

June 1964 Nr 60

The AUSTRIAN STAMP EXHIBITION



of Great Britain

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It is IMPORTANT that members pay immediate  
attention to the section dealing with the  
ANNUAL GENERAL MEETING.

THE AUSTRIAN STAMP CLUB  
OF GREAT BRITAIN

President Keith Tranmer  
8, Billet Lane,  
HORNCHURCH, Essex  
HOR. 46916

Secretary The Revd. Harold Bacon  
and  
Editor 58, Singleton Road  
SALFORD 7. Lancs.  
CHEetham Hill 7944

Treasurer Edward Hulme  
40, Thorn Road  
SWINTON Manchester  
SWInton 3100

Chairman James Syddall  
Northern 21, Moscow Road  
Group Edgeley, Stockport  
Stockport 5925

SUBSCRIPTIONS are due 1st September each year:  
Membership, including subscription to the  
Magazine: 15s0d per annum.

The ASC is affiliated to the VERBAND ÖSTERREICHISCHE PHILATELISTEN-VEREINE, Universitätsstrasse 8  
WIEN IX/71.

Please direct all enquiries to the appropriate  
Officials. A stamped addressed envelope  
would be a courtesy. Enquiries for member-  
ship to the Secretary, please.

THE NORTHERN GROUP meets at the HOULDsworth  
HALL, Deansgate, Manchester at 2.30 p.m.  
Dates: 1964: September 19 (AGM) October 17  
November 21 December 19. 1965: January 16  
February 13 March 13 April 10 May 8.  
Members and Visitors are always very welcome.

Dear Members,

A variety of reasons have combined to make the ASC magazine later - much later - than was anticipated. If one may use a Biblical quotation -? "The stars in their courses fought against Sisera" (which is not very complimentary to us: but no matter!). The point is that we are late: and regret it: but there are reasons for it, and it is not merely either caprice or laziness on our part. To make up for it in some way, this edition is a 'BUMPER NUMBER'! There are lots of pages to keep you busy as you all lie out upon the various beaches where you will doubtless all be sitting, tin boxes by your side, sorting out your Landscapes issues (3g) with the aid of the series that begins herein: or checking through your Bosnian perforations: or searching for those elusive Tchilinghirian-Stephen items! I suppose that we should add our wishes for the best of luck in the search!

A serious note, now. You will find in this issue details of the forthcoming AGM. This has been postponed by the Committee to give at least the 'Home' members time to register their votes. Please do remember that your response must reach the Secretary before the AGM (on September 19th). We need proposals for all offices. Those concerned are: President: Secretary: Editor: Packets: New Issues: Treasurer: Committee. In accordance with long-standing tradition - it used to be London - the Committee will be based upon the Manchester area, as this is where the ASC functions. The offices of President, Packet Secretary: New Issues Secretary can be held by others. In passing, we should perhaps state that the ASC Packets and New Issues as we have known them in the past are now being managed as a private enterprise by Messrs. Tranmer and Scadden. The Committee have no quarrel with this; but feel that we should have (even if in addition) a specifically ASC Packet and Service of this nature. Further details of this will be available in the next issue of the Magazine.

We are also including in this issue a page for new members' applications. In future we shall hope to send a copy of the magazine to all enquirers (as far as funds will allow).

One final serious comment: a number of members still owe their subscriptions: and perhaps this may serve as a reminder. If your name does not appear in the lists as a paid-up member, will you please check, with yourself first, and then with the Treasurer? Many thanks - it does save an awful lot of trouble if all will take just a little trouble!

Contributions to the Magazine are always sure of a very hearty welcome -

by

Yours sincerely,

*Laurel Bacon*

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ASC MEMBERS at the time of going to Press are:

THWilcox: JFGiblin: HWhite: TJLShowell-Anderson:  
EHulme: KTranmer: JWSyddall: HDash: AGodden: HJordan:  
JALander: FWilde: FSee: LGUridge: PMarburg: HEWalker:  
WHDeane: JJVolny: EJBeaton: CDHarding: TBockenheim:  
LWolstenholme: ESchwarz: CPBassingthwaite: DCoyte:  
DJSingleton: PAbel: CJElliot: PSchoenmann: GWFrost:  
TBlackstadius: JROEdwards: DHWoolcott: ALHarris: HBacon:  
CJRobertson: AFPage: AWManley: PJBrowne: AGriessler:  
CLBradbrook: SDTchilinghirian: WSEStephen: DMorrison:  
JFrawley: AKohane: HWildan: DGWard: HLKafka: CNarbeth:  
JLuscombe: JGrabowski: and some others whose cash has  
arrived since this list was first prepared. If your  
name is not here, will you check up - please?  
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AUSTRIAN STAMP CLUB of GREAT BRITAIN.

NOTICE of Annual General Meeting.

The Annual General Meeting of the Austrian Stamp Club of Great Britain will be held in No 2 Committee Room, Houldsworth Hall, Manchester, (Deansgate) at 2.30 p.m. on Saturday September 19th 1964. The Meeting will receive reports from Club Officials and a statement of financial standing from the Treasurer. Elections to the various offices of the Club will be held. Positions to be filled are those of President: Secretary: Treasurer: Editor: Packet Secretary: New Issues Secretary: Committee members. The Northern Group will elect their Chairman and nominate him to the Committee. Offices may, of course, be combined.

(Note. It should be understood that the persons elected to hold the offices of Packet Secretary and New Issues Secretary will fulfil these offices to the benefit of the ASC., and commissions payable will be paid to the funds of the ASC.). (It may be that there will be little need to elect either: but this must be the position of those elected).

Members are invited to submit their nominations, in writing to the Secretary, within One Month of the receipt of the magazine: and in any case, to reach him not later than 27 July 1964. A postal ballot will then be organised in time for the AGM on September 19th. Members will appreciate that this, a very real attempt on the part of the present Committee to get the ASC into something approaching a democratic body, will demand their full co-operation. Please be kind enough to participate to the full in this: and then our Club can perhaps take on a 'new look': and with it, increased interest and vitality.

The present Office holders are: President, K.Tranmer: Secretary and Editor: The Revd.H.Bacon: Treasurer, E.Hulme: Committee: JW Syddall (Northern Group Chairman) TJL Showell-Anderson: H.Jordan (and Assistant Treasurer) H.White. The Committee should be members of the Northern Group (for obvious reasons of time and travel).

The  
AUSTRIAN STAMP CLUB  
of  
GREAT BRITAIN.

Membership is open to all who are interested in Austrian stamps, and who are 21 years or over. The objects of the Club are to further this interest in the following ways:

1. By arranging meetings in all parts of the country. There is one Group in existence at the moment (the Northern: in Manchester): and it is hoped that others will follow. Members of the Northern Group are prepared travel, and to give assistance in the formation of other regional Groups.
2. By publishing a Magazine at regular intervals containing articles of interest to the specialist, the semi-specialist, and the beginner. The Magazine is also open as a forum in which any member may express his opinions: and serves as a clearing-house for questions and answers.
3. By giving advice and opinion (expert, where possible) on any subject related to Austrian Philately.
4. Handbooks and catalogues are available at reduced rates prior to publication. ASC publications covering specialised subjects are made available at concessionary prices. (A member may easily save his annual subscription by this alone)
5. Automatic membership of the Verband Oesterreichischer Philatelisten-Vereine in Vienna.
6. By providing an exchange packet for purchase and sale by members for the financial benefit of the Club: and by organising, if required, a New Issue and First Day Cover Service.

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Some of the most attractive stamps in the world have come from Austria. Special study may also be concentrated on one or more of the following subjects:

Old Austria 1850-1918: The Empire Period: Pre-adhesive postmarks: postmarks of countries once part of the Old Empire (Hungary, Poland, Italy, Yugoslavia, Czechoslovakia, etc., etc): Field-Post: Imperial Navy cancellations: Siege material: Occupation postmarks: Classic, Modern, and Special postmarks: Vienna postmarks and the Pneumatic Post: Ship postmarks: Postal Stationery: Austrian Levant: Proofs: Essays: Forwarding Agents cachets, Private and Local Post Offices: German Issues of 1938-45: Allied Occupation: Plate flaws: bisected stamps: and a host of other subjects covered in the study of Austrian Stamps and Postal History. There is enough variety in Austria to keep one completely absorbed without looking further afield: and it is a most rewarding country.

(The paragraph above is condensed from a brochure written by Member Arthur Godden: to whom due acknowledgement and thanks are made).

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APPLICATION FORM.

To: The Revd. Harold Bacon  
Park Cottage  
58, Singleton Road,  
Salford 7  
Lancs. England.

I should like to become a member of the Austrian Stamp Club of Great Britain: and enclose herewith my subscription for the coming year.

(Subscription 15s0d per annum, due on September 1st.)

Name and Address. (BLOCK letters or **TYPE**)

Main Interests:

THE NORTHER GROUP  
and  
ITS ACTIVITIES.

The Northern Group, meeting monthly in Manchester, continues to function with some vitality and to the great interest and pleasure of its members. Since the last issue of the Magazine too much has taken place summarily to be reported here: but recent Meetings have included the following displays: H.G.White, 'History Book Austria' from pre-history and the Roman Settlements through to the present day: a fascinating presentation of how History can be learned without Tears!: A.Godden, 'The First Republic. Stamp Designers and their Work': accompanied by fully documented and tabulated details of all the designers and their work: including biographies, Time Chart and Summaries (copies of which were presented to all members present): E.Hulme, 24 pages of 'Austria Used Abroad': Dr. H. Dash, 'Stamps used in the old Ottoman Empire': The Revd.H. Bacon, 'Mainly Thematic' including pre-stamp material: and 1867 issues sorted and classified into various cancellation categories according to Mueller: and numbered against the large volume of Austrian P0s now in preparation. Austrian Field-Post cards: POW cards: and a significant number of unused items of postal stationery: B. Madeley, 'Austrian Fieldpost': J.W. Syddall, 'Prestamp Mail': the earliest, dated 1479: the bulk from official archives, business houses and personal correspondence. The complete display presented under eight sub-headings: pre 1750: occupation postmarks: manuscript, registration, additional: city posts, ship letter marks, moneyletter service: All members showed the 1850 issue in a very pleasant and informative session: JF Giblin, 'The Middle Period', i.e., between the end of the Classic Period and the beginning of the Second World War: a small selection from a six-volume collection of this period; TJL Showell-Anderson 'Pot-pourri' early letters of the 17th century: a multiplicity of military material: TH Wilcox, Austria Parts I and II (two sessions): both mouth-watering displays which, as the Secretary reported, 'left little for remaining members ever to display'!!!

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THE AUSTRIAN POST ABROAD : COMMENTARY NO. 4

by

S.D. Tchilinghirian

This fourth instalment being written as Part III of "Austrian Post Offices Abroad" is about to be published, it seems appropriate to deal in the first place with a few discoveries notified to the authors while the book was being printed, too late for inclusion in its text. These additions are not numerous, and readers may wish to enter them in their copies of Part III:

(A) D.D.S.G. - The s/s MARIA ANNA (see Part III, p. 200) is now known to have used during the 1860s a further cancellation in Standard Type "DC" which is illustrated in Fig.C.16 by courtesy of member Franz See. It was found on stampless postal material of the year 1865, that is just before the postage stamps of the D.D.S.G. were issued in 1866. This fresh marking should be added as Type DC-29 to the list of cancellations on page 187 of Part III.

(B) NAVIGAZIONE LIBERA TRIESTINA. - When the text for Part III was written some months ago, this little-known Company had to be summarily covered in a few lines on page 222, as no material from its ships had ever been recorded, and, owing to its short life under the Austrian flag, prospects of locating such material were none too bright. Member A. Kohane, however, lost no time in producing the large and most attractive marking now illustrated in Fig.C.17, which seems to be in a Standard Type issued to all units of this Company. The stamp on which it was found is perhaps even more surprising than the marking itself, as it consists of a 1 Franc adhesive of the 1913 issue of Ivory Coast (SG.56), on the west coast of Africa, a region where few readers would be tempted to hunt for Austrian ship markings. Which shows what amazing finds await collectors looking for this kind of material. Evidently, the freighters owned by the Navigazione Libera would go to any foreign port where they found goods to load, and they would accept letters

handed to them at these various ports. It will be noticed that Fig.C.17 is unfortunately incomplete, as the lower part of the marking, which contains the name of the ship preceded by the word PIROSCAFO (Italian word for STEAMSHIP), does not show on Dr. Kohane's copy. Now, who will come next with a further example from this line, containing the name of the ship?

(C) LAKE OF CONSTANCE. - When stating on page 233 of Part III that the Austrian steamers on the Lake of Constance were limited to four units, the authors felt on fairly safe ground, as this total resulted, not only from postal material known to them, but also from the indications given by earlier students (including Dahmann) who has investigated this line. How mistaken they were! Member R.S. Blomfield has now produced a marking of a fifth ship, the s/s HABSBURG, which is illustrated in Fig.C.18, and has to be classified as Type 5E on page 238. As usual, this oval marking is in the form of a cancellation-to-order on a 3 heller Austria 1901 issue. Incidentally, the existence of this fifth ship makes it easier to explain the need for so many sub-types of the circular date-stamps in Type 1. We now have to find out what happened to the s/s HABSBURG after 1914, and why no ship of this name was operating in the later period: could it be that its name was changed to STADT BREGENZ after the fall of the Habsburg dynasty?

(D) AUSTRIAN LLOYD. - Having thus dealt with the Navigation Companies covered in Part III, it is necessary to revert once more to the Austrian Lloyd, and to acquaint readers with the further huge batch of recent discoveries in the few months that have elapsed since the second instalment of the Commentary appeared in the April 1963 number of this Bulletin. If readers care to compare the names of contributors in the April Commentary with those listed hereunder, they will get an idea, not only of the constant increase in the number of collectors who are joining in this hunt for desirable material, but also of the outstanding finds made by several of the newcomers, among whom we are justifiably proud to welcome the distinguished Editor of the Bulletin,

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the Revd. H. Bacon. As regards the quantity of fresh finds notified, suffice it to say that a single reader, Mr. A.J. Babiak, communicated no less than thirty additions to the check-lists in Part II, and this imposing figure has since been dwarfed by Dr. Kohane's latest contribution. Under the circumstances, only the most important of these finds can be given in this Commentary. Even these latter cannot be accommodated in a single issue of the Bulletin, and the list hereunder will only deal with ships whose names range from "A" to "K". Others will follow on a future occasion.

- (1) s/s AGLAJA, serial 146 : Dr. Kohane notified Type LB-2 on a 5c. 1900 of France, and Type LD-3 on a 25st. 1901 of Bulgaria and on a 10k. 1902 of Russia. In all three cases, first examples for this ship from the countries concerned, while the French stamp seems the first to be recorded from any Lloyd ship.
- (2) s/s ALMISSA, serial 174: Type LD-4 is now known on 1h. Austria 1899 and on 3h. 1901, both notified by Mr. Weinstein.
- (3) s/s AURORA, serial 191: the first stamp of Greece with Type LB-9 of this ship has been reported by Mr. A.C. Lascarides. Dr. Kohane adds to the check-list a 25h. Austria 1900, and a 10pa. Levant 1903: also a cover with 1pi. 1890.
- (4) s/s BRUENN, serial 209: member F.J. Tritsch has now filled a major gap in our documentation by producing the first example of Type LF-7 of this elusive ship, in a most pleasing and striking rich bronze-brown colour, on a 20 para Levant 1908. The colour is probably a chemical alteration over the years of the poor black ink of the period. Readers will remember the uncertainty expressed in Part II regarding the actual spelling of the name of the ship on the date-stamp: Fig.C.19 now shows that the name is spelt BRUENN (not BRUNN with dots over the 'U')
- (5) s/s CARINTHIA, serial 187: Mr. Lascarides notified the elusive Type LB-15 of this ship, dated 16.10.1900, on the first Greek stamp to be recorded for this unit, and Dr. Kohane added another example on 1pi. Levant 1900, dated 3.1900, both vindicating Dahmann's claim that this

date-stamp was used by this ship in 1900/1901, having evidently been ceded to it by the IMPERATRIX(III) after 1899. Dr. Kohane also secured Type LD-14 in hitherto unrecorded Carmine colour on a 20pa. Levant 1908, and in the commoner Blue ink on a cover franked with a pair of the 25.Austria 1901.

(6) s/s CHINA, serial 189: a 4 cents stamp of the Straits Settlements (the first to be recorded with any Lloyd marking), bearing Type LD-18 of this ship dated 1906, was sold at auction on May 8th 1963 by Plymouth Auctions Ltd., but Messrs. Blomfield and Torrey, who gave us the news, both proved unsuccessful bidders, and the present whereabouts of this gem remain shrouded in mystery. A 1h. Austria 1899 with the same marking also has to be added to the check-list of this ship. (coll. Kohane).

(7) s/s CLEOPATRA, serial 175: the evidence supplied in the April 1963 Bulletin that this unit used Type LB-4 from ca.1899 looked decisive enough, but Mr. E.G. Peel has since added the finishing touch to it by securing an illustrated postcard depicting the ship, franked with a 20pa. Levant 1890 cancelled with Type LB-4 dated 23.2. 1899. A 1h. Austria 1906 with Type LD-19 should be added to the check-list (coll. Babiak).

(8) s/s DANAE, serial 144: the first stamp of Greece with Type LB-16 has been notified by Mr. Lascarisides, while Dr. Kohane has shown a pair of the 1pi. Levant 1890 with the same marking in hitherto unrecorded Black.

(9) s/s DELFINO, serial 134: the rare Type LA-19, with 1890 date, is reported by Mr. Lascarisides on the first stamp of Greece to be recorded for this unit.

(10) s/s ETTORE, serial 133: the list of Russian stamps for this ship, inaugurated by Mr. Uridge in the April Commentary, is now enlarged by Dr. Kohane with copies of the 3k. and 7k. 1902 bearing Type LD-23. The same contributor secured a 5 lepta stationery postcard of Greece, with a further 5 lepta adhesive 1901 issue added, tied by the same marking; also a loose 1h. Austria 1899.

(11) s/s EUTERPE, serial 165: as readers will know, an oval handstamp had already been listed (Type Lc-27) and

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illustrated (Fig.133) for this ship in Part II, but it consisted of a later version in Standard Type LCb. Mr. Blomfield now communicates the earlier double-oval in Standard Type LCa, which is illustrated in Fig.C.20. The example he got is on a 3h. Austria 1904 issue. It will be noticed that this is the first time that two types of oval are listed for the same ship. Fig.C.20 should now be classified as Type LCa-27, and Fig.133 as Type LCb-27.

(12) s/s GALATEA, serial 124: together with the foregoing Mr. Blomfield also secured an example of the hitherto unrecorded Type LCa oval of the Galatea, on a 1h. Austria 1899. This is illustrated in Fig.C.21, and should be classified as Type LC-29. An equally rare item from this ship has been notified by Dr. Kohane, in the form of a strip of 4 of the 5pi. Levant 1900, with Type LD-29 in hitherto unrecorded Violet. Frankings totalling 20 piastres must have been quite exceptional for ship letters, and this is certainly the first time that the authors hear of such an unusual combination.

(13) s/s GALICIA, serial 196: Messrs. Babiak and Blomfield share the score here for the first examples of the unrecorded oval in Type LC-30, in both cases on a 2h. Austria 1904 (illustrated in Fig.C.22).

(14) s/s GRAF WURMBRAND, serial 178: if any reader still had doubts as to whether illustrated postcards of the ship were available on the smaller units of the Lloyd, such doubts are now dispelled by the outstanding item secured by Bulletin Editor the Revd. H. Bacon; this consists of a multicoloured postcard depicting the GRAF WURMBRAND steaming away by the side of a rocky coastland, with an additional inset illustrating the Imperial Hotel of Ragusa (a regular port of call of this ship). The franking is no less remarkable, consisting of a pair of the 3h. Austria 1899 tied with Type LB-62, a fresh addition to the check-list, and a stamp seldom found used in pairs as a legitimate franking on a postcard.

(15) s/s HABSBURG, serial 177: Mr. FitzHenry notified still another illustrated postcard of this important liner, with the usual 20pa. 1890 stamp cancelled with Type LB-42, and also a stationery 1pi. 1890 letter-card

with the same marking, both confirming the views expressed on page 38 in Part I. But member G.T. Houston has a fresh and most unexpected story to unfold: he secured an illustrated postcard depicting the s/s BOHEMIA landing passengers and goods at Port-Said, on which the name "BOHEMIA" at the side of the ship has been obliterated by a typographed overprint in black reading "HABSBURG". This postcard was indeed mailed on the s/s HABSBURG, and is franked with a 5h. Austria 1906 issue, cancelled with Type LD-34 in Black. What presumably happened is that, when BOHEMIA ceased to operate on the South African line ca. 1906, this particular type of postcard depicting a scene at an Egyptian port could no longer be used on its later itineraries, and, rather than discard the existing stock, this latter was re-issued to the HABSBURG after having the name of the ship suitably altered by a special overprint. This Lloyd field is certainly not lacking in surprises; one wonders what will come next!

(16) s/s KOERBER, serial 201: more examples of the very elusive Type LD-43 of this are now known, as follows: Mr. Babiak owns a cover franked with one 5h., one 3h., and two 1h. Austria 1904, cancellation in Carmine; Mr. Rubin has a loose copy of the 1 anna Zanzibar 1904 issue (SG. 211), first example from this Colony; Mr. Weinstein secured an illustrated postcard depicting the ship (first one to be recorded), franked with a 10h. Austria 1908 cancelled in Carmine.

The remaining ships will be covered later, but the following very rare item may, perhaps be squeezed in this time:

(17) ARRIVAL MARKINGS OF BEIRUT: Mr. Rubin submitted a photograph of a 1pi. Levant 1900 on piece, cancelled with the COL VAP DA marking of Beirut (see Part I, page 75), with "Lattaquie" added in manuscript on a second line (Fig.C.23), a fitting companion to Mazloum's "COL VAP DA/Alexandrette" illustrated in Fig.97 in Part I.

S.D. Tchilinghirian

Note: The illustrations referred to in this article will be found in the Appendix.

DESIGN and ORIGIN : No. 2 : W.I.P.A. 1933

by

J.F. Giblin

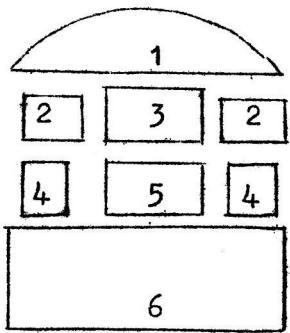
The news that "WIPA 1965" (Wiener Internationale Postwertzeichen-Ausstellung 1965) is to be held, under the patronage of the F.I.P., from 4th to 13th June 1965 in the Hofburg in Vienna inevitably recalls the last WIPA in 1933.

On that occasion a really magnificent stamp was issued on 23rd June 1933 and was valid until 31st August 1933. It was a 50 gr. stamp printed in photogravure either upon ordinary paper (40,000 issued) or upon granite paper (20,000 issued) or as a miniature sheet on granite paper (10,000 issued). The single stamps were printed in sheets with an average size varying from 126 x 103 mm to 129 x 106 mm and these were line perforated  $12\frac{1}{2}$ . It is possible to find stamps from these large sheets associated with plate numbers 1 or 2 but these are obviously rare. The miniature sheet was sheet perforated 12 and single stamps found with this perforation are simply taken from the miniature sheets. All these stamps were originally only sold, at double face value, upon production of an entrance card to the Exhibition (costing 1.60 schilling) and the surcharge which was thus, in effect, applied, was given to charity.

The most interesting part of the stamp, however, is the design which originally appears to have caused some confusion. Thus a note appeared at the time in the G.S.M. (1933.7.p.5): "It was said that the Wipa design showed a Moritz von Schwind painting prosaically named 'The Stage Coach'..but..the picture's real title is the most romantic and interesting one of 'The Honeymoon' .. a statement proved by an arm - the arm of the bridegroom encircling his bride's waist". However, the German language catalogues, such as the W.B.K., give the painting the name "Symphonie" which agrees neither with 'The Stage Coach' not with 'The Honeymoon'. The design is also of interest in incorporating a musical

extract, probably by Haydn, which Hamilton (Stamp Magazine 1950.17. pp.68-69) has compared with a 'Reveille for British Cavalry Trumpets - the similarity being probably due to the fact that many of the latter are taken from the works of Haydn.

The main purpose of this note, however, is to describe the origin of the design. It is, in fact, merely part of a very large work "The Symphony" which Moritz von Schwind painted in 1852 from drawings made in 1848-49. It was to be one of three great paintings for the walls of a music room; the one to Haydn was never started, that to Mozart was left incomplete in 1852, but this one to Beethoven, was finished in honour of Karoline Hetzenecker: an opera singer friend of von Schwind. In 1849 Karoline Hetzenecker married Dietz von Mangstl and this painting records their meeting, courtship and marriage. The painting was arranged as follows:



- 1 The Honeymoon
- 2 Carnival Time
- 3 The Proposal
- 4 Ganymede
- 5 The Secret Meeting
- 6 The Concert Hall

The whole was enclosed in an ornamental surround.

The story of the picture is told by von Schwind in a letter dated 24th November 1849 to his friend Schädel as follows: "At the rehearsal of one of the most charming works of Beethoven: 'Phantasy for Piano, Orchestra and Chorus' the piece is instrumented in this way and thus is to be distinguished in the picture. The gay musical world of a Spa has assembled in the pretty concert hall for a festive performance (6). On this occasion the singer of a short solo arouses the attention of a young man. This pair of innocent love stories develops in three further pictures, which are in the character of the three further pieces of a quartette - Andante,

Scherzo, Allegro - a meeting without advances (5), the mischief of a Ball, at which one is publicly allowed to be a sensation (2), and a cheerful moment of the honeymoon as one first sees the handclasp of the happy wife(1). In harmony with the chorus of the piece of Beethoven music, which is a song of peaise for the joys of Nature, are in this picture the wood and the air - the latter introduced through the four winds, as well as the times of the day, the refreshment of the journey, mineral springs etc. placed in the associated arabesques. Ganymede, as a symbol of the awakening Spring, suitably forms the centrepiece."

In the part of the painting called "The Concert Hall" it is possible to state the identities of the principal characters. The conductor is Franz Lachner, at the piano sit Frau von Blittersdorf and von Schwind whilst the singer has the features of Fraulein Karoline Hetzenecker of whom von Schwind had painted many portraits.

"The Symphony" was sold in 1853 for the low sum of 1000 gulden to Otto, King of Greece: and it now hangs in the München Kgl. Neue Pinakothek. It is reproduced, both entire and in its various parts, in the work by O. Weigmann: "Moritz von Schwind" which was published in Stuttgart and Leipzig in 1906.

RESEARCH: BOSNIA HERZEGOVINA 1906 Issue: COMPOUNDS

by

EC Coleman

Austrian rule of Bosnia prior to World War I was a military regime. As a philatelic entity the postal system was established for the sole use of the garrisons located throughout the country. Theoretically Bosnia was still a segment of the Ottoman Empire, but turbulent conditions there were an open invitation for Austrian intervention. The postage stamps for these outposts were printed and perforated in the State Printery at Vienna. Philately had already become a popular hobby, and especially so

in Europe. Bosnian stamps of the 1900 and 1906 series became the foundation of much manipulation in order to create special types to augment the collections of influential collectors. The truth concerning the official orders for the creation of the compounds was never officially released; and after so many years there is little hope that it will ever be known. It has been estimated that only 100 sheets of each denomination were perforated in compound webs; and no two sheets were known to have been punched with identical webs. The resulting stamps have taken on a status of rarity in philatelic circles the world over. Because the details of production were such a well-guarded secret, many interested collectors have delved into the problem from time to time. It seems that every writer on this subject has finally been forced to admit a stalemate. Contemporary students of this problem have reluctantly accepted the thesis that production of the compounds was primarily a matter of postal officials approving an act of favoritism for the benefit of a very limited number of prominent collectors of that era. Austria, however, is not to be too severely censured. Other countries have stooped to the same questionable practice. It is a deplorable situation: but in the case of the Bosnian 1906 compounds, their actual use in regular postal despatches put them into a truly legitimate category. All collectors can be victims of unethical practices if they permit themselves to be carried away with their zeal to obtain everything regardless of prices involved. When a hobby becomes an irritant, its charm is gone. In the case of the Bosnian irregulars, the wave of universal appeal has long since subsided; other pursuits dominate Austrian philately. Those who have lost interest may still possess the rarer ones; and be unaware of the treasures that may be at their fingertips. The published official order authorising the new pictorial set designated only a regular  $12\frac{1}{2}$  perforation as the sole type. While these stamps were being prepared in the normal fashion, it seems that simultaneously the special perforations were also being prepared. Notices

had been released concerning the forthcoming pictorial set, and the official date for First Day Covers had been announced. The compounds were to be withheld from those granted permission to receive them until the  $12\frac{1}{2}$  series had been stocked in all offices for First day release. Tchilinghirian has prepared a step by step account of a mix-up which forced the Administration, at the last minute, to substitute the unannounced compounds to meet the date of initial sale. Since the compounds were actually released for public consumption they have honestly achieved the status of legitimately rare postage stamps. The following explanation is the

Tchilinghirian version:

"The State Printing Works at Vienna had started producing in 1905 a large quantity of compound perforations (also imperfs and part perfs) on the stamps of Austria, Levant and Bosnia then current. These special perfs were never placed on sale at Post Offices, and were officially described as 'technical research of perforations' (in German: technische Zaehnungsversuche) made by the State Printing Works. Dr. Munk dutifully repeats this alibi in his Part III, but this was only an official excuse, as these special varieties had been in fact produced at the request of the Imperial Palace, for some Archdukes who were stamp collectors, and who wanted more perforation varieties for their collections. After the Archdukes were served, high officials of the Postal Administration and of other branches of the Government also received their share. Some of them sold some of these stamps to stamp dealers: who in turn sold them to the public. As these stamps had never been issued at Post Offices, nor regularly used on mail (although a few passed through the Post, presumably through oversight), they were disregarded by most catalogues, and Michel, for instance, only refers to their existence in a footnote.

Now while these special perforations were being produced, or shortly thereafter, the State Printing Works began working on the new issue for Bosnia, the 1906 pictorials. These new stamps were duly printed, and the bulk of this printing was duly perforated  $12\frac{1}{2}$  for

delivery to post offices in Bosnia. According to the official explanation - repeated by Dr. Munk - it is only "through a misunderstanding" (in German - "infelge eines Missverständnisses") that the remainder of this first printing was perforated with the 142 different compounds plus the imperfs and part-perforated varieties. In my view, this excuse again looks childish, and the production of these compound perforations, plus the imperfs, etc., must be due to the same reason as before: that is for supply to the Imperial Palace, to high officials of the Postal Administration and of the Government, for whom the State Printing Works had produced similar abnormal perforations the year before. It is immaterial whether special instructions were issued on this particular occasion to the Printing Works: a former request had been received and had been executed, and it is only normal, that when the new issue for Bosnia was prepared, the printers will have automatically produced the same varieties of perforations as before, for supply to the same privileged persons, on the basis of the procedure then current.

But now the unexpected happened. The bulk of the printing (with the normal  $12\frac{1}{2}$ ) was duly packed and sent to the Central Bosnian P.O. of Sarajevo, for distribution to all P.O.s before the date of November 1st., when the stamps were to be placed on sale. (A circular had already been issued, announcing the fresh set). 'For some unknown reason' (in German: 'aus unbekannten Gründen' writes Dr. Munk, 'the packages containing the new stamps were stopped at the railway station of Brod, which was then the frontier station between Austria and Bosnia on the main railway line linking Vienna to Sarajevo.' Here again, it seems to be a case of official terminology: and the reason is not difficult to guess. Although under Austrian occupation, Bosnia was still in 1906 officially a province of the Ottoman Empire, and there must have been some sort of a Customs formality at Brod, even if Austrian officials were attending to it on both sides of the frontier (which is not necessarily the case: perhaps the Bosnian Customs were still under Turkish management at this time). Someone may have considered that the pack-

ages contained dutiable goods: perhapp no satisfactory documents had been forwarded with the shipment: alternatively the Customs may have kept the packages in abeyance until someone called to open them for inspection, and to take delivery of them. The point that matters is that Sarajevo, failing to receive the stamps and seeing the November 1st. date-limit perilously close, must have sent an S.O.S. to Vienna: and the Postal Administration, caught by surprise and unable or unwilling to trace back what had happened to the missing shipment, hurriedly gathered all that remained in the hands of the State Printing Works, and sent it to Sarajevo. As all the stamps perforated  $12\frac{1}{2}$  had already been sent with the first shipment, the second shipment consisted exclusively of the 142 compound perforations and of the various other imperforated or part imperfed sheets: which, although prepared, had not yet been distributed to their privileged recipients, since this new set was not to be issued until November 1st.

This second shipment duly reached Sarajevo before November 1st., and the stamps contained in it were the only ones placed on general sale at all P.O.s in Bosnia on the date fixed, and, needless to say, they were the only ones used to frank all categories of mail in the early period. Thus, the 142 compound perforations acquired through this accidental situation and cause, a fully legitimate status: and all catalogues were compelled to list them as genuine varieties. What follows is easy to imagine. The missing first shipment must have been spotted a little later at the railway station in Brod, and when it arrived at Sarajevo the stamps it contained (with normal perf.  $12\frac{1}{2}$ ) were duly placed on sale. This must have happened fairly shortly after November 1st., and at a time when supplies of the second shipment had not yet been exhausted. As some of the compounds in this latter were not easy to separate (particularly the perf. 6) these remaining stocks were no longer sold to the public when the  $12\frac{1}{2}$  stamps became available, but were used by postal officials on categories of mail where the franking was done by the postal clerks themselves: registered letters, parcels,

money-orders, etc. Owing to this limited use, compound perfs were still being used as late as 1910 and 1911 on money-orders, etc., and this explains why the compound perfs are found legitimately used at such late dates, years after their sale at postal counters had ceased. Dr. Munk stresses that it is only in these first days that the compound perfs were issued to the public." (cf. Dr. Munk: Editor of Kohl's Handbook: Bosnia. In Part III of this work, the details related by Mr. Tchilinghirian are discussed at some length).

The ultimate goal of the specialist is to assemble all possible perforation patterns into matched, complete sets. Apparently this has never been accomplished. If the 2272 stamps required for completion do exist, such a collection would be one of the world's rarest. Out of all the thousands of compound stamps still in existence, and the number of sheets involved: a few patterns of certain denominations seem to have been very limited. It is these few that are the stumbling-block to 100% completion.

The intricacies of any specialized activity have their aura of mystery until the basic principles are understood. Then what has been assumed to be complicated becomes a very simple procedure. In trying to reconstruct a process of stamp perforation that occurred nearly sixty years ago: with no official records to explain what was done: and that which was done was without restrictions of any type: makes the problem of these compounds a very challenging philatelic speciality. Every possible suggestion has to be carefully considered. Somewhere in the aggregate the truth undoubtedly exists.

For the uninformed collector, it is possible to produce 142 compound patterns if the  $6\frac{1}{2} \times 9\frac{1}{2} \times 12\frac{1}{2}$  and the  $9\frac{1}{2} \times 10\frac{1}{2} \times 12\frac{1}{2}$  webs are both used. For clarity, the terminology 6's and 10's is commonly used to differentiate between the types of perforation of any one of the sets. It is to be noted that the stamps in the 6's series are more abundant than those in the 10's series. In most instances it is possible to assemble complete sets of the 16 denominations with identical perforation patterns. No catalogue is available that describes and prices the

the complete range of patterns. (Such are commonly referred to as matched sets).

The Coleman system of classification employs the use of a simple code: 1=6 $\frac{1}{2}$ , 2=9 $\frac{1}{2}$ , 3=12 $\frac{1}{2}$ , 4=10 $\frac{1}{2}$ . All readings begin at the top and advance clockwise to the fourth side. As an example: Code 1h-1123 indicates that a 1H stamp bears the specific perforation pattern, 6 $\frac{1}{2}$  x 6 $\frac{1}{2}$  x 9 $\frac{1}{2}$  x 12 $\frac{1}{2}$ . The arrangement of the code in a simple numerical progression yields a plan of numbering individual sets in an orderly sequence. If universally employed it would become a most efficient means of communication with a minimum amount of verbalism.

From the initial attempts some forty years ago to find and properly mount these elusive stamps in their respective sets, this study has, in the intervening years, advanced to a stage wherein totals of any given pattern and denomination have been compiled by combining four world-famous and several smaller collections into a single compendium. The composite tables accurately point out the rarity ratio of the most highly sought after compounds. This plan clearly reveals the situation and from these findings a firm method of evaluating has come into existence. A set of values has been proposed advancing in direct relation to scarcity. The supply of complete sets is extremely limited, and the value of the important collections is enhanced by many of the scarcer patterns.

It has become necessary to revise the original compendium to include listings of additional holdings that have been brought to light when the facts became known and understood by interested collectors. In general, catalogue values are indicative of the relative scarcity of the stamps so priced. It is to be noted, though, that many stamps are far more difficult to obtain than is indicated by their catalogue value and rating: and often highly priced stamps command only a small fraction of their quoted value when placed on the auction block. Demand is the dominant factor rather than supply. At best, the whole resume of statistics will only sharpen the eye of the bargain hunter when in search of the Bosnian classics. Only the specialist in this partic-

ular segment of Austrian collecting will find this thesis of any significance or value.

The purpose of this search has been to establish a workable method from which a logical pricing system could be formulated to create a solid foundation for appraisal purposes. It has been suggested that a minimum price of One Dollar Fifty Cents be placed on all patterns of a single denomination in which ten or more copies are known to be still in existence. This rate should apply only to mint or cancelled-to-order specimens.

Those carrying bona-fide use cancellations with a complete strike, because of their extreme rarity should be considered in a pricing plan at a considerable increase in price over the mint copies.

Thus any complete mint compounded set would normally be priced at a minimum of 25 dollars. As the number of singles dropped to lower levels the sets, so controlled, would tend to be priced in higher brackets. As yet no firm prices have been adopted for any pattern, but it must be an equitable one. Specialists, generally, expect to pay liberally for the rarities they hope to add to their collections. As a matter of common observation, classics are missing in most collections, not because of shortages, but because of the prohibitive prices which ordinary collectors can ill afford to invest just for the sake of a hobby. Re-sale values must be of real importance when rare stamps are to be considered an investment.

The satisfaction of achievement has been the only reward gained by the person who has spent so many years in checking, and re-checking: seeking sources of supply: and corresponding with those interested in a compendium that would materially assist them in getting their prized possessions into a state of orderliness. This story cannot be ended as final; for surely many obscure collections must contain material worthy of notation. Perhaps this work can be enlarged by others, who in the future may have the desire, vigour and patience to continue in the search. The present totals have been established from the combined holdings of W.E. Waste, Dr. L.L. Howe, John F. Connor, J.A. Lanker, Rodolfo P.

Walther, G.A. VanWinkle, Dr. T.J. Tritsch, S.D. Tchiling-irian and E.C. Coleman. Other collectors have indicated ownership of a few isolated denominations, but have not described them sufficiently to be included. Apparently the singles so reported were of little consequence in affecting scarcity ratios. In the event of further sizeable holdings coming to light a supplement will be added to adjust the present quantities known.

Every collector of Austrian stamps should include a general reference section of Bosnia in his holdings. They have a firm place in Austria's postal field: and as such Bosnia should not be considered a 'forgotten country'. It was truly a solid segment in the early twentieth century life of Austria, and as a focal point of World War I's opening, the name, Bosnia-Herzegovina should mean that a change was emerging which would long be studied by the historians of many nations.

In our present time when quantity rather than quality seems to be the paramount goal of stamp collectors, it is only the challenge of the more intricate problems that keeps the term "philately" alive. Bosnia is just one little area. Every stamp-issuing entity has created situations that warrant never-ending study. Although small in numbers, the groups doing extra research in their own specialities always tend to reap more in satisfaction for a job well done.

E.C. Coleman  
311 Cordelia  
Suisun City  
California. USA

Editorial note. It is hoped that in a future edition of the Bulletin the Revised Tables referred to by Mr. Coleman (which are still in the process of revision) will be made available to members of our Club. I give our member-contributor's address in order that those who have material which should be submitted for inclusion in the compendium may forward details to Mr. Coleman. The Editor would also appreciate any expressions of opinion about this type of article - please!

**TRANSLATION**

by

J.F. Giblin

**"THE VIENNA CITY POST" of ADALBERT STIFTER**

**Literary Introduction.**

In 1841, Adalbert Stifter (cf. 'The People on Austrian Stamps' page 84) took over the editorship of a collection of articles "Wien und die Wiener in Bildern aus dem Leben" which appeared first in thirty parts from 1842 to 1844 and then as a book in 1844. For this collection of sketches on the Viennese life of the time, Stifter contributed seven essays of which that entitled "Die Wiener Stadtpost" is considered by E.A. Blackall, in his definitive biography of this famous writer, to be "slight and sentimental". Nevertheless, to the postal historian this article is of considerable interest since it shows very clearly the impact of this postal system upon an intelligent and perceptive observer and it is given here solely for that reason. The translation is taken from the text given in "Adalbert Stifter Gesammelte Werke" published by M. Stefl in 1959, Volume 6 "Kleine Schriften" pp 125-130. This is believed to be the first English translation of this work:-

**DIE WIENER STADTPOST**

The so-called "Small Post" or "City Post" also belongs without any doubt to the characteristic phenomena of our city. It must have been about the year of the cholera epidemic, that I came back to Vienna after a long absence and even before I had passed through a couple of streets I was struck by the originality of the vehicles, such as I had never seen before. The neatly painted wagon, with the name of a district and a number on its back, the yellow sheet metal arm band of the driver, his somewhat official hat and corresponding bearing, persuaded me at once, that I had there before me a new establishment of the State, whose sole aim and object I

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could only approximately guess, but how pleased was I, when it was all explained to me because the establishment has remedied a pressing need.

The City Post, as indeed its name indicates, has the function of facilitating the traffic of letters in the city itself, but not only in the city proper, but it also extends its circle of operation into the adjoining districts. It was actually urgently necessary, that this establishment came into existence, since the earlier situation led to much inconvenience. If I had some news to send to Paris or Madrid, I only needed to sit down, to put the news to paper and to give this to the post; but if I had to notify something quickly to a friend in one or other of the districts, I had to set out and travel myself an hour's journey or more, to seek him out, and then it would happen that he was not at home, or, if he were, that I would stay with him and idle away the day. If one did not go oneself, one had either to send one's servant, if one had one, or first wander about and pick up a messenger somewhere.

But now one is in the position to send letters by means of the Post twice daily in all parts of the city, the districts or the nearest surroundings, and to receive them back from there. The whole country belonging to the Vienna main post office is divided into districts and in each of these districts is a post box for letters, in which the people in the surrounding area put their letters for forwarding, also such as are designed for farther distances. A vehicle also belongs to each such box, as it is shown on the attached picture. These four wheeled boxes, usually drawn by a horse, each appears daily at least twice before its district collection box, and takes from it whatever letters and small packets are to hand, and conveys them to the main post office. There the objects are sorted, those for a distance allotted to the regular post, those for near destinations are just handed over to the postmen concerned to be delivered to the addressees.

In this manner we can not only correspond with the whole city in all directions, but also, if one happens to live in the suburbs, send with great convenience letters to the whole world, since both in the suburbs and the city

the collection boxes, previously mentioned, are positioned at such suitable distances, that one always has one in the neighbourhood and has not therefore once again to make a journey to post a letter, as was previously the case. The writer of this had the misfortune, on his first arrival in Vienna out of ignorance of the situation, to live in a distant part of the suburbs - being fundamentally a poor correspondent, he now became an even worse one, because even if on occasions he felt the inspiration and produced the longest letter he could, it still remained a dead chapter, since he (the writer, not the letter) had to put on a tail coat and walk half-a-mile into the city. Now anyone who has the gift of knowing how comfortable and how much at home a man feels in a dressing-gown, will understand that the writer did not get out of the dressing-gown - did not put on the tail-coat and therefore the letter never got sent. Since the writer now also suffers forgetfulness, so it happens, that, if he were on the second, third, seventh day afterwards in the city, the letter remains right in the writing desk in quarantine at home, and finally grows quite old, so that it can no longer be sent forth on its honest way. I have myself in this way, collected many letters with which I wanted to give ineffable pleasure to others, and as I could never destroy letters, they will probably be still in my possession and lie, as it were, like aged spinsters in the chest among the others which I had received and which had thus fulfilled their purpose. This will certainly have happened to others and if more letters are written nowadays it is only because it is so uncommonly easier to dispose of them.

Since the conveyor of the daily correspondence sees his function limited to travelling from the Josephstadt to the Post and then from the Post to the Josephstadt, and does the same tomorrow and the same again the day after he has become somewhat stereotyped throughout his being, and as a rule he is a calm, even and monotonous man, who, as Charon once did for the spirits, now conveys the correspondence in and out of the city, without troubling himself as to what sort of

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inexpressible love plaints and pleasures he may have in his box, what reproaches from faithful and forsaken beauties, what jubilation of a young man, who had finally received the first tender page from the adored hand or the long desired money from his uncle, or what confusion of business, enquiries, orders, invitations, desires, demands, ideas, etc., etc. may be jostling themselves in the depth of his box, so that an ant-hill is, in comparison, a still-born thing - he is indifferent to it all, like a man who has gone mad, and goes his way unconcernedly and knows nothing of the whirl his head is in - so he carries his wares to the post, and empties it out there, and travels back then again just as calmly to his suburb, whereby he is more lucky, than the madman who has just been mentioned, because the latter can not freely empty out his dance from his head and go thence as a sensible man. It is astonishing what he carries from day to day, what a mass of thoughts and feelings lie there bound together under the seal and open themselves up to him who unseals them. It would drive us mad if each letter could speak and begin suddenly to make its petitions - but this thought is itself half foolish, and the postman certainly has no such thoughts because really it is only so and so many pounds of inscribed paper that he carries, besides the pounds of sealing wax and wafers that are included. What furt and what delights will be felt by those who break the seals and read out to themselves what the others have written therein. That concerns him not at all; he carries the gun powder to and fro between the parts of the city and it troubles him not-at-all, how they shoot one another therewith in the face, and if he carries five bundles of love letters, which are a pack of flames, he carries them so carelessly thither, as if it were sheep's cheese, and finally, after he ends his day's work, and when it is evening, and when he has brought a letter to many in this city, over which the latter think to go mad, so he unharnesses his horse, which still surpasses him in equanimity and mechanicalness, and whilst the animal eats its evening oats, its master probably sits

in the tavern with a glass of wine and his pipe, and passes his time chatting until at last the dark night comes, and both he, and also those to whom he has today dispatched trouble and happiness into their houses, are sunk in deep sleep.

The next day he begins his business from the beginning, likewise to end it all again and so go all the days that God gives him from heaven. At certain hours of the day one can see more of these carts standing in the court of the Letter Post, which await on their journeys but then travel separately towards the place of their destination.

As regards the internal organisation, both statistical and technical, of these vehicles and the whole manner of letter post distribution, how much is paid for it, at what hours one receives the packets, what packets are forwarded, how many such collection boxes there are in the whole of Vienna, we shall entirely refrain from mentioning, since we wish to provide our reader only with an hour or so's entertainment and not with statistical knowledge of Vienna, and he can inform himself if he needs to in any calendar about these matters.

Editorial Comment: Our reader could, on the other hand become a subscribing member of the ASC Bulletin when, in due course, and doubtless, he will become the recipient of such tidings as these that his beating heart desires - ! (Whoa! this Stifter-ese is very quickly catching, it would seem.) Thanks, John, for a most interesting and entertaining translation. If only Adalbert Stifter had been a philatelist! or at the very least, a postal historian!

MEMBERS are reminded that the series of special postage stamps marking the XVth Universal Postal Congress, Vienna, 1964 (First day of issue: June 8th; first day of validity for prepayment, June 15th, 1964:) will make a most attractive background against which to read again this fascinating article.

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**AUSTRIAN POST OFFICES ABROAD : PART IV**

by

S.D. Tchilinghirian and W.S.E. Stephen.

A REVIEW and AN APPRECIATION.

"It is amazing how much information about the Austrian PO in Constantinople one finds in this book. This is the commonest postmark found on the stamps of the Levant and yet here are five pages of postmarks illustrated that immediately whet one's appetite and start one searching about among the duplicates. As always with these books it is the adventurous type of collector to whom they have the strongest appeal. Austria used in the Roman States may have an odd ring to the collector whose limits are bound by catalogue numbers, or who differentiates between mint and used, or doesn't even venture into Austrian Italy, but here in the book is something fresh for the keen collector to look out for. Austrian material from Rome, Ancona, Pontelagoscuro, or the Duchy of Parma. These little books have brought new life into the Austrian field and part four is no exception. It covers mainly P.O.s on land and therefore it is not so difficult to find the material as it is with the Ship Postmarks in parts of the other volumes."

(K. Tranmer)

One is full of admiration for the consistently high standard of text and illustration that has been continued with the publication of Part IV of AUSTRIAN POST OFFICES ABROAD. This part consists of eight chapters replete with philatelic knowledge which is communicated to the reader in the most facile and informative way. The chapters refer to Constantinople, the Republic of Venice, the Roman States, the Duchy of Parma and Piacenza, the Ionian Islands, Montenegro, Albania, and Epirus. There is a comprehensive map of the areas involved: and exhaustive details are given in each case, which deal with relevant literature, geographical and historical notes, postal history, postal rates, postage and postage due stamps, cancellations, check-lists and valuations.

So much is written from time to time by members of the philatelic hierarchy which gives the impression that this type of specialised volume is almost esoteric: for the fortunate few who are able to recognise 'desirable material' - of course, at a glance, and equally of course after years and years and years of philatelic probation! In reality, the reverse is the case. This series of volumes is for the uninitiated; for those, certainly, who would like to learn: but have little idea how and where ( and who have, perhaps, hitherto looked somewhat in vain to the aforementioned philatelic pundits!). This present slim volume, like its predecessors, is a sheer delight to handle, and is beautifully produced in a most attractive format. The amount of work that has gone into its compilation and production is without doubt prodigious: but its authors must be well pleased, one imagines, with the results of their labours. As one official of the present Austrian Stamp Club of Great Britain, I must confess a glow of pride that the name of the Club is associated with this eminently satisfactory magnum opus: and indeed, appears on the title page of each volume.

(Harold Bacon)

AUSTRIAN POST OFFICES ABROAD Part IV

S.D. Tchilinghirian  
W.S.E. Stephen

CONSTANTINOPLE  
IONIAN ISLANDS  
ALBANIA & EPIRUS

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IN MEMORIAM

THE JAFFA-JERUSALEM RAILWAY

A

Posthumous Paper by Wing Commander I.B. Clark

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(Editorial Note. The paper which follows was the last one submitted to me for inclusion in the ASC Bulletin by the late Wing-Commander I.B.Clark. That he is no longer with us is, I think, the more reason that this paper should be published: though we do so with somewhat heavy heart...

THE OTTOMAN Government granted a concession to a French company, which was financed with French capital, permitting the construction of a railway from Jaffa to Jerusalem, and its subsequent operation. However, the concession contained a clause prohibiting foreign post offices operating in Palestine from making use of the railway for postal purposes. It seems that the foreign powers concerned did not resist this restriction, probably because the transportation of mail by road from Jaffa to Jerusalem and vice-versa did not present any difficulties and was hardly longer than movement by rail. The Austrian authorities did try to come to terms with the Turks or to find a way to circumvent the restrictive measure. The first reference to the railway appears in a letter from the Austrian post office at Trieste to the Austrian Consulate at Jerusalem, dated 13 April

1892:-

"According to a report of the Austrian post office in Jaffa dated March 22nd No.110, it is intended to inaugurate the railway between Jaffa-Jerusalem in the month of September. The above mentioned post office claims that the Ottoman government has already instructed the railway management not to accept any freight handled by foreign post offices for the above mentioned route. Needless to say, this prohibition, if enforced, would have the most detrimental consequences for the Austrian post office in Jerusalem. We should be obliged

"if you would let us know whether, in your esteemed opinion, it might not be desirable even at this early date to bring up the question of future transport of Austrian mail on the railways operating between Jerusalem and Jaffa for official discussion or whether you deem it advisable to wait until the attitude of the Ottoman government in this matter has been made clear and until the whole subject is more topical than it is at the moment."

The Consulate's answer is not known, but on the 4th May, 1892, Jerusalem's Austrian Consul, General R. von Kwiatkowski wrote to the Austrian Embassy at Istanbul:- "I have convinced myself during my eight-month stay that our Post Offices in Jaffa and Jerusalem are indeed a blessing for the corresponding public owing to the increasing trade and traffic. ----This beneficial institution is, however, threatened by a new obstruction. At the beginning of autumn the railway will be completed and will begin to function. In the document of the concession ---there is a paragraph stating that the society should refrain from transporting the postal parcels of foreign postal institutions operating in this country. This clause, if implemented, would be detrimental to our postal service. ----The Chief Postal Management at Trieste in charge of the service is seriously concerned by the damage that may be incurred by our postal service, as may be gathered from the note attached, and appeals to Your Excellency to use your influence in order to ensure the unhampered forwarding of postal parcels ---."

This plea to the Austrian Embassy was of no avail and as the railway was put into operation ways and means were sought to obtain permission for the transportation of mail with the aid of the French authorities and also to circumvent the regulation. The Austrian Consulate General at Jerusalem favoured a proposal made by the director of the Austrian Post at Jerusalem, Mr. Tarossian, to "arrange unobtrusively the forwarding of mail in a basket, provided with a Consular seal and addressed to the respective Consular offices in Jaffa and Jerusalem." (Letter of October 26th 1892 addressed to Trieste).

No steps seem to have been taken to put this suggestion into practice and on February 28th, 1893 the Austrian Consulate in Jerusalem reported to the Austrian Embassy in Istanbul:

"It will be known from the exchange of documents that the Ottoman government gave the concession to the French company only under the condition that no foreign postal valises would be transported by it. This prohibition, intended to protect the Ottoman postal services would - even if the company agreed to do what we demand - be considered a breach of contract and an act of connivance and would again serve as a pretext for complaints. They would create new conflicts with the Ottoman government which is exactly what our Government is trying to prevent." That the Austrian authorities had decided at this stage to resign themselves to the situation and give up all claims for the use of the railway, was finally confirmed in a letter dated September 23rd, 1893, sent by General Kwiatkowski to the Austrian Embassy in Istanbul:

"The Post Office Management in Trieste asks me again to deal with the matter of enabling our mail to be sent by railway from and to Jerusalem and Jaffa respectively, and to appeal to the railway company in this connection. At the beginning of the year I informed the postal authorities of the contents of your letter of January 3rd, 1893, which clearly and unambiguously states that this matter should be left as it is, in order not to give the Ottoman Government the slightest pretext for bringing up postal matters for discussion. I must, with all respect, express my full agreement with the attitude of Your Excellency that any interference of the local authorities should be avoided, and would be obliged if you would reiterate this decision."

WHO and WHAT (Continued):

TJL Showell-Anderson: 168 Clowes Street, Manchester 12: Austria (all periods): Bosnia: Austrian POs: Lombardy & Venetia: Albania to 1922: Serbia: Montenegro: Ottoman Empire to 1922: Italian & German States:Proofs: Essays: Silesia: Memel: Germany (all): Greece (all): Danzig: Cilicie: autograph letters of royal & famous people.

AUSTRIAN POST OFFICE ABROAD Part V  
by  
S.D. Tchilinghirian and W.S.E. Stephen

The above work is scheduled for publication towards the end of 1964: price 30s0d, 4:50 dollars U.S.A. and Canada.

CONTENTS: Greece, Crete, Aegean Islands, Macedonia. 80 pages with fully 100 line drawings, map, and 8 half tone illustrations.

MEMBERS interested in securing this book can order it at the special pre-publication price of

TWENTYONE SHILLINGS  
THREE DOLLARS, U.S.A. and CANADA  
POSTAGE FREE.

Applicable to all pre-paid orders received up to November 30, 1964.

Orders, with remittance, should be sent to:

Mr. W.S.E. Stephen  
94, High Street,  
ABERLOUR,  
Banffshire,  
Scotland.

SPECIAL NOTE. PART IV. The date limit for A.S.C. members only has been extended to 31st August. This, due to the lateness of the bulletin: and the kindness of the authors.

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**NEW ISSUE DETAILS**

Series of Special Postage Stamps marking the XVth  
UNIVERSAL POSTAL CONGRESS: Vienna, 1964.

On May 29, 1964, the XVth Universal Postal Congress was opened by the Federal President at the Vienna Hofburg. Next to France it is therefore only Austria that has been granted the honour of receiving twice the Congress of what constitutes one of the oldest international organisations (the Universal Postal Union was founded in 1874; its IVth Congress was held in Vienna in 1891). According to the Universal Postal Convention, the XVth UPU Congress was to have been held in 1962 at Rio de Janeiro. However, as Brazil found herself later under the necessity of annulling her invitation held out to the Congress, the latter was summoned to assemble at New Delhi on March 1, 1963. Yet it was on account of certain political events that India, too, was forced to revoke her invitation. In this awkward situation, Austria stepped into the breach, inviting the Congress to Vienna, which offer was accepted by the member-countries of the Universal Postal Union. Thus the biggest Congress to which Austria has ever been host since 1918 - more than five hundred delegates assembled for six weeks - began in Vienna. The honorary president was Mr. Otto Probst, Minister of Communications, and the elected president Dr. Benno Schaginger, Director General of Posts.

The Congress was to consider some 1200 proposals designed to amend or supplement the Acts of the Universal Postal Union: designed to promote the cause of mutual understanding and peaceful partnership of the nations of the world. Therefore the theme "The Posts in Art" has been chosen for the eight value series of special postage stamps issued on the occasion of the XVth UPU Congress, since the universality of art is a happy parallel to the world-wide significance of the postal system.

Dr. Paul Machold  
President of the Post and Telegraph  
Directorate of Vienna, Lower Austria  
and the Burgenland  
Head of the Austrian Congress Secretariat.

THE DESIGNS of the special postage stamps issued on the occasion of the UPU Congress not only reflect the technological advances over the last two centuries, but they also mark an interesting chapter in the history of civilisation.

The series starts out with a detail from a painting by BERNARDO BELLOTTO (born January 30, 1720 in Venice, died October 17, 1780 at Warsaw), representing the court of honour of Schönbrunn Palace. The original painting which dates from 1759 is now on view at the Kunsthistorisches Museum (Art History Museum), Vienna. The accent here is placed on the happening depicted. Count Joseph Kinsky, lieutenant-colonel of the Löwenstein regiment of dragoons, is entering the palace accompanied by four postmasters and twenty postboys blowing their horns, in order to announce to the Empress Maria Theresia the victory won over King Frederic II of Prussia at Kunersdorf.

Next, after this historical scene, an etching by JOHANN ADAM KLEIN (born February 24, 1792 at Nuremberg died February 21, 1875 at Munich) transfers us into the period of Romanticism. Amidst a lovely landscape we see a stage-coach bound for Vienna, as the artist himself had travelled on his journeys by this method. An inscription on the picture recalls a particular trip taken on June 6, 1816.

FRIEDRICH GAUERMANN (born September 20, 1807 at Miesenbach in Lower Austria, died July 7, 1862 in Vienna) has added a pleasant little story to the pictorial account of a journey. The painting called "Changing the Horses of a Diligence", which dates from 1834, is on exhibition in the gallery of Prince Schwarzenberg. The company of travellers who, during the changing of the horses, are seeking refreshment at a Tyrol inn, are given by the artist a vivid and humorous description much in the way of an idyll.

The memory of the "Biedermeier" way of life is conjured up by MORITZ VON SCHWIND (Born January 21, 1804 in Vienna, died February 8, 1877 in Munich). His little

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painting "The Wedding Trip" (1862) on view at the Schack Gallery in Munich, may, according to his own words, be compared with an occasional poem or a lyric song. The actual episode is but of minor importance to the artist.

In the painting "The Postboys on their Homeward Ride" (1846) by IGNAZ RAFFALT (born July 21, 1800 at Weisskirchen in Stryria, died July 6, 1875 in Vienna), the topic as such yields precedence to the experience of a happy return after a thunder-shower. It is Nature in her manifold moods that has cast a spell over the artist. The underlying episode merely tunes in with the overall spirit.

Artistic conceptions like those mentioned do not, however, detract from the merits of the topographical school. A good example of the latter class of art is the oil painting by JULIUS HÖRMANN dating from 1870, which is now on view at the Vienna PTT Museum. Painted no doubt from memory, it pictures the changing of horses at a relay in Lower Austria at a time when the modern means of conveyance, the railway, had already gained ground.

The picture cycle of the present stamps series is rounded off with a documentation of progress achieved more recently. Designed after paintings by ADALBERT PILCH (born February 17, 1917, in Vienna), the last two stamps show respectively a "Post Bus in a Snowed-up Mountain Village" and the modern "Post Office of Saalbach in the Province of Salzburg".

From information supplied by the Postal Administration, Vienna.

IT IS HOPED that it may be possible to reproduce in this issue the prints released prior to publication. This is, of course, not an easy process: and as this is being written, the Editor has no knowledge as to whether the experiment is successful or not. If it is, you will all know by the presence of the prints: and we can then perhaps repeat the experiment later. If it is not, then there will be no prints: and you will all know, equally, that the experiment has not succeeded. H.B.

The BURRUS Collection  
of  
AUSTRIA: A Short thought on Prices.

Perhaps a 'short snort' might be a better title to a page which deals with the astronomical prices reached when the Burrus Collection was sold by auction on 15th April 1964 at Basle. But how many of our readers, I wonder, are REALLY interested in hearing how much in cold cash the collection of a notable collector fetched at auction? I wonder, too, how far the horizon of many is bounded by these tremendous sums of money? and why it is that so much prominence is given to this side of our hobby. Is it - in a whisper, this! - that some (the speculators) are more interested -----?? HOWEVER, for the record: and for those who like this sort of thing: here are one or two prices realised:

1850 Handmade paper: 1 Kr. SISSEK: small thin and scissor cut slightly touching margin: Val. 300 SF. Price 725 SF (= £61) + 10% : fine with large margins, cancelled  
OPEN: Val. 40 ST. Price 65 SF (= £5 $\frac{1}{2}$ ) + 10%  
2 Kr. black: a marginal strip from upper right sheet corner. left stamp slightly defective canc. 'BAHNH:PARDUBITZ. Val: 5000 SF Price: 8250 SF (= £689) + 10%  
9 Kr. Blue: unused, very fine with gum, with sheet margin on left: only two copies known, the other without gum. Val. 15000 SF. Price: 23000 SF (= 1917) + 10%

See what we mean? It must be MARVELLOUS to be the owner of the OTHER ONE (even though yours is without gum!) and to know that at any time you can cash it for around 23000 SF (+ 10%!). Unless, of course, the absence of gum will seriously reduce the value. I suppose that it might - ? And, dear reader, I don't know what YOU are going to do. As for me, I'M leaving the ASC Bulletin for the moment. I'm locking myself in my study: and I'M GOING THROUGH MY DUPLICATES!!! H.B.

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RESEARCH

1945-1947 AUSTRIAN LANDSCAPES SERIES

by

J.W. Syddall.

Period of currency: 24 November 1945 - 9 December 1947

3 Groschen : LERMOOS.

Postal use: internal printed matter up to 20 gm. weight.  
Designer: Alfred Chmielowski.

Offset rotary gravure printed: 70 mesh screen: on  
medium wove paper, which varies in colour from a grey  
(for the earlier printings) to very white paper for  
the late printings: comb perforated 14 x 13 $\frac{3}{4}$ : without  
watermark: at the State Printing Works, Vienna.

The colour varies from a deep prussian blue on the grey  
papers, and from a dark blue to blue, light blue, and  
grey-blue on the intermediate off-white papers: and  
from a dark blue to grey-blue on the white papers.

There are five gum types:

- a) rough brown horizontal ribbed
- b) rough brown vertical ribbed
- c) yellow glazed vertical laid
- d) clear white vertical ribbed: and
- e) clear white horizontal laid.

The chart following lists a number of constant plate  
flaws: and a full page illustration follows. This is  
the first of a series illustrating all values of this  
issue.

Abbreviations used in the chart:

Df : Diapositive flaw

r : right

l : left

col. : coloured

LERMOOS: Tyrol: 3,264 ft. A famous winter sports  
resort, on the Innsbruck-Garmisch-Reutte railway line.  
At Ehrwald (3m) a cable car to the Austrian side of  
the Zugspitze (9,250 ft.)

No	Stamp(s)	DETAILS	Printing
1	1-91 in vertical column	Df: small col. spot in snow at r. 5mm above 'C'	All
2	4-94 in vertical column	Df: small diagonal col. mark behind top of '3' in value tablet	All
3	6-96 in vertical column	Df: col. scar 'lizard' on mountainside at l.	All
4	10-100 in vertical column	Df: small col. spot at just over top rail at r. and col. spot on mountainside at 6mm to l. of tower	All
5	2	Cluster of col. spots in snow below tower and one at 1 mm. to r. near top of tower	Grey
6	48	col. scar on snow in shadow below tower	White
7	51	col. spot in sky at top l corner and diagonal line of col. from top of tower to r. border	Grey
8	99	'skier on slopes': col. flaw on snow in the foreground	All
9	3	crescent shaped col. mark on mountain peak below 'U':	Later Grey
10	12	'moon in sky': below 'I' (col. circle): later retouched	Grey
11	26	white flaw: damaged bottom r. corner of panel after 'H'	Grey
12	34	squiggly scar on r. peak of mountain	Later White

No	Stamp(s)	DETAILS	Printing
13	44	white flaw in background inside 8	Grey
14	46	white flaws in background behind 'ST'	
15	52	white and Col. spots on mountain side at l. later retouched	Early and Middle
16	55	large white clouds on mountain peak later retouched	Grey and White
17	59	col. spot on mountain side below 'U'	Grey
18	61	col. diag. line in sky from top l. of centre peak to r. of 'B'	Most: Grey to Off-white
19	71	col. spots on mountain r. of tower	Grey
20	89	white spot in l. border at bottom	Grey
21	7	col spot in sky at top l.	White
22	21	col spot to l. of peaks: develops progressively from single spot on Greys to double spots on later Whites	
23	38	col. spot, r. border 5mm from top	White
24	46	broken 8 at l. Late...	White
25	70	large col. spot in top r. corner of value tab.	
26	78	speckled white spot in sky below 'P' and col. spot in sky below '3' always together	White
27	82	col. spot in l. border near top	White

'TRIEST 8' CANCELLATION

An

explanation : by P. Schoenmann.

Readers interested in the 'Austrian Posts Abroad' will recall that in the last magazine (September 1963) the authors of the books asked for explanations from members of the TRIEST 8 cancellation (fig.C-15). Apropos of this, member P. Schoenmann wrote to the Editor as follows:

"There is one fact which may be unknown to the writer, and this is that Trieste had at that period a so-called free port, an area in the harbour, fenced off from the rest of the town and having the privilege that all goods within that area were outside the Austrian customs zone, in other words, "free". So one found there warehouses, and later on even a number of factories, having the advantage that they could import their materials free of duty: and also export them also fairly easily. Only at a much later date similar facilities were granted to everybody using a system which is called the "draw back" in this country, existing in similar form in most European countries. So obviously, as Triest 8 was inside the harbour, it was strictly not on normal Austrian territory as the harbour was a free zone, and the custom stamp had its justification. I hope that these explanations will clear the matter."

Member Schoenmann also adds a great deal in praise of the magazine: but that is not germane to this present matter!

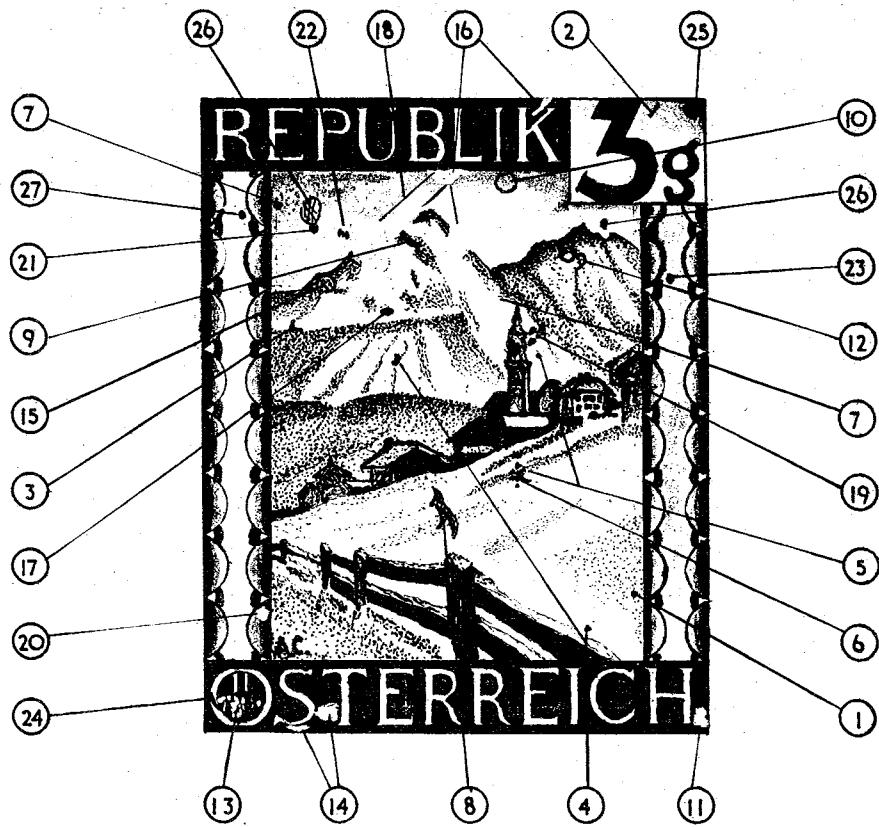
\*\*\*\*\*  
MIPEX 1963. Congratulations, on the occasion of this first International Philatelic Exhibition held in Australia (from 10 October 1963) go to:

George Houston: Silver Gilt medal: six magnificent displays of Egypt: ("He deserved a Gold, diamond studded"): Bronze for Palestine.

Henry Rubin: Silver Gilt, Austria: Bronze, N.Zealand.

Harry Ayling: Silver medal, Austria.

SO! ASC members collected 2 Silver Gilt, 1 Silver and 2 Bronze. CONGRATULATIONS and WELL DONE !!!



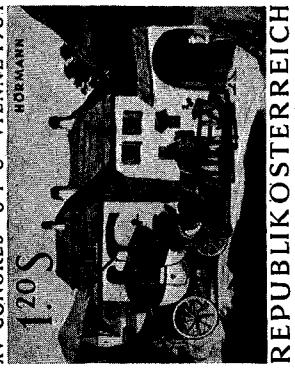
ILLUSTRATIONS of the Series of special postage stamps marking the XVth  
Universal Postal Congress, Vienna, 1964. Date of issue: June 8th 1964.  
First day of validity for prepayment: June 15th, 1964:

XV<sup>e</sup> CONGRÈS • U.P.U. • VIENNE 1964



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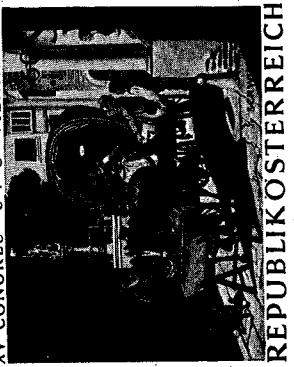
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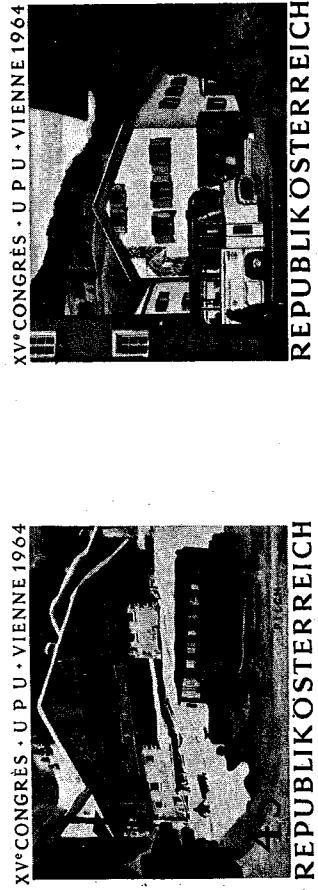
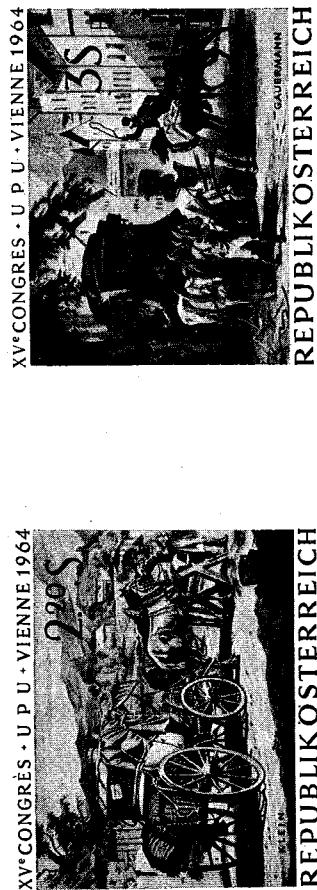
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ILLUSTRATIONS of the Series of special postage stamps marking the XVth  
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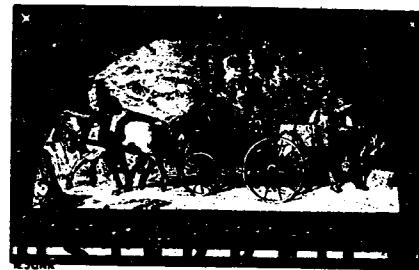
ILLUSTRATIONS  
for the article "THE AUSTRIAN POST ABROAD:  
COMMENTARY NO. 4"  
by S.D. Tchilinghirian: in this issue:



COL VAP. DA  
Lattaque

FIG. C.23

ILLUSTRATIONS  
for the article "DESIGN and ORIGIN:  
No. 2: W.I.P.A. 1933"  
by J.F. Giblin: in this issue:



AND PERHAPS we may add (not inappropriately) this illustration: of the special postage stamp marking the re-opening of the "Sezession". Date of Issue: 5th June 1964. First day of validity for prepayment : in the beginning of June 1964:

