsibility for the material in hand.

Nevertheless, it is clear from the copies of the official correspondence that the control office was from the beginning of his service always requesting the necessary statistics and accounting forms. In one case, when, in spite of all the requests he refrained from sending in the required forms for a few months and refused to allow the inspectors, specially designated to examine his records, to inspect the accounts and documents, we lost confidence in him and I personally decided that forty thousand Piastres worth of stamps, necessary for the Union Post, be entrusted to Greguvar Efendi who worked in the said post. Even when Mr Scudamore got hold of these stamps by force and refused to give an account for the stamps to an official, therefore having lost all our confidence in him, he was removed from the office by an order issued on 9th November 1881.

Since his appointment was affected by a contract signed during the term of office of the deceased Salim Efendi, and since the said contract contains no information concerning any guarantee, our office, not knowing what sort of action should be taken in connection with this contract, hereby returns the contract enclosed.

Copy of request submitted to the Emperor from the Prime Ministry:¹²

Deletion of all Mr Scudamore accounts:

Your Royal Highness,

Our investigations have shown that all possessions of the deceased Mr Scudamore, the late director of the Union Post in Turkey consists of three hundred Ottoman gold pieces and that his family has gone back to England.

If we choose to sue his family for the return of two hundred and seventy-three thousand and three Piastres ten Paras which he could not account for and therefore, according to our books, he owes us, we will have to make a great deal of additional expenditures and since we hardly possess any concrete proof of his debt, it is possible that we might lose the case. Even if we win the case, the possible incomes seems hardly to warrant expenditures.

This fact has been pointed out by the Ministry of Post and found to be consistent with the facts by the accounting department of the Ministry of the Interior. Therefore the Ministry of the Interior has chosen to propose the Prime Ministry that the said accounts be deleted from the books of the empire. The Prime Ministry has found these proposals agreeable, subject to the acceptance of your Royal Highness,

12th February 1886.

Prime Minister.

The document received from the Prime Ministry has been studied and the advice of the Ministry duly noted and the permission for the execution of the request is hereby given with the return of the document to the originator.

Chief Secretary of the Emperor.

11 Seccombe describes him to have retired to his house in Therapia: “but when, after interminable delays, Scudamore found that his projects were not seriously entertained, he gave up his post. He continued to live at Therapia, and found relaxation in literary work.” He died there on 8.02.1884 and was buried at the English cemetery at Scutar.

Why no charges were brought in these three years remains a mystery (editor).

12 Ottoman Prime Ministry Archives, No.5031.

The 1882 Anglo-Egyptian War and the Sea Post Office

by Bo Andersson

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The 1882 Anglo-Egyptian War

In July 1882 the Egyptian nationalist leader Arabi Pasha¹ organised an uprising against the Khedive of Egypt. Foreign residents took refuge on board ships off Alexandria and after dissident forts had been built at the seaside, the British fleet bombarded Alexandria from 11th to 13th July.

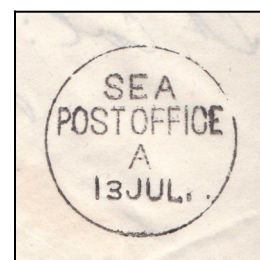
Next day, British sailors and marines were landed to take control of Alexandria, expel Arabi from the city and fight the fire. Then followed hard fights in the Nile valley all of which made the overland mail route between Alexandria and Suez inaccessible.²

On 13th September Arabi and his allies were routed from their fortified positions at Tel El-Kebir and by the end of September all the enemy in the Nile Valley had surrendered. The British established a protectorate over Egypt and Khedival authority in Cairo was restored.



Fig. 1: "W 51" duplex cancel "LONDON W. / X / JY 7 82" on letter to Punjab, India. On reverse "SEA / POST OFFICE / A 13 JUL." and delivery mark of Meean Meer, 29.07.1882.

The Bokhara from Brindisi arrived off Alexandria at 5.18 a.m. on 13.07.1882 with the Indian mails. By then a large part of the city was burning after heavy bombardment by British warships. Being too risky to land the mails, Bokhara proceeded on to Port Said at 10.15 a.m. On board was Set A of the Sea Post Office, who began sorting the mails from Alexandria.



1 Arabi Paşa, Ahmed 'Urabi (1841–1911).

2 It was not until February 1888 that all P&O mail was conveyed through the Canal.

P&O Steamers

No fewer than 30 transport ships were requisitioned by the Admiralty to carry troops, stores and ammunition from England to Egypt. Additional troops came from India, Cyprus and elsewhere. Several P&O steamers were engaged in these operations. Other P&O steamers took an active part in the campaign like the Carthage that was requisitioned as hospital ship and the steamers Khiva and Tanjore, which served as refugee ships lying off Alexandria.

Khiva arrived from Brindisi on 29th June with the London mails of 23rd June. Having landed the mails, Khiva was accommodated by refugees:³

Some 60 people, principally merchants and officials, took up their quarters in the vessel and remained on board until the arrival of the Kashgar from Bombay, when they were transferred to her.

On 6th July the steamer resumed mail service, traversed the Canal and picked up the mails at Suez.

Tanjore arrived on 7th July with the London mails of 30th June. Tanjore was hit during the bombardment and her crew suffered severely, but the steamer remained in service as a refugee ship till 2nd September, when it was sent to dry-dock in Venice.

On 10th July, THE TIMES reported that Bokhara, the next weekly mail steamer from Brindisi

[...] will not enter the harbour, but a dispatch boat will go out to receive the mails; and similar arrangements will be made for homeward bound mails.

The notice has no explicit mentioning of mail transmission through the Canal; however, the unusual procedure of transiting mails at sea off Alexandria suggests that the Post Office had a clear notion of the coming events: At 7 o'clock in the morning of 11th July, the bombardment of the forts at Alexandria commenced. Thereafter, both the eastbound and westbound mails were taken through the Canal.

P&O Surat that had arrived at Suez on 10th July with the Bombay mails of 27th June, was convoyed through the Canal by an Italian warship:

*The contract packet Surat arrived here [Suez] on the 10th inst & received the mails from China & Australia brought to Suez by the Ancona. Early the following morning the Senior Naval Officer warned all Masters of British vessels that the Admiral considered it dangerous for ships to attempt to pass the Canal. The Commander of the Surat was therefore unwilling to do so. The CO of the Italian frigate Garibaldi, having been approached, offered to convoy the Surat through the Canal & the packet steamed hence in the wake of the frigate at 2 p.m. on the 11th.*⁴

As for P&O Bokhara carrying the London mails of 7th July (fig. 1), THE TIMES for 18th July reports:

SUEZ CANAL, July 14. – The P. and O. Company's Royal Mail steamer Bokhara, with the outward India mail of July 7, arrived at Port Said to-day. The same company's steamer Pekin entered the canal at 11 a.m. en route for Bombay.

Bokhara passed her mails to Pekin in Port Said who had a safe passage through the Canal and left Suez the following day for Bombay.

The new temporary mail transmission through the Suez Canal was officially announced in THE TIMES on 17th July:

Under instructions from the Postmaster-General, the steamers of the Peninsular and Oriental Steam Navigation Company, outward and homeward, will for the present take the Eastern mails through the Canal instead of their being forwarded, as heretofore, from Suez to Alexandria by

³ The Times, 23.06.1882.

⁴ Suez Letter Book 1880–84. Minute no 240 of 17 July. British Postal Museum: POST 48/322. For this reference I am indebted to Tabcart, Colin: *Australia New Zealand UK Mails. Vol.2, 1881-1900.* Fareham 2011. Page 40, note 3.

rail. Until further orders, therefore, the service will be conducted by way of Port Said, but the Postmaster-General, at the request of the Admiralty, has decided that the company's Brindisi mail steamers shall for a time communicate with the British fleet off Alexandria en route to and from Port Said.

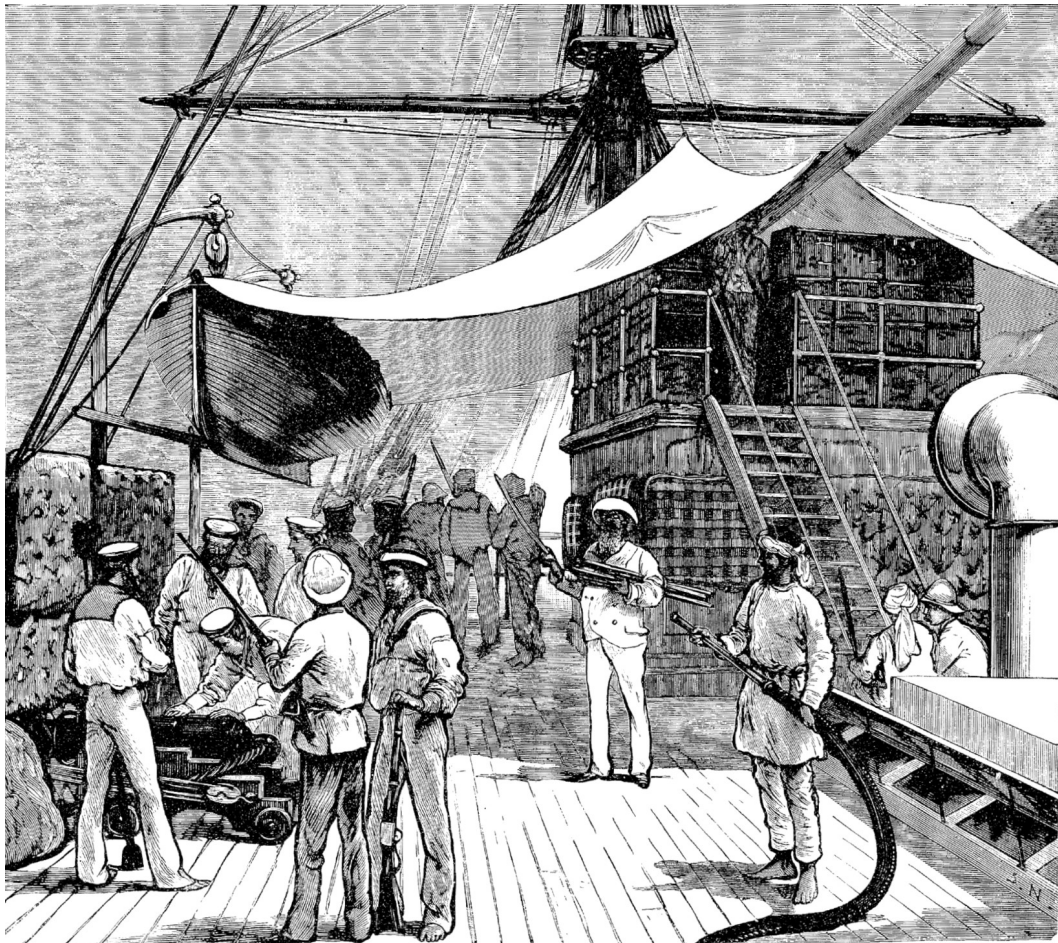


Fig. 2: P&O Ancona passing through the Suez Canal with her Bridge barricaded against Musketry Fire (as seen by the artist).⁵

Captain H. G. Mainwaring describes his sketch thus:

Having just made a somewhat exciting run through the Suez Canal in the P. and O. steamship Ancona, I herewith send you a rough sketch of the wheel-house, &c., put in a state of temporary defence with mattresses and tea chests in case of an attack while passing through.

We arrived at Suez July 10th. Both the P. and O. steamship Surat, with homeward mails,⁶ and ourselves were stopped by a telegram from the Admiral commanding at Cyprus, warning us not to go through, as the Canal banks were infested with roving Bedouins. In consequence of this we all thought we were fated to be detained for an indefinite period at Suez. As good luck would have it, however, an Italian man-of-war⁷ that happened to be at the station kindly consented to escort us through. We arrived at Port Said without having had any engagement with the men of Egypt, and also without having seen anything more formidable than a few working gangs on the Canal banks. The inhabitants of Ismailia seemed immensely amused at our barricade of bales of silk, chests of tea, &c., and pointed them out to each other in great glee. In case of an attack we should, of course, have given the enemy a most deadly reception, for besides six rifles and a 12-pounder signal gun, the passengers were served out with small deal sticks to repel the boarders!

The ship's hose was likewise in readiness with an ample supply of hot water.

⁵ Engraving after a sketch by Captain H. G. Mainwaring. In: The Graphic, 29.07.1882, p. 101.

⁶ The Ancona passed her China and Australia mails to the Surat coming from Bombay.

⁷ The frigate Garibaldi.

The Impact on the Sea Post Office

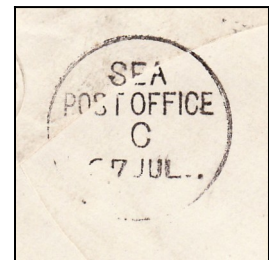
There was only little or no delay to the mails. The war, however, did interfere with the workings of the Sea Post Office, which used to work between Suez and Bombay.⁸

The period comprises 10 voyages from mid-July until mid-September. From the data of the sailings it is evident that the steamers proceeded from Brindisi to Alexandria on the earliest 6 voyages. They did so, as we know, on orders of the PMG and for the purpose of communicating with the British fleet off Alexandria before traversing the Canal with the mails. Further, from the covers it is also clear that the Sea P.O. boarded the same steamers at Alexandria and began work from there.

On the last four voyages the Sea P.O. sorted the mails from Port Said. The previous calls at Alexandria were cancelled, probably following the military incursion by the British into the Suez Canal. On 20th August Sir Garnet Wolseley had captured Ismailia. The Canal was secured. There was no longer need for the mail steamers to communicate with the British fleet in Alexandria.



Fig. 3: Mail sorting from Alexandria.
 "T.A 4" duplex cancel "THROGMORTON AVENUE / E.C. / B.X. / JY 21 / 1882"
 on letter to India. Transit stamped "SEA / POST OFFICE / C / 27 JUL."
 Taken by Kashgar from Alexandria to Port Said where mails were passed
 to Ganges proceeding to Bombay.



⁸ From July 1890 the sorting run was reduced to between Aden and Bombay.

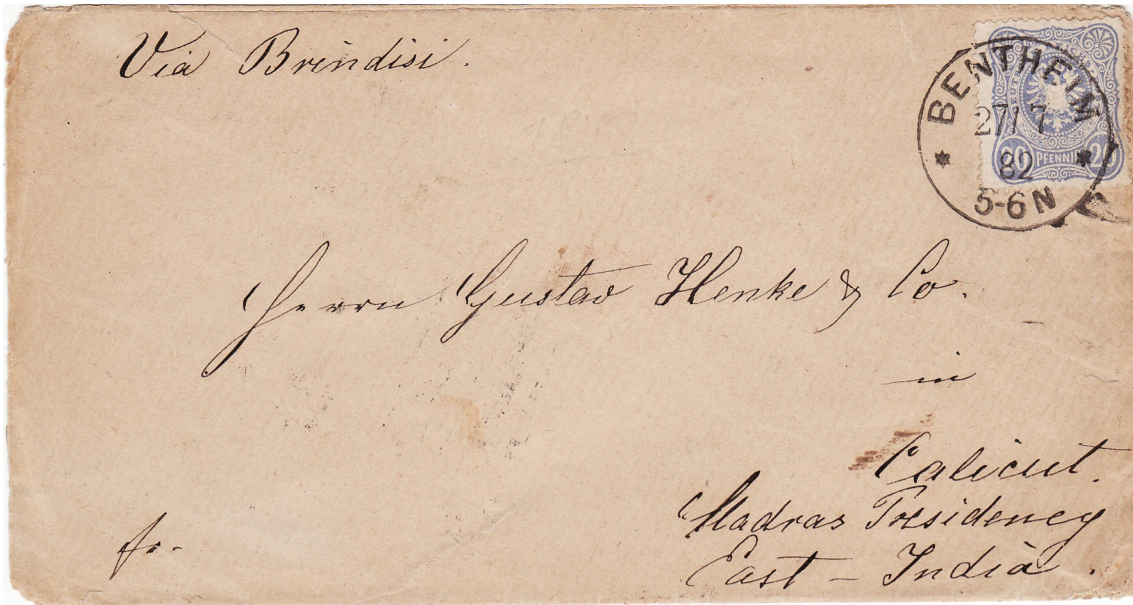


Fig. 4: Mail sorting from Alexandria. "BENTHEIM / 27/7 / 82 / 5-6 N" on Germany 20 pfennig single rate letter to India. On reverse: transit mark "SEA / POST OFFICE / D / 3 AUG." and delivery mark of Calicut:⁹ "2. DELY: / CALICUT / AUG: 19". The Sea P.O. boarded Surat at Alexandria, continued work on Indus from Port Said, then moved to the Bombay steamer Kashgar in Suez.

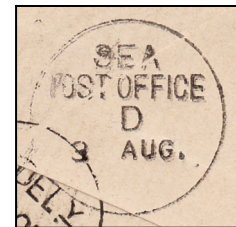


Fig. 5: Mail sorting from Port Said. Letter posted to India with "181" duplex cancel "ABERGELE / B / AUG 17 / 82". Transit stamped "SEA / POST OFFICE / A / 24 AUG." on Verona, departing from Port Said to Bombay. Delivery mark of Mhow:¹⁰ "2. DELY: / MHOW. / SEP: 6".



9 Today's Kozhikode in Kerala State.

10 Mhow was an important British cantonment from 1818. The city, today in the state of Madhya Pradesh, was renamed Dr. Ambedkar Nagar in 2003.

Voyages to Bombay during the War

London 7.07	London 14.07	London 21.07	London 28.07	London 4.08	London 11.08	London 18.08	London 25.08	London 1.09	London 8.09
SPO/A 13.07	SPO/B 20.07	SPO/C 27.07	SPO/D 3.08	SPO/E 10.08	SPO/F 17.08	SPO/A 24.08	SPO/B 31.08	SPO/C 7.09	SPO/D 14.09
Fig. 1		Fig. 3	Fig. 4			Fig. 5			
Bokhara	Mongolia	Kashgar	Surat	Poonah	Cathay	Verona	Venetia	Ancona	Malwa
Alex. 13.07	Alex. 20.07	Alex. 27.07	Alex. 3.08	Alex. 10.08	Alex. 17.08	P. Said 24.08	P. Said 31.08	P. Said 7.09	P. Said 14.09
P. Said 14.07	P. Said 21.07	P. Said 28.07	P. Said 4.08	P. Said 11.08	P. Said 18.08	Suez 26.08	Suez 3.09	Suez 9.09	Suez 16.09
Pekin	Bokhara	Ganges	Indus	Rohilla	Suez 20.08	Bombay 5.09	Bombay 13.09	Bombay 19.09	Bombay 27.09
P. Said 14.07	P. Said 21.07	P. Said 28.07	P. Said 4.08	P. Said 11.08	Bombay 31.08				
Suez 15.07	Suez 22.07	Suez 29.07	Suez 5.08	Suez 13.08					
Bombay 25.07	Bombay 2.08	Bombay 8.08	Kashgar	Bombay 23.08					
			Suez 5.08						
			Bombay 16.08						

Table 1: The table illustrates the mail voyages to Bombay during the war, showing London dispatch dates at the top and, in red, the Sea P.O. date-stamps. The table combines two sets of dates: Data of the steamers' sailings that are based on Kirk's lists, see reference below. Dates of the Sea P.O. date-stamps which indicate the start-sorting date of the mails. The correlation between the two sets of dates speaks for itself. On four of the voyages from Alexandria the mails were transshipped in Port Said. The London mails of 28th July (*fig. 3*), were transshipped in both Port Said and Suez making this voyage an exceptional example of tripartite mail sorting. Whereas the London mails of 11th August were conveyed on only one steamer from Alexandria to Bombay.

No sooner had the Indian Post Office overcome the disruptions of the war than new problems showed up. By mid-September Brindisi quarantined all arrivals from Egypt. The ongoing use of the Canal for mail transmission continued, now because of disease, and mails were to be disinfected in Italy.

Sources and Literature

- Kirk, Reginald: *India mails by P.&O. packets 1854-1915 (3)*. In: Postal History Society Bulletin, no. 243, pp. 14–15.¹¹
- Johnson, Robert: *The bombardment of Alexandria, Egypt*. Articles in Postal History Journals of 1980/1981.
- Proud, Edward B.: *The Indian sea post offices*. Heathfield: International Postal Museum, [2014]. 248 p. ISBN 9781872465913.¹²
- The Times: The Times of London, digital archive.
- The Graphic, vol. 26, 1882, no. 661 (29.07.1882), pp. 97, 99–102, 115, 117, plus pages in the Supplement.

11 Kirk's lists of steamer data include exact arrival and departure times for all steamers mentioned above, which I have omitted for convenience.

12 Proud's data on pp. 66–67, which he presents as sailing dates from Suez are as follows: 13.07., 20.07., 27.07., 5.08., 13.08, 17.08, 26.08, 7.09 (attributed to Venetia), 9.09, 16.09. Some of these dates are departure dates from Alexandria. Sailing date for Venetia is missing in the sequence. Proud's dates 7.09 and 9.09. are departure dates for Ancona from Port Said and Suez, respectively.

Specialities of Ottoman Philately (I) Foreign Post Office Letters for Inland Destinations

from the collections of Hans-Dieter Gröger

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The General Postal Union treaty concluded in Berne between the postal administrations of 22 countries came into force on 1st July 1875. Many more postal administrations joined this treaty so that at the next conference in Paris the association now called itself the Universal Postal Union (UPU). Turkey was a founding member but, unlike the other countries, was not in a position to implement the provisions immediately. For this task it contracted an adviser from England, Mr. Frank Ives Scudamore.¹

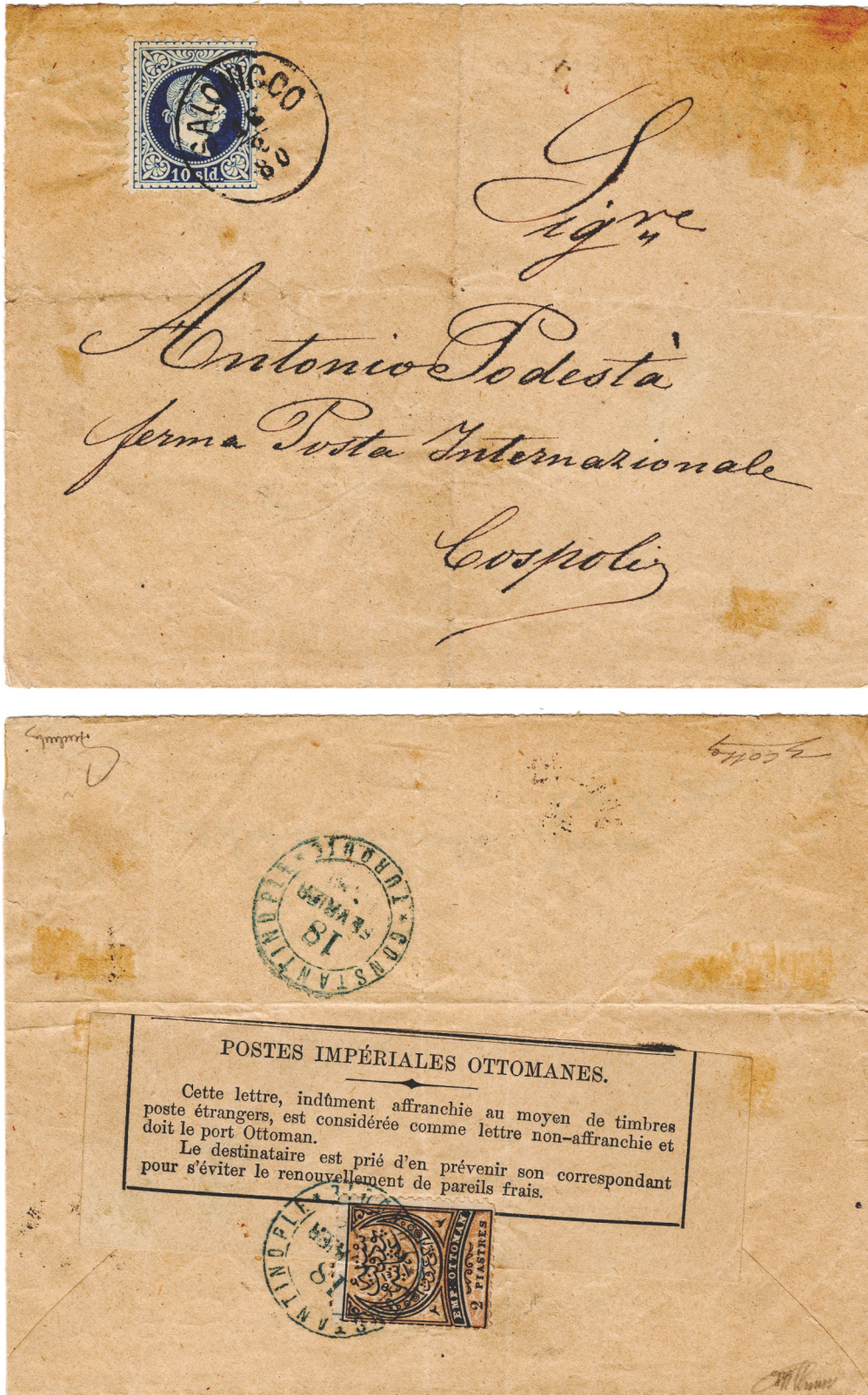
It was not until 15th September 1876 that a post office exclusively for foreign mail was opened in Galata. By decree, all foreign mail was to be handled through this exchange post office from 29th January 1877. Turkey had hoped that the so-called ‘capitulations’ would be abolished,² however, the countries concerned retained their foreign post offices. These foreign post offices were very popular with the population and were much used in communications within Turkey.³

These letters were franked at the foreign post offices with their postage stamps and carried to the corresponding foreign post office, where they were handed over to the Turkish Post for onward delivery. However, the Turkish Post Office did not recognise the franking and charged these letters with postage due.

These are not two-country frankings as were common before the UPU period, but **taxed** letters. Two-country or mixed-country frankings were still only but used for foreign mail with an attached franked reply, e.g. when the reply section was sent back by registered mail and the required extra franking was provided with stamps of the corresponding country of departure (up-rating). Such reply postal stationery was not abolished until 1971.

*All covers shown are from my own collection. I would be grateful for any relevant information to be forwarded to me. Please contact me at hdgroeger@gmx.de.
My thanks go to Mr. Tobias Zywiets for his editorial support.*

-
- 1 Scudamore (1823–1884) was a high-ranking official of the British Post Office, largely responsible for the nationalisation of the telegraph system and the establishment of Postal Savings Bank from 1861. From 1875 to 1881 he was Director of the International Bureau of the Ottoman Post, responsible for foreign traffic and maritime mail. He was dismissed in 1881 for alleged embezzlement, but died before being indicted. Cf. Tanrikut, Asaf: *Mr Scudamore's Appointment*. In: OPAL Journal, No. 164, 1987, pp. 16–19. See elsewhere in this issue!
 - 2 The term is somewhat misleading: the Ottoman *kapitülâsyon* / فآپتولآسیون or *ahidnâme* / عهدنامه generally describe trade and other international treaties. These were drafted in chapters (*capitule*).
 - 3 S.a. Eberan von Eberhorst, Alexander: *Die österreichischen Postanstalten in der Türkei*. Wien, 1914. 26 p.



Figs. 1 and 2: Front and reverse.

The recipient, Signore Antonio Podestà “ferma Posta Internazionale / Cospoli” (ferma posta = poste restante), born in Chiavari in 1820, likely moved to Constantinople in 1844. His son Giovanni Battista Podestà, born in 1848, was a “maccaronaro” (macaroni seller) and “vermicellaio” (pasta maker) and can be traced to Kaliondji Koulouk 7 in Pera in 1891 (editor).

Austrian Post

Letter from Salonica to İstanbul, posted at the Austrian Levant post office there, franked with a 10 Soldi postage stamp and cancelled “SALONICCO / 16 / 2 / 80” (fig. 4). The letter was handed over to the Turkish post office, arrival mark “CONSTANTINOPEL 18 2 80” (it is positioned beneath the adhesive label) and received an adhesive label there (fig. 3).

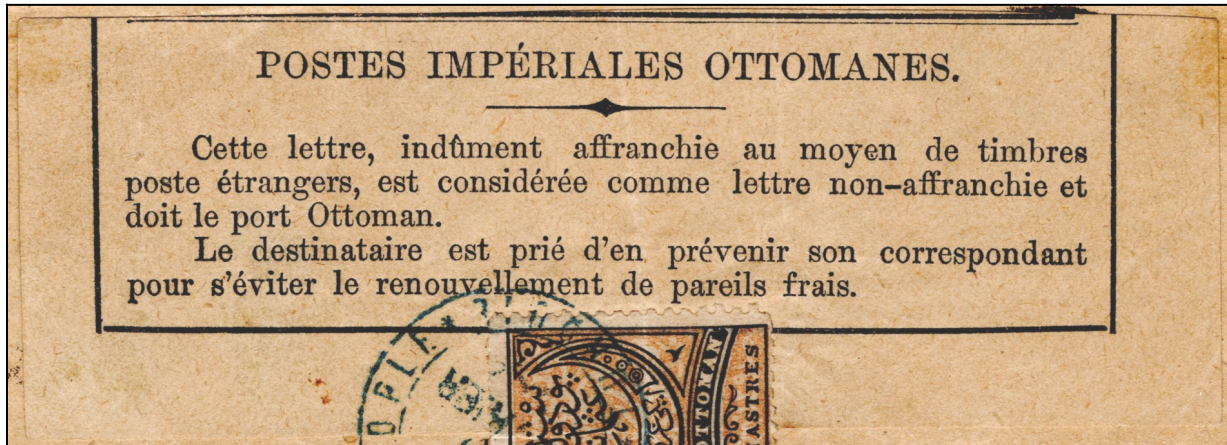


Fig. 3: The adhesive label affixed in İstanbul.

POSTES IMPÉRIALES OTTOMANES.

Cette lettre, indûment affranchie au moyen de timbres poste étrangers, est considérée comme lettre non-affranchie et doit le port Ottoman.

Le destinataire est prié d'en prévenir son correspondant pour s'éviter le renouvellement de pareils frais.

IMPERIAL OTTOMAN MAIL.

This letter, wrongfully franked with foreign postage stamps, is considered an unfranked letter and is therefore subject to Ottoman postage due.

The addressee is requested to inform his correspondent of this in order to avoid a repetition of such charges.

Additional franking with a 2 Piastres definitive, double the postage, cancelled: “CONSTANTINOPEL / TURQUIE / 18 / FEVRIER / 1880” (figs. 5 and 6).

This extremely rare cover, only two covers with such an adhesive label are known, is illustrated in Edwin Müller’s “Grundbegriffe der Postwertzeichenkunde”⁴ Provenance: collection Dr. Jerger. Certification: Ferchenbauer.



Figs. 4–6: Franking, postmark, and the adhesive label.

4 See p. 298 of Müller, Edwin: *Grundbegriffe der Postwertzeichenkunde*. Wien: Die Postmarke, 1938. 368 S.

Russian Maritime Mail: Mersine–Alexandrette and Turkish Mail Alexandrette–Aleppo

Here the letter of a well-known Tarsus trading house sent to Aleppo, posted at the Russian postal agency at Mersin and carried by ROPiT ship to Alexandrette. Only here were the Russian postage stamps of 1 and 5 kopecks (affixed by the sender) cancelled with “АЛЕКСАНДРЕТА / 21 / ИЮНЬ” (Alexandrette, 21st June).

The letter was handed over to the Turkish post and carried to Aleppo. The Russian postage was not accepted because of domestic mail, the letter was taxed with a 2 Piastres postage stamp and a 10 Paras inland postage stamp and cancelled with “ALEP / TURQUIE / 4 / JUILLET / 18..” (fig. 7 on the right).



Fig. 8: Front and reverse: Mersine–Alexandrette–Aleppo.

French Post: Mersin–Alexandrette and Turkish Post Alexandrette–Aleppo.

Letter (21 to 25 g) from the harbour letterbox (cachet “BM”) of the French Levant post office Mersine sent to Aleppo. Carried by French ship to Alexandrette, where the pair of 25 centimes postage stamps affixed by the sender was cancelled by the Levant post office there with “ALEXANDRETTE / SYRIE / 21 / OCT. / 79”.

The letter was handed over to the Turkish post office and forwarded to Aleppo. The French postage was not accepted because of use within Turkey and the letter was taxed with a 1 Piastre strip-of-three and a halved 1 Piastre stamp as well as one 10 Paras stamp (all of the inland issue), cancelled with the negative seal “Posthane-i Haleb 1278”. For domestic use, the rate was valid from 1868 until 31st March 1879, although some post offices kept the old rates until the end of 1880.



Figs. 9 and 10:

Front and reverse
Mersine–
Alexandrette–
Aleppo.



Austrian Post

Business card cover as printed matter within İstanbul from Pera to Makriköy, franked with a 10 Para Levant stamp and posted at the Austrian post office, cancelled with “CONSTANTINOPEL / I / OESTERREICHISCHE POST / 16 1 96”. Stamped by the Turkish post office with the T-stamp on the address side due to domestic mail and franked at the post office of destination with double the postage, a 20-Para postage paid stamp, cancelled with “MAKRIKEUY / 16 JANV / 96”.



Figs. 11 and 11a: Visiting card cover 1896.

Austrian Post

The only taxed postal stationery from the Austrian Levant Post sent within Turkey. 20 Para postal stationery card from Salonica to İstanbul, posted at the Austrian Levant Post Office and cancelled with “SALONICH / ÖSTERREICHISCHE POST / 17 11 00”. Handed over in Constantinople to the Turkish post office: “CONSTANTINOPLE-GALATA / ARRIVEES / 20 / NOVEMBRE / 1900”, marked “T” because of use within Turkey, taxed with a 1 Piastre Postage Due stamp, double the postage rate, and cancelled “بك اوغلی پانغالتی / PERA PANCALTI”.⁵



Fig. 12:

Austrian 20 Paras postal stationery card from Salonica to İstanbul, 1900.

⁵ Ottoman inscription at top: “بك اوغلی پانغالتی” = Beyoğlu-Pangaltı (Birken, vol. İstanbul, 2019, p. 190 [190-2-1]).

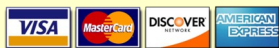
French Maritime Mail Tripoli–Marseille and Railway Mail Marseille–Paris–Constantinople

Letter from Tripoli (Libya) to İstanbul, posted at the French Levant post office, franked with 25 cents postage and cancelled “TRIPOLI / BARBARIE / 7 / AOUT / 94”. Transit postmarks of Marseille and Paris on the reverse, arrival “CONSTANTINOPLE / 17 / AOUT / 1894”. The letter was handed over to the Turkish Post Office, cancelled “T” because of use with Turkey and taxed with a pair of 1 Piastre postage stamps, double the postage rate, and cancelled with the grilled ellipse cancel “STAMBOUL”.



Fig. 13: Rare letter from Tripoli (Libya), 1894.

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Once upon a Time there were three Rabbis ... ROPiT Jerusalem 14.12.1906

by Willy Pijnenburg¹

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This is a postal item from the Russian Levant in 1906, i.e. from a pre-revolutionary Russia, which I studied with great interest during my Slavonic studies at the University of Amsterdam (1964–1971). Therefore, my collection of Turkey has a rather large Russian Levant section.



Fig. 1: Front of letter from Rostov to Jerusalem, 27.11.1906.

On 27th November 1906, Rabbi Eisenstadt of Rostov-on-Don sent funds converted to 822 francs and 35 centimes by registered mail to his rabbinical colleagues Isaak Blaser and Samuel Salant in Jerusalem. The money arrives in Jerusalem on 14th December 1906. It seems that the letter took quite a long time to get from Rostov to Jerusalem (18 days), but if we ‘correct’ the Russian date of the Julian calendar to that of the Gregorian calendar, it turns out that everything is in order: the letter took only five days.

¹ The original article was published in Al-Barīd in 2010. It has now been revised by the author and translated by the editor.

The cover has some interesting details: The address is bilingual, once in Russian for domestic use, once in German for cross-border traffic. At the top right is the registered mail label from Rostov with the red “3” of *заказное* (*zakaznoje*, registered), as is also indicated in handwriting at the top centre. We also see the number of the consignment: “504”, the place of dispatch: “Ростов-на-Дону” (*Rostov-na-Donu*) and “Почт. Конт.” (for *počtovaja kontora*, post office). On the right is another Russian “Б” (b), possibly the indication of the branch post office. The bottom line: “обл. войск. донск.” refers to the area in which Rostov is located, in full: *область войска донского* (Don (Cossack) army area). The indicated fee, possibly for registration, has been changed from 12 kopecks (blue) to 13 kopecks (red).

The letter is franked with two 10 kopeks stamps (MiNr. 52) and cancelled with a date stamp “Ростов Донъ / 1 / 27.11.06”. In addition there’s an “R” made up of purple dots in a circle, again indicating to foreign postal colleagues that this was a registered item.

Заказное

Гг. Раввинамъ И. Блазеру

С. Саланту

въ Иерусалимъ (Турция)²

Herrn Rabbiner Isaac Blaser

et

Herrn Rabbiner Samuel Salant.

in Jerusalem

(Palästina)

What is striking? The letter is addressed to the two men mentioned in Jerusalem with no further address detail. It was delivered to the Russian Post Office in Jerusalem and registered there under number 949. In the Russian text the gentlemen are addressed together as “Гг.” (*gospodinam*, to the gentlemen), but in the German text they are addressed separately: “Herrn” = to (the) gentleman and the French conjunction “et” is placed between them.

In the Russian text the addressees have no first names, only an initial letter; in the German version their full names are Isaac and Samuel. In the Russian version, Rabbi Blaser’s name is spelled according to pronunciation and is therefore called “Блазер” (Blazer, instead of Blaser). In the Russian version Jerusalem is in Turkey, in the German version in Palestine, both of which are of course true, but the distinction between them probably has a political reason.

On the less attractive backside of this envelope is the sender’s address: “Retour: Russland“ with “Rabbiner Eisenstadt“ just below. Apparently everyone knew this rabbi. No wonder, from 1899 to 1910 he was a so-called *казённый раввинъ* (*kazonnyj ravvin*), i.e. a local rabbi appointed by the Russian government. The addressees, by the way, were not less prominent either: Isaac (Yitzak) Blazer (Vilnius [then Russia] 1837 – Jerusalem 1907) was, among others, chief rabbi in St. Petersburg and Samuel (Sjmuel) Salant (Białystok [then Russia], 1816 – Jerusalem 1909) was the chief rabbi of Ashkenazi Jews in Jerusalem for almost seventy years.

On the reverse we also find the arrival postmark of the Russian postal service in Jerusalem, a single-circle cancel with the text: “РОПИТ” (ROPiT = Russian Company for Steam Navigation and Trade) in the top and “ИЕРУСАЛИМЪ” (Jerusalem) in the bottom. In the centre is the date in three lines: “14” on top, “19 – 06” in the middle, and “XII” at the bottom (Bale type R-4-3). The same date has been repeated in handwriting in pencil on the lower right of this side. In addition, the registration number of the letter is noted: “N. 949”.



² Турция (*turcija*) = Türkei.

Railway Mail Services in Ottoman Europe (III) Railway Stations after the Balkan Wars and First World War

by Atadan Tunacı and Folkert Bruining

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In the first part of this series¹ we wrote about the postal services delivered by three railway companies (C.O., C.O.S.M., J.S.C.) at their railway stations in Ottoman Europe. These services were needed by absence of regular Ottoman postal services at most of the stations. In the second part² we described regular Ottoman post offices at the railway stations in Macedonia and Thrace and the TPO's at the railway trajects. In this article, the last of three, we describe some railway stations in former Ottoman territories. In some cases the old cancellers were still in use.

At the end in the addendum we sketch some questions left.

The First Balkan War

The period 1908–1912 was characterised by conflicting interests on the Balkans. The agreements made at the Berlin congress of 1878 about questions like Macedonia and Bulgaria stood under a heavy pressure. Bulgaria claimed Macedonia but did not get it. Further the southern part of Bulgaria (Eastern Roumelia) was still controlled, de jure, by the Ottomans. This ended in 1908.



Fig. 1: Picture postcard dated 1.05.1913 sent from Tcherkeskeui to Sofia cancelled with the station mark "TCHERKESKEUI CHEMINS DE FER DE LA TURQUIE D'EUROPE". On 1.05.1913 this place in Eastern Thrace was occupied by Bulgaria. Only one recorded. Collection Atadan Tunacı.

- 1 Tunacı, Atadan, and Folkert Bruining: *Railway mail services in Ottoman Europe (I) – C.O., C.O.S.M., J.S.C.* In: MEPB, no. 22, 2022, pp. 19–50.
- 2 Tunacı, Atadan, and Folkert Bruining: *Railway mail services in Ottoman Europe (II) : Ottoman railway station post offices and TPOs.* In: MEPB, no. 23, 2023, pp. 26–61.

By means of movements like the Young Turks the Ottomans tried to keep influence on the Balkans by the promise of equal rights to all the subjects of the empire. Italy and Austria made trouble in Albania. Russia's aim was to expel the Ottomans from the Balkans, but wanted the Balkans to remain a 'pure Slavic affair'. Russia 'tempted' Bulgaria and Serbia to enter into a coalition in spite of their conflicting interests in Macedonia. Greece and Montenegro joined the coalition.



Fig. 2: Postcard free of charge (military mail) sent on 18 May 1913 from Andrinople (Edirne) Demir-Tache (station of Andrinople) to Stara Zagora, via Kouléli-Bourgas, by the C.O. company "KULLELI / BURGAS / CHEMINS DE FER DE LA TURQUIE D'EUROPE" and although Bulgaria occupied some Ottoman territory, the status of the C.O.-company did not change. Only one recorded! Collection Atadan Tunaci.

The First Balkan War broke out on 8th October 1912 when Montenegro declared war on the Ottomans, two days later followed by Serbia, Bulgaria and Greece. Macedonia was conquered. The Bulgarians invaded Eastern Thrace on 18th October 1912 to occupy the area up to the line Midia-Enos (see fig. 3), including places like Andrinople, Lulé-Bourgas and Kirk-Kilisse (Lozengrad), but they did not succeed in taking Constantinople. The war ended in May 1913 with the treaty of London. At the peace talks Bulgaria obtained Thrace.

The expulsion of the Ottomans out of Europe created the problem of division of the conquered areas. Disagreement about the division of Macedonia placed Bulgaria opposite to its former allies and the Ottomans. Finally this is the reason for the outbreak of the Second Balkan War.

The Second Balkan War

The Second Balkan War broke out on 13th June 1913. Bulgaria was confronted with an alliance of the Ottoman Empire, Greece, Montenegro, and Serbia. The major part of the Bulgarian army was concentrated at the Serbian border, so the Ottomans could easily occupy Bulgarian territory. Halfway through year 1913 the Bulgarians were defeated. With the treaty of Bucharest concluded on 10th August 1913, Bulgaria got a minor part of Macedonia. But it regained Western Thrace, although the Bulgarians were more or less expelled by the local population. Only in the First World War was Thrace *de facto* occupied. Greece and Serbia divided the rest between each other.

**TERRITORIAL MODIFICATIONS
IN THE BALKANS**
1. CONFERENCE OF LONDON 2. TREATY OF BUKAREST

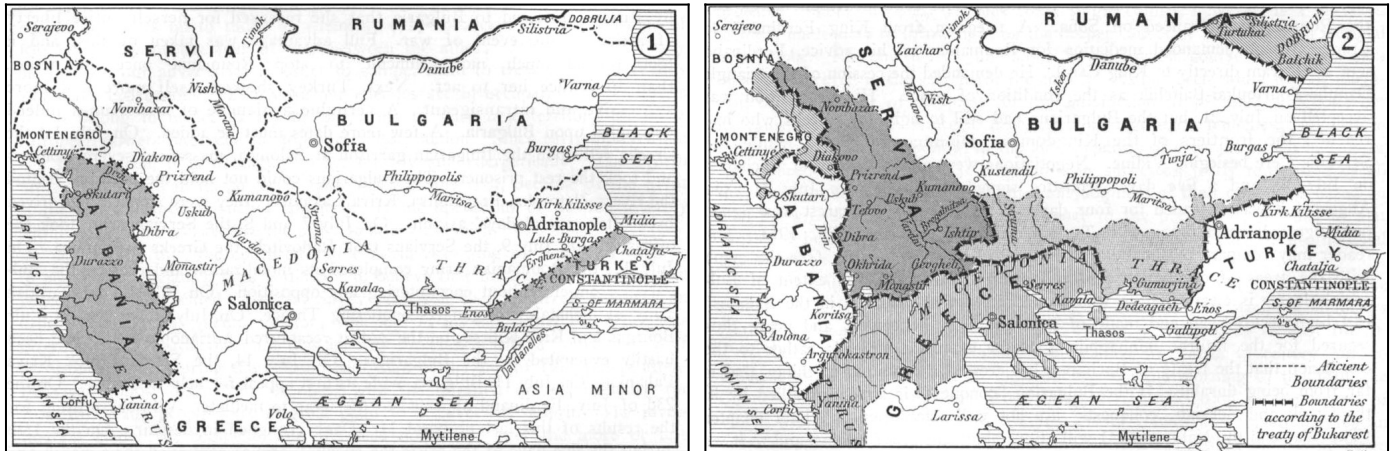


Fig. 3: Territorial modifications after the First Balkan War (London) and the Second Balkan War (Bucharest). Note the Ottoman part of Thrace at the right bank of the Maritza river, transferred to Bulgaria in 1915.³

Territory Ceded to Greece after the Balkan Wars



Fig. 4: Greek territory after two Balkan Wars.⁴

3 Map: *Balkan Wars Boundaries* [cropped]. In: Wikipedia. Online: https://tr.wikipedia.org/wiki/Dosya:Balkan_Wars_Boundaries.jpg. Map originally from p. 70 of *Report of the international commission to inquire into the causes and conduct of the Balkan wars*. Washington, 1914. Online: <https://archive.org/details/reportofinternat00inteufit>.

4 Detail of map *The theatre of war in the Balkan peninsula* (Stanford's War Maps ; no. 16). London: Stanford, 1916. Online at Llyfrgell Genedlaethol Cymru – The National Library of Wales: <http://hdl.handle.net/10107/5003856>. License: <http://creativecommons.org/publicdomain/mark/1.0/>. Also at Wikimedia Commons. Online: [https://commons.wikimedia.org/wiki/File:The_theatre_of_war_in_the_Balkan_Peninsula_\(5003856\).jpg](https://commons.wikimedia.org/wiki/File:The_theatre_of_war_in_the_Balkan_Peninsula_(5003856).jpg).

C.O., J.S.C., and C.O.S.M. Stations

After both Balkan Wars parts of the (former) railways of C.O., C.O.S.M. and J.S.C. were situated in Greece (see map above). It concerns the:

- J.S.C. line between Salonica and Drama (including the 'shortcut' between Karasuli and Kilindir);
- C.O. line between Salonica and Guevghili (Serbia);
- C.O.S.M. line between Salonica and Florina.

Late use of 'old' station marks or Ottoman postmarks (T.P.O. as well as station postmarks) in the Greek area is very rare and seldom seen (as far as we know only a station mark of the C.O. SALONIQUE is seen).

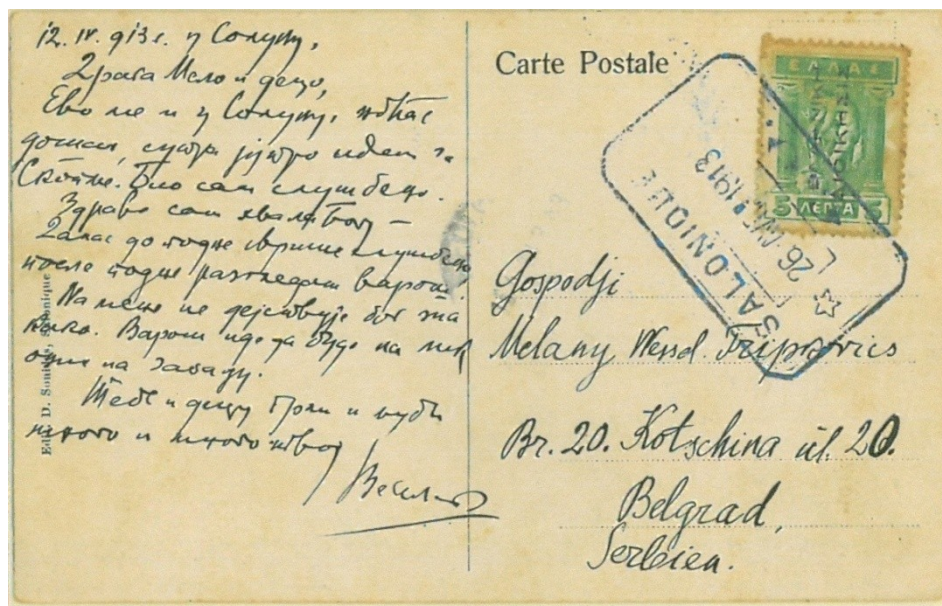


Fig. 5: Picture postcard sent from Salonica to Belgrad, 26.04.1913, franked with a Greek 5 Lepta stamp (Greece, MiNr. 193) two-line overprint "ΕΛΛΗΝΙΚΗ ΔΙΟΙΚΗΣΙΣ" (Greek Administration, MiNr. 19 I, Gebiete in der Türkei).

The 'old' C.O. mark was still in use. Very rare item.
Collection Atadan Tunaci.



Territory Ceded to Bulgaria after the Balkan Wars

Western Thrace

On the map below the Bulgarian territory in Western Thrace after the treaty of Bucharest is shown. Parts of the (former) railways of C.O. and J.S.C. were lying at that time in Bulgaria. It concerns the:

- C.O. line between Dédé Agatch and Mustafa Pacha (so including the station in Demir Tache/Kara Agatch);
- J.S.C. line between Eskédjé and Dédé Agatch.

Some of the old station marks were still in use by the Bulgarians.



Fig. 6: The junction line runs from Salonica to Drama at the (at that time) Greek-Bulgarian border. Picture postcard but text changed.⁵



Fig. 7: After a short occupation of (parts of) Eastern Thrace the Bulgarians were expelled from there in the Second Balkan War (keeping the area shown above). In 1915 places like Demotika, Kouléli-Bourgas and Kara Agatch were transferred by the Ottomans to Bulgaria, so the Maritza river became the border.⁶

⁵ Similar to the one shown in MEPB 22, p. 23, fig. 5.

⁶ Detail of map *Philips' large scale strategical war map of Europe Balkans area*. Liverpool: Philip, 1917. Online at Llyfrgell Genedlaethol Cymru – The National Library of Wales: <http://hdl.handle.net/10107/5008299>. License: [CC PDA Mark 1.0](https://creativecommons.org/licenses/by/4.0/). Also at Wikimedia Commons. Online: [https://commons.wikimedia.org/wiki/File:Philips%27_large_scale_strategical_war_map_of_Europe_Balkans_area_\(5008299\).jpg](https://commons.wikimedia.org/wiki/File:Philips%27_large_scale_strategical_war_map_of_Europe_Balkans_area_(5008299).jpg).

C.O. Stations

Andrinople

The railway station of Andrinople (Edirne) was situated in Demir Tache/Kara Agatch on Bulgarian territory (after 1915).



Fig. 8:

Stampless cover sent by the railway officer on 19.11.1915 from Edirne station (at the now Bulgarian Kara Agatch) to Sirkedji in Constantinople. Collection Atadan Tunacı.

Moustafa Pacha



Fig. 9:

Stampless picture postcard sent on 16.10.13 (Julian calendar) from Moustafa Pacha railway station to Sofia cancelled by the mark "MOUSTAPHA-PACHA / C.O." The station mark is dated 28.10.1913 (Gregorian calendar). Collection Atadan Tunacı.

J.S.C. Stations

Drama



Fig. 10: Picture postcard sent on 26.10.1912 from Drama to Bulgaria, cancelled with the J.S.C. station mark. Drama in Macedonia (vilayet of Selanik) was occupied by the Bulgarians in the First Balkan War. After the treaty of Bucharest the place was taken by Greece. Courtesy of Alexandros Galinos.

Kirka-Keui

At the station of Kirka-Keui (Greek: Kirki, Κίρκη Έβρου, previously Χιρκάς or Κιρκάκιοϊ) a Bulgarian post office was opened. At this station a provisional non-J.S.C. type of station mark was used during the Bulgarian occupation. No J.S.C. mark has been seen.



Fig. 11: Picture postcard from Kirka-Keui (Greek: Kirki), 16.02 1914, to Sofia, Bulgaria. It is sent by J. Co..., "chef de station a Dédeagatch J.S.C." Provisional station mark? Collection Atadan Tunaci.



Fig. 12: (Perhaps from) Kirka-Keui to Naples via “DEDEAGHATCHE”, 26.04.1914.

The private cachet placed on the card reads:

“M. TACHDJIAN / Chemin de Fer J.S.C. / KIRKA-KEUI-DEDEATCH (Bulgarie) / R.E.C.P. 0448”.⁷

Mr. Tachdjian, the sender of the postcard, was a member of one of hundreds of postcard and stamp exchange clubs: R.E.C.P = Régistre d’Échangistes de Cartes Postales Illustrées et de Timbre Poste. It was founded by Mr. E. Zeller in France. In 1920 it claimed 37,000 members.

Narli-Keui

At the station of Narli-Keui (Greek: Polyantho, Πολύανθο Ροδόπης, Narlikio) a Bulgarian post office was opened. At this station a provisional non-J.S.C. type of station mark was used during the Bulgarian occupation. No J.S.C. mark has been seen.



Fig. 13: Picture postcard from Narli-Keui (Polianthos), 1.01.1914, to Bulgaria. It is sent by the ‘chef de station de Dédeagatch J.S.C.’. Provisional station mark? Collection Atadan Tunaci.

⁷ Courtesy of Kemal Giray, BalkanPhila, online: <https://www.balkanphila.com/shop/1914-bulgaria-shipka-heroes-card-greece-railway/>.

Demir-Beyli

Galinos⁸ shows a framed bar cancel of the Bulgarian post office of Demir-Beyli (1913). Whether this mark is used at the station of this place is unclear. A J.S.C. mark has not been seen.

Eastern Thrace

The Bulgarian occupation of Eastern Thrace was in the period 1912-1913. In the Second Balkan War Bulgaria was expelled from Eastern Thrace.

C.O. Stations

Lulé-Bourgas

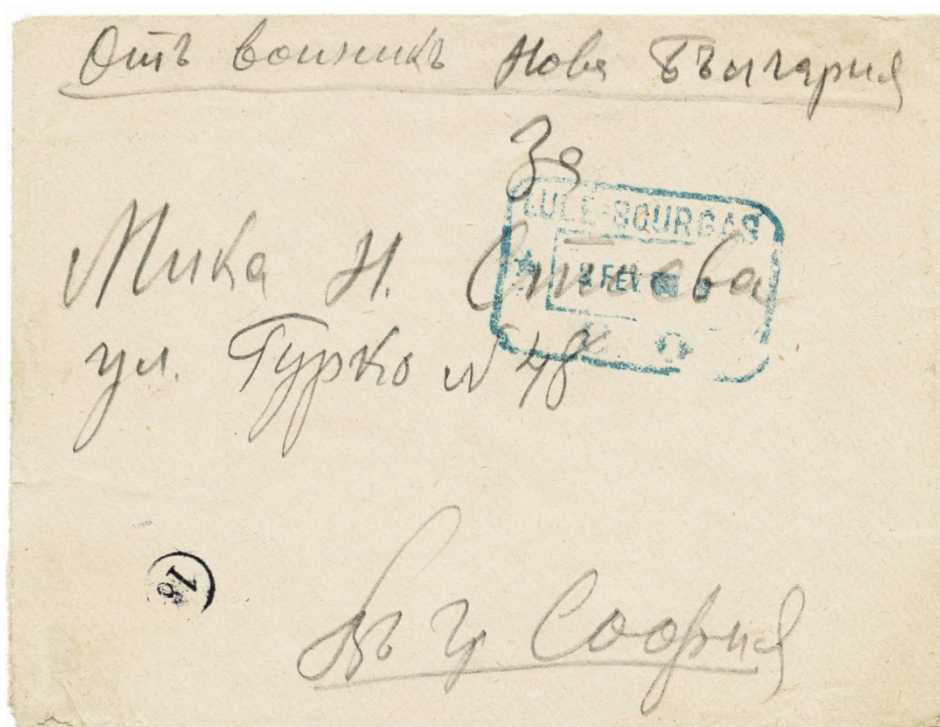
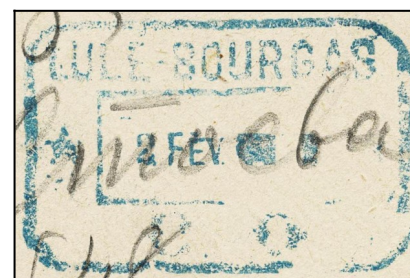


Fig. 14 and 14a: Letter sent from the station of Lulé-Bourgas to Sofia (Bulgaria), possibly dated 1912/1913.
Collection Atadan Tunaci.



Territory Ceded to Serbia after the Balkan Wars

After the Balkan Wars the railway lines from Guevghili (Greek border) to Mitrovitza and Zubeftche were situated in Serbia. Also a part of the C.O.S.M. line was in Serbian hands. The use of former postmarks of C.O. or C.O.S.M. in Serbian territory is not seen by the authors.

⁸ Galinos, p. 216.

Railway Companies after the Balkan Wars and the First World War

In 1912 and 1913 Bulgaria, Greece, Montenegro and Serbia had gained vast parts of the Ottoman empire. So subsequently only a small part of the railways remained Ottoman, in fact only the line in Eastern Thrace from Constantinople to Edirne (that is what was left of the C.O.).⁹ The ownership was transferred (directly or finally) to the occupying nations as well as the operations.¹⁰



Figs. 15 and 16: Greek administration of Western Thrace. Station marks of MOUSTAPHA PACHA C.O. and FEREDJIK C.O. (both 1922) on Greek stamps of 1 and 5 Lepta (Greece MiNr. 190 and 193 with two-line overprint "Διοίκησης Θράκης" = Thrace administration, MiNr. 9 and 12).

Courtesy of Panayotis Cangelaris.¹¹

In 1914 World War I broke out. Bulgaria became a coalition partner of the Ottomans.¹² After the loss of the Central Powers, Greece occupied Western and Eastern Thrace (1920–1922).



Figs. 17 and 18: Greek administration of Eastern Thrace. Station marks of PAVLO KEUY C.O. and SEIDLER C.O. (both 1922) on Greek stamps (Greece Mi.Nr. 193).

Courtesy of Panayotis Cangelaris.

In the treaty of Lausanne (1923) the new borders of post-war Europe were established. Bulgaria lost the territory in Western Thrace. In Thrace the border between Greece and Turkey was formed by the Maritza river, except in the neighbourhood of Edirne. Kara Agatch and surroundings on the right bank of the Maritza remained Turkish (see fig. 19).

⁹ CO : Chemins de fer Orientaux. In: Trains of Turkey. Online: <http://www.trainsofturkey.com/pmwiki.php/History/CO>.

¹⁰ The Railways of Greece. Online: <https://www.gwrarchive.org/site/sitel2pg/Greece/greece.php>.

¹¹ Cangelaris, 1998.

¹² Cf. *Trains of Turkey*.

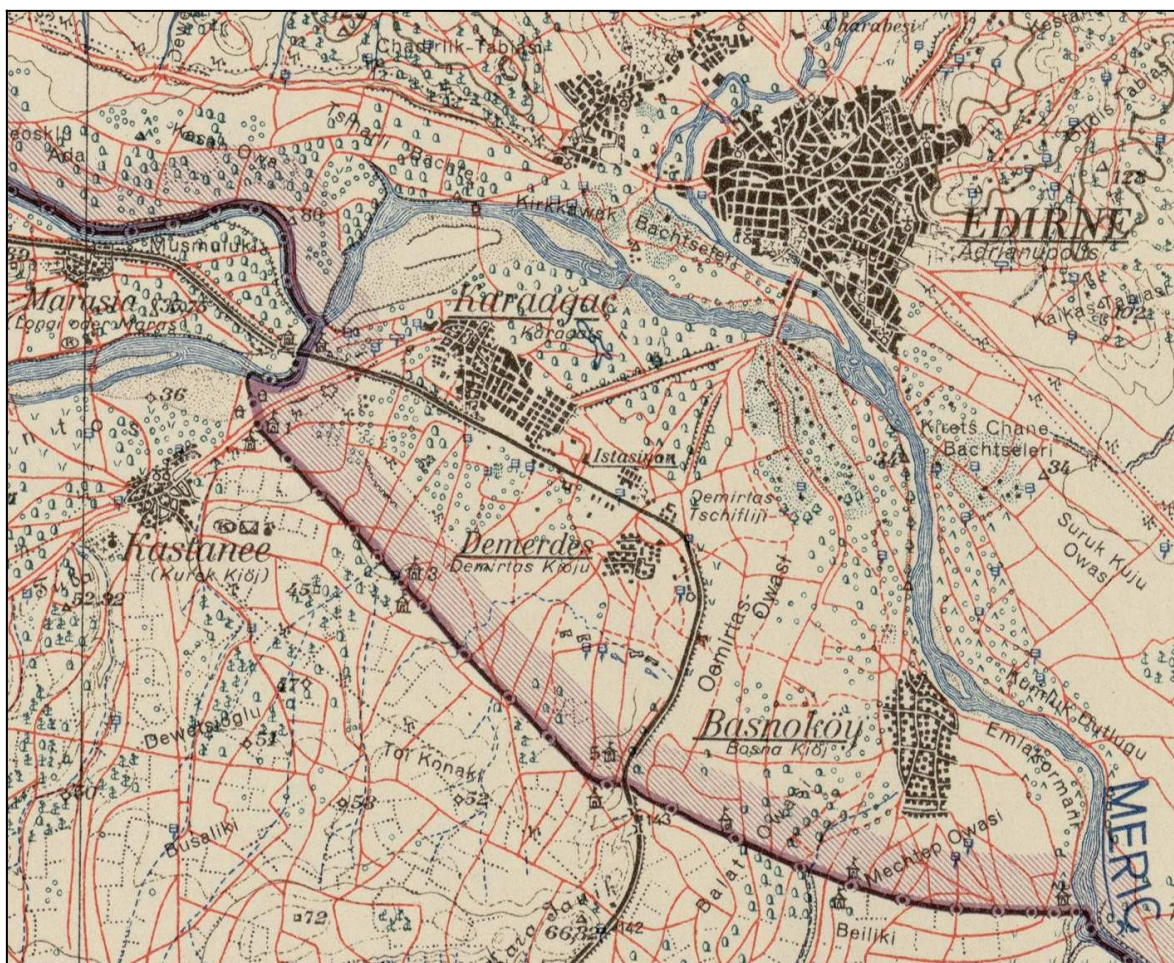


Fig. 19: The Greek railway (black line) crossing partly over into Turkish territory along Kara Agatch. This situation lasted until 1971, when separate railway lines were constructed on the territories of Turkey and Greece, respectively. The station of Demir Tache/Kara Agatch was abandoned.¹³

Greece

Thrace

Until 1929 the C.O. continued the exploitation of the railway from Dédé Agatch (Alexandroupolis) to Mustafa Pacha (Svilengrad). On 29th June 1929 the ownership and operations of the C.O. on Greek territory in Thrace (including a short track to Edirne on Turkish soil) was officially transferred to the newly-founded *Compagnie de Chemin de Fer Franco-Hellenique* (C.F.F.H.).¹⁴ This company bankrupted in 1952 and the *Hellenic State Railways* (S.E.K.)¹⁵ took over the exploitation.¹⁶

The Greek government purchased the J.S.C. in 1920 and the railway became part of the *Hellenic State Railways* (S.E.K.).

13 Detail of the *Generalstabkarte Griechenland*. Sheet: *Adrianupolis (Edirne)*, 1940. In: Cartothèque Paris 8. Online: <http://geographie.ipt.univ-paris8.fr/rubriks/carto/cartorub/cartes/numeriquetoutA.php?cpt=720&res=1385>
Used by permission obtained from Université Paris VIII Vincennes-Saint-Denis.

14 *Compagnie Franco-Hellenique des Chemins de Fer*, Fransız-Yunan Demiryolu Şirketi = Γαλλοελληνική Εταιρεία Σιδηροδρόμων (ΓΕΣ).

15 *Sidirodromi Ellinikou Kratous* (S.E.K.) = Σιδηρόδρομοι Ελληνικού Κράτους (Σ.Ε.Κ.).

16 Cf. *The Railways of Greece*.

Greek Macedonia

The Hellenic State Railways (S.E.K.) took over the exploitation of the C.O. line from Salonica to Guevghili on 1st June 1920.

In 1925 the Greek part of the C.O.S.M. from Salonica to Florina was bought and became a part of the S.E.K. as well.

Yugoslavia

Already in 1918 the ownership and exploitation of the C.O. railway lines were transferred to the *National Railways of the Kingdom of Serbs, Croats and Slovenes* (SHS),¹⁷ renamed to *Yugoslav State Railways* (JDŽ)¹⁸ in 1929.

Bulgaria

Already in 1909¹⁹ the Bulgarian state became the owner of the C.O. railway situated in Bulgaria.

Turkey

The Turkish part of the C.O. in Thrace was transferred to a consortium of French companies.²⁰



Sources and Literature²¹

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- *A handbook of Serbia, Montenegro, Albania and adjacent parts of Greece* / prepared by the Geographical section of the Naval intelligence division, Naval staff, Admiralty. [London]: HMSO, [1920]. Online: <https://babel.hathitrust.org/cgi/pt?id=njp.32101027626850>.
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- *Türkei, Rumänien, Serbien, Bulgarien*. Leipzig: Bibliographisches Institut, 1908. (Meyers Reisebücher). 500 p. Online: <https://archive.org/details/trkeirumnienser00reisgoog/page/413/mode/2up>.

17 Železnice Kraljevine Srba, Hrvata i Slovenaca = Железнице Краљевине Срба, Хрвата и Словенаца (СХС).

18 Jugoslovenske Državne Železnice = Југословенске државне железнице (ЈДЖ).

19 Cf. Hitzler.

20 CO : *Chemins de fer Orientaux*. In: *Trains of Turkey*. Online: www.trainsofturkey.com/pmwiki.php/History/CO.

21 Additional to the bibliography in MEPB 21 (p. 50), MEPB 22 (p. 50), and MEPB 23 (p. 61).

Addendum

Three articles about Railway Mail Services in Ottoman Europe – Some Questions Left

In the past two numbers of MEPB and in this issue we have tried to collect as much as possible information about railway mail services in Ottoman Europe. In spite of the fact that a lot of (new) information is presented, still, as said, a lot is not yet discovered. Besides that, some questions need further study:

Vanished and Unknown Post Offices

In the 'Indicateur 1884' a lot of 'regular' Ottoman post offices at railway stations are mentioned which no longer appear in later (1903, 1909) Ottoman lists of post offices. In our opinion the responsibility for postal services is transferred, in one way or another, to the railway companies for the 'disappeared' stations involved. To repeat a remark of Turgut here:²² "Stations were given the status of ordinary letter-accepting post offices." Unfortunately no reference to a source is given. No further information in the literature is found.

As mentioned in MEPB 23 (addendum) some station post offices are not listed by the Ottoman government or the U.P.U. Osman Levend Seral²³ gives some examples.

Although other and new insights are acquired during the writing of the articles, mainly by meticulously re-inspecting the lists (and to discover that some stations had alternative names in the lists); some systematic research is still to carry out, preferably by our readers.



Fig. 20:

Stationery post card sent from Üsküb to Anastas Kanevchev²⁴ at the railway station of Banitza (Banica)²⁵ along the line Salónica–Monastir.

No information of this station is found in Ottoman or U.P.U. lists of post offices or in the list of Osman Levend Seral. A C.O.S.M. mark of the station is known.²⁶

22 Turgut, 2019, p. 49.

23 Seral, Osman Levend: [Osmanlı postahaneleri]. Online: <https://doczz.biz.tr/download/16343>.

24 A little-known Bulgarian educator and revolutionary, who taught in this village at the time (cf. Анастас Каневчев.

In: Wikipedia. Online: https://bg.wikipedia.org/wiki/Анастас_Каневчев.

Source of image: Letter to Anastas Kanevchev. In Wikimedia Commons. Online:

https://commons.wikimedia.org/wiki/File:Letter_to_Anastas_Kanevchev.jpg.

25 Vevi, Wewi, Веўи, Баница, Μπάνιτσα, Πάνιτσα, Banitsa, Panitsa.



Figs. 21 and 22: The railway line east of Florina with Banitz, 1910.²⁷
Position of Wewi station ("Bf. Wewi") on a 1940s map.²⁸

Regulations

We have seen that at a majority of the railway stations no regular Ottoman post offices were established. We concluded that (limited) postal services were delivered by the railway companies, but we have not found any information about contracts or conventions between the Ottoman government and the railway companies concerning the delivery of postal services.

²⁶ Cf. MEPB 22.

²⁷ Detail from *Generalkarte von Mitteleuropa 1:200.000*. Sheet 34-41: Bitola. 1910.

²⁸ Detail of the *Generalstabkarte Griechenland*. Sheet: 5/C: Florina/Ptolomais. 1940. In: *Cartothèque Paris 8*. Used by permission obtained from Université Paris VIII Vincennes-Saint-Denis.

Station Marks of the Railway Companies (C.O., C.O.S.M., J.S.C.)

On the basis of the number of stations given in Cervati,²⁹ it is very likely that the examples shown and described in MEPB 22 give an incomplete overview.

Travelling Post Offices and their Postmarks

In the 'Indicateur 1884' no travelling post offices are mentioned. The question arises whether they already existed in 1884. A few 'all Arabic' marks with 'seyyar' (ambulant) or 'nakliye' (transport) are known from the period before 1884. But all the recorded 'real' TPO postmarks (with place of departure and arrival in the postmark) are from the period after 1884.

In MEPB 23 we mentioned the article of Willy Pijnenburg written for *Türkei-Spiegel*³⁰ about 'missing' TPO postmarks that, according to his opinion, and for reasons of 'symmetry',³¹ should exist. He showed two new discoveries.

Important Junction Stations

In our articles we have emphasised the importance for the mail transport of (among others) the stations of:

- Salonica;
- Edirne;
- Dédé Agatch.

At the same time we realise a lot is not known concerning these very stations and related postal services.

Salonica

Salonica had three railway stations:

- the C.O. station for the direction to Üsküb (1873);
- the C.O.S.M. station for the direction to Monastir (1894);
- the J.S.C. station for the direction to Dédé Agatch and Constantinople (1896).

Birken describes a few 'all Arabic' postmarks with (just) "*Selanik memuru (seyyar)*". Were these postmarks used at the C.O. or C.O.S.M. stations only or were they (also) used by ambulant offices/employees at the trains? Birken describes them as 'bureaux ambulants'.

Although the J.S.C. station had a post office³² no (post)marks are seen.

Andrinople/Edirne

Ottoman Post Office at the Station?

Neither in the 'Indicateur' of 1884 nor in later lists of Ottoman post offices a 'regular' Ottoman post office at the railway station of Andrinople is explicitly mentioned. Levend refers in his list to Demir Tach³³. Coles and Walker mention a postmark (type S) inscribed "GARE-ISTASYON".³⁴ But they

29 Cervati, *Guide Horaire Général ... 1911*, pp. 365 (C.O.), 385 (J.S.C.), and 397 (C.O.S.M.).

30 Pijnenburg, 2021.

31 If for some line a TPO mark exists with inscription 'A to B' then a TPO mark with 'B to A' exists as well, i.e. for the opposite direction.

32 Tozoğlu, 2013.

33 Cf. Seral, listed under "ANDRINOPLE GARE."

34 Cf. Coles/Walker, part 3.

neither show an illustration nor they give a date of use. Also Birken mentions this postmark without showing it (no date). But what he shows is an interesting map with the location of the Ottoman post and telegraph office in Kara Agatch at the station.

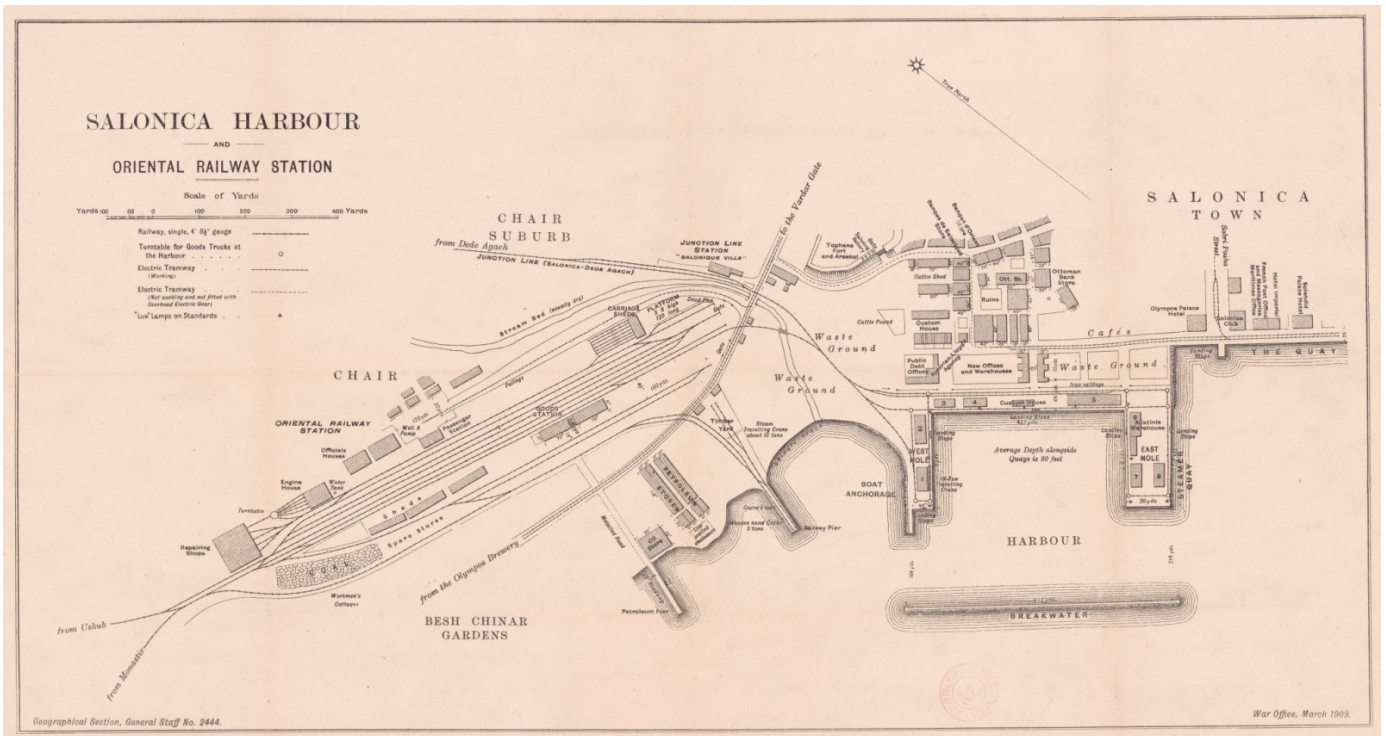


Fig. 23: Salonica harbour and nearby Oriental railway station.³⁵

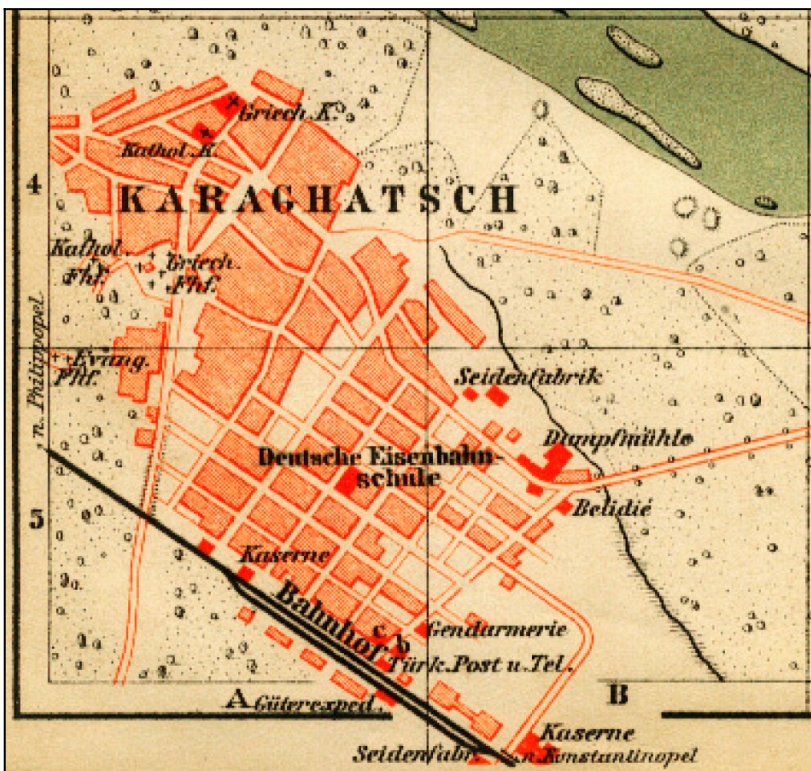


Fig. 24:
Detail from the city plan of Adrianopol.³⁶
Ottoman post and telegraph office ("Türk. Post u. Tel.") at the station ("Bahnhof").

35 *Salonica harbour and oriental railway Station*. In: Wikimedia Commons. Online: https://commons.wikimedia.org/wiki/File:Salonica_Harbour_and_oriental_railway_Station_-_btv1b8460241b.jpg.
36 Source: *Türkei, Rumänien, Serbien, Bulgarien, 1908* (image taken from Birken, 2019, vol. Edirne, p. 18).

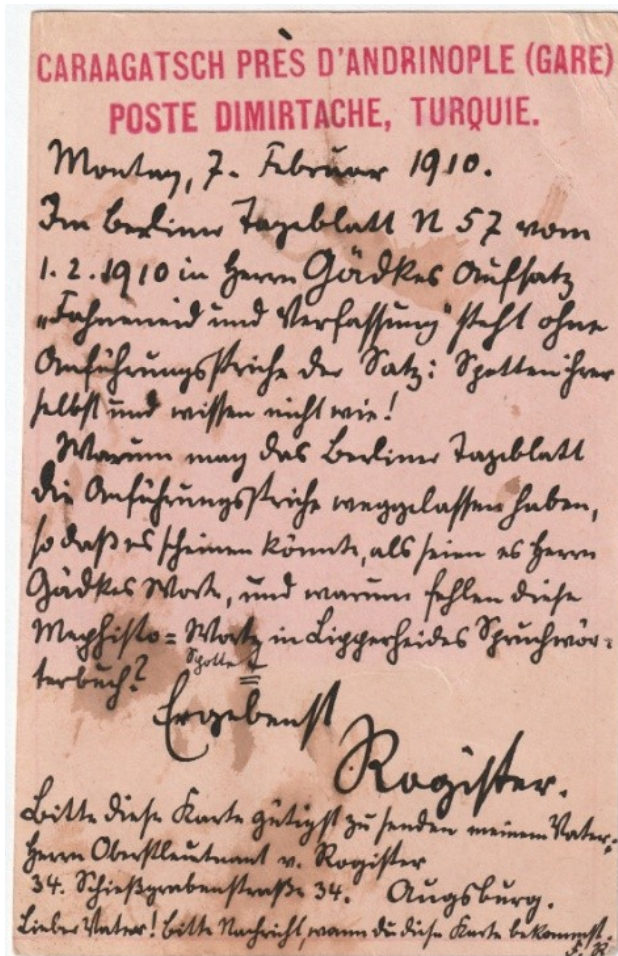


Fig. 25:

Back side of a postal stationery card from Kara Agatch station (Demir Tache) to Germany (with postmark Demir Tache on front side):
 “CARAAGATSCH PRÈS D’ANDRINOPLÉ (GARE) / POSTE DIMIRTACHE, TURQUIE”

In the Ottoman list of post offices 1903 as well as in the one of 1909 there is an entry “Timour-tache (kara agadj station)”.³⁷

The railway station of Andrinople/Edirne (1872) was situated in Kara Agatch, south of the Maritza River, in the new ‘grid-like’ extension (1885) at the south-eastern side (see map, fig. XX). Strange enough the station (and the post office at the station) was indicated as the station (and post office) of Demir Tache,³⁸ the last place situated at a short distance south-east of Kara Agatch. We suppose that the postmark used at the station is the one of Demir Tache (without further inscriptions like “gare”, “station” or “istasiyon”).

Use of ‘seyyar’ Marks of Andrinople/Edirne

Birken describes a few ‘all Arabic’ postmarks with (just) “Edirne seyyar”. He does not place these postmarks under Demir Tache (or Kara Agatch, in the vicinity of Demir Tache) although they should have been used there.

Also here we have the question, whether these ‘all Arabic’ postmarks were used by employees at the C.O. station only or were they (also) used by ambulant offices/employees at the trains. Birken describes them as “bureaux ambulants.”

Dédé Agatch

Coles & Walker³⁹ refer to the PTT/UPU-list of post offices of 1904 as “Dedeaghadj Station”, we have not consulted the list ourselves. It is no longer mentioned in the UPU list of 1909.

(Post)marks of the C.O. Station

Dédé Agatch had two railway stations, the C.O. station (1872) and the J.S.C. station (1896). The Ottoman post office at the C.O. station is mentioned as early as 1892,⁴⁰ but no (post)mark (except the C.O. company mark) has ever been seen.

37 Spelling as in list 1903, spelling in the list of 1909 is slightly different..

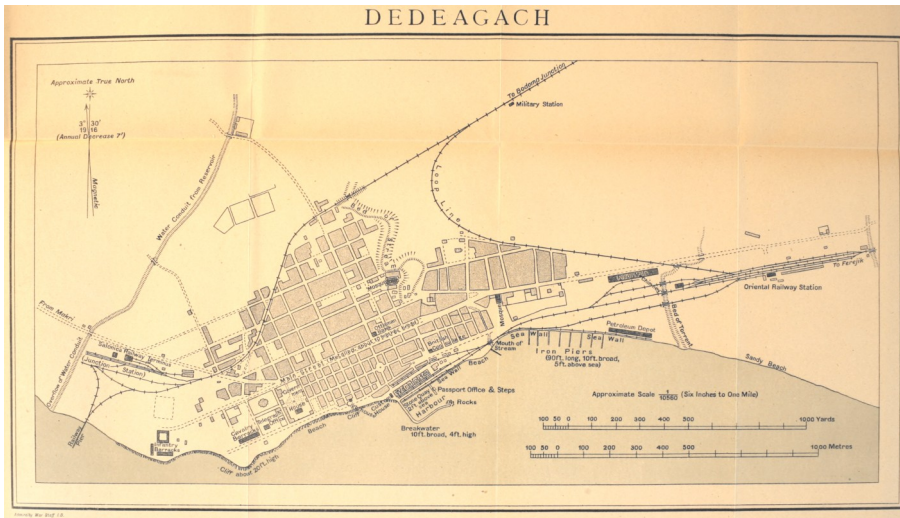
38 Interesting information can be found in Tozoğlu, 2013.

39 Coles/Walker, part 1, p. 64.

40 Cf. Turgut.

(Post)marks of the J.S.C. Station

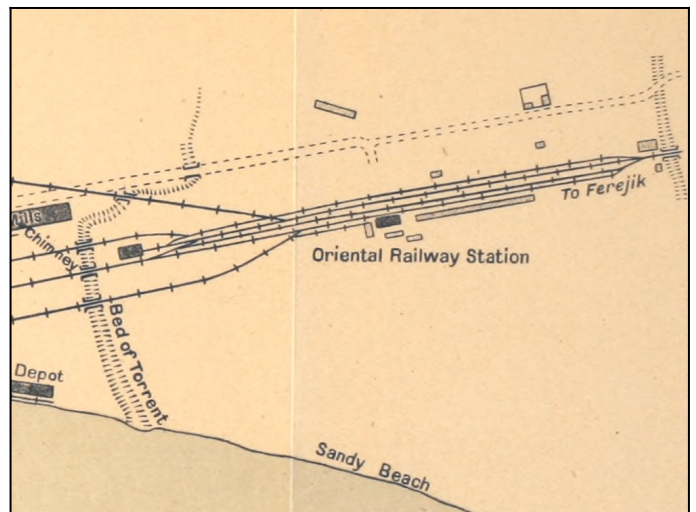
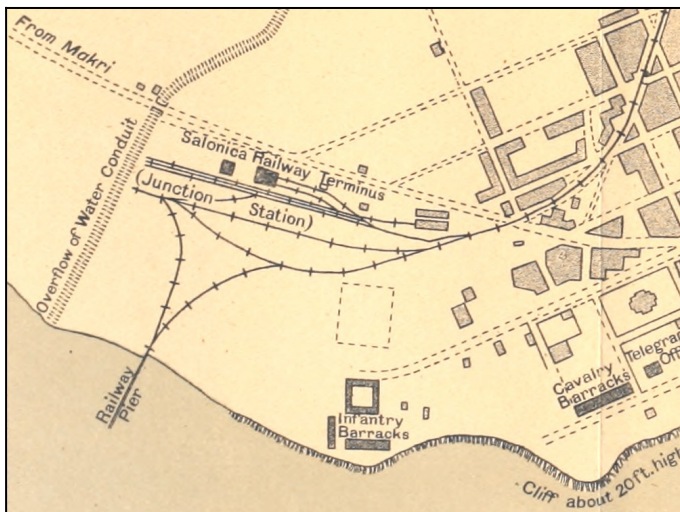
It is not clear whether the J.S.C. station (ever) had an Ottoman post office but (post)marks (not even a J.S.C. mark) are not seen at all.⁴¹



Figs. 26–26b:

City map of Dédé Agatch with railway lines and stations.⁴²

On the left: the “Salonica Terminus (Junction Station)”, i.e. the J.S.C. station; on the right: the “Oriental Railway Station”, i.e. the C.O. station.

**Scarcity of Items**

The material shown is (sometimes extremely) scarce. Evidently only a few items survived the time. But it is also our conviction that a lot of material is still ‘hidden’ to see ‘the light of day’ in the coming time, especially of the stations in Macedonia. Albeit, of course, not in ‘huge amounts’.

Acknowledgement

The authors wish to thank Tobias Zywietz for his effort to publish the article in MEPB 24 and his advice about and additions to the text.

In one of the next issues of the MEPB a short article will be published with some remarks about the Thessalian railways in the Ottoman-Greek war (1897).

⁴¹ In MEPB 22 on p. 49 we are suggesting that maybe the station mark without ‘C.O.’ is used at the J.S.C. station. But this is far from sure and has still to be ‘proved’.

⁴² Map from opposite p. 142 of *A Handbook of Bulgaria*.

Ottoman Military Mail & Censorship in WWI

by Hofrat Ing. Hubert Gerzabek †¹

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The recent articles by Soetens and Longbottom² on Ottoman military censorship in World War I encouraged me to revisit my collections on this topic. I have compiled a small selection from my 11 frame exhibit and supplemented it with some thematically fitting picture postcards.



Fig. 1: The General Staff: Husein Husni Paşa (I), Mahmud Şefket Paşa (II), Ali Paşa (III); 2nd row: Izmet Paşa (2nd from left) and Enver Paşa (4th from left).



Fig. 2: Lieutenant General Otto Liman von Sanders (1855–1929), German commander-in-chief of the Turkish Army.

¹ Translated by Tobias Zywiets.

² Longbottom, Philip: *The WWI censor seals of the Ottoman Empire*. In: MEPB, no. 18, 2021, pp. 28–46, and Soetens, Hans Paul: *Ottoman censorship markings of WWI*. Part I in: MEPB 18, 2021, pp. 47–57, part II in: MEPB, no. 19, 2021, pp. 14–24, part III in: MEPB 20, 2022, pp. 46–63.



Fig. 3:

Cover with 10 Paras, 20 Paras (perf. 12), 1 Piastre (perf. 13¼:12), 2 Paras on 5 Paras, and 5 Paras (10.10.1910). Three strikes of army postmark of the autumn manoeuvre (4) dated 27.10.1910 (Pulhan 17). Two roller hand-stamps: Army Corps Field Post 4.



Fig. 4: Turkish cavalry officer in field uniform (khaki) 1914–1915 (artist: Arnold Lüschtwitz-Koreffski).



Fig. 5: The Imperial Guard.



Fig. 6: Military postmark "Dövdüncü ordu Kavaugök posta memertiju" (post office of the staff headquarters of the 4th Army) on 1914 postage stamp (MiNr 229, 2pa red lilac).



Figs. 7 and 7a: Postcard from Jerusalem to Bab Mechihat (Babi Meşihat/Bejasit/Constantinople) with arrival stamp and military censorship marking “Kudüs-ü Şerif mıntıkası askeri sansürü” (Jerusalem Zone Military Censorship).



Fig. 8: Original caption of this 1914 propaganda postcard on “The Turkish War”:
 “28.10.1914: Russia opens hostilities. The Turkish fleet destroyed and damaged several Russian ships.”



Fig. 9: Cover dated 14.08.1915 to Constantinople with military censorship cachet of the Fifth Army's "Command Adjutant's Office."



Dardanellen-Schlösser.

Fig. 10: Picture postcard with the Dardanelles Castles ("Dardanellen-Schlösser", artist: Friedrich Perlberg).



Figs. 11 and 12: Two covers from Smyrna and Constantinople, dated 22.02.1915 and 25.01.1915, respectively, with the rare provisional military censorship postmarks no. 40 and no. 10. This type of censor cachet was only in use for a short period of time.

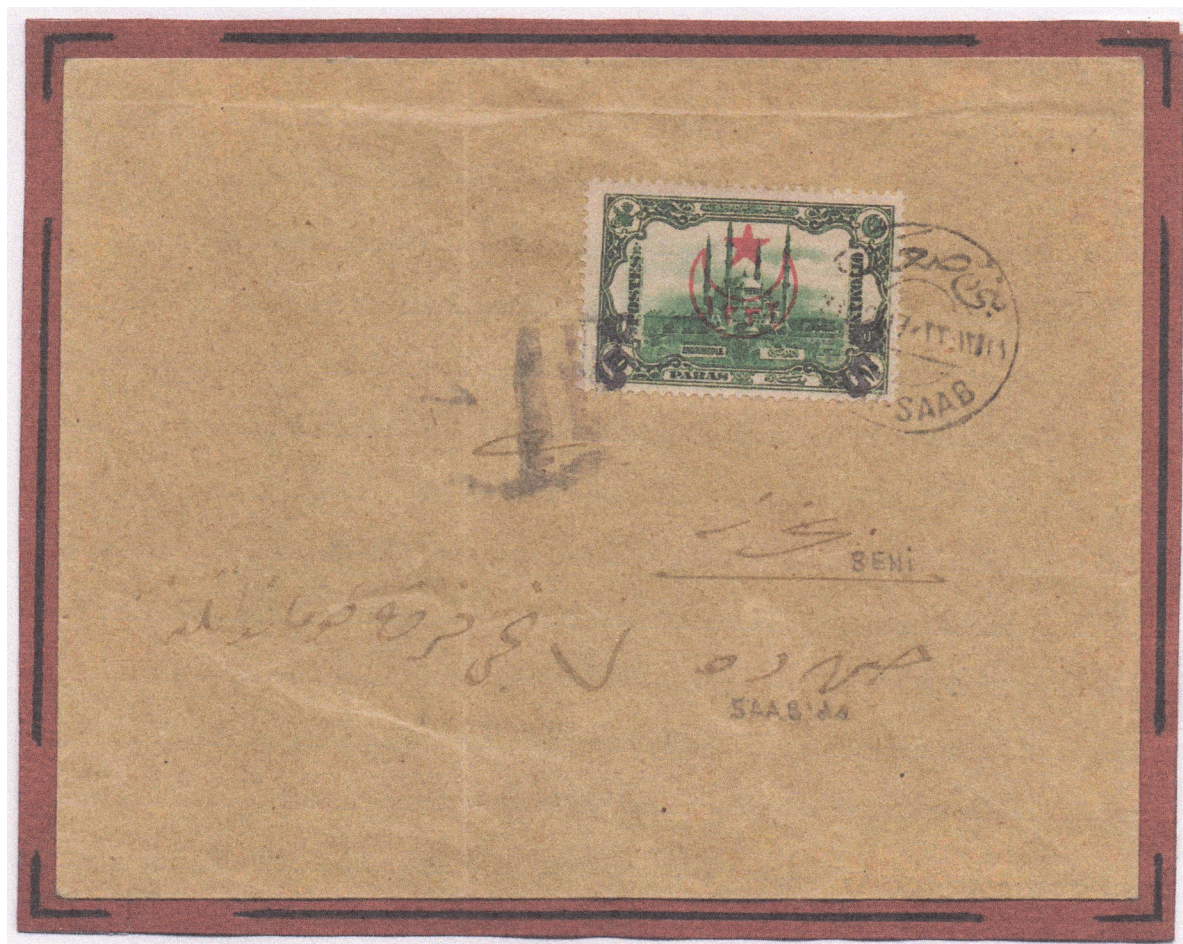


Fig. 13: Cover with 5 Paras overprint on 10 Paras dated 31.12.1917. Surcharged stamps (Gaza or Beni Sa'ab Provisionals, here 5 on 10 Paras = MiNr. III) were in use from March 1917 to 23.08.1918. Ordered by Refat Paşa, commander of the 13th Army Corps, for the 3rd Infantry Division in Tul-Karem (Beni Sa'ab) in March 1917. The overprint was made by the division's field post office itself and used by the 8th Turkish Army Corps in Gaza from November 1917 to 23.08.1918.

The Gaza/Beni Sa'ab Provisionals

(*editor*) The history and legitimacy of these overprints is controversial and contested. Not all catalogues list them. In OPAL Journals 213 and 214,³ Cilingiroglu argues that nothing of the story, the military (continuing Battles of Gaza) or the postal situation and general circumstances at the time support the story given by e.g. F. W. Pollack and others. He writes:

“Gaza Provisional prepared by Major Ismail Hakki Tevfik Okday. Money Orders supposedly used with these stamps never seen, because they don't exist. Documents that exist with these stamps or rubber stamps are fantasies and prepared to give an impression that they have been used in difficult times during the war. Handwriting on above illustration belongs to Colonel Okday. He has never been in any of the Gaza Battles. Actually [at] that time he was in Istanbul probably preparing these documents! He was a good philatelist and being the son-in-law of the Sultan he had an access to many things. Perhaps we can say that he has innocently prepared those fantasy documents to add a flavour to the philately.”

3 Çilingiroğlu, Sarkis: *The Beni Sa'ab provisionals*. In: OPAL Journal, no. 213, 2005, pp. 12–13; and Çilingiroğlu, Sarkis: *The Gaza provisionals*. In: OPAL Journal, no. 214, 2006, pp. 13–18.



Fig. 14:

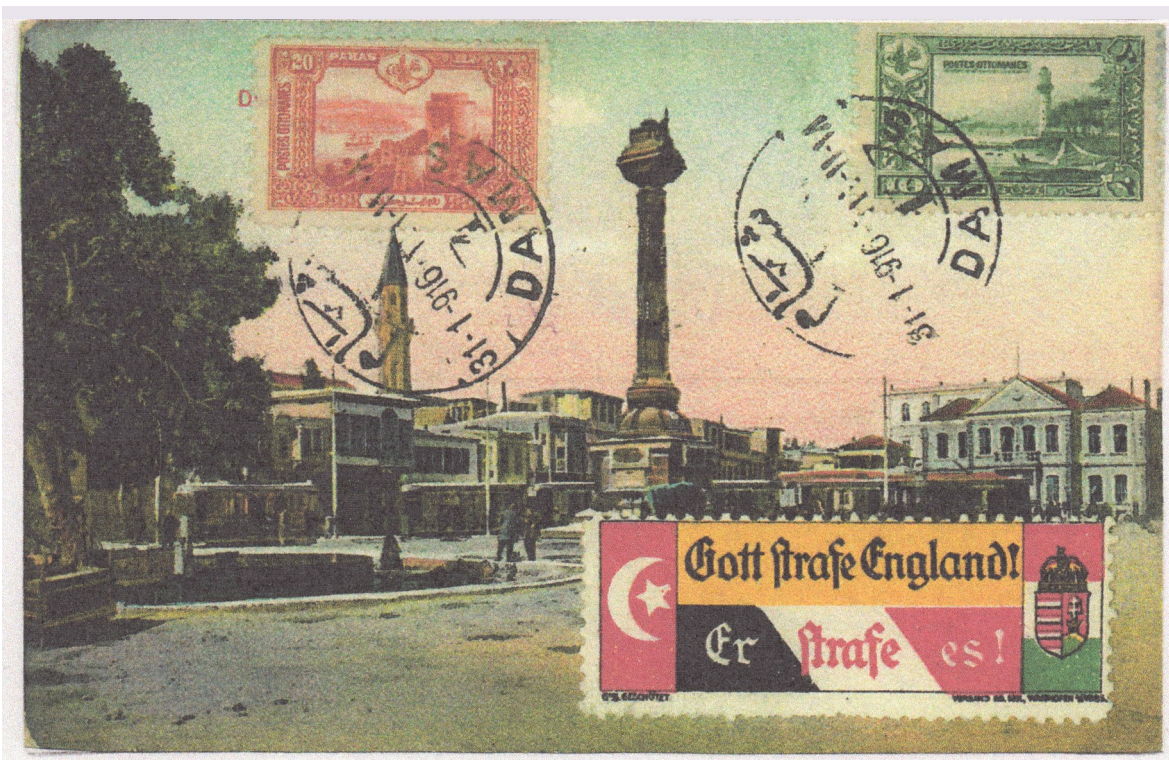
Soldier's letter dated 28.02.1927 from Ortakeuy 2 to Kastamonu.

Ortakeuy 2 28.02.1927.
Kastamonu 5.03.1927 (reverse).

Army unit cachet.



Fig. 15: Letter from Beirut to Bremen dated 14.07.1917 with censorship cachet Istanbul no. 3 and Beirut (crescent with star, small format).



Figs. 16 and 16a: Picture postcard of Damascus dated 21.01.1916 (DAMAS 1), negative seal of the 4th Ottoman Army, censorship cachet Damascus, Austrian censorship cachet "K.u.K. Militärbriefzensurkommando" (I&R Military Letter Censorship Command). Propaganda label on reverse: "God punish England! He shall punish it!"

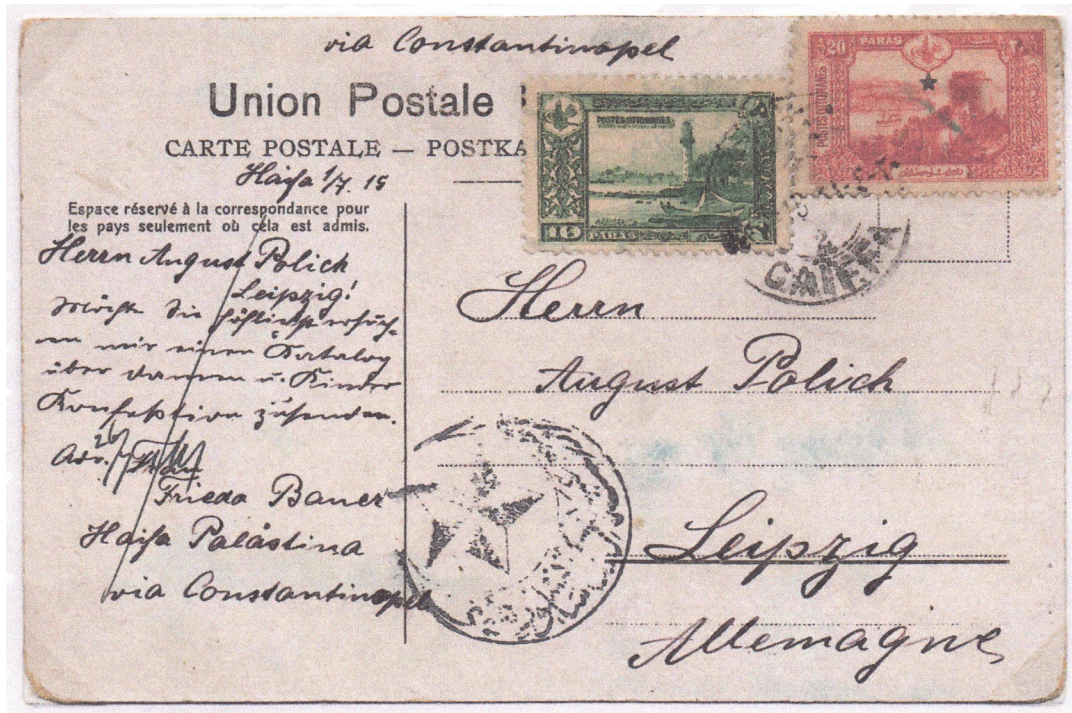


Fig. 17: Picture postcard from Haifa to Leipzig dated 1.07.1915 with censorship mark Damascus (crescent with star, large format).



Fig. 18: Postcard to Lieutenant General Zéki Paşa franked with 10 Paras (1901) overprinted with 6-pointed star 1331 (1915), cancelled with field postmark 38 dated 4.07.1916.

There is an explanatory note by İsmail Hakkı Tevfik Okday about this cover: “The postmark is Field Post 38, which is the field post number of the 1st Ottoman Army, whose headquarters were in the war school in İstanbul Pankaltı.⁴ The sender is the son of General Zéki Paşa, Lieutenant Zia Bey, who was assigned to the 1st Army Headquarters. The text contains purely personal matters about General Zéki Paşa’s family: news about his uncle who was commander of the 76th Machine Gun Division in the Dardanelles.”

4 The Pangaltı neighbourhood in the Şişli district of İstanbul.

International Reply Coupons of Iran

by Parviz Sahandi¹

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The problem of prepayment of postage was solved for countries in various ways, but on the international level there was no such a unified rule for prepaying the response of a letter. One idea was to issue postage stamps with the text “International Mail” proposed at the first Universal Postal Congress in Paris in 1878, but for many reasons like varying postal rates of countries, this was not accepted. The answer of this problem was issuing the International Reply Coupon. This was obtained in 6th UPU Congress held in the Italian capital Rome in 1906 establishing the format of the International Reply Coupons (IRCs).

The International Reply Coupon (in French: Coupon-Réponse International) is a coupon that can be exchanged for one or more postage stamps representing the minimum postage for an unregistered priority surface letter (later: airmail letter) of up to twenty grammes sent to another UPU member country. André Hurtré has suggested that the definition of a reply coupon could be “*A postal form which may be exchanged for the franking for posting to the country of origin from another postal administration.*”

Iran did not issue IRCs until 1925/1926 and the earliest recorded IRC is dated 28th June 1926.

The purpose of this article is to give a list of Iran’s IRCs. The following list is based on my almost five year research on Iran’s reply coupons, and the book that I published in 2020 on IRCs of Iran (fig. 1). This is a 114-page fully coloured Persian/English bilingual book, with an extensive introduction for general IRCs in the first five chapters. In chapter 6 I give some aspects for postmarks on Iranian IRCs. In chapter 7 I give a list of Iranian IRCs, showing the image of each coupon in the list together with the information on them.

We know that this list is incomplete, so we are eager to hear from collectors to provide information and images of more IRCs of Iran, to complete the picture of existing types. I would like to thank Wolfgang Leimenstoll for some information on early IRCs of Iran.



Before giving the list of Iranian IRCs, we should note some remarks:

The official name of the country was Persia (“Perse” in French) before 1935. After 1935 the official name changed to its traditional name Iran (ایران). Before 22nd March 1932 the currency of Persia was Kran and Chahi/Shahi with 1 Kran = 20 Shahis. After 22 March 1932 the currency was changed to Rial and Dinar with 1 Rial = 1 Kran and 5 Dinars=1 Shahi (so 1 Rial = 100 Shahis).

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The Calendar²

The issuing postmark should use the Georgian calendar for IRCs. However there are Iranian IRCs with issuing postmark using another calendar system, namely *Hijri Shamsi* (known also as *Jalāli Calendar*), invented by the Iranian astronomer and mathematician Omar Khayyam (1048–1131, 'Omar-e Ḥayyām, عمر خیام). The starting point of this calendar is Prophet Mohammad's migration from Mecca to Medina. This calendar, based on solar cycles, follows the seasons: the first day of the new year is the first day of spring, around 21st March. An Iranian year consists of the following twelve months:

1. Farvardīn	21 st March–20 th April
2. Ordibehēšt	21 st April–21 st May
3. Khordād	22 nd May–21 st June
4. Tīr	22 nd June 22 nd –22 nd July
5. Mordād / Amordād	23 rd July–22 nd August
6. Šahrivar	23 rd August–22 nd September
7. Mehr	23 rd September–22 nd October
8. Ābān	23 rd October–21 st November
9. Āzar	22 nd November–21 st December
10. Dey	22 nd December–20 th January
11. Bahman	21 st January–19 th February
12. Esfand	20 th February–20 th March

The first six months of the Iranian calendar are 31 days long. The following five months are each 30 days long. The last month of the year, Esfand, is only 29 days long. Every four years there is a leap year and a day is added to the last month of the year, making it 30 days.

The following equations can be used to convert the Iranian H.S. years to Gregorian years:

- From 1st Farvardin to 10th Dey: (GY) = (H.S.) + 621
- From 11th Dey 29th to Esfand: (GY) = (H.S.) + 622

To convert Gregorian years to Iranian years:

- From 21st March to 30th December (H.S.) = (GY) - 621
- From 1st January 20th March 20th: (H.S.) = (GY) - 622



Fig. 2:

London type Lo-14

IRAN

3 Rials 50 Dinars

Bouchir (Bushehr),
7 Ordibehesht 1334
(28.04.1955)

Exchanged with
stamps on 23.11.1955
at Cinnaminson

2 From the introduction of Sasan Baharaeen and Gordon Brooks in *Revenue Stamps of Iran*, 2nd ed., 2006.

**Iran International Reply Coupons:
Rome, London, and Vienna**

Type	Issued	Value 1	Value 2	Value 3	Remarks
Ro-7	1925	18 Shahis	–	–	Country name: “ PERSE ” (see fig. 8)
Ro-7	1932	18 Shahis	1 Kran 18 Shahis	–	Uprated by manuscript “1-” besides the printed 18 Shahis
Ro-8	1925	18 Shahis	—	–	Country name: “ PERSE ”
Ro-8	1931	18 Shahis	27 Shahis	–	Hand-stamped
Ro-8	1932	18 Shahis	27 Shahis	38 Shahis	The 38 Shahis written by pen 38 only and “ cancel 27 Shahis ”
Ro-8	1932	18 Shahis	27 Shahis	1 Rial 90 Dinars	The third value shown by manuscript “ 1-90 ” or “ 1/90 ”
Lo-9	1930	1 Kran 7 Shahis	–	–	Country name: “ PERSE ” Not issued without overprint.
Lo-9	1932	1 Kran 7 Shahis	1-90 Rials	–	Hand-stamped “ Rials 1-90 ” (see fig. 9)
Lo-11	1935	1 Kran 7 Shahis	–	–	Country name: “ IRAN ” Not issued without overprint.
Lo-11	1935	1 Kran 7 Shahis	1 Rial 90 Dinars	–	Red overprint in Persian “یکریال و نود دینار”
Lo-12	1935	1 Rial 90 Dinars	–	–	
Lo-12	1941	1 Rial 90 Dinars	2 Rials	–	Overprint in Persian “دو ریال”
Lo-14	1942	3 Rials 50 Dinars	–	–	(see fig. 7)
Lo-14	1959	3 Rials 50 Dinars	12 Rials	–	Violet hand-stamp “دوازده ریال” (see fig. 10)
Lo-15	1948	3 Rials 50 Dinars	–	–	Printer's name 17 mm
Lo-15A	1948	3 Rials 50 Dinars	–	–	Printer's name 13 mm
Lo-16u	1953	3 Rials 50 Dinars	–	–	
Lo-16n	1955	3 Rials 50 Dinars	–	–	
Lo-16n	1957	3 Rials 50 Dinars	8 Rials	–	Violet hand-stamp “هشت ریال” (see fig. 11)
Lo-16n	1957	3 Rials 50 Dinars	8 Rials	–	Black hand-stamp
Lo-16n	1959	3 Rials 50 Dinars	8 Rials	12 Rials	Violet/Blue hand-stamp
Lo-16n	1959	3 Rials 50 Dinars	12 Rials	–	Violet hand-stamp
Lo-16n	1957	8 Rials	–	–	

Lo-16n	1959	8 Rials	12 Rials	–	Violet hand-stamp “دوازده ريال” (see fig. 12)
Vi-19	1966	12 Rials	–	–	
Vi-20	1971	15 Rials	–	–	(see fig. 13)

After the 1984 UPU congress of Hamburg, the minimum selling price increased from 150 to 225 centimes, the selling price of Iranian coupons increased from 45 Rials to 250 Rials. Although 250 Rial coupons were issued, the remaining stock of 45 Rials coupons (of both types La-24A and La-25A) were overprinted with “250 rials” in red ink as the new value; with the “45 Rials” covered by a rectangle. Two major types, a big and small rectangle, can be distinguished as shown below (rectangle overprint “R.O.” types A1, A2, A3, B1, and B2, figs. 3–7).

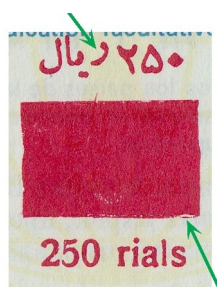


Fig. 3: Type A1
16.5×11 mm

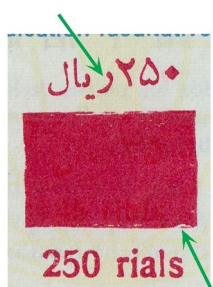


Fig. 4: Type A2
16.5×11 mm



Fig. 5: Type A3
16×11.5 mm



Fig. 6: Type B1
13.5×10 mm



Fig. 7: Type B2
13.5×10 mm

Iran International Reply Coupons: Lausanne, Beijing, Nairobi, Doha, Istanbul, and Abidjan

Type	Issued	Value 1	Value 2	Value 3	Value 4	Remarks
La-22A	1977	25 Rials	–	–	–	
La-23A	1977	25 Rials	–	–	–	
La-23A	1982	45 Rials	–	–	–	
La-24A	1982	45 Rials	–	–	–	
La-24J	1986	45 Rials	250 Rials	–	–	R.O. Types A1, A3, B1, B2 (see fig. 14)
La-24J	1995	45 Rials	250 Rials	3500 Rials	–	R.O. Type A3
La-24J	1995	45 Rials	250 Rials	500 Rials	3500 Rials	R.O. Type A3 (see fig. 15)
La-25A	1982	45 Rials	–	–	–	
La-25J	1986	45 Rials	250 Rials	–	–	R.O. Types A1, A2, A3, B2
La-25J	1995	45 Rials	250 Rials	500 Rials	–	R.O. Type A3
La-25J	1995	45 Rials	250 Rials	500 Rials	3500 Rials	R.O. Types A1 and A2, (3500 overprint black)
La-25J	1995	45 Rials	250 Rials	500 Rials	3500 Rials	R.O. Types A3 (3500 overprint blue)
La-25J	1995	45 Rials	3500 Rials	–	–	
La-25J	1995	45 Rials	250 Rials	3500 Rials	–	R.O. Type B2
La-25J	1999	45 Rials	3500 Rials	3800 Rials	–	(see fig. 16)
La-25J	1999	45 Rials	250 Rials	3800 Rials	–	R.O. Types A1 and A3

La-26A	1991	250 Rials	–	–	–	
La-26J	1995	250 Rials	400 Rials	–	–	Black overprint (not seen with issuing postmark)
La-26J	1995	250 Rials	400 Rials	–	–	Red overprint (not seen with issuing postmark) (see fig. 17)
La-26J	1995	250 Rials	500 Rials	–	–	Overprint in black
La-26J	1995	250 Rials	600 Rials	–	–	Black overprint (not seen with issuing postmark)
La-26J	1995	250 Rials	500 Rials	3500 Rials	–	Blue hand-stamp (see fig. 18)
La-26J	1995	250 Rials	500 Rials	3500 Rials	–	Black hand-stamp
La-26J	1995	250 Rials	500 Rials	3500 Rials	–	Green hand-stamp
La-26J	1995	250 Rials	500 Rials	3500 Rials	–	Violet hand-stamp
La-26J	1995	250 Rials	3500 Rials	–	–	
La-26J	1999	250 Rials	3500 Rials	3800 Rials	–	
La-26J	1999	250 Rials	3800 Rials	–	–	
La-29A	1995	3500 Rials	–	–	–	
La-29J	1999	3500 Rials	3800 Rials	–	–	Red hand-stamp
La-29J	1999	3500 Rials	3800 Rials	–	–	Blue hand-stamp (see fig. 19)
La-29J	1999	3500 Rials	3800 Rials	–	–	(see fig. 20)
La-29J	1999	3500 Rials	3800 Rials	–	–	(see fig. 21)
Pe-31	2002	No value	–	–	–	(see fig. 22)
Pe-32	2006	No value	–	–	–	
Na-34	2009	No value	–	–	–	
Do-36	2013	No value	–	–	–	
Is-41	2017	No value	–	–	–	
Is-43	2017	No value	–	–	–	
Is-45	2019	No value	–	–	–	
Ab-47	2021	No value	–	–	–	

Sources and Literature

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Selected International Reply Coupons of Iran

The following examples of Iran's IRCs are chosen to represent most types of change of values.

The 400 and 600 Rials revalued IRCs of Iran

In the inflation period of 1995 in Iran, the face values of Iranian IRCs were raised from 250 to 500 Rials and then to 3500 Rials. However there are 400 and 600 Rials IRCs (types La-26J, see images below) that have not been seen with issuing postmark until now.

I personally do not know the origin of these IRCs. Although the type of revaluation of these coupons is by perforation machines and not by hand-stamp overprint, as are all other IRCs of Iran that are revalued. Most likely they are specimens, or during the inflation in 1995 they could not have enough chance to circulate in the postal correspondence.

I sincerely ask collectors, if they have these IRCs with issuing postmark, to please provide scans! Even for examples without issuing postmarks, please provide scans to evaluate the census.





Fig. 8:

Rome type Ro-7

Perse

18 Chahis

Sultanabad (Aragh),
21.07.1927

Collection of
Wolfgang Leimenstoll



Fig. 9:

London type Lo-9

PERSE

1 Kran 7 Chahis
→ 1 Rial 90 Dinars

Salehabad, 22 Azar
1314 (13.12.1935)

Collection of
Wolfgang Leimenstoll



Fig. 10:

London type Lo-14

IRAN

3 Rials 50 Dinars
→ 12 Rials

Tehran 16, 16.08.1959

Collection of
Amir Khazani



Fig. 11:

London type Lo-16n

IRAN

3 Rials 50 Dinars
→ 8 Rials

Tehran 7, 15.02.1958

Collection of
Parviz Sahandi



Fig. 12:

London type Lo-16n

IRAN

8 Rials
→ 12 Rials

Tabriz, 4.02.65

Collection of
Amir Khazani



Fig. 13:

Vienna type Vi-20

IRAN

15 Rials

Tehran, 14.09.1974

Collection of
Parviz Sahandi



Fig. 14:

Lausanne type La-24J

45 Rials
→ **250 Rials**
(R.O. type B1)

Ahwaz, ????.???



Fig. 15:

Lausanne type La-24J

45 Rials
→ **250 Rials**
(R.O. type A3)
→ **500 Rials**
→ **3500 Rials**
(blue hand-stamp)

Tehran, 20.12.1999

Collection of
Parviz Sahandi



Fig. 16:

Lausanne type La-25J

45 Rials
→ **3500 Rials**
→ **3800 Rials**

Not known with issuing
postmark.

Collection of
Amir Khazani



Fig. 17:

Lausanne type La-26J

250 Rials
→ **400 Rials**

Not known with issuing postmark.

Collection of Amir Khazani



Fig. 18:

Lausanne type La-26J

250 Rials
→ **500 Rials**
→ **3500 Rials**
(blue hand-stamp)

Collection of Amir Khazani



Fig. 19:

Lausanne type La-29J

3500 Rials
→ **3800 Rials**
(blue hand-stamp)

Collection of Amir Khazani



Fig. 20:

Lausanne type La-29J

3500 Rials
→ **3800 Rials**
(bilingual blue hand-stamp, type 1)

Not known with issuing postmark.

Collection of Amir Khazani



Fig. 21:

Lausanne type La-29J

3500 Rials
→ **3800 Rials**
(bilingual blue hand-stamp, type 2)

Not known with issuing postmark.

Collection of Amir Khazani



Fig. 22:

Beijing type Pe-31

(no value)

Tehran, 8.08.2002

(size: 148×105 mm; image size reduced)

Taxed Mail of the Gaza Strip under Egyptian Rule

by Avo Kaplanian

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Between 1948 and 1967, the Gaza Strip was under Egyptian Military administration. Egyptian stamps, first under the Kingdom (1948–1953), and later under the Republic (1953–1967) were overprinted ‘PALESTINE’ in both Arabic and English: see *fig. 1* with MiNr. 20–31 (SG 20–31) and MiNr. 51–62 (SG 51–62). Also, the Egyptian seven stamp set of Postage Due stamps were overprinted with the similar bilingual “PALESTINE” overprint for use only in the Gaza Strip: see *fig. 2* with MiNr. P1–P7 (SG D32–D38). The set shown here is cancelled by the Bethlehem skeleton date-stamp with the date 11th June 1948, i.e. the date that the Egyptian Forces occupied Southern Palestine in June 1948.



Fig. 1:
The 1948 definitives (MiNr. 20–31, SG 20–31) and the 1953 definitives (MiNr. 51–62, SG 51–62).



Fig. 2: The 1948 Postage Due set, MiNr. P1–P7 (SG D32–D38), cancelled-to-order Bethlehem, 11.06.1948.

Taxed Covers

In the following pages the reader will see 12 covers, all taxed by different Postage Due stamps of the 1948 ‘Tax’ issue. The tax amount to be paid was calculated by doubling the franking value shortfall.

What makes these taxed covers specially interesting is the fact that they were all commercially used and none of them was philatelic or prepared by the very well-known stamp dealer Mr. Akram E. Kawar in the old city of Jerusalem who used to mail many empty envelopes to himself from many small villages and agencies in the West Bank and East Bank of Jordan. Some were mailed with too little franking stamps so that they would be taxed with Postage Due stamps upon their arrival in Jerusalem.





Figs. 3 and 3a: Cover ex. Port Loko (60 km north of Freetown, Sierra Leone) dated 3.11.1950, sent to Elizabeth, N.J., U.S.A. Redirected to Khan Yunis in the Gaza Strip via Egypt. Taxed upon arrival on 13.12.1950 with 4×2 millimes Postage Due (MiNr. P1, SG D32) stamps, double the needed extra 4 millimes. Large "T" in circle on back plus the postmark of Freetown 16.11.1950.



Fig. 4: Cover ex. Kralendijk (capital of Bonair, Dutch West Indies) with 3×12½c stamps, addressed to a person in “Gaza, Occupied Zone via Egypt”. Marked by a large manuscript “T” for tax. The manuscripted Arabic number 36 on the front: taxed value to be paid = 36 milliemes. Paid by Postage Due stamps overprinted “PALESTINE” in Arabic and English (30m, 4m and 2m) applied and postmarked “Gaza T / 30SEPT57 8A”.



Fig. 5: Commercial cover mailed in Gaza to Cairo on 18.08.1948. Franked by four different King Farouk Palestine overprinted stamps. Taxed upon arrival in Cairo by a 2 and 8 milliemes Postage Due stamps on 19.08.1948. A cachet with a small letter “T” in a square box is found on the front too.



Figs. 6 and 6a: Commercial local cover ex. Cairo 11.06.1951, franked 10 mills. Transit Port Said 12.06.1951. Taxed upon arrival in Gaza with four 6 milliemes Postage Due stamps with the bilingual "PALESTINE" overprint (MiNr. 3, SG D34). Censored with the hand-written text in Arabic on the back reading "Refused by the addressee" with the signature of the postman.



Figs. 7 and 7a: Commercial cover ex Mansura 6.02.1951, franked 10 mills. Taxed upon arrival in Gaza with three 8 millimes Postage Due stamps with the bilingual "PALESTINE" overprint (MiNR. P4, SG D35). Censored with the date-stamp of Gaza on the back, dated 8.02.1951. The manuscript on the back reads: "The sender lives in Post Said". The violet eight-cornered cachet on the front is by the sender Mustapha Al-Katalini, trader in Al-Mansoura.



Figs. 8 and 8a: Stampless twice censored (civilian and military censor markings), mailed locally from Jabalia to Gaza on 18.11.1950, taxed upon arrival in Gaza with five Postage Due stamps: block of four of the 10 milliemes stamp plus one copy of the 4 milliemes, all with the bilingual "PALESTINE" overprint making a total of 44 milliemes, i.e. double the deficient tariff.



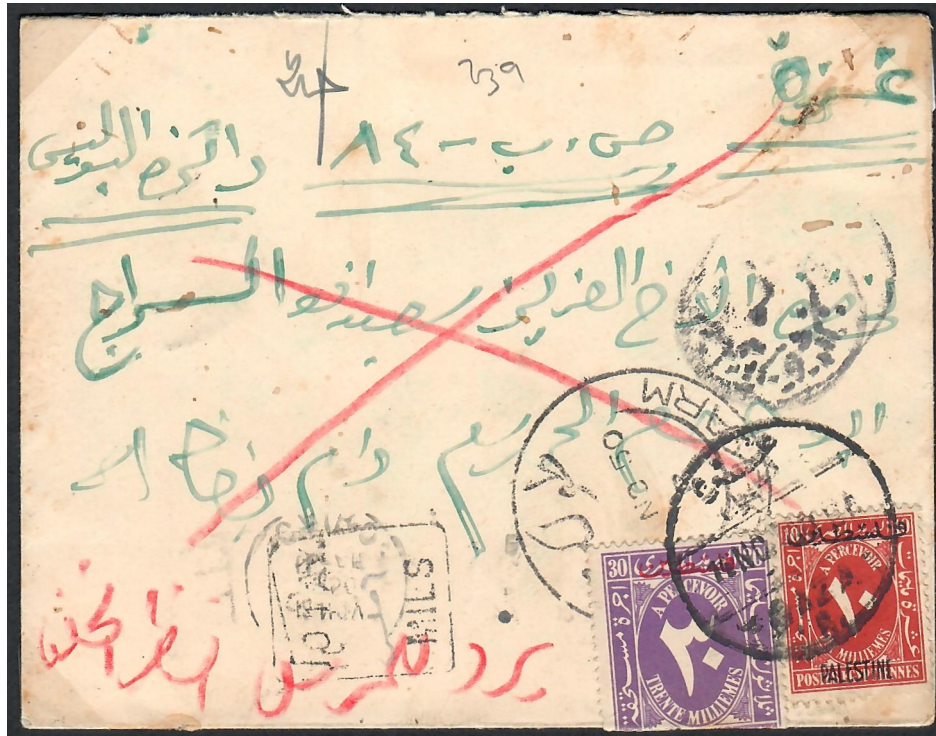
Fig. 9: Incoming cover from “NETHERLANDS MILITARY MISSION / TO THE ALLIED CONTROL COUNCIL / IN GERMANY” to U.S.A. on 01.12.1949 (Berlin Charlottenburg). Forwarded from Elizabeth, N.J. to Gaza “via Beyrouth, Lebanon” with 10 and 12 millimes “PALESTINE” overprinted Postage Due stamps, tied by a cancel dated 16.01.1950. A circular hand-stamp with the letter “T” plus a double circle cachet of the “Neth. Mil. Mission to A.C.C.” are also found on the front.



Fig. 10: Commercial cover ex. Khan Yunis mailed on 26.11.1950 to Elizabeth, N.J., U.S.A. The cover is taxed upon arrival in New York by a U.S. 1 cent Postage Due stamp. On the front we see the one lined unboxed violet cachet reading: “POSTAGE DUE ___ CENTS” and the figure “1” is inserted by hand in the cachet. Egyptian circular censor mark on front.



Figs. 11 and 11a: Commercial cover ex. Cairo mailed on 15.05.1954. Franked by 20m (MiNr. 403, SG 422) stamp. Taxed in Khan Yunis by 10m Postage Due "PALESTINE" overprinted stamp (MiNr. P5, SG D36) the same day, then franked again on 18.05.1954 by five King Farouk stamps for a total of 25 m. Censored. "35 m" written on the front plus the sentence, probably by the postman reading:
 "Postage fee from Cairo to Palestine is 37 milliems and not 20."



Figs. 12 and 12a: Stamless commercial cover from Tulkarm in the West Bank to Gaza mailed on 3.11.1950 via Jerusalem. Boxed "To Pay / 60 / Mils" cachet on front. Arrived in Cairo on 11.11.1950 and in Gaza on 12.11.1950 where it was taxed 40 milliemes in two "PALESTINE" overprinted stamps including the relatively scarce 30 milliemes Postage Due (MiNr. P7, SG D38) stamp. Both tax stamps are tied by the "GAZA / R / 14NOV50" postmark. The red Arabic handwritten text reads: "return to sender, see the back", plus the sentence also in red reading: "return to sender due to refusal of the addressee."



Figs. 14 and 14a: Cover ex. Gaza to Cairo mailed on 24.08.1958, franked by a pair of 5 mills Revenue stamps overprinted "PALESTINE" bilingually which was not accepted by the postal authorities and the cover was thus taxed upon arrival two days later by a 20 millimes Postage Due stamp of Egypt after framing by hand the two revenue stamps in red with the underlined manuscript in red reading: "T. 20 Mills" on front.

Curious Stamps from Damascus (II): The Martyrs Obligatory Tax Stamps of 2015/2020

by Johann Baumgartner with additions by Moritz Traub

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Some time ago, my long-time exchange partner from Damascus sent me this curious stamp. It also shows a military monument: the Tomb of the Unknown Soldier in Damascus. This stamp (23.8×35.1 mm) also features the current watermark of Syrian stamps and does not differ from the usual stamps of Syria in design and printing quality.

According to my exchange partner – who has so far always supplied me reliably and kept me informed – this is supposed to be an Obligatory Tax stamp for the benefit of the military, which is said to be only required on registered mail to foreign countries. I have received several registered letters with this stamp on them, but they all come from the same source.

Fig. 1: The inscription reads:
"الجمهورية العربية السورية / ٢٥ ليرة / طابع الشهيد"
(Syrian Arab Republic / 25 lira / Martyrs stamp)



Fig. 2:

Registered cover from 2017 with the Martyrs Obligatory Tax stamp (2,345 + 25 lira).

Moritz Traub adds:

This stamp has been compulsory for all registered letters sent abroad since 2015. There are colour variations. In 2022, a new value was issued: 200 lira (fig. 3). However, the stamp is not or was not consistently affixed by all post offices... I have only seen letters from Damascus and As-Suwayda (fig. 4). The stamp is otherwise found only on postal orders and on many (legal) documents.



Fig. 3:
Part of the sheet of the new 200 lira stamp issued in 2022.

Fig. 4:
Registered cover from 2020 with the 2015 Martyrs Obligatory Tax stamp (2,345 + 25 lira).



İstanbul Mosques on Postcards

Part 2: Ayasofya Interior, Annexes, and Outbuildings

by Hakan Yılmaz

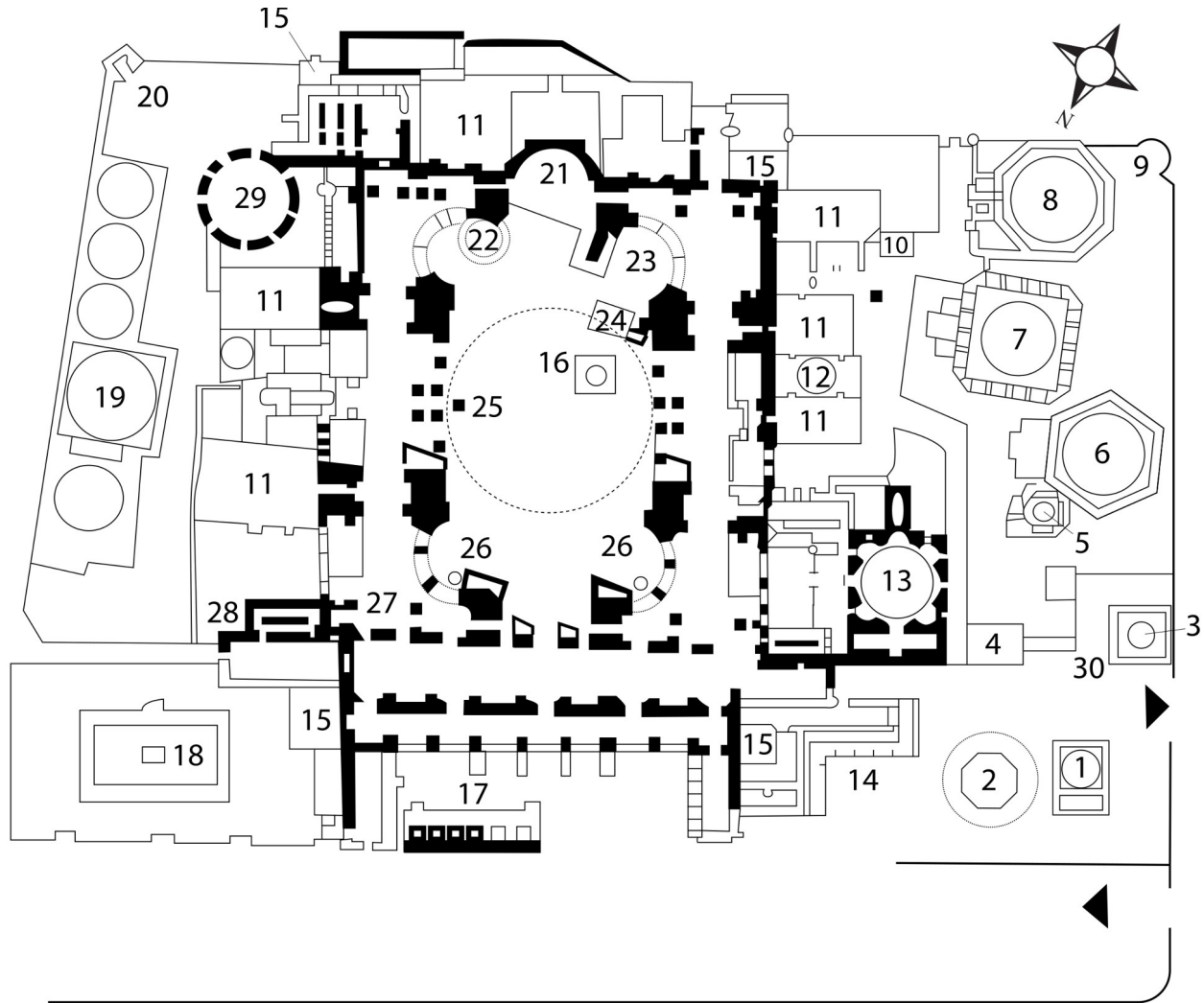
Copyright © 2023

This second part features the Interior, and the annexes and Outbuildings of Ayasofya Mosque:

- Calligraphy Plates
- Columns
- Dome and Seraphim Angels
- Hünkar Mahfili
- Mihrab
- Minbar
- Marble Pitchers
- The İmaret Gate (İmaret Kapısı)
- The Clock Room (Muvvakkithane)
- The Fountains (Şadırvan)
- The Tombs (Türbeler)

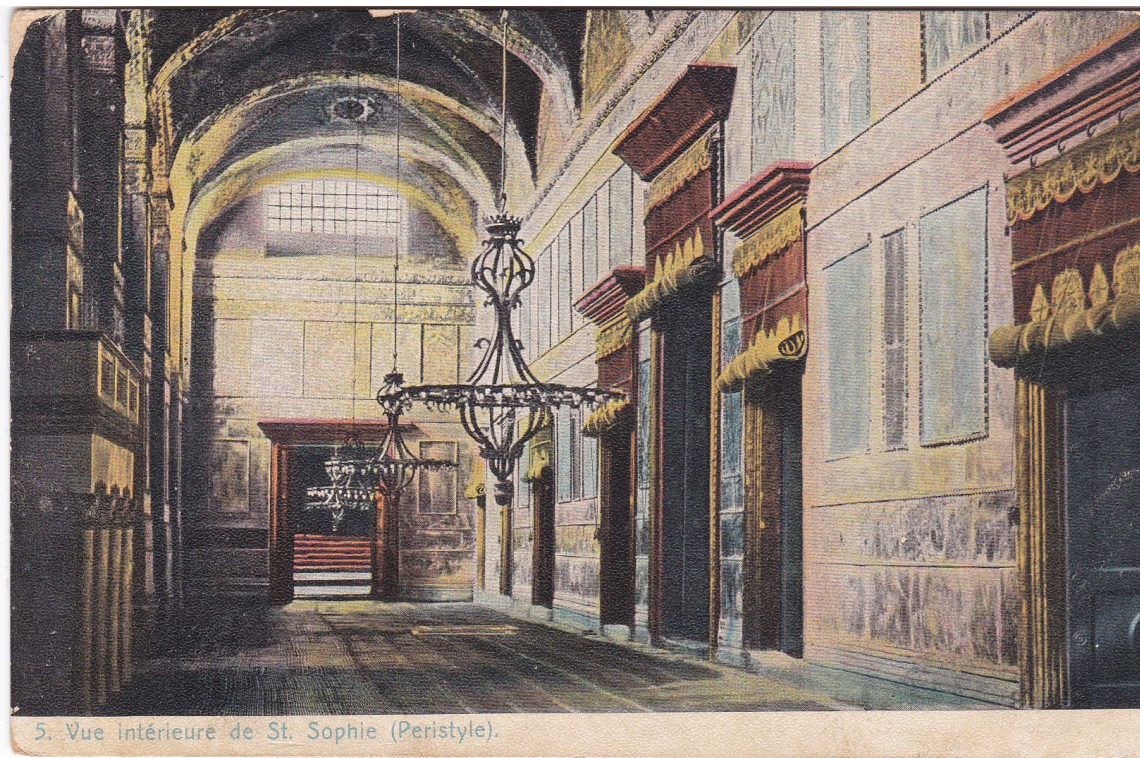


Fig. 50: "Salut de Constantinople. / Intérieur de la Mosquée de Ste. Sophie".
(publisher unknown)

The Mosque's Interior and the Outbuildings³

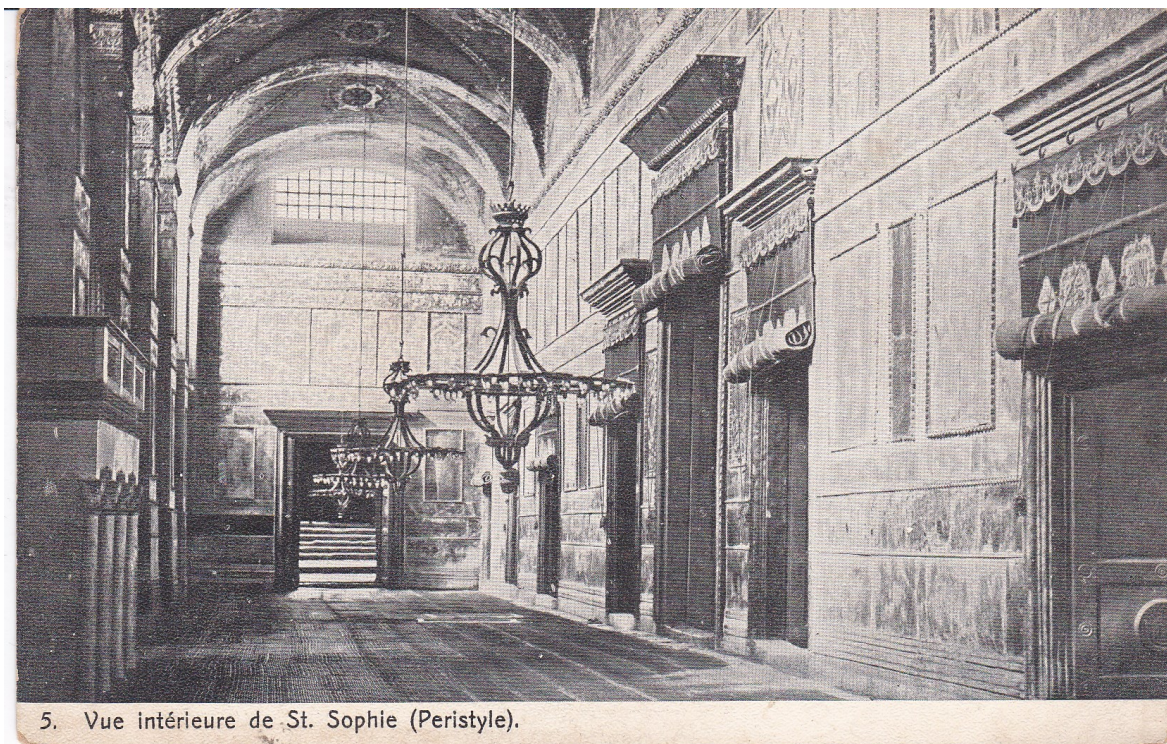
- | | |
|---|--|
| 1. Elementary School (Sıbyan mektebi, Kuttap) | 16. Omphalion |
| 2. Ablution Fountain (Şadırvan) | 17. Remnants of Theodosian Hagia Sophia (ikinci Ayasofya kalıntıları) |
| 3. Clock Room (Muvakkithane) | 18. Islamic School (Ayasofya Medresesi) |
| 4. Director's Office (Mütevelliler dairesi) | 19. Kitchen (Ayasofya İmaret) |
| 5. The Tombs of the Princes (Şehzadeler Türbesi) | 20. Kitchen Gate (İmaret Gate, İmaret Kapısı) |
| 6. The Tomb of Sultan Murad III (III. Murad Türb.) | 21. Prayer Niche (Mihrab) |
| 7. The Tomb of Sultan Selim II (II. Selim Türb.) | 22. Sultan's Lodge (Hünkar Mahfili) |
| 8. The Tomb of Sultan Mehmed III (III. Mehmed Türbesi) | 23. Pulpit (Minbar) |
| 9. Fountain (Sebil) | 24. Muezzin's Lodge (Müezzin mahfili) |
| 10. Cistern (Mermer sarnıç) | 25. The marble pulpit of Murad IV (Minbar, IV. Murad'ın yaptırdığı mermer kürsü) (İmam Vaaz Kürsüsü) |
| 11. Turkish buttress walls (Türk payanda duvarları) | 26. Marble pitchers (Bergama'dan getirilen küpler) |
| 12. Library (Kütüphane) | 27. Weeping Column (Terleyen sütun) |
| 13. The Tomb of Sultan Mustafa I & Sultan Ibrahim (Günümüzde Sultan Mustafa ve Sultan İbrahim Türbesi) (former Bapistery, Vaftizhane) | 28. Ramp to Upper Gallery (Üst kata çıkış rampası) |
| 14. Fountain (Sebil) | 29. Downstairs landing ramp (Alt kata iniş rampası) |
| 15. Minaret (Minareler) | 30. Treasury Chamber (Hazine dairesi) |

3 Fig. A50. Legends have been amended. Source for the ground plan: 'Gothika' (2008). Wikimedia, online: https://tr.wikipedia.org/wiki/Dosya:Aya_Sophia_Floor_Plan.svg. License: [Creative Commons](#).



5. Vue intérieure de St. Sophie (Peristyle).

Fig. 51: “Vue intérieure de St. Sophie (Peristyle)” (view of the interior, peristyle/narthex).⁴ (publisher unknown, series no. 5) (uncirculated).



5. Vue intérieure de St. Sophie (Peristyle).

Fig. 52: “Vue intérieure de St. Sophie (Peristyle)” (view of the interior, peristyle, with the Imperial Gate) (publisher unknown, series no. 5, monochrome) (uncirculated).

⁴ Peristyle = courtyard surrounded by columns.

The Calligraphic Medallions

At the time of Murad IV (reg. 1623–1640) great care was taken to decorate the walls with fine examples of calligraphy. The works of master calligrapher Bicakcizade were amongst the most famous of this period. The ones that have the names of the four caliphs were written by the calligrapher Teknecizade Ibrahim Efendi.⁵ These were later replaced by the large medallions that are now so prominently overshadowing the mosque's interior.

The names of Allah, Muhammed, Ebubekr, Ömer, Osman, Ali, Hasan, and Hüseyin are written on eight medallions (plates, *levha*), which are said to be the largest examples of Arabic calligraphy in the world. The plates were designed by Kazasker Mustafa İzzed Efendi in *Celi Thuluth* calligraphy (*celi sülüs*) and moulded in gold.

The part-pieces for these 7.5 metre medallions, made of linden wood in 1849, were joined inside the mosque. When Ayasofya was turned into a museum, these plates were to be removed to another place, but they would not fit through any door due to their size.

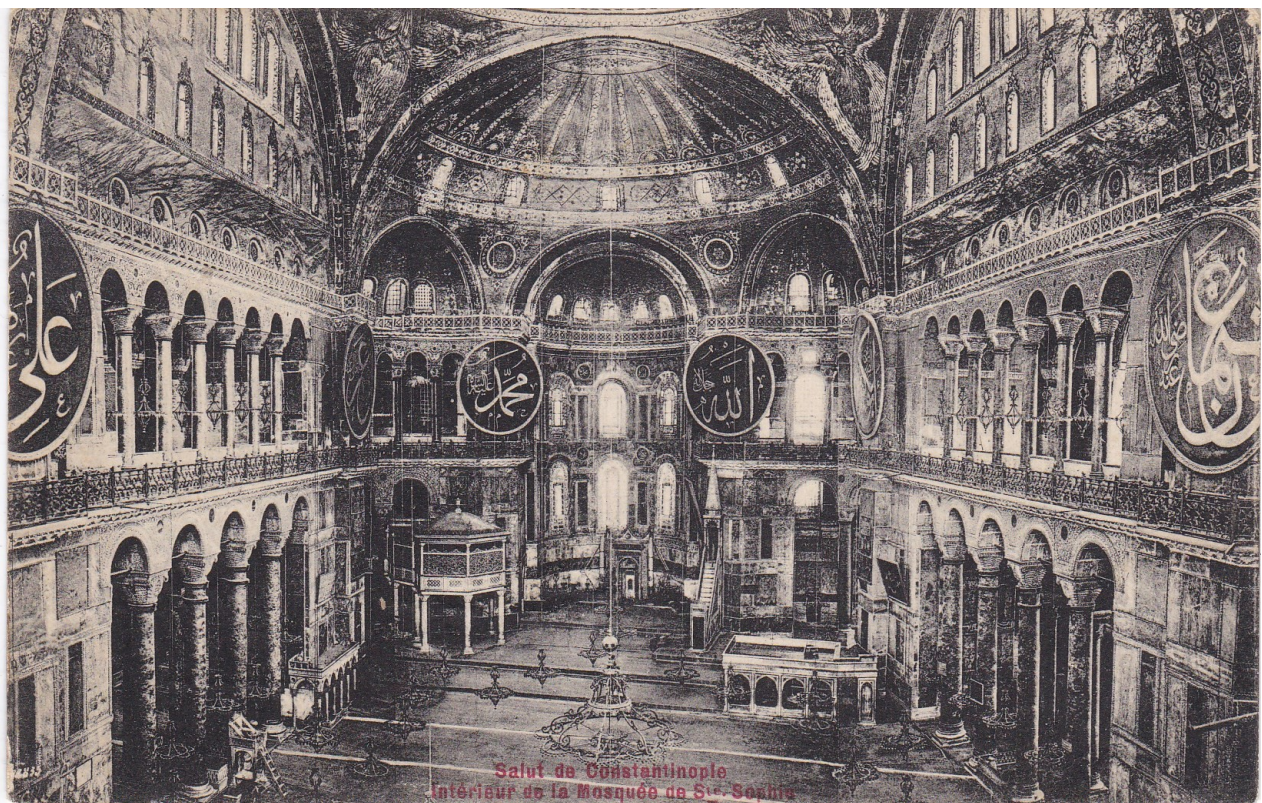


Fig. 53: “Salut de Constantinople / Intérieur de la Mosquée du Ste. Sophie”
Prominently displayed here are six of the medallions.
(publisher unknown) (uncirculated).

5 Gülekli, 1952, p. 27.



Fig. 54: "Int[érieur]. de Ste. Sophie. Constantinople. آيا صوفيا جامع شريفك بکيرلی
Publisher: "MJC" (Moise Israelowitz) (uncirculated).

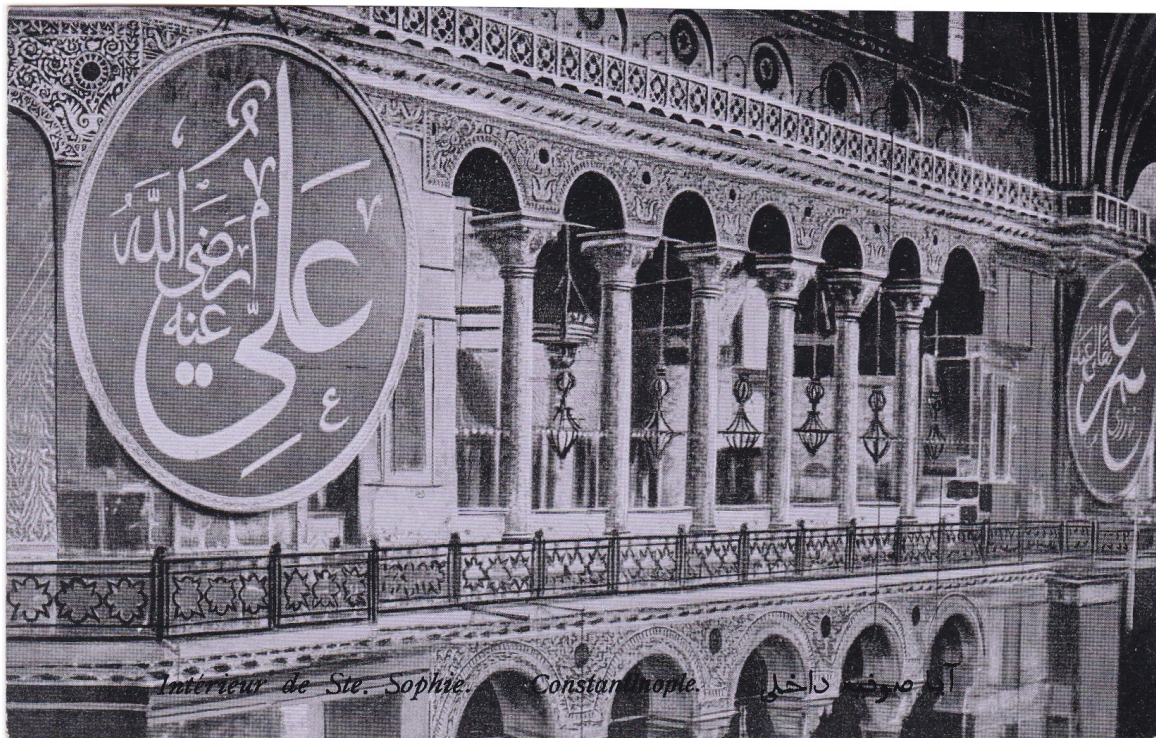
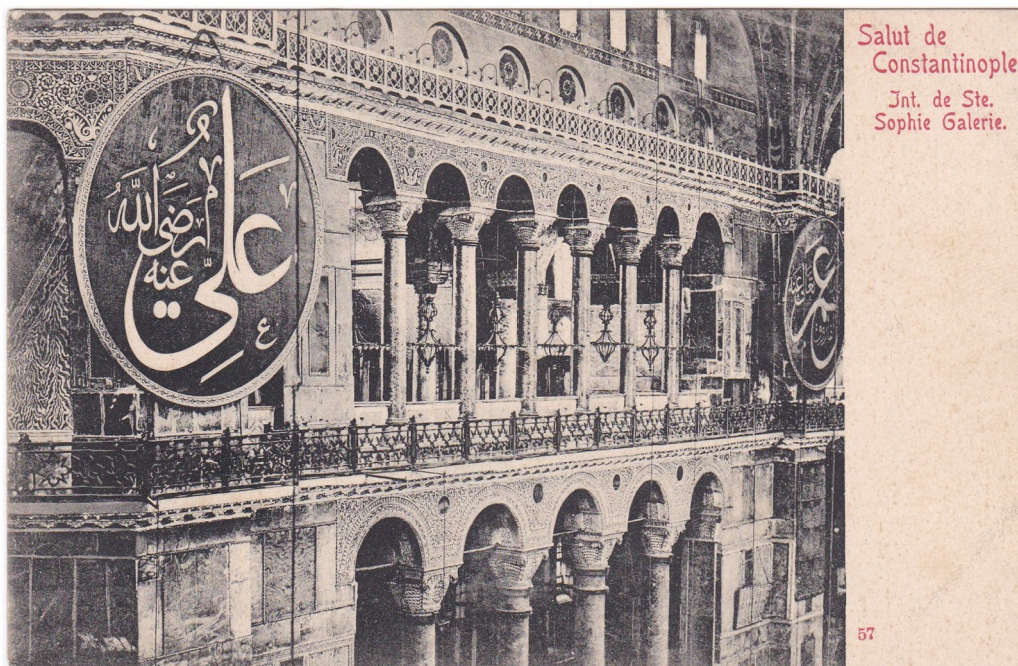


Fig. 55: "Intérieur de Ste. Sophie. Constantinople. آيا صوفيا داخل" (the interior)
(publisher unknown) (uncirculated).

Columns and Marbles brought from Ancient Cities



Salut de Constantinople.
Int. de Ste. Sophie Galerie.

57



L'intérieur de la Mosquée Ste Sophie, Constantinople.

Photogr. Andriomenes.

Fig. 56:

“Salut de Constantinople.
Int[érieur]. de Ste. Sophie Galerie”
(publisher unknown, series no. 57)
(uncirculated).

Fig. 57:

“L'intérieur de la Mosquée
Ste Sophie, Constantinople.”
depicting some of the ‘verde’
antique columns.
(publisher unknown, photographer:
Andriomenes) (uncirculated).

The precursor church was destroyed during the Nika Revolt of 532. For the reconstruction, Iustinian (reg. 527–565) ordered materials from all parts of the Empire, and also re-used materials from older buildings. Eight large red porphyric columns were brought from Heliopolis (Egypt), as were columns from the Temple of Artemis in Ephesos, and from Kyzikos (Aydıncık), and Ba‘labakk (Balbek) in Syria. Marbles of different types and colours were also transported to the site from different regions. The great columns in Ayasofya and other supporting structures are built of stone, but the walls and the vaults are almost entirely constructed from brick.

The interior of Hagia Sophia is justly famous for the beauty and extent of its ornament. The capitals of columns, with their carved foliage, in some places completely undercut, are amongst the finest of Byzantine workmanship. Many of the capitals bear the monograms of Justinian and Theodora. The walls up to the second cornice that completely encircle the interior, are covered with fine marble slabs, or revetments, which make patterns of many colours. Stones for this purpose was brought from many distant parts of the Empire; porphyry from Upper Egypt; the pink and white mottled marble from Dokimion in Phrygia; the bright green marble, later called antique verde, from Thessaly; other marbles from Numidia, the islands of the Marmara and from many ocher places.⁶

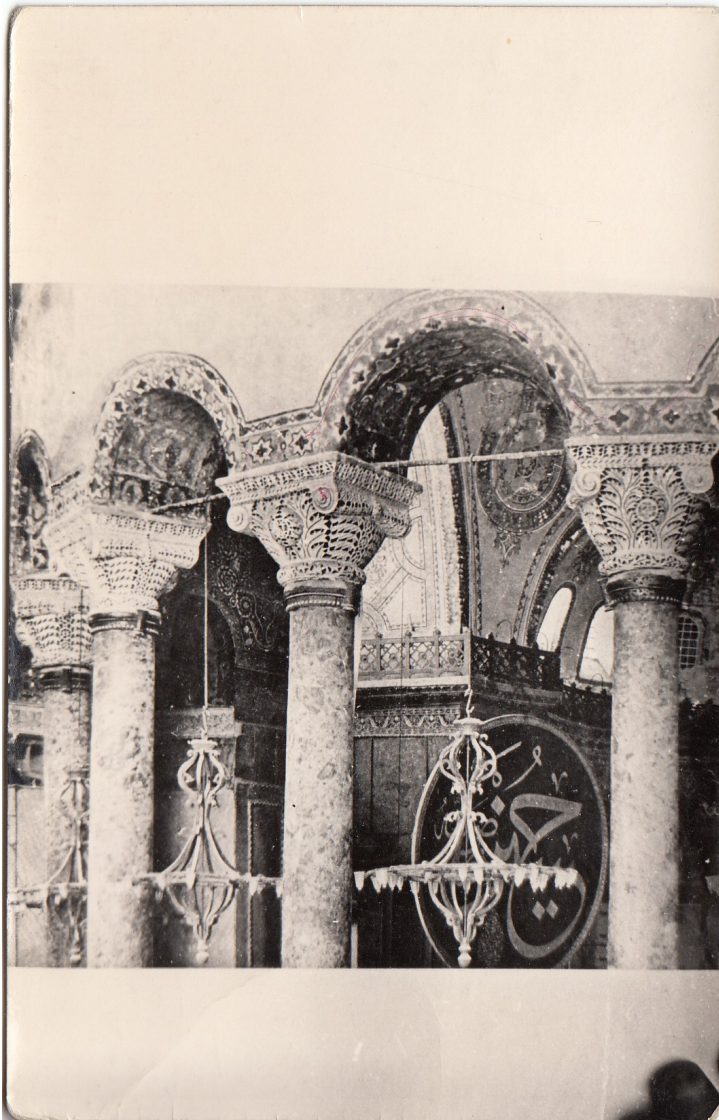


Fig. 58:

Some of the marble columns
with capitals and arches.
(publisher unknown)
(uncirculated).

6 Gülekli, 1952, pp. 29–30.

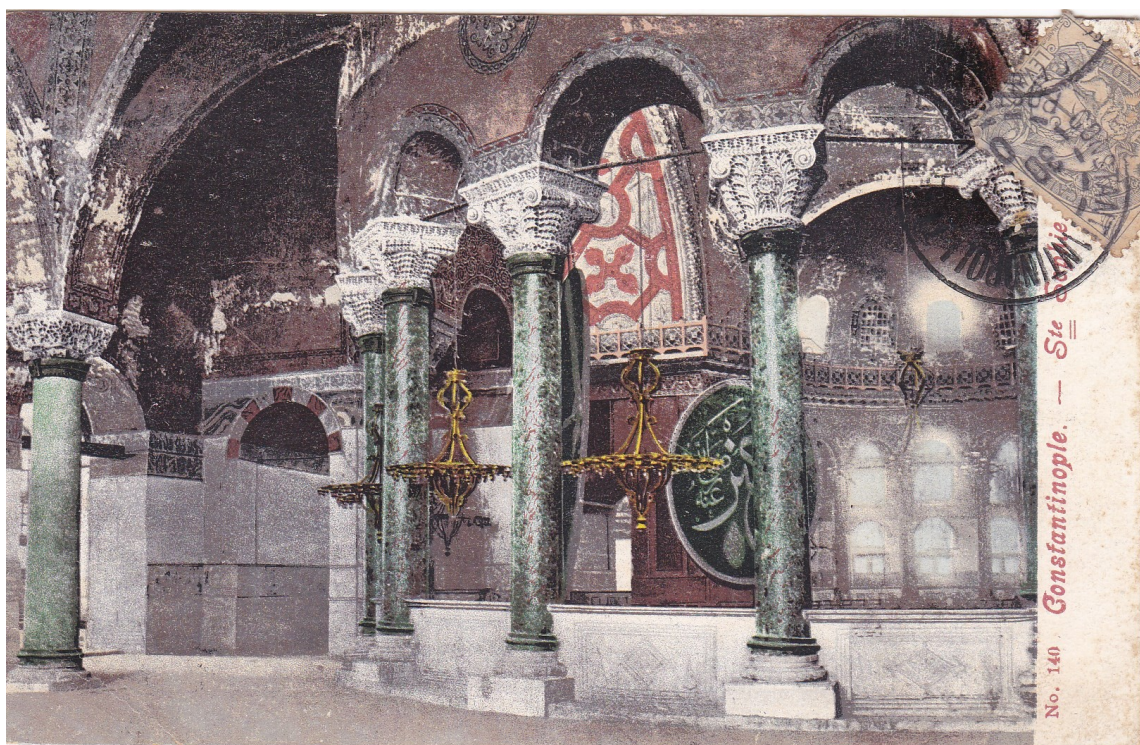


Fig. 59: "Constantinople. – Ste. Sophie." Green marble columns.
(publisher unknown, series no. 140) (Sent from the French Levant Post Office)

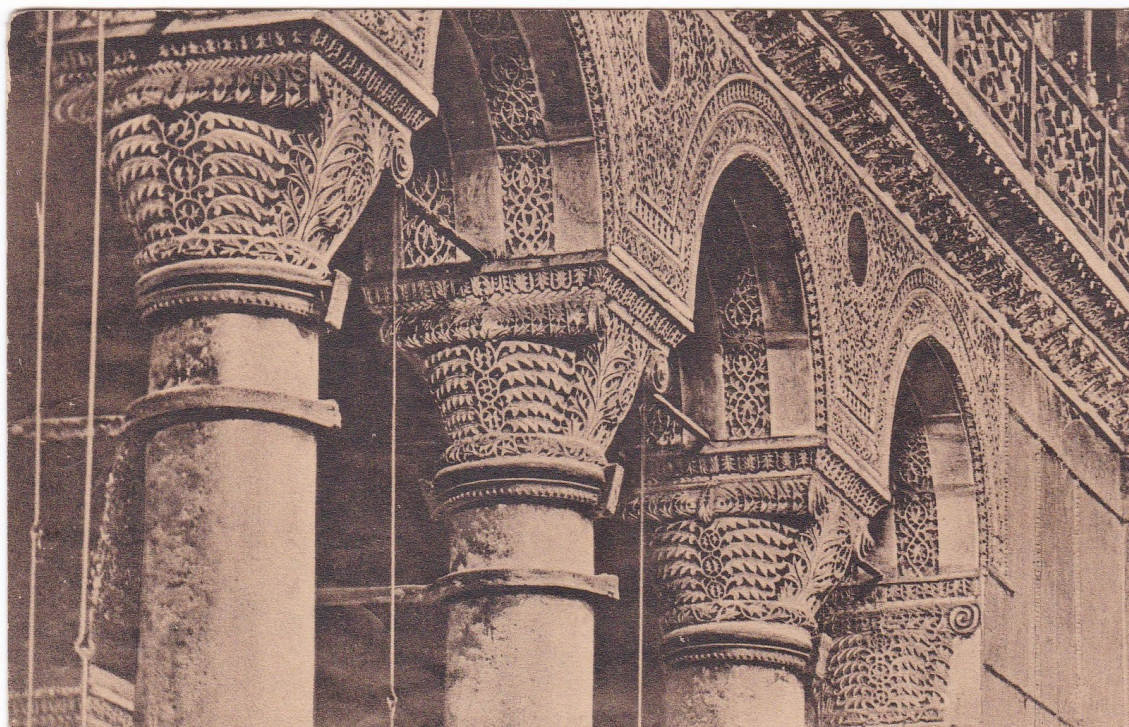


Fig. 60: Columns with capitals and arches.
(publisher unknown) (uncirculated?).

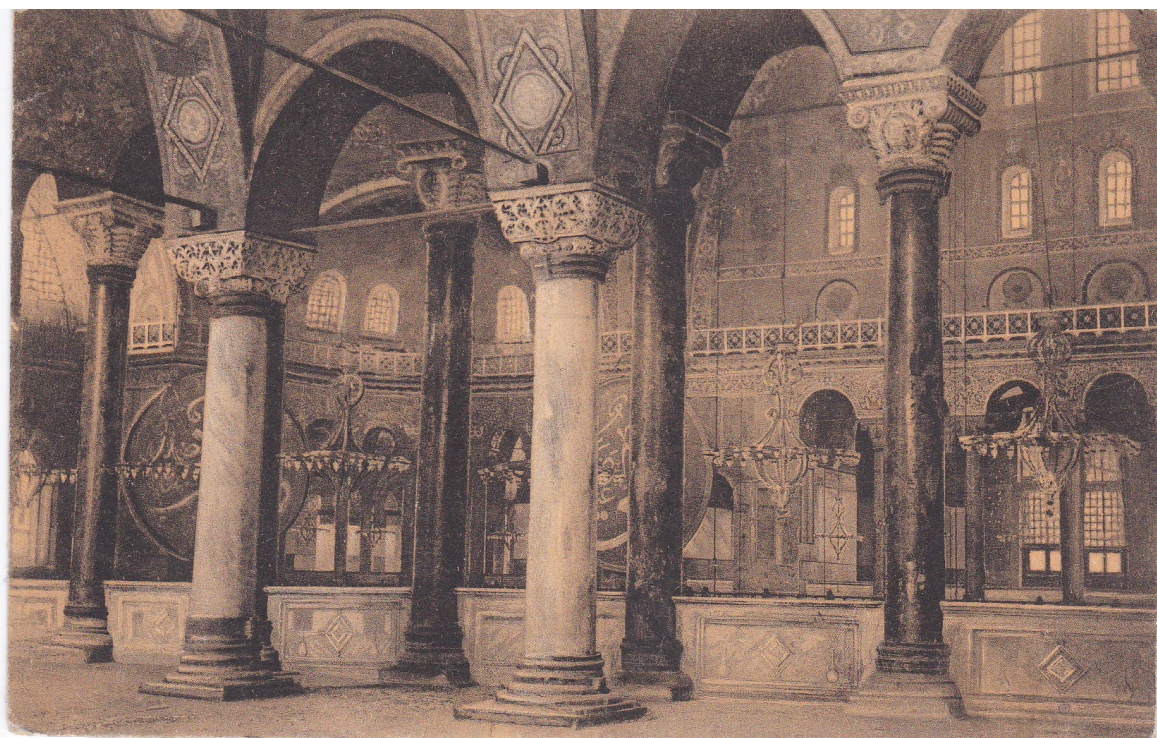


Fig. 61: The marble columns of the gallery (upper floor).
Publisher: E. Frédéric Rochat (uncirculated).

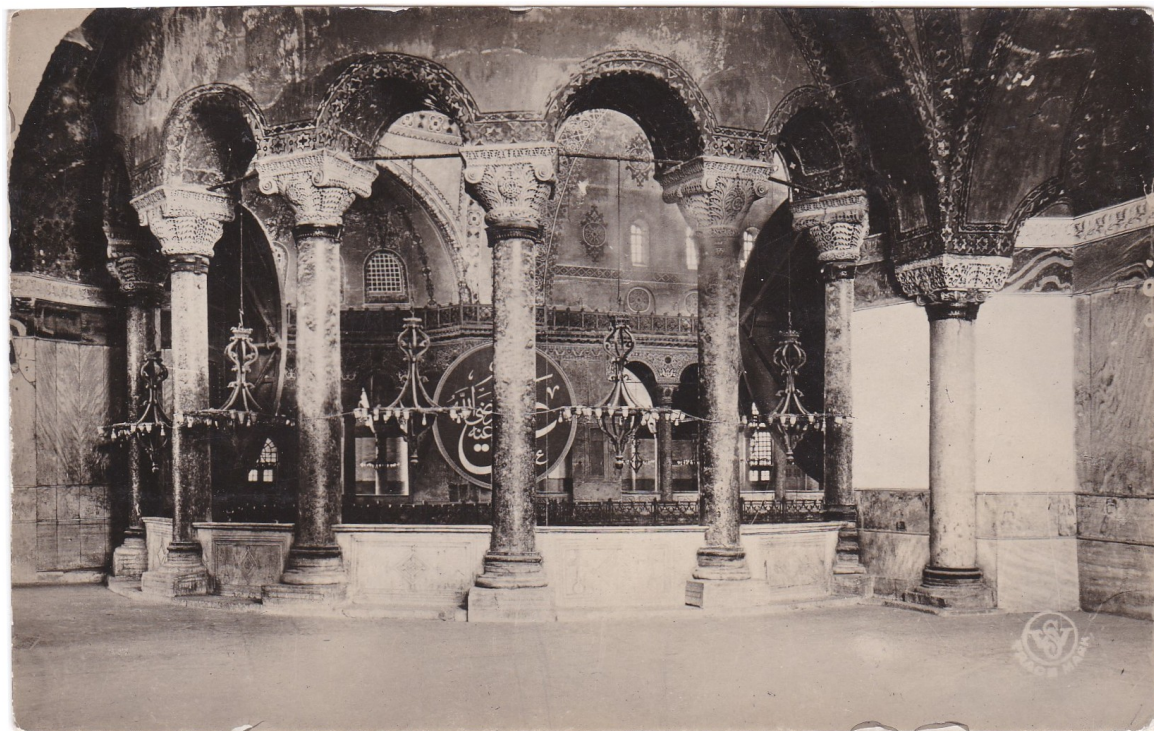


Fig. 62: The marble columns on the gallery (upper floor).
Publisher: "WS" (Wladimir von Sender, uncirculated)

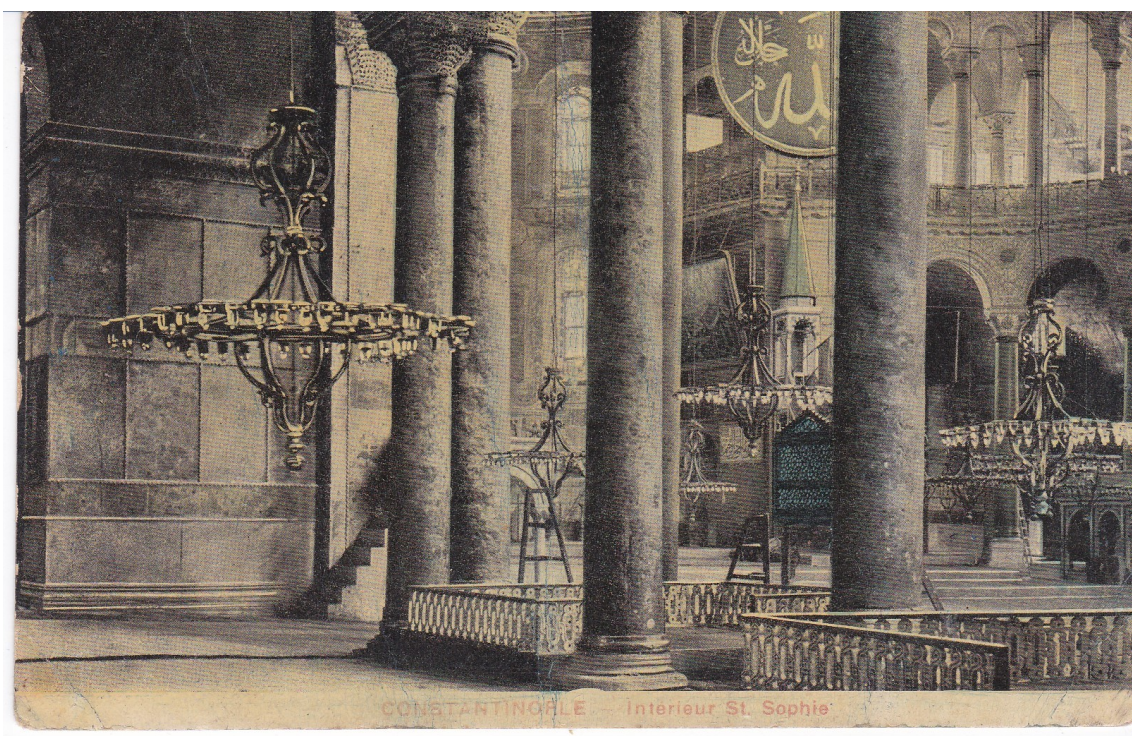


Fig. 63: "CONSTANTINOPLÉ – Intérieur St. Sophie" showing the columns and chandeliers. (publisher unknown) (uncirculated).

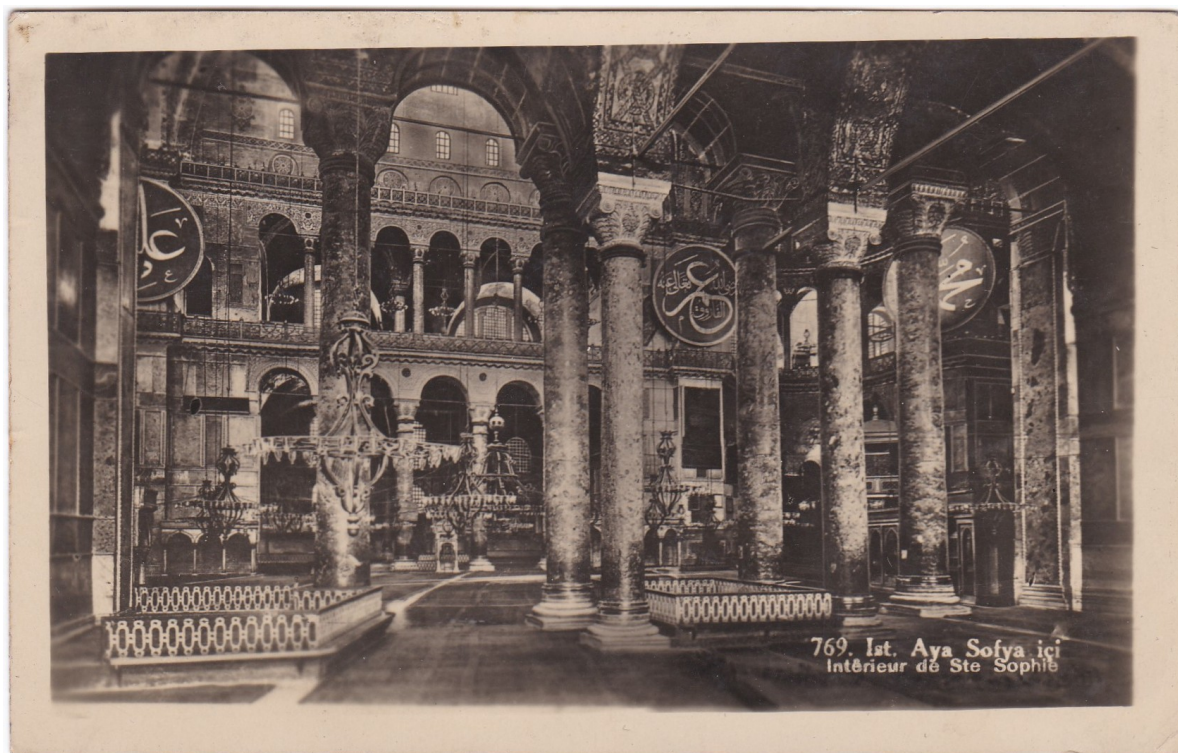


Fig. 64: "Ist[anbul], Aya Sofya içi / Intérieur de Ste Sophie" (interior). (publisher unknown, series no. 769) (uncirculated). (from the Republican period)

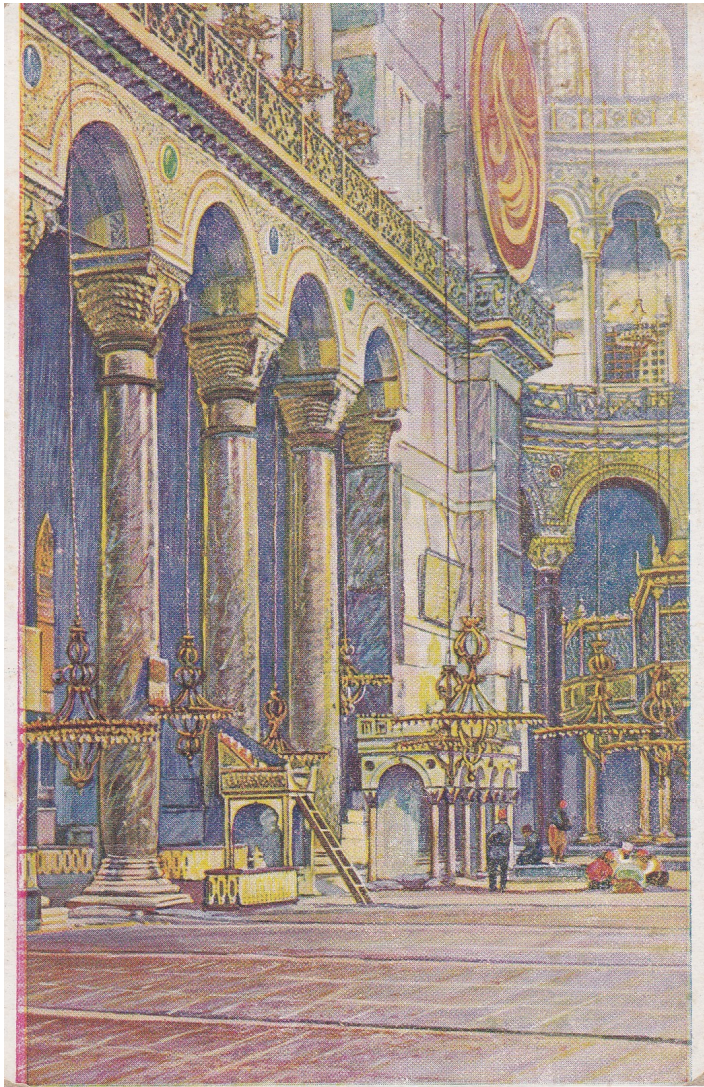


Fig. 65:
İmam Vaaz Kürsüsü (Imam's
sermon pulpit).
(publisher unknown)
(uncirculated).

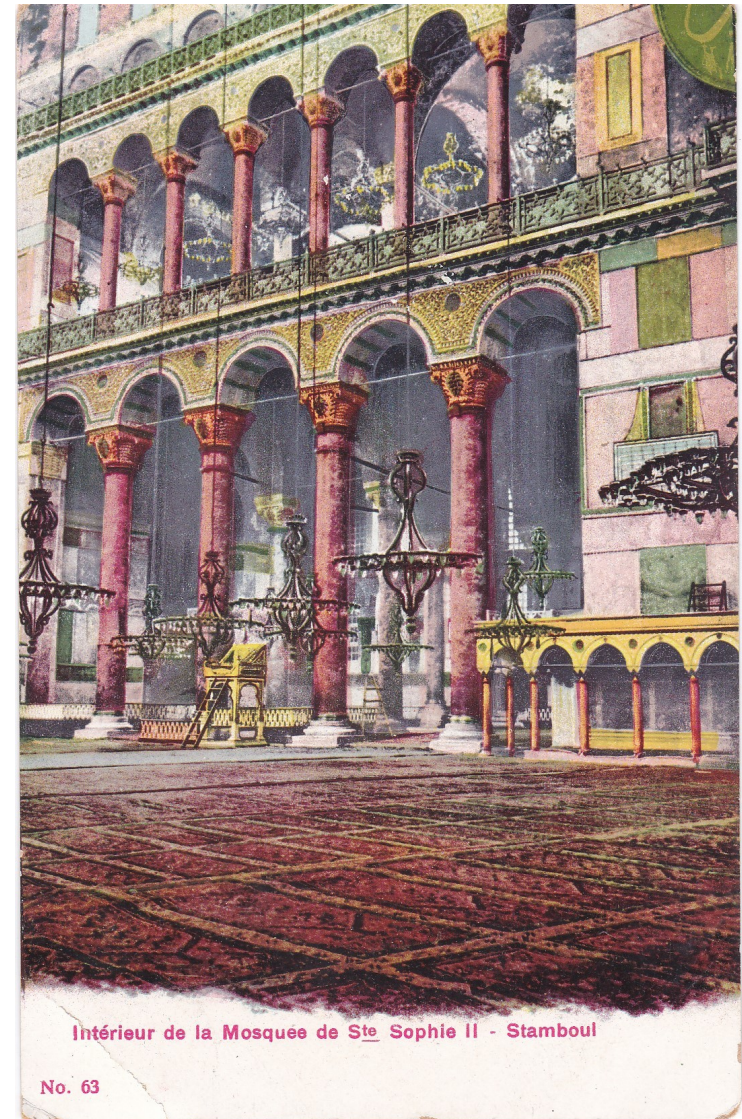


Fig. 66:
“Intérieur de la Mosquee de
Ste. Sophie II – Stamboul”.
(publisher unknown, series no.
63) (uncirculated).

Intérieur de la Mosquee de Ste Sophie II - Stamboul

No. 63

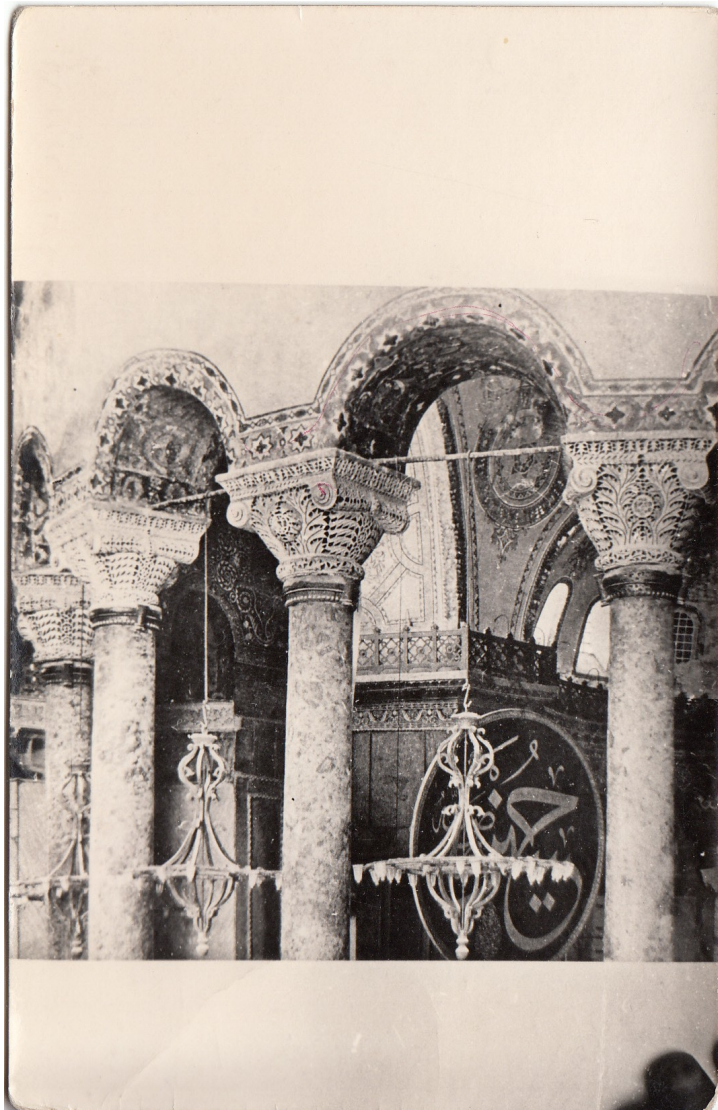


Fig. 67:
Columns with capitals and arches.
(publisher unknown)
(uncirculated).

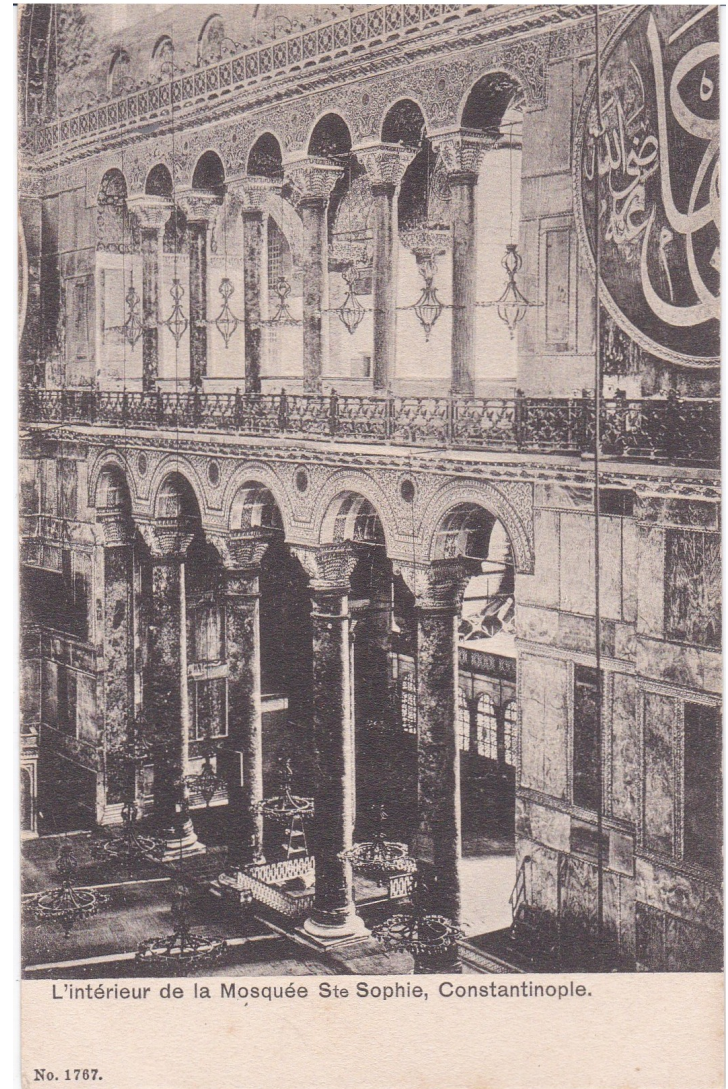


Fig. 68:
"Intérieur de la Mosquée Ste
Sophie, Constantinople."
(publisher unknown, series no.
1767) (uncirculated).

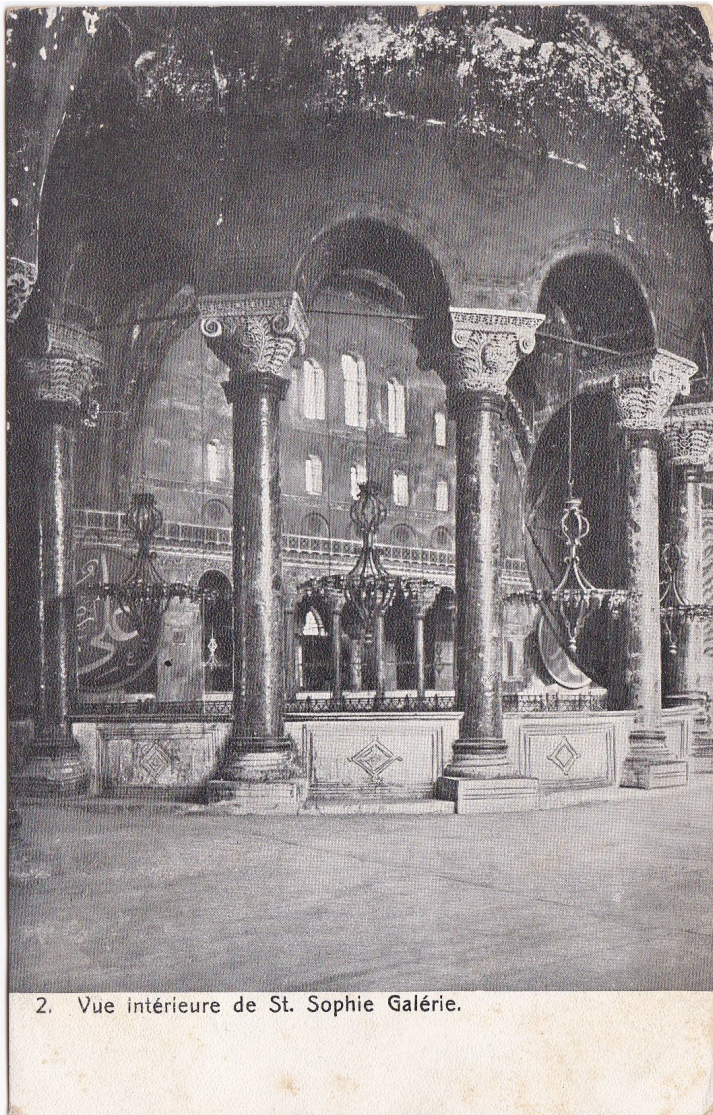


Fig. 69:
"Vue intérieure de St. Sophie
Galérie." (gallery, upper floor).



Fig. 70:
"Constantinople Intérieur Mosqué
Snt. Sophie"
(publisher unknown, series no.
140) (uncirculated).

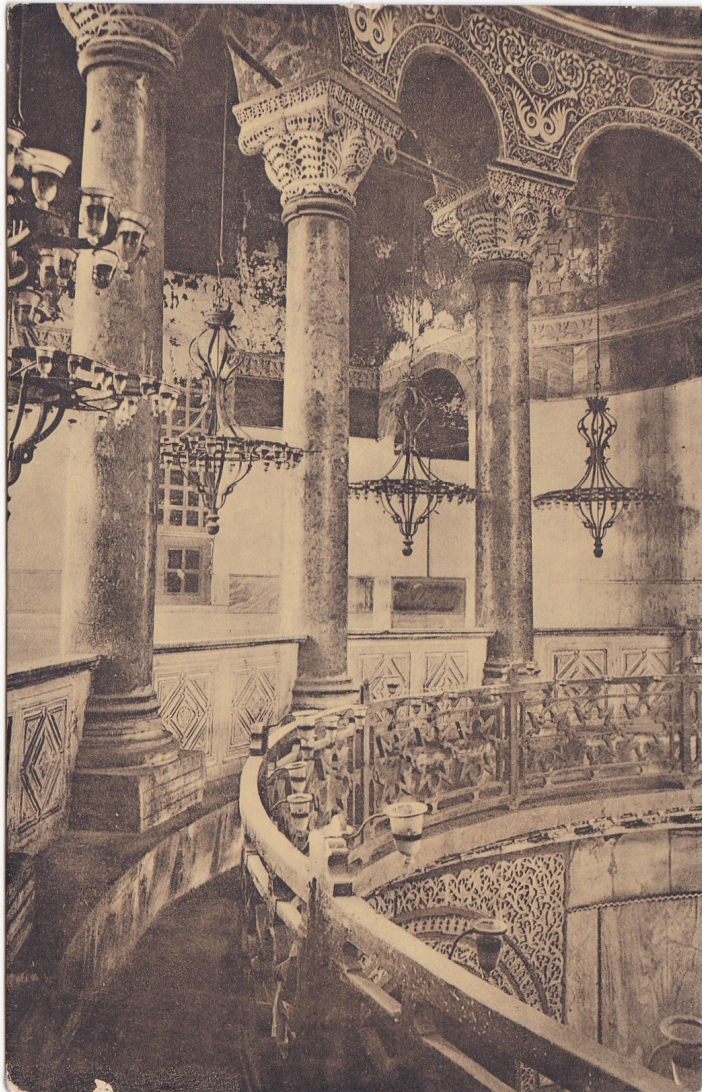


Fig. 71:
Columns on the upper floor
(gallery).
(publisher unknown)
(uncirculated).

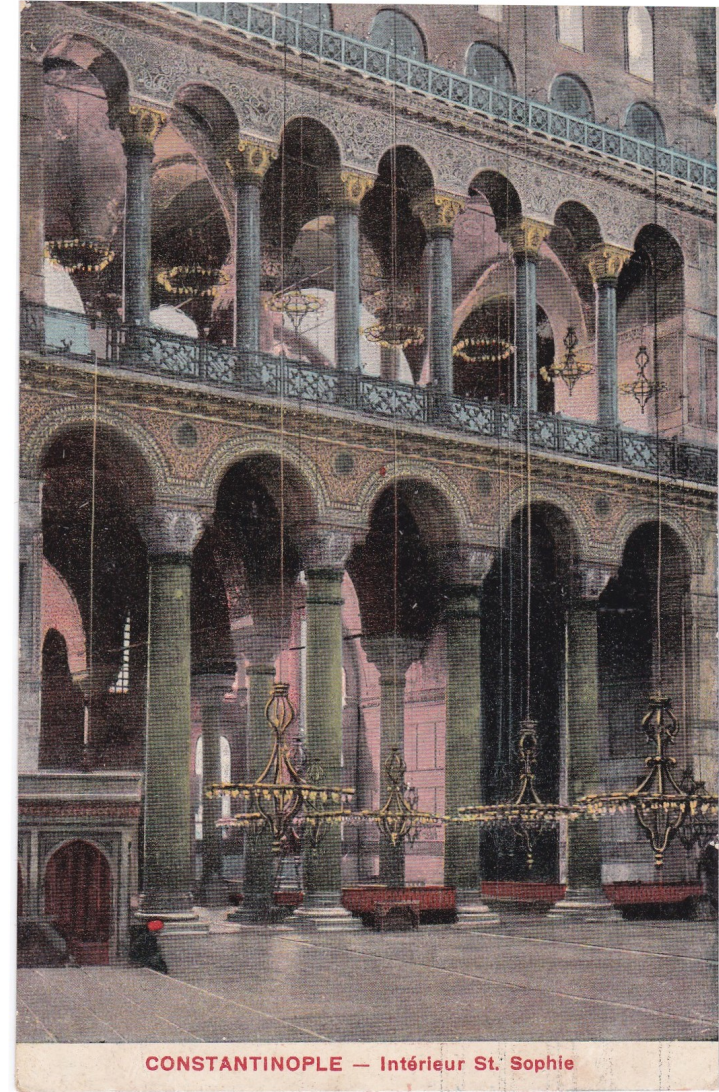


Fig. 72:
“CONSTANTINOPLE –
Intérieur St. Sophie”
(publisher unknown)
(uncirculated).

CONSTANTINOPLE — Intérieur St. Sophie



The Dome and the Seraphim

The most important feature in the architecture of Ayasofya are the unusually large dimensions for a church, the size and height of the dome that dominates the central space (knave). The central dome is supported by two half-domes and by four arches over four columns. The height of the dome from the ground is 55.60 metres; the diameter is 31.80 metres in the north-south direction and 30.80 metres in the east-west direction.

Fig. 73:

General view of the knave with the dome and two angels.
(publisher unknown) (uncirculated).

Fig. 74:

“İstanbul, Aya Sofya içi / Intérieur de Ste Sophie” (interior).
(publisher unknown, series no. 711)
(uncirculated).



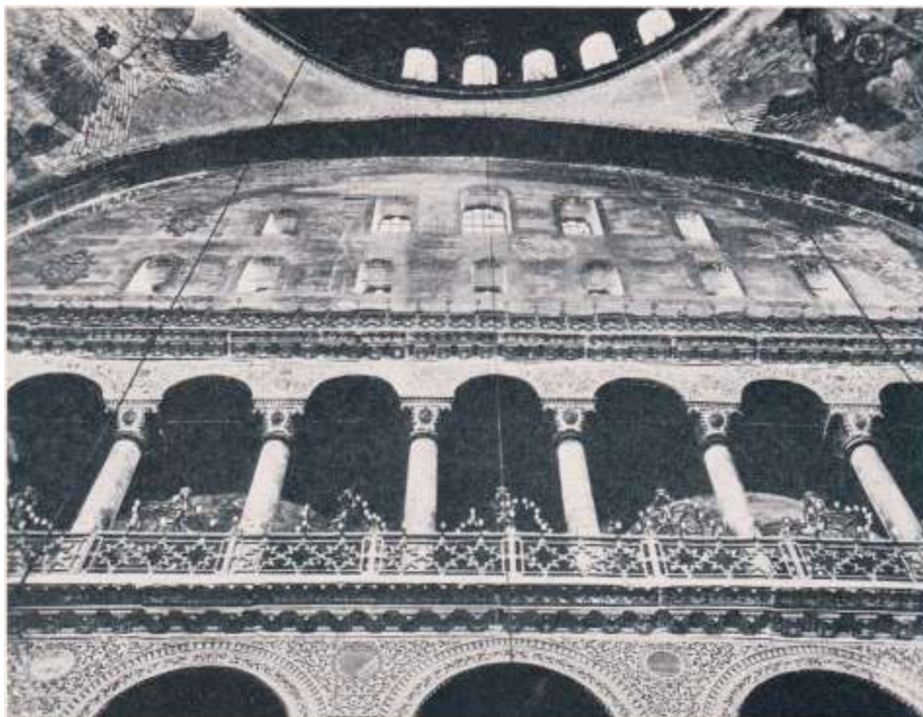


Fig. 75:

The main façade from the inside.
(publisher unknown) (uncirculated).



Fig. 76:

“Constantinople / Mosquée Ste. Sophie
Intérieur”
(publisher unknown, series no. 206)
(uncirculated).

The dome is engraved with the 35th verse of the 24th Surah “*an-Nūr*” (The Light):

Allah is the Light of the heavens and the earth. His light is like a niche in which there is a lamp, the lamp is in a crystal, the crystal is like a shining star, lit from the oil of a blessed olive tree, located neither to the east nor the west, whose oil would almost glow, even without being touched by fire. Light upon light! Allah guides whoever He wills to His light. And Allah sets forth parables for humanity. For Allah has perfect knowledge of all things.

The Seraphim Angels

Each corner of the dome depicts the Seraphim angels, believed to guard the throne of God in heaven. Seraphim (singular: seraph) are six-winged celestial beings mentioned in the Bible. They are also depicted as “burning angels” because they burn with the love of God. The depictions of angels in the eastern part are made of mosaic.

The Sultan’s Lodge (Hünkâr Mahfili)



Fig. 77: The Hünkâr Mahfili in the Ayasofya.
(publisher unknown) (uncirculated).

The *Hünkâr Mahfili* are special, often elevated and latticed partitions in Ottoman architecture. They were created for the worship of the Sultan, his family and dignitaries. They are also called *Mahfil-i Hümayun* due to the fact that the sultans performed Friday and *Eid* prayers, as well as *Isha* prayers⁷ on *Kandil* nights⁸ in the Imperial Mosques (*Selatin Camileri*) of the city where they were staying.

Sultan Ahmed III had the *Hünkâr Mahfili* built in 1728, in his own taste, when he had Ayasofya completely overhauled. During the maintenance and repair work carried out by Sultan Abdülmedid

7 Salât al-‘iṣā’ = evening prayer, the fifth of the daily prayers.

8 Five holy nights: Mevlid Kandili (Mawlid an-Nabi) – The birth of Prophet Muhammad; Regaip Kandili (Laylat al-Raghaib) – Night prayers are answered and Prophet Muhammad’s conception; Miraç Kandili (Laylat al-Miraj) – Prophet Muhammad’s ascent to heaven; Berat Kandili (Mid-Sha‘ban) – Forgiveness of sins and determining of destiny for the next year; and Kadir Gecesi (Laylat al-Qadr) – First revelation of the Quran to Prophet Muhammad.

II, this was replaced with a new one in 1847. The new *Hünkâr Mahfili* consists of a hexagonal section on five columns and a columned corridor. The lower part consists of a marble balustrade slab with a gilded wooden lattice on top.

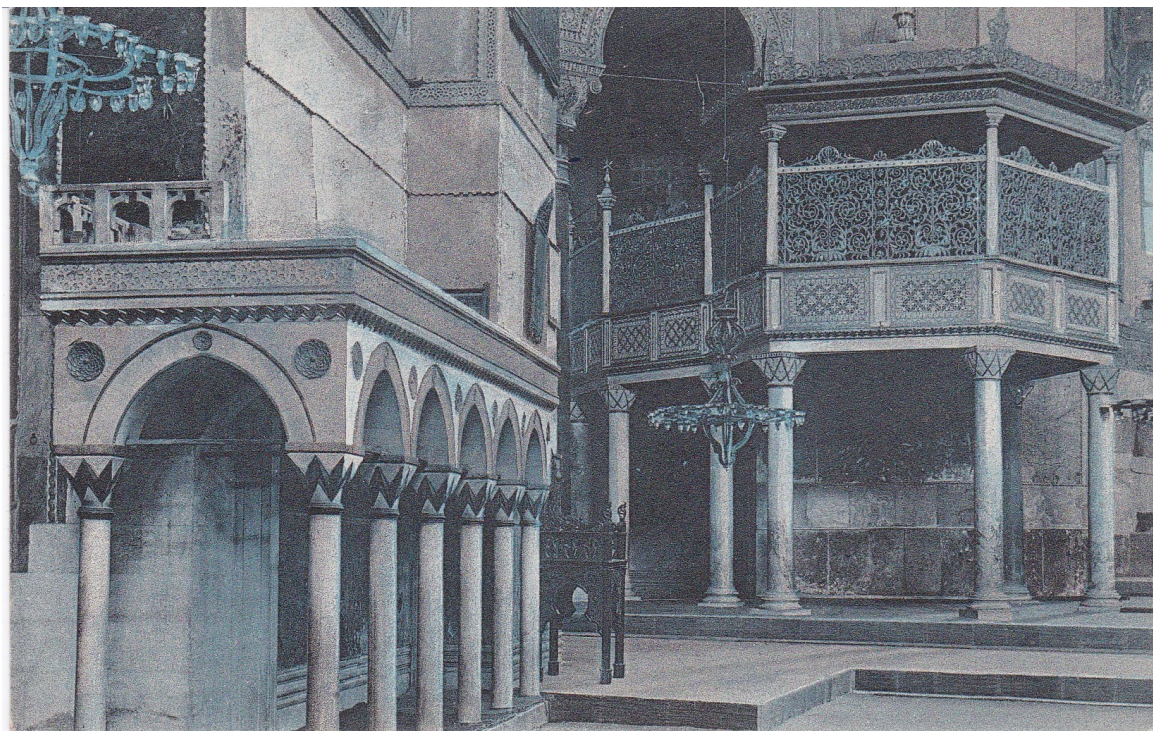


Fig. 78: The *Hünkâr Mahfili* (Sultan's Lodge).
 Publisher: E. Frédéric Rochat (uncirculated)



Fig. 79: "Salut de Constantinople. Prière musulmane." (Muslim prayer)
 (publisher unknown) (Ottoman postmark).

Glossary of Postcard Publishers

Wladimir von Sender (*Veli* Demir von Sender, 1885–1944) fled to Constantinople after the Russian Revolution in 1917, followed by his son Mühtedi İsmail Demir v.S. as “V. Sender”) with addresses in Kabrista Caddesi 147, later in Meşrutiyet Caddesi 116, and 155, and 241-243 (all Beyoğlu).



Max Fruchtermann (1852–1918). Born in Austria, the most famous postcard editor of the Ottoman Empire. In 1895 he printed the first Ottoman picture postcard. He had a shop on Yüksek Kaldırım no. 13. His early postcards were hand-coloured, but he began to produce colour cards in 1897 that were printed by Emil Pinkau. Later postcard series were printed by Fingerle Freudenberg in Rheydt, Germany. His grave is in Feriköy Protestant cemetery. He published 2,400 different postcards.

Moïse Israelowitz (Israilovitz) the second largest postcard editor in the Ottoman Empire. He had a shop in Hamidiye Caddesi in Eminönü. He was a Romanian Jew and published a total of 1,800 different postcards. Marks: “MJC” and “M.I.C”.



Postcartoglob: He was selling stamps, Persian carpets and postcards in an İstanbul store (address unknown). He published less than 200 different kinds of postcards.

Isaac M. Ahitouv: He had a shop on the Yüksek Kaldırım no. 27, Galata. It operated until 1940, hence there are also postcards from the first period of the Republic. He published a total of 1,000 different postcards.

Joseph Matalon & Fils resided at Haratçı Sokak 79 and Zulfarisse Sokak 13, both in Galata, publishing about 800 cards, mainly printed in Germany by Regel & Krug, and Emil Pinkau)

“MB” = Moïse Barouh. He had a shop at İstiklâl Caddesi 1 No. 584, Pera. He published a total of 1,000 postcards



“Au Bon Marché” (Louis Bortoli) was the first department store of the Ottoman Empire. It had a big store in İstiklal Caddesi no. 354, Pera. The building now houses the İstanbul Chamber of Commerce. They published a total of 600 postcards.

E. Frédéric Rochat (1874–1958). He had a shop at Sarriri Sokak no. 38, Pera. Some of his postcards were found objectionable and were confiscated. He published a total of 1,250 different postcards between 1900 and 1925.



NELS = Edouard Nels, Founded in Brussels in 1898. His brother Paul opened a branch in Metz (then Germany) in 1902.

Jacques Ludwigsohn (Ludwigsohn Frères) had a shop in Karaköy Meydan no. 21, Galata. He published a total of 1,400 postcards.



“NPG” = Neue Photographische Gesellschaft, founded in 1894 by Arthur Schwarz in Berlin. In 1921 NPG was taken over by Mimosa.

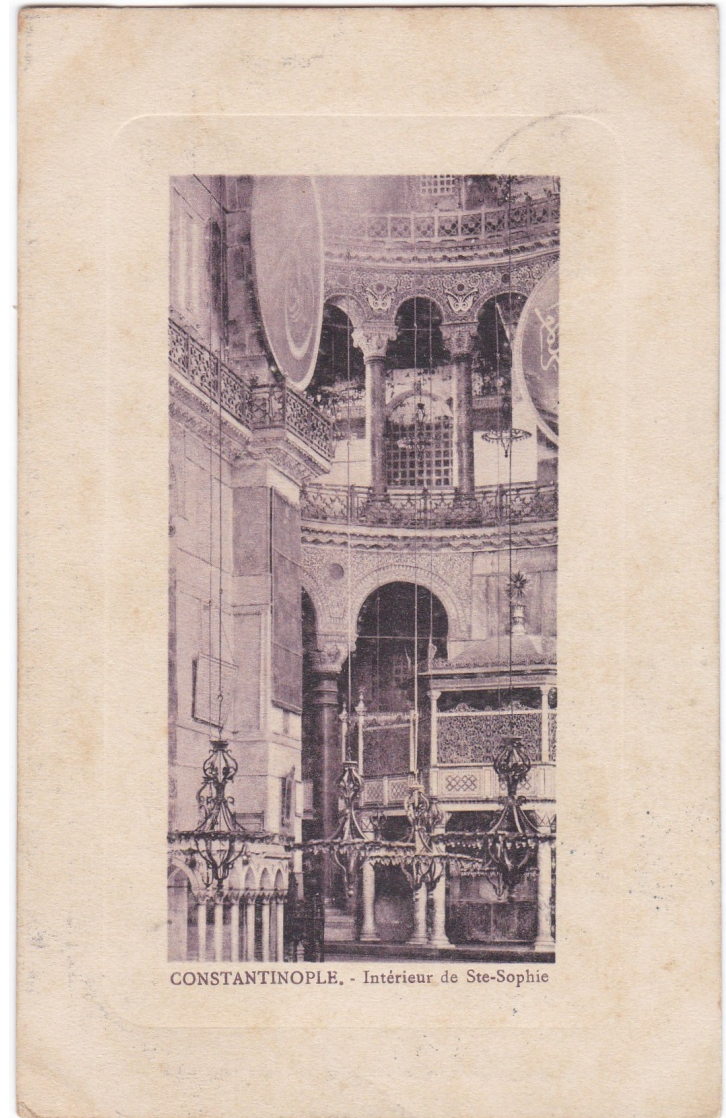
Georges Papantoine had a shop at İstiklal Caddesi no. 679, Galata. He published 140 different postcards in 1903. 38 of these postcards have never been seen until today.

Raphael Tuck & Sons, London. Started by Raphael Tuck and his wife in Bishopsgate, London, in 1866 selling pictures and greeting cards, and publishing postcards.

Ilya Lapina was a Russian printer and publisher based in Paris (75 rue Denfert-Rochereau) before and after WW1. Used marks “IML” and “ILM”.



Figs. 80 and 81:
"CONSTANTINOPLE. -
Intérieur de Ste-Sophie"
showing the Hünkâr Mahfili.
Publisher: E. Frédéric Rochat
(uncirculated).



Two similar, but not identical cards:
different colours, different section
of the original photograph,
inscription placed differently.

The Mihrab

In the mosque a *mihrab* is a hollow and recessed place in the middle of the wall in the direction of the *qibla*, where the *imam* stands in front of the congregation while leading the prayers.

Fig. 82: "Intérieure de Ste. Sophie" showing the Hünkâr Mahfili and the Mihrab to its left. Publisher: Apollon⁹ (uncirculated).



In converting the church to a mosque many changes took place, notably in the sanctuary where the requirement that prayers be directed towards Mecca caused the mihrab to be placed off the centre of the apse and the raised platforms to run across the building at an angle. New furnitures required for the Moslem rites were provided.¹⁰

Fig. 83:

An old Mihrab (to the left of the Minbar).
Publisher: E. Frédéric Rochat
(uncirculated)

⁹ "en face Péra Palace" = opposite Pera Palace.

¹⁰ Gülekli, 1952, p. 22.

The Minbar

The *minbar* is a pulpit-like structure with a staircase built on the right side of the *mihrab* in the mosque so that the *imam* can address the congregation from a high place and read the sermon.

The *minbar* of the Ayasofya, built during the reign of Sultan Murad III, is one of the most beautiful examples of 16th century marble workmanship.



Figs. 84 and 85: "CONSTANTINOPLE. Ste. Sophie La Chaire" (pulpit).
 Publisher: Jacques Ludwigsohn (Ludwigsohn Frères, series no. 12) (uncirculated).

Different versions, left: with logo "NPG"
 (Neue Photographische Gesellschaft, Berlin),
 right: no logo.
 Different sections of the original photograph.





Fig. 86:
 "Constantinople Intérieure Snt. Sophie" showing the Minbar.
 (publisher unknown, series no. 50)
 (uncirculated).



Fig. 87:
 "Ste. Sophie Vue de la Chaire / Salut de Constantinople" (view of the pulpit/minbar)
 (publisher unknown)
 (sent by Austrian P.O., 1902).



Fig. 88:

“CONSTANTINOPLE. Ste Sophie”
with the *İmam Vaaz Kürsüsü*
(Imam’s sermon pulpit).
Publisher: Jacques Ludwigsohn
(Ludwigsohn Frères, series no.
79).



Fig. 89:

“Constantinople. Ste Sophie”
showing the Mihrab and the
Minbar in the background.
(publisher unknown, series no. 25)
(uncirculated).

The Pergamon Marble Pitchers

Two pitchers (jars, *küpler*) made of monolithic marble (alabaster) from the Hellenistic Period, found in the ancient city of Pergamon, were brought to Ayasofya during the reign of Sultan Murad III. There are taps at the bottom of the pitchers, which could hold 1,250 litres of liquid, used to distribute sherbet during holy days and Eid prayers.



*Fig. 90: One of the marble pitchers.
(publisher unknown) (uncirculated).*

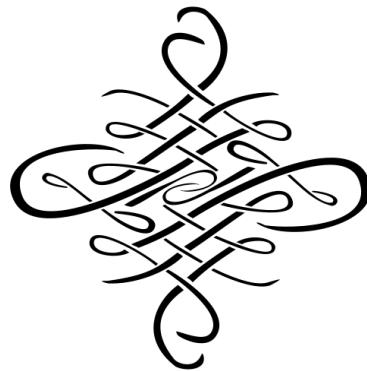




Fig. 91:

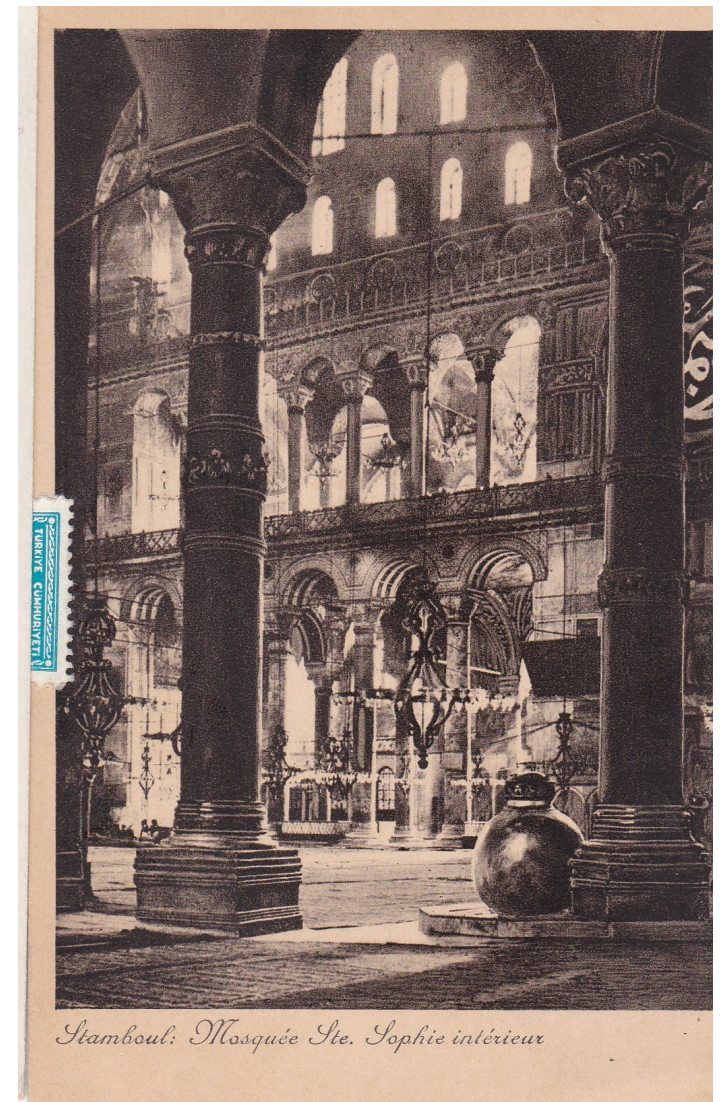
“CONSTANTINOPLE. – SAINTE-SOPHIE” with one of the marble pitchers.
(publisher unknown)
(uncirculated).

Fig. 92:

“Stamboul: Mosquée Ste. Sophie intérieur” with one of the marble pitchers.

Publisher: Antonie Zellich Fils
(Zellich Brothers) (sent by post).

From the Republican Period.
Originally from Austria, the Zellich brothers became Ottoman citizens in 1918. They had shops in Pera and published a total of 600 different postcards.



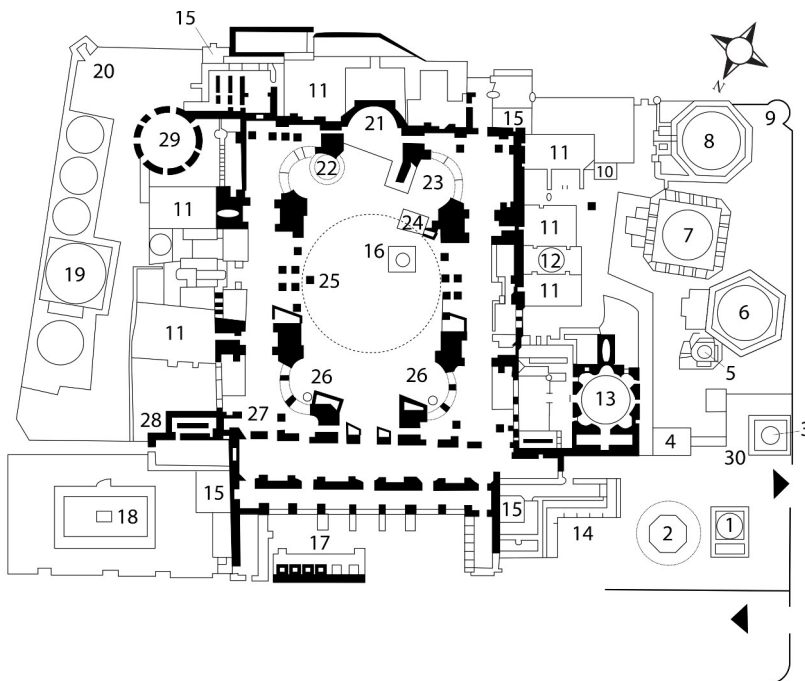
Annexes and Outbuildings

- The İmaret Gate (İmaret Kapısı)
- The Clock Room (Muvakkithane)
- The Fountains (Şadırvan)
- The Tombs (Türbeler)



Fig. 93: "Constantinople / Ste Sophie" showing some of the outbuildings: fountains, tombs, the elementary school, the clock room, and the treasury chamber.

Publisher: Au Bon Marché (series no. 137) (uncirculated)



Annexes and Outbuildings

1. Elementary School (Sıbyan mektebi, Kuttap)
2. Ablution Fountain (Şadırvan)
3. Clock Room (Muvakkithane)
4. Director's Office (Mütevelliler dairesi)
- 5–8, 13. The Tombs (Şehzadeler Türbesi)
- 9, 14. Fountain (Sebil)
10. Cistern (Mermer sarnıç)
11. Turkish buttress walls (Türk payanda duvarları)
12. Library (Kütüphane)
15. Minaret (Minareler)
17. Remnants of Theodosian Hagia Sophia (İkinci Ayasofya kalıntıları)
18. Islamic School (Ayasofya Medresesi)
19. Kitchen (Ayasofya İmaret)
20. Kitchen Gate (İmaret Gate, İmaret Kapısı)
30. Treasury Chamber (Hazine dairesi)

The Muvvakkithane



Fig. 94:

“CONSTANTINOPLE –
Mosquée St. Sophie”.

To the left of the Sultans’
Tombs there’s the Clock
Room (Muvakkithane,
with its red roof and the
small dome.¹¹
(publisher unknown)
(uncirculated).

The İmaret Gate

İmaret or *imarethane* were charitable institutions during Ottoman Empire, to help the poor. Whereas in the beginning food, healthcare and clothing aid was provided to visitors, travellers, the poor and the needy, later on, *imarets* only served food to religious students and the poor. They were usually rectangular annexes to mosques with an open courtyard surrounded by kitchens, bakeries, and dining rooms.

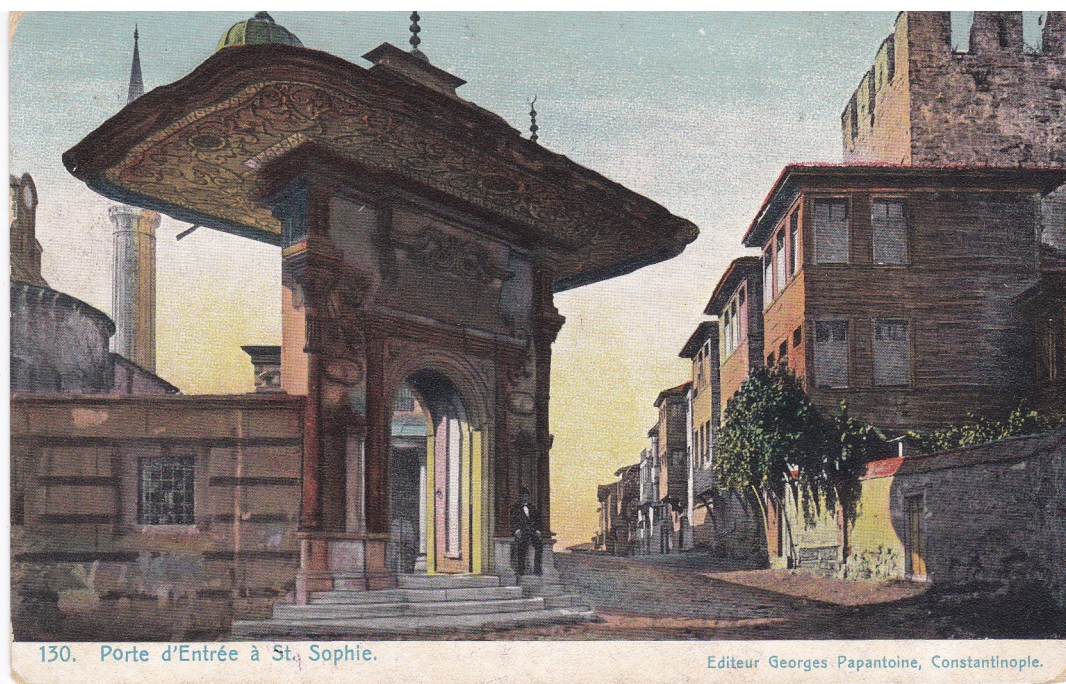


Fig. 95:

“Porte d’Entrée à St.
Sophie” (Ayasofya
entrance gate, Kitchen
Gate, İmaret Kapısı).
Publisher: Georges
Papantoine (series no.
130).

11 The *muvvakkithane* is a room or building annexed to a mosque where a *muvakkit* determine the time of prayer using various time-keeping devices and observation of the sun.

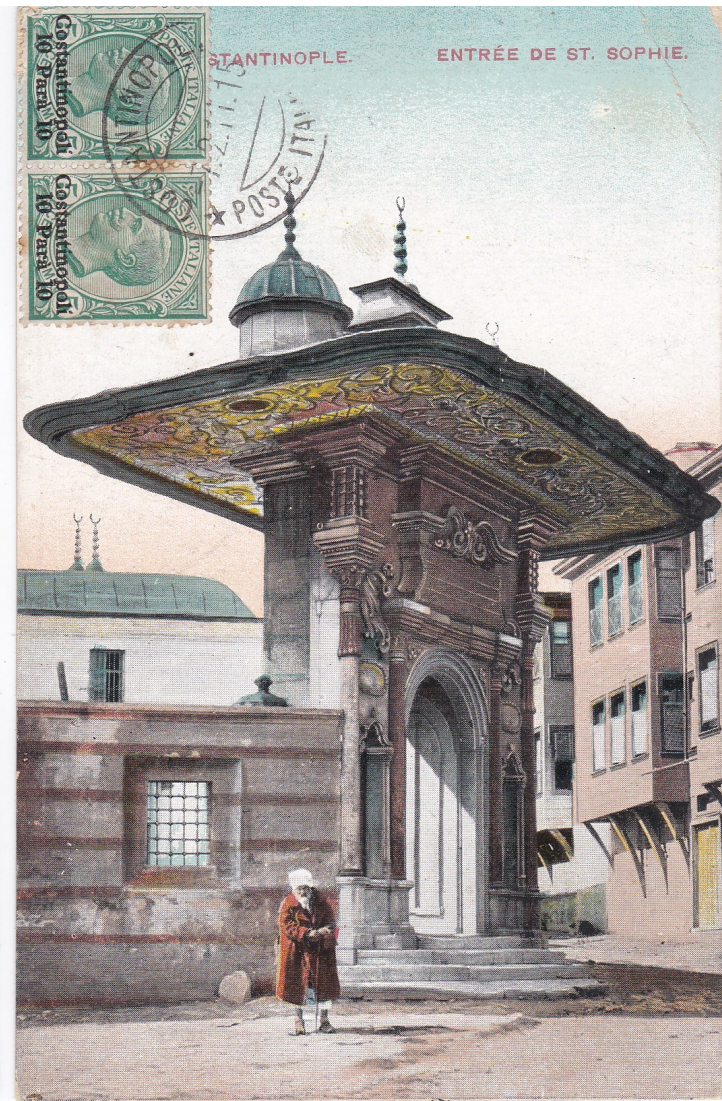


Fig. 96:
 “CONSTANTINOPLE. ENTRÉE
 DE ST. SOPHIE”
 (Kitchen Gate, İmaret Kapısı)
 (publisher unknown)
 (sent from the Italian Levant post
 office, 1911)



Fig. 97:
 “Constantinople. Une des portes
 d’entrée de Ste Sophie”
 (one of the entrance gates to
 Ayasofya.)
 Kitchen Gate, İmaret Kapısı
 (publisher unknown,
 series no. 145) (uncirculated).

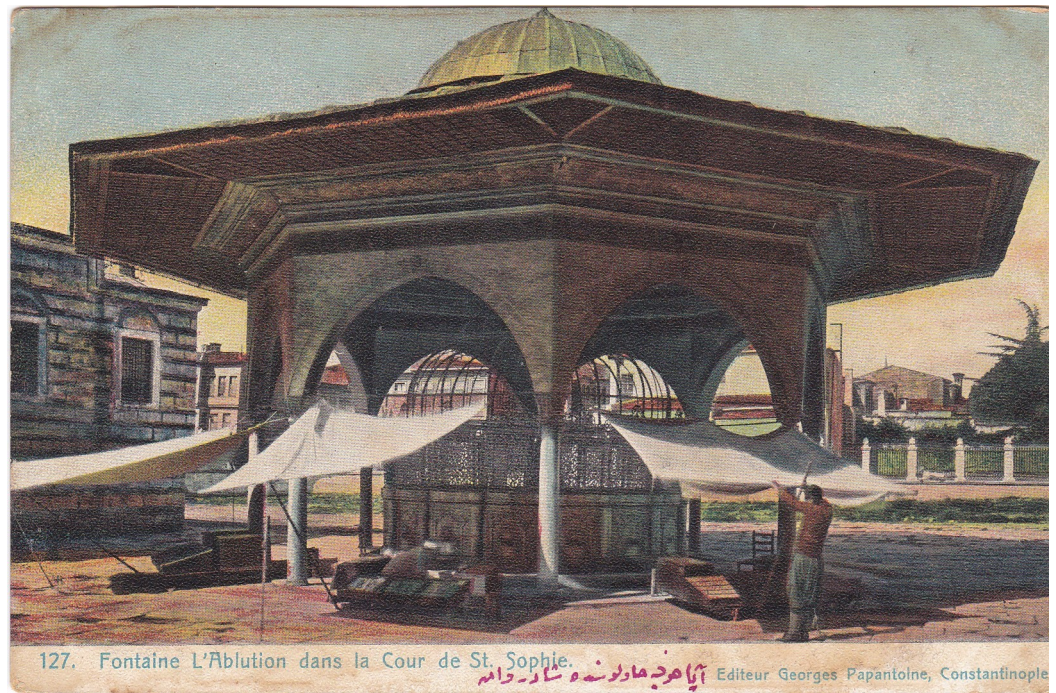
No. 145 Constantinople. Une des portes d’entrée
 de Ste Sophie.

Many thanks from Tew

The Fountain

Fig. 98:

“Fontaine L’Ablution dans la Cour de St. Sophie “
 (ablutions fountain in the courtyard of Ayasofya)
 Publisher: Georges Papantoine (series no. 127) (sent through the post).



127. Fontaine L’Ablution dans la Cour de St. Sophie. *آب‌آوردن‌خانه‌ی حرم‌سرای حیاتیه* Editeur Georges Papantoine, Constantinople



The ablution fountain or *Şadırvan* was built by Sultan Mahmut I during the repairs and construction of additional buildings in 1740/41. The large structure was built in the area between the Elementary School (*Sıbyan Mektebi*), which was built in the area where the west entrance of the building was not used for a long time, and the gate.

The fountain features eight pointed arches with wide openings with capitals resting on eight columns. In the centre is a marble water pool with 16 sections and a marble fountain in the centre of the pool. A small dome rises at the centre above the wooden canopy. The interior of the dome is divided into sections with gilded slats on a blue background.

Fig. 99:

“Constantinople / Mosquée de Sainte Sophie”
 with the Şadırvan.
 (publisher unknown) (uncirculated).

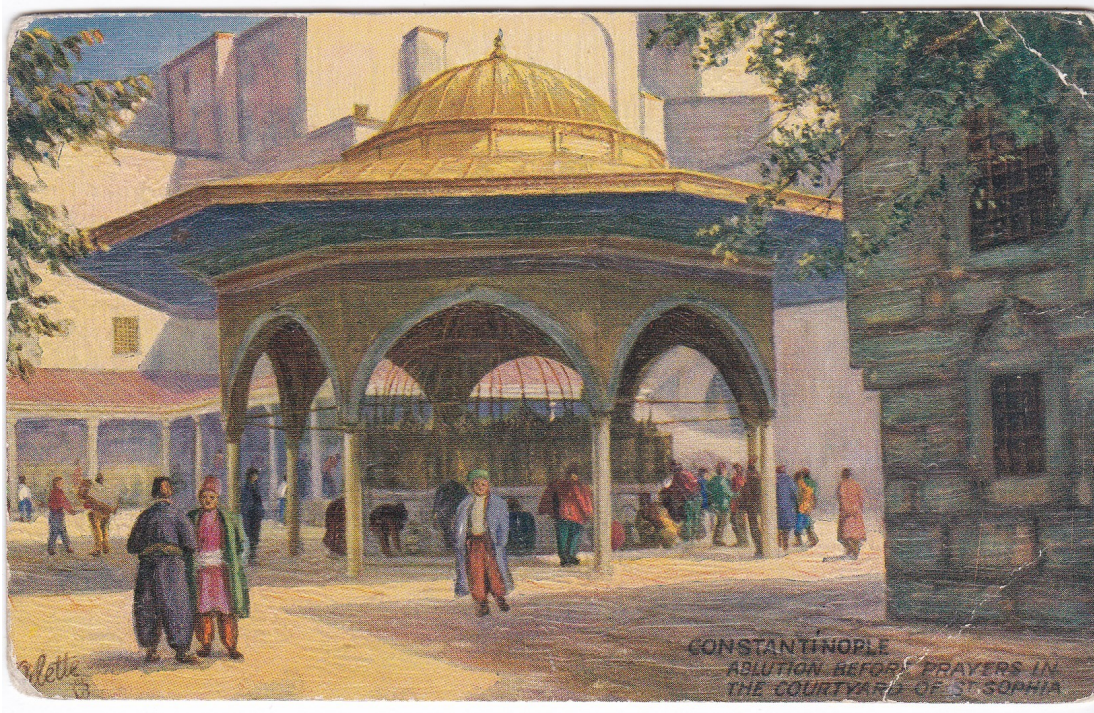


Fig. 100: "CONSTANTINOPLE / ABLUTION BEFORE PRAYERS IN THE COURTYARD OF ST. SOPHIA"
Publisher: Raphael Tuck & Sons, London (uncirculated).

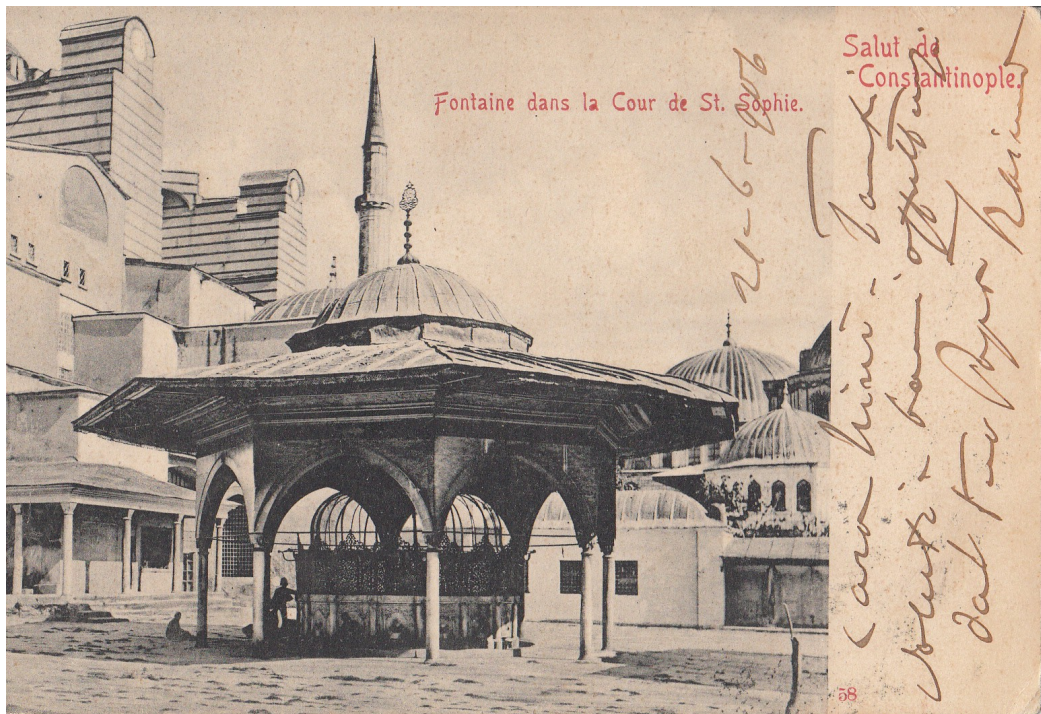


Fig. 101: "Salut de Constantinople. / Fontaine dans la Cour de St. Sophie."
(publisher unknown) (uncirculated).

The Tombs: From Asylum to Mausoleum

The Ayasofya complex contains 5 Ottoman mausoleums (*türben*): The first sultan buried here was Selim II, followed by Murad III, Mehmed III, Mustafa I and İbrahim. There are tombs of about 150 members of the dynasty.

Fig. 102:

“Salut de Constantinople. /
Mosquée de Aya-Sofia.”
with the buildings housing
the tombs in front.
Publisher: Max
Fruchtermann (series no.
232) (sent by post)



Fig. 103:

“Salut de Constantinople. /
Tombeau des princes
Impériaux dans St.
Sophie.”
(tombs of the Imperial
rulers and crown princes
in Ayasofya).
(publisher unknown)
(uncirculated).

In the 17th century, an interesting development took place. After Mustafa I was deposed, he was imprisoned in the palace for 15 years. He died on 20th January 1639 from an epileptic seizure. After his death, his corpse remained on the *musalla* stone for 17 hours. A place to bury his body was searched. On the advice of Mehmed Zilli, the palace jeweller, he was buried in the old baptistery of the Ayasofya using soil from Hasbahçe. When Ayasofya was converted into a mosque, the baptistery was used to store oil lamps.

After the burial of Mustafa I, it became the dynasty's mausoleum. This was a change in the tradition of Ottoman dynasty mausoleums. For the first time, a separate mausoleum was not built for a sultan. When Sultan İbrahim was killed in 1648, he was buried next to his uncle Sultan Mustafa in Ayasofya. The two sultans were known in history for their mental problems. This is probably why they were not buried in separate mausoleums.

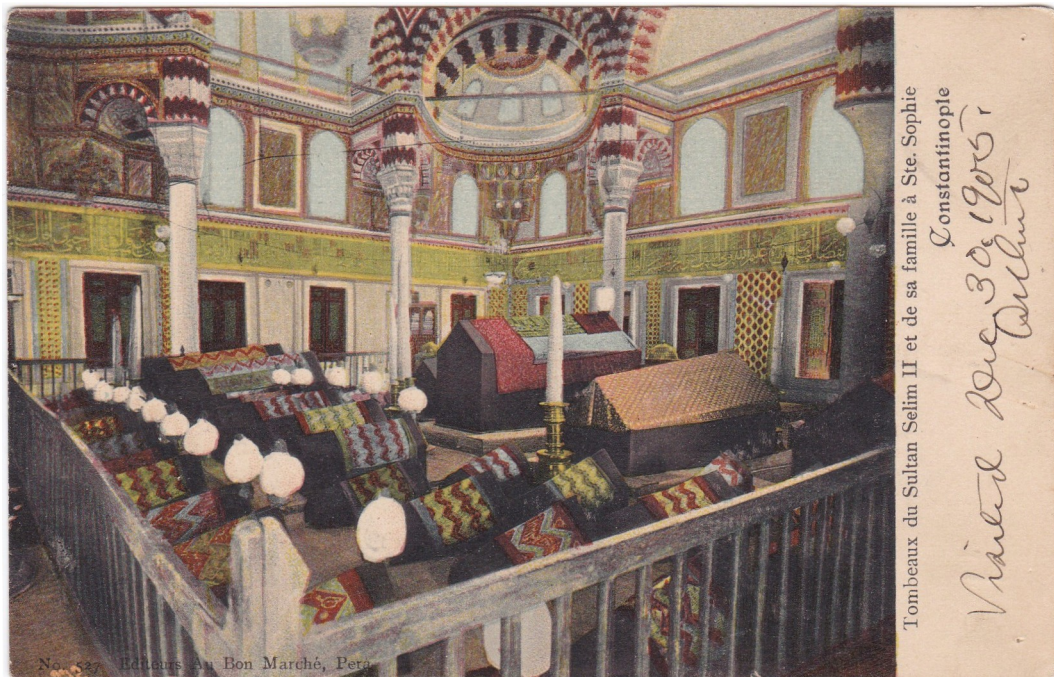


Fig. 104: "Tombeaux du Sultan Selim II et de sa famille à Ste. Sophie / Constantinople" (tombs of Sultan Selim II and his family)

Publisher: Au Bon Marché (Louis Bortoli) (uncirculated).

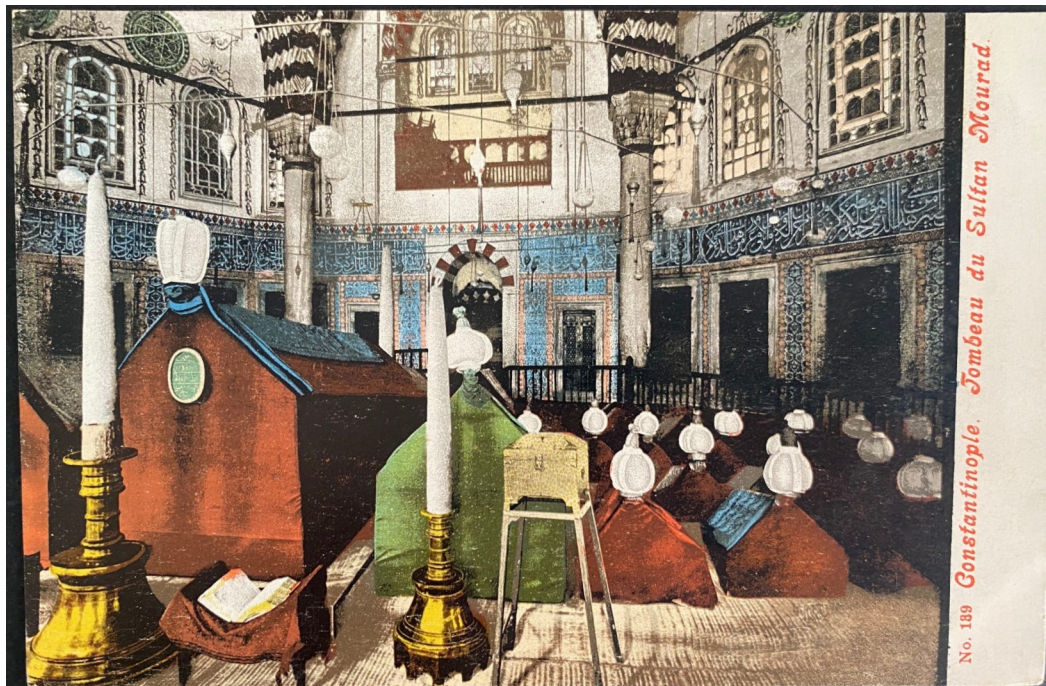


Fig. 105: "Constantinople. Tombeau du Sultan Mourad" (tomb of Sultan Murad)

(publisher unknown, series no. 189) (uncirculated).

Aya Sofya Post Office: Ottoman Postmarks

The Birken Catalogue registers these postmarks:¹²









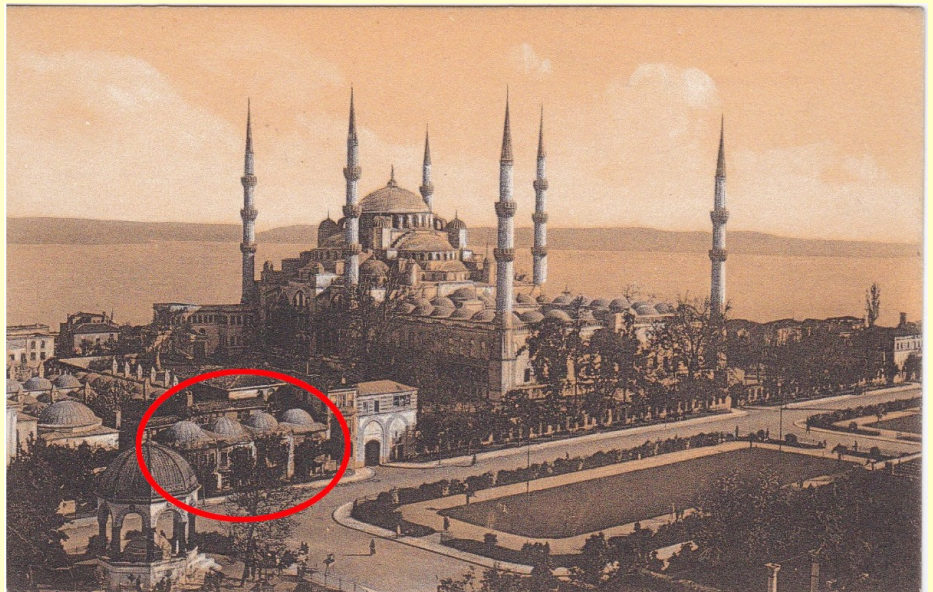
Aya Sofya	ایاصوفیه
	B/C XIV I R (1892-) BAY 1 90F (1892) C/W III 51 15P (1892)
	
	Aya Sofya posta subesi -319 BAY 2 * (1903) C/W II – 25P (1900)
	BAY 3 50F (1898) C/W III 52 15P (1896)
	Dersaadet 67 Aya Sofya BAY 98 50F (1898) BAY 4 50F (1898)
	BAY 5 15F (1909) C/W III 53 (1908-13) black 3P, violet 15P
	
	BAY 6 25F (1914)



Fig. 106: Envelope with late Ottoman period postmark: "ایاصوفیه / ST. SOPHIE".
9.08.1338 = 9.08.1922.

According to Osman Levend Seral, Ayasofya Post Office was situated close to the entrance of Sultan Ahmed Mosque (The Blue Mosque, Sultanahmet Camii) ca. 500 m south-west of Ayasofya itself, along Sultan Ahmed Square (Sultanahmet Meydanı, in the forefront of the card below, fig. 107):

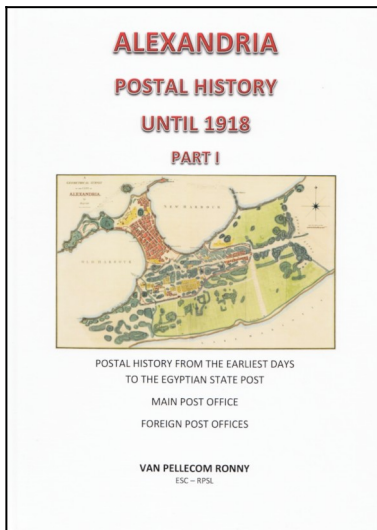


12 Birken, 2021, vol. İstanbul, p. 107.

Pellecom & Stragier: Alexandria Postal Historical Study from the Earliest Days until 1918

reviewed by Tobias Zywiets

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Ronny van Pellecom & Alain Stragier: Alexandria : postal historical study from the earliest days until 1918.

Part 1: Early days and middle ages, foreign post offices, the Egyptian state post, main post office. 296 p., 2019.

Part 2: Districts, main railway station, harbour, railway lines, military post offices. 485 p., 2023.

A4, hardbound, coloured illustrations and maps.

Price: 120 € (plus p&p). Orders: ronny.van.pellecom@telenet.be.

From antiquity to the early 20th century, Alexandria was the central hub of communication between Europe and the Middle East; and beyond. After an introduction to the city's history, Venetian and Florentine mails from the 15th century onwards are briefly described, as are the forwarding services using merchant ships.

A new era starts with the French occupation of Egypt led by General Bonaparte (1798–1801) leading to the tentative beginnings of a state postal service in the 1820s under Khedive Muhammed Ali, known as Vice-Royal Postal Service or Mohamed Aly Post). Ranging from daily despatches between Cairo and Alexandria, with other towns serviced once or more a week, and farther destinations, like Sudan, only once a month, this was intended for official mail only, but eventually opened itself to commercial and private mails. However trade largely relied on Carlo Meratti's private Posta Europea, which was sold to the state in 1865 to form the Khedivial state post Postes Égyptiennes.

To facilitate communications with the outside world, several foreign post offices operated from the city: Greece (1864–1881), France (1867–1931), Austria (1838–1889), Britain (1839–1878), Russia (1857–1875), and Italy (1863–1884).

Whereas the first volume concentrates on the postal services in the city itself, the second volume follows the expansion of the city in the 19th century and the branch offices of Ras el-Tin, Minet el-Bassal/Bourse, Muharram Bey, Qabbari, Karmuz, Salah el-Din, and Atarine, the harbour offices (incl. disinfection and quarantine provisions), the railway stations and railway lines serviced (Aboukir–Roseta–Edfina; Mex–Manazel, Mariut), as well as the telegraph offices and services (incl. the British telegraph companies). The postal services of the Western Desert towns of Mersah Matrouh and Siwa are also covered.

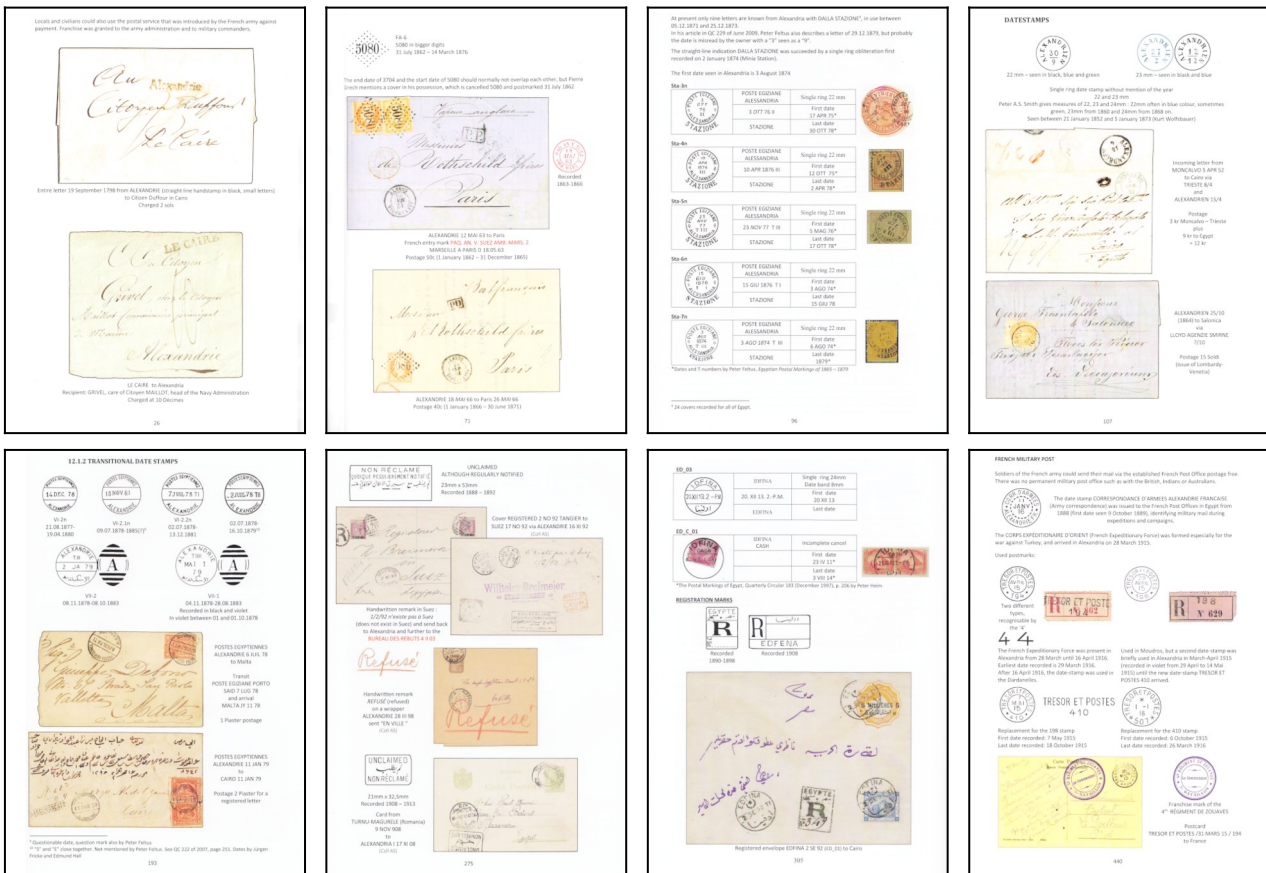
A chapter of its own is afforded to the British & Allied army postal services: the British Army Post Office (1882–1914) as well as the British (BAPO Z), Indian, Australian/New Zealand, and French

offices during Word War I. This covers also internment and refugee camps, hospitals, as well as wartime censorship.

All the services with their postmarks, the premises and the personnel are detailed, profusely illustrated with covers, photos, official announcements, newspaper cuttings and varied documents, maps and drawings.

I very heartily recommend this two-volume work as it is (beyond the actual coverage of the topic) an exemplary work of a postal history study. The books are well printed with excellent technical treatment of illustrations. There's one point to criticise: some sources and illustrations could have been better referenced in order to honour and respect the achievements of previous generations of researchers.

Sample Pages



Bibliographic Record

Pellecom, Ronny van: *Alexandria : postal historical study from the earliest days until 1918*. – 2 vols. – Wilrijk: Pellecom, 2019–2023.

1. *Part 1: Early days and middle ages, foreign post offices, the Egyptian state post, main post office* / Van Pellecom Ronny. – [S.l.]: Pellecom, 2019. – 296 p. : (mainly col.) ill. ; maps : 30 cm (hardbound)
2. *Part 2: Districts, main railway station, harbour, railway lines, military post offices* / Ronny Van Pellecom, Alain Stragier. – Wilrijk: Pellecom, 2023. – 485 p. : (mainly col.) ill. ; maps : 30 cm (hardbound)

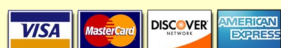
Title on cover: *Alexandria : postal history until 1918*. – Bibliographies.

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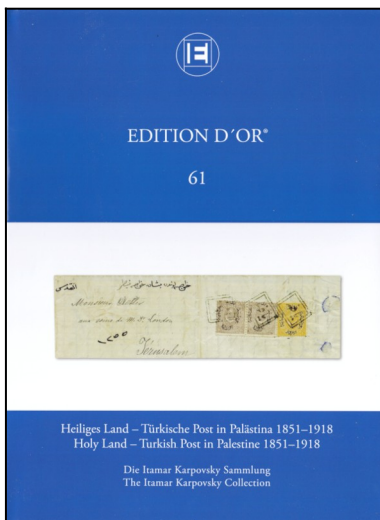
Use the button or QR code above, or log-in to your PayPal account and send money to ebay@zobbel.de

Please request account details from me: mep-bulletin@zobbel.de

Holy Land : Turkish Post in Palestine 1851–1918 The Itamar Karpovsky Collection

reviewed by Tobias Zywietz

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Holy Land : Foreign Post Offices in Palestine 1852–1914 ; The Itamar Karpovsky Collection.

155 pages, colour, 34 cm, hardbound.

Wiesbaden: *The Global Philatelic Network*, 2022.

Edition D'Or – Volume 61.

Price: 79€ (plus p&p). Orders: *Heinrich Koehler Auktionshaus*,
www.heinrich-koehler.de, info@heinrich-koehler.de

In 2016 I reviewed the first book of Karpovsky's Holy Land collection: "Foreign Post Offices in Palestine 1852-1914".¹³ This second volume now presents the Turkish Post.

This is not one of the usual handbooks or studies reviewed in this section but a facsimilé of Karpovsky's collection pages. The publishers¹⁴ created the *Edition D'Or* series to document such outstanding collections.

After a foreword, detailing Karpovsky's philatelic and family life, there's a concise introduction to Holy Land philately. Then the exhibit is presented on 138 pages: reproduced are the original pages, not digital recreations. There are only concise legends to each piece, without any broader explanations.

Coverage ranges from pre-philately, covers routed via Beirut, all possible forms of franking, destinations, postmarks, auxiliary marks, forms, registration marks and labels, and Postage Due covers.

Technically, the volume is well manufactured, as can be expected from this series of publications: paper, printing and binding are excellent.

Bibliographic Record

Karpovsky, Itamar: *Heiliges Land : türkische Post in Palästina 1851–1918 ; die Itamar Karpovsky Sammlung = Holy Land : Turkish post in Palestine 1851–1918 ; the Itamar Karpovsky collection* / [Itamar Karpovsky]. – Wiesbaden, Zurich, Amstelveen, New York, Hong Kong : *The Global Philatelic Network*, 2022. – 155 + [9] p. : ill. ; 34 cm (hardbound + dust-jacket)
ISSN: 2367-2315 = Edition d'or ; 61

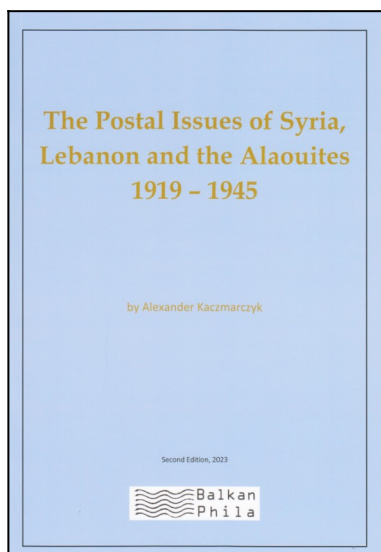
¹³ Zywietz, Tobias: *Holy Land : foreign post offices in Palestine 1852–1914 : the Itamar Karpovsky collection*. In: MEPB 4, 2016, pp. 45–47.

¹⁴ The Global Philatelic Network consists of five of the world's leading philatelic auction houses: Heinrich Köhler, (Wiesbaden), Corinthila (Zurich and Amstelveen), H.R. Harmer (New York), and John Bull (Hong Kong).

Kaczmarczyk: The Postal Issues of Syria, Lebanon and the Alaouites 1919–1945

reviewed by Tobias Zywiets

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Alexander Kaczmarczyk: The Postal Issues of Syria, Lebanon and the Alaouites 1919–1945

146 pages, A4, softbound, b/w and coloured illustrations

2nd ed., London: BalkanPhila, 2023.

Price: £18.00 (plus p&p). Orders: <https://www.balkanphila.com/>

Kaczmarczyk starts with a brief but much needed introduction to the historical circumstances and the postal services in Syria at the end of World War I. Not part of his study are the E.E.F. stamps and the stamps of the Arab Kingdom of Syria, the latter the author (with Rodney Unwin) covered in a separate book.

Two eras are differentiated: the provisional stamps of 1919–1925 with French stamps overprinted, and the definitive and commemorative stamps of 1925–1945 for Syria, Lebanon, etc., with a myriad of overprints effected at Beirut. The introduction explains the printing and overprinting processes and methods and the printers involved and looks at essays, proofs and FDCs.

This is followed by a specialised catalogue of all stamps issues until 1945: the overprints “T.E.O.” (1919), “O.M.F. Syrie” (1919–1922), “Syrie Grand Liban” (1922/1923), and “SYRIE” (1924), then the issues “Syrie” (1925 – 1934), “République Syrienne” (1934 – 1942) and “Syrie” (1943–1945). The airmail stamps are catalogued in a separate sequence, as are Postage Due, Obligatory Tax, and postal stationery.

Lebanon is covered with the “Grand Liban” overprints, (1924/1925), “Grand Liban” (1925–1927), and “République Libanaise” (1924–1945). Finally there are the overprint series “ALAOUITES” (1925–1931) and “LATAQUIE” (1931–1935). Separate chapters cover briefly Ruwad Island (“Isle Rouad”, 1916), Kilis (1921), Ain Tab (1921), Alexandretta (“Sandjak d’Alexandrette”, 1938).

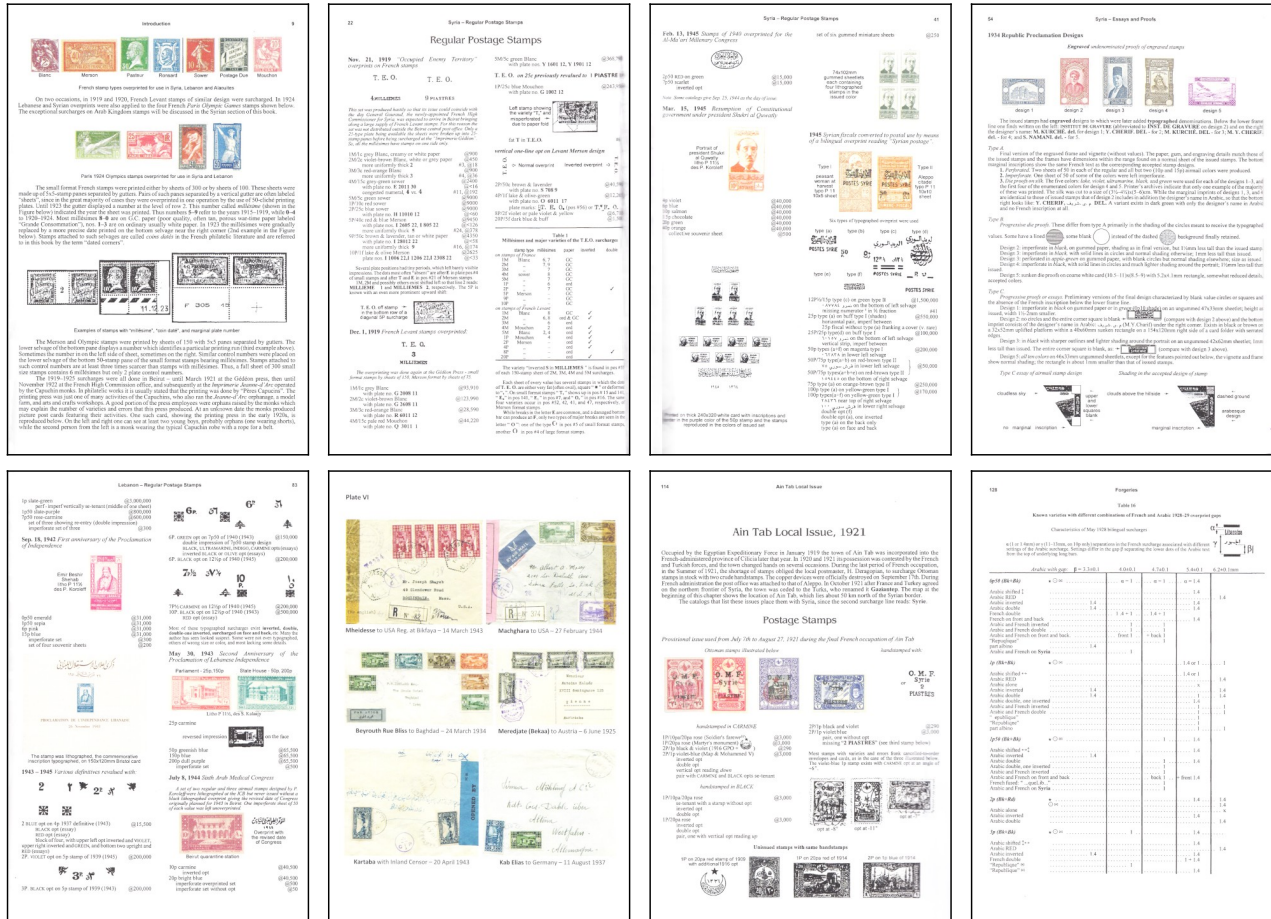
The tome concludes with a detailed look at forgeries, a bibliography and a brief biographical sketch of the author.

This is actually not an updated edition of the original 2004 black & white publication. Kaczmarczyk died in 2009 and Kemal Giray gained the permission to reprint it from the widow. So this is a retro-digitised reprint (original pages scanned), with some of the illustrations of stamps replaced by colour versions. There are also 10 plates with colour images of covers added. Technically this reprint is well executed.

Bibliographic Record

Kaczmarczyk, Alexander: *The postal issues of Syria, Lebanon and the Alaouites 1919–1945* / by Alexander Kaczmarczyk. – 2nd [rev.] ed. – London: BalkanPhila, 2023. – 136, X p. : (b/w and col.) ill. ; 30 cm (softbound)

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Crevato-Selvaggi & Macrelli: Libia : Storia, Posta, Filatelia I

reviewed by Tobias Zywietz

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Bruno Crevato-Selvaggi & Piero Macrelli: *Libia : storia, posta, filatelia. Volume 1*

Italian. 215 pages, A4, hardback, b/w and coloured illustrations

Rimini: Associazione Italiana Collezionisti Posta Militare e Storia Postale, 2022. ISBN 978-88-94203-12-7

Price: 60.00 € (plus p&p). Orders: <https://www.vaccari.it>

Tripolitania is separated from Cyrenaica by the barren Sirtica area, with the vast desert area of the Fezzan to the south. Only small areas of Tripolitania and Cyrenaica are fertile with only about 1% of Libya being arable. The area came under Ottoman suzerainty in the 16th century, but was de facto controlled by local rulers and only in the

mid-19th century effective Ottoman control established itself. The *vilayet* Trablus Ğarb with the *sandjaks* Trablus Ğarb, Cebel-i Ğarb, Fizan, Homs, Binĝazi was formed in 1866. In 1879 Binĝazi became a separate *vilayet*, and an independent *sandjak* in 1888. In 1911/12 the provinces were occupied by Italy. Libya remains a troubled country ever since.

This is the first of four volumes detailing the postal history of present day Libya, from Roman and Mediaeval times, during the reign of the Ottomans until Italy starts its colonial interest in the area.

For many years after the establishment of the Ottoman state post in 1840, Tripoli was not connected to the Tartar mail system, only official correspondence went by sea to Constantinople and commercial correspondence relied on maritime and telegraphic connections to Malta. There was a regular Ottoman postal service in Tripoli from 1871, spreading very slowly to the larger population centres. Initially the periodic couriers carried only official mail, only later personal letters as well. Only by the early 20th century one can speak of a proper, though short-lived, postal network.

Italy opened a consular postal agency in “Tripoli di Barberia” in 1869, which became an official post office on 15th December 1881. From 1874 to 1889 the office used Italian stamps overprinted “Eestero”: the first and last known dates are listed. In December 1909, there was an issue of stamps specific for that office. Services, rates, and known frankings are detailed. On 15th March 1901 Italy opened a post office in Benghazi: stamps and rates are shown. Connections relied heavily on the coastal shipping line of the Banco di Roma. On 1st January 1880, France opened its own post office in Tripoli. The stamps, services and rates are covered. Relations between the various post offices were not very cooperative.

The book offers a nicely illustrated introduction to the country, its geography and history. The main part forms the history of communications, the post offices operating in the 19th century, routes, rates, and the stamps I use. Each postal service has its operation detailed with a catalogue of postal towns and their cancellations.

The book is well illustrated with covers, forms, stamps, photos, and postcards and gives insight to all aspects of postal history. One downside is the coverage of the Ottoman post and its cancels. The authors weren't aware of philatelic research from Ottoman collectors: apparently none of the major Ottoman postmark publications (Brandt/Ceylan, Coles/Walker, Bayındır, A&P, or Dr. Birken) were consulted, which lead to some marks being misinterpreted, and some missing entirely. One can hope that the three volumes yet to be published will contain supplements on this topic.

Bibliographic Record

Crevato-Selvaggi, Bruno: *Libia : storia, posta, filatelia* / Bruno Crevato-Selvaggi Piero Macrelli. – Volume 1 – Rimini: Associazione Italiana Collezionisti Posta Militare e Storia Postale, 2022. – 215 p. : (col.) ill., maps ; 30 cm (hardbound) ISBN 978-88-94203-12-7

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Reactions, Comments, Queries

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

Photograph of the Austrian Post Office in Jerusalem, 1905 (Tobias Zywietz)

Tobias Zywietz writes:

Photographs of the Austrian Post Office in Jerusalem are widely known and several have been published in philatelic journals.¹ This one I found in the Gustaf Dalman Collection at the University of Greifswald,² it shows the building from a different angle (i.e. southwards).



- 1 E.g. in Zywietz, Tobias: *The mail robbery between Jaffa and Jerusalem in March 1912*. In: MEPB, no. 1, 2015, pp. 9–14.
- 2 *Österr. Post u. Engl. J. Mission [Jerusalem]*. Photograph by Valentin Schwöbel (1863–1921). Gustaf-Dalman-Institut, Universität Greifswald. Online: <https://wissenschaftliche-sammlungen.uni-greifswald.de/objektrecherche/?tag=220250621> (accessed 22.05.2021). Licence: [CC BY-NC-ND 4.0](https://creativecommons.org/licenses/by-nc-nd/4.0/).

Asaf Tanrıkut: Türkiye Posta ve Telgraf ve Telefon tarihi ve teşkilât ve mevzuatı
(Tobias Zywietz)

Tobias Zywietz writes:

I recently acquired the two volumes of Tanrıkut's 1984 book "Türkiye posta ve telgraf ve telefon tarihi ve teşkilât ve mevzuatı" (History of Turkish Post and Telegraph and Telephone and its Organisation and Legislation).³

Tanrıkut was PTT Chief Regional Director in Sivas and was officially commissioned by the ministry in 1955 to research the history of the Turkish Post. In 15 years of research, he was able to consult official postal and governmental archives and transcribed hundreds of documents. His initial manuscript was apparently ready in 1969, but the work was not printed (with additions and updates) until 1984. And even then, it was not 'published' as such, but only printed for the libraries of the PTT and its regional and local directorates.

In future I will certainly make use of the information and source material presented therein and prepare translations of selected key documents.

I also plan to scan the 800 pages and make them **available as a PDF**. If there are enough interested readers, a **reprint** could be arranged. Initial estimates for three volumes (ca. 250, 250, and 300 pages)⁴ suggest about 60 to 70 € for the set (plus postage). For now I will gather names of people interested in the PDF or the reprint, so write to me: mepb-bulletin@zobbel.de.



Figs. 1 and 2: The covers of the two volumes.

³ Tanrıkut, Asaf: *Türkiye posta ve telgraf ve telefon tarihi ve teşkilât ve mevzuatı* / hazırlayan: Asaf Tanrıkut – [S. 1.] : Efem Matbaacılık, 1984. 2 vols.: 809 p. : (b/w) ill. ; 29 cm (softbound)

⁴ The original is in two volumes: 510 and 308 pages, but technically it seems advantageous to split the first volume.

MEPB 23: Kuwait's refusal of mail franked with certain Iranian postage stamps
(Jan Heijs and Wolfgang Elsner, pp. 124–127)

Ralf Kollmann writes:

In MEPB 23 Jan Heijs and Wolfgang Elsner reported about a postal war between Kuwait and Iran: Kuwait probably blackened several Iranian stamps for political reasons.

So far I have not seen such covers. The covers shown here are from my collection, regularly used, without any tampering.



Figs. 1–3: Covers with MiNr. 2059 (issued 5.11.1983) and MiNr. 2135 (issued 4.11.1986) used without any tampering.



**Please come forward with your articles,
comments, research, or images!
MEPB needs interesting new material!**

Disruption of Airmail Services between West Germany and Iraq and Iran at the Start of the First Gulf War (October 1980)

(Ralf Kollmann)

Ralf Kollmann writes:

On 22nd September 1980 Iraq attacked Iran with air strikes and a land offensive. Even before that, there had been open military conflicts between the two opposing regimes. It was not until 1988 that the war ended with a ceasefire. Air traffic in the region was thus severely disrupted, leading to the suspension of airmail traffic between West Germany and both countries.

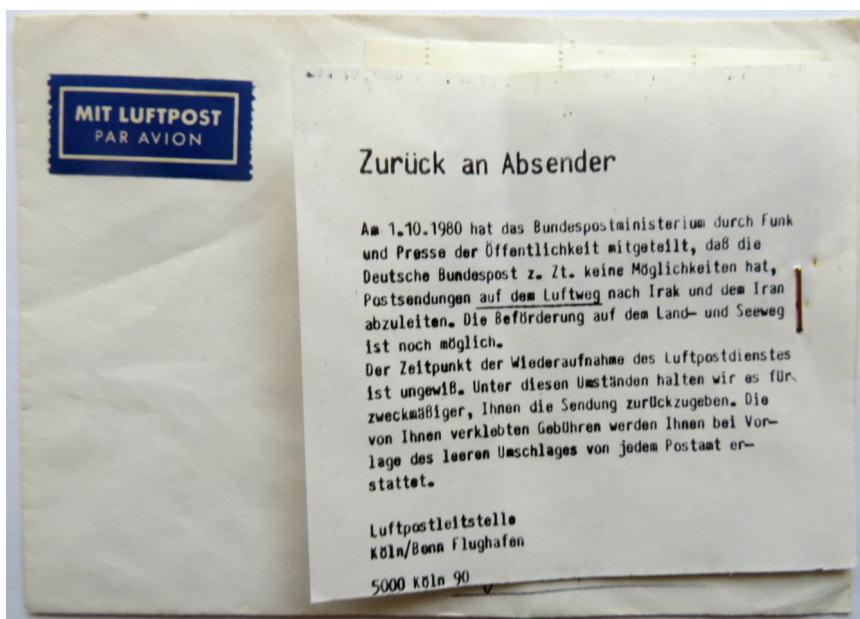


Abb. 1 und 1a:

“Zurück an Absender / Am 1.10.1980 hat das Bundespostministerium durch Funk und Presse der Öffentlichkeit mitgeteilt, daß die Deutsche Bundespost z.Zt. keine Möglichkeiten hat, Postsendungen auf dem Luftweg nach Irak und dem Iran abzuleiten. Die Beförderung auf dem Land- und Seeweg ist noch möglich. Der Zeitpunkt der Wiederaufnahme des Luftpostdienstes ist ungewiß. Unter diesen Umständen halten wir es für zweckmäßiger, Ihnen die Sendung zurückzugeben. Die von Ihnen verklebten Gebühren werden Ihnen bei Vorlage des leeren Umschlages von jedem Postamt erstattet.
Luftpostleitstelle
Köln/Bonn Flughafen
5000 Köln 90.”

Translation:

Back to sender / On 1.10.1980, the Federal Ministry of Post informed the public by radio and press that the German Federal Post Office currently has no possibilities to send mail by air to Iraq and Iran. Transport by land and sea is still possible.

The time of resumption of airmail services is uncertain. Under these circumstances, we consider it more appropriate to return the item to you. Any post office will reimburse you for the stamps you have affixed upon presentation of the empty envelope.

Airmail Control Centre
Cologne/Bonn Airport
5000 Cologne 90.



MEPB 22: Arab-Israeli Clandestine Mail: Cover and IRCs
(Peter Moorer, p. 119).

MEPB 23: The Arab-Israeli Clandestine Mail Revisited
(Avo Kaplanian, pp. 120–123)

Jan Heijs writes:

Thanks for the article about the Arab-Israeli clandestine mail. I never have seen the IRC's which I knew they should exist. Now I have. I also have 9 such covers of which one is a forwarded (inside) cover with English postage stamps. I bought them a long time ago from Josef Wallach when he held an auction.

One thing I can add to the article: It must have happened often because I do have two (outside) covers on which the address of the P.O. London is **printed**. The printing will be private, but still interesting to show that it happened.



Fig. 1: Air Mail envelope with private printing “THE HEAD POST OFFICE / KING EDWARD STREET / LONDON E.C. I / ENGLAND”. Sent from El-Arish, 24.04.1979.



Régistre d'Échangistes de Cartes Postales Illustrées et de Timbre Poste: RECP – one of many postcard and stamp exchange clubs (Tobias Zywietz)

Tobias Zywietz writes:

Some postcards from the time before and after WWI one comes across feature cachets or manuscript remarks referring to “R.E.C.P.” I first came across this working on Folkert Bruining’s last Ottoman Railways article (*fig. 1*). At first I thought this could be a code referencing a number system for railway stations, halts and sidings. But pretty much nothing came up when looking for such a scheme.

Only when I dropped all reference points on railways or “chemins de fer,” I hit gold: “R.E.C.P.” actually stands for “Régistre d’Échangistes de Cartes Postales Illustrées et de Timbre Poste,” i.e. register of exchangers of illustrated postcards and stamps. Further research revealed that there were dozens of such worldwide exchange clubs in the (early) 20th century. Delcampe features many offers referencing “R.E.C.P.”

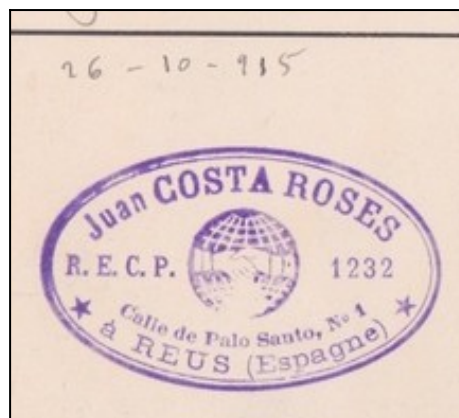
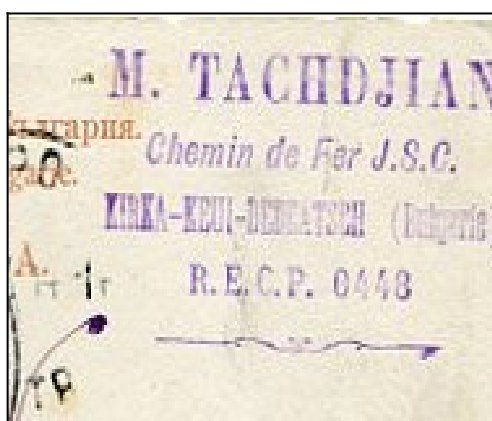


Fig. 1: M. Tachdjian, Kirka-Keui (Thrace), 1914, member 0448.

Fig. 2: J. Galicier, Arcachon (France), 1917 (?), member 1758.⁵

Fig. 3: Julien Delizée, Léopoldville (Belgian Congo), member 3492.⁶

Fig. 4: Juan Costa Roses, Reus (Spain), 1915, member 1232.⁷

5 Source: Cartes postales anciennes de Lège-Cap Ferret. Online: <https://www.ferretdavant.com/index.php?page=dix-villages&numVillage=10&numQuartier=256>.

6 Source: Belgian Congo Study Circle Bulletin, no. 75, 1990, p. 6. Online: [https://www.belgian-congo-study-circle.be/bulletins/BCSC%20Bulletin%20\(75\).pdf](https://www.belgian-congo-study-circle.be/bulletins/BCSC%20Bulletin%20(75).pdf)

7 Source: Delcampe. Online: <https://www.delcampe.net/fr/collections/cartes-postales/espagne/barcelona/espagne-espana-barcelona-barcelone-rambla-del-centro-y-plaza-del-teatro-cachet-recp-au-dos-1450867103.html>.

Then I found a journal issued by one of these club, the REVUE TRIMESTRIELLE of the *Fédération Internationale de Collectionneurs-Échangeurs de Cartes-Postales Timbre-Postes etc.* (F.I.C.E.).⁸ This featured a number of adverts for exchange clubs (see below).

Wolfgang Schlömp's website *Die Welt auf bildseitig frankierten Ansichtskarten*⁹ gives a lot of information: the author traced some **160 different** exchange clubs; and finally there is a study *Clubs de coleccionistas de tarjetas postales* by **Fernando J. Elizondo Garza**,¹⁰ detailing the (sometimes scant) information of several dozens such clubs.

<p>R. I. C. T. Revue Internationale Cartophile Timbrophile Union internationale d'échanges et de correspondance Direction : 9, rue de la Julverie LE MANS (France)</p> <p>Membre en un grand nombre de pays— France, Algérie, Tunisie, Maroc, Perse, Italie, Suisse, Ecosse, Brésil, Cuba etc. etc.</p> <p>Cotisations Membres actifs : 3 francs par an, donnant droit à une annonce de 40 mots répétés 4 fois. Membres Honoraires : 5 francs par an donnant à une annonce de 50 mots, répétés 4 fois dans la liste des membres et une de 70 mots public une fois dans les «Petits annonces». Membres à vie : 70 francs une fois pour toujours ayant les memes avantages que les membres protecteurs.</p> <p>Adresser toute la correspondance à Mr. André Rocher 9, rue de Guiverie—LE MANS</p>	<p>Fraternidad Internacional F. I. Lige Universal de Coleccionistas Esta liga tem por objecto aumentar rá- pidamente e com os menores gastos as co- leções de: selos, postais ilustrados, foto grafias ex-libris, moedas etc. por meio de troca entre os colecionadores de todos os países do globo. É a mais antiga das socie- dades de troca estabelecidas em Espanha e a unica na sua classe. Pela absoluta seriedade de todos os seus membros. Por ter representações em quasi todos os países. Por dispor de uma publicação mensal. Pelos excelentes premios oferecidos nos seus concursos. A «FI» é a sociedade escolhida pelos coleccionadores honrados. Deveis portanto enviar imediatamente e com a maxima brevidade a vossa adesão à «FI». Centenas de honrados e leais cole- cionadores, membros do «FI» esperam, nas 5 partes do mundo e desejam que se ins- va para poderem entrar em relações de troca com você.</p> <p>Tarifas das cotisações Adesão por 3 meses 2 pes. Adesão por 1 ano 5 pes. Adesão por 6 meses 3 pes. Adesão por 3 anos 12 pes. Toda a correspondencia e adesões devem ser diri- gidas á direccão da «FI» Sra. Fátima Gil—AWOR 126 DIOS 13 p 15—Apartado 634 Madrid (ESPAÑA).</p>	<p>The International Post A monthly magazine for collectors of stamps, Postcards, Coins and Curious Official organ of the Union Souvenir Card Exchange The World's Greatest Collectors Club Established over 12 Years Large foreign members</p> <p>Subscription Including Membership 1 Year \$1.00; 6 months 50 cents; 3 months 25 cents. Send 5 cents or 1 international coupon reponse for specimen copy.</p> <p>J. Park Graybell, Publisher 1312 Iesber Way Seattle, Wash, U. S. A.</p>	<p>The Unimag Orgão official do Club U. E. C. The Universe Exchange Club Sociedade para os colecionadores de todas as partes do mundo Publicação trimestral Parece nos meses de Março, Junho, Setembro e Dezembro Subscrição anual, incluindo um anúncio de 30 palavras—Um dollar Direcção em tipo maior com 45 palavras de anúncio—Dois dollares Dirigir toda a correspondencia ao THE UNIVERSE EXCHANGE CLUB 25, The Park Ealing London, W. 5 Em PORTUGAL pode enviar-se a importancia ao Sr. João Marques Martins</p>
<p>R. E. C. P. Registre d'Echangistes de Cartes Postales illustrées et de Timbres-Poste C'est la plus grande société d'échanges qui a le plus grand nombre de membres dans tous les pays du Monde. Desirez vous obtenir une magnifique collection de Cartes-Postales Timbres- Poste etc. Alors soyez membre du R. E. C. P. Attention! Membres inscrits au premier de Jan- vier 1918 : 2783. à cette date ces membres étaient répar- tis dans 520 villes de pays differents. Cotisation Annuelle : 5 francs. Demandez aujourd'hui un bulletin d'adhé- sion à. Mr. E. Zeller (directeur du R. E. C. P.) 5 rue du Parc Villeneuve-St-Georges près Paris (FRANCE)</p>	<p>I. A. E. C. International-Algarve-Exchange-Club Séde — R. D. Francisco Gomes 19 a 21 FARO — (Portugal)</p> <p>Ligue Internationale de Collectionneurs C'est une des belles revues de Portugal dédié à tous les bons collectionneurs de cartes postales, timbres postes etc. Son organe «O Colecionador» paraissant tous les trimestres avec de belles illustra- tions et descriptions. Abonnement Membres actifs.... 4 francs par an protecteurs 7 « « « à vie..... 75 « « « une fois pour toujours. Adresser toute la correspondance à la Direction du I. A. E. C.</p>	<p>A. E. THE ARGENTINE EXCHANGE Coleccionistas!!! ¿Quereis entablar relaciones con los americanos del Sud? Ninguna Sociedad existe en todo Sud America a expcion de la nuestra. La cotizacion es de Francos 7,50 anual Revista ilustrada trimestral con 36 páginas Interesantes articulos de n' socios espe- cialmente de—Perú, Bolivia, Paraguay, Uruguay Chile, etc., etc. Pidon datos á la Directora Sra Natividade B. de Hidalgo Riglos, 128—BUENOS AIRES Los envios de fondos pueden hacerse al Sr João Marques Martins Rua do Forno, 8—Portimão ALGARVE—PORTUGAL</p>	<p>Angleterre M. C. E.—M. C. E.—M. C. E. Le «Mersey Correspondance Exchange,, E' est un club dédié à tous les collection- neurs sérieux et instructives paraissant tous les trimestres et très répandu. Abonnement annuel pour tous les pays 2 fr. 70 Numero specimen contre un coupon reponse-international Adresser toute la correspondance á le MERSEY CORRESPONDANCE EXCHANGE Conducteur: CYRIL C. HYNES 56, Straathona Road, Egremont Cheshire ANGLETERRE Consul pour tout le Portugal João Marques Martins Portimão «Algarve» Portugal</p>

Figs. 5 and 6:
Adverts for several clubs in the FICE journal, 1919.

Fig. 7: M. Corinthio, of Constantinople.
1903: Member of C.C. (Cartophile Club), no. 474,
and of U.P.I., no. 190.

Note: C.F.O.A. refers to "Société du Chemins de Fer
Ottomans d'Anatolie" (Source: Delcampe).



⁸ Vol. 1, nos. 1–4, 1919. Online: <http://elizondo.fime.uanl.mx/7CMTP/conferencias/7%20CMTP%20Fernando%20Elizondo%20-%20Clubs%20de%20coleccionistas.pdf>

⁹ See <https://ansichtskarten.schloemp.eu/>.

¹⁰ A presentation at the 7th Congreso Mexicano de Tarjetas Postales, Monterrey, 2014. Online: <http://elizondo.fime.uanl.mx/7CMTP/conferencias/7%20CMTP%20Fernando%20Elizondo%20-%20Clubs%20de%20coleccionistas.pdf>.

Syrian ADPO ZO Revenue Stamps: New Discoveries (Bernardo Longo)

Bernardo Longo, the well-known Lebanese auctioneer,¹¹ showed this curious overprint variation of a Syrian ADPO revenue stamp on Facebook group “Syrian Revenue Stamps & Documents الطوابع المالية السورية والوثائق”.¹² “A.D.P.O. Z.O. P. S. 0.50” (Duston no. 145, type 15) erroneously printed on the right margin of the stamps sheet due to a strong shift to the right of the overprint.

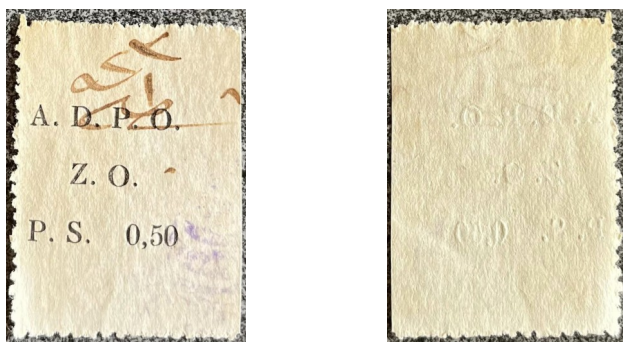
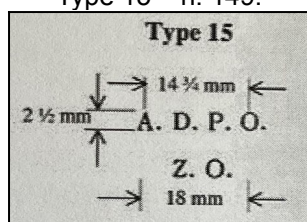


Fig. 1 and 1a:
Front and reverse of the 0,50 p ADPO ZO overprint on the right sheet-margin.

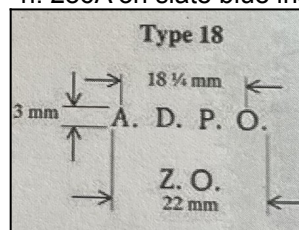
Bernardo also found a number of as yet unrecorded varieties of Syrian ADPO ZO stamps for types 15 and 18:¹³

Figs. 2 and 3: ADPO ZO 6p green
Type 15 – n. 149.



Figs. 4–6: 2p ADPO ZO
Type 18 – n. 266
(hypothesized existence but never seen)

20 p. stamp – n. 286A on slate blue instead on violet



According to Bernardo, more discoveries will follow in an article to be published on the LAP site www.lapsite.org later this year.

11 All material shown here with permission by Bernardo. Cedastamps website: <https://www.cedarstamps.com/>.
 12 <https://www.facebook.com/groups/syriarevenuer/permalink/6520381204693114>.
 13 <https://www.facebook.com/groups/syriarevenuer/permalink/6543096462421588/> and <https://www.facebook.com/groups/syriarevenuer/permalink/6542928949105006>.

Dubai 1968 Butterflies: New Discoveries (Ralf Kollmann)

Ralf Kollmann writes:

The Michel catalogue currently registers the 1968 Butterflies issue of Dubai (5.02.1968, MiNr. 295–302, SG 277–284) with two different perforations: K11 and for three of the eight stamps (figs. 1, 3, 4, MiNr. 296, 299, and 300) in mass-cancelled condition only also K13¾. I can now add a fourth stamp: “*Neochera Butleri*” (fig. 2, MiNr. 298, SG 282).

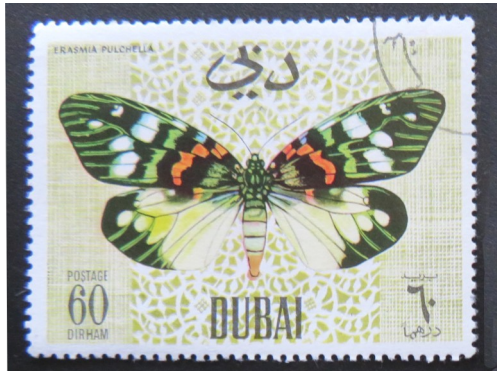


Fig. 1: *Erasmia Pulchella* (MiNr. 296) K13¾



Fig. 2: *Neochera Butleri* (MiNr. 298) K13¾



Fig. 3: *Euthalia Indica* (MiNr. 299) K13¾



Fig. 4: *Attacus Atlas Sylheticus* (MiNr. 300) K13¾

There's also an uncatalogued version of this series: all eight stamps were issued as numbered blocks (minature sheets) and I can show the complete set unused here (figs. 5–12):





Figs. 5–12: The numbered blocks of the 1968 Butterflies series.



RFI: Arab postage stamp depictions of maps of Palestine, 1948–1967

(Michael Sharnoff)

Dr. Michael Sharnoff writes:

You may recall I shared an article about Jordanian stamp depictions of the West Bank, published in *The Levant* in 2022.¹⁴ I have a new article coming out on Jordanian stamp depictions of Jerusalem soon.

I am working on a new research project that examines more broadly Arab postage stamp depictions of maps of Palestine from 1948 to 1967. In my research, I have discovered that Arab stamp depictions of maps of Palestine during this period show Palestine's boundaries as it existed under the British Mandate, from the Mediterranean Sea to the Jordan River.

However, there are at least two exceptions: Saudi Arabia released a three-stamp series in 1960 titled "World Refugee Year" (30.10.1960, MiNr. 68–70, SG 393–395). The stamps contain a map of Palestine shaded in green, while the West Bank is shaded in white, to suggest that the West Bank is not part of Palestine. Saudi Arabia also issued a First Day Cover in 1960 which reinforces a distinction between Palestine and the West Bank.



Fig. 1: Saudi Arabia, 1960 FDC "World Refugee Year" (MiNr. 68–70, SG 393–395).

In 1967, Egypt issued a single stamp titled "Arab Solidarity for Palestine Defence" to publicise Arab unity for the defence of Palestine against Israel (22.06.1967, MiNr. 332, SG 917). A map of Palestine shows the West Bank as separate from Palestine. Palestine is shaded in orange and the West Bank is not. Curiously, Egypt issued a First Day Cover in 1967 that shows this stamp alongside another image of a map shaded in red as Palestine with borders from the River to the Sea which includes the West Bank as Palestine.

¹⁴ Sharnoff, Michael: *Maps of the West Bank in Jordan's postage stamps 1952–1985*. In: *The Levant*, vol. 11, no. 6, 2022, pp. 91–99.

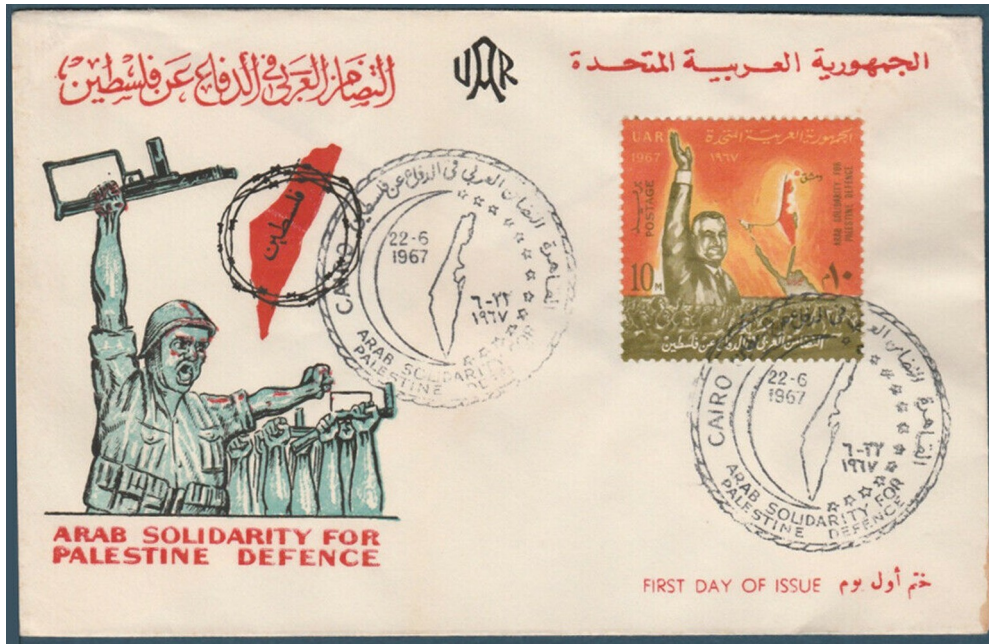


Fig. 2: Egypt, 1967 FDC “Arab Solidarity for Palestine Defence” (MiNr. 332, SG 917).

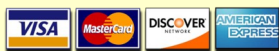
I have attached images of these stamps’ FDCs. I am trying to learn as much as I can about these stamps and would greatly appreciate any information. Could you kindly share this inquiry with colleagues or help put me in touch?

Editor: Can anyone assist Michael? He can be contacted at michaelsharnoff@gmail.com.



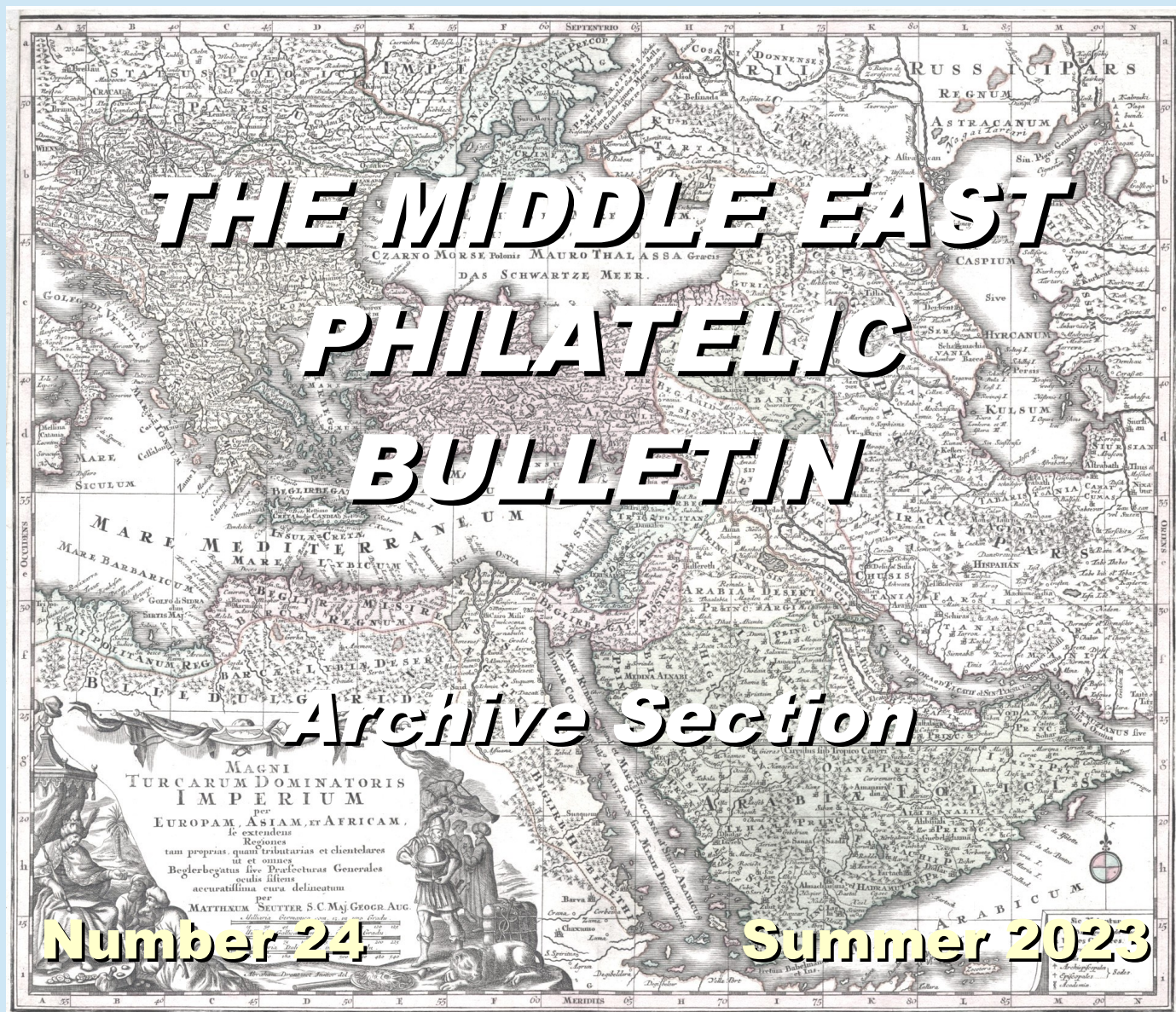
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The 'Archive Section' provides reprints of long-lost or forgotten journal articles, booklets or books, only with sparse annotations. These are primarily intended for documentary purposes in the digital age.

This twenty-fourth instalment features two articles originally published the late 19th century: Journalist and travel writer Karl Braun describes the "Postal Conditions in Turkey" in 1875; and Postal Secretary Unger provides a detailed description of the postal situation in Turkey in 1876. Both (almost contemporaneous) accounts complement each other nicely.

Postal Conditions in Turkey (1875)

by Karl Braun

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*In the German journal ARCHIV FÜR POST UND TELEGRAPHIE
I discovered the reprint of an article by Karl Braun
first published in 1875.²*

*The author, Karl Joseph Wilhelm Braun (1822-1893, pictured),
was a politician, lawyer and journalist. In 1875, he travelled extensively
through the Balkans and Turkey and published several travel reports.³*



It was August 1875. I was sitting in a Turkish provincial town awaiting letters from home. They were addressed to Constantinople and were to be forwarded to me from there. On the day of my departure from Stambul, I had gone to the General Directorate of the Imperial Ottoman Posts myself. It was located in Stambul, i.e. in the especially Turkish part of the cosmopolitan giant city on the west side of the Golden Horn, between the latter and the Marmara Sea, in the district of the New Mosques, in Turkish “Yeni-Djami”. There I found open halls with a great many scribes. It was easy to gain access everywhere, for there was no one there to interfere; one only had to lift the carpet that covered the doorway and immediately found oneself in the inner sanctum.

It was all the more difficult to find the right man and, once you had found him, to obtain any information from him. Finally, I found that man. He understood Greek and French as well as Turkish. Turkish Greek, however, is not at all understandable to someone who has learned this language from Xenophon and Thucydides, and Turkish French is at least not easy. However, I managed to come to an understanding with the postal clerk, who, apart from the red fez, worn not only by Turks here but by everyone else, looked quite European, to the effect that if I wanted letters arriving by Turkish post to be forwarded to the province, I should not do so at the “General-Directorate” in Yeni-Djami, but at its branch post office, the “Succursale” in Galata, said the educated Turk, because I stayed in the hotel Post in the Grande Rue de Pera and my letters would go there first. So I placed my order in Galata, Rue Mertevani.

¹ Translated by Tobias Zywiets.

² Braun, Karl: *Postalische Zustände in der Türkei*. In: Archiv für Post und Telegraphie : Beiheft zum Amtsblatt der Deutschen Reichs-Post- und Telegraphenverwaltung, 5. 1877, no. 6 (March 1877), pp. 177–184. The original publication was in: Westermanns illustrierte deutsche Monatshefte, vol. 3, no. 50 (November 1876 = whole no. 242), pp. 205–211. Both are available online: <https://play.google.com/books/reader?id=169X3hSesmwC&pg=GBS.PA205&hl=de> and <https://opacplus.bsb-muenchen.de/Vta2/bsb11360601/bsb:3045811?>, respectively.

³ Cf. *Karl Braun (Politiker, 1822)*. In: Wikipedia. Online: [https://de.wikipedia.org/wiki/Karl_Braun_\(Politiker,_1822\)](https://de.wikipedia.org/wiki/Karl_Braun_(Politiker,_1822)); and *Karl Braun-Wiesbaden*. In: Wikisource. Online: https://de.wikisource.org/wiki/Karl_Braun-Wiesbaden; and *Braun, Karl Joseph Wilhelm*. In: Deutsche Biographie. Online: <https://www.deutsche-biographie.de/sfz5648.html>. His travel reports were published between 1876 and 1878 at publishers Auerbach in Stuttgart: *Eine türkische Reise. 1. Band: Die Donau–Serbien–Rumänien* (1876); vol. 2: *Fragmente aus der Türkei* (1876); vol. 3 *Fragmente aus der Türkei* (1877) [here the chapter *Postalische Zustände in der Türkei* appears on pp. 89–104]; and *Reise-Eindrücke aus dem Südosten*. 2 vols. (1878).

I did not stop there, however, but also went to the German post office, which is also in Galata, in a very narrow and steep street whose name escapes me, and to the Austrian post office, which is high up in Pera in Tom-Tom Street; since I had nothing to expect from France and England, Russia and Greece, I did not venture there. However, I ordered at the German and Austrian offices to deliver my letters to a railway official, a German friend of mine, at the central railway station (the Demir-Yol) in Stambul, who had promised to forward the letters to me as best he could. So I left. After returning to the last station of the Rumelian railway, I enquired about the Turkish post office. It was difficult for my *kavass* to find out where it was, but in the end I did.

We entered an open hall. There, sitting on the ground, was a venerable old man with a long, white, pointed full beard, apparently occupied with nothing but smoking his *chibuk*. The *kavass* presented to him my request, that his Frankish *efendi*, whose name was so and so, was expecting letters from Stambul. The venerable, who until now had not taken any notice of me, then gave me a benevolent and gracious look, and without changing his sitting posture, he bowed his upper body to me three times, passing his hand three times inwards towards his forehead. I returned the salute standing with the same solemnity.

Then the venerable reached behind him and took out a washing basket filled to the top with letters. "ishte-efen-dum," he said, again with the same benevolent condescending look. The *kavass* translated these words into Italian for me: "Ecce signor", here my lord. I must confess that I was somewhat embarrassed by the basket full of letters. So I asked my Turkish *kavass*, of whose wisdom and devotion I was convinced. He informed me that the postmaster – that was the tight-lipped old man – by pushing his large basket of letters towards me, had asked me to choose for myself from the stockpile whatever would suit me.

"But, Ali," I said, "that can't be right. I can't rummage around in these thousands of other people's letters that have perhaps been lying here for years?"

"Why not, sir? If the postmaster wants it that way! He is responsible for it. Not you. What does the good postmaster want to do any different? Will you expect him to understand all the tongues of the Orient, Greek and Rumanian, Serbian and Bulgarian, Albanian and Arnaut, Tartar and Circassian, Armenian and Persian, Spanish Jewish and Gypsy, Hebrew and Arabic? Should he also speak all the Franconian languages and, what is even more difficult, read them? If there were a letter for you from your distant home in the north, with an address in Prussian, which no mortal man understands here, can you expect the Turkish postmaster to read the inscription on the letter or to send it to you, since he does not know who you are and where you live, or whether you are here or there?"

"You see, the people who live here in the city and for whom letters arrive frequently, such as all those who trade in tobacco or in silkworm eggs, they do know on what days and at what hours the mail arrives. Then they come here immediately and get their letters straight away. But what are you supposed to do with the others that nobody wants, that nobody is there for? So they are thrown into the basket. Not one gets lost here. The postmaster is a model of conscientiousness."

"True, there are a great many letters in his basket; but is that his fault? The only reason is that more letters arrive than are collected. Can the postmaster do anything about that? And if there are so many old letters in the basket, who is to blame? Only the careless people who have not collected them. We Osmanli pick them up. We do not let any piece of paper perish. The name of Allah may be written on it, and this holy name must not be allowed to fall into disrepair. If you see few Turks here, it is only because most of us are quite sure not to receive any letters, and because we send our news to ourselves verbally through the *tatar* mail, that is, through their members. This *tatar* mail brings written letters for the Franks and for you, *rajah*, but verbal news for us; and if we have something of importance to order, we prefer to get on horseback ourselves and ride with the Tartar mail to tell our friends verbally. So it is not our fault. The *rajah*, however, should be ordered that if

they have letters written to them, they should also collect them, and if they do not, they should be punished for their negligence. For the Franks (Western Europeans), however, an exception could be made, for they are from distant lands and are ignorant of our customs.”

I don't remember what else the good man told me. In any case, his views were far removed from ours, and his expectations towards the post were somewhat more modest than those one is accustomed to making in Germany.

I could not bring myself to rummage in the letter basket. Considering that my letters, if there were any, must have arrived in the last few days and must therefore, according to chronological order, be on top, I confined myself to taking a look at the top layer, and since there was nothing there, I left with resignation, not without having first greeted the “venerable one” respectfully in accordance with Turkish custom, which he returned with great solemnity, but again without getting up or putting aside the *chibuk*, whose sweet-smelling pipe (it was made of jasmine wood), about 5 feet long, was dragging on the ground, and under whose flat red pipe bowl there was a small tin bowl so that the mat covering the earthen floor would not catch fire.

As I have never found a Turkish post office described by any other traveller to the Orient, I could not resist the temptation to produce this little sketch, which I have every reason to believe is not an exception but the rule.

I would also like to mention that the addresses on Turkish letters were very long. For they are not content to use the most polite phrases inside the letter, but also lavish the outside, the address, with the most extensive and flattering and titles, whereas the cornucopia of our German chancery style⁴ still appears to be of moderate extent.

Returning to Constantinople, I received the expected letters. Since then, I have tried to find out as much as possible about the postal situation in Turkey, and the following is a brief summary of my investigations.

First of all, I have to reiterate that there is a German Imperial post office in the capital of European Turkey, where the German Imperial citizen can receive letters sent to him from his homeland and send messages to his homeland. The traveller will certainly be pleasantly surprised when, having hardly arrived in the large and *prima vista* foreign city, driven by the longing for news from his family, he has found his way through the narrow, winding, steep alleys of Galata to the German post office and finds everything there exactly as he is used to in Germany. There are German officials, German postage stamps, German forms; and with the sole exception of the red fez of the sub-officer busy with the manual work in the back of the office, nothing reminds us that we are in Turkey. Only when paying the postal charges do you feel the soil of the foreign country under your feet again, because of course Deutsche Post charges all fees in the Turkish national currency.

The German post office in Constantinople was only established at the beginning of 1870, following the example of other European countries, in order to promote the increasingly important interests of German trade there and to ensure prompt and rapid delivery of the correspondence of the rather numerous German colony through a direct exchange of letter packets with post offices in the home country.

This purpose has been fully achieved. In addition, the German post office in Galata is also responsible for arranging part of the mails between Constantinople and other countries: Belgium, the Netherlands, Switzerland, America, even England and France, although these two countries also maintain their own post offices in Constantinople.

The efforts of the local merchants, especially the Greeks and Armenians, to enter into direct relations with manufacturers in Germany, etc., have led to the effect that they also visit the German

4 Kanzleistol.

post office diligently, so that it has gradually taken on quite a considerable upsurge and is expanding with its growing purposes.

Apart from the conveyance of the usual letter and other mails (ordinary and registered letters, postcards, printed matter and samples), the German Post Office is also involved in acceptance and execution of orders for newspapers and magazines. At the time, however, the introduction of the postal money order procedure was welcomed with particular joy by all residents of Constantinople who use the German Post. By depositing Turkish money at the German Post Office, even small amounts of money, for which bills of exchange are extremely difficult to obtain there, can now be sent from Constantinople to Germany, Belgium, the Netherlands, Denmark, Sweden, Norway, Switzerland, Italy, and to the United States of America.

The German post office in Constantinople charges the postage rates of the German-Austrian Postal Convention for correspondence to Germany and the other countries of the convention, i.e. 20 pfennigs for letters, etc. For the above-mentioned amount of 20 pfennigs, one has to pay 1 piastre in silver.

The piastre, called *gurush* in Turkish, used to be about ten French francs in the 15th and 16th centuries. With the decline of Turkey, however, the deterioration of the coinage accelerated more and more. Under Sultan Mahmud II alone, the value was changed no less than fifteen times and, of course, always deteriorated. Now the piastre is worth about 22 French centimes, 10 Austrian kreuzers and almost 20 Imperial German pfennigs. It breaks down into 40 paras, so 10 paras are about one French sou, 2½ Austrian kreuzers, or 5 German pfennigs. For newspapers obtained by post, a fee of 2 marks per year for each copy is added to the reduced rate set for Germany. The fees for postal orders are also moderate.

How extensive the German post office's business dealings have become in the relatively short time of its existence can be seen from the following information, just as examples:

During 1875, the number of letters delivered and received by the post office amounted to about 15,000, postcards to 3,500, printed matter to 75,000 and samples to 9,000. All in all, the number of postal items was certainly quite respectable at 237,000, of which 6,500 were registered mail items. The number of newspapers delivered to order reached 115,000, spread amongst more than 200 different newspapers, including Swiss, French, English, even Russian and Norwegian ones. In the course of 1875, 2,500 postal orders totalling 243,000 marks were submitted to the German post office in Constantinople.

Austrian and Russian steamships are used to transport the mails to and from Germany. The former circulate between Varna and Constantinople, the latter between Odessa and Constantinople twice a week; from Varna and Odessa and there has been an uninterrupted railway connection for several years. Correspondence is exchanged in closed mailbags between the German post office in Constantinople and several German travelling post offices serving from the German-Austrian border, so that only German officials have to deal with the contents of the mailbags.

The staff at the German post office in Constantinople consists of a Director of Posts as head, two secretaries, three junior officials, and a *kavass*. Only the latter, the servant, *kavass*, is a Turk.

As already indicated, several other states in Europe besides Germany have their own postal facilities in Constantinople. These are: Austria (Tom-Tom Street in Pera), France (Tom-Tom Street), England (Medress Street in Galata), Russia (in Kiretch-Capu, Galata) and Greece. Of the non-European countries, only Egypt is represented with a post office. All these post offices are mainly responsible for correspondence with their home countries, France and England also for traffic with overseas countries, Austria, on the other hand, for maritime mails with the ports of the Levant and land mails via Adrianople, Philippople, Belova, Sofia, Nish, and Belgrade to Hungary.

The Turkish postal service, although also a member of the General Postal Union, so far only handles postal traffic within its own country; even with the so-called “vassal states” it does not have direct relations, as far as I know. The entire Turkish Empire (with the exception of the vassal and protector states) has 429 post offices, so that one post office per 97 square miles and 53,000 inhabitants must be counted, while in Germany there is one post office per 1¼ square miles and 5,400 inhabitants.

Of course, the other facilities are equally sparse. Where the Turkish postal service cannot use the railway lines that have only been in operation for a few years (a total of just over 1,900 kilometres), the Tartar (riding) posts it maintains are not usually dispatched more than once a week. There is even only a monthly mail connection to Arabia by means of the Austrian Lloyd steamer sailing to Port Saïd.

At present, there are 13 main routes in Turkey operated by Tartar riders: 7 in Asiatic Turkey and 6 in European Turkey. The most important of these is the Samsun–Baghdad routes via Amasia, Tokat, Siwas, Malatia, Diarbekr and Mossul. The length of the line is 1,640 km, which can be covered in 15 to 16 days, if the season is favourable, touching 31 relays, which are always serving as post offices. The mail destined for this route from Constantinople is carried to Samsun by the Turkish ship that sails once a week from Constantinople to Trabzon.

Of the other lines, the following are particularly noteworthy: from Beirut and Damascus via Aleppo, Alexandretta and Adana to Konia, a distance of 1,150 km with 20 relays; from Trabzon via Erzurum to Beyazid, situated at the southern foot of Mount Ararat on the Persian border: 505 km with 11 relays, from Sarembeï to Banyaluka for connection to the railway leading to the Austrian border. On the Constantinople–Adrianople–Sarembeï railway line there is a daily mail connection, whereas the Tatar mail leaves Sarembeï only once a week, via Scopina, Prishtina, Novibazar and Sarajevo. This route, the longest in European Turkey, has a length of 850 km and 17 relays.

Finally, there are the important routes from Adrianople via Kesanlyk, where it crosses the Balkans, from Bahown to Widdin, and from Köprilü, a station on the railway that runs from Salonika to Mitrovitza up the Vadar, the Axios of ancient times, and down the river Ibar to Scutari in Albania.

A number of secondary routes branch off from the main routes to the larger towns of the country, the maintenance of which is in most cases contracted out to private individuals.

The “*Tatar* posts”, at least on the main routes, often turn into complete caravans, as the large extension of the routes and the long gaps from one post office to the next mean that the quantity of mail to be transported is so large that it is not unusual for 30 to 40 packhorses, camels or donkeys to be required. Each three packhorses are supervised by a special attendant. These attendants alternate with the horses on the relays, while the leader of the column, the *tatar*, only changes once on the longest lines (on the Samsun–Baghdad line, for example, in Diarbekr); However, as a rule the *tatar* accompanies the mail from the start to the end point. In addition, a number of *zaptjes* (police soldiers) are added to the transport to protect against robbery.

The Turkish posts accept the following for postal transmission within the Turkish postal territory: ordinary and registered letters, newspapers and other printed matter, samples, as well as consignments in cash and parcels with an indication of value, but no ordinary parcels. Postcards, charge forward and postal money orders have not yet been introduced.

The weight of a simple letter is 3 drams or 9.6 grammes; for each additional dram, half the franking for a simple letter more is charged. Postage is based on distance and is 1½ piastres or 28½ pfennigs for places up to 100 postal hours (500 kilometres) distance, 3 piastres or 57 pfennigs for over 100 to 200 postal hours distance, 6 piastres or 114 pfennigs for over 200 postal hours distance.

The postage for items with specie varies according to the type of money, whether gold, silver or so-called *metallique* (copper coins, which are only valid locally and are taken in Constantinople, for

example, but not in Adrianople, are excluded from transmission), and is calculated for each postal hour in distance to be covered.

In Constantinople, in addition to the main Turkish post office in Yeni-Djami, Stambul, whose building also houses the "General Postal Directorate", branch post offices have been set up in various parts of the city in recent times, but their activities are limited to the acceptance of letters and the sale of postage stamps. The post offices established in some towns on the Bosphorus belonging to the capital have equally limited powers. However, the possibility of a city post office is assisted by the mutual traffic between all of these post offices, by local steamers which in large numbers circulate up and down the Bosphorus, putting both banks in constant contact with each other, and this city post office does in fact exist. The postage within Constantinople, as well as to and from the towns with postal facilities in the vicinity of the city, is 1 piastre.

For some time now, the Turkish postal administration has been attempting to establish direct postal connections with neighbouring countries, and in this way, as well as through the reorganisation of the entire administration, to put itself in a position to take charge of foreign postal transmission. However, these attempts have not yet been successful and will not be in future.

They fail because of the lack of a regular administration and properly trained civil servants. The difficulties are also very great: these result from the colourful and difficult to manage mixture of languages, races and religions in this country, from the great distances and from the thinly spread population. For Turkey has, even in the most fertile provinces, scarcely more than 2,000 souls per square mile, on the average is no more than 1,200. Greece, of course, has only 400 souls per mile.

If one wishes to send letters to the interior of European Turkey by post, it is always advisable to direct them either to the address of the consul, or to that of a reputable and reliable business or trading house. The latter receives many letters throughout the year and has therefore established a personal *modus vivendi* with the Turkish postmaster, probably through the mediation of a periodic *baksheesh* (tip), so that the necessary guarantees against the loss of a letter are given.

The Austrian Post not only has its connections by sea, both from Constantinople and Salonika to Varna, Trabzon, Alexandria and (preferably) Trieste, but also by land, namely from Constantinople, Adrianople, Philippople, Bellova, Sofia via Nish and through the Moravat Valley to Belgrade (and from Belgrade to Pest, Vienna, etc.). Those who, having covered the distance from Constantinople to Belova by rail, wish to make the crossing to Serbia on horseback, should only join the Austrian overland mail here. It offers a pleasant and safe travelling companionship, which also does not cost as much as riding alone with armed *kavasses*.

Turkey also has telegraphs. In Constantinople one finds the General Administration and the Central Bureau, also at Yeni-Djami in Stambul, and further stations in Galata (Mertevari Street), in Pera (Yeni-Tshashi Street) and in Scutari on the Asiatic side. The Austrian telegraph goes via Saloniki and Mostar to Bocche di Cattaro, the Italian to Colona and from there by submarine cable to Otranto, the Greek via Volo, the Rumanian via Ismail, Rustshuk, Djurdjevo, the Serbian via Nish (Nissa) and Widdin. There is also a Persian, an Egyptian (Syria) and an English-Indian telegraph in Constantinople.



The Turkish Posts

*by Postal Secretary Unger in Constantinople¹
found and illustrated by Tobias Zywiets with material from Volker Fredebold*

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Obtaining reliable information about the facilities of the Turkish Post Office is associated with hardly believable difficulties, since printed postal regulations are practically non-existent and the officials, with a few exceptions, only speak their mother tongue. What the author was able to find out during his employment at the Imperial German Post Office in Constantinople through personal enquiries as well as through scheduled postings of all kinds is set out in the following.

It should be noted at the outset that the description, with special reference to Constantinople, relates only to the postal system in the immediate possession of Turkey, including the province of Hejaz. The vassal states of Romania, Serbia, Montenegro, as well as the independent part of Arabia and the African possessions have been left out of these considerations.

The Foundations of the Posts

The first beginnings of the Turkish posts date back to the time after the conquest of Constantinople in 1453. At that time, the guild of the *sehi*, a kind of runner who could cover several miles at great speed without stopping and who carried a long, light pole with which they swung over the ditches and small bodies of water that hindered their progress, was formed. Originally used only for governmental purposes, in the course of time they also extended their effectiveness to private errands, and for several hundred years they were the sole means of postal traffic in Turkey.

Barely 100 years had passed since Sultan Mustapha III replaced them with couriers on horseback during the Russo-Turkish War and had relays for changing horses built in the larger towns. However, it took another 50 years before a postal service with regularly fixed departure and arrival times was established.

At that time, Constantinople was the centre from which couriers were sent to all parts of the empire. Therefore, in Stambul a central post office was built near the Yeni-Djami mosque. One comes across the building when crossing the wooden bridge leading across from Galata over the Golden Horn; it also includes the offices of the General Post Office. In 1863, a branch office was added in Galata and, a few years ago, another branch opened in Pera.

At present, the Turkish Posts, after having belonged to the sphere of Ministry of Finance for a long time, are amalgamated with the telegraphs under the *Nadié-Dairressi*, the Ministry of Public Works, and are administered by the Imperial General Post and Telegraph Office in Stambul. The empire is divided into 68 postal directorates, which follow quite closely the political divisions into provinces, *livas*, and frequently change their borders with these political divisions. There are 36 directorates in European Turkey and 32 in Asiatic Turkey. The business of these directorates, with which the post offices and telegraph stations are always united, is carried out by *chefs supérieurs* and subordinate officials. In the smaller provincial towns, there are subordinate post offices, some with and some

¹ Source: Unger: Die Türkischen Posten / von Herrn Postsecretair Unger in Contantinople. In: Archiv für Post und Telegraphie : Beihefte zum Amtsblatt der Deutschen Reichs-Post- und Telegraphenverwaltung, 4. 1876, no. 2 (January 1876), pp. 50–59.

without telegraphy service, where the business is done in one case by telegraphists, in the other by private individuals who also carry on another trades on the side. In fact, there would be insufficient employment for civil servants, since all places not situated on railway lines have only a twice-weekly postal connection and the service is almost completely dormant during the rest of the time.



Fig. 1: The "New Mosque" Yeni Djami (postcard of publishers E.F. Rochat, Constantinople).

The number of post offices, if offices co-located at the headquarters of the postal directorates are included, is as follows:

in European Turkey	147,
in Asiatic Turkey, excluding the islands and Arabia	244,
on the islands on	9,
and in the immediate part of Arabia,	29,

so that there are 429 post offices in total.

The territory of the Turkish Empire amounts to 421,723 square miles with 22,977,897 inhabitants, so there is one post office for every 97 square miles and every 53,562 inhabitants.

The estimates for the period March 1875 to March 1876 show as revenues:

for the postal service	12,000 Bourses ²
for the telegraph service	32,500 Bourses
in total	44,500 Bourses or 222,500 Lire = about 4,116,250 Marks

and as expenditure:

for posts and telegraphs together 85,480 Bourses or 427,000 Lire.

so that there is a deficit of 204,500 Lire or about 3,783,250 Marks.

² According to Unger: 1 Bourse = 5 Lire.

Types of Postal Items

The post offices accept ordinary and registered letters, ordinary newspapers and other printed matter, samples of goods and specimens, as well as consignments of cash (groups) and parcels with declared value. The latter two items, groups and parcels with declared value, however, are only accepted at the post offices at the seat of the 68 postal directorates.

Postcards, cash on delivery, and postal orders have not yet been introduced, nor does the postal authority provide newspaper delivery. Passenger transport is also excluded and the Post Office only accepts ordinary parcels to a certain extent, which will be discussed later.

The maximum weight of an ordinary letter is 3 drams or 9.6 grammes,³ for each additional dram, half the postage for an ordinary letter more is charged. The workings of such a tax progression has the peculiarity that in most cases the postage for an ordinary letter is higher than the postage for two letters of the same total weight sent to the same place. For example, two letters to Siwas each weighing 3 drams = 2 × 3 Piastres, whereas an ordinary letter to Siwas weighing 6 drams costs 3 Piastres for the first 3 drams, and 1½ Piastres more for each additional dram, i.e. 7½ Piastres in total.

For the purpose of calculating mail rates, the entire Turkish territory is divided into 3 zones (rings), the centre of which is Constantinople. The first zone includes all those places whose distance from Constantinople on a postal route, i.e. not in a straight line, is at most 100 postal hours or 500 kilometres; 1 postal hour (*agatsh*)⁴ equals 3 *berri*⁵ or 5 kilometres. Its border is approximately determined by the cities of Silistria, Rustchuk, Ischtiman, Samakow, Manissa, Karahissar and Angora.⁶ The second zone includes all places 100 to 200 postal hours away from Constantinople and is delimited by the towns of Scutari in Albania, Durazo, Adana and Siwas.⁷ All places more than 200 postal hours away from the capital belong to the third zone.

The Postage for an ordinary letter to a place within

the same zone is:	1½ Piastres or 28½ Pfennigs
for an ordinary letter touching two zones	3 “ “ 57 “
for an ordinary letter touching all three rings	6 “ “ 14 “

To the above postage, add 1 Piastre for all letters carried by sea in any way, but not including the Bosphorus and the Red Sea.

Registered letters cost double the postage for ordinary letters and ¼ Piastre for the revenue stamp on the receipt.

The postage for newspapers is the same regardless of the distance:

for each small newspaper sheet	¼ Piastre or 4¾ Pfennigs
“ “ large	“ “ ½ “ “ 9½ “

Other printed matter costs ½ Piastre for every 25 drams. Printed matter originating from the Imperial Main Printing Office in Stambul is subject to only half the postage.

The postage for samples of goods and specimens, about whose conditions of acceptance the author has been unable to find out anything reliable, despite repeated enquiries, is ¼ Piastre for the *occa*

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

4 ağaç = tree, the meaning of postal hours could not be confirmed.

5 1 Berri = 1 Turkic mile = 1,475.6 km.

6 Silistria, Russe, Ichtiman, Samakow, Manisa, Afyonkarahisar, and Ankara.

7 İşkodra/Shkodër, Durrës, Adana, and Siwas.

(1,280 grammes) and for each postal hour in distance.

The postage for groups is set as follows:

Each 1,000 Piastres in coined gold costs 3 Paras for each postal hour,
“ 1,000 “ “ silver “ 6 “ “ “ “ “
“ 1,000 “ “ Metalliques ⁸ “ 12 “ “ “ “ “

For example, the transmission of 1,000 Piastres or 190 marks in *medjidihs* (silver)⁹ to Baghdad, 465 hours away by land from Constantinople, costs 69¾ Piastres or 13.25 marks.

Copper coins are not accepted for carriage by the Post.

Parcels with a declared value are subject to postage of 3 Paras for every 1,000 Piastres and every postal hour.

Items of the letter post for which a receipt is not mandated can be posted through postboxes located at various street corners or at the counter windows. For reasons unknown to the author, the two postboxes at the main post office in Stambul have been boarded up for several weeks.

The Main Post Office in Stambul

The main post office is a wooden, one-storey building, 80 foot long and 70 foot deep, which contains the reception, issue and dispatch rooms on the ground floor and the general post office rooms on the floor above. The telegraph office is housed in a special building in Stambul. The exterior of the main post office is interesting because of the Turkish letter-writers, old Turks with greying beards, sitting on long wooden frames with their legs folded under them, wearing caftans and turbans on their heads. Veiled women and men of all nations tell them their business. Without changing his expression, the Turk writes with a reed pen, from right to left, using the index finger of his left hand as support, all kinds of news, business letters, weddings and deaths. He receives his Piastre for a sad as well as for a happy message. Further ahead, *sarâfs*, money changers,¹⁰ have taken their places at small tables and, apart from changing money, are engaged in selling revenue stamps.

If you enter the building through the high arch at the front, you will find yourself in a rather wide room, whose smoke-blackened ceiling rests on wooden pillars, between which hang on poles the *tchântas*,¹¹ the mighty black leather wallets used to carry mail. To the right, to the left and in the background are the workrooms. The small counter windows bear these names in Turkish and French: *Vente de Timbres-poste; Lettres chargées; Poste locals, Distribution des lettres* and *Emballage des groups*.¹²

A wooden staircase leads to the upper chambers; halfway down, you can see a latticed room to the side, where the officials perform their prayers at the prescribed hours.

Franking

Until a few years ago, letters could be posted franked or unfranked. For the unfranked letters, there were special dark brown stamps that were attached to the back of the letter and whose value the post offices involved re-assigned to each other. However, since this procedure could not completely prevent dishonesty on the part of individual officials, the postal administration introduced mandatory franking in general.

8 Base metals.

9 Medjidiye, Mecidiye = 20 Piasters.

10 From the Arabic صَرَاف (sarraf).

11 Çantas.

12 Sale of stamps, registered mail, local (city) mail, letter delivery, packaging of insured items.

The stamps currently valid for franking are of the following types:¹³

1. stamps on purple paper at the value of 10 Paras,
2. “ “ green “ “ “ “ “ 20 “
3. “ “ yellow “ “ “ “ “ 1 Piastre,
4. “ “ brown “ “ “ “ “ 2 “,
5. “ “ blue “ “ “ “ “ 5 “,
6. “ “ red “ “ “ “ “ 25 “

In addition, stamped envelopes with a value of 1½ Piastres, which bear the imprint in brown colour on the back, are offered for sale. The envelopes previously sold at other values have recently been withdrawn from circulation.¹⁴

Letters found in the postboxes that are not franked at all or are insufficiently franked are not dispatched, but will be displayed at one of the counter windows and, if the sender does not respond, will be destroyed after a certain period of time. All letters and other postal items must contain the address in Turkish script in addition to any foreign script. It is forbidden to enclose objects of value, banknotes or coins in ordinary letters. The postal authorities have the right to reject on posting ordinary letters in which they suspect such contents.

Registered and Insured Items

Registered letters no longer need to be sealed, as was previously required.¹⁵ If you want to post such a letter, you must, if you do not already know the charge, ask for the postage rate at one of the counters, buy the relevant stamps at the second counter and have the receipt issued at the third counter.

Such a receipt, printed in Arabic script, reads as follows in Turkish:

The translation of this form, which is difficult to reproduce literally because of the complex sentence structure of the Turkish language, reads as follows:

Journalmnerusu.	Deftérnumerusu.	Journal number.	Book number.
Ta' ahüt senedi.		Deed of acceptance of obligations.	
Idjrethi.		Postage.	
Teslim olunmák üsré der îali posta hanesinda mö möhürlü bir nitâ mektûb teslîm e'iledeinden we benûn nisâmy wegtschile ta' ahüdy bilidjerâ íkitat idjrethí achs olunmúschdur fi sené		As a result of the delivery of a sealed letter from to the post office in, the proper execution of the transport is assumed and double the postage has been paid for it in the year	

The receipt is stamped with the official's name and the letter itself is entered in a receipt book, the pages of which are divided into 3 sections by 2 rouletted vertical lines. The first section serves to enter the letter with the details of the sender, the addressee and the destination; the second contains the form for the receipt; the third is intended for the return receipt. The latter two forms are separated and the return receipt is attached to every registered letter. It must be returned from the place of destination with the recipient's signature and is then attached next to the letter's entry in the book. It shall be delivered to the sender only on request and is free of charge on return of the deposit receipt.

¹³ The Duloz stamps are meant. Why he mentions coloured paper seems a clerical error.

¹⁴ Refers to the 60 Paras Duloz envelope of 1871 (Birken 9), and the 1, 3, and 6 Piastres envelopes (Birken 8, 10, and 11).

¹⁵ Wax seals are meant.



Fig. 2:

Registration receipt issued
in Banja Luka (Bosnia)
in 1292 (1876)
with a 10 Paras tax stamp.¹⁶

For each registered item, the sender is granted compensation of 100 Piastres or 18½ Marks in the event of loss; the right to claim from the postal administration expires after six months.

In the provinces, groups can only be handed in at the postal directorates, in Constantinople only at the main post office in Stambul. The sender is required to pay the amount in cash and to supervise the packing by postal employees. Larger sums of money are sent in bags, which are sewn and sealed¹⁷ on the seams by the post office, and are then bound in an elaborate manner with net-like cords and have hand loops attached, as well as a strip of parchment, on which the value, name and place of residence of the recipient are indicated in Turkish script. The sender receives a despatch receipt, which he must send to the recipient as proof of the right to receive. The latter is obliged to open the group received on his behalf at the post office and to determine its contents in the presence of an official.

In the event of loss, a group will only be replaced if it has been specially insured with the post office for a fixed fee of 6 Paras for every 1,000 Piastres and postal hour. The right claim compensation from the postal administration expires after six months. Among the many cases in which the postal administration's obligation to pay compensation is excluded is the loss of a group through robbery.

The Conveyance of Mails

With the exception of the railways, the transport of mails is exclusively by horse; only on the routes:

- from Varna to Balchik,
- “ Trabzon “ Erzerum, and
- “ Beirut “ Damascus

¹⁶ Courtesy of Volker Fredebold.

¹⁷ With wax seals.

have been wagons of very simple construction employed for some years now.

The mails break down into two types:

- 1) into those which are transported on the main lines with regularly fixed departure and arrival times and are accompanied by mounted *tartars*;
- 2) into those which run on the branch lines and are accompanied by *amenedjis*.

The Tatars and the *amenedjis*, for which more details follow below, are substantially different from each other.

The main and secondary lines contain relays, which are always post offices at the same time, so that the number of relays is approximately equal to the number of post offices when one deducts those located on railways lines. The distance between the relays varies according to the location of towns: between 6 and 12 postal hours, or 30 and 60 kilometres, respectively. However, much greater distances exist, the longest is the route from Adana to Ulúkishla¹⁸ to its northwest, which takes 30 postal hours or 150 kilometres due to the intermediate Cilician Taurus, the straight distance from Berlin to Meißen.

A good mail horse must be able to cover 20 postal hours without resting and without feeding.

At each relay, all the horses change, as do the *süredjis* accompanying them, and as a rule they return back with the oncoming mail. The *tartars*, however, do not change at the relays, they accompany the mail over quite significant distances and only on the longest lines does another *tartar* take their place once. Born horsemen and raised on horseback, these people possess an almost unbelievable strength and stamina in overcoming the most difficult hardships. Accustomed to sleeping on their horses, they ride with the greatest speed day and night over distances of up to 8 day journeys, during which they only find rest for 3 or at most 4 hours at the relays.

In order to procure the horses necessary for postal transport, the administration commissions an entrepreneur for each province who will contractually take over the provision of horses and *süredjis*. The contract, which is usually concluded for a period of several years, is drafted by the Postmaster General and is subject to approval by the Minister of Public Works in order to be valid. The basic condition of the contract is that the entrepreneur receives a payment of 2½ Piastres for each horse and each postal hour covered by it. According to a senior Turkish official, the maintenance of the relays costs the state 45,000 to 50,000 Lire annually.

In earlier times, all mails left from Constantinople; however, since the construction of the railways, these have also been used for transport; likewise, the postal administration uses its own and, to a very limited extent, foreign ships. Thus, the time when the *tartars* rode out from Constantinople itself is over; they only take on the mails going to Anatolia and Rumelia in the main post office building on the days in question and use the railways from Haida-Pasha¹⁹ near Scutari to Ismid, or from Constantinople via Adrianople to Sarembey, as far as that it feasible.

The main lines in Asian Turkey currently existing are as follows:

1. The line Samsun–Baghdad. The Turkish ship, which sails every Wednesday evening from Constantinople to Trabzon, carries the mail by sea and delivers it at Samsun, where it usually arrives on the night Friday to Saturday. From there, a tartar accompanies the mail via Amassa, Tokat, Siwas and Malatia, where the Euphrates is crossed, to Diarbekr. In Diarbekr, the tartar changes and a second one brings the mail, always along the right bank of the Tigris, through Mesopotamia via Mossul to Baghdad. On the entire route from Samsun to Baghdad, 31 intermediate relays are touched; the distance is 328 postal hours or 1,640 kilometres, which are usually covered in 15 to 16 days, if the season is favourable.

¹⁸ Ulukışla.

¹⁹ Haydarpaşa.

2. A second line, 157 postal hours or 785 kilometres long, runs from Ismid to Siwas via Angora and Kaissarieh.²⁰ The mail is carried by train every Wednesday evening to Ismid and touches 18 relays to reach its destination.
3. A third line joins the above-mentioned line as far as Moudournou, a further 1½ days' journey from Ismid, and branches off from there to Amasia via Osmanchyk, where it intersects the Kisil-Irmak.²¹ With 16 relays, it has a length of 140 postal hours or 700 kilometres.
4. The fourth line carries the mail every Wednesday evening from Ismid to Konia, the old Iconium; it touches Eskişehir and Kutahia²² on its course, has 13 relays and is 122 postal hours or 610 kilometres long.
5. The fifth route, 310 kilometres long with 6 relays, is Kassaba²³–Kutahia. The Egyptian postboat, which leaves for Alexandria every Wednesday at 5 p.m., takes the mail as far as Smyrna, from where it is carried by train to Kassaba.
6. A sixth line leads from Beirut and Damascus via Aleppo, Alexandretta and Adana, touching a total of 20 relays, to Konia. The mail is carried to Beirut one week by a Turkish steamer, and the other week by the mail steamer of the Austrian-Hungarian Lloyd (free of charge), which leaves Constantinople at 4 p.m. on Thursdays and arrives in Beirut early the following Thursday. The 230 postal hours or 1,150 kilometres to Konia are usually covered in another 10 to 11 days, if the season is favourable.
7. Finally, a seventh line, 505 kilometres long with 11 relays, connects the cities of Trabzon, Erzerum and Bayazid, situated at the southern foot of Ararat on the Persian border.

Of the *tartar*-mounted lines of European Turkey the longest is:

1. The line from Sarembey²⁴ to Banjaluka, to connect with the railway leading to the Austrian border. It has 17 relays with an extent of 850 kilometres and runs via Scopia,²⁵ Prishtina, Novibazar and Sarajevo. The mail is transported once a week on Mondays with the train leaving at 7 a.m.. The towns on the railway line up to Sarembey, however, are served by a daily connection.
2. A second line, 495 kilometres long, with 9 relays in-between, runs from Adrianople to Widdin on the Serbian border. It crosses the Balkans at Kesanlyk, reaches the Danube at Rahowa²⁶ and continues along the river from there.
3. Another line connects Adrianople with Rustchuk by touching Islamia and Shumla.²⁷ It has 9 relays and an extent of 340 kilometres.
4. on the fourth line – 260 kilometres long, with 4 relays – mail is transported from Tatar-Bazardjyk to Nissa²⁸ via Ichtiman and Sofia.
5. A fifth line runs from Köprülü²⁹ on the Salonique, Elleshau railway line to Scutari in Albania. With a length of 420 kilometres, it touches seven intermediate relays. Every Thursday, the mail destined for Macedonia and Albania is brought from Constantinople to Salonique by a Turkish steamer. The same ship later docks in Volo³⁰ and loads the mail there for the
6. Sixth road from Volo to Janina, with three relays and an extension of 240 kilometres.

There is only a monthly mail connection with Arabia by means of the steamer of the Austrian-Hungarian Lloyd, which departs on every 13th day of a month for Port Said, Djeddah and Hodeida.

Mails arrive in Constantinople every Thursday from Rumelia and every Sunday from Anatolia.

20 Kaiseriye, Kayseri.

21 Mudurnu, and Osmançik, and Kızılırmak.

22 Eskişehir and Kütahya

23 Kasaba (Saruha sancak)

24 Septemvri (Bulgaria).

25 Üsküb, Skopje.

26 Kazanlik, Kazanlâk, und Orjahovo.

27 Russe, Rusçuk, and Sliven, and Shumen.

28 Pazardžik and Niš.

29 Veles.

30 Volos (Thessaly).



Fig. 3: A postal tartar in action.³¹

The Tartars

Each mail carried on a main road is accompanied by a *tartar* in charge of the entire load, as well as by 8 mounted and armed *zaptiés* (police soldiers)³² and by *süredjis*, each supervising three packhorses. The number of horses depends only on the number of panniers, groups and parcels of sample. Since in the interior of Asia Minor and Arabia the most common coin is the *baeschlik* (metallique),³³ which takes up a large amount of space during shipment, the number of groups is usually considerable. It therefore often happens that the mail arriving in Samsun from Baghdad is carried to Constantinople by 40 horses or more. The groups and sample parcels to be sent are packed in large, leather double sacks (*hébés*),³⁴ which are connected by a wide middle piece to be

31 Source: p.45 in: Deutscher Post-Almanach für das Jahr 1846 / hrsg. von Wilhelm Görge. Braunschweig: Weinecke, [1845].

32 Zaptieh, Zapiteh, Zaptiyeh, from Arabic „ضابط“.

33 Beshlik = 5 Piastres.

34 Heybe, heybe çantası.

fastened on the saddle, so that the sacks hang down on both sides of the horse. The letter post items are placed in *tchántas*, spacious mail bags made of black leather and furnished similarly to the *hébés*. Only the larger towns and post offices on the main lines exchange special *tchántas* among themselves; all other mail items are pre-sorted and tied together in a single bag.

When a mail convoy is on its way, four of the *zaptiés* ride ahead at some distance to ensure safety, followed in a long line by the *süredjis*, each with three packed horses behind them, then comes the tartar, and the procession is closed by four further *zaptiés*.

The tartar ranks as an officer and receives his salary from the postal administration. He wears a *fez* as headgear, wrapped in a colourful cloth made of Brussa silk, the long ends of which flutter in the air when he rides. In bad weather he is dressed in Turkish clothes with a red-lined coat that reaches down to his feet; his knife, short pipe, lighter, and a filled tobacco pouch are in his wide belt. When he rides, he holds a 15-foot-long whip in his hand, with which he drives not only his own horse to run fast, but also the horses of the *süredjis* trotting in front of him.



Fig. 4: A Tartar in uniform.,³⁵

The tartar enjoys great prestige in the interior of the country and has considerable powers; he is virtually a sacred person. Even a robber, if he is a Muslim, will never attack a tartar. Robber bands have often shot down and scattered *zaptiés* and company from a safe ambush, *tartars* have always

³⁵ Source: p. 5 in: Okday, Ismail H. T.: *Porto-Siegelstempel des Osmanischen Kaiserreiches in der vorphilatelistischen Zeit*. In: *Rundbriefe des Deutschen Altbriefsammler-Vereins*, Frankfurt am Main, 1960.

escaped with their lives. Responsible for ensuring that the mail reaches its destination as quickly as possible, he lets the horses go full gallop, if the condition of the ground allows it. In summer, therefore, the columns arrive fairly regularly at the appointed hour; in winter, of course, snow and water can stall the convoys in one place for days at a time.

When a column reaches a relay station, tartar, *zaptiés* and *süredjis* raise an almost stupefying alarm well ahead of the gates of the town to inform the postmaster of their arrival, and this is mixed with an unceasing cracking of the whip. They stop in front of the post office, coffee and the stuffed *tchibuk*³⁶ are already prepared for the tartar. He hands over his mail, rests for as long as time permits, then takes over the incoming mails and, after checking the horses, dashes off again into the country with a new escort.

Considering this method of mail transport it should be clear why passengers cannot travel by post. Probably no one would be able to endure for a long time the exertions associated with the journey, and anyone who had to stay behind at a relay due to fatigue would be forced to wait a full seven days for the arrival of the other post. Only for short distances can travellers, if they are provided with a special *firman* of the Grand Vizier, be transported together with the mail, but even then the *tartar* does not take them into consideration. For longer distances, horses must be hired from the postmasters, but these are obliged to charge no more than 3½ piastres for a horse and each postal hour, as well as 5 piastres daily for the *süredji*, whereby the actual time in which the traveller covers a postal hour is not taken into account.



Fig. 5: A Tartar and his caravan.³⁷

36 Tobacco pipe, *çubuk*.

37 Source: p.47 in: *Deutscher Post-Almanach für das Jahr 1846* / Wilhelm Görge. Braunschweig: Weinecke, [1845].

As far as the *amanedjís* mentioned earlier are concerned, they only have a contractual relationship with the postal administration. Their name means “trusted man,” from *amanéd*, trust, and *dji*, the suffix denoting a person. Firstly, they carry the items from the main lines on branch lines to the larger cities, and secondly, they deal exclusively with the transmission of ordinary parcels. The author has not been able to reliably determine the postage rates they charge for the latter; what is certain, however, is that they have to make a certain deduction from each Lira they collect for the postal administration. In earlier times, the *amanedjís* were simultaneously engaged in the acceptance and conveyance of letters; however, since the dispatch of letters has become the exclusive right of the state, they may only accept letters franked with stamps. A person caught for the unlawful conveyance has to pay double the postage for every letter found in his possession as a penalty.

Constantinople City Post

In Constantinople, the arrival of a postal convoy is always announced on boards hung in the main building. The letter post items that arrive are displayed for one day and those that remain are delivered to the recipient the following day by the postman against payment of a delivery fee of 1 Piastre. As far as the delivery of letters within the city is concerned, the aforementioned branches in Pera and Galata have been established to provide this service; although they also accept letters to other places, the postage for these is one Piastre higher than in Stambul. The city postal service is still a young enterprise. At first, in 1864, the government gave a Greek businessman named Lianos,³⁸ whose partner was a certain Stampa, the authority to deliver local as well as letters from the country in Constantinople on its own account in return for a fee. The lease rent was very significant and the company therefore only existed for a few years, after which the postal administration had the city postal service carried out on its own account. The fee for each letter weighing 3 drams was 1 Piastre for the entire city and its country district. The postboxes, which are placed at various street corners, are emptied three times a day. For some years now, further branches have been set up in the larger towns on the Bosphorus, as well as in Scutari and Kadikoei, which deal with the acceptance of letter post items and the sale of stamps. Between them and the post offices of Galata and Pera, a three-times-daily postal connection (in the morning, at noon and in the evening) is established by means of the ships of the Chirket-i-Hairie and Azizié companies.



38 Often written as “Liannos”: „Liannos et Compagnie“.

Recent Philatelic Journals

by Tobias Zywietz

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A selection of articles related to Middle East Philately from recent philatelic journals. Usually these journals are only available to members of the respective societies. Where known I am listing the price at which the society provides individual journals to non-members. Please enquire with each society for its conditions of supply.

OPAL Journal 244 – February 2022

[Oriental Philatelic Association of London](#)

English, A5, colour, –

- W. Pijnenburg researched the “meshed background” (burelage) on the Duloz 1p of 1865 and the Tughra issue (4–8). T. Huxley adds his observations (9–11).
- J. Garton shows pages from his exhibit on the Liannos and State city post of Istanbul. The editor adds several footnotes [The exhibit transformed into an article is shown in MEPB 20] (12–22).
- The editor interviews Kerry Hutchinson about his collection of Mandate Palestine resulting in a good guide for beginners (23–33).
- T. Huxley shows a tobacco tax stamp of Samos (Anezins & Co.) (34).
- O. Graf reports on the application of censorship on international mail (35–43).
- A. Green reviews “Prisoners of War at the Ottoman Front” by Kemal Giray (43–44). Notice is given of two further books: John Garton’s “Ottoman Empire Military Censorship” and Zvi Aloni’s “Postal History of the Ottoman Post in the Holy Land” (44–48).
- Tim Huxley reports on becoming editor and seeking contributions (2–3).*

OPAL Journal 245 – August 2023

[Oriental Philatelic Association of London](#)

English, A5, colour, –

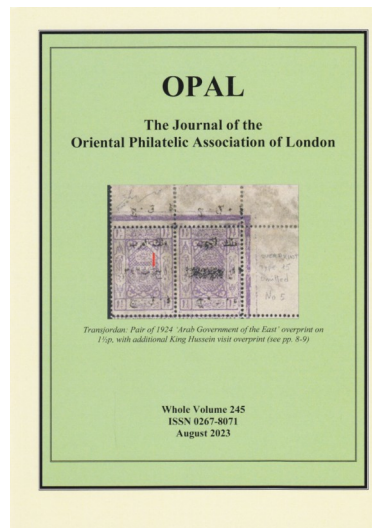
- Ute & Elmar Dorr present postcard and covers related to the American Colony Hotel and the American Colony Stor (Fr. Vester & Co) in Jerusalem (3–7).
- Martin Lovegrove studies the varieties and foregeries of the Transjordan 124 “Arab Government of the East” overprint (1, 8–15).
- Willy Pijnenburg catalogues the perforation and other varieties of 1912 “Osmanli Postalari 1337” overprints on Ottoman fiscal stamps (16–24).
- Tim Huxley looks at the 1877/78 Russo-Turkish War and its (postal) consequence on Romania (25–33, 50).
- Tim Huxley reports on Adolf Passer and his 1938 book

“The Stamps of Turkey”: amongst the plates of his copy there was what seems an original draft of the author: cut-out photographic images on a this sheet of paper (34–36).

Tobias Zywietz reports on the joint ONEPS, OPAL, AROS *Ottoman Postmarks Project*, and Tim Huxley describes how he started collecting Turkey with its European and Arab postmarks (37–39).

Tobias Zywietz reviews the two-volume Pellecom/Straigier book “Alexandra : Postal History until 1918” (40–42).

Editorial: OPAL dissolved (2–3). Obituaries: Michael John Fulford (1936–2023, by Philip Longbottom) and Charles G. Makki (1938–2023, by Brian Farrell) (43–46). Tobias Zywietz looks at collectors’ societies of the Middle East (47)



The participating members of OPAL decided at its AGM in June 2023 to dissolve the association. In 2022 there were 107 members left; despite this the editor found it impossible to find enough original articles to continue the journal. The associations funds (some £12,000) are to be donated to the RPSL.

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 admissible by Ottoman Censorship (72–80).
- D. Doren researched the 1914 “Gjirocastër” (Argyrokastró) 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. Zywiets announces the resumption of the Ottoman Postmarks Project with updates to the Birken Catalogue being collected (71). T. Zywiets’ article on the Ottoman Censorship Instructions (see MEPB 20) is available to ONEPS members as download (80). P. Moorer explains his Zotero database of books and articles on Middle East philately (85).

The Levant Vol. 11, No. 6 – September 2022*Ottoman & Near East Philatelic Society**English, A4, colour, US-\$ 4.00*

- The cover features a postcard of the court of El-Jazzar’s mosque in Acre/Akko, ca. 1965 (89).
- Michael Sharnoff researched how the stamps of Jordan treat maps of the West Bank, 1952–1985 (91–99).
- Cheryl Ganz presents a 1936 Turkey Zeppelin cover sent to the USA via Berlin (99).
- John P. Garton’s article on the Constantinople city post 1865–1882 is re-edited and reprinted in from OPAL Journal 244 (100–102).
- Uzay Togay looks at the first cancels of North Cyprus (102).
- Denis Doren researched the history of the Syrian Orphanage Jerusalem (103–106).
- A short piece on the 1955 commemorative stamps on the 10th intern. Byzantine Congress in İstanbul is reprinted from Cornucopia [no. 65, p. 12] (106).
- Uzay Togay found a report about “A business transaction in the East” describing the convoluted customs of Ottoman times [reprint from The Christian Life, 2.04.1881, originally from Kölner Zeitung] (107–108).
- Notice on Kemal Giray’s book “Prisoners of War at the Ottoman Front” (108).
- Richard B. Rose presents the new Secretary: Barry Feddema [after Barry’s recent resignation, the vacancy is now filled by Dan Boyd] (89).

The Levant Vol. 12, No. 1 – January 2023*Ottoman & Near East Philatelic Society**English, A4, colour, US-\$ 4.00*

- Allan D. Smith gives an introduction to the philately of Macedonia (3–9).

Yavuz Çorapçioğlu looks at the June 1942 postal cards issue surcharged 3 Kuruş (10–12).

Carl D. Shankweiler responds to Denis Doren’s piece (vol. 11, no. 6, p. 103) on the Schneller Syrian Orphanage (13–15).

Richard B. Rose surveys the known “proofs” of the 1911 Sultan’s visit to Macedonia (15–17).

Richard M. Stevens presents a Bulgarian fore-runner tobacco stamp (18–19).

Yavuz Çorapçioğlu and Aybala Yentürk write about the Cyprus souvenir sheet on the 1922 Smyrna (İzmir) ‘catastrophe’ (19–20).

The Levant Vol. 12, No. 2 – May 2023*Ottoman & Near East Philatelic Society**English, A4, colour, US-\$ 4.00*

Uzay Togay shows a watercolour postcard of a tram crossing Pont de Karakeui (21).

Tarik Alireza studies the Egyptian post office in Jeddah 1865–1881 (23–26).

Mordecai Kremener looks at the history of the Beirut–Damascus railway (1895–1914) and the cancels of the travelling post offices (27–31).

Peter Winders presents National Liberation Front hand-stamps on cover (South Yemen 1967) (32–34).

Karl Braun’s 1875 sketch about a visit to a Roumelian post office was found and translated by Tobias Zywiets (34–35).

Richard B. Rose (editor), reports on MEPB, the availability of the Levant index 2017–2022; the ONEPS group on Facebook; the AGM scheduled for 10.06.2023, and the future of OPAL (21). Obituary by Marwan Nusair: William A. King FRPSL (34).

Türkei-Spiegel 142 – 4/2022*Arge Osmanisches Reich/Türkei**German, A5, colour, €5.00*

Dr. Leonhard Döderlein looks at known covers of the Austrian post office in Çeşme in the second part of his article (7–16).

Folkert Bruining reports on the postal history of the small village Kouléli Bourgas near Edirne with its important railway junction (17–20).

The famous explorer Gerhard Rohlfs reports on the postal situation in Tripoli as he found it on his journeys in 879 (21–22).

Hubert Gerzabek describes the Ottoman officers’ Field Post stamps and related cachets/postmarks (23–33).

Tobias Zywiets recounts the mail robbery between Jaffa and Jerusalem in March 1912 [transl. from MEPB 1] (34–41).

Martin Rhein gives advice on the changeover from Austrian to Hungarian postal administration in relation to the article on Bihać in TS 138 (41).

Yvonne Berger researched a 1914 Christmas cover from Germany to İstanbul [social philately] (42–43).

Peter B. Feuser reports on the German flight training school (Flak-Schule) at San Stefano (today İstanbul-

Yeşilköy) [transl. from MEPB 21] (44–49).
 Willy Pijnenburg, Otto Graf, and Hans-Dieter Gröger discuss plate errors and printing varieties (50–53).
 Notice on “Devlet-i ‘Aliyye Osmanli İmperatorluğu Posta Şubeleri” by M. Bülent Papuççuoğlu (57).
 Obituary for Hubert Gerzabek, 1923–2022 (5–6).

Türkei-Spiegel 143 – 1/2023

Arge Osmanisches Reich/Türkei

German, A4, colour, €7.50

Jürgen Endemann shows on the title page a postcard with cachet “Dersa‘adet Fransa Qonsoloshanesi” i.e. French Consulate Istanbul (1).
 German postal official Unger’s report about the harbour and street transportation systems in İstanbul in 1875 is annotated and illustrated by Tobias Zywiets (5–21).
 Hans-Dieter Gröger shows postage due items affected by the postal war between Turkey and Bulgaria/East Rumelia from 1886 to 1888 (22–30).
 Tilmann Nössig surveys early printed matter frankings with North-German stamps in 1870/71 [transl. in MEPB 22] (31–36).
 Tobias Zywiets researches the uncorroborated existence of an Ottoman post office at the annual Usunca Owa fair (now Bulgaria) (37–39).
 T. Zywiets shows a 1980 maximum-card of N. Cyprus on “Solidarity with the Palestinian People” (39).
 Willy Pijnenburg wonders about the surcharge variety “chisel” at MiNr. 739 (*Osmanlı Postaları 1337*) catalogued by Mayo as “AY” (40).
 Rolf Wernecke and Tobias Zywiets dissect a 1928 Palestine Mandate registration envelope with missing indicium [transl. in MEPB 22] (41–47).
 Tobias Zywiets reviews Hans Peter Soetens’ book “Stempels van Scheepsagenturen & de Regionale Scheepvaart in het Egeïsche en Ionische Zee” [cancels and cachets of regional shipping agencies in the Aegean and Ionian Seas] (48–49).
 In the Q&A section, Udo Angerstein asks for an article on the forthcoming foundation of the Turkish Republic, Tobias Zywiets asks for collaborators on Ottoman postmarks, and Willy Pijnenburg looks for information on forgeries of *Şehir* overprints (49), as well as an apparently unrecorded multi-overprinted MiNr. 638 (57). The editor shows two 1930s Christmas cards of the Pera Palace Hotel (60).
New books acquired by the AROS Library (50). Reports from the 2022 AGM (51–55). Review of recent philatelic journals (56–57).

Türkei-Spiegel 144 – 2/2023

Arge Osmanisches Reich/Türkei

German, A4, colour, €7.50

Postal Secretary Unger details the organisation of the Ottoman Posts in 1875 (5–15).
 Tobias Zywiets reports on the introduction of telephones in the 1880s in Constantinople (16–18).
 Oscar van der Vliet looks at a post card sent from “SS

Sophie” unearthing details on the emerging international oil trade in the 1890s (19–21).
 Willy Pijnenburg dissects a registered cover from Russia to Jerusalem, delivering money between three rabbis: arrival ROPiT Jerusalem 14.12.1906 (22–24).
 Otto Graf studies the admissible languages for Turkish civil censorship during World War I [transl. from *The Levant*] (25–32).
 Jan Heijs and Wolfgang Elsner report on the Postkrieg involving Iran and Kuwait (33–36).
 Johann Baumgartner reports on curious stamps from Damascus: the first part studies the withdrawn 2016 National Day Stamp (37–38).
 Tobias Zywiets reviews two books: “Bombay-Aden Sea Post Office” by Mike Dovey & Peter Bottrill and “Post Offices of the Ottoman Empire” by M. Bülent Papuççuoğlu (39, 40).
 Christopher C. Smith poses a research request on Austrian steam navigation 1834–1845 (Austrian post offices abroad) (41–42).
 Tobias Zywiets announces Otto Graf’s book on Essad Pasha and the postal history of central Albania (42).
 Jens Warnecke answers Willy Pijnenburg’s question on a doubtful overprint variety of MiNr. 638 (42).
 Hans Gerd Schilde looks for information about Turkish stamps manufactured at the Vienna State Printer during WWII (42).
Türkei-Spiegel in A4: AROS in DBZ Nr 7/23 (43); Review of recent philatelic journals (44–45); Gold-Medal for Rainer Fuchs at Cape Town 2022 (48).

Türkei-Spiegel 145 – 3/2023

Arge Osmanisches Reich/Türkei

German, A4, colour, €7.00

Karl Braun writes on the postal conditions in Turkey in 1875. This is part of a large collection of travel reports from Turkey and the Balkans (5–10).
 Tilmann Nössig presents a letter on the building plans for the German Embassy in Constantinople featuring a multiple franking with German stamps (11–14).
 Jens Warnecke shows colour essays/trials for the Empire stamps (15).
 Tobias Zywiets updates on his search for the illusive postmark of Usunca Owa (Bulgaria) and shows a photo of the San Stefano airfield (Yeşilköy) from 1917 (16).
 Otto Graf reports on a cover sent by the opium plantation at Palekura (Northern Macedonia) (24–25).
 Volker Fredebold presents a postcard with the rare postmark of the Dolmabahçe Palace post office: “Sarayı Hümayun – Palais Impérial” and shows a telegramme by Oskar von Preußen thanking the sultan for being awarded the Osmaniye Order, featuring the same cancel (26, 27–28).
 Johann Baumgartner and Moritz Traub look at the Syrian obligatory tax stamps for Martyrs (29–30).
 Tobias Zywiets uses contributions by Moritz Traub, Erik Sunguryan, and Dr. Muhammet Çömçe to look at the Turkish post offices inside Northern Syria (31–32).
 Tobias Zywiets reviews Itamar Karpovsky’s “Heiligens

Land” (2) and Pellecom & Stragier’s “Alexandria” (33, 34).

Tobias Zywiets offers a retro-digitalisation of Asaf Tanrikut’s “Türkiye posta ve telgraf ve telefon tarihi ve teşkilât ve mevzuatı”.

Ralf Kollmann adds to the Kuwait/Iran postal war (39). *New members* (23); *Tom van Es invites to the 2023 AGM in Colohne* (35–36); *Jens Warnecke reports from the AROS stand at IBRA 2023* (37–38); *Review of recent philatelic journals* (40–42); *Gold award for Rainer Fuchs at IBRA 2023* (44).

The Quarterly Circular 282 (Vol. 24, No. 11) – September 2022

[*The Egypt Study Circle*](#)
English, A4, colour, –

Richard Wheatley studies Samuel Shephard, hotelier & forwarder (246–249), followed by Mahmoud Ramadan’s update on forwarding agents (250–253).

Ramez Atiya researched plate errors of the 1872 1p stamps (II) (254–260).

Mike Murphy explores “POSTAGE PAID” postmarks used on prepaid bulk mail (261–264).

Mike Murphy looks at Gabriel Boulad’s Cairo FDCs (265–266).

Anabright Hay studied Aida’s philatelic links to Egypt (266—iii).

Mahmoud Ramadan queries 1873 mails from Massawa via Suez to Genova (iv); Richard Wheatley looks at a 1913 OHHS cover (iv); and Patrick Moore focusses on the Belgian Congo Exped. Force in the Middle East 1943/44 (iv).

Report of the 2.07.2022 meeting with Sami Sadek display on TPOs (244–245).

The Quarterly Circular 283 (Vol. 24, No. 12) – December 2022

[*The Egypt Study Circle*](#)
English, A4, colour, –

Mike Murphy presents his study of Tutankhamun on Egypt’s stamps (270–273).

Denis Doren looks at Champollion deciphering of the hieroglyphs (274–275).

Alain Stragier & Ronny van Pellecom study the postal history and cancels on Ismailia, in the first part of a series (276–281).

Paul Grigg researched the Suez Canal stamp forgeries by Saatjian (282–284).

Michael Ryan presents Siwas Italian ‘occupation’ stamps (285–287).

Christopher C. Smith researches the Austrian Steam Navigation 1834–1845 and asked for contributions (288–289).

Socratis Sigalas shows the 1907 5m ‘Official’ overprint without watermark (289).

Greg Todd revisits the topic of Egyptian forwarding agents (290).

Report of the 1.10.2022 meeting (268–269); *The*

committee issues a plan to create an all-encompassing Egypt catalogue to replace Nile Post, Abdel-Hady & Balian (269); *Meeting report 17.11.2022*; *Tutankhamun centenary display* (269); *MacArthur Award 2023*.

Supplement: “The Egypt Study Circle display to the Royal Philatelic Society London Thursday 17 November 2022: to mark the centenary of the discovery of Tutankhamun’s tomb” ([1–15]).

The Quarterly Circular 284 (Vol. 25, No. 1) – March 2023

[*The Egypt Study Circle*](#)
English, A4, colour, –

Mike Murphy looks at the depiction of ‘The Boy Pharaoh’ Tutankhamun (5–6).

Alain Stragier & Ronny van Pellecom present part 2 of the series on the postal history of Ismailia (7–14).

Ramez Atiya writes about the connection of Pauline Bellisle to Egypt (15–16).

Denis Doren looks at the ‘Eye of Horus’ in Egyptian philately (17–19).

John Clarke responds on Siwa Italian occupation stamps [QC283]; Bob Brier responds to Champollion 200 years of hieroglyphs [QC283]; Mike Murphy responds to Gabriel Boulad’s Cairo FDCs [QC283] (19).

John Davis queries on parcel cards (20–21).

Mike Murphy reports news about the Philatelic Society of Egypt (22).

David Ogden gives background to the ‘Spark of Liberation’ stamps (October War, SG 1218) (23).

Pierre Louis Grech reviews Ronny van Pellecom & Alain Stragier’s second part of “Alexandria : Postal History until 1818” (24).

Zubin Kabraji tells why he collects Egypt (26).

Report of the AGM 18.02.2023: new chairman: David Ogden; membership stands at 169 (+8 yoy) (2–3); *Mike Murphy: writes an obituary for Cyril Defries* (4); *ESC Accounts 2021/2022* (25).

The Quarterly Circular 285 (Vol. 25, No. 2) – June 2023

[*The Egypt Study Circle*](#)
English, A4, colour, –

Antoine Winter reports on the Italian maritime service between Egypt and Libya (28–29).

Ramez Atiya & Costas Kelemenis supplement the article on the 1874 5 piastre from QC 276 (29).

Sun-yu Ng presents maximum cards on Tutankhamun (30–32).

Vincent Centonze looks at Egypt trans-Atlantic registered airmail covers (33–34).

Ulrich Eckstein presents pages from his exhibit “Treasures of the French Connection” (35–43).

Pierre Louis Grech shows a letter to Huguette Empain (44–45).

Alain Stragier & Ronny van Pellecom continue their series on the postal history of Ismailia in a third part

(46–48, iii).

David Ogden on “Why I collect Egypt” (iv).

Jon Aitchison & John Davis report from the joint meeting with the Sudan Study Group and London based Zoom meetings (26). Exhibition results: gold for Egypt in Germany (26). Obituary by Mike Murphy on John Sears (27).

Al Barīd 92 البريد – November 2022

Filatelistische Contactgroep Islamitische Wereld

Dutch/English, A4, colour, –

Folkert Bruining and Jos Strengholt introduce this special issue on early Airmail in the Middle East (4–5).

Jos Strengholt reports on the 1910 Air Week in Heliopolis (6–15), the Emergency Airmail Service of the E.E.F. in 1919 (16–23), and the first Airmail between Cairo and Khartoum in 1914 by pilot Marc Pourpe (24–33).

Peter Moorer reviews William C. Andrews’ book “The Royal Air Force Cairo-Baghdad Air Mail Service 1921–1927” (34–35).

Avo Kaplanian presents colour-proofs of the first Airmail stamps of Jordan (36–37).

Willy Pijnenburg reports on the history of the first Turkish Airmail stamps, 16.02.1925–28.05.1934 (38–42).

Jos Strengholt looks at the first Egyptian Airmail stamps, 1926–1929 (43–47), and reviews the book “Airmails Across The Middle East 1918–1930” by Laurence Kimpton (48).

Al Barid Nieuwsbrief 1 – March 2023

Filatelistische Contactgroep Islamitische Wereld

Dutch, A4, colour, PDF only, –

Jan van Zelle reviews “Great Bitter Lake Association” by Peter Valdner (2nd edition) (3–8).

Peter Moorer poses question on the uses of IRCS for clandestine communication between Israel and Arab countries [reprint from MEPB 22] (9).

Avo Kaplanian answers some of Peter Moorer’s question [reprint MEPB 23] (9–13).

Jan van Zelle looks at recent new issues of Egypt # (14–16).

Jan van Zelle introduces the new concept of the “Al Barid Nieuwsbrief” (newsletter) to appear several times per year in digital form only. Al Barīd itself will only continue as once-a-year special issue in printed form (2). New additions to the FCIW library: Holy Land Postal History 1–122 (16).

Al Barid Nieuwsbrief 2 – June 2023

Filatelistische Contactgroep Islamitische Wereld

Dutch, A4, colour, PDF only, –

Jan van Zelle reviews Sami M. Fereig’s volume 3 of “A Postal History of Egypt under the Muhamad Ali Dynasty” (2–3).

Rien van Ast looks at Great Bitter Lake Association (4–5).

Avo Kaplanian updates his article on proofs and essays of (Trans)Jordan (5–9).

Jan Sangers looks at the *tughra* in philately (10–14).

Egypt-related new issues (16).

The Dhow 89 (Vol. 23, No. 3) – Sept. 2022

Aden & Somaliland Study Group

English, ca. A4, colour, –

Tony Cochrane shows an 1889 Jeddah to Bombay via Aden and the Sea Post Office cover (1) and an 1865 officer’s letter sent at normal rate from Aden to Jersey (3).

Germain Mentgen reposts on a Christmas flight from Kenya via South Africa to Somaliland Protectorate in 1931 (4–5).

Neil Williams looks at airmail from Aden to France by Messageries Maritime and Ala Littoria in 1940 (6–9).

Neil Williams shows an EFM (Expeditionary Force Message) telegram from Aden in 1940 (10–11).

Neil Williams researched the perforation varieties of the 1942 Kathiri & Qu’aiti low value definitives (II) (12–15).

Mike Pettifor shows a 1945 letter to Rothamsted experimental station in Harpenden (Hertfordshire) (16).

The Dhow 90 (Vol. 23, No. 4) – Dec. 2022

Aden & Somaliland Study Group

English, ca. A4, colour, –

Germain Mentgen shows a 1946 registered cover sent to Aden, franked with several Victory stamps cancelled Berbera ; [FDC, 15.10.1946] (1).

Stanley Gibbon’s Hugh Jefferies looks for information on India stamps used at Aden Sub-Offices (3).

Neil Williams & Malcolm Lacey alert about forged WWII censored covers (4).

Malcolm Lacey presents a 1903 ‘India Service’ postal card (5).

Bo Anderson reports on “last minute mail for the Sea Post Office” in 1911 (6).

Mike Pettifor shows mail of Group Captain CM Vincent, C.O. RAF Khormaksar 1940–43 (7).

Simon Adams looks at unusual cancellations of the Seiyun definitive set 1944 (8).

Germain Mentgen on salvaged mail of the SS Jebba wrecked on the Devon coast in 1907 (9–12).

Malcolm Lacey shows PDRY stationery: a 1987 registered letter (13).

Bruce Walker & Germain Mentgen contribute on the British Military Administration of Somalia in 1949 with a Mogadishu Trade Fair cachet (14).

Neil Williams reviews the second edition of Peter James Bond’s “Postage Stamps of Aden 1937–1968” (15).

Germain Mentgen shows a 1957 amateur radio reception (QSL) card [VS9AG, Aden Airways] (15) and Neil Williams shows Christmas Greetings of the RAF Armoured Car Section from 1938 (16).

Malcolm Lacey notes the death of Tony Cochrane (3).

The Dhow 91 (Vol. 24, No. 1) – March 2023

Aden & Somaliland Study Group

English, ca. A4, colour, –

- Neil Williams shows a cover of US Army Post Office 663, Salalah 1944 (1).
- Neil Williams studies the issue dates of the 2 rupee and 5 rupee Aden States definitives (3–5).
- Bo Andersson looks at unusual examples of Aden Paquebot 1900 to 1933 (6–7).
- Germain Mentgen looks at the Italian occupation of Somaliland Protectorate (1940/1941) (8–13).
- Neil Williams reports on the sheet numbers on surcharges and overprints of the Aden States (14–15).
- Bruce Walker shows an 1893 cover from Aden via London to South Africa then forwarded to the Bedford (UK) (15).
- Neil Williams prepared the index for The Dhow 2022 (volume 23, whole numbers 87–90) (15–16).*

The Dhow 92 (Vol. 24, No. 2) – June 2023

Aden & Somaliland Study Group
English, ca. A4, colour, –

- Neil Williams shows an Aden 1965 unrecorded currency change instructional/tax mark “Postage underpaid. The correct postage is fils.” ([1]).
- Neil Williams reports on Aden 1937 incoming airmails (3–4).
- Germain Mentgen reports on Somaliland Protectorate specimen overprinted stamps (5–13).
- Neil Williams finds Aden 1940 RAF censors R9/99 an enigma (14).
- Neil Williams reports on varieties of the Aden colony & states 1948 UPU 75th Anniversary issue (15–16).
- Malcolm Lacey contributes a 1994 Airmail cover from Sana’a to Maalla via Aden (16).

Random Notes 99 – July 2022

Arabian Philatelic Association Int.
English, ca. A4, colour, digital only, gratis

- 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 Almuntaaz” (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).

Random Notes 100 – April 2023

Arabian Philatelic Association Int.
English, ca. A4, colour, digital only, gratis

- Martin Lovegrove assembled short notices for Random Notes #100: Barcoded registration labels for official mail with Saudi Post logo, and with SPL logo; Different first day cancels for the two 3 Riyals issues of 23.12.2021; Stamps issued on paper with fluorescent fibres; Missing date in first day cancels for the National Day 1992 issue; Delay of the Hajj 1443 issue; QR code on the 2022 ‘Digital Tourism Strategy’ block; DGA errors: split dots on “ق” (50p) and damaged frame (75p); security details stated in issue brochures; Updated Al Barid Al Mumtaaz stationery; 1953 Royal Visit issue: changed cliché setting leads to variety on ‘jubilee line’ at the top margin; missing fluorescent ink on the 2020 Falcon issue (RN97.28); barcode label without 2D-barcode; 2 Royals road tax stamp 1971; 20 Riyals ‘Entry Visa’ stamps [forgery]; ½p Hejaz Caliphate overprint forgery; postmark “ALGHAAT”; 3q Damman Port variety; machine cancel SM10 (Djedda 1950–1960); Postmark “BEESHA” (S22 or S48); 5h Khafji paper fold and errors; Al Barid Al Mumtaaz date-stamp Riyadh; 1982 50h Kaaba perforation error; Cover forgery (1924 Transjordan) (3–16).
- Martin Lovegrove reports on instances of misaligned numerals: the leaning ‘3’ of Radhwa [1945] (19–20).
- Martin Lovegrove continues his series on regional postmarks of Saudi Arabia with a fifth part (21–23).
- Martin Lovegrove studies Visa labels of 2000–2002 (24–28).
- D. E. Jessich and Martin Lovegrove report the Saudi Arabian new issues of 2021 (I) (29–33).
- Martin Lovegrove shows a 1918 “O.A.S.” cover from Aqaba to Cairo, 2×1/2p from the Cherrystone of 13.12.2022 (35–36).
- Reaching the 100th issue, Martin Lovegrove and Jim Kearney recollect on Jack Wilson, founder editor (3). Martin Lovegrove remembers Willie A. King (1940–2023) (17–18).*

Iran Philatelic Study Circle Bulletin 215 June 2022

Iran Philatelic Study Circle
English, A4, colour, –

- Fariborz Goodarzi continues his research into the early years of Qajar Air Mail, 1922–1926 (4604–4617).
- Behruz Nassre looks for the earliest newspaper wrapper; [26.06.1878] (4617).
- Martin Kuriger researched the British “Norperforce” censor markings (4617–4621).
- Sassan Pejhan and Martin Kuriger follow up to a query in Bulletin 214 on and unstamped cover from Bushire to Teheran in 1898 (4622).

Werner Lade shows inverted postal tax for telegrams surcharge (4622).
Nigel Gooch queries on postal forms: proof of delivery for a domestic parcel (4624).

Iran Philatelic Study Circle Bulletin 216 March 2023

[*Iran Philatelic Study Circle*](#)
English, A4, colour; –

Farhad Diba shows a 1920 cover via Baghdad to Switzerland. The addressee is Abolhassan Diba, 'Saghat-ed Dowleh' (4626).
Martin Kuriger starts his survey of registration hand-stamps (4627–4633).
Nigel Gooch queries on "AD" perfins and gets a reply by Sassan Pejhan Queries [Administration des Douanes?] (4634).
Behruz Nassre queries on the earliest newspaper wrapper [26.06.1878] (4634).
Nigel Gooch asks for the identification of a postal document; Sasan Baharaeen answers: it's a letter from Kazvin to Teheran, with a redirection request by the sender (4635).
Behruz Nassre queries on postcard tax, showing a 1903 postcard to Istanbul with add. 2 ch. "Contrôle" surcharged stamp (4636).
Martin Kuriger catalogues Taxe Perçue markings (4637–4642).
Reports from the IPSC virtual meeting 19.05.2023 (4625).

Iran Philatelic Study Circle Bulletin 217 June 2023

[*Iran Philatelic Study Circle*](#)
English, A4, colour; –

Fuad Shirazi posts a postmark query about "BENDER PEHLEVI(DEPART)", 1936 (4644).
Parviz Sahandi researched the International Reply Coupons of Iran (4645–4655).
Sassan Pejhan updates on slow speed/reduced tariff parcel service (4656–4560).
Saeed Bakhtiari Soltani reports on Iranian parcel post 1876–1981 (colis postaux) (4661–4667).
Nigel Gooch display at the RPSL; virtual meeting (4643).

The Israel Philatelist – Fall 2022 (Vol. 73, No. 4)

[*Society of Israel Philatelists, Inc.*](#)
English, ca. A4 (letter), colour, US-\$ 6-95

Ed Kroft reports on rare Palestine destinations in part 6 of his series (16–17).
Arthur Harris revisits Israel's 'Agrah Sherutim' fiscals (22–23).
Dr. Melvin A. Richmond: Palestine small town postmarks; part 13 (24–25).
Avo Kaplanian shows proofs and essays of Transjordan and Jordan (26–28).
Robert Pildes presents the 11th part of pages from his

exhibit of Holy Land forerunners (38–43).
Joe Weintrob shown an Israel colour error: 0,70 IS "electronic computer" (57).
Obituary: Zvi Aloni (21).

The Israel Philatelist – Winter 2023 (Vol. 74, No. 1)

[*Society of Israel Philatelists, Inc.*](#)
English, ca. A4 (letter), colour, US-\$ 6-95

Sid Morgenstern reports on a 1955 Israel essay for the teachers' organisation (14, 15), and summarises the Israeli inland postage rates for 1982–2022 (15).
Ed Kroft reports on rare Palestine destinations in part 7 of his series (16–17).
Arthur Harris looks at the treasury seal design on Israeli revenue stamps (21–23).
Melvin A. Richmond continues his series on Mandate postmarks of small towns (XIII) (24–25).
Avo Kaplanian shows interesting proofs and essays of (Trans)Jordan [MEPB 20] (26–27).
Arthur Harris introduces us to the traffic safety revenue stamps of Israel (34).
David Matlow shows a 1922 letter by Herbert Samuel, High Commissioner for Palestine (36).
Robert Pildes presents the 12th part of pages from his exhibit of Holy Land forerunners (38–43).
Uria Selwyn shows a Doar Ivri cover with compulsory registration (54).
Irv Osterer gives technical tips about scanning stamps for publication (12); Les Glassman reports on Cape Town 2022 World Stamp Championship (18–20); Yoram Lubianiker presents a virtual exhibition and lecture series "Israel 75 Philatelic Academy" (49).

The Israel Philatelist – Spring 2023 (Vol. 74, No. 2)

[*Society of Israel Philatelists, Inc.*](#)
English, ca. A4 (letter), colour, US-\$ 6-95

Josef Wallach reports on economy usage of envelopes in Israel (8–14).
Ed Kroft present part 8 in his series on uncommon destinations of Palestine Mandate (16–17).
Melvin A. Richmond continues the series on Palestine small town postmarks with part 15 (22–23).
Avo Kaplanian revisits Arab-Israeli clandestine mail (24–25).
Arthur Harris shows Israeli occupation revenues stamps for use of registration of Gaza residents (47).
Robert Pildes present the 13th part of "Forerunners of the Holy Land" (48–53).
Rick Zankel: Nathan Zankel; [obituary] (6).
Ed Rosen: Nathan Zankel; [obituary] (6).
Ed Rosen: Barry D. Hoffman; [obituary] (6).
Ed Rosen: Richard Herman; [obituary] (7).
Sid Morgenstern: 90 years young: Michael Bale (7).
Howard S. Chapman: President's message (58).
Great American Stamp Show annual general meeting, August 13, 2023 [...] ; agenda (59–6).

Israel-Philatelie 37 – October 2022*[IG Israel](#)**German, A4, colour, –*

- Torsten Berndt commemorates the 100th birthday of Jitzhak Rabin [DBZ] (7).
 Thomas Schindler shows a 1907 postcard from Jerusalem to Würzburg [10 C/10 H Austrian Levant] (27–28).

Israel-Philatelie 38 – March 2023*[IG Israel](#)**German, A4, colour, –*

- Stephan Göllner shows a thematic study of desalination (9–10).
 Willy Pijnenburg dissects a registered cover from Russia to Jerusalem, delivering money between three rabbis: ROPiT Jerusalem 14.12.1906 [TS 144] (14–15).
 Torsten Berndt studies the myriad of overprints on Israel's IRCs (20–26).
Invitation to the AGM in Stuttgart, 22.04.2023 ([1–2]).

Doar Ivri 55 – May/August 2022*[Cercle Français Philatélique d'Israël](#)**French, A4, colour, –*

- J.-P. Danon looks at the 'Running Stag' as emblem of Israel Post (5–7).
 C.-D. Abravanel reports on the Ottoman "Jerusalem Quart Israelite" postmark, and Mandate stamp booklets (10).
 J.-P. Danon studies the usage of the 1950 Israel issue "Third Maccabiade" (11–13).
 L. Fisher shows his exhibit "The Palestinian Refugee" featuring propaganda cachets [rather unsympathetic IMHO] (16–23).
 B. Boccara looks at some of the 1948 'emergency' stamp issues (Tiberias, Affula, Nahalal) (24–29).
 A. Benhaim shows a 1949 cover from France to Tel Aviv, taxed 48pr (31).
 The editor shows a recent auction lot: Doar Ivri, 3m, L10, plate block (1, 018) ([32]).

Doar Ivri 56 – September/December 2022*[Cercle Français Philatélique d'Israël](#)**French, A4, colour, –*

- Genady Berman researched Israeli taxi post labels (5–11).
 Jean-Paul Danon looks at Doar Ivri sheet numerators (12) [erratum in DI 57, p. 3] and studies the Jaffa light-house] (13) and shows a registered cover "Quartier Israélite" of 1916 (13).

Zvi Aloni reports on crash mail involving Palestine and Israel (14–19).

Max Michel Mann presents a 1947 cover to Iceland [transl. from MEPB 18] (20).

Christian-Daniel Abravanel shows a 1940 cover from Jerusalem to the unoccupied part of France (21).

Jean-Paul Danon looks at the usage of Doar Ivri booklet stamps on cover (22–23).

Zvi Aloni & Joseph Hackmey show a few examples from their book (24–25).

Jean-Paul Danon presents a 1949 cover franked Israel no. 13 C ([32]).

Doar Ivri 57 – January/March 2023*[Cercle Français Philatélique d'Israël](#)**French, A4, colour, –*

- Christian-Daniel Abravanel show as naturalisation document from 1940] (5).
 Ed Kroft with Jean-Paul Danon & Albert Schneider present 1948 covers from Canada to Kfar Darom, all taxed with Israel PD complete series (6–7).
 Fran Adams presents part of his thematic study on the UN: UNSCOP (10–15).
 Paulo Duek shows the Old City of Jerusalem with Israeli maximum cards (20–23).
 Jean-Paul Danon notes the 2021 issue of the Yvert & Tellier (standard) catalogue of the 2021 "Timbres d'Asie: Moyen-Orient d'Aden à Yémen" [one volume, 792 pages, €49,90; one notes the two-volume Michel catalogue covers the area in 1,300 pages] (31).
 Jacques Rémond shows an item of choice: a 1957 taxed cover from Constantine (Algeria) to Jerusalem ([32]).

Doar Ivri 58 – April/June 2023*[Cercle Français Philatélique d'Israël](#)**French, A4, colour, –*

- An 1857 letter from Jerusalem to Syra via Jaffa & Beyrouth is shown (3).
 Christian-Daniel Abravanel present "variétés et curiosités": a 1940 censored cover from Tel Aviv via Marseille to Ireland, there taxed and redirected (5).
 Jean-Paul Danon shows a 1918 cover from Port Said "Damaged by Immersion in Sea Water"; a 1937 letter to president Roosevelt; and a 1944 cover from the POW camp Gilgil in Kenya (6–7).
 Michael Bass reports on the French post in the Holy Land, 1872–1914 (8–15).
 Alon Cohen shows Israeli ATM and registration labels, 1988– (24–31).

**Please come forward with your articles,
 comments, research, or images!
 MEPB needs interesting new material!**

Small Ads

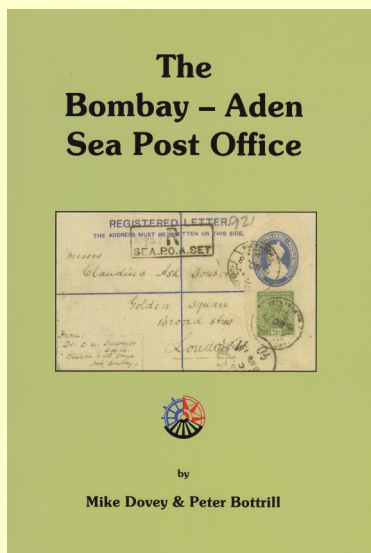
Any registered reader can place an ad in this section for free. I offer a box number service for people not wanting their name, address or e-mail displayed.

*Small ads that are not purely of a private nature, e.g. organisations and commercial dealers, are marked by an **HC** to fulfil German advertisement regulations.*

To register and place an ad please contact the editor: mep-bulletin@zobbel.de

HC – Gratis-Anzeige 19/202

**If you collect Bombay–Aden Sea Post Office
then these two books are a must have!**



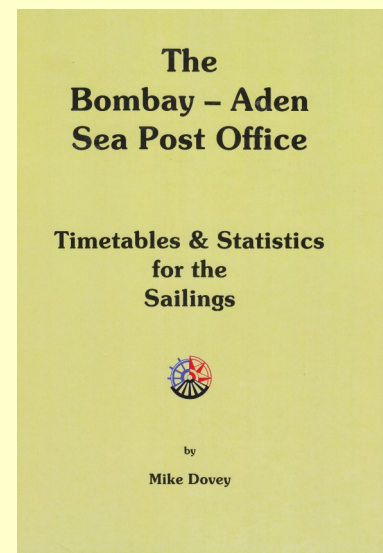
£32.95

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

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 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 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 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 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 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 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:

masch@fairmanage.com

Private Gratis-Anzeige 22/003

I am interested in adding to my list of articles at

A Philatelic Bibliography for Yemen and the Arab Gulf States

The list is very heavy on American and English sources, and lighter on other sources. I would appreciate additions to the list.

Please contact:

Andrew Gondocz
andrew_gondocz@yahoo.com

Private Gratis-Anzeige 17/010

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 Mills 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 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 14/003

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 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 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 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.deardoctormapostcards.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 22/002

Transjordan: Help Required

I am researching the Transjordan overprints on Hejaz stamps and there are two issues in particular causing me trouble. These are:

- the 1924 official stamp (Scott O1, SG O117)
- the 1923 ½ qirsh surcharge on 1-½ qirsh typograph overprint (Scott 91a, SG 111)

I am after scans and information. Please contact me first so that we can discuss the finer details.

Please contact: Martin Lovegrove –

weatherings@aol.com

Private Gratis-Anzeige 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 19/004

Red Crescent 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 24/008

Middle East Stamps & Covers

I'm looking for MNH stamps of the Middle East, also recent issues Lebanon, Iraq, and Syria.

Commercially used covers from Syria from 2011 onwards.

Also used/sent covers from Trucial States, Yemen, and Aden.

I can offer MNH and some used Middle East.

Please contact:

Ralf Kollmann

ralf.kollmann@gmx.de

Private Gratis-Anzeige 24/002

Wanted: Philatelic Friends

I am a philatelist and numismatist from India. I collect whole world stamps, coins and currency notes. I want to have pen friends from whole world who are interested in the above hobbies.

Please contact:

C. Abraham Jos

abrahamjohanncheeran@gmail.com

Private Gratis-Anzeige 24/009

Iran International Reply Coupons

For research purposes I'm looking for originals, photocopies, or scans of International Reply Coupons of Iran (Persia)

Information on all Iran IRCs during 1925–2002 with the date of change of values is requested.

Replies to:

Parviz Sahandi

parviz.sahandi@gmail.com

Private Gratis-Anzeige 24/003

For Sale: Ottoman Empire & Turkey, Cilicia (French Occupation) Stamps, Covers, Postcards



Please contact: Hakan Yilmaz

hakanmotel61@gmail.com

Private Gratis-Anzeige 24/004

For Sale: Extensive Egypt Collection

Selling extensive used Egypt collection either entirely or in sections:

1. Covers, 2. Postal Stationery,
- Stamps (used with many varieties): 3. 1866 issues, 4. 1867-1906 Pyramids,
5. 1879-1926, 6. "PORT SAID" overprints, 7. 1926-1937 incl. Fuad with varieties,
8. 1938-1960s, 9. Air Post issues, 10. Military stamps, 11. Military 1936 Jubilee,
12. 1935 Xmas, 13. Officials, 14. Palestine Occupation.

Please contact for details:

Jeff Siddiqui

jeffsiddiqui@msn.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 24/001

Anti-Israeli Picture Postcards

I am interested in anti-Israel/Zionist contemporary picture postcards.

Replies to:

Lawrence Fisher

gymtrainer@gmail.com

Private Gratis-Anzeige 24/006

Russian Postal History (pre 1917)

I offer postal history of Russia until 1917: Receipts, registered covers, covers with seals (including Zemstvo).

Please write to:

Andrey Musikhin

am2277@gmail.com

Private Gratis-Anzeige 24/005

Buying FDCs

WWII Victory: 1. Iran, 2. Lebanon stamps, 3. Lebanon m/s

UPU 1949-1950: 1. Iran, 2. Lebanon m/s, 3. "PALESTINE" on Jordan, 4. Syria s/s

Please write with details to:

Jeff Siddiqui

jeffsiddiqui@msn.com

Private Gratis-Anzeige 24/007

Wanted: Iran/Persia Stamps and Postal History

I am interested in buying Iranian/Persian stamps, covers and other philatelic items.

Please write to:

Masoud Valafar

mvalafar84@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 22/005

Wanted: Greek Rural Post

I am looking for documents from the Greek rural post from 1911 until now and also from the fore-runners "Dimotika Tachydromeia." I would also be very happy about a philatelic exchange!

Please contact:
Benedikt Eberhardt
BEberhardt@beberhardt.de

Private Gratis-Anzeige 22/006

Duloz Colour Trials

Wanted (sale or exchange):
Green: 20 p and 25 p; Yellow: 2p; Blue: 1 and 5 p;
Orange: 10 and 20 pa and 5 p

On Offer (sale or exchange):
Green: 2 and 5 p; Yellow: 5 p and 25 p;
Lilac: 2, 5 and 25 p; Red: 5 and 25 p.

Please contact: Willy Pijnenburg
verpijn@xs4all.nl

Private Gratis-Anzeige 23/102

Meter Markings

I'm looking for meter markings on cover for these countries:

Abu Dhabi (Pitney Bowes "Automax" multivalue)

Bahrain (Neopost limited value)

Palestinian Authority (Francotyp Cc multivalue)

Dubai (Pitney Bowes "Automax" multivalue)

Qatar (Pitney Bowes-GB "Automax" multivalue)

Iraq (Universal "Multi-Value")



Offers to: Bernard.Lachat, bernard.lachat@bluewin.ch

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



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 Zywiets

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 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

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 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

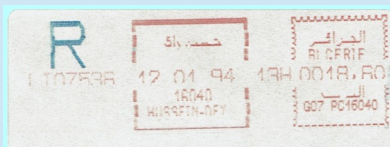
Offers with scans to:

mmf@comxnet.dk

Private Gratis-Anzeige 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 23/001

Early Postal History: England and Italy

Collector of early postal history 1400–1750 of Italy and England, is interested in buying good quality material of the subject.

Offers only with Scans please! Payment by PayPal or bank transfer.

Please contact me by email to:

Yehuda Kleiner

yehudak73@gmail.com

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 Hussein, 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

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 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 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

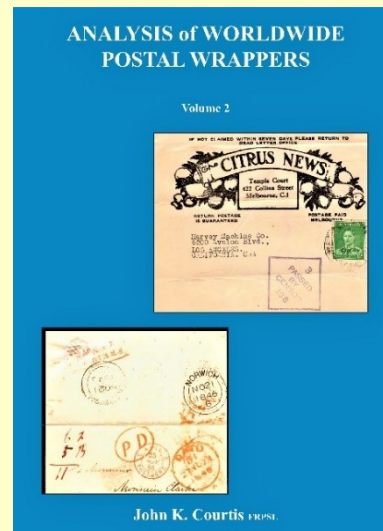
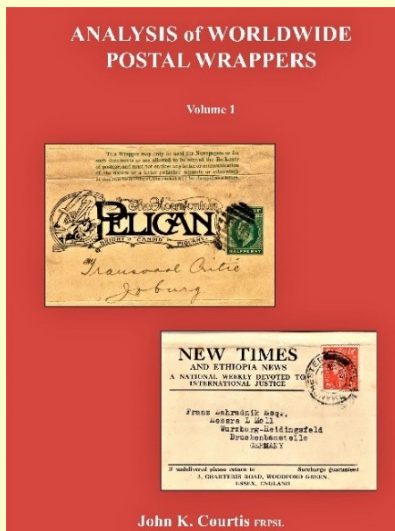
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JH – Gratis-Anzeige 19/201

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Private Gratis-Anzeige 22/004

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I am selling complete sets of 5 sheets Palestinian Authority Christmas 1999 issue in mint condition.

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Private Gratis-Anzeige 12/001

Wanted: Israel's Triangular Military Unit Handstamps

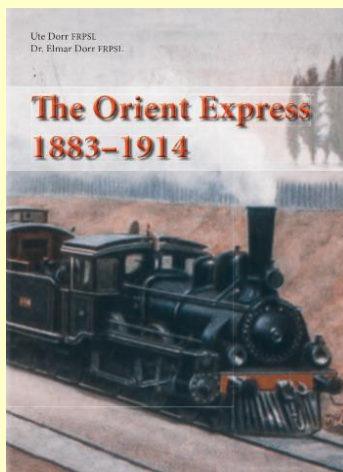
There are 3 styles of triangular Handstamps used on Military Mail in Israel. The first style lowest numbers were used from 1948 to about 1960. I am trying to collect all of these and am still missing a few numbers. The mid period ran from approximately 1960 to 1980.



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



Ж - Gratis-Anzeige 14/007

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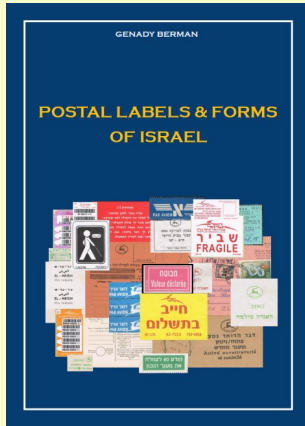
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HC – Gratis-Anzeige 10/007

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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.

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H - Gratis-Anzeige 01/006

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The Oman Studies Centre is pooling resources on Oman and the Gulf to support research on Oman and to provide advisory services. In addition to the Oman Library with books, maps, and documents, the information pool includes special collections such as a philatelic collection and a numismatic collection. For our philatelic collection we buy stamps, postal history, stationery, and documents in the following areas:

- India used in Muscat and Gwadar
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- British Post Office in Muscat
- Muscat & Oman, Sultanate of Oman
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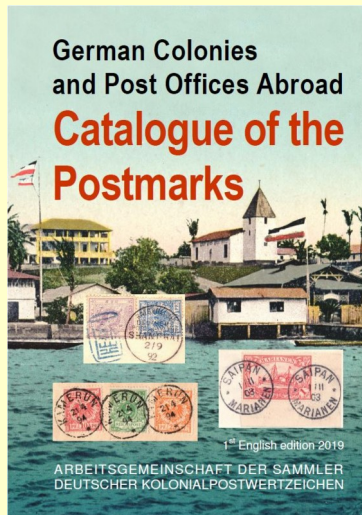
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collections@oman.org

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

Gratis-Anzeige 11/201



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Gratis-Anzeige 12/201



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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.

Collectors at all levels are always welcome, whether experienced researchers or beginners.

We have an informative and lavishly illustrated website and publish a quarterly journal "The Overprinter", available in paper form or electronically. We have also published books on overprinted British postal stationery for use in many countries, including the Middle East and the Gulf.

For more information visit the website at <http://www.gbos.org.uk>
or write to the GBOS Secretary, 118 Maldon Road, Tiptree, Colchester CO5 0PA, UK

J - Gratis-Anzeige 16/001

The Revenue Stamps of the Palestinian Authority

The Revenue Stamps of the
Palestinian Authority



.	١	٢	٣	٤	٥	٦	٧	٨	٩
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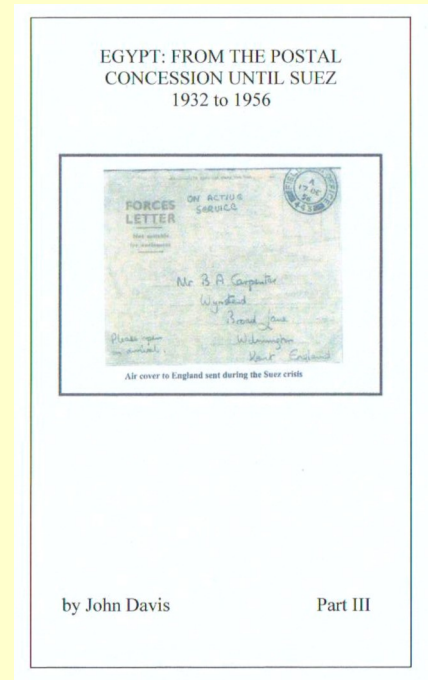
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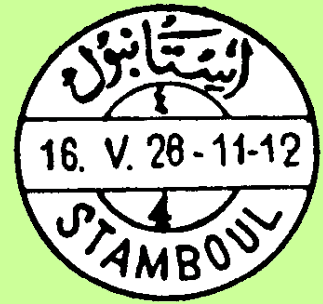
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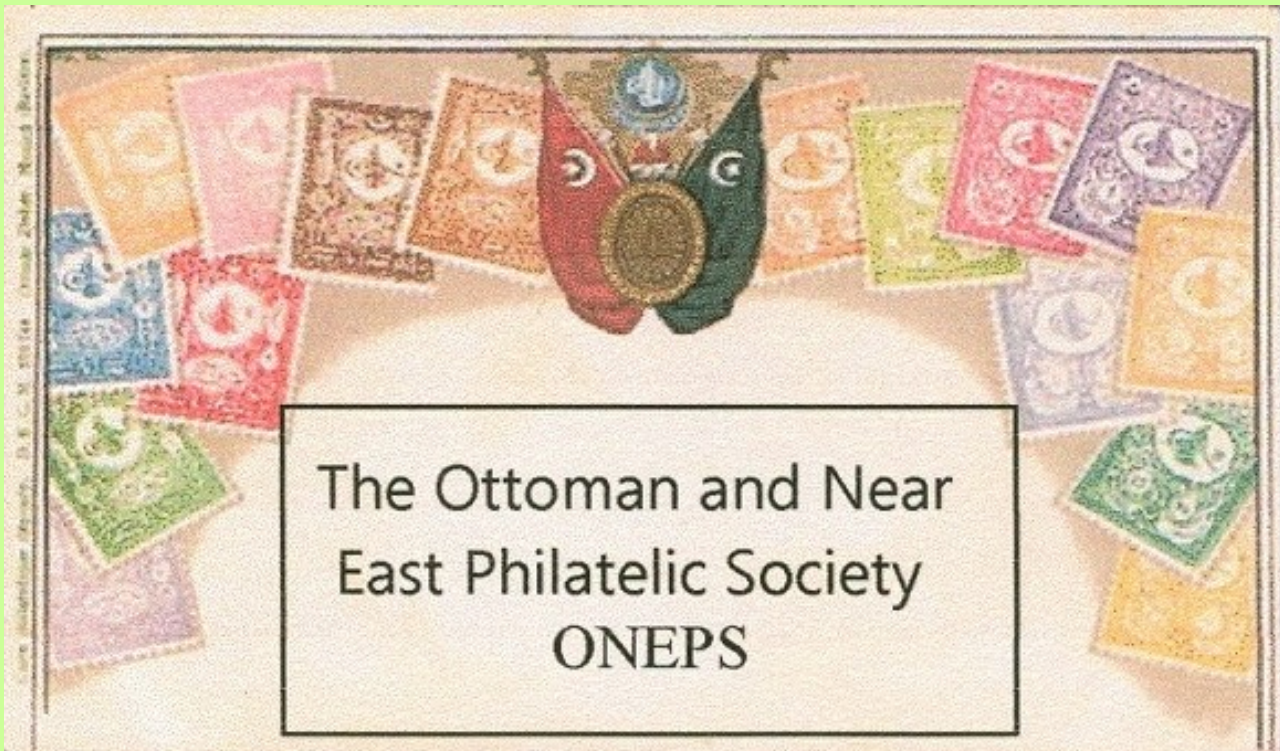
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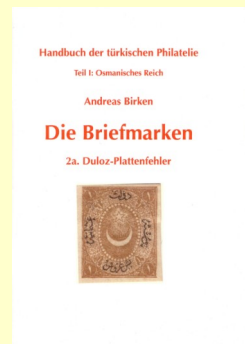
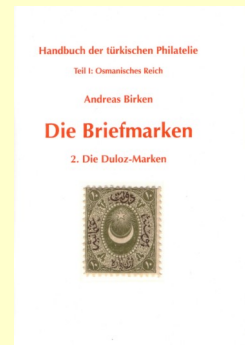
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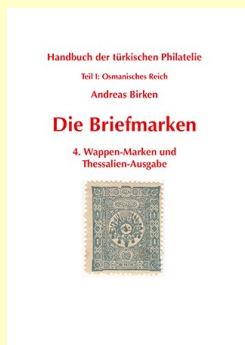


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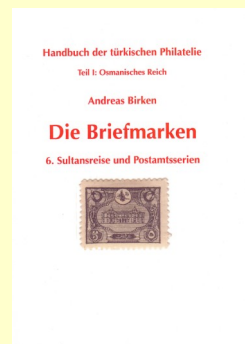
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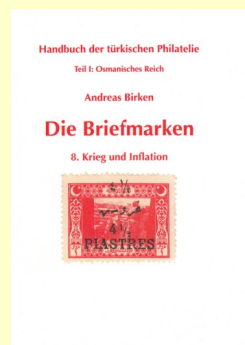
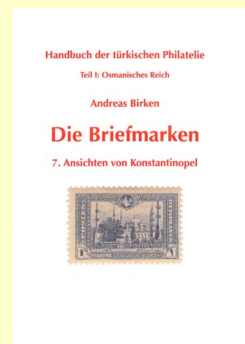


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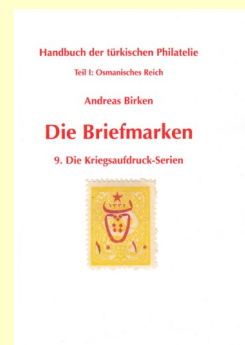


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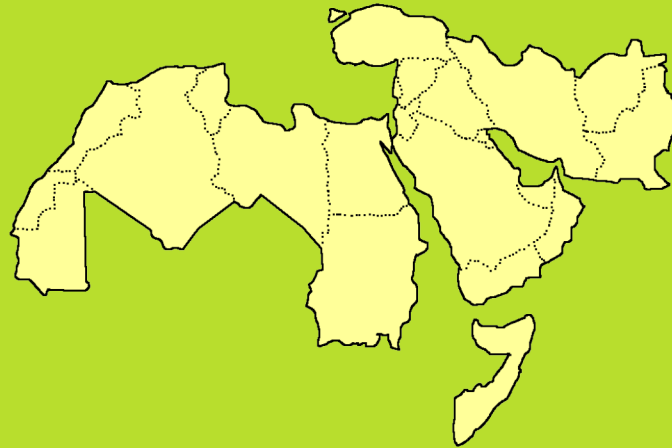
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Editorial

by Tobias Zywietz (mep-bulletin@zobbel.de)
 Publisher & Editor, *The Middle East Philatelic Bulletin*

In this Issue ...

As nobody reads these editorials, I will spare you more of my musings forthwith. Only a few key words: It is getting harder to gather interesting articles. So have to appeal for more people to come forward with their ideas. I will give all the assistance needed to create an article, but there needs to be a core idea and some material: stamps, covers, documents. Nothing comes from nothing...!

Contributions

I will consider any article of quality for potential inclusion: be it a large article with original research, a small piece looking at a particular aspect, a concise description of an interesting cover, or a long-forgotten piece of research rediscovered. It can be original writing, or material already published. I will help, advise, and guide. Translation into English can be arranged, and all steps and processes are closely coordinated with the author.

If you think you can contribute to the journal, please do not hesitate to contact me!

Articles should be submitted as plain text (TXT), rich text (RTF), LibreOffice/OpenOffice (ODT), MS Word (DOC, DOCX) or Adobe Acrobat (PDF). Images can be JPEG/JPG- or PNG-files in 300dpi (or higher) resolution. Rights to texts and images not belonging to the author should be cleared, or at least be flagged-up, so that I can deal with any such issues. If in doubt: just ask! I will strive to resolve any such occurring problems.

Acknowledgements

I'd like to thank all contributors and all those aiding and encouraging me in the creation of this journal. The list would be too long to print here, so I mention just one non-philatelist, who, as native speaker, helped me with proofreading and gave advice on style of writing, namely *Colin Booth*. Several organisations and persons gave me general permission to reprint articles from their journals and archives. One person I have especially to thank is *Barry D. Hoffman*, copyright owner of F. W. Pollack's THE HOLY LAND PHILATELIST. *Many thanks to all!*

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Future Articles and Research Projects

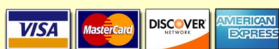
This is a selection of topics and articles I am working on, together with many authors, to include in future issues of MEPB. If you have information, illustrations, articles, opinions, about any of these subjects, please let me know!

- Julius Bolthausen: The Caiffa Bisects
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- Habbaniya Provisionals – Revisited
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- Archive: Mail Communications and the Indian Post Offices in the Persian Gulf
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- RAF Emergency Air Mail 1919: Aerial EEF
- The Iraq/Kuwait Postal War
- Posta Bey’iye Şubesi (Péra Palace Hotel)
- Jordan Stamps & Banknotes, Jordan Half-Dinar Banknote
- Telegraph Codes: Mosse, Liebèr, Bentley, & al. (MEPB 25)
- Revenue stamp usage: Durazzo 1907, Trieste 1865, Candia 1890
- Early Postcards of Muscat
- Service Automobile Palestine–Syria
- Archive: F. Perlberg’s Bilder aus dem Heiligen Lande
- Book Review: Israel Postal Labels (G. Berman)
- Archive: Annuaire Oriental (1891), Indicateur Égyptien (1897), Egyptian Directory (1908)
- The Austrian Post Offices at Simi and Dardanellen
- Turkish Red Crescent obligatory tax stamps on cover
- Ottoman Field PO 46
- Ottoman Field PO 72/77
- Lebanese Consular Revenues (abandoned)
- Post-WWII Iraqi Censorship
- Syria: Coronation 1920
- The International Reply Coupons of Palestine
- The International Reply Coupons of Syria
- The International Reply Coupons of Lebanon
- Gulf States Barcodes
- The Stamps of South Kurdistan
- Aden Stamps & Photos
- WWII Emergency Banknotes: Syria, Lebanon, Djibouti
- The History of Banknotes in Kuwait
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- TPO Cisir-i Mustafa Paşa–Dersaadet
- Ottoman Fiscal Stamp Law 1893
- Lebanon Underprints
- Book Review: The Postal History of Paiforce (D. Trapnel)
- Ali Noussret Pulhan Pricelist 1928
- Palestine Mandate Entire Variety (PR13)
- Maritime Transport: Cuppa Lambros

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 Publisher & Editor, *The Middle East Philatelic Bulletin*

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- (1) die Zwecke, zu denen die personenbezogenen Daten verarbeitet werden;
- (2) die Kategorien von personenbezogenen Daten, welche verarbeitet werden;
- (3) die Empfänger bzw. die Kategorien von Empfängern, gegenüber denen die Sie betreffenden personenbezogenen Daten offengelegt wurden oder noch offengelegt werden;
- (4) die geplante Dauer der Speicherung der Sie betreffenden personenbezogenen Daten oder, falls konkrete Angaben hierzu nicht möglich sind, Kriterien für die Festlegung der Speicherdauer;
- (5) das Bestehen eines Rechts auf Berichtigung oder Löschung der Sie betreffenden personenbezogenen Daten, eines Rechts auf Einschränkung der Verarbeitung durch den Verantwortlichen oder eines Widerspruchsrechts gegen diese Verarbeitung;
- (6) das Bestehen eines Beschwerderechts bei einer

Aufsichtsbehörde;

(7) alle verfügbaren Informationen über die Herkunft der Daten, wenn die personenbezogenen Daten nicht bei der betroffenen Person erhoben werden;

(8) das Bestehen einer automatisierten Entscheidungsfindung einschließlich Profiling gemäß Art. 22 Abs. 1 und 4 DSGVO und – zumindest in diesen Fällen – aussagekräftige Informationen über die involvierte Logik sowie die Tragweite und die angestrebten Auswirkungen einer derartigen Verarbeitung für die betroffene Person.

Ihnen steht das Recht zu, Auskunft darüber zu verlangen, ob die Sie betreffenden personenbezogenen Daten in ein Drittland oder an eine internationale Organisation übermittelt werden. In diesem Zusammenhang können Sie verlangen, über die geeigneten Garantien gem. Art. 46 DSGVO im Zusammenhang mit der Übermittlung unterrichtet zu werden.

Dieses Auskunftsrecht kann insoweit beschränkt werden, als es voraussichtlich die Verwirklichung der Forschungs- oder Statistikzwecke unmöglich macht oder ernsthaft beeinträchtigt und die Beschränkung für die Erfüllung der Forschungs- oder Statistikzwecke notwendig ist.

2. Recht auf Berichtigung

Sie haben ein Recht auf Berichtigung und/oder Vervollständigung gegenüber dem Verantwortlichen, sofern die verarbeiteten personenbezogenen Daten, die Sie betreffen, unrichtig oder unvollständig sind. Der Verantwortliche hat die Berichtigung unverzüglich vorzunehmen

Ihr Recht auf Berichtigung kann insoweit beschränkt werden, als es voraussichtlich die Verwirklichung der Forschungs- oder Statistikzwecke unmöglich macht oder ernsthaft beeinträchtigt und die Beschränkung für die Erfüllung der Forschungs- oder Statistikzwecke notwendig ist.

3. Recht auf Einschränkung der Verarbeitung

Unter den folgenden Voraussetzungen können Sie die Einschränkung der Verarbeitung der Sie betreffenden personenbezogenen Daten verlangen:

- (1) wenn Sie die Richtigkeit der Sie betreffenden personenbezogenen für eine Dauer bestreiten, die es dem Verantwortlichen ermöglicht, die Richtigkeit der personenbezogenen Daten zu überprüfen;
- (2) die Verarbeitung unrechtmäßig ist und Sie die Löschung der personenbezogenen Daten ablehnen und stattdessen die Einschränkung der Nutzung der personenbezogenen Daten verlangen;
- (3) der Verantwortliche die personenbezogenen Daten für die Zwecke der Verarbeitung nicht länger benötigt, Sie diese jedoch zur Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen benötigen, oder
- (4) wenn Sie Widerspruch gegen die Verarbeitung gemäß Art. 21 Abs. 1 DSGVO eingelegt haben und noch nicht feststeht, ob die berechtigten Gründe des Verantwortlichen gegenüber Ihren Gründen überwiegen. Wurde die Verarbeitung der Sie betreffenden personenbezogenen Daten eingeschränkt, dürfen diese Daten – von ihrer Speicherung abgesehen – nur mit Ihrer Einwilligung oder zur Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen oder zum Schutz der Rechte einer anderen natürlichen oder juristischen Person oder aus Gründen eines wichtigen öffentlichen Interesses der Union oder eines Mitgliedstaats verarbeitet werden.

Wurde die Einschränkung der Verarbeitung nach den o.g. Voraussetzungen eingeschränkt, werden Sie von dem Verantwortlichen unterrichtet bevor die Einschränkung aufgehoben wird.

Ihr Recht auf Einschränkung der Verarbeitung kann insoweit beschränkt werden, als es voraussichtlich die Verwirklichung der Forschungs- oder Statistikzwecke unmöglich macht oder ernsthaft beeinträchtigt und die Beschränkung für die Erfüllung der Forschungs- oder Statistikzwecke notwendig ist.

4. Recht auf Löschung

a) Löschungspflicht

Sie können von dem Verantwortlichen verlangen, dass die Sie betreffenden personenbezogenen Daten unverzüglich gelöscht werden, und der Verantwortliche ist verpflichtet, diese Daten unverzüglich zu löschen, sofern einer der folgenden Gründe zutrifft:

- (1) Die Sie betreffenden personenbezogenen Daten sind für die Zwecke, für die sie erhoben oder auf sonstige Weise verarbeitet wurden, nicht mehr notwendig.
- (2) Sie widerrufen Ihre Einwilligung, auf die sich die Verarbeitung gem. Art. 6 Abs. 1 lit. a oder Art. 9 Abs. 2 lit. a DSGVO stützte, und es fehlt an einer anderweitigen Rechtsgrundlage für die Verarbeitung.
- (3) Sie legen gem. Art. 21 Abs. 1 DSGVO Widerspruch gegen die Verarbeitung ein und es liegen keine vorrangigen berechtigten Gründe für die Verarbeitung vor, oder Sie legen gem. Art. 21 Abs. 2 DSGVO Widerspruch gegen die Verarbeitung ein.
- (4) Die Sie betreffenden personenbezogenen Daten wurden unrechtmäßig verarbeitet.
- (5) Die Löschung der Sie betreffenden personenbezogenen Daten ist zur Erfüllung einer rechtlichen Verpflichtung nach dem Unionsrecht oder dem Recht der Mitgliedstaaten erforderlich, dem der Verantwortliche unterliegt.
- (6) Die Sie betreffenden personenbezogenen Daten wurden in Bezug auf angebotene Dienste der Informationsgesellschaft gemäß Art. 8 Abs. 1 DSGVO erhoben.

b) Information an Dritte

Hat der Verantwortliche die Sie betreffenden personenbezogenen Daten öffentlich gemacht und ist er gem. Art. 17 Abs. 1 DSGVO zu deren Löschung verpflichtet, so trifft er unter Berücksichtigung der verfügbaren Technologie und der Implementierungskosten angemessene Maßnahmen, auch technischer Art, um für die Datenverarbeitung Verantwortliche, die die personenbezogenen Daten verarbeiten, darüber zu informieren, dass Sie als betroffene Person von ihnen die Löschung aller Links zu diesen personenbezogenen Daten oder von Kopien oder Replikationen dieser personenbezogenen Daten verlangt haben.

c) Ausnahmen

Das Recht auf Löschung besteht nicht, soweit die Verarbeitung erforderlich ist

- (1) zur Ausübung des Rechts auf freie Meinungsäußerung und Information;
- (2) zur Erfüllung einer rechtlichen Verpflichtung, die die Verarbeitung nach dem Recht der Union oder der Mitgliedstaaten, dem der Verantwortliche unterliegt, erfordert, oder zur Wahrnehmung einer Aufgabe, die im öffentlichen Interesse liegt oder in Ausübung öffentlicher Gewalt erfolgt, die dem Verantwortlichen übertragen wurde;
- (3) aus Gründen des öffentlichen Interesses im Bereich der öffentlichen Gesundheit gemäß Art. 9 Abs. 2 lit. h und i sowie Art. 9 Abs. 3 DSGVO
- (4) für im öffentlichen Interesse liegende Archivzwecke, wissenschaftliche oder historische Forschungszwecke oder für statistische Zwecke gem. Art. 89 Abs. 1 DSGVO, soweit das unter Abschnitt a) genannte Recht voraussichtlich die Verwirklichung der Ziele dieser Verarbeitung unmöglich macht oder ernsthaft beeinträchtigt, oder
- (5) zur Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen.

5. Recht auf Unterrichtung

Haben Sie das Recht auf Berichtigung, Löschung oder Einschränkung der Verarbeitung gegenüber dem Verantwortlichen geltend gemacht, ist dieser verpflichtet, allen Empfängern, denen die Sie betreffenden personenbezogenen Daten offengelegt wurden, diese Berichtigung oder Löschung der Daten oder Einschränkung der Verarbeitung mitzuteilen, es sei denn, dies erweist sich als unmöglich oder ist mit einem unverhältnismäßigen Aufwand verbunden. Ihnen steht gegenüber dem Verantwortlichen das Recht

zu, über diese Empfänger unterrichtet zu werden.

6. Recht auf Datenübertragbarkeit

Sie haben das Recht, die Sie betreffenden personenbezogenen Daten, die Sie dem Verantwortlichen bereitgestellt haben, in einem strukturierten, gängigen und maschinenlesbaren Format zu erhalten. Außerdem haben Sie das Recht diese Daten einem anderen Verantwortlichen ohne Behinderung durch den Verantwortlichen, dem die personenbezogenen Daten bereitgestellt wurden, zu übermitteln, sofern

- (1) die Verarbeitung auf einer Einwilligung gem. Art. 6 Abs. 1 lit. a DSGVO oder Art. 9 Abs. 2 lit. a DSGVO oder auf einem Vertrag gem. Art. 6 Abs. 1 lit. b DSGVO beruht und
- (2) die Verarbeitung mithilfe automatisierter Verfahren erfolgt.

In Ausübung dieses Rechts haben Sie ferner das Recht, zu erwirken, dass die Sie betreffenden personenbezogenen Daten direkt von einem Verantwortlichen einem anderen Verantwortlichen übermittelt werden, soweit dies technisch machbar ist. Freiheiten und Rechte anderer Personen dürfen hierdurch nicht beeinträchtigt werden.

Das Recht auf Datenübertragbarkeit gilt nicht für eine Verarbeitung personenbezogener Daten, die für die Wahrnehmung einer Aufgabe erforderlich ist, die im öffentlichen Interesse liegt oder in Ausübung öffentlicher Gewalt erfolgt, die dem Verantwortlichen übertragen wurde.

7. Widerspruchsrecht

Sie haben das Recht, aus Gründen, die sich aus ihrer besonderen Situation ergeben, jederzeit gegen die Verarbeitung der Sie betreffenden personenbezogenen Daten, die aufgrund von Art. 6 Abs. 1 lit. e oder f DSGVO erfolgt, Widerspruch einzulegen; dies gilt auch für ein auf diese Bestimmungen gestütztes Profiling.

Der Verantwortliche verarbeitet die Sie betreffenden personenbezogenen Daten nicht mehr, es sei denn, er kann zwingende schutzwürdige Gründe für die Verarbeitung nachweisen, die Ihre Interessen, Rechte und Freiheiten überwiegen, oder die Verarbeitung dient der Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen.

Werden die Sie betreffenden personenbezogenen Daten verarbeitet, um Direktwerbung zu betreiben, haben Sie das Recht, jederzeit Widerspruch gegen die Verarbeitung der Sie betreffenden personenbezogenen Daten zum Zwecke derartiger Werbung einzulegen; dies gilt auch für das Profiling, soweit es mit solcher Direktwerbung in Verbindung steht.

Widersprechen Sie der Verarbeitung für Zwecke der Direktwerbung, so werden die Sie betreffenden personenbezogenen Daten nicht mehr für diese Zwecke verarbeitet.

Sie haben die Möglichkeit, im Zusammenhang mit der Nutzung von Diensten der Informationsgesellschaft – ungeachtet der Richtlinie 2002/58/EG – Ihr Widerspruchsrecht mittels automatisierter Verfahren auszuüben, bei denen technische Spezifikationen verwendet werden.

Bei Datenverarbeitung zu wissenschaftlichen, historischen oder statistischen Forschungszwecken:

Sie haben auch das Recht, aus Gründen, die sich aus Ihrer besonderen Situation ergeben, bei der Verarbeitung der Sie betreffenden personenbezogenen 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 "Datenschutzerklärung" 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 mailing list.

IV. E-Mail contact

1. Description and scope of data processing

You can contact me via the e-mail address provided on my website. In this case, the user's personal data transmitted by e-mail will be stored. In this context, the data will not be passed on to third parties. The data is used exclusively for processing the conversation.

V. Rights of the person concerned

If your personal data is processed, you are affected within the meaning of the DSGVO and you have the following rights vis-à-vis the person responsible:

1. The right to information

You can ask the person in charge to confirm whether personal data concerning you will be processed by me. If such processing is available, you can request the following information from the person responsible:

- (1) the purposes for which the personal data are processed;
- (2) the categories of personal data processed;
- (3) the recipients or categories of recipients to whom the personal data concerning you have been or are still being disclosed;
- (4) the planned duration of the storage of the personal data concerning you or, if specific information on this is not possible, criteria for determining the storage period;
- (5) the existence of a right to rectification or deletion of personal data concerning you, a right to limitation of processing by the controller or a right to object to such processing;
- (6) the existence of a right of appeal to a supervisory authority;
- (7) any available information on the origin of the data if the personal data are not collected from the data subject;
- (8) the existence of automated decision-making including profiling in accordance with Art. 22 para. 1 and 4 DSGVO and – at least in these cases – meaningful information on the logic involved and the scope and intended effects of such processing for the data subject.

You have the right to request information as to whether the personal data concerning you is transferred to a third country or to an international organisation. In this context, you may request to be informed of the appropriate guarantees pursuant to Art. 46 DSGVO in connection with the transmission. This right to information may be limited to the extent that it is likely to make it impossible or seriously impair the realisation of research or statistical purposes and the limitation is necessary for the fulfilment of research or statistical purposes.

2. The right of correction

You have a right of rectification and/or completion vis-à-vis the data controller if the personal data processed concerning you are incorrect or incomplete. The person responsible shall make the correction without delay.

Your right to correction may be limited to the extent that it is likely to render impossible or seriously prejudicial the achievement of the research or statistical purposes and the limitation is necessary for the fulfilment of the research or statistical purposes.

3. Right to limitation of processing

Under the following conditions, you may request that the processing of personal data concerning you be restricted:

- (1) if you dispute the accuracy of the personal data concerning you for a period that enables the data controller to verify the accuracy of the personal data;
- (2) the processing is unlawful and you refuse to delete the personal data and instead request the restriction of the use of the personal data;
- (3) the data controller no longer needs the personal data for the purposes of the processing, but you do need them to assert, exercise or defend legal claims, or (4) if you have filed an objection to the processing pursuant to Art. 21 para. 1 DSGVO and it has not yet been determined whether the legitimate reasons of the person responsible outweigh your reasons. If the processing of personal data concerning you has been restricted, such data may only be processed - apart from being stored - with your consent or for the purpose of asserting, exercising or defending rights or protecting the rights of another natural or legal person or on grounds of an important public interest of the Union or a Member State.

If the processing restriction has been limited according to the above conditions, you will be informed by the person responsible before the restriction is lifted.

Your right to limitation of processing may be limited to the extent that it is likely to render impossible or seriously prejudicial the achievement of research or statistical purposes and the restriction is necessary for the fulfilment of research or statistical purposes.

4. The right of deletion

a) Duty of deletion

You may request the data controller to delete the personal data relating to you immediately, and the data controller is obliged to delete this data immediately, if one of the following reasons applies:

- (1) The personal data concerning you are no longer necessary for the purposes for which they were collected or otherwise processed.
- (2) You revoke your consent, on which the processing was based pursuant to Art. 6 para. 1 lit. a or Art. 9 para. 2 lit. a DSGVO, and there is no other legal basis for the processing.
- (3) You file an objection against the processing pursuant to Art. 21 para. 1 DSGVO and there are no overriding legitimate reasons for the processing, or you file an objection against the processing pursuant to Art. 21 para. 2 DSGVO.
- (4) The personal data concerning you have been processed unlawfully.
- (5) The deletion of personal data relating to you is necessary to fulfil a legal obligation under Union law or the law of the Member States to which the data controller is subject.
- (6) The personal data concerning you were collected in relation to information society services offered pursuant to Art. 8 para. 1 DSGVO.

b) Information to third parties

If the data controller has made the personal data concerning you public and is obliged to delete it pursuant to Art. 17 para. 1 DSGVO, he shall take appropriate measures, including technical measures, taking into account the available technology and the implementation costs, to inform data processors who process the personal data that you as the data subject have requested the deletion of all links to this personal data or of copies or replications of this personal data.

c) Exceptions

The right to cancellation does not exist if the processing is necessary

- (1) to exercise freedom of expression and information;
- (2) to fulfil a legal obligation required for processing under the law of the Union or of the Member States to which the controller is subject, or to perform a task in the public interest or in the exercise of official authority conferred on the controller
- (3) for reasons of public interest in the field of public health pursuant to Art. 9 para. 2 lit. h and i and Art. 9 para. 3 DSGVO;
- (4) for archiving purposes in the public interest, scientific or historical research purposes or for statistical purposes pursuant to Art. 89 para. 1 DSGVO, insofar as the law referred to under a) is likely to make it impossible or seriously impair the attainment of the objectives of such processing, or
- (5) to assert, exercise or defend legal claims.

5. Right to information

If you have exercised your right to have the data controller correct, delete or limit the processing, he/she is obliged to inform all recipients to whom the personal data concerning you have been disclosed of this correction or deletion of the data or restriction on processing, unless this proves impossible or involves a disproportionate effort. Recipients have the right vis-à-vis the person responsible to be informed about these recipients.

6. Right to data transferability

You have the right to receive the personal data concerning you that you have provided to the person responsible in a structured, common and machine-readable format. In addition, you have the right to transmit this data to another person in charge without obstruction by the person in charge to whom the personal data

was provided, provided

(1) processing is based on consent pursuant to Art. 6 para. 1 lit. a DSGVO or Art. 9 para. 2 lit. a DSGVO or on a contract pursuant to Art. 6 para. 1 lit. b DSGVO and

(2) processing is carried out by means of automated methods

In exercising this right, you also have the right to request that the personal data concerning you be transferred directly from one data controller to another data controller, insofar as this is technically feasible. The freedoms and rights of other persons must not be affected by this.

The right to transferability shall not apply to the processing of personal data necessary for the performance of a task in the public interest or in the exercise of official authority conferred on the controller.

7. Right of objection

You have the right to object at any time, for reasons arising from your particular situation, to the processing of personal data concerning you under Article 6(1)(e) or (f) of the DSGVO; this also applies to profiling based on these provisions.

The data controller no longer processes the personal data concerning you, unless he can prove compelling reasons worthy of protection for the processing, which outweigh your interests, rights and freedoms, or the processing serves to assert, exercise or defend legal claims.

If the personal data concerning you are processed for direct marketing purposes, you have the right to object at any time to the processing of the personal data concerning you for the purpose of such advertising; this also applies to profiling, insofar as it is associated with such direct marketing.

If you object to the processing for direct marketing purposes, the

personal data concerning you will no longer be processed for these purposes.

You have the possibility to exercise your right of objection in connection with the use of Information Society services by means of automated procedures using technical specifications, notwithstanding Directive 2002/58/EC.

For data processing for scientific, historical or statistical research purposes:

You also have the right to object to the processing of personal data concerning you for scientific or historical research purposes or for statistical purposes pursuant to Art. 89 para. 1 DSGVO for reasons arising from your particular situation.

Your right of objection may be limited to the extent that it is likely to make it impossible or seriously impair the realisation of the research or statistical purposes and the limitation is necessary for the fulfilment of the research or statistical purposes.

8. Right to revoke the declaration of consent

You have the right to revoke your data protection declaration of consent at any time. The revocation of consent shall not affect the legality of the processing carried out on the basis of the consent until revocation.

9. Right of appeal to a supervisory authority

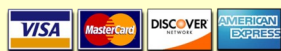
Without prejudice to any other administrative or judicial remedy, you have the right of appeal to a supervisory authority, in particular in the EU member state where you reside, work or suspect the infringement, if you believe that the processing of personal data concerning you is contrary to the DSGVO.

The supervisory authority to which the complaint has been submitted shall inform the complainant of the status and results of the complaint, including the possibility of a judicial remedy under Article 78 DSGVO.

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