

Djeddah 1893: "Filthy beyond Belief"

Bon Samaritain (Khan al-Hathrur)

Turkey: Proofs of the 1916 Leander's Tower Post Cards

The Austro-Hungarian Medical Corps in Turkey

O.E.T.A.: Forgeries of the 1918/19 "EEF" Revenues

Transjordan: Quarter Qirsh Makka Arms Stamp

Turkey: Regulations and Usage of Red Crescent Stamps

Ay Yıldız: Stumbling, Tumbling and Leaning Numbers

Revenues of Aden Crown Colony

The Red Lion and Sun Society of Iran

The India Post Office in the Middle East



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“Filthy beyond Belief”: A Postal Card from Djeddah 1893

by Tobias Zywietz with material from Ercan Oktay Richter

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Ercan Oktay Richter showed a postal card sent by an Austrian seaman from Djeddah to Pola in the facebook group Türk Filatli Akademisi.¹ Ercan kindly allowed me to show the card here.

This type of postal card, imprinted with an “Arms” stamp, was issued in 1892. Birken catalogues a first printing on light-cream paper in 1892 (Birken 17a). Further prints were issued on buff paper in 1896 (Birken 17b) and on greenish-grey paper in 1898 (Birken 17c). The colour of the print does apparently vary slightly between the three issues. Birken mentions one plate variety: a missing “ر” in the last word of the bottom inscription.

Mr. Richter’s card (*fig. 1*) is of course from the first printing (Birken 17a) as it was sent in 1893 from the Arabian port town Djeddah to Austria. The card was despatched on 22nd January in Djeddah (Cidde, Djidda). The postmark is catalogued according to Birken² by Coles & Walker as Type II 9 (1891–95), by Uexküll (1886–02) and by Ağaoğulları & Papuçuoğlu as type 2 B (1884–92). The card travelled via Suez (26th January) and Alexandria (27th January) to Pola (1st February). The addressee had apparently moved on and the card was forwarded to Pisino (Pazin), arriving there the next day, 2nd February 1893.

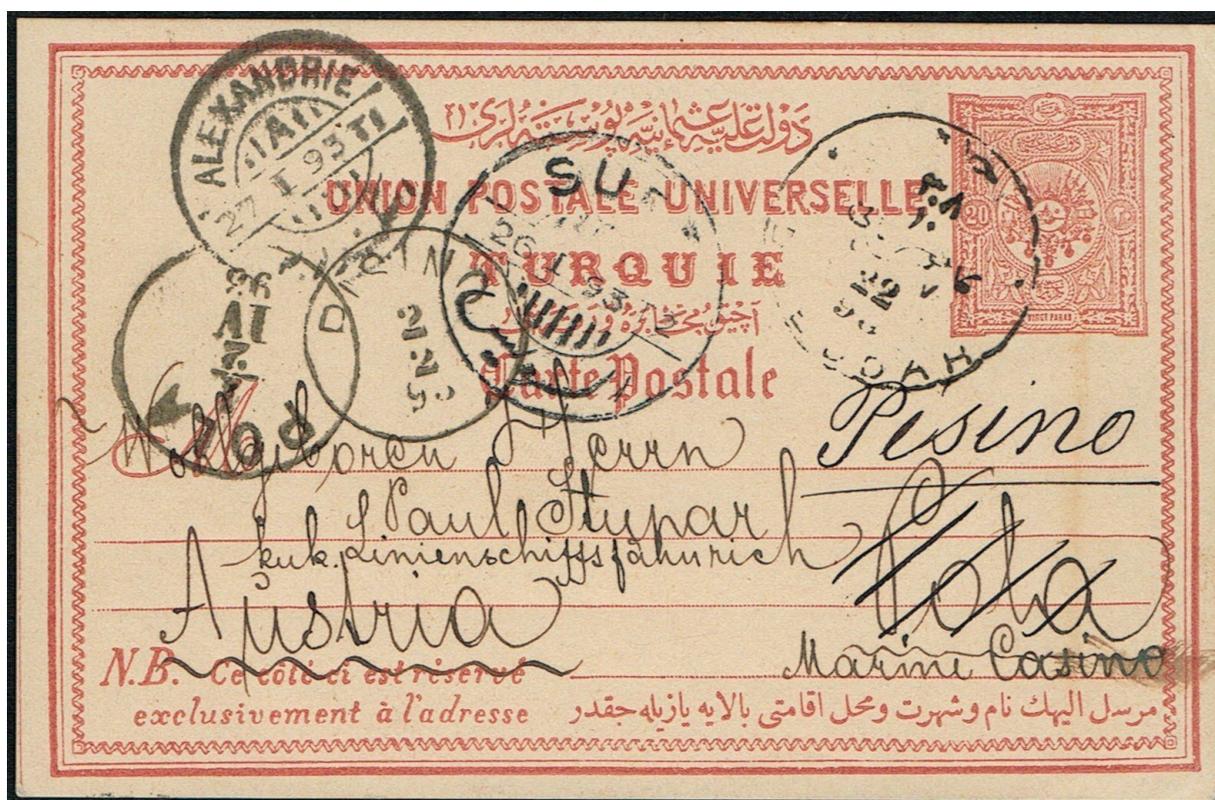


Fig. 1: Turkish postal card, 20 piastre, 1892 (Birken 17a).

Postmarks: Djeddah 22.01.1893, Suez 26.01.1893, Alexandrie 27.01.1893, Pola 1.02.1893, Pisino 2.02.1893.

1 Source for image: <https://www.facebook.com/groups/1738092353140753/permalink/2623528344597145/>.

2 Birken, 2019, vol. Hicaz, p. 10.

The text transcribes as follows:³

Djeddah 21. Jänner 1893

Liebster Bruder!

Gestern nachmittags 2h sind wir hier eingelaufen. – Nichts Neues. Djeddah bietet absolut Nichts Unterhaltendes. Interessant ist, daß die Stadt so orientalisch aussieht, nämlich so schmutzig, wie man sich überhaupt nichts Ärgeres vorstellen kann. Djeddah ist der Ausgangspunkt für die Mekka-Pilger. Übermorgen laufen wir aus und hoffen am 27 in Suez einzulaufen. In See vor Djeddah haben wir den Lloyddampfer „Galatea“ begegnet und den Capitän das Consulat in Port Said zu verständigen, daß unsere nach Port Said bestimmte Post nach Suez entsendet werde, so daß ich hoffe in 5 Tagen [freudige?] Nachrichten aus der Heimath zu erfahren.

Grüße mir alle Verwandten und Deine Marie. Lebe wohl.

Mit herzlichen Grüßen u. Kuß Dein Dich liebender Bruder Anteo.

Djeddah 21st January 1893

Dearest brother!

Yesterday afternoon 2pm we arrived here. – Nothing new. Djeddah offers absolutely nothing entertaining. It is interesting that the city looks so oriental, indeed filthy beyond belief. Djeddah is the starting point for the Mecca pilgrims. The day after tomorrow we leave and hope to arrive in Suez on the 27th. At sea off Djeddah we met the Lloyd steamer “Galatea” and asked the captain to inform the consulate in Port Said that our mail destined for Port Said will be sent to Suez, so I hope to receive [joyful?] news from home in the next 5 days.

Give my regards to all my relatives and to your Marie. Farewell.

With heartfelt greetings and kiss, your loving brother Anteo.

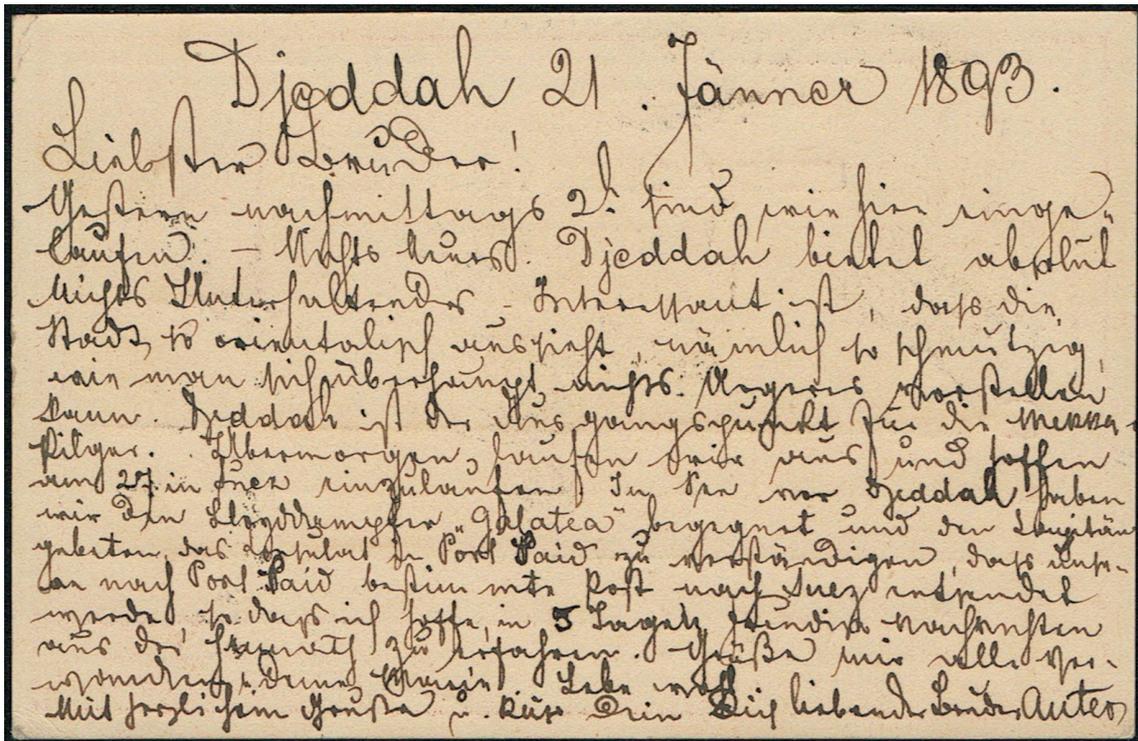


Fig. 1a: Reverse side with the handwritten message of Anteo to his brother Paul.

The sender, Anteo Stupar, was a naval officer serving on the military frigate S.M.S. Fasana. Many Austrian naval staff and officers, both military and civilian, originate from Pola (Pula) and other towns and villages in Istria, the region just south of Trieste. The card was addressed to Paul Stupar, Anteo's brother, also a naval officer, at the Marine Casino in Pola; but he had gone back to his

³ Many thanks for their help in transcribing the text go to "Volkmar" and "Olaf" at www.philaseiten.de.

hometown Pisino (Pazin), about 45 km north of Pola, so the card was forwarded accordingly. From later correspondence we know that Anteo was a collector.⁴

Anteo went on to become nautical professor at the Austrian Naval Academy (Nautical Institute) at Lussinpiccolo (Mali Lošinj).

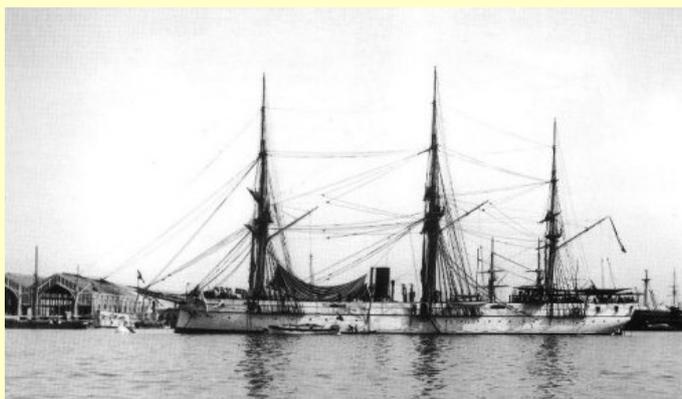
Paul (pictured) was born in 1866 in Pisino, graduated in 1893 and went on to become Rear Admiral in the Austrian fleet, transferring to the Croatian fleet after WWI. He served on several ships: SMS Satellit, SMS Aspern, SMS Sankt Georg, SMS Babenberg, and SMS Erzherzog Friedrich (amongst others).⁵

SMS Fasana⁶

The corvette⁷ *Fasana*⁸ was originally built in 1871 in Trieste: 68 m long with tonnage of 25,000 it was intended for a staff of 250. Maximum speed: 75 kt.

After refurbishment at Pola the ship started a two-year tour circumnavigating the globe on 1.09.1891.⁹ Stations: Gibraltar, Rio de Janeiro (16.11.1891), Valparaiso, San Francisco (23.04.1892).

In Honolulu her captain Friedrich Schweisgut died (10.06.1892), under the command of Josef Nemling she sailed to Yokohama (3.08.1892), where the new captain Julius Ripper joined.



After Hong Kong, Singapore, and Colombo (13.12.1892), in open sea the *Fasana* met *SMS Kaiserin Elizabeth* on 2.01.1893 (on board: Archduke Franz Ferdinand). Via Aden (12.01.1893), Djeddah (arr. 20.01.1893, dep. 22.01.1893), Suez (28.01.1893), and Chios (7.02.1893), she arrived back in Pola on 14.02.1893.

The ship circumnavigated the globe six times between 1871 and 1895. She was refurbished in 1897 as a training ship, renamed *Gamma* in 1902, and was finally scrapped in Italy in 1920.

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- Patka, Frederic J.: *Die k.(u.)k. Marinepost 1798–1914.* Vol. 2. Vienna, 1990.

4 On an 1897 post card Anteo writes to Paul requesting that he retains all cards and stamps for him. Cf. posting of "Altsteirer" [pseud.]. In: Forum für Altpostgeschichte und Markenfreu(n)de <Deut. Altbriefsammler-Verein e.V.>. 9.02.2020. Online: <https://www.altpostgeschichte.de/index.php?thread/1313-gibraltar/&postID=95348> (acc. 24.11.2020).

5 Cf. "Brodasky" [pseud.] posting, 22.11.2009. Online: <http://www.paluba.info/smf/index.php?topic=7136.120>. This is also the source of the photograph.

6 Based on (incl. photograph): <https://www.infofazana.hr/de/entdecken-sie/kulturerbe/fazana-in-lauf-der-zeit/die-zeit-oesterreich-ungarns/s-m-corvette-fasana/> and <https://www.kuk-kriegsmarine.it/navi/navi-a-vela/fasana/scheda-nave-de.html>.

7 Schraubenkorvette, or Fregatte (frigate).

8 Named after the Istrian town of Fažana.

9 I list selected ports only, for full list cf. Patka, 1990.

Bon Samaritain (Khan al-Hathrur) (IV)

by Folkert Bruining and Tobias Zywietz
with material from Rainer von Scharpen

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In response to the articles in MEPB about Khan al-Hathrur, the well-known German collector Rainer von Scharpen has presented a scan of a very interesting and remarkable post card sent by the French post in Jerusalem. The card shows, among other markings, the Ottoman postmark of Bon Samaritain. This is certainly the first time we see a cancellation of the inn on a postal card (official stationery) and not a (commercial) picture post card.

Rainer von Scharpen writes:

Regarding Bon Samaritain, I can contribute a card from my collection. The card was undoubtedly genuine; the question is, where from was it sent from by post? The purely philatelic text actually speaks against the fact that the card was written in Jericho. The faint cancel on the back is probably from Jaffa: "31st AOUT 04" and also fits in with the time sequence.

This is a postal stationery card of the French Post, not a post card. Were such cards really sold 'philatelically prepared' in Jerusalem? What interest should anyone have in offering such products in Jerusalem? And would a hotelier use the rubber stamp of a competitor from Jericho on 'his' card? I am curious to hear what you and other experts think about it.



Fig. 1: French 10 c postal card, addressed to M. Paul Kupsch c/o Hugo Hackh, Alexandria.¹
Cachets (rubber stamps) of Lloyd Hotel (Fast & Co.), Jerusalem and Hotel Belle Vue, A. Abd el-Merseih & Co. (Proprietors), Jericho.

¹ Hugo Hackh was a piano and music dealer in Cairo and Alexandria, known as supplier to the Khedive Ismail (Fournisseur de Son Altesse le Khedive d'Égypte) and the Cairo Opera House.

This is the text referred to by Rainer:

Sehr geehrter Herr Kupsch,
verzeihen Sie, daß ich mir die Freiheit genommen
habe u[nd]. Sie mit Sendung von französ.[ischen]
Briefmarken belästigte.
Senden Sie mir bitte nach Belieben für das
eingesandte Geld – nur sicher (eingeschrieben!) Herrn
Söldners Grüße hatte ich auf den bisher gesandten
Karten vergessen, bitte, also es als geschehen
anzusehen u. auch Herrn Worm es mitzuteilen.
Mit bestem Gruß Ihr ergeb.[ener] Oskar H[aunisch?].
Viele Gr[üße] sendet auch Fritz [Inuß?!]

Dear Mr. Kupsch,
Forgive me for taking the liberty of bothering you with
consignments of French stamps.
Please send me whatever you wish for the money I
sent you – but only securely (registered!) I had
forgotten Mr. Söldner's greetings on the cards I have
sent so far, please consider it done and also inform Mr.
Worm.
With best regards your devoted Oskar H[aunisch?].
Many greetings also from Fritz [Inuß?!]

Apparently the sender had bought the postal card 'as is' and posted it at the French post office in Jerusalem.

Fig. 1a:
Reverse side
of the card.

The Postal Route

It is very likely that this card was genuinely transported by French post from Jerusalem. The postmarks applied are strong indicators for this:

- two postmarks of the French post office in Jerusalem dated 30th August 1904
- transit mark of the French post office in Jaffa, 31st(?) 1904 (on reverse)
- transit mark of the French post office of Port Saïd, 1st September 1904
- arrival mark of the Egyptian post office of Alexandria, 1st September 1904

The route of transport can easily be retraced: from Jerusalem to Jaffa the mail was transported by coach, as the existing train line was reserved for exclusive use by the Ottoman post;² thence from Jaffa by steamer (most likely French)³ to the French post in Port Saïd where it was transferred to the Egyptian post for delivery to its destination Alexandria. The postal rate of 10 centimes is correct.

So far, so good!

² Cf. explanations "Aus Jerusalem" in MEPB 14, p. 21.

³ Cf. Raymond Salles: *La poste maritime française. Tome II: Les paquebots de la Méditerranée de 1837 à 1939.* Paris: Imp. Alençonnaise, 1962. 318 p.

The Postmark of Bon Samaritain

What can we say about the two hotel cachets, the Lloyd Hotel in Jerusalem and the Belle Vue in Jericho? Hotels selling picture postcards and postal stationery sometimes placed the cachets of their establishments on them. We suppose that quite often it was also done on demand. This postal card was despatched from Jerusalem, so the cachet of the Lloyd Hotel doesn't come as a surprise, but what to make about the additional cachet of the Hotel Belle Vue in Jericho?

These are the theoretical, although not very probable, possibilities:

- The sender of the card, 'Mr. Oskar' took the postal card from Jerusalem to Jericho and asked for the hotel cachet as well as for the 'postmark' of Bon Samaritain.
- The sender took the postal card from Jerusalem to Jericho and asked for the cachet at the Hotel Belle Vue; thence he travelled to the inn and asked for the Bon Samaritain cancel (c.t.o.)
- French postal cards bearing a Bon Samaritain 'postmark were' available and sold at the Hotel Bellevue; in that case 'Mr. Oskar' had just had to purchase a card 'over the counter'. As we have seen already in the articles on the Khan, a lot was possible in Jerusalem and Jericho, even in cooperation with the Ottoman post. It was not really necessary to visit the Khan itself to get a cancellation of the inn; this is what we suppose on the basis of much evidence.

Now back to reality: Certainly the card was not sent from Khan al-Hathrur, for the simple reason that there was an Ottoman post office active there, selling Ottoman stamps (and perhaps Ottoman stationery). We can hardly imagine that the inn keeper was also selling Levant (i.e. foreign) stamps or stationery. Until now we have not seen a single letter or stationery item (like postal cards) with Ottoman stamps genuinely sent by post from the Khan.

The most probable scenario is that the 'trip to Jericho' never took place and the postal card was pre-fabricated entirely in Jerusalem. For that reason the card is very interesting and important because it gives a firmer basis to the assumption that in the Jerusalem hotels a lot 'interesting' items were produced, or at least sold (after having been prepared in e.g. Jericho). Perhaps the items were produced by dealers in the street who, in one way or another, were connected to the hotels – a not completely unlikely possibility. Of course all was done to please the 'pilgrim' – for money! Well, the subtitle of our initial article was "How to Sell a Parable." This is such an illustrative example to support the theory.

How to Sell a Parable

In the course of the time, by gaining new insight, the authors of this article got better in interpreting items. In the meantime it has become evident that 'complete' as well as 'blanco' souvenir cards were sold, i.e. with stamp and postmark. This gave the tourist the possibility to add 'extras' in order to produce items that were philatelically or otherwise interesting.

A simple example: By adding an address and some information on the 'voyage' to Jericho, the Khan or whatever, the card was transformed into an interesting (philatelic or touristic) item souvenir. A lot of such cards are known.

Another example: The souvenir cards bearing an address and a 'story' could be officially sent to any destination by regular postal services. In case they were distributed by a foreign Levant post office, an appropriate stamp had to be affixed (besides the Ottoman stamp(s) already present). In such a case you can hardly speak of 'mixed frankings' because the Ottoman stamp(s) served no postal goal. Nevertheless such items can be interesting for the philatelist because they illustrate contemporary practices and show that these were genuinely items officially forwarded by foreign

Levant post offices.

One more example: In our opinion, in case such a souvenir card was posted at an Ottoman office, there was a chance that the card was accepted ‘as is’ and dispatched, as already mentioned this. According to the regulations, a receiving postmark of the Ottoman office had to be placed. Eventually additional Ottoman stamps had to be affixed, i.e. when the franking was insufficient. Perhaps the present card deserves some additional investigation because there is no conclusive evidence that the card was actually handled by the Ottoman postal service (see *fig. 2*).

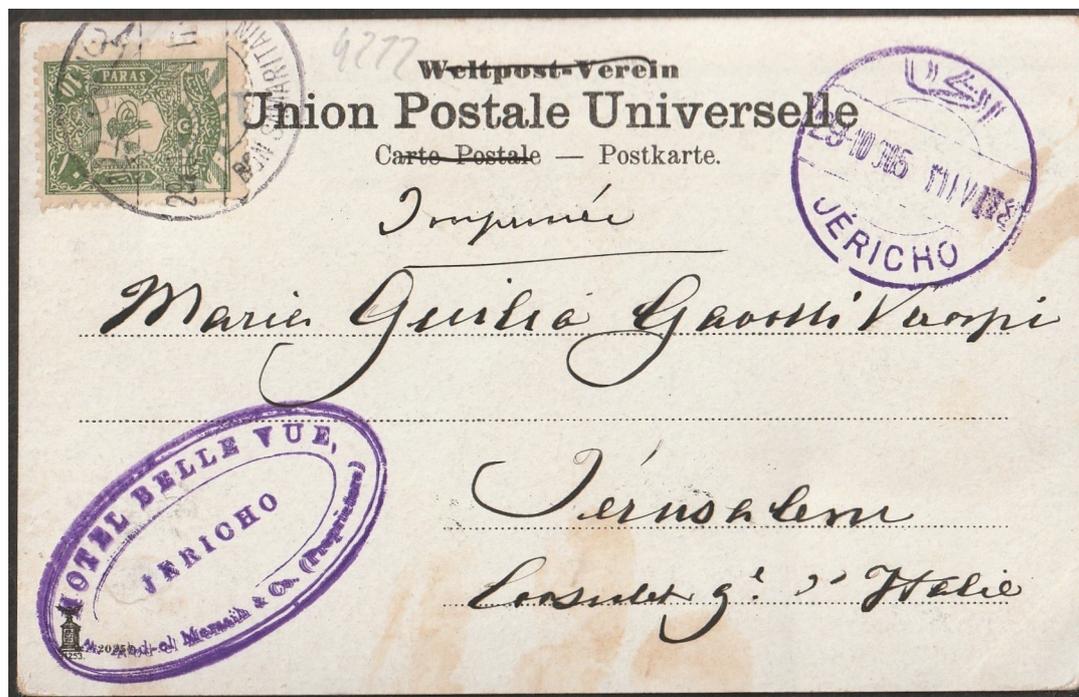


Fig. 2: Post card with 10 para stamp to Jerusalem (Italian Consulate General).
Cancels: Bon Samaritain, 29.10.905(?) and Jericho 29.10.905.
Hotel cachet: “Hotel Belle Vue, / A. Abd el-Merseih & Co. (Proprietors) / Jericho.”

The Handling of Mail by Hotels in Jerusalem

Although not quite the subject of our article on Khan al-Hathrur, but useful in this case, a few words on the role of hotels in the postal services for their clients. Steichele wrote about mail handling by hotels in Palestine; he mentions some interesting aspects:⁴

Managers of hotels in Jerusalem were particularly eager to alleviate the worries of their guests about the handling of their mail and therefore initiated a special service. Both franked and unfranked mail was accepted by the hotel, marked with the hotel's rubber-stamp (containing name of hotel, owner, and location) and brought to the nearest place of postal collection. [...]

Undoubtedly travellers staying at the big hotels were used to a better postal service and were intent upon getting the most reliable and expedient handling of their mail. The hotel management accommodated this need by collecting the mail of their guests, affixing as needed the stamps of the earliest foreign post office dispatch and delivering the mail to them.

Falk says in his 2007 study:⁵

Hotels have always been postal collection points. That was the case back then and it is still the case today, as every holidaymaker knows. Especially in countries with an unreliable postal

⁴ Steichele, 1991, p. 455.

⁵ Falk, 2007, p. 106; the last paragraph refers to information in Steichele.

service, people prefer to entrust their mail to the hotel rather than to the letterboxes of the local post office. [...]

Hotels in places without foreign post offices sent the mail by hotel couriers to Jaffa, Jerusalem or Haifa. The mail was then posted at one of the post offices. The Lloyd Hotel often put their guests' mail in the letterbox of the German colony in Jerusalem, where it was then taken by the nightly stagecoach. The hotels accepted both stamped and unstamped mail.

Almost all hotels stamped the mail with a hotel cachet. The hotel cachets have a status that could be placed between the processing notes of forwarding agents and those of postal agencies. There are characteristics of both.

Thus according to both Steichele and Falk the Lloyd Hotel in Jerusalem e.g. took mail to the Ottoman and German post offices.

Shuq ul-Tudshar Branch Post Office

In Jerusalem one case is known of an official Ottoman branch post office that was established in a hotel, of course for the convenience of the guests (who else?), but more likely, we think, for reasons of competing with the numerous foreign post offices. In about 1910, a postal agency was opened in the Grand New Hotel (owned by the Morcos Bros.) known as 'Shuq ul-Tudshar',⁶ listed in the *Guide Postal* of 1909 and 1914.⁷

The connection between this officially listed branch office, its location and its postmark was finally solved in 2001. In 1991 Steichele & Collins wrote that the location of the 'Merchants Market' was not known.⁸ Birken later suggests that the location was possibly outside the walls in the Templars Colony near the Jerusalem railway station, about 1 kilometre south of the Jaffa Gate.⁹ In 2000 Collins¹⁰ stated that a postmark of Shuq ul-Tudshar was not known. That year, at an American auction, a picture postcard was sold bearing a clear oval postmark "غراند نو اوئل / Jerusalem / Suc. Poste Grand New Hotel" and independently both Collins¹¹ and Muentz¹² reported the finding. On grounds of the affixed stamp the card is dated 1909 or later. In 2002 Muentz shows a postcard "courtesy of I. Karpovsky" (see *fig. 3*).

Birken also showed a complete example of the postmark on a block-of-four of the 2 para stamps (MiNr. 180C of 1911, *fig. 4*). The postmark resembles the well known oval hotel cachets in purple, black or violet but should not be confused with them, the latter not having any official character.

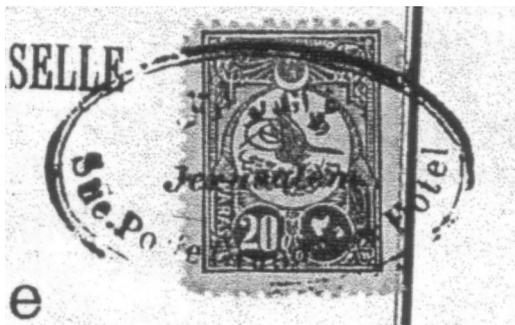


Fig. 3: Detail from Muentz, 2002, p. 139.



Fig. 4: Illustrated in Birken, 2019, p. 58.

6 بسوق التجار, Souk-ul-Tudjdjar, Kudüs'te Suk ül-Tüccar, Merchants Market.

7 *Guide Postal*, 1909, p. 41, and *Guide Postal*, 1914, p. 268.

8 Steichele, 1991, p. 148.

9 Birken, 2019, map on p. 59.

10 Collins & Steichele, 2000, p. 139.

11 Collins, 2001.

12 Muentz, 2001 and 2002.

The Ottoman General Post Office in the Grand New Hotel 1891–1896

Steichele¹³ and Glassman agree that the Ottoman Post Office was situated in the premises of the Grand New Hotel between 1891 and 1896. Glassman writes:¹⁴

Realising that the bulk of the letters sent were sent through the post offices situate at or near the Jaffa Gate, a new office was opened in the relatively new New Market Building built in 1884, near the Jaffa Gate, in which the Grand Hotel occupied the upper floors.

The ground floor of the hotel housed several shops over the years, incl. Vester's American Colony Store, and Boulos Meo's souvenir shop, as can be seen here (fig. 5):¹⁵



13 Steichele, 1991, p. 148: "It is generally accepted that in February 1891 the Turkish post office moved from near the Damascus Gate to the Grand New Hotel (owners A. & J. Morcos) near the Jaffa Gate, and was operating in that location until 1896."

14 Glassman, 2001, p. 263.

15 Detail from a photograph in the Matson Collection of the Library of Congress, dated 1900–1907.

The maps beneath show the location of the Grand New Hotel inside the old walls near the Jaffa Gate (Bab al-Khalil):



Fig. 6: Map from Baedeker 1912.¹⁶

The Grand New Hotel is shown as “c” just north of the Citadel in an area called “New Bazaar”

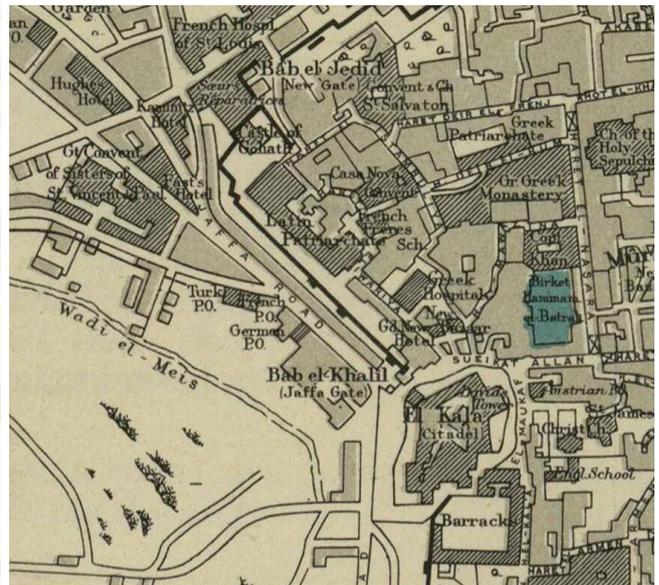


Fig. 7: Detail from a British military map of 1917.¹⁷

The Jericho Post Office

Jericho also had an oval Ottoman post mark of a branch office in 1900 (resembling the hotel cachets, see fig. 8). Collins & Steichele suggest that this was a branch office of the Jerusalem Post Office, preceding the establishment of a regular post office in Jericho on 20th October 1900.¹⁸ The first Ottoman date-stamp is reported for 1901.

There is no indication in literature that this branch office was established inside a hotel, although the possibility remains. In this context Collins & Steichele state for 1898 that “*Private letter post to Jerusalem run by the hotel group.*” Similarly, Falk mentions that “*Mail continued to be sent [to and from Jerusalem][...] – from Jericho by hotel couriers[...].*”¹⁹ and he lists the following hotels for Jericho, showing some of their cachets:²⁰

- Jordan Hotel Jericho (Th. G. Petrides)
- Hotel du Parc
- Hotel Belle Vue (A. Abd-el Merseih)
- Gilgal Hotel (J. Schemaly or Pehamely)



Eriha posta şubesi
C/W II 152 25P (1900)



Collins:
(1900) black, violet

Fig. 8: Birken lists an oval postmark for Jericho registered by Coles & Walker (top) and a strike taken from Collins (bottom).²¹

16 Baedeker, 1912, pp. 19–20.

17 Survey of Egypt, 1917.

18 Collins & Steichele, 2000, p 111.

19 Falk, 2007, p. 56: “*Post wurde weiterhin [aus und von Jerusalem] expediert [...] – aus Jericho über die Hotelkuriere.*”

20 Falk, 2007, p. 108 and pp. 350–352.

21 Birken, 2019, vol. Suriya, p. 67.

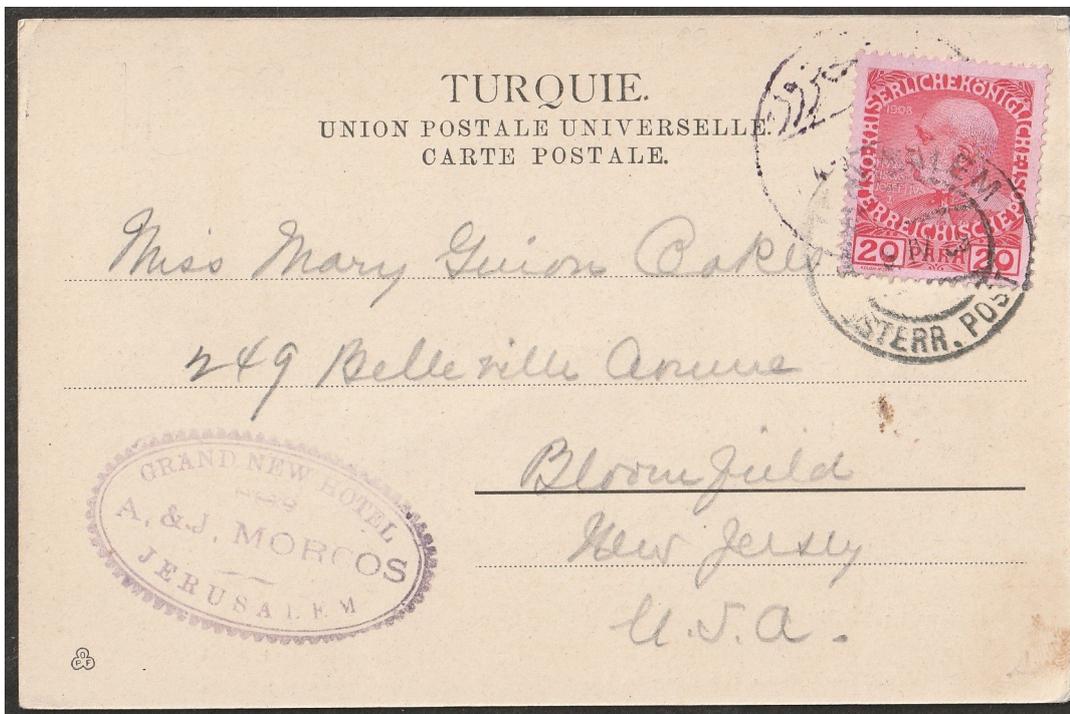
The 1909 Bloomfield Card: An Alternative Analysis

Folkert has revised our analysis of the following card first shown in MEPB 9 (as fig. 7). The manuscript text written on the card says:

Good Samaritan – April 4th (?) Stopping here for luncheon letters received – will write – En route from Jericho [to?] Jerusalem!

At the moment of writing the sender was clearly not in Jerusalem. The picture postcard was bought at the Khan al-Hathrur (the picture side of postcard shows the other inn, Khan al-Ahmar), with postmark (c.t.o.), and carried by the sender to his hotel in Jericho. The card was taken to the Morcos Brothers' Grand New Hotel in Jerusalem by the courier of the Jericho hotel (Jericho had no foreign post office). 'Morcos', as a service to his clients, affixed a postage stamp and took the card to the Austrian post office (postmark date: 8th April 1909).

This explanation is a possible, perhaps not even the most probable, scenario. Perhaps the card was bought, already cancelled, in Jericho. Or somewhere else...? For the time being we leave it to the reader to find out other possibilities.



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Proofs of Turkey's 1916 Leander's Tower Postcards?

by Jens Warnecke

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In August 2020 proofs of the 1916 Leander's Tower postal cards in changed colours were offered and sold on eBay. However, the American seller only raised about 40 €. The 10 para card (Birken 99)¹ sports the colour yellow-green instead of green, the 20 para card (Birken 100 I)² is printed in carmine-pink instead of red.

Both feature a manuscript pencil note in German script: "*Probedruck!*" (proof) and "*Probedruck : nicht angenommen! / selten!*" (proof not accepted! rare!). Despite these notes, the cards were subsequently printed with this motif by the Vienna State Printing Office (Staatsdruckerei Wien).



Figs. 1-4: The imprinted stamps from the proofs (left) and in comparison from the issued post cards (right).

Looking at the imprinted stamp on the 10 para card, one immediately notices the wrong positioning of the numerals: “·\” instead of “\·” – the digits are inverted as in a mirror. The numerals are also slightly smaller. In the imprinted stamp on both proofs the clouds, the waves in the water and the windows are only hinted at and were (like the star) later emphasised more strongly. The 10 para value shows areas on both sides of the tower in colour.

Birken catalogues the two postcards as follows:³

From 1916 the Staatsdruckerei Wien printed the stamps for the Ottoman Imperial Post Office. In 1917 the last postal stationery of the Ottoman Empire were issued: the imprinted stamps show the motif of Leander's Tower on the Bosphorus Island.

1916. Postcards in size 140×90 mm on the same cardboard with watermark as the 1914 issue. Inscription only in Turkish. First line (osmanli postalari) in negative kufic script. Imprinted stamp in coloured embossed printing. Since Passer the catalogues show 1917 as year of issue. This is wrong; a card cancelled on 18th October 1916 is attested by the author.

No. 99 10 Para green

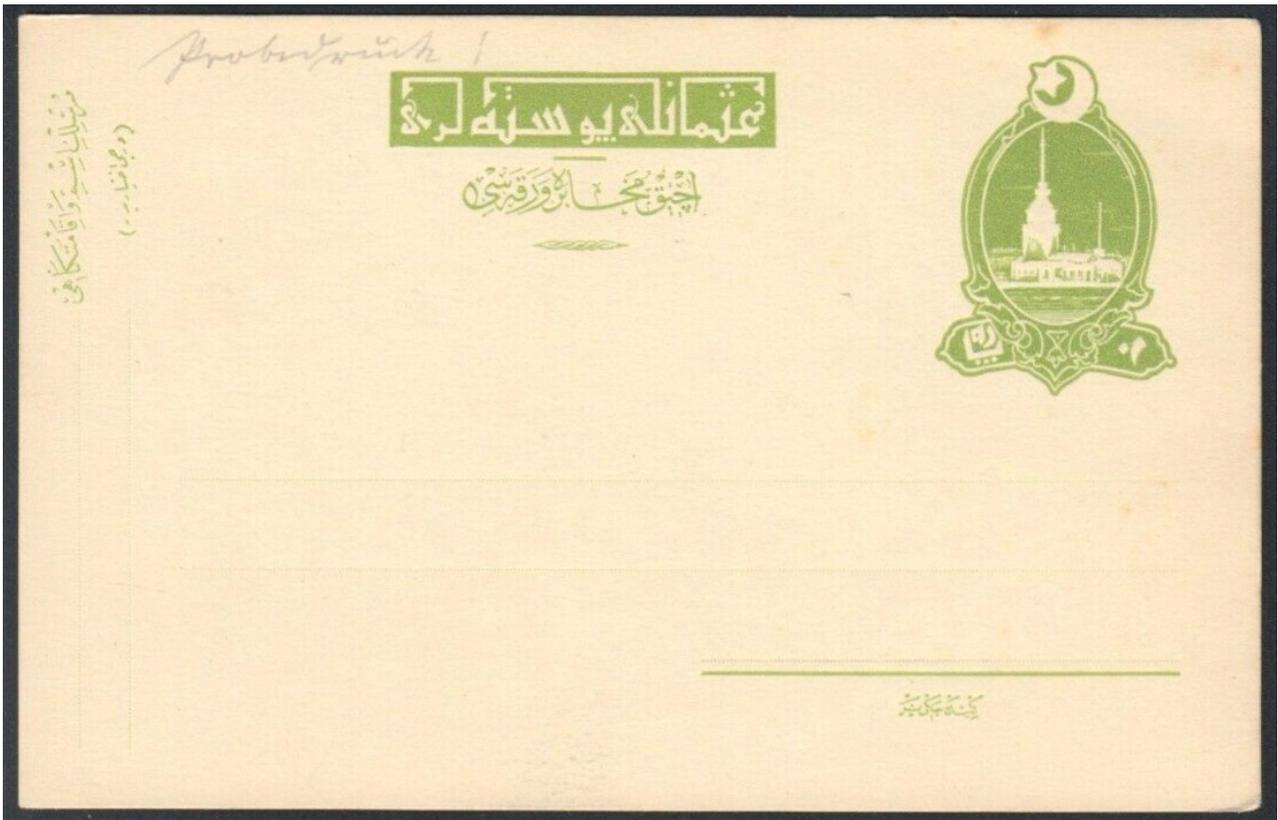
No. 100 20 Para red (I)

A print sometimes referred to as a later edition (II) of no. 100 was printed on cheaper, fibrous cardboard with the stamp imprinted by ordinary letterpress (not embossed). Here the Turkish note under the address line (gideceği yer) is missing; a printer's mark "T 9" is shown in the lower right-hand corner. Presumably it is only a proof.

1 Michel P46, Passer 44, Ascher 39, H&G 39, Pulhan 39, İSFİLA A177.

2 Michel P47, Passer 45, Ascher 40a, H&G 40, Pulhan 40, İSFİLA A178.

3 Cf. pp. 70–71 in: Birken, Andreas: *Die Ganzsachen*. Hamburg: AROS, 1995 (Handbuch der türkischen Philatelie : I: Osmanisches Reich ; 4).



Figs. 5–6: The two proofs of postal cards Birken 99 and 100.
Source: eBay.



Figs. 7-8: For comparison two used copies of the series as issued in 1916. Source: eBay.



Fig. 9: Birken 100 II with changed inscription. Believed to be another proof.
Image courtesy of Otto Graf.



Figs. 10–13: Leander’s Tower (Kız Kulesi, Tower of Leandros, Maiden’s Tower) on an 1898 picture post card, a 1914 stamp (MiNr. 231), a 1996 coin, and a 1965 stamp (MiNr. 1959). Sources: eBay and Delcampe.

The Austro-Hungarian Medical Corps in Turkey

by Horst Taitl¹

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At the beginning of 1916, the only medical institution that existed in Turkey was the Austro-Hungarian Hospital in Constantinople. A further hospital of the Hungarian Red Cross opened on 1st April 1916. In March 1916 medical officer Dr. Feistmantel was assigned to head the medical facilities for the Imperial and Royal (I.&R.) troops in Turkey.

A bath with a delousing facility as well as an infirmary (Bad mit Entlausungsstation und Marodenhäuser) was built in Pera, Constantinople. The medical facilities for Syria (Sanitätsanstalten für Syrien) were applied for and confirmed by Vienna. In the Ratisbonne monastery (St. Pierre, Monastère Ratisbonne) near Jerusalem, a reserve hospital (Reservespital) was opened in August 1916 with 10 salaried officers (Gagisten)² and 110 rank and file staff.

A small medical formation (kleine Sanitätsformation) was stationed at Bir Seba (Beersheba). A walk-in clinic (Ambulanz) was established in Damascus, an infirmary (Marodenhäuser) in Aleppo, a reserve hospital in Diyarbakır (Diarbékir) and a sickroom (Krankenzimmer) in Mossul. In the course of 1916, a salubrity³ platoon (Salubritätskolonne) with an attached bacteriological laboratory was set up in Adana.



Fig. 1: Cachets "K.u.k. Sanitätsanstalten für Syrien" and "Reservespital in Jerusalem" on a post card sent by German field post "A.O.K. 4" on 6.10.1916; transported to Vienna by diplomatic bag from Constantinople. Mute mark "W.1" and censorship mark "Überprüft / Wien 1".

- 1 Reprinted with kind permission of Arge Feldpost Österreich-Ungarn. Translated by Tobias Zywiets.
- 2 Longer-serving and professional soldiers (officers and senior non-commissioned officers).
- 3 General healthiness, incl. hygiene and sanitation.

There were issues occurring in the Jerusalem area due to the appearance of malaria, dysentery and typhoid fever in autumn and winter of 1916, and a cholera epidemic broke out near Bir Seba in the same autumn. Another reserve hospital with 100 beds was built in Constantinople in autumn 1917.

The XVth Imperial Ottoman Corps returning from Galicia comprised field hospitals nos. 202 and 309, which were established in Tulkarm (Tul Karim) and Anabta (Anepta, near Aleppo). A mountain medical platoon was also deployed to Turkey.

Field Hospital No. 309

Field Hospital no. 309 was attached to the Imperial Ottoman 19th Infantry Division within the XVth Turkish Corps in Galicia. The division's 35 complete platoons were transferred to Belgrade from 1st June to 17th July 1917 and moved from there to Constantinople.

The diary of the Field Hospital No. 309 shows that it arrived in Constantinople on 18th July 1917, transferred by ship to Haider-Pascha (Haydarpaşa) on 8th August where it was transported by rail in the direction of Bozanti. The Taurus Mountains were crossed by foot in four days. On 20th August 1917 the journey continued by rail from Tarsus to Mamure, followed by an eight-day foot march over the Amanus Mountains to the village Katma (Qatma) where it arrived on 30th August. The following day the hospital was established in Azaz (A'zāz) near Aleppo and medical services commenced in two mosques.

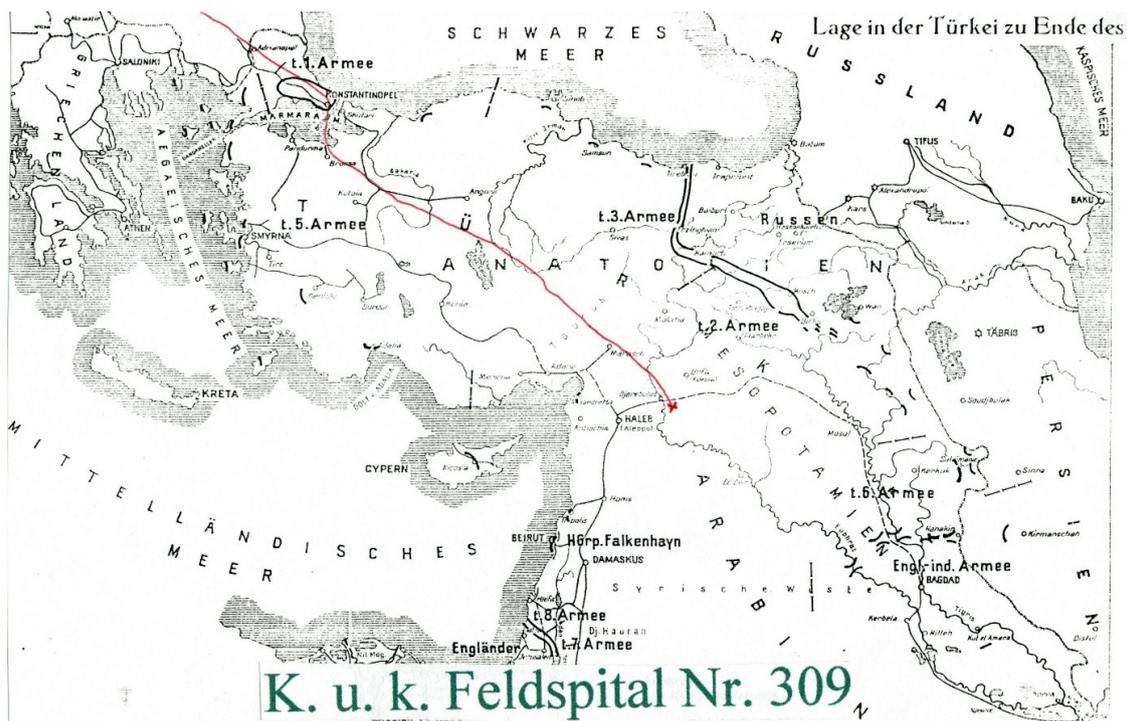


Fig. 2: Movement of I.&R. Field Hospital No. 309.

The hospital diary reports for September 1917 that 387 sick were admitted, 332 of them Ottoman subjects of Imperial Ottoman 19th Infantry Division and 55 Austro-Hungarian troops. Average occupancy was 151, highest number: 231. 30 died in September, 17 of them from dysentery. Most common diseases were gastroenteritis (125), malaria (81), and conjunctivitis (61). The sick are separated according to infectious diseases, diseases of the eye, internal medicine, and minor surgery.

At this point I have to recommend specialist literature, such as the postmark handbook of Imperial & Royal troops in Turkey by Eva Zehenter.

Minor Illness Ward in the Reserve Hospital Constantinople

In autumn 1917 a reserve hospital with 100 beds was opened in Constantinople under the command of regimental physician Dr. Silatschek. Attached to it was a minor illness ward in the former infirmary in Pera (Constantinople).

Austro-Hungarian Hospital Constantinople

This hospital was established at the beginning of 1916 and extended on 1st April 1916 with another hospital run by the Hungarian Red Cross Mission.

K.u.k. Sanitary Facilities for Syria

For the I.&R. Gebirgshaubitzdivision “von Marno” (mountain Howitzer division) which was deployed on the Syrian front, the establishment of a separate medical institution for Syria was requested and confirmed by Vienna.



Fig. 3: “K.u.K. FELDSPITAL Nr. 309” on picture postcard, Constantinople, FPA 205, 2.08.1917 (assigned to the XVth Ottoman Corps), sender states his new address as FPA 451.

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Further Reading

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Fig. 4: "K.u.K. FELDSPITAL No. 309" on a Damascus picture postcard sent from FPA 452 b, Aleppo, 26.01.1918.

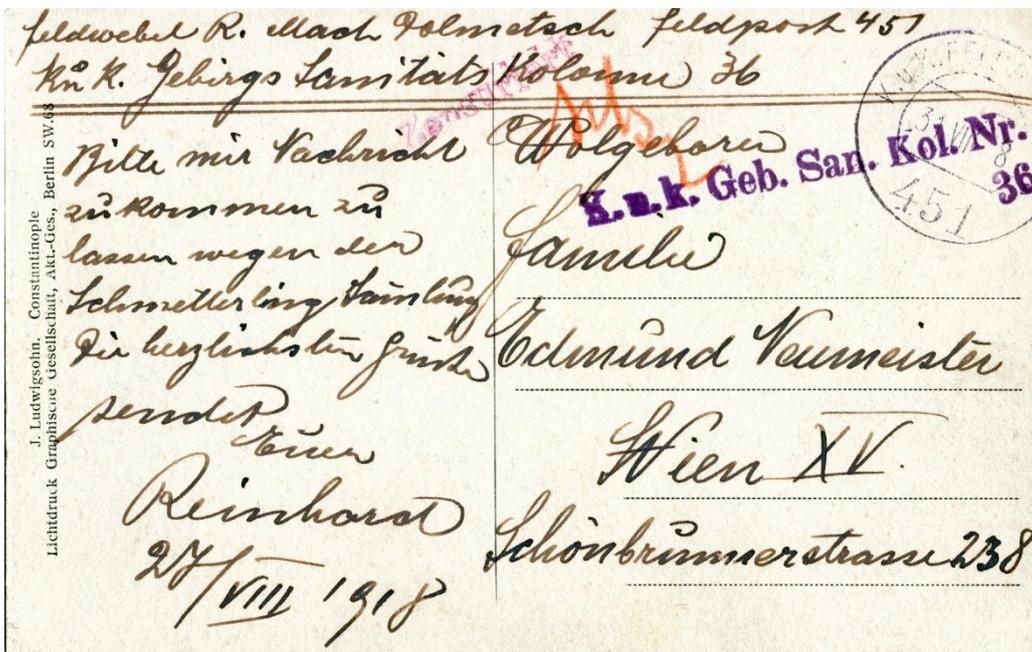


Fig. 5: Constantinople picture postcard from "K.u.k. Geb. San. Col. Nr. / 36", FPA 451, 31.08.1918. Sergeant Reinhard Mach states that he is assigned as an interpreter to medical platoon.



Fig. 6: "Leichtkranken Abtg. des K.u.K. Oesterr.-Ungar. / Reservespitals in Konstantinopel" with FPA 451, 22.04.1918.

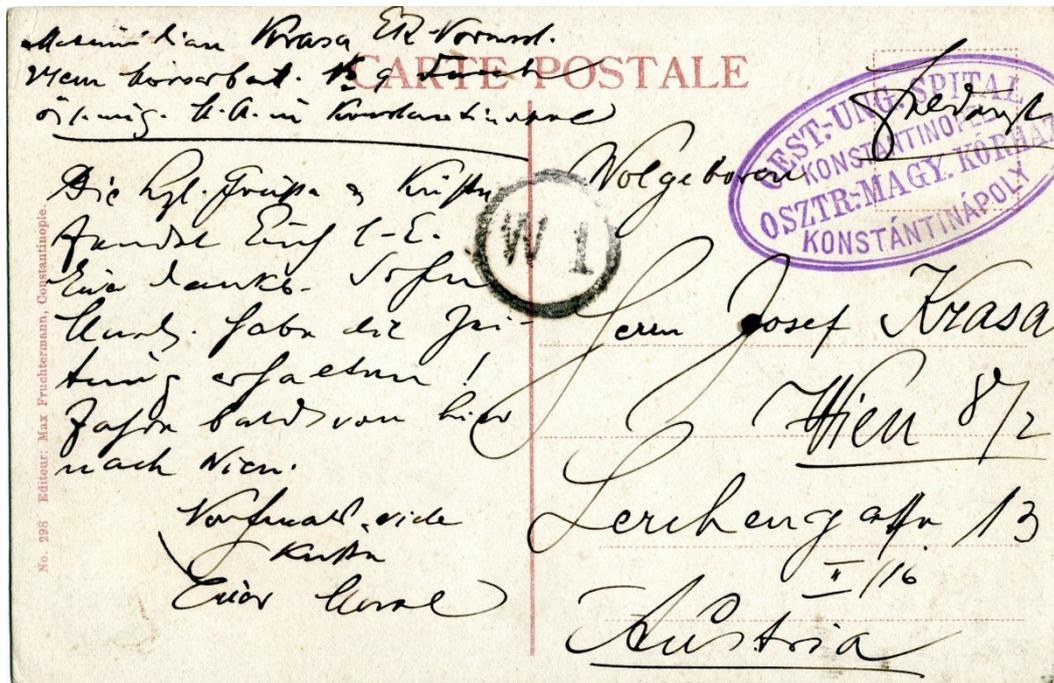


Fig. 7: "OEST.-UNG. SPITAL / KONSTANTINOPOL / OSZTR.-MAGY. KÓRHÁZ / KONSTÁNTINÁPOLY" (bilingual German/Hungarian).

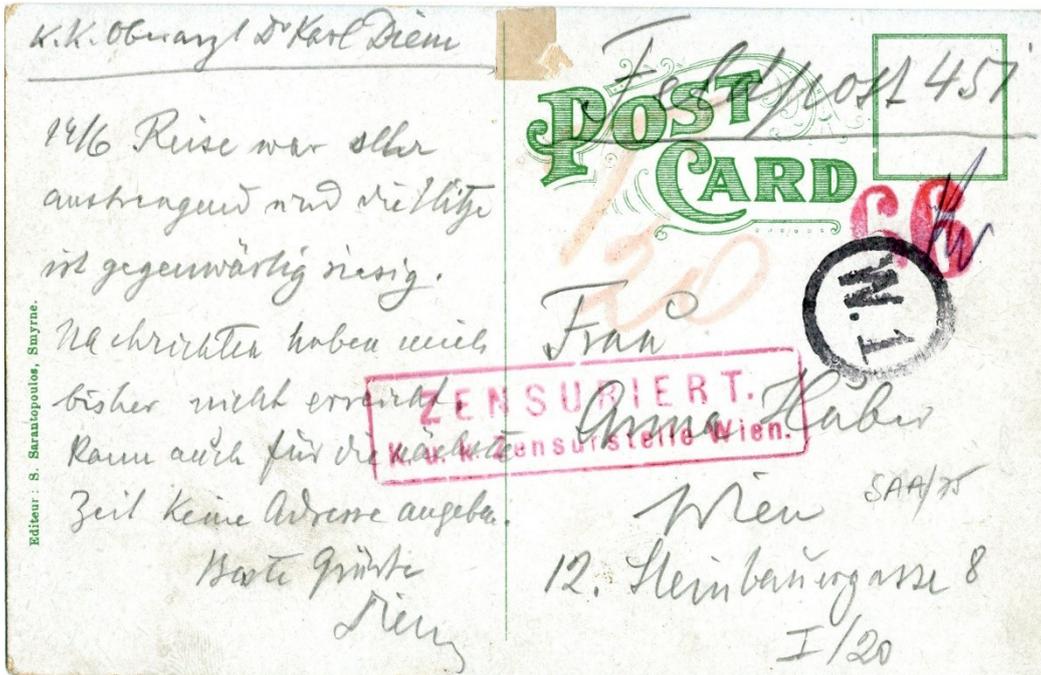


Fig. 8 and 8a: Picture postcard of a camel caravan near Smyrna (Izmir).

The senior physician Dr. Karl Diem writes about his journey in the Middle East; he was likely on his way to the reserve hospital in Constantinople and mentions field post office 451 as address.

The picture postcard was sent by diplomatic bag from Constantinople to Vienna. All such cards have the mute marking "W. 1" and a civil mail censorship mark for Vienna.



Fig. 9: "K.u.k. Oest. Ung. Garnisonschwarz / in Konstantinopel" with PA 451, 15.09.1917.



Fig. 10: "K.u.k. RESERVESPIITAL / FELDPPOST 451" with FPA 451, 18.06.1918.

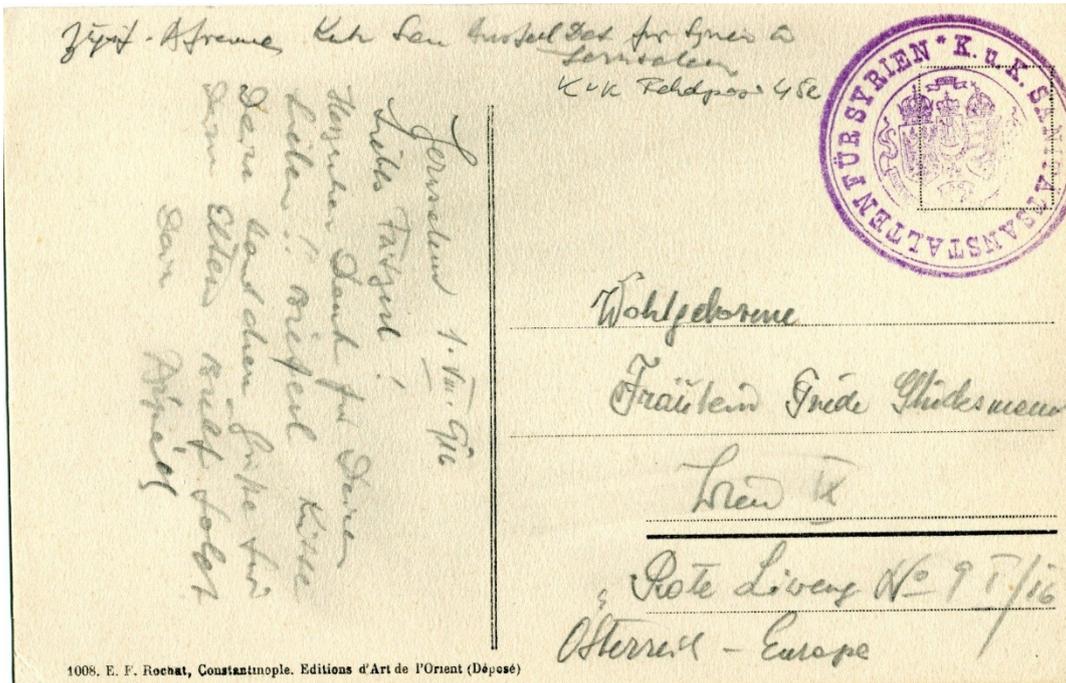


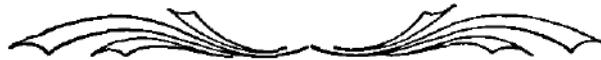
Fig. 11: Picture postcard with “K.u.K. SANITÄTSANSTALTEN FÜR SYRIEN”, 1.07.1916, sender writes address as Constantinople, FP 452 (= Syria).



Fig. 12: “K.u.k. Sanitätsanstalten für Syrien”, manuscript FPA 452, sent by German field post: “FELDPOST / MIL. MISS. / JERUSALEM” 23.07.1917.



Fig. 13: Picture postcard "K.u.K. SANITÄTSANSTALTEN FÜR SYRIEN", 3.07.1916, carried by the military attaché at Constantinople in a diplomatic bag.



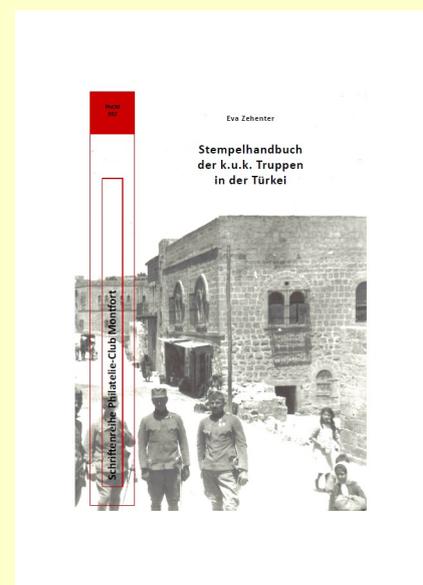
Eva Zehenter: Stempelhandbuch der k.u.k. Truppen in der Türkei

Published in 2013, Mrs. Zehenter's handbook of postmarks and cachets for Austro-Hungarian military formations in Turkey during WWI can certainly be described as the most important publication in this field for years. For the history of military formations, their personnel and movements one has to consult Jung's 1992 book, but for postal matters it's Zehenter's work.

She deals with the regulation of the field posts, the Embassy and the military attaché, and the hierarchy of troop formations as well as the connections with the Turkish civilian and field post and the German field post. Each formation, detachment, division, battalion, is briefly described, and its cachets are catalogued in all details.

In her introduction the author writes:

"In the end, it was medical formations that established the positive reputation of Austria-Hungary, some of which still has a lasting effect today. Initially stationed in Jerusalem, Constantinople and Diarbékir for Mesopotamia, they were established, but two mobile field hospitals were added during the fast-moving fighting in Palestine in 1918. Their main activity was not only the provision of military emergency care; they also went far beyond the normal scope of their work, tirelessly helping to combat regional epidemics and also caring for the civilian population."



Photographs of Austrian Troops in Palestine 1916/17

found by Tobias Zywietz

In the Matson Collection of the Library of Congress one can find an album, assembled during WWI as a gift to photographer John D. Whiting, containing over 200 photographs illustrating military actions and scenes on the side of the Central Powers.¹ These also include some Austrian topics:



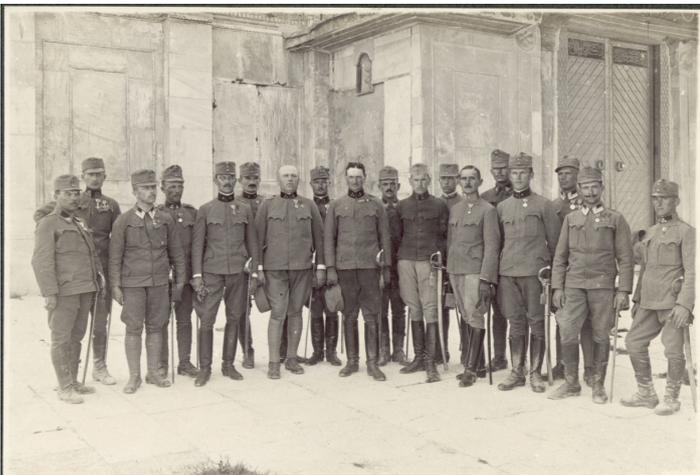
Austrian Military Hospital, Ratisbon.

Fig. 1: Austrian military hospital, Ratisbon.



Austrian Troops leaving Jerusalem.

Fig. 2: Austrian troops leaving Jerusalem.



Austrian Artillery Officers at the Mosque of Omar.

Fig. 3: Austrian artillery officers at the Mosque of Omar.



*Ger. Consul. Gen. Falk'n Jamal P. I. Abd el Karim Bey.
Austri. Consul. Abd el Karim P. Fuad Bey (Chief of Staff to Jamal P.)*

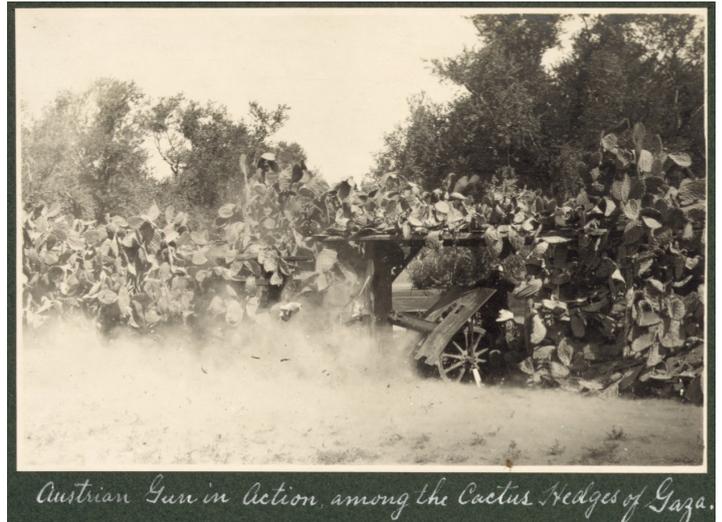
Fig. 4: German Consul / General v. Falkenhayn / Jamal Pasha / Abd el-Karim Bey // Austrian Consul / Abd el-Karim Pasha / Fuad Bey (Chief of Staff of Jamal Pasha)

¹ Source: American Colony Photo Department: *World War I in Palestine and the Sinai*; [photo album]. Jerusalem, [1917?]. 69 p. with 243 photographs. In: John D. Whiting Collection. Library of Congress Prints and Photographs Division. LC-DIG-ppmsca-13709. Online: <https://lccn.loc.gov/2007675298>. Licence: No copyright restrictions.



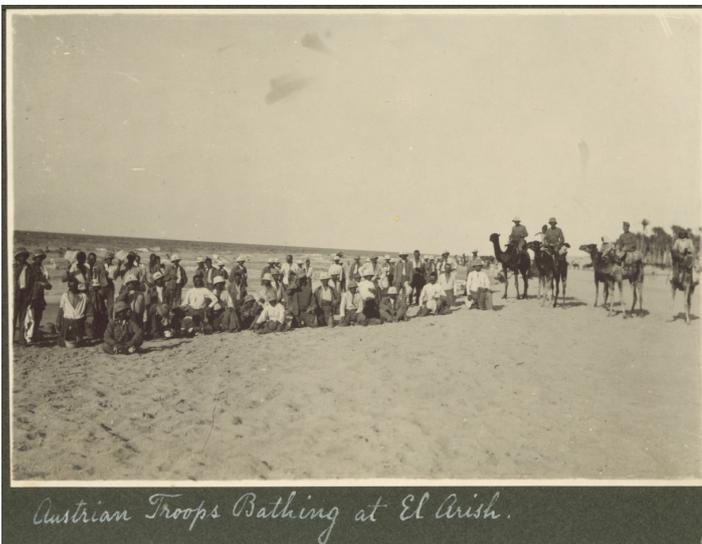
Catholic Service in Austrian Military Hospital, Ratisbon.

Fig. 5: Catholic service in Austrian military hospital Ratisbon.



Austrian Gun in Action, among the Cactus Hedges of Gaza.

Fig. 6: Austrian gun in action among the cactus hedges of Gaza.



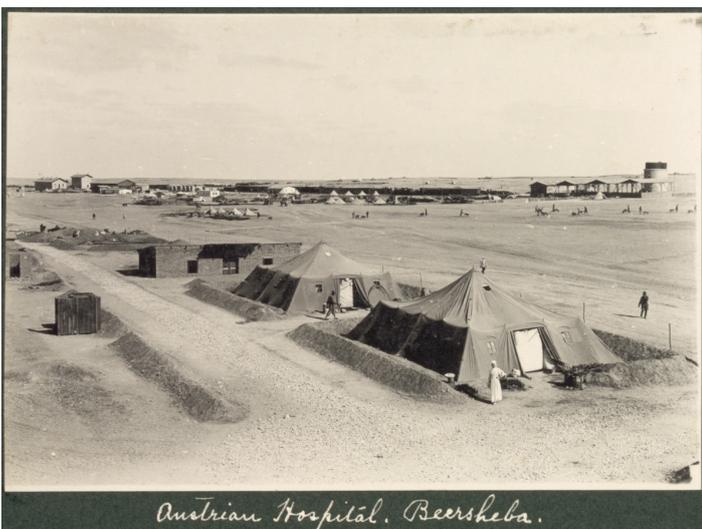
Austrian Troops Bathing at El Arish.

Fig. 7: Austrian troops bathing at El Arish.



Dressing Station near Beersheba.

Fig. 8: Dressing station near Beersheba.



Austrian Hospital, Beersheba.

Fig. 9: Austrian hospital Beersheba.



Kankalah stretchers.

Fig. 10: Kankalah stretchers.

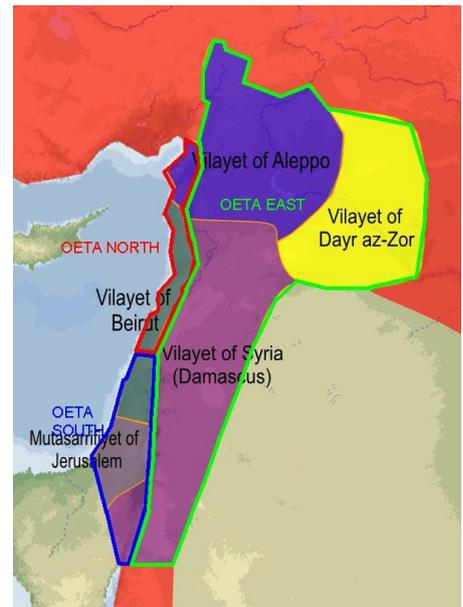
Forgeries of 1918/19 O.E.T.A. Revenues (E.E.F. Overprints)

by Richard B. Rose¹

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Overprints are a forger's playground, and making a copy of three capital letters is probably as easy as it gets.

As British and French forces, along with Arab tribal allies, pushed out the Turkish Army from the Middle East, the conquerors established civil administrations and set about ensuring law and order and collecting taxes. The British had prepared a series of occupation postage stamps for the Levant, the famous E.E.F. (Egyptian Expeditionary Forces) series. For non-postal needs, the new administrations in Palestine and Syria² overprinted Turkish revenue stamps for a variety of government operations: courts, excise taxes, identity and travel documents, contracts, land transfers, and more. The most common of these overprinted Turkish stamps are the "A.D.P.O." overprints on Ottoman revenues in French occupied areas (Syria and Lebanon), and "O.P.D.A." overprints in British occupied areas. These overprints facilitated the collection of revenues which continued to be overseen by the international bank consortium, the Ottoman Public Debt Administration (O.P.D.A.).



In O.E.T.A. South the British administration overprinted Ottoman fiscal stamps with a simple "E E F" hand-stamp. These are listed in Michael Bale's "The Stamps of Palestine Mandate" as Series R1, with a listing of 19 types and values. The other early Palestine overprint is the "J.M." (Jerusalem Municipality) surcharge in five varieties (Bale Series R2). These hand-stamped overprints were done in 1918/19. Thereafter, the British used letterpress overprints on British and E.E.F. postage stamps, and then began producing simple revenue stamps on white paper by late 1919. So the "E E F" hand-stamp had a short period of use. These early overprints are scarce and fetch prices starting at US-\$ 20 apiece for used examples.

These stamps are also listed in David Dorfman's "The Stamps and Postal Stationery of Palestine Mandate". Dorfman repeats the listings in Bale, and adds an additional variety for a 1 piastre red-brown (his R11). He also lists eight "J.M." overprints, compared to Bale's five. Dorfman does not use Bale's illustrated example for an "E E F" overprint, but provides two of his own. His second illustration is of an Ottoman 20 para green 'Fixed Fee' stamp (R7), with an "E E F" overprint which is exactly the forgery I discuss in this article.

I recently purchased three "E E F" overprints from a reputable auction house. Based on Dorfman's second illustration, I was ready to add them to my collection. Each stamp was stuck on a paper fragment, which included some dates. The stamps and the dates are given below:

¹ Richard is editor of *The Levant*, the journal of the Ottoman & Near East Philatelic Society.

² Map from Wikimedia Commons, https://commons.wikimedia.org/wiki/File:OETA_Syria.png.



Fig. 1: 2 piastre green.



Fig. 2: 20 para black/pale lilac.



Fig. 3: 5 para brown.

1. 2 piastre green ‘Proportional Fee,’ inked across is the date “[Sep]tembre 1912”.
2. 20 para black/pale lilac ‘Receipt,’ tied to fragment inscribed “١٦ محرم ١٣١٤” in purple ink [= 16 muharram 1314 = 28th June 1896].
3. 5 para brown ‘Fixed Fee,’ on piece dated “5/2/1910” in violet pencil on front, and “5 ii 910” in ink on backside.

It is evident that each stamp has been cancelled with dates much earlier than the British occupation of 1917/18: 1896, 1910, and 1912, respectively. In addition, example 2 is not listed in either Bale or Dorfman; it is a ‘Receipt’ stamp from the 1891 series, while the catalogues list a 20 para black/pink ‘Receipt’ stamp from the 1905 series.

It is unlikely that any supply of the older ‘Receipt’ stamp would have existed in Palestine, 14 or more years after it was discontinued. Also, there would be no need for any documents bearing cancelled revenue stamps to be overprinted decades later by a new administration.

With this odd situation in mind, I proceeded to examine the “**EEF**” overprints. For comparison, I offer examples of the (generally accepted) genuine overprint (*figs. 4 and 5*):



Fig. 4: 1 piastre violet.



Fig. 5: 5 piastre green.

4. 1 piastre violet (Bale R1-9. Dorfman R9)
5. 5 piastre green (Bale R1-13. Dorfman R14)

Comparison of Overprints



Fig. 4a: 1 piastre violet:



Fig. 5a: 5 piastre green:



Fig. 1a: 2 piastre green.



Fig. 2a: 20 para black/pale lilac.

Note that the middle bars of “E” and “F” are very curtailed, and the lower bar of “E” is thicker.

In the forgery (figs. 1a and 2a) the middle bars are extended, and the lower bar is the same thickness as the upper bars. In addition, the violet colour is a different shade (my violet examples are too faint for comparison) and so evenly inked and with an even texture as to rule out a hand-stamp applied from an inkpad.

Finally, the measurements:

- valid: $18\frac{1}{2} \times 5\frac{1}{2}$ mm
- forgery: $19\frac{1}{2} \times 6$ mm

Dangerous forgeries of the “J.M.” overprint are also known.

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Varieties and Forgeries of the Quarter Qirsh Makka Arms Stamp of Hejaz and Transjordan

by Martin Lovegrove

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The Makkah Arms $\frac{1}{4}$ qirsh stamp of Hejaz (now Saudi Arabia) catalogued by Stanley Gibbons as SG 57, was not widely used but provides more philatelic interest than is possibly imagined. As with many of the Hejaz issues, this stamp and its overprints were forged, and these forgeries far outnumber the genuine stamps. This article sets out to describe some of the different variations of this stamp, both genuine and forged, but it should not be seen as the definitive work on the subject.

This stamp (*fig. 1*) was not one of the original values issued in the Makkah Arms series, but made its appearance in September 1924 together with the 10 qirsh, and the 3 qirsh printed in a new colour. The reason for these issues is not altogether clear.

The requirement for a $\frac{1}{4}$ qirsh value can perhaps be justified by the existence of the earlier $\frac{1}{4}$ on $\frac{1}{8}$ qirsh surcharge of 1923 (SG 47) and the later ‘illegible’ and four-line Jeddah overprints, but copies of these values that have seen genuine postal use are rare, if they exist at all, although I know of one copy of the 10 qirsh on a cover that probably had philatelic influence.



Figs. 1 and 1A: $\frac{1}{4}$ qirsh, unused, and with part of a dealer cancel “9-11”.

There are however, genuine stamps with fake cancellations. One such type of cancellation is referred to as a ‘dealer cancel’, and is thought to originate from the aftermath of a disastrous fire at the premises of a stamp dealer in Cairo. The dealer concerned held good stocks of many scarce Hejaz items, but the water used to extinguish the fire damaged these. They were subsequently stuck to paper and cancelled, and although the mark applied was fake, the stamps were genuine.

An example of a dealer cancel is one marked “MEKKE 9-11-916”, a date well before the stamps were produced, however, unlike modern cancelled-to-order marks, the dealer cancels are often indistinct and show only a small part of the mark. *Fig. 1A* shows a stamp with the “9-11” part of the date showing very clearly.

¹ Reprint from *Random Notes*, the journal of the Arabian Philatelic Association International, no. 60, revised by the author, editor of said journal.

The Transjordan and Hejaz Overprints

Like the other Makkah Arms values, this stamp was also overprinted (in black for this value) in Amman for use in Transjordan and many of the illustrations in this article reflect this usage and *fig. 2* shows such an example. In the Hejaz, the stamp can be found without overprint or with a large three-line Jeddah overprint in red. Two plates were used for this red overprint that can be found upright or inverted; examples are shown in *figs. 3 and 4*.



Figs. 2 and 2A: With Transjordan overprint.



Fig. 3: Upright Hejaz overprint.



Fig. 4: Inverted Hejaz overprint.

The stamps are arranged in 6 rows of 6 stamps; the 36 stamps may have been surrounded by a marginal rule, although only traces can be seen on the sheets seen by the author and is more likely to have been the result of printing ‘furniture’, used to secure the stereotypes, receiving ink. The subject value is unique in the Makkah Arms series in that the lower three rows are inverted in relation to the top three. Detailed study shows that the plate actually comprised two 18-cliché stereotypes, and it was when the stereotypes were fixed to the printing base that one was fixed inverted in relation to the other.

The colours used for this value are consistent for genuine stamps with only minor shade variations occurring. The Transjordan printing is bright green and those for Hejaz are apple-green, the colours are taken from the Stanley Gibbons “Stamp Colour Key.”

The States of the Plate

Two main states of the plate exist, with the first state having two sub-states; I refer to these as 1a, 1b and 2. A major flaw occurred in state 1 in the form of a crack in a left marginal stamp in the third row. By convention, the sheet is orientated so that this flaw is in position 13 and this convention is followed in this document. In two sheets of this value overprinted for use in Transjordan and seen by the author, manuscript notes have been placed in the margins in a position that implies this stamp is in position 24. In practice it matters little, but it is important to state which convention is being used when referring to cliché positions. A complete sheet from Transjordan is illustrated in *fig. 31* and one from Hejaz in *fig. 32*, both at the end of this article.

It would appear that the crack was stabilised to some extent by additional fixing of the stereo by a nail to the printing base. The head of this nail occasionally received ink and appeared as a dot in the margin. It is of course possible that the cause of the crack may have been the exact reverse of this and was the result of an attempt to fix the stereo at this point; the exact sequence of events may never be known.

At some stage the condition of the attachment of the two halves to the printing base became unacceptable. Substantial re-fixing was done which appears to have required at least one of the halves to be removed. This assumption has been made in the light of the larger gap between rows 3 and 4 in state 2. Evidence of re-fixing can be seen by the large number of punch marks and nail

heads in stamp margins; some nail heads were not visible in the margins at first, but appeared during the course of further use. *Fig. 6* illustrates these punch marks. These marks are frequently obscured by perforation holes and can therefore be seen more easily on imperforate blocks.

The different gap between rows 3 and 4 can be seen in *figs. 7 and 8*; in each case, one small square on the grid represents 0.5 mm. The gap for state 1 is 2.5 mm and 3.25 mm for state 2, the distance being measured between the centres of the outer frame lines. The normal separation between rows is approximately 4 mm.

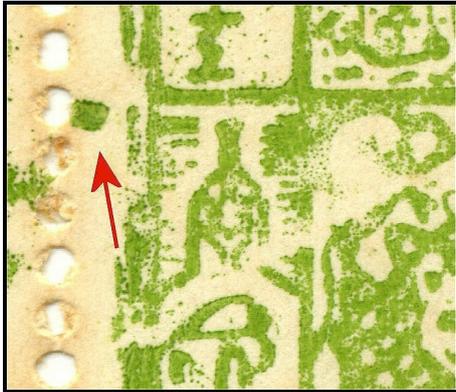


Fig. 5: Fixing nail visible.

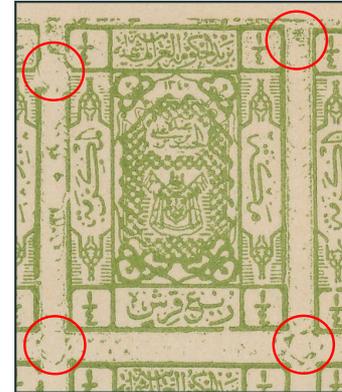


Fig. 6: Evidence of punch marks.

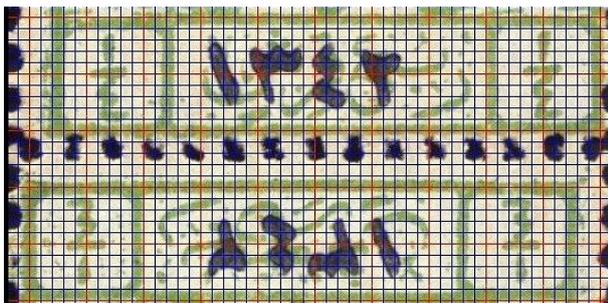


Fig. 7: State 1 with narrow gap between rows 3 and 4.

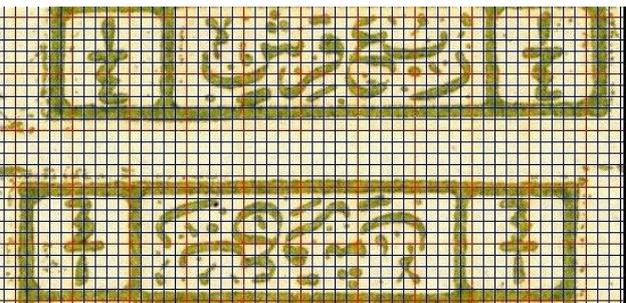


Fig. 8: State 2 with wide gap between rows 3 and 4

It is also apparent that during use, some of the fixing nails loosened to the extent that the heads picked up ink, causing the typical nail head impressions. A good example of this is provided by stamp position 24 which is, of course, inverted:

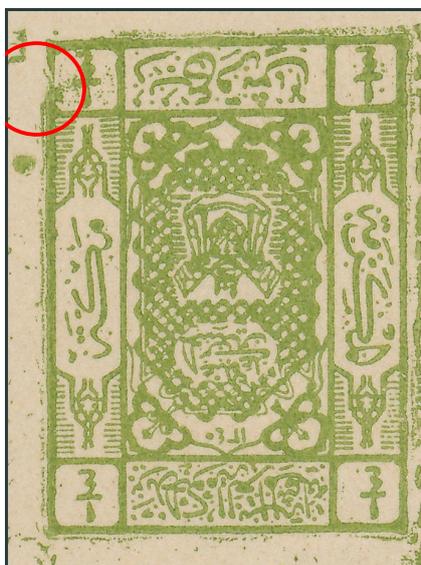


Fig. 9: Nail position identified by punch mark.



Fig. 10: Nail head visible.

When studying individual stamps it is not always easy to determine whether they were printed from state 1 or 2, although many individual stamps do carry plate-specific marks. The larger gap between rows 3 and 4 in state 2 is probably the easiest way of distinguishing between the two states when studying the *tête-bêche* pairs; punch marks are only found on state 2. Only position 13 can be used to differentiate between state 1a and 1b and examples of this position in all three states are shown in *figs. 11 to 13*.



Fig. 11: Transjordan – pos. 13 and 19 from state 1a. *Fig. 12:* Transjordan – pos. 13 and 19 from state 1b. *Fig. 13:* Hejaz – pos. 13 and 19 from state 2.

Initial investigation has shown that states 1a and 1b were used to print the stamps sent to Transjordan, and state 2 for use in Hejaz. I have reached this conclusion because I have found no genuine copies of Transjordan stamps from state 2, and similarly, no Hejaz stamps were found from state 1.

The number of genuine $\frac{1}{4}$ qirsh stamps available for this study was small. Apart from three complete sheets and a scanned image of another, I had less than forty of these stamp covering both Hejaz and Transjordan. Several *tête-bêche* pairs from both countries were available. Although this number is small, the conclusions are supported by examples illustrated in various auction catalogues covering such auctions as the Harry Hibbert and George Asch collections.

This plate usage could provide the reason for the introduction of this value and the others issued at the same time. The request for the two new values and the colour change for the 3 qirsh was made by King Abdullah of Transjordan, the son of King Hussein of Hejaz and brother to King Faisal of Syria, later Iraq, and that the copies released in the Hejaz were not the result of a postal requirement there. It is certain that this family relationship was the reason for Hejaz stamps being used in Transjordan in the first place. Also of interest is the fact that a considerable amount of documentation relating to the introduction and overprinting of Hejaz stamps in Transjordan exists, but no evidence of payment or a request for payment has been found. An example of plate 1a use is illustrated in *fig. 14*.

As with the other values in the Makkah Arms series, the stamps were line perforated by hand, a process that resulted in several perforation varieties; two are illustrated in figures 15 and 16.



Fig. 14:

Cover showing a ¼ qirsh stamp, position 13 state 1a, used in Transjordan.



Fig. 15: Horizontally imperforate, misperforated vertically, with part of the "MEKKE 9-11-916" dealer cancel.



Fig. 16: Double horizontal perforations.



Fig. 17: Imperforate on normal paper, showing part of the "MEKKE 9-11-916" dealer cancel.



Fig. 18: Imperforate proof on thick cream paper.

Stamps of this value are found genuinely imperforate, although they are greatly outnumbered by the forgeries. One type is on standard paper and in the normal colour, the other is printed on thick cream paper without gum and is probably a proof taken after the plate repairs leading to state 2.

Forgeries

A mention must now be made of the forgeries of this value, and I am limiting this to the basic stamp only; investigating the various forged overprints is a task large enough to warrant a separate study.

There are two groups of forgeries of this stamp. One is a product of more modern times and is an obvious forgery; the other was contemporary with the genuine stamp and is much more of a threat to philately. I will deal with the less harmful variety first.

These more recent forgeries, of which fig. 19 is an example, are litho-printed in sheets of 30, arranged in 5 rows of 6 stamps and all upright. Two types of paper have been used, both white but one containing an optical brightening agent. In both cases a solid background of cream has been

printed to give the impression of old paper and is quite convincing. Less convincing however, is the design which is not completely accurate, and the overprint, the second Nejd provisional hand-stamp, which was never genuinely applied to this stamp, and is in fact not a hand-stamp at all but is printed; a complete sheet is at *fig. 34*.



Fig. 19:
Litho-printed fake stamp
and overprint.

The older, more convincing, forgery has escaped detection for many years and comes in several different versions, although all may be related. The main reason for the confusion over the status of these stamps is the fact that the stamps can generally be plated against genuine sheets, and the sheet layout is the same as the genuine. It has been suggested that the plates used were the genuine plates and that the stamps were produced after the plates were no longer officially in use, and in many cases, worn; this has resulted in the term 'reprint' being frequently used for these forgeries.

However, this cannot be so in the case of the $\frac{1}{8}$ and 1 qirsh values where the forged sheets correspond to early states of the genuine. Examination of complete sheets reveals that the printing method used was probably lithography, although it can be difficult to tell from single stamps. Examples showing raised parts of the design on the gummed side as a result of relief printing have not, to my knowledge, been found. To further support the illegitimate status of these stamps is the fact that none have been found with a genuine Hejaz overprint. A complete sheet of this forgery is shown in *fig. 33*.

As with the genuine stamps, these forgeries were line perforated in the correct gauge, but the perforator used had one pin missing. This missing perforation can be a useful feature for identification, since such a feature is not known on genuine sheets. This missing pin (see *fig. 20*), can appear on the horizontal or vertical perforations, or both (one stamp in each sheet). Imperforate copies of the Hejaz versions abound, both with and without overprint, and it is a common sight to see these advertised as 'excellent for display' or 'exhibition item'; they are of course nothing of the sort.



Fig. 20: Missing
perforation pin.



Fig. 21: Extra 'blob' of ink.

The colours of this forgery vary considerably, and range from yellow-green to deep green. Two very distinct types of paper have been used for this forgery. One is similar to the genuine paper (*fig. 23*) used for this value, but with the design of the stamp showing through the paper (*fig. 24*), the other is a thick creamy paper with brown gum (*fig. 25*). Both types of paper are likely to have offsets of the stamp on the gummed side, but this is not in itself a sure indication of a 'reprint'. Additionally, stamps may show extra 'blobs' of ink, either on the design (*fig. 21*) or between adjacent stamps; I

have not seen any on genuine stamps, but they are frequently encountered on these ‘reprints’. Fig. 22 illustrates some of the shades encountered.



Fig. 22: Examples of shades found on ‘reprints’.



Fig. 23: Genuine, cream gum, design barely visible.



Fig. 24: ‘Reprint’, white gum, design visible, ink offset.



Fig. 25: ‘Reprint’, brown gum, ink offset.

The forgery illustrated in fig. 26 is a copy of position 7 from state 2, and I would also be very wary of any Transjordan Makkah Arms stamps showing the wider gap between *tête-bêche* pairs, having a missing perforation, or being in a shade other than the normal. I do not have the expertise to judge whether the Transjordan overprints applied to these Hejaz forgeries are genuine, but there is the potential for many of the Transjordan ‘rarities’ to be fakes. An example from an auction catalogue of a block clearly showing the missing perforation is shown in fig. 27.



Fig. 26: Inverted Transjordan overprint on fake Hejaz stamp.



Fig. 27: ‘Reprint’ with inverted Transjordan overprint.



Fig. 28: Block-of-four of the ‘reprint’.

There is one printing of a 'reprint' that deserves special attention. The quality of printing is good and the ink colour and paper used are very close to the genuine making the correct identification of this stamp is difficult if the missing perforation is not present. A block-of-four is shown in *fig. 28*. So how do we know that this block is a 'reprint' forgery? The main visible feature is the condition of the gutters between stamps. Compare those in the illustrated block with those in the complete sheet of state 2 (*fig. 32*). The genuine stamps have a considerable amount of printed marks between the stamps, whereas the 'reprints' are reasonably clear.

For further evidence, two further examples have to be studied. The first of these, in *fig. 29*, shows printing flaws that are common to 'reprints' but not found on genuine stamps. The flaws indicated are (1) large irregular blob of ink, and (2) small spot of ink surrounded by a white 'halo.' The second stamp, *fig. 30*, is remarkably similar to the genuine, moreso than the first, but has a blob of ink on the end of the Arabic 'sh', a flaw that is only present on the 'reprint' position 35.

These examples have shown that from what is believed to be a single forged plate, many differing versions of the ¼ qirsh stamp have been produced, many closely resembling the genuine stamp.



Figs. 29, 29A, and 30: 'Reprint' with flaws not found on genuine stamps.

Summary

Printing	Features
State 1a	Only position 13 can be positively allocated to this state – the stamp does not have a large crack. The two stereotypes that make up the plate are separated by a gap of approximately 2.5mm. This, and state 1b, were used to print the stamps sent to Transjordan. Stamps printed in a bright green colour.
State 1b	Identical to state 1a except that the stamp displays a large crack.
State 2	Repairs to the plate resulted in the stereotypes being fixed further apart. In this case, the gap between rows 3 and 4 is approximately 3.25mm. This state produced the stamps used in the Hejaz. This state can further be identified by a large number of punch marks, nail heads and other printed marks in the gaps between stamps. Stamps printed in an apple-green colour. The gum is a creamy colour with the design barely showing through.
'Reprint' forgery	A copy of state 2 but with extra flaws. Many colours and papers were used, some very close to the genuine. Perforation pin missing. Normally one pin missing in each vertical and horizontal row of perforations. Used for forgeries of Hejaz and Transjordan stamps.

Appeal

As was stated at the beginning of the article, this is not the definitive work on the ¼ qirsh Makkah Arms stamp. I will be grateful to receive:

- Evidence that anything stated in this article is incorrect.
- Additional information, especially about postal use and varieties.
- Information about the postal requirement for a ¼ qirsh value.
- Quantities printed.
- Colour trials and proofs.
- Anything else that is relevant!

This article has, I believe, shown that the ¼ qirsh Makkah Arms stamp was initially produced for use in Transjordan and that three states of the printing plate exist. Although there are many forgeries of this stamp, with experience they can be detected with relative ease.

There is still much to be discovered about this stamp: What was the real reason for its issue, why did the top stereo crack, and was it ever used postally in the Hejaz?

Examples of complete sheets are on the next four pages; I hope you find them of interest.

Sources and Literature

- Lovegrove, Martin C.: *Makkah arms ¼ qirsh*. In: Random Notes, no. 60, 2003, pp. 18–29.
- Hejaz-Transjordan Study Group: <http://www.mclstamps.co.uk/HTJ/htj.html>.



The Arabian Philatelic Association International

The original *Arabian Philatelic Association* (APA) was established in 1968 in Dhahran, Saudi Arabia, by a group of Aramco employees particularly interested in Saudi Arabian philately. The APA had over 300 members and subscribers worldwide during most of its existence. The journal “APA Random Notes,” the “Reference Manual of Saudi Arabian Forgeries,” auctions and new issue service contributed to the large increase in the popularity of Saudi Arabian philately in the 1970s and 1980s. However, interest declined in the 1990s and an initial attempt to start up a conventional Saudi stamp society in the USA failed in the late 1990s. It was realised that an internet-based society would have a better prospect of success and the new *Arabian Philatelic Association International* (APAI) was founded. The APAI’s publication “Random Notes” is scheduled for three issues per year.



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Fig. 31: Sheet from Transjordan (also showing a double row of perforations).



Fig. 32: Proof Sheet from the Hejaz.



Fig. 33: Forgery, copy of state 2.



Fig. 34: Forgery, incorrect sheet layout.



Turkey's Red Crescent Stamps: Regulations Governing their Usage

by Otto Graf

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In MEPB 15,¹ fellow collector Jens Warnecke presented the history of the Red Crescent of Turkey and its connections to the Red Cross. Since I am not a thematic collector myself, I never dealt with these aspects, but concentrated mainly on the use of Turkey's Red Crescent stamps on postal items. I therefore hope that an article on the use of the Red Crescent stamps will be welcome.

It is a fact that Red Crescent stamps were used on postal items. That is a very obvious statement. But for a collector, at this point, the immediate question is whether these charity stamps were used on mail voluntarily, or whether their use was compulsory. Unfortunately I still cannot answer this question in its entirety; however, I have made some progress in my research in respect of the knowledge given in catalogues; I felt it is worthwhile to record the facts that are obvious until now.

I will distinguish four phases: the first covers the period from the issue of the Red Crescent stamps, which were also used on mail, to the first regulation about their usage on mail. A characteristic feature of this phase is that no legal basis for their use on mail has been seen to date. The usage during the subsequent phases was regulated by law.

From the Introduction of Red Crescent Stamps to the First Legal Regulation of their Use on Mail

The first stamps for the Turkish Red Crescent were issued prior to World War I. This far Turkish stamp catalogues agree. Pulhan dates the introduction to 1910/11, İSFİLA to 1912. Atom Damalı follows Pulko and dates the issue of the stamps to 1910/11.

Although Atom Damalı describes extensively the laws under which donations could be collected for certain charities in the Ottoman Empire, he does not quote any law that would regulate their use on postal items at this early stage. If there ever was such a law, it is not known to anyone today. After all, this phase stretches from the issue of the Red Crescent stamps until 8th June 1926, when the first law regulating the postal usage of these stamps was passed.

This period includes the following Red Crescent stamps listed in catalogues:

- the 1910 first series depicting war scenes
- the 1915 second series depicting war scenes
- the 1923 third series: the values of the first series were overprinted with the new value of 100 para (three values, printed by Ahmed Nazmi)
- the multicoloured series of 1924 printed in Germany (four values)

It should be noted that the first three series of stamps set uniform donation rates: this was 10 para for the first two series, and 100 para for the surcharged series. The 1923 series consisted of exactly the three denominations that were later established as rates for the respective types of mail by the law of 8th June 1926. The series printed in 1924 contains an additional value to 10 kuruş, which was never relevant for postal purposes.

¹ Warnecke, Jens: *The Red Crescent aid organisations in Islamic countries*. In: MEPB, no. 15, 2020, pp. 44–50.

As no legal regulation for the use of Red Crescent stamps on mail until 8th June 1926 is known, any conclusions can only be drawn from studying existing mail items.

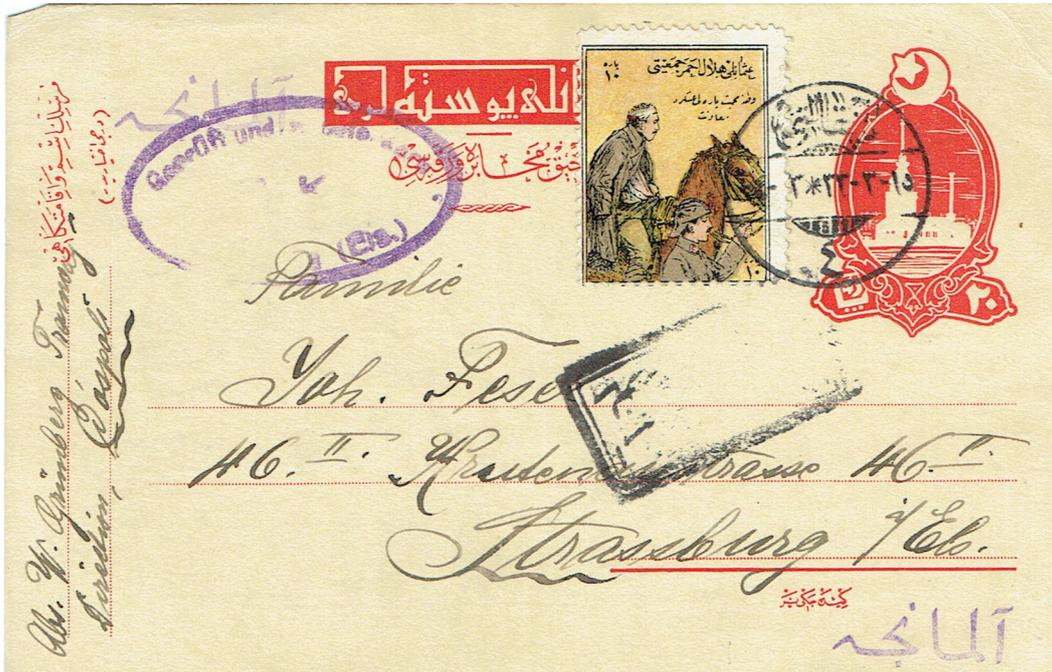


Fig. 1: Postcard from Pangalti 4 (15.03.1917) to Strasbourg, then Germany: the earliest use of a stamp in favour of the Red Crescent in my collection.



Fig. 2: Letter from Edremid (18.09.1917) to Istanbul: the latest use of a stamp in favour of the Red Crescent in my collection.

Examining the Red Crescent stamps issued before the first law on their use was passed, the following picture emerges:

- All uses of the first series of 1910 known to me so far date between 15th March 1917 and 18th September 1917. I am not aware of any mail items on which these stamps were used before or after 1917. Uniformly the rate of the surcharge on postcards and letters is 10 para.
- The second series of 1915 is not known to have been used on mail.



Fig. 3: Letter from Prinkipo (19.10.1922) to Cairo, Egypt (franking on reverse): early use on letter of a 100 para stamp in favour of the Red Crescent.

Of the third series with the 100 para surcharges I have mail items from 18th October 1922 to 12th August 1925, with the vast majority of uses dating from October to December 1922. Each item has exactly one 100 para stamp affixed, with one exception: The latest item dated 12th August 1925 has a surcharge of 200 para. As not only letters and registered letters, but also receipts and even postal orders were taxed, it can be assumed that the use of Red Crescent stamps was not voluntary.

Of the series 1923 printed by Ahmed Nazmi, I have only one piece of mail which shows the use of the Red Crescent stamps before the law was passed. A foreign letter was franked with 2½ kuruş in favour of the Red Crescent in addition to regular postage. This is a commercial letter and the Red Crescent stamp was cancelled. So one can assume that the use was mandatory.

All other uses of the 1923 Red Crescent stamps as well as all uses of the 1924 series known to me date after the adoption of the first law on the use of Red Crescent stamps on mail.

Act no. 919 of 8th June 1926

On 8th June 1926, the Turkish Parliament passed Act no. 919, which established the use of stamps in favour of the Red Crescent on all religious and state holidays. The Act fixed rates as follows:

- Letters: 1 kuruş
- Registered mail and insured letters: 2½ kuruş
- Telegrammes: 5 kuruş

It is interesting that this law does not refer to any other previous law. This indicates that there was in fact no previous law on the obligatory use of Red Crescent stamps on mail.

From this period I have only two pieces of mail, neither of which was posted on a public holiday. Why the senders used the surcharge in favour of the Red Crescent remains a speculation. A postcard sent to the United States by a member of Near East Relief on 6th October 1926 could be interpreted to have the Red Crescent stamp on it due to the social attitude of the sender. The other use, on a postal order of 5 Lira sent on 20th September 1926 from Vezir Keupru to Ortakeuy cannot be explained on the basis of the law passed. Postal money orders are not listed, nor does the day of dispatch coincide with any public holiday. The question arises, why? There is no doubt that both items are commercial usages.



Fig. 4: Postal money order for 10 Lira from Mejid-Euzu to Kars, 12.08.1925: 200 para surcharge in favour of the Red Crescent paid.



Figs. 5–5a: Letter from Arnaoud-Keui to Galata, 4.03.1923: 100 para paid in favour of the Red Crescent. This is the latest 'normal use' in my collection.



Fig. 6: Letter from Mersin via Istanbul to Amsterdam, 24.01.1924: A 2½ kuruş stamp in favour of the Red Crescent was affixed. Its use seems obligatory, as it was cancelled on this commercial cover. However, there was no public holiday end of January 1924 and I do not want to assume that it took more than three weeks for it to reach Istanbul from Mersin.

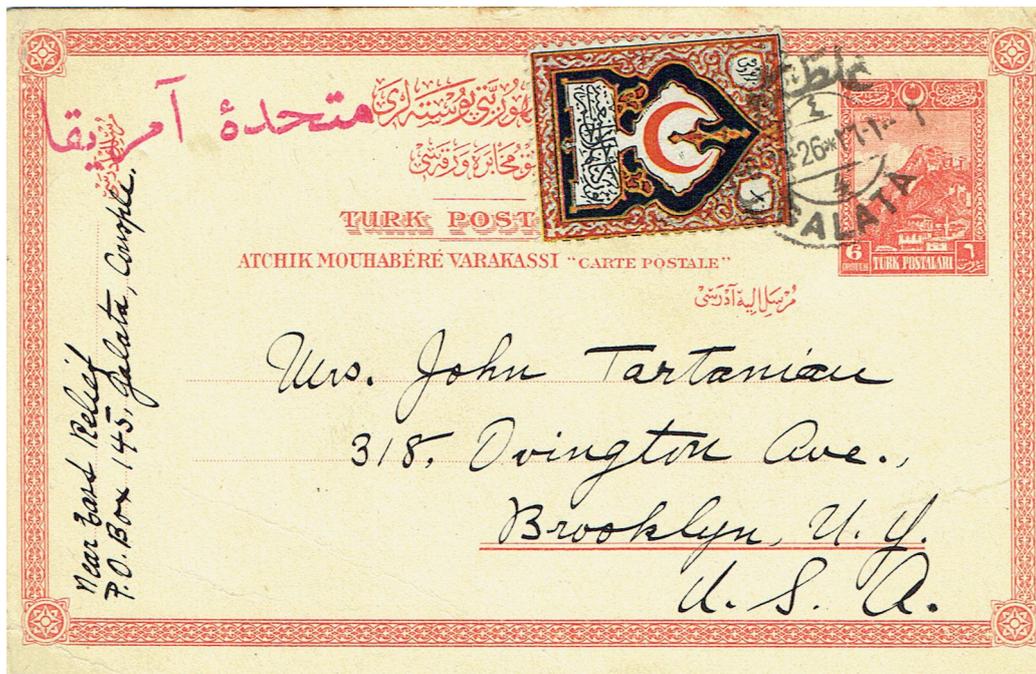


Fig. 7: Postcard from Galata to Brooklyn, New York, 6.10.1926. Although 6th October 1926 was not a public holiday, a stamp of 1 kuruş in favour of the Red Crescent was affixed.



Fig. 8: Postal money order of 5 Lira from Vezir Keprussu to Ortakeuy, 20.09.1926.

A tax stamp of 5 kuruş in favour of the Red Crescent was affixed, although 20th September 1926 was not a holiday.

It is remarkable that the postal money order form still stems from the times of the Ottoman Empire: "Devlet-i Osmaniye Postaları" was changed into "Türkiye Cumhuriyeti Postaları" by hand.

Postmark collectors may like the one-line cancel "Vezir Köprüsu," which is not listed in any postmark catalogue.

Act no. 938 of 16th December 1926

Act no. 938, adopted by the Turkish Parliament on 16th December 1926 refers to Act no. 919 of 8th June 1926 and redefines the rates for the use of Red Crescent stamps on religious and state holidays. In addition to the holiday itself, now the surcharge is on the day before as well.

- Postcards: 20 para
- Letters: 1 kuruş
- Registered mail and insured letters: 2½ kuruş
- Telegrams: 5 kuruş

It's open to speculation why, after only half a year, the law on the use of Red Crescent stamps was amended again. The most likely reason is that the intention was to raise revenue for the Red Crescent by making the use of the stamps mandatory on the eve of the holidays and by including postcards, which are sent in large quantities, especially before holidays.



Fig. 9: Postcard from Kadiköy to Sofia (Bulgaria), 22.04.1928: This is a rather rare early example where the surcharge on a postcard was paid at the correct rate of 20 para. In this case with a 1927 overprint. April 22nd is the holiday commemorating the opening of the Turkish Parliament.



Fig. 10: Letter from Istanbul to Schramberg (Germany), 2.03.1930: example displaying the correct usage of a 1 kuruş surcharge in favour of the Red Crescent during Ramadan.

It is also interesting to note that when the Act was passed in December 1926 there were no Red Crescent stamps denominated 20 para, as would have been necessary for postcards. Only in 1927 old stocks of Red Crescent stamps were overprinted to create the new value of 20 para, using stocks of the 1923 and 1924 stamp issues.

As already mentioned, the majority of Red Crescent stamps from the 1923 and 1924 issues were only used after the adoption of Act no. 938.



Fig. 11: Registered letter from Galata to Zurich, 9.06.1927.

That year, *kurban bayramı* (feast of sacrifice) fell on 9th of June, so if you sent a registered letter a 2½ kuruş surcharge in favour of the Red Crescent was obligatory.

Act no. 2391 of 25th March 1934

Act no. 2391, adopted on 25th March 1934, refers to Act no. 938 of 16th December 1926 and re-defines the surcharges on mail in favour of the Red Crescent. The compulsory surcharge continues to be levied on religious and public holidays, as well as the previous day.

- Business card letters and postcards: 20 para
- Letters: 1 kuruş
- Registered mail and insured letters: 2½ kuruş
- Telegrams: 5 kuruş

The only change compared to Act no. 938 is that now also business card letters are included in the list of mandatory surcharges.

Until the abolition of all laws concerning compulsory surcharges on Mail on 9th June 1958, no other law is known to have changed the rules for the compulsory surcharge in favour of the Red Crescent.

Unexplained Postage Rates and Uses

The three Acts governing the use of obligatory use of tax stamps in favour of the Red Crescent are all clear and affect only the most common types of mail. However, totally divergent rates can be found on covers. To a large extent, this is probably due to generosity for a good cause, e.g. when on a postcard 1 kuruş was paid instead of 20 para. If on a registered letter 3 kuruş instead of 2½ kuruş is affixed I assume that neither 20 para stamps nor 2½ kuruş stamps were at hand, and the amount was just rounded up.

But there are also other mail items, not covered by any legislation, on which Red Crescent stamps were affixed. I can document these: printed matter, samples without value, airmail and incoming insured items.



Fig. 14: Sample without value from Galata to Hamburg. The postmark date is difficult to read, as almost always with samples: I would read it as 6.06.1930. A 1 kuruş surcharge was affixed but not cancelled. Probably the surcharge was not obligatory in this instance.

Of course, it is not possible to draw any conclusions about general rules from individual pieces, but the question arises whether other laws and regulations did contain rules concerning the Red Crescent obligatory tax for types of mail not covered by the three Acts of Parliament. I would be very pleased to hear about similar items: otto@skanderbeg.net.

Further Peculiarities

Finally, I would like to present two covers which are franked with Red Crescent stamps and do not fit into any pattern (figs. 17 and 18).



Fig. 15: Airmail letter from Istanbul to Kirchdorf (Austria), 13.05.1930: 5 kuruş was charged in favour of the Red Crescent. These stamps were also cancelled. In 1930, 13th of May was two days after the Feast of Sacrifice. Were airmails subject to other regulations for the surcharge?

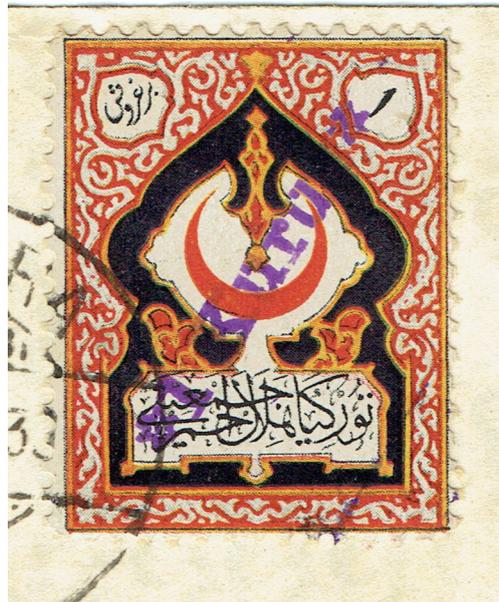


Figs. 16 and 16a: Also receipts show the use of Red Crescent stamps like this one from Istanbul Parcel Office 3 (19.09.1927): 2½ kuruş were paid for the Red Crescent. 19th September 1927 is no public holiday.





Figs. 18–18a: Cover from Galata to Reutlingen (Germany), 23.05.1930: The letter is franked with two stamps in favour of the Red Crescent, overprinted with a cachet “resmi alinmistir” (fee paid). The stamps themselves are cancelled by blue pencil. The letter is franked with 2½ kuruş, as it bears the seal of the German Embassy, one has to assume a commercial nature. A mystery.



Figs. 19–19a: Cover from Ankara to Istanbul, 24.04.1930. The surcharge on occasion of the opening of the Turkish parliament would have only applied on 23rd April. Probably the letter was cancelled on the next day. However, the stamp features a diagonal imprint “1 kuruş” which is of particular interest. The imprint is clearly underneath the cancel, so it was applied before the letter was sent. The imprint was applied very exactly. So I would assume that the overprint was rather printed than hand stamped. This surcharge is not mentioned anywhere in the literature. Who else has such a stamp?

Acts of Parliament Nos. 919, 938, and 2391

دینی و ملی باایرام کونلرنده استعمال ایدیلرک ههول
 اهر شفقت بولدری عقیده قانونه
 نوسرو : ۹۱۹
 برنجی ماده — دینی و ملی باایرام کونلرنده پوسته و تانغراف
 اجرتندن آیری اولهرق عادی مکتوبلره بر، تهملی و قیمتلی
 مکتوبلره ایکی بقی و تانغرافنامه لره بش غروشلق مالله اهر شفقت
 و خاطره پولی الصافنه داخلیه و کیلی مأذوندر . اشبو پوللره هلال
 اهر جمعیتجه احضار ایدیلر . صرف ایدیان پوللرک بدلی بر
 آی طرفنده پوسته و تانغراف اداره لرجه هلال اهر مرکز
 عمومی و زنهسته تسلیم اولورور
 ایکنجی ماده — اشبو قانون تاریخ نشرندن معتبردر .

Fig. 20: Kunun № 919. In: Resmî Cerîde, no. 407, 29.06.1926, p. 1698.

ههول اهر شفقت و خاطره بولدرینک الصافنه وار ۸ حزریراره
 ۱۹۲۶ تاریخ و ۹۱۹ نومرولو قانونک برنجی ماده سنک
 تهملیه وار قانونه

نوسرو : ۹۳۸
 برنجی ماده — ۸ حزریران ۱۹۲۶ تاریخلی و ۹۱۹
 نومرولو قانونک برنجی ماده سی آئیده کی وجهله تهملی اولنشدن:
 برنجی ماده — دین و ملت باایراملریله بولره تقدم ایدن
 عرفه کونلرنده پوسته و تانغراف اجرتندن آیری اولهرق پوسته
 و تانغراف اداره لرجه قارت پوستانلره یکریمی پارداقی ، عادی
 مکتوبلره بر، تهملی و قیمتلی مکتوبلره ایکی بقی و تانغرافنامه لره
 بش غروشلق هلال اهر شفقت و خاطره پولی الصاق اولنورور.
 اشبو پوللر هلال اهر جمعیتجه احضار ایدیلر . پوسته
 و تانغراف اداره لرجه صرف ایدیلن بوللرک بدلی بر آی
 طرفنده مذکور اداره لرجه هلال اهر مرکز عمومی و زنهسته
 تسلیم اولنورور .
 ایکنجی ماده — اشبو قانون نشری تاریخندن معتبردر.
 اوچنجی ماده — اشبو قانونک احکامی اجراییه داخلیه
 و کیلی مأموردر . ۱۶ کانون اول ۱۹۲۶

Fig. 21: Kanun № 938. In: Resmî Cerîde, no. 539, 29.12.1926, p. 2255

Hilâliahmer şefkat ve hatıra pullarının iltakına
 dair 16 kânunuevvel 1926 tarih ve 938 numaralı
 kanunun tadiline dair kanun

Kanun №: 2391

Kabul tarihi. 22/3/1934

Madde 1 — 16 kânunuevvel 1926 tarih ve 938 numaralı kanunun birinci maddesi aşağıdaki gibi tadil olunmuştur:

Din ve millet bayramları ile bunlara tekaddüm eden arife günlerinde posta ve telgraf ücretlerinden ayrı olarak posta ve telgraf idarelerinde kartvizitlere ve kartpostallara yirmi paralık, adı mektuplara bir, taahhütlü ve kıymetli mektuplara iki buçuk ve telgrafnamelere beş kuruşluk Hilâliahmer şefkat ve hatıra pulu yapıştırılır.

İşbu pullar Hilâliahmer Cemiyetince hazırlanır. Posta ve telgraf idarelerinde sarfedilen bu pulların bedeli bir ay zarfında mezkûr idarelerce Hilâliahmer merkezi umumisi veznesine teslim olunur.

Madde 2 — Bu kanun neşri tarihinden muteberdir.

Madde 3 — Bu kanunun hükümlerini icraya Nafia Vekili memurdur. 25/3/1934

Fig. 22: Kanun № 2391. In: T.C. Resmî Gazete, no. 2662, 25.03.1934, p. 3587.

Sources and Literature

- Catalogues: Pulhan, İSFİLA, Burak, and Michel.
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- Legal texts regulating the use of obligatory tax in favour of the Red Crescent (cf. figs. 20–22).

Reactions

Jens Warnecke writes:

One could see the reason to issue such stamps in the First Balkan war (1912/13). However, for the series with scenes of war dated to 1910 Graf only mentions as period of known use between 15th March to 18th September 1917.

It is interesting to note that a Red Crescent Exhibition was opened in Constantinople on 1st February 1917. Further details about the duration of the event are not yet known. However, a connection between the exhibition and the use of the stamps is quite unlikely. Cards and covers in my possession featuring the exhibition's special cancellation have all been sent without a stamp in favour of the Red Crescent.

I can also add to the period of use of the third series with 100 para overprint: a letter in my possession bears two clear strikes of a postmark from Couzlou dated 27th June 1926 (fig. 22). However, I cannot discount the possibility that this cover bears a courtesy strike. On the other hand, the use of two stamps on this cover would concur with the statement of Otto Graf regarding the year 1925. One further factor is that the issue and the time of cancellation are more than 10 years apart, so it should be safe to exclude a "new issue cancellation" in this case.



Fig. 23: Cut-out with two Red Crescent stamps, cancelled in Couzlou, 27.06.1926.

Otto Graf responds:

Once I have a better understanding of the use of the Hilal-i Ahmer or Red Crescent stamps before the Republican era, I can follow-up my article. The problem I encountered is that practically all Turkish authors who have studied these stamps cannot read Ottoman script. The fact is that these stamps were used on mail before legal regulations are known, not only on philatelic mail, but also on commercial mail. There must therefore have been some rule about their use, however at this moment in time we just do not know about them.

Ay Yıldız: Of Stumbling, Tumbling, and Leaning Numerals

by Willy Pijnenburg¹

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These observations follow on from an article by Otto Graf,² especially as he writes “*As Mayo has by far the most detailed listing of the Ay Yıldız stamps [...] This judgement can still hold, even after my remarks, but Mayo’s list could be extended a little bit.*”

Mayo lists as number 243Y the one piastre stamp (Dette Publique print) with the so-called “stumbling 1.” However detailed Mayo’s list may be, there is still a lot to add: e.g. same “stumbling 1,” but this time with the İkdam issue (Mayo 232).

With number 245Y of the Dette Publique issue, Mayo lists the two piastre stamp with a “tumbling two.” It is not clear why the “1” at 243Y is called “stumbling” and the “2” at 245Y is called “tumbling” as both have the same appearance: a numeral leaning slightly to the left.

As with the “1” it is of course not a matter of an either/or, but of a more/less: the “1” shows itself more or less leaning, sometimes in a position inbetween exactly upright and leaning.

With the “2” however, there is a third variant in addition to the upright and the tumbling one, namely the back-leaning “2”:



Fig. 1:

The “stumbling one”
on Mayo 243Y
(Dette Publique print).



Fig. 2:

The “stumbling one”
at Mayo 232
(İkdam print).



Figs. 3 and 4: Mayo 245 with normal (upright) “2”
and with the “2” leaning backwards.

Surely just details, trifles, but one might find more of these: *quaerite et invenietis*.

¹ First published in *Türkei-Spiegel*. Translated by Tobias Zywiets.

² See MEPB 9.

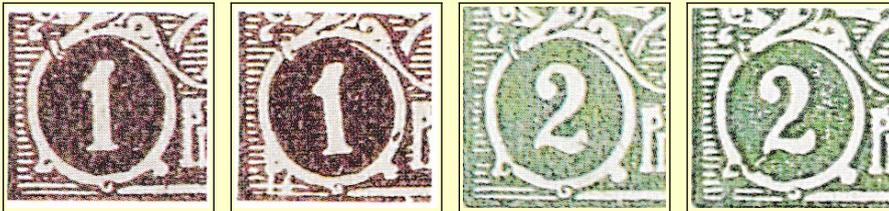
Otto Graf's Response

According to my findings so far, there are different inclinations of the Arabic and the Western "1". Using my collection I have tried to show this on stripes of the one piastre stamp. I suspect that there is a pattern on the sheet. Only then one could decide which is rarer: upright, inclined to the left, or inclined to the right. But I have not yet seen a sheet or a larger block, let alone in my collection. There is still a lot to explore, if you can find multiple-stamp units. In this respect I am very grateful for Willy's observations. Maybe another collector has already made a survey of these variations. That would be interesting.

Mayo writes on p. 323 about stamp no. 243:

The western numeral 1 at the left at some position in the plate is inserted somewhat askew. We refer to it as a stumbling 1, for it appears to be tripping over its front toe serif.

When an imaginary line is drawn up through the center of this digit, and that line falls between 10 and 11 o'clock the 1 is said to be stumbling (suffix Y)"



As Mayo describes and shows the same inclinations with two different terms, maybe we should simply use one term "forward-leaning" for both? (editor)

About stamp no. 245 it says on p. 324:

The western numeral 2 at the left at some position in the plate is inserted somewhat askew. We refer to it as a tumbling 2, for it appears to be tumbling forwards if in a laundry machine.

An imaginary line drawn up through the center of this digit will fall between 10 and 11 o'clock.

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Transdesert Transport Companies (IV): Compagnie Auto-Routière du Levant

by Rainer Fuchs (FRPSL, AIJP)

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In continuation to previous articles published in MEBP, I can present some new information. I was alerted in May 2020 to a posting on Facebook by Salim Hajjar Saade. He refers to an article published in the French journal *L'ILLUSTRATION* in 1931 explaining the virtues of heavy goods vehicles by French manufacturer Panhard & Levassor, exemplifying their use for overland routes in Syria by *Compagnie Auto-Routière du Levant*. This company's vehicles apparently transported mail from Beirut to Mosul and, I assume, also on the return trip. The article itself is an advertorial for *Panhard & Levassor*, hence published in the journal's "Supplément Commercial" without an author's name.

The entire article is reproduced later on in this piece, the flowery language speaks volumes of the era and its belief in technological progress. Here are the paragraphs pertaining to the *Compagnie Auto-Routière du Levant*:

We do not know enough about the feats of strength, so to speak, the prodigies of endurance, the miracles of resistance required of it by certain enterprises developing their lines through the most disconcerting terrain, on paths and almost apocalyptic soils.

The services of the Compagnie Auto-Routière du Levant can be considered exemplary, in the etymological sense of the word, and truly typical in this respect.

The network it has created and serves comprises of two routes. The first, from Caïffa¹ to Beirut and from Beirut to Damascus, extends over 154 kilometres of flat roads and 115 kilometres of mountain roads with an average gradient of 10%.

The second links Beirut to Mosul, via Tripoli, Latakia, Aleppo and Deir ez-Zor. It has 460 kilometres of a normally uneven road, but to which must be added 750 kilometres in the middle of the desert, on a track which is alternately sandy and rocky and which has the character of a challenge thrown down by dull nature to human penetration.

However, it is the same four-wheeled vehicle, a 20 HP Panhard with a spacious 22-seater body and a rooftop capable of receiving 1,200 kilogrammes of mail, the same vehicle that covers these 1,210 kilometres in two days, very regularly, without any failures, despite the almost constant hostility of the terrain and in a temperature that melts its tyres as it usually exceeds 50°.

The Compagnie Auto-Routière du Levant only uses cars of this type on these two routes. All of them, up to now, have generally achieved mileage of around 90,000 to 98,000 kilometres before having to undergo their first maintenance service.

This important fact is the basis for the growing development of the company. It allows the Company to offer very low rates for pleasant and fast transport conditions.

The article is illustrated with two photographs attributed to "Scavo, Beirut" and a map, shown overleaf.

1 Haifa.

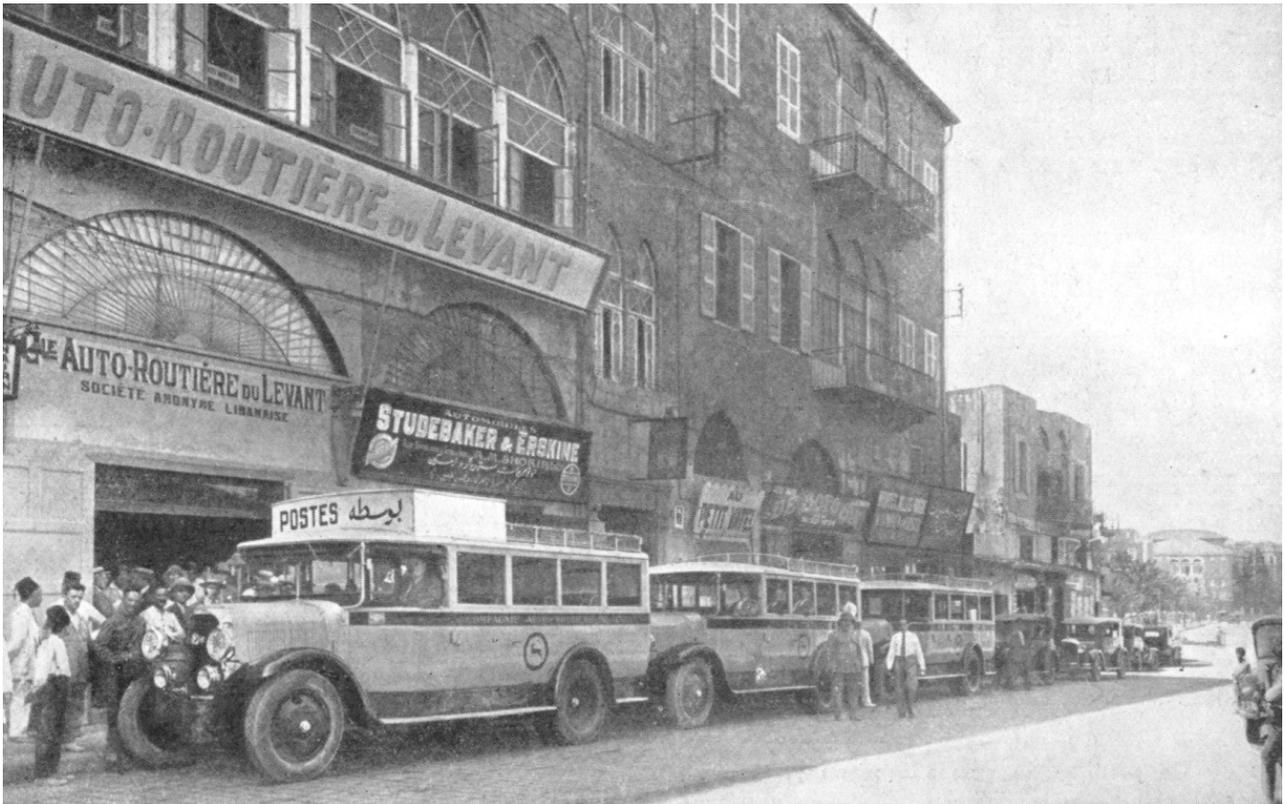


Fig. 1: The departure in front of the headquarters of Compagnie Auto-Routière in Beirut.

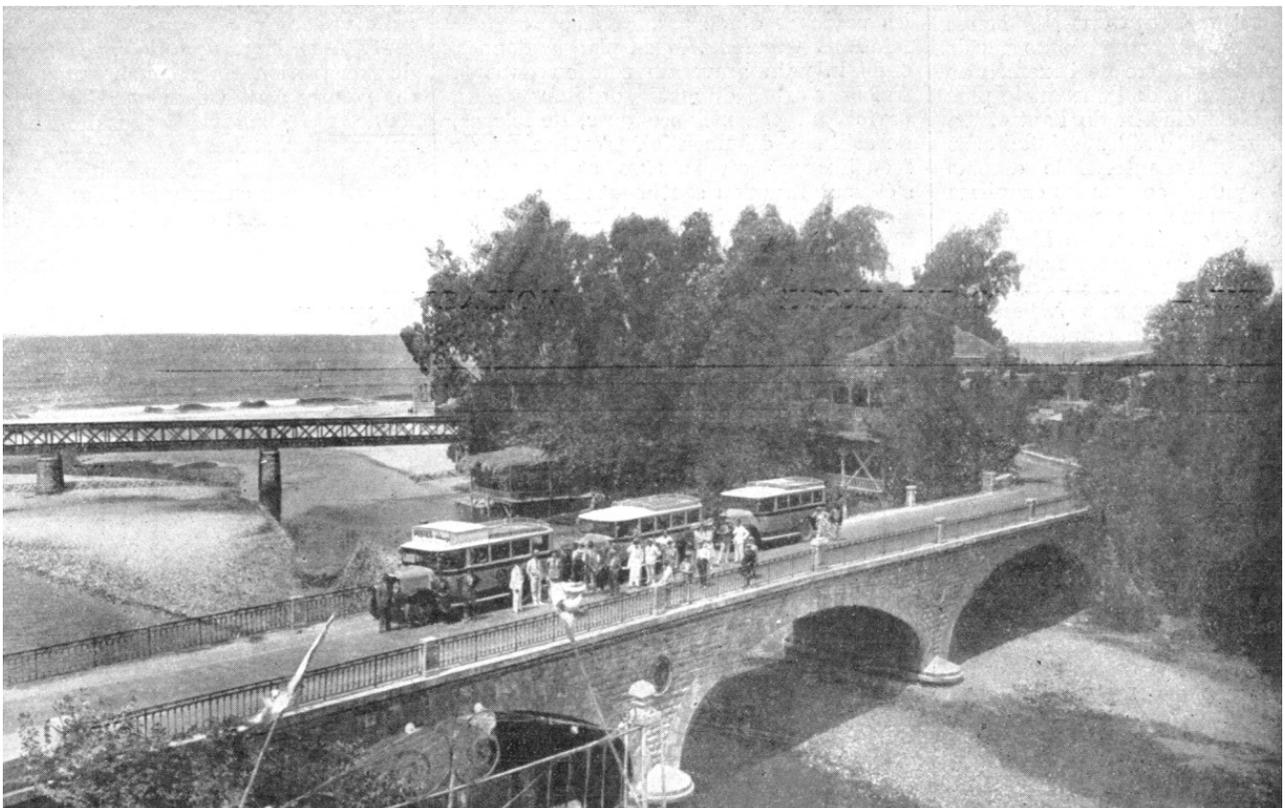


Fig. 2: On the road, between Beirut and Tripoli.

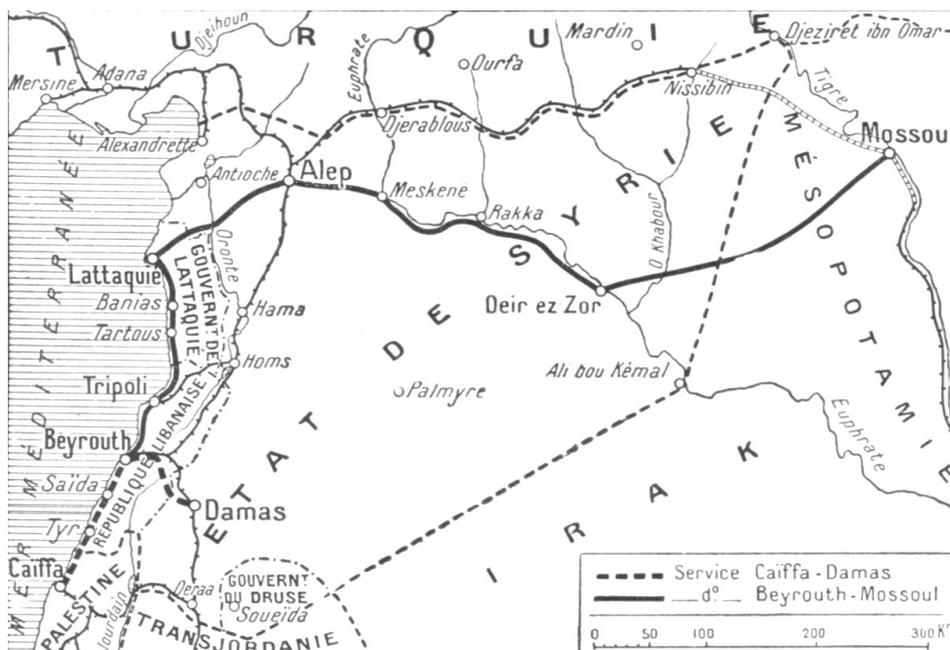


Fig. 3:

The network across Syria is served by the 22-seater 20 HP Panhard coaches of Compagnie Auto-Routière du Levant.

The large box on the top of the auto-bus in *fig. 1* bears the inscription “POSTES” and lets ones conclude that the company also transported mail. The article itself mentions “a rooftop capable of receiving 1,200 kilogrammes of mail.”

My research did not reveal much further information and I would therefore highly appreciate any additional information on this company, its service and of course on my questions indicated above?

1. Which postal administration(s) did the Compagnie Auto-Routière carry mail for?
2. Did they carry mail only to Iraq or also from Iraq?
3. Was there any surcharge for the service?
4. How was the company remunerated?

Compagnie Auto-Routière du Levant

There's a short paragraph about the company in C. P. Grant's 1937 book “The Syrian Desert”: (editor)

There is another motor transport Company which began life as a rival, but is now what might be called supplementary to the Nairn Eastern Transport Company. A Syrian, Kawatli Tawil,² founded a small private Company in 1926, and he attempted to compete with the Nairns on their own track. Within two years, however, he went bankrupt; and then the Baron André de Neufville bought and reorganized Tawil's Company, and changed its route.

In January 1928, under the name of the Compagnie Auto-Routière du Levant, daily coastal services were inaugurated as well as an eastern service which crosses (four times a week) the northern frontier of the Syrian Desert. The coastal routes of the Auto-Routière link Haifa with Beyrouth; Beyrouth with Aleppo via Tripoli and Latakia; and Aleppo with Alexandretta. On the east, the motor route connects Aleppo with Meskineh, and then follows the right bank of the Euphrates as far as Deir ez-Zor. From Deir, where cars can cross the river by a modern bridge, there is an extension of the motor service to Mosul.

The Compagnie Auto-Routière du Levant carries the mails as well as passengers; and it is similar in organization to the Auto-Routière of Northern Africa. Since 1931 it has been controlled by the Régie Générale, which also controls the Syrian railways; without, however, losing its identity or ceasing to be an independent Company.

² This refers to Kawatly, Tawil & Co., Société de Tourisme & de Transport. Cf. MEPB 12, p. 102.

Acknowledgments

I'm very grateful that my translation of the 1931 article was kindly examined by Rainer von Scharpen and Tobias Zywiets.

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On the Tracks of the Levant

The most social form, i.e. the most utilitarian form of the automobile, is undoubtedly the heavy goods vehicle because the HGV is a collective instrument. Obviously, the ideal in this respect is represented by the generalisation of the individual car.

The day will come..., as our great perfumers say, when everyone will have their own car. But even America itself, which is by far the most advanced country on the tempting path of this kind, is not yet there. Before we are there ourselves, we will have much preliminary work and Herculean tasks to do.

For example, razing our cities to the ground to then rebuild them. Widen our roads and paths! In the meantime, the lorry freely welcomes the man without a car, it criss-crosses our big cities like a bus, and through the mountains and the plains, under the species of the bus, it doubles or multiplies the railway and makes up for its temporary or definitive deficiencies in all circumstances.

In some – in fact many – regions of the globe, which has not yet become small enough for the railway to really fit all its hidden places, the heavy goods vehicle is the providence of a restless civilization in need of expansion and which it has endowed with the means of safe, rapid, precise circulation which was entirely lacking before it. And it is especially in this latter role that it appears with all its advantages.

We do not know enough about the feats of strength, so to speak, the prodigies of endurance, the miracles of resistance required of it by certain enterprises developing their lines through the most disconcerting terrain, on paths and almost apocalyptic types of soil.

The services of the Compagnie Auto-Routière du Levant can be considered exemplary, in the

etymological sense of the word, and truly typical in this respect.

The network it has created and serves comprises two routes. The first, from Caïffa to Beirut and from Beirut to Damascus, extends over 154 kilometres of flat roads and 115 kilometres of mountain roads with an average gradient of 10%.

The second links Beirut to Mosul, via Tripoli, Latakia, Aleppo and Deir ez-Zor. It has 460 kilometres of a normally uneven road, but to which must be added 750 kilometres in the middle of the desert, on a track which is alternately sandy and rocky and which has the character of a challenge thrown down by dull nature to human penetration.

However, it is the same four-wheeled vehicle, a 20 HP Panhard with a spacious 22-seater body and a canopy capable of receiving 1,200 kilograms of mail, the same vehicle that covers these 1,210 kilometres in two days, very regularly, without any failures, despite the almost constant hostility of the terrain and in a temperature that melts its tyres as it usually exceeds 50°.

The Compagnie Auto-Routière du Levant only uses cars of this type on these two routes. All of them, up to now, have generally achieved mileage of around 90,000 to 98,000 kilometres before having to undergo their first maintenance service.

This important fact is the basis for the progressing development of the company. It allows the Company to offer very low rates for pleasant and fast transport conditions.

For more than ten years now, the Panhard has, in terms of weight and speed, proved to be on average the largest and lightest of all the industrial chassis designed for rapid transport.

Its valveless engine offers the essential advantage in many latitudes of never getting hot. This has led to its enthusiastic adoption throughout North Africa, where it represents the great majority of the equipment used, and has today increased demand in Equatorial Africa and Madagascar. This goes also for the Levant where we have just seen how it has confirmed its long-standing reputation.

Finally, there is one more aspect that makes it the choice for public transport operations. This is the fact that it combines low tyre and fuel consumption with a rare modicity in maintenance costs, capable, as we have seen, of an average efficiency of approximately 100,000 kilometres before any maintenance service.

And since it was said, at the very origins of our era, that Caesar should be given what belongs to him, perhaps it would be somewhat fair to observe that, on more than one point in the vast world and in our enormous colonial domain in particular, the desert would have continued to oppose traffic and trade, obstacle of its enemy's expanse, if Panhard, as early as 1918, had not been the first to establish chassis capable of carrying more than 4,000 kilos, to provide an average travelling speed of more than 70 kilometres per hour, and if the company had not resolutely devoted these to the most conclusive trials, in the most inhospitable lands, under the most torrid skies, in the hardest conditions.

Sur les Pistes du Levant

La forme la plus sociale, c'est-à-dire la plus utilitaire de l'automobile, est sans aucun doute le poids lourd, parce que le poids lourd est un instrument collectif. Évidemment, l'idéal en la matière est représenté par la généralisation de la voiture individuelle.

Un jour viendra..., comme disent nos grands parfumeurs, où chacun aura sa voiture. Mais l'Amérique elle-même, qui est de loin le pays le plus avancé sur la voie tentante de cette formule, n'en est pas encore là. Avant que nous y soyons nous-mêmes, nous aurons bien des travaux préliminaires... et d'Hercule à accomplir.

Par exemple, raser nos villes pour les rebâtir. Élargir nos routes et nos chemins ! En attendant, le poids lourd accueille libéralement le monsieur-sansvoiture, il sillonne à l'état d'autobus nos grandes cités et par les monts et les plaines, sous les espèces du car, il double ou multiplie le chemin de fer et supplée en toutes circonstances aux carences provisoires ou définitives de celui-ci.

En certaines — en de nombreuses — régions du globe, qui n'est pas encore devenu assez petit pour que la voie ferrée épouse réellement tous ses contours, le poids lourd est la providence d'une civilisation remuante qui a besoin de s'étendre et qu'il a dotée du moyen de circulation sûr, rapide, précis, qui lui manquait intégralement avant lui. Et c'est tout particulièrement dans ce dernier rôle qu'il apparaît avec toute sa valeur.

On ne sait pas assez les tours de force, si l'on peut dire, les prodiges d'endurance, les miracles de résistance qu'exigent de lui certaines exploitations développant leurs lignes à travers les terrains les plus déconcertants, sur des profils et des natures de sol à peu près apocalyptiques.

On peut tenir comme exemplaires, au sens étymologique de ce mot, et vraiment typiques à cet égard, les services de la Compagnie Auto-Routière du Levant.

Le réseau qu'elle a créé et dessert comprend deux parcours. Le premier, de Caïffa à Beyrouth et de Beyrouth à Damas s'étend sur 154 kilomètres de routes plates et sur 115 kilomètres de chemins de montagne d'une déclivité moyenne de 10 %.

Le deuxième relie Beyrouth à Mossoul, par Tripoli, Lattaquié, Alep et Deir ez Zor. Celui-ci compte 460 kilomètres d'une route normalement accidentée mais auxquels s'ajoutent 750 kilomètres en plein désert, sur une piste tour à tour sablonneuse et rocheuse qui a le caractère d'un défi jeté par la nature maussade à la pénétration humaine.

Cependant, c'est le même véhicule à 4 roues, un 20 CV Panhard muni d'une carrosserie spacieuse à 22 places et d'un dais susceptible de recevoir 1.200 kilogrammes de messageries postales, qui couvre ces 1.210 kilomètres -en deux jours, très régulièrement, sans aucune défaillance, malgré l'hostilité à peu près constante du terrain et par une température à fondre ses pneumatiques puisqu'elle dépasse couramment 50°.

La Compagnie Auto-Routière du Levant n'utilise sur ce double trajet que des voitures de ce type. Toutes, jusqu'à ce jour, ont d'une manière générale réalisé des kilométrages de l'ordre de 90.000 à 98.000 kilomètres avant d'avoir à subir leur première révision.

Ce fait capital est à la base du développement croissant de l'entreprise. Il permet à la Compagnie, en effet, d'appliquer des tarifs très bas à des conditions de transport tout à fait agréables et rapides.

De tous les châssis industriels destinés aux transports rapides, le Panhard depuis plus de dix ans s'est affirmé comme celui qui totalise les plus grosses moyennes et comme le plus léger, comparativement au poids transporté et à la vitesse atteinte.

Son moteur sans soupape offre l'avantage essentiel sous maintes latitudes, de ne jamais chauffer, ce qui l'a fait adopter d'enthousiasme dans toute l'Afrique du Nord où il représente la grande majorité du matériel employé et qui lui vaut d'être aujourd'hui de plus en plus demandé dans l'Afrique équatoriale et à Madagascar, aussi bien que dans le Levant où l'on vient de voir comment il a confirmé sa vieille réputation.

Il est enfin une chose encore qui le désigne au choix des exploitations de transport public. C'est qu'il joint une faible consommation de pneumatique et de carburant à une rare modicité de frais d'entretien, capable, comme on l'a vu, d'un rendement moyen approximatif de 100.000 kilomètres avant toute révision.

Et puisqu'il a été dit, aux origines mêmes de notre ère, qu'il convenait de rendre à César ce qui lui appartient, peut-être sera-t-il de quelque justice d'observer que, sur plus d'un point du vaste monde et de notre énorme domaine colonial en particulier, le désert aurait continué à opposer à la circulation et aux échanges l'obstacle de son étendue ennemie, si Panhard, dès 1918, n'avait pas été le premier à établir des châssis aptes à porter plus de 4.000 kilos, à fournir une moyenne de marche de plus de 70 kilomètres-heure et s'il ne les avait résolument voués aux expériences les plus concluantes, sur les terres les plus inhospitalières, sous les ciels les plus torrides, dans les services les plus durs.

7 MARS 1931

L'ILLUSTRATION

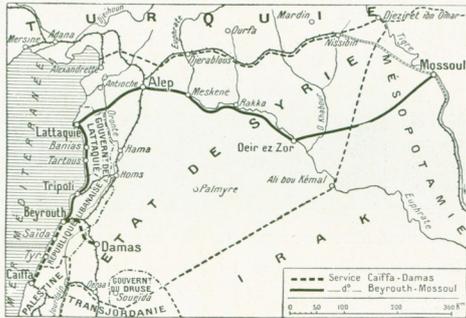
SUPPLEMENT COMMERCIAL — XIX

SUR LES PISTES DU LEVANT

La forme la plus sociale, c'est-à-dire la plus utilitaire de l'automobile, est sans aucun doute le poids lourd, parce que le poids lourd est un instrument collectif. Evidemment, l'idéal en la matière est représenté par la généralisation de la voiture individuelle. Un jour viendra..., comme disent nos grands parfumeurs, où chacun aura sa voiture. Mais l'Amérique elle-même, qui est de loin le pays le plus avancé sur la voie tentante de cette formule, n'en est pas encore là. Avant que nous y soyons nous-mêmes, nous aurons bien des travaux préliminaires... et d'Hercule à accomplir. Par exemple, raser nos villes pour les rebâtir. Elargir nos routes et nos chemins! En attendant, le poids lourd accueille libéralement le monsieur-sans-voiture, il sillonne à l'état d'autobus nos grandes cités et par les monts et les plaines, sous les espèces du car, il double ou multiplie le chemin de fer et supplée en toutes circonstances aux carences provisoires ou définitives de celui-ci. En certaines — en de nombreuses — régions du globe, qui n'est pas encore devenu assez petit pour que la voie ferrée épouse réellement tous ses contours, le poids lourd est la providence d'une civilisation remuante qui a besoin de s'étendre et qu'il a dotée du moyen de circulation sûr, rapide, précis, qui lui manquait intégralement avant lui. Et c'est tout particulièrement dans ce dernier rôle qu'il apparaît avec toute sa valeur. On ne sait pas assez les



Le départ devant le siège de la Compagnie Auto-Routière, à Beyrouth.



Le réseau desservi à travers la Syrie, au moyen de cars 20 CV Panhard à 22 places, par la Compagnie Auto-Routière du Levant.

tours de force, si l'on peut dire, les prodiges d'endurance, les miracles de résistance qu'exigent de lui certaines exploitations développant leurs lignes à travers les terrains les plus plus déconcertants, sur des profils et des natures de sol à peu près apocalyptiques.

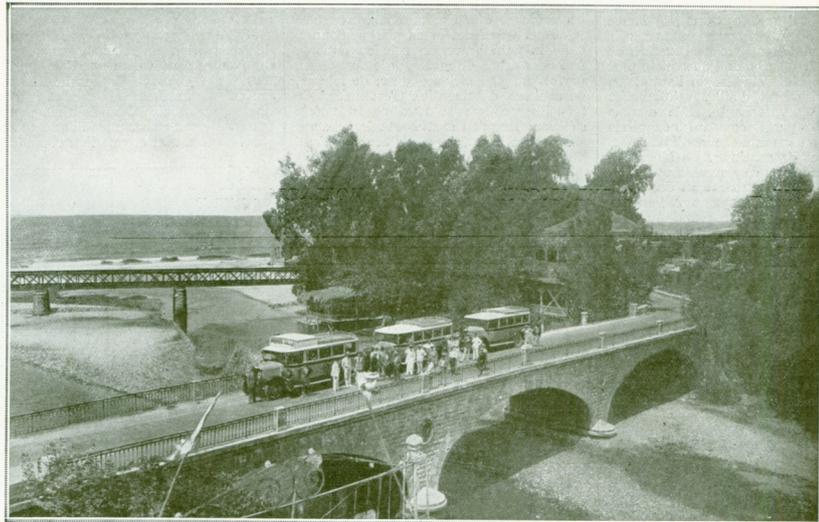
On peut tenir comme exemplaires, au sens étymologique de ce mot, et vraiment typiques à cet égard, les services de la Compagnie Auto-Routière du Levant. Le réseau qu'elle a créé et dessert comprend deux parcours. Le premier, de Caiffa à Damas et de Beyrouth à Damas s'étend sur 154 kilomètres de routes plates et sur 115 kilomètres de chemins de montagne d'une déclivité moyenne de 10 %. Le deuxième relie Beyrouth à Mossoul, par Tripoli, Lattaquié, Alep et Deir ez Zor. Celui-ci compte 460 kilomètres d'une route normalement accidentée mais auxquels s'ajoutent 750 kilomètres en plein désert, sur une piste tour à tour sablonneuse et rocheuse qui a le caractère d'un défi jeté par la nature maussade à la pénétration humaine. Cependant, c'est le même véhicule à 4 roues, un 20 CV Panhard muni d'une carrosserie spacieuse à 22 places et d'un dais susceptible de recevoir 1.200 kilogrammes de messageries postales, qui couvre ces 1.210 kilomètres en

deux jours, très régulièrement, sans aucune défaillance, malgré l'hostilité à peu près constante du terrain et par une température qui fondre ses pneumatiques puisqu'elle dépasse couramment 50°. La Compagnie Auto-Routière du Levant n'utilise sur ce double trajet que des voitures de ce type. Toutes, jusqu'à ce jour, ont d'une manière générale réalisé des kilométrages de l'ordre de 90.000 à 98.000 kilomètres avant d'avoir à subir leur première révision. Ce fait capital est à la base du développement croissant de l'entreprise. Il permet à la Compagnie, en effet, d'appliquer des tarifs très bas à des conditions de transport tout à fait agréables et rapides.

De tous les châssis industriels destinés aux transports rapides, le Panhard depuis plus de dix ans s'est affirmé comme celui qui totalise les plus grosses moyennes et comme le plus léger, comparativement au poids transporté et à la vitesse atteinte. Son moteur sans soupape offre l'avantage essentiel sous maintes latitudes, de ne jamais chauffer, ce

qui l'a fait adopter d'enthousiasme dans toute l'Afrique du Nord où il représente la grande majorité du matériel employé et qui lui vaut d'être aujourd'hui de plus en plus demandé dans l'Afrique équatoriale et à Madagascar, aussi bien que dans le Levant où l'on vient de voir comment il a confirmé sa vieille réputation. Il est enfin une chose encore qui le désigne au choix des exploitations de transport public. C'est qu'il joint une faible consommation de pneumatique et de carburant à une rare modicité de frais d'entretien, capable, comme on l'a vu, d'un rendement moyen approximatif de 100.000 kilomètres avant toute révision.

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Sur la route, entre Beyrouth et Tripoli. — Photographies Scavo, Beyrouth.

Revenues of Aden Crown Colony

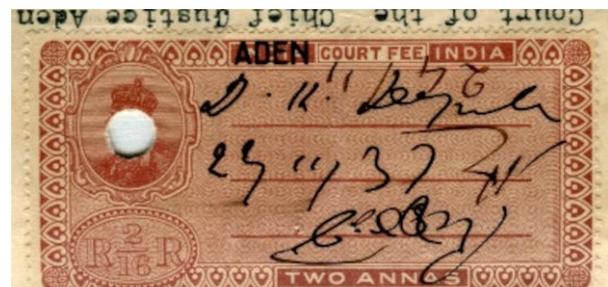
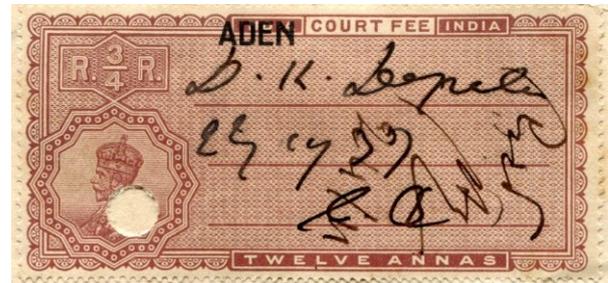
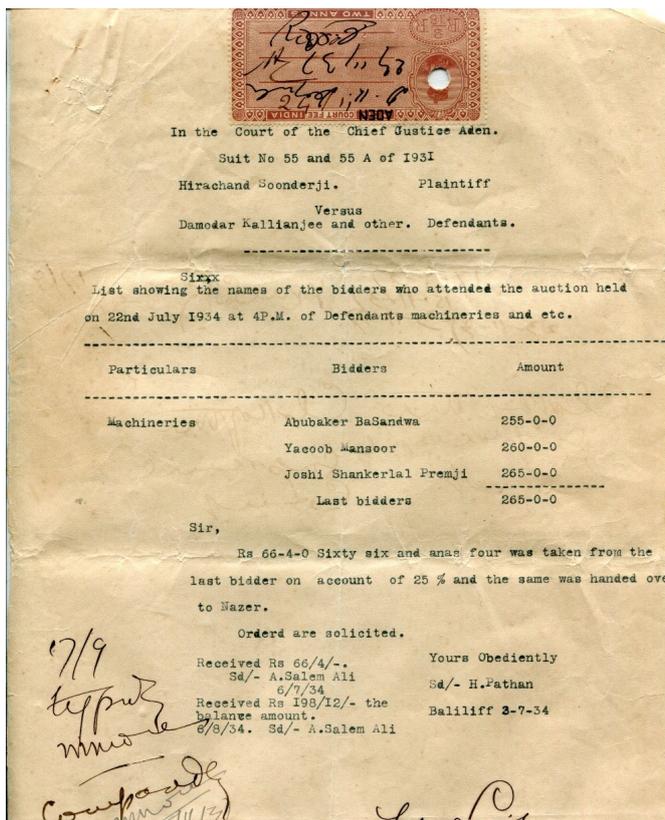
by Gary Brown with additions by Neil Williams¹

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Aden underwent many administrative changes when it became a Crown Colony on 1st April 1937. This included the need for the colony to have its own revenue stamps for such purposes. In the first instance King George V (KGV) India Revenue stamps were overprinted with the word “ADEN” in sans-serif capitals. These were followed by the KGV India values, again overprinted “ADEN”, with 13 values up to 20 Rupees in 1945.

Court Fees

The Court-Fees Ordinance 1937 repealed the India Court Fees Act 1870 and its amendments, although the majority of the provisions in the Indian acts were retained. I have two documents from this 1937 period, one with the 2 Annas value (fig. 1) and a further example with a 12 Annas value.

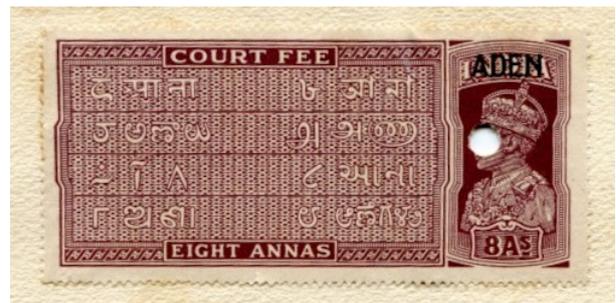
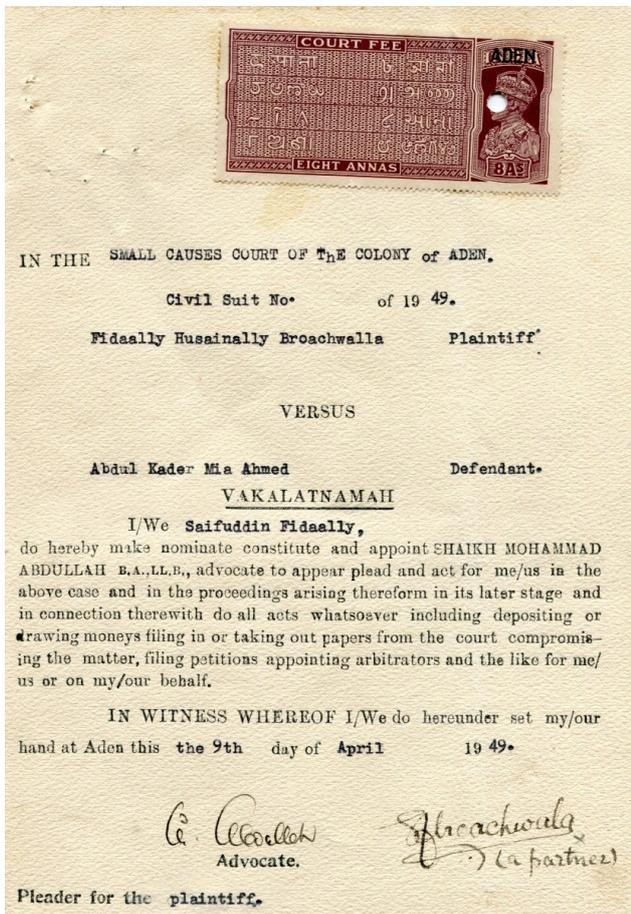


Figs. 1, 2 and 1a: Usage of King George V India Court Fee stamps overprinted ADEN in 1937.

¹ Reprinted by permission from The Dhow, Aden & Somaliland Study Group Journal, vol. 19, 2018, no. 4 (December 2018), pp. 6–9. The author died in 2019, an obituary was published in MEPB 13, pp. 251–252.



Fig. 3: The India KGV overprints were followed by the India KGV values being overprinted "ADEN", with 13 values up to 20 Rupees.



Figs. 4 and 4a:

Usage of the 8 Annas in 1949, prior to the introduction of East African currency in 1951.

Notarial

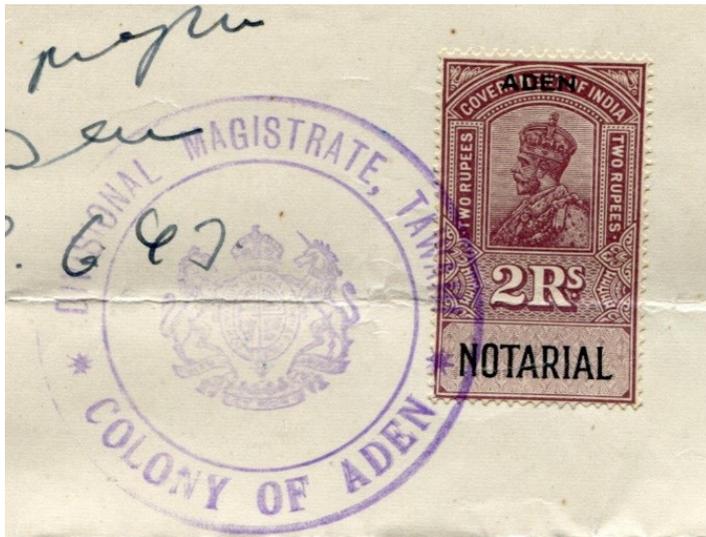


Fig. 5:

There is one value, 2 Rupees, on an overprinted KGV India Notarial stamp.

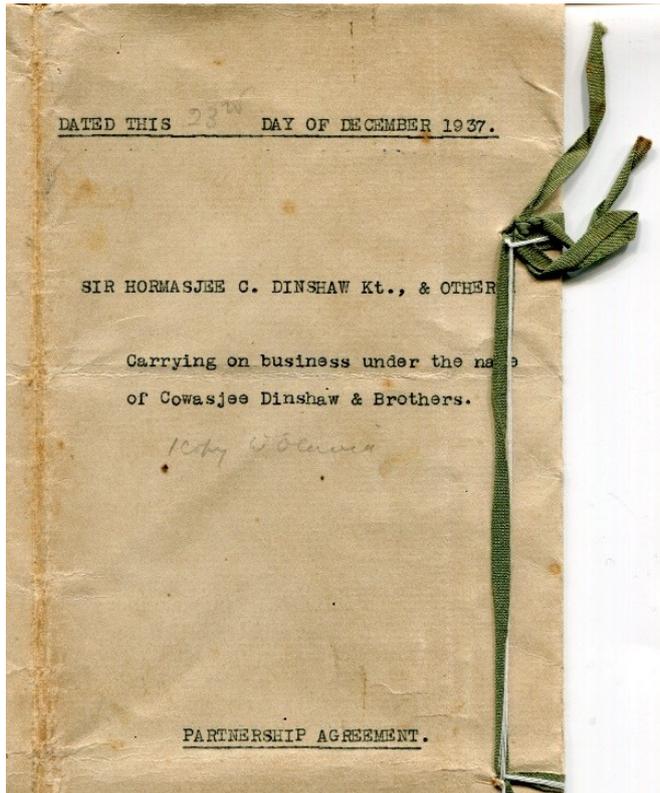
General Revenue

The general Revenue stamps were firstly KGV India type with “ADEN / REVENUE” in the bottom section of the stamp, printed in black on values up to 12 Annas and purple for values over 1 Rupee:



Figs. 6 and 6a:

KGV India general Revenue stamps surcharged “ADEN / REVENUE” in the bottom section of the stamp.



Figs. 7 and 7a: Usage on documents is quite scarce. I obtained a partnership agreement concerning Cowasjee Dinshaw & Brothers, which had a 20 Rupees general revenue applied.

According to Barefoot² a King George VI (KGVI) issue came out in 1945 with low values to 12 Annas in purple and values from 1 Rupee to 10 Rupees in blue and 20 Rupees and 50 Rupees in green. The wording “ADEN / REVENUE” in two lines was black on all values.



Fig. 8: Detail from a February 1948 Marine Insurance document with KGVI 1 Rupees and KGV 8 Annas and 6 Annas.

² Barefoot *British Commonwealth Revenues*. 7th ed. Barefoot, 2003.

Use of Postage Stamps as Revenues

Once East African Currency was introduced in October 1951, Anna and Rupee valued stamps ceased to be valid and it seems that postage stamps in East African Currency were used in their place.

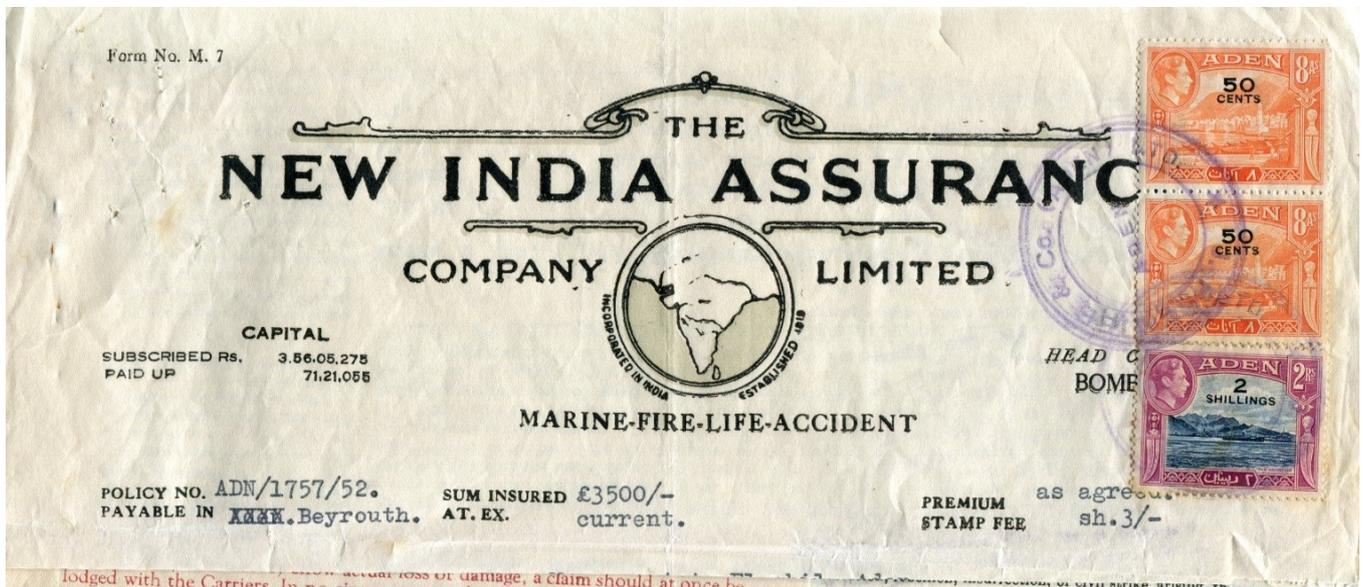


Fig. 9: A marine insurance document dated February 1952 with usage of 2 Shillings and 2 × 50 Cents postage stamps paying the duty.

Further Examples by Neil Williams

The practice of using postage stamps for revenue purposes continued into the Federation period. I can present two hire purchase agreements from 1966, one with a Churchill 5 Fils and the other with a 10 Fils definitive. The third document shows QEII usage on a hotel bill from 1962 (figs. 10–12a).

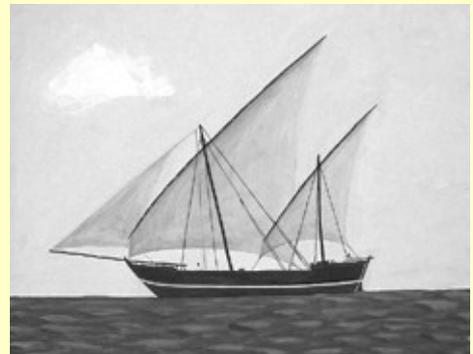
There are also examples of a wide usage of postage stamps as a form of ‘purchase tax’ on a range of invoices, bills and telegram forms.

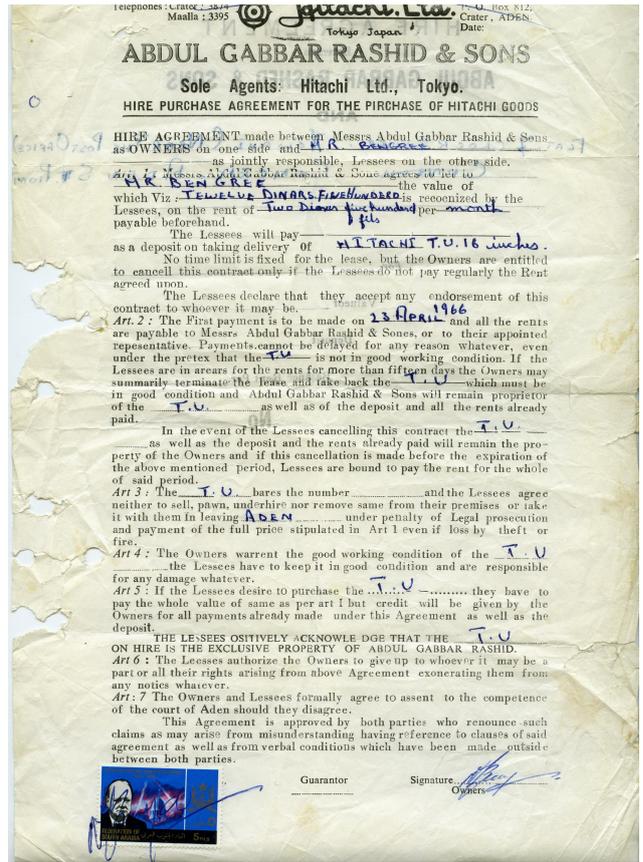
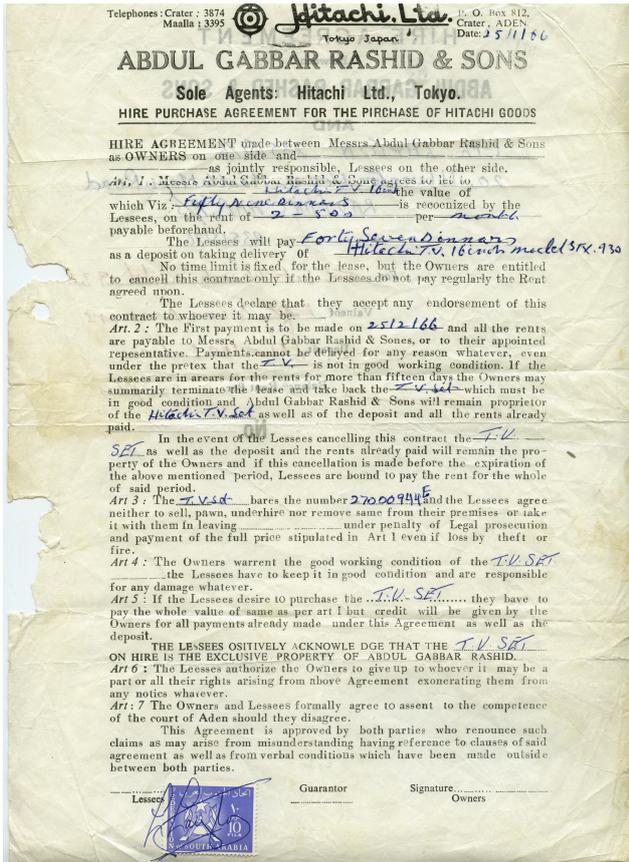
The Aden & Somaliland Study Group

A Study Group for the collectors of Yemen and Somaliland. It covers India used in Aden; Aden-Bombay Sea Post Offices; Aden Colony; Kathiri State of Seiyun; Qu’aiti State of Shihr & Mukalla; Qu’aiti State in Hadhramaut; Mahra State of Qishn & Socotra; Upper Yafa; South Arabian Federation; People’s Republic of South Yemen; Yemen; India used in Somaliland; Somaliland Protectorate; Côte Française des Somalis; Afars & Issas; Djibouti; Obock; Eritrea; Italian Somaliland; Somalia.

The Study Group publishes a quarterly journal *The Dhow*, now in its twenty-first year, and also holds meetings and displays, normally twice a year.

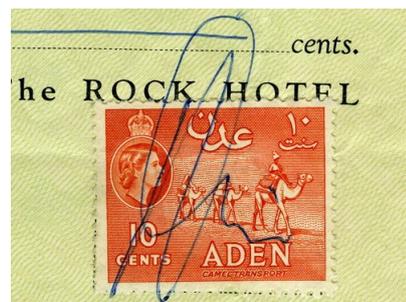
Membership enquires: Malcolm Lacey, 108 Dalestorth Road, Sutton-in-Ashfield, Nottinghamshire, NG17 3AA, UK, (+44)(0)1623 37 02 51 or the editor of *The Dhow*, Neil Williams: neil53williams@yahoo.co.uk.





Return to Mr. W. F. W. with, JPRS. Please Return THE ROCK HOTEL STEAMER POINT ADEN. Special Term Rate Monthly full Board 6.66/- per day. Room No. 57. 23/9 to 31/10 1962. RECEIVED from Mr. Nutt. the sum of TWO THOUSAND NINE HUNDRED SIXTY SIX shillings and six pence. Shs. 2966/-

Bar		shs	2.592
Laundry	97.50		
Telephone	3.00		
Portage/Cables Etc.			
Total admissible charges		2751.28	
less basic price in F.S.R.		1113.69	
		1637.59	
		1666.07	
Max hotel sup. (40 days)		1733.18	
		shs 2966.00	
Carrised Forward			
TOTAL BILL E.A.S.	2966.00		



Figs. 10-12a: Use of Aden and Federation of South Arabia postage stamps as Revenues.

The Red Lion and Sun Society of Iran Philatelic and Semi-Philatelic Reflections

by Werner Lade¹

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The *Red Lion and Sun Society of Iran* (جمعیت شیر و خورشید سرخ ایران) was established in 1923 during the regency of Shah Ahmad Ghajar² by the physician Dr. Amir A'lam. The chronicles say that the earthquake of May 1923 in Bojnourd, Khorasan province, was the reason for it being established. Dr. Amir A'lam was the director of the local health authority at this time.

The society was admitted to the International Red Cross and Red Crescent Movement in 1923. Apart from the field of duties that all national *Red Cross* and *Red Crescent* societies undertake, the Iranian organisation has been deeply involved in the battle against tuberculosis.

The Society used the 'Red Lion with Sword and Sun' emblem as its internationally recognised protection symbol:



Figs. 1 and 2:

The illustrations show the historical emblem, and the contemporary version at the right-hand side.



In the 1940s the income of the society came mainly from a monthly donation of 10,000 tomans from the oil company and only few small membership subscriptions. In August 1947 members of the society's board, among others the founder Dr. Amir A'lam and the director Dr. Moazemi, and some dedicated people such as Dr. Hussein Khatibi, Mirza Fazl Allah Khan Bahrami, and Dr. Ali Farahmandi, held a meeting to plan a *Red Lion and Sun Action Week*. The object of this event was to collect donations and to increase the capital of the society. The result of this action week was an additional amount of 600,000 tomans. One feature of this action week was the issue of a 1 rial charity stamp with the inscription *Seven Days' Celebration Red Lion and Sun Iran* (fig. 3).

Some believe it was to be used for letters in addition to the letter rates in the first week of November 1947. There are indeed a few covers existing with an additional charity stamp affixed but most of the covers which I have seen from this period do not bear one. It is assumed that most of the stamps were bought by generous donors but not used for mail at all.

There is a reasonable case to believe that the income from the action week influenced considerations for more permanent revenue. The beginning of the Persian year 1329 (21st March 1950) as the date of issuing compulsory tax stamps was probably not chosen by chance: in the spring of 1950 the

¹ Revised reprint, with kind permission of the author, from Iran Philatelic Study Circle Bulletin no. 206.

² احمد شاه قاجار, Ahmad Shah Qajar (1897–1930), Shah of Persia 1909–1925.

Iranian Red Lion and Sun Hospital was opened in southern Tehran as a specialised clinic for tuberculosis sufferers.



Fig 3:

Single copy of the 1947 charity stamp:

“جشن هفت روزه و شیر خورشید سرخ”

We now know that in the 15th session of Parliament in 1947 an application was submitted:³

The Ministry of Post and Telegraph and Telephone is authorised to charge an amount of 50 dinars for each registered and insured letter (domestic and international), and an amount of 2 rials for each postal parcel (domestic and international) and the amount of 2.25 rials for every telegram (domestic and international), to be received from the sender through welfare stamps and to receive the resulting funds as an agent.

ماده واحده

وزارت پست و تلگراف و تلفون مجاز است
بمنظور کمک بامور خیریه مبلغ ۵۰ دینار از هر
مراسله سفارشی و بیمه اعم از داخله و خارجه و مبلغ
دو ریال از هر امانت پستی اعم از داخله و خارجه
و مبلغ ۲۲۵ ریال از هر تلگراف اعم از داخله
و خارجه بوسیله الصاق تمبر خیریه از فرستندگان
دریافت نماید. وجوه حاصله پس از وضع هزینه طبع

In the minutes of the meeting, a committee was established to prepare a corresponding law. Unfortunately, there are large gaps in the available records and it is therefore not possible to understand why it took until March 1950 before the law was implemented. The legal text with the specific provisions is also not available, but the amount of the surcharges corresponded exactly to the amounts that were already mentioned in the first application in 1947.

There is a good case to believe that the above-named board members had some influence on it. In addition, the twin sister of the Shah, Ashraf Pahlavi, was the Honorary President of the Red Lion and Sun Society of Iran. She was also President of the Imperial Foundation for Social Services, an organisation which had issued a series of nine charity stamps in the 1940s, known as the “Ashraf series.”

The result was that these three tax stamps were issued in March 1950 (figs. 4–6) and their usage for almost thirty years provided the society with additional income. There is no information available on the amount of revenue, or whether it was published in the annual reports of the society.



Figs. 4 to 6: The first series of stamps of the 1950 issue: 50 Dinar, 2 Rial, 2.25 Rial.

3 روزنامه رسمی کشور شاهنشاهی ایران ۶ ابان ۱۳۲۶ = Official Imperial Newspaper Iran, no. 1515, 15.10.1947.

These stamps and their usage are the main subject of an exhibit shown on the IPSC website in the exhibit section⁴ and will therefore not be described in this article in detail. Some other stamp issues and vignettes relating to the *Red Lion and Sun Society of Iran* will be described hereafter.

From 1966 there are some envelopes of the society, some franked with the commemorative issue *Red Cross Centenary* from the year 1963, some however also only with a single tax stamp (figs. 7 and 8). One could assume that these envelopes should also generate additional revenue, but there is no further information on that.



Figs. 7 and 8: Two envelopes with different frankings.

All in all, it is astonishing that the amount of the surcharges, seen from the slight increase for telegrams in 1962, remained unchanged for almost 30 years. At the time of its introduction in the year 1950, it amounted to 50% in relation to the postage of an inland letter up to 20 grammes, but only to 10% in 1979; for foreign letters, the proportion fell from 20% in 1950 to about 3% in 1979.

The *Red Lion and Sun Society of Iran* celebrated its 50th anniversary in 1973. There was no special stamp issue for this event, but one stamp was issued on 8th November 1973 commemorating the 22nd *International Red Cross Congress* in Tehran.

I have found a picture of a commemorative silver medal (fig. 9). I could not find any further information about it. Was this medal distributed to the participants of the congress or to donors in the country?

4 Cf. <https://www.iranphilately.org/werner-lade/>.



Fig 9:

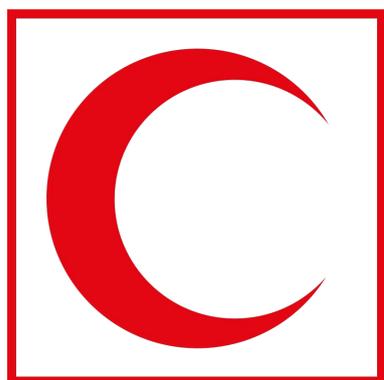
1973 Commemorative medal:

IRANIAN RED LION AND SUN SOCIETY
1923-1973 /پنجاهمین سال خدمتگزاری جمعیت شیر و
خورشید سرخ ایران ۱۳۵۲

After the revolution in 1979 the newly proclaimed *Islamic Republic of Iran* replaced the *Red Lion and Sun* with the *Red Crescent*, consistent with most other Muslim countries. On 5th November 1980 the *International Committee of the Red Cross* informed the *Central Committees of National Red Cross and Red Crescent Societies* with Circular No. 72 as follows:

On 4 July 1980 the Islamic Republic of Iran informed the International Committee of the Red Cross and the League of Red Cross Societies of its decision to adopt the Red Crescent instead of the red lion and sun as the distinctive sign of its armed forces' medical service. As a result, the Iranian National Society has changed its name and emblem. It is henceforth the "Iranian Red Crescent Society".

Though the Red Lion and Sun has fallen into disuse, Iran has in the past reserved the right to take it up again at any time; the Geneva conventions continue to recognise it as an official emblem, and this status has continued to this day.



جمعیت هلال احمر
جمهوری اسلامی ایران

Fig 9A: The symbol of the Red Crescent Society of the Islamic Republic of Iran (IRCS) since 1980. جمعیت هلال احمر جمهوری اسلامی ایران

Vignettes with the 'Red Lion with Sword and Sun' Symbol

These are not official postage stamps but they might be of interest for thematic stamp collectors.

First I would like to introduce two vignettes of the *League of Red Cross Societies*, of which I have never seen the 1950 issue in the original: The vignette in *fig. 10* was issued after the end of World War II in 1945 by the *Ligue des Sociétés de la Croix-Rouge Genève* for thirteen countries in their national language. They are listed in Mosbaugh's "Red Cross Seals of the World" catalogue, 1967 edition, as number 21; the Iranian vignette as number 21f.

The next one, number 23 in Mosbaugh, is a vignette issued in 1950 for five countries, the Iranian vignette is listed as number 23f. I can only show a copy from an internet auction and a copy of the French issue for comparison (*figs. 11 and 12*):



Fig. 10: Iran, 1950.



Figs. 11 and 12. Further vignettes from Iran and France, 1950.



Fig. 13: The league itself issued a vignette in 1969 on the occasion of its 50th anniversary.

Further Stamps with the 'Red Lion with Sword and Sun' Symbol

I would now like to refer to stamp issues that show the emblem of *Red Lion and Sun Society of Iran* in the motif, but I will list them only by year and country, without showing pictures. There is also postal stationery from different countries but I do not have an overview of all items.

I have created the following list of official issues with the emblem in the design of the stamp with the support of other collectors. Nevertheless, this list is not necessarily complete. Information from readers about additional issues is welcome.

Year	Country	Occasion
1963	Iran	100 years Red Cross
1963	Monaco	100 years Red Cross
1963	Turkey	100 years Red Cross
1966	Denmark	Red Cross Charity
1966	Germany (GDR)	International Cooperation
1969	Afghanistan	League of Red Cross societies 50th anniversary
1969	Cambodia	League of Red Cross societies 50th anniversary
1969	Chile	League of Red Cross societies 50th anniversary
1969	Czechoslovakia	League of Red Cross societies 50th anniversary
1969	El Salvador	League of Red Cross societies 50th anniversary
1969	Ethiopia	League of Red Cross societies 50th anniversary

Year	Country	Occasion
1969	Germany (GDR)	League of Red Cross societies 50th anniversary
1969	Ghana	League of Red Cross societies 50th anniversary
1969	Iran	League of Red Cross societies 50th anniversary
1969	Morocco	League of Red Cross societies 50th anniversary
1969	Philippines	League of Red Cross societies 50th anniversary
1969	Spain	League of Red Cross societies 50th anniversary
1969	Togo	League of Red Cross societies 50th anniversary
1969	Turkey	21st Red Cross Conference Istanbul
1969	Upper Volta	League of Red Cross societies 50th anniversary
1973	Iran	22nd Red Cross Conference
1973	Upper Volta	World Red Cross Day
1974	El Salvador	1969 issue 0.25 Col. new value overprinted
1974	El Salvador	1969 issue 0.25 Col. new value overprinted
1974	Niger	25 Years WHO
1977	India	Red Cross Conference
1978	Romania	Red Cross Conference
1978	Afghanistan	Afghan Red Crescent
1980	Mauritania	International Red Cross Day
1980	North Korea	World Red Cross Day
1980	North Korea	World Red Cross Day

The postal authorities in former Yugoslavia issued ten official stamps with surcharges between 1973 and 1978.

Some National Red Cross Societies also had special envelopes for use in disaster regions. I would like to point out here only one from Germany, which concerns the 1969 earthquake relief in Iran:



Fig. 14: German Red Cross special envelope for the 1969 earthquake relief in Iran.

With the recently established exhibition class “Open Philately,” those collectors who not only want to show philatelic material have the opportunity to present such collections in the competition.

Initially I dealt with only the Compulsory Tax Stamps of Iran since 1950. Everything else came through covers or items I acquired and sharing information with other collectors. With the material gathered in this way, you could design a collection in almost every competitive class: Revenues, Traditional Philately, Postal History, Thematic Philately, and Open Philately.

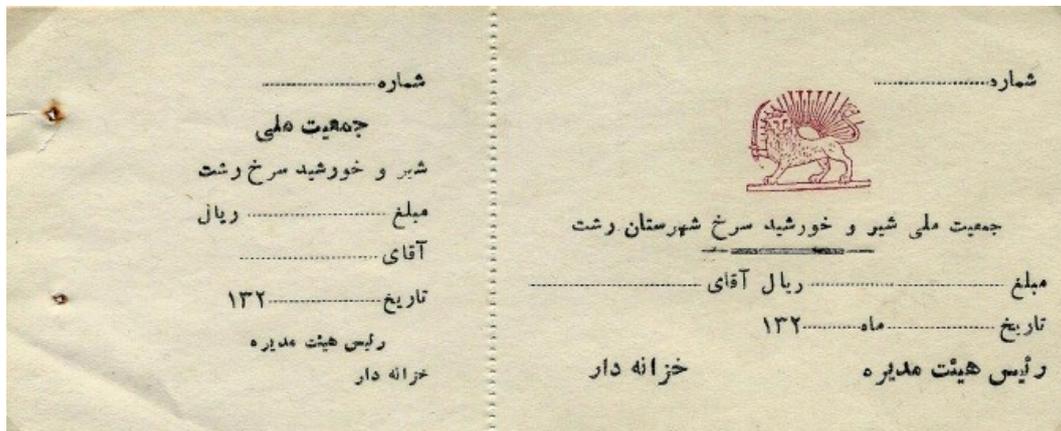


Fig. 15: Donation receipt from the 1940s (unused).

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Nablus AM/PM Postmarks Revisited (IV)

by Avo Kaplanian

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The Nablus single-circle cancel with a semi-circular segment for insertion of the date was used between 1950 and 1954 and exists in two sizes: the first is smaller and has a diameter of 28.5 mm, while the second one is bigger and has a diameter of 32.5 and 34 mm. The smaller one has the date in two lines with no index while the bigger one has the date in one line with an index letter: A, B, C, X, AM and PM (*fig. 1 and 2*).

The most interesting of this bigger postmark are the ones with the AM or PM index. As the reader would see in the MEPB 3, 5, 7, and 9, I was and still am very fascinated by these two very elusive postmarks. During the course of the years I succeeded in finding some more of these strikes.

I can now show the four new strikes with the two indexes AM and PM that I have discovered recently. The former two are with the AM index (*figs. 3 and 4*), the latter two are with the PM index (*figs. 5 and 6*).



Fig. 1: The small (28.5 mm) Jordanian segmented postmark without any index on a cover to Beyrouth: 7.06.1952. Franking: 25 m (20 f + 4 f + 1 m).



Fig. 2: The large (32.5/34 mm) Jordanian segmented postmark with index A on a cover to Jerusalem: 28.10.1951.
Franking: 3 m (2 m + 1 m) + 2×1 m obligatory tax.

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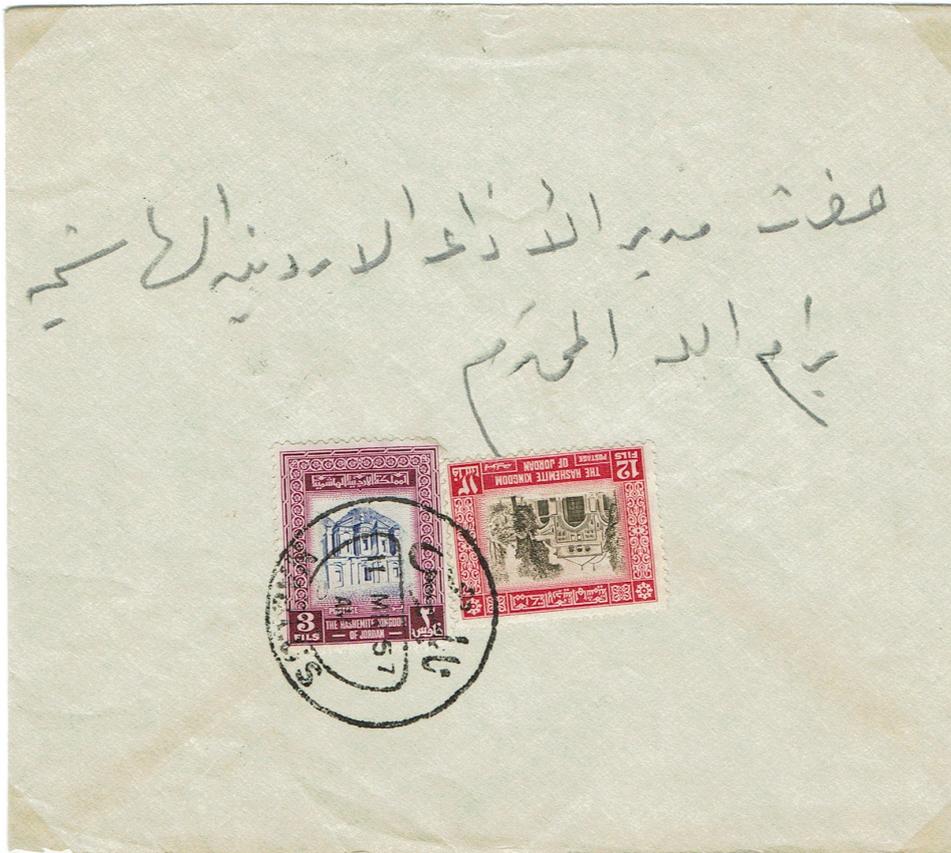


Fig. 3 (left):

The large Nablus postmark with index AM, 11.03.1957.

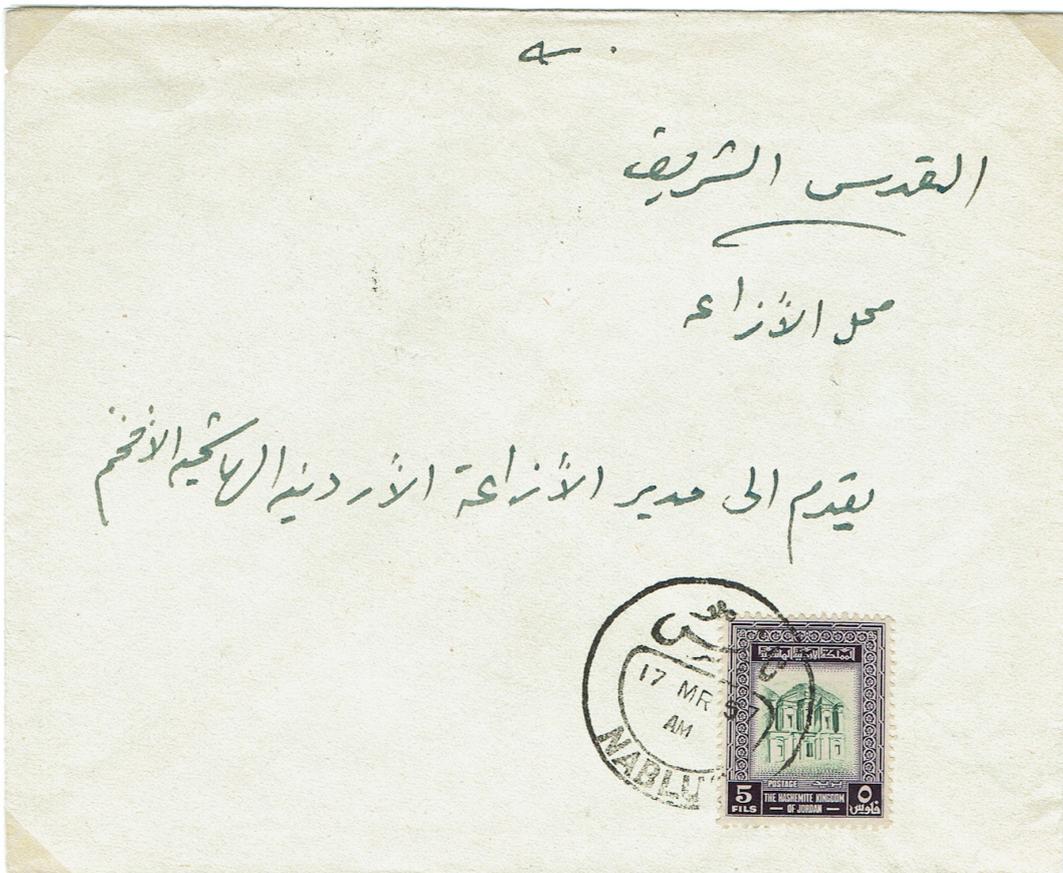
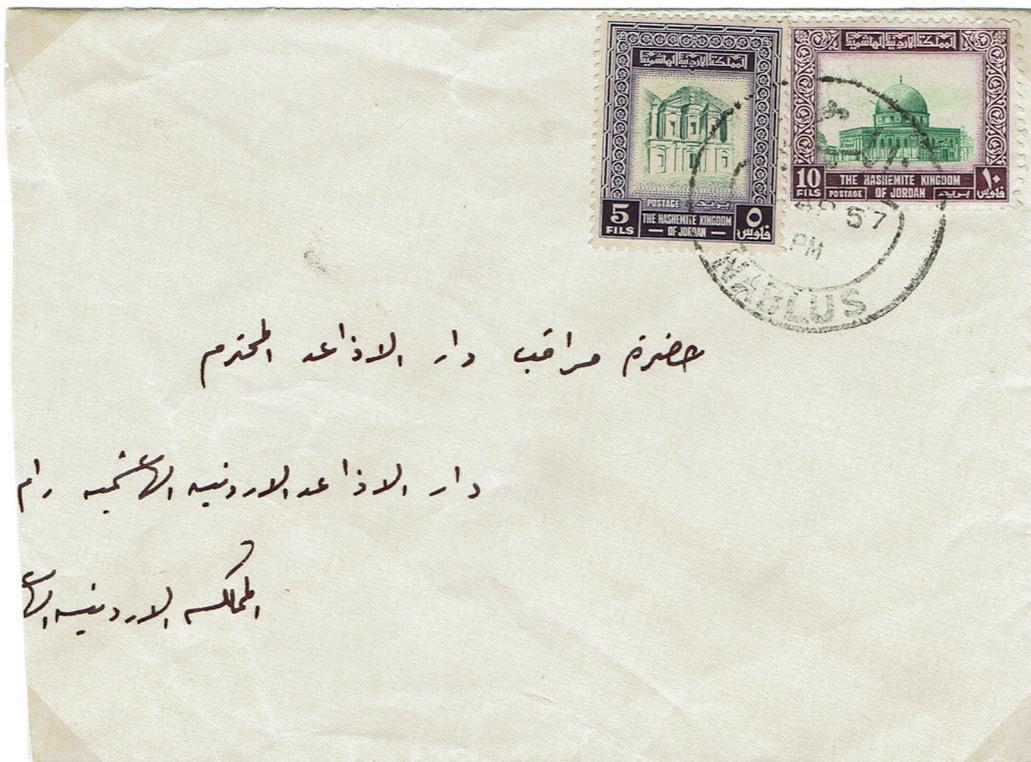


Fig. 4 (below):

The large Nablus postmark with index AM, 17.03.1957.

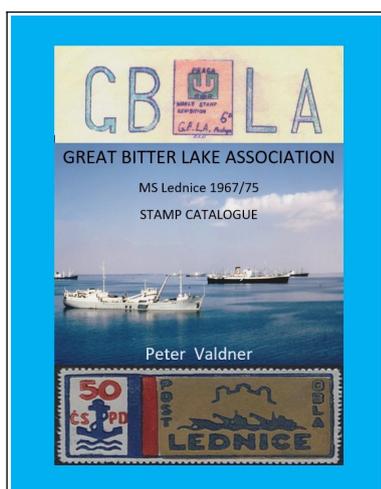


Figs. 5 and 6: The large Nablus postmark with index PM, 17.03.1957 and ?.04.1957.

Peter Valdner: Great Bitter Lake Association

reviewed by Colin Fraser

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Peter Valdner: Great Bitter Lake Association : MS Lednice 1967/75 ; Stamp Catalogue

English, 332 pages, colour, ca. B5

Bratislava: Valdner, 2020. ISBN: 978-80-570-1594-9

Price: 112 € (incl. worldwide p&p)

Orders: Peter Valdner, Kupelna 10, 81102 Bratislava, Slovakia, e-mail: valdpete@yahoo.com, website: <https://valdpete.blogspot.com/p/great-bitter-lake-association-catalogue.html>

The Great Bitter Lake Association (GBLA) was formally proclaimed on 7th October 1967 at a meeting of masters and crews of 14 cargo ships from eight nations, trapped on the Great Bitter Lake on 5th June 1967 as a result of the Arab-Israeli conflict.

The stamp issues for the GBLA which are the subject of this book are probably unfamiliar to most collectors of Middle East stamps and postal history. Whilst it might be easy to dismiss these issues as Cinderella stamps or philatelically inspired, they did serve a real purpose in respect to the postal service for the crew members serving on those ships trapped on the Great Bitter Lake.

The stamps, issued over the eight year period during which the ships were trapped on the Great Bitter Lake, are available both unused and occasionally commercially used on mail from crew members. At the time, few philatelists took the opportunity to obtain covers, but these are by no means common. One such philatelist was the late Theo Klewitz in Germany.¹ His covers are seen from time to time.

It is always hard to write a second book on a subject for which a prior book exists. In 1975, Picton Publishing, published a book by Captain Bryan Hill titled "Postage Stamps of the Great Bitter Lake Association". Hill was intimately familiar with the organisation and workings of the GBLA, having served on one of the vessels in 1968. His book is long out-of-print and the listings of the stamp issues were incomplete and unfortunately the quality of the black and white illustrations is not good.

This new catalogue includes significantly expanded listings of the stamp issues, colour illustrations and more information than was published in Captain Hill's book. The catalogue comprises four main sections: A comprehensive description of the GBLA and its postal service, a discussion about interest in the GBLA stamp issues for collectors of "A Stamp from Everywhere" (ASFE), a detailed discussion of the M/S Lednice and finally a stamp catalogue listing and illustrating the recorded stamp issues of the GBLA.

¹ Klewitz is best known for his studies of North Vietnam and Yemen. He had a reputation for going the 'extra mile' in his endeavours and accepting even dubious material at face value. (*editor*)

Sample Pages

Lednice Always By Us, commemorating Mady's 50th journal 700th edition. Designed by Chief Engineer Chesley Kabilak, printed by Chief Engineer Jerry Ciesielski on the Dightpoint.



A new postage, unissued stamp.



Lednice OKT, 1972, issued by Captain Element Benda in October 1972.



Various imitations exist. These are rare:



Friendship, issued in December 1972.



1974 Lednitsaga and SNP, designed in August 1974 for the Lednicz. Info Captain Foglia, see the last CSR issue.

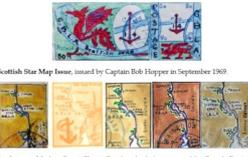


BGR MS V. Levsky Summary:
Quantity Guaranteed produced 12 stamps
Quantity Hypothetical 13 stamps
Total value of guaranteed produced stamps 1200 PCU
Average value of stamps 100 PCU

Note: Lednitsaga and SNP stamps are counted as CSR.

MS V. Levsky, BULGARIA	QG	QH	Stamp	PCU/ stamp	PCU/ set	page
1969						
V. Levsky Ship and Palm Trees Issue	4	4	100	400	203	
1972						
Christmas 1972/73 Lednicz	4	4	100	400	203	
Christmas 1972/73 MÜNSTER	3	4	100	300	203	
Friendship	1	1	100	100	204	
Total	12	13	400	1200		

Scottish Star Red Dragon, issued in September 1969



Scottish Star Map Issue, issued by Captain Bob Hoppen in September 1969.



Agulhas Marine Court Sheet, One hundred sheets issued by Fourth Engineer Colin Ewerood in October 1969.

Nelson Centenary Suez Canal Sheet Issue, ninety-five sheets of six strips of two stamps issued by Captain Bryan Hill in October 1969. Twenty of them sent to the Agulhas. Twenty sheets collected by Captain Hill.

1975

5th June Anniversary in four languages, issued as a sheet of eight stamps.



Note: Internet prices for the imitations produced by Dr. Zappala cannot be used to evaluate the real GBLA stamps. Often buyers lacking the knowledge of their status believe that these are real GBLA stamps and purchase them for as much as twenty times their real value. The average value of these imitations is 0.25 PCU. They are usually available as miniature sheets, which are worth on average 0.54 PCU. Other fakes are shown in Chapter 5.

Dr. Zappala's Imitations	QG	QH	PCU/ stamp	PCU/ set	Imitation sheet	PCU/ sheet	page
1968							
Suez Canal March 1968	3	3	0.50	1.50		107	
GBLA Olympic Games	1	1	1	1		107	
1969							
Christmas Air Mail with UN Emblem	1	1	0.50	0.50	4	2.00	107
Christmas Air Mail with Three	3	3	0.50	1.50	8	6.00	107
1970							
Melko Postals 1970 and Oshka Eggs	3	3	0.20	0.60	4	1	108
Christmas 1970	1	1	1	1		108	
1971							
Easter 1971	2	2	0.50	1.00	4	0.50	108
April 1971	2	2	0.50	1.00	4	0.50	108
ESCS 20th Anniversary	4	4	0.50	2.00	4	0.50	108
1972							
Melko Olympic Games	4	4	0.50	2.00	4	0.50	108
Christmas 1972	1	1	0.50	0.50	4	0.50	109
1973							
Easter 1973	1	1	0.50	0.50	4	0.50	109
Christmas 1973	1	1	0.50	0.50	4	0.50	109
1974							
Christmas 1974	1	1	0.50	0.50	4	0.50	109
1975							
5th June Anniversary	4	4	0.50	2.00	8	1	100
Total	32	32	0.625	8.00			

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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 generally.

Request for Information: Palestine “إيرادات” (iradat) Overprint

Arthur Harris writes:

In addition to the 1,000 Mils overprinted with Iradat (revenue), an additional three stamps from the 1994 first series (Scott 8, 9 & 11) have been “discovered” with Iradat overprinted at the bottom of the flags. The overprinted font on the flag stamps is considerably different than that of the 1000 Mils Dome of the Rock. Note that these stamps are from the 1994 issue and are denominated in Mils. This denomination was objected to by Israel and this series of stamps was subsequently overprinted in Fils. There is no information as to the authenticity of these revenue stamps, when or where printed or by whom. It is not known if there are other values from this series that have been overprinted.

Can any of your MEPB readers provide any information? I would like to be as accurate as possible when “The Revenue Stamps of the Palestinian Authority” monograph is reprinted.

Editor: Said booklet was reviewed in MEPB 14 on p. 125. Below on the left part of p. 16 of Harris’ catalogue, on the right four stamps with overprint “إيرادات”.

My personal opinion is, unless I’m getting convinced by hitherto unknown facts or authoritative evidence, that these are bogus fabrications to defraud collectors. I asked several fellow collectors of Palestine and all were unaware of these overprints, only one has ever seen such a stamp... in Harris’ catalogue! Postings in various Facebook groups did also not unearth any further information.

Additional Revenue Stamps

?

Scott 13 1000 Mils Dome of the Rock was overprinted Iradat (revenue) in the upper right corner. It is uncertain when this was done, but apparently it was done prior to Mils being overprinted with Fils in 1995. It is unknown at present if there were any other values overprinted with Iradat. Scott 14-26 are the surcharged 1-13 Fils in Arabic and English with black bars obliterating Mils.




Turkish Occupation of Thessaly 1897/98 (Otto Graf in MEPB 11, 12, and 13)

Hakan Yilmaz writes:

I have one Thessaly cover in my collection. I wanted to share this with you after reading MEPB 12. The inscriptions were transcribed by **Osman Levend**. It’s a very nice document, although it is damaged by water. If you wish, you can share this with Mr. Otto Graf.

The address reads “Belonging to Staff Captain, the valorous Mustafa Necîb, Esquire, an adjutant of the [...] Sixth Regiment (of the Imperial Division).”¹

Despatched from Velestino on 9 Nîsan 314 = 21st April 1898. Turkish troops left the city on 29th May 1898. It is quite possible that the cover arrived in Istanbul on 14 Nîsan = 26th April (arrival mark on the reverse): by road via Alasunya (Elassona) to Thessaloniki, thence by train to Istanbul.



Fig. 1 and 1a: Cover from Velestino to Istanbul, 21.04.1898.



New Study Group: Hejaz-Transjordan Study Group

Martin Lovegrove writes:

If you collect Hejaz stamps overprinted for use in Transjordan, you may be interested in the Hejaz-Transjordan Study Group.

Many catalogues, books, ‘named’ collections etc. contain errors, partial facts and misconceptions and in order to safely collect these stamps, it is essential to properly understand both the basic Hejaz stamp and the Transjordan overprint. The aim of the Study Group is to determine, as much as is possible, the facts pertaining to the stamps of the Hejaz overprinted for use in Transjordan.

A website is under development and will eventually, I hope, contain details of all known genuine and forged items. The site is in its infancy and requires more images to be submitted. There is no cost involved except your time. The site can currently be found at <http://www.melstamps.co.uk/HTJ/htj.html>.

Students of Hejaz forgeries may not have seen the fake 10 qirsh surcharge on the stamp (above) as it may only exist on the Transjordan forgeries.



¹ “Altı’ncı alay’ın yâver’lerinden fütuvvet’lu Erkân ı Harb Kol Ağa’sı Mustafa Necîb Efendi ve mahsûs’dur”: Erkân ı harb kol ağa = staff captain, fütuvvet’lu = valorous/valiant/brave, efendi = Esquire, yâver = adjutant, Altı’ncı alay’ın = 6th Regiment.

Genuine or Forgery: Hejaz 1924 10p Varieties

Editor: I wonder whether these 10 piastre “Makkah Arms” (September 1924, MiNr. 48, SG no. 58), shown by MEPB subscriber Syed Imtiaz Hussain Rizvi on Facebook,² are genuine. Michel and SG only list one variety: inverted centre (MiNr. 48K, SG no. 58a). SG notes that imperforate examples are die proofs. I asked Martin Lovegrove, editor of RANDOM NOTES, for his opinion about the stamps shown.

Marin Lovegrove writes:

The 10 piastre can be very difficult without seeing the stamp, but I have compared these examples with several of mine, both genuine and forgeries. I think they all have a good chance of being genuine apart from the one with the badly aligned centre (fig. 2) which I think is doubtful.



Fig. 1:
Centre missing,
imperforate

Fig. 2:
Centre shifted.

Fig. 3:
Centre shifted.

Fig. 4:
Centre in the
correct position.

Fig. 5:
Centre missing,
perforation: 11½.



Request for Information: Ottoman Postal Route to Persia: via Trebizonde, Erzurum, Bayazid, and Tabriz

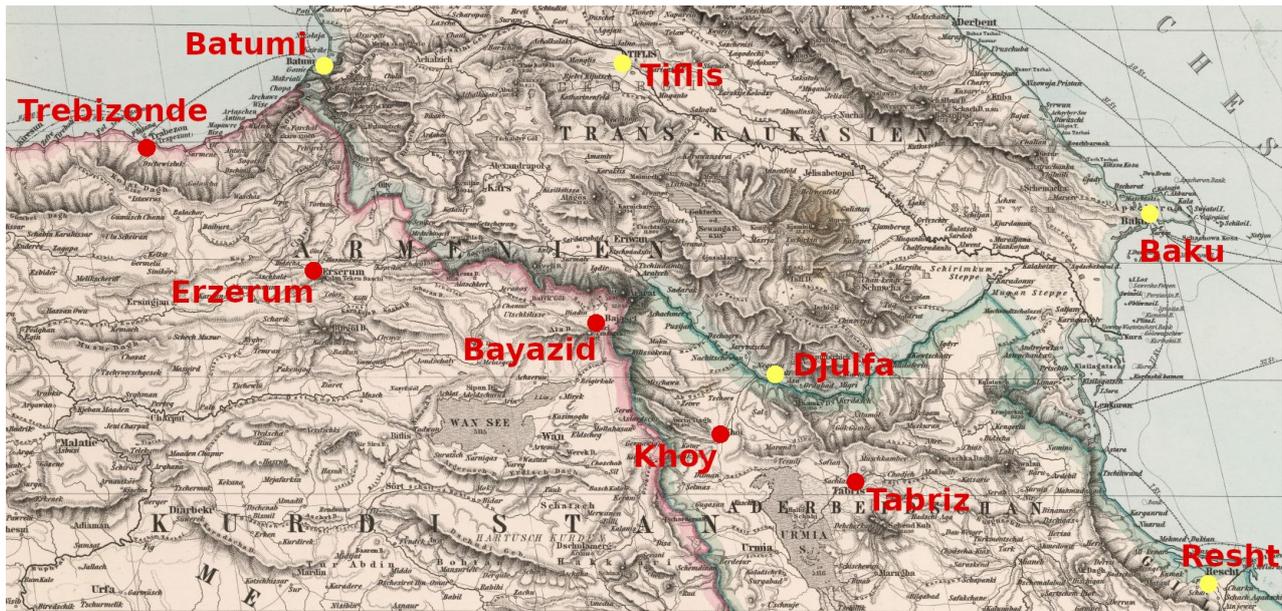
Björn Sohrne writes:

I am looking for information about the old Ottoman postal route from Constantinople via Trebizonde, Erzurum, Bayazid, Khoj to Tabriz in northern Persia (map).³ I wish to learn more about the historic background based on documents, travel reports, trade reports and the like. I have tried to find out about this topic from other collectors and literature, but I failed to unearth anything of substance so far. I hope any of the readers may be of help.

An agreement between Turkey and Persia was reached in 1884 for exchange of mails making Bayazid the exchange post office for both countries, i.e. the Persian exchange post office was situated in Turkey. It is possible that this route was delayed or never opened due to diplomatic problems until an apparent new agreement in 1892.

2 Shown over three postings on 4.05.2020 in group The Arabian Philately – هواة الطوابع العربية: <https://www.facebook.com/groups/962375187137342/permalink/4027549923953171/>, <https://www.facebook.com/groups/962375187137342/permalink/4027607643947399/>, and <https://www.facebook.com/groups/962375187137342/permalink/4027556447285852/>.

3 Detail from sheet 4 of: *Karte des Mittelländischen Meeres in 8 Blättern : Cis-Kaukasien, Trans-Kaukasien, Armenien, Kurdistan, Mesopotamien, Persien*. In: *Adolf Stieler's Handatlas über alle Theile der Erde und über das Weltgebäude*. Gotha: Perthes, 1881.



I understand the route has been used for a long period by the Ottoman authorities before 1884 for courier mail to and from Persia and also by at least the French courier it seems. Also due to lack of regular international mail service between the north of Persia and Europe via Tiflis until 1876/77 private companies may have organised their own courier services via Bayazid or Tiflis to Odessa and Constantinople. There was no solid internal postal service in Persia until 1876/77 and the Indian postal connections through Gulf ports remained out of reach.

Editor: I hope readers will come forward with information on this "Northern Route". There are some scant references to the setup of official postal connections with Turkey (see below), but hardly any information specific to Björn' request.

Tobias Zywietz writes:

For Trebizonde two mail forwarders are known: Hochstrasser (agent of Deutsche Levante-Linie) and Schlizzi. A book I recently read⁴ describes briefly the routes from Teheran to Bushire and via Bagdad to Damascus or via Mossul to Aleppo:

The ships of the old Indian Navy carried mail packets from Bombay to Basra, which was the starting-point of a regular dromedary post to Aleppo, linked with a horse post from Aleppo to Constantinople, [...]. [...] letters from the Political Residents of the East India Company stationed at Bagdad and Basra were sent to India by the desert route via Damascus and Beyrout and thence through Egypt, and correspondence between Bushire and India had to be diverted through Teheran and Alexandria. [...]

For years there was no other local postal service worthy of the name, and intercourse with the hinterland was entirely under the control of the British Consular officers. In 1868 Turkish Arabia was wholly dependent for regular communication with the outside world on English enterprise. There were two mail routes from Bagdad, one to Teheran via Kermanshah, a distance of 480 miles, and the other from Bagdad to Damascus, 500 miles, in connection with the British Consulate at the latter place and the route to England via Beyrout.

A monthly mail service was also maintained by the Government of India for the convenience of the British Legation at Teheran and the Residency of Bushire, the route lying through Shiraz and Ispahan, where British agencies had been established, but no postage was charged on letters despatched, as the line was kept up purely for political purposes. In addition to this post the Indo-European Telegraph Department had a weekly service from Bushire to Shiraz. These Persian lines were worked partly by runners and partly by horsemen, and continued until the Persian Government inaugurated its own service in 1877 and established a weekly post

⁴ Clarke, Geoffrey: *The post office of India and its story*. London: Lane, 1921. 251 p.

between Bushire and Teheran. [...]

In 1881 the Turkish Government established a dromedary post between Bagdad and Damascus in opposition to the English consular overland post and, after repeated representations on the part of the Ottoman Government, the latter was abolished in 1886 after having been in existence for upwards of a hundred years. In the following year the Ottoman Government closed their own line, and the only direct route left open to Europe was the Turkish post via Mosul on the Tigris to Constantinople.

This brief mention in Lorimer⁵ lead me to further information: “In July 1876 this employé, who had meanwhile succeeded in instituting a postal service between Tehrān and Europe viā Tabrīz, was appointed to the Directorship-General of Persian Posts.” The Austrian postal official Gustav Riederer⁶ was seconded to Persia in 1874, following a request by the Shah to the Austrian Emperor. Riederer arrived in Teheran in January 1875, where he began to build up a regular post office from the most primitive conditions and against a culture of nepotism and corruption. During the summer of 1875 a first regular postal connection between Tehran and Shimeran (the Shah’s summer residence) was established and local production of stamps began. In 1876 the routes Teheran–Kasvin Tabriz and Teheran–Kasvin–Resht were established, followed by a connection to the Russian post: via Tabriz and Djulfa to Tiflis. Weekly services to the provinces followed and connection to the Indian Posts at Bushire was established. By 1877 Persia had a network of regularly functioning mails and a twice-weekly connection to Europe and joined the Universal Postal Union. Riederer returned to Vienna in 1878. There are some colourful articles by and about Gustav Riederer. He describes the foreign postal connections operating on his arrival thus:⁷

Correspondence with foreign countries was only possible through the mediation of foreign legations, which went so far in their willingness to send not only the correspondence of their own subjects, but also about to be accepted and sent without charge to all Europeans living here. [...] Since December 1st [1877] there are two weekly postal courses between Teheran, Tauris and Djoulfa on the Araxes, and we receive correspondence from Europe twice a week, as well as we can send letters twice a week.

Another article summarises Riederer’s reports:⁸

*Until then [1876], the mail from Russia, destined for Tauris⁹ and Tehran, was brought by a Russian diplomatic courier, return mail was only possible with two frankings, to Djoulfa, the border, with Persian stamps, and for the onward journey with Russian stamps, which were not cancelled until the border. Russian stamps were also for sale at the relevant post offices. Riederer was positive about this construction, letters via Djoulfa always arrived. Talks with Turkey had led to an agreement early on, Tauris-Trebizond could start after winter, May 1876. The war [...] did hinder this. [...]*¹⁰

1876: Russia and Turkey want to conclude a postal treaty, especially the newspaper mail from Europe is hindered by Russian censorship, came through in monthly mailings. It was not yet possible to expand to the South and also to Baghdad, first the plague epidemic had to stop.

5 Quoted from p. 2455 in: Lorimer, John G.: *Gazetteer of the Persian Gulf, 'Omān, and central Arabia. Vol. I: Historical. Part II.* Calcutta, 1915.

6 Gustav Riederer, enobled in 1878: Ritter von Dachsberg (1830–1907).

Cf. Hartmann, Bodo: *Gustav Riederer von Dachsberg*. In: Österreichisches Biographisches Lexikon. Online: https://www.biographien.ac.at/oebl/oebl_R/Riederer-Dachsberg_Gustav_1830_1907.xml (accessed 30.11.2020).

7 Riederer, Gustav von: *Die Post in Persien*. In: Oesterreichische Monatsschrift für den Orient. 1878, no. 2 (15.02.1878), pp. 17–22.

8 Zonneveld, Anton (†): *Perzische post: beginjaren ; uit het perspectief van pionier Riederer*. In: *Al Barid*, no. 14, 1992, pp. 347–354.

9 Tabriz.

10 An 1876 report says: “Similarly, the Turkish Government has been willing to take up months ago its proposal to establish a regular postal link between the two border countries. However, the recent turmoil in the western provinces of the latter empire has significantly delayed the progress of the negotiations.” Source: *Post- und Münzwesen in Persien*. In: *Grazer Zeitung*, 1876, no. 114 (25.06.1876), pp. 1–2.

Riederer himself writes:¹¹

[...] I have made all the preparations to be able to set up the first major post-course against the Russian border at Bayadziz right after the end of the summer season, which I hope to be able to complete by the end of November.

Request for Information: Libyan Postal History and John N. Davies (FRPSL)

In response to Hakan Berkil's request in MEPB 15, a reader came forward helping him to get into contact with John N. Davies.

Photograph of Gaza Post Office in Ottoman Times

Editor: Atadan Tunaci recently discovered a photograph of Gaza Post Office and shared it on the Facebook group Türk Filateli Akademisi.¹² I thank Atadan for allowing me to show it here.



11 Steinert, Harry: *Über das „Persische Postwesen“* (aus: *Deutsches Postarchiv 1875*). In: *Philatelie*, vol. 71, 2019, no. 1, pp. 38–39.

12 Cf. <https://www.facebook.com/groups/1738092353140753/permalink/2821338588149452/> (7.11.2020).

Request for Information: Jordan Postage Rates 1920–1967

Editor: There seems to be very limited information published about the postage rates of Jordan. I appeal to anyone to help research these rates.

So far I found some information in Proud,¹³ but this ends in 1941. Ledger¹⁴ gives a list for the early 1950s (apparently). Dayyeh¹⁵ gives a table published in the Official Gazette for the Government of Transjordan on 22nd October 1926., this corroborates the table in Proud.

Here are the main rates (mils or fils, as applicable). Until March 1923 all rates are the same as for Palestine:¹⁶

Dates	Inland Letter ¹⁷	Inland Postcard	Inland Registr.	Foreign Letter	Foreign Postcard	Foreign Registr.
10/16.02.1918	5 (+3)	5	10	10	5	10
16.07.1918		3			4	
1.08.1920				10 (+6)		
1.09.1920		4				
1.10.1921			13	13 (+9)	6	13
1.01.1923				13 (+7)	8	
March 1923	5 (+5)	5	10	15 (+10)	10	15
1.10.1926	5 (+10)	5	15	15 (+10)	10	20
3.12.1929 to British Empire				10 (+6)	6	
1930			15			25
1941 to Palestine				10		
1941				20		
1948 to Britain				20		20
1948 to Arab Countries				20		20
1949 to Europe				20		25
2.08.1949	10		15			
1950s	15 (+12)	12	15	20 (+20)	12	20

Thanks to Bernd-Dieter Buscke, Avo Kaplanian, and Mahdi Bseiso, for looking at their information and providing scans of information and their own research.

Any information on postage rates you can add is welcome. Please help in our research!

13 Proud, Edward B.: *The postal history of Palestine and Transjordan*. Heathfield: Proud, 2006. 376 p.

14 Ledger, R.T.: *Philatelic history of Jordan : 1922–1953*. Amman: Ledger, 1953. 142 p.

15 Dayyeh, Dr. Saad Abu: *البيئة السياسية وتطور أعمال البريد في الأردن [=The political environment and the development of postal services in Jordan]*. Amman, 1993.

16 Letters: upto 20g, with increments in brackets.

17 Until 1941 (?) Palestine was treated as inland (“inside region”).

Request for Information: E.E.F. Stationary Army and Field Post Offices in 1918/1919: SZ52, SZ53, SZ54, and SZ55

Joel Weiner writes:

I have been having difficulty with four APO's used in Palestine, namely SZ52, SZ53, SZ54, and SZ55. As listed in the table below the four sources I consulted come to different conclusions.

The most recent is Galibov's 2014 article.¹⁸ He indicates that only two examples of SZ53 are known. Can this be correct? Sacher,¹⁹ Proud²⁰ and Firebrace²¹ list different dates. Are there additional examples or do these dates come from single stamps? Firebrace notes both APO and FPO cancellers SZ53, SZ54, and SZ55, but this is not noted by Galibov, Proud, or Sacher.

There are other issues that make these four stationary offices confusing, like the question about at which locations they were stationed.

I was hoping collectors will come forward with additional information, covers and the earliest and latest dates detected in their collections.

	Galibov	Proud	Firebrace	Sacher
APO SZ52	03.07.1918	03.06.1918	-.06.1918	-
	-.11.1918	29.08.1918		
APO SZ53	27.07.1918	08.08.1918	27.06.1918	01.09.1918
	04.09.1918	26.12.1918	04.09.1918	
FPO SZ53			20.10.1918	
			08.02.1919	
APO SZ54	15.07.1918	17.07.1918	15.07.1918	26,08,1918
	15.11.1918	26.08.1918	15.11.1918	
FPO SZ54			-.11.1918	
APO SZ55	01.08.1918	01.08.1918	01.05.1918	-
	30.07.1919	19.01.1918		
FPO SZ55			01.08.1918	
			30.09.1919	

Below I show some of the covers from my collection or seen in auctions. Interestingly the Christmas cover to Lt. Roper is attributed to Beirut by the seller, whereas another cover from the same day (Lt. Col. Marsh) is attributed by Galibov to Palestine.

Editor: Given the details of the two Christmas covers, Roper signing the censor mark as officer on one, being the addressee of the other, I think that these two covers (figs. 3 and 4) never left FPO SZ55. My conclusion is therefore that FPO SZ55 served this unit at the time..

18 Galibov, Ze'ev: *Sinai and Palestine, the S.Z. Army postmarks 1917–1919 : military and civilian usage*. In: Holy Land Postal History, vol. 7, no.128/129, 2014, pp. 926–934.

19 Proud, Edward B.: *History of British Army postal service. Vol. 2: 1903–1927*. 2nd ed. Heathfield: Proud-Bailey, 2016. 432 p. ISBN 978-1-872-465-920.

20 Firebrace, John A.: *British Empire campaigns and occupations in the Near East, 1914–1924 : a postal history*. London & Bournemouth: Christie's Robson Lowe, 1991. 472 p. ISBN: 0-85397-439-X.

21 Sacher, Michael M.: *The postal markings of Mandate Palestine : 1917–1948*. London: Royal Philatelic Society, 1995. 542 p. ISBN: 0-900631-30-9.

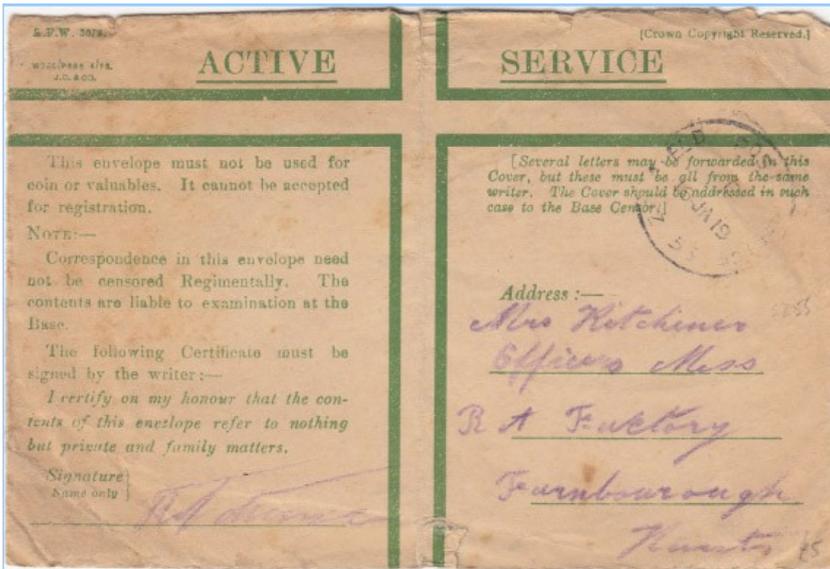


Fig. 1: Honour envelope, FPO SZ55 B, 16.01.1919.

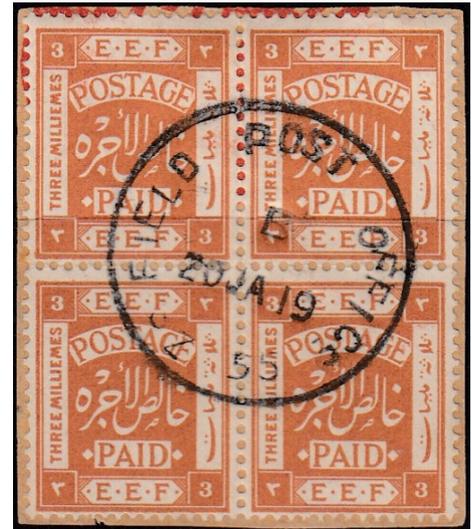
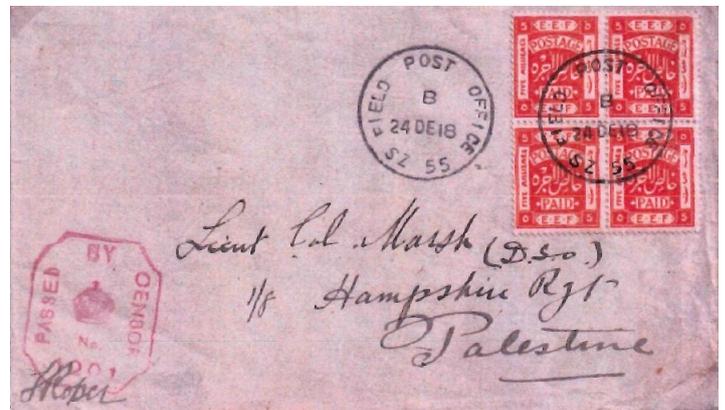


Fig. 2: FPO SZ 55 B, 20.01.1919.



Figs. 3 and 4: FPO SZ55 B, 24.12.1918.²²

To find out where the FPO was situated one needs to know where 1/8th Battalion, Hampshire Regiment,²³ was stationed in December 1918. The regimental history gives “near Beirut” for November.²⁴

After spending most of the summer training and working on the roads, the battalion moved into the line in mid-September. On 18th September the battalion joined the successful attack from Wadi Ikba towards Kefr Qasin against much weakened and demoralised Turkish troops. This marked the start of the collapse of Turkish forces. Although 54th Division, of which 8th Hampshires were part, did not take in the great cavalry pursuit which followed the success of 18th September, they did push on to Haifa and then up the coast towards Beirut. It was on 31st October, while en route to Beirut that they heard of the armistice with Turkey. The battalion was in camp near Beirut when, on 11st November, the armistice with Germany brought an end to hostilities in Europe.

22 Fig. 3: Ebay auction, Online: <https://www.ebay.co.uk/itm/Palestine-1918-censored-cover-Hampshire-Rgt-Palestine-F-P-O-SZ55-Beirut-/392770665704>.

Fig. 4: Galibov, 2014, the image is on the cover of the issue.

23 1/8th Battalion, often abbreviated to 8th Battalion, consisted of Princess Beatrice’s Isle of Wight Rifles.

24 Palestine. In: The Royal Hampshire Regiment. Online: <https://www.royalhampshireregiment.org/about-the-museum/timeline/palestine-1917/> (accessed 24.11.2020). Information is corroborated by a listing on Forces War Records website: “31.10.1918 Ended the war in Palestine, near Beirut.” Cf. <https://www.forces-war-records.co.uk/units/256/royal-hampshire-regiment/> (accessed 24.11.2020).

Another source gives these details:²⁵

The Rifles remained in Palestine right through 1918 until, in September, General Allenby launched his final offensive as a result of which the Turkish army was largely encircled and captured or destroyed. On the 11th of November, the battalion was still continuing to advance northward, they were in fact about thirty miles north of Beyrout when hostilities finally ceased. They were shipped out from Beyrout back to Alexandria and on to Cairo. In Cairo demobilisation started, this was to be halted in 1919 when severe rioting broke out in Egypt.

So the exact date when the unit moved to Cairo remains unknown,²⁶ though I think it's most likely that the troops (and with them FPO SZ 55?) were already in Egypt by Christmas.



MEPB 7: 1957 Lebanon Cedar Definitives with Surcharge on the Reverse: a Request for Information (Fuchs, Rainer, pp. 41–42)

MEPB 8: Lebanon Cedar Definitives with Surcharge Revisited (Tobias Zywietz w/m/f from Luigi Martinoja, Phil Le Page, and Albert Massaad, pp. 57–59)

MEPB 9: More Lebanon Gum-Side Surcharges (Johann Baumgartner, pp. 94–97)

MEPB 15: More Lebanon Gum-Side Surcharges (Phil Le Page, pp. 86)

Editor: In the last Cedarstamps auction (Auction 29, 5.12.2020) lot 162 consisted of several whole sheets of 1959s cedar stamps. Sadly, I missed the live auction and could bid. I hope the successful buyer comes forward to provide better images. This is the lot description and some images provided by Cedarstamps' Bernardo Longo:

Auction 29 Lot 162²⁷

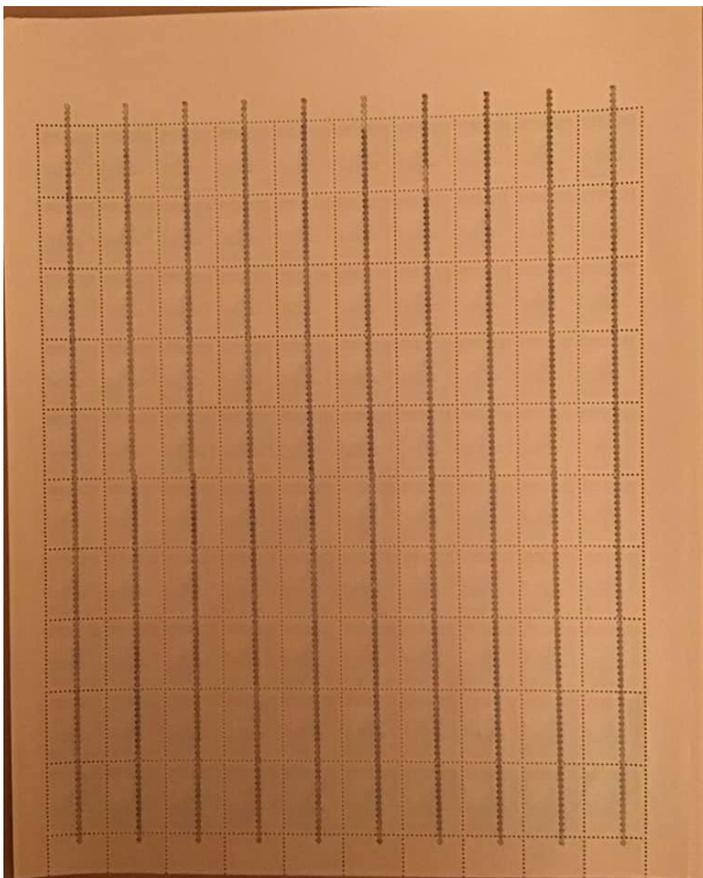
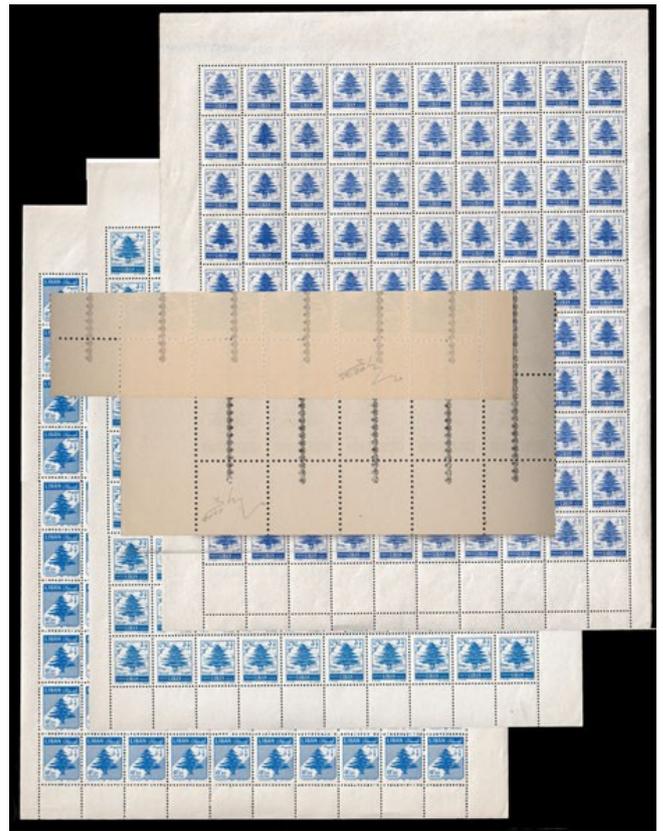
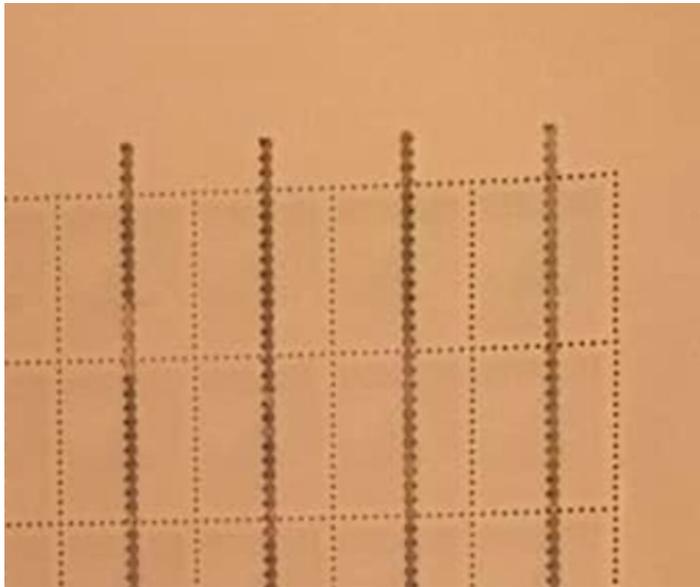
US-\$ 40 (US-\$ 40)

Lebanon stamps. 1959 MNH five sheet of 0,50P, three with secure back overprint and two without (SG n 510, 582 and 601; without overpr. N 582 and 601). In two sheets mirror positioning of floral motifs used as overprints. Signed B. Longo. INTERESTING.

25 *Princess Beatrice's Isle of Wight Rifles : the history of the regiment in words and pictures*. In: Wootton Bridge Historical. Online: <https://isleofwightrifles.org.uk/palestine.php> (accessed 24.11.2020).

26 Note that Wikipedia (https://en.wikipedia.org/wiki/Isle_of_Wight_Rifles) quotes an earlier version of the Wootton Bridge Historical article (<http://woottonbridgeiow.org.uk/rifles/ww1.php>) saying: "They remained in Palestine until the final defeat of the Turks in September 1918 when they sailed from Beirut to Alexandria and were demobbed in Cairo."

27 Image and lot description used by permission of Bernardo Longo of Cedarstamps.



Request for Information: Palestine Mandate Booklet Stamps

Max Michel Mann writes:

I am studying the booklet stamps of Mandate Palestine. In my inventory of *Pictorials* I am finding guillotine-cut stamps of 2m, 3m, 5m, 10m, and 15m, all from booklets (see example to the right). I want to establish the position of the guillotined stamps inside the booklet; most preferable I need photos of the inside of the booklets, which are not easy to find.

Editor: I present some basic information about the Mandate booklets on my website, but found only a couple images of a booklet's inside (top four images below).²⁸ Otherwise I could only refer Michael to an article by Arthur Hochheiser which also shows some panes (bottom two images below).²⁹

Maybe readers can help Max in his research? Bassam Hama showed me a similarly cut stamp, but pointing towards coils rather than booklets.



28 From booklet Bale no. B8, SG no. SB2. Images courtesy of Ebay, where the booklet it was sold in February 2006 for US-\$ 4,125.95.
 29 Hochheiser, Arthur M.: *Booklet panes of the Palestine Mandate*. In: The BAPIP Bulletin, no. 101, 1982, pp. 13–15.

The India Post Office in the Middle East

from Geoffrey Rothe Clarke's "The Post Office of India and its Story"

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While preparing reprints of two key chapters in J. G. Lorimer's "Gazetteer of the Persian Gulf, 'Omān, and Central Arabia" I came across numerous books and articles on the topics covered by Lorimer as well as on related themes. One of these is Geoffrey Rothe Clarke's 1921 book "The Post Office of India and Its Story."²

Clarke³ writes in his foreword:⁴

When I first decided to write a short account of the Post Office of India my intention was to close my story with the amalgamation of the Post Office and the Telegraph Department, which took place in 1913. Publication has been delayed for various reasons, chiefly owing to the outbreak of the war in 1914, and since then many strange things have happened. Consequently I have had to revise several chapters and felt compelled to write one upon the wonderful work done by the Indian Post Office in the Great War. [...]

I have tried to tell the story of the Post Office in such a way as to be interesting to the general reader as well as useful to the student. The ordinary routine of post office work is not exciting, but the effect of the work, the benefits it confers, the dependence of the public upon its proper execution, are themes to inspire the pen of a romantic writer. [...]

I am much indebted to Mr. R. W. Hanson and Mr. F. F. Shout, Assistant Directors-General of the Post Office of India, for their assistance in producing this work. Mr. Hanson is responsible for the chapter on "The Post Office in Mesopotamia and the Persian Gulf," and Mr. Shout for the chapter on "The Sea Post Office" and the paragraphs dealing with the District Post, as well as for the Index.

THE POST OFFICE OF
INDIA AND ITS STORY
BY GEOFFREY CLARKE
❧ INDIAN CIVIL SERVICE ❧
WITH SIXTEEN ILLUSTRATIONS

LONDON : JOHN LANE THE BODLEY HEAD
NEW YORK : JOHN LANE COMPANY MCMXXI

I have chosen to reprint below four chapters relating to the Middle East:

- | | | |
|--|---------|-----|
| • Ch. 13: The Overland Route | 119–126 | 104 |
| • Ch. 14: The Sea Post Office ⁵ | 127–136 | 108 |
| • Ch. 15: The Post Office in Mesopotamia and the Persian Gulf ⁶ | 137–150 | 112 |
| • Ch. 18: The Indian Field Post Office during the Great War | 171–177 | 120 |

I have only added a small number of footnotes and illustrations.

1 Introduction, annotations, and additions by Tobias Zywietz. Illustrations courtesy of named contributors.

2 London and New York: John Lane The Bodley Head, 1921. 251 p.

3 Sir Geoffrey Rothe Clarke, I.C.S., C.S.I., O.B.E., 1871–1950, Postmaster General, Bengal and Assam (1917–1919), Director-General, India Post & Telegraphs (1919–1925). Cf. *Geoffrey Rothe Clarke*. In: Wikipedia. Online: https://en.wikipedia.org/wiki/Geoffrey_Rothe_Clarke (accessed 9.12.2020).

4 Quoted from pp. v–vi.

5 Attributed to F. F. Shout.

6 Attributed to R. W. Hanson.

Chapter 13: The Overland Route

Overland trade between Europe and India has existed from the earliest times and was fully developed during the Roman Empire. After the overthrow of the Western Empire by Odoacer A.D. 476 and during the struggles with the Persians and Saracens the overland trade with the East languished until the consolidation of the Saracenic power at Damascus, Cairo and Bagdad. It was again thrown into disorder by the ascendancy of the Turkish Guard at Bagdad, and did not revive until the thirteenth century, when, as the result of the Crusades, Venice and Genoa became the great emporia for Eastern spices, drugs and silks. The merchandise came by land to the ports of the Levant and the Black Sea, but the capture of Constantinople by the Ottoman Turks in 1483 drove the traffic to Alexandria, which continued to be the mart for Eastern wares until the discovery of the Cape route to India altered the whole conditions of trade.

The first historical attempt to reach England from India by the overland route was made in 1777 when Lord Pigot, Governor of Madras, was placed in confinement by his own Council. Both parties attempted to avoid loss of time in representing their case to the Board of Directors by despatching messengers up the Red Sea and across Egypt. The Council's messenger, Captain Dibdin, managed to land at Tor near the mouth of the Gulf of Suez, to make his way across Egypt and finally to reach his destination. Not so Mr. Eyles Irwin, the messenger of the Governor. He sailed in the brig *Adventure*, and after many mishaps only succeeded in reaching Cosseir on the Red Sea in July, where he and his companions were detained by the Turks.

In 1778, after the fall of Pondicherry, Warren Hastings was determined that the good news should go home via Suez, and he engaged to send Mr. Greuber by a fast sailing packet to that port with the despatches. The proposal was strenuously opposed by Francis and Wheler, but Hastings, having Barwell on his side and a casting vote in Council, was able to carry out his intention. Mr. Greuber managed to get through by this route, but neither Hastings nor the Board of Directors anticipated the objections which the Ottoman Porte had to any navigation of the Red Sea by the Company's ships. In 1779 the Porte issued a firman putting a stop to all trade between Egypt and India by the way of Suez and decreed that ships from India could proceed only as far as Jeddah. If despatches were to be sent by Suez, the messenger conveying them had to travel from Jeddah by Turkish ship.

This was a hopeless arrangement and meant endless delay, besides which the fate of messengers or of any Europeans crossing the desert between Suez and Cairo was very uncertain. The terrible dangers and difficulties of the journey are graphically described in Mrs. Fay's letters. Owing to the opposition of the Turkish Government the overland route was abandoned for some time, but in 1797 an arrangement was made with them and the company's cruiser *Panther*, under the command of Captain Speak, sailed in that year with despatches. She left Bombay on the 9th March and reached Suez on the 5th May, where she waited for three months for return despatches ; but since these did not arrive she returned to Bombay, and, being delayed by contrary winds at Mocha, finally arrived after an absence of thirteen months.

In 1798 the Government carried into execution a project which they had long been contemplating, namely, the establishment of a mail route from India to England by the Persian Gulf and Turkish Arabia. A number of packet boats were put on this service which plied between Bombay and Basrah once a month. Private correspondence was allowed to be sent by this route upon the following conditions : —

1. No letter was to exceed four inches in length, two in breadth, nor to be sealed with wax.
2. All letters were to be sent to the Secretary to Government with a note specifying the name of the writer and with the writer's name under the address, to be signed by the Secretary previous to deposit in the packet, as a warrant of permission.

- Postage had to be paid upon the delivery of each letter at the rate of 10 rupees for a single letter weighing one-quarter of a rupee, for letters weighing half a rupee 15 rupees, and for letters weighing one rupee 20 rupees.⁷

Two mails were sent by each despatch, one by Bagdad and one by Aleppo. We are not told if many private people were wealthy enough to pay these overwhelming rates of postage or were prepared to face the irksome conditions imposed upon anyone using this route.

In the first quarter of the nineteenth century the East India Company continued to retain a Resident at Busra long after their trade had ceased to be of any consequence. One of his principal duties was in connection with the desert post, by which despatches were forwarded to England from the Bombay Government. Later on the post of Resident was abolished, and in 1833 the desert post was closed, as despatches, when forwarded overland, were sent in the Company's cruisers via Cosseir on the Red Sea and Cairo.



Fig. 1: An 1851 map describing the postal routes to India (Western part).⁸

On the 5th November, 1823, a meeting was held in the Town Hall at Calcutta to discuss the feasibility of establishing communication with Great Britain by means of steam navigation via the Mediterranean, Isthmus of Suez and the Red Sea. A premium of £10,000 was offered to the first company or society that would bring out a steam vessel to India and establish the communication between India and England. The first steamer to reach India via the Cape was the *Enterprise*, commanded by Captain Johnson, in 1826. She was a vessel of five hundred tons burthen with two engines of sixty horse-power each and also built to sail, and she performed the journey in fifty-four

⁷ Weight of a rupee: 11.5 grammes.
⁸ Image courtesy of Rainer Fuchs.

days. Her great fault was want of room for coal, a circumstance which nearly led to a disaster on the voyage, as the coal, which had to be packed on top of the boilers, ignited and the fire was extinguished with difficulty. The credit for establishing the Suez route belongs to Lieutenant Thomas Waghorn, of the East India Company's Marine. He was the first to organize direct communication between England and India by means of fast steamers in the Mediterranean and Red Seas. In 1830 the steamer *Hugh Lindsay* made the first voyage from Bombay to Suez, and Waghorn from that time worked hard at his scheme. He built eight halting places in the desert between Cairo and Suez, provided carriages and placed small steamers on the Nile and the canal of Alexandria. Waghorn's triumph was on the 31st October, 1845, when he bore the mails from Bombay, only thirty days old, into London. This memorable feat settled the question of the superiority of the overland as compared with the old Cape route, but it was not given effect to without great opposition from the shipping companies.

In 1840 the Peninsular and Oriental Steamship Company obtained a charter of incorporation, and one of the conditions was that steam communication with India should be established within two years. This condition was fulfilled by the despatch of the *Hindustan* to India via the Cape of Good Hope in 1842. The advantages of the route across the isthmus of Suez were, however, too obvious, and the P. and O. Company took up a contract for the conveyance of mails between London and Suez, while vessels of the East India Company's navy conveyed them between Suez and Bombay. The journey from Alexandria to Suez was most uncomfortable for passengers. It was made by canal boat to Cairo, and then by two-wheeled vehicles across the desert to Suez.



Fig. 2: An 1851 map describing the postal routes to India (Eastern part).⁹

In 1844 a contract was given for five years to the P. and O. Company to establish a regular mail service in the Indian seas, with a subsidy of £160,000 a year for the combined India and China

⁹ Image courtesy of Rainer Fuchs.

services. This contract was subsequently extended, and in January, 1853, a fresh contract was concluded with the Company under which fortnightly communication was secured between England, India and China, with a service once in two months between Singapore and Sydney. On the 7th July, 1854, a supplementary contract was entered into for the conveyance of mails between Southampton and Bombay through Alexandria, by which way the transit time was twenty-eight days. The total subsidy under both contracts was £224,300 a year.

The sea postage collected by the United Kingdom and India was devoted to the payment of this subsidy, and any deficiency was borne equally by both countries. In 1867 a fresh contract for twelve years was concluded with the Company for a weekly service to and from Bombay and a fortnightly one to and from China and Japan. The annual subsidy was fixed at £400,000, to be increased to £500,000 if such should be necessary, in order to enable the Company to pay 6 per cent dividend upon their capital. This absurd clause was cancelled in 1870, and the annual subsidy was fixed at £450,000.

The Suez Canal was opened in 1869, but owing to difficulties with the British Government it was not used for the passage of the mail steamers until many years later. In 1880 the Southampton route was abolished, and the contract for the weekly service stipulated for a transit time of 17½ days between London and Bombay via Alexandria and Suez. It was not until 1888 that the mails were sent by the Suez Canal instead of by rail across Egypt.

During the term of the contract 1867–1869, the port for reception and despatch of mails was Marseilles. Arrangements were made in the new contract of 1869 for the substitution of Brindisi for Marseilles on the completion of the Mont Cenis Tunnel and railway, and Brindisi remained the European port for the reception and despatch of mails until the outbreak of war in 1914.

On the 1st July, 1898, a new contract was drawn up for a combined Eastern and Australian service. The transit time between London and Bombay was limited to 14½ days and the annual subsidy was fixed at £330,000, of which £245,000 represented the payment for the service between Brindisi, India, Ceylon, the Straits Settlements and China. The last contract was entered into with the Company on the 1st July, 1908, for seven years. The transit time between Brindisi and Bombay was reduced to 11¼ days with an allowance of thirty-six hours in the monsoon, and the total subsidy was fixed at £305,000.

The present contract with the P. and O. Company expires in 1922, and what fate the future has in store for the Suez Canal route we cannot tell. There has been much talk of a through railway from Calais to Karachi, and with the Channel tunnel completed this would mean a railway route from London to India. The cost, however, of transporting the Indian mail, which often consists of more than ten thousand bags, over this enormous distance by rail would probably be prohibitive. Under the International Postal Convention each country traversed would have the right to claim a territorial transit charge, and with fast steamers between Marseilles and Bombay the saving in time might not be so great as has been anticipated.

Another competitor to the steamer service has appeared recently in the form of Aviation. Several proposals for an Air Mail Service between England and India have been made, but the success of long distance transits by air is not yet assured.

It has been stated that the old familiar scenes at Port Said and Aden will soon be as unknown to the Eastern traveller as Table Bay and St. Helena. The old trade routes are to be revived again, no longer with slow and picturesque caravans, but with rushing trains and aeroplanes. Despite these prophecies the P. and O. continue to build new ships, they book passages even a year ahead, and are preparing to tender for a new mail contract. Is this mere contempt, is it optimism, or is it the adoption of Warren Hastings' motto: "Mens aequa in arduis" ?¹⁰

10 Either "a level mind in difficult times" or "an equable mind while labouring."

Chapter 14: The Sea Post Office¹¹

In 1859 the Postmaster-General, United Kingdom, announced that it had been determined to open the homeward-bound mails on board the steamers between Alexandria and Southampton and Alexandria and Marseilles, with a view to effect a partial or complete sorting of the letters and newspapers. He also suggested that the clerks entertained for this service might during the voyage out be employed in sorting the letters and newspapers contained in the mails despatched from England to India. At the same time he inquired whether the Government of India would be willing to bear their proportion of the cost of the scheme. The offer was declined on the ground that English clerks could not sort letters correctly for stations in India, where there were many places with the same name.

In 1860 the Bombay Government reported that on the Europe side of Egypt the former practice of sending an Admiralty Agent with each steamer of the Peninsular and Oriental Company in charge of mails had been abolished, and instead the Company carried a couple of post office clerks to sort the homeward mail. They embarked on the Marseilles boat at Alexandria, and before arriving at Malta they sorted all the letters for transmission via Marseilles. At Malta these clerks were transferred to the vessel for Southampton, and when the steamer reached that port all the heavy mails were sorted. The Bombay Government suggested that a similar arrangement might be adopted east of Suez, the clerks told off for the work being employed in the Bombay post office when they were not engaged on the steamer. The Bombay Government's suggestion was negated on the ground of expense in view of the unsatisfactory state of the Indian finances at the time.

In 1864 the subject was revived by Lord Lawrence. The Director-General, Mr. Monteath, agreed with the objections formerly urged that English Post Office clerks could not sort letters for all stations in India, but held that they could sort letters received by the Marseilles route only for Bombay and put up in boxes the letters and papers for the several Governments or Administrations in the provinces. It was then decided that sorting to the above limited extent might best be done in London and that, if it were done by a sorting establishment on a steamer west of Suez, the Indian Government might be reasonably called upon for a contribution. Thus the discussion ended for the time and nothing was done.

The subject was revived in 1868, when weekly communication between England and India was established. In the new contract with the Peninsular and Oriental Company provision was made to accommodate a postal sorting office and give free passages to sorters on the vessels east of Suez. The Government of India decided to take advantage of this arrangement and authorized experimental sea-sorting establishments on the scale of six sets of sorters for fifty-two voyages annually in each direction between Bombay and Suez. Each set consisted of a head sorter, a sorter and two packers. The calculation was based on an allowance of fifteen days each way for the voyage to and from Suez, with an interval of from two days to six days between a return from Suez and the next departure from Bombay. Notice was at the same time given for the withdrawal of the Naval Agents employed on board the steamers. One of the principal duties of these Naval Agents appears to have been to report whether penalties for delay should be exacted or not according to the circumstances in which the delays occurred.

In his final report in 1870 on the working of the system, as a result of which the establishment was permanently continued, the Director-General described the work of the sea post office as "embracing the sorting of mails for transmission to the various localities of a huge continent, as well as the checking of the accounts made out in respect of such correspondence by the various European offices from which the mails are received. ... It is a work which, in an office on shore, would be distributed among a large establishment, each member of which would have to learn only

¹¹ Author: F. F. Shout.

a small portion of the business ; and it is a work the bad performance of which even occasionally will give rise to the most serious consequences.” The experimental formation of the sea-sorting office had succeeded so well that the inward overland mail was received at Bombay ready for despatch into the interior, instead of having to be detained there for about six hours, which often involved the loss of a whole day for certain places. The Bombay delivery ticket-holders got their overland letters at the post office window about ten minutes after the mail had arrived, and the delivery to Calcutta ticket-holders of letters, which had been sorted at sea, was similarly expedited.

The Indian sea-sorting office sorted letters for the United Kingdom, but the London General Post Office did not reciprocate by sorting the mail for India, the latter being done at sea, which enabled London to dispense with a large expenditure for Naval Agents. Although the revised contract with the Peninsular and Oriental Company provided for proper sorting accommodation on their vessels eastward of Suez, there was no similar provision westward of Suez ; on the contrary, it was specially provided that the master or commander of the vessel should take charge of the mails to the west of Suez. The fact was that the work done by the Indian sea-sorting office on the homeward voyage was so complete and thorough that the British Post Office was able to abolish all its sea-sorting establishments west of Suez.

The steady growth in the work to be done and in the number of men required to cope with it gave rise to many difficulties in connection with the provision of suitable and adequate accommodation on board the steamers, the proper supervision of the staff, and the improvement of the service. The sorting arrangements had to be revised frequently, and the extent of the run, which, as stated above, was originally between Suez and Bombay, had in 1890 to be curtailed to the voyage between Aden and Bombay in consequence of the decision of the Peninsular and Oriental Company to tranship the outward and homeward mails at Aden every alternate week.

With the steady increase in the volume of the mails to be dealt with, it was found necessary to add to this staff considerably from time to time. In 1873 the total staff of the six sets comprising the “Marine Postal Service, Suez and Bombay,” was raised to six mail officers, six assistant mail officers, six supernumerary assistant mail officers and twelve packers, i.e. five men for each set. When the journey was curtailed to the Bombay-Aden run the sets were reduced to three, but the number in each set had to be steadily increased until in 1908 it reached twenty-nine, consisting of an assistant mail officer, fifteen sorters and thirteen packers.

In the year 1899 a special inquiry, made in connection with a question asked in Parliament as to the effect of the introduction of Imperial penny postage on work in the sea post office, revealed the fact that the conditions of the service were very exacting on the staff. The extent to which the sorting of the mails could be done at Bombay or in the Railway Mail Service instead of at sea was very fully considered, and, although the Committee of postal officers convened at Bombay to examine the subject did not recommend the discontinuance of the existing arrangement, its retention was made conditional upon the adoption of a number of special measures to reduce the amount of work at sea.

A further inquiry into the conditions of service in the sea post office, instituted in the year 1905 in connection with a representation on the subject made to the Secretary of State for India by the late Mr. Samuel Smith, M.P., again brought into prominence the fact that the work had to be performed in circumstances of a peculiarly trying nature. It also established that, owing to the rapid increase, at the rate of 10 to 12 per cent a year, in the volume of the mails, the question of arranging for the sorting work to be done on shore instead of at sea could not be deferred much longer. This growth was bound to involve further additions to the staff from time to time, while the accommodation which it was possible to secure for the work, especially on board the through mail steamers, was strictly limited.

The subject of abolishing the sea post office altogether, or, at least, of restricting it to very small proportions, was again taken up in 1907, as the Postmaster-General, Bombay, reported that

the service could not be placed on a proper footing without the provision of much more accommodation on board the through steamers, and expressed the opinion that the time had come for considering whether it was not possible to have most of the work of sorting done on shore.



Fig. 3: Backside of a cover, sent from Shiraz to Cairo in 1908. Route: Bouchir to Bombay, then via Aden and Suez to Cairo. Clear sorting mark "SEA POST OFFICE / BOMBAY ADEN / B / 27 JU.08".¹²

By the end of 1908 the volume of the mails had become so large and the difficulty of dealing with them on board so great that a radical change was needed. The question of having the sorting work done on shore was, therefore, fully examined again with the Postmaster-General, Bombay. The position at the time was as follows : The mails for India despatched from the United Kingdom were received by the Aden-Bombay sea post office partly sorted for the various territorial divisions of India, and partly unsorted. The unsorted portion, which amounted to about 40 per cent of the total, consisted of the articles of all classes posted or received in London late on Friday evening, which the London General Post Office did not sort before despatch. The Indian mails from countries other than the United Kingdom were received by the sea post office wholly unsorted. With the exception of trade circulars and price lists, all the unsorted mails received were dealt with by the sea post office between Aden and Bombay. The average number of the unregistered letters, postcards, newspapers, packets of printed papers, and samples which had to be sorted by the sea post office on each voyage from Aden to Bombay was 150,000 and, in addition, some 7000 registered articles had to be specially treated and about 6000 unpaid articles examined and taxed with postage. This work had to be performed under very trying conditions and, during the monsoon season especially, the staff was hard pressed to finish the sorting before the steamer reached

¹² Image courtesy of Björn Sohrne.

Bombay. The accommodation for sorting the mails provided on the through mail steamers was becoming less and less adequate as the volume of the mail increased and no additional space could be obtained.

The proposal to meet the situation by again extending the run of the sea post office to Port Said or Suez had to be negated owing to the transshipment at Aden on alternate weeks. Moreover, it was undesirable to resort to a measure of this kind, as, quite apart from the large additional expenditure involved in return for insufficient advantages, the difficulty of keeping the staff under close and constant supervision was becoming more pronounced. In fact, this difficulty of exercising proper supervision over the enormous volume of work at sea furnished in itself a very strong argument in favour of having the work of sorting and dealing with these important mails done entirely on shore.

It was estimated that, with the provision of all necessary appliances and conveniences for dealing rapidly with the work on shore, a staff of about 150 well-trained and efficient sorters could do within a period of two and a half hours from the time of the *landing* of the mails the whole of the work then done by the sea post office. This number could be easily provided from among the sorters already employed in the sea post office, in the Bombay General Post Office, and in sections of the Railway Mail Service working into and out of Bombay. The provision of suitable accommodation for the sorting to be done on shore, which was formerly a matter of much difficulty owing to the want of space in the General Post Office, Bombay, no longer existed as the new General Post Office near the Victoria Terminus, the building of which was then well advanced, had ample room for this purpose.

It was unnecessary to enter into any examination of the question in respect of the outward mails from India as the whole of the work done by the sea post office in connection with those mails could just as easily be performed, without any public or postal inconvenience and at very little extra cost, by the Railway Mail Service and in the various large post offices in India.

In view of the increasingly unfavourable conditions under which the sorting had to be performed at sea and of the greater security and efficiency that would be secured by having it done on shore, it was admitted that the best course would be to abolish the sea sorting service, but to do so gradually in order to avoid any dislocation in the disposal of the foreign mails. The various Indian Chambers of Commerce were consulted in 1911, and the general opinion was that no change should be made until the Alexandra Docks at Bombay were completed. The authorities of the Bombay Port Trust were accordingly requested to provide a sorting hall for the Post Office on the new pier. On the completion of the new mole in the harbour the mail steamer, instead of discharging its mails in the stream, would be able to berth alongside the pier; the delay in transshipment would be greatly reduced, and with a sufficient staff of sorters on the spot the mails would be ready for despatch by the special trains due to leave Bombay within four and a half hours of the signalling of the steamers.

The question was finally settled by the outbreak of the War in 1914. The sailings of the mail steamers became very irregular, accommodation on board could no longer be provided for sorters, and consequently the sorting of both the outward and inward mails had to be performed in the Bombay General Post Office. The sorting of the homeward mail on shore was undertaken from the 15th August, 1914, and the last inward mail sorted on board arrived at Bombay on the 27th August, 1914. In spite of war conditions, the first special train usually started within seven hours of the steamer having been signalled. In these circumstances the sea post office was formally abolished as such, and the Indian share of the Eastern Mail Service subsidy was reduced by a sum of £8800 a year on account of its discontinuance.

No other Postal Administration of the world has ever attempted to undertake the task of sorting the foreign mails while in course of transit by sea on anything like the scale on which this work was done by the Indian Post Office. A certain amount of sorting of mails was done on the

steamers of the White Star Line sailing between Liverpool and New York, and on those of the American Line sailing between Southampton and New York, also on board the German steamers sailing between Bremen or Hamburg and New York. The work done on those lines, however, was on a very minor scale and a small staff of four men on the White Star and American Line steamers, and of three on the German steamers was employed. The strength of the staff of the sea post office working between Bombay and Aden was, in 1914, one hundred and three men, divided into three sets of one assistant mail officer, seventeen sorters and fourteen packers each, with seven probationary sorters. The staff was a most extravagant one ; the men were not employed for more than half their time. By using a large staff and with proper organisation the work that took five days at sea is now being done more efficiently in a less number of hours in Bombay.



Fig. 4: General Post Office, Bombay.¹³

Under present arrangements the mails are hoisted from the steamer direct into the Foreign Mail Sorting Office on the Ballard Pier. There they are opened and sorted for the various parts of India by about one hundred and fifty sorters, and within three hours they are ready for the postal special trains which leave the pier station for Calcutta, Madras, Lucknow and the Punjab. Foreign Mail Service sections work in each of these trains to deal with the final sorting and distribution of the mails to the various stations *en route*.

Chapter 15: The Post Office in Mesopotamia and the Persian Gulf¹⁴

The Great War has thrown such strong light on the countries which border on the Persian Gulf that it may be interesting to record the important part which has been played by the Post Office of India in connection with imperial policy in Persia and Mesopotamia.

Owing to political considerations and the necessity of keeping open alternative means of communication between Europe and India, the importance of the Persian Gulf and Mesopotamia as a mail route was established nearly a century and a half ago. The ships of the old Indian Navy

¹³ Image from plate opposite p. 75.

¹⁴ Author: R. W. Hanson.

carried mail packets from Bombay to Basra, which was the starting-point of a regular dromedary post to Aleppo, linked with a horse post from Aleppo to Constantinople, and it is an interesting piece of history that Lord Nelson's letter to the Bombay Government, giving the news of the naval victory of the Nile, was transmitted by this route.

During the first half of the last century, as the Persian Gulf and the Shat-el-Arab were infested with pirates, these waters were avoided by British trading vessels, so that, when a ship of the Indian Navy was not available to convey mails to Bombay, letters from the Political Residents of the East India Company stationed at Bagdad and Basra were sent to India by the desert route via Damascus and Beyrout and thence through Egypt, and correspondence between Bushire and India had to be diverted through Teheran and Alexandria. In 1862 a regular six-weekly mail service between Bombay and Basra was undertaken by the British India Steam Navigation Company, and about the same time the Euphrates and Tigris Steam Navigation Company agreed to extend the mail service from Basra to Bagdad by running their steamers in connection with the ocean line. The postal system at the coast ports, however, was defective owing to the absence of local post offices for the collection and distribution of mails, but these were gradually established from the year 1864 onwards at Bushire, Muscat, Bandar Abas, Bahrain, Mohammerah, and other places under the protection of British Consular officers, and post offices were opened at Bagdad and Basra in Turkish Arabia in 1868.

Although all these post offices were primarily intended for the benefit of political officers of the Government of India, they have proved just as useful to the consular representatives of other European nations and to the public, and there is no doubt that, by supplying a commercial want, they gave a great impetus to trade in the Persian Gulf region. For years there was no other local postal service worthy of the name, and intercourse with the hinterland was entirely under the control of the British Consular officers. In 1868 Turkish Arabia was wholly dependent for regular communication with the outside world on English enterprise. There were two mail routes from Bagdad, one to Teheran via Kermanshah, a distance of 480 miles, and the other from Bagdad to Damascus, 500 miles, in connection with the British Consulate at the latter place and the route to England via Beyrout. A monthly mail service was also maintained by the Government of India for the convenience of the British Legation at Teheran and the Residency of Bushire, the route lying through Shiraz and Ispahan, where British agencies had been established, but no postage was charged on letters despatched, as the line was kept up purely for political purposes. In addition to this post the Indo-European Telegraph Department had a weekly service from Bushire to Shiraz. These Persian lines were worked partly by runners and partly by horsemen, and continued until the Persian Government inaugurated its own service in 1877 and established a weekly post between Bushire and Teheran.

The Turkish representative at the International Postal Congress held at Berne in 1878 urged that all foreign post offices in the Ottoman dominions should be suppressed, but the demand was rejected as it involved a diplomatic question outside the province of the Congress. In 1881 the Turkish Government established a dromedary post between Bagdad and Damascus in opposition to the English consular overland post and, after repeated representations on the part of the Ottoman Government, the latter was abolished in 1886 after having been in existence for upwards of a hundred years. In the following year the Ottoman Government closed their own line, and the only direct route left open to Europe was the Turkish post via Mosul on the Tigris to Constantinople. When reporting the closing of the British desert post, the British Consul-General at Bagdad asked the Postmaster-General in London to warn the British public not to post anything of value by any route other than the one from London to Bombay and thence by sea to Basra and Bagdad, and the numerous complaints of the loss of parcels, books and letters fully justified his want of confidence in the Ottoman post.

The British post offices at Basra and Bagdad and the service by river steamer between these

two ports were subjected to marked hostility on the part of the Turks, notwithstanding the continued efforts of the British Consular officer to limit their functions. Competition with the local Ottoman postal institutions was never aimed at, and Indian post offices were primarily and chiefly maintained for Consular purposes and located in the Consulate buildings. Local traders, however, were not slow to discover the advantage of the safe transit offered by the Indian mail service and the convenience of the parcel post system, but their efforts to avoid payment of Customs dues on articles imported by this means were frustrated at the outset by the British Consul-General of Bagdad, Sir Arnold Kemball, who went so far as to suspend the parcel traffic in the interests of the Turkish Government until the latter could make adequate provision for Custom-House examination and levying of dues on both import and export parcels.



Fig. 5: The port of Bushire, pre-World War I.¹⁵

After various methods of detecting and dealing with dutiable parcels had been tried for many years, the system of handing over all inward parcels received from the offices of exchange at Bombay, Karachi and Bushire to the Turkish Customs at Bagdad and Basra with copies of the Customs declarations and invoices received was adopted by the Consular post offices, the addressees being required to take delivery at the Customs House on presentation of a delivery order signed by the British-Indian postmaster.

Anyone who has had experience of the vagaries of Turkish Customs House officials can sympathize with people whose goods fell into their hands. The smallest irregularity, however unintentional, detected in a declaration or manifest could only be set right by the liberal distribution of bribes. Woe betide the scrupulous owner or consignee who declined to adopt such methods and decided instead to stand by his rights and carry his complaint to higher authorities. The story is told of a young missionary lady whose wedding outfit was packed into a box which was taken in custody by a Turkish official and was detained for the ostensible purpose of examination of the contents and assessment of duty. The settlement of this knotty point proceeded in a leisurely fashion

¹⁵ Source: plate opposite p. 75 in: Mikusch, Dagobert von: *Waßmuß, der deutsche Lawrence*. Leipzig: List, 1937.

The steamship companies employed to carry mails have all along had to contend with serious difficulties at the Gulf ports. The original mail service undertaken by the British India Steam Navigation Company between Bombay and Basra, and by the Euphrates and Tigris Steam Navigation Company between Basra and Bagdad, was a six-weekly one, but a monthly service was arranged in 1866 and a fortnightly service in 1870. From 1878 onwards mails were despatched weekly in both directions, and this has been supplemented in recent years by a fast service in connection with the English mail, the steamers calling only at the principal intermediate ports. There were many obstacles to speedy transit and delivery of mails, such as absence of lights and buoys, want of harbour facilities at the Persian ports, difficulties of navigation in the river Tigris during the dry season, obstruction on the part of the authorities, especially the Turks, and difficulty of obtaining regular labour at the various anchorages. At many places the mail steamers have to anchor far out in the roadstead, and in rough weather there is some risk and delay in landing and embarking mails.

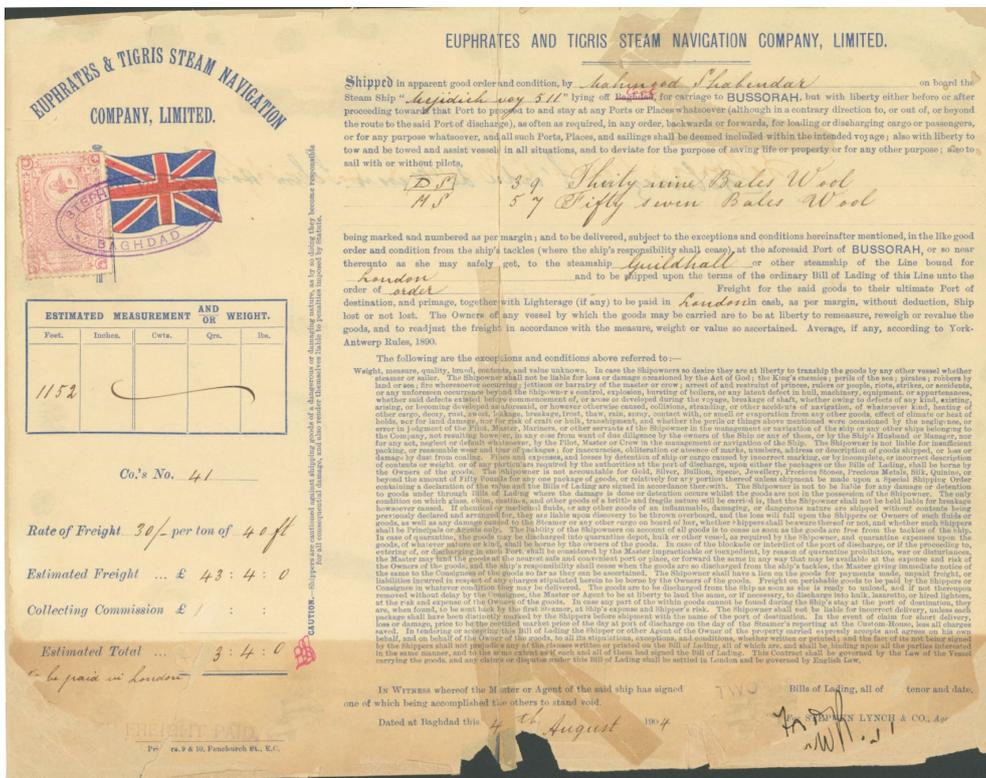


Fig. 7: A 1904 waybill of Euphrates and Tigris Steam Navigation Company for the transport of 96 bales of wool from Kut to Basra, then to be forwarded to London. The 10 para fixed fees fiscal stamp (issue of 1900, Sultan Abdülhamid II) is cancelled "Stephen Lynch & Co., Baghdad."¹⁸

The mail contract with the British India Steam Navigation Company required that mails should be exchanged during daylight, and three hours were specified for the purpose ; but this condition could not always be observed, and it was in the power of the local postmaster to upset all arrangements. Unrest was a common feature of the political life of these parts, especially when there was a change of Governors, and the authorities were generally too feeble to cope with a rising among the Arab or Persian tribes without the assistance of British bluejackets or Indian troops, who were not always available on the spot. At such times the Indian postmaster used to shut up his office long before darkness set in and barricade himself and his mails in the inner rooms of the building,

17 Image courtesy of Björn Sohrne.

18 Image courtesy of Oscar van der Vliet.

so that the ship's mail officer arriving at dusk had no easy task in getting access to him. On one occasion the Political Resident of the Persian Gulf, whose word is law in these regions, was a passenger by the mail steamer which arrived at a certain port on a very sultry summer evening. Being anxious that the steamer should sail to Karachi without unnecessary delay, he asked the captain to expedite its departure, and the latter, who had previous experience of the local post office, said that he had his doubts about receiving the mails before morning, but promised to try his best, and went ashore himself. Two hours later a message came to the ship asking for the Political Resident's personal assistance, and there was nothing left for the distinguished official to do but to go to the office himself. He found the captain and his second officer pelting the roof of the post office with stones, while from inside issued forth the vilest abuse of all ships' captains and their relations, with threats to report the attack to the Resident. The matter was eventually settled, and the story is still told by all the natives with great gusto, as the Eastern mind sees a special humour in the setting down of an important official.

The Euphrates and Tigris Steam Navigation Company, owned by Messrs. Lynch Brothers, during the many years of its existence was never able to obtain permission from the Ottoman Government to run more than two steamers between Basra and Bagdad. The distance is five hundred miles, and, as the paddle-boats had occasionally to tie up during the night when the river was low, it is not surprising that the weekly mail service each way had no reputation for regularity. There were several other causes which contributed to misconnection between these boats and the ocean-going mail steamers of the British India Company. The run from Basra to Bagdad and vice versa was usually accomplished in five days, which left only two days at either end for loading and unloading, cleaning and repairs of engines and other duties. If a steamer reached port towards the end of the week, little or no work could be done. Friday is a general holiday among the Turks and Arabs who are Mohammedans, and the Customs House is kept closed ; Saturday is the Hebrew Sabbath, when Jews are absent from the wharves ; while Sunday is a *dies non* with the Armenian Christians, who are among the most important of the shippers. It was hard for an European merchant to contend with such an accumulation of sacred days. He was willing to keep open and work on every day of the week, but the susceptibilities of the local population cannot be overridden. The Turkish Government tried every conceivable method of hindering the enterprise of Messrs. Lynch and Company, but their steamers continued to flourish and gain in popularity, whereas the Ottoman line of steamers, established in 1867 under the auspices of the Government with the avowed object of smashing the British line, failed to justify its existence. The Turkish steamers were badly equipped and inefficiently controlled, and being always in a state of dilapidation became a byword of reproach even among the Turkish subjects of Mesopotamia. It was not surprising, therefore, that overtures on the part of this Company to obtain the English contract for the carriage of mails were never seriously considered. Apart from the unreliability of the service, there were strong political grounds for supporting the Company which had done so much under the British flag to open up the commerce of Mesopotamia.

Originally the merchants at the intermediate river ports of Kurnah, Kut and Amara, on the Tigris, were accustomed to post letters on the river mail boats and the clerk on board acted as a sort of travelling postmaster, but it was not long before the Turkish authorities raised objections to this practice as an infringement of their postal rights, notwithstanding that they had a concession of free carriage of Turkish official correspondence through the British Post. After much correspondence and discussion between the Indian Political and Postal authorities it was decided not to allow the mail steamer to be used as a post office. Consequently all letters posted on board were made over to the Ottoman post offices, and this procedure was also followed in respect of local postings in the British post offices at Basra and Bagdad for all places in Turkish Arabia.

The purely Consular status of the Post Office in the Persian Gulf region was shown by the fact that our mail bags for Bagdad were always labelled "H.M.'s Consul-General, Bagdad," and those

for Basra directed to "H.M.'s Consul," special seals with the Royal Arms being used. The British Indian postmasters at these places held no written communication with Turkish officials, and the rule was that all such correspondence should pass through the Consul or Consul-General. Service privileged correspondence between Turkish Government departments, if properly franked, was allowed to pass free of postage through our post offices at Bagdad and Basra, and registered letters or packets suspected to contain precious stones, jewellery and other valuables liable to duty were transferred to the local Customs House.



Fig. 8: The British Consulate and the British India Steam Navigation Company agency at Basra.¹⁹

The Indian Post Office in Mesopotamia and the Persian Gulf was not only the handmaiden of British commercial enterprise for many years, but also helped in an unostentatious way to consolidate our position and influence in those regions. Over thirty years ago a Persian Gulf division was formed under the control of an European Superintendent who had to supervise and visit the offices regularly. The postmasters are either Indian Christians, Mohammedans or Hindus, and they are invested by the backward and unenlightened inhabitants of the remote Gulf ports with mysterious powers as the representatives of the great Indian Government. Wildlooking Central Asian traders armed with dagger and pistol, who bring down camel-loads of carpets, dried fruit and other merchandise from the interior of Persia and the Mekran; courtly and picturesque Arab horsedealers who ship their thoroughbreds to Bombay every year; sleek Persians in their sky-blue tunics; emancipated negro slaves—all trust the postmaster in matters relating to their private business as they would never trust one of their own kind.

The arrival of the weekly mail at a Persian Gulf port is like a festival. The precincts of the post office are thronged with a large and motley crowd drawn from all grades of the populace. Letters are delivered on the premises on this day, and everyone who has any link with the outer world is present on the off-chance of getting a communication through the post. The postmaster or his munshi²⁰ stands at an open window calling out the addresses on the letters, the owners holding up their hands when they hear their names called. Most letters are prefixed with the word "Haji," which denotes that the recipients are good Mohammedans who have made the pilgrimage to the

¹⁹ Image courtesy of Björn Sohrne.

²⁰ Secretary.

Prophet's tomb at Mecca. The deep, guttural Arabic or the soft Persian response is occasionally broken by a reply in the more familiar Hindustani or Gujrati, for in each Gulf port there is a small colony of Hindu traders from the West coast of India, easily distinguishable by their alert and business-like appearance. Women are conspicuous by their absence—more so, in fact, than in other Eastern countries—but, after the crowd has dispersed, a closely veiled and sheeted figure occasionally glides to the window and in plaintive tones asks for some service, the performance of which she must personally see to in the absence of her lord and master from home.

The Great War completely altered the conditions in Mesopotamia. In consequence of the Turkish Government having ordered the closure of all foreign post offices within their territory, the Indian post offices at Bagdad and Basra were closed under protest on the 1st October, 1914. The sub-postmaster, Basra, continued at work settling the affairs of his office until the 27th October, 1914, and left for India next day, whereas the Postmaster, Bagdad, was made a prisoner on the outbreak of hostilities with Turkey on the 1st November, 1914, and the post office property in his charge fell into the hands of the Turks.

The formal entry into Basra by British troops was made on the 23rd November, 1914, and the postal service was undertaken by the Indian Field Post Office. The service was developed and extended as the troops advanced. A railway was constructed from Basra to Amara and from Kut-el-Amara to Bagdad, and a regular mail service has been introduced by river steamers between Amara and Kut-el-Amara. The transit time of mails between Basra and Bagdad has thus been reduced to two days. Excellent jetties have now been built at Basra, so that much time is saved in loading and unloading mails, and, with well-equipped post offices at all important places, the postal service of Mesopotamia has become quite efficient.

Since the Armistice in 1918 the Indian Field Post Offices have been gradually withdrawn and have been replaced by civil offices under a Civil Director of Postal Services. The occupied territory in Mesopotamia is known as Iraq, and Turkish postage stamps overprinted with the words "Iraq under British Occupation" were introduced in 1918. On the 1st May, 1919, the Military Director of Postal Services was withdrawn and the postal administration of the country handed over to the Civil Director, who is now an official of the Local Government. A few Indian field post offices are still retained for the troops stationed beyond the frontiers of Iraq, but these will be closed as soon as military operations are finished.

The first Civil Director of the Post Office of Iraq was Mr. C. J. E. Clerici, an officer of the Indian Establishment.²¹ Almost the whole staff consists of men from the Post Office of India, and will continue to do so until local men have been trained in postal work. Indian inland postage rates were at first charged for correspondence exchanged between India and Iraq, but from the 1st September, 1919, the British Imperial foreign rates of postage were introduced. With the exception of four post offices on the Persian Gulf—namely, Koweit, Abadan, Mohammerah and Ahwaz, which are being administered by Iraq—the other Indian post offices in the Persian Gulf area are still under the control of the Post Office of India.

Such is the history of the establishment of the Indian Post Office in Mesopotamia and the Persian Gulf region. It began with the opening of small offices for the British Consular Agencies and commercial establishments of the East India Company. The public, however, were not slow to take advantage of the means of communication thus provided, and, despite the strenuous opposition of the Ottoman Empire, a really efficient postal system was organized. The extension of the Bagdad Railway, the Euphrates Valley irrigation project and the opening of the Anglo-Persian oil field, whose pipe-line terminates on the Shat-el-Arab, are the three great factors in the development of

21 Major Charles John Emile Clerici, R.E., C.I.E., O.B.E. (1876–1938). Deputy (1.06.1918) and Director (1.05.1919) of Postal Services in Iraq and later (1919/20) also Persia, Asst. Director General, India Post & Telegraph Office (1921–1927); Postmaster-General of Central Circle in Nagpur (1927–1931), Postmaster-General of Bengal & Assam Circle (1931), Deputy Director General, India Post & Telegraph Office (1931), retired in 1931.

Mesopotamia. This country already occupies a prominent place in the affairs of the Empire, and, situated, as it is, on a main highway between East and West, it is possible that the region, which was the centre and cradle of the earliest civilization of the world, will recover its old importance. When this has been achieved the Post Office of India will always be able to look back with pride on the pioneer work which it has done in its quiet, unassuming way during the past half century.

Chapter 18: The Indian Field Post Office during the Great War

In 1914, when war broke out, a large postal contingent accompanied the troops sent to France. It was under the control of Mr. Pilkington, Assistant Director-General of the Post Office, who had the rank of Lieutenant-Colonel, and it comprised one Base Office and 22 field offices, with a staff of 13 supervising officers, 22 field postmasters, 84 clerks and 78 menials. During the early years of the war the work performed by this staff was very heavy. Frequently over 23,000 letters and 2,000 parcels would arrive for the Indian contingent in one day, while newspapers published in England were regularly received for delivery to the troops. At the end of 1916 the Indian field postal staff in France was considerably reduced, as large numbers accompanied the Indian troops transferred to Egypt and Mesopotamia, and at the end of the war only one or two field offices remained to serve some Labour Corps units which had been left behind.

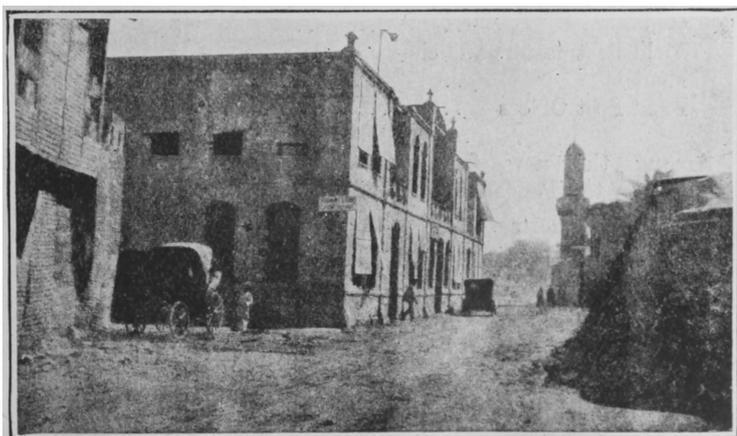


Fig. 9: Advanced Base Post Office, Baghdad (formerly the Turkish G.P.O.)²²



Fig. 10: Indian Field Post Office at Jerusalem, mails being despatched by lorry at Jericho.²³

At the end of 1916 Mesopotamia was the most important theatre of war so far as the Indian Post Office was concerned. A small field postal contingent was sent in 1914 and was steadily increased as the operations extended. Mr. A. B. Thomson, Deputy Postmaster-General,²⁴ was the first Director of Postal Services. He was succeeded in 1917 by Mr. A. J. Hughes, who had been Deputy Director in Egypt.²⁵ By the end of 1917 the army was so large and the work of the Post Office so extensive that it was decided to place an officer of the rank of Postmaster-General in charge, and Mr. H. A. Sams, Postmaster-General, Central Circle, was selected to be Director of Postal Services in Mesopotamia.²⁶ By 1918 the staff consisted of 17 superintendents, 45 inspectors, 2 base postmasters, 7 deputy postmasters, 79 field postmasters, 542 clerks and 797 menials. The

22 Picture and caption taken from p. 159 of Hubert A. Sams' *The post office of India in the great war*. Bombay, 1922.

23 Picture and caption taken from p. 83 of Hubert A. Sams' *The post office of India in the great war*.

24 Captain E.B. Thomson, R.E., M.B.E. Director, Indian Field Post Offices, Mesopotamia (I.E.F. "D").

25 Colonel (Major in 1917) Alfred James Hughes, C.I.E., M.I.D., R.E. (1872–1948). Deputy Director, Indian Field Post Offices, Egypt (I.E.F. "E", 1914), Director, Indian Field Post Offices, Mesopotamia (I.E.F. "D", 1917, taking over from Thomson), Postmaster-General, Bengal & Assam Circle, 1924, retired in 1927.

26 Lieutenant-Colonel Hubert Arthur Sams. C.I.E. Postmaster-General, Central Circle, Director of Army Postal Services (1917), later Director General, India Post & Telegraphs.

Field Post Office in Mesopotamia had not only military work, but also a great deal of civil work. The magnitude of the business may be gauged by the following monthly figures : –

	ABOUT
Number of letters received and despatched	12,000,000
Number of parcels received and despatched	70,000
Number of money orders issued and paid	67,000
Value of money orders issued and paid	Rs. 30,00,000

Large numbers of British postal orders were also sold and Savings Bank business was freely transacted.

During the year 1916 a great deal of difficulty was experienced in Mesopotamia in dealing with returned letters, the addressees of which could not be traced. To dispose of these a Returned Letter Office was established at Basra, for which a staff of 165 permanent base men was employed. Subsequently, as these men were released or recalled to military duty, their places were taken by Anglo-Indian boys recruited in India. The establishment of the Returned Letter Office put a stop to very many complaints regarding loss of letters. The office used to deal with about 200,000 articles a month and worked very efficiently under the supervision of the Base Postmaster, Basra.

Fig 11: Sergeant-Major Richman of the Returned Letter Office.²⁷



Upon the fall of Kut the field post office there shared the fate of the garrison, and a number of postal officials were taken prisoners of war by the Turks.

From the beginning of 1918 to the end of the war the postal service in Mesopotamia was extremely good, and both in Basra and Bagdad a regular local post was established and deliveries by postmen were introduced. At the end of 1918 a number of civil post offices were opened and steps were taken to close down field post offices wherever possible. From the 1st May, 1919, the postal administration of Mesopotamia was finally handed over to the civil authorities and almost all the field post offices were withdrawn, but a very large proportion of the Indian Field staff remained in the country and took service under the new Iraq Government.

Next in importance to Mesopotamia came the Indian postal services in Egypt, Palestine and Salonika, and in these places the Indian field post offices worked side by side with the British Army Postal Corps. In 1915 they were under the control of Mr. A. J. Hughes as Deputy Director, who was succeeded later by Mr. S. C. Sinclair. In 1915 Indian field post offices were sent to Gallipoli, and the work done by them there won the warm appreciation of the military authorities. The extension of operations to Palestine necessitated the despatch of a number of field post offices to that country. In 1918 it was found necessary to separate the postal contingent at Salonika from the control of the Deputy Director in Egypt, and the force was placed in charge of Mr. A. Gillespie as an independent Assistant Director, with a staff of 1 base postmaster, 2 inspectors, 28 field postmasters and clerks and 36 menials. The Salonika postal service extended to Baku and Constantinople, where there were Indian field post offices.

Field post offices were sent to East Africa in 1914 under the control of Mr. K. A. Appleby, who was subsequently made a Brevet²⁸ Lieutenant-Colonel. The organization consisted of a base office, 25 field post offices, with a staff of 4 superintendents, 6 inspectors, 1 base postmaster, 25 field postmasters, 76 clerks and 67 menials. About a million letters and parcels were handled monthly by this staff, and work had to be carried on under the most trying conditions, as many of

²⁷ Picture from p. 177 of Hubert A. Sams' *The post office of India in the great war*.

²⁸ Honorary title, not rank.

the mail lines traversed country covered with thick jungle. In 1917 and 1918 the whole postal service of German East Africa was carried on by the Indian Field Post Office, and the greatest credit is due to Lieutenant-Colonel Appleby for the excellent arrangements made by him.

In 1918 Lieutenant Kilman²⁹ was sent to take control of the field post offices attached to the East Persian Cordon between Meshed and Dalbandin. The East Persian Cordon was subsequently known as the Force in East Persia, and the postal organization consisted of 1 Base post office and 13 field post offices, with a staff of an Assistant Director of Posts and Telegraphs, 1 inspector, 1 base postmaster, 13 field postmasters, 31 clerks and 54 menials.



Fig. 12: F.P.O. at G.H.Q Baghdad.
Major Clerici in the car.³⁰



Fig. 13: Outside the Base Post Office, Basrah.
Unloading of ail bags from a barge.³¹

A field post office contingent was also sent to Bushire in 1918 in connection with the operations between Bushire and Shiraz. This was placed under the control of Mr. C. F. Quilter³² as Assistant Director, who was also given control of the postal arrangements of the British Mission Escort in South Persia operating from Bunder-Abbas to Kerman and Shiraz. The British Mission Escort commenced its operations early in 1916 and its postal arrangements were in charge of Captain Greene, R.E., Superintendent of post offices, prior to their being taken over by Mr. Quilter. Up to March, 1919, the postal organization of the Bushire Force and British Mission Escort consisted of 2 Base post offices and 18 field post offices, with a staff of an Assistant Director, a Deputy Assistant Director, 2 inspectors, 2 base postmasters, 18 field postmasters, 49 clerks and 86 menials. From April, 1919, the Force was considerably reduced and a large portion of the field postal staff was withdrawn.

The operations in the neighbourhood of Aden led to the establishment of a few field post offices under the postmaster of Aden, who carried out this work in addition to his own.

The total number of officials of the Indian field post offices serving with the various Expeditionary Forces in 1918 was about two thousand, and with this large contingent serving abroad the Department in India had to undertake the difficult task of equipping and despatching regular reinforcements to the several theatres of war. In order to deal with the enormous quantity of Army mails, both originating in India and received from abroad, two special base offices were established, one at Bombay and one at Karachi. The Base Office in Bombay was converted in 1918 into a Base Postal Depot, and in addition to dealing with the mails for the troops it was also assigned the duty of recruitment and mobilization of postal reinforcements. The establishment of the Base Postal Depot in Bombay solved many of the difficulties which attended the organization of field post offices and the disposal of mails for armies in the field. The depot was divided into four

29 C. J. F. Kilman, O.B.E., R.E.

30 Picture from p. 170 of Hubert A. Sams' *The post office of India in the great war*.

31 Picture from p. 165 of Hubert A. Sams' *The post office of India in the great war*.

32 Lieutenant-Colonel C. P. G. Quilter, I.A.R.O., D.A.P.S.

main sections for Enquiry, Sorting, Mobilization and Correspondence. The chief duty of the Enquiry section was to ensure the correct delivery of correspondence for the troops that had returned or had been invalided from the field. This section was in charge of a lady Superintendent with forty lady clerks, and their duty was to keep up to date a regular record giving the names, designations and addresses of officers and men who had returned to India. The Enquiry section kept its records by means of index cards, of which there were over 133,000 when the armistice was declared. About 330,000 letters monthly were disposed of in this section.

In the Sorting section the average number of postal articles dealt with in a month was about one million. The sorting of mails for all the forces was done by units, separate bundles or packets being prepared for the officers and men with each unit. These mails were then forwarded ready sorted to the base offices at the various fronts, where they were distributed to the field offices serving the units in question.

The Mobilization section dealt with all matters relating to the mobilization of the staff recruited in India for service overseas. Only men who had volunteered for field service were taken, and on receiving orders these men reported themselves to the Officer Commanding, Base Postal Depot, Bombay, who arranged for their kit, uniform and transport to the force for which they were detailed. The Correspondence section dealt with all complaints regarding postal articles for the field forces, and, by being in close connection with the Enquiry branch, it was able to dispose of a large number of complaints without delay.

The Base Postal Depot, Bombay, was thus the most essential factor in the whole postal organization, and the smooth working of mail arrangements for the Expeditionary Forces depended very largely upon its efficiency. The Depot was directly under the control of the Director-General of Posts and Telegraphs and in charge of Captain Love, a pensioned officer of the Department, who had retired as Presidency Postmaster, Bombay.

To reward the good work done by the Indian postal staff in the field, no less than fifty-two personal distinctions were granted and over three hundred men were mentioned in despatches. The Department may well be proud of its achievements during the war. Volunteers were always ready to come forward for service in the worst places and many lost their lives. The best proof of their work, however, is the high reputation which the Post Office of India has earned among all branches of the Army.



*Fig. 14: Types of Postal Officials in their national dress.*³³

Recent Philatelic Journals

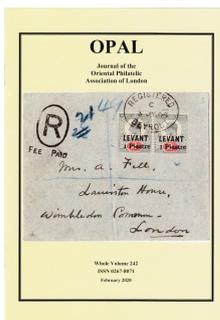
by Tobias Zywietz

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A selection of articles related to Middle East Philately from recent philatelic journals. Usually these journals are only available to members of the respective societies. Where known I am listing the price at which the society provides individual journals to non-members. Please enquire with each society for its conditions of supply.

OPAL Journal 242 – February 2020

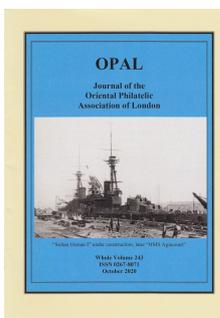
Oriental Philatelic Association of London, English, A5, colour, –



- B. Bradford checks a variety of the August 1921 18¾ Piastres on 1s overprint reported in *The Overprinter* (2–3).
 - J. Bagwell presents a 1906 registered cover from Beirut to London with a pair of “Beyrout Provisionals”: British Levant 1 Piastre on 2d overprint (4–5).
 - B. Bradford analyses published information (Bremond Reports) about the “Cilicie” overprints on Ottoman stamps and details his findings on types, print-runs and dates (6–10).
 - A. D. Taylor-Smith reports on the obligatory tax stamps of Turkey: Red Crescent (1910–1958), Child Welfare (1928–1925), Aviation Society (1926–1934) and the 1958 law ending such usage, after which date Turkey’s PTT stated issuing several sets of charity stamps (75% surcharge) per year, coinciding with festival dates (11).
 - B. Bradford surveys covers with Turkish stamps overprinted “Cilicia”: of 1,000 covers from this period in his database only some 300 make use of such stamps (12–45).
- Newsletter no. 124 (March 2020):** *Agenda & Reports for the 71st AGM to be held in July 2020. The society has currently 132 members (NL 1–4, 7–8).*
- P. Longbottom enquires about a postmark “SUERDOS” on a 1908 postcard (NL 5). Two postcards from Ephesus are shown (NL 6).

OPAL Journal 243 – October 2020

Oriental Philatelic Association of London, English, A5, colour, –



- G. Howe & M. Basaran look at the embossed emblem of the papermill “Hammer Mill” on paper of the Tughra issue (2–9, [d]).
- T. Huxley shows a Tobaccon revenue stamp of Samos (9–10).
- B. Orhan reports on the Italian occupation of Adalai (Antalya) in 1920–1922 (10–15).
- T. Huxley shows two 1873 covers from Galați (Galatz, Roumania) to Jaffa franked with 1872 “Paris” stamps (16–17),
- T. Huxley shows three “SPECIMEN” copies of the 1914 “Views” issue with a perforation suggesting trials for vending machines (18).
- T. Huxley presents a 1914 newspaper wrapper, Pera to Newcastle. The addressee was a Turkish Engineer supervising the overhaul of the warship *Sultan Osman I* sequestered by Britan at the outbreak of WWI (19–20, [a]).
- P. Longbottom catalogues comprehensively Turkey’s censor labels during WWI (21–41).
- F. Bruining posed s query about “Deir Zor” cancel without date (NL 3).

P. Longbottom shows two postcards depicting the city walls of Diyarbakir (NL 4). **Newsletter no. 125: AGM 2020 minutes; After the death of Bob Bradford, Philip Longbottom is in charge as acting editor until Tim Huxley takes over as permanent new editor in 2021 (NL 1–3).**



Türkei-Spiegel 131 – 1/2020

Arge Osmanisches Reich/Türkei, German, A5, colour, €5-00

O. Graf studies the usage of charity stamps for the Turkish Red Crescent Society (15–34).

T. Zywiets reviews the book “Der Orient-Express 1883–1914” by Ute & Elmar Dorr (35–38).

Obituaries for Dr. Andreas Birken (1942–2019) by T. Zywiets, J. U. Clauss, W. Maassen, the editors of MICHEL catalogue, and T. Berndt (6–14). Reports from the 2019 AGM (39–42). After the sudden death of Dr. Birken, Tobias Zywiets has taken over the role of editor of Türkei-Spiegel.

Türkei-Spiegel 132 – 2/2020

Arge Osmanisches Reich/Türkei, German, A5, colour, €5-00

O. Graf gives a personal view how to collect Ottoman postmarks, its pitfalls and his advice on best practice. He uses his expertise on collecting Albania to show examples (6–19).

W. Pijnenburg updates the knowledge about the “İstanbul-Provisionals” i.e. bisected and overprinted stamps used in Constantinople in the 1880s, catalogued by İSFİLA as Y155–162 (20–36).

J. Warnecke adds some information about the Red Crescent charity stamps studied by O. Graf in TS 131 (37).

T. Zywiets continues his series about the old General Post Office building of Jerusalem (38–39).

M. Pettifor & N. Williams study the registration labels and cachets of Aden Protectorate 1937–1967. The series starts with an overview and the early examples used until 1947 (40–42).

T. Zywiets previews the forthcoming auction of the Werner Schindler collection of Austrian Levant at Corinthia Zurich (43).



Türkei-Spiegel 133 – 3/2020

Arge Osmanisches Reich/Türkei, German, A5, colour, €5-00

H. Taitl looks at the Austrian sanitary corps and its medical facilities in Turkey during WWI (6–15).

J. Warnecke reports on the Red Crescent exhibition (هلال احمر سرکیزی) held in Constantinople (Galata Serail) in 1917 (16–19).

T. Zywiets continues his series about the old General Post Office building of Jerusalem (20–23).

T. Zywiets shows a Østerlandsmissionen cover from Syria to Denmark (24–25).

M. Pettifor & N. Williams continue their study of the registration labels and cachets of Aden Protectorate 1937–1967 (26–29).

A three-part series on the gum-side security overprints of Lebanon starts with a RFI by Rainer Fuchs [reprint from MEPB] (30–32).

T. Zywiets reviews “Die österreichische Post in der Levante” (W. Schindler) (33–37); “The Egyptian Maritime Postal History” (H. Salam) (38–40); “Unterschiedliche Kalender” (V. Werdermann); and “Die Bezeichnung der Poststempelformen” (L. Goedicke & V. Werdermann) (41).

Invitation for the AGM to be held on 7.11.2020 in Cologne (42–44).

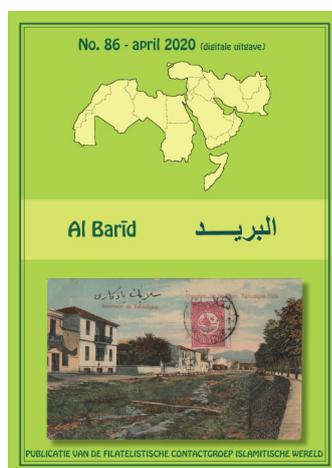


Türkei-Spiegel 134 – 4/2020*Arge Osmanisches Reich/Türkei, German, A5, colour, €5-00*

- H. Berkil shows a cover featuring the „Cniq“ overprint error of 1897 (6–8).
 A. Daregobian & R.B. study the Turkish hospital ship *Gülnihâl* (9–11).
 H. Gerzabek gives an overview of Islamic architecture illustrated by postcard, stamps, coins and banknotes (12–19).
 J. Warnecke discovered apparent proofs of the 1916 Leander's Tower postcards (20–23).
 O. Graf looks at the varied usage of the 1916 Leander's Tower postcards (24–32).
 W. Pijnenburg reports on the numerals of the *Ay-Yıldız* issue (33–35).
 T. Zywiets continues his series about the old General Post Office building of Jerusalem (36–38).
 M. Pettifor & N. Williams continue their study of the registration labels and cachets of Aden Protectorate 1937–1967 (39–43).
 The series on gum-side security overprints of Lebanon continues (44–46).
 Tobias Zywiets reports on stamp traders in Constantinople 1891 (47–48).

Türkei-Spiegel 135 – 1/2021*Arge Osmanisches Reich/Türkei, German, A5, colour, €5-00*

- H. Gerzabek gives an insight into items he purchased from Adolf Passer's collection in the 1950s (5–11).
 J. Warnecke looks at proofs for the Sultan's Journey issue of 1911 (12–15).
 W. Pijnenburg shows new varieties of the wartime overprints (16–19).
 T. Zywiets dissects a cover's certification: the topic is the taxation of covers from Turkey into Austria in the pre-U.P.U. period (20–22).
 T. Zywiets continues his series about the old General Post Office building of Jerusalem (23–24).
 M. Lovegrove researches Transjordan's 1923/24 overprints on Hejaz and its forgeries [reprint from *Random Notes*] (25–28).
 O. Graf studies the *Ay Yıldız* issues, looking at the various prints (29–39).
 R. Wernecke reports on varieties of the first Palestinian Registration envelope (40–43).
 M. Pettifor & N. Williams concluded their study of the registration labels and cachets of Aden Protectorate 1937–1967 (44–47).
 The series on gum-side security overprints of Lebanon continues with discoveries by J. Baumgartner (48–51).
 In the Q&A section J. Warnecke asks about usage of obligatory tax stamps for the war wounded, Turkey 1946/49 (52).
Officers' reports for the cancelled 2020 AGM (53–54).

Al Barid 86 البريد – April 2020*Filatelistische Contactgroep Islamitische Wereld, English, A4, colour, –*

- A. Kaplanian produces a catalogue of Arab-language-only civil and military censor marks used by Jordan on the Westbank [Dutch version of Kaplanian's article *MEPB 14*] (2231–2242).
 Book reviews: “*Alexandria : Postal History until 1918 – Part 1*” (Ronny van Pellecom), “*Alexandria dans la Première Guerre Mondiale*” (Jean-Yves Empereur, ed., ISBN: 978-2-490128-03-7); “*The Egyptian Maritime Postal History 1845–1889*” (Hany Salam, ISBN: 978-908239874-8) (2243–2245).
 T. Jansen, F. Bruining & J. van Zelle dissect a multi-cancelled multi-redirected postcard from Medan (Dutch East Indies) to Hamburg, Alexandria, Aden, Port Said, etc. (2246–2248).+
 F. Bruining details postcards with significance of Ottoman railway lines: map of vilayet Salanik (Thessaloniki), Doiran to Saloniki, Kiliciche near Avrat Hissar to Salonki; Cavalla to Adrianople (Edirne), Saloniki via Dedeagatch to Germany (2249–2255).
 F. Bruining asks for information regarding a post card from Deir-ez-Zor: the cancel

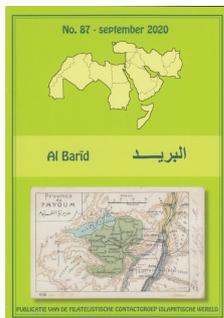
“DEIR ZOR / 1” has a narrow datebridge but no date in it, W. Pijnenburg and P. Longbottom give their opinion (2255–2256).

R. van Pellecom shows a 1906 multi-redirected cover: Stuttgart, Berlin, Cairo, Helouan (2257–2259).

Advert for Corinthia’s auction of a specialised Egypt collection ([2261]).

Al Barid 87 البريد – September 2020

Filatelistische Contactgroep Islamitische Wereld, Dutch/English, A5, colour, –



A. Kaplanian reports on the coil stamps of Transjordan issued in 1936 (5m and 10m) (2263–2266).

J. van Zelle presents special T.P.O. items from his collection (2266–2273).

F. Bruining uses newspaper clippings reporting on Dutch shipping companies serving East India (2274–2277).

J. van Zelle reviews Ronny van Pellecom’s first volume of “Alexandria : Postal History until 1918” (2281–2285).

F. Bruining reports on the postal history of Ottoman Tripoli (Libya) (2286–2294).

O. Louw & F. Bruining look at Perim Island (Yemen) as stop-over for ships travelling through Gulf of Aden and the Red Sea (2294–2297).

Obituary for Dr. Andreas Birken (2278 – 2280).

The Quarterly Circular 272 (Vol. 24, No. 1) – March 2020

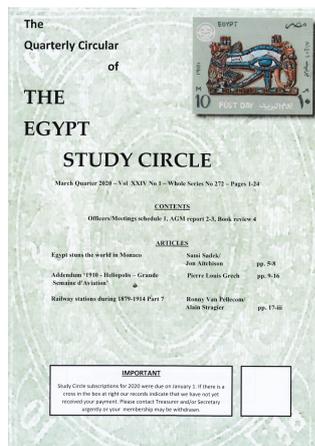
The Egypt Study Circle, English, A4, colour, –

P. L. Grech reviews Ronny van Pellecom’s newly published book “Alexandria : Postal History until 1918, Part 1” (4).

P. L. Grech adds more information on the 1910 Heliopolis Air Meeting including reports on the forgeries of the “Heliopolis Aérodrome” postmark (9–16).

R. van Pellecom presents the 7th part in his series on Railway stations 1879–1914 centring on the Port Saïd–Ismailia and the Ismailia–Zagazig–Cairo routes (17–24, iii).

Reports from the 2019 AGM. The society has 165 members (2–3). Reports from MonacoPhil (5–8). Advert for the four volume book series of Sami M. Fereig’s “A Postal History of Egypt under the Muhammad Ali Dynasty” (iv).



The Quarterly Circular 273 (Vol. 24, No. 2) – June 2020

The Egypt Study Circle, English, A4, colour, –

V. Varjabedian reports on the closure of Heliopolis P.O. due to Covid-19 and shows a cachet (return to sender / no service) applied on items affected by the interruption to overseas mails (26).

V. Varjabedian presents an unrecorded TPO cancel: “ASYUT-SUHAG / PRESS” (26).

L. Toutounji & M. Murphy show a 32-stamp part-sheet with partly missing 1923 “crown” overprint ([a], 27).

G. Todd records Jeddah covers with Egypt’s first stamp series (1866) (28–31).

M. Murphy asks for help identifying motives on three post cards (32).

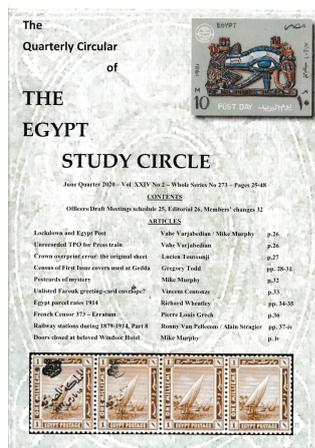
V. Centonze reports an unlisted Farouk ‘greeting card envelope’ (33).

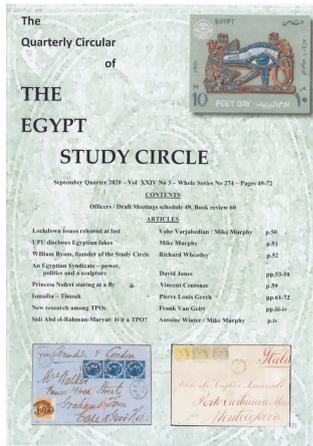
R. Wheatley looks at a 114 millièmes 1914 parcel card (5kg, 48 Fr. COD,

Alexandria to Switzerland) and tries to understand the COD and Import Duty aspects [unsuccessfully IMHO] (34–35).

P. L. Grech describes a 1916 French Levant cover from Rhodes to the USA (36).

R. van Pellecom and A. Stragier present the 8th part in their series on Railway stations 1879–1914 centring on the Suez/Port Ibrahim/Port Tewfik to Ismailia routes (37–48, iii–iv).



The Quarterly Circular 274 (Vol. 24, No. 3) – October 2020*The Egypt Study Circle, English, A4, colour, –*

V. Varjabedian and M. Murphy report on the Covid-19/Lockdown situation in Egypt and recent stamp issues (50).

M. Murphy reports on U.P.U. warnings about fantasy stamps (51).

R. Wheatley researched the life of William Byam, founder of ESC (52).

D. Jones looks at the membership stamps of the Syndicate of Royal Affairs/Government Employees (1923–1952) (53–58).

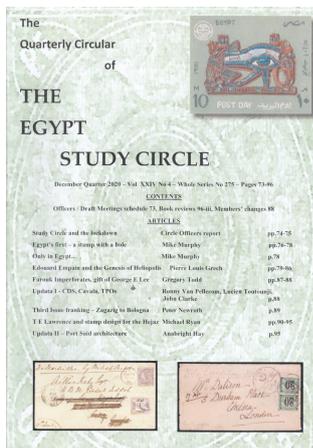
V. Centonze discovered a plate error on the 1958 3m Nofret stamp (59).

A. Gould reviews the book “The Simon Artzt Story” by Richard Wheatley (60).

P. L. Grech researched the history of the village of Timsah, founded during the building of the Suez Canal, renamed Ismailia in 1863 (61–72).

F. van Geirt presents his research about T.P.O. cancels: Beni-Souef–Cairo, Alexandria–Cairo (iii–iv).

A. Winter & M. Murphy ask whether a 1910 cancel is T.P.O.: Sidi-Abd-El-Rahman/Maryut (iv).

The Quarterly Circular 275 (Vol. 24, No. 4) – December 2020*The Egypt Study Circle, English, A4, colour, –*

M. Murphy reports on new Egyptian stamps featuring a star-shape punch-hole and other security features (76–78).

P. L. Grech charts the history and key buildings in Heliopolis (79–85).

G. Tood looks at Farouk era imperforates (87–88).

In *Questions & Answers* R. van Pellecom explains his way of measuring postmarks (QC274), L. Toutounji stresses the importance of cotton to Kavala (QC273), J. Clarke shows a Mansoura T.P.O. cancel (QC 274), and A. Hay reports on a thesis by Jasmon Shata about town planning of Port Said (88, 95).

P. Newroth examines an 1876 cover from Zagazig to Italy franked with 1pi and 20pa of the Second Series (89).

M. Ryan research the history of the stamps design by T.E. Lawrence for Hejaz in 1918 (90–95).

T. Schmidt reviews Mahmoud Ramadan’s book “The Muhammed Aly Post : The True Origin of the Egyptian Vice Royal Post” (96).

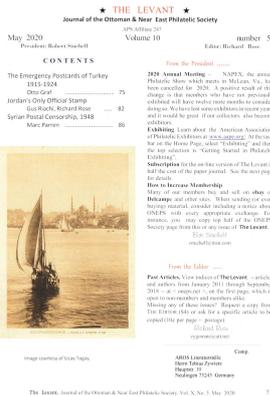
G. Migliavacca reviews Hany Salam’s book “The Egyptian Maritime Postal History” (iii)

Reports on the meetings programme for 2021, the website, auction, and the continuing digitisation of the QC (74–75).

Random Notes 94 – February 2020*Arabian Philatelic Association Int., English, ca. A4, colour, digital only, gratis*

In *Random Notes #94* M. Lovegrove assembled short notes on a number of topics:

Envelopes with Stamp-like postage-paid “7563” imprint (3); Varieties of the ‘illegible’ issue of Hejaz (4); Forgeries of SG 122b (4); A 1947 company envelope “Transcontinental & Western Air Inc.” (TWA) (5); Postmark “DHAHRAN-AIRPORT” with hyphen (6); Varieties of the ‘caliphate’ overprint on Hejaz Postage Due (6); Info from U.P.U. about the 2019 “EMS” stamp issue (6–7); More instances of the “wide tooth” perforation variety of the framed Kaaba series (7); Example of Chamber of Commerce attestation labels (8); A “courtesy” visa (9); A bogus postmark “24 MAR 25” (9); A new variation of barcode registration labels (10); Introduction of VAT on 1.01.2018 (exempting postal charges) (10); Imperforate stamps from the 1990s stemming apparently from proof sheets for the ministry’s stamp review committee (11); Differences in fluorescence on the 1949 Airmail series (11); A 1950s cover Dammam–London with multiple franking (12); Essays and colour trials of 995W from printers Dar al-Asfahani (13); A 10 q airmail stamp on very thick paper (14); Reprints of the Hejaz & Nejd essays on watermarked paper “ELECTRIC” (14); Different background for 2015



The Levant Vol. 10, No. 5 – May 2020

Ottoman & Near East Philatelic Society, English, A4, colour, US-\$ 4-00

O. Graf presents his study of Ottoman post cards and “emergency” post cards during and after WWI (75–81).

G. Riachi and R. Rose detail their studies of Jordan’s only official stamp, a 1924 three-line overprint on the ½ qirsh Makkah Arms stamp of Hejaz (82–86).

M. Parren looks at Syrian censorship in its markings. This first part focusses on 1948/49 (86–90).

The editor present a range of fantasy stamps from the 1920s and 1930s, incl. “Djebel Druze” stamps (91).

The Levant Vol. 10, No. 6 – September 2020

Ottoman & Near East Philatelic Society, English, A4, colour, US-\$ 4-00

U. Togay shows a postcards depicting a public circumcision event in Thessaloniki and two fountains in Constantinople (94–95).

G. Riachi and R. Rose studied the unissued 1936 Independence Treaty stamps of Lebanon (96–101).

The Editor reports an article in “Rhône Philatélie” by C. Keller on the Armenian inscription on a 19134Ottoman stamp (MiNr. 233/246, 10 pa “Views”) (101).

A. Damili’s article from the November 2009 edition of Türk Pulculugu about street cleaners (subaşı) in Constantinople is reprinted with additional material from R. Rose and U. Togay (102–105).

M. Parren continues his series on Syrian postal censorship: part 2 covers 1956/57 (106–111).

2020 AGM is postponed until BALPEX 2021. Reports by the Treasurer, Secretary, and Editor (94–95).

The Dhow 79 (Vol. 21, No. 1) – March 2020

Aden & Somaliland Study Group, English, ca. A4, colour, –

N. Williams describes a 1943 Airgraph, the only known example from an R.A.F. unit stationed on Socotra Island ([1]).

In Letters and News, T. Zywiets reports an article referring to Qu’aiti State Pictorial Definitives designs [ref. Dhow 78] (3).

B. Sohrne shows a 1931 cover from Hodeidah to Libya (Ital. Tripolitania) (3).

G. Mentgen updates an article by J. Hart in Dhow 1 about 1943 Aden Airmail crash mail (4–7).

A. Gondocz shows a 1916 postcard from Japan to Ethiopia. Transit marks incl. Aden, Perim, Harrar, and Port Said (8).

S. Hopson presents two maps of Aden from the 1889 “British Colonial Pocket Atlas” (9).

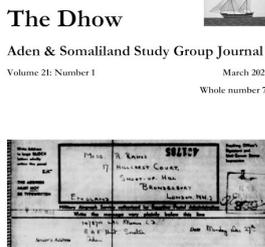
J. Hollands and N. Williams look at varieties of the 1966/67 surcharged stamps of Seyyun. This second part focusses on severely shifted overprints (10–11).

N. Williams resolved the mystery about 1958 ship covers addressed to “BM/HTOM / LONDON W.C.1 / ENGLAND”: this address was used by the paquebot and posted-at-sea collector/dealer K.J. Nally (12).

N. Williams reviews books: “Hunters over Arabia : Hawker Hunter operations in the Middle East” (Ray Deacon); “The Postage Stamps of Aden 1937–1968” (Peter Bond); “Air War East Africa” (Jon Sutherland & Diane Canwell). Group member Ute Dorr advertises the English edition of “The Orient Express 1883–1914” due in Summer 2020 [reviewed in MEPB 13] (13–14).

M. Cox shows a post card (after 1910) of the Roman Catholic Mission’s station at Berbera (Somalia) (15).

Secretary’s report on next AGM and the state of the group (3). Index for The Dhow, vol. 20, 2019 (15–16).



The Dhow 80 (Vol. 21, No. 2) – June 2020*Aden & Somaliland Study Group, English, ca. A4, colour, –***The Dhow**

Aden & Somaliland Study Group Journal

Volume 22: Number 2

June 2020

Whole number 80



Somaliland Protectorate 1940 – On the Majesty's Service confidential letter to New Delhi, dated 7 August 1940, bearing Official Post cancellation. Type GPF 1 used. A blue rectangular stamp (Postage 24) cancelled in blue. Type C3 applied to bottom left of rectangular cancellation (100). OFFICED BY CENSORSHIP applied in black. For further details on Somaliland Protectorate Official Post marks and the Postal marks on this cover, see the article on pages 4-6 (Somaliland)

- N. Williams shows a 1954 crash mail cover Aden–Cuba; the BOAC plane crashed at Prestwick Airport (Scotland) on 25.12.1954 (3).
- T. Cochrane shows an 1861 cover from Singapore to Aden franked 8 As (SG 36), cancelled “B-172” (Singapore) and boxed “INDIA PAID”.
- J. Hollands and N. Williams look at varieties of the 1966/67 surcharged stamps of Seiyun (part 3) (3–6).
- N. Williams discusses the routing of a 1941 Aden to USA airmail cover, apparently effected by the disruption of the Pan-Am Pacific connection FAM14 (7–8).
- B. Sohne details two 1880s covers: Hodeida to Bombay (1886) franked 2 pi; and Hodeida to Diu (1888) franked 1 pi (9).
- A. Gondocz shows a US Reply post card (3 c) sent from Hodeida in 1939 (10).
- G. Mentgen catalogues red postmarks “PAID” and “OFFICIAL PAID” used in Somaliland 1925–1946 (11–13).
- S. Zwillinger looks at the positioning varieties of “BRITISH SOMALILAND” overprints on Edward VII stamps, and asks for help (14).
- N. Williams shows a variety of the 1951 Aden 50 c on 8 As (14).
- M. Cox shows three post cards from British Somaliland: Berbera Govt. Quarters, and British Residency (15–16).

The Dhow 81 (Vol. 21, No. 2) – 2020*Aden & Somaliland Study Group, English, ca. A4, colour, –***The Dhow**

Aden & Somaliland Study Group Journal

Volume 22: Number 3

September 2020

Whole number 81



Aden 1911 – Potentially the earliest extant item of airmail to be received in Aden. Franked at the GB Imperial Postage rate of 1s, cancelled GREAT BRITAIN AERIAL POST (1/2) GROSS 2/3 (1911), with the receiving mark ADEN DC 111 (Proud type D35). For more information about this card, see page 3 (Postal History)

- N. Williams shows a 1911 post card sent via the London–Windsor Aerial mail to Aden (3).
- A. van Looy reports on the 1874 Griffith correspondence to Aden (4–5).
- S. Zwillinger queries about British Somaliland EDVII Officials (5).
- U. Dorr presents an 1894 India postal card sent from Zaila, Brit. Somaliland (6–8).
- J. Hollands continues his series on varieties of the 1966/67 surcharged stamps of Seiyun with a fourth part (8–9).
- N. Williams & M. Cox researched the “Madame Joseph” forged cancels of Aden and British Somaliland (10–13).
- A. Gondocz presents a 1940s Forces Letter overprinted “Air Letter Card” and a 1967 Mahra State aérogramme (14).
- N. Williams 1960s discovered as yet unrecorded date-stamps of Lahej (15).
- T. Zywietz looks at “The Egyptian Maritime Postal History” by Hany Salam (16).

The Dhow 82 (Vol. 21, No. 3) – 2020*Aden & Somaliland Study Group, English, ca. A4, colour, –***The Dhow**

Aden & Somaliland Study Group Journal

Volume 21: Number 4

December 2020

Whole number 82



Somaliland Protectorate 1940 – An introduction to a major article on the 1942 definitive issue in this issue of The Dhow. A registered, air mail cover, sent from Harare P.O. to Ficks, South Africa. Franked with a 1 Rupee, 2 Rupees, 2 Rupees and 12 airmail stamps to pay the air mail postage at 12 airmail per 12 ounce. 4 Rupees and 12 airmail per air mail postage for a 2½ ounce letter plus 2 airmail registration. The stamps were cancelled at Harare on 2 July 1942, cancelled for return at Harare, 2 August 1942, and received at Harare on 2 August 1942. Also included is a Postable Letter (British Somaliland) “catcher” and “2½ oz” or “manuscript which confirms the letter’s weight (reduced to 65%) (M&C)

- M. Cox & B. Livingstone researched the genesis, printing and usage of the 1942 Somaliland Protectorate KGVI definitive issue (3–10).
- A. Gondocz shows correspondence from the Ruling Imam in 1928 (11–12).
- N. Williams studies crash mail to Aden: a Canadian aircraft on a round trip Rockliffe–Gander–Reykjavik–Prestwick–Northolt–Gibraltar–Italy–Morocco–Azores–Miami–Rockliffe crashed at Prestwick Airport (Scotland) on 2.04.1944 (13–16).

The Israel Philatelist – Summer 2020 (Vol. 71, No. 3)*Society of Israel Philatelists, Inc., English, ca. A4 (letter), colour, US-\$ 4.95*

M. A. Richmond studies Palestine small town postmarks and present a fifth part of his series showing cancels from Falluja and Gaza. [Parts 1–4 were published in 2012–2015] (15).

L. Nelson looks at the International Red Cross message scheme during the 1956 war (20–24).

E. Kroft shares more Israeli multiple-franking covers from 1948–1950 (25–29).

E. Kroft studies a letter sent from Palestine to Canada in 1918: APO SZ 44 4.07.1918 (30–33).

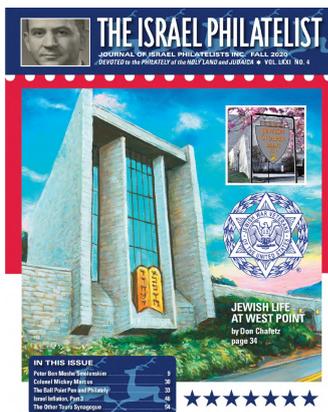
R. Pildes shows pages from his exhibit of Ottoman cards and covers (40–44).

J. Wallach & D. Dubin continue their series on Israeli inflation by tracing postal rates (46–49).

A. Harris and B. Wallace look at military fiscals issued for the Israeli occupied areas: 1968 “Agrah” (54–55).

S. Rothman reviews “The Doar Ivri Issue of Israel : Postal and Commercial Usages of the Three High-Value Stamps” by Ed Kroft (56–57).

The SIP librarian David Dubin continues listing material available for lending from the SIP library (34–38).

The Israel Philatelist – Fall 2020 (Vol. 71, No. 4)*Society of Israel Philatelists, Inc., English, ca. A4 (letter), colour, US-\$ 4.95*

A. Harries researches the military fiscals of Israel for the occupied territories on the Sinai and for Gaza issued in 1976: “Agrah” (12–13).

E. Kroft studies postage due practice in Israel, 1948/49 incl. the section on non-delivery from the 1948 Palestine Post Guide: items franked 10m and above are returned to sender, below 10m only items requested to be returned are returned and charged, other items are simply to be destroyed (14–18).

A. Kaplanian looks at the Transjordan coil stamps (26–27).

Y. Tsachor looks at the use of ball-point pens, making any such use prior to 1946 on philatelic items suspect (33).

R. Pildes shows further pages from his exhibit of Ottoman cards and covers (40–45).

J. Wallach & D. Dubin conclude their series on Israeli inflation by tracing postal rates (46–49).

M. A. Richmond continues his study of Palestine small town postmark (VI) (49).

Israel-Philatelie 32 – March 2020*IG Israel, German, A4, colour, –*

S. Göllner explores the designer of the Doar Ivri series, Otte Wallish (4–6).

T. Zywiets updates his research on the old GPO building in Jerusalem (8–11).

C. Wendland researched free online stamp catalogues (14–17).

The issue contains a questionnaire for members' interests and wishes.



Doar Ivri 50 – September/December 2020

Cercle Français Philatélique d'Israël, French, A4, colour, –

H. Rotterdam looks at Mandate Postage Due stamps; this third instalment is focussing on the second PD series (6–13).

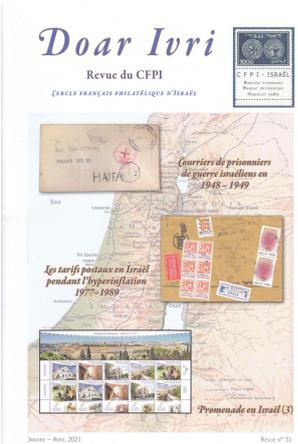
E. Kroft studies postage due practice in Israel, 1948/49 (14–17).

In *Small Items* Y. Tsachor shares a 1922 post card franked 2m London I and 2m London II (28); A. Varna shows a 1943 cover from Sweden via Britain (28).

S. Rothman reviews Ed Kroft's book "The Doar Ivri First Issue of Israel" (29).

The editor reprints and translates the section on non-delivery from the 1948 Palestine Post Guide: items franked 10m and above are returned to sender, below 10m only items requested to be returned are returned and charged, other items are simply to be destroyed (31).

The editor shows an April 1948 airmail cover from Vienna to Haifa ([32]).



Doar Ivri 51 – January/April 2021

Cercle Français Philatélique d'Israël, French, A4, colour, –

C.-D. Abravanel show postcards of the 1945 Philatelic Exhibition in Tel Aviv (5).

R. Stuchell present Ottoman period covers (6–7).

C.-D. Abravanel researched suspension of postal services in September 1939 (8–9).

B. Weiner studies Israel POW mail 1948/9 (10–16).

J. Wallach & O. Rimer look at Israel's hyperinflation 1977–89 (22–27).

B. Boccara looks at the suspension of services in May 1948 (28–29).

The editor examines a 1941 cover from Palestine to France ([32]),

HC - Gratis-Anzeige 16/001

The Revenue Stamps of the Palestinian Authority

The Revenue Stamps of the
Palestinian Authority



.	١	٢	٣	٤	٥	٦	٧	٨	٩
0	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

Small Ads

Any reader can place an ad in this section for free. I offer a box number service for people not wanting their name, address or e-mail displayed.

*Small ads that are not purely of a private nature, e.g. organisations and commercial dealers, are marked by an **Ж** to fulfil German advertisement regulations.*

To place an ad please contact the editor: mep-bulletin@zobbel.de

Private Gratis-Anzeige 13/002

Wanted: Ottoman Fiscals

I'm looking for nos. 467–471 and 477–491 according to Suleymaniye catalogue "Revenue Stamps of Ottoman Empire" (pp. 62/63)

Please contact:
Willy Pijnenburg
verpijn@xs4all.nl

Private Gratis-Anzeige 11/003

President Arafat Signed FDCs 1.01.1995

Two very unique **Gaza-Jericho First Day** issue envelopes signed by the late President Yasser Arafat. One stamped Gaza and the other Jericho, both are dated 1st January 1995.

Enquiries to:
MEPB Adverts – Box Number 11/003
mep-bulletin@zobbel.de

Private Gratis-Anzeige 11/002

Ottoman Transdesert Mail Overland Mail Baghdad–Haifa Iraq Railway Stamps 1928–1942

Advanced research collector and exhibitor is interested in exchange of information, philatelic and historical material, photos, etc. related to the mentioned areas as well as purchase of interesting items missing in my collections.

Additional information can be found on my award winning websites:

<http://fuchs-online.com/overlandmail>
<http://fuchs-online.com/iraq>

Replies to:
Rainer Fuchs
rainer@fuchs-online.com

Private Gratis-Anzeige 10/008

International Reply Coupons

I collect International Reply Coupons (IRC) worldwide, 1907 until today. I am always interested to buy both single items and entire IRC collections and lots of whatever size.

A good stock of duplicates (only IRCs) is available for trade and exchange. Please contact me with whatever questions or suggestions you would like to make.

If you are a country collector and interested in information about IRC of your country please also don't hesitate to contact me!

Replies to:
Wolfgang Leimenstoll
wolfgang.leimenstoll@t-online.de

Private Gratis-Anzeige 13/003

Wanted: Russian Levant

I'm looking for 10 kop. 1872
Michel nos. 9x and 9y (perf. 14½×15)
Please do not offer the 10 kop. of 1888
(perf. 14¼×14¾)!

Please contact:
Willy Pijnenburg
verpijn@xs4all.nl

Private Gratis-Anzeige 12/008

For Sale: Saudi Arabia

Saudi Arabia stamps, singles and sets,
mint and used.

Please contact:
Marwan Nusair
+1-513-289-6337
hejaz@tccincinnati.com

Private Gratis-Anzeige 01/005

Palestine World War I

For research purposes I'm looking for originals,
photocopies, or scans of issues of

The Palestine News

This was the weekly military newspaper of EEF
and OETA(S), published in Cairo in 1918/1919.

Replies to:
Tobias Zywietz
zobbel@zobbel.de

Private Gratis-Anzeige 12/009

**1956 Suez Canal Crisis & United Nations
Peacekeeping Operations**

Looking for interesting covers of this period and
UN Peacekeeping Operations such as UNEF I
and UNIKOM as well as operations
on the African continent.

Can offer much likewise material as well.

Please contact:
Marc Parren
marcparren@hotmail.com

Private Gratis-Anzeige 02/001

**Sand Dunes
Sahara Republic**

I am interested in the *Sand Dune* stamps of the
late 1960s and early 1970s plus the *Sahara
Republic*, also the present day revival of the *Sand
Dune* stamps now flowing from the Baltic
Countries.

Want to exchange information, possible stamp
trades or purchase. CTO is OK with me. All I want
is an example of each stamp.

Replies to:
Richard Barnes
rtbarnes@shaw.ca

Private Gratis-Anzeige 01/004

Palestine Mandate 1918–1927

To complete and illustrate my article series on
official postal announcements I'm looking for
covers, cards, forms and images thereof, showing:

- rare usage of stamps
- postal rates
- rare destinations
- stamp combinations
- unusual franking
- postal forms, telegramme forms

from the pre-Pictorials era.

Replies to:
Tobias Zywietz
zobbel@zobbel.de

Private Gratis-Anzeige 10/004

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 10/003

Pre-1901 Postal History Palestine–Australia

I'm researching postal history between the Ottoman Palestine and Australia and am looking for details of any covers, cards, etc. sent in either direction prior to 1901. So far I know of a grand total of only three!

Any assistance would be appreciated, including references to material and auction offers. Besides information about this topic, I am also interested in purchasing such material.

Replies to:
Joseph Aron
shabbatshalom@gmail.com

Private Gratis-Anzeige 10/005

Qatar Postal History

Collector looking for unique Postal History items such as covers, letters, rare overprints and surcharges.

Offers to:
Adil Al-Husseini, P.O. Box 695, Doha, Qatar
ezgert@yahoo.com

Private Gratis-Anzeige 03/009

Jordan Postal Rates 1948–1967

Information on all Jordan postal rates during the Palestine annexation period (1948–67) is requested. I am trying to compile my own list as I cannot find any tables in the literature.

Replies to:
Paul Phillips
paulxlpe@gmail.com

Private Gratis-Anzeige 10/006

Jordan and Palestine Revenue Stamps and Reply Coupons

Wanted:
Revenue Stamps of Jordan
Revenue Stamps of the Palestinian Authority
International Reply Coupons (IRCs)
of Jordan and Palestine

Offers to:
Avo Kaplanian, Noordeinde 82,
1121 AG Landsmeer, Netherlands
avo1945@hotmail.com

Private Gratis-Anzeige 11/004

Digitisation of Philatelic Knowledge: “Holy Land Postal History”

I offer a complete run of the journal “Holy Land Postal History” (1979–2017) to anyone willing to scan and digitise it.

Technical and logistical help is assured. Further information was published in MEPB 10.

Offers to:
Mark Sommer, brocean@aol.com

Private Gratis-Anzeige 14/002

Wanted: Perfins

Perfins (stamps and covers) of the Middle East, Levant, Turkey and Egypt.

Offers to:

Rainer von Scharpen
Tucholskyweg 5, 55127 Mainz, Germany
rainervonscharpen@t-online.de

Private Gratis-Anzeige 14/006

Research into Ladino Correspondence

For an archival database, I'm looking for correspondence (letters and post cards) from/to the Ottoman Empire and the Balkans 1850–1913 (Serbia, Roumania, Bosnia, Bulgaria, Greece, Austria) written in a script that looks like Arabic or Hebrew but is actually the Jewish script "Soletreo". It encodes an old Spanish called Ladino (Judeo-Spanish) spoken by Sephardic Jews. Don't worry about a correct identification: I'll do that.

Please send scans/photocopies to
D. Sheby (hosp@voicenet.com)

Private Gratis-Anzeige 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

⌘ – Gratis-Anzeige 14/004



**Specialists in the
stamps of Persia
and Iran.**

bluecollarwrench.net

Member APS (American Philatelic Society) and the
IPDA (Internet Philatelic Dealers Association)

Private Gratis-Anzeige 10/001

Covers: Iraq–USA / USA–Iraq

I'm looking for interesting covers of Iraq to USA as well as USA to Iraq for the period 1939 to 1945.

Send images (jpeg) with your asking price or ask for my at-market offer.

Replies to:

K. David Steidley, Ph.D.
David@Steidley.com

⌘ – 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 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 02/003

Wanted: Ottoman Postal History

To buy or exchange Ottoman postal history (no Foreign Offices) with a bias toward material from the Middle Eastern area, e.g. Lebanon, Syria, Jordan etc. However, all areas are welcome.

Replies to:
Robert Stuchell
rstuchell@msn.com

Private Gratis-Anzeige 03/006

Oman Stamps & Postal History

I am intrigued by my lack of knowledge about the State of Oman stamps and history.

I would like to correspond with anyone with knowledge about the history surrounding this fantasy country, possibly exchange stamps and perhaps work towards creating a State of Oman Stamp catalogue.

Replies to:
Richard Barnes, 11715 - 123 ST NW, Edmonton,
AB, Canada, T5M 0G8
rtbarnes@shaw.ca

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

JH - Gratis-Anzeige 04/003

The BAPIP Bulletin 1952–2016

The complete archive of the BAPIP Bulletin, the journal of the **Holyland Philatelic Society**, has been digitised.

Available are entire issues or individual articles from 1952–2016.

Visit:
www.zobbel.de/stamp/lit_09.htm

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 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

H - Gratis-Anzeige 05/005

Jordan & Palestine Postal History

Kawar Philatelics offers a wide range of postal history items, covering West Bank, East Bank, and Palestinian Authority.

Large collections and stock available
for Collectors, Dealers, and Investors.

www.kawarphilatelics.com

Replies to:

Kawar Philatelics, Kamal Kawar

kamal@kawarphilatelics.com

Private Gratis-Anzeige 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 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 04/002

Holy Land Stamps and Literature

I seek high quality and high value Holy Land stamps and postal history as well as Literature (eg. The Holyland Philatelist, BAPIP Bulletins, and monographs).

Please contact:

masch@fairmanage.com

Private Gratis-Anzeige 13/001

Currency Notes

I want to collect currency note of PALESTINE, PANAMA, ZANZIBAR. I have many countries to exchange and sell.

Please contact:

C. Abrahm Jos, PVS-Iris Apts., Tower 1 -11A,
P.O. Desom, Aluva 683 102, India
abrahamjohanncheeran@gmail.com

J - Gratis-Anzeige 02/007



The Lebanese Philatelic Association (LAP) encourages and promotes philately and postal history collecting in Lebanon. It represents Lebanon in the world body of philately, co-operates with Arab and International Philatelic Associations and clubs. It holds symposia and exhibitions and provides a committee of experts for Lebanese stamps and postal history.

The association's journal *LAP Magazine* is published every four months.

www.lapsite.org

Private Gratis-Anzeige 07/001

Palestine Articles by Major J. J. Darlow

For research purposes I'm looking for originals, photocopies, or scans of philatelic articles on Palestine by Major J. J. Darlow published in the 1920s and 1930s, especially two pieces published in 1922 in Harris Publications'

The Philatelic Magazine
(nos. 170 and 171).

Replies to:

Tobias Zywiwetz
zobbel@zobbel.de

Private Gratis-Anzeige 01/002

Looking for pro-Palestinian Slogans

I am looking for postal slogans in support of the Palestinian people and the refugees. I have a small collection of these and there are probably more available. Can you help me out?

Replies to:

Lawrence Fisher
Lf.stamps@gmail.com

Private Gratis-Anzeige 01/013

Turkish Occupation of Thessaly

Collector is interested in any postal history material related to the Turkish occupation of Thessaly 1897–1898.

Exchange of information is also highly welcome.

Offers to:

Otto Graf
otto@skanderbeg.net

Private Gratis-Anzeige 15/003

Wanted: Sudan Revenues

Social Insurance stamps
Revenues issued since the 2019 revolution
Civil war victims
Police Fund

Please contact David Sher
sh25ngc3603@gmail.com

Private Gratis-Anzeige 15/001

Wanted: Palestine Mandate Covers

I am a private collector interested to buy British
Mandate Palestine Covers.

Please send offers (with scans please) to:
Oren Gazenfeld
oren@gazenfeld.com

Private Gratis-Anzeige 15/002

Wanted: "Dear Doctor" and related drug advertising postcards

Many pharmaceutical companies (Abbott Labs, Biomarine, and Squibb, etc) used postcards sent from exotic locations to promote their products. These are commonly called "Dear Doctor" postcards since many start with that salutation. Abbott postcards were mailed between 1956-1968 using 182 different cards found to date to 34 countries and in 10 languages. On my website www.deardoctormapostcards.com I have documented over 10,000 such items. There are many more discoveries to be made. Let me know what you have!

Please contact Tom Fortunato
stampmf@frontiernet.net

Private Gratis-Anzeige 01/010

Persia & Yemen Postal History

Collector of Postal History of Persia (before 1930)
and of Yemen (before 1945) wishes to purchase
interesting items.

Replies to:
Bjorn Sohrne
bjornsohrne@gmail.com

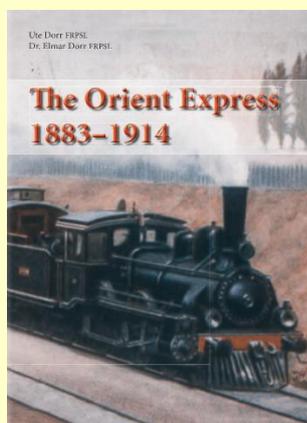
Private Gratis-Anzeige 12/005

Wanted: Smyrna Postal History

Entire letters to and from Smyrna
dated before 1800.

Replies to:
Gene Ekonomi
gekonomi@yahoo.com

H - Gratis-Anzeige 14/007

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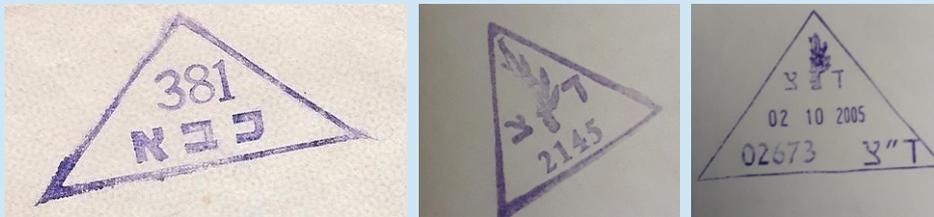
Please enquire for postage & packing fees.

Ute Dorr, Pistoriusstr. 3, 73527 Schwäbisch Gmünd, Germany, utedorr@web.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

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 14/001

Wanted: East Asian Military Mail

Covers, entires, PC, PPC of:
Sino-Japanese War of 1894–95 / Boxer Uprising
of 1900 / Russo-Japanese War of 1904–05
Military Mail/Rail FPO/Ship FPO/C.E.R./Internal
China FPO
Russian Military Mail Siberia / Manchuria /
Diplomatic: RJW

Replies to:

Myron Palay, myronpalay@aol.com,

+1-216-226-8755, c. 548-6485

Private Gratis-Anzeige 12/003

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I am particularly interested in revenues, Cinderellas, perfins, telegrams, officially sealed labels, Interpostal Seals, Suez Canal Company, stamp dealer's mail, franking meters, Great Bitter Lake Association, Postal Concession, postal stationery, printed illustrated envelopes and anything unusual, but I also buy mainstream subjects.

From single items to whole collections, please let me make you an offer.

Please contact Jon Aitchison:

+44 (0) 1279 870488

britishlocals@aol.com

Private Gratis-Anzeige 12/008

Wanted: East Asian Military Mail

Sino-Japanese War of 1894–95
 Boxer Uprising of 1900
 Russo-Japanese War of 1904–05
 Russian mail from Siberia via the C.E.R. or via
 ship from a military post office (FPO)
 Japanese military mail from Manchuria, China,
 Korea.

Replies to:
 Myron Palay, myronpalay@aol.com,
 +1-216-226-8755, c. 548-6485

Private Gratis-Anzeige 12/007

Qatar Postal History

Looking for Qatar Postal History items.
 Covers of the 1950s – 1960s.
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 overprints (no colour trials please).

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 State of Qatar
ezgert@yahoo.com – APS # 121752 (since 1982)

ח - Gratis-Anzeige 15/201

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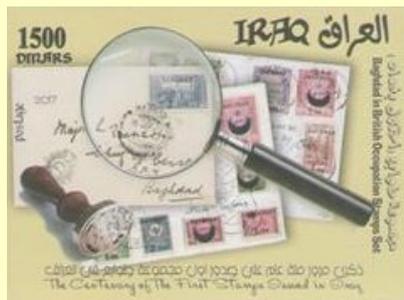
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Replies to:
Jean-Paul Danon

president.cfpi@cfpi-asso.net

Private Gratis-Anzeige 01/015

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H - Gratis-Anzeige 01/009

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H - Gratis-Anzeige 10/201



The Institute of Postal Historical Studies "Aldo Cecchi" Prato, Tuscany, Italy

When you study postal history, you investigate on organized communication, particularly focusing on material aspects. This is a new, productive approach connecting different subjects, such as social history and history of culture, epistolography, history of management and of entrepreneurship, paleography, diplomatics, economic history, historical geography, history of journalism and of commerce, collecting.

Since 1982, in Prato, **Istituto di Studi Storici Postali "Aldo Cecchi"** has been an international reference centre for those concerned. The Institute is aimed at building, improving and sharing knowledge of the postal-historical subjects through publications, courses, workshops, exhibitions, and other cultural events.

One of the highlights of the Institute is his role as a **specialized library**, collecting guidebooks and old postal maps as well as modern philatelic editions. The library includes more than 13,000 items (volumes and booklets). Over time, the library has become a proper documentation centre on organized postal communication. The library is divided into special sections: the periodicals section contains almost 2,000 titles. The special collection of commercial philatelic publications (auction catalogues, fixed-price offers, promotional material, traders' price lists) numbers 15,000 items.

Last but not least, the Institute also holds an archival fond which is extraordinarily important for the history of Italian postal communications: the archive of the **"Direzione Superiore della Posta Militare"** (High office for Military Mail), containing some 400,000 original documents about its activity during the 20th century.

As you may understand, books and publications on postal-historical topics are welcome and ready to be inserted in the always-growing catalogue which can be consulted online. **You are therefore invited to send us your publications: they will be available to the international community of philatelists!**

www.issp.po.it

Istituto di Studi Storici Postali "Aldo Cecchi", Via Ser Lapo Mazzei 37, 59100 Prato, Italy

H - Gratis-Anzeige 01/006

OMAN STUDIES CENTRE

for Documentation and Research on Oman and the Arabian Gulf

The Oman Studies Centre is pooling resources on Oman and the Gulf to support research on Oman and to provide advisory services. In addition to the Oman Library with books, maps, and documents, the information pool includes special collections such as a philatelic collection and a numismatic collection. For our philatelic collection we buy stamps, postal history, stationery, and documents in the following areas:

- India used in Muscat and Gwadar
- Pakistan used in Muscat and Gwadar
- British Post Office in Muscat
- Muscat & Oman, Sultanate of Oman
- "rebel stamps" State of Oman and Dhufar

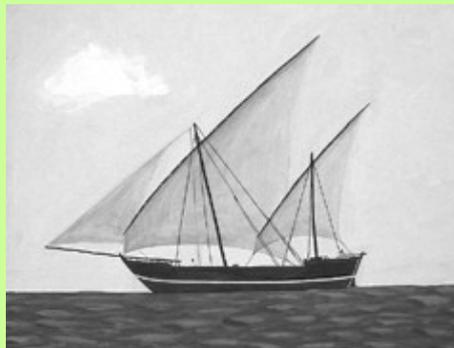
We currently also buy early postcards of Oman (pre-1970) and Muscat quarter Anna varieties to complete collections that will result in the publishing of specialised catalogues in these two fields.

We have extensive holdings of duplicate material in all fields and are willing to sell or exchange for other Oman material. Enquiries are welcome.

Replies to:

Oman Studies Centre, Berlin Office, Kronenstr. 69, 10117 Berlin, Germany
collections@oman.org

Gratis-Anzeige 11/201



The Aden & Somaliland Study Group

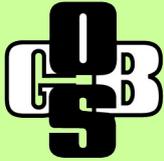
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Quarterly Journal: The Dhow

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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.

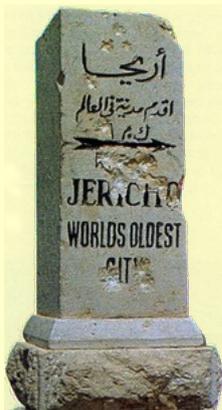
We have an informative and lavishly illustrated website and publish a quarterly journal "The Overprinter", available in paper form or electronically. We have also published books on overprinted British postal stationery for use in many countries, including the Middle East and the Gulf.

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

JH – Gratis-Anzeige 01/202

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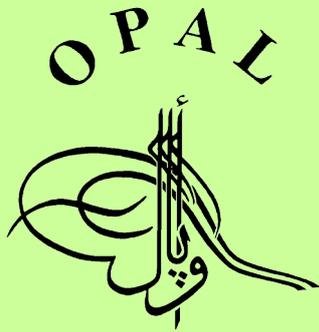
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Gratis-Anzeige 01/201

The Oriental Philatelic Association of London



ORIENTAL PHILATELIC ASSOCIATION
OF LONDON

The Oriental Philatelic Association of London was founded in 1949. Its remit is very broad both geographically and historically as it covers all philatelic aspects of post within the former Ottoman Empire and all its myriad successor states. Nevertheless many members specialise in one small area. Over one third of our membership of over 150 lives abroad, with a particular large number in the USA.

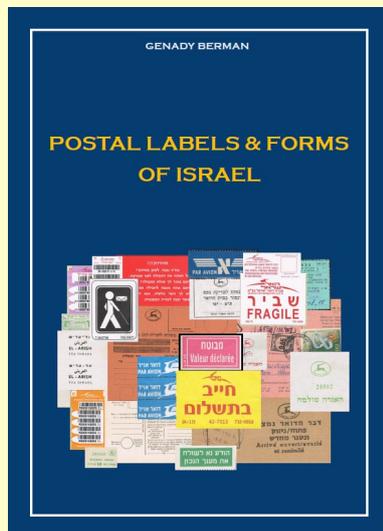
OPAL publishes a couple of journals per year along with a couple of newsletters. Both publications are also used to answer members' queries. If our extensive library can't help with queries, then our membership invariably contains someone who can help, however specialised or esoteric.

There are informal meetings held in various UK locations as well as our annual get together for our AGM.

Membership costs presently £5 per annum. Further details can be found on and contacts can be made via OPAL's website: www.mclstamps.co.uk/opal/opalhome.html.

Philip Longbottom, OPAL secretary, email: prlongbottom@aol.com

H - Gratis-Anzeige 10/007



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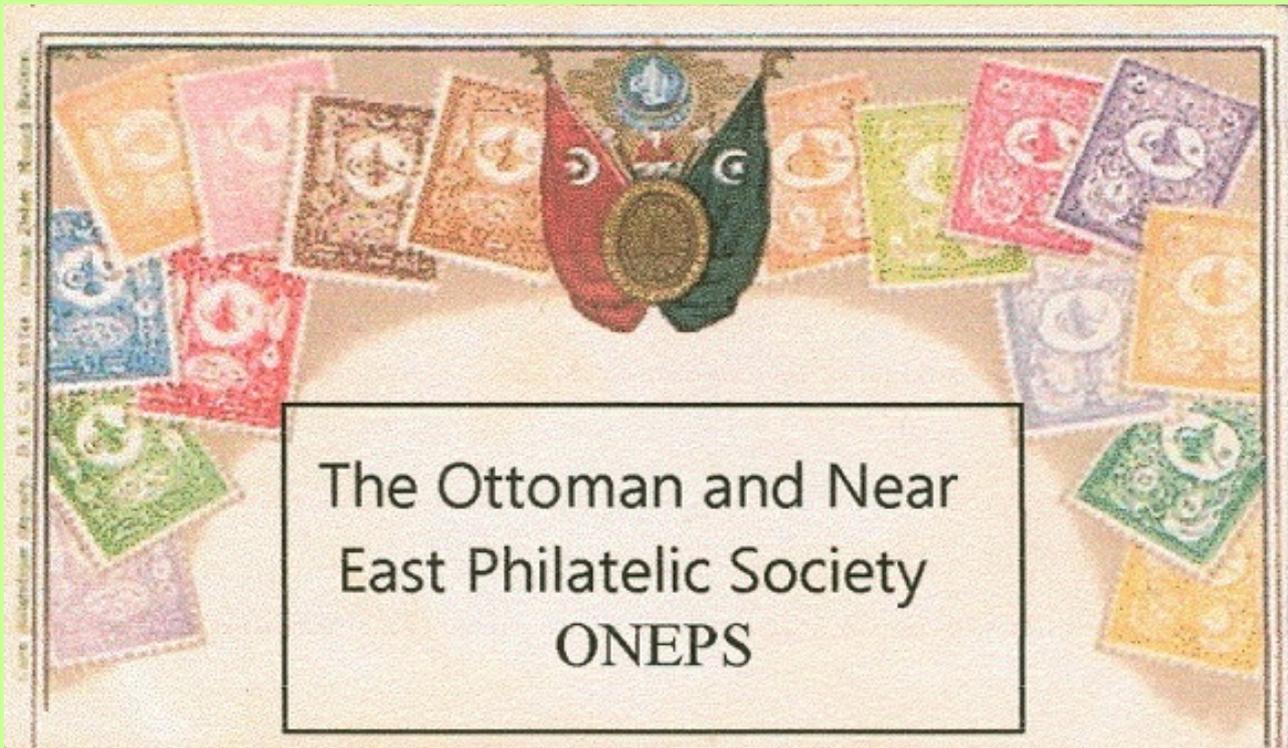
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The Ottoman and Near East Philatelic Society (ONEPS) promotes the collection and study of postage and revenue stamps, stationery, and postal history of the Ottoman Empire, the Republic of Turkey, and Ottoman successor states, including the Near and Middle East, Egypt, Arabia, and the Balkans.

Our journal, "The Levant," is published three times a year, and an index to all articles is posted on our website: www.oneps.net.

Membership in the society opens the door to a philatelic community with a wide range of interests, including Turkey, Palestine, Lebanon, Syria, Saudi Arabia, Iraq, Jordan, Yemen, Egypt, Armenia, Greece, Cyprus, Bulgaria and Romania, philatelic and political history, postal administration, stamp authentication and forgeries, picture post cards and postal ephemera.

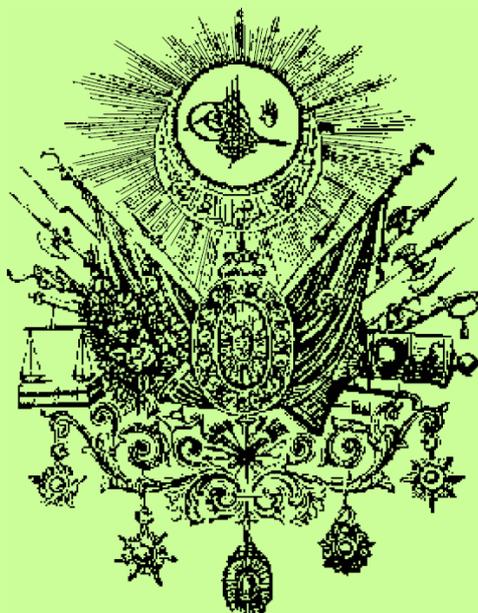
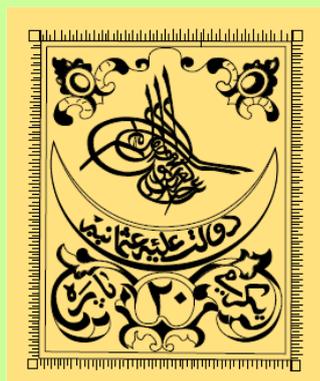
Annual dues are \$20 in North America; £17 in the UK; €20 or \$25 all other countries. Join by submitting an application, available from the Secretary, Mr. Rolfe Smith, at xbow2@mac.com or as download from our website: www.oneps.net.

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AROS

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im Bund Deutscher Philatelisten e.V.**

Study Circle Ottoman Empire/Turkey



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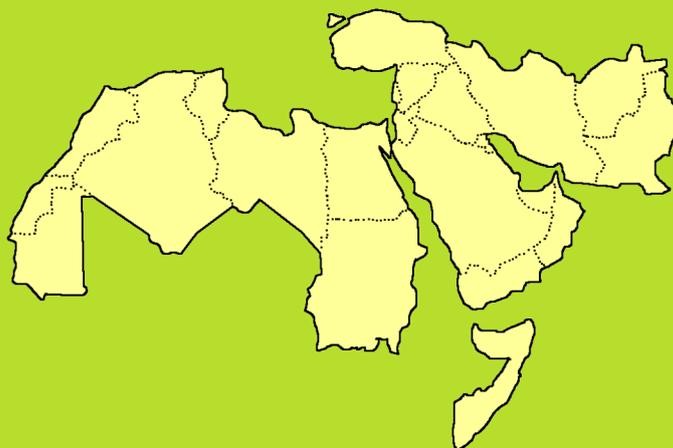
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Kontaktadresse: Tobias Zywietz, Hauptstr. 10, 75245 Neulingen, Germany
tuerkeispiegel@zobbel.de

www.arosturk.org/aos.htm

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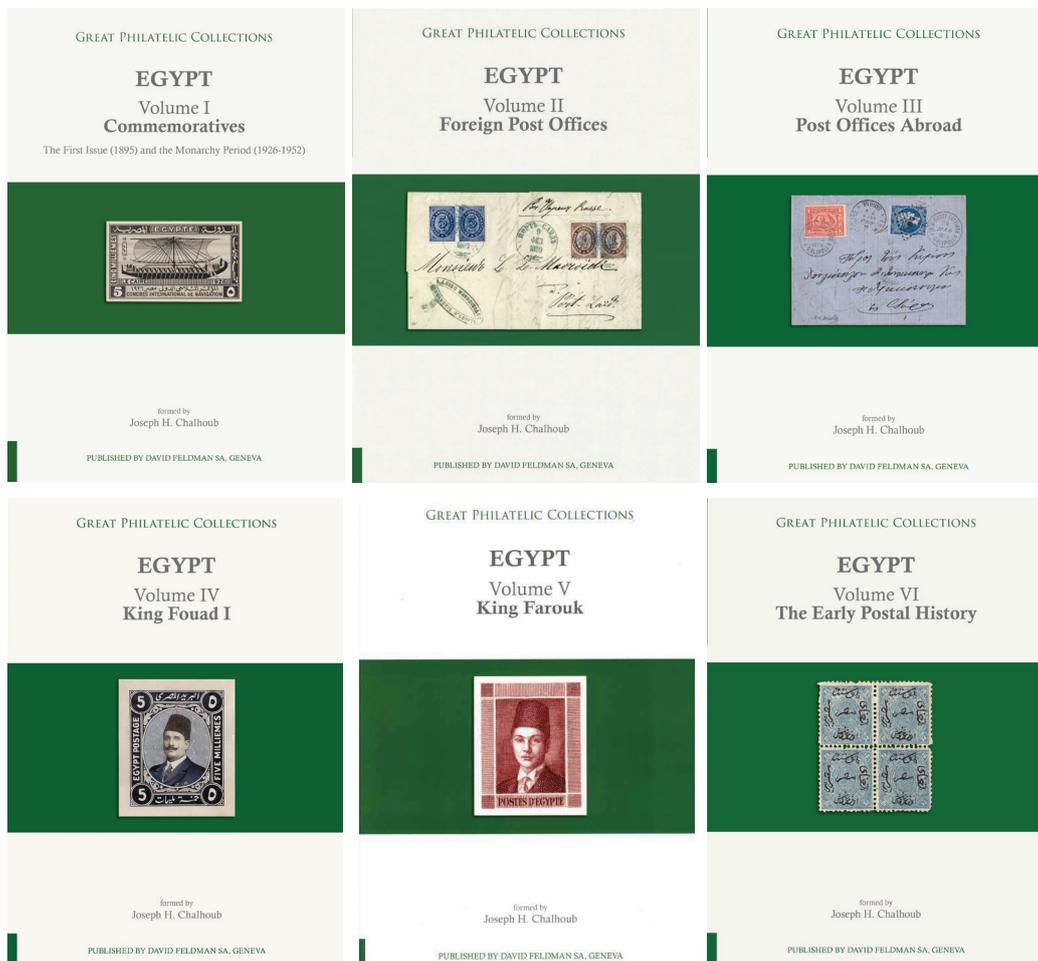
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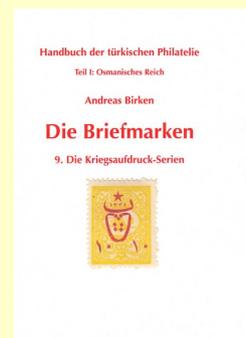
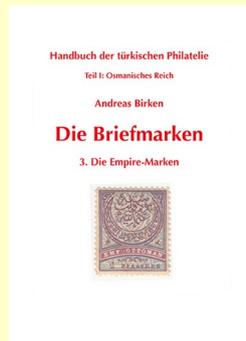
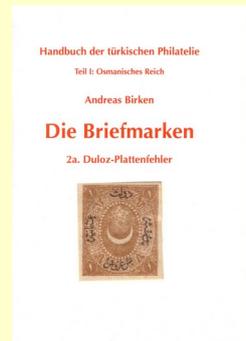
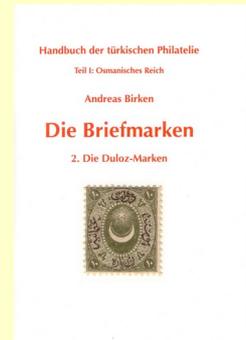


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Editorial

by Tobias Zywietz (*mep-bulletin@zobbel.de*)
 Publisher & Editor, *The Middle East Philatelic Bulletin*

The Contents of this Issue

The opening piece in this issue is one of those Facebook nuggets that come along in one's feed from time to time: *Ercan Oktay Richter* shared a postal card sent by an Austrian sailor from Djeddah in 1893. Reading the card's text I laughed out loud... The sender and addressee and the ship's journey then had to be researched and I unearthed quite a few details. Nice example of Social Philately.

Rainer von Scharpen sent me a postcard with a **Bon Samaritain (Khan al-Hathrur)** cancel from his collection; Folkert Bruining and I give our opinions. The piece also discusses the post offices of Jerusalem and Jericho and their relations to hotels.

Jens Warnecke discovered **Proofs of Turkey's 1916 Leander's Tower Postal Cards** in an online auction and looks at this wartime stationery. In the next issue *Otto Graf* will study the usages of these cards during and after the war.

Horst Tailt researched the history of the **The Austro-Hungarian Medical Corps in Turkey** and let me translate this study into English. I added a few photographs depicting Austrian troops in Palestine from the *Matson Collection* in the Library of Congress.

Richard B. Rose, editor of *THE LEVANT*, article about the **1918/19 O.E.T.A. Revenues** (EEF Overprints) and their Forgeries. This is an original piece, not published anywhere else before. Overprints are likely the most difficult philatelic faculty, so I'm happy to publish such an accomplished article.

The next piece deals with forgeries of both stamps and overprints: *Martin Lovegrove*, editor of *RANDOM NOTES*, writes about the varieties and forgeries of the **Quarter Qirsh Makka Arms Stamp** of Hejaz and Transjordan.

Turkey's **Red Crescent Stamps** are the topic of *Otto Graf's* latest article: he analyses their usages, the official regulations, and the inconsistencies observed.

Willy Pijnenburg, like *Graf* (see *MEPB* 9), studies the **Ay Yıldız** issue and looks at the plate varieties focussing on the positioning of the numerals.

Regular contributor *Rainer Fuchs* continues his series on Transdesert transport companies and presents a promotional piece from a French newspaper published in 1931 praising the automobiles of manufacturer Panhard & Levassor: **Compagnie Auto-Routière du Levant**.

Gary Brown and Neil Williams present an introduction the **Revenues of Aden Crown Colony**. Reprinted by kind permission of THE DHOW.

Werner Lade reflects on charity and obligatory tax stamps in favour of the **Red Lion & Sun Society of Iran**.

Avo Kaplanian can present new findings of the **Nablus Postmarks** with AM/PM indexes.

Peter Valdner's book on the **Great Bitter Lake Association** is reviewed by *Colin Fraser*. Cinderellas are not to every philatelist's taste, but the unique situation of dozens of ship being blocked on the Suez Canal in 1967 is certainly worth a look.

The **Reactions, Comments, Queries** section contains these topics: PNA "إيرادات" ('iradat) Overprint (Arthur Harris); Turkish Occupation of Thessaly 1897/98 (*Hakan Yilmaz*); Hejaz-Transjordan Study Group (*Martin Lovegrove*); Genuine or Forgery: Hejaz 1924 10p Varieties (*Syed Imtiaz Hussain Rizvi, Martin Lovegrove*); Ottoman Postal Route to Persia via Trebizonde, Erzurum, Bayazid, and Tabriz (*Björn Sohne*); Libyan Postal History and John N. Davies; Photograph of Gaza Post Office in Ottoman Times (*Atadan Tunaci*); Jordan Postage Rates 1920–1967; E.E.F. Army Post Offices SZ52 to SZ55 in Palestine (*Joel Weiner*); More Lebanon Gum-Side Surcharges; Palestine Mandate Booklet Stamps (*Max Michel Mann*)

In the **Archive Section** I reprint four chapters on the Middle East from the book "**The Post Office of India and its Story**" by the former Director-General Sir Geoffrey Rothe Clarke.

Future Articles and Research Projects

These are some of the topics and articles I am working on, together with many authors, to include in future issues of *MEPB*. If you have information, covers, opinions about any of these subjects, please let me know!

- The Barīd: Umayyad, Abbasid and Mamluk Postal Services in Egypt and Syria
- The "Er Ramle" postmark on Zeppelin Orient Flight covers of 1931
- Julius Bolthausen: The Caiffa Bisects
- A soldier's account of the 1918 Famine in Lebanon
- The Printing Process of the Blues of Palestine
- PNA Issues: Gaza Freedom Fleet 2011
- The French Military Mission in the Hejaz 1916–1920
- 17th Century Mail by French Merchant Ships
- The RAF Postal Service in Sharjah
- The Postage Rates and Overland Mail Surcharges of

- Iraq, 1923–1929
- Overland Mail Route Instruction Labels
- Court Fee Stamps of Palestine Mandate
- Book Review: Anglo-Egyptian & French Colonial Censorship in WWII
- Book Review: Birken series on Ottoman Stamps
- Book Review: Michel North Arabia and Iran 2017
- Habbaniya Provisionals – Revisited
- Book Review: Osmanlı İmparatorluğu Posta Tarihi
- Book Review: Türkiye’de Postanın Mikrotarihi 1920–2015 (Volume 1: 1920–1950)
- Archive: Mail Communications and the Indian Post Offices in the Persian Gulf
- Archive: The Telegraphs of the Persian Gulf
- Lebanon ‘Palestine Aid’ covers
- RAF Emergency Air Mail 1919: Aerial EEF
- The Iraq/Kuwait Postal War
- Posta Bey’iye Şubesi 28 İstanbul
- Jordan Stamps & Banknotes
- Telegraph Codes: Mosse, Liebèr, Bentley, & al.
- Early Postcards of Muscat
- Service Automobile Palestine–Syria
- Archive: Friedrich Perlberg’s *Bilder aus dem Heiligen Lande*
- Book Review: Genady Berman’s Israel Postal Labels
- Postal and Communications information from the Guide-Annuaire d’Égypte (1872), the Annuaire Oriental (1891), the Indicateur Égyptien (1897), and the Egyptian Directory (1908)
- Das Austrian Post Office at Simi
- Turkish Red Crescent obligatory tax stamps used on cover
- The Red Crescent exhibition in Constantinople 1917
- Turkey IRC used at Smyrna
- Lebanese Consular Revenues
- Ay Yıldız Updated
- Post-WWII Iraqi Censorship
- The Austrian Post in Thessaloniki
- PNA Rates Rise 2020
- Syria: Coronation 1920
- Turkish Stationery: Emergency Measures in WWI
- Use of Turkey’s 1916 Leander’s Tower Postal Cards
- The IRCs of Palestine
- The IRCs of Lebanon and Syria

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 advise and help with anything that is offered. Translation into English can be arranged,

and all steps and processes are closely coordinated with the author.

If you think you can contribute to the journal, please do not hesitate to contact me!

Articles should be submitted as plain text (TXT), rich text (RTF), LibreOffice/OpenOffice (ODT), MS Word (DOC, DOCX) or Adobe Acrobat (PDF). Images can be JPEG/JPG- or PNG-files in 300dpi (or higher) resolution.

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Acknowledgements

I’d like to thank again all contributors and all those aiding and encouraging me in the creation of this journal. The list would be too long to print here, so I mention just one non-philatelist, who, as native speaker, helped me with proofreading and gave advice on style of writing, namely *Colin Booth*.

Several organisations and persons gave me general permission to reprint articles from their journals and archives. One person I have especially to thank is *Barry D. Hoffman*, copyright owner of F. W. Pollack’s THE HOLY LAND PHILATELIST. *Many thanks to all!*

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Please come forward with your articles, research notes, queries, and images! MEPB needs interesting new material!

Imprint

The Middle East Philatelic Bulletin

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Mailing List Data Protection Policy

by Tobias Zywietz (mep-bulletin@zobbel.de)
 Publisher & Editor, *The Middle East Philatelic Bulletin*

Zusammenfassung

- Jeder Nutzer kann sich kostenlos registrieren lassen, um per E-Mail Informationen zum Erscheinen und Inhalt meiner elektronischen Zeitschrift *The Middle East Philatelic Bulletin* zu erhalten.
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- (5) zur Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen.

5. Recht auf Unterrichtung

Haben Sie das Recht auf Berichtigung, Löschung oder Einschränkung der Verarbeitung gegenüber dem Verantwortlichen geltend gemacht, ist dieser verpflichtet, allen Empfängern, denen die Sie betreffenden personenbezogenen Daten offengelegt wurden, diese Berichtigung oder Löschung der Daten oder Einschränkung der Verarbeitung mitzuteilen, es sei denn, dies erweist sich als unmöglich oder ist mit einem unverhältnismäßigen Aufwand verbunden. Ihnen steht gegenüber dem Verantwortlichen das Recht

zu, über diese Empfänger unterrichtet zu werden.

6. Recht auf Datenübertragbarkeit

Sie haben das Recht, die Sie betreffenden personenbezogenen Daten, die Sie dem Verantwortlichen bereitgestellt haben, in einem strukturierten, gängigen und maschinenlesbaren Format zu erhalten. Außerdem haben Sie das Recht diese Daten einem anderen Verantwortlichen ohne Behinderung durch den Verantwortlichen, dem die personenbezogenen Daten bereitgestellt wurden, zu übermitteln, sofern

- (1) die Verarbeitung auf einer Einwilligung gem. Art. 6 Abs. 1 lit. a DSGVO oder Art. 9 Abs. 2 lit. a DSGVO oder auf einem Vertrag gem. Art. 6 Abs. 1 lit. b DSGVO beruht und
- (2) die Verarbeitung mithilfe automatisierter Verfahren erfolgt.

In Ausübung dieses Rechts haben Sie ferner das Recht, zu erwirken, dass die Sie betreffenden personenbezogenen Daten direkt von einem Verantwortlichen einem anderen Verantwortlichen übermittelt werden, soweit dies technisch machbar ist. Freiheiten und Rechte anderer Personen dürfen hierdurch nicht beeinträchtigt werden.

Das Recht auf Datenübertragbarkeit gilt nicht für eine Verarbeitung personenbezogener Daten, die für die Wahrnehmung einer Aufgabe erforderlich ist, die im öffentlichen Interesse liegt oder in Ausübung öffentlicher Gewalt erfolgt, die dem Verantwortlichen übertragen wurde.

7. Widerspruchsrecht

Sie haben das Recht, aus Gründen, die sich aus ihrer besonderen Situation ergeben, jederzeit gegen die Verarbeitung der Sie betreffenden personenbezogenen Daten, die aufgrund von Art. 6 Abs. 1 lit. e oder f DSGVO erfolgt, Widerspruch einzulegen; dies gilt auch für ein auf diese Bestimmungen gestütztes Profiling.

Der Verantwortliche verarbeitet die Sie betreffenden personenbezogenen Daten nicht mehr, es sei denn, er kann zwingende schutzwürdige Gründe für die Verarbeitung nachweisen, die Ihre Interessen, Rechte und Freiheiten überwiegen, oder die Verarbeitung dient der Geltendmachung, Ausübung oder Verteidigung von Rechtsansprüchen.

Werden die Sie betreffenden personenbezogenen Daten verarbeitet, um Direktwerbung zu betreiben, haben Sie das Recht, jederzeit Widerspruch gegen die Verarbeitung der Sie betreffenden personenbezogenen Daten zum Zwecke derartiger Werbung einzulegen; dies gilt auch für das Profiling, soweit es mit solcher Direktwerbung in Verbindung steht.

Widersprechen Sie der Verarbeitung für Zwecke der Direktwerbung, so werden die Sie betreffenden personenbezogenen Daten nicht mehr für diese Zwecke verarbeitet.

Sie haben die Möglichkeit, im Zusammenhang mit der Nutzung von Diensten der Informationsgesellschaft – ungeachtet der Richtlinie 2002/58/EG – Ihr Widerspruchsrecht mittels automatisierter Verfahren auszuüben, bei denen technische Spezifikationen verwendet werden.

Bei Datenverarbeitung zu wissenschaftlichen, historischen oder statistischen Forschungszwecken:

Sie haben auch das Recht, aus Gründen, die sich aus Ihrer besonderen Situation ergeben, bei der Verarbeitung der Sie betreffenden personenbezogenen Daten, die zu wissenschaftlichen oder historischen Forschungszwecken oder zu statistischen Zwecken gem. Art. 89 Abs. 1 DSGVO erfolgt, dieser zu widersprechen.

Ihr Widerspruchsrecht kann insoweit beschränkt werden, als es voraussichtlich die Verwirklichung der Forschungs- oder Statistikzwecke unmöglich macht oder ernsthaft beeinträchtigt und die Beschränkung für die Erfüllung der Forschungs- oder Statistikzwecke notwendig ist.

8. Recht auf Widerruf der datenschutzrechtlichen

Einwilligungserklärung

Sie haben das Recht, Ihre datenschutzrechtliche Einwilligungserklärung jederzeit zu widerrufen. Durch den Widerruf der Einwilligung wird die Rechtmäßigkeit der aufgrund der Einwilligung bis zum Widerruf erfolgten Verarbeitung nicht berührt.

9. Recht auf Beschwerde bei einer Aufsichtsbehörde

Unbeschadet eines anderweitigen verwaltungsrechtlichen oder gerichtlichen Rechtsbehelfs steht Ihnen das Recht auf Beschwerde bei einer Aufsichtsbehörde, insbesondere in dem Mitgliedstaat ihres Aufenthaltsorts, ihres Arbeitsplatzes oder des Orts des mutmaßlichen Verstoßes, zu, wenn Sie der Ansicht sind, dass die Verarbeitung der Sie betreffenden personenbezogenen Daten gegen die DSGVO verstößt.

Die Aufsichtsbehörde, bei der die Beschwerde eingereicht wurde, unterrichtet den Beschwerdeführer über den Stand und die Ergebnisse der Beschwerde einschließlich der Möglichkeit eines gerichtlichen Rechtsbehelfs nach Art. 78 DSGVO.

Data Protection Policy

This is a non-binding translation into English. The only legally binding text is the German "Datenschutzerklärung" above.

All references are to the German text of the General Data Protection Regulations (GDPR, German: Datenschutz-Grundverordnung, DSGVO).

Data protection is of particular importance to me. Use of my electronic journal pages is possible without any indication of personal data.

The processing of personal data, such as the name and e-mail address of a person, is always carried out in accordance with the General Data Protection Regulation (GDPR) and in accordance with the country-specific data protection regulations applicable to me. By means of this data protection declaration I would like to inform the public about the type, scope and purpose of the personal data collected, used and processed by me. Furthermore, data subjects will be informed of their rights by means of this data protection declaration.

As data controller, I have implemented numerous technical and organisational measures to ensure the utmost protection of the personal data processed via this website. Nevertheless, Internet-based data transmissions, like e-mail, may in principle contain security risks, so that absolute protection cannot be guaranteed. For this reason, every person concerned is free to transmit personal data to me also in alternative ways.

I. Name and address of the person responsible

The person responsible in the sense of the General Data Protection Regulation and other national data protection laws of EU member states as well as other data protection regulations is:

Tobias Zywietz
Hauptstr. 10
75245 Neulingen
Germany
Phone: +49-(0)7237-44 39 03
E-mail: mep-bulletin@zobbel.de
Website: www.zobbel.de

II. General information about data processing

1. Scope of processing of personal data

In general, I only process personal data of users if this is necessary to provide information by way of a mailing-list. The further processing of personal data only takes place with the user's consent.

2. Legal basis for the processing of personal data

Insofar as I obtain the consent of the data subject for the processing of personal data, Art. 6 para. 1 lit. a EU General Data Protection Regulation serves as the legal basis for the processing of personal data.

In the processing of personal data required for the performance of a contract to which the data subject is a party, Art. 6 para. 1 lit. b DSGVO serves as the legal basis. This also applies to processing operations that are necessary to carry out pre-contractual measures.

As far as the processing of personal data is necessary for the fulfilment of a legal obligation, which is subject to me, Art. 6 Abs. 1 lit. c DSGVO serves as legal basis.

In the event that the vital interests of the data subject or another natural person require the processing of personal data, Article 6(1)(d) DSGVO serves as the legal basis.

If processing is necessary to safeguard a legitimate interest of mine or of a third party and if the interests, fundamental rights and freedoms of the data subject do not outweigh the former interest, Art. 6 para. 1 lit. f DSGVO serves as the legal basis for processing.

3. Deletion time of data and storage

The personal data of the person concerned will be deleted or blocked as soon as the purpose of storage ceases to apply. Furthermore, data may be stored if this has been provided for by the European or national legislators' regulations, laws or other provisions to which the person responsible is subject. The data will also be blocked or deleted if a storage period prescribed by the aforementioned standards expires, unless there is a need for further storage of the data for the conclusion or fulfilment of a contract.

III. Mailing-List

Every user is free to subscribe for free to my mailing list via e-mail. This does not create any obligations for the user.

1. Description and scope of data processing

The following data is collected:

1. surname and first name of the user
2. e-mail address of the user

2. Legal basis for data processing

The legal basis for the temporary storage of data is Art. 6 para. 1 DSGVO.

3. Purpose of data processing

The purpose of the mailing list is to provide the user with information about the contents and appearance of the journal.

4. Storage duration

The user can leave the mailing list at any time. The data will be deleted immediately.

5. Possibility of objection and elimination

The collection of data for the provision of the mailing list is absolutely necessary for the operation of the mailing list. Consequently, there is no possibility of objection on the part of the user. The user can, however, object to the storage at any time and thus leave the mailing list.

IV. E-Mail contact

1. Description and scope of data processing

You can contact me via the e-mail address provided on my website. In this case, the user's personal data transmitted by e-mail will be stored. In this context, the data will not be passed on to third parties. The data is used exclusively for processing the conversation.

V. Rights of the person concerned

If your personal data is processed, you are affected within the meaning of the DSGVO and you have the following rights vis-à-vis the person responsible:

1. The right to information

You can ask the person in charge to confirm whether personal data concerning you will be processed by me. If such processing is available, you can request the following information from the person responsible:

- (1) the purposes for which the personal data are processed;
- (2) the categories of personal data processed;
- (3) the recipients or categories of recipients to whom the personal data concerning you have been or are still being disclosed;
- (4) the planned duration of the storage of the personal data concerning you or, if specific information on this is not possible, criteria for determining the storage period;
- (5) the existence of a right to rectification or deletion of personal data concerning you, a right to limitation of processing by the controller or a right to object to such processing;
- (6) the existence of a right of appeal to a supervisory authority;
- (7) any available information on the origin of the data if the personal data are not collected from the data subject;
- (8) the existence of automated decision-making including profiling in accordance with Art. 22 para. 1 and 4 DSGVO and – at least in these cases – meaningful information on the logic involved and the scope and intended effects of such processing for the data subject.

You have the right to request information as to whether the personal data concerning you is transferred to a third country or to an international organisation. In this context, you may request to be informed of the appropriate guarantees pursuant to Art. 46 DSGVO in connection with the transmission. This right to information may be limited to the extent that it is likely to make it impossible or seriously impair the realisation of research or statistical purposes and the limitation is necessary for the fulfilment of research or statistical purposes.

2. The right of correction

You have a right of rectification and/or completion vis-à-vis the data controller if the personal data processed concerning you are incorrect or incomplete. The person responsible shall make the correction without delay.

Your right to correction may be limited to the extent that it is likely to render impossible or seriously prejudicial the achievement of the research or statistical purposes and the limitation is necessary for the fulfilment of the research or statistical purposes.

3. Right to limitation of processing

Under the following conditions, you may request that the processing of personal data concerning you be restricted:

- (1) if you dispute the accuracy of the personal data concerning you for a period that enables the data controller to verify the accuracy of the personal data;
- (2) the processing is unlawful and you refuse to delete the personal data and instead request the restriction of the use of the personal data;
- (3) the data controller no longer needs the personal data for the purposes of the processing, but you do need them to assert, exercise or defend legal claims, or (4) if you have filed an objection to the processing pursuant to Art. 21 para. 1 DSGVO and it has not yet been determined whether the legitimate reasons of the person responsible outweigh your reasons. If the processing of personal data concerning you has been restricted, such data may only be processed - apart from being stored - with your consent or for the purpose of asserting, exercising or defending rights or protecting the rights of another natural or legal person or on grounds of an important public interest of the Union or a Member State.

If the processing restriction has been limited according to the above conditions, you will be informed by the person responsible before the restriction is lifted.

Your right to limitation of processing may be limited to the extent that it is likely to render impossible or seriously prejudicial the achievement of research or statistical purposes and the restriction is necessary for the fulfilment of research or statistical purposes.

4. The right of deletion

a) Duty of deletion

You may request the data controller to delete the personal data relating to you immediately, and the data controller is obliged to delete this data immediately, if one of the following reasons applies:

- (1) The personal data concerning you are no longer necessary for the purposes for which they were collected or otherwise processed.
- (2) You revoke your consent, on which the processing was based pursuant to Art. 6 para. 1 lit. a or Art. 9 para. 2 lit. a DSGVO, and there is no other legal basis for the processing.
- (3) You file an objection against the processing pursuant to Art. 21 para. 1 DSGVO and there are no overriding legitimate reasons for the processing, or you file an objection against the processing pursuant to Art. 21 para. 2 DSGVO.
- (4) The personal data concerning you have been processed unlawfully.
- (5) The deletion of personal data relating to you is necessary to fulfil a legal obligation under Union law or the law of the Member States to which the data controller is subject.
- (6) The personal data concerning you were collected in relation to information society services offered pursuant to Art. 8 para. 1 DSGVO.

b) Information to third parties

If the data controller has made the personal data concerning you public and is obliged to delete it pursuant to Art. 17 para. 1 DSGVO, he shall take appropriate measures, including technical measures, taking into account the available technology and the implementation costs, to inform data processors who process the personal data that you as the data subject have requested the deletion of all links to this personal data or of copies or replications of this personal data.

c) Exceptions

The right to cancellation does not exist if the processing is necessary

- (1) to exercise freedom of expression and information;
- (2) to fulfil a legal obligation required for processing under the law of the Union or of the Member States to which the controller is subject, or to perform a task in the public interest or in the exercise of official authority conferred on the controller
- (3) for reasons of public interest in the field of public health pursuant to Art. 9 para. 2 lit. h and i and Art. 9 para. 3 DSGVO;
- (4) for archiving purposes in the public interest, scientific or historical research purposes or for statistical purposes pursuant to Art. 89 para. 1 DSGVO, insofar as the law referred to under a) is likely to make it impossible or seriously impair the attainment of the objectives of such processing, or
- (5) to assert, exercise or defend legal claims.

5. Right to information

If you have exercised your right to have the data controller correct, delete or limit the processing, he/she is obliged to inform all recipients to whom the personal data concerning you have been disclosed of this correction or deletion of the data or restriction on processing, unless this proves impossible or involves a disproportionate effort. Recipients have the right vis-à-vis the person responsible to be informed about these recipients.

6. Right to data transferability

You have the right to receive the personal data concerning you that you have provided to the person responsible in a structured, common and machine-readable format. In addition, you have the right to transmit this data to another person in charge without obstruction by the person in charge to whom the personal data

was provided, provided

(1) processing is based on consent pursuant to Art. 6 para. 1 lit. a DSGVO or Art. 9 para. 2 lit. a DSGVO or on a contract pursuant to Art. 6 para. 1 lit. b DSGVO and

(2) processing is carried out by means of automated methods

In exercising this right, you also have the right to request that the personal data concerning you be transferred directly from one data controller to another data controller, insofar as this is technically feasible. The freedoms and rights of other persons must not be affected by this.

The right to transferability shall not apply to the processing of personal data necessary for the performance of a task in the public interest or in the exercise of official authority conferred on the controller.

7. Right of objection

You have the right to object at any time, for reasons arising from your particular situation, to the processing of personal data concerning you under Article 6(1)(e) or (f) of the DSGVO; this also applies to profiling based on these provisions.

The data controller no longer processes the personal data concerning you, unless he can prove compelling reasons worthy of protection for the processing, which outweigh your interests, rights and freedoms, or the processing serves to assert, exercise or defend legal claims.

If the personal data concerning you are processed for direct marketing purposes, you have the right to object at any time to the processing of the personal data concerning you for the purpose of such advertising; this also applies to profiling, insofar as it is associated with such direct marketing.

If you object to the processing for direct marketing purposes, the

personal data concerning you will no longer be processed for these purposes.

You have the possibility to exercise your right of objection in connection with the use of Information Society services by means of automated procedures using technical specifications, notwithstanding Directive 2002/58/EC.

For data processing for scientific, historical or statistical research purposes:

You also have the right to object to the processing of personal data concerning you for scientific or historical research purposes or for statistical purposes pursuant to Art. 89 para. 1 DSGVO for reasons arising from your particular situation.

Your right of objection may be limited to the extent that it is likely to make it impossible or seriously impair the realisation of the research or statistical purposes and the limitation is necessary for the fulfilment of the research or statistical purposes.

8. Right to revoke the declaration of consent

You have the right to revoke your data protection declaration of consent at any time. The revocation of consent shall not affect the legality of the processing carried out on the basis of the consent until revocation.

9. Right of appeal to a supervisory authority

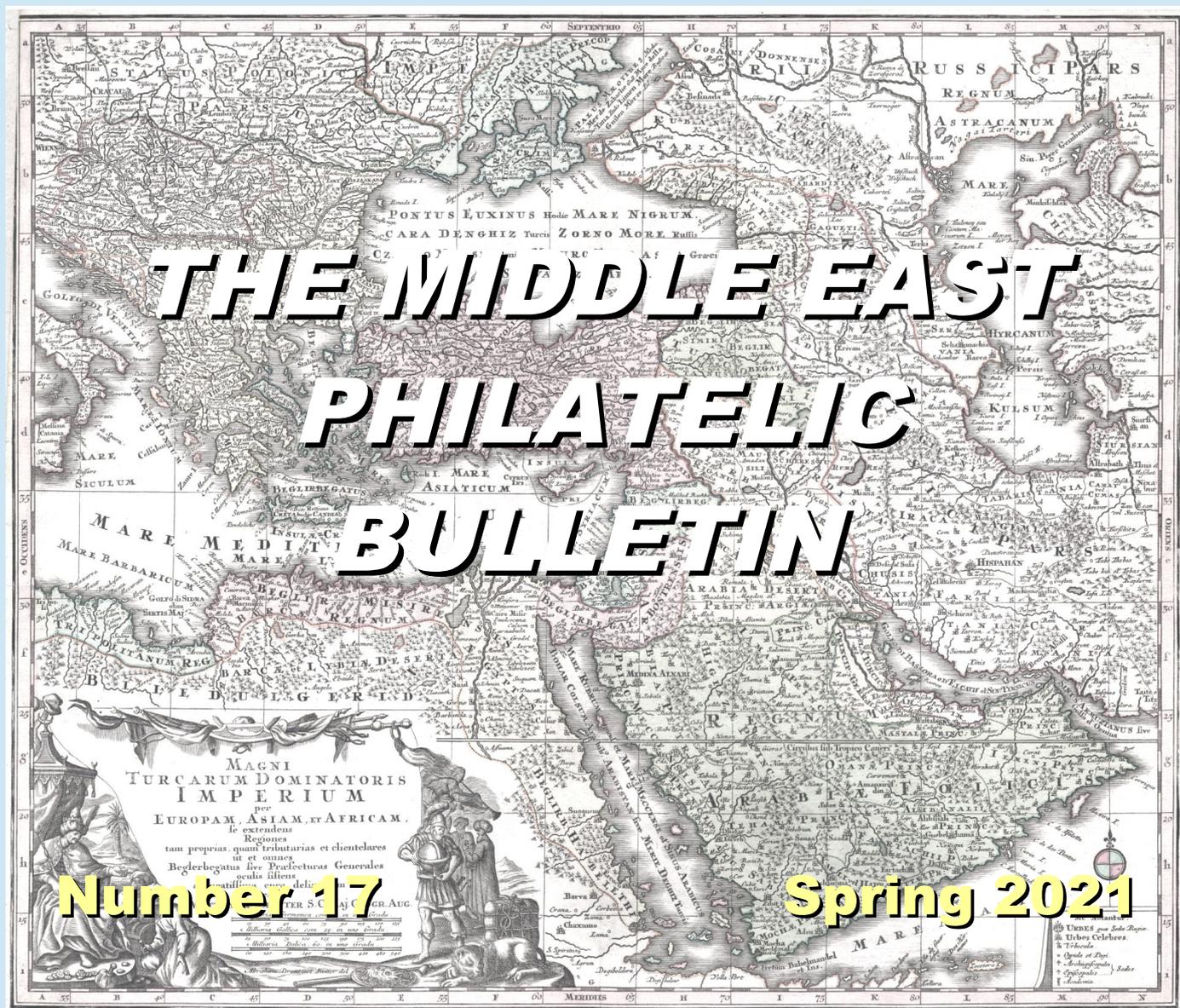
Without prejudice to any other administrative or judicial remedy, you have the right of appeal to a supervisory authority, in particular in the EU member state where you reside, work or suspect the infringement, if you believe that the processing of personal data concerning you is contrary to the DSGVO.

The supervisory authority to which the complaint has been submitted shall inform the complainant of the status and results of the complaint, including the possibility of a judicial remedy under Article 78 DSGVO.



**Please come forward with your articles,
research notes, queries, and images!
MEPB needs interesting new material!**





Some of the Articles in Preparation:

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The Red Crescent Exhibition Constantinople 1917

The Mount Lebanon Famine of 1918

Arab Kingdom: Coronation 1920

Archive: Official Gazettes for Palestine 1932

THE MIDDLE EAST PHILATELIC BULLETIN