

Duloz and Empire Special Prints
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İstanbul Views on Postcards: Sultan Ahmet Mosque
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Unusual Revenue Labels of Mandate Palestine
Archive: How Telegrams are Delivered in Massawa (1880)
Archive: The Postal System and Trade and Transport in Persia (1913)
plus Book Reviews, Reactions, Comments, Queries, and more!



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Release: 2025-04-18 - A

Specialities of Ottoman Philately (V) Duloz and Empire Special Prints on Cardboard Paper

by Hans-Dieter Gröger

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For all Duloz values from the 1868 to 1882 issues, special prints – separating the main design and the overprint – are known on cardboard paper. The purpose of these special prints is unknown.

The printing was done for each denomination as a small sheet and shows separate prints of a block of ten clichés of the main design and the overprint. Below I show a special print sheet in its entirety, the only surviving complete copy that was not divided into individual pieces, blocks-of-four, or very rarely into pairs.

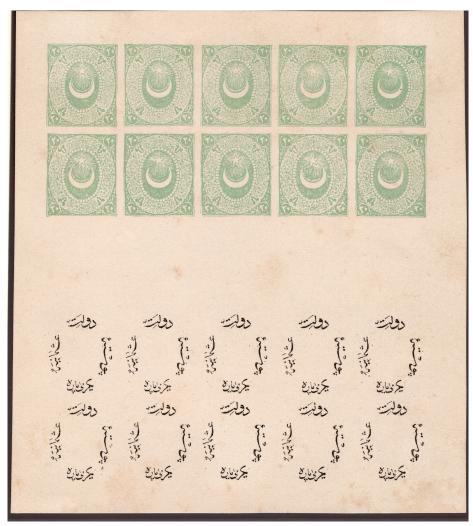


Fig. 1: Special prints of the design and overprint plates of the 20 Paras value printed together in a block-of-ten as a miniature sheet on cardboard paper.

This sheet is the only one of all special prints to have survived undivided.

Provenance: ex Wilson, Brandt, T. Kuyaş, Alanyalı, Plantinga (enlarged).



Figs. 2–10: Individual units cut-up from the special print sheets.

The inverted 5 piastres cliché can be found on all the 5 piastres special print sheets, which proves that the same cliché blocks were used for all issues.



Fig. 11: The inverted 5 Piastres cliché on pos. 10.

The special prints exist for all denominations and all stamp issues (except Postage Due stamps) up to 1884. I assume that all these special prints were produced for archival purposes. It is likely that only three (no more than five) of each value were produced.

Special Prints of the Empire Issues

Similar to the special print sheets for the Duloz issues, those for the Empire issues were also produced on cardboard paper up to 1884. The distinguishing feature of these, however, is that the colour of the underprint often differs from the original colours of the issued stamps (*figs.* 12–17).













Plate Errors of the Empire Stamps – Passer Revised Part 5: The 5 Paras Stamps

by Hans Paul Soetens

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The 5 paras stamp was first printed in 1881, possibly by adapting the printing plate of the 50 paras stamp, which was no longer usable. The block-of-28 stamps of the 1881 5 paras stamp available shows that the problem of the printing felt backing with diminishing colour application in black printing can already be found here. In addition, the block-of-28 which was searched for plate defects, was printed with many impurities. The 1886 issue was even worse.

The 1888 issue was apparently printed on a new printing felt backing and is therefore much better than the previous issues of this value. The problems of the printing felt backing and the contamination of the printing plates make it difficult to recognise plate errors: it may be that such defects were noted as plate errors, or that plate errors were not recognised as such.

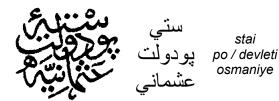


Fig. 15:

Read from bottom to top and from right to left:

Mail of the Ottoman Empire

For calligraphic reasons, the word

"devleti" was placed after "po" of "postai".

The 5 Paras Stamp of 1884

The 1884 issue was printed on an aged felt backing and therefore shows an unclean print. My examination is based on two sheets of 50 stamps each, i.e. one third of a full sheet each: sheet part A and sheet part B. The stamps are labelled "A-X, pos. Y", where X indicates the row and Y the position in the row.

The small Ottoman inscription "بش پاره" (beş para = five paras) often shows irregularities in several forms, e.g. the broken letter "ا" (alif) of para, the connection of the letter "ف" ($\varsigma \bar{\imath} n$) of beş with the "l" (alif) of para, the end of the letter " \jmath " (re) following or not as a final letter; the letter " \rlap " (he) shows just as many different forms in its details.

















Figs. 1–8: Irregularities at beş, re, and he.

There are also many differences in the arabesques on the left and right upper side. It would be going too far here to list these as plate errors. Possibly these, together with the features mentioned above, allow these issues to be plated, but that is not the intention here.













Figs. 9–14: Examples of key variations of the arabesque.

Plate Errors of the 5 Paras Empire Stamp of 1880

Printed on aged felt backing, therefore very unclean and soiled print.



Figs. 16-33a: Plate Errors of the 5 Paras Empire Stamp of 1880









Damaged tail of " و " (*waf*) in "پوستي " *(postai)* (row 2, pos. 3)



White line above the first "T" interrupted (row 3, pos. 2)



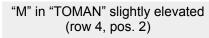
Left arabesque broken (row 3, pos. 4)





Dot between the outer frame line and the border of the right value shield (row 3, pos. 5)









Outer frame line at bottom left almost completely disappered (row 5, pos. 1)

Figs. 16-33a: Plate Errors of the 5 Paras Empire Stamp of 1880













Break in the left arabesque and the Break in the outer frame line to the frame line of the right arabesque (row 5, pos. 3)

left of the "P" in "PARAS", another break below the "PA" (row 6, pos. 1)

Thinned and broken in the right frame line of the left value shield (row 6, pos. 3)









Severely indented upper left corner (block-of-20, row 3, pos. 5)



Big break in the bottom of the right horn (block-of-20, row 4, pos. 3)



Complete and partial breaks in the outer frame line (row 5, pos. 1) Caused by the felt backing?

Plate Error of the 5 Paras Empire Stamp of 1886

Printing on aged felt backing and therefore many unclean lines.

For the 1886 issue there was a sheet part of 100 stamps, scanned in parts of 50 stamps: sheet part A (top) and sheet part B (bottom) available to me.



Figs. 34-58a: Plate Error of the 5 Paras Empire Stamp of 1886









Short double line left of hamza below ";" (mim) (row A-4, pos. 5)



The break in the left arabesque that continues through the inner to the outer frame line (row A-4, pos. 6)



Break in the "P" of "PARAS" (row A-4, pos. 7)









Break in the bottom outer frame line below "PA" (row A-5, pos. 5)



Bottom right corner broken off (row A-5, pos. 7)



Complete and partial breaks in the bottom left corner (row A-5 pos. 10)

Figs. 34-58a: Plate Error of the 5 Paras Empire Stamp of 1886

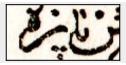








Mutilations and break in the outer frame line to the left of the "o" (row A-7, pos. 6



Thickened " $_{\prime}$ " (ra) of para (row A-8, pos. 7)



Break in the bottom of the right arabesque (row A-9, pos. 5)





"و " (waf) in "پوستي" (postai) almost broken (row A-9, pos. 6)



Break in the left outer frame line below the arabesque (row A-10, pos. 3)



ninning/break in the border

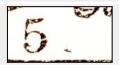
Thinning/break in the border of the crescent, to the right of the third circle (row A-10, pos. 6)

Figs. 34-58a: Plate Error of the 5 Paras Empire Stamp of 1886









Tiny line to the right of the "5" (row B-5, pos. 1)



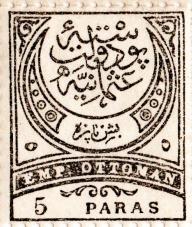
Line through the "J" (lam) in devleti (row B-9, pos. 8)



Point above the tip of the right horn and blot to the left (row B-2, pos. 4)











Substantial damage near the tip of the right horn (row B-6, pos. 3)



Indented top right corner (row B-6, pos. 8)



Damaged frame line of the value shield, foreign object or damage in the left arabesque (row B-8, pos. 3)

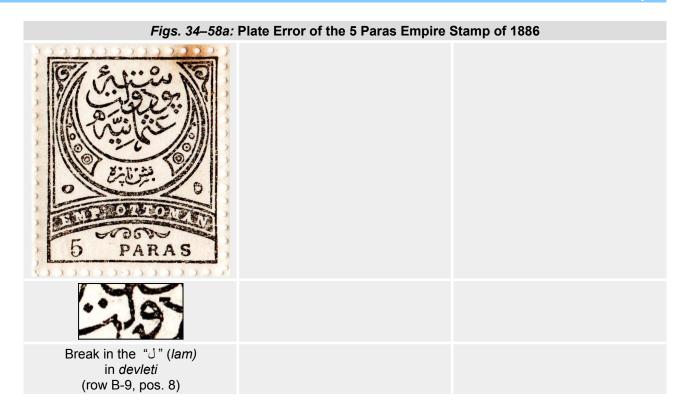


Plate Errors of the 5 Paras Empire Stamp of 1888

The 1888 issue was printed on a new printing felt backing and therefore shows clean prints again.

For my analyses I had to hand: part sheets A and B (50 stamps each, a third of a sheet), part sheets C, D and E (25 stamps each, 5×5), part sheet F (24 stamps, 5×5 , the lower left corner stamp is missing).



Figs. 59-85a: Plate Errors of the 5 Paras Empire Stamp of 1888









Bottom right corner broken off (row A-2, pos. 7)



Impurity (foreign body) above "A" in "OTTOMAN" (row A-3, pos. 3)



Break at the bottom of the frame line of the right value shield (row A-3, pos. 4)





Stroke below at "OT" and above the second "T" in "OTTOMAN" (row A-3, pos. 6; auch C-1, pos. 1)





Dot inbetween the "5" and "PARAS" (row A-3, pos. 9)





Dot at the frame line of the left value shield and indentation at the left arabesque (row A-4, pos. 6; C-2, pos. 1)

Figs. 59-85a: Plate Errors of the 5 Paras Empire Stamp of 1888













Point above the tip of the right horn plus 'wart' on the left (row A-4, pos. 4)

Outer frame line at bottom left damaged (row A-5, pos. 1)

Top left corner of the left value shield dented and double break at the top of the right value shield (row A-5, pos. 3)











Left 'head' separated from the left arabesque (row A-5, pos. 10)

Damaged bottom frame line in the right value shield (row B-2, pos. 8)

Impurity (foreign body) inbetween "5" and "PARAS" (row B-2, pos. 10)

Figs. 59-85a: Plate Errors of the 5 Paras Empire Stamp of 1888









Broken "ر" (ra) in *para* and thin middle of "عسما" (*osman*) (row B-3, pos. 4; row F-1, pos. 4)



Impurity (foreign body) inbetween "5" and "PARAS", and break at the top of the left arabesque (row B-3, pos. 9; row C1, pos. 4)



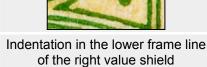
Bottom outer frame line 'wobbles' below the "5" (row B-4, pos. 6; D-2, pos. 1)





Indentation in the left line of the left horn (row B-4, pos. 7; C-2 pos. 2)





(row B-5, pos. 5)





Several Indentations in the lower frame line of the right value shield (row C-1, pos. 2)



This article on the 5 Paras definitive stamps is the last in my series on the varieties and plate errors of the 'Empire' stamp, which I started with the 2 Piastres stamps in MEPB 23.

For analysing the 1 Piastre and the 25 Piastres stamps, the part sheets and large sheet units I have access to are unfortunately not sufficient.

This will have to be done by the next generation of philatelists.

Plans for the Construction of the New German Embassy in Constantinople: German Post Multiple Franking 1872

by Tilmann Nössig

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From 1st July 1872, postage for a regular letter to Germany weighing up-to 15g was possible for 2½ Groschen. This was due to the reduction in transit fees from 2 to 1½ Groschen). In most cases, a 2 Groschen stamp together with a half Groschen stamp was used, or two 1 Groschen and a half Groschen stamp. A different – but very attractive – way of franking was chosen for the present letter, which is due in many respects to the special processing of the letter. I would like to briefly describe these special features here.



Figs. 1 and 1a: The letter's outer side with the enlarged postmark inset.

The letter was written on 20th July 1872 by the "Königlich Preußische Landbaumeister" (Royal Prussian state master builder) Hubert Goebbels. Goebbels was commissioned by the Imperial Chancellery of the still-young German Empire to construct the first representative large-scale building project: he was to take on the construction of the new German embassy in Constantinople,

for which he moved there in spring 1872 after a six-month design phase in Germany. As the search for a building site proved difficult and many other changes to the plans were necessary, construction only began in the summer of 1874 and the embassy was opened on 1st December 1877.



Fig. 2 and 3:

In his capacity as architect of the new building, Goebbels sent his business mail labelled with file numbers and "B.D.S." (Botschaftsdienstsache, embassy official service matter).

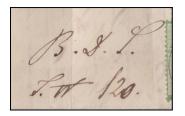




Fig. 1b: The franking (enlarged).

"Botschaftsdienstsachen" (embassy official service matters) were franked solely by the clerks of the German Post Office in Constantinople and, as this letter was written on a Saturday (20th July 1872), they had enough time to do so before the first Varna steamer left Constantinople on Tuesday at 4 pm. At that time, both the consulate and the post office were located in the same building in the Pera district at 33 Sakys Agatsch Street.

The cancellation with the E3 postmark "23/7 / 72 / 2-3 N." documents this development. So if you had a little more time to frank the embassy mail, it was a good idea to get rid of stamps that were not used so often. The fact that the rare dark-(grey)-emerald-green variant of the ½ Groschen stamp

(MiNr. V2b) was used and thus found here in a horizontal strip-of-three, as a pair, and a single stamp in combination with the ½ Groschen vivid-reddish-orange (MiNr. V3) is a great pleasure for me as the new owner, as this colour variant is very rarely used in Constantinople.

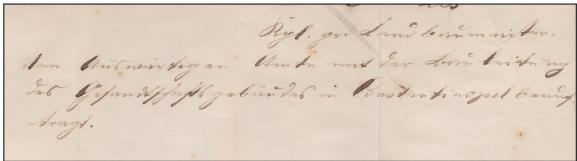
As part of the annual meeting of the German study group "Arge Brustschild" in October 2022, I was able to present the cover to Dr. Alexander Zill (BPP expertiser for German Reich MiNr. 1–30, he also covers use of the stamps in Constantinople). He drew my attention to the plate error VII also found on MiNr. V3.



Fig. 4:
MiNr. V3, plate error VII:
Connection of the inner
and outer circle above
"E" in "GROSCHEN".

Unfortunately, Goebbels was unable to reap the fruits of his labour himself, as he died of typhoid fever in Constantinople on 9th September 1874, shortly after the start of construction that summer and just before a planned trip to Germany. He was buried in Constantinople. In the inner side of the letter, all historically documented details about him are confirmed in his own hand as he states the subject and names himself with his title:

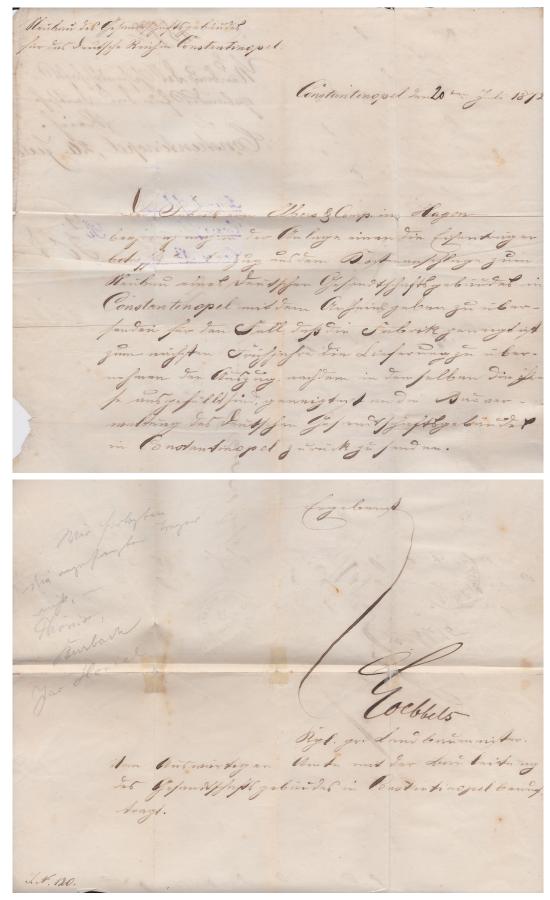




Figs. 5 and 6: "Neubau des Gesandtschaftsgebäudes des deutschen Reiches" (new construction of the embassy building of the German Empire) and "Kgl. pr. Landbaumeister, vom auswärtigem Amt mit der Bauleitung des Gesandtschaftsgebäudes in Constantinopel beauftragt" (Royal Prussian state master builder commissioned by the Foreign Office to supervise the construction of the embassy in Constple.).

In 1872, he tried to make contact with the long-established company Elbers & Co. in Hagen (Westphalia). Founded in 1822, the company was a leading textile factory at the time, known for its "Türkischrotgarnfärberei & Druckerei" (Alizarin yarn dyeing and printing works), among other things, and ultimately furnished the halls on the ground floor when the building was completed by new architect Albert Kortüm in 1877. In accordance with the usual timing (6 days mail delivery time to Germany was the norm in 1872), the letter arrived in Hagen on 29th July 1872, as documented by the "Stadt" arrival postmark (*fig.* 7, enlarged).





Figs. 8 and 8a: Scans of the inside of the letter.

The Sea Post Office: 'Last-Minute' Mail received on Board Steamer in Bombay

by Bo Andersson

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The introductory piece is an excerpt of the article "With the Indian Mail from London to Bombay" written by Arthur G. Ferard and published in St. Martin's-Le-Grand.¹

The Sea Post Office in 1897

by Arthur G. Ferard

The sorters of the Indian Sea Post Office used at one time to come on board at Suez, but now the mails are not dealt with on the voyage down the Red Sea, and operations only commence at Aden. The total staff of the Aden-Bombay Sea Post Office consists of two European inspecting mail officers, three assistant mail officers and 33 sorters.² At the present time the two latter categories comprise three Europeans, 17 Eurasians, 14 Portuguese or East Indians and two Parsees. These are divided into three sets of ten sorters, each set under the charge of an assistant mail officer, so that there are three sorters in reserve who relieve their comrades by turns and enable them to have a week's longer stay in Bombay. Their usual stay there is about six days. Each set leaves Bombay in turn and goes back from Aden in the next outward Packet after an interval of about three days...

The mail to be landed at Bombay consists on an average of 724 bags and about 110 parcel boxes. The parcel boxes are taken on to destination intact, but the rest of the mail is entirely sorted by the Sea Post Office before arrival in Bombay, no light task in these days of quick voyages, when the run from Aden is sometimes accomplished in four days. The charges to be collected on unpaid and insufficiently paid correspondence of all kinds have to be indicated in Indian currency on each article; and the Sea Post Office has also to sell stamps to passengers on board, to receive late fee letters in port, and to dispose of ordinary and registered letters posted on board during the voyage. The work is at all times abundant, and the pressure occasionally very great.

Before the Packet arrives in harbour the mail bags are arranged on deck in the order in which they have to be landed, so that they may be disposed of without delay, some being sent to the railway, some transferred to other steamers, and the remainder delivered in the harbour or at the pier. Naturally the arrival of the mail from home is an event eagerly looked forward to from one end of India to the other; and if, when the mails reach Bombay in the morning, there is a possibility of overtaking the regular night mail train which has left Bombay for Calcutta on the previous evening, a special train with the European correspondence is despatched after it. Some firms and newspaper offices arrange on payment of a fee of twelve rupees a year to have special bags for them made up in the Sea Post Office, and they take delivery of these bags at the ship's side; other ticket holders who pay the same fee enjoy the privilege of receiving their letters at the General Post Office in Bombay about 1½ hours after the Packet has come to anchor. The mails for Sind and the Persian Gulf are generally transhipped in the harbour to a steamer of the British India Steam Navigation Company, and the mails for H.M. ships stationed there are handed over on the spot.

St. Martin's-Le-Grand, vol. 7, 1897, no. 26 (April 1897), pp. 127–135; the section on the Sea Post Office is on pp. 132–135. The journal, though unofficial, was tied to the British General Post Office and often highlighted stories related to postal innovations, routes and personnel. Ferard had a diverse range of interests in cultural history. He is especially known for his artistic contributions as an illustrator.

^{2 33} sorters will include both sorters and packers.

Late Fee Mail

Back in 1989 the late Murray Graham presented a late fee card sent to England in 1903 which he considered to be delivered as last-minute mail in the Sea Post Office, while in port in Bombay.³ Graham's article to which I shall come back has never had any response; nor has the subject as such attracted any further attention.⁴ The purpose of this article is to present new evidence and to expand on the issue raised by Graham.

Aden

The earliest reference to late mail received in the Sea Post Office that I know of, is a memorandum addressed by Mr. F. R. Hogg, the Officiating Post Master General of Bombay to the Post Master of Aden, in July 1868. Hogg was the person in charge of establishing the Sea Post Office. Hogg "personally superintended all the preliminary arrangements, and for many months after the service had commenced, he maintained a close supervision of, and special interest in its working." ⁵

The Printed Memorandum 6383 of 1868 reads:⁶

To: Post Master, Aden

From: F.R. Hogg, Officiating Post Master General, Bombay

Dated: Bombay, 16 July 1868

It has been brought to the notice of the undersigned that, in view to evade the late letter fee, covers are either posted in the Steamer Letter Box at Aden or given for that purpose to the Ship's Officers.

- 2. The Ship Letter Box is for the convenience of those on board the Steamer and the occasions should be very pressing and rare when it is availed of by outsiders.
- 3. To remedy this, Sea Sorters will not allow the posting in the Ship Letter Box, while the Steamer is at anchor at Aden, by non-passengers of covers on which the late letter fee (annas 8) has not been prepaid, and the P&O Company Supt. will be asked to direct the Ship's Officers not to receive letters for posting in the Steamer Letter Box.

On 16th July 1868, the date of Hogg's official notice, only three mail steamers had called at Aden under the new seapost scheme that was inaugurated with the sailing of the *Rangoon* departing Suez on 20th June.⁷ Hogg reacted promptly to the irregular usage of the steamer letter box in Aden. This was unacceptable to the post office that missed out on the income of late fees. Late letters should be delivered to the land-based Steamer Point Post Office. On "*very rare and pressing*" occasions only, late letters might be posted on board by non-passengers provided that the letters were prepaid with the late fee of 8 Annas in addition to the ordinary postage.

So far, no late covers have been reported from the Sea Post Office, while anchoring in Aden. Nor is it known if such a service actually was established on a regular basis in Aden. But the notice shows that the idea of receiving late letters in the Sea Post Office while in port was already framed in July 1868 and in mid-1872 a late shipboard facility was established as a part of the postal arrangements in Bombay.

³ Graham, Murray: The Late Fee. In: India Post, no. 90, 1986, p. 135.

⁴ For late fees prior to 1870, see Smith & Johnson, 2007.

⁵ The annual report on the operations of the Post Office of India: for the year 1868-69, p. 1.

⁶ India Post, no. 129, 1996, p. 115. Note by Murray Graham with reference to: India Office Library and Records: R/20/AIA/Vol. 494 Part 1 (1869), p. 96.

⁷ There is no doubt that Hogg's notice refers to steamers going towards Bombay. Initially the Sea Post Office sorted only the inward mails. The outward mails were sorted west of Suez on the Mediterranean packets by the British Post Office until June 1870.



Fig. 1: Aden ca. 1905. The Steamer Point Post Office is seen in the background at the seaside.

A steamer is anchoring off the shoreline.

Bombay

Late letters received on board mail steamer in Bombay are mentioned for the first time in a postal notice on 28th June 1872.⁸ The notice deals with two late fees:

POSTAL NOTICE. OVERLAND MAIL. REVISED ARRANGEMENTS.9

The Overland Mail Steamers of the P. & O.S.N. Company leave Bombay every Friday soon after 5 p.m. Letters will be received at the General Post Office up to 3-30 p.m. Newspapers, Books, and Patterns up to 1-30 p.m. Registered Letters up to 1 p.m. Late letters, if fully prepaid by means of stamps in respect both of postage and of the late letter fee (4 Annas each), will be received at the Pier Post Office from 3-30 to 4.30 p.m. The latest hour for posting Overland covers at the several Branch Post Offices will be 1 p.m. Fully prepaid letters will be received on board the Overland Mail Steamer after 3 p.m. up to starting time by the payment of an additional fee of eight annas. All others will be refused. 10

⁸ The Times of India, 28.06.1872, p. 2.

Until then there is no mention of late letters received on board, cf. notice for the previous week in The Times of India, 20.06.1872, p. 2:

[&]quot;The Overland Mail steamers of the P. & O.S.N. Company leave Bombay every Friday soon after 5 p.m. Letters will be received at the General Post Office up to 3-30 p.m. Registered Letters up to 1 p.m. Late letters, if fully prepaid by means of stamps in respect both of postage and of the late letter fee (4 Annas each), will be received at the Pier Post Office from 3-30 to 4-30 p.m. The latest hour for posting Overland covers at the several Branch Post Offices will be 1 p.m."

⁹ Overland mail in relation to the Sea Post Office can be defined as mail carried on any route between Bombay and England via Egypt.

¹⁰ My bold script.

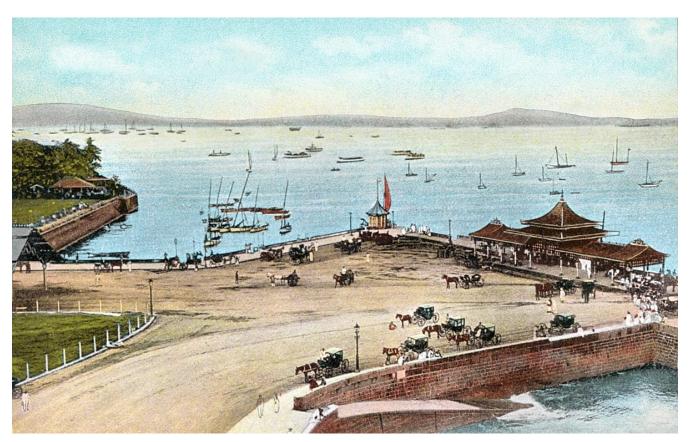


Fig. 2: Picture postcard of Apollo Bandar (or Apollo Bunder), ca. 1905. 'Bandar/Bunder' meaning landing place, also named Apollo Pier or Wellington Pier – the pier where the overland mails were loaded and discharged.

The Apollo Pier Post Office (outside the picture) was renamed Wellington Pier Post Office in 1873, then officially regained its old and popular name Apollo Bandar towards the end of the century. Facing the waterfront is an open-air structure, a pavilion in Chinese/Japanese style. Apollo Bandar was the future site of the famous Gateway of India, after the site had been expanded by reclamation from the sea. The arch monument was completed in 1924.

Fully prepaid letters were received at the Pier Post Office from 15:30 to 16:30, provided that the full postage including the 4 Annas late fee was affixed beforehand, on delivery. ¹¹ The steamer departed every Friday soon after 17:00.

This was a late letter arrangement in its ordinary sense: Late letters were mailed at a land-based post office after the time fixed for the posting of mail by then in preparation, but within the prescribed period before the mail was actually despatched and therefore requiring an extra fee.

Besides, a new posting facility was now available for the Bombay community. Fully prepaid letters were "received on board" up-to the starting time, by the payment of an additional fee of 8 Annas.

These fees, 1) the Pier Post fee of 4 Annas and, 2) the shipboard fee of 8 Annas, remained unchanged for the next four years. ¹² In August 1876 the former fee was reduced to 2 Annas and the latter fee to 4 Annas as per postal notice 17th August 1876: ¹³

¹¹ The 4 Annas late fee for the Pier Post Office had been introduced already on 1.07.1871, cf. *Postal Notice* in The Times of India, 29.06.1871, p. 2.

¹² Still in force by the end of July 1876, cf. Postal Notice in The Times of India, 26.07.1876, p. 2.

¹³ The Times of India, 17.08.1876, p. 2. The new arrangements may have been noticed one or two weeks earlier (ca. 3rd or 10th August). The arrangements and rates of 17.08.1876 still recur in the Postal Notice, The Times of India 29.06.1878, p.2. Thereafter the Postal Notices for Bombay were no longer published in The Times of India.

POSTAL NOTICE. OVERLAND MAIL. REVISED MONSOON ARRANGEMENTS.

The Overland Mail Steamers of the P. & O. S.N. Company will leave Bombay every FRIDAY, soon after 5 p.m. The following are the revised arrangements in the hours for closing mails: - Letters will be received at the General Post Office up to 3-30 p.m. Newspapers, Books, and Patterns – up to 1-30 p.m. Registered Letters – up to 1 p.m. Registered Letters, if fully prepaid, together with an extra fee of two annas, will be received at the General Post Office between 1 and 3 p.m. Late Letters, if fully prepaid by means of stamps in respect both of postage and of the late letter fee (two annas each), will be received at the Wellington Pier Post Office from 3-30 to 4-30 p.m. The latest hour for posting ordinary Overland Covers at the several Branch Post Offices will be 3 p.m., and registered letters at 1 p.m. Fully prepaid letters will be received on board the Overland Mail Steamer after 3 p.m. and up to starting time (5 p.m.) by the payment of an additional fee of four annas. All others will be refused. 14

Some key points in the 1876 notice:

- The mail steamer left Bombay soon after 17:00.
- Ordinary letters were received at the Bombay GPO up to 15:30.
- From 15:30 to 16:30 late letters with an additional late fee of 2 Annas were received at the Pier Post Office provided that the letters were affixed with both ordinary postage and late letter fee, on delivery. If the letter was insufficiently prepaid, the mailer might employ the late shipboard facility, at extra cost.
- This service was available between 15:00 and 17:00, on payment of the additional fee of 4 Annas per mail piece.
- At 16:30 the time had run out for posting late letters at the Pier Post Office. From then on and until the steamer's departure, **all** letters were subject to the 4 Annas shipboard fee.

The postal arrangements given above were those for the monsoon season. The arrangements for the rest of the year were much the same. Only, the steamers departed on Mondays soon after 19:00, the mail schedules being adapted accordingly.¹⁵

How did the Late Letters reach the Sorters in the Sea Post Office?

There remains the question on how the late letters reached the sorters in the Sea Post Office. The notices say that letters were received on board and not posted on board. Another source for September 1886 says that late letters were given to a mail officer in charge of the Sea Post Office. ¹⁶ All that may suggest that letters and payment were collected by a member of the postal staff on the quayside at Apollo Bandar and then transferred to the Sea Post Office shortly before departure.

Fig. 3 shows the earliest letter of mine which I take to be a late letter received in the Sea Post Office. It was sent to Edinburgh in 1877 and charged 16 Annas of which 12 Annas pay the double letter rate to the U.K. (6 Annas per ½ oz since 1st July 1876 via the Brindisi route). The additional 4 Annas would account for the shipboard fee. Whilst the registration fee on foreign letters was also 4 Annas (reduced to 2 Annas on letters and postcards on 1st August 1881), there is no indication from the markings on the letter that registration was intended. The sender was "BANK OF BOMBAY".

The adhesives are cancelled with the single "B-1" obliterator that is known used in the Sea Post

¹⁴ My bold script.

¹⁵ Extract of Postal Notice in The Times of India, 13.10.1876, p. 2.; "Late Letters, if fully prepaid by means of stamps in respect both of postage and of the late letter fee (two annas each), will be received at the Wellington Pier Post Office from 5-30 to 6-30 p.m. [...] Fully prepaid letters will be received on board the Overland Mail Steamer after 5 p.m. and up to starting time (7 p.m.) by the payment of an additional fee of four annas. All other will be refused."

¹⁶ Virk, 1991, p. 43: "Fully prepaid letters tendered to the Mail Officer (Incharge of the Sea Post Office) required to have double the late fee (4 as) or fee ordered by P.M.G. Bombay."

Office to obliterate passenger mail from March 1874 and, as such, always accompanied by a Sea Post Office transit stamp. ¹⁷ The cover was taken on board the *Sumatra* and postmarked by Set F. The steamer departed from Bombay on 22nd June 1877.





Figs. 3 and 3a: Bombay 1877. Late shipboard mail.

Postmarked "B-1" and "SEA / POST OFFICE / F. / JUN 22." on P&O Sumatra.

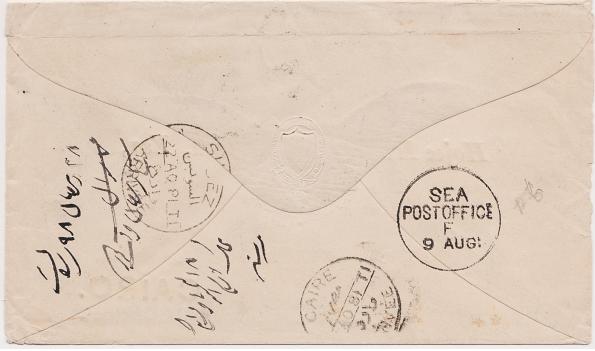
Embossed printing "BANK OF BOMBAY" on reverse.

Received "11 M / EDINBURGH / JY 16 / 77".

¹⁷ In 1873 the Indian Post Office introduced a new uniform postal system. Each postal circle of the Indian Post Office was allotted a prefix letter that was generally the initial letter of the Head Office for that circle. In its most simple form the cancellation consisted of the distinguishing letter in bars obliterator and a date-stamp identifying the post office concerned. Bombay and the post offices in the Bombay Circle including the Sea Post Office and Aden Post Office were allocated the letter "B". Moreover, Bombay and the Sea Post Office being subordinated to Bombay were also prefixed "B-1".

Fig. 4 is a late shipboard letter from 1881. The addressee is known from a number of covers dispatched from Bombay during the 1880s. The letter is franked 2×4 Annas and 1×2 Annas making up 10 Annas that pay the 6 Annas double letter rate to Egypt (3 Annas per ½ oz letter since 1st April 1879) and 4 Annas shipboard fee. The letter was received on the *Thibet* and obliterated with B-1's in bars accompanied by a Set F date-stamp for 9th August on the back.





Figs. 4 and 4a: Bombay 1881. Late shipboard mail.

Postmarked "B-1" and "SEA / POST OFFICE / F / 9 AUG:" on P&O Thibet departing Bombay 9th August 1881.

"SUEZ / ARRIVÉE / 22 AO 81 T1" and "CAIRO / ARRIVÉE / [?] AO 81 T1".

In July 1878 the 6 Annas single letter rate, India to the U.K. via Brindisi was reduced to 5 Annas. On 1st February 1880 it further declined to 4½ Annas and from now on all mail was sent via Brindisi, the long sea-route via Gibraltar being closed. Shown in *fig.* 5 is a single weight letter from 1883, destined for England. The ordinary postage is made up by the blue ½ Anna and the green 4 Annas stamps, the two 2 Annas stamps pay the shipboard fee. Three adhesives are tied by a private cachet for a Bank in Bombay. The "B-1" obliterator was held by the Set E sorters on board P&O *Venetia* conveying the mail from Bombay on 30th November 1883. Sender was the Bombay engineering company Richardson & Cruddas.





Figs. 5 and 5a: Bombay 1883. Late shipboard mail

On the front a private cachet for a Bank Branch in the district of Byculla in Bombay.

Postmarked "B-1" and "SEA / POST OFFICE / E / 30 NOV." on P&O Venetia

Received London December 1883.

"RICHARDSON & CRUDDAS. / BOMBAY." printed on reverse.

My next cover, *fig.* 6, is from 1889. It is franked 7 Annas, of which 3 Annas pay the single letter rate to Switzerland; the 4 Annas late shipboard fee is affixed separately. The cover was treated by Set D on the *Oriental* that departed from Bombay on 4th October. The single "B" in a circle of bars was supplied to the Sea Post Office no later than in October 1883 and used contemporary with the single "B-1" obliterator for cancelling ordinary passenger mail.



Figs. 6–6b: Bombay 1889. Late shipboard letter. Postmarked "B" in a circle of bars and "SEA POST OFFICE / D / 4 OC. 89" on P&O Oriental. Received "WINTERTHUR / BRIEFPOST / 19. X 89 – 9" & Ober Winterthur 20.10.1889.

(ex coll. Bruce Haynes)





So far as is known, no explanatory markings were produced for the late shipboard mail. Shown in *figs*. 7 to 10 is a group of four 1½ Anna UPU postal stationery cards sent to Europe in 1883, 1887, 1888, and 1890, all cancelled with the single "B-1" obliterator alongside a Sea Post Office date-stamp. Three cards (*figs*. 7–9) were posted in the Red Sea according to the senders' messages, two of which when nearing Suez and one card when nearing Aden. The fourth card, fig. 10, was delivered in port in Bombay. It is superscribed "*B'bay* 20/6/90" by sender; in addition, it has the 4 Annas shipboard fee tied by a private cachet for a Bombay Company.

Ordinary passenger mail posted at sea and late shipboard covers collected on the quayside in Bombay were apparently postmarked alike in the Sea Post Office. The only difference being the late fee. That holds true at least for the period from 1878 and, as we shall see, up to 1904 and it may apply to the years before 1878 and after 1904 as well.



Figs. 7 and 7a:

Passenger mail to England, posted at sea when nearing Suez in 1883.

Dated by sender "P&O Steamer "Thames" Suez / July 30th 83".

Postmarked weak "B-1" in bars (upright position) and "SEA / POST OFFICE / C. / 17 JUL." on board the *Thames*. The steamer left Bombay on 17th July, arrived in Suez on 30th July.

(Coll. Martin Hosselmann)

Passenger mail to Germany, posted in the Red Sea when nearing Aden in 1887. Dated by sender "Aden, 22 Marz 1887 ... seit 17 ct an Bord Rohilla".

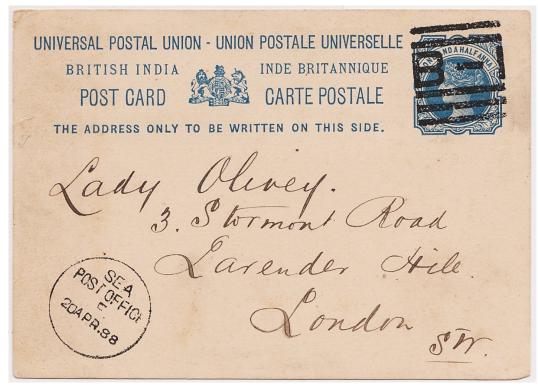
Figs. 8 and 8a:

Posted on P&O Rohilla leaving Suez 18th March 1887. Card landed in Aden. Returned on P&O Assam that left Bombay on 18th March and picked up the card in Aden 24th March.

Postmarks: "B-1" in bars, "SEA POST OFFICE / F / 18 MAR. / 87" struck on board the *Rohilla*. Transit "ADEN / MAR. 22 / 87". "SEA POST OFFICE / C / 19 MA. / 87" on the *Assam*.



alden, 32 mary 1887



Figs. 9 and 9a:

Passenger mail to England, posted on board when nearing Suez in 1888. Dated by sender "Suez Canal. April 30th / We have arrived so far."

Postmarks: "B-1" in bars and "SEA / POST OFFICE / F. / 20 APR. 88" applied on the westbound P&O *Ganges* that left Bombay on 20th April and arrived at Suez on 30th April.

he have arrived to for Arke

Figs. 10 and 10a:

Bombay 1890. Late shipboard mail.
India 1½ Anna UPU card uprated with 4 Annas paying the shipboard fee and overstruck with private oval cachet for "[...]HAUSEN & CO. / CALCUTTA & LONDON. / BOMBAY."

Dated on text side by sender "B'bay 20/6/90".

Postmarked "B-1" and "SEA POST OFFICE / F / 20 JU. / 90" on P&O Rohilla leaving Bombay on 20th June 1890. Received "STUTTGART P.A.I / (11) / 8 / JUL / 90".



Blan 2 of afar

Some late shipboard covers would have been fully prepaid comprising the fee when they were delivered by the mailer, like the card in *fig.* 10. The letter to the U.K. in *fig.* 11 was apparently only paid the ordinary $2\frac{1}{2}$ Annas on delivery – this being the single letter rate since 1^{st} January 1891. To prevent theft the adhesive was overwritten "stamped" by sender. At top left the front is endorsed "4 ans", the shipboard fee collected by the postal clerk receiving the letter on the quayside.

A total of eight ½ Anna postage stamps making up the 4 Annas fee was then affixed to the letter in the Sea Post Office on the P&O *Himalaya*. The letter was received by Set A and the steamer left Bombay on 19th November 1892.





Figs. 11 and 11a: Bombay 1892. Late shipboard mail. Postmarked "B-1" and "SEA POST OFFICE / A / NO 19 / 92" on P&O Himalaya. Received West Kensington 3.12.1892.

The 4 Annas shipboard fee finally appears on this letter sent from Bombay to Hamburg in May 1894, *fig. 12*. It was received on board the P&O *Assam* by Set B, who cancelled the postage with the "B" obliterator accompanied by a date-stamp for 25th May on the back. The letter seems to have been overpaid with 2 Annas suggesting that it would have been fully pre-paid 6 Annas 6 Pies when it was delivered on the quayside. Obviously, the sender was not aware that the shipboard fee had declined to 2 Annas by then, as indicated by the next letter, *fig.* 9, posted three months earlier, in February 1894.



Figs. 12 and 12a: Bombay 1894. Late shipboard mail.

Postmarked "B" in a circle of bars & "SEA POST OFFICE / B / MY. 25 / 94"

on P&O Assam departing Bombay 25th May.

Hamburg receiver. Private violet cachet on reverse dated Bombay 25th May 94.

Reduction of Shipboard Fee from 4 Annas to 2 Annas, no later than 24th February 1894

This triple weight letter, *fig.* 13, was sent to France in 1894. The three green 2½ Annas postage stamps are tied by a violet cachet for "NANSEE KHAMAZ & CO." The first "N" of "NANSEE" is covered by the blue 2 Annas indicating that the late fee was affixed on a second stage. The single "B-1" obliterator was held by Set A on the P&O *Rome* departing Bombay 24th February 1894.





Figs. 13 and 13a: Bombay 1894. Late shipboard mail.

Postmarked "B-1" and accompanying "SEA POST OFFICE / A / FE. 24 / 94"

French TPO "MODANE A PARIS / 12 / MARS / 94" & Marseilles(?) receiver for 13.03.1894.

Private cachets for "NANSEE KHAMAZ & CO.", dated Bombay 24th February on reverse.

The back repaired with tape.

The next item, *fig.* 14, is the late fee card referred to in the beginning of the article. It has the two adhesives struck with a "B" obliterator accompanied by a Sea Post Office Set A date-stamp for 26th December 1903. The message side is dated Monday 21st December 1903; yet based on his reading of the postmarks, Graham was of the opinion that the card was posted and obliterated in the Sea Post Office on P&O *Mongolia* departing Bombay on Saturday 26th December, and he continues:

The only way I can reconcile the five-day gap between this date and that in the S.P.O. c.d.s., is to assume that the Thomases must have forgotten to mail the postcard in the normal way straightaway, only realising their error shortly before the mailship actually sailed that Boxing Day.



barlin majorie. Bee. 21 Bourbay

Figs. 14 and 14a: Bombay 1903. Late shipboard mail. Postmarked "SEA POST OFFICE / A / DE.26 / 03" and "B" in a circle of bars applied on P&O Mongolia. Re-addressed "BAKEWELL / 1.45 PM / JA 10 / 04".

Since Graham's article, more cards from the same family correspondence have surfaced, among these a card dated 2 days later, on Wednesday 23rd December. The address side is like a replica of *fig. 14* with the same franking, endorsement and cancels, which indicates that the Thomases collected their personal mail written over more days and delivered it in the very last moment to the Sea Post Office, on 26th December. Both Mr. and Mrs. Thomas (signed Father and Mother) wrote cards to their children. The text message on the card in *fig. 14* was written by Mrs. Thomas in a handwriting different from that of the "*Late fee paid*" endorsed on the same card by Mr. Thomas.

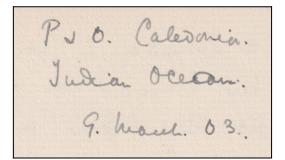




Figs. 15–15b: Passenger mail posted on board between Bombay and Aden in 1903. Letter with contents posted on "P&O. Caledonia. / Indian Ocean. / 9. March 03." (cf. inset on the right).

The steamer departed Bombay 7th March 1903, arrived at Aden 11th March 1903. Postmarked on board steamer: "B" in a circle of bars and partial Sea Post Office Set A for 7.03.1903. Transit sorted in the TPO "CARLISLE & AYR.S.T / D / MR 21 / 03".

(ex collection Clifford Gregory)







Figs. 16 and 16a: Passenger mail posted on board between Aden and Bombay in 1902. Card to England with sender's message: "June 5th. We arrive at Bombay tomorrow morning." Postmarked on the eastbound P&O Caledonia: "B" in a circle of bars and "SEA POST OFFICE / B / 2 JU. / 02".

The steamer left Aden on 2nd June 1902.

The two covers in *figs.* 15–16 are examples of passenger mail displaying the same combination of postmarks as on the covers in *figs.* 6, 12, and 14. Both were posted at sea and franked accordingly with ordinary postage. The letter in *fig.* 15 was treated by Set A on a voyage from Bombay to Aden in March 1903, the card in *fig.* 16 by Set B on an eastbound voyage.

Throughout its lifetime, the Sea Post Office was issued with special hand-stamps for obliterating mail posted on board. From time to time however, one finds examples of mail cancelled by transit sorting stamps, omitting the obliterator. The practice peaked in the years between 1900 and 1905.

An example from 1904 is shown in *fig.* 17. This was a handy way of treating mail, when the postal staff was extraordinary busy and the workload heavy, thus avoiding the impractical way of postmarking passenger mail twice. After May 1905 when the "B" obliterators were replaced by the single combined obliterator/date-stamp, the use of transit sorting stamps as obliterators decreased instantly.



Fig. 17: Passenger mail posted on board between Aden and Bombay in 1904. Obliterated with the transit sorting stamp "SEA POST OFFICE / B / JA. 31 / 04". Posted on P&O *Arabia* departing Aden 31st January 1904.

While transit stamps cannot have been officially prescribed for obliterating passenger mail by the postal administration in Bombay, there are many examples of transit sorting stamps being correctly used to obliterate mail that had escaped cancelling at the post office of origin – a practice that was in compliance with the UPU regulations. Late shipboard covers obliterated with transit sorting stamps may exist, but so far I have seen none.

Conclusions

The late ship-board service in Bombay seems to have existed continuously for more than 30 years. Throughout two decades, the fee required was the highest late fee for the overland mail in Bombay, being 8 Annas from June 1872 and 4 Annas from August 1876 until 1892/94. At a time no later than 24th February 1894 (*fig.* 12) the late fee for the Sea Post Office fell to 2 Annas and became on par with the late fee for the Pier Post Office.

The latest late shipboard cover known to me dates from December 1904. The fee was 2 Annas. What happened after that date is not clear. Virk notes that by 1911 a late fee of 4 Annas was "charged for late letters given to the Sea Post Office". Regardless of the amount of the fee, the reasons for having a late ship-board service in Bombay at all would probably always be the same: It was available to the public for last-minute postings and if need be, also available against cash payment of the fee.

Seen from a perspective worldwide the late shipboard arrangement in Bombay is comparable to the

¹⁸ Virk, 1991, p. 43.

ship-side supplementary mail service known from the USA. I quote the short introduction to this type of mail by Roger Hosking:¹⁹

A system of late posting facilities for overseas mail was introduced in New York in 1853, and remained available until USA entered WW2 in 1941. Clearly the only relevance to the seapost service was from 1891 to 1941, but during that period supplementary mail was occasionally cancelled in seaposts. The procedure involved the late mailing of items brought to the dock-side and franked with double the normal postage: last-minute offerings were sometimes taken aboard uncancelled, and then either handled as paquebot mail by the ship's purser or passed to the sea post (if any) on board. The system was therefore analogous to the ship-side service available during the 1930s at Sydney, Auckland, Wellington and Suva. It will thus be seen that most supplementary mail would not have been cancelled in a seapost. This makes is rare occurrence all the more noteworthy... The principal ports which provided this service – apart from New York – were San Juan, San Pedro, San Francisco and Honolulu. Supplementary mail with seapost cancels could in theory be found from any or all of these ports. But the rules concerning double postage were not always followed with the result that such covers may often not be readily identifiable [...]

The late shipboard service in Bombay is unusual in more ways. First, it existed continuously for more than three decades. Second, it developed on its own terms. Unlike the double ordinary postage rate prevailing in USA, the rate in Bombay was double the late fee up to 1892/94 and right from the beginning in 1872, the late shipboard facility was established as an integrated part of the complex system of late fees for the overland mail in Bombay. As such it is yet another significant imprint left by the service-minded Indian Post Office.

Acknowledgements

I thank Tobias Zywietz for useful inputs and suggestions enriching my original text and Martin Hosselmann for sharing images.

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¹⁹ Hosking, 2008, p. 84. For further reading on the Supplementary Mail Service, see Piszkiewicz, 2009.

İstanbul Views on Postcards Part 4: The Sultan Ahmed Mosque (Sultan Ahmet Camii)

by Hakan Yılmaz (edited by Tobias Zywietz)

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Introduction

The Sultan Ahmed Mosque (Sultan Ahmet Camii, Blue Mosque) is one of the historic imperial mosques in İstanbul. It was built during the rule of Sultan Ahmed I,¹ between 1609 and 1616, by master architect Sedefkâr Mehmed Ağa.²

The complex contains a hospice, a *madrasa*, and the tomb of Sultan Ahmed himself. The name 'Blue Mosque' comes from the 20,000 largely blue tiles adorning the mosque's interior walls. I houses five main domes, six minarets and eight secondary domes. The complex was included in the UNESCO World Heritage Site list in 1985 under the chapter of "Historic Areas of İstanbul".



Fig. 1: "Mosqué du Sultan Achmed" as seen from the west. Unknown publisher. Card used in 1908.

¹ Ahmed I, احمد اول , Ahmed-i evvel (1590–1617), sultan of the Ottoman Empire from 1603 to 1617.

² Sedefqar Mehmeti Ağa Elbasanit (ca. 1540–1617), from Elbasan (Albania).



Fig. 2: The mosque seen from across the Hippodrome (At Meydanı).

At the left: the German Fountain (Alman Çeşmesi)

Publisher: E. Frédéric Rochat.



Fig. 3: View from the north: "Mosquée du Sultan Ahmed et l'Hippodrome." Unknown publisher.

Genesis

After the Peace of Zsitvatorok (1606) and despite significant losses in the Ottoman-Safavid war (1603–1612), the sultan commissioned to build a large imperial mosque in İstanbul to reassert Ottoman power. It was the first new imperial mosque for 40 years. While his predecessors had paid for their mosques with the spoils of war, Ahmet I procured funds from the Treasury. This caused the anger of the Muslim scholars ('ulamā'): they argued that the construction of an imperial mosque should only be funded with the spoils of conquest, not by diverting funds from the treasury for such an expensive project.

The mosque was built on the site of the Byzantine palace near the Ayasofya (Hagia Sophia) and the Hippodrome (At Meydanı, Sultanahmet Meydanı), a site of significant symbolic meaning, dominating the city. Big parts of the south shore of the mosque rest on the foundations and the vaults of the old Grand Palace, occupied by viziers' palaces.

The Mosque Complex

The Blue Mosque is the largest mosque complex in İstanbul. The mosque has a classical Ottoman layout with a central dome surrounded by four semi-domes over the prayer hall. It is fronted by a large courtyard and flanked by six minarets (minare). The outer complex (külliye) originally contained colleges (madrasa), a pavilion, a street of shops (arasta), baths (hammam), fountains (şadirvan), tombs (türbe), a hospital (darüşşifa), a soup kitchen ('imārethane), astronomer's house (muvakkithane) and rented rooms, though some facilities no longer exist today. The mosque is surrounded by an outer court enclosed by a wall.



Fig. 4: "Mosquée du Sultan Achmet prise de Ste. Sophie": view from the Ayasofya.

As in most major Ottoman religious foundations, the Sultan Ahmed Mosque is the main element of a larger complex of buildings. Unlike in previous imperial mosque complexes, the other structures of this complex are not arranged in a regular, well-organised plan around the mosque. Because the mosque was built next to the Hippodrome, the site created difficulties for a planned complex and

the auxiliary buildings were instead placed in various locations near the mosque or around the Hippodrome.

A major fire in 1912 damaged or destroyed several of the outlying structures of the mosque complex, which were subsequently restored. The last major restoration finished in 2023.



Fig. 5: "Mosquée du Sultan Ahmed" seen from the west with the Obelisk of Theodosius (dikilitas) on the left.



Fig. 6: "La Mosquée d'Ahmed – سلطان احمد جامع شریفی" (Sultan Ahmed Imperial Mosque). In the foreground: the Obelisk of Theodosius (dikilitaş) and the Serpentine Column (yılanlı sütun). Publisher: MJC (Moïse Israelowitz).



Fig. 7: "La Mosquée d'Ahmed – سلطان احمد جامع شریفی" (Sultan Ahmed Imperial Mosque). In the foreground: the Obelisk of Theodosius (dikilitas) and the Serpentine Column (yılanlı sütun). Publisher: MJC (Moïse Israelowitz).



Fig. 8: "Mosquée du Sultan Achmet".

In the foreground: the Obelisk of Theodosius (*dikilitaş*) and the Serpentine Column (*yılanlı sütun*). Publisher: NPG (Neue Photographische Gesellschaft), Arthur Schwarz in Berlin (card no. 39).

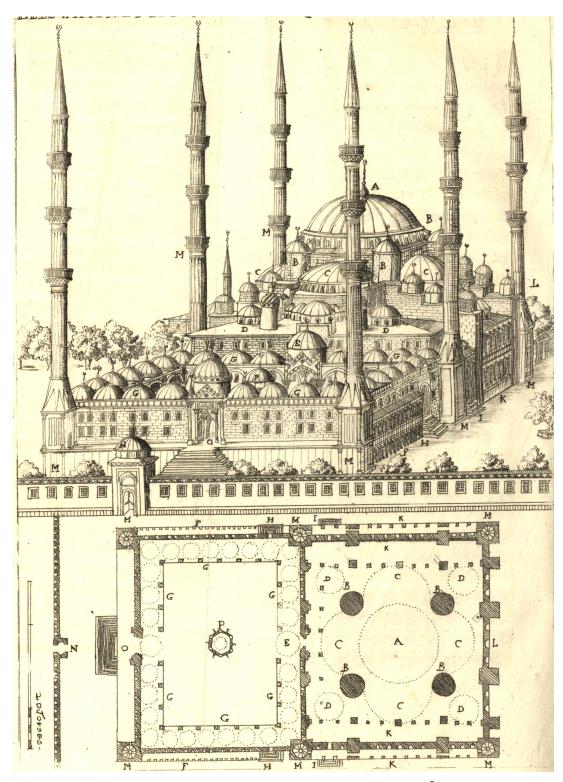


Fig. A8: A 1680 plan of the Sultan Ahmed Mosque.3

A: circumference of the great dome; B: four large round pillars and four small hexagonal turrets; C: four half domes supporting the large dome; D: four small domes at the four corners; E: the great door; F: fountains covered by galleries and small marble cones; G: the postile surrounded by galleries (30 small domes and 26 granite marble columns); H: two multi-level doors leading into the postile; I: two doors at different levels; K: the outer galleries; L: the mihrab; M: the six minarets with three balconies; N: the great gate of the enclosure; O: main entrance to the peristile (cloister); P: the hexagonal fountain covered by its dome.

³ Source: pp. 270–271 of Grelot, 1680.

The Architecture

The design is based on that of the earlier Şehzade Mosque designed by Mimar Sinan in the early 16th century. The architect, Mehmed Ağa, synthesised the ideas of his master Sinan, aiming for overwhelming size, majesty and splendour. Reflecting the classical Ottoman style of the period, the structure incorporates aspects of Byzantine architecture from the neighbouring Ayasofya (Hagia Sophia) with Islamic architecture.

The mosque's interior is dominated by its dome and cascading semi-domes. The prayer hall measures 64×72 metres, the 43 metre high main dome has a diameter of 23.5 metres. The dome culminates in the locking stone (*kilit taşı*). It is supported by four pointed arches and four flat spandrels, which in turn rest on four massive 5 metre thick cylindrical columns. The actual prayer room is almost square, measuring 53×51 metres. The dome is surrounded by four semi-domes (exedrae), each of which is flanked by three smaller semi-domes. The transition between the central dome and the pillars is achieved by four long, smooth pendentives. Smaller pendentives are used for transitions between the semi-domes and their exedrae and between the hall's corner domes and the surrounding structure. The transitions between the smaller exedrae and the supporting walls or arches are covered by stalactite-like stucco sculpting (*mugarnas*, *mukarnas*)

Originally the mosque and courtyard were surrounded by a wall, but today only the northern section remains. It separates the mosque from the other buildings of the outer complex (*külliye*). The mosque has six minarets, ablution facilities, and a large courtyard preceding the prayer hall.



Fig. 9: Streetsellers offering pigeon feed on the Hippodrome (At Meydanı) near the entrance to the Sultan Ahmed Mosque.

Publisher: MJC (Moïse Israelowitz).



Fig. 10: "Vue Generale du Stamboul". Publisher: MJC (Moïse Israelowitz).



Fig. 11: "La Mosquée d'Ahmed – سلطان احمد جامع شریفی" (Sultan Ahmed Imperial Mosque). In the foreground: the Obelisk of Theodosius (dikilitaş) and the Serpentine Column (yılanlı sütun). Publisher: MJC (Moïse Israelowitz).

The Minarets

The number of 6 minarets, 64 metres high, is rare amongst Ottoman mosques; and at the time of erection only the Great Mosque in Mecca had 6 minarets. Each of the six minaret towers is fluted and is topped by a slender, conical cap. The four minarets rising at the corners of the prayer hall have three balconies (*şerefe*), the other two have only two balconies. Each balcony is supported by carved *muqarnaṣ*. Historically, the 16 muezzin had to climb the narrow spiral staircases inside the minarets five times a day to announce the call to prayer (*adhân*) simultaneously towards different directions. The minarets have been repaired many times.

The Courtyard

Apart from the addition of small towers above the corner domes, the façade of the large forecourt is similar to that of the Süleymaniye Mosque.

On the inside, the mosque courtyard has a classic rectangular peristyle form, lined on each side with an arcaded and domed portico (*riwaq*). There are a total of 26 columns supporting the porticos and 30 domes above them. Mehmed Ağa kept the arches of the south-east portico level almost with the others, thus prioritising greater uniformity (unlike the Süleymaniye Mosque and Selimiye Mosque designed by Sinan).

The courtyard of the mosque has three entrances: a central entrance on the northwest and two other side entrances. The former is the quite monumental, featuring a tall projecting portal topped by a small dome. A semi-vault *muqarnaş* is positioned over the exterior portal and there are two inscription panels, design by master calligrapher by Seyyid Kasım Gubarî.⁴



Fig. 12: In the mosque's courtyard. Publisher: E. Frédéric Rochat.

⁴ Ķāsım Gubārī (d. 1625), from Diyarbakır.



Fig. 13: View from the Bosporus. Publisher: MJC (Moïse Israelowitz).

The courtyard is surrounded by a continuous archway with a (rather small for the size and importance of the mosque) hexagonal ablution fountain (*şadirvan*) in the centre. Its half dome is crowned with a smaller protruding dome and has a thin stalactite structure. The outer surfaces of the kiosk are carved with low-relief foliate motifs. Muslims are required to be physically pure before worship, therefore they wash their hands, arms, faces, and feet.

Only the sultan was allowed to enter the court of the mosque on horseback. On the western entrance to the courtyard a heavy iron chain has been installed to force the sultan to a symbolic gesture: the sultan should not enter the mosque with his head held high, but was forced to bow his head every single time he entered the court to show humility of the ruler in the face of the divine.

From the courtyard, the prayer hall is entered via a an impressive gate on the south-east side, decorated with its own semi-vault *muqarnaş* and inscription panel. There are two lateral entrances from the outside of the mosque, nowadays used by non-Muslim tourists.

The Interior

The hall is illuminated by more than 250 coloured glass windows, although these are modern replicas of the original 17th century ones. On large tablets on the walls, the names of the caliphs and verses are inscribed by the master calligrapher Seyyid Kasım Gubarî.

A two-floor gallery, supported on columns, runs along three sides of the prayer hall, except for the southeastern (or *qibla*) side, where the mihrab is located. Two fountains are incorporated into the two northern pillars of the mosque, similar to the Süleymaniye Mosque's prayer hall. The floors are covered with carpets (regularly replaced by donations).

The interior of the mosque, with low levels on each floor, is decorated with more than 21,000 tiles made in Iznik from 50 different tulip patterns. In the gallery the patterns of the tiles are getting more flamboyant and splendid with flowers, fruits, and trees. Starting in 1607, orders for tiles were sent out continuously and in 1613 the sultan even forbade the production and sale of tiles for any other purpose, so that his own commissions could be completed on time. Some panels were designed

specifically for the mosque, while others seem to have been reused from other buildings. The finest tiles are found on the walls of the upper gallery on the north wall. The motifs includes cypress trees, flowers, and fruit in a range of colours including blue, green, red, black, and turquoise.

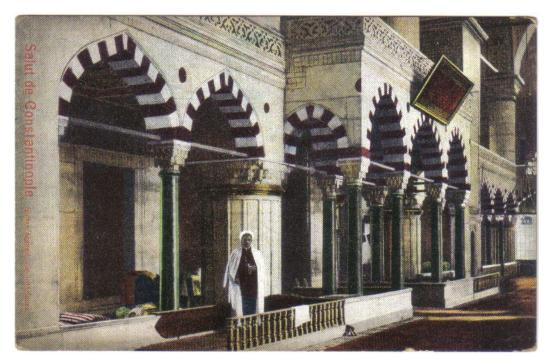


Fig. 14: "Sultan Ahmad, vue intérieure". Unknown publisher.

Mihrab, Minbar, Kursi, Hünkar Mahfili, Muezzin Mahfili

At ground level, the focus of the prayer hall is the niche (*mihrab*), which is made of finely carved marble, with a *muqarnaş* semi-vault and a two inscription panels above it. This is styled like a cavity in the marble wall to reflect the voice of the imam. The direction of the mihrab is the Kabah in Mecca. The adjacent walls are covered with ceramic tiles with many windows.

To the right of the mihrab is the richly decorated pulpit (*minbar*), where the imam stands when he is delivering his sermon at the time of noon prayer on Fridays or on holy days. From this high location the Imam can be seen and heard easily by the worshippers inside. The minbar is crafted from elaborately carved marble, with a gold-covered conical cap.

The chair (kursi) is used by scholars to give lectures. It is decoration with mother of pearl.

A platform, two small rest rooms and porch and the passage of the sultan to his lodge (hünkâr mahfili) in the south-east upper gallery. It is supported by 10 marble columns. It has its own mihrab decorated with emeralds, roses and gilding and 100 qurans engraved with gilding. The lodge is reached from the outside via an imperial pavilion, a large L-shaped structure composed of a covered ramp leading up to two rooms where the sultan could retire to rest, along with an enclosed balcony on the south side overlooking the sea. This auxiliary structure, which is awkwardly integrated into the overall mosque design, is an innovation that appears here for the first time in Ottoman architecture.

After the call to prayer from the minaret finishes, the muezzin comes inside the hall and stands on a platform, the Muezzin's Lodge (*muezzin mahfili*) where he repeats the call to prayer.



Fig. 15: "Intérieur de la Mosquée Ahmed – Stamboul": The interior with the Mihrab, Minbar, the Muezzin Mahfili, and the 5 m columns. Unknown publisher (card no. 65).

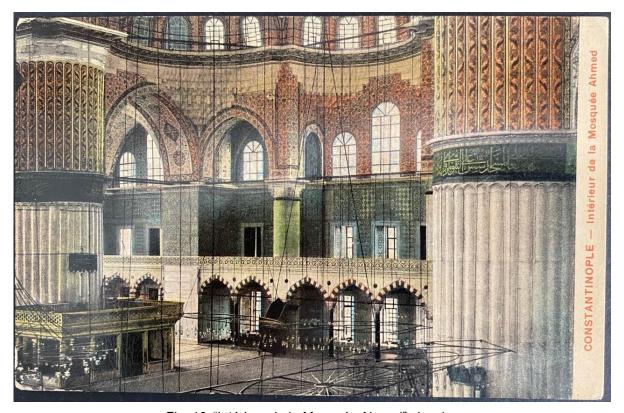


Fig. 16: "Intérieur de la Mosquée Ahmed" showing the Muezzin Mahfili and the 5 m columns.

The Lighting

The central dome has 28 windows and each semi-dome has 14 windows. In total there are some 260 windows to admit natural light. Each smaller exedra of the semi-domes has five windows (some blind). Many of the windows were made in a traditional stained glass manner with intricate designs created with small pieces of coloured glass. Some of the glass was manufactured locally for the outer windows, but most of the glass, especially the coloured glass, was imported from Venice. Following a request from Ahmed I in 1610, the Venetians gifted stained glass. Most of these original windows have been lost since and were replaced with less elaborate modern windows.

The Galleries

Large proportions of the mosque's walls, above the level of the ceramic tiles, are decorated with painted motifs. The predominant colour of this paintwork is blue and consists mainly of floral arabesques. Much has since been replaced with modern imitations, especially the calligraphic inscriptions, verses from the Qur'ān originally designed by the famous calligrapher Seyyid Kasim Gubari, have been restored repeatedly and no longer match the original. The mosque also contains some original inlaid woodwork of high quality, including the doors of the courtyard entrance, which were made by the father of Evliya Çelebi.

In 1883, much of the mosque interior's painted decoration was replaced by new stencilled paintwork, changing some of the original colour scheme. A major fire in 1912 damaged or destroyed several of the outlying structures of the mosque complex, which were subsequently restored. A last major restoration finished in 2023.

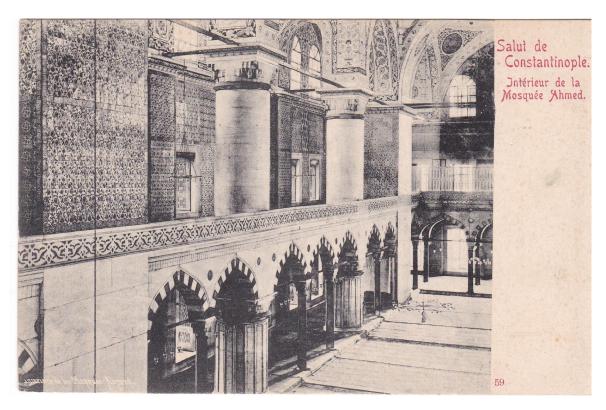


Fig. 17: "Intérieur de la Mosquée Ahmed" showing the gallery with its tiles. Publisher: Postcartoglob (card no. 59).

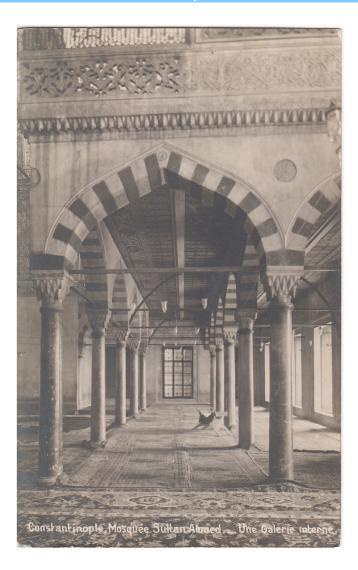


Fig. 18:

"Constantinople – Mosquée Sultan Ahmed – Une Galerie interne" (one of the internal galleries).

Unknown Publisher.

The Outbuildings in the Külliye

The *madrasa* (Islamic college) is located to the north-east, just outside the mosque's wall. It was probably completed towards 1620. The *madrasa* has a generally classical layout, consisting of a rectangular courtyard surrounded on all four sides by an arcaded and domed portico. Behind each portico is a row of domed rooms, 24 in total, that served as student quarters. Unusually, there's no monumental portal and the lecture chamber (*dershane*) is not in the centre.

The school teaching the reading and recitation of the Qur'ān, the *dârülkurra*, is a separate complex near the mausoleum. The building was restored in 1935 and is currently used as an archive. The primary school (*sıbyan mektebi*) is a small and simple rectangular structure built over the outer wall on the east side. It was completed around 1617, destroyed by the 1912 fire, and is now restored.

Four other structures of the complex were built on top of the former *sphendone*, the curved tribune on the south-west end of the Hippodrome: The largest and furthest building was a hospital $(d\hat{a}r\ddot{u}ssif\hat{a})$, a square building arranged around an internal courtyard, constructed between 1609 and 1620. It included a bathhouse (*hammam*) and a small mosque; only the *hammam* and a marble fountain in its courtyard have survived. To it north-east there was a row of three buildings forming the soup kitchen ('*imāret*), built between 1617 and 1620. The facilities include a pantry, a dining hall (both rectangular buildings with six domes) and a kitchen with oven (a square building with

⁵ From Arabic دار الشفاء (dar al-šifa), house of healing.

four domes and several chimneys). There were also guest-houses nearby. Today the grounds of the former hospital are used as rectorate building of Marmara University, incorporating the surviving buildings of the former 'imāret.



Fig. 19: "Court de la fontaine de la Mosquée Ahmed" (the fountain in the courtyard). Unknown publisher (card no. 28).



Fig. 20: Although the inscription on the card says "Mosquée Nurosmanié" (Nuruosmaniye Camii) it is in fact the courtyard with fountain of Sultanahmet Camii.

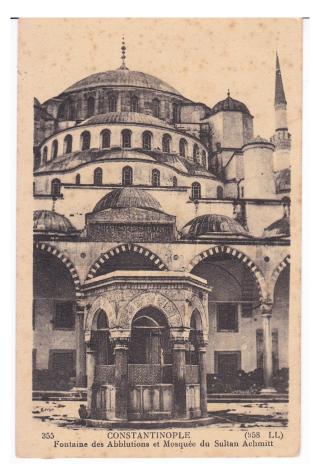


Fig. 21: "Fontaine des Abblutions et Mosquée du Sultan Achmitt" (the ablutions fountain).
Unknown publisher (card no. 355).



Fig. 22: "Fontaine dans la Cour de la Mosquée Ahmed" Publisher: F. Loeffler (Place du Tunnel, Péra)



Fig. 23: "Constantinople – Mosquée-Sultan-Ahmed – Stamboul" Publisher: Bon Marché (card no. 73).

The mausoleum (*türbe*) of Ahmed I is located north-east of the mosque, built by the architect Mehmet Ağa. Unlike typical Ottoman mausoleums, it is square (but with a small rectangular alcove at the back of the chamber) and covered by a 15 m dome. The tomb is fronted by a portico with three arches. The *türbe* houses the remains of Sultan Ahmed I (1590–1617), his wife Kösem (1589–1651) and four of his sons: Sultan Osman II (1604–1622), Sultan Murad IV (1612–1640), Şehzade (prince) Mehmed (1605–1621) and Şehzade Bayezid (1612–1635).

Stretching the south-east side of the *külliye* is a market street (*arasta*) built in 1617 as part of the complex, originally with some 200 shops. It too was completed in 1617. In 1912, it was destroyed by fire but has been restored as a $b\bar{a}z\bar{a}r$ in the 1980s.

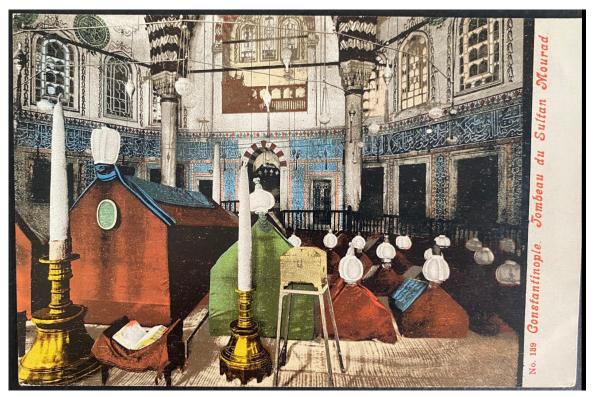


Fig. 24: "Tombeau du Sultan Mourad (türbe of Sultan Murad IV).

The tomb was built by the architect Mehmet Ağa in Sultanahmet Square, where the tombs of Sultan Ahmet, Sultan Osman, Sultan Murat, Kösem Valide Sultan and the children of these sultans are located.

Unknown publisher (card no. 189).

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- Wikipedia: Sultan Ahmed Moschee, https://de.wikipedia.org/wiki/Sultan-Ahmed-Moschee
- Wikipedia: Blue Mosque, https://en.wikipedia.org/wiki/Blue Mosque, İstanbul
- Wikipedia: Sultanahmet Camii, https://tr.wikipedia.org/wiki/Sultanahmet Camii
- The Sultan Ahmed (Blue) Mosque, http://www.sultanahmetcami.org/
- Grelot, Guillaume-Joseph: *Relation nouvelle d'un voyage de Constantinople*. Paris, 1680. In: Internet Archive. Online: https://archive.org/details/gri_relationnouv00grel.



Cancellation Research: Constantinople Eminönü

by Volker Fredebold

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The Eminönü neighbourhood and the square of the same name are located between the Yeni Cami ('new mosque', originally Yeni Valide Sultan Camii) and the southern end of the Galata Bridge on the Stambul side. There was probably – at least for a time - a post facility here, but not a regular post office. Eminönü is not listed in any of the UPU post office directories. A line cancellation with the Turkish inscription "مين اوكي" used in 1901–1903 is known from this facility (fig. 1, to the right).





Fig. 2: View from Eminönu Square to the south-east towards the Süleymaniye Mosque (centre back).

Fig. 3: Detail from a 1922 city plan with Eminönu Square (Emin Eunou), Yeni Cami, the Galata Bridge, the main post office and Sirkeci railway station.

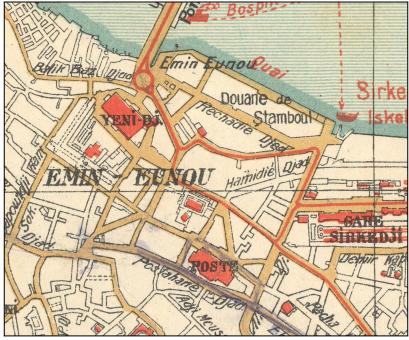




Fig. 4: Postcard dated 2.10.1904 from Eminönü to Kadiköy, dispatched via the Yeni Cami (Yéni-Djami) post office.



Fig. 5: The postmark "امين اوكي" in blue on printed matter card to France. Transit postmark of the İstanbul main post office dated 17.07.1903.

Eminönü Posta Subesi 1325

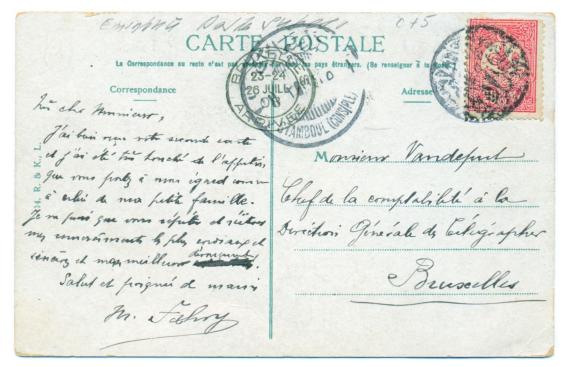




Fig. 7:
Eminönü Posta
Şubesi 1325.
Negative seal
cancellation in
Turkish (ø 26 mm),
used 1908-1912.

Fig. 6: Postcard dated July 1908 from Eminönü to Brussels with transit postmark of the İstanbul main post office.

French Language Line Cancel "Emin Eunu"

I can show here the so far only known example of this rubber cancellation in cursive script.





Figs. 8 and 8a: Strike in violet colour on a pair of postage stamps of the 1901 issue, which is additionally cancelled with the Turkish line stamp "امين اوكي" in black colour.



38 Lives of an Ottoman Postage Stamp The 1909 Sultan Reşat 20 Paras Carmine Rose Stamp

by Selim Sancaktar¹

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It is said that cats have nine lives. There is an Ottoman postage stamp that had 38 lives. While the Empire was disappearing into history, this stamp gained new lives to continue its existence.

Many Ottoman stamps were reused repeatedly by overprinting them. One of these is the 20 paras carmine rose stamp (İSFİLA 178, MiNr. 160, SG 263, Scott 153) issued as a part of the 1909 Sultan Reşat set. As reported in the Scott, Hellas, and other Stamp Catalogues, including its original issue, this stamp appears 38 times under different governments or foreign military administrations between the years of 1909 and 1920.

The stamp contains the Sultan's *tuğra* (his signature or stamp) and the number 20 both in Roman and Arabic numerals. Next to this number, the word "paras" appear vertically placed.² The stamp survived through overprints the turbulent years of the Balkan Wars, World War I, and the breakup of the Ottoman Empire.





Figs. 1 and 2: The original 1909 stamps, on the right with "-" (discount) overprint.

- 12 times by the Ottoman Empire (including its first printing);
- 10 times during the French occupation of the Adana region (Cilicia);
- once during the British occupation of Iraq (Mesopotamia);
- 4 times by the Syrian Arab Government;
- 3 times by the Albanian Government;
- 5 times during the Greek occupation of the island of Lesbos;
- twice during the Greek occupation of Gümülcine;
- once during the Greek occupation of the Northern Epirus region.

¹ The author can be contacted at tugra1863@outlook.com. This document includes content taken from the internet, gathered over many years. As the author did not always keep track of the sources at the time, some images and text are not originally his. No copyright infringement is intended. *Edited by Tobias Zywietz*.

² The para was the lowest denomination of currency in the Ottoman Empire at that time; 40 paras made up 1 piastre/ghrush/kurus; and 100 kurus made up 1 lira.

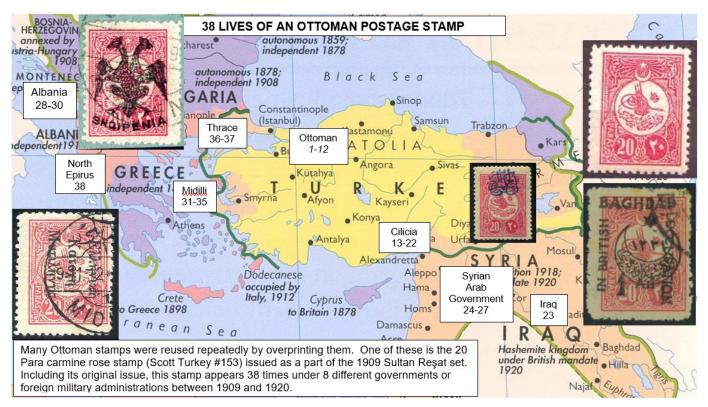


Fig. 3: The new applications of the 20 Paras stamps.3

The list of overprints⁴ of the 20 paras stamp, issued both in the Ottoman Empire and also in the lost provinces is given next. "T" overprints and 1912 Chios Greek Occupation unofficial overprints are **not** included in the count.⁵

No.	ISFILA	SCOTT	YEAR	DESCRIPTION		
Issued by the Ottoman Empire						
1	278, 300	153	1909/1910	Original Issue as 20 Para of Sultan Resat Set – plates I and II		
2	293, 305	162	1909	Overprint for international postage. The overprint is the Arabic letter B which stands for "behiye" (discount) – plates I and II		
3	288	P63	1909	Overprint as newspaper stamp		
4	550	318	1915	Six-pointed star overprint and crescent with 1331 on Scott 153		
5	552	325	1915	Six- pointed star overprint and crescent with 1331 on Scott 162 (behiye)		
6	575	B8	1915	Semi-postal for War Orphans (<i>Evlad-ı Şüheda Vergisi</i>) overprinted with 6 edge small star & crescent and 1331 on Scott 153		
7	579	B12	1915	Semi-postal for War Orphans (<i>Evlad-ı Şüheda Vergisi</i>) overprinted with 6 edge small star & crescent and 1331 on Scott 162 (<i>behiye</i>)		
8	597	B28	1916	Semi-postal for War Orphans (<i>Evlad-ı Şüheda Vergisi</i>) overprinted with 5 edge star & crescent and 1331 on Scott 153		

³ Source: https://foliosdehistorias.wordpress.com/grandes-imperios/otras-civilizaciones/el-ocaso-del-imperio-otomano/.

⁴ Definition from William M. Senkus' website *Alphabetilately*: "An overprint is any text, numerals, or design element added to an existing stamp, thereby creating a new stamp. The new stamp may have a different value, a different meaning, or even be for a different country." Online: https://alphabetilately.org/O.html.

⁵ Examples of Chios overprints and "T" overprints are shown at the end of this article.

9	599	B31	1916	Semi-postal for War Orphans (<i>Evlad-ı Şüheda Vergisi</i>) over- printed with 5 edge star & crescent and 1331 on Scott 162 (<i>behiye</i>)			
10	676	400	1916	Five-pointed star and crescent (with 1332 inside) overprinted on Scott #153			
11	699	342	1916	Sinai			
12	836	520	1917	PTT (Oxhead – Okuzbasi black) on Scott 153			
In CILICIA (Adana) under French Occupation							
13		7	1919	On Ottoman Scott 318 (CILICIA caps-larger)			
14		22A	1919	On Ottoman Scott B8 (CILICIA caps-larger)			
15		24	1919	On Ottoman Scott B28 (CILICIA caps-larger)			
16		41A	1919	On Ottoman Scott B8 (CILICIA caps-medium)			
17		43	1919	On Ottoman Scott B28 (CILICIA caps-medium)			
18		65a	1919	On Ottoman Scott B8 (Cilicia lowercase)			
19		68	1919	On Ottoman Scott B28 (Cilicia lowercase)			
20		69	1919	On Ottoman Scott B31 (Cilicia lowercase) (behiye)			
21		76	1919	On Ottoman Scott 318(T.E.O. and Cilicia lowercase)			
22		90	1919	On Ottoman Scott B28 (T.E.O. and Cilicia lowercase)			
		In M	ESOPOTAN	IIA (Iraq) under British Occupation			
23		N22	1917	On Ottoman Scott B8 (B8 has 6-pointed small star & crescent and 1331 overprint on Scott 153)			
In SYRIA by Syrian Arab Government							
24		21	1919/1920	On Ottoman #153 (original stamp)			
25		25		On Ottoman #318 (large six-pointed star with 1331)			
26		27		On Ottoman #342 (Sinai)			
27		33		On Ottoman #B8 (small six-pointed star)			
In ALBANIA 1913 after independence							
28		6	1913	Double-eagle overprint on Scott 153			
29		14	1913	Double-eagle overprint on Scott 162			
30		19	1913	10 para overprint on Albania #6			
GREEK Occupation of Island of Mytilene (Lesbos)							
31		N53	1912	Mytilene on Scott #162 (blue overprint) (behiye)			
32		N58	1912	Mytilene on Scott #153 (black overprint)			
33		N65	1912	Mytilene on Scott #162 (black overprint) (behiye)			
34		N69	1912	Mytilene on N58 (50l blue or black overprint)			
35		N70	1912	Mytilene on N65 (1d black overprint) (behiye)			
THRACE Greek Occupation (Scott #1 and #3)							
36		1	1913	Gümülcine district issue			
37		3	1913	Gümülcine district issue			
Northern Epirus Greek Occupation (Hellas #19 and #20)							
38			1914	Autonomous Epirus 10 on 20 (Hellas #19 and #20 differ by overprint facing left or right of the stamp)			



Fig. 4:
The 1909 Sultan Reşat 20 paras stamp (plate I) in a block of 4, cancelled Edremit 1.2.910.

The 1909/1910 Reşat Issue - Plates I and II

Following the death of Sultan Abdülhamit II on 27th April 1909, and accession of Sultan Mehmet Reşat V, changes were made to the design of the 1908 issue. The plates of all new values were made by erasing the *tuğra* and inscriptions of Abdülhamit from the centre circles on the plates, and inscription the new *tuğra* and inscriptions of Sultan Reşat. These are known as the original plates or plate I. 10 stamps were issued in December 1909.



Fig. 5: The Sultan Reşat set including the 20 paras stamp.

In erasing the old centres, the lower edge of the crescent was damaged; this damage varies in different stamps. In most values, there are a number of minor varieties owing to the different ways in which the *tugra* and inscriptions were placed.

Four values of the 1909 issue were overprinted with the small b in Arabic letters, for *behiye* (discounted): " \because " (*fig.* 6 to the right). There is a noted variety on the 1 piastre (SG 291a) in which the *tuğra* is upright.

Corrected plates were eventually made in 1910 for lower values up to 1 piastre, in which the

crescent has its lower edge intact. This is known as plate II. Four stamps were printed with plate II. Three values from the second plate were overprinted with the smaller "

..."

Scott catalogue has the following note on plate II: "two types exist for the 10pa, 20pa, and 1pi. In the second type, the damaged crescent is restored." Scott labels 1pi blue colour differences as #154 ultra and #154a bright blue.

Examples of the 38 Lives of the 1909 20 Paras Reşat Stamp





⁶ YV = Yvert et Tellier stamp catalogue.



24
Syrian Arab Government
(on #153)



24



25
Syrian Arab Government on Ottoman Scott #318



25Blue overprint

(Image not available)

Syrian Arab Government

(on #342 Sinai)



27Syrian Arab Government



Albania 1913 double-headed eagle.
Stamps of the Ottoman Empire, hand-stamped with the symbol and the word "SHQIPËNIA" (Albania)
Forgeries are abundant!



28Albania Scott #6



29
Albania Scott #14
with behiye
(inverted overprint)



30
Albania Scott 19
(with red overprint variation)



31 Mytilene 1912 N53 on 153 (blue)



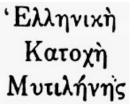
32 Mytilene 1912 N58 on 153 (black)



33 Mytilene 1912 N65 on 162



34 Mytilene N69 on N58 50 Lepta



#34 and #35 were overprinting new values in Greek currency on already overprinted Mytilene stamps.



35 Mytilene 1912 N70 on N65



36
Thrace Scott #1



38
Northern Epirus Hellas #19
1914 AYTONOMOΣ ΗΠΕΙΡΟΣ
10 lepta on 20 paras
(Narrow "0" in 10)

37
Thrace Scott #3.



38Northern Epirus Hellas #20
1914 AYTONOMOΣ ΗΠΕΙΡΟΣ
10 lepta on 20 paras
(Wide "O" in 10)

Additional Uses of the 20 Paras Stamps as *Postage Due* Stamp with a "T" Overprint



The 1 piastre and 2 piastres values issued between 1901 and 1913 did not fulfil the need for lower values, and other values were provided by overprinting, or hand-stamping, ordinary postage stamps of the required values with the letter "T", to convert them into *Postage Due* stamps.

Fig. 7: A "T" stamp block-of-four.

The 1912 Greek Occupation of Chios



Fig. 8: 1912 Chios Greek Occupation unofficial overprinted stamp.



Figs. 9 and 10: Chios, local issue, Greek Occupation 1912/13 Overprint, on fragment.



Fig. 11:
1912 Balkan War
Chios Greek
occupation overprint.

North Epirus and Plomari



Fig. 12: North Epirus Overprints on 20 paras Reşat (Autonomous Epirus).



Fig. 13: Plomari (island of Lesbos/Midilli) 1912 Greek occupation – local private overprint.

1912 Greek Occupation of Lemnos

The island's postal needs, until the Greek stamps overprinted " Λ HMNO Σ " (Lemnos), were covered by the use of the Ottoman stamps available at the time at the local post office. The Ottoman stamps were obliterated with a negative hand-stamp. This hand-stamp's imprint shows a boxed two-line inscription " $\Sigma\Lambda\Lambda\Delta\Sigma$ Λ HMNO Σ " (Greece Lemnos) in white letters and black background.



Fig. 14: 1912 Greek occupation of Lemnos.



Fig. 15: 1912 Greek occupation of Lemnos.

Forgeries of the Stamps of Cilicia

by Piotr Kamenski¹

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In this article, I present the analysis of forgeries of the stamps of Cilicia from my collection. I don't have long-time experience in this specific area; however, I have accumulated a large stock of Cilicia stamps and have spent much time analysing it. My primary occupation for more than 20 years is scientific research, so I know something about research in general and stay in a great hope that my philatelic research is thus relevant.

Hereunder, I give a detailed analysis of the forgeries of Cilicia stamps with all known types of handstamps and overprints. When possible, I provide the illustrations for the precise comparison of forged and genuine stamps from my collection. I also note the forgeries rarity (based solely on my personal experience). The rarity ranges I use are following: *common*, *rare*, *very rare*, and *never seen by me*.

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- VI. 70 Paras and 3½ Piastres "OCCUPATION MILITAIRE FRANCAISE" Overprint
- VII. T.E.O. 20 Paras Overprint
- VIII. Thin "O.M.F. Cilicie" Overprint
- IX. "SAND. EST" Overprint.
- X/XI. Thick "O.M.F. Cilicie" Overprint 2 mm or 1 mm Spacing between "Cilicie" and Numeral
- XII. "POSTE PAR AVION" Hand-Stamp
- XIII. "O.M.F. CILICIE" Overprint on Tax Stamps

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I. Large "CILICIE" Hand-Stamp

Menachem Max Mayo, in his outstanding book "CILICIE" described two types of this hand-stamp forgery. From the analysis of my collection, I can state that there are at least two other major forgery types. Possibly, in the years of M. M. Mayo working on his book, they simply did not yet exist. There are also several types of these hand-stamp forgeries that I call "obvious forgeries" as it is very easy to distinguish between them and the genuine hand-stamps.

I.1. Purple Forgery

This forgery is described by M. M. Mayo and from my experience rare. The major characteristic features of this forgery (figs. 1.1.1 and 1.1.2):

- a) The colour of the forged hand-stamp is almost always purplish. However, exclusions exist (fig. 1.1.3).
- b) The ink of the forged hand-stamp does not bleed onto the stamp face (the opposite situation is characteristic for all genuine hand-stamp types).
- c) The forged hand-stamp is well seen on the stamp back (which is also characteristic for all genuine hand-stamp types). However, this backside vision is of absolutely different type compared to the genuine hand-stamp.
- d) Both letters "C" in "CILICIE" are notably shorter than in case of the genuine hand-stamp.
- e) First letter "I" in "CILICIE" possesses characteristic bend in its middle part.
- f) Middle part of the letter "L" in "CILICIE" is notably thinner than that of the genuine hand-stamp.
- g) Third letter "I" in "CILICIE" possesses characteristic lower serif.



Fig. I.1.1: Comparison of the large hand-stamp purple forgery with the genuine hand-stamp.

² Mayo, 1984.

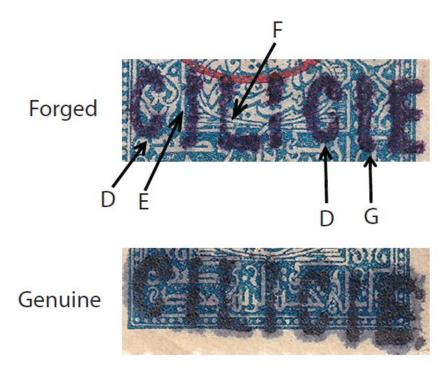


Fig. 1.1.2: Detailed analysis of the large hand-stamp purple forgery.



Fig. I.1.3: An example of the large hand-stamp purple forgery with ink colour being genuinely greyish-black.

I.2. The 'Too Good' Forgery

This forgery is described by M. M. Mayo and very rare from my experience. The major characteristic features of this forgery (fig. 1.2.1):

- a) The ink of the forged hand-stamp does not bleed onto the stamp face (the opposite situation is characteristic for all genuine hand-stamp types).
- b) The forged hand-stamp is poorly seen on the stamp back.
- c) All letters in "CILICIE" are uniform in height (the shorter first and second "C"s are characteristic for the genuine hand-stamp of this type).
- d) All letters in "CILICIE" are notably taller than the letters of the genuine hand-stamp and have no breaks that are characteristic for the genuine hand-stamp.

Forged Genuine Genuine

Fig. I.2.1: Comparison of the large hand-stamp too good forgery with the genuine hand-stamp.

I.3. Double Hand-Stamp Forgery

This forgery is not described in the literature available to me, it is common from my experience. The major characteristic features of this forgery (figs. 1.3.1 and 1.3.2):

- a) This type of forged hand-stamp has been almost always applied to stamps with already existing genuine hand-stamp. Thus, fake double hand-stamp varieties have been generated where one hand-stamp is genuine and the second is forged. (My naming of this forgery type is based on this observation).
 - However, there are examples of fake double hand-stamp varieties where both hand-stamps seem to be of this type of forgery (*fig. 1.3.3*). Also, in rare cases, inverted hand-stamp varieties have been generated with this forged hand-stamp type (*fig. 1.3.4*).
- b) The ink of the forged hand-stamp does not bleed to the stamp's surface (the opposite situation is characteristic for all genuine hand-stamp types).
- c) Fake hand-stamps are much less visible on the stamp's back which is very well seen on the majority of forged stamps where one hand-stamp is genuine while the second is forged.
- d) The ink of the forged hand-stamp is somewhat paler and more greyish than that of the original hand-stamp which is again obvious on the majority of forged stamps where one hand-stamp is genuine while second is forged.
- e) All three horizontal bars of the letter "E" in the forged hand-stamp are almost always significantly shorter that those of the original hand-stamp.
- f) The letters are generally sharp and contain almost no breaks, unlike the letters of the genuine hand-stamp. The characteristic breaks seen on the majority of the fake hand-stamps are:
 - full break in the second "C" in its upper part,
 - small partial break in the "L" in its middle-lower part, from the left side,
 - small partial break in the second "I" in its middle-lower part, from the right side.



Fig. I.3.1: Comparison of the large double hand-stamp forgery with the genuine hand-stamp.

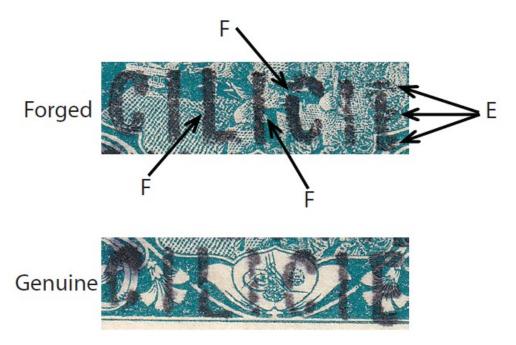


Fig. 1.3.2: Detailed analysis of the large double hand-stamp forgery.



Fig. I.3.3: The stamp where both hand-stamps seem to be forged.





Fig. 1.3.4: A rare case where an inverted hand-stamp seems to be forged:

I.4. Inverted Hand-Stamp Forgery

This forgery is not described in the literature available to me, it is common from my experience. The major characteristic features of this forgery (*fig. 1.4.1*):

- a) Hand-stamp is almost always inverted. (My naming of this forgery type is based on this observation).
- b) There are almost always Mersine cancels dated 1919 on these types of forgeries which seem to be forged together with the hand-stamps as they both look similar on the back side.
- c) The forged hand-stamp is usually visible on the stamp back. However, the forged hand-stamp backside vision is of absolutely different type than in case of the genuine one. Importantly, Mersine cancels backside vision is exactly the same as for the hand-stamps.
- d) Letters are thinner and sharper than those of the genuine hand-stamp.
- e) Second "C" is less roundish than on genuine stamps.



Cilicia Stamps MEP BULLETIN 29



Fig. I.4.1: Comparison of the large inverted hand-stamp forgery with the genuine hand-stamp.

I.5. Various Obvious Forgeries

This forgery is not described in the literature available to me, all together common from my experience but each one is almost unique.

I do not subdivide these forgeries into separated types. All these forgeries are very easy to identify when comparing them to the genuine hand-stamp. One should simply remember the main characteristic features of the genuine hand-stamp:

- Letters are non-uniform in height.
- The hand-stamp ink is greyish-black and bleeds into the stamp's surface.
- The hand-stamp is sharply visible on the stamp's back.

One must also realise that the chances to find a genuine "CILICIE" hand-stamp on a Turkish stamp not mentioned in major catalogues used by the French administration for applying hand-stamps are minimal. (Several such cases are mentioned by M. M. Mayo but these stamps are extremely rare). So one should consider all such cases as forgery by default.

Fig. 1.5.1 provides several examples of these obvious forgeries.



Fig. 1.5.1: Examples of the large hand-stamp obvious forgeries.

II. Small "CILICIE" Hand-Stamp

I again refer to the gold standard book of M. M. Mayo where he says that the same two types of forgeries exist for the small hand-stamp as for the large one, namely purple and 'too good' forgeries, that share the basic features with the corresponding large hand-stamp forgeries. However, I do not have a single stamp in my collection which may belong to either of these forgery types. Thus, I reproduce here their descriptions by M. M. Mayo being in hope that I do not violate anyone's rights.

On the other hand, I identified one common forgery of the small hand-stamp which is not mentioned by M. M. Mayo, namely a double hand-stamp forgery. The probable reason for that is again the novelty of this forgery. It seems to me that it has the same origin as the analogous forgery of the large hand-stamp since they both closely resemble one another in their basic features.

Surprisingly, I have no evidence of the existence of the inverted small hand-stamp forgery. Looking further forward, both double and inverted hand-stamps forgeries definitely exist for the script hand-stamp (see below in Section III starting on p. 84). Thus, it might be assumed that a hypothetical 'double hand-stamp forger' paid attention to all three hand-stamp types while hypothetically to the same extent a 'inverted hand-stamp forger,' for unknown reasons, was making forgeries of large and script hand-stamps only.

Finally, obvious forgeries also exist for this type of the hand-stamp.

II.1. Purple forgery

This forgery is described by M. M. Mayo, but never seen by me. As per Mayo, the main feature of this forgery type is the purplish colour of the hand-stamp. The other characteristic features of this forgery, according to Mayo (fig. II.1.1):

- a) Has genuine characteristic shorter letter "C"s.
- b) Often there is a dot of colour between the first two letters.
- c) Has the genuine characteristic broken last I on the right.
- d) Has genuine characteristic double dot of colour at the right end of the middle bar



Fig. II.1.1: Reproduction of the Purple small hand-stamp forgery from M. M. Mayo book.

II.2. 'Too Good' Forgery

This forgery is described by M. M. Mayo, but never seen by me. As per Mayo (see *fig. II.2.1*), the main feature of this forgery type is it measures taller than 3½ mm and longer than the 15 mm of the genuine hand-stamp. The ink is an even medium-grey that does not bleed to the stamp paper. All the letters are uniformly even, with no breaks.

CILICIE

Fig. II.2.1: Reproduction of the Too Good small hand-stamp forgery from M. M. Mayo book.

II.3. Double Hand-Stamp Forgery

This forgery is not described in the literature available to me, but common from my experience. The major characteristic features of this forgery (figs. II.3.1 and II.3.2):

- a) This type of forged hand-stamp, as the analogous type of forged large hand-stamp, has been almost always applied to stamps with already existing genuine hand-stamp. Thus, fake double hand-stamp varieties have been generated where one hand-stamp is genuine while second is forged.
 - In my collection, I have a single stamp on which both hand-stamps seem to be forged (*fig. II.*3.3) and no other types of the forged hand-stamp (ordinary or inverted).
- b) The ink of the forged hand-stamp does not bleed to the stamp's surface (the opposite situation is characteristic for all genuine hand-stamp types). At the same time, there are some cases of slight bleeding or its imitation.
- c) Fake hand-stamps are much less visible on the stamp's back which is very well seen on the majority of forged stamps where one hand-stamp is genuine while second is forged.
- d) The ink of the forged hand-stamp is somewhat paler and more greyish than that of the original hand-stamp which is again obvious on the majority of forged stamps where one hand-stamp is genuine while second is forged.
- e) The bottom part of the first "C" is remarkably thicker than that on the genuine hand-stamps.
- f) Third "I" and "E" are very often less visible than other letters of the forged hand-stamp.
- g) The characteristic letter breaks seen on the majority of the fake hand-stamps are:
 - full diagonal break in the third "I" in its upper part (this one is especially characteristic),
 - full (also diagonal) or partial break in the first "I" in its upper part.
 - partial break in the centre of the first "C" from its left side.



Fig. II.3.1: Comparison of the small double hand-stamp forgery with the genuine hand-stamp.

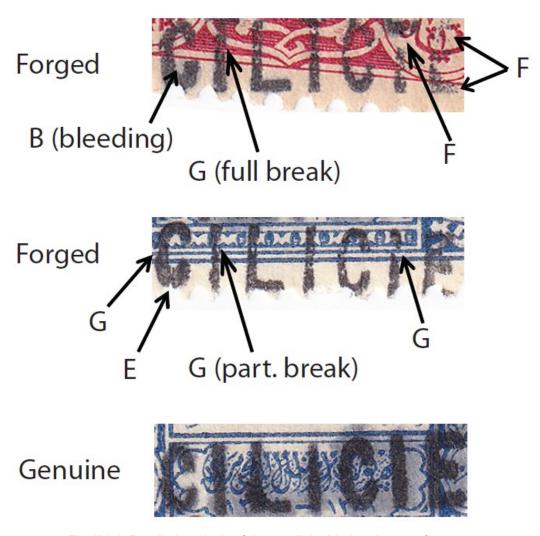


Fig. II.3.2: Detailed analysis of the small double hand-stamp forgery.



Fig. II.3.3: The stamp where both hand-stamps seem to be forged.

II.4. Various Obvious Forgeries

This forgery is not described in the literature available to me, it is rare from my experience.

In my collection, I have only three stamps where the small hand-stamp is obviously forged (*fig. II.4.1*). Everything I have said about obvious large hand-stamp forgeries is also applicable here. One should simply remember main characteristic features of the genuine small hand-stamp:

- The ink is greyish-black and bleeds to the stamp face.
- The hand-stamp is sharply visible on the stamp back.













Fig. II.4.1: Stamps with obviously forged small hand-stamp.

III. Cursive Script "Cilicie" Hand-Stamp

As in cases of large and small hand-stamps, Mayo mentions the same two types of forgeries for the cursive script hand-stamp: purple and 'too good' forgeries. There are few examples of both these types in my collection.

As for the large hand-stamp, I identified two new types of cursive script hand-stamp forgeries, namely double and inverted. I have a strong impression that all three types of double hand-stamp forgeries were made by one person or at one site. This impression is based on the fact that all these types share common features. The same is also true for both types of inverted hand-stamp forgeries (large and script).

Again, obvious forgeries exist for the cursive script hand-stamp.

III.1. Purple Forgeries

This forgery is described by M. M. Mayo and is very rare from my experience.

Here, I possibly come to a slight contradiction with Mayo. He mentions that this forgery type is characterised by several additional dots, especially around the genuine dot of the first letter "i" (see *fig. III.1.1*). However, in my collection there are two stamps with the cursive hand-stamps of clear purple colour. Thus, I classify them as purple forgeries (see *fig. III.1.2*).

However, none of these stamps has any additional dot. It is rather possible that the stamps from my collection belong to "Purple forgery 2" type which has been generated separately from the 'canonical' purple forgeries. In any case, I propose to take into account mainly the purplish colour of the hand-stamps and, based on this, to call all these forgeries purple. Besides, purple forgeries from my collection, in accordance to M. M. Mayo description, have an imitation of the ink bleeding to the stamp's surface.



Fig. III.1.2: Purple cursive script hand-stamp forgeries from my collection.

III.2. 'Too Good' Forgeries

This forgery is described by M. M. Mayo, it is very rare from my experience. The major characteristic features of this forgery (figs. III.2.1 and III.2.2):

- a) This forgery type is characterised by paler ink colour in comparison to the genuine hand-stamp.
- b) The hand-stamp ink does not bleed on the stamp's face and is poorly visible on its back.
- c) There are no breaks between the letters (the opposite situation is characteristic for the genuine script hand-stamp).
- d) All the three dots for the "i"s are lower than those of the genuine hand-stamp. They should, to be genuine, be in the one horizontal line with the extremity of the letter "l".



Fig. III.2.1: Comparison of the script hand-stamp 'Too Good' forgery with the genuine hand-stamp.



Fig. III.2.2: Detailed view of the script hand-stamp 'Too Good' forgery.

III.3. Double Hand-Stamp Forgeries

This forgery is not described in the literature available to me, it is common from my experience. The major characteristic features of this forgery (figs. III.3.1 and III.3.2):

- a) This type of forged hand-stamp has been almost always applied to stamps with already existing genuine hand-stamp. Thus, fake double hand-stamp varieties have been generated where one hand-stamp is genuine while second is forged.
- b) The ink is not bled to the stamp's paper. Also, fake hand-stamps are usually much less visible on the stamp's back which is very well seen on the majority of forged stamps where one hand-stamp is genuine while second is forged.
- c) The ink is usually somewhat paler and more greyish than that of the original hand-stamp which is again obvious on the majority of forged stamps where one hand-stamp is genuine while second is forged.
- d) The letter "l" in the forged hand-stamp is less roundish than that of the original hand-stamp.



Fig. III.3.1: Comparison of the script double hand-stamp forgery with the genuine hand-stamp.

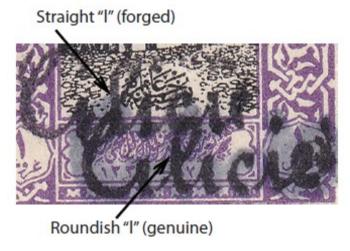


Fig. III.3.2: Detailed analysis of the small double hand-stamp forgery.

III.4. Inverted Hand-Stamp Forgeries

This forgery is not described in the literature available to me, it is common from my experience. The major characteristic features of this forgery (fig. III.4.1):

- a) Letters are sharper than on genuine hand-stamps, with no single break between them.
- b) In most cases, the ink is notably darker than that of the genuine hand-stamp.
- c) The hand-stamp is almost always inverted.
- d) There is almost always Mersine cancels dated 1919 on this type of forgery that seem to be forged together with the hand-stamps as they both look similar on the back side.
- e) The hand-stamps are usually visible on the stamp's back. However, the forged hand-stamp backside vision is of absolutely different type that in the case of the genuine one.



Fig. III.4.1: Comparison of the cursive script inverted hand-stamp forgery with the genuine hand-stamp.



III.5. Various Obvious Forgeries

This forgery is not described in the literature available to me, it is common from my experience.

Several examples of the obviously forged script hand-stamp are presented in *fig. III.5.1*. Some of them are applied on stamps never used by the French administration. Everything I have said about obvious large and small hand-stamp forgeries is also applicable here. One should simply remember main characteristic features of the genuine script hand-stamp:

- The ink is greyish-black and bleeds to the stamp face.
- The hand-stamp is sharply visible on the stamp back.



Fig. III.5.1: Script hand-stamp obvious forgeries, not described in the literature available to me. All together common from my experience but each one is almost unique.

IV. Cursive Script "T.E.O. CILICIE" Hand-Stamp

Mayo did not mention any forgery of this hand-stamp type. However, they do exist in my collection. Again, my assumption is that they have appeared after Mayo had published his work. In fact, I have three examples of this forgery, and all of them definitely belong to the same type.

The major characteristic features of this forgery (not described in the literature available to me, common from my experience) (fig. IV.1):

- a) The ink is not bled to the stamp's paper. Also, fake hand-stamps are much less visible on the stamp's back. Moreover, this back side vision of forged hand-stamp is of completely different type than in the case of the genuine one.
- b) The ink is notably blacker than that of the original hand-stamp.
- c) There are no breaks between the letters of "Cilicie".



Fig. IV.1: Comparison of the script T.E.O. "CILICIE" hand-stamp forgery with the genuine hand-stamp.

V. The "T.E.O. CILICIE" Overprint.

Again and again, M. M. Mayo published his brilliant work possibly too early to be able to describe any forgery of this overprint. This, however, was corrected by the late Robert Bradford with his short notice in the OPAL Journal.³ There, he provided the pictures of two forgery types. I do confirm that these two types are major and common forgeries of the "T.E.O. CILICIE" overprint. Besides them, I can mention only obvious forgeries of many different (almost unique in each case) types.

V.1. Double overprint forgeries

This forgery is described by the late Robert Bradford, it is common from my experience.

The motivation of forgers to create fake double hand-stamps and overprints is clear – their cost is higher than that of the ordinary stamps. On the other hand, it is much easier to identify a forgery when you have an example of the genuine overprint on the same stamp. A good example of such a situation is presented hereunder.

The major characteristic features of this forgery (fig. V.1.1):

- a) This type of forged overprint has been almost always applied to stamps with already existing genuine overprint. Thus, fake double (or double one inverted) overprint varieties have been generated where one overprint is genuine while second is forged. Also, in rare cases, single inverted overprint varieties have been generated with this forged overprint type.
- b) The letters of the forged overprint are notably thicker that of the genuine one. This is especially well seen when analysing the bottom parts of the "T" letters (fig. V.1.2).
- c) The dot of the first i in "Cilicie" is always notably misplaced to the right in relation to the central axis of the letter (*fig. V.1.3*). In case of the genuine overprint, this dot is located exactly on this axis. This is the most characteristic feature of this type of forgeries.
- d) The letter "l" and all the three letters "i" in "Cilicie" often (but not always) lack their lower serifs (fig. V.1.2). This is especially characteristic for the letter "l" and the second letter "l".



Fig. V.1.1: Comparison of the double "T.E.O. Cilicie" overprint forgery with the genuine overprint.

³ Bradford,2002. Bob died in 2020.



Fig. V.1.2: Detailed analysis of the forged "T.E.O." in the double "T.E.O. Cilicie" overprint forgery.

Fig. V.1.3: Detailed analysis of the forged "Cilicie" in the double "T.E.O. Cilicie" overprint forgery.



Fig. V.1.4:

A rare case when a single inverted overprint seems to be forged.

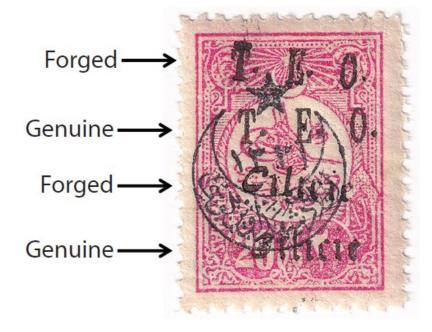


Fig. V.1.5:

A rare case when the letter I of the forged overprint possesses a serif. However, all other features of this type of forgery are obvious.

V.2. "Long I" Forgeries

This forgery is described by the late Robert Bradford, it is common from my experience. The major characteristic features of this forgery (fig. V.2.1):

- a) In my collection, there are only cases of these forgeries when the forged overprint has been applied to Turkish stamps with no existing genuine overprint. Moreover, forged overprints are always in the right (not inverted) orientation.
- b) The letter "l" in "Cilicie" is notably taller than in the case of the genuine overprint (*fig. V.2.2*). This is very easy to identify relative to the dots above the letters "i": in the case of the genuine overprint, these dots are higher than the extremity of the letter "l", whereas in the case of the forgery, the situation is opposite.
- c) The serifs of the first and third letters "i" in "Cilicie" are different in comparison with the genuine overprint (fig. V.2.2).



Fig. V.2.1: Comparison of the 'long I'"T.E.O. CILICIE" overprint forgery with the genuine overprint.

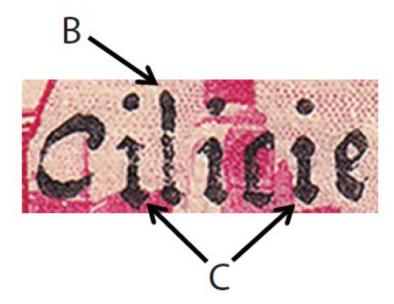


Fig. V.2.2: Detailed analysis of the forged "CILICIE" in the long I T.E.O. "CILICIE" overprint forgery.

V.3. Various Obvious Forgeries

These are not described in the literature available to me, but common from my experience.

The main criterion for the fast and easy identification of the obvious hand-stamp forgeries, namely the ink vision on the backside, does not work here since no overprints of Cilicia stamps are usually visible there. However, the forgeries of this overprint type are often of so low quality that attributing them to forgeries makes no problem. Just compare overall appearance, size, and colour of the overprint to those of the genuine one and all the questions will be answered.



Fig. V.3.1: Stamps with obviously forged small hand-stamp.

VI. 70 Paras and 3½ Piastres "OCCUPATION MILITAIRE FRANCAISE" Overprint

Forgeries of this overprint type are absent in my collection, neither are they described in the literature available to me.

VII. T.E.O. 20 Paras Overprint

Forgeries of this overprint type are absent in my collection, neither are they described in the literature available to me.

VIII. Thin "O.M.F. Cilicie" Overprint

No information about any forgery of this overprint type is presented in the literature available to me. However, in my collection, there is one stamp with adefinitely forged overprint (*fig. VIII.1*). Moreover, I do believe that the forgeries of highest values stamps (Merson type) must exist, simply because they are expensive. Unfortunately, I have 1 or 2 Merson type stamps of each value from this set in my collection, thus no comprehensive analysis can be performed.

Genuine

Forged





Fig. VIII.1: A single exemplar of forged thin O.M.F. "CILICIE" overprint that I have (with the fake 'value error') (not described in the literature available to me, very rare from my experience).

IX. "SAND. EST" Overprint.

Again, no information exists in the literature about such forgeries. At the same time, there are three obviously forged exemplars in my collection (fig. IX.1). Again, my impression is that numerous forgeries of the "SAND. EST" overprints on *Merson* type stamps should exist. I personally have only one such forgery which differs from the genuine one by the letter's height in the word "PIASTRES". Two other stamps presented in the fig. possess even more obviously forged overprints.

X and XI. Thick "O.M.F. Cilicie" Overprint 2 mm or 1 mm Spacing between "Cilicie" and Numeral

The forgeries of these overprint types (exclusively *Merson* type stamps) are actively sold on eBay, often with the direct postulating the forged nature of the overprint. In order to perform proper analysis, I have recently bought two of these stamps. These forgeries seem to be of several different types. However, there are some relatively universal common features of them (*fig. X.1*):

- a) Except for 100 Piastres on 5 Frncs overprint, all forgeries that I have seen are "error forgeries": either double, or inverted overprint, or "S" inverted in "PIASTRES", or "PIASRTES" instead of "PIASTRES". In case of the double overprints, both of them are forged.
- b) On the forged stamps, there are almost always unidentifiable cancellations that, however, have nothing to do with the known Cilicia cancellations and thus seem to be also forged.
- c) Very often, the overprint colours differ between the forged and the genuine overprints. Either of them can be notably blacker than the other.
- d) In some cases, letters and numerals of the forged overprint are thicker than those of the genuine one.
- e) In some cases, the height of the letters in "PIASTRES" is lower on the forgeries than on the genuine overprints.

XII. "POSTE PAR AVION" Hand-Stamp

Like the vast majority of Cilicia stamps collectors, I have only forged stamps of this hand-stamp type as the genuine stamps are extremely rare and expensive. Thus, I am not able to perform the forgeries analysis by myself because I have nothing to compare with.

Fortunately, such an analysis has been made by other specialists and is now available here: http://stampforgeries.com/forged-stamps-of-cilicia/. With the permission of Morten Munck, the owner of this web-site, I reproduce here the description of the genuine hand-stamp characteristic features (*fig. XII.1*):

- a) In the word "POSTE" the "P" is taller than "O". The whole word is slanted on the top.
- b) In the word "PAR" the "A" is slanted.
- c) In the word "AVION" the "N" is large and thick.

Genuine Forged REPUBLIOUF - FRANÇAISE PUBLIQUE - FRANÇAIS

Fig. IX.1: Forgeries of the Sand Est overprint.

Three forged Sand Est overprint stamps (not described in the literature available to me, rare from my experience)

Genuine



















Forgeries of the thick "O.M.F. Cilicie" overprint.

Fig. XII.1:

Features of the genuine "POSTE PAR AVION" hand-stamp. (image courtesy of

https://stampforgeries.com)

At the same time, I have a dozen stamps of this type in my collection, and each of them lacks almost all above-mentioned features of the genuine hand-stamp (fig. XII.2).

XIII. "O.M.F. CILICIE" Overprint on Tax Stamps

Forgeries of this overprint type are absent in my collection, neither are they described in the literature available to me.



Fig. XII.2: Forgeries of the POSTE PAR AVION hand-stamp (not described in the literature available to me, all together common from my experience but many different types exist).

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Passer's 5 Types of the 1918 Overprint "Soldiers in the Trenches"

by Jens Warnecke

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In Türkei-Spiegel 151¹ I reported on the 5 types of the second overprint of the 1918 double overprint identified by Passer and on the identification of the different variants within the sheet. Following feedback from the members of the German Turkey study group AROS, I have inserted several additions and clarifications.

My special thanks go to AROS founding member Volker Fredebold.

Passer² was the first and for decades the only person to deal in detail with the "Soldiers in the Trenches" stamp issue, which was initially unissued but then overprinted on several occasions. Of particular interest is the second overprint of the double overprint of 1918 and the identification of the different variants occurring in the sheet.³

With the publication of the "Handbuch der türkischen Philatelie – Teil I: Osmanisches Reich" (Handbook of Turkish Philately, part I: Ottoman Empire), consisting of 9 booklets, Dr. Andreas Birken endeavoured to present the most important passages of Passer's "The Stamps of Turkey" in German translation and to supplement it with the philatelic knowledge gained since 1938. Accordingly, the stamp discussed here can also be found there, albeit without any new comments.⁴

The original stamp (MiNr. 625I, İSFİLA 868) was printed in a specific shade of red that no other stamp issue of the Ottoman Empire used. Its print-run was 6 million.

Most copies of this never-issued "Soldiers in the Trenches" stamp were subsequently issued with a 5 paras overprint on 11th October 1917 (Passer 759, MiNr. 625, İSFİLA 869).

On 1st August 1918, 2.65 millions stamps were issued with a further overprint of 2 paras and the year "\"\" (1334) in Turkish script, with the previous 5 paras overprint denomination obliterated by bars (Passer 773, MiNr. 638, İSFİLA 889).

One detects that considerably more mint or unused copies as opposed to used stamps are offered on the philatelic market today. The stamp was apparently not very often needed or used for franking mail.

Passer differentiated five different types of this second overprint. Dr. Birken has adopted this designation unchanged.⁵ The Michel catalogue only gives a scant reference to the five types. All other catalogues do not mention it.

Warnecke, Jens: *Passers 5 Typen – Michel 638 "Soldaten im Schützengraben"*. In: Türkei-Spiegel, no. 151, 2025, pp. 13–20.

² Passer, Adolf: *The stamps of Turkey*. London: The Royal Philatelic Society London, 1938. 240 p. + 78 pl.

³ Passer, 1938, pl. 25.

⁴ Cf. p. 29 in: Birken, Andreas: *Krieg und Inflation*. (Handbuch der türkischen Philatelie, Teil I: Osmanisches Reich / Die Briefmarken; 8).

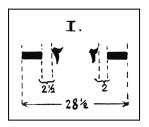
⁵ Passer, 1938, pl. 25 and Birken, p. 30.

Passer's five types are distinguished by the total length of the overprint in combination with the distance between the left bar and the numeral "7" on the left side of the imprint (in mm):

Type I	28.5	2.5
Type II	30.0	2.5
Type III	30.0	4.0
Type IV	31.5	2.5
Type V	31.5	4.0

On many stamps, the types II and III are only slightly longer than 29.5 mm. The size of the stamp's design is 31×23 mm. Passer erroneously states 31×25 mm.

However, a systematic illustration of the various types on stamps is not yet available anywhere. They are therefore shown here for the first time. The following illustrations are close to actual size.





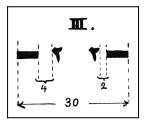
II.



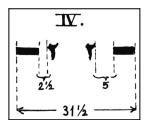
Fig. 1: Overprint type I.

Fig. 2: Overprint type II.

Fig. 4: Overprint type IV.







Exists only with shifted "Y":

Type IVx
(see fig. 8b)

Fig. 3: Overprint type III.

V. 31½ 3½



Fig. 5: Overprint type V.

Passer also shows a diagram of the distribution of the individual types in a sheet.⁷ This shows that the types are by no means equally common, but that Type IV and Type V are considerably rarer than the others.

⁶ Passer, 1938, p. 134.

⁷ Passer, 1938, fig. 230 on pl. 25.

V	II	I	I	I	I	I	I	I	П
7	Ш	Ш	I	I	I	I	I	I	II
II x	I	I	I	I	I	I	I	II	I
\mathbf{I} x	11	II	I	I	I	Ι	I	I	1
Ix	I	II	I	I	I	I	I	I	I
Ix	II	III	I	I	I	I	п	П	I
Ix	III	II	I	I	I	I	I	I	I
Ix	Ш	II	I	I	I	I	I	I	II
Vχ	Ш	皿	I	I	Ţ	I	I	I	I
7	Ш	皿	I	I	I	I	I	I	I

Fig. 6: Diagram of the type distribution in the sheet.

The structural details of the overprint composition is as follows:

- 1. The bars on both sides always have a length of 5.5 to 6 mm each, irrespective of the total length of the overprint.
- 2. The length of the year "\\"\\" is always 10 mm.
- 3. The vertical distance between the two lines (upper end of each character) is 14 mm.
- 4. The outer distance between the two digits "7" is always the same for all imprint types at 12 mm.
- 5. The sum of the two spaces is also identical for imprints of the same length. For types II and III it is always 6 mm and for types IV and V 7.5 mm. For type I, it is 4.5 mm.
- 6. Since the year and the two numerals are normally always in the same position one above the other on all types, regardless of their position in relation to the bars, it can be assumed that they were printed as a unit.
- 7. The tolerance of max. 0.5 mm can be explained, for example, by the fluctuating amount of printing ink.

The only variation between the types is the arrangement of the numbers and year in relation to the bars. As the bars are always at the same height as the numbers, the printing cannot have been done in two stages. On the other hand, in many cases (especially on the left) the printing of the bars is very incomplete. This may indicate that it was initially overlooked that the already existing "o" had also to be overprinted when the new overprint was ordered. The bars would then have been added later and in a hurry.

This is also indicated by the fact that in all types the bars themselves are at different angles and in different positions and are not perfectly straight. Which field-position this affects has not yet been investigated.

The inaccuracies due to haste would also explain the hesitation of the typesetter described by Passer and the constantly changing use of type in the first vertical column of stamps. 8 It also appears that the overprint plate was mounted from right to left.

⁸ Passer, 1938, p. 136.

The diagram also shows that types II and IV each have a subtype with a shifted left "Y". These field-positions are labelled "x" in the diagram. Accordingly, type IV should only exist with the shift (see fig. 4).

These deviations in particular are probably due to haste and a lack of accuracy. For the overprints with a shifted position of the left "\gamma" in relation to the year, however, no different internal dimensions (12 mm) apply. This means that not only the left "\gamma", but the two lines of the overprint as a whole are shifted horizontally in relation to each other.

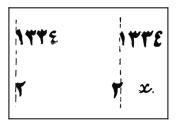


Fig. 7: Normal type and with shifted overprint.





Figs. 8a and 8b: Here a type IIx stamp and a Type IVx stamp.

In all types, the bars themselves are at different angles in different places and are not completely straight within the line. The positions affected by this have not yet been determined.

It is also noticeable that the deviations and errors are more frequent in the first column of the sheet. However, this is actually the column that was to be assembled last in the printing plate. It almost seems as if one column too few was initially at hand during the plate's constructions and this error was only noticed at the last moment. The last – and therefore first – column was then 'quickly' assembled and added possibly from leftover clichés that had previously been rejected as faulty.

The cause of the shifted second overprints in column 1 of the overprint plates is an error in the composition of the overprint clichés for individual stamp positions. Whereas with the 'normal' overprint the two lines were aligned in such a way that the bottom line of the cliché consisting of the year and value was aligned to the left with the start of the top line, the 'left-shifted' clichés were aligned to the right at the end of the top line (figs. 9 and 10).



Fig. 9: Normal overprint



Fig. 10: Overprint shifted to the left.

(both images enlarged)

However, while the year "\\"\" is only 10 mm long, the outer distance between the two Arabic twos is 12 mm. This results in a difference of 2 mm between the two differently aligned clichés. In addition, the individual clichés were assembled by hand and therefore, of course, not one is exactly the same as the other.

Under these circumstances, it was also not easy to recognise the cause of the two shifted types

because Passer only shows part of the block of stamps in his illustration of the shift (see *fig.* 7). He obviously did not recognise that the overprint lines are connected. Nevertheless, this incomplete illustration was always used as the basis for analysis.

Particularly interesting are of course combinations of stamps with different overprint types. Conceivable are 7 different horizontal pairs, 5 vertical pairs, 8 horizontal and 7 vertical strips-of-three, and 12 blocks-of-four. *Fig. 11* shows an example of a block-of-four, with type IIx on the left and type III on the right (column 1 and 2, row unclear).



Fig. 11:

Block-of-four with different overprint types.

Passer obviously had available to him complete sheets with 100 stamps. However, such units have not been seen for a long time. Therefore, the distribution scheme challenges philatelists to attempt plating the sheet. A prerequisite for plating is the identification of the individual stamps' field-positions on the basis of the various characteristics. Particularly interesting for positioning individual stamps are of course *se-tenant* units of stamps with different features.

The significant differences in the arrangement of the overprint in relation to the original stamp image are also striking. In the case of plating, it could be helpful that the first overprint, consisting of the two Turkish 'fives' and the text between them, is not evenly applied to all the stamps in a sheet.

Surprisingly, however, measurements taken show that the distance between the left-hand "o" and the first left-hand character of the lettering is always 10 mm, but 11.5 mm for all stamps that have the "Y" shifted to the left. The same applies to type V stamps. However, types IIx, IVx and V only occur in sheet column 1. There is therefore a setting error measuring 1.5 mm in the production of the first overprint in column 1 (Passer 759, MiNr. 625, İSFİLA 869).

The horizontal distance between the individual 2 paras overprint can also be determined on the basis of several joined stamps. It is usually 5 mm, but shifts between 4 and 6 mm also occur here, without there being any connection with the adjacent overprint types. Obviously, the overprint was not produced line by line, but in columns. The field-positions in which these deviations in the overprint distance occur still have to be determined on the basis of the corresponding parts of the sheet.

Normally, the stamps are numbered in the sheet in such a way that the first line begins with pos. 1, the second line with 11 and so on. If more than ten stamps are printed in one line, a different system must of course be found.

The stamps in *fig. 12* are Type II and Type I at the top and Type I twice at the bottom. According to the diagram, the only remaining possibilities are pos. 24 and 25 at the top and 34 and 35 at the bottom!

⁹ Passer, 1938, p. 136.

So far, the material available to me is not sufficient for plating of a complete sheet. Especially for the large areas with uniform stamps next to each other on the right-hand side of the sheet, very large parts of the sheet are required, especially those with a margin. In the case of stamps from all areas of the sheet, the sheet margins are generally missing. This is also regrettable because these parts of the sheet have several different margin widths. According to Volker Fredebold, the reason for the missing margins is that the clerks in the post offices generally removed the margins from all sheets to make them easier to handle. Margins apparently only survived when complete sheets were sold to the public.

It can also be seen that in some parts of the sheet with a margin, the margin is not the same width everywhere else. *Fig.* 13 shows such an example. The stamps on the left margin are pos. 1 (type V), 11 (type V), and 21 (type IVx). The margin itself is 8.5 mm wide at the top and 10 mm at the bottom. Of interest here is the width at the level of pos. 91, where the printing and perforation always show the same degree of deviation from the edge of the sheet. This 'precision' is only possible if the cutting process took place at the very end of stamp production. In any case, the sheet must have been inserted at an angle for cutting.



Fig. 12: Gap between the bars of the top two stamps only 4 mm



Fig. 13: Oblique (slanted) sheet margin.

Damaged or incomplete overprints can also be found. These can also help with plating. Here is an example (type III) with an incomplete numeral "£" in the year.



Fig. 14: Incomplete "٤".

This variation has so far only been found in type III, in column 2 or 3. In *fig.* 16, *fig.* 18, *fig.* 19 and *fig.* 20, the error can be found in pos. 72. In *fig.* 17 and *fig.* 21, however, the sheet part with pos. 72 has no error! Since there is no indication that two different printing plates were used, it can be assumed that the error occurred during printing and the cliché was replaced. However, it must be pointed out

¹⁰ Please send offers (with scan) of part sheets to the author: jens.warnecke@web.de.

¹¹ The author was informed of the practice removing the sheet margins in a personal conversation with Volker Fredebold, who lived in Istanbul for some time in the 1970s and observed this practice there himself; this was confirmed to him by postal employees.

that the identical error can also be found on pos. 13 (see *fig. 21*), but I do not have any other stamps that can be clearly assigned to this position.

Another fact is shown by the last two lines in pos. 81 and 91. The overall length of overprints IV and V, which is 1.5 mm longer, is always 'protruding' on the right-hand side, while the position of the left-hand bar at pos. 81 and 91 corresponds to the positions above. This applies regardless of how far the sheet was shifted sideways in relation to the overprint plate due to manual insertion during printing.

Nevertheless, it is already possible to identify the position for various parts of the sheet. Some examples are shown below.





Fig. 15: Vertical strip of 5 stamps with left margin (11 mm evenly wide) (pos. 51–91).

Fig. 16: Block of 9, bottom left corner of sheet with both margins (left 7 mm, bottom 6 mm wide) (pos. 71–73, 81–83, 91–93).

In the next example (*fig.* 17) we have three times Type IIx in the left column, Type V at the bottom, i.e. columns 1 to 3. The part sheet has no left margin. These are the pos. 61 to 63, 71 to 73, 81 to 83 and 91 to 92. The column spacing of the bars is 4 mm at the top left, 3 mm at the bottom and 4.5 mm on the right. This means that in column 1, the imprints are positioned at an angle to each other! This skew also applies to the stamps in *fig.* 16.



Fig. 17: Block-of-11 with lower margin (uniformly 9 mm wide).



Fig. 18: Block-of-six with types IIx, IVx, V on the left, type III three times on the right (i.e. pos. 71/72, 81/82, 91/92). Stamps without margins, the distance between the bars also decreases from top to bottom.



Fig. 19: Sheet of 20 stamps (with overprint on the reverse) without margins. Types IIx, IIx, IVx, V on the left, twice type III and twice type I on the right (i.e. pos. 61–65, 71–75, 81–85, 91–95).



Fig. 20: Block-of-four, all type III, the first overprint strongly displaced, damage to the "£" at top left, overprint distance at bottom left outside only 3.5 mm (!) (pos. 72/73, 82/83).



Fig. 21: Columns 1–3 (pos. 13, 22/23, 32/33, 41–43 ... 91–93), without margins, pos. 72 normal, top stamp (pos. 13) "٤" damaged.

On pos. 45, 55 and 95 the part sheet has slanted bars! Overprint distance between columns 3 and 4: top 5.5 mm, bottom 6 mm, between columns 4 and 5: top 5 mm, bottom 6.5 mm!



Fig. 22: Columns 4–7. In rows 1–3 the bars are slanted, especially in columns 6 and 7.

Fig. 23: Columns 8–10, one row missing.

The Mail Route from Persia to Dutch East India in 1932

by Jan Sangers¹

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Leaving aside the transport of mail by air, there were a number of options for sending mail from Persia to Dutch East India in the early twentieth century:

- via Persian ports on the Gulf and via the sea route to Bombay and Colombo, further by sea to Dutch East India;
- via the land route from Duzdab (Zahedan) in Persia to Quetta and Karachi or Bombay in the then British (East) India. From Karachi or Bombay via the sea route to Colombo and further by sea to Dutch East India;
- via Baghdad and the overland route to Haifa and from there by train or boat to Port Saïd. Further on, by sea, to Dutch East India.

The route followed depended on both the place of shipment and the destination.

This picture postcard (*fig.* 1) from Iran, then called Persia, is franked 18 Chahis by two stamps bearing the image of the Shah Reza. The card was sent on Sunday 4th September 1932 from Kermanshah to Cheribon in Dutch East India (now Indonesia).

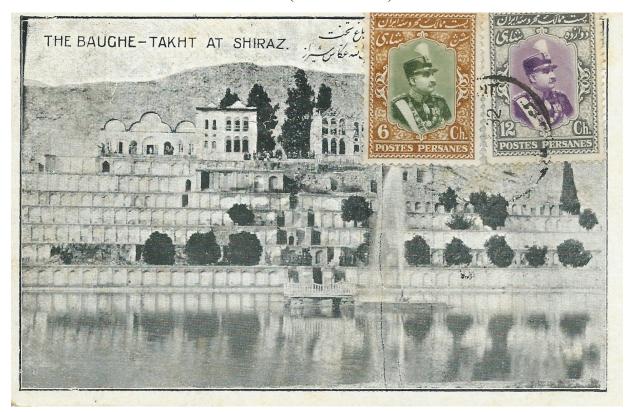


Fig. 1: Picture side of the postcard, with the franking: 6+12 chahis. The picture shows the "Baughe-Takht" (Bagh-e Takht, باغ نخت, Throne Garden Palace) in Shiraz.

¹ The author can be contacted at <u>jansangers@hetnet.nl</u>. Translated by Tobias Zywietz.

The postmark on the stamps is most likely from the place of dispatch, Kermanshah, but unfortunately barely legible.² Comparison with a clearly legible postmark of the place (*figs. 2 and 3*) gives some certainty that it is actually Kermanshah.

The card is franked with 18 Chahis. In September 1932, the prevailing rate for cards to foreign countries was 90 dinars (= 18 Chahis).³





Figs. 2 and 3: The postmark on the postacrd (left) compared with a strike of Kermanshah on a loose stamp (right).⁴ The similarity is great.

What is special about this card is the route it has taken for its journey. There are four postmarks on the backside (*fig. 4*). The destination is Cheribon on Java, Dutch East India. Despite this place being east of Kermanshah, the card actually went first to the West, to Port Saïd, Egypt.

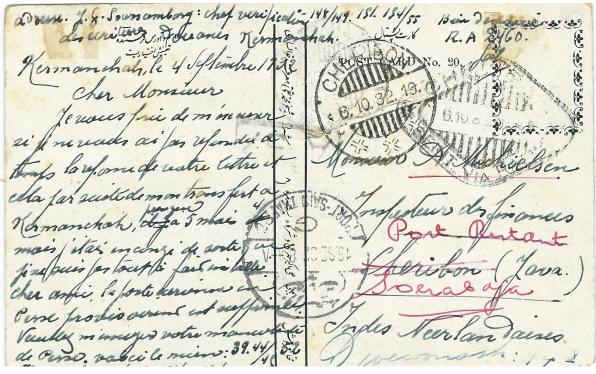


Fig. 4: Address side of picture postcard bearing the postmarks of Port Saïd (18.09.1932), Cheribon (6.10.1932) and Cheribon 6.10.1932 (lozenge-shaped, with advertising text "Seint via Radio").⁵ Furthermore, vaguely, the delivery mark "A 57" in a rectangular box and a cancel of Surabaya (?) where the card was forwarded and arrived on 7.10.1932.

² In the cancel, the Persian spelling of Kermanshah is vaguely visible. Also vaguely "RT)", perhaps the last part of "DÉPART)".

³ Cf. Nassre, Behruz. Persia Reza Shah Pahlavi Postal Cards issued 1925–1941; [exhibit].

⁴ Image from David Feldman auction, 6.12.2022.

^{5 &}quot;Seint via radio" (send by radio) is an advert to use radio for long distance messages, i.e. to the Netherlands.

The Overland Mail via Iraq

As indicated above, there were a number of options for sending mail from Persia to Dutch East India. Which route was chosen usually depended on the place of shipment, in this case Kermanshah, and the destination. Kermanshah is close to the border with Iraq. It was chosen to send the postcard via Iraq. But what was the route from there?

The most commonly used and therefore most obvious route is the 'overland' route from Baghdad to the west. Many other options, such as rail transport, were not available in 1932.⁶

The card was sent from Kermanshah and went via the exchange post office in Hanekin to Baghdad. From there the card went 'overland' via Beirut to Haifa where it was transshipped either by train or packet steamer to Port Saïd (*fig. 5*). It was usually indicated on the item that it was to be transported 'overland' (*fig. 6*). This indication is missing from this picture postcard. Perhaps this is related to the abolition in 1929 of extra postage charges (on top of the regular foreign rate) for (picture) postcards that were transported 'overland'.⁷

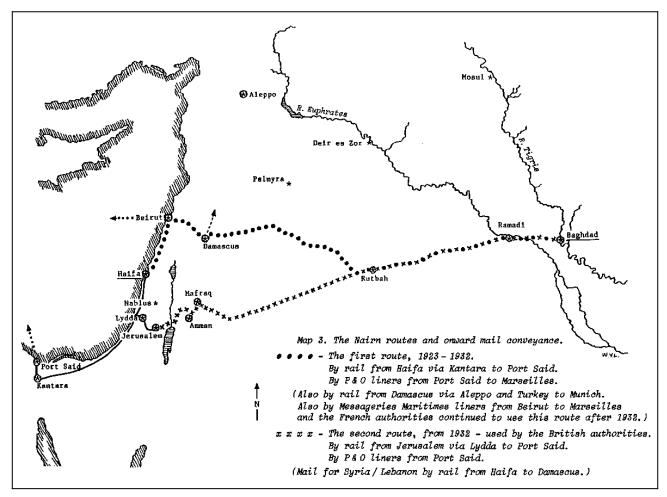


Fig. 5: The Overland mail routes Baghdad-Beirut/Haifa.8

As works on the 'Bagdadbahn' stopped in 1918, there was still a long gap between Samarra (north of Baghdad) and Nuseibin (on the new Turkish border), about 480 km. Only some 135 km of this already had rails laid for unconnected sections of the line. Until 1940 there was no continuous rail service from Baghdad to Aleppo.

⁷ The service by motorbus from Baghdad was performed by a private company under contract with the Iraqi Post.

⁸ Originally published by Norman Collins, reproduced here by permission of Rainer Fuchs.



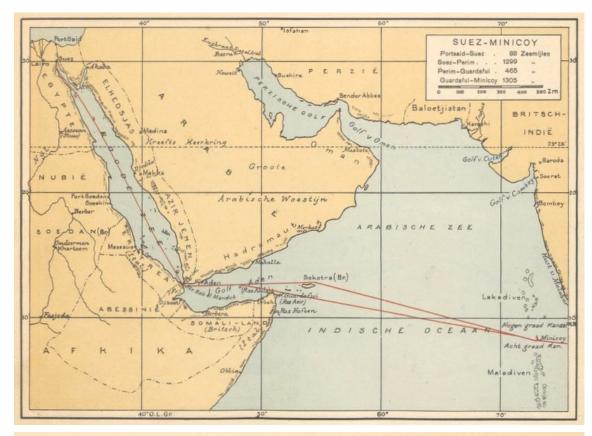
Fig. 6: Letter sent from Baghdad to France with "OVERLAND MAIL" vignette. These route instructions also appear as a hand-stamp, typed or handwritten.

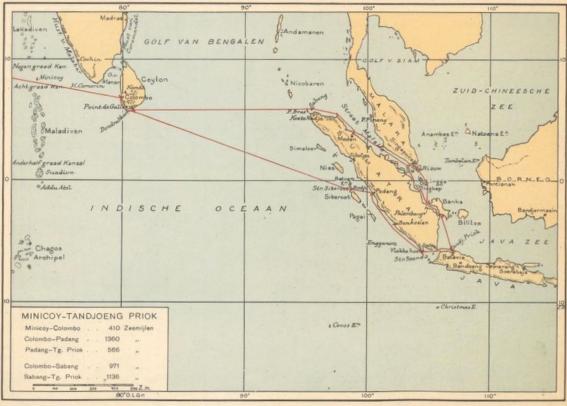


Fig. 7: Detail from a letter transported 'overland' from Baghdad to Paris. The date in the Baghdad cancel is (Thursday) 28.10.1926, that in the Port Saïd mark (Monday) 1.11.1926. The distance between the two places was covered in four days.



Fig. 8: Detail from a registered letter transported 'overland' from Basra via Baghdad to St. Etienne (France). The date in the Baghdad cancel is (Thursday) 3.06.1926, that in the Port Saïd mark (Monday) 7.06.1926. The distance between the two places was also covered in 4 days for this letter.





Figs. 9 and 10: Maps from the Rotterdamsche Lloyd's Route-Atlas (1929).9 Indicated are both routes from Colombo to Tandjong Priok/Batavia, via Sabang or via Padang.

⁹ Jongh, G.J.J. de: *Route-Atlas van de Rotterdamsche Lloyd*. 4th ed. 's-Gravenhage: Mouton, 1929. 32 p. Online: https://www.delpher.nl/nl/boeken/view?coll=boeken&identifier=MMKB21:038222000:00020.

From Baghdad to Port Saïd

It is noteworthy, however, that the journey from Kermanshah to Port Saïd took 12 days. The Baghdad to Port Saïd distance was generally covered in about 4 days (figs. 7 and 8).

Departure from Baghdad was always on a Thursday. So at the earliest, the card was sent from Baghdad on Thursday 8th September, but even then it took 10 days to reach Port Saïd. Perhaps the transportation of postcards was not a high priority and the card was sent from Baghdad only a week later, on 15th September.

Port Saïd was an important port city at the northern entrance of the Suez Canal. Ships of French, German, British, but also Dutch companies passed through this port on their way to Asia, East Africa or Australia.

So much for the first part of the journey. It also explains the postmark of Port Saïd on the card.

Port Saïd

On the card we find the Egyptian postmark of Port Saïd as well as three cancels from Dutch East India (as well as a delivery mark). In the absence of other (transit) postmarks, it is very likely that the card was given to a Dutch ship anchored in Port Saïd. The question is whether we can trace which ship that was?

M.S. *Sibajak*, a ship of the Rotterdamsche Lloyd (see box below) had left Rotterdam on 7th September 1932 for her voyage to the Dutch East India. It is obvious, given the travel time, that on 18th September the M.S. *Sibajak* probably docked at Port Saïd. It could not be verified via Delpher¹⁰ when the she anchored in Port Saïd, although it is mentioned that she left Suez on 21st September and passed Perim (island in Yemen with coal bunkers) on 23rd September. The *Sibajak* arrived in Padang on 3rd October 1932 and in Tandjong Priok (Batavia) on 6th October.¹¹ From there, the card was sent east to Cheribon in order to arrive there on 6th October. The card was then forwarded to Surabaya where it arrived on 7th October 1932.

Non-Dutch Ships

Mail bound for Dutch East India carried by ships other than Dutch (usually French, German or British vessels) was generally delivered to Penang or Singapore. Both places had a Dutch East India 'postal agent' until 1921, who forwarded the mail, often with its own postmark, to Dutch East India. On mail before 1921, therefore, in many cases this route can be established on the basis of agency's markings; but after 1921 only transit stamps from Penang or Singapore can establish whether the mail was transported by non-Dutch ships. However in all cases, the absence of said transit marking does not rule out the possibility of transport by these foreign ships.

Acknowledgments

This article is a revision of my initial publication on this subject in Al-Barid-Nieuwsbrief, the newsletter of the *Filatelistische Contactgroep van de Islamitische Wereld* (FCIW).¹³

I thank Tobias Zywietz, Folkert Bruining, and Rainer Fuchs for their critical comments, corrections and additions. Rainer's website on the Overland Mail route from Baghdad to the west is very

¹⁰ A project of Koninklijke Bibliotheek (Dutch National Library), online: https://www.delpher.nl/over-delpher.

Note in: Het Nieuws van den Dag voor Nederlandsch-Indië [newspaper], 37. 1932, no. 233 II (6.10.1932), p. 8. https://resolver.kb.nl/resolve?urn=ddd:010229613:mpeg21:p008.

¹² Although some shipping companies had ports of call in Dutch East India itself.

¹³ Al-Barid-Nieuwsbrief, no. 8, 2024, pp. 13–14. The revised Dutch version will be published in a future Al Barid.

informative and well worth reading.¹⁴ I also thank Cees Janssen for explaining the rhomboid postmark. Also useful was the exhibit by Behruz Nassre: "Persia Reza Shah Pahlavi Postal Cards issued 1925–1941".¹⁵

M.S. Sibajak: a Luxury 'Paquebot à Moteur'16

In 1923, the Dutch government renewed the postal contract with N. V. Rotterdamsche Lloyd, which was to operate the passenger and mail service to Dutch East India on a weekly basis, alternating with the Steamship Company Nederland (Amsterdam). The route extended to 17,000 km (9,200 nm).

In addition to the M.S. *Slamat* (11,406 GRT) and MS *Indrapoera* (10,772 GRT), Rotterdamsche Lloyd ordered a third ship, the M.S. *Sibajak*, from Koninklijke Maatschappij De Schelde in November 1925. The twin-screw ship was 161.55 m long and 19.2 m wide and was equipped with a 10,200 hp diesel engine to ensure a speed of 16.5 knots (30.5 km/h) for the 12,040 GRT. The luxurious interior fittings in Art Nouveau style were carried out by Mutters & Son in The Hague. The *Sibajak* was designed for 200 first-class passengers, 196 second-class passengers, 68 third-class passengers and 34 fourth-class passengers. After 13 months of construction, the ship was launched on 2.09.1927 and was christened after *Sibajak*, a volcano on Sumatra.

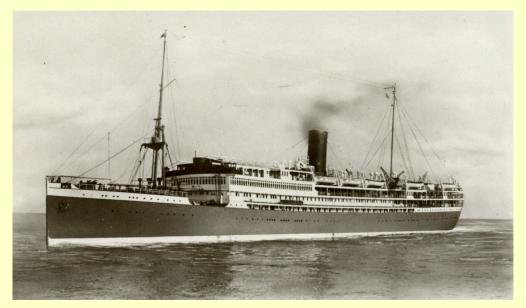


Fig. 11: M.S. Sibajak, "paquebot à moteur". 17

On 8.02.1928 the maiden voyage of the *Sibajak* began from Rotterdam via Southampton, Lisbon, Tangier, Gibraltar, Marseille, Port Saïd, Suez, Colombo, Sabang, Belawan, Singapore to Batavia (Jakarta) and on to Surabaja; on 24.04.1928, the Sibajek returned to Rotterdam.

In 1930/31, two additional ships took up the East Asia service: the M.S. *Baloeran* (16,981 GRT) and MS *Dempo* (16,979 GRT). During the Second World War, the *Sibajak* became a British troop transporter and was confiscated by Great Britain in 1942 before being returned in 1945.

After the shipping company had put the luxurious M.S. *Willem Ruys* (21,119 GRT) into service in 1947, the *Sibajak* was converted into a single-class ship with less comfort for up to 956 passengers in 1952. In 1959, the ship was decommissioned and sold for scrapping.

¹⁴ See https://fuchs-online.com/overlandmail/.

¹⁵ Iran Philatelic Study Circle website: https://iranphilately.org/exhibits-bne/persia-reza-shah-pahlavi-postal-cards-issued-1925-1941.

¹⁶ Cf. *Sibajak (Schiff)*. In: Wikipedia: Online: https://de.wikipedia.org/wiki/Sibajak (Schiff) and Goossens, Reuben: *The Motor Ship Sibajak's History Page*. In: SS Maritime. Online: http://ssmaritime.com/sibajak1.htm.

¹⁷ Source: Wikimedia Commons: https://commons.wikimedia.org/wiki/File:MS Sibajak launch 1927.jpg.

Cigarettes, Cigars or Snuff? Unusual Revenue Labels of Mandate Palestine

by Avo Kaplanian

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Every serious stamp collector or philatelist needs to clean up every now and then to refresh their collecting areas. By doing so, one will find items he had forgotten or haven't been aware of having them in his collection or on his shelves. This is the case with the subjects of this article. While I was cleaning up, I came upon the following unusual revenue labels of Mandate Palestine which I purchased a long time ago and forgot completely their presence in my collections.

What makes these items special is the fact is that I have never seen similar material in my many years of collecting Mandate Palestine stamps, postal history and revenues. Add to that, neither the "Bale Palestine Specialized Catalogue of the stamps and Postal History of Palestine Mandate", nor the "Wallerstein Specialized Catalogue of Palestine and Israel Revenues", the two most specialised publications on the philately and revenues of Palestine, has mentioned or listed anything about such tax revenues. Nor did I in my many years of studying Palestine Mandate philately encounter such items or have seen anything published about them until now.

When Tobias Zywietz brought to my attention the only publication that listed such items, *viz*. that of Andrew McClellan entitled "Palestine: Tobacco and Other Excise banderolles." I was completely unaware of this publication and the fantastic website of Mr. McClellan. So my deep thanks go to Tobias. In the chapter of the Palestine labels many such items are illustrated but unfortunately are in poor condition or were torn in different places. But still this publication is the best that I have ever seen on these labels and excises.

Jordan and Israeli Occupied Palestine

In the book "The Revenue stamps of Jordan & the Occupied Territory (West Bank)" authored by me and Joe Ross, we listed similar Alcohol, Cigarettes, Tobacco, Matches, Playing cards revenue labels which are similar in design to the ones I am showing here but were issued by Jordan to be used in Jordan proper (figs. 1, 1a, and 1b) and by Israel for usage in the Occupied West Bank of Jordan (figs. 2 and 2a). As the reader will see, all these items have to do with tobacco, cigarettes and smoking. These revenue strips have no dates, so the dates of issue and period of usage need to be determined from archival records.



Fig. 1: Jordanian revenue label for imported alcohol.

¹ Bale, 2010.

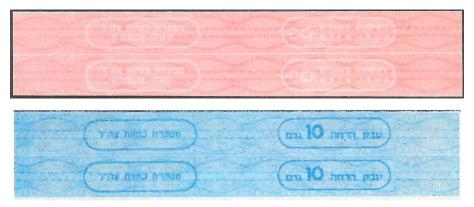
² Wallerstein, 1987.

³ See the *Revenue Reverend* website: https://www.revrevd.com/palestine.html.

⁴ Ross & Kaplanian, 2004.



Fig. 1a: Jordanian revenue label for imported foreign tobacco. Fig. 1b: Jordanian revenue label for 10 domestic cigarettes.



Figs. 2 and 2a: Alcohol revenue label (top) and Tobacco revenue label (bottom) issued by the Israeli Military for use in the occupied West Bank of Jordan.

Mandate Palestine

Starting with *fig.* 3 we see a vertical block of four strips in light brown colour with the trilingual (Arabic, English, and Hebrew) text reading: "Palestine / Cigarettes Manufactured in Palestine / 5 grammes / Duty Paid". In *fig.* 4 we see a similar vertical block of four in light green with the same text of the previous one but showing the weight of 6 grammes. *Figs.* 5 & 6 show two more vertical strips of four in light violet and dark blue with the same text but having the weights in 9 and 20 grammes respectively.



Fig. 3: Cigarettes tax for 5 grammes.



Fig. 4: Cigarettes tax for 6 grammes.



Fig. 5: Cigarettes tax for 9 grammes.



Fig. 6: Cigarettes tax for 20 grammes.

Fig. 7 shows a different design of a vertical strip of two labels of the Tobacco Tax with the three-languages text reading: "Palestine / Tobacco / 20 grammes / Duty Paid" in black with two wide margins on the left and right with a sort of arabesque design.

In *fig.* 8 we see another vertical strip of five in dark blue having the text: "Palestine / Cigars Manufactured in Palestine / 10 grammes / Duty Paid".

Another Tobacco Tax revenue vertical strip of four in orange is shown in *fig.* 9. The text here reads: "Palestine / Foreign Manufactured / Tobacco / Import Duty Paid".



Fig. 7: Tobacco Tax (image size reduced).

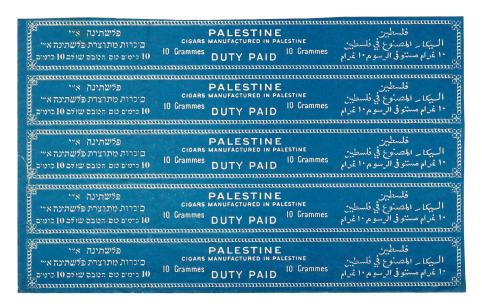


Fig. 8: Cigars tax, 10 grammes.



Fig. 9:
Imported tobacco tax.

Fig. 10 shows yet another vertical strip of four in light blue colour with the text: "Palestine / Snuff / Manufactured in Palestine / Duty Paid / 10 grammes".

Finally in *fig.* 11 we see a strip of four in a yellow vertical strip of the Match Tax. It reads: "Palestine / Matches Manufactured / In Palestine / Excise Duty Paid". Similar to the Tobacco Tax Revenue strip of two shown in *fig.* 7, this Match Tax strip of four has two margins on the right and the left with another arabesque design.

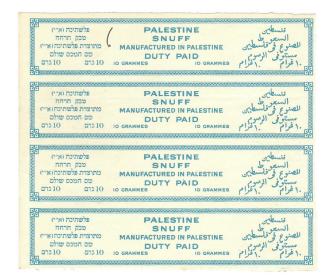


Fig. 10: Snuff tax.



Fig. 11: Match Tax (image size reduced).

Dates of issue and other illustrations can be found on the Revenue Reverend website. Any further information or images which readers can supply will be greatly appreciated.

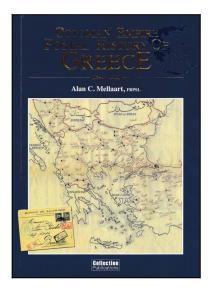
Sources and Literature

- Bale: the stamps of Palestine Mandate 1917–1948; specialized catalogue with additions of covers & stationery; 2010 / Joseph D. Stier [ed.]; expert additions: Jacques Kaufmann. Ramat Gan: Chariot Global Marketing, 2010. 288 p. ISSN: 1350-679X = The stamps of Palestine Mandate 1917-1948.
- Ross, Joseph L.: *The revenue stamps of Jordan & the Occupied Territory (West Bank) /* Joe Ross & Avo Kaplanian. Elverta: Ross, 2004. 81 p. ISBN: 0-9677307-1-6.
- Wallerstein, William: Wallerstein specialized catalogue of Palestine and Israel revenues. Los Angeles/New York: Mosden, 1987
- McClellan, Andrew: *Palestine : tobacco and other excise banderolles*. In: Revenue Reverend. Online: https://www.revrevd.com/palestine.html.

Alan C. Mellaart: Ottoman Empire Postal History of Greece

reviewed by Tobias Zywietz

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Alan C. Mellaart: Ottoman Empire Postal History of Greece (1840–1912)

Istanbul: Collection Publ., 2024.

136 p., A4, full colour.

ISBN: 978-605-67728-4-9: US-\$109,99 (plus p&p)

Orders: https://www.ebay.com/itm/306023759070.

The book covers the Ottoman post offices that existed between 1840 and 1912 on the territory of what is today Greece. Little historical context is given beyond the obvious facts. A short foreword explains the establishment of post offices from 1840 onwards and their demise once the territory was lost by the Ottomans through wars and (sometimes) negotiations. The well-known problem of offices that only existed in official lists (P.T.T. Guides Postales and UPU) is briefly explained and the progression from Arabic script negative seals to bilingual (French and Ottoman Turkish) and monolingual postmarks is traced.

The book is divided into seven chapters, i.e. for the six vilayets (wholly or partly in today's Greece) and the Principality of Samos. The post towns are then detailed in alphabetical order. Each postmark covered is give a full page, listing the town's (and office's) name in all variants and the languages used: Ottoman Turkish, French, and Greek. Centre-piece is a cover, or postcard, or postal form, which is briefly described, with the postmark(s) and other postal markings (R and AR cachets, etc.) often shown separately, in most cases it is a redrawing taken from one of the standard postmark catalogues (like A&P, etc.). No ranges of use are given, nor are the cancels' rarity rated (despite the introduction saying "Only RR and RRR items are highlighted").

The book thus presents without much fuss many covers from the Mellaart collection, some of which are rare. It is certainly an enrichment for the Ottoman postmark collector, and the collector of Greece. The asking price for the book seems rather exaggerated.

Bibliographic Record

Mellaart, Alan C.: Ottoman Empire postal history of Greece (1840-1912) / Alan C. Mellaart. – Istanbul:

Collection Publ., 2024. – 136 p., ill.; 30 cm (pbk.)

ISBN: 978-605-67728-4-9

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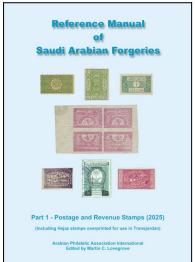
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Martin C. Lovegrove: Reference Manual of Saudi Arabian Forgeries – Part 1: Postage and Revenue Stamps

reviewed by Peter Moorer

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Martin C. Lovegrove: Reference Manual of Saudi Arabian Forgeries. Part 1: Postage and Revenue Stamps (2025)

King's Lynn: Arabian Philatelic Association International, 2025.

134 p., A4, full-colour, PDF

ISBN 978-0-9558246-3-0

Free download (1.18 GB):

http://www.the-weatherings.co.uk/APAI/forgerymanual.html

There are only very few books on forgeries of Hejaz, Nedj and Saudi Arabia, but they are very much needed as the market has become overly flooded with them. The 'latest' was written by Rudy Thoden

and appeared in 1985. This book was all black and white. Martin Lovegrove has now written an updated and extended version of a forgery handbook for Hejaz, Nedj, Saudi Arabia and Transjordan. However, it does not replace the book by Thoden.

The existence of forged overprints on Hejaz and also Nejd stamps appears to be well known in collecting circles, but forged stamps less so. The 1985 edition of the Arabian Philatelic Association's Reference Manual of Saudi Arabian Forgeries [i.e. Thoden] dealt mainly with overprints and mentioned only two sets of forged stamps as well as the bogus triangular stamp; this book is designed to describe and illustrate all known forged stamps for the area.

Having stated that, with the popularity of personal computers and laser printers, it is now possible for anyone with such equipment to produce reasonably realistic copies of stamps and in the light of that fact, only a few of these will be mentioned and even those will have only brief notes.

There are some important forgeries and perhaps none have a greater impact than the so-called 'reprint' forgeries. Some Hejaz stamps were overprinted for use in Transjordan and it seems as though many, or maybe most, collectors of that country have studied the overprints but failed to study the Hejaz stamps themselves. It is probably true that many collectors, authors, and catalogue editors have treated realistic overprints on Hejaz forgeries as genuine with the result that much written work cannot be trusted.

In section two of the book a classification and numbering scheme for various types of forgeries is presented. Five are 'named forgeries': "Cairo", "Hialeah", "Tel Aviv", "Maryland" and "Reprint". These five make up most of the original sources of most forgeries. The "Hialeah" and "Maryland"

¹ Thoden, R. J.: *Reference manual of Saudi Arabian forgeries*. Dhahran: Arabian Philatelic Association, 1985. 114 p. Online: https://drive.google.com/file/d/1U8ofNYiaLDML14TS7vK5-8JW7orQfRDF/view.

appeared on eBay between 2000 and 2010 and are not discussed by Thoden in 1985.

Section three shows the forgeries of the postage stamps that appeared between 1916 and 1982. For most stamps pictures showing details of the difference between original and forgery are shown. In this section, forgeries of the Gedda Interpostals are also shown.² The 1982 one Riyal "Ka'abe" stamp is a postal forgery. In Thoden, the various types of forged overprints are shown, Lovegrove does not show these differences, so a copy of Thoden would still be very useful.

Section four shows forgeries of Revenue and Fiscal stamps. In this section, the "Tel Aviv" forgeries of the 1921 Hejaz Flat Rate Tax, 1921 Hejaz Proportional Rate Tax and 1922 Hejaz Railway Tax are shown, as is the "Hialeah" forgery of the 1936 Medical Aid Society. In the last part, forgeries of the 20 Riyal Entry Visa, the 500 Riyal Residence Renewal, the 50 Riyal Entry Visa, the 150 Riyal Man Power Resources Development and 1986–2008 Certification Fee stamps are shown.

Section six shows modern forgeries of "proofs," "missing centres," "double impressions," and "imperforates". Collectors of Saudi Arabia should take a good look at this chapter as these forgeries are very often offered on eBay, Delcampe, etc. for a lot of money. This chapter will help avoid collectors on spending money on worthless pieces of paper.

This review does not do justice to the wealth of information the author has brought together in this e-book. It is a welcome addition to every Saudi Arabian library. I highly recommend every Saudi Arabia collector to download his or her copy immediately.

Sample Pages

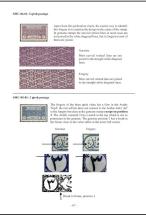












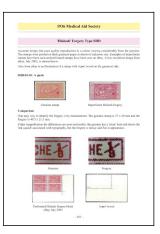




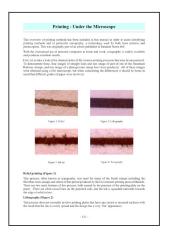
² Kehr, Ernest A.: *The interpostals of Egypt, 1864–1892.* New York, N.Y.: Stamp World, Inc., 1962. Kehr, Ernest A. & Philip Cockrill: *Egypt: posta europea and 1984 Kehr catalogue of Interpostals.* Cockrill, 1983. 60 p.

Book Reviews MEP BULLETIN 29









Bibliographic Record

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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.

MEPB 21 and 27: The Joint Telegraph Office at Pera (Ottoman Posts/Eastern Telegraph Co.) (Tobias Zywietz)

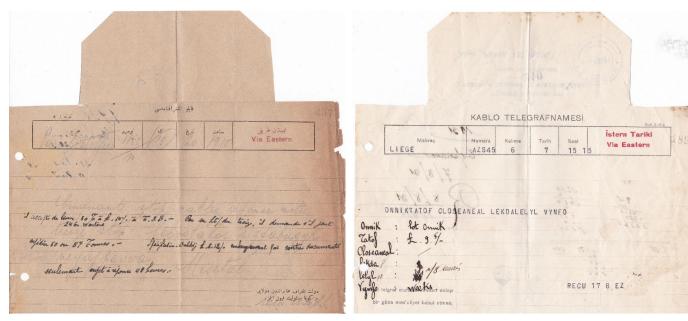
Osman Levend writes:

The "VIA EASTERN" instruction seen on the telegraph forms (figs. 1 and 2) is a warning to the officer who will send the telegram, reminding him of the company line on which the telegram will be sent. Until Turkey took over the Post and Telegraph business completely, most of the lines laid from Iraq's port of Fao in the south to Europe were erected by British "The Eastern Telegraph Company, Ltd."

This company had virtually become a 'monopoly' within the borders of the Ottoman Empire. However, since the telegraph lines of other companies and even nations would be used in cross-border traffic (here: Paris), it was deemed necessary to make such warnings.







Figs. 1 and 2: Two telegram forms with instruction "Istern Tariki / Via Eastern".

MEPB 28: A 1922 Cover: Grand National Assembly of Turkey (Türkiye Büyük Millet Meclisi) (Volker Fredebold, pp. 68–69)

Hakan Yılmaz writes:

In MEPB 28, Volker Fredebold showed a cover with the postmark of the Grand National Assembly of Turkey (Türkiye Büyük Millet Meclisi). Here I can show another marking, "Türkiya Büyük Millet Meclis'i Hükûmet'i" (Government of the Grand National Assembly of Turkey) on a telegram receipt (*fig. 1*) and a few covers with stamps depicting the TBBM buildings (*figs. 4, 7–20*).



Fig. 1: "Türkiya Büyük Millet Meclis'i Hükûmet'i" on a telegram receipt (enlarged).

Cancel: Galata, 2.03.1923.1

In the first years when the Ottoman Empire collapsed and the new state, the Republic of Turkey, was established, the Ottoman Empire text on many official receipts or forms was changed to the "Government of the Grand National Assembly of Türkiye" by hand or with a hand-stamp as in this example.





Figs. 2 and 3: Two of the stamps depicting the TBBM building: 2×2 kuruş 1922 (MiNr. 791) on a postcard (24.04.1926); and the 13½ kuruş 1943 (MiNr. 1124) on a registered inland cover (23.12.1943).

¹ Although the Galata postmark and many others began to be used during the Ottoman period, they were also used by the new Republic until 1929, when the Latin alphabet was adopted.



Fig. 4: A 1926 Postal Money Order (Posta Havâle Nâme'si): "Türkiya Büyük Millet Meclis'i Hükûmet'i Posta'ları". Mustafa Zeki sent 150 kuruş from Ankara to Kadri Şefik Efendi, a student at Bursa Military High School (Bursa Mekteb-i Îdâdî-i Askerî).



Fig. 5: Ottoman postcard "École Militaire, Brousse".

In accordance with the Tanzimat reforms, military schools were opened in major cities of the Ottoman Empire, including Bursa Military Preparatory School, active since the mid-1840s. It was established to eliminate the lack of qualified officers and prepare its students for the Military Academy. The building was damaged as a result of the Bursa earthquakes in 1855 and subsequently the existing building was deemed insufficient to meet the educational services. Thereupon, Bursa Military Preparatory School had a large outbuilding over time, with its new facilities built in 1892 in the location called Işıklar in the city of Bursa. The school was closed during the Greek occupation of Bursa, and reopened as a military preparatory school on 28.11.1922. It was renamed Işıklar Military High School in 1926.²



Figs. 6–6b: Cover sent "Azası'na Mahsus" (belongs to the members of Parliament) ostmark: "Türkiye Büyük Millet Meclisi", sent to Sivas: "Ma'arif Emin'i Mütemmim Nevzad Bey Efendiye" (head of the education in Sivas region).





Türkiye Büyük Millet Meclisi Azası'na Mahsus (belongs to the members of Parliament)

² Today: Işıklar Jandarma Astsubay Meslek Yüksekokulu.



Fig. 7: Airmail cover to Austria (29.05.1970) with two 1970 60 kuruş stamps (MiNr. 2173–2174).

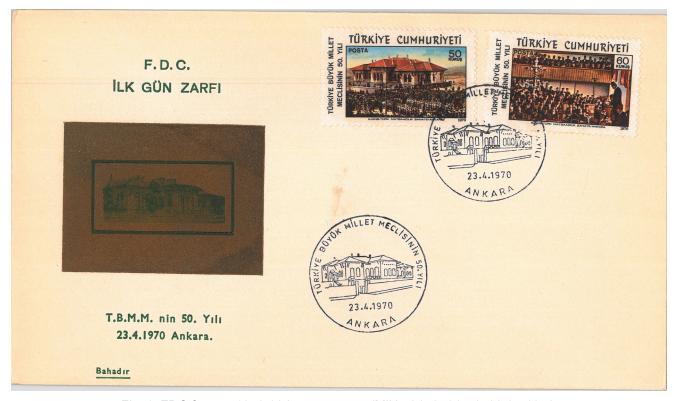


Fig. 8: FDC for two 1970 60 kuruş stamps (MiNr. 2173–2174): 23.04.1970.







Figs. 9–9b: FDC of the 1995 issue, sent by express and registered (23.04.2015). On the right the special postmarks of 2015 and 2020.

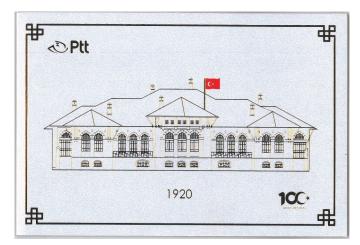


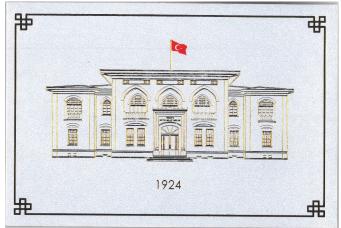






Figs. 10-13: Four FDCs of the 2020 issue (23.04.2020).









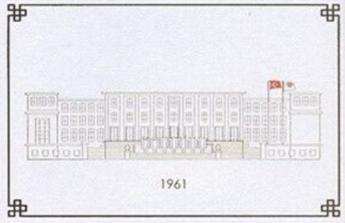
Figs. 14–20: The Grand National Assembly met from 1920 to 1924 in a newly constructed building, originally intended as the headquarters of the Young Turks party Committee for Unity and Progress (İttihâd ve Terakkî Cemiyeti) in the Ulus neighbourhood of Ankara's Altındağ district.

In 1924 the Grand National Assembly moved to a new building (II. TBMM Binası), now the Republic Museum (Cumhuriyet Müzesi), where it stayed until 1960.

The stamps depicting the two buildings were issued on 23.04.2020 (MiNr. 4573 and 4574). Below MiNr. 4572 and 4575 (the latter showing the 1960 building by architect Clemens Holzmeister).







MEPB 28: Hotel Post in Jordan (Bernd-Dieter Buscke, pp. 98–118)

Martin Bohnstedt writes:

Here is an addition from my collection: a late postmark from December 2007 with the inscription "مكتب بريد فندق الاردن / Jordan Hotel P.O." This postmark is not documented in the article by Mr. Buscke.

The post office no longer exists, but unfortunately I can no longer remember whether I noticed the closure when I was living in Jordan (2007 to 2013) or only on the occasion of a short visit to Amman in October 2021.



Fig. 1: The cover with the new postmark "مكتب بريد فندق الأردن / Jordan Hotel P.O." dated 3.12.2007.

Digital Resources: "Reference Manual of Saudi Arabian Forgeries: Part 1: Postage and Revenue Stamps (2025)" (Martin Lovegrove)

Martin Lovegrove writes:

The Arabian Philatelic Association International (APAI) has now published part 1 of the "The Reference Manual of Saudi Arabian Forgeries". The book comprises 134 pages on forgeries of postage and revenue stamps, with many illustrations. Many of the images are high resolution, 600 or 1200 dpi, and can be extracted from the PDF file and copied into the reader's image editing software where they can be enlarged.

The target audience is not only the collectors of Saudi Arabia but also those interested in the stamps of Hejaz overprinted for use in Transjordan. I hope you find the publication useful.

The above book is available as a free download from:

http://www.the-weatherings.co.uk/APAI/forgerymanual.html

The file is in PDF format with a size of 1.18GB, so may take a while to download.

³ ISBN: 978-0-9558246-3-0 (digital version only).

MEPB 28: Update on Moorer's Interactive Philatelic Index and the Zotero Philatelic Repository (Peter Moorer, pp. 157–158)

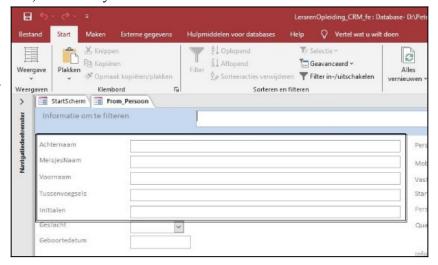
Peter Moorer writes:

To my "Update on Moorer's Interactive Philatelic Index and the Zotero Philatelic Repository ", Tobias Zywietz remarked: "I have one critical objection: Peter has chosen – maybe for reasons unknown to me – to store authors' names only with initials." Tobias – as a librarian – would like to see the Bibliographic Practice which is to index an entry by "Moorer, Peter".

I am following a modern scientific practice: first Names are not included as readers should not be able to deduce the gender of the author. I am also using the practice of using initials as I might never encounter an author's first name, but usually I will find initials.

The matter is even more complex than it looks. In 1988, I designed a scientific bibliographic database for the medical faculty of the University of Groningen. The storage for authors followed the judicial guidelines for the Dutch local authorities (Gemeentelijke Basis Administratie; Municipal Basic Registration).

It requires 5 different fields to store a name: first name(s) [voornaam], initials [initialen],



last name [achternaam], maiden name [meisjesnaam], infix [tussenvoegsel].⁴ In my last job, I designed a database for a research project following the questionnaire flows of trainee teachers, it had five separate fields to correctly address participants when sending personalised letters or emails (see *fig. 1* above).

Most reference mangers only have two fields for the name of an author. One is for the last name and the second for initials or first name. A few include a field for ORCID⁵ which is a "free, unique, persistent identifier (PID) for individuals to use as they engage in research, scholarship, and innovation activities". The open access reference managers Zotero or Mendeley do not include it. It also does not work for non-scientific or older authors.

In the future, I will perform scientific web of science-type analyses. To perform, I need a unique and uniform author "name". The last name and full initials will be the most unique and uniform way. During entering the references, I have learned to recognise many others and can directly adjust the initials. Many authors only use their first initial, but authors should adapt using all their initials and also their first name.

Besides my index, I have a mock-up database for the references that will help me perform the analysis, but also allows me to include additional information for authors. That mock-up database will be extended with the first name(s) of authors as well. I would hope Zotero would add more fields to be used to the identification of authors. Most reference managers are American based and it shows. They never allow separate storage of the infix. In English speaking countries names are often concatenated (linked together): so "van der Meer" becomes "Vandermeer", "von der Leyen"

⁴ Onomastic particle, (nobility) preposition or affix, like de, van, van der, tot, von, zu, of, etc.

⁵ https://orcid.org

would become "Vonderleyen". There are more problems to mention regarding names. New problems are encountered with Spanish or Arabic names. I will leave it to the reader to search the Internet and learn about about specific issues with names in other languages.

My own personal name would also be problematic. Formally my first name is "Pieter" and not "Peter", but all my life I have been called "Peter", except at my University where they used my formal first name on all correspondence and articles I have be co-authoring since 2000.

To answer Tobias' query, "yes", I do have my reasons. The biggest problem would be resolved if Zotero would add a field for "First Name(s)".

Arge Ottoman Empire/Turkey (AROS) AGM 2024

During the traditional autumn meeting in Cologne on 2.11.2024, the annual general meeting of AROS also took place. A detailed report and the minutes were published in the AROS journal TÜRKEI-SPIEGEL and the AROS CIRCULAR. Some of the key points:

- Otto Graf was elected as the new President. The Vice-President Tobias Zywietz and the Treasurer Jens Warnecke were re-elected. Tom van Es was elected Honorary President.
- The association will have 42 members on 1.01.2025.
- The hybrid format with an in-person event in Cologne and Zoom meeting (only during the AGM) was successfully tested and will be continued as standard in future.
- Consideration was given to having a stand at the Ulm Stamp Fair in the anniversary year 2026 (40 years of AROS) and also organising the AGM there. Proposals are being sought for further activities to mark the anniversary (such as a special edition of TS).
- The Circulars are now also published on our website (some names and faces redacted).

Dissolution of Yugoslavia Study Group, Continuation of Jugopošta

Nick Coverdale (editor@yugosg.org) writes:

You will be aware from previous statements that from 1 January 2025, YSG will no longer have formal membership and no subscriptions will be paid. I will continue to produce JUGOPOŠTA on a quarterly basis as an electronic journal and this will be sent free of charge to anyone who requests it and provides their name and email address to the Editor. [...] Of course, as always, JUGOPOŠTA will continue to function only if readers and others are prepared to submit articles.

The website http://yugosg.org/ will be maintained and in the near future will be amended to reflect the above. The stated aim on the website will be that eventually [...] all editions of JUGOPOŠTA will be freely available in a public archive. [...]

Website on Forgeries: Stampforgeries.com

Combatting forgeries has been a key issue since the earliest days of philately in the mid-19th century and should be close to the heart of every philatelist. I came across this website by chance, which presents and illustrates forgeries by country: https://stampforgeries.com/.

I took a look at the page on Turkey.⁶ The entry page links to other pages on the individual issues, e.g. Duloz. Empire, Liannos, etc. There is a very detailed bibliography here. Nakri is named as expertiser, the website itself, which covers many other countries, is run by Morten Munck. Other country pages, however, are quite basic.

⁶ https://stampforgeries.com/forged-stamps-of-turkey-ottoman-empire/.

Two Turkish Philately Websites: Osmanli Posta Tarihi and Türk Filateli Akademisi

The website of the **Türk Filateli Akademisi** (TFA, affiliated to the Turkish Philatelists' Federation TFDF and recently celebrating its tenth anniversary) is now online. The site, largely bilingual, will be continuously improved: https://www.filateliakademisi.net/.

Since the beginning of 2025, TFA has been accepting international members who specialise in Ottoman, Turkish, Balkan and Middle Eastern philately. Membership is by invitation and requires the recommendation of two existing members.

The website https://www.osmanlipostatarihi.org/ is operated by Oral Avci, on similar lines.

ArGe Südost-Philatelie replaces ArGe Jugoslawien

Jan Clauss writes about the AGM held on 15.03.2025:

The ArGe Jugoslawien & Nachfolgestaaten is history after some 50 years. It was founded on 19th January 1975 in Cologne and experienced one 'mutation' with its main name and several 'mutations' with its newsletter. Now the name of the newsletter has become the name of the ArGe, a logical development after this large international community had expanded to include the members of the former ArGe Bulgaria.

New to the board are Dr. Benno-Heinz Schade MBA from Mons in Belgium (SHAPE) and Robert Seidel from Munich. Seidel is a Danube Swabian and therefore clearly Balkan. He is also chairman of the Dachau Stamp Collectors' Association. Dr. Schade has been with the Yugoslavs for a dozen years – including as a regular guest – and has given several presentations, including two on Bulgaria.

In addition to the name change of the ArGe, the statutes were amended, which at the same time corresponds to an expansion of the content to 17 postal areas - from the seven states in the former Yugoslavia to Albania and Bulgaria. A new feature of the ArGe was that webmaster Jan Girndt, at the suggestion of the 2023 local host in Rijeka, Ivan Martinas VP, dared to record the specialist lecture on video and make it available to those members who were unable to attend in Cologne.

ArGe Vice-President Prof. Dr. Faycal el Majdoub BPP gave a vivid, visual and audible introduction to the pitfalls and tricks of expertising, aptly comparing it to his work as a brain surgeon, while sensitising the average collector to the dangers of forgery: keep your eyes open when buying old stamps and covers and don't be afraid to read the necessary specialist literature in your field of collecting.

New edition of the Egypt Handbook "The Nile Post"

After more than 20 years, a new edition of the renowned work by Joseph H. Chalhoub has been published. The editors are moving with the times: in addition to a two-volume printed work at US-\$ 175 (+ US-\$ 90 postage), an online version is also available (US-\$ 100 per year):

http://www.nilepostcatalogue.com/

From the announcement:

Your ultimate Resource for Egyptian Stamps. Welcome to The Nile Post, the online catalogue based on the acclaimed handbook of Egyptian stamps. Dive into the meticulously curated listings of Egyptian issues, including those for Palestine and Sudan, as well as the French Consular Post Offices in Alexandria and Port-Said. Our platform is designed for collectors and enthusiasts who seek comprehensive information and a deeper understanding of these remarkable stamps.

Why subscribe to The Nile Post? Authoritative Listings. Access the most authoritative and detailed

listings of Egyptian stamps, meticulously compiled from the renowned catalogue. From rare historical issues to modern releases, our catalogue offers unparalleled detail.

Expert Insights. Benefit from the expertise of renowned philatelists and historians who provide indepth analyses and contextual backgrounds for each stamp, enhancing your understanding and appreciation.

High-Resolution Images. Explore high-quality images of each stamp, allowing you to appreciate their beauty and intricacies up close. Our detailed photographs make it easier to identify and verify your own collection.

Regular Updates. Stay current with regular updates to our listings. Be the first to know about new discoveries, recent auctions, and market trends in the world of Egyptian philately.

ONEPS Board Meeting

Current board members (as of 1.03.2025): Adel Kanaan (President), Will Kearney (Treasurer), George Brown (new Levant Editor), Marisa Galitz (Webmaster), Allan Smith (Executive Director), Richard Rose (outgoing Levant Editor).

They are trying to get in touch with groups in Turkey, Lebanon and Syria and other Middle Eastern countries. A representative for Turkey is still being sought. George Brown was unanimously confirmed as the new editor of The Levant and will initially work with outgoing editor Richard Rose before taking over on his own.

Indian-Persian Postal Relations Over Two Centuries (Björn Sohrne)

Björn Sohrne's exhibit "Indian-Persian Postal Relations Over Two Centuries" has been digitised and is now available on the website of the Iran Philatelic Study Circle:

https://iranphilately.org/exhibits-bs/indian-persian-postal-relations-over-two-centuries

Certainly worth a visit!

DUBAI 2026 World Stamp Exhibition

DUBAI 2026 will be held as a specialised world exhibition at Sheikh Maktoum Hall, World Trade Centre, Dubai, from 4th to 8th February 2026. It celebrates the 30th anniversary of the Emirates Philatelic Association.

Interested exhibitors can contact their national commissioner. Application deadline is 31st July 2025 (US-\$100 per frame, for one-framed exhibits US-\$110, for literature: US-\$90).

Website: https://dubai2026wse.com/

Obituaries: Franco Rigo (1934–2025) and Davit Franco (1952–2025)

Two prominent philatelists died recently. I have taken these two short obituaries from the FEPA Newsletter:⁷

Franco Rigo (1934–2025)

The Italian philatelic community mourns the passing of Franco Rigo, a passionate and esteemed collector, exhibitor and writer, well-known internationally for his near-constant participation in exhibitions with his books and collections.

FEPA Newsletter, no. 109, 7.04.2025. Online: https://mailchi.mp/791b9256098b/fepa-newsletter-7-april-2025? e=3099915043.

Franco was born on 2 October 1934 and took part in the International Sport Stamps Exhibition in Rome in 1952 as a young Olympic collector, earning three silver medals. Seventy-three years later, he was planning to show at EuroPhilex 2025, whose website lists "1-0042 – Mr. Franco Rigo, Venice, Europe, the contagion, the disinfection ... (postal history of the health office from the 16th to the 19th century)" in the Championship Class.

Franco soon shifted his focus to the postal history of the Republic of Venice, his beloved town. His outstanding exhibits and numerous books on this subject will remain a point of reference for every student in this field. In 2010, he was inducted into the Golden Roll of the Italian Philately, the most prestigious honour among the many well-deserved



accolades of his philatelic career. He always shared his knowledge and enthusiasm, thanks to a great sense of friendship accompanied by strong optimism and love for life. He passed away on 2 April. R.I.P.

Editor: Franco was a member of the Accademia Italiana di Filatelia e di Storia Postale, the Istituto di Studi Storici Postali 'Aldo Cecchi' and the Unione Stampa Filatelica Italiana. In 2010 he was awarded the Albino Bazzi Prize. Thomas Mathà is quoted thus: "His works and studies on the postal history of Venice will remain a point of reference for philately and postal history enthusiasts. Franco was able to convey the importance of the preservation and enhancement of Italy's postal heritage, contributing to keeping the historical memory alive through postage stamps and postal documents." His book "Venezia e il Levante" (Venice and the Levant) was reviewed in MEPB 3.

Davit Franco (1952-2025)9

It is with great sadness that we announce the passing of Davit Franco on 23 March.

Giussepe Davit Franco was born in Istanbul. His journey as an exhibitor began in 1980, when he presented his collection, French Levant Post offices between 1840 and 1876, at the Istanbul National Stamp Exhibition, where he was awarded a Large Vermeil Medal. He won his first Gold Medal in Spain in 1990 and the National Grand Prix in Turkey in 1997, earned his participation in the FIP Championship Class at Philexfrance in 1999, and won the Grand Prix d'Honneur at Espana 2004 in Valencia.

Davit Franco was a TFDF accredited national juror, served on the TFDF Board of Directors, and was one of the founders of the Turkish

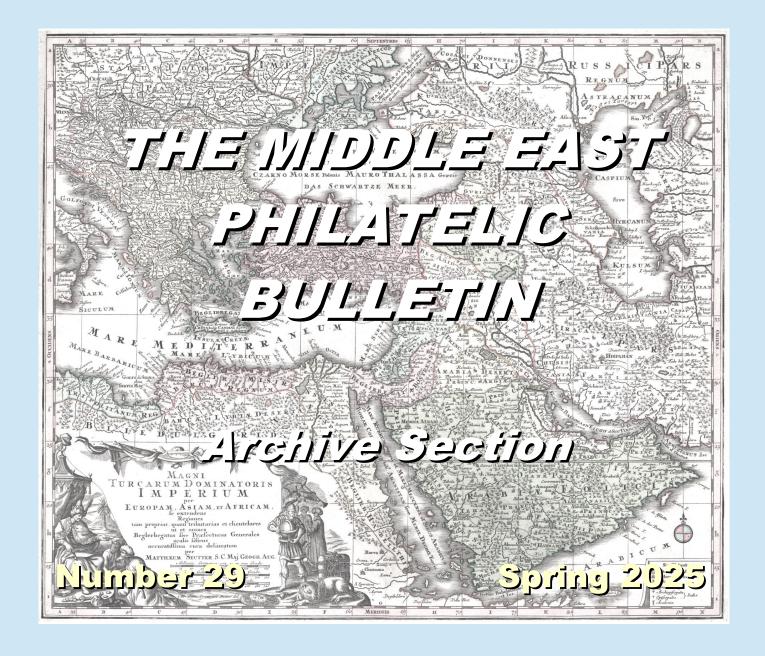


Philatelic Academy. He was a member of the European Academy of Philately (AEP), which honoured him with the European Award for Philatelic Merit in 2004, as well as the Club de Monte-Carlo and the Royal Philatelic Society London (RPSL). May he rest in peace.



⁸ *La scomparsa di Franco Rigo*. In: Vaccari News, 3.04.2025. Online: https://www.vaccarinews.it/news/La scomparsa di Franco Rigo/38053

⁹ Story and photo credit: Turkish Philatelic Academy (according to the FEPA Newsletter).



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

In this edition there are three articles from the German journal
Archiv für Post und Telegraphie: a satirical sketch about how telegrams were
(supposedly) delivered in the Egyptian Red Sea port of Massawa in 1880;
and two reports about the postal system in Persia and about trade and transport,
both from 1913.

How Telegrams are Delivered in Massawa (1880)

by 'Mustafa Bei'

Copyright © 20241

This (at times derisive) piece appeared in the Archiv für Post und Telegraphie in 1881,² it is a reprint from the Norddeutsche Allgemeine Zeitung.³



The author's name was certainly not "Mustafa Bei": one may assume he was a member of the Gerhard Rohlfs expedition to Abyssinia (Ethiopia), which visited the city in the winter of 1880/1881. But the report is still informative as it sheds some light on a Westerner's view of the more relaxed lifestyle in the Orient.

A telegram from Suez to Massawa (Massaua)⁴ takes an average of four to five days if it travels quickly, but if it goes slowly – which happens more often that not – it may take eight days. When the telegram, written in Arabic, arrives, it is delivered by the messenger after lying at the telegraph office for a longer or shorter period of time. The messenger then has to find the recipient, usually a European. Krim is the name of the brave messenger. He is in no hurry.

Leaving the government building on the island of Taulhut, which is connected to Massawa by a causeway, he strolls along, stopping on the way to look at the fishermen and the passing boats, greeting every acquaintance; finally he reaches the gate of Massawa. "Greetings, Krim," the officer on watch called out to him, "where are you going in such a hurry?" Krim, who has been on his ways for an hour, who has taken so much time to stroll along the half-a-kilometre-long causeway, replies grumpily: "I've got to deliver another with a telegram to one of those damned Christian dogs – God let him burn forever! "Let me see, what does it say?" Krim hands it to the *efendi* on duty. After a long time needed to make sense of the letters, he reads out – for all telegrams are open: "The powder now costs only two thalers, I am sending several barrels".

This telegram, a commercial one, obviously has a completely different meaning; instead of 'powder', the recipient might read 'sugar' or some other commodity. But the officer's suspicions are aroused: "What, the Christian swine wants to import powder, and we know nothing about it?"

¹ Translated by Tobias Zywietz. The copyright extends to the translation and the additions.

A reprint was published in: Archiv für Post und Telegraphie: Beihefte zum Amtsblatt des Reichs-Postamts, 9. 1881, no. 5 (March 1881), pp. 156–158. "From the 'Nordd. Allg. Zeitung' the following information about the telegraph service in the Egyptian seaside town of Massaua, situated on the coast of Abyssinia, on an island in the Red Sea."

The original article was published in: Norddeutsche Allgemeine Zeitung, 20. 1881, no. 6 (5.01.1881, evening edition), p. 1. Several German newspapers reprinted the pieces in the following weeks.

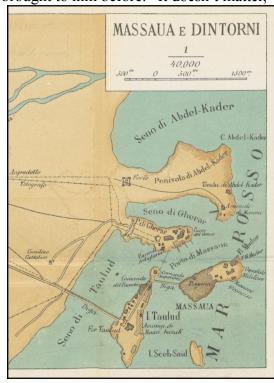
⁴ Nominally part of the Ottoman Empire since the 16th century, this important port in what is now Eritrea, was under Egyptian control since 1865. It was captured by Italy in 1885. See 1887 map on next page (public domain, online: Wikimedia: https://commons.wikimedia.org/wiki/File:Map of Massaua (1887).jpg.

Krim gives no answer; he can't read, and he is far more interested in the cup of coffee and the *arjilah*⁵ that has been brought to him than the message to be delivered. "Dear Krim, go straight to the Paşa with the telegram, show it to him, because you can't hand it over like this." So Krim, after smoking for a long time, goes back and wants to hand the telegram to the governor. But he has – it is now midday – already retired to his *harem* for a *dolce far niente*. Krim waits patiently, chatting with the guard in front of the governorate building, until four o'clock in the afternoon.

The Paşa finally arrives. Krim comes forward and, after many *isalamats*, hands the telegram to the governor. For once, the governor can read; he is a benevolent, intelligent man. He even thinks he understands, because such telegrams have probably been brought to him before: "It doesn't matter,"

he says, "just take the telegram to the *khavaga* (the European), I know him, he doesn't smuggle powder, if he wanted to smuggle, he wouldn't telegraph." Krim, the winged messenger, now wants to leave, but the Paşa calls him back: "I have heard that you could make cigarettes very well, there is paper, there is tobacco, make me some cigarettes first." Krim, quite happy to be able to work for the almighty governor, sits down, crosses his legs and starts making cigarettes. In the meantime, he has tucked the telegram under his *fez*. It's five o'clock in the afternoon, but Krim still can't find the time to get his message delivered.

"Ali," cries the governor's wife, who as his eldest wife is in charge of the kitchen, "go and buy two pounds of mutton." But Ali is not to be found, they search, they shout for half an hour, everything is put on alert, the *efendis* in the bureaux become impatient, anxious, the General-Secretary Ibrahim Efendi offers to hurry to Massawa himself to fetch the meat, because Khadidja, the governor's first wife, is greatly feared. "What's the



matter?" asks the governor finally, who has made a little *kif* in the meantime. "They want to buy meat in your harem," replied Ibrahim Efendi, "and there is no servant to be found who would go." "But Krim, the telegraph messenger can go," cried the Paşa, "give him the money." Krim, doubly happy to be able to do the governor a service, hurries to the city, now he flies and in a moment he is back with the meat, which he hands to the fat, sweaty eunuch, the *harem* guard. But in the meantime night has fallen, the sun has set, and Krim thinks "bukra in sha Allah" (tomorrow, God willing) and goes home with his telegram to rest from the exertions of a day so rich in experiences for him.

The following day, the sun is already high in the sky when Krim leaves his house. Slowly, in deep thought, he strolls mechanically to the government building, where he is supposed to arrive at the telegraph office punctually at sunrise. But since his superior never arrives before *daha* (about nine o'clock in the morning), Krim doesn't tend to arrive any earlier. On the contrary, the telegraph director has all the rights, Krim thinks, and usually does't arrive until ten o'clock. At this time of year it is already very warm in Massawa, usually 28 to 30 degrees in the shade. Krim, although he doesn't walk that fast, pauses before entering the government building. To dry his sweat, he takes off his *fez* and lo and behold, the telegram falls to the ground. "God is the greatest," Krim exclaims, "I almost forgot the telegram!" The wind quickly carried it away, but Krim was lucky enough to

⁵ Waterpipe, شیشهٔ (šīšah), نرجیلهٔ (narǧīla) or أرجیلهٔ (arǧīla).

⁶ Muslim salutations.

catch it again just as it was being blown off the beach into the salty sea. Krim carefully dried the paper, but the writing is now smudged so that it was almost illegible.

Now he sets off again. This time he passes through the guardhouse without a second thought. The *efendi*, who is on guard duty, only stands with him to greet him. He enters Massawa. A Greek, Achilles Negroponte, comes to meet him: "Look there, my dear Krim, I'm sure you have a telegram for me, let me see it!" Krim gives him the telegram, even though he knows it is for *khavaga* Pietro Duro. The Greek tries to decipher it and finally reads with great difficulty that the telegram is not for him. So Krim shows the telegram to a dozen more Europeans, all of whom take note of its contents, and finally he comes to Pietro Duro, to whom he hands the message. The latter, after deciphering and translating the contents with the greatest difficulty, looks at the date, "It arrived quickly, my telegram only took four days to arrive," he exclaims, "*cospetto di Baccho*, the last telegram from Suez took eight days!" He knew that 'powder' meant glass beads, and the other Europeans, his competitors, now also knew what powder meant to Pietro Duro.

On average fifty private telegrams arrive in Massawa in a year.

Massawa, November 1880. Mustafa Bei.



Failing to secure an image of a telegram sent to or from Massawa in the 1870s or 1880s, I show this cover as featured in an advert by Carmichael & Todd.⁷



Fig. 3: Massawa, November 11, 1879: Cover, written in the hand of General Charles 'Chinese' Gordon, docketed at top 'No. 323, C.G. 'in manuscript addressed to Colonel Harvey of the Royal Engineers, Gibraltar. Massawa 'Maktab Bosta Khedewiya Masriya' negative seal handstamp in black (Egyptian Khedevial Post Office) and 'Poste Khedevie Egiziane / Massawa' datestamps at left. Suez transit (Nov 25) and cover awaited forwarding and mailed with 1879 2pi. orange cancelled at Port Said (Dec 8). Rare.

⁷ Quarterly Circular of the Egypt Study Circle, no. 265, 2018, p. ii.

The Postal System in Persia

by Ober-Postinspektor¹ Ehrhard in Berlin²

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The Persian Postal Administration recently published the first complete administrative report covering all branches of service, together with postal statistics, and at the same time attempted to give a brief outline of the history of postal development in Persia from 1874 to 20th March 1911. Unfortunately, a more detailed description of the advances of the postal system during this period was not possible because, as the administrative report states, all postal archives from the period from 1874 to 1902 were dispersed or lost as a result of changes in the general tenants of the postal system. Nevertheless, the information contained in this report, as well as some letters from the Austrian Postrat³ Riederer, the first organiser of the Persian posts, contained in the first year of the "Union Postale", and some information in travelogues, provide sufficient clues to gain a vivid picture of the awakening of modern postal operations in the classic country with the oldest posts in world history, an awakening from a thousand years of slumber. The fate of the postal system on Persian soil has been so extremely changeable, strange and often adventurous right up to the most recent times that it seems worthwhile to take a look at it in its entirety and in its context. No attempt has yet been made to write the history of the Persian postal service, and the following is only a brief outline.

I. The Communication Systems in Persia in Antiquity and up to modern times

Even though in other countries, such as China, Assyria, Egypt, etc., the occasional sending of letters by messengers and horsemen, especially between the rulers and governors in the provinces, has been common since time immemorial, as ancient monuments, documents etc. testify alongside the Holy Scriptures, Persia was the first country in the world in which, as Herodotus and Xenophon report, an actual postal system as we know it was established in the 6th century BC by the great kings Cyrus and Darius I, with conveniently distributed stations for changing horses, with specially employed officials and messengers who were provided with appointments and special freedoms. According to consistent accounts by ancient writers, even the stations of the old Persian post office not only provided for the postal service, but also for the accommodation and food for travellers in an almost lavish manner. Palaces with all the comforts were built for these purposes with baths, pleasure gardens, etc., so that these stations were often the reason for further settlements and the founding of towns. With their post stations and relays, the kings covered their vast empire with a dense network; the riding posts went day and night, as Xenophon writes in book 8 of his Cyropaedia, since the stations for changing horses and messengers were only as far apart as a horse could go without resting and eating. In this way, the king was always informed of all events, even in the most distant parts of his empire. The entire postal system served only the purposes of the ruler

¹ Chief postal inspector.

² Article published in Archiv für Post und Telegraphie, vol. 41, 1913, no. 4 (February 1913), pp. 97–106, and no. 5 (March 1913), pp. 156–164. Translated by Tobias Zywietz.

³ Senior postal administrator (counsellor).

Union Postale, 1876, pp. 26, 142, and 201 ff. Apart from very brief notes in 1879, pp. 109 and 210, Union Postale has not published any more news about the postal system in Persia since then. The Archiv [für Post & Telegraphie] has only printed Riederer's first two short letters (1875, p. 102, and 1876, p. 444), but then, apart from two "small notices" (1897, pp. 421 and 583), no further reports on the Persian postal system.

and was used by envoys, commanders, messengers, etc. travelling on royal orders. It was a purely state postal service based on the obligation of the inhabitants to provide drivers, horses, wagons, fodder, etc. Hence the Persian name for this state post: *angara* (= labour), which was adopted by the Greeks ('ayyapeĩov) and later by the Romans (*angaria*) as the name for their state post.



Fig. 1:
Gustav Riederer von
Dachsberg (1830–1907).⁵

Of course, such an organised postal service could not exist in the vast, often sparsely populated Persian Empire without solid, good roads. The great Persian kings had also made admirable provision for this; excellently constructed roads cut through the Near East from the Mediterranean to the Indian Ocean. Herodotus describes such Persian main roads in detail, e.g. the one from Sardis to Susa, which was 2,500 kilometres long, as well as the one from Susa across the Tigris to Babylon, from Susa via Celenä, Ekbatana, through the rocky pass of the Caspian Gates to Baktra and across the Oxus to Cyropolis on the Jaxartes, a road more than 3,000 kilometres long!

However, the great transport system of Cyrus and Darius I did not last long, at least not in its original splendour. The empire fell into decline under the following kings, and wars and internal turmoil, which have never really spared the unfortunate country to this day, or only for a short time, also hindered the orderly progress of the posts. Temporarily, when Alexander the Great subdued the Persian Empire on his victorious advance (336 BC) and introduced Greek culture there, more orderly conditions also seemed to return to the transport system. However, after Alexander's early death, the resurgence of transport facilities quickly faded with the splendour of the Macedonian Empire. Under the Seleucids and Arsacids, battles against internal and external enemies characterised the empire, which had been torn into many parts, for centuries. Despite multiple wars, most of which ended unfavourably for them, the Romans were never able to gain a firm foothold in Persia. Terrible uprisings soon chased them out of the capital Ctesiphon, which was conquered under Trajan in 116 AD and under his successors in 165 and 199 AD. As a result, Rome's otherwise excellently organised transport and communications system could not be introduced in Persia under Roman rule.

Under the Sassanids (226–652), whose history also tells of many, mostly fortunate battles against Eastern Rome, the Persian Empire, despite frequent unrest, also began to flourish internally, reaching its peak under Khosrov I and II in the 6th and 7th centuries AD. At that time Persia was at the peak of its power; the chronicles also praise Khosrov I's internal administration in particular; we can therefore assume that the transport system was also more orderly. We have no further details, especially about the postal system, but there is no doubt that even then there could only have been

⁵ Image taken from: Sadri, Mehrdad: *The genesis of the first Iranian stamps: new discoveries*. In: MEPB, no. 27, 2024, pp. 31–40. Original source is a newspaper article entitled *Der Schöpfer des persischen Postwesesns*.

an actual postal service for the purposes of the king and the state.

Soon after the country's peak of strength, after Persian armies had conquered Damascus and Jerusalem, even advancing as far as Egypt, and the entire Eastern Roman Empire seemed to have been captured by the Persians, there was a setback: Emperor Heraclius defeated Khosrov II, who was murdered in his capital Ctesiphon in 628. Rome regained all its lost provinces. Soon afterwards, under the last Sassanid Yazdegerd III, the Arabs under Omar subdued the empire in murderous battles and Persia became the prey of world-conquering Islam (642).

It is easy to understand that under Muslim (until 1220) and in the centuries of turmoil that raged through the country, with the Tartars under Genghis Khan (1220) and the Mongols under the 'terrible' Timur (1387) devastated everything, nothing remained of the old Persian postal system, roads and stations, but ruins and decay. Even the Turkmen (until 1501) did nothing to improve the situation. After the fall of Mongol rule, Ismail Safa, the first *shah* from an indigenous Persian family, came to power in 1501 he introduced to his people the Shiite form of Islam to which the Persians still adhere today. The Safavids, in particular Shah Abbas I (1586–1628), did their utmost to promote trade, commerce, and transport, but in 1722 the Afghans seized control of Persia and the much tried country went into decline again. After many bloody battles, in 1794 Agha Mohammed from the Turkish-Persian Qajar tribe finally founded the dynasty that still rules today. Incessant battles with the Russians and Turks, murder and fire continued to disrupt the development of modern transport conditions. It was only under the great Shah Naser al-Din (1848–1896) that conditions in the postal system once more improved.

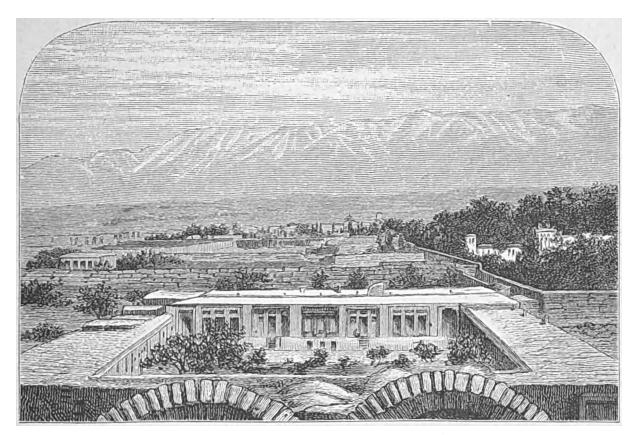


Fig. 2: View of Teheran towards the North.6

⁶ Source: Riederer, Gustav: Aus Persien: Aufzeichnungen eines Oesterreichers, der 40 Monate im Reiche der Sonne gelebt und gewirkt hat. Wien: R. v. Waldheim, 1882. 226 p. Online: https://www.digitale-sammlungen.de/de/view/bsb11630611? (image on p. 1)

II. The Development of the Persian Postal System from 1875 to 1911

Even as late as 1875 the situation was still quite peculiar. The Persian administrative report sketches the following picture, which can probably be regarded as a broadly accurate description of conditions over the last thousand years of Persian transport history.

Before 1875, there was no regular postal service in Persia that could be used by the general public. Those who wanted to send letters usually entrusted them to the caravan leaders (*charvardars*) or occasional travellers or, very frequently, to pilgrims making their pilgrimage to the holy places in Karbala or Meshed. Merchants travelling to the great fair of Nizhny Novgorod in Russia were also involved in the transport of letters. In more recent times, the large trading houses in Teheran and Tauris⁷ also used to send letters to the couriers of the Russian, French and English legations. These couriers left Teheran every month, the Russian to Tiflis and St. Petersburg, the French via Tauris–Trapezunt, later via Baku–Batum to Constantinople and the English through southern Persia to Bushir, where the English resident organised the mail to India, the use of which was also permitted to the natives. In addition to these means of transport, however, there was also the old state post, in which government couriers (*goulams*) were dispatched from Teheran to all the provinces of Persia once a month, later twice a month. Those who had important or urgent consignments to send and were not afraid of the costs could also send them by these government posts. But under somewhat peculiar circumstances, as we shall see shortly.

Like most other branches of administration, the operation of state postal system was, according to old custom, transferred by the Shah as a rich source of income to a major player in the empire. Whether and how much the postal authority had to pay the Shah for the monopoly is not known. In any case, all postal revenues, insofar as they were not leased by the monopoly holder, flowed into his pocket. The latter, a Persian 'Fürst Taxis', as Riederer puts it in his letter to the Union Postale, naturally sought to extract as much profit as possible from his privilege without even thinking of spending anything on improving the service. For the sake of simplicity, the respective postal minister, if you can call the monopoly holder that, used to lease his rights to a general tenant (*chapar-bashi*) for a few thousand tomans⁸. In addition to the lease sum, the latter also had to pay a share of profit to the "*Mirzas*" (officials) of the postal minister. When Riederer came to Persia in 1875, a *khan*, who was also the head of a brigade of the royal cavalry guard and owner of the horses of the *chaparkhaneh* (post station) in Teheran, had leased the Persian post office from the minister. The *bashi's* income flowed from three sources:

- 1. the government had to pay him subsidies for the state couriers (goulams) to be dispatched from Teheran to all parts of the empire i.e. for the use of its own state mail;
- 2. The provincial governors were obliged to supply the fodder etc. for the maintenance of a certain number of postal horses in kind (a remnant of the old manorial service; the governors naturally obtained the fodder from the inhabitants of the country). The *bashi* kept a large part of this fodder intended for the horses for himself and turned it into money;

⁷ Tabriz.

The old national Persian coin is the toman (or tuman), which was minted in gold; all kinds of silver coins were also used. Every town, indeed almost every village, had its own currency. There was also a lot of counterfeit money in the country, which was quietly accepted with withdrawal. In 1870, Shah Nasreddin wanted to put an end to this by introducing the franc currency. The gold toman was to be worth 10 francs, the half toman 5 francs. The "krant" was minted in silver as the equivalent of the franc, and there were also double krants (= 2 francs); the "shahi" was to correspond to the centime. However, the Persian currency was unable to maintain this rate, and the money was issued by the mint at a lower value (J. Bleibtreu, "Persien"). Today, the crane is worth only 40 centimes at around 20 shahi, so the shahi is worth about 2 centimes. For international traffic, the Persian administration has set the following equivalent values: 5 centimes = 3 shahi, 10 centimes = 6 shahi, 25 centimes = 13 shahi, 50 centimes = 1 crane 6 shahi or 26 shahi. One toman (at 10 kran) is now only worth 4 francs = 3 1/20 pfennigs.

3. The *bashi* had in turn leased every postal route to sub-tenants (*najebs*), all of whom he kept in oppressive dependence through advances and the like.

For the *bashi*, the whole operation was therefore a great business, and he didn't have to worry about administrative worries.

The poor *najebs* had to see how they maintained their stations and paid the rent with the remainder of the horse fodder left to them and with the help of the meagre postal income. In most cases, the *najebs* also leased the operation of the individual post stations (*chaparkhanehs*) on their course to tenant farmers. The unfortunate result of this leasing system was that the post horses were neither available in sufficient numbers nor in good condition – for very little of the fodder reached their manger – and that the squeezed sub-tenants in the *chaparkhanehs* starved with their horses and begged every traveller for gratuities.⁹

As this entire postal operation was only available for government purposes, as it had been since ancient times, private individuals had no right to use the postal connections established by the *goulams*. There was therefore no official rate for private mail or travellers. Nevertheless, the *goulams* also regularly carried private mail, and this branch of the service provided a further source of income for the *chapar-bashi* as well as for the *mirzas*, *najebs* and *goulams*; only the public suffered. The great *khan* in Teheran, who would have found even the twice-monthly service inconvenient, entrusted one of his *mirzas* with the task of collecting the fees for each postal dispatch in the capital Teheran in return for a fixed payment of 20 *tomans* for each postal day. The *mirza* saw to it that he collected this fee and a little more. The *najebs* shared the fees received *en route* with the *goulams*. At least that was the case on the main route from Teheran to Tauris. The fees for the consignments departing from Tauris were paid by the tenant there.

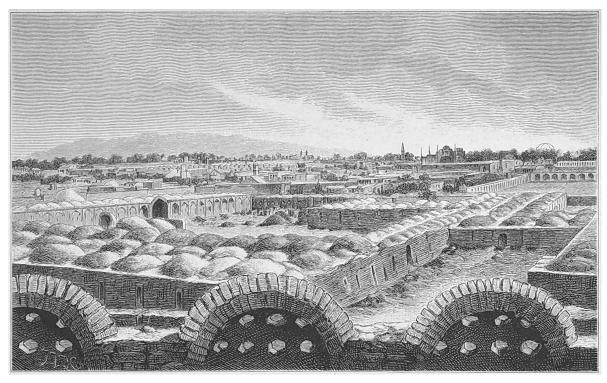


Fig. 3: View of Teheran towards the South. 10

⁹ Verbatim from Riederer's report in Union Postale.

¹⁰ Source: Riederer, Gustav: Aus Persien: Aufzeichnungen eines Oesterreichers, der 40 Monate im Reiche der Sonne gelebt und gewirkt hat. Wien: R. v. Waldheim, 1882. 226 p. Online: https://www.digitale-sammlungen.de/de/view/bsb11630611? (image on p. 49)

On the other routes, the *bashi* paid the *goulams* and collected the fees for transporting the travellers himself. However, the *goulams* were allowed to collect and transport letters and parcels for their own account, but only against payment of a considerable sum to the *bashi*. However, the *goulams* knew how to help themselves and accepted letters and parcels from the sender against payment of the fees, which depended on the *goulam's* discretion and were often very high, as the Persian administrative report itself says, but often only handed the consignments over to the recipient if the latter paid again. According to Riederer's report, things were very 'cosy' with the money consignments. The *chapar-bashi* accepted them for transport, but either kept them in their entirety or delivered them to the recipients in instalments, which people had become quite accustomed to. It was said that the extremely rich but stingy *bashi* borrowed his money from the bazaar at interest rates of up to 30 per cent and covered the costs of his household from the money entrusted to him for postal transport. The postal ministers were well aware of these conditions, but in true oriental sloppiness, no one thought of changing them, as all those involved got their money's worth and the public had 'nothing to say'. Complaints were unknown in this idyllic postal operation.

It is obvious that under such circumstances it was an almost impossible task to organise the Persian postal system according to modern principles. However, Naser al-Din had become acquainted with Western culture during his travels in Europe and wanted to bring its blessings to his people. He therefore sought to recruit European instructors for the various branches of his administration. Some of had already gone to Persia, but had to leave the country without success due to insurmountable difficulties, which mainly consisted of the Persians' deep-rooted mistrust of the "frengi" and their aversion to innovation.

Naser al-Din had requested an official from Austria to reform the postal system. Postrat Riederer himself admits that he knew next to nothing about Persia when he accepted the surprising request to reorganise the postal service in Persia after a short period of consideration. He travelled to Persia at the end of 1874 with only one Austrian postal official as his assistant. Already on his journey there, he was told by experts in Tiflis and Tauris that there was almost no chance of the plan succeeding. Riederer was soon to learn of the difficulties of his task. After being introduced to the Shah and the Grand Vizier, he first asked for official information about the state of the Persian postal service at the time and was directed to two ministers, former envoys in Europe. However, they had "not the remotest idea of the subject matter". Riederer then asked 24 questions in writing, only to receive completely incomplete and consistently false answers on two pieces of paper weeks later. They didn't want to tell him the truth because the influential people who lived from the post office feared for their income. Riederer then drew up a comprehensive reform programme, which also met with great approval in a council of ministers; he was only asked to explain in detail the sum of 20,000 toman that the reform would cost.

Some time after he had provided this list, he was summoned to the Minister of Petitions, Emin ul-Mulk, a young man of 26 to 28 years of age. He explained to him that the Shah had granted him the post office as a privilege for a number of years and that he alone had to decide on all reforms. There was no money for reforms; Riederer should try to create something new and modern using what already existed and spending as little as possible. Emin ul-Mulk had also leased the post office to a general tenant, who was naturally very unhappy that the foreigner was to interfere with his business. Riederer wanted to return home despondent, but was advised by an experienced man to stay, to "persify" himself a little first and to create something cheap but eye-catching, what they call a "tamasha" in Persia. The rest would follow. Following this advice, Riederer persuaded Emin ul-Mulk to set up an office for him in a large caravanserai (inn and merchant's hall), which was furnished with five armchairs and a table; a flag was hoisted above the office. Green and red uniforms with yellow plumes were procured for Riederer's dragoman and his four farrasehen (postal clerks), in which they strutted around and drew the public's attention to the new establishment.

The next step was the production of postage stamps, which until then had only been used temporarily in Persia. Emin ul-Mulk showed Riederer a number of old stamps that had been produced in Teheran in 1868/69 with four clichés made in Paris in four varieties (of 1, 2, 4 and 8 shahi) and had also been used for franking. However, as they were not cancelled it was soon discovered that they were being used repeatedly; as a result they were withdrawn. Riederer now used these old clichés, after having the value engraved in New Arabic numerals under the lion's belly to distinguish them from the earlier stamps, to produce 120,000 postage stamps in the four denominations and in different colours; the colours were also chosen differently from those of the old stamps. Together with his European assistant, Riederer trimmed these new stamps, which were produced with a hand press, with scissors and a penknife. Later the stamps were perforated with holes or saw-teeth¹¹ with a tool he had invented.¹²

The Persian postage stamps – apart from two issues printed in Paris and Haarlem – were then produced from the end of 1876 to 1897 by the Staatsdruckerei in Vienna¹³ and from 1897 until now by J. Enschede en Zonen in Haarlem (under the supervision of a Dutch postal official). Inbetween, provisional issues were printed in Meshed and Teheran in 1902 and 1905.

In 1875, however, the tedious work of stamp production occupied the entire summer months of the "Head of the Persian Postal Administration", during which further promotional work could not be carried out due to the extreme heat, but mainly because of a lack of money. However, on 16th August 1905, Riederer issued the first "tamashah", a daily riding post between Teheran and the villages on the Shamiram, 14 where all the wealthy city dwellers spend the summer. The courier on horseback, wearing a green and red uniform but without a plume of feathers, equipped with high riding boots, a post horn and a post bag, rode out from Teheran every day after sunrise: first to the king's residence an hour outside the city, then three hours through the mansion villages, eliciting horrible sounds from the post horn everywhere. In Jafarabad, where Riederer lived, there was a twohour rest stop, then they travelled back to Teheran along the same route. On the ride he collected letters for his course and for Teheran and delivered them to all the houses he touched. In Teheran, the letters collected by the courier en route were delivered on the same day. The courier was provided with stamps. Riederer had also set up post boxes and stamp sales points at grocers in the larger villages. Two post boxes were set up in Teheran, one with an insert bag, both decorated on the outside with the Persian coat of arms, the lion and the sun. The boxes were made in Vienna. Riederer had procured all of this with two advances of 800 and 1600 M.15 It is indicative of the mistrust with which he was treated that he did not receive these hard-won advances himself, but that they were given to his Persian dragoman (mirza). Although one third of the first advance was embezzled by the *mirza*, the second advance was not given to Riederer himself, but to his *mirza*, the successor to the first.

The success of this first daily postal service was resounding, even though the charge for the short distance had to be set at 5 shahi (= about 8 pfennigs). The Europeans used the post for the sake of novelty, and the good Persians used it to send masses of letters to the king because they believed that this new postal service would allow them to be delivered to him personally and answered by him immediately. Insisting on his success, Riederer now immediately demanded further funds, but these were to be handed over to himself, for which he would then set up regular posts to Tauris (Tabriz), Julfa and Resht. He was promised 6,400 \mathcal{M} , and Riederer eagerly set about the preparations by first having his European assistant instruct some Persian postmen for six weeks,

¹¹ Serrated.

¹² The old and new stamps are in the collection of the Imperial Postal Museum are also illustrated in the large stamp catalogues.

¹³ Austrian State Printing Office.

¹⁴ Shemirān, Chamran.

¹⁵ $\mathcal{M} = German Mark$, with £1 = 20 \mathcal{M} ,

who could spell addresses written in French if necessary, in the new postal regulations laid down and publicised by Riederer. These officials were to work in the post offices outside Teheran. However, this expansion of the postal service did not happen as quickly as expected. It was not until the end of November 1875 that Riederer received the $6\,400\,M$, but only half of it in cash, the rest in certificates that could only be honoured later and with great difficulty. Riederer now sent his assistant to Resht and from there to Tauris and Julfa as well as to Kasvin and Zanjan (all five places in north-west Persia, Julfa on the Russian border, Resht on the Caspian Sea), where post offices were set up and staffed with the eleven trainees as supervisors; only in Resht was the post entrusted to a European, the agent of the trading house Ziegler & Co.

On 10th February 1876, the first courier of the new post office was finally able to depart from Tauris, and on the 12th the first from Teheran; at the same time, the post offices had opened for business in all five places mentioned, with courier posts running regularly once a week in both directions on three routes (Teheran–Kasvin–Resht, Teheran–Kasvin–Zanjan–Tauris and Tauris–Julfa). The couriers performed their duties surprisingly well and punctually, which, considering the long distances and the by no means good roads, required a great deal of riding. For example, the distance between Teheran and Tauris of 94 *farsakh* – 610 kilometres – had to be covered in 80 hours by 3 *goulams*, who took turns in Kasvin and Zanjan. Each *goulam* (courier) was accompanied by a *chaparshagir* (postilion); both had two panniers with mail each strapped behind the saddle. The posts were soon so heavily used that the addition of pack animals proved necessary. There is no information about the rates charged; however, freight items, i.e. probably heavier letters and parcels, were also transported, for which, as is still the case today, rates were charged according to weight. With the support and mediation of the trading house Ziegler & Co. and some Persian merchants in places with a post office, a kind of postal money order service was also set up for cash transactions.

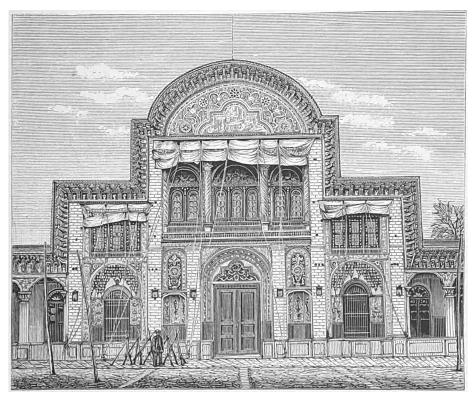


Fig. 4: The Palace's Northern Gate. 16

¹⁶ Source: Riederer, Gustav: *Aus Persien : Aufzeichnungen eines Oesterreichers, der 40 Monate im Reiche der Sonne gelebt und gewirkt hat.* Wien: R. v. Waldheim, 1882. 226 p. Online: https://www.digitale-sammlungen.de/de/view/bsb11630611? (image on p. 53)

Of course, all these new institutions could only be set up after the elimination of the *chapar-bashi* and its sub-lease system, at least on the three courses mentioned. Riederer had only succeeded in doing this after a hard struggle and only with the support of his progressive-minded chief postmaster Emin ul-Mulk; for the *bashi* made every effort to preserve his dignity and not allow his income to be diminished. All kinds of intrigues and secret hostilities had to be overcome, but there was no open hostility; as Riederer says: this is not in the character of the Persian. The poor tenants (*najebs*), couriers (*goulams*) and postilions (*chaparshagirs*), who had been made to fear that they would be even worse off under the new administration, were soon won over by Riederer through punctual payment and special allowances. For the *chaparshagirs*, he introduced a gratuity of 40 Pf. for each station and paid the *goulams* 5 M after each journey in addition to the relatively high wage of 40 M per month. Word of this got around on the postal courses and made an impression.

Riederer first succeeded in taking the income from all the mail carried on the new postal routes in north-west Persia from the *bashi* and using it as direct income for the minister to expand the post office; later – on the Persian New Year 21st March 1876 – he was also able to wrest control of the post horses from him from him. He concluded direct agreements with the *najebs* and thus gradually abolished the sub-lease system in his area. Just how difficult this was can be seen from the fact that on the main Teheran–Tauris route the *najebs*, who were completely dependent on the *bashi* for money, did not dare to declare for a long time that they could run the station on their own account in return for a contract. However, all of Riederer's successes did not mean that the lease system had been fundamentally abolished and the postal system had been transformed into a state enterprise; the *bashi* continued to operate in the rest of Persia, and Riederer only managed the mail independently of the *bashi* at the few stations in the north-west.

Riederer had sent his European assistant to Tauris to permanently manage operations at this hub of the future postal routes to Turkey and Russia. However, the young civil servant did not enjoy the office, which offered little variety and sociability but demanded many hardships and he soon resigned. His successor was a German who had previously been employed in the English telegraph service¹⁷ who was fluent in the language and soon became a reliable support for Riederer.

In the summer of 1876, however, Riederer was still, as he recounts whimsically, "the only mastermind, executor and accountant of the General Postal Directorate, who passed the time in the quiet summertime at his splendid country residence with his correspondence and accounting work in all cosiness". He only occasionally rode into Teheran to supervise the departure and arrival of the posts in order to "turn his back on the burning ground and the by no means fragrant bazaars" as soon as possible. The intention to set up the postal route to the south via Ispahan to Bushir on the Persian Gulf had to be postponed until the autumn, as no money could be obtained before then.

On the other hand, the overland mail to the Shamiram had developed well; the courier mail to the Shamiram left on the same day as the arrival of the mail from Tauris, as the best customer, the English telegraph director, used to send telegraphic notes from Europe by letter to the envoys and other outstanding personalities on their summer holidays. The rate for letters sent by land mail had been reduced from five to two shahi. The postal service to Tauris was also soon so profitable that the income from this service not only covered all expenses, but also the costs of the government *goulams* that travelled twice a month from Teheran to all parts of the country.

Riederer's next concern was, of course, to initiate an exchange of direct letterbags with

¹⁷ The operation of the telegraphs and the network of lines in Persia were already then, and still are today, almost exclusively in the hands of the "Indo-European Telegraph Co." in Teheran, which was licenced by the Shah. Some short lines were built and are operated by Russians. There are only a few Persian telegraph lines and these are only of local importance. Until recently, the English company exploited its monopoly mainly to the advantage of the English and Indian merchants and those under English protection. Since about 1909, the lines have also been more accessible to the private telegrams of the Persian population.

neighbouring countries and with Europe. He had initially arranged with the Russian postal directorate in Tiflis to exchange letterbags via Tauris–Julfa, but "high diplomacy got in the way". He was told that he was not allowed to make such international agreements, but that the letters destined for Persia from Russia could only be delivered by Persian post once a postal treaty had been concluded between Russia and Persia. Until then, these letters would have to be carried from Julfa to Tauris and Teheran by the Russian legation's courier. All counter-arguments were to no avail.

In the direction of Russia and Europe, the letters were franked by the Persian post offices with Persian and Russian stamps and sent via Julfa. Although the postal workers encountered every conceivable difficulty, it was always possible to get the Persian letterbag via the Araxes to Russian Julfa, where it was then accepted by the Russian post office without objection and the contents forwarded on.

However, Riederer soon began negotiations for the conclusion of postal treaties with Turkey, Russia and Austria. However, these treaties did not materialise at the time. Nevertheless, Riederer succeeded in crowning his work by Persia's accession to the Universal Postal Union, effective from 1st September 1877. Then, at the end of his three-year commitment, he handed over his office to his successor Stahl, ¹⁸ tired of the long and thankless work, or as he himself wrote in 1876: "since three years of incessant exercise of patience and deprivation of all the usual social pleasures should be sufficient penance for any youthful sins committed; and neither the high position I hold here, nor the splendid pecuniary conditions will persuade me to stay away from my dear fatherland any longer."

Nothing is known about Stahl's origins, activities and successes. The administrative report only mentions that he and, after him, several other European officials were called upon by the general tenants of the Persian post office to provide services, but that they were never able to play an effective role and never achieved the reputation that would have been necessary to implement the improvements they proposed. According to Riederer, the old tenant farming system, with all its abuses, was torn down again, and the Europeans remained condemned to powerlessness.

For the entire period from 1876 to 1900, the administrative report only reports that a postal agreement with France, including Algeria, was concluded on 9th April 1884 and extended to Tunis on 10th January 1886, and that a postal treaty with Turkey was concluded on 27th August / 8th September 1890, but that overall the service could still be maintained to the extent created by Riederer. So his work had not been in vain.

However, as the Persian report itself admits, the more traffic developed in Persia, including with neighbouring countries, the more "the complaints of the public about innumerable irregularities in the postal service increased, and when in 1900 the foreign administrations also made representations as creditors of the general tenants, the government realised that the corrupt tenant farming system could no longer be maintained".

Finally, the Shah decided to establish the post office as a state administration and asked the Belgian government to provide a senior postal official to carry out the thorough reform. Mr. Vercauteren took on this task, but did not get beyond the preparatory work and soon had to return to Belgium as a result of a fall from a horse. Subsequently, in 1902, the Persian Director General of Customs, Mr. Naus, was entrusted with the postal reform and at the same time the postal system was placed under the same directorship as the customs administration. The tenant farming system system was

¹⁸ Alexander Friedrich Wilhelm Stahl a.k.a. 'von Stahl Khan', Александр-Фридрих-Вильгельм (Александр Фёдорович) фон-Шталь-Хан (1850–1952).

¹⁹ E. Vercauteren.

Josephus Henricus Ludovicus Mathias Hubertus Naus (1849–1920). Cf. Wikipedia: https://fa.wikipedia.org/wiki/%DA%98%D9%88%D8%B2 Mathias Hubertus Naus (1849–1920). Cf. Wikipedia: https://fa.wikipedia.org/wiki/%DA%98%D9%88%D8%B2 Mathias Hubertus Naus (1849–1920). Cf. Wikipedia: https://fa.wikipedia.org/wiki/%DA%98%D9%88%D8%B2 Mathias Hubertus Naus (1849–1920). Cf. Wikipedia: https://fa.wikipedia.org/wiki/%DA%98%D9%88%D8%B2 Mathias Hubertus Naus (1849–1920). Cf. Wikipedia: https://fa.wikipedia.org/wiki/%DA%98%D9%88%D8%B2 Mathias Hubertus Naus (1849–1920). Cf. Wikipedia: https://fa.wikipedia.org/wiki/%DA%98%D8%B2 Mathias Hubertus Naus (1849–1920). Cf. Wikipedia: https://fa.wikipedia.org/wiki/%DA%98%D8%B2 Mathias Hubertus Naus (1849–1920). Cf. Wikipedia: https://fa.wikipedia.org/wiki/%DA%98%D8%B2 Mathias Hubertus Naus (1849–1920). Cf. Wikipedia: https://fa.wikipedia.org/wiki/%DA%98%D8%B2 Mathias Hubertus Naus (1849–1920). Cf. Wikipedia: https://fa.wiki/%DA%B2 Mathias Hubertus Naus (1849–1920). Cf. Wikipedia: <a href="https://fa.wiki/mathias/phi.ni/math

finally abolished, but experienced a temporary resurrection in 1908/09, proof of the repeated battles for the big benefits and the difficulty of introducing orderly, modern conditions.

Naus had appointed 21 Belgian officials to the customs and postal service and promoted the postal reform to the best of his ability, as can be seen from the following overview of important dates in Persia's modern postal history. In February 1907, however, the Shah Mohammed Ali, "yielding to the demand of some influential persons" – as the official report says – again ordered the separation of the postal administration from the customs administration; 20 of the Belgian officials were now only used in the customs service, with only one Belgian remaining in the postal service. This person, Mr. Molitor, 21 was to take Naus' place as head of the postal service; however, he only had native personnel at his disposal and was therefore initially unable to continue the reforms initiated by Naus, all the less so as the old tenant farming system was reintroduced at the same time – despite the bad experiences made. The Persian post office was once again in the hands of general tenants, several of whom replaced each other in quick succession; Emin ul-Mulk also reappeared as "fermier général" (general tenant) from May to November 1908. This interlude soon came to an end, however, as the unsustainability of the system must have quickly become apparent. In April 1909, Mokhber ed-Dovleh was appointed the first Persian "Minister of Posts and Telegraphs", but was replaced by Serdar Mansur in July of the same year. Since 21st March 1911, the Ministry has been united with the Ministry of Commerce, and both are under two – apparently equal – ministers as the "Ministry of Commerce, Posts and Telegraphs": Mohamed Kaghan and Prince Assadollah Mirza.

The progress made by the postal system in Persia between 1902 and 1911 under the leadership of Mr. Naus and Mr. Molitor, despite the difficult conditions, is best illustrated by the following overview, which is taken from the official report.

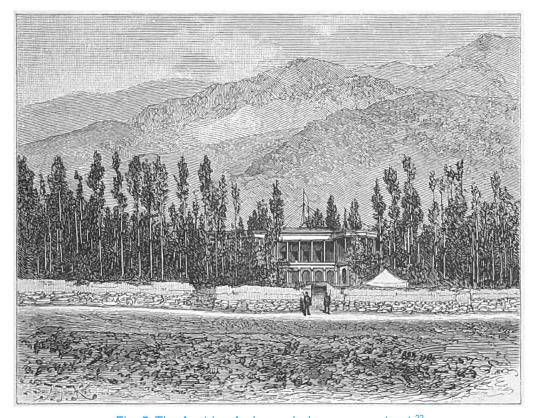


Fig. 5: The Austrian Ambassador's summer retreat.²²

²¹ Camille Molitor (1877–1939). Cf. https://lambertmolitor.wixsite.com/site/camille-molitor-1877-1939.

²² Source: Riederer, Gustav: Aus Persien: Aufzeichnungen eines Oesterreichers, der 40 Monate im Reiche der Sonne gelebt und gewirkt hat. Wien: R. v. Waldheim, 1882. 226 p.

III. Overview of the Most Important Advances in the Persian Postal System from 1902 to 1911

- The tenant farming system is abolished and the post office is administered by the state. The old debts of the general tenants are paid (these are apparently claims from foreign administrations that the Persian government had to pay retrospectively). The domestic postal money order service is introduced.
- 1903 Persia joins the International Postal Parcel Convention (October)
 A regular postal exchange is established between Persia and British India via Kuh-Malek-Siah and Ziaret.
- 1904 The postal parcel service with Europe via Russia is opened (August); the Persian post offices of Julfa, Astara, Meshed-isser, Benderguez and Badjguiran are designated as exchange post offices
 - An exchange of postal parcels via British India is also agreed between Germany and Persia.
- 1905 The special postal parcel agreement between Persia and Russia comes into force on 1st April.
 - On 21st May, a new procedure is introduced in the domestic parcel service.
- 1906 The maximum weight of postal items exchanged between Persia and Turkey is increased to 40 kg
 - (The report also mentions an addition to the "Franco-Persian Agreement of 1890" for 1906; it is not known what this agreement refers to).
- 1907 A direct postal parcel exchange is agreed between Germany and Persia via the new steamship line of the Hamburg-America Line to the Persian Gulf.

 The Posts & Customs Administration, which has been united since 1902, are separated again by order of Mohamed Ali Shah.
 - A postal customs clearance service is introduced at the border post offices.

 The tenant farming system is restored (in May); the postal money order service is cancelled
- "because it is incompatible with the tenant farming system" (!)

 From October onwards, letters franked with Persian postage stamps can be forwarded abroad via the British-Indian post offices in Persia (Bushir, Mohammerah, Bender Abbas, Lingah and Jask); until then, these post offices had refused to forward such letters, so the Persian post offices in the Persian Gulf were unable to accept and forward letters to foreign countries as they had no postal connections of their own.
- 1909 A decree announces the cases in which the Persian postal administration refuses to accept any liability for compensation for loss or damage to items entrusted to it.

 The tenant farming system is abolished again (in April). The postal service is placed under a department of the Ministry of Posts and Telegraphs.
- 1910 A standard rate of ½ per cent of the bill amount is introduced for insured letters containing bills of exchange.
 - Ordinary letters and postcards addressed to the General Directorate of Posts or to a provincial directorate are carried free of postage if they contain complaints, applications or enquiries.
 - The rate for newspapers is reduced by half.
- 1911 Letters containing banknotes with a value of no more than 5 tomans are accepted for carriage as insured letters.
 - Postal freight items are permitted in domestic traffic on a trial basis.

Online: https://www.digitale-sammlungen.de/de/view/bsb11630611? (image on p. 61)

IV. Current Organisation of the Persian Postal Administration

The Directorate General of Posts, headed by Mr. Molitor, has been a department of the Ministry of Trade, Posts and Telegraphs since 1907 and is based in Teheran. Under Mr. Molitor's leadership, the postal service has experienced a remarkable upturn. This is illustrated by the following data: whereas in 1907 the General Directorate had only 6 officials and 5 servants and the head personally had to deal with all correspondence in French (international service, settlements with foreign administrations and with Persian entrepreneurs, complaints, statistics, etc.) and also had to deal directly with the public, in 1911 the General Directorate already had 28 officials and 15 servants.

The organisation of the rest of the administrative body is still in a state of transition. In the whole of Persia, an empire slightly more than three times the size of the German Empire (Persia comprises 1,650,000, the German Empire 540,000 square kilometres), but with only 6 million inhabitants (the German Empire with 66 million has eleven times that number), there were only 145 post offices and 12 agencies with a total of 352 officials, 263 sub-officials and 235 couriers (horsemen and foot messengers) on 20th March 1911, the Persian end of the year, which also marks the end of the administrative report. Of the post offices, 8 are still directly subordinate to the Directorate General, as each of them is the only one in the province. The remaining post offices are subordinate to intermediate authorities called either "direction provinciale" (provincial directorates) or "direction régionale" (regional directorates), depending on whether they are in charge of all the post offices in a province or only a part of them. There are 13 "directions provinciales" and 6 "directions régionales", each with 2 to 19 subordinate post offices. However, these directorates are not administered by special officials, but the head of the largest post office in the district is also in charge of the directorate's business. All heads, whether of a post office or a directorate, bear the same title "rais" (chef). The rais of the directorates and the 8 direct post offices are authorised to deal directly with the provincial governors and local authorities in matters requiring their involvement, but must report to the Directorate General. All other matters, namely the appointment and transfer of civil servants of all grades, the fixing of salaries and allowances or rewards and penalties, as well as all changes or innovations in the practical service shall be reserved to the decision of the Directorate General. The report explains this limitation of the powers of the Rais by the fact that they still have little experience and have received little official training; the powers of the Rais could not be extended until a company inspection service had been set up. This also explains the relatively large number of officials required in the General Directorate (1/13 of the total number).

V. Postal Operations: Services and Tariffs

The Persian postal services deal with the acceptance, transport and delivery of ordinary and registered letters, postcards, printed matter, samples and business papers, letters with declared value (content limited to banknotes and bills of exchange), value boxes as well as postal parcels and freight items without and with declared value. The postal order service was discontinued in 1909.

The postal obligation only applies to letters sent between places with a post office.

In the international service, Persia participates in the exchange of ordinary and registered letters of all kinds; there is also an international service for parcels with and without declared value (up to 400 M), in which only a few Persian border post offices in the north-west (via Russia) and in the south (via British India or directly by sea via Hamburg) participate. Persia also exchanged postal money orders with France.

Franking is compulsory for all items except ordinary letters and postcards; all types of items can be sent by registered post (the fee is 11 shahi).

Domestic services rates

Ordinary letters: 6 shahi (i.e. about 10 pfennig) for the first 2 miskal (1 miskal = $4\frac{2}{3}$ g) and 3 shahi for each additional miskal; in local traffic only 1 shahi for each miskal, minimum 2 shahi;

Postcards: 2 shahi (approx. 3 pfennigs); the officially issued picture postcards (16 types) also cost only 2 shahi. There are no postcards with a paid reply. Unfranked letters and postcards are charged double the rate;

Printed matter, samples, business papers: 2 shahi (newspapers only 1 shahi) for 10 miskal each. Maximum weight: 500 miskal (approx. 2½ kg) for printed matter and business papers, 80 miskal (approx. 370 g) for samples;

Letters with value: in addition to the letter postage and the registration fee (11 shahi), an insurance fee of 10 shahi applies if the letter contains banknotes (maximum amount 5 toman = 16 M) or ½ per cent of the stated value if the letter contains bills of exchange.

Postal parcels: The charges are graduated according to weight and distance, per 100 miskal (= 465 g) the rates per distance of:

0 - 50	farsakh	(up-to 325 km)	10 shahi,
50 - 80	farsakh	(up-to 520 km)	15 shahi,
80 - 120	farsakh	(up-to 780 km)	20 shahi,
120 - 200	farsakh	(up-to 1300 km)	30 shahi,
over 200	farsakh		50 shahi.

In addition, an insurance fee of 10, 20 or 30 shahi for every 10 toman is charged for valuable parcels according to the distance levels of 100, 200 or more farsakh.

Maximum weight: 6 batman (1 batman = 2,970 g = approx. 3 kg), 10 batman or unlimited, depending on whether the parcel is to be transported by messenger post, riding post or driving post.

Value limit: for cash shipments in silver 250 toman (= 800 \mathcal{M}), in gold 500 toman (= 1600 \mathcal{M}), for other shipments unlimited.

Freight items (weighing 12 batman and more): 8 to 100 shahi for each batman according to a special tariff established for the most important postal destinations, calculated depending on the distance.

To frank the items, postage stamps were issued in 16 denominations (1, 2, 3, 6, 9, 10, 13, and 26 shahi and 1, 2, 3, 4, 5, 10, 20 and 30 kran). 1 kran = 20 shahi = 40 centimes = 32 pfennigs.

In international transport, the equivalent value of the international rates is charged in the local currency.

The Persian postal service does not itself deal with the transport of travellers; this is the responsibility of the postmasters, as the private drivers of the postal routes can be described, who also own the postal horses and carriages. Travellers are transported by carts, omnibuses or open or covered coaches on roads that can be travelled, and by horses from the postal stations on roads that cannot be travelled.

The postal administration sets the departure times for items sent by the same means of transport and also determines the tariff and instructions for travelling. The revenue from this remains with the postmasters, but they have to charge a 1 kran postage stamp on each ticket. In 1909, a bill was submitted to parliament which secured the postal administration a monopoly for the regular periodic transport of travellers and luggage using relay wagons. – At the same time, this bill also provides for the extension of the postal monopoly to postcards.

The delivery of postal items in Persia, especially in the larger cities, encounters peculiar difficulties for the following reasons:

- 1. There are no surnames, so in addition to the name, the address must also state the trade, district or caravanserai where the recipient lives, their relationship and place of birth, otherwise the postman will only be able to find the right person among a crowd of people with the same name after much effort;
- 2. Women live in special parts of residential buildings to which postmen do not have access; mail to women is therefore difficult to deliver;
- 3. Due to the suspicious nature of the Persians, a very large proportion of postal items are sent by registered mail with advice of receipt, which of course makes delivery even more difficult:
- 4. There are letterbox at residential houses.

For these reasons, in the past, when a courier arrived, the letters etc. were simply called out in the courtyard of the postal caravanserai; the recipient had to respond. Nowadays, however, at least in the more important towns, a delivery service should be carried out to everyone's satisfaction. In the smaller towns, the recipients collect their consignments from the post office counter.

Parcels are generally excluded from delivery, only in Teheran itself there is an express delivery for parcels containing fish and wool. 50 postboxes have also been set up there, but only 2 of them have been rented out.

In Teheran, there are 3 letter deliveries a day, which are handled by 34 postmen; one delivery with 4 postmen covers only local mail. Otherwise only Resht, Tauris and Kasvin have 2 letter deliveries a day, all other postal towns have one only, depending on the arrival of the mail.

Persia has had little luck with the installation of letterboxes. For 10 years, repeated attempts have been made in Teheran to accustom the population to this simple despatch method by installing letterboxes in the most populated parts of the city.

The report says laconically: "The public was never able to gain confidence in it, so that the boxes had to be removed again in 1910. But now they want to try to win the public's confidence again by installing a new type of steel box already ordered in Austria with an automatically opening and closing emptying bag."



Fig. 6:
The "Baqeri" issue.²³

VI. Postal Routes

There are still no railways in Persia, which is why only land mail routes can be considered for transporting mail. These consist of a total of 100 routes and a total distance of 2,314 farsakh – around 15,000 kilometres. Of these, 797 farsakh, almost exactly one third, are accounted for by 24 main routes, on which the mail is transported by four-horse mail wagons called "gari", 898 farsakh

²³ Image taken from: Sadri, Mehrdad: *The genesis of the first Iranian stamps: new discoveries*. In: MEPB, no. 27, 2024, pp. 31–40.

by 42 horse-drawn mail routes, on which horses, mules or camels carry the mail bags on their backs, and 619 farsakh by 34 messenger mail routes; the foot messengers are called "gaced".

There are 120 state and 143 private horse relay stations in Persia with a total of 2,370 draught horses and 632 wagons and carts.

The length of the routes varies greatly. For the freight posts it is from 2 to 146 farsakh (i.e. up to 950 km!), for the riding posts from 3 to 72 farsakh (i.e. up to 470 km), for the messenger posts from 1 to 84 farsakh (i.e. up to 550 km).

The freight posts run twice a week on 16 routes, three times a week on four routes, four times a week on two routes and five times a week on the Teheran–Kasvin–Resht–Enseli route, the riding posts once or twice a week, three times a week on only one route and the messenger posts almost all only once a week, a few run twice a week.

In total, approximately 442,416 farsakh = 2,875,700 km are travelled on all postal routes in one year.

By sea, there are postal routes between Enseli and Astara, Enseli and Baku, Meched-isser²⁴ and Bender-Guez²⁵ in the north as well as between the postal centres on the Persian Gulf among themselves and with Basra and British India as well as with Hamburg.

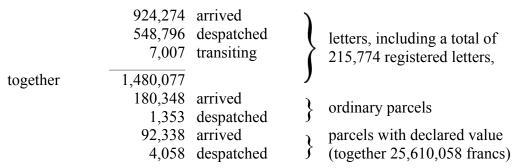
VII. Transport Statistics

The following figures from the year 1910/11 are taken from the comprehensive statistical overviews included in the administrative report, which most clearly illustrate the growth of Persian postal traffic and its current volume.

The following were transported in domestic traffic:

2,257,749 letters of all types, including 272,909 (= 12 per cent) registered and 69,797 postage-free,²⁶ but only 27,547 postcards, 102,843 printed matter items and 14,092 samples. Sealed letters (2,043,470) make up by far the majority; only 59,445 ordinary parcels, but 110,432 parcels with declared value (totalling 60,960,000 francs). These figures are also indicative of the mistrust that Persians still harbour with regard to the security of consignments entrusted to the postal service without special precautions.

International traffic is relatively lively. The following were counted in 1910/11:



285 outgoing postal money orders to France (amounting to 4,618 francs), 115 arrived postal money orders from France (amounting to 4,248 francs).

²⁴ Meshed-i-Sar, today Babolsar.

²⁵ Bandar-e Gaz.

In Persia, not only the Shah and the Regent as well as the postal administration itself enjoy postage exemption, but also the ministries, the Bureau of Parliament and the President of the Imperial Health Council.

The most significant upswing was in parcel traffic from abroad to Persia, which showed an almost stormy upward trend, as the following figures show:

Accounting year	Ordinary nargala	Parcels with	Declared value
(21st March to 20th March)	Ordinary parcels	declared value	(francs)
1904/5	870	704	51,000
1905/6	6,032	7,153	443,000
1906/7	31,483	6,549	439,000
1907/8	51,700	9,040	778,000
1908/9	54,204	12,542	2,004,000
1909/10	148,594	43,889	9,210,670
1910/11	180,348	92,338	24,295,664

Of these parcels, 99.4 per cent were transported to Persia via Russia. The route via British India only accounts for 0.3 per cent, the route via Asian Turkey for 0.25 per cent and the direct route via Hamburg for 0.05 per cent.

According to an official document published in Brussels by the Persian customs administration, the number of postal parcels received in 1911/12 is said to have totalled 308,000 (209,000 ordinary and 99,000 with declared value).

The most important exchange post office for parcels is Enseli with 165,817 (= 61 per cent) incoming and 3,494 (= 64 per cent) outgoing parcels. It is followed by Julfa (57,828 and 274), Bajgiran (34,760 and 530), Astara (7,488 and 40), Meched-isser (3250 and 46) and Bender-Guez (1985 and 45). The other exchange post offices have no significant parcel traffic.

A laconic statistic about the posts attacked and robbed is quite indicative of the security conditions in Persia:

	Number of robberies	Amou	ints of compensation	n paid
1905/6 to 1907/8	100	29,400	kran = appox.	9,408 M
1908/9	40	28,445	kran = appox.	9,088 M
1909/10	90	47,713	kran = appox.	15,204 M
1910/11	82	100.030	kran = appox	41.600 M

Most of these were probably domestic mail items. There have been relatively few compensation cases in international traffic, of which even fewer cases have led to the payment of compensations.

	1909	1910
Of the total number of letters received	864,000	932,000
claims for compensation	161	114
of which have led to the payment of compensation	9	34
total number of parcels received	192,500	277,000
claims for compensation	158	143
of which have led to the payment of compensation	3	1

VIII. Financial Results

The budget of the Persian postal administration for the year 1910/11 shows

total revenue of 3,365,000 kran total expenditure of 3,162,000 -

thus a surplus of 203,000 kran (= 64,960 M).

The following income and expense items are worthy of special mention:

1. Revenue

franking and postage due, etc.	2,638,000 kran
from cancelled postage stamps when sold to collectors	$80,784 - ^{27}$
Domestic parcel postage for international parcels	
(from border entry post office)	323,600 -
of stamps for travel tickets	24,000 -
from the sale of horse fodder (!)	18,760 -

2. Expenditure:

Salaries and remuneration	1,164,000 kran,
office expenses	55,000 -
Rents	80,000 -
Postal transport costs	1,591,000 -
Travel expenses	15,800 -
Telegram and Telephone charges	12,200 -
Heating, lighting, uniforms, etc	84,400 -
Compensations (see above)	130,000 -
Pensions	46,000 -

IX. Conclusion.

Despite the internal turmoil and external political influences that have plagued Persia for years, the postal system there is, on the whole, showing a steady upward trend, and it can be expected that, once calm and orderly conditions have been established, postal traffic will also grow rapidly and contribute to the development of a country rich in future opportunities.

In particular, the construction of railways, which are still completely lacking, will in the not too distant future give Persia a similar significance for long-distance traffic between Asia Minor and India as the country had in ancient times as a result of the magnificent roads built by Cyrus and Darius. News has just arrived from Persia that the Council of Ministers has approved the concession of the first railway in Persia, from Julfa to Tauris.

The official administrative report, from which the above is essentially taken, is proof of how the traffic of modern times and ancient customs resonate in this strange country. In the report, the calendar years and months are labelled partly with the numbers of our calendar and partly with Persian names, which mean all kinds of animal names.

These are the year and month names from the old Mongolian calendar, which only covers a period of 12 years and then always starts again from the beginning, also known as the "Uyghur-Turkic cycle". Although this calendar is no longer used in public life in Persia at all, it is still used, according to an old custom, in ceremonial public documents in addition to the Muslim years and months. It makes a strange impression on the reader when he sees the accounting years labelled "year of the ox", "year of the monkey", "year of the hare" etc. in a modern official postal report.

[...]

²⁷ In 1909/10, this item even amounted to around 120,000 kran.

News about Trade and Transport in Persia

by Ober-Postinspektor¹ Ehrhard in Berlin²

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The development of the postal system in Persia up to March 1911 was reported in detail in "Archiv" 1913, pp. 97ff. and 156ff. ("The postal system in Persia"). In the meantime, the Persian postal administration has published a further administrative report on the financial year 1911/12 and statistical information on postal parcel traffic in the calendar year 1912; at the same time, a comprehensive trade report on the year 1911/12 has been published by the Persian customs administration, which also contains important information on country roads and travelling traffic as well as telegraph and telephone facilities in Persia. The following information from these official works is reproduced here.

Postal parcel traffic to Persia is steadily increasing; the number of postal parcels received in Persia from abroad has totalled

1904/05	1,574	parcels
1905/06	13,185	"
1906/07	38,032	"
1907/08	60,740	"
1908/09	66,746	"
1909/10	192,483	"
1910/11	272,686	"
calendar year 191	1 321,339	"
calendar year 191	2 330,423	"

The relatively small increase in the total number of parcels in 1912 is due to the fact that a strong increase in parcel traffic as a whole was offset by a considerable decrease in traffic with individual countries. The large decrease in parcels with declared value is striking, falling from 101,872 in 1911 to 53,764 in 1912. Almost all of Persia's parcel traffic with European countries goes via Russia, two thirds of it via Enseli (211,044 parcels in 1911), one fifth via Julfa (62,821 items), one tenth via Bajgiran (36,392 items); the remainder is distributed among the three other Perso-Russian border posts of entry (Astara, Mechedisser and Bender Gez, totalling 9,872 items). The traffic via Turkey (Bajazid and Hanekin, together 503 parcels), via British India (Kuh Malek Siah, 326 parcels) and via the Persian Gulf (Bushir, Bender-Abbas, Lingah, Mohammerah, together 384 parcels) is of little significance compared with the Russo-Persian traffic figures.

The number of parcels sent abroad from Persia is small; in 1911 they totalled 6,073, of which 4,608 were with declared value.

The trade statistics of the Persian customs administration show that, despite the political unrest that has plagued the country for many years, total Persian trade increased from 449 million kran in 1901/02 to 991 million kran (1 kran = 32 pfennigs) in 1911/12. The largest share of this (552 million kran) was of course accounted for by Russia, followed by England with 276 million, Turkey with 59 million, Germany with $21\frac{1}{2}$ million, Italy with $12\frac{1}{2}$ million kran, etc.

¹ Chief postal inspector.

² Article published in Archiv für Post und Telegraphie, vol. 41, 1913, no. 24 (December 1913), pp. 760–767.

³ Refers to the article reprinted above.

The trade report is of particular interest:

- a) Overviews of the shipping connections of the Persian harbours on the Caspian Sea and the Persian Gulf with details of the steamship companies, timetables and fares as well as the duration of the voyage;
- b) a very detailed overview of the most important country roads in Persia, which are suitable for the transport of travellers and goods, with details of the average journey time for journeys on horseback, by camel or by wagon, the prices, the names of the hauliers and with useful tips for travellers; there are also details of the condition of the roads;
- c) statistics on the number, type and ethnicity of travellers who entered or left Persia in the year under review, broken down by the various transport routes;
- d) various notices about railways, river transport, telegraphs and telephones.

The following may be communicated from this report.

- a) Shipping on the Caspian Sea is naturally exclusively in Russian hands. However, only the "Compagnie Caucase et Mercure" maintains regular steamship connections on the following four routes:
 - 1. Twice a week; duration of the crossing: 18 hours; first class fare: 20 roubles;
 - 2. twice a week; 12 hours; 10.15 roubles;
 - 3. Astrachan–Krasnowodsk weekly, 74 hours, 33.60 roubles. Krasnovodsk–Bender Gez 32 hours, 7.50 roubles. Bender Gez–Mechedisser weekly, 10 hours, 2.65 roubles.
 - 4. Baku–Krasnowodsk, daily, 27½ hours, 15 roubles.

The "Bureau des Transports persans", which unites three Russian steamship companies, maintains irregular connections between Baku–Astara–Enseli, Baku–Bender Gez–Mechedisser and Baku–Enseli–Mechedisser-Bender Gez for part of the year. The travelling times of the steamers are announced in advance each time. In addition to these most important connections, there are a large number of irregular routes on the Caspian Sea, which are operated by a number of smaller, almost exclusively Russian companies.

In the Persian Gulf, the British, Russian and German steamship companies listed below share the traffic; the lion's share falls to the British companies:

- 1. British India Steam Navigation Co.
 - Express mail steamer weekly between Bombay and Basra via Lingah, Bushir and Mohammerah, journey time 7 days.
 - Coastal steamers on the same route, also calling at Charbar, Jask and Bender-Abbas, twice a month.
- 2. The Bombay &
- 3. Persia Steam Navigation Co.
 - 5 to 6 steamers a year between Bombay and Mohammerah via Bender-Abbas, Lingah and Bushir.
- 4. The Arab Steamers Limited Co.
 - Every two months a steamer between Bombay and Mohammerah, as under 2.
- 5. Lynch Brothers
 - Daily service for travellers between Mohammerah and Basra.
- 6. The West Hartlepool Steam Navigation Co.
 - 5 to 6 steamers a year between London and Mohammerah via Buschir, also calling at Lingah and Bender-Abbas, if necessary.
- 7. The Anglo-Algerian Steam Ship Co.
 - Irregularly, about every month a steamer between London and Mohammerah via Bender-

- Abbas and Buschir, sometimes also via Lingah.
- 8. Bucknall Brothers
 Approximately 8 ships per year between London and Mohammerah via Bender-Abbas and Bushir.
- 9. Hamburg-America Line A regular monthly steamer between Hamburg and Basra via Bender-Abbas, Lingah. Bahrein, Bushir and Mohammerah; journey time 45 days.
- 10. Compagnie Russe de Navigation à Vapeur et de Commerce 4 steamers per year between Odessa and Mohammerah via Bender-Abbas, Lingah and Bushir; journey time 36 days.

VERKEHRSKARTE VON PERSIEN.

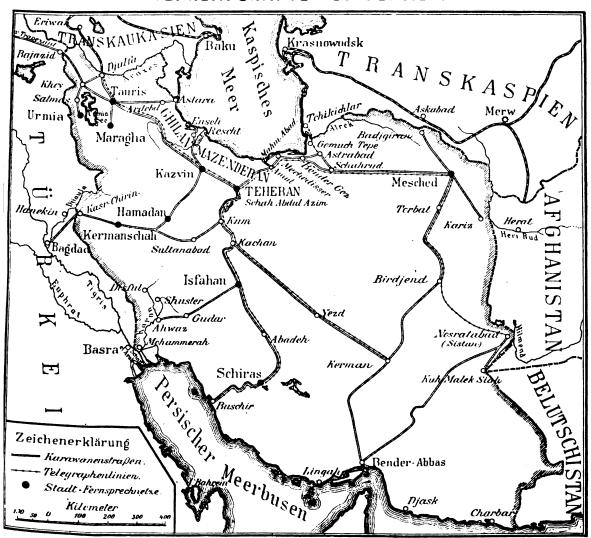


Fig. 1: Verkehrskarte von Persien (transport systems map of Persia).

We learn the Following about Travelling Opportunities and Goods Transport Routes by Land

As Russia does not allow freight from other countries to pass through to Persia unless it can be transported by post, all heavier or larger consignments of goods to north-west Persia must take the route via Trebizond to Tauris (1,100 km) and from Tauris to Teheran (630 km). Travellers on

horseback need about 20 days from Trebizond to Tauris; a horse costs 25 toman (= $80 \, M$) hire fee for this route. Travelling from Tauris to Teheran in a wagon takes about 10 days; the wagon costs $150 \, \text{toman} - 480 \, M$. Goods take 60 days from Trebizond to Tauris in summer and 45 days in winter and cost 285 or 340 kran (91.20 or $108.80 \, M$) for each 297 kg (= 1 kantar = $100 \, \text{batman}$), depending on whether they are bales or crates. So this important import route is certainly not cheap and fast.

The main access roads from Russia, Julfa–Tauris (120 km) and Enseli–Resht–Teheran (382 km), both built by Russian companies and used for business, are in a much better position. There is a regular motor vehicle service between Julfa and Tauris for travellers who can reach their destination in 6 hours for 6 toman (= 19.20 \mathcal{M}). Contract haulage wagons cost twice as much and take 15 hours. The freight of goods is very low, around 70 pfennigs for a *pood* (around 20 kg) or 15 \mathcal{M} a kantar for express freight – by lorry.

The Enseli–Resht–Teheran road is also passable for motor vehicles, but for the time being there is no motor vehicle service as there is between Julfa and Tauris. The Russian company, which has a monopoly on passenger and carriage transport on this road, levies charges on every vehicle or pack animal for the entire route (382 km):

There is a relay mail service between Resht and Teheran (320 km), open to travellers with special mail coach. However, a four-seater, four-horse mail coach with 32 kg free luggage from Resht to Teheran costs 196 \mathcal{M} and takes 2 to 3 days for the journey.

A third road has been built and monopolised by a Russian company, the road to Hamadan (350 km), which branches off from Kazvin (on the Resht–Teheran route) in a straight southwesterly direction towards Baghdad. From Hamadan, Baghdad is only 400 kilometres away and can already be reached via Kermanshah and Kasr-Khirin on roads that are passable but not yet well developed.

In contrast, the road leading south from Teheran to Sultanabad (300 km) is part of the 800 km long road leading from Teheran via Sultanabad and then on via Kermanshah and Kasr-Khirin to Baghdad, is under British control.

The routes from the Gulf of Persia to Teheran and northern and eastern Persia are almost all described as difficult to use, highly unsafe and at risk from bands of robbers. Bushir in particular, formerly the most important port on the Persian Gulf, seems to be losing its importance more and more in favour of Mohammerah, as the latter has better connections to the hinterland. The first part of the 1,232 km Buschir—Teheran route via Shiraz to Abadeh (about 500 km) is so mountainous and rugged that it can only be travelled on mules.

From Mohammerah, however – situated in the delta of the Shatt el-Arab, at the confluence of the Karun coming from the north with the Shatt el-Arab, at the north-western end of the gulf – there is a practicable route via Gudar, Ispahan, Kachan and Qum to Teheran (1,077 km in total), using the Karun, which is navigable at all times for 180 km to Ahwaz. The transport service is in the hands of an English company (Lynch Brothers), which operates 3 steamers and 7 barges on the Karun, with a weekly service between Mohammerah and Ahwaz; first class fare without meals 32 \mathcal{M} .

There is also a fortnightly service by a Persian steamer, but this is more expensive (50 \mathcal{M} first class). At Nasseri, one mile from Ahwaz, navigation on the Karun is interrupted by rapids.

^{4 1} toman = 10 kran = $3 \mathcal{M}$ 20 pfennigs. 1 batman = 2 kg 970 g.

Travellers and goods are transported around this point to Ahwaz on a horse-drawn railway. From Ahwaz to Ispahan (445 km) the road is mountainous and impassable; camels and donkeys can only be used in winter and spring, otherwise generally only mules, because there is no fodder for camels and donkeys in summer. The journey takes 15 to 20 days. There is a better road from Ispahan to Teheran (452 km), but the journey takes just as long.

River navigation is of little importance in Persia. Only the Shatt el-Arab is navigable for large seagoing vessels as far as Basra. Otherwise only the Karun comes into question, which is navigable for shallow-draught ships (up to 3 feet draught) until shortly before Shuster. The Atrek (on the north-eastern border), the Babol (east of Enseli–Resht) and some smaller rivers can be used by light vessels for short distances. There is a weekly ferry service on Lake Urmia, the crossing takes 5 hours.

From travel statistics we see that 101,140 people came to Persia in the reporting year 1911/12, while 136,292 left the country. Of these:

Travellers arriving Travellers departing

79,391	122,787	Persian subjects,
9,111	5,051	Russians,
7,670	5,518	Turks,
1,814	1,820	Afghans,
1,814	802	English,
107	110	French,
92	60	Americans,
62	58	Germans,
53	19	Greeks,
31	23	Austrians,
18	18	Belgian,
17	_	Sweden,
12	14	Italians,
17	12	nationals of various countries.

While more than 43,000 of the country's children emigrated than immigrated, immigration considerably outweighed emigration among foreigners, especially Russians, English, Turks and Afghans. Of the Persian subject were

Travellers arriving Travellers departing

48,501	74,959	workers,
15,998	21,794	pilgrims,
6,627	12,534	carriers (waggoners, "transporteurs"),
4,536	7,559	merchants,
2,923	4,640	retailers,
622	1,052	leisure travellers,
124	249	government officials.

For Persians emigration thus outweighs immigration in all categories. The increased emigration of Russians and Englishmen concerns in particular merchants – 2,412 incoming travellers (1,227 outgoing) and 240 (170) –, workers – 2,411 (649) and 1,075 (327) – and carriers/waggoners – 617 (133) and 161 (62). Of the Germans, 35 (26) were merchants, 19 (28) leisure travellers, 6 (–) pilgrims, 2 (–) workers and – (4) government officials.

The most important border towns through which travellers pass are Julfa (20,809 immigrants and 25,870 emigrants), Astara (16,877 and 27,667), Kasr-Khirin (17,680 and 19,839) and Enseli (9,338 and 12,358). Julfa, Astara and Enseli lead to Russia, Kasr-Khirin to Turkey. The ports on the Persian

Gulf have relatively little passenger traffic; Bushir is the busiest one with 1,779 (3,054) travellers of all nationalities.

The only railway in Persia is only 8.7 km long and runs from Teheran to Shah Abdul Azim. It is managed by a company with the proud name: "Société anonyme belge des Chemins de fer et Tramways en Perse". In the year under review, it carried 575,000 travellers and earned 140,800 M; operating expenses amounted to 76,800 \mathcal{M} .

A second railway line with a length of 16 km between Mahmud Abad on the Caspian Sea and the iron mines of Amul has long been closed and abandoned.

The Russian side, on the other hand, has decided to build a railway from Julfa to Tauris and construction will soon begin.

The Persian government owns a network of telegraph lines totalling 4,600 km; unfortunately it is not specified which lines this network comprises. In addition, the following telegraph lines are owned by foreign companies or governments:

Teheran–Meshed (870 km); owned by the British-Indian government.

Teheran–Shahrud (410 km); owned by the British-Indian government.

Teheran–Bushir (1,090 km, 3,270 km of cables); owned by the British-Indian government.

Teheran–Kerman (1,136 km, 3,408 km of cables); owned by the British Indian government.

Teheran-Tauris-Julfa (690 km, 2,070 km of cables); owned by the Indo-European Telegraph Co.

Meshed–Nosratabad (Sistan) (884 km); owned by the Russian government.

Astrabad–Tchikichlar (50 km); owned by the Russian government.

In total, the telegraph network in Persia consists of 9,730 km of line with 15,562 km of cables.

The **telephone systems** are operated by licenced companies, namely in the provinces of Ghilan and Mazenderan (on the Caspian Sea) by the company Haji Mehdi Agha, and in the rest of Persia by the "Société anonyme des Téléphones Persans". There are local telephone networks in the following cities, which subscribers are free to use for the flat rates indicated below:

Teheran	380	Subscribers	Local traffic 6.10 to 11.20 \mathcal{M} per month, suburban traffic 16 \mathcal{M} per month,
Tauris	200	8.00	\mathcal{M} per month,
Meshed	100	9.60	
Urmia	37	8.00	
Maragha	12	8.00	
Hamadan	14	8.00	
Kermanshah	10	11.20	
Kazvin	30	8.00	
Ispahan	80	6.40 1	to $11.20 \mathcal{M}$ per month,
Shiraz	50	6.40 1	to $11.20 \mathcal{M}$ – .

Both companies have also built telephone lines from Julfa to Tauris and from Enseli to Teheran, but only for their own business use. Private entrepreneurs have also built telephone lines, again for their business use only: The Lyanazoff fishing company along the coast of the Caspian Sea, between Astara and Enseli and between Bender Guez and Gomish Tepe; the Anglo-Persian Oil Company: from Masjed Soleiman, where there are petroleum wells, to its refineries located on the banks of Shatt el-Arab.5

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Abadan.



FÜR

POST UND TELEGRAPHIE.

BEIHEFT ZUM AMTSBLATT

DES REICHS-POSTAMTS.

HERAUSGEGEBEN IM AUFTRAGE DES REICHS-POSTAMTS.

Nr. 4.

BERLIN, FEBRUAR.

1913.

INHALT: Das Postwesen in Persien, S. 97. — Bremens Seeschiffahrt, S. 106.
 Kleine Mitteilungen: Der Eisenbahnbau in den afrikanischen Schutzgebieten des Deutschen Reichs, S. 109. — Eisenbahnpläne in den Kolonien, S. 111. — Über die Zahl der in den Vereinigten Staaten von Amerika während der letzten fünf Jahre gekauften Holzstangen, S. 112.

Literatur: Strecker, Dr. Karl, Hilfsbuch für die Elektrotecknik, S. 113. — Borght, Dr. R. van der, Das Verkehrswesen, S. 114. — Literaturnachweis, S. 115.

Das Postwesen in Persien.

Von Ober-Postinspektor Ehrhard in Berlin.

Die persische Postverwaltung hat kürzlich den ersten vollständigen, alle Dienstzweige umfassenden Verwaltungsbericht nebst Poststatistik herausgegeben und darin zugleich die Entwicklungsgeschichte der Posten in Persien von 1874 bis zum 20. März 1911 in kurzen Umrissen zu schildern versucht. Eine genauere Beschreibung der Fortschritte des Postwesens innerhalb dieses Zeitraums ist ihr leider nicht möglich gewesen, weil, wie der Verwaltungsbericht angibt, alle postalischen Archive aus der Zeit von 1874 bis 1902 infolge des Wechsels in den Personen der Generalpächter des Postwesens zerstreut worden oder verloren gegangen sind. Dennoch bieten die Angaben dieses Berichts sowie einige im ersten Jahrgange der »Union Postale« enthaltenen Briefe des österreichischen Postrats Riederer, des ersten Organisators der persischen Posten¹), und einige Mitteilungen in Reisebeschreibungen hinreichenden Anhalt, um ein anschauliches Bild zu gewinnen von dem Erwachen modernen Postbetriebs in dem klassischen Lande der ältesten Posten der Weltgeschichte, einem Erwachen aus tausendjährigem Schlafe. Die Schicksale des Postwesens auf persischem Boden sind bis in die allerneueste Zeit hinein so ungemein wechselvoll, sonderbar, ja oft abenteuerlich gewesen, daß es der Mühe wert erscheint, sie einmal in ihrer Gesamtheit und in ihrem Zusammenhange zu betrachten. Ein Versuch, die Geschichte der persischen Post zu schreiben, ist bisher noch nirgends gemacht worden, im folgenden soll auch nur ein kurzer Abriß gegeben werden.

Das Archiv hat s. Z. nur die beiden ersten kurzen Briefe Riederers abgedruckt (1875, S. 102, und 1876, S. 444), dann aber außer zwei •kleinen Mitteflungen (1897, S. 421 u. 583) über das persische Postwesen nichts mehr berühlteted by

Archiv f. Post u. Telegr. 4. 1913.

¹⁾ Union Postale 1876, S. 26, 142 und 201 ff. Außer ganz kurzen Notizen im Jahrgange 1879, S. 109 und 210, hat seither die Union Postale keine Nachrichten über das Postwesen in Persien mehr gebracht.

Das Postwesen in Persien.

I. Das Verkehrswesen in Persien im Altertum und bis zur Neuzeit.

Wenn auch in anderen Ländern, so in China, Assyrien, Ägypten u. a. m., die gelegentliche Versendung von Briefen durch Boten und Reiter, namentlich zwischen den Herrschern und den Statthaltern in den Provinzen, seit Urzeiten üblich war, wie uns neben der Heiligen Schrift alte Denkmäler, Urkunden usw. bezeugen, so ist doch gerade Persien das erste Land der Welt gewesen, in dem, wie Herodot und Xenophon berichten, im 6. Jahrhundert v. Chr. durch die großen Könige Cyrus und Darius I. eine eigentliche Post in unserem Sinne eingerichtet wurde: mit zweckmäßig verteilten Stationen zum Wechseln der Pferde, mit eigens dazu angestellten Beamten und Boten, die mit Bestallungen und besonderen Freiheiten versehen waren. Nach übereinstimmenden Schilderungen alter Schriftsteller war sogar auf den Stationen der altpersischen Post nicht allein für den Postbetrieb, sondern auch für Unterkommen und Verpflegung der Reisenden in geradezu üppiger Weise gesorgt. Zu diesen Zwecken wurden Paläste mit allen Bequemlichkeiten. Bädern. Lustgärten u. dgl. errichtet, so daß diese Stationen nicht selten die Veranlassung zu weiteren Ansiedelungen und zur Gründung von Städten wurden. Mit ihren Poststationen und Relais überspannten die Könige ihr gewaltiges Reich wie mit einem dichten Netze; die Reitposten gingen Tag und Nacht, wie Xenophon in Buch 8 seiner Kyropädie schreibt, da die Stationen zum Wechseln der Pferde und Boten nur so weit auseinanderlagen, als ein Pferd, ohne zu ruhen und zu fressen, laufen konnte. Auf diese Weise war der König stets über alle Vorgänge auch in den entferntesten Teilen seines Weltreichs unterrichtet. Denn die ganze Posteinrichtung diente lediglich den Zwecken des Herrschers und der Benutzung durch die im königlichen Auftrage reisenden Gesandten, Heerführer, Boten usw. Es war eine reine Staatspost, die auf der Frondienstverpflichtung der Bewohner zur Gestellung von Führern, Pferden, Wagen, Futter usw. beruhte. Daher auch der persische Name für diese Staatspost: angara (= Frondienst), der von den Griechen (ἀγγαρείου) und später von den Römern (angaria) als Bezeichnung für ihre Staatspost übernommen wurde.

Selbstverständlich konnte ein solch geordneter Postdienst in dem weiten, vielfach nur schwach bevölkerten Perserreich ohne feste, gute Straßen nicht bestehen. Auch dafür hatten die großen Perserkönige in bewundernswerter Weise gesorgt; vorzüglich gebaute Straßenzüge durchschnitten damals Vorderasien vom Mittelmeere bis zum indischen Ozean. Herodot beschreibt eingehend solche persische Hauptstraßen, z. B. die von Sardes nach Susa, die 2500 km lang war, ferner die von Susa über den Tigris nach Babylon, von Susa über Celenä, Ekbatana, durch den Felsenpaß der Kaspischen Tore nach Baktra und über den Oxus bis Kyropolis am Jaxartes, eine Straße von mehr als 3000 km Länge!

Das große Verkehrswerk des Cyrus und Darius I. hat indes nicht lange bestanden, wenigstens nicht in der ursprünglichen Blüte. Unter den folgenden Königen versiel das Reich, Kriege und innere Wirren, die das unglückliche Land bis zum heutigen Tage eigentlich nie oder doch nur auf kurze Dauer verschont haben, hemmten auch den geordneten Gang der Posten. Vorübergehend, als Alexander der Große auf seinem Siegeszuge auch das Perserreich unterwarf (336 v. Chr.) und griechische Kultur dort einführte, schienen geordnetere Verhältnisse auch im Verkehrswesen zurückzukehren; doch schnell verging nach Alexanders frühem Tode mit dem Glanze des Mazedonierreichs auch der Aufschwung der Verkehrseinrichtungen. Unter den Seleuciden und Arsaciden erfüllten jahrhundertelang Kämpfe gegen innere und äußere Feinde das in viele Teile zerrissene Reich. Die Römer konntend tydez Wilkelieder-

holter Kriege, die meist unglücklich für sie endeten, nie recht festen Fuß in Persien fassen, furchtbare Aufstände jagten sie bald wieder aus der unter Trajan 116 und unter seinen Nachfolgern 165 und 199 n. Chr. eroberten Hauptstadt Ktesiphon. Daher konnte unter der römischen Herrschaft das sonst so vortrefflich geordnete Verkehrswesen Roms in Persien nicht eingeführt werden.

Unter den Sassaniden (226—652), deren Geschichte ebenfalls von vielen, meist glücklichen Kämpfen gegen Ostrom berichtet, brach für das persische Reich trotz häufiger Unruhen auch im Inneren eine neue Blütezeit an. die unter Khosrev I. und II. im 6. und 7. Jahrhundert n. Chr. ihren Höhepunkt erreichte. Damals stand Persien auf dem Gipfel seiner Macht; die Chroniken rühmen besonders auch Khosrevs I. innere Verwaltung; wir dürfen daher annehmen, daß auch das Verkehrswesen geordnetere Zustände aufwies. Näheres, namentlich über den Postengang, ist uns nicht überliefert; es besteht aber kein Zweifel, daß auch damals eine eigentliche Post nur für die Zwecke des Königs und des Staates bestanden haben kann.

Bald nach der höchsten Kraftentfaltung des Landes, nachdem persische Heere Damaskus und Jerusalem erobert, ja bis Ägypten vorgedrungen waren, und das gesamte oströmische Reich in die Gewalt der Perser gegeben zu sein schien, kam der Rückschlag, Kaiser Heraklius schlug Khosrev II., der 628 in seiner Hauptstadt Ktesiphon unter Mörderhand fiel. Rom gewann alle seine verlorenen Provinzen zurück. Bald darauf, unter dem letzten Sassaniden Jezdegerd III., unterwarfen die Araber unter Omar in mörderischen Kämpfen das Reich, Persien wurde die Beute des welterobernden Islam (642).

Daß unter dessen Herrschaft (bis 1220) und in den jahrhundertelang das Land durchtobenden Stürmen, als Tataren unter Dschingis Chan (1220) und Mongolen unter dem schrecklichen Timur (1387) alles verwüsteten, von dem altpersischen Postwesen, den Straßen und Stationen nichts übrig blieb als Ruinen und Verfall, ist leicht verständlich. Auch die Turkmanen (bis 1501) besserten darin nichts. Nach dem Verfalle der Mongolenherrschaft kam 1501 in Ismail Seffi der erste Schah aus national-persischem Geschlechte zur Regierung; er brachte seinem Volke die schiitische Form des Islam, der die Perser heute noch anhängen. Die Sefiden, namentlich Schah Abbas I. (1586--1628), förderten nach Kräften Handel, Wandel und Verkehr, doch rissen 1722 die Afghanen die Herrschaft über Persien an sich, und wieder ging es abwärts mit dem vielgeprüften Lande. Nach vielfachen blutigen Kämpfen gründete endlich 1794 Aga Mohammed aus dem türkisch-persischen Stamme der Kadscharen die noch jetzt regierende Dynastie. Unaufhörliche Kämpfe mit den Russen und Türken, Mord und Brand störten auch fernerhin die Entwicklung neuzeitlicher Verkehrsverhältnisse. Erst unter dem großen Schah Nasreddin (1848—1896) besserten sich die Zustände auch im Postwesen.

II. Die Entwicklung des persischen Postwesens von 1875 bis 1911.

Aber noch im Jahre 1875 war es damit recht sonderbar bestellt. Der persische Verwaltungsbericht entwirft davon folgendes Bild, das wohl für die letzten tausend Jahre persischer Verkehrsgeschichte als eine im großen und ganzen zutreffende Schilderung der Verhältnisse angesehen werden kann.

Ein regelmäßiger, für das Privatpublikum benutzbarer Postdienst bestand vor 1875 in Persien nicht. Wer Briefe verschicken wollte, vertraute sie meistens den Karawanenführern (Tscharvardars) oder gelegentlichen Reisenden oder, sehr häufig, den Pilgern an, die nach den heiligen Stätten in Karawanenführern (Tscharvardars) oder gelegentlichen Reisenden oder, sehr häufig, den Pilgern an, die nach den heiligen Stätten in Karawanenführern (Tscharvardars) oder gelegentlichen Reisenden oder, sehr häufig, den Pilgern an, die nach den heiligen Stätten in Karawanenführern (Tscharvardars) oder gelegentlichen Reisenden oder, sehr häufig, den Pilgern an, die nach den heiligen Stätten in Karawanenführern (Tscharvardars) oder gelegentlichen Reisenden oder, sehr häufig, den Pilgern an, die nach den heiligen Stätten in Karawanenführern (Tscharvardars) oder gelegentlichen Reisenden oder, sehr häufig, den Pilgern an, die nach den heiligen Stätten in Karawanenführern (Tscharvardars) oder gelegentlichen Reisenden oder, sehr häufig, den Pilgern an, die nach den heiligen Stätten in Karawanenführern (Tscharvardars) oder gelegentlichen Reisenden oder, sehr häufig den Pilgern an, die nach den heiligen Stätten in Karawanenführern (Tscharvardars) oder gelegentlichen Reisenden oder, sehr häufig den Pilgern an, die nach den heiligen Stätten den heiligen den heiligen den heiligen den heiligen den heiligen den heiligen den heiligen den heiligen den heiligen den heiligen den heiligen den heiligen den heiligen den heiligen den heil

oder Mesched wallfahrteten. Auch die Kausleute, die nach der großen Messe von Nishnij Nowgorod in Rußland zogen, besaßten sich mit der Briefbesörderung. In der neueren Zeit pflegten die großen Handelshäuser in Teheran und Tauris auch den Kurieren der russischen, französischen und englischen Gesandtschaften Briefschaften mitzugeben. Diese Kuriere gingen allmonatlich von Teheran ab, und zwar der russische nach Tislis und St. Petersburg, der französische über Tauris-Trapezunt, später über Baku-Batum nach Constantinopel und der englische durch Südpersien nach Buschir, wo der englische Resident die Post nach Indien besorgte, deren Benutzung auch den Eingeborenen gestattet war. Außer diesen Besörderungsgelegenheiten gab es allerdings auch noch die alte Staatspost, indem Regierungskuriere (Goulams) monatlich einmal, später zweimal von Teheran nach allen Provinzen Persiens abgelassen wurden. Wer wichtige oder dringende Sendungen zu besördern hatte und die Kosten nicht scheute, konnte sie allerdings auch mit diesen Regierungsposten versenden. Aber unter etwas eigenartigen Umständen, wie wir gleich sehen werden.

Wie die meisten übrigen Verwaltungszweige, war nämlich nach alter Sitte auch das staatliche Postwesen von dem Schah an einen Großen des Reichs zum Betrieb und als ergiebige Einnahmequelle überwiesen. Ob und wieviel der Postgewaltige für das Monopol an den Schah zu zahlen hatte, ist Jedenfalls flossen sämtliche Posteinnahmen, soweit sie nicht von dem Monopolinhaber weiter verpachtet waren, in dessen Tasche. Dieser, ein persischer Fürst Taxis, wie sich Riederer in seinem Briefe an die Union Postale ausdrückt, suchte natürlich aus seinem Privilegium möglichst viel herauszuschlagen, ohne auch nur daran zu denken, für die Verbesserung des Dienstes etwas aufzuwenden. Der Einfachheit halber pflegte der jeweilige Postminister, wenn man den Monopolinhaber so nennen kann, seine Rechte gegen einige Tausend Toman 1) an einen Generalpächter (Tschapar-Baschi) zu verpachten; außer der Pachtsumme hatte dieser auch noch an die »Mirzas« (Beamten) des Postministers Gewinnanteile zu zahlen. Als Riederer 1875 nach Persien kam, hatte ein Khan, der zugleich Chef einer Brigade der königlichen Reitergarde und Besitzer der Pferde der Tschaparchanee (Poststation) zu Teheran war, die persische Post von dem Minister gepachtet. Die Einnahmen des Baschis flossen aus drei Quellen:

- r. die Regierung mußte ihm für die von Teheran nach allen Teilen des Reichs abzufertigenden Staatskuriere (Goulams) also für die Benutzung der eigenen Staatspost Zuschüsse zahlen;
- die Provinz-Gouverneure waren verpflichtet, das Futter usw. für die Unterhaltung einer bestimmten Zahl von Postpferden in Natur zu liefern (ein Rest des alten Frondienstes; die Gouverneure be-

¹) Die altnationale persische Münze ist der Toman (oder Tuman), der in Gold geprägt wurde; daneben galten auch allerhand Silbermünzen. Jede Stadt, ja fast jedes Dorf hatte einen eigenen Kurs. Auch viel unechtes Geld war im Lande, das mit Abzug ruhig angenommen wurde. 1879 wollte Schah Nasreddin durch Einführung der Frankenwährung dem ein Ende machen. Der Goldtoman sollte 10, der Halbtoman 5 Franken gelten. Als Gegenwert des Franken wurde der «Kran» in Silber geprägt, auch gab es Doppelkrans (= 2 Franken); dem Centime sollte der »Schahi« entsprechen. Diesen Kurs konnte die persische Währung aber nicht halten, das Geld wurde schon von der Münze unterwertig ausgegeben (J. Bleibtreu, »Persien«). Heute gilt der Kran zu rund 20 Schahi nur 40 Centimen, der Schahi also etwa 2 Centimen. Für den internationalen Verkehr hat die persische Verwaltung folgende Gegenwerte festgesetzt: 5 Centimen = 3 Schahi, 10 Centimen = 6 Schahi, 25 Centimen = 13 Schahi, 50 Centimen = 1 Kran 6 Schahi oder 26 Schahi. Ein Toman (zu 10 Kran) gilt also heute nur noch 4 Franken = 3 M 20 Pf.

- schafften sich das Futter natürlich von den Landesbewohnern). Einen großen Teil dieses für die Pferde bestimmten Futters behielt der Baschi für sich und machte es zu Gelde;
- jeden Postkurs hatte der Baschi wieder an Unterpächter (Najebs) verpachtet, die er außerdem durch Vorschüsse u. dgl. sämtlich in drückender Abhängigkeit hielt.

Für den Baschi war das Ganze sonach ein glänzendes Geschäft, mit Verwaltungsorgen hatte er sich nicht zu quälen.

Die armen Najebs mußten sehen, wie sie mit dem Reste des ihnen gelassenen Pferdefutters und mit Hilfe der spärlichen Posteinnahmen ihre Stationen erhielten und die Pacht aufbrachten. Meist hatten die Najebs auch noch den Betrieb der einzelnen Poststationen (Tschaparchaneen) an ihrem Kurse an Afterpächter verpachtet.

Das betrübliche Ergebnis dieses Pachtsystems war, daß die Postpferde weder in genügender Zahl noch in guter Beschaffenheit vorhanden waren — denn von dem Futter kam das wenigste in ihre Krippe —, und daß die ausgepreßten Afterpächter in den Tschaparchaneen mit ihren Pferden hungerten und jeden Reisenden um Trinkgeld anbettelten. 1)

Da diese ganze Posteinrichtung, wie seit alter Zeit, nur für Regierungszwecke vorhanden war, hatten Private eigentlich kein Recht auf die Mitbenutzung der durch die Goulams hergestellten Postverbindungen. Es bestand daher auch keine amtliche Taxe für private Postsendungen oder Reisende. Dennoch beförderten die Goulams regelmäßig auch private Postsachen, und dieser Dienstzweig bildete eine weitere Einnahmequelle für den Tschapar-Baschi wie für die Mirzas, Najebs und Goulams; der Leidtragende war nur das Publikum. Der große Khan in Teheran, dem selbst der nur zweimal im Monat zu verrichtende Dienst unbequem gewesen wäre, überließ die Gebühreneinnahme jeder Postabsertigung in der Hauptstadt Teheran einem seiner Mirzas gegen eine seste Zahlung von 20 Toman für jeden Posttag. Der Mirza sah schon zu, daß er diese Abgabe und noch etwas darüber herauswirtschaftete. Was unterwegs an Gebühren einging, teilten sich die Najebs mit den Goulams. So war es wenigstens auf dem von Teheran abgehenden Hauptkurse nach Tauris. Die Gebühren für die von Tauris abgehenden Sendungen bezog der Pächter daselbst. Auf den anderen Kursen besoldete der Baschi die Goulams und bezog die Gebühren für die Beförderung der Reisenden selbst. Briefe und Pakete dursten aber die Goulams für eigene Rechnung einsammeln und befördern, allerdings auch nur gegen Entrichtung einer beträchtlichen Pauschsumme an den Baschi. Die Goulams jedoch wußten sich zu helfen und nahmen zwar Briefe und Pakete vom Absender gegen Entrichtung der vom Belieben des Goulam abhängigen Gebühren entgegen, die, wie der persische Verwaltungsbericht selbst sagt, oft sehr hoch waren, händigten aber die Sendungen dem Empfänger häufig nur aus, wenn dieser nochmals zahlte. Sehr gemütlich ging es nach Riederers Bericht mit den Geldsendungen zu. Der Tschapar-Baschi nahm solche zwar zur Beförderung an, behielt sie aber entweder ganz oder stellte sie den Empfängern erst nach und nach in Raten zu, woran sich die Leute schon ganz gewöhnt hatten. Man erzählte sich, daß der schwer reiche, aber geizige Baschi sein Geld gegen Zinsen bis zu 30 v. H. im Basar auslieh und die Kosten seiner Haushaltung von den zur Postbeförderung ihm anvertrauten Geldern bestritt. Den Postministern waren diese Zustände wohl bekannt, aber im echt orientalischen Schlendrian dachte niemand an eine Änderung,

¹⁾ Wortlich nach Riederers Bericht in der Union Postale Digitized by Google

fanden doch alle Beteiligten dabei ihre Rechnung, und das Publikum hatte »nix to seggen«. Beschwerden kannte man in diesem idyllischen Postbetriebe nicht.

Daß es unter solchen Umständen eine fast unlösbar erscheinende Aufgabe war, das persische Postwesen nach neuzeitlichen Grundsätzen einzurichten, leuchtet ein. Nasreddin hatte aber auf seinen Reisen in Europa abendländische Kultur kennen gelernt und wollte seinem Volke deren Segnungen bringen. Er suchte daher für die verschiedensten Zweige seiner Verwaltung europäische Lehrmeister zu gewinnen. Manch einer war schon hinausgegangen, hatte aber wegen unüberwindlicher Schwierigkeiten, die hauptsächlich in dem tief eingewurzelten Mißtrauen der Perser gegen die "Frengie und in ihrer Abneigung gegen Neuerungen bestanden erfolglos das Feld räumen müssen.

Abneigung gegen Neuerungen bestanden, erfolglos das Feld räumen müssen. Für die Reform des Postwesens hatte Nasreddin einen Beamten von Österreich erbeten. Der Postrat Riederer gesteht selbst, daß er von Persien so gut wie nichts wußte, als er den überraschend an ihn herangetretenen Antrag, die Post in Persien umzugestalten, nach kurzer Bedenkzeit annahm und Ende 1874 mit nur einem österreichischen Postbeamten als Gehilfen sich nach Persien begab. Schon auf seiner Reise dahin wurde ihm in Tiflis und Tauris von Kennern des Landes erklärt, daß fast keine Aussicht auf ein Gelingen des Planes bestehe. Die Schwierigkeiten seiner Aufgabe sollte Riederer bald kennen lernen. Nachdem er dem Schah und dem Großwesir vorgestellt worden war, erbat er sich zunächst eine amtliche Auskunft über den damaligen Stand der persischen Post und wurde an zwei Minister, ehemalige Gesandte in Europa, gewiesen. Diese hatten jedoch micht die entfernteste Ahnung von dem Gegenstande«. Riederer stellte darauf schriftlich 24 Fragen, um nach Wochen auf zwei Zetteln ganz unvollständige und durchgängig falsche Antworten zu erhalten. Man wollte ihm eben die Wahrheit nicht sagen, weil die einflußreichen Leute, die von der Post lebten, für ihre Einkünfte fürchteten. Riederer arbeitete daraufhin ein umfangreiches Reformprogramm aus, das auch in einem Ministerrate großen Beifall fand; man bat ihn nur noch, die Summe von 20 000 Toman, die die Reform kosten sollte, im einzelnen zu erläutern. Längere Zeit, nachdem er diese Aufstellung geliefert hatte, wurde er zu dem Minister der Bittschriften, Emin ul Mulk, beschieden, einem jungen Manne von 26 bis 28 Jahren. Dieser erklärte ihm, der Schah habe ihm die Post als Privilegium für eine Reihe von Jahren verliehen, er allein habe somit über alle Reformen zu entscheiden. Geld sei dafür nicht da, Riederer möge versuchen, unter Benutzung des Bestehenden mit möglichst wenig Auslagen etwas Neues und Modernes zu schaffen. Auch Emin ul Mulk hatte die Post an einen Generalpächter verpachtet, der natürlich sehr wenig damit einverstanden war, daß ihm der Fremde in den Betrieb pfuschen sollte. Riederer wollte schon mutlos nach Hause zurückkehren, erhielt aber von einem erfahrenen Manne den Rat, zu bleiben, sich erst etwas zu »persifizieren« und zunächst mal irgend etwas Billiges, aber in die Augen Fallendes zu schaffen, was man in Persien einen »Tamaschah« nennt. Das Weitere würde sich dann schon finden. Diesem Rate folgend, bewog Riederer Emin ul Mulk, ihm in einer großen Karawanserai (Gasthaus und Kaufhalle) ein Bureau einzurichten, das mit fünf Sesseln und einem Tisch ausgestattet wurde; über dem Bureau wurde eine Flagge gehißt. Für den Dragoman Riederers und seine vier Farrasehen (Postunterbeamte) wurden grünrote Uniformen mit gelben Federbüschen beschafft, in denen sie umherstolzierten und das Publikum auf die neue Einrichtung aufmerksam machten.

gefertigt und auch zur Frankierung verwendet hatte. Da man sie aber nicht entwertete und bald entdeckte, daß sie infolgedessen wiederholt verwendet wurden, hatte man sie wieder eingezogen. Riederer benutzte nun diese alten Klischees, nachdem er zum Unterschiede gegen die früheren Marken unter dem Bauche des Löwen den Wert in neuarabischen Ziffern hatte eingravieren lassen, zur Herstellung von 120 000 Freimarken in den vier Sorten und in verschiedenen Farben; auch die Farben waren anders gewählt als die der alten Marken. Riederer hat diese mit einer Handpresse hergestellten neuen Marken zusammen mit seinem europäischen Assistenten eigenhändig mit der Schere beschnitten, dann mit dem Federmesser und später mit einem von ihm erdachten Werkzeug an den Rändern gelocht oder sägeförmig ausgezackt.¹)

Die persischen Postwertzeichen sind dann - abgesehen von zwei in Paris und Haarlem gedruckten Ausgaben — von Ende 1876 bis 1897 von der österreichischen Staatsdruckerei in Wien und seit 1897 bis jetzt von J. Enschede en Zonen in Haarlem (unter Aufsicht eines niederländischen Postbeamten) hergestellt worden. Dazwischen wurden 1902 und 1905 provisorische Ausgaben in Mesched und Teheran selbst gedruckt. Im Jahre 1875 aber füllte die langwierige Arbeit der Briefmarkenherstellung dem »Leiter der persischen Postverwaltung« die ganzen Sommermonate aus, in denen wegen der großen Hitze, hauptsächlich aber wegen Geldmangels weitere fördernde Arbeiten nicht ausgeführt werden konnten. Als ersten »Tamaschah« brachte Riederer aber noch am 16. August 1905 eine tägliche Reitpost zwischen Teheran und den Dörfern am Schamiram heraus, wo alle wohlhabenden Städter den Sommer verbringen. Der reitende Kurier in grünroter Uniform, aber ohne Federbusch, dafür mit hohen Reitstiefeln. Posthorn und Posttasche ausgerüstet, ritt täglich nach Sonnenaufgang von Teheran ab, zuerst nach der eine Stunde vor der Stadt gelegenen Residenz des Königs, dann drei Stunden durch die Villendörfer, überall dem Posthorn grauenhafte Töne entlockend. In Djaferabad, wo Riederer wohnte, war zweistündige Rast, dann ging es auf demselben Wege nach Teheran zurück. Auf dem Ritte sammelte er Briefe für seinen Kurs und für Teheran ein und bestellte solche in allen Häusern, die er berührte. In Teheran wurden die vom Kurier unterwegs eingesammelten Briefe noch am gleichen Tage bestellt. Mit Briefmarken war der Kurier versehen. Außerdem hatte Riederer in den größeren Dörfern bei Krämern Postablagen und Markenverkaufstellen eingerichtet. In Teheran waren zwei Briefkasten aufgestellt, einer mit Einsatzbeutel, beide von außen mit dem persischen Wappenzeichen, dem Löwen und der Sonne, geschmückt. Die Kasten waren in Wien hergestellt. Alles dies hatte Riederer mit zwei Vorschüssen von 800 und 1600 M beschafft. Bezeichnend für das Mißtrauen, mit dem man ihm begegnete, ist, daß er diese mühsam erlangten Vorschüsse nicht selbst erhielt, sondern daß man sie seinem persischen Dragoman (Mirza) gab. Obgleich der erste Vorschuß von dem Mirza zu einem Drittel unterschlagen wurde, bekam doch auch wieder den zweiten Vorschuß nicht Riederer selbst, sondern sein Mirza, der Nachfolger des ersten.

Der Erfolg dieser ersten täglichen Posteinrichtung war durchschlagend, obgleich die Taxe für die kurze Beförderungstrecke auf 5 Schahi (= etwa 8 Pfennig) festgesetzt werden mußte. Die Europäer benutzten die Post schon der Neuheit halber, und die guten Perser schickten mit ihr massenhaft Briefe an den König, weil sie glaubten, daß durch diese neue Post die Briefe ihm eigenhändig übergeben und von ihm umgehend beantwortet werden würden. Pochend auf seinen Erfolg verlangte nun Riederer sofort weitere Mittel, die

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¹⁾ Die alten und die neuen Marken sind in der Sammlung des Reichs-Postmuseums vorhanden, auch in den großen Markenkatalogen abgebildet.

aber ihm selbst ausgehändigt werden sollten, wofür er dann regelmäßige Posten nach Tauris (Täbris), Djulfa und Rescht einrichten würde. 6400 M wurden ihm zugesichert, und Riederer machte sich eifrig an die Vorbereitungen, indem er zunächst einige persische Posteleven, die zur Not französisch geschriebene Adressen buchstabieren konnten, durch seinen europäischen Gehilfen sechs Wochen lang in der von Riederer festgesetzten und öffentlich bekannt gemachten neuen Postordnung unterrichten ließ. Diese Beamten sollten den Dienst in den Postanstalten außerhalb Teherans versehen. Aber so schnell wie erwartet ging es mit dieser Ausdehnung des Postdienstes nicht. Erst Ende November 1875 erhielt Riederer die 6400 M, aber nur zur Hälfte in barem Gelde, das übrige in Anweisungen, die erst später und mit vieler Mühe eingelöst werden konnten. Riederer sandte nun seinen Assistenten nach Rescht und von dort nach Tauris und Djulfa sowie nach Kaswin und Zendjan (alle fünf Orte in Nordwestpersien, Djulfa an der russischen Grenze, Rescht am Kaspischen Meere gelegen), woselbst Postanstalten eingerichtet und mit den ausgebildeten Eleven als Vorstehern besetzt wurden; nur in Rescht wurde die Post einem Europäer, dem Agenten des Handlungshauses Ziegler & Co., übertragen. Am 10. Februar 1876 konnte endlich der erste Kurier der neuen Post von Tauris, am 12. der erste von Teheran abgehen; gleichzeitig hatten die Postanstalten ihre Tätigkeit an allen fünf genannten Orten eröffnet mit regelmäßig je einmal wöchentlich in beiden Richtungen verkehrenden Kurierposten auf drei Kursen (Teheran - Kaswin - Rescht, Teheran - Kaswin - Zendjan - Tauris und Tauris -Djulfa). Die Kuriere erfüllten ihre Aufgabe überraschend gut und pünktlich, was mit Rücksicht auf die weiten Entfernungen und die keineswegs guten Straßen tüchtige Leistungen im Reiten erforderte. Mußte doch z. B. die Entsernung zwischen Teheran und Tauris mit 94 Farsak = 610 km in 80 Stunden von 3 Goulams zurückgelegt werden, die sich in Kaswin und Zendjan ablösten. Jeder Goulam (Kurier) war von einem Tschaparschagir (Postillion) begleitet; beide hatten je zwei Packtaschen mit Postsendungen hinter dem Sattel aufgeschnallt. Die Posten wurden bald so stark benutzt, daß die Beigabe von Packtieren sich als nötig erwies. Über die erhobenen Taxen ist nichts mitgeteilt; es wurden aber auch »Fahrpostsendungen«, also wohl schwerere Briese und Pakete befördert, für die, wie noch jetzt. die Taxe nach Gewichtstufen wird erhoben worden sein. Mit Unterstützung und durch Vermittlung des Handelshauses Ziegler & Co. und einiger persischer Kaufleute an den Orten mit Postanstalt wurde auch eine Art Postanweisungsdienst für den Barverkehr eingerichtet.

Alle diese neuen Einrichtungen konnten natürlich nur nach Ausschaltung des Tschapar-Baschi und seines Afterpachtsystems, wenigstens auf den drei genannten Kursen, ins Leben gerufen werden. Dies war Riederer nur nach hartem Kampfe und nur mit Unterstützung seines fortschrittlich gesinnten obersten Postchefs Emin ul Mulk gelungen; denn der Baschi machte alle Anstrengungen, um seine Würde zu wahren und seine Einkünfte nicht schmälern zu lassen. Allerhand Ränke und geheime Anfeindungen waren zu überwinden; offene Widersetzlichkeit kam aber nicht vor; solche liegt, wie Riederer meint, nicht im Charakter des Persers. Die armen Pächter (Najebs), Kuriere (Goulams) und Postillione (Tschaparschagirs), denen man Angst gemacht hatte, es würde ihnen unter der neuen Verwaltung noch schlechter gehen, gewann Riederer bald durch pünktliche Zahlung und besondere Zuwendungen. Für die Tschaparschagirs führte er ein Trinkgeld von 40 Pf. für jede Station ein und zahlte den Goulams neben dem verhältnismäßig hohen Lohn von 40 M im Monat noch 5 M nach jeder Reise. Das sprach sich auf den Postkursen herum und machte Eindruck. Es gelang Riederer zuerst, dem Baschi das Einkommen von allen auf den neuen Postkursen im Nordwesten

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Persiens beförderten Postsendungen abzunehmen und als unmittelbare Einnahmen des Ministers für den Ausbau der Post nutzbar zu machen; später — zum persischen Neujahr (21. März) 1876 — konnte er ihm auch den Marschallstab über die Postgäule entwinden. Mit den Najebs schloß er unmittelbare Verträge und beseitigte so nach und nach in seinem Bereiche das Afterpachtsystem. Wie schwierig das war, erhellt unter anderem daraus, daß auf der Hauptstrecke Teheran-Tauris die von dem Baschi geldlich völlig abhängigen Najebs lange Zeit nicht zu erklären wagten, daß sie die Station auf eigene Rechnung gegen Vertrag führen könnten. Mit allen Erfolgen Riederers war aber nicht etwa die grundsätzliche Beseitigung des Pachtsystems und die Umwandlung des Postwesens in ein staatliches Unternehmen erreicht, der Baschi schaltete nach wie vor im übrigen Persien, nur auf den wenigen Stationen im Nordwesten leitete Riederer, unabhängig vom Baschi, die Post.

Seinen europäischen Assistenten hatte Riederer nach Tauris entsandt, um an diesem Knotenpunkte der künftigen Postlinien nach der Türkei und nach Rußland dauernd den Betrieb zu leiten. Der junge Beamte fand jedoch an dem wenig Abwechslung und Geselligkeit bietenden, aber viele Entbehrungen fordernden Amtsorte keinen Gefallen und nahm bald seine Entlassung. Sein Nachfolger war ein bis dahin im englischen Telegraphendienst 1) angestellter Deutscher, der sehr sprachenkundig war und bald eine zuverlässige Stütze Riederers wurde.

Noch im Sommer 1876 aber war Riederer, wie er launig erzählt, »einziger Concipient, Mundant und Rendant der General-Postdirektion, der sich in der stillen Sommerzeit auf seinem prachtvollen Landsitze mit seinen Korrespondenz- und Rechnungsarbeiten die Zeit in aller Gemütlichkeit vertrieb«. Nur zur Überwachung des Abgangs und der Ankunft der Posten ritt er gelegentlich nach Teheran hinein, um sobald wie möglich »dem brennenden Boden und den keineswegs wohlriechenden Basaren den Rücken zu kehren«. Die Absicht, den Postenlauf auch nach Süden über Ispahan nach Buschir am Persischen Golf einzurichten, hatte bis zum Herbst vertagt werden müssen, da vorher kein Geld zu bekommen war. Dagegen hatte die Landpost nach dem Schamiram sich gut entwickelt; noch am Tage der Ankunft der Post aus Tauris ging die Kurierpost nach dem Schamiram ab, da der beste Kunde, der englische Telegraphendirektor, die telegraphischen Notizen aus Europa mit dieser Post brieflich an die Gesandten und sonstigen hervorragenden Persönlichkeiten in die Sommerfrische zu versenden pflegte. Die Taxe für die mit der Landpost beförderten Briefe hatte von fünf auf zwei Schahi herabgesetzt werden können. Auch der Postkurs nach Tauris war bald so ertragreich, daß aus den Einkünften dieses Kurses nicht nur alle Ausgaben, sondern auch noch die Kosten für die monatlich zweimal von Teheran nach allen Richtungen des Landes abgehenden Regierungsgoulams bestritten werden konnten.

Die nächste Sorge Riederers war natürlich die, mit den Nachbarländern und mit Europa einen Austausch von unmittelbaren Briefkartenschlüssen anzubahnen. Er hatte auch schon zunächst mit der russischen Postdirektion in Tiflis den Austausch von Kartenschlüssen über Tauris – Djulfa verabredet, da kam ihm aber »die hohe Diplomatie in die Quere«. Es wurde ihm bedeutet, daß er

Archiv f. Post u. Telegr. 4. 1913.

¹⁾ Der Telegraphenbetrieb und das Liniennetz in Persien war schon damals und ist auch heute noch fast ausschließlich in den Händen der vom Schah konzessionierten Indo-European Telegraph Co.« in Teheran. Einige kurze Linien sind von Russen erbaut und werden von ihnen betrieben. Eigene persische Telegraphenlinien gibt es nur wenige und nur solche von örtlicher Bedeutung. Die englische Gesellschaft hat bis vor kurzem ihr Monopol überwiegend zum Vorteil der englischen und indischen und der unter englischem Schutze stehenden Kaufmannschaft ausgenutzt. Seit etwa 1909 sind die Linien auch den Privattelegrammen der persischen Bevölkerung mehr zugänglicht gemacht worden.

R

Bremens Seeschiffahrt.

solche internationalen Abmachungen nicht treffen dürfe, daß vielmehr die aus Rußland nach Persien bestimmten Briefe der persischen Post erst dann zugestellt werden könnten, wenn zwischen Rußland und Persien ein Postvertrag abgeschlossen wäre. Bis dahin müßten diese Briefe von Djulfa nach Tauris und Teheran durch den russischen Gesandtschaftskurier befördert werden. Alle Gegenvorstellungen nutzten nichts. In der Richtung nach Rußland und Europa wurden die Briefe von den persischen Postanstalten mit persischen und russischen Briefmarken frankiert und über Djulfa abgesandt. Obgleich den Postbediensteten dabei alle erdenklichen Schwierigkeiten gemacht wurden, gelang es doch immer, das persische Briefpaket über den Araxes nach Russisch-Djulfa zu schaffen, wo es dann vom russischen Postbureau unbeanstandet übernommen und der Inhalt weiterbefördert wurde.

Riederer begann aber bald die Verhandlungen wegen des Abschlusses von Postverträgen mit der Türkei, mit Rußland und mit Österreich anzubahnen. Diese Verträge sind damals aber nicht zustande gekommen. Doch gelang es Riederer noch, sein Werk zu krönen durch den Beitritt Persiens zum Weltpostverein mit Gültigkeit vom 1. September 1877 ab. Dann legte er mit Ablauf der dreijährigen Verpflichtung sein Amt in die Hände seines Nachfolgers Stahl, müde von der langen undankbaren Arbeit, oder wie er selbst schon 1876 schrieb: »da drei Jahre unausgesetzter Geduldübung und Entbehrung jedes gewohnten sozialen Vergnügens eine ausreichend große Buße für alle etwa begangenen Jugendsünden sein dürften; und weder durch die hohe Stellung, die ich hier inne habe, noch durch glänzende pekuniäre Bedingungen werde ich bewogen werden können, meinem lieben Vaterlande länger fern zu bleiben.«

Über Herkunft, Wirken und Erfolge Stahls ist nichts bekannt. Der Verwaltungsbericht erwähnt nur, daß er und nach ihm noch einige europäische Beamte von den Generalpächtern der persischen Post zur Dienstleistung herangezogen worden seien, daß sie aber sämtlich nie eine wirksame Rolle hätten spielen können und nie das Ansehen erlangt hätten, das nötig gewesen wäre, um die Verbesserungen, die sie vorschlugen, auch durchzusetzen. Nach Riederer ist eben die alte Pachtwirtschaft mit allen ihren Mißständen wieder eingerissen, und die Europäer blieben zur Ohnmacht verurteilt.

Bremens Seeschiffahrt.

Der neueste Band des "Jahrbuchs für bremische Statistik« enthält bemerkenswerte Übersichten über Bremens Schiffs- und Warenverkehr im Jahre 1911 und in den Vorjahren. Die darin mitgeteilten Zahlen lassen erkennen, daß Bremen, nachdem es mit der Verbesserung des Fahrwassers in der Unterweser ein wohl einzigartig dastehendes Werk geschaffen und sowohl in Bremerhaven wie in Bremen selbst Häfen ausgebaut hat, die als mustergültig angesehen werden müssen, als deutsche Seehandelstadt bedeutend vorwärts gekommen ist, namentlich auch im Vergleiche mit den anderen Nordseehäfen. In den letzten drei Jahren hat Bremen sogar, was die Schiffsankünfte im Seeverkehr betrifft, verhältnismäßig größere Fortschritte gemacht als die mit ihm in Wettbewerb stehende größere Hafenstadt an der Elbemündung, Hamburg, deren Binnenschiffahrtstraßen bis Berlin, Breslau und Böhmen gehen. Dies ergibt sich aus folgender Gegenüberstellung.



FÜE

POST UND TELEGRAPHIE.

BEIHEFT ZUM AMTSBLATT

DES REICHS-POSTAMTS.

HERAUSGEGEBEN IM AUFTRAGE DES REICHS-POSTAMTS.

Nr. 5.

BERLIN, MÄRZ.

1913.

INHALT: Die Beratung des Etats der Reichs-Post- und Telegraphenverwaltung für das Rechnungsjahr 1913 im Reichstage, S. 133. — Das Postwesen in Persien (Schluß), S. 156.

Die Beratung des Etats der Reichs-Post- und Telegraphenverwaltung für das Rechnungsjahr 1913 im Reichstage.

Bei der ersten Lesung des Reichshaushalts-Etats für das Rechnungsjahr 1913 überwies der Reichstag vom Etat der Reichs-Post- und Telegraphenverwaltung Kap. 1. (Einnahme) und Kap. 85 Titel 3, 4, 17, 18, 20 bis 25, 32, 34, 35, 37, 38a, b, e, 50 bis 52, 55, 56 und 63 der fortdauernden Ausgaben sowie die einmaligen Ausgaben des ordentlichen Etats und die Ausgaben des außerordentlichen Etats an die Kommission für den Reichshaushalts-Etat. Nachträglich wurde der Kommission auf ihren Wunsch noch Titel 38f der fortdauernden Ausgaben (Zuschuß zu den Krankenkassen für die nicht krankenversicherungspflichtigen Post- und Telegraphenunterbeamten) überwiesen. Die Kommissions-Beratungen begannen am 23. Januar mit der Besprechung der Etatstitel der fortdauernden Ausgaben; sie wurden am 24., 28. und 29. Januar fortgeführt und am 30. Januar beendet. In der Kommission wurden hauptsächlich folgende Punkte erörtert:

Beförderungsverhältnisse der höheren Beamten;

zweimalige Wiederholung der Post- und Telegraphensekretärprüfung; Besoldungs- und Anstellungsverhältnisse der Assistenten und Ober-Assistenten;

Besoldungsverhältnisse der Postschaffner und Postboten;

Verteilung der Dienstgeschäfte der mittleren Beamten, der Unterbeamten und der weiblichen Kräfte;

Gewährung der Ostmarkenzulage;

Einführung von Kinderzulagen;

Herstellung deutscher Kabel- und Funkentelegraphen-Verbindungen nach den deutschen Schutzgebieten;

Vervollkommnung der Funkentelegraphie;

Beschleunigung in der Tilgung der Anleihen für Fernsprechzwecke; Satzungen der Krankenkassen für die nicht krankenversicherungspflichtigen Post- und Telegraphenunterbeamten.

Die Kommission beschloß die Bewilligung pensionsfähiger Zulagen von je

für das älteste Drittel der Bureaubeamten II. Klasse bein Vergranden-Versuchsamte, bei der Telegraphen-Apparatwerkstatt und bei der

Das Postwesen in Persien.

Das Postwesen in Persien.

Von Ober-Postinspektor Ehrhard in Berlin.

(Schluß.)

Über die ganze Zeit von 1876 bis 1900 meldet der Verwaltungsbericht nur noch, daß ein Postanweisungsabkommen mit Frankreich einschließlich Algerien am 9. April 1884 abgeschlossen und am 10. Januar 1886 auf Tunis ausgedehnt wurde, sowie daß am 27. August 1890 ein Postvertrag mit der Türkei zustande kam, daß aber im ganzen der Dienst in dem von Riederer geschaffenen Umfange noch aufrechterhalten werden konnte. So war doch dessen Werk nicht vergeblich gewesen.

Je mehr sich aber in Persien der Verkehr auch mit den Nachbarstaaten entwickelte, um so mehr häuften sich, wie der persische Bericht selbst zugibt, »die Klagen des Publikums über unzählige Unregelmäßigkeiten im Postdienst, und als 1900 auch noch die fremden Verwaltungen als Gläubiger der Generalpächter Vorstellungen erhoben, da begriff die Regierung, daß das Pächterunwesen nicht länger aufrechterhalten werden konnte«. Jetzt endlich entschloß der Schah sich dazu, die Post als staatliche Verwaltung einzurichten, und erbat von der belgischen Regierung die Überlassung eines höheren Postbeamten, der die gründliche Reform durchführen sollte. Herr Vercauteren übernahm diese Aufgabe, kam aber über die vorbereitenden Arbeiten nicht hinaus und mußte infolge eines Sturzes vom Pferde bald wieder nach Belgien zurückkehren. Darauf wurde im Jahre 1902 dem persischen Generalzolldirektor Herrn Naus die Postreform übertragen und zugleich das Postwesen als staatliche Verwaltung mit dem Zollwesen demselben Leiter unterstellt. Das Pachtsystem war endlich beseitigt, doch erlebte es 1908/09 eine vorübergehende Wiederauserstehung, ein Beweis für die bis in die neueste Zeit wiederholten Kämpfe um die fette Pfründe und für die Schwierigkeit, geordnete, neuzeitliche Verhältnisse einzuführen.

Naus hatte 21 belgische Beamte für den Zoll- und Postdienst einberufen und die Postreform nach Kräften gefördert, wie aus der nachstehenden Übersicht wichtiger Daten der neueren Postgeschichte Persiens hervorgeht. Im Februar 1907 aber verfügte der Schah Mohammed Ali, »dem Verlangen einiger einflußreichen Personen nachgebend« — wie der amtliche Bericht sagt —, wieder die Trennung der Postverwaltung von der Zollverwaltung; von den belgischen Beamten wurden 20 nur noch im Zolldienste verwandt, im Postdienste verblieb nur ein einziger Belgier. Dieser, Herr Molitor, sollte an Naus Stelle das Postwesen leiten; er verfügte aber nur über eingeborenes Personal und konnte daher die von Naus angebahnten Reformen zunächst nicht weiter fortführen, um so weniger, als gleichzeitig - trotz der gemachten übeln Erfahrungen — das alte Pachtsystem wieder eingeführt wurde. Die persische Post kam wieder in die Hände von Generalpächtern, deren mehrere einander in schneller Folge ablösten; auch Emin ul Mulk taucht vom Mai bis November 1908 als »fermier général« wieder auf. Dieses Zwischenspiel nahm aber bald ein Ende, die Unhaltbarkeit des Systems muß sich schnell erwiesen haben. Im April 1909 wurde Mokhber-ed-Dovleh zum ersten persischen »Minister der Posten und Telegraphen« ernannt, allerdings schon im Juli desselben Jahres von Serdar Mansur abgelöst. Seit dem 21. März 1911 ist das Ministerium mit dem des Handels vereinigt, und beide stehen als »Ministerium des Handels, der Posten und Telegraphen« unter zwei - anscheinend gleichgestellten - Ministern: Mohamed Kaghan und Prinz Assadollah Mirza. Digitized by GOOGIC

Welche Fortschritte das Postwesen in Persien trotz der schwierigen Verhältnisse unter der Leitung der Herren Naus und Molitor von 1902 bis 1911 gemacht hat, geht am besten aus folgender Übersicht hervor, die dem amtlichen Bericht entnommen ist.

- III. Übersicht über die wichtigsten Fortschritte im persischen Postwesen von 1902 bis 1911.
 - 1902. Das Pachtsystem wird beseitigt, die Post staatlich verwaltet.

 Die alten Schulden der Generalpächter werden bezahlt (es handelt sich anscheinend um Forderungen auswärtiger Verwaltungen, die die persische Regierung nachträglich hat bezahlen müssen).

Der Inlands-Postanweisungsdienst wird eingeführt.

1903. Persien tritt dem internationalen Postpaketvertrage bei (Oktober).

Zwischen Persien und Britisch Indien wird ein regelmäßiger Postengang über Kuh-Malek-Siah und Ziaret eingerichtet.

1904. Der Postpaketdienst mit Europa im Durchgang durch Rußland wird eröffnet (August); die persischen Postämter Djulfa, Astara, Mesched-isser, Benderguez und Badjguiran werden zu Auswechselungs-Postanstalten bestimmt.

Zwischen Deutschland und Persien wird daneben noch ein Postpaketaustausch über Britisch Indien vereinbart.

- 1905. Das besondere Postpaketabkommen zwischen Persien und Rußland tritt am 1. April in Kraft.
 - Am 21. Mai wird ein neues Verfahren im Inlands-Postpaketdienst eingeführt.
- 1906. Das Meistgewicht der zwischen Persien und der Türkei ausgetauschten Postfrachtstücke wird auf 40 kg erhöht.

(Der Bericht erwähnt außerdem für 1906 noch eine Ergänzung des »französich-persischen Abkommens von 1890«; es ist nicht bekannt, worauf sich dieses Abkommen bezieht.)

1907. Zwischen Deutschland und Persien wird ein unmittelbarer Postpaketaustausch durch die neue Dampferlinie der Hamburg-Amerika-Linie nach dem Persischen Golf vereinbart.

Die seit 1902 vereinigten Verwaltungen der Posten und der Zölle werden auf Befehl Mohamed Ali Schah's wieder getrennt.

Es wird ein Postverzollungsdienst bei den Grenz-Postanstalten eingeführt.

1908. Das Pachtsystem wird wiederhergestellt (im Mai); der Postanweisungsdienst wird, »weil unvereinbar mit dem Pachtsystem« aufgehoben (!).

Vom Oktober ab können mit persischen Freimarken frankierte Briefe nach dem Ausland über die britisch-indischen Postanstalten in Persien (Buschir, Mohammerah, Bender Abbas, Lingah und Dschask) geleitet werden; bis dahin hatten diese Postanstalten die Weiterbeförderung solcher Briefsendungen verweigert, die persischen Postanstalten am Persischen Golf hatten daher Briefe nach dem Auslande nicht annehmen und befördern können, da sie keine eigenen Postverbindungen dahin hatten.

1909. In einer Verordnung werden die Fälle bekannt gegeben, in denen die persische Postverwaltung jede Ersatzverbindlichkeit für Verlust oder Beschädigung der ihr anvertrauten Sendungen ablehnt.

Das Pachtsystem wird wieder beseitigt (im April). Das Postwesen wird einer Abteilung des Ministeriums Digitized by und Telegraphen unterstellt.

Das Postwesen in Persien.

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1910. Für Wertbriefe, die Wechsel enthalten, wird eine Einheitstaxe von ¹/₄ v. H. des Wechselbetrags eingeführt.

Gewöhnliche Briefe und Postkarten an die Generaldirektion der Posten oder an eine Provinzdirektion werden portofrei befördert, wenn sie Beschwerden, Anträge oder Nachfragen enthalten.

Die Taxe für Zeitungen wird um die Hälfte ermäßigt.

1911. Briefe mit Banknoten im Wertbetrage von nicht über 5 Toman werden zur Beförderung als Wertbriefe zugelassen.

Versuchsweise werden Postfrachtstücke im innern Verkehr zugelassen.

IV. Heutige Gliederung der persischen Postverwaltung.

Die von Herrn Molitor geleitete Generaldirektion der Posten bildet seit 1907 eine Abteilung des Ministerims des Handels, der Posten und Telegraphen, ihr Sitz ist Teheran. Unter Herrn Molitors Leitung hat das Postwesen einen sehr bemerkenswerten Aufschwung genommen. Das beleuchten schon folgende Angaben. Während die Generaldirektion 1907 nur 6 Beamte und 5 Diener umfaßte und der Chef persönlich außer der obersten Leitung der Verwaltung noch den gesamten Schriftwechsel in französischer Sprache (internationaler Dienst, Abrechnung mit fremden Verwaltungen und mit persischen Unternehmern, Beschwerden, Statistik usw.) selbst erledigen und daneben noch mit dem Publikum mündlich verkehren mußte, weist die Generaldirektion 1911 schon 28 Beamte und 15 Diener auf.

Die Gliederung des übrigen Verwaltungskörpers befindet sich noch im Übergangszustande. In ganz Persien, einem Reiche von etwas mehr als der dreifachen Größe des Deutschen Reichs (Persien umfaßt 1650000, das Deutsche Reich 540 000 qkm), aber mit nur 6 Millionen Einwohnern (das Deutsche Reich mit 66 Millionen hat das Elffache), gab es am 20. März 1911, dem persischen Jahresschluß, mit dem auch der Verwaltungsbericht abschließt, insgesamt nur 145 Postämter und 12 Agenturen mit zusammen 352 Beamten, 263 Unterbeamten und 235 Kurieren (Reitern und Fußboten). Von den Postanstalten sind 8 noch unmittelbar der Generaldirektion unterstellt, weil jede davon die einzige in der Provinz ist. Die übrigen Postanstalten sind Zwischenbehörden unterstellt, die entweder »Direction provinciale« oder »Direction régionale« heißen, je nachdem sie über alle Postanstalten einer Provinz oder nur über einen Teil davon gesetzt sind; es gibt 13 »Directions provinciales« und 6 »Directions régionales«, mit je 2 bis 19 unterstellten Postanstalten. Diese Direktionen werden aber nicht von besonderen Beamten verwaltet, sondern der Vorsteher des größten Postamts des Bezirks versieht zugleich die Direktionsgeschäfte. Alle Vorsteher, einerlei ob eines Postamts oder einer Direktion, führen den gleichen Titel »Raïs« oder »Chef«. Die Raïs der Direktionen und der 8 unmittelbaren Postanstalten sind ermächtigt, mit den Provinz-Gouverneuren und Ortsbehörden in Angelegenheiten, die deren Mitwirkung verlangen, unmittelbar zu verkehren, haben aber der Generaldirektion Bericht davon zu erstatten. Alle übrigen Angelegenheiten, namentlich Annahme und Versetzung von Beamten aller Grade, Festsetzung der Gehälter und Entschädigungen oder Belohnungen und Strafen sowie alle Änderungen oder Neuerungen im praktischen Dienste bleiben der Entscheidung der Generaldirektion vorbehalten. Der Bericht erklärt diese Beschränkung der Befugnisse der Raïs damit, daß sie noch wenig Erfahrung besäßen und nur geringe dienstliche Ausbildung genossen hätten; bevor nicht ein Betriebs-Inspektionsdienst eingerichtet wäre, könnten die Befugnisse der Raïs nicht erweitert werden. Damit findet auch die verhältnismäßig große Zahl der in der Generaldirektion benötigten Beamten (1/18) (er Geschtzahl) ihre Erklärung.

V. Postbetriebsdienst und Tarife.

Die persischen Postanstalten befassen sich im Inlandsdienste mit der Annahme, Beförderung und Bestellung von gewöhnlichen und eingeschriebenen Briefen, Postkarten, Drucksachen, Warenproben und Geschäftspapieren, von Briefen mit Wertangabe (Inhalt auf Banknoten und Wechsel beschränkt), von Wertkästchen sowie von Postpaketen und Frachtstücken ohne und mit Wertangabe. Der Postanweisungsdienst ist seit 1909 eingestellt.

Der Postzwang erstreckt sich nur auf Briefe, und zwar auf solche, die zwischen Orten mit Postanstalt versandt werden.

Im internationalen Dienste nimmt Persien teil am Austausche von gewöhnlichen und eingeschriebenen Briefsendungen jeder Art; ferner besteht ein internationaler Dienst für Postpakete ohne und mit Wertangabe (bis 400 M), an dem aber nur einige persische Grenz-Postanstalten im Nordwesten (über Rußland) und im Süden (über Britisch Indien oder unmittelbar zur See über Hamburg) teilnehmen. Außerdem tauscht Persien mit Frankreich auch Postanweisungen aus.

Für alle Sendungen, außer gewöhnlichen Briefen und Postkarten, besteht Frankierungszwang; alle Arten von Sendungen können unter Einschreibung (Gebühr 11 Schahi) versandt werden.

Im Inlandsdienste kosten:

Gewöhnliche Briefe: 6 Schahi (also etwa 10 Pf.) für die ersten 2 Miskal (1 Miskal = 4²/₈ g) und 3 Schahi für jedes weitere Miskal; im Ortsverkehr nur 1 Schahi für jedes Miskal, mindestens 2 Schahi;

Postkarten: 2 Schahi (etwa 3 Pf.); die amtlich herausgegebenen Postkarten mit Ansicht (16 Muster) kosten auch nur 2 Schahi. Postkarten mit Antwort gibt es nicht. Unfrankierte Briefe und Postkarten werden mit der doppelten Taxe belegt;

Drucksachen, Warenproben, Geschäftspapiere: 2 Schahi (Zeitungen nur 1 Schahi) für je 10 Miskal. Meistgewicht 500 Miskal (etwa 2¹/₄ kg) für Drucksachen und Geschäftspapiere, 80 Miskal (etwa 370 g) für Warenproben;

Wert briefe: neben dem Briefporto und der Einschreibegebühr (11 Schahi) noch 10 Schahi Versicherungsgebühr, wenn der Brief Banknoten (Höchstbetrag 5 Toman = 16 M) enthält oder 1/4 v. H. des angegebenen Wertes, wenn der Brief Wechsel enthält.

Postpakete: Die Gebühren sind nach Gewicht und Entfernung abgestuft,

je 100 Miskal (= 465 g) kosten auf eine Entfernung von

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o bis 50 Farsakh (bis 325 km)... 10 Schahi,

50 - 80 - (- 520 -)... 15 - ,

80 - 120 - (- 780 -)... 20 - ,

120 - 200 - (- 1300 -)... 30 - ,

über 200 - .... 50 - .
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Daneben wird für Wertpakete eine Versicherungsgebühr von 10, 20 oder 30 Schahi für je 10 Toman nach den Entfernungstufen von 100, 200 oder mehr Farsakh erhoben.

Meistgewicht: 6 Batman (1 Batman = 2970 g = rund 3 kg), 10 Batman oder unbeschränkt, je nachdem das Paket durch Botenposten, Reitposten oder Fahrposten zn befördern ist.

Wertgrenze: für Barsendungen in Silber 250 Toman (= 800 M), in Gold 500 Toman (= 1600 M), für sonstige Sendungen schränkt.

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Das Postwesen in Persien.

Frachtstücke (im Gewichte von 12 Batman und mehr): 8 bis 100 Schahi für jeden Batman nach einem für die wichtigsten Postorte aufgestellten, je nach der Entfernung verschieden bemessenen Sondertarif

Zur Frankierung der Sendungen sind Freimarken in 16 Wertsorten (zu 1, 2, 3, 6, 9, 10, 13 und 26 Schahi und zu 1, 2, 3, 4, 5, 10, 20 und 30 Kran) herausgegeben. I Kran = 20 Schahi = 40 cts = 32 Pf.

Im internationalen Verkehr werden die den internationalen Taxen entsprechenden Gegenwerte in der Landeswährung erhoben.

Die persische Post befaßt sich nicht selbst mit der Beförderung von Reisenden; diese liegt den Posthaltern ob, wie man die Privatfuhrunternehmer der Postkurse bezeichnen kann, denen auch die Postpferde und Wagen gehören. Die Reisenden werden auf den fahrbaren Wegen in Karren, Omnibussen oder in offenen oder gedeckten Kutschwagen, auf unfahrbaren Wegen mit den Pferden der Poststationen befördert. Die Postverwaltung setzt die Abgangszeiten der Posten, die mit den gleichen Beförderungsmitteln versandt werden, fest und bestimmt auch den Tarif und die Dienstanweisung für den Reiseverkehr. Die Einnahmen aus diesem verbleiben den Posthaltern, die aber auf jedem Fahrschein eine Freimarke von I Kran verrechnen müssen. Dem Parlament liegt seit 1909 ein Gesetzentwurf vor, der der Postverwaltung das Monopol für die regelmäßige periodische Beförderung von Reisenden und Reisegepäck mit Relaiswagen sichert. — Zugleich sieht dieser Gesetzentwurf auch die Ausdehnung des Postzwanges auf Postkarten vor.

Die Bestellung der Postsendungen begegnet in Persien, namentlich in den größeren Städten, eigenartigen Schwierigkeiten, und zwar aus folgenden Gründen:

- I. Es gibt keine Familiennamen, die Adresse muß daher neben dem Namen dem Gewerbe, dem Stadtteil oder der Karawanserai, wo der Empfänger wohnt, auch noch seine Verwandtschaft und seinen Geburtsort angeben, sonst kann der Briefträger erst nach vielen Bemühungen unter einer Menge Gleichnamiger den Richtigen ausfindig machen;
- die Frauen wohnen in besonderen Teilen der Wohngebäude, zu denen die Postboten keinen Zutritt haben; Sendungen an Frauen sind daher schwer anzubringen;
- infolge des mißtrauischen Charakters der Perser wird ein sehr großer Teil der Postsendungen unter Einschreibung gegen Empfangsanzeige versandt, was natürlich die Bestellung noch erschwert;
- 4. Hausbriefkasten gibt es nicht.

Aus diesen Gründen wurden früher bei der Ankunft eines Kuriers die angekommenen Briefe usw. im Hofe der Postkarawanserai einfach ausgerufen; der Empfänger mußte sich melden. Jetzt aber soll der Bestelldienst sich wenigstens in den bedeutenderen Städten zu allgemeiner Zufriedenheit abwickeln. In den kleineren Orten holen die Empfänger ihre Sendungen vom Postschalter ab.

Pakete sind allgemein von der Bestellung ausgeschlossen; nur in Teheran selbst besteht für Pakete mit Fischen und Wild eine Eilbestellung. Dort sind auch 50 Schließfächer eingerichtet worden, von denen aber nur 2 vermietet werden konnten.

In Teheran finden täglich 3 Briefbestellungen statt, die von 34 Briefträgern besorgt werden; eine Bestellung davon mit 4 Briefträgern umfaßt nur Ortssendungen. Sonst haben nur Rescht, Tauris und Kaswin täglich 2 Briefbestellungen, alle übrigen Postorte eine Bestellung je nach Ankunft der Post.

Das Postwesen in Persien.

Mit der Aufstellung von Briefkasten hat man in Persien wenig Glück gehabt. Seit 10 Jahren ist in Teheran wiederholt versucht worden, die Bevölkerung durch Aufstellung von Briefkasten in den bevölkertsten Stadtteilen an diese einfache Auflieferungsart zu gewöhnen. Der Bericht sagt lakonisch: Das Publikum hat niemals Zutrauen dazu fassen können, so daß man 1910 die Kasten wieder beseitigen mußte. Man will aber jetzt durch Aufstellung einer neuen, in Österreich bereits bestellten Art von Kasten aus Stahl mit einem sich selbsttätig öffnenden und schließenden Leerungsack nochmals das Zutrauen des Publikums zu gewinnen suchen.

VI. Postkurswesen.

Eisenbahnen gibt es in Persien noch nicht, daher kommen für die Postbeförderung nur Landpostkurse in Betracht, die in einer Gesamtzahl von 100 Kursen und in einer Gesamtausdehnung von 2314 Farsakh == rund 15 000 km bestehen. Davon entfallen 797 Farsakh, fast genau ein Drittel, auf 24 Hauptkurse, auf denen die Posten durch vierspännige Postwagen, «Gari« genannt, befördert werden, 898 Farsakh auf 42 Reitpostkurse, auf denen Pferde, Maultiere oder Kamele die Postsäcke auf dem Rücken tragen, und 619 Farsakh auf 34 Botenpostkurse; die Fußboten heißen »Gaced«.

Es gibt in Persien 120 staatliche und 143 Privat-Pferde-Relaisstationen mit zusammen 2370 Zugpferden und 632 Wagen und Karren.

Die Länge der Kursstrecken ist sehr verschieden. Sie beträgt bei den Güterposten von 2 bis zu 146 Farsakh (also bis zu 950 km!), bei den Reitposten von 3 bis zu 72 Farsakh (also bis zu 470 km), bei den Botenposten von 1 bis zu 84 Farsakh (also bis zu 550 km).

Die Güterposten verkehren auf 16 Kursen zweimal, auf 4 Kursen dreimal, auf 2 Kursen viermal und auf dem Kurse Teheran-Kaswin-Rescht-Enseli fünfmal in der Woche, die Reitposten ein- bis zweimal, nur auf einem Kurse dreimal die Woche und die Botenposten fast sämtlich nur einmal, einige wenige zweimal die Woche.

Insgesamt werden auf allen Postkursen zusammen in einem Jahre ungefähr 442 416 Farsakh = 2875 700 km zurückgelegt.

Auf dem Seewege bestehen Postkurse zwischen Enseli und Astara, Enseli und Baku, Meched-isser und Bender-Guez im Norden sowie zwischen den Postanstalten am Persischen Meerbusen unter sich und mit Basra und Britisch Indien sowie mit Hamburg.

VII. Verkehrsstatistik.

Aus den reichhaltigen statistischen Übersichten, die dem Verwaltungsberichte beigegeben sind, seien folgende Zahlen aus dem Jahre 1910/11 hier mitgeteilt, die am deutlichsten den Aufschwung des persischen Postverkehrs und seinen heutigen Umfang veranschaulichen.

Im Inlandsverkehr wurden befördert:

2 257 749 Briefsendungen jeder Art, darunter 272 909 (= 12 v. H.) eingeschriebene und 69 797 portofreie 1), aber nur 27 547 Postkarten, 102 843 Drucksachen und 14 092 Warenproben. Die verschlossenen Briefe (2 043 470) bilden weitaus die Mehrzahl;

nur 59 445 gewöhnliche Pakete, aber 110 432 Pakete mit Wertangabe (insgesamt 60 960 000 frcs). Auch diese Zahlen sind bezeichnend für das Mißtrauen, das der Perser von früher her noch in bezug auf die Sicherheit der ohne besondere Vorsichtsmaßnahmen der Post anvertrauten Sendungen hegt.

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¹⁾ Portofreiheit genießen in Persien nicht nur der Schah und der Regent spwie die Postverwaltung selbst, sondern auch die Ministerien, das Bureau des Parlaments und der Präsident des Reichs-Gesundheitsrats.

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Das Postwesen in Persien.

Der internationale Verkehr ist verhältnismäßig sehr lebhaft. 1910/11 wurden gezählt:

```
yearner

924 274 angekommene
548 796 abgegangene
7 007 durchgehende

zusammen ... I 480 077

180 348 angekommene
I 353 abgegangene
92 338 angekommene
4 058 abgegangene
4 058 abgegangene
Postanweisungen nach Frankreich (über 4 618 frcs),
115 angekommene

- aus - (- 4248 -).
```

Den bedeutsamsten Aufschwung zeigt der Postpaketverkehr aus dem Auslande nach Persien, der eine geradezu stürmische Aufwärtsentwicklung nachweist, wie folgende Zahlen darlegen:

Rechnungsjahr (21. März bis 20. März)	gewöhnliche Pakete	Pakete mit Wertangabe	Angegebener Wert frcs
1904/5	870	704	51 000
1905/6	6 032	7 153	443 000
1906/7	31 483	6 549	539 000
1907/8	51 700	9 040	778 000
1908/9	54 204	12 542	2 004 000
1909/10	148 594	43 889	9 210 670
1910/11	180 348	92 338	24 295 664.

Von diesen Paketen wurden 99,4 v. H. über Rußland nach Persien befördert. Der Leitweg über Britisch Indien kommt nur mit 0,3 v. H., der über die asiatische Türkei mit 0,25 v. H. und der über Hamburg unmittelbar mit 0,05 v. H. in Betracht.

Im Jahre 1911/12 soll nach einem in Brüssel erschienenen amtlichen Ausweis der persischen Zollverwaltung die Zahl der eingegangenen Postpakete bereits 308 000 (209 000 gewöhnliche und 99 000 mit Wertangabe) betragen haben.

Die wichtigste Auswechselungs-Postanstalt für Pakete ist Enseli mit 165 817 (= 61 v. H.) eingehenden und 3494 (= 64 v. H.) ausgehenden Paketen. Dann folgen Djulfa (57 828 und 274), Badjgiran (34 760 und 530), Astara (7488 und 40), Meched-isser (3250 und 46) und Bender-Guez (1985 und 45). Die übrigen Auswechselungs-Postanstalten haben keinen nennenswerten Paketverkehr.

Für die Sicherheitsverhältnisse in Persien recht bezeichnend ist eine lakonische Statistik über die überfallenen und beraubten Posten:

	der Raubanfälle:	Bezahlte Ersatzbeträge:
1905/6 bis 1907/8	100	29 400 Kran = etwa 9 408 M ,
1908/9	40	28 445 - = - 9 088 - 47 713 -Digitized by COSSIC-
1909/10	90	47 7 13 -Digitized by - O 9204C-
1010/11	82	130030 - = -41600

Das Postwesen in Persien.

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Es hat sich dabei wohl im wesentlichen um Postsendungen des Inlandsverkehrs gehandelt. Im Auslandsverkehr sind verhältnismäßig recht wenig Ersatzfälle vorgekommen, von denen noch viel weniger Fälle zur Zahlung von Ersatzbeträgen geführt haben.

	1909	1910
Auf die Gesamtzahl der eingegangenen Briefsendungen	864 000	932 000
entfallen nämlich Ersatzansprüche	161	114
davon haben zur Zahlung von Ersatzbeträgen geführt	9	34∙
Auf die Gesamtzahl der eingegangenen Pakete		277 000
entfallen Ersatzansprüche	158	143
davon haben zur Zahlung von Ersatzbeträgen geführt	3	I.

VIII. Finanzergebnisse.

somit einen Überschuß von 203 000 Kran (= 64 960 M) auf.

Unter den Einnahme- und Ausgabeposten sind folgende besonderer Erwähnung wert:

1. Einnahmen:

an Franko, Porto usw		Kran	
aus entwerteten Freimarken beim Verkauf an			
Sammler	80 784	_ 1	1)
an Inlands-Paketporto für die Auslands-Pakete (ab			•
Grenz-Eingangs-Postanstalt)	323 600	-	
an Marken für die Reise-Fahrkarten	24 000	-	
aus dem Verkaufe von Pferdefutter (!)			

2. Ausgaben:

0		
Gehälter und Vergütungen	1 164 000	Kran,
Bureaukosten	55 000	-
Mieten	80 000	-
Postbeförderungskosten	1 591 000	-
Reisekosten	15 800	-
Telegramm- und Fernsprechgebühren	12 200	-
Heizung, Erleuchtung, Uniformen usw	84 400	-
Ersatzbeträge (s. oben)	130 000	-
Pensionen	46 000	

IX. Schluß.

Trotz der inneren Unruhen und der äußeren politischen Beeinflussungen, an denen das heutige Persien seit Jahren krankt, läßt das Postwesen daseibst im großen und ganzen eine stetige Aufwärtsentwicklung erkennen, und es darf erwartet werden, daß, sobald erst einmal ruhige, geordnete Verhältnisse eingetreten sein werden, auch der Postverkehr schnell anwachsen und das Seine zur Erschließung des an Zukunftsmöglichkeiten reichen Landes beitragen wird. Namentlich aber wird die Anlage von Eisenbahnen, die jetzt noch ganz fehlen, Persien in einer vielleicht nicht gar so entfernten Zukunft eine ähnliche Bedeutung auch für den Fernverkehr zwischen Kleinasien und Indien verschaffen, wie das Land sie im Altertum infolge der großartigen Straßenbauten des Cyrus und des Darius gehabt hat.

^{1) 1909/10} brachte dieser Posten sogar rund 120 000 Kran ein.

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Das Postwesen in Persien.

kommt aus Persien die Nachricht, daß der Ministerrat die Konzession der ersten Eisenbahn in Persien, von Djulfa nach Tauris, genehmigt hat.

Wie der Verkehr der Neuzeit und uralte Gebräuche in diesem merkwürdigen Lande zusammenklingen, davon ist auch der amtliche Verwaltungsbericht, dem das Vorstehende im wesentlichen entnommen ist, ein Beweis. In dem Berichte sind nämlich die Kalenderjahre und die Monate teils mit den Zahlen unserer Zeitrechnung, teils mit persischen Namen bezeichnet, die allerhand Tiernamen bedeuten. Es sind das die Jahres- und Monatsnamen aus der alten mongolischen Zeitrechnung, die nur eine Spanne von 12 Jahren umfaßt und dann immer wieder von vorn beginnt, auch »uigurisch-türkischer Zyklus« genannt. Diese Zeitrechnung ist zwar im öffentlichen Leben Persiens fast gar nicht mehr im Gebrauche, wird aber nach einer alten Sitte in feierlichen öffentlichen Dokumenten neben der Angabe der mohammedanischen Jahre und Monate benutzt. Es macht auf den Leser einen eigenartigen Eindruck, wenn er in einem neuzeitlichen amtlichen Postberichte die Rechnungsjahre bezeichnet sieht als »Jahr des Ochsen«, »Jahr des Affen«, »des Hasen« usw. Es ist wohl von Interesse, den »uigurisch-türkischen Zyklus« einmal mit der christlichen und mit der mohammedanischen Zeitrechnung zusammenzustellen. Dann ergibt sich folgende Tabelle, mit der diese Betrachtung des persischen Postwesens ihren Abschluß finden möge. Die mohammedanische Zeitrechnung ist um 582 Jahre hinter der christlichen zurück, ihre Jahreszahlen sind in der Tabelle der Kürze halber nur einmal neben den anderen angegeben.

```
Sytschkan-il ..... = Jahr der Maus ...... = 1888, 1900, 1912 usw.1)
                                            oder 1306, 1318, 1330 2)
Ud-il . . . . . =
                           des Ochsen . . . . . . = 1889, 1901, 1913
                           - Leoparden .... = 1890, 1902, 1914
Pars-il . . . . . . =
Tawyschkan-il . . . . =
                              Hasen..... = 1891, 1903, 1915
                              Krokodils.... = 1892, 1904, 1916
Lui-il . . . . . . =
Yilan-il .... =
                           der Schlange .... = 1893, 1905, 1917
                           des Pferdes..... = 1894, 1906, 1918
Yunt-il.... =
                            - Schafes..... = 1895, 1907, 1919
Ghoui-il . . . . . . =
Pitchi-il . . . . . =
                            - Affen ..... = 1896, 1908, 1920
                          der Henne ..... = 1897, 1909, 1921
Takbaghoui-il .... =
                          des Hundes . . . . . = 1898, 1910, 1922
- Schweines . . . . = 1899, 1911, 1923 usw.
It-il . . . . . =
Tanguz-il . . . . . =
```

Die Monatsnamen des uigurisch-türkischen Jahres entsprechen den Namen der Sternbilder des Tierkreises:

```
1. Hamal
            = Widder,
                                    7. Mizan = Wage,
                                    8. Akrab = Skorpion,
2. Saur
            = Stier,
                                   9. Kaus = Schütze.
            = Zwillinge,
  Yanza
3.
                                       Yadi
                                             = Steinbock
  Saratan
            = Krebs,
                                   IO.
                                   II. Dalv
                                             = Wassermann,
  Asad
            == Löwe,
  Sumbulah = Jungfrau,
                                   12. Hut
                                             = Fische.
```

Der Jahresanfang, nämlich der 1. Hamal, entspricht unserm 21. März, der Frühlings-Tag- und Nachtgleiche.

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¹⁾ Der christlichen Zeitrechnung.

²⁾ Der mohammedanischen Zeitrechnung.



POST UND TELEGRAPHIE.

BEIHEFT ZUM AMTSBLATT

DES REICHS-POSTAMTS.

HERAUSGEGEBEN IM AUFTRAGE DES REICHS-POSTAMTS.

Nr. 24.

BERLIN, DEZEMBER.

1913.

INHALT: Die Zentral-Anrufschränke M 11 für Telegraphenleitungen, S. 749. — Allerhand Neues über Handel und Verkehr in Persien, S. 760. — Postsendungen sind nicht beitragspflichtig zur großen Haverei, S. 767. — Verzicht auf Unfallrente bei Erlangung einer mit Beamteneigenschaft verbundenen Anstellung, S. 772.

Kleine Mitteilungen: Die wirtschaftlichen Verhältnisse der größeren Fernsprechgesellschaften in den Vereinigten Staaten von Amerika, S. 775. — Kraftwagenverkehr in Südkamerun, S. 778

Literatur: Riegl, Wolfgang, Das Nachrichtenwesen des Altertums, S. 778. — Spiecker, Dr.-Ing. Friedrich, Die Abhängigkeit des erfolgreichen Fernsprechanrufs von der Anzahl der Verbindungsorgane, S. 780.

Die Zentral - Anrufschränke M 11 für Telegraphenleitungen.

Von Ober-Postpraktikant Feuerhahn in Berlin.

Die im Archiv 1912, S. 533 ff., beschriebenen Zentral-Anrufschränke M 11 für Telegraphenleitungen sind im Laufe der Zeit bei einer größeren Zahl von Telegraphenanstalten aufgestellt worden und haben sich sowohl apparat- als auch betriebstechnisch im allgemeinen bewährt. Da die a. a. O. dargestellten Schränke zu 50 Leitungen mit und ohne Vielfachfeld und die Schränke zu 60 Leitungen aber nur bei Ämtern größeren Umfanges verwendet werden können, sind auch Schränke mit geringerer Aufnahmefähigkeit gebaut worden, damit die Zentralisierung des Betriebs auch bei kleineren Anstalten durchgeführt werden kann. Es sind dies die Zentral-Anrufschränke für 30 und für 20 Leitungen.

Die Schränke für 30 Leitungen (Abb. 1) entsprechen in der Bauart, abgesehen davon, daß sie nur einen Arbeitsplatz haben, den Schränken für 50 Leitungen. Sie sind 1,06 m hoch, 0,86 m tief und 0,92 m breit, die Tischhöhe beträgt 0,78 m. Sie sind zur Anschließung von 10 Empfangsund von 2 Aufsichtsapparaten eingerichtet, ferner können 6 Übertragungs-Schnurpaare und 6 Übertragungs-Einzelschnüre (je 3 ankommend und abgehend) eingesetzt werden. Die Schaltung stimmt mit der der Schränke für 50 Leitungen überein (vgl. Archiv 1912, S. 548, Abb. 17).

Die Anrufschränke für 20 Leitungen (Abb. 2, 3 und 4) sind, da sie nur bei kleineren Ämtern verwendet werden sollen, von einfacherer Bauart als die anderen Schränke. Sie haben auch keinen Unterbau und müssen infolgedessen auf vorhandenen Tischen mit Ausschnitt in der Alisch-

Archiv f. Post u. Telegr 24 1013.

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bemessen, daß die Spannung während des Betriebs möglichst nicht unter 24 Volt sinkt, und es sind so viele Reihen nebeneinander geschaltet, daß keine störenden Stromschwankungen vorkommen können. An anderer Stelle ist auch der Versuch gemacht worden, den Strom für die Ortstromkreise einem Starkstromnetze unmittelbar zu entnehmen. Um dies zu ermöglichen, ist das Netz über einen geeigneten Widerstand an 20 Edisonsammler (24 Volt) herangeführt worden, die als Pufferbatterie dienen. Der Ortstrom wird von den Polen dieser Edisonbatterie abgenommen. Je nach dem Sinken der Spannung wird das Netz entweder dauernd oder nur während der Hauptverkehrstunden angeschaltet. Die Schalttafel ist nur 35 cm² groß; die Sammler befinden sich in 2 Holzkasten für je 10 Zellen; die Holzkasten sind 312 mm lang, 220 mm hoch und 105 mm breit. Eine solche Ortsbatterieanlage beansprucht demnach bedeutend weniger Raum als eine Trockenbatterie. Durch den Versuch wird ermittelt werden, welche Anlage wirtschaftlicher arbeitet.

Im übrigen haben sich noch folgende kleine Änderungen, die bei der Beschaffung neuer Schränke werden ausgeführt werden, als wünschenswert herausgestellt:

- die Bezeichnungstreifen werden oberhalb der Klinkenstreifen angebracht werden, damit die Stöpsel sie nicht verdecken;
- die Schnurlöcher werden in der Tischplatte mit der Stöpselnummer gekennzeichnet werden;
- der Abstand der Stöpsel vom Spiegelbrett und die Höhe des Spiegelbrettes werden etwas vergrößert werden, damit das Herausnehmen der Stöpsel erleichtert wird;
- 4. die Abfrageklopfer werden nicht mehr auf dem Schranke, sondern (ohne Schallkammer) auf der Tischplatte aufgestellt werden;
- die Relaisgestelle erhalten künftig eine Höhe von 2,10 m, damit die untersten Relais sich 50 cm statt 25 cm über dem Fußboden befinden;
- 6. die Kabelträger werden isoliert an die Gestelle angesetzt werden. Bei der jetzigen Bauart werden die Gestelle durch die Bleimäntel der Kabel geerdet, so daß bei unvorsichtigem Aufsetzen der Relaisschutzkappen Kurzschlüsse entstehen können.

Allerhand Neues über Handel und Verkehr in Persien.

Von Ober-Postinspektor Ehrhard in Berlin.

Über die Entwicklung des Postwesens in Persien bis zum März 1911 ist im Archiv 1913. S. 97 ff. und 156 ff. ("Das Postwesen in Persien"), eingehend berichtet worden. Inzwischen hat die persische Postverwaltung einen weiteren Verwaltungsbericht über das Rechnungsjahr 1911/12 und statistische Nachrichten über den Postpaketverkehr im Kalenderjahr 1912 herausgegeben; zugleich ist ein umfangreicher Handelsbericht der persischen Zollverwaltung über das Jahr 1911/12 erschienen, der u. a. auch wichtige Mitteilungen über Landstraßen und Reiseverkehr sowie über Telegraphen- und Fernsprecheinrichtungen in Persien enthält. Aus diesen amtlichen Werken seien folgende Mitteilungen hier wiedergegeben.

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Der Postpaketverkehr nach Persien ist in dauernder Zunahme begriffen; die Zahl der in Persien vom Ausland eingegangenen Postpakete hat betragen:

		1904/05	1 574	Stück,
		1905/06	13 185	-
		1906/07	38 032	-
		1907/08	60 740	-
		1908/09	66 746	-
		1909/10	192 483	-
		1910/11	272 686	-
im]	Kalenderjahr	1911	321 339	-
	-	1912	330 423	

Die verhältnismäßig geringe Zunahme der Gesamtzahl der Pakete im Jahre 1912 ist darauf zurückzuführen, daß einer starken Zunahme des Paketverkehrs im ganzen eine beträchtliche Abnahme des Verkehrs mit einzelnen Ländern gegenübersteht. Auffällig ist die große Abnahme der Pakete mit Wertangabe, die von 101 872 Stück 1911 auf 53 764 Stück 1912 zurückgegangen sind. Fast der ganze Paketverkehr Persiens mit den europäischen Ländern geht über Rußland, davon zwei Drittel über Enseli (1911: 211 041 Stück), ein Fünftel über Djulfa (02 821 Stück), ein Zehntel über Badjgiran (36 392 Stück); der Rest verteilt sich auf die drei anderen persisch-russischen Grenz-Eingangspostanstalten (Astara, Mechedisser und Bender Gez, zusammen 9872 Stück). Der Verkehr über die Türkei (Bajazid und Hanekin, zusammen 503 Stück), über Britisch Indien (Kuh Malek Siah, 326 Stück) und über den Persischen Golf (Buschir, Bender-Abbas, Lingah, Mohammerah, zusammen 384 Stück) kommt gegenüber den russisch-persischen Verkehrszahlen kaum in Betracht.

Die Zahl der aus Persien nach dem Auslande versandten Pakete ist gering; sie betrug 1911 insgesamt 6073 Stück, davon 4608 mit Wertangabe.

Aus der Handelstatistik der persischen Zollverwaltung ist zu ersehen, daß trotz der politischen Unruhen, die seit vielen Jahren das Land heimsuchen, der persische Gesamthandel von 449 Millionen Kran im Jahre 1901/02 auf 991 Millionen Kran (1 Kran = 32 Pf.) im Jahre 1911/12 angewachsen ist. Den größten Anteil daran (552 Millionen Kran) hat natürlich Rußland, dann folgt England mit 276 Millionen, die Türkei mit 59 Millionen, Deutschland mit 211/2 Millionen, Italien mit 121/2 Millionen Kran usw.

Von besonderem Werte sind in dem Handelsbericht:

- a) Übersichten über die Seeschiffahrts Verbindungen der persischen Häfen am Kaspischen Meere und am Persischen Golfe mit Angabe der Dampfergesellschaften, der Fahrpläne und Fahrpreise sowie der Fahrtdauer;
- b) eine sehr ausführliche Übersicht über die wichtigsten Landstraßen in Persien, die sich zur Beförderung von Reisenden und Gütern eignen, mit Angabe der durchschnittlichen Beförderungsdauer für Reisen zu Pferde, zu Kamel oder zu Wagen, der Preise, der Namen der Fuhrunternehmer und mit nützlichen Winken für Reisende; auch über den Zustand der Straßen finden sich Angaben;
- c) eine Statistik über die Zahl, Art und Volkszugehörigkeit der Reisenden, die im Berichtsjahre nach Persien gekommen sind oder es verlassen haben, und zwar getrennt nach den verschiedenen Beförderungswegen;
- d) verschiedene Mitteilungen über Eisenbahnen, Flußschiffahrt, Telegraphen und Fernsprecher.

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Allerhand Neues über Handel und Verkehr in Persien.

Aus diesem Berichtstoffe möge folgendes hier mitgeteilt werden.

- a. Die Schiffahrt auf dem Kaspischen Meere liegt naturgemäß ausschließlich in russischen Händen. Regelmäßige Dampferverbindungen unterhält aber nur die »Compagnie Caucase et Mercure« auf folgenden vier Linien:
 - Baku-Enseli wöchentlich zweimal; Dauer der Überfahrt 18 Stunden; Fahrpreis I. Klasse 20 Rubel.
 - 2. Baku-Astara wöchentlich zweimal; 12 Stunden; 10,15 Rubel.
 - 3. Astrachan-Krasnowodsk wöchentlich; 74 Stunden; 33,50 Rubel. Krasnowodsk-Bender Gez wöchentlich; 32 Stunden; 7,50 Rubel. Bender Gez-Mechedisser wöchentlich; 10 Stunden; 2,65 Rubel.
 - 4. Baku-Krasnowodsk täglich; 271/2 Stunden; 15 Rubel.

Das »Bureau des Transports persans«, das drei russische Dampfergesellschaften in sich vereinigt, unterhält während eines Teiles des Jahres unregelmäßige Verbindungen zwischen Baku-Astara-Enseli, Baku-Bender Gez-Mechedisser und Baku Enseli-Mechedisser-Bender Gez. Die Fahrzeiten der Dampfer werden jedesmal vorher bekannt gemacht. Außer diesen wichtigsten Verbindungen gibt es noch eine große Anzahl unregelmäßiger Fahrgelegenheiten auf dem Kaspischen Meere, die von einer Menge kleinerer, fast ausschließlich russischer Unternehmer besorgt werden.

Im Persischen Meerbusen teilen sich die nachstehend aufgeführten britischen, russischen und deutschen Dampfschiftgesellschaften in den Verkehr; der Löwenanteil fällt hier den britischen Gesellschaften zu:

1. British India Steam Navigation Co.

Schnell-Postdampfer wöchentlich zwischen Bombay und Basraüber Lingah, Buschir und Mohammerah; Fahrtdauer 7 Tage.

Küstendampser auf der gleichen Strecke, außerdem noch Charbar, Diask und Bender-Abbas anlausend, monatlich zweimal.

2. The Bombay & Persia Steam Navigation Co.

5 bis 6 Dampser jährlich zwischen Bombay und Mohammerah über Bender-Abbas, Lingah und Buschir.

3. The Arab Steamers Limited Co.

Alle zwei Monate ein Dampfer zwischen Bombay und Mohammerah, wie unter 2.

4. Lynch Brothers.

Täglicher Dienst für Reisende zwischen Mohammerah und Basra.

5. The West Hartlepool Steam Navigation Co.

5 bis 6 Dampfer jährlich zwischen London und Mohammerah über Buschir, im Bedarfsfall auch Lingah und Bender - Abbas anlaufend.

6. The Anglo-Algerian Steam Ship Co.

Unregelmäßig, ungefähr jeden Monat ein Dampfer zwischen London und Mohammerah über Bender-Abbas und Buschir, manchmal auch über Lingah.

7. Bucknall Brothers.

Ungefähr 8 Schiffe jährlich zwischen London und Mohammerah über Bender-Abbas und Buschir.

8. Hamburg-Amerika Linie.

Regelmäßig monatlich ein Dampfer zwischen Hamburg und Basra über Bender-Abbas, Lingah, Bahrein, Buschir und Mohammerah; Fahrtdauer 45 Tage.

9. Compagnie Russe de Navigation à Vapeur et de Commerce.

4 Dampser jährlich zwischen Odessa und Mohammerah über Bender-Abbas, Lingah und Buschir; Fahrtdauer 36 Tage OS C

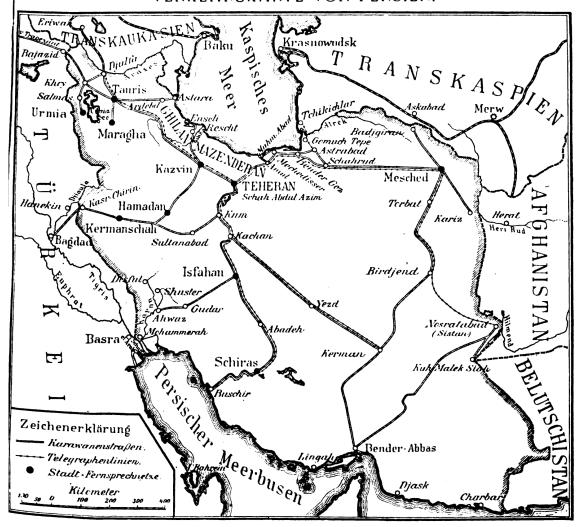
Allerhand Neues über Handel und Verkehr in Persien.

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b. Über die Reisegelegenheiten und Warenbeförderungswege zu Lande erfahren wir folgendes.

Da Rußland Frachtgut aus anderen Ländern, soweit es nicht durch die Post befördert werden kann, nach Persien nicht durchläßt, müssen alle

VERKEHRSKARTE VON PERSIEN.



schwereren oder umfangreicheren Warensendungen nach Nordwestpersien den Weg über Trapezunt nach Tauris (1100 km) und von Tauris nach Teheran (630 km) nehmen. Reisende zu Pferde brauchen von Trapezunt bis Tauris etwa 20 Tage; ein Pferd kostet für diese Strecke 25 Toman (= 80 M) Leihgebühr. Von Tauris nach Teheran reist man im Wagen in etwa 10 Tagen; der Wagen kostet 150 Toman = 480 M. Waren brauchen von Trapezunt bis Tauris im Sommer 60, im Winter 45 Tage und kostet an

Fracht für je 297 kg (= 1 Kantar = 100 Batman) 285 oder 340 Kran (91,20 oder 108,80 M) 1), je nachdem es sich um Ballen oder Kisten handelt. Billig und schnell ist also dieser wichtige Einfuhrweg gewiß nicht.

Weit besser steht es damit um die Haupt-Einfallstraßen aus Rußland, Djulfa-Tauris (120 km) und Enseli-Rescht-Teheran (382 km), beide von russischen Gesellschaften gebaut und geschäftlich ausgenutzt. Zwischen Djulfa und Tauris besteht ein regelmäßiger Kraftwagendienst für Reisende, die für 6 Tomans (= 19,20 M) in 6 Stunden ans Ziel gelangen. Lohnfuhrwerke kosten das Doppelte und brauchen 15 Stunden. Die Warenfracht ist sehr niedrig, etwa 70 Pf. für das Pud (rund 20 kg) oder bei Eilfracht—durch Kraftwagen — 15 M das Kantar. Die Straße Enseli-Rescht-Teheran ist zwar auch für Kraftwagen fahrbar, einstweilen besteht aber noch kein Kraftwagendienst wie zwischen Djulfa und Tauris. Die russische Gesellschaft, die das Monopol der Personen- und Wagenbeförderung auf dieser Straße hat, erhebt von jedem Fuhrwerk oder Lasttier Abgaben, und zwar für die ganze Strecke (382 km):

Zwischen Rescht und Teheran (320 km) besteht ein Relaispostdienst, der auch Reisenden zur Benutzung mit Extrapost freisteht. Eine viersitzige, vierspännige Extrapost mit 32 kg Freigepäck von Rescht nach Teheran kostet aber immerhin 196 $\mathcal M$ und braucht 2 bis 3 Tage für die Reise.

Von einer russischen Gesellschaft ist noch eine dritte Straße erbaut und monopolisiert worden, die von Kazvin (an der Strecke Rescht-Teheran) südwestlich in gerader Richtung auf Bagdad zu abzweigende Straße nach Hamadan (350 km). Von Hamadan ist Bagdad nur noch 400 km entfernt und schon jetzt auf fahrbarer, aber noch nicht gut ausgebauter Straße über Kermanschah und Kasr-Chirin zu erreichen.

Unter englischer Kontrolle dagegen steht die von Teheran südlich nach Sultanabad führende Straße (300 km), ein Teil der 800 km langen Straße, die von Teheran über Sultanabad und dann ebenfalls über Kermanschah und Kasr-Chirin nach Bagdad führt.

Die Wege vom Persischen Meerbusen nach Teheran und Nord- und Ostpersien werden fast durchweg als schwer benutzbar, als höchst unsicher und durch Räuberbanden gefährdet bezeichnet. Namentlich Buschir, früher der wichtigste Hafen am Persischen Meerbusen, scheine seine Bedeutung mehr und mehr zugunsten von Mohammerah zu verlieren, da dieses bessere Verbindungen nach dem Hinterlande habe. Die 1232 km lange Strecke Buschir-Teheran über Schiras ist im ersten Teile bis Abadeh (etwa 500 km) so gebirgig und zerklüftet, daß sie nur auf Maultieren zurückgelegt werden kann.

Von Mohammerah aber — im Mündungsdelta des Schatt el Arab, am Zusammenflusse des von Norden kommenden Karun mit dem Schatt el Arab gelegen, am Nordwestende des Meerbusens — bietet sich unter Benutzung des auf 180 km bis Ahwaz jederzeit schiffbaren Karun ein brauchbarer Reiseweg über Gudar, Isfahan, Kachan und Kum nach Teheran (insgesamt 1077 km). Der Beförderungsdienst liegt in den Händen einer englischen Gesellschaft (Lynch Brothers), die auf dem Karun 3 Dampfer und 7 Barken unterhält, mit wöchentlichem Dienste zwischen Mohammerah und Ahwaz;

^{1) 1} Toman = 10 Kran = 3 M 20 Pfg. 1 Batman = 2 kg 970 g.
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Fahrpreis I. Klasse ohne Verpflegung 32 M. Daneben besteht auch noch ein zweiwöchentlicher Dienst durch einen persischen Dampfer, der aber teurer ist (50 M I. Klasse). Bei Nasseri, eine Meile vor Ahwaz, ist die Schiffahrt auf dem Karun durch Stromschnellen unterbrochen. Reisende und Waren werden auf einer Pferde-Eisenbahn um diese Stelle herum nach Ahwaz befördert. Von Ahwaz bis Isfahan (445 km) ist die Straße gebirgig und nicht fahrbar; nur im Winter und Frühjahr können Kamele und Esel, sonst allgemein nur Maultiere benutzt werden, weil im Sommer kein Futter für Kamele und Esel zu finden ist. Die Reise dauert 15 bis 20 Tage. Von Isfahan bis Teheran (452 km) ist bessere Straße, die Reise dauert aber ebenso lange.

Die Flußschiffahrt hat in Persien nur geringe Bedeutung. Einzig der Schatt el Arab ist für große Seeschiffe bis Basra fahrbar. Sonst kommt eigentlich nur noch der Karun in Frage, der für flachgehende Schiffe (bis 3 Fuß Tiefgang) fahrbar ist bis kurz vor Shuster. Der Atrek (an der Nordostgrenze), der Babol (östlich Enseli Rescht) und einige kleinere Flüsse können auf kurze Strecken von leichten Fahrzeugen benutzt werden. Auf dem Urmia-See besteht ein wöchentlicher Fährdienst. Die Überfahrt dauert 5 Stunden.

c. Aus der Statistik über den Reiseverkehr sehen wir, daß im Berichtsjahre 1911/12 101 140 Personen nach Persien gekommen sind, dagegen 136 292 das Land verlassen haben. Davon waren:

Zureisende	Abreisende		
79 391	122 787	persische Untertanen,	
9111	5 05 1	Russen,	
7 670	5 5 1 8	Türken,	
2 745	1 820	Afghanen,	
1814	802	Engländer,	
107	110	Franzosen,	
92	60	Amerikaner,	
62	58	Deutsche,	
53		Griechen,	
31	23	Österreicher,	
18	18	Belgier,	
17		Schweden,	
12	14	Italiener,	
1 <i>7</i>	, 12	Angchörige verschiedener	Länder.

Während also über 43 000 Landeskinder mehr ausgewandert als eingewandert sind, überwiegt bei den Fremden, namentlich bei den Russen, Engländern, Türken und Afghanen die Einwanderung beträchtlich die Auswanderung. Es waren von den persischen

Zureisenden	Abreisende	en
48 561	74 959	Arbeiter,
15 998	21 794	
6 627	12 534	Fuhrleute (Transporteurs),
4 536		Kaufleute,
2 923	4 640	Kleinhändler,
622	1 052	Vergnügungsreisende,
I 24	249	Regierungsbeamte.

Die Auswanderung überwiegt also in allen Klassen der Perser. Die Mehreinwanderung der Russen und Engländer betrifft namentlich Kauf

leute — 2412 Zureisende (1227 Abreisende) und 240 (170) —, Arbeiter — 2411 (649) und 1075 (327) — und Fuhrleute — 617 (133) und 161 (62). Von den Deutschen waren 35 (26) Kaufleute, 19 (28) Vergnügungsreisende, 6 (—) Pilger, 2 (—) Arbeiter und — (4) Regierungsbeamte.

Die wichtigsten Grenzorte, über die der Reiseverkehr geht, sind Djulfa (20 809 Einwandernde und 25 870 Auswandernde), Astara (16 877 und 27 667), Kasr Chirin (17 680 und 19 839), Enseli (9338 und 12 358). Über Djulfa, Astara und Enseli geht es nach Rußland, über Kasr-Chirin nach der Türkei. Die Häfen am Persischen Golfe haben verhältnismäßig geringen Reiseverkehr; am meisten noch Buschir mit 1779 (3054) Reisenden aller Völker.

d. Die einzige Eisenbahn in Persien ist die nur 8,7 km lange Bahn von Teheran nach Schah Abdul Azim, verwaltet von einer Gesellschaft mit dem stolzen Namen: »Société anonyme belge des Chemins de fer et Tramways en Perse«. Sie hat im Berichtsjahre 575 000 Reisende befördert und 140 800 \mathcal{M} eingenommen; die Betriebsausgaben betrugen 76 800 \mathcal{M} .

Eine zweite Eisenbahnlinie von 16 km Länge zwischen Mahmud Abad am Kaspischen Meere und den Eisengruben von Amul ist seit langer Zeit stillgelegt und aufgegeben worden.

Dagegen ist von russischer Seite der Bau einer Eisenbahn von Djulfa nach Tauris beschlossen und wird demnächst begonnen werden.

An Telegraphenlinien besitzt die persische Regierung ein Netz von insgesamt 4600 km; leider ist nicht angegeben, welche Linien dieses Netz umfaßt. Daneben bestehen noch folgende Telegraphenlinien im Besitze fremder Gesellschaften oder Regierungen:

Teheran-Mesched (870 km); im Besitze der britisch-indischen Regierung. Teheran-Schahrud (410 km); im Besitze der britisch-indischen Regierung. Teheran-Buschir (1090 km, 3270 km Leitung); im Besitze der britisch-indischen Regierung.

Teheran-Kerman (1136 km, 3408 km Leitung); im Besitze der britisch indischen Regierung.

Teheran Tauris Djulfa (690 km, 2070 km Leitung); im Besitze der Indo-Europäischen Telegraphengesellschaft.

Mesched-Nosratabad (Sistan) (884 km); im Besitze der russischen Regierung. Astrabad-Tchikichlar (50 km); im Besitze der russischen Regierung.

Insgesamt besteht das Telegraphennetz in Persien aus 9730 km Linie mit 15 562 km Leitung.

Die Fernsprechanlagen sind konzessionierten Gesellschaften überlassen, und zwar in den Provinzen Ghilan und Mazenderan (am Kaspischen Meere) der Firma Hadji Mehdi Agha, im ganzen übrigen Persien der »Société anonyme des Téléphones Persans«. In folgenden Städten befinden sich Orts-Fernsprechnetze, deren Benutzung den Teilnehmern gegen die hierunter angegebenen Pauschgebühren freisteht:

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Teheran .... 380 Teilnehmer Ortsverkehr 6,10 bis 11,20 M monatlich,
                              Vorortverkekr 16 M monatlich,
                              8,00 M monatlich,
Tauris..... 200
Mesched . . . 100
                              9,60 -
Urmia ..... 37
                              8,00 -
Maragha.... 12
                              8,00 -
Hamadan... 14
Kermanschah 10
                              8,00 -
                             II,20 -
Kazvin.... 30
                              8,00 -
Isfahan ....
                              6,40 bis 11,20 M monatlich,
Schiras.... 50
                                                Digitized by Google
                              6,40 bis 11,20 M
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Postsendungen sind nicht beitragspflichtig zur großen Haverei.

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Beide Gesellschaften haben außerdem, aber nur für ihren eigenen Gebrauch. Fernsprechlinien von Djulfa nach Tauris und von Enseli nach Teheran gebaut. Private Unternehmer haben ferner, ebenfalls nur für ihren geschäftlichen Gebrauch, Fernsprechlinien gebaut: Die Fischereigesellschaft Lyanazoff an der Küste des Kaspischen Meeres entlang, zwischen Astara und Enseli und zwischen Bender Gez und Gomuch Tepe; die Anglo-Persian Oil Company: von Madji Soleiman, wo Petroleumquellen sind, nach ihren am Ufer des Schatt el Arab gelegenen Raffinerien.

Postsendungen sind nicht beitragspflichtig zur großen Haverei.

Urteil des Reichsgerichts vom 18. Juni 1913. I 26/7.

An Bord eines auf der Heimreise von Ostasien befindlichen Reichs-Postdampfers brach während der Fahrt ein Brand aus. Durch das zur Löschung des Feuers in das Schiff gepumpte Wasser erlitten sowohl das Schiff als auch Teile der Ladung Schäden, die als »große Haverei« anerkannt wurden. Der großen Haverei (Handelsgesetzbuch §§ 700 bis 733) liegt der Gedanke zugrunde, daß durch die besonderen Verhältnisse der Schiffahrt während der Seereise die verschiedensten Interessen gleichen Gefahren ausgesetzt werden und deshalb eine Gefahren- und Schutzgemeinschaft bilden. Ist die Gemeinschaft von einer Gefahr bedroht, so haben alle Interessen, die an der Gemeinschaft teilnehmen, füreinander einzutreten; erforderlichenfalls müssen zur Beseitigung der Gefahr einzelne Interessen geopfert werden. Um nun zu verhindern, daß unter den Beteiligten Streit darüber entsteht, welches Interesse zu opfern ist, und daß hierdurch die rechtzeitige Ergreifung der Schutzmaßnahmen verzögert oder gar vereitelt wird, greift der Gesetzgeber ein, indem er eine gesetzliche Gemeinschaft aller beteiligten Interessen bildet, nach der einerseits jeder verpflichtet ist, sein Interesse zum Besten der Gemeinschaft zu opfern, anderseits aber die Gemeinschaft verbunden ist, die aus der Opferung einzelner Interessen entstehenden Schäden sowie die sonst zur Abwendung der Gefahr gemachten Aufwendungen zu tragen. Die Entscheidung über die zu ergreifenden Rettungsmaßregeln wird im Interesse aller Beteiligten dem einzelnen abgenommen und dem Schiffer (Schiffsführer) als der sachverständigsten und unparteiischsten Person auf dem Schiffe übertragen.

Nicht alle Schäden, die ein Schiff oder seine Ladung während der Seereise erleidet, sind hiernach große Haverei. Diese — auch gemeinschaftliche Haverei oder Havarie-Grosse genannt — umfaßt vielmehr nach § 700 H. G. B. nur solche Schäden, die »dem Schiffe oder der Ladung oder beiden zum Zwecke der Errettung beider aus einer gemeinsamen Gefahr von dem Schiffer oder auf dessen Geheiß vorsätzlich zugefügt werden, sowie auch die durch solche Maßregeln ferner verursachten Schäden, ingleichen die Kosten, die zu demselben Zwecke aufgewendet werden«. Voraussetzung für die Anerkennung eines Schadens als große Haverei ist also zunächst, daß der Schaden vorsätzlich herbeigeführt worden ist, ferner daß er verursacht worden ist, um Schiff oder Ladung aus einer gemeinsamen Gefahr zu retten, und endlich, daß sowohl das Schiff als auch die Ladung, und zwar jeder dieser Gegenstände entweder ganz oder teil-Digitized by

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.

The Levant Vol. 12, No. 4 – March 2024

Ottoman & Near East Philatelic Society
English, A4, colour, US-\$ 4.00

- Uzay Togay presents an Abeni Brothers postcard of ca. 1905: the Salle à Manger of the Imperial Palace Dolmabahçe (57).
- Selim Sancaktar studies the 1921 Aintab local issue (59–63).
- Otto Graf reports on collecting Ottoman North Mecedonia (64–67).
- The Editor suggest to collect the Turkey town views of the 1950s and 1960s (67).
- Alain Kalch shows a 1929 Smyrna to Manchuria cover (68).
- Gus Riachi warns about forgeries and fakes, looking at the forged 1924-25 Mekka cancel (69–72).
- The editor shows a 19th century postcard: Sufis (Dervishes) in ecstasy (72).

The Levant Vol. 12, No. 5 – May 2024

Ottoman & Near East Philatelic Society
English, A4, colour, US-\$ 4.00

- The editor shows an 1890s postcard depicting a market scene from Mostar (Bosnia) (73).
- Richard Rose on interpreting Ottoman postal cancels, focusing on the calendar and dates used (75–80).
- Richard Barnes looks at the Gaeta issue of Montenegro (81–83).
- Peter Winders shows a Yemen Arab Republic civil war censored cover (84–86).
- Allen Smith presents a 1913 Serbian propaganda postcard: "Serbia rescues the Balkans" (86).
- Gus Riachi continues his series on forgeries looking at the 1777 (1336) Ankara overprints (87–88).
- The editor notes the rarity of the stamp used for franking the cover of the Great National Assembly shown by Volker Fredeold in Türkei-Spiegel 148 (88).
- The editor recommends MEPB and the president reports on sustaining members (73)

The Levant Vol. 12, No. 6 – September 2024

Ottoman & Near East Philatelic Society
English, A4, colour, US-\$ 4.00

- Mehmet Akan's article (first published in Türk Pulculuğu, no. 33, 2008) about Aero Espresso Italiana flights in Turkey is reprinted (96–101).
- Marc Milzman looks at the saga of Fethi Bey & Nuri Bey: "Undelivered Airmail 1914" (94, 102–104).
- Ed Kroft researched Ottoman mail service for inhabitants of Jewish agricultural settlements in the Hoy Land, 1882–1914 (105–117).
- The ONEPS president reports the board elections: Adel Kanaan, President; Akhtem al-Manaseer, Vice-President; Allan Smith, Secretary; Will Kearney, Treasurer Richard Rose, Journal Editor; Marisa Galitz, Webmaster; Robert Stucell, Past President (94).



The Levant Vol. 13, No. 1 – January 2025

Ottoman & Near East Philatelic Society
English, A4, colour, US-\$ 4.00

- Richard Rose presents a photo of the Air Martyrs' Column in Istanbul, provided by Uzay Togay (1).
- Richard Rose and Elia Anz studied the early Revenue stamps of Jordan (2–8).
- Michael Sharnoff has his article "The Hashemite regime: a postal history of nation-building" reprinted [sadly with extremely poor quality images] (9–18).
- This issue's "Watch your step" column focuses on forgeries of the Free French Syria (SG 1a) (18).
- Jack Kifedjian presents postal history items related to the Near East Relief charity organisation (19–20).
- Adel Kanaan (President), Marisa Galitz (Webmaster) and Richard Rose (Editor) report (1).

Türkei-Spiegel 148 - 2/2024

Arge Osmanisches Reich/Türkei German, A4, colour, ϵ 7.50

- Hans Paul Soetens revises Passer on the plate errors of the 50 Paras Empire issues (5–9).
- Hans-Dieter Gröger presents further gems of Turkey: Varieties of the 1876 5 Piastre Duloz stamp (10–11).
- The late Hubert Gerzabek shows his collection of the Istanbul City Post (12–19).
- Volker Fredebold presents a 1922 cover from the Great National Assembly (20).
- Rainer Fuchs looks at early covers of the Overland Mail Haifa–Baghdad (26–29).
- Otto Graf reports on the scarcity and valuation of the 1852 Printed Matter stamps (30–33).
- Folkert Bruining shows a cover from North Macedonia: Slate mining at Veniziani-Gradsko (34–35).
- Hakan Yılmaz und Volker Fredebold show more items of the Dolmabahçe palace post office (36–37).
- Bernd-Dieter Buscke asks about US field post offices in Jordan (39).
- Alan Mellaart asks for contribution s for his book project on Ottoman registration markings (40).
- The editor shows a date merchant on postcard (44).

Türkei-Spiegel 149 – 3/2024

Arge Osmanisches Reich/Türkei German, A4, colour, €7.50

- Hans Paul Soetens revises Passer on the plate errors of the 20 Paras Empire issues (5–11).
- The late Hubert Gerzabek presents his covers of Istanbul state city post (Şehir Postası) (12–17).
- Hans-Dieter Gröger shows Duloz and Empire special prints on cardboard paper (18–20).
- Bernd-Dieter Buscke discovered a new registration cancel of Ismailia (21).
- Alexios Papadopoulos reports on the 'postal war' by detailing a 1907 cover from Trabzon (French PO) to Constantinople (22–23).

- Bernd-Dieter Buscke presents the first part of his catalogue of Hotel postmarks, cancels and cachet of Jordan (24–37).
- Martin Bohnstedt reports on the state of postage stamps in Saudi-Arabia: just for collectors and not for franking? (38–40).
- Volker Fredebold shows a cover sent from the Ministry of War (Babı Seraskeri) (1, 43).
- Book presentation: "Pullat e taksës në Shqipëri 1921–2021" (Mirgen Shamlli) (44).
- Richard Rose comments on Volker Fredebold's Great National Assembly 1922 cover and notes the stamp used for franking (44).
- Alan Mellaart looks for registered items for his forthcoming book project (40).
- The editor shows Iraq's 5,000 Dinar block "Tawafan al-Aqsa" (48).
- Tom van Es invites to the autumn meeting with AGM in Cologne in November. A new president is to be elected. Guests are welcome! (41–42).

Türkei-Spiegel 150 – 4/2024

Arge Osmanisches Reich/Türkei German, A4, colour, €7.50

- Bruno Crevato-Selvaggi's "The Wing of Islam" gives a summary about the history of the Postal Service in Egypt and Syria in the Umayyad, Abbasid, and Mamluk periods (part 2) (5–10).
- Hans Paul Soetens revises Passer on the plate errors of the 5 Paras Empire issues (11–23).
- Hans-Dieter Gröger presents further gems of Turkey: the first postal card uprated to non-UPU countries Panama 1877 (24).
- Volker Fredebold reports on the rare postmarks Eminönü (Constantinople) (25–26).
- A 1881 sketch makes fun about how supposedly a telegram was delivered in Massawa (27–28).
- Mehmet Akan researched the 'Payas Post' and the Postkrieg about Hatay in 1938/1939 (I) (29–36).
- Bernd-Dieter Buscke presents the second part of his catalogue of Hotel postmarks, cancels and cachet of Jordan (37–41).
- Bernd-Dieter Buscke reports the late use of a British Mandate postmark (42).
- Medal on the occasion of the Kaiser's visit to Turkey in 1917 [125,000 €] (48).

Türkei-Spiegel 151 – 1/2025

Arge Osmanisches Reich/Türkei German, A4, colour, €7.50

- Bruno Crevato-Selvaggi's "The Wing of Islam" gives a summary about the history of the Postal Service in Egypt and Syria in the Umayyad, Abbasid, and Mamluk periods (part 3) (5–10).
- Volker Fredebold shows the Baghdad provisionals on cover (11–12).
- Jens Warnecke researched Passer's 5 types of MiNr. 638 = ISFILA 898 (overpr. on soldiers in trenches) (13–20).

Mehmet Akan researched the 'Payas Post' and the Postkrieg about Hatay in 1938/1939 (part 2) (21–29). Tobias Zywietz reviews "Otto Liman von Sanders" (Rolf-Detlev Neß) and "The Ottoman Empire and early Republic Post ... in the Vilayet Trabzon" (Kemal Giray) and offers digitised versions (PDFs) of Passer's "The Stamps of Turkey" and Tanrıkut's "Türkiye posta ve telgraf ve telefon tarihi ve teşkilât ve mevzuatı" (31–32)

RFI: German troops and field post in Turkey WWI (32). New books and the announcement for "Postal Rates Turkey 1920–1950" (Mehmet Akan) (34).

Richard Rose corrects an error for the date of issue of Iraq 1942 10 fils carmine (MiNr. 105/SG 216) (35).

The editor shows an 1898 picture postcard of Constantinople (44).

Jens Warnecke reports on the 2024 AGM (36-40).



Türkei-Spiegel 152 - 2/2025

Arge Osmanisches Reich/Türkei German, A4, colour, €7.50

Bruno Crevato-Selvaggi's "The Wing of Islam" gives a summary about the history of the Postal Service in Egypt and Syria in the Umayyad, Abbasid, and Mamluk periods (concluding part 4) (5–10).

Volker Fredebold presents a newspaper wrapper with the rare "Sublime Porte Ma'lûmat-1 Şâhânesi Bâb-1 Âli Posta Şubesi" (10).

Ibrahim Heckmann studied the life and legacy of Mevlana Rūmī "The Prophet of Love" (11–18).

Hubert Gerzabek sent in a series of letters from a British officers in Bulgaria during the Crimean war (1854), annotated by Tobias Zywietz (19–24).

Jens Warnecke gives an update on his research into the overprints MiNr. 638 (ISFILA 898) (26–28).

Parviz Sahandi and Wolfgang Leimenstoll look at the late

introduction of IRS in Persia in 1926 (29-30).

Bernd-Dieter Buscke poses the question whether some stamps were in fact used as charity labels (31–34).

Tobias Zywietz reviews the boo by Alan Mellaart: "Ottoman Empire Postal History of Greece" (35).

Martin Bohnstedt adds a new Jordanian hotel post cancel (36)

New Turkey issues: Yüreğimde Filistin = Palestine in my heart (2024 (44).

New members, AROS 40the anniversary plans, new books (37–39).

The Quarterly Circular 288 (Vol. 25, No. 5) – March 2024

The Egypt Study Circle
English, A4, colour, —

Ramez Atiya revisits the MacArthur plating of the 1872 20 para stamp (100–103).

Chance for a royal station postmark (103).

Mahmoud Ramadan continues his research into the postal development of Upper Egypt, Nubia & Sudan (104–109)

Jos Strengholt reports on the Marc Pourpe Cairo–Khartoum flight mails (110–113).

Ken Sanford starts a series on Mediterranean and Aegean shipwrecks of World War I (114–120, iii).

Paul Grigg: Why I collect Egypt (iv).

Meeting reports 2.12.2023) (98), Obituary: Brian Sedgeley (99); Elections at the Philatelic Society of Egypt (100).

The Quarterly Circular 289 (Vol. 25, No. 6) – June 2024

The Egypt Study Circle
English, A4, colour, –

Hany Salam presents from his Suez Canal Company collection (124–129).

Hani Sharestan reports on a new Fouad 1926 birthday issue variety (130).

Ken Sanford present the second part of his study into shipwrecks in the Mediterranean and Aegean, 1917/18 (131–138).

Mahmoud Ramadan concludes his study of the vice-royal post: The 'philatelic nation' of Upper Egypt, Nubia & Sudan [II] (139–144).

John L. Hayes: Why I collect Egypt (iv).

Report of the Annual General Meeting 8.03.2024 with income/expenditure and full accounts (122–123, iii).

The Quarterly Circular 290 (Vol. 25, No. 7) – September 2024

The Egypt Study Circle
English, A4, colour, –

David Ogden features the 'Eye of Horus' and King Farouk in his beginner's corner (149–150).

Paul Grigg present a second part to his study of Suez Canal stamp forgeries by Saatjian (151–154).

John Clarke reports the discovery of the Ghirgheg V-4 postmark on cover (154).

Ramez Atiya continues the series on the 'MacArthur' plating of the 1872 20 paras stamp (155–157).

Tobias Zywietz searches for the Postmaster-General's Annual Reports for 1877–1909 (157–158).

Ken Sanford looks at Imperial Airways crash mail with an Egyptian connection [City of Alexandria, G-EBVG, 26.10.1926; City of Rome, G-AADN, 26.10.1929; City of Cairo, G-EBMW, 11.10.1930; Satyras/Scipio, G-ABFC, 24.05.1931; City of Birmingham, G-EBLO, 16.06.1931; City of Karachi, G-AARY, 22.08.1931; City of Arundel, G-EBOZ; Satyras, G-ABFC, 4.03.1933, Astraea, G-ABTL, 2.11.1935; Sylvanus, G-ABFB, 9.11.1935; City of Khartoum, G-AASJ, 31.12.1935; City of Alexandria, G-EBVG, 24.03.1937] (159–165).

Sami Sadek dissects a 1909 cover with four TPO marks, retracing the letter's journey: Tanta–Damanhur, Sherbin–Kallin, Cairo–Alexandria, Cairo–Teh El Baroud (166–167).

John Davis reports a misdirected cover Bulkeley to Bolkly, Alexandria (167–168).

Ahmed Abouesh answers 'Why I collect Egypt' (iii). Meeting report 1.06.2024 (146). Mike Murphy reports in his editorial about the challenges for the Study Circle (147). Neil Hitchens reports the new stewardship of the ESC Library (148).

The Quarterly Circular 291 (Vol. 25, No. 8) – December 2024

The Egypt Study Circle
English, A4, colour, —

Paul Grigg dissects forged covers of the Sudan campaign (175–179).

Pierre Louis Grech reports on the Muzzi medal once lost and found (180–181).

Ken Sanford continues his series on Imperial Airways crash mail with an Egyptian connection in part 2 [Courtier, G-ADVC, 1.10.1937; Cygnus, G-ADUZ, 5.12.1937; Aurora, VT-AEG, 15.01.1938, Cordelia, G-AEUD, 23.01.1938; Corio, VH-ABD, Cooee, VH-ABF, 16.07.1938; Electra, G-AFYU, 21.12.1939; Hannibal, G-AAGX, 1.03.1940] (182–185).

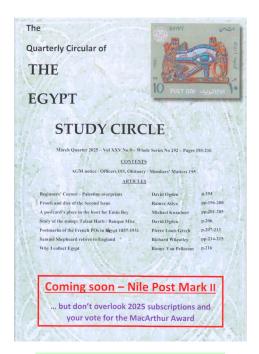
David Ogden looks in his beginner's column "The Eye of Horus" at The Suez Canal and the Suez Canal Company stamps (186).

Scott Van Horn presents at UAR stamps of the 1964 New York World's Fair (187–190).

Michael Knaubert queries whether there was a regular sea postal service to El Tor (Sinai) (190–191).

Sami Sadek answers 'Why I collect Egypt' (192). David Ogden reports from his philatelic visit to Alexandria (170–173). Obituary for Dr. Ibrahim Shoukry (174). Changes to the meetings schedule (174). Invitation for the 2024 MacArthur Award (iii).





The Quarterly Circular 292 (Vol. 25, No. 9) – March 2025

The Egypt Study Circle
English, A4, colour, —

David Ogden's beginner's column "The Eye of Horus" focuses on the Palestine overprints (194).

Ramez Atiya researched for his exhibit the proofs and dies of the second issue (196–200).

Michael Knaubert looks at a postcard and describes its connection with the hunt for Emin Bey (201–205).

David Ogden starts a series "Stamps That Tell A Story" with an article on Talaat Harb and Banque Misr (206).

Pierre Louis Grech reprises the information on the postmarks of the French post offices in Egypt from his out-of-print book (207–213).

Richard Wheatley tells the story of Samuel Shepheard's retirement to England (214–215).

Ronny van Pellecom explains 'Why I collect Egypt' (216).

Obituary for Dr. Ibrahim Shoukry (195). The editor laments the lacklustre provision of articles in "Half a century of deaf ears" (205).



L'Orient Philatélique 160 – June 2023

<u>Facebook: L'Orient Philatélique</u> English, partly Arabic, ca. B5, colour, –

Ahmed Youssef researched the 1897 provisionally overprinted Egyptian stamps in Sudan (8–24).

Results from Suhar 3rd Arabian Stamp & Numismatics Exhibition (3–4) and from IBRA 2023 Essen (6–7).

L'Orient Philatélique 161 – Sept. 2023

<u>Facebook: L'Orient Philatélique</u> English, partly Arabic, ca. B5, colour, —

English, partly Tradic, ea. 15, colour,

Hany Ibrahim writes on the 'Troops to Gaza' stamp of 1948 (4–6).

Ahmed Nabil shows pages from his exhibit "10th Universal Postal Union Congress" [Egypt stamp issue 1.02.1934] (8–24).

L'Orient Philatélique 162 – December 2023

Facebook: L'Orient Philatélique

English, partly Arabic, ca. B5, colour, -

Ahmed Nabil presents pages from his exhibit "The high values 100mil and 200mil of the 1922 Crown overprint" (3–6).

Alaa Massoud shows pages from his exhibit "Simon Arzt, Port Said" (8–24).

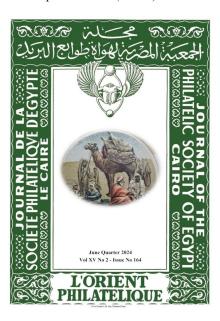
L'Orient Philatélique 163 – March 2024

Facebook: L'Orient Philatélique

English, partly Arabic, ca. B5, colour, -

Vahe Varjabedian shows the different types of 'shell' perfins on Egyptian Stamps (15–17).

Hani Salam's speech as President of the Egyptian Philatelic Association] (3). EPS Board of Directors election report] (4–13). Dr. Mohamad Omar reports on the Arab Stamp Exhibition (19–25).



L'Orient Philatélique 164 – June 2024

Facebook: L'Orient Philatélique

English, partly Arabic, ca. B5, colour, -

Vladimir Kachan reports on sericulture (silk production) in Africa: history reflected in philately (9–19). Kareem Darwaza shows material on the tobacco

manufacturer Theodoro Vafiadis & Co (21-23).

Yasser Omar shos a page from his exhibit on King Fouad first portrait series [Harrison Specimen, Specimen, Colonias] (24).

Report on youth philately: 'future philatelists' (3–6).

Al Barid Nieuwsbrief 5 – March 2024

Filatelistische Contactgroep Islamitische Wereld Dutch, A4, colour, PDF only, –

Theo Kester continues his research into nationalism depicted on stamps of the I.R. of Iran (3–6).

Jos Strengholt and Jan van Zellem show Egyptian slogan cancels and cachets (7–11).

Avo Kaplanian shows a rare special cachet on a 1947 Jordanian cover (12–13).

Rien van Ast looks at Egyptian salt revenues; to which Jan van Zellem adds two labels "Salt Department / Renewed Licence" of 1896/97 (13–16).

A special **Extra Nieuwsbrief** issued in April recalls a presentation by Folkert Bruining on the Bombay–Karachi Sea Post Office (2–5) and asks for contributions on an Al-Barid special about postal routes in the Near and Middle East (5).

Al Barid Nieuwsbrief 6 - May 2024

Filatelistische Contactgroep Islamitische Wereld Dutch, A4, colour, PDF only, –

Theo Kester researched the 'damnatio memoriae' of Shah Ahmad Qajar (4–5).

Avo Kaplanian shows Postage Due covers of (Trans-) Jordan [I] (6–10).

Jos Strengholt and Jan van Zellem continue their series of slogan cancels and cachets (11–12).

Rien van Ast researched Port Fouad (13–14).

Jan van Zellem reports new Gaza & Palestine solidarity issues of Tunisia, Malaysia and Jordan (15–16).

The editors ask for contributions for the next edition Al-Barīd on postal route in the Middle East (3).

Al Barid Nieuwsbrief 7 – August 2024

Filatelistische Contactgroep Islamitische Wereld Dutch, A4, colour, PDF only, –

Avo Kaplanian present the second part of his research into Postage Due covers in (Trans)Jordan (4–8).

Jos Strengholt & Jan van Zellem present further machine cancels (9–10).

Jan van Zellem reports new issues on Gaza & Palestine solidarity from Jordan and Libya (14–16).

Al Barid Nieuwsbrief 8 - November 2024

<u>Filatelistische Contactgroep Islamitische Wereld</u> Dutch, A4, colour, PDF only, –

Avo Kaplanian reports on lesser known revenue stamps and banderoles for tobacco during the British Mandate over Palestine (3–8).

Folkert Bruining discusses Bokhara Embassy Mazar-i-Sharif/Buchara in Mazar-i-Sharif post office (9–11).

- Jan van Zellem reviews "De Bagdad Berlijn Express" by Ana van Es (12).
- Jan Sangers, Theo Heeft, Theo Kesters present gems from their collections (13–18).
- Avo Kaplanian researched the only vending machine booklet of Jordan (18–24).
- The editor present the 2023 Egyptian block 'Greco-Roman Museum' (24).

Al Barid

Nieuwsbrief



Hummer 9 Eente 2025 Inhaud: - Van de redactie Jan van Zellem 2 - Agenda 2 - Peelbeden Egypte: Jos Strenghall 3 - Thage de Gjinni melje zijn" - Buckenteenwoo Thee Kotler 9 - Beekboeptekin Thee Kotler 11 - Tuewe udgefen Gaga Jan van Zellem 14 Nog even een paar spelrogels en voorwaarden voor de Al Band Neuwabriel: - De Al Band Neuwabriel II se een interne uitgieve van FCNM Al Band - Vurspreiding alleen na toestemming van de auteur, redactie of het bestuur - By vrapn aang confact openem met de redactie

Al Barid Nieuwsbrief 9 – February 2025

Filatelistische Contactgroep Islamitische Wereld Dutch, A4, colour, PDF only, –

- Jos Strengholt reports on spells on mail items: "May the Djinn be with you" [beduh 8462] (3–7).
- Theo Kester shows a 1904 item from Bandar Linga (Iran) (9–11).
- Theo Kester reviews "The Impact of Political Events ..." by Dr. Fariborz Goodarzi (11–14).
- Jan van Zellem reports on new issues regarding the Gaza conflict (14–16).

The Dhow 95 (Vol. 25, No. 1) – March 2024

Aden & Somaliland Study Group English, ca. A4, colour, –

- Jamie Smith presents a 1963 Little Aden Parcel card (1). Ute Dorr looks at the British offensive to occupy Italian East Africa in 1940/41 (3–9).
- Germain Mentgen researched airmail from Luxembourg to Asmara in 1937 (10–13).
- Mike Pettifor looks at the importance of Perim as a Royal Navy refuelling post (14).
- The editor shows a photo of the 12th Douglas DC-3 Dakota delivered to Aden Airways in March 1957 (16).

Index to volume 24 of The Dhow (15–16).

The Dhow 96 (Vol. 25, No. 2) - June 2024

Aden & Somaliland Study Group English, ca. A4, colour, –

- Malcolm Lacey shows a cover from the John Cooper collection: a letter from Aden to Spain during the Civil War in 1937 ([1]).
- Tony Cochrane provides a cover from Aden via Marseilles to London in 1867 (3).
- Jamie Smith contributes a page from the UPU archive of the Portuguese postal administration in Goa showing the 1937 Aden definitives and the coronation set (4).
- Mike Pettifor presents an unusual 'honour' envelope from Aden to Iraq in 1942 (5).
- Neil Williams discovered an unlisted Postage Due mark used in Aden 1954/55 (6).
- Neil Williams looks at philatelists' attempts to get postmarks from Socotra in the early 1950s, before there was any postal service to the island (7–10).
- The editor shows a photo of an Aden Airways Vickers Viscount srs760D VR-AAW in the mid-1960s (10).
- Majed Halawi shows final colour proofs for the Kathiri State 1942 definitive issue (11).
- Germain Mentgen researched postal routings of Ala Littoria through Sudan: Rome–Kassala January 1936 (12–13).
- Germain Mentgen translated an article by Roberto Gentilli published in "Guerra Aerea sull'Etiopia 1935-1939" on the Italian aviation company Aviotrasporti S.A. Roma (14–15).
- Björn Sohrne contributes a 1931 Sana'a to Port Said cover, redirected to Lebanon (16).

The Dhow 97 (Vol. 25, No. 3) – Sept. 2024

Aden & Somaliland Study Group English, ca. A4, colour, –

- Sue Hopson presents a 1883 letter from the Seychelles posted at Aden (1).
- Publication notice for Germain Mentgen's "The Italian Occupation of Somaliland Protectorate, August 1940 until March 1941" (2).
- Tony Cochrane shows a 1883 registered letter from Aden to Paris via French mail steamer (3).
- Neil Williams updates his research on a 1943 Aden & Somaliland Protectorate airmail crash cover [Sunderland, G-AGIB, 5.11.1943] (4–6).
- Germain Mentgen researched the new cancellations and registration labels of post offices on independence day of Somaliland Protectorate, 26.06.1960 (7–13).
- Mike Pettifor shows incoming mail for HMS Eclipse, Aden 1880 (14).
- Ute Dorr reports on a forerunner to Somaliland Protectorate: Somali Coast Consulate, 25.07.1885 (14–15).
- Jamie Smith shows the Aden & states victory commemoratives 1946 from the Goan UPO archive (II) (16).

The Dhow 98 (Vol. 25, No. 4) - Nov. 2024

Aden & Somaliland Study Group English, ca. A4, colour, –

- Neil Williams presents a 1939 postcard from Canada to Aden, taxed 2 annas due to the compulsory Empire Air Mail Scheme (1).
- Neil Williams shows a registered cover from Seiyun/ Mukalla to the Netherlands in 1939 by the writer Daniel van der Meulen, franked ½ anna (3–4).
- Michael Cox and Brian Livingstone researched the Somaliland Protectorate's unadopted George VI pictorial definitives (I) (4–10).
- Germain Mentgen presents a cover from the King's exact day of his silver jubilee, 6.05.1935 (11–12).
- Germain Mentgen show George VI 1942 stamps overprinted in new currency, 1.04.1951 (13).
- Andrew Gondocz displays a 1910 India reply card and a 1925 incoming taxed card (14).
- Neil Williams presents a 1953 parcel Mukalla to Sweden, franked 5 shillings (15).
- Jamie Smith continues his series on the Goan UPU archive with the 1949 royal silver wedding & UPU commemoratives and meter mail (16).

The Dhow Special Edition 8 – Nov. 2024

Aden & Somaliland Study Group English, ca. A4, colour, –

Mike Pettifor & Neil Williams publish their study as special issue 8 of The Dhow: "Military Censorship of Mail in Aden & Wartime Routes during World War Two". It spans 92 pages: Allied forces in Aden in WWI (3), GHQ Middle East field censorship regulation 1940 (4–5), RAF censorship (6–31), Army censorship in Aden (32–38), Naval censorship (39–48), Forces postal facilities (49–70), Free French forces (71), US forces in Aden (72–74), Wartime postal service (75–86).

The Dhow



Aden & Somaliland Study Group Journal

Volume 26: Number 1

March 2025 Whole number 99



This South Anabian Federation Dimar replaced the East African Stilling in Adea State, and the majors of the Mestion Proteotration. Dimar replaced the East African Stilling in Adea State, and the majors of the Mestion Proteotration, or 1 Age of 1869. Whilst stamps in the new currency were issued on the tides, those denominated in central and shillings remained valid until 1968. The impact of the change or constain date was simple—devide the number of central of the 1869 to the top two to get the new rate on fits age. If the North American airms later rate of 3% became 150 fits, Moviewer, with the lowest deals as time the new to be a simple of the North American airms later rate of 3% became 150 fits, Moviewer, with the lowest deals as time he newest 450 fits, the new and of 186 move and 50 fits and 50 fits of 187 became 1960 fits per change rate was 155 fits, or 150cts equivalent, resulting in uprating by 45ts to be the concent current state. (Milliams)

The Dhow 99 (Vol. 26, No. 1) - March 2025

Aden & Somaliland Study Group English, ca. A4, colour, –

- Neil Williams shows a 1966 Aden covered demonstrating thr impact of the introduction of Federation Dinars on postal rates (1).
- Jerone Hart shows a 1831 Aden cover sent via the 'Southampton Service' (3).
- Neil Williams continues his series on Aden airmail rates with October 1951 to March 1953 (4–7).
- Germain Mentgen reports on air crashes on the ALA Littoria Empire line Rome-Asmara-Addis Ababa (8– 10).
- Andrew Gondocz looks at items from Sanaa 1968 and from Hadibo (Socotra) 1995 (11).
- Michael Cox and Brian Livingstone present more Somaliland Protectorate's unadopted George VI pictorial definitives (12–15).
- Malcolm Lacey shows a postcard of P&O's RMS Canton, 1952 (16).

Index to volume 25 of The Dhow (nos. 95–98) (15–16).

Random Notes 100 - April 2023

<u>Arabian Philatelic Association Int.</u> 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 "ن" (50p) and damaged frame (75p); security details stated in issue brochures: Updated Al Barid Al Mumtaz 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 Mumtaz 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 2000/02 (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).

Random Notes 101 – November 2023

Arabian Philatelic Association Int.
English, ca. A4, colour, digital only, gratis

In Random Notes #101 Martin Lovegrove assembled short notes on a number of topics: Line cancel "PAR AVION 1948"; Sample sheet of the second watermark paper produced by Wiggins Teape; Iban Saud University, 15h, plate variety 'deformed 5' on pos. 104; Al Barid Al Mumtaz rates booklet; 1992 Al Barid Al Mumtaz with meter cancel (Rahwah-1); Status of Saudi new issues; Water damage to stamps due to the Angeloglou fire and 1971 flooding at the Saudi ministry; Mixed franking of postage and revenue stamps; 1960 Arab League imperforate with gutter block of 4; 10h Khafji with forged Hejaz overprint; Survey of Egypt series, ½q and 1q overprint on 20p with plate error at "ش"; Bourgiba visit 1965; 8p colour trial; 1q Arms: double prints with forged large *mustahiq* overprint; Questionable perforation variety; Signature of stamp designer Ibrahim Al-Turki; 10q 1923 overprint forgeries; Bourguiba visit with missing silver colour; Marginal marking: cross with "TOP"; Double perforation; Transjordan: four-line postage due (inverted) on 1½ q; Transjordan: questionable 1924 official stamp (SG O117). (3–10, 12, 14, 18, 32, 38).

James Kearney presents cover with Hejaz 8/10ths Piastres (11–12) and Kearney looks at early Hejaz & Nejd airmail usage (13).

Martin Lovegrove presents 'Rocket' essays (15–17). Martin Kuriger researched Saudi *Avis de Réception* (1, 19–22).

Martin Lovegrove presents the 1973 'Tourist' booklets (23–28) and reports on a forged cover (29–31).

Martin Lovegrove present the 6th part of regional post-marks of Saudi Arabia (33–36).

Martin Lovegrove presents some omitted items from his list of historic Scott catalogue number changes in RN 96 (37–38).

Martin Lovegrove reports from past auctions: Saudi airletter; ½pi + P.D. ½pi, 4 imperf se-tenant pairs in violet, slightly different design of issued stamp on large ungummed sheetlet; 5g orange block of 8; Saudi occupation 1934: two covers Hodeida–Aden & Hodeida–Aden–Egypt (39–41).

Suggestion to rename the journal to "Arabian Philatelic Journal" and to widen its scope (3); APAI website (44).







Random Notes 102 - December 2024

<u>Arabian Philatelic Association Int.</u> English, ca. A4, colour, digital only, gratis

In Random Notes #102 Martin Lovegrove assembled short notes on a number of topics: Editorial; Kenneth David Knight [obituary]; Saudi new issues at WADP; 1/4q medical aid double impression 1960; 2003 cover with new barcorde reg label; Saudi reg label on incoming mail and label for unregistered mail; Validity of postage stamps for franking [referencing MEPB 25 and 26]; Overprint varieties on the Transjordan overprint on the 1/2q; Forgery of the Transjordan overprint on the 2q stamp; Triple overprint on the 1/2q stamp; New discovery of the Hejaz Railway Air overprint on the 5q stamp; Wrong franking label on a 2016 cover; Forgeries of Al Saudia overprint (3–9, 46).

Martin Lovegrove looks at the 'missing dots' of the 1968 Jeddah to Dammam Highway issue (10–12).

Martin Lovegrove researched the 1949 Air Mail Stamps (13–26).

Thomas P. Wood's notes on the first airmails are reprinted from "A Study of Saudi Arabia Stamps 1934–1964" (27–46).

Publication notice for "Reference Manual of Saudi Arabian Forgeries: Part 1; Postage and Revenue Stamps (2025)" (37).

The editors shows as page from Willie A. King's Hejaz collection: forgeries of Ottoman cancels from Jeddah, Makkah and Medina (47–50).

Al-Zajel 1 – الزجل – November 2019

Emirates Philatelic Association
Arabic and English, ca. A4, colour, —

Ismaïl Amer El-Khedoud looks at one of the founding fathers of the UAE: Rāšid b. Saʿīd Āl Maktūm (1912–1990) (6–13, 6–13).

Khalid Ali Al-Omaira researched the beginnings of postal

services in Dubai (14-21, 14-25).

Ismaïl Amer El-Khedoud looks at the inauguration of the first post office in the Emirates on 19.08.1909 (22–27, 26–31).

Abdullah bin Jasim Al-Mutairi gives a brief overview of the *barīd* (state official postal services from the Umayyad to Mamluk period) (28–29, 32–33).

Ismaïl Amer El-Khedoud reviews issue 42 of the Kuwaiti *Al-Posta* magazine (30–35, 34–39).

Faisal Ismail Al-Hosani reports on recent developments at Emirates Post (36–37, 50–51).

Ahmed Saif Al-Hasawi reports on the activities of the Emirates Philatelic Association (EPA) (38–39, 44–49). Salim Dhabal remembers the postal services in the Emirates before the oil boom (–, 40–43).



March 2020 – الزجل – Al-Zajel 2

Emirates Philatelic Association
Arabic and English, ca. A4, colour, –

Al Quds: Capital of Palestine ([65], [1]).

Ismaïl Amer-El-Khedoud: The second Emirati figure to appear on the Emirates stamp (64–61, 2–5).

Ismaïl Amer-El-Khedoud looks at Palestine on the Emirates stamp (60–57, 8–12).

Loay abd Ulrazzak Alalbani reporst on the Arab joint issue of 2019: القدس — Al Quds (56–52, 13–17).

Khalid Ali Al Omaira shows slogan postmarks for the Palestinian cause (51, 6–7).

A. Zohir Mordjani reports on Laidi Tayeb (50–47, 18–19). Fodhil Diguer writes about the origin and importance of philately (47–43, 20–24).

Reports on EPA activities: Sharjah International Book Fair 2009; Makassar National Stamp Exhibition 2019; Sharjah Stamp Exhibition 2019; 48th National Day celebrations, UAE embassy in New Delhi; Umm Al Quwain exhibition for rare heritage; Solidarity with the Chinese people; Future activities; EPAEX 2020 Stamp Exhibition Dubai (42–38, 25–29).

Amer Alzarouni shows UAE new issues (37–35, 30–32). Reports on Emirates Post activities (34, 33).

Reports on post offices news (34, 33).

Endless support for the Arab cause: 1969 Abu Dhabi charity labels ([2]).

Iran Philatelic Study Circle Bulletin 218 December 2023

<u>Iran Philatelic Study Circle</u> English, A4, colour, –

Werner Lade researched the compulsory surcharge stamps for telegrams as of 1950 (4670–4676).

Behruz Nassre looks for the earliest date of use of for 1902 Rosette overprints prior 25.03.1902 (4677).

Martin Kuriger presets the second part of his research into registration hand stamps (4678–4691).

Behruz Nassre present a new IPSC book: "The Impact of Political Events on the Postal History of Persia in the Late 19th and Early 20th Centuries" (vol. 1) by Dr Fariborz Goodarzi (4692).

IPSC news and meeting report (4669).

The Israel Philatelist – Winter 2024 (Vol. 75, No. 1) (Selection)

Society of Israel Philatelists, Inc. English, ca. A4 (letter), colour, US-\$ 6.95

Gregg Philipson shows interesting 1995 Gaza items (7). Fred Korr researched the Red Cross civilian postal message scheme of World War II (12–20).

Ed Kroft continues his series of uncommon destinations of Mandate Palestine with a tenth part (22–23).

Moshe Kallmann looks at partition map labels in 1948 (31).

Ed Kroft investigates Kibbutz Nitzanim during the 1948 Egypt-Israel war (32–41).

Sid Morginstin presents gems from the 1948 interim period (42–43).

Arthur Harris looks at new discoveries among occupation revenue stamps (Agrah Sherutim) (53).

Sid Morginstin analyses a 1948 redirected cover (54–55).

Ed Kroft reviews the book by Yacov Tsachor and Zvi Aloni "The Doar Ivri Issue of Israel" (56).

Sid Morginstin and Bob Lewin are on a quest for Doar Ivri black proofs (58–60).

Ed Rosen presents Ralph Perry & David Pearlman's book "Postkarten zur Erinnerung an die Reise des Deutschen Kaiserpaares in den Orient 1898" (61) as well as Harvey D. Wolinetz' book "The Arab Israeli

¹ Postkarten zur Erinnerung an die Reise des deutschen Kaiserpaares in den Orient 1898 = Postcards commemorating the 1898 journey of the German imperial couple to the Orient / zusammengestellt von Ralph Perry und David Pearlman; herausgegeben und Vorwort von Jakob Eisler. Stuttgart: Verein für Württembergische Kirchengeschichte, 2019. 96 p. ISBN: 978-3-944051-19-2.

conflict/war through postage stamps & philately" (61). Ask the expert gives advice on Israel catalogues [Bale Israel] (63).

The Israel Philatelist – Spring 2024 (Vol. 75, No. 2) (Selection)

Society of Israel Philatelists, Inc. English, ca. A4 (letter), colour, US-\$ 6.95

- Josef Wallach looks at mail of interned 'Templars' in Palestine during World War II: a "Concentration camp" in Tel Aviv? (10–11).
- Robert Pildes presents part 15 of his forerunners of the Holy Land series (12–15).
- Ed Kroft continued his series of Palestine uncommon destinations with an 11th part (26–27).
- Moshe Kallmann looks at the various Jewish state partition map stamps (28).
- Arthur Harris catalogues the Israeli "vacation stamps" (Bul Houfshah) (29).
- Melvin A. Richmond presents part 16 of his Palestine Mandate small town postmarks series, featuring Petah Tiqvah and Qalqilya (42).
- Uria Selwyn present incoming Israwel Postage Due covers (45–46).
- Josef Wallach continues his introduction to the Gaza Strip under Israeli occupation, 1967–1994 (II) (47–48).
- Arthur Harris looks again at the traffic safety revenue stamps of Israel (II) (49–50).
- Sid Morginstin reviews some English-language Israel catalogues (51–52).
- Sid Morginstin researched the 1957 Israel 'Defense' issue (53–55).
- Editor Donald A. Chafetz resign after 21 years in favour of an editorial committee chaired by Ed Krift. Les Glassman reports from the EFIRO 2024 exhibition in Bucarest (43–44).

The Israel Philatelist – Summer 2024 (Vol. 75, No. 3) (Selection)

Society of Israel Philatelists, Inc. English, ca. A4 (letter), colour, US-\$ 6.95

- The editor presents a 1943 parcel to the US, franked 12,715 mils (3).
- Ed Kroft researched the Ottoman mail service for inhabitants of Jewish agricultural settlements in the Holy Land from 1882 to 1918 (4–13).
- Joel Slutzki starts a series on Palestine Mandate rates & routes (1927–1948) with local mail rates (14–18).
- Lawrence Fisher looks at pro-Palestinian slogans (19) and stamps (23).
- David S. Ball reports on the "PEDI" courier service during WWII (20–22).
- Arthur Harris shows ministry-specific Israeli revenue stamps (25–27) and Israeli traffic safety revenue stamps in a third part (28–30).
- Ed Kroft presents further Holyland gems (31–32). Edward Rosen looks at early newspapers (36–38).

- Sid Morginstin reviews further Israel & Palestine catalogues (39–41).
- Ed Kroft introduces the Editorial Board (3). Report on SIP at GASS stamp show (24). Reports from the AGM and the Leslie Reggel memorial award (34–35). President's message (44).

Israel-Philatelie 41 – March 2024 (Selection)

IG Israel

German, A4, colour, -

- Dietrich Ecklebe presents a thematic study on the Dead Sea (4–6).
- Sid Morginstin presents his collection of Israeli stationery [reprint from Doard Ivri] (7–14).
- Reprint of a 1964 article on the stamps of the 1948 interim (14–16).

Israel-Philatelie 42 – Oct. 2024 (Selection)

IG Israel

German, A4, colour, -

- Torsten Berndt looks at the blank fields of sheets of the landscape issue (4–5).
- Stefan Göllner portrays Hugo Simon, politicial, farmer, benefactor (6–7).
- Sid Morginstin present Israel entires [reprint from Doar Ivri 60] (8–13).
- Anton Steichele's piece on the "Templer" movement is reprinted (22–26).

Doar Ivri 60 – January/April 2024 (Selection)

<u>Cercle Français Philatélique d'Israël</u> French, A4, colour, –

- Christian-Daniel Abravanel shows a registered and censored cover, Tel Aviv to New York, 1939 (5).
- Jean-Bernard Parenti presents a registered cover to Switzerland, 1918 (7).
- Michael Bass continues his series on the French post in the Holy Land, 1880-1914 (8–15).
- Ed Kroft researched the postal rates of Israel 1948–1953 documented by covers, cards, and forms (16–24).
- Jean-Luc Sandri looks at Israeli ATM (25).
- Sid Morginstin continues his series on Israeli postal stationery (26–31).
- Ed Kroft reviews the book by Yacov Tsachor & Zvi Aloni "The Doar Ivri Issie of Israel" ([32]).

Doar Ivri 61 – May/August 2024 (Selection)

<u>Cercle Français Philatélique d'Israël</u> French, A4, colour, –

- The editor shows a 1949 cover to USA, franked 60p (3). Jean-Paul Danon looks at the design of the Negev camel stamp (5).
- Christian-Daniel Abravanel presents two covers from Palestine via Portugal to Switzerland in 1942 (6–7).

Yacov Tsachor researched Israel incoming taxed covers, 1948/49 (8–13).

Ed Kroft continues his series of Israel postage rates for 1948–1953 with international rates (14–22).

Gothic Stamps show a Zeppelin LZ127 cover from Jerusalem to Recife, 1933 (23).

Ron Warshawski presents a 1909 registered letter by Italian Post from Jerusalem to Germany (31).

Ed Rosen shows a 1937 postally used (though clearly philatelic due to the Tin Can mail) cover from Tonga to Palestine [reprint from TIP] ([32]).

Doar Ivri 62 – September/December 2024 (Selection)

<u>Cercle Français Philatélique d'Israël</u> French, A4, colour, –

Yacov Tsachor writes on Doar Ivri forgeries (5–7). Jean-Paul Danon reports on stamps with the Israeli flag (8–11).

Ed Kroft tallies the Israeli international postage rates for 1948-1953 (12–19).

Fran Adams presents the second part of his study on UNSCOP (20–25).

Edward Rosen shows a letter sent from Berlin to Haifa on 3.09.1939, just after the declaration of war ([32]).

Doar Ivri 63 – January 2025 (Selection)

<u>Cercle Français Philatélique d'Israël</u> French. A4. colour. –

Bernard Boccara writes on postal relation with Great Britain in 1948 (8–9).

Ed Kroft continues his series on Israel postage rates 1948-1953 focussing of special services (10–17, 3).

Pierre Saussus looks at "Palestine before the Mandate" (18–22).

Jean-Paul Danon admires the 1952 Menorah stamps (23). Jean-Paul Danon presents an item of the 'Menorah Club' ([32]).

I have just heard with much sadness of the passing of the renowned philatelist

Robert 'Bob' Wade Stuchell (1936-2025)



Rest In Peace, Bob!

Small Ads MEP BULLETIN 29

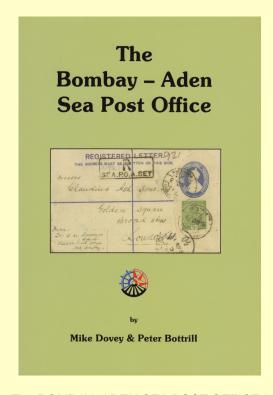
Small Ads

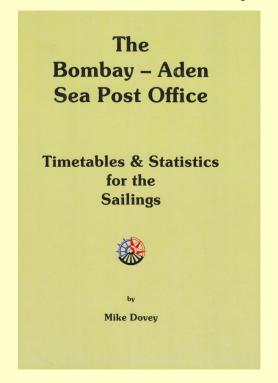
Any registered reader can place an ad in this section for free. I offer a box number service for people not wanting their name, address or e-mail displayed.

Small ads that are not purely of a private nature, e.g. organisations and commercial dealers, are marked by an $\mathfrak H$ to fulfil German advertisement regulations.

To register and place an ad please contact the editor: <u>mep-bulletin@zobbel.de</u>

H - Gratis-Anzeige 25/203





The BOMBAY–ADEN SEA POST OFFICE book is the fullest and ultimate bringing together of all known information on the subject and will never be beaten by anyone now or in the future.

Priced at £35.50 it is a bargain.

The BOMBAY–ADEN SEAPOST OFFICE TIMETABLES again is the bringing together of all known information on the subject and is a must for anyone sitting with a postcard and an SPO date – the ship and sailing dates can be found easily and is a bargain at only £12.50

Bought together they would be £48 but for readers of this journal the two books can be bought for only £44 plus postage to anywhere in the world.

For details of this offer please contact by email: mikedovey@btinternet.com

This is an offer not to be missed

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 28/003

For Sale: Extensive Egypt Collection

Extensive used collection from the first overprints to early 1970s. It can be purchased either in its entirety at a fraction of Scott or in parts as listed here (stamps are organized according to Zaheri catalogue, shipping from USA extra):

1. Covers & Postal stationery
2. 1866 surcharges w/diff watermark orientations
3. 1867 Sphinx / 4. 1872-9 Sphinx
5. 1879-1926 / 6.PORT FUAD opts
7.1927-1970s. / 8. Express issues
9 Postage Dues / 10. Officials
11. Military incl British / 12. Port Said
13. Alexandria / 14 Palestine (Mandate)

Please contact for details Jeff Siddiqui jeffsiddiqui@msn.com

15. Errors, varieties and Interpostals

Private Gratis-Anzeige 26/003

Exchange: Lebanon, Syria and Jordan

 I want to trade Canada for Lebanon, Syria and Jordan. I need most stamps after 2000.
 I am interested in stamps, souvenir sheets, revenues, Postal Stationery, locals and Cinderellas. Do not collect FDC and covers. Welcome mint or used stamps.

Offers to:
Richard Barnes
rtbarnes@shaw.ca

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 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 26/002

Syria and Lebanon Revenue Stamps and Documents

I mainly collect Syrian Revenue Stamps and documents, postcards and envelopes. I have a nice collection of extra materials of the aforementioned fields.

I live in the Netherlands and would like to meet new people to share my passion with them and exchange revenues and documents.

Replies to:

Maen Neama

asure71@gmail.com

Small Ads MEP BULLETIN 29

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 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, unusual franking
- rare destinations
- · postal forms, telegram forms

Replies to:
Tobias Zywietz
zobbel@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 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 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 29/001

The postal History of Banks

Collecting and buying covers on the postal history of banks: covers, letters and other relevant documents or information.

If you have relevant items or knowledge, please contact me.

Offers to: Phil redndblack1841@gmail.com

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 29/003

Wanted: Switzerland to Palestine

To improve my collection on Palestine, I'm looking for letters sent from Switzerland to Palestine from 1800 to 1960 (also early Israel).

Please send scans to:

J. L. Emmenegger, Switzerland

jl.emmenegger@gmail.com

And where is your Ad?

Just write to the editor to register your name and e-mail address, and you will be entitled to place an ad of your own in the next issue of MEPB!

mep-bulletin@zobbel.de

Gratis-Anzeige 29/002

Reference Manual of Saudi Arabian Forgeries – Part 1: Postage & Revenue Stamps

Published under the editorship of Martin Lovegrove, this book is now available as a **free download**:

http://www.the-weatherings.co.uk/APAI/ forgerymanual.html

134 pages (1.18GB) with many high-quality illustrations for closer study. A must for Saudi Arabia, Hejaz and Transjordan collectors

Small Ads MEP BULLETIN 29

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 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 17/008

Wanted: Jordan Postal Cards and pre-1949 Airmail

I'm looking for pre-1949 Airmail covers, both inwards and outwards; used 1956 12 Mils Postal Cards; other postally used Postal Cards and Souvenir Cards.

Offers to:

Bernie Beston, P.O. Box 5513, Bundaberg West, Qld. 4670, Australia.

bernardbeston@gmail.com

Private Gratis-Anzeige 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 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 26/001

Wanted: Jordan 1993–2023

Any issues of 1993 to 2023: Hadrian's Monument or Petra Definitives and Revenues. Especially proofs, blocks and multiples or unusual usage.

Offers to:

Bernie Beston, P.O. Box 5513, Bundaberg West, Qld. 4670, Australia.

bernardbeston@gmail.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 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 28/002

Exchange: Ottoman Stamps

Interested in Ottoman Empire stamps, to purchase or exchange for stamps from another Middle Eastern country.

Please email:

howardjkogan68@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 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 28/001

Wanted: Israel Postal Orders

Looking for prutot, lirot, shekel and new shekel values. Will purchase individual or multiple orders through PayPal, Zelle or credit card.

Replies to:

Arthur Harris

arthurhythec@gmail.com

Small Ads MEP BULLETIN 29

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 15/003

"Holy Land Postal History"

I offer a complete run of the journal "Holy Land Postal History" (1979–2017) to anyone willing to collect if from me in Teaneck, New Jersey.

Contact:

Mark Sommer
735 Elm Avenue, Apartment #3D
Teaneck, New Jersey 07666,USA
brocean@aol.com

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 (o) 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.deardoctorpostcards.com

I have documented over 10,000 such items. There are many more discoveries to be made. Let me know what you have!

<u>Please contact Tom Fortunato</u> <u>stamptmf@frontiernet.net</u>

Private Gratis-Anzeige 28/004

Wanted: Egypt Postal Bulletin 1904

I'm looking for the **1904** volume of the Egyptian Postal Administration's official gazette, the Bulletin Postal Égyptien

Please contact Mike Murphy: egyptstudycircle@hotmail.com

Private Gratis-Anzeige 28/005

Wanted: Survey of Egypt 1930s Maps of Egyptian Cities

I'm looking for 1:10,000 scale maps of Egyptian cities published in the 1930s by the Survey of Egypt.

I am also missing the **Assiout area map** at 1:100,000 scale.

Please contact Mike Murphy: egyptstudycircle@hotmail.com

Private Gratis-Anzeige 25/002

Wanted: Philatelic Friends

Wanted Penfriends from whole world who collect Stamps, Coins and Currency Notes.

Please contact: C. Abraham Jos

abrahamjohanncheeran@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.

<u>David@Steidley.com</u>

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 22/005

Wanted: Greek Rural Post

I am looking for documents from the Greek rural post from 1911 until now and also from the forerunners "Dimotika Tachydromeia." I would also be very happy about a philatelic exchange!

Please contact:
Benedikt Eberhardt
BEberhardt@beberhardt.de

Private Gratis-Anzeige 25/004

Wanted: BALE Palestine Catalogue 2010 BALE Holyland Catalogue 2008

Send offers to: J. L. Emmenegger, Switzerland

jl.emmenegger@gmail.com

升 - 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 04/002

Holy Land Stamps and Literature

I seek high quality and high value Holy Land stamps and postal history as well as Literature (eg. The Holyland Philatelist, BAPIP Bulletins, and monographs).

Please contact: rnasch@fairmanage.com

Private Gratis-Anzeige 22/003

I am interested in adding to my list of articles at

A Philatelic Bibliography for Yemen and the Arab Gulf States

The list is very heavy on American and English sources, and lighter on other sources. I would appreciate additions to the list.

Please contact:
Andrew Gondocz
andrew gondocz@yahoo.com

Small Ads MEP BULLETIN 29

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

Jordan & Palestine Postal History





Specialized items and retired Collections

Available for sale now and limited to stock on hand!

Postmarks, Proof strikes, Stamps, Covers and First Day Covers.

Watch me on Ebay:

https://www.ebay.com/usr/philapal

Write to:

Kamal A. Kawar, 34 Sage Crest Loop, Weaverville, NC 28787, U.S.A services@kamsys.net

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 27/003

Jerusalem Postal History

Collector looking to buy or exchange covers, postcards, and postal forms with Jerusalem postmarks from the Turkish and British Mandate posts, including TPOs and military mail.

Replies to: Haim Malka

Hmalka22@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@tecfen.com

Private Gratis-Anzeige 22/002

Transjordan: Help Required

I am researching the Transjordan overprints on Hejaz stamps and there are two issues in particular causing me trouble. These are:

- the 1924 official stamp (Scott O1, SG O117)
- the 1923 ½ qirsh surcharge on 1-½ qirsh typograph overprint (Scott 91a, SG 111)

I am after scans and information. Please contact me first so that we can discuss the finer details.

Please contact: Martin Lovegrove – weatherings@aol.com

Private Gratis-Anzeige 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 27/005

Moorer's Interactive Philatelic Index

I want to add more references to my bibliographic project:

If you have (list of) articles or books, I would like to hear from you.

Did you write a book on Middle Eastern philately, send me the bibliographic information and I will add it.

If you are a philatelic society and want to safeguard your journal for eternity contact me. We can place your journals in the open access Zotero Philatelic Repository for future collectors.

> Please contact me: Peter Moorer

petermoorer1960@gmail.com

Private Gratis-Anzeige 27/002

Holy Land Turkish & Foreign POs: Registered Mail & Rarities

As a specialist collector of Holy Land material I am always interested in acquiring scarcer items of both Turkish offices and foreign post offices. I am currently particularly interesting in acquiring registered mail and if you have surplus items please would you send me scan copies together with the price being sought. Please note I am only interested in nice clean covers with good strikes.

I hope to hear from you: Martin Davies

kuitman@btinternet.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 19/004

Red Cresent Thematics Ottoman Empire and Turkey

I am looking for material concerning the theme "Red Crescent" in the Ottoman Empire and Turkey. I am especially looking for covers or cards (maybe FDC) with the cancellation from the **Red Crescent Exhibition Istanbul 1959**.

> Please offer with picture and price to: Jens Warnecke

> > jens.warnecke@web.de

Private Gratis-Anzeige 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 24/003

For Sale: Ottoman Empire & Turkey, Cilicia (French Occupation) Stamps, Covers, Postcards





Please contact: Hakan Yılmaz hakanmotel61@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 17/002

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 17/004

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 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 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 17/007

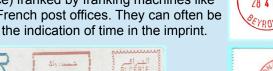
French-made Meter Markings



Rs.* 3 .10

POSTAGE

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, <u>lucguillard@wanadoo.fr</u>

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

Available are entire issues or individual articles from 1952–2016.

Visit:

www.zobbel.de/stamp/lit og.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.

www.lapsite.org

The association's journal LAP Magazine is

published every four months.

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 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
lucquillard@wanadoo.fr

Private Gratis-Anzeige 07/001

Palestine Articles by Major J. J. Darlow

For research purposes I'm looking for originals, photocopies, or scans of philatelic articles on Palestine by Major J. J. Darlow published in the 1920s and 1930s, especially two pieces published in 1922 in Harris Publications' journal

The Philatelic Magazine

(nos. 170 and 171).

Replies to:
Tobias Zywietz
zobbel@zobbel.de

Private Gratis-Anzeige 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 17/005

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 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 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 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 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 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 19/001

WANTED: Royalist Yemen Postal Stationery Cards

I am looking for the 1½ b. green "Radio" cards, "Darul Asfahani" printing, ca. 1970, Types I and II (not the Harrison printing). Thanks if you can help!

Replies to:
Andreas Svrakov
asvrakov2008@live.com

Private Gratis-Anzeige 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, <u>lucguillard@wanadoo.fr</u>











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 Husseini, PO Box 695, Doha

State of Qatar ezgert@yahoo.com – APS # 121752 (since 1982)

The Pretoria Philatelic Society est. 1898





Join our ZOOM meetings!

We host meetings every second Thursday. The first meeting as a guide will have a theme or a letter and anyone can participate for about 10 minutes each to give everyone a chance to present. The second meeting is where a guest speaker will share their expertise with us for about 45 minutes which leaves time for a Q&A session.

You can email me if you would like to receive the meeting invites: adelbulpitt@gmail.com

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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!

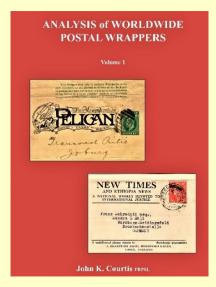
mep-bulletin@zobbel.de

H - Gratis-Anzeige 19/201

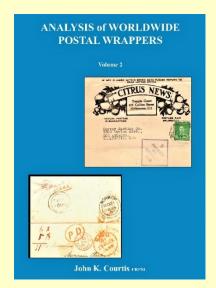
Analysis of Worldwide Postal Wrappers

Attributes of Postal Stationery, Postal History and Social Philately

by Dr. John K. Courtis FRPSL

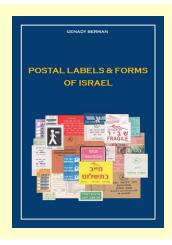


Volume 1: 1 Nature and Role of a Wrapper; 2 Book & Newspaper Posts; 3 Attributes of a Wrapper; 4 Indicia; 5 Perfinned Wrappers; 6 Overprinted Specimen Wrappers; 7 Text Instructions; 8 Watermarked Paper; 9 Uncut Multiples; 10 Registered Wrappers; 11 Postage Due Wrappers; 12 Wrappers by Air Mail; 13 Postmarks on Wrappers; 14 Uprated Wrappers; 15 Destination Countries of Wrappers; 16 Routes to Africa, Asia & Australasia; 17 Routes to Europe, Americas & Caribbean



Volume 2: 18 Auxiliary Markings; 19 Merchant Marks; 20 Embossed-to-Order; 21 Overprinting on GB Wrappers; 22 Overprinted – Worldwide Survey; 23 Labels, Cinderellas and Seals; 24 Censor & Consular handstamps; 25 Side Collections; 26 Private Postal Wrappers; 27 Country Census of Pr. Wrappers; 28 Mourning Wrappers; 29 Official Wrappers; 30 Parcel Wrappers; 31 Analytical Techniques; 32 Clustering; 33 Market Characteristics.

Vol. 1 and Vol. 2, 33 Chapters, 930 pages: £50 plus postage
Orders: Claire Scott at the Postal History Society: claire@historystore.ltd.uk



升 - Gratis-Anzeige 10/007

Israel Postal Labels and Forms Catalogue

Extensive listings of forms and labels: Registration, Official Registration, Air Mail, Express, AR, Insurance, COD, Parcels, Non-Delivery, Customs, and many more.

Book, 2017, 84 pages. ISBN: 978-965-572-473-8. US-\$ 40 plus p&p. Large Vermeil Medal at World Stamp Championship 2018.

Enquiries to:
Genady Berman
bermangenady@gmail.com

Private Gratis-Anzeige 22/004

For Sale: PNA Christmas Sheets 1999 (type II)

I am selling complete sets of 5 sheets Palestinian Authority Christmas 1999 issue in mint condition. Sheet type II, which was sold for postal use only:

Michel 126, 128, 130, 132, 134 / SG PA 147, 149, 151, 153, 155 / Scott 108a to 112a

Each sheet of type II has 10 identical stamps, ie. no silver stamp in the upper row as is with the sheets of type I, which were printed for the philatelic market only. Mint sheets of type II are extremely rare.



Special offer fo readers of MEPB: one set of the 5 sheets 45 € + postage for registered mail.

Please contact Thomas Schubert at thschubi@outlook.de

Private Gratis-Anzeige 12/001

Wanted: Israel's Triangular Military Unit Handstamps

There are 3 styles of triangular Handstamps used on Military Mail in Israel. The first style lowest numbers were used from 1948 to about 1960. I am trying to collect all of these and am still missing a few numbers. The mid period ran from approximately 1960 to 1980.







I have almost a complete run of these numbers but am still looking for a few of them including 1014, 1021, 1032, 1035, 1043, 1048, 1049,1060, 1091, 1094 and 1098 and a few others. The most recent zero series style started about 1980 and is still in use. Zero series numbers I am looking for include 01433, 01455, 01526, 01636, 01833 to 01860, 02129 and 03350.

I am trying to collect all the numbers and I estimate that there are over 5000 issued across the 3 styles. I am also looking for your lists of numbers to check against my database. All correspondence and offers to trade material welcome.

Please contact A. Harris via stamps@gmx.co.uk

The Orient Express
1883–1914

升 - Gratis-Anzeige 14/007

The Orient Express 1883-1914

The postal history study by Ute Dorr & Dr. Elmar Dorr is now available in English!

Original 2019 German edition, 162 pages, (mostly) coloured illustrations, A4, hardback. Price: 49 €

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Please enquire for postage & packing fees.

Ute Dorr, Pistoriusstr. 3, 73527 Schwäbisch Gmünd, Germany, utedorr@web.de

H - Gratis-Anzeige 18/201

Handbook of Bulgarian Philately and Postal History by Dr. sc. Georgi Popov

Handbuch zur bulgarischen Philatelie und Postyeschichte Band 1

Die türkische Post (bis 1912)

Die österreichische Levantepost (Staatspost, Lloyd, DDSG)

Der Krimkrieg (französische und britische Feldnost)

Französische Konsularpost

Russische Konsularpost

Russische Feldpost 1877-1878

Russische Administration in Bulgarien 1878-1879

Dr. sc. Georgi Popov Mersebura

2019

Volume 1: 380 pages, A4, full colour, German

Turkish Post, Austrian Post, Crimean War, French and Russian Consular Posts, Russian Field Post, Russian Administration of Bulgaria 1878/9

Handbuch zur bulgarischen Philatelie und Postgeschichte Band 2

Bulgarien in den Kriegen 1885-1945:

Die Vereinigung Ostrumeliens mit dem Fürstentum Bulgarien Die Militärmanöver Der Serbisch-bulgarische Krieg 1885 Die Balkankriege Bulgarien im Ersten Weltkrieg Die besetzten Gebiete im 1. Weltkrieg Die fremden Feldposten im 1. Weltkrieg Bulgarien im Zweiten Weltkrieg Die besetzten Gebiete im 2. Weltkrieg

> <u>Dr. se. Georgil Popov</u> Merseburg

> > 2019

Volume 2: 442 pages, A4, full colour, German

Bulgaria at War 1885–1945: Unification with Eastern Roumelia, Manoeuvres, Serbo-Bulgarian War 1885, Balkan Wars, WWI with Occupations and Foreign Field Posts, WWII with Occupations

Price: 58 € per volume. P&P per volume: Germany 5 €, EU 17 €, World 22 €

Orders: Dr. Georgi Popov, Paul-Gerhardt-Str. 12, 06217 Merseburg, Germany, gpopov@t-online.de

 \mathcal{H} – Gratis-Anzeige 22/201

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Kontaktieren Sie mich, besuchen Sie meine Homepage oder schicken Sie mir Bilder Ihrer Schätze – mal schauen, was dabei herauskommt...

Peter B. Feuser

Tel.: 02104-44074 (Anrufbeantworter)
Mobil: 0151-54732701 (Mailbox, Signal,
SMS, Telegram, Threema, WhatsApp)
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Gratis-Anzeige 28/202

Do you collect Egypt's Interpostal Seals?

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We are missing several Interpostals listed in Kehr's Catalog but never seen. Do you possess any of these? Contact us at info@interpostals.com

H - Gratis-Anzeige 07/201



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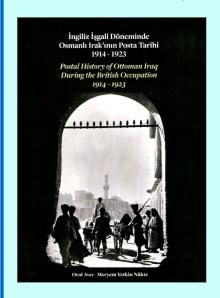
Kimmel Museum Bauernhof Gotthardstrasse 18 6410 Goldau



www.kimmelstiftung.ch info@kimmelstiftung.ch +41 41 530 46 99



Postal History of Ottoman Iraq During the British Occupation 1914–1923 by Oral Avcı and Meryem Yetkin Nükte



Oral Avcı and Meryem Yetkin Nükte argue that it is possible to trace Iraq's appearance through the postal stamps. Through an exhaustive analysis of postal stamps and other rare historical documents in Avcı's personal collection, the authors unravel the processes whereby Iraq became an internationally recognized state after World

The book tells the fascinating story of Iraq's emergence by focusing on the mysteries embedded in the postal stamps and other documents from the early 20th century. It offers a fresh perspective on Iraq's early 20th-century history by closely addressing such questions.

Kerkük Vakfi, 2021 ISBN: 9786057414724 285 pages, A4, Turkish and English, hardback Price: £50 plus postage.

Enquiries to Oral Avcı: oavci60@gmail.com

Large Vermeil at Helvetia 2022

H - Gratis-Anzeige 26/201



升 - Gratis-Anzeige 19/203

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ℋ - Gratis-Anzeige 01/009

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ℋ - Gratis-Anzeige 01/008



« Doar Ivri » is the 32 page, full colour (A4), award winning, quarterly journal in French of the **Cercle Français Philatélique d'Israël** (C.F.P.I.), founded in 2004.

It and covers all aspects of Holy Land philately and Judaica. Ask for a free sample copy (PDF) or visit our website:

www.cfpi-asso.net

Replies to: Bernard Boccara

danboccara@free.fr

Private Gratis-Anzeige 01/015

<u>The</u> online resource for Palestine Collectors

The award-winning, non-commercial website

Short Introduction To The Philately Of Palestine

presents a wealth of information for the collector of Palestine: be it First World War FPOs, Mandate stamps and postal history, Egyptian and Jordanian occupation, and modern-day PNA: stamps, postmarks, registration labels, postal history.

Also featured is the index to the BAPIP Bulletin and an extensive bibliography with over 8,000 entries, and much much more!

www.zobbel.de/stamp

H - Gratis-Anzeige 01/202

Palestinian Authority

Issues from the West Bank & Gaza



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升 - Gratis-Anzeige 10/201



The Institute of Postal Historical Studies "Aldo Cecchi" Prato, Tuscany, Italy

When you study postal history, you investigate on organized communication, particularly focusing on material aspects. This is a new, productive approach connecting different subjects, such as social history and history of culture, epistolography, history of management and of entrepreneurship, paleography, diplomatics, economic history, historical geography, history of journalism and of commerce, collecting.

Since 1982, in Prato, **Istituto di Studi Storici Postali "Aldo Cecchi"** has been an international reference centre for those concerned. The Institute is aimed at building, improving and sharing knowledge of the postal-historical subjects through publications, courses, workshops, exhibitions, and other cultural events.

One of the highlights of the Institute is his role as a **specialized library**, collecting guidebooks and old postal maps as well as modern philatelic editions. The library includes more than 13,000 items (volumes and booklets). Over time, the library has become a proper documentation centre on organized postal communication. The library is divided into special sections: the periodicals section contains almost 2,000 titles. The special collection of commercial philatelic publications (auction catalogues, fixed-price offers, promotional material, traders' price lists) numbers 15,000 items.

Last but not least, the Institute also holds an archival fond which is extraordinarily important for the history of Italian postal communications: the archive of the "Direzione Superiore della Posta Militare" (High office for Military Mail), containing some 400,000 original documents about its activity during the 20th century.

As you may understand, books and publications on postal-historical topics are welcome and ready to be inserted in the always-growing catalogue which can be consulted online. You are therefore invited to send us your publications: they will be available to the international community of philatelists!

www.issp.po.it

Istituto di Studi Storici Postali "Aldo Cecchi", Via Ser Lapo Mazzei 37, 59100 Prato, Italy

升 - Gratis-Anzeige 01/006

OMAN STUDIES CENTRE

for Documentation and Research on Oman and the Arabian Gulf

The Oman Studies Centre is pooling resources on Oman and the Gulf to support research on Oman and to provide advisory services. In addition to the Oman Library with books, maps, and documents, the information pool includes special collections such as a philatelic collection and a numismatic collection. For our philatelic collection we buy stamps, postal history, stationery, and documents in the following areas:

- India used in Muscat and Gwadar
- Pakistan used in Muscat and Gwadar
- British Post Office in Muscat
- Muscat & Oman, Sultanate of Oman
- "rebel stamps" State of Oman and Dhufar

We currently also buy early postcards of Oman (pre-1970) and Muscat quarter Anna varieties to complete collections that will result in the publishing of specialised catalogues in these two fields.

We have extensive holdings of duplicate material in all fields and are willing to sell or exchange for other Oman material. Enquiries are welcome.

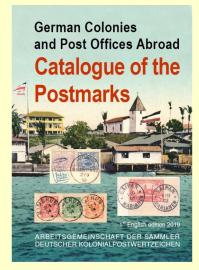
Replies to:

Oman Studies Centre, Berlin Office, Kronenstr. 69, 10117 Berlin, Germany collections@oman.org

H - Gratis-Anzeige 21/201

German Colonies Study Group

The Arbeitsgemeinschaft der Sammler Deutscher Kolonialpostwertzeichen e.V. was founded in 1928 and is the oldest still existing study group in the German philatelic federation BDPh, and with some 400 members also one of the largest specialist societies.

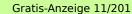


It publishes every year two issues of its journal "Berichte für Kolonialbriefmarkensammler" and two newsletters.

The latest edition of the society's postmark catalogue, "German Colonies and Post Offices Abroad – Catalogue of the Postmarks" (in English) is available at 39 € (plus p&p).

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

Contacts: Tilmann Nössig – <u>geschaeftsfuehrer@kolonialmarken.de</u>





The Aden & Somaliland Study Group

A study group for the collectors of Aden, Yemen and the Somalilands

Quarterly Journal: The Dhow

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Subscriptions: £18 UK, £25 Europe, £30 World (paper copy); £10 GBP (pdf-only)

Contact: Neil Williams neil53williams@yahoo.co.uk

Gratis-Anzeige 12/201



The GB Overprints Society

The GBOS promotes the collection and study of overprints on British stamps and postal stationery and their usage, from the first overprints for use outside the United Kingdom issued in Cyprus in 1880 right through the "British Levant" issues to the final use of overprints when the British postal agency at Muscat closed in 1966.

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

升 - Gratis-Anzeige 16/001

The Revenue Stamps of the Palestinian Authority

The Revenue Stamps of the Palestinian Authority

I V Y E O T V A 9

O 1 2 3 4 5 6 7 8 9

Compiled and Edited By

Arthur Harris

The monograph documents Palestinian revenue stamps and related issues. Listed and shown are 18 sets of revenue stamps issued by the Palestinian Authority or its government departments, both West Bank and Gaza.

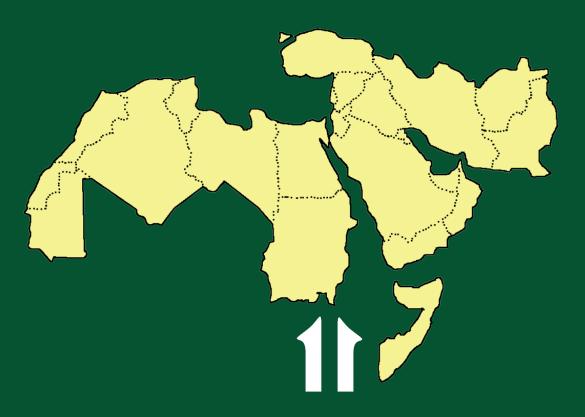
Several documents illustrate the stamps' usage

ISBN: 978-0-9986211-2-8 Price: US-\$ 7.00 plus postage. PayPal available.

Orders: Society of Israel Philatelists, Inc., 100 Match Factory Place, Bellefonte, PA 16823, USA http://www.israelstamps.com

Enquiries to:
Arthur Harris
arthurhythec@gmail.com

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May 26 - June 1, 2025



1872 (7.3) Large part cover from Dardanelli to Smirne, franked by 3rd Issue 1872 Litho 20 paras deep blue and strip of four 5 paras, all tied by POSTE EGIZIANE / DARDANELLI / 7 MARZ 72 circular datestamp with an additional strike alongside, arrival backstamp V. R. POSTE EGIZIANE / SMIRNE / 8 MARS 1872. An important and stunning exhibition showpiece.

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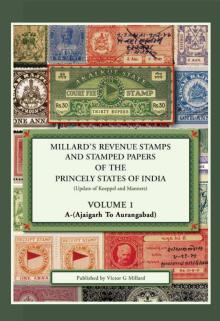


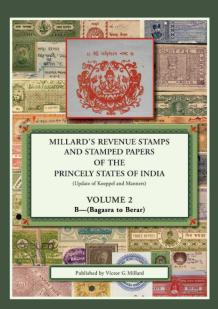
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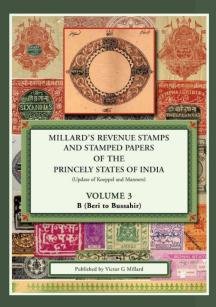
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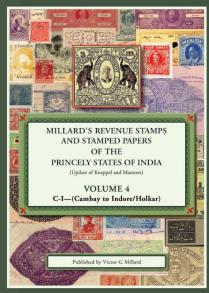
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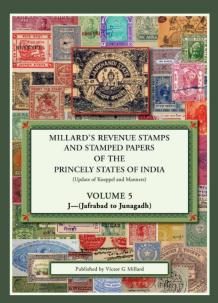
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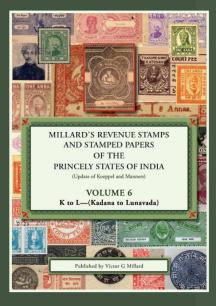


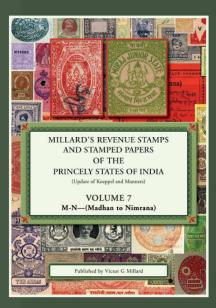


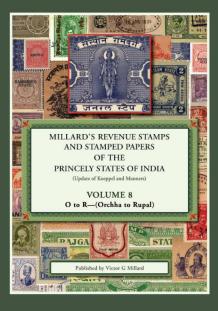


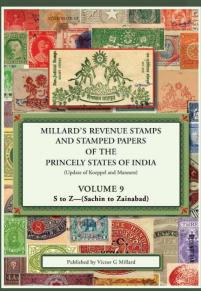












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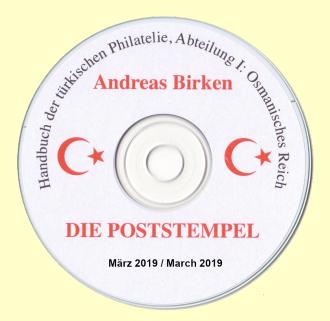
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In 1999 Turkey philatelists held their 4th World Meeting at London. The member societies OPAL, AROS, and TOPS (now ONEPS) launched the Ottoman Postmark Project to continue the work of pioneer philatelists like Orhan Brandt, Saık Ceylân, John H. Coles, Howard E. Walker, and Hilmi Bayındır, with the aim of producing a data-base collecting and comparing all available and new information.

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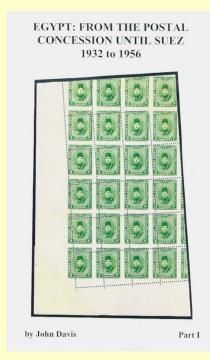
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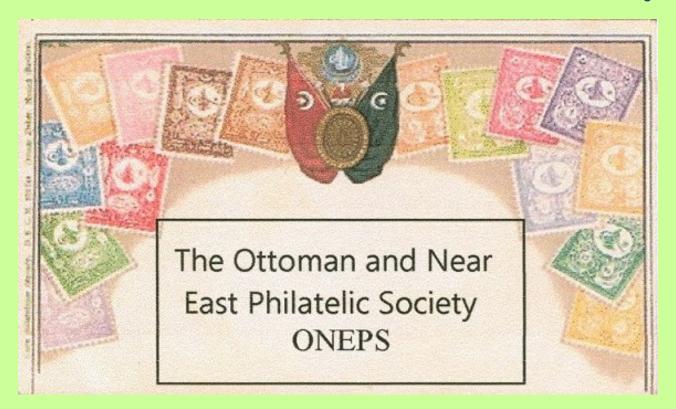
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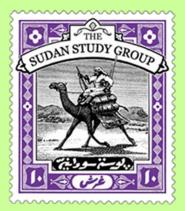
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Editorial

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 any more of my musings. Only a few key words: It is getting harder to gather interesting articles. So I 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.

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 the late *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!

- PNA Issues: Gaza Freedom Fleet 2011
- The Bombay–Aden Sea Post Office: A Timeline
- The 1840 Ottoman Post Inaugural Public Announcements (14.10.1840 and 1.11.1840).
- The 1863 Inaugural Public Announcements for Postage Stamps
- Palestine Revenues Revisited
- Examples of Ottoman Military Mail & Censorship in WWI
- Book Review: Kartpostal Editörlero (Yılmaz)
- Mail Routes and TPO's of Trans(Jordan)
- Baghdad Provisionals on Cover
- Book Review: Illustrated Postmarks of Iran

- The "Er Ramle" Zeppelin covers of 1931
- Sultan Ahmet Mosque on Stamps
- Suez 1874 (Sea Post Office)
- WWI Postal Censorship in Palestine
- Iran: Postal Correspondence (Judiciary)
- · Haydar Pasha
- 25 Years of the German PO in Constantinople
- The Indian Mails (1895)
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- The French Military Mission in the Hejaz
- 17th Century Mail by French Merchant Ships
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- Overland Mail Route Instruction Labels
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- Habbaniya Provisionals Revisited
- Book Review: Anglo-Egyptian & French Colonial Censorship in WWII
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- RAF Emergency Air Mail 1919: Aerial EEF
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- Jordan Stamps & Banknotes, Jordan Half-Dinar Banknote
- Telegraph Codes: Mosse, Liebèr, Bentley, & al.
- Kuwait Paquebot Mail Service (abandoned)
- 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
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- Ottoman Passport Fiscals
- The Kaiser's Visit to the Holy Land (abandoned)
- Taxed in Constantinople 1866
- Osmanli Postarlari 1337
- Ottoman Fiscal Stamp Law 1893
- Lebanon Underprints
- Book Review: The Postal History of Paiforce
- Ali Noussret Pulhan Pricelist 1928
- Palestine Mandate Entire Variety (PR13)
- Maritime Transport: Cuppa Lambros

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MEP BULLETIN 29

Imprint

The Middle East Philatelic Bulletin

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Datenschutzerklärung zur Mailing-Liste Mailing List Data Protection Policy

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Zusammenfassung

- Jeder Nutzer kann sich kostenlos registrieren lassen, um per E-Mail Informationen zum Erscheinen und Inhalt meiner elektronischen Zeitschrift The Middle East Philatelic Bulletin zu erhalten.
- Die gespeicherten Daten umfassen Name und E-Mail-Adresse des Nutzers.
- Die gespeicherten Daten werden zum Versand von Informationen zum Erscheinen und Inhalt meiner elektronischen Zeitschrift The Middle East Philatelic Bulletin genutzt sowie zur zweckdienlichen indiduellen Kommunikation.
- Jeder registrierte Nutzer kann jederzeit die Änderung oder Löschung der Daten verlangen. Die Änderung oder Löschung erfolgt umgehend.

Summary

- Any user can register for free to receive information by e-mail about the publication and content of my electronic magazine The Middle East Philatelic Bulletin.
- The stored data include the name and e-mail address of the user.
- The stored data will be used to send information about the publication and content of my electronic journal *The* Middle East Philatelic Bulletin and for appropriate individual communication.
- Every registered user can request the modification or deletion of the data at any time. The modification or deletion takes place immediately.

Datenschutzerklärung

Datenschutz hat einen besonders hohen Stellenwert für mich. Eine Nutzung meiner Zeitschrift ist grundsätzlich ohne jede Angabe personenbezogener Daten möglich.

Die Verarbeitung personenbezogener Daten, beispielsweise des Namens, und der E-Mail-Adresse einer betroffenen Person, erfolgt stets im Einklang mit der Datenschutz-Grundverordnung und in Übereinstimmung mit den für mich geltenden landesspezifischen Datenschutzbestimmungen. Mittels dieser Datenschutzerklärung möchte ich die Öffentlichkeit über Art, Umfang und Zweck der von mir erhobenen, genutzten und verarbeiteten personenbezogenen Daten informieren. Ferner werden betroffene Personen mittels dieser Datenschutzerklärung über die ihnen zustehenden Rechte aufgeklärt.

Ich habe als für die Verarbeitung Verantwortlicher zahlreiche technische und organisatorische Maßnahmen umgesetzt, um einen möglichst lückenlosen Schutz der über diese Internetseite verarbeiteten personenbezogenen Daten sicherzustellen. Dennoch können internetbasierte Datenübertragungen. wie E-Mail, grundsätzlich Sicherheitslücken aufweisen, sodass ein absoluter Schutz nicht gewährleistet werden kann. Aus diesem Grund steht es jeder betroffenen Person frei, personenbezogene Daten auch auf alternativen Wegen an mich zu übermitteln.

I. Name und Anschrift des Verantwortlichen

Der Verantwortliche im Sinne der Datenschutz-Grundverordnung und anderer nationaler Datenschutzgesetze der Mitgliedsstaaten sowie sonstiger datenschutzrechtlicher Bestimmungen ist

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II. Allgemeines zur Datenverarbeitung

1. Umfang der Verarbeitung personenbezogener Daten

Ich verarbeite personenbezogene Daten von Nutzern grundsätzlich nur, soweit diese zur Bereitstellung von Information über eine Mailing-Liste erforderlich ist. Die weitergehende Verarbeitung personenbezogener Daten erfolgt nur nach Einwilligung des Nutzers.

2. Rechtsgrundlage für die Verarbeitung personenbezogener Daten

Soweit ich für Verarbeitungsvorgänge personenbezogener Daten eine Einwilligung der betroffenen Person einhole, dient Art. 6 Abs. 1 lit. a EU-Datenschutzgrundverordnung (DSGVO) als Rechtsgrundlage für die Verarbeitung personenbezogener Daten.

Bei der Verarbeitung von personenbezogenen Daten, die zur Erfüllung eines Vertrages, dessen Vertragspartei die betroffene Person ist, erforderlich ist, dient Art. 6 Abs. 1 lit. b DSGVO als Rechtsgrundlage. Dies gilt auch für Verarbeitungsvorgänge, die zur Durchführung vorvertraglicher Maßnahmen erforderlich sind.

Soweit eine Verarbeitung personenbezogener Daten zur Erfüllung einer rechtlichen Verpflichtung erforderlich ist, die mir unterliegt, dient Art. 6 Abs. 1 lit. c DSGVO als Rechtsgrundlage.

Für den Fall, dass lebenswichtige Interessen der betroffenen Person oder einer anderen natürlichen Person eine Verarbeitung personenbezogener Daten erforderlich machen, dient Art. 6 Abs. 1 lit. d DSGVO als Rechtsgrundlage.

Ist die Verarbeitung zur Wahrung eines berechtigten Interesses von mir oder eines Dritten erforderlich und überwiegen die Interessen, Grundrechte und Grundfreiheiten des Betroffenen das erstgenannte Interesse nicht, so dient Art. 6 Abs. 1 lit. f DSGVO als Rechtsgrundlage für die Verarbeitung.

3. Datenlöschung und Speicherdauer

Die personenbezogenen Daten der betroffenen Person werden gelöscht oder gesperrt, sobald der Zweck der Speicherung entfällt. Eine Speicherung kann darüber hinaus dann erfolgen, wenn dies durch den europäischen oder nationalen Gesetzgeber in unionsrechtlichen Verordnungen, Gesetzen oder sonstigen Vorschriften, denen der Verantwortliche unterliegt, vorgesehen wurde. Eine Sperrung oder Löschung der Daten erfolgt auch dann, wenn eine durch die genannten Normen vorgeschriebene Speicherfrist abläuft, es sei denn, dass eine Erforderlichkeit zur

weiteren Speicherung der Daten für einen Vertragsabschluss oder eine Vertragserfüllung besteht.

III. Mailing-Liste

Es steht jedem Nutzer frei, sich freiwillig und kostenlos per E-Mail in meine Mailing-Liste einzutragen. Dadurch entstehen keinerlei Verpflichtungen für den Nutzer.

1. Beschreibung und Umfang der Datenverarbeitung

Folgende Daten werden hierbei erhoben:

- 1. Name und Vorname des Nutzers
- 2. E-Mail-Adresse des Nutzers

2. Rechtsgrundlage für die Datenverarbeitung

Rechtsgrundlage für die vorübergehende Speicherung der Daten ist Art. 6 Abs. 1 DSGVO.

3. Zweck der Datenverarbeitung

Die Mailing-Liste dient dem Zweck, dem Nutzer Informationen zu Inhalten und Erscheinen der Zeitschrift zu übermitteln.

4. Dauer der Speicherung

Der Nutzer kann jederzeit die Mailing-Liste verlassen. Die Daten werden umgehend gelöscht.

5. Widerspruchs- und Beseitigungsmöglichkeit

Die Erfassung der Daten zur Bereitstellung der Mailing-Liste ist für den Betrieb der Mailing-Liste zwingend erforderlich. Es besteht folglich seitens des Nutzers keine Widerspruchsmöglichkeit.

Der Nutzer kann aber jederzeit der Speicherung widersprechen und damit die Mailing-Liste verlassen.

IV. E-Mail-Kontakt

1. Beschreibung und Umfang der Datenverarbeitung

Auf meiner Webseite ist eine Kontaktaufnahme über die bereitgestellte E-Mail-Adresse möglich. In diesem Fall werden die mit der E-Mail übermittelten personenbezogenen Daten des Nutzers gespeichert. Es erfolgt in diesem Zusammenhang keine Weitergabe der Daten an Dritte. Die Daten werden ausschließlich für die Verarbeitung der Konversation verwendet.

V. Rechte der betroffenen Person

Werden personenbezogene Daten von Ihnen verarbeitet, sind Sie Betroffener i.S.d. DSGVO und es stehen Ihnen folgende Rechte gegenüber dem Verantwortlichen zu:

1. Auskunftsrecht

Sie können von dem Verantwortlichen eine Bestätigung darüber verlangen, ob personenbezogene Daten, die Sie betreffen, von mir verarbeitet werden. Liegt eine solche Verarbeitung vor, können Sie von dem Verantwortlichen über folgende Informationen Auskunft verlangen:

- (1) die Zwecke, zu denen die personenbezogenen Daten verarbeitet werden:
- (2) die Kategorien von personenbezogenen Daten, welche verarbeitet werden;
- (3) die Empfänger bzw. die Kategorien von Empfängern, gegenüber denen die Sie betreffenden personenbezogenen Daten offengelegt wurden oder noch offengelegt werden;
- (4) die geplante Dauer der Speicherung der Sie betreffenden personenbezogenen Daten oder, falls konkrete Angaben hierzu nicht möglich sind, Kriterien für die Festlegung der Speicherdauer;
- (5) das Bestehen eines Rechts auf Berichtigung oder Löschung der Sie betreffenden personenbezogenen Daten, eines Rechts auf Einschränkung der Verarbeitung durch den Verantwortlichen oder eines Widerspruchsrechts gegen diese Verarbeitung;
- (6) das Bestehen eines Beschwerderechts bei einer Aufsichtsbehörde;

- (7) alle verfügbaren Informationen über die Herkunft der Daten, wenn die personenbezogenen Daten nicht bei der betroffenen Person erhoben werden:
- (8) das Bestehen einer automatisierten Entscheidungsfindung einschließlich Profiling gemäß Art. 22 Abs. 1 und 4 DSGVO und zumindest in diesen Fällen aussagekräftige Informationen über die involvierte Logik sowie die Tragweite und die angestrebten Auswirkungen einer derartigen Verarbeitung für die betroffene Person

Ihnen steht das Recht zu, Auskunft darüber zu verlangen, ob die Sie betreffenden personenbezogenen Daten in ein Drittland oder an eine internationale Organisation übermittelt werden. In diesem Zusammenhang können Sie verlangen, über die geeigneten Garantien gem. Art. 46 DSGVO im Zusammenhang mit der Übermittlung unterrichtet zu werden.

Dieses Auskunftsrecht kann insoweit beschränkt werden, als es voraussichtlich die Verwirklichung der Forschungs- oder Statistikzwecke unmöglich macht oder ernsthaft beeinträchtigt und die Beschränkung für die Erfüllung der Forschungs- oder Statistikzwecke notwendig ist.

2. Recht auf Berichtigung

Sie haben ein Recht auf Berichtigung und/oder Vervollständigung gegenüber dem Verantwortlichen, sofern die verarbeiteten personenbezogenen Daten, die Sie betreffen, unrichtig oder unvollständig sind. Der Verantwortliche hat die Berichtigung unverzüglich vorzunehmen

Ihr Recht auf Berichtigung kann insoweit beschränkt werden, als es voraussichtlich die Verwirklichung der Forschungs- oder Statistikzwecke unmöglich macht oder ernsthaft beeinträchtigt und die Beschränkung für die Erfüllung der Forschungs- oder Statistikzwecke notwendig ist.

3. Recht auf Einschränkung der Verarbeitung

Unter den folgenden Voraussetzungen können Sie die Einschränkung der Verarbeitung der Sie betreffenden personenbezogenen Daten verlangen:

- (1) wenn Sie die Richtigkeit der Sie betreffenden personenbezogenen für eine Dauer bestreiten, die es dem Verantwortlichen ermöglicht, die Richtigkeit der personenbezogenen Daten zu überprüfen:
- (2) die Verarbeitung unrechtmäßig ist und Sie die Löschung der personenbezogenen Daten ablehnen und stattdessen die Einschränkung der Nutzung der personenbezogenen Daten verlangen:
- (3) der Verantwortliche die personenbezogenen Daten für die Zwecke der Verarbeitung nicht länger benötigt, Sie diese jedoch zur Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen benötigen, oder
- (4) wenn Sie Widerspruch gegen die Verarbeitung gemäß Art. 21 Abs. 1 DSGVO eingelegt haben und noch nicht feststeht, ob die berechtigten Gründe des Verantwortlichen gegenüber Ihren Gründen überwiegen. Wurde die Verarbeitung der Sie betreffenden personenbezogenen Daten eingeschränkt, dürfen diese Daten von ihrer Speicherung abgesehen nur mit Ihrer Einwilligung oder zur Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen oder zum Schutz der Rechte einer anderen natürlichen oder juristischen Person oder aus Gründen eines wichtigen öffentlichen Interesses der Union oder eines Mitgliedstaats verarbeitet werden.

Wurde die Einschränkung der Verarbeitung nach den o.g. Voraussetzungen eingeschränkt, werden Sie von dem Verantwortlichen unterrichtet bevor die Einschränkung aufgehoben wird.

Ihr Recht auf Einschränkung der Verarbeitung kann insoweit beschränkt werden, als es voraussichtlich die Verwirklichung der Forschungs- oder Statistikzwecke unmöglich macht oder ernsthaft beeinträchtigt und die Beschränkung für die Erfüllung der Forschungs- oder Statistikzwecke notwendig ist.

4. Recht auf Löschung

a) Löschungspflicht

Sie können von dem Verantwortlichen verlangen, dass die Sie betreffenden personenbezogenen Daten unverzüglich gelöscht werden, und der Verantwortliche ist verpflichtet, diese Daten unverzüglich zu löschen, sofern einer der folgenden Gründe zutrifft:

- (1) Die Sie betreffenden personenbezogenen Daten sind für die Zwecke, für die sie erhoben oder auf sonstige Weise verarbeitet wurden, nicht mehr notwendig.
- (2) Sie widerrufen Ihre Einwilligung, auf die sich die Verarbeitung gem. Art. 6 Abs. 1 lit. a oder Art. 9 Abs. 2 lit. a DSGVO stützte, und es fehlt an einer anderweitigen Rechtsgrundlage für die Verarbeitung.
- (3) Sie legen gem. Art. 21 Abs. 1 DSGVO Widerspruch gegen die Verarbeitung ein und es liegen keine vorrangigen berechtigten Gründe für die Verarbeitung vor, oder Sie legen gem. Art. 21 Abs. 2 DSGVO Widerspruch gegen die Verarbeitung ein.
- (4) Die Sie betreffenden personenbezogenen Daten wurden unrechtmäßig verarbeitet.
- (5) Die Löschung der Sie betreffenden personenbezogenen Daten ist zur Erfüllung einer rechtlichen Verpflichtung nach dem Unionsrecht oder dem Recht der Mitgliedstaaten erforderlich, dem der Verantwortliche unterliegt.
- (6) Die Sie betreffenden personenbezogenen Daten wurden in Bezug auf angebotene Dienste der Informationsgesellschaft gemäß Art. 8 Abs. 1 DSGVO erhoben.

b) Information an Dritte

Hat der Verantwortliche die Sie betreffenden personenbezogenen Daten öffentlich gemacht und ist er gem. Art. 17 Abs. 1 DSGVO zu deren Löschung verpflichtet, so trifft er unter Berücksichtigung der verfügbaren Technologie und der Implementierungskosten angemessene Maßnahmen, auch technischer Art, um für die Datenverarbeitung Verantwortliche, die die personenbezogenen Daten verarbeiten, darüber zu informieren, dass Sie als betroffene Person von ihnen die Löschung aller Links zu diesen personenbezogenen Daten oder von Kopien oder Replikationen dieser personenbezogenen Daten verlangt haben.

c) Ausnahmen

Das Recht auf Löschung besteht nicht, soweit die Verarbeitung erforderlich ist

- (1) zur Ausübung des Rechts auf freie Meinungsäußerung und Information;
- (2) zur Erfüllung einer rechtlichen Verpflichtung, die die Verarbeitung nach dem Recht der Union oder der Mitgliedstaaten, dem der Verantwortliche unterliegt, erfordert, oder zur Wahrnehmung einer Aufgabe, die im öffentlichen Interesse liegt oder in Ausübung öffentlicher Gewalt erfolgt, die dem Verantwortlichen übertragen wurde;
- (3) aus Gründen des öffentlichen Interesses im Bereich der öffentlichen Gesundheit gemäß Art. 9 Abs. 2 lit. h und i sowie Art. 9 Abs. 3 DSGVO
- (4) für im öffentlichen Interesse liegende Archivzwecke, wissenschaftliche oder historische Forschungszwecke oder für statistische Zwecke gem. Art. 89 Abs. 1 DSGVO, soweit das unter Abschnitt a) genannte Recht voraussichtlich die Verwirklichung der Ziele dieser Verarbeitung unmöglich macht oder ernsthaft beeinträchtigt, oder
- (5) zur Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen.

5. Recht auf Unterrichtung

Haben Sie das Recht auf Berichtigung, Löschung oder Einschränkung der Verarbeitung gegenüber dem Verantwortlichen geltend gemacht, ist dieser verpflichtet, allen Empfängern, denen die Sie betreffenden personenbezogenen Daten offengelegt wurden, diese Berichtigung oder Löschung der Daten oder Einschränkung der Verarbeitung mitzuteilen, es sei denn, dies erweist sich als unmöglich oder ist mit einem unverhältnismäßigen Aufwand verbunden. Ihnen steht gegenüber dem Verantwortlichen das Recht

zu, über diese Empfänger unterrichtet zu werden.

6. Recht auf Datenübertragbarkeit

Sie haben das Recht, die Sie betreffenden personenbezogenen Daten, die Sie dem Verantwortlichen bereitgestellt haben, in einem strukturierten, gängigen und maschinenlesbaren Format zu erhalten. Außerdem haben Sie das Recht diese Daten einem anderen Verantwortlichen ohne Behinderung durch den Verantwortlichen, dem die personenbezogenen Daten bereitgestellt wurden, zu übermitteln, sofern

- (1) die Verarbeitung auf einer Einwilligung gem. Art. 6 Abs. 1 lit. a DSGVO oder Art. 9 Abs. 2 lit. a DSGVO oder auf einem Vertrag gem. Art. 6 Abs. 1 lit. b DSGVO beruht und
- (2) die Verarbeitung mithilfe automatisierter Verfahren erfolgt.

In Ausübung dieses Rechts haben Sie ferner das Recht, zu erwirken, dass die Sie betreffenden personenbezogenen Daten direkt von einem Verantwortlichen einem anderen Verantwortlichen übermittelt werden, soweit dies technisch machbar ist. Freiheiten und Rechte anderer Personen dürfen hierdurch nicht beeinträchtigt werden.

Das Recht auf Datenübertragbarkeit gilt nicht für eine Verarbeitung personenbezogener Daten, die für die Wahrnehmung einer Aufgabe erforderlich ist, die im öffentlichen Interesse liegt oder in Ausübung öffentlicher Gewalt erfolgt, die dem Verantwortlichen übertragen wurde.

7. Widerspruchsrecht

Sie haben das Recht, aus Gründen, die sich aus ihrer besonderen Situation ergeben, jederzeit gegen die Verarbeitung der Sie betreffenden personenbezogenen Daten, die aufgrund von Art. 6 Abs. 1 lit. e oder f DSGVO erfolgt, Widerspruch einzulegen; dies gilt auch für ein auf diese Bestimmungen gestütztes Profiling.

Der Verantwortliche verarbeitet die Sie betreffenden personenbezogenen Daten nicht mehr, es sei denn, er kann zwingende schutzwürdige Gründe für die Verarbeitung nachweisen, die Ihre Interessen, Rechte und Freiheiten überwiegen, oder die Verarbeitung dient der Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen.

Werden die Sie betreffenden personenbezogenen Daten verarbeitet, um Direktwerbung zu betreiben, haben Sie das Recht, jederzeit Widerspruch gegen die Verarbeitung der Sie betreffenden personenbezogenen Daten zum Zwecke derartiger Werbung einzulegen; dies gilt auch für das Profiling, soweit es mit solcher Direktwerbung in Verbindung steht.

Widersprechen Sie der Verarbeitung für Zwecke der Direktwerbung, so werden die Sie betreffenden personenbezogenen Daten nicht mehr für diese Zwecke verarbeitet.

Sie haben die Möglichkeit, im Zusammenhang mit der Nutzung von Diensten der Informationsgesellschaft – ungeachtet der Richtlinie 2002/58/EG – Ihr Widerspruchsrecht mittels automatisierter Verfahren auszuüben, bei denen technische Spezifikationen verwendet werden.

Bei Datenverarbeitung zu wissenschaftlichen, historischen oder statistischen Forschungszwecken:

Sie haben auch das Recht, aus Gründen, die sich aus Ihrer besonderen Situation ergeben, bei der Verarbeitung Sie betreffender personenbezogener Daten, die zu wissenschaftlichen oder historischen Forschungszwecken oder zu statistischen Zwecken gem. Art. 89 Abs. 1 DSGVO erfolgt, dieser zu widersprechen.

Ihr Widerspruchsrecht kann insoweit beschränkt werden, als es voraussichtlich die Verwirklichung der Forschungs- oder Statistikzwecke unmöglich macht oder ernsthaft beeinträchtigt und die Beschränkung für die Erfüllung der Forschungs- oder Statistikzwecke notwendig ist.

8. Recht auf Widerruf der datenschutzrechtlichen Einwilligungserklärung

Sie haben das Recht, Ihre datenschutzrechtliche Einwilligungserklärung jederzeit zu widerrufen. Durch den Widerruf der Einwilligung wird die Rechtmäßigkeit der aufgrund der Einwilligung bis zum Widerruf erfolgten Verarbeitung nicht berührt.

9. Recht auf Beschwerde bei einer Aufsichtsbehörde

Unbeschadet eines anderweitigen verwaltungsrechtlichen oder gerichtlichen Rechtsbehelfs steht Ihnen das Recht auf Beschwerde bei einer Aufsichtsbehörde, insbesondere in dem Mitgliedstaat ihres Aufenthaltsorts, ihres Arbeitsplatzes oder des Orts des mutmaßlichen Verstoßes, zu, wenn Sie der Ansicht sind, dass die Verarbeitung der Sie betreffenden personenbezogenen Daten gegen die DSGVO verstößt.

Die Aufsichtsbehörde, bei der die Beschwerde eingereicht wurde, unterrichtet den Beschwerdeführer über den Stand und die Ergebnisse der Beschwerde einschließlich der Möglichkeit eines gerichtlichen Rechtsbehelfs nach Art. 78 DSGVO.

Data Protection Policy

This is a non-binding translation into English. The only legally binding text is the German "Datenschtutzerklärung" above.

All references are to the German text of the General Data Protection Regulations (GDPR, German: Datenschutz-Grundverordnung, DSGVO).

Data protection is of particular importance to me. Use of my electronic journal pages is possible without any indication of personal data.

The processing of personal data, such as the name and e-mail address of a person, is always carried out in accordance with the General Data Protection Regulation (GDPR) and in accordance with the country-specific data protection regulations applicable to me. By means of this data protection declaration I would like to inform the public about the type, scope and purpose of the personal data collected, used and processed by me. Furthermore, data subjects will be informed of their rights by means of this data protection declaration.

As data controller, I have implemented numerous technical and organisational measures to ensure the utmost protection of the personal data processed via this website. Nevertheless, Internet-based data transmissions, like e-mail, may in principle contain security risks, so that absolute protection cannot be guaranteed. For this reason, every person concerned is free to transmit personal data to me also in alternative ways.

I. Name and address of the person responsible

The person responsible in the sense of the General Data Protection Regulation and other national data protection laws of EU member states as well as other data protection regulations is:

Tobias Zywietz Hauptstr. 10 75245 Neulingen Germany

Phone: +49-(0)7237-44 39 03 E-mail: mep-bulletin@zobbel.de Website: www.zobbel.de

II. General information about data processing

1. Scope of processing of personal data

In general, I only process personal data of users if this is necessary to provide information by way of a mailing-list. The

further processing of personal data only takes place with the user's consent.

2. Legal basis for the processing of personal data

Insofar as I obtain the consent of the data subject for the processing of personal data, Art. 6 para. 1 lit. a EU General Data Protection Regulation serves as the legal basis for the processing of personal data.

In the processing of personal data required for the performance of a contract to which the data subject is a party, Art. 6 para. 1 lit. b DSGVO serves as the legal basis. This also applies to processing operations that are necessary to carry out pre-contractual measures.

As far as the processing of personal data is necessary for the fulfilment of a legal obligation, which is subject to me, Art. 6 Abs. 1 lit. c DSGVO serves as legal basis.

In the event that the vital interests of the data subject or another natural person require the processing of personal data, Article 6(1)(d) DSGVO serves as the legal basis.

If processing is necessary to safeguard a legitimate interest of mine or of a third party and if the interests, fundamental rights and freedoms of the data subject do not outweigh the former interest, Art. 6 para. 1 lit. f DSGVO serves as the legal basis for processing.

3. Deletion time of data and storage

The personal data of the person concerned will be deleted or blocked as soon as the purpose of storage ceases to apply. Furthermore, data may be stored if this has been provided for by the European or national legislators' regulations, laws or other provisions to which the person responsible is subject. The data will also be blocked or deleted if a storage period prescribed by the aforementioned standards expires, unless there is a need for further storage of the data for the conclusion or fulfilment of a contract.

III. Mailing-List

Every user is free to subscribe for free to my mailing list via e-mail. This does not create any obligations for the user.

1. Description and scope of data processing

The following data is collected:

- 1. surname and first name of the user
- 2. e-mail address of the user

2. Legal basis for data processing

The legal basis for the temporary storage of data is Art. 6 para. 1 DSGVO.

3. Purpose of data processing

The purpose of the mailing list is to provide the user with information about the contents and appearance of the journal.

4. Storage duration

The user can leave the mailing list at any time. The data will be deleted immediately.

5. Possibility of objection and elimination

The collection of data for the provision of the mailing list is absolutely necessary for the operation of the mailing list. Consequently, there is no possibility of objection on the part of the user. The user can, however, object to the storage at any time and thus leave the mialing list.

IV. E-Mail contact

1. Description and scope of data processing

You can contact me via the e-mail address provided on my website. In this case, the user's personal data transmitted by e-

mail will be stored. In this context, the data will not be passed on to third parties. The data is used exclusively for processing the conversation.

V. Rights of the person concerned

If your personal data is processed, you are affected within the meaning of the DSGVO and you have the following rights vis-à-vis the person responsible:

1. The right to information

You can ask the person in charge to confirm whether personal data concerning you will be processed by me. If such processing is available, you can request the following information from the person responsible:

- (1) the purposes for which the personal data are processed;
- (2) the categories of personal data processed;
- (3) the recipients or categories of recipients to whom the personal data concerning you have been or are still being disclosed;
- (4) the planned duration of the storage of the personal data concerning you or, if specific information on this is not possible, criteria for determining the storage period;
- (5) the existence of a right to rectification or deletion of personal data concerning you, a right to limitation of processing by the controller or a right to object to such processing;
- (6) the existence of a right of appeal to a supervisory authority;
- (7) any available information on the origin of the data if the personal data are not collected from the data subject;
- (8) the existence of automated decision-making including profiling in accordance with Art. 22 para. 1 and 4 DSGVO and at least in these cases meaningful information on the logic involved and the scope and intended effects of such processing for the data subject.

You have the right to request information as to whether the personal data concerning you is transferred to a third country or to an international organisation. In this context, you may request to be informed of the appropriate guarantees pursuant to Art. 46 DSGVO in connection with the transmission. This right to information may be limited to the extent that it is likely to make it impossible or seriously impair the realisation of research or statistical purposes and the limitation is necessary for the fulfilment of research or statistical purposes.

2. The right of correction

You have a right of rectification and/or completion vis-à-vis the data controller if the personal data processed concerning you are incorrect or incomplete. The person responsible shall make the correction without delay.

Your right to correction may be limited to the extent that it is likely to render impossible or seriously prejudicial the achievement of the research or statistical purposes and the limitation is necessary for the fulfilment of the research or statistical purposes.

3. Right to limitation of processing

Under the following conditions, you may request that the processing of personal data concerning you be restricted:

- (1) if you dispute the accuracy of the personal data concerning you for a period that enables the data controller to verify the accuracy of the personal data;
- (2) the processing is unlawful and you refuse to delete the personal data and instead request the restriction of the use of the personal data;
- (3) the data controller no longer needs the personal data for the purposes of the processing, but you do need them to assert, exercise or defend legal claims, or (4) if you have filed an objection to the processing pursuant to Art. 21 para. 1 DSGVO and it has not yet been determined whether the legitimate reasons of the person responsible outweigh your reasons. If the processing of personal data concerning you has been restricted, such data may only be processed apart from being stored with your consent or for the purpose of asserting, exercising or defending rights or protecting the rights of another natural or legal

person or on grounds of an important public interest of the Union or a Member State.

If the processing restriction has been limited according to the above conditions, you will be informed by the person responsible before the restriction is lifted.

Your right to limitation of processing may be limited to the extent that it is likely to render impossible or seriously prejudicial the achievement of research or statistical purposes and the restriction is necessary for the fulfilment of research or statistical purposes.

4. The right of deletion

a) Duty of deletion

You may request the data controller to delete the personal data relating to you immediately, and the data controller is obliged to delete this data immediately, if one of the following reasons applies:

- (1) The personal data concerning you are no longer necessary for the purposes for which they were collected or otherwise processed.
- (2) You revoke your consent, on which the processing was based pursuant to Art. 6 para. 1 lit. a or Art. 9 para. 2 lit. a DSGVO, and there is no other legal basis for the processing.
- (3) You file an objection against the processing pursuant to Art. 21 para. 1 DSGVO and there are no overriding legitimate reasons for the processing, or you file an objection against the processing pursuant to Art. 21 para. 2 DSGVO.
- (4) The personal data concerning you have been processed unlawfully.
- (5) The deletion of personal data relating to you is necessary to fulfil a legal obligation under Union law or the law of the Member States to which the data controller is subject.
- (6) The personal data concerning you were collected in relation to information society services offered pursuant to Art. 8 para. 1 DSGVO.

b) Information to third parties

If the data controller has made the personal data concerning you public and is obliged to delete it pursuant to Art. 17 para. 1 DSGVO, he shall take appropriate measures, including technical measures, taking into account the available technology and the implementation costs, to inform data processors who process the personal data that you as the data subject have requested the deletion of all links to this personal data or of copies or replications of this personal data.

c) Exceptions

The right to cancellation does not exist if the processing is necessary

- (1) to exercise freedom of expression and information;
- (2) to fulfil a legal obligation required for processing under the law of the Union or of the Member States to which the controller is subject, or to perform a task in the public interest or in the exercise of official authority conferred on the controller
- (3) for reasons of public interest in the field of public health pursuant to Art. 9 para. 2 lit. h and i and Art. 9 para. 3 DSGVO;
- (4) for archiving purposes in the public interest, scientific or historical research purposes or for statistical purposes pursuant to Art. 89 para. 1 DSGVO, insofar as the law referred to under a) is likely to make it impossible or seriously impair the attainment of the objectives of such processing, or
- (5) to assert, exercise or defend legal claims.

5. Right to information

If you have exercised your right to have the data controller correct, delete or limit the processing, he/she is obliged to inform all recipients to whom the personal data concerning you have been disclosed of this correction or deletion of the data or restriction on processing, unless this proves impossible or involves a disproportionate effort. Recipients have the right vis-àvis 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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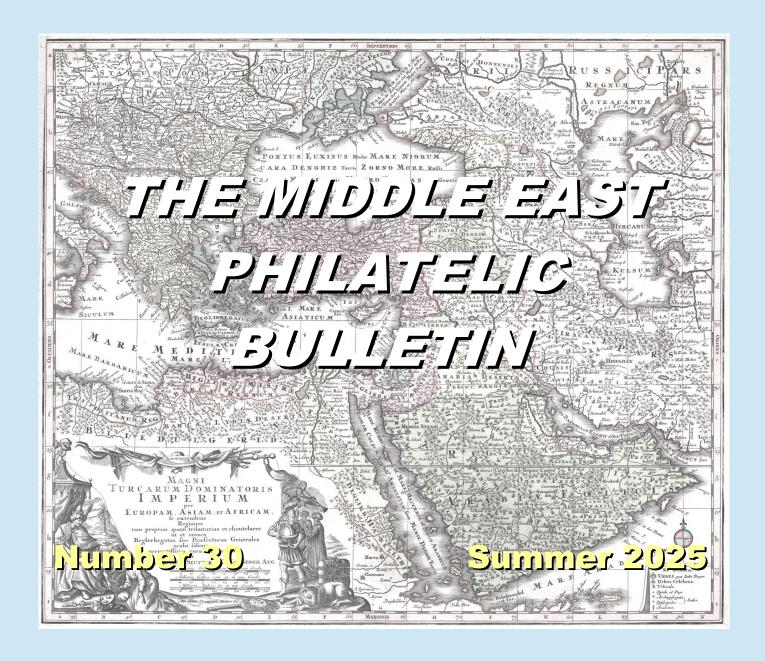




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