

# AUSTRIA

**Edited by Andy Taylor**

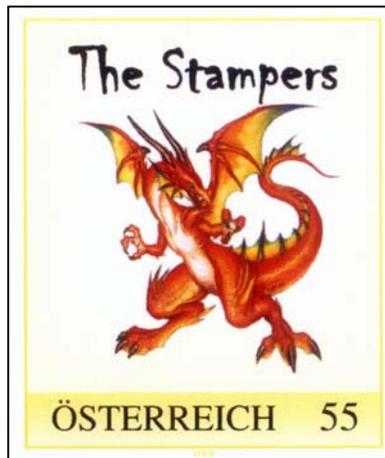
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## EDITORIAL 155

By Andy Taylor

**W**ow, it's hot! Too hot to think clearly - so why am I proof-reading an 800-page book written in a mind-bogglingly complex German, and full of new-to-me things? For example, I hadn't known that a Wiener Linie is not only a tram route but was a unit of length about 2.2 mm, indicated when writing figures by a treble acute accent: 12.34''' (although some of the accents in the text turned out to be harvest flies, and walked off the paper!)



Meanwhile, Personalised Stamp production continues apace. The youth group "The Stampers" in Salzburg have chosen a dragon as their mascot; there are at least five issued for this Mozart-year; and the Austrian Post Office has issued several to promote their Post Shop in Kärntnerstrasse (worth a visit on your way to lunch at Smutnys).

"Esper@nto", the ArGe for esperanto-philately, have also sent me copies of some of their Personalised Stamp issues (details upon request).



Back in the UK, work is well in hand on the Fest at Leeds, and on ideas for our 60<sup>th</sup> anniversary in 2008. To those who haven't attended a Fest, do think about it. You'll be welcomed; you don't have to display anything; and you can join in philatelic and other discussions for hours and hours!

One feature of recent issues of "Austria" has been longer articles written by non-UK members. I am extremely grateful to them; but is there nobody in the UK prepared to redress the balance? Help readily available; but I do not know everything, and "Austria" requires the equivalent of one page written every day in the year.

And finally, Brian Madeley, our indefatigable despatcher, awaits the impact of the UK Post's change to "Size Does Matter" with mixed feelings... This journal will become a Large Letter, as it's slightly too heavy and too thick to be a Letter (I'd have to reduce it to about 40 sides to comply). The promised/threatened changes to foreign mail won't help.

## **Member 237: Arthur H Godden.**

**24 Jan 1920 – 14 June 2006**

*“He was a real gent – very unassuming but always happy to share his extensive knowledge and make helpful suggestions.”*

On 24 January, 1920, a son was born to Harold and Mabel Godden who were then living in East Malling, and was baptised Arthur Harold. He left Kent when his parents moved to Lancashire in 1927. In 1927 Arthur began attending St. Luke’s Elementary School, Formby. He also joined the choir at St. Luke’s Church and became a member of the Sunday School. He was unsuccessful in gaining a scholarship to a secondary school and from 1931 his parents paid for him to attend the Liverpool Institute High School for Boys.

His chosen career would have been in the British film industry but by 1936 this wasn’t possible, so indentures were signed for a 4-year apprenticeship with the British Tanker Company, the maritime arm of the Anglo-Iranian Oil Company (now BP). There was little encouragement from those on board the tankers to remain at sea, and with some uncertainty as regards eyesight requirements, Arthur’s indentures were cancelled. In 1938 he joined the Liverpool and London and Globe Insurance Company, part of the Royal Insurance Group.

Arthur was eventually registered for National Service in March, 1940, and was drafted into the Royal Navy eight months later. In August, 1941, Arthur volunteered for a radio mechanic’s course, learning the basic theory of radio at the Devonport Technical College and the practical aspects of the Navy’s R.D.F. (Radar) equipment at the Navy’s training school in Douglas, I.O.M. After working in the radar workshops (situated in an ex-Italian film studio in a suburb of Alexandria, Egypt) Arthur was moved to Malta then back to the U.K. where he spent the remainder of his war service as a Petty Officer (Radar). He was released from the Navy on April 9, 1946 after serving for 5 years and 154 days.

On Thursday, 10 April, 1941, during the Plymouth blitz, Arthur and his friend Charlie King were at the Y.M.C.A. in Devonport. Guessing that they would be returning to R.N. Barracks, a young helper sought their services as escorts across Devonport Park to her home in Garden Street, quite close to the main Dockyard Gates. The helper concerned was Marian Blann: Arthur’s future wife. On 3 August, 1944, Arthur and Marian were married at St. Simon’s Church in Plymouth. They spent the first nights of married life sleeping on a mattress on the floor of a public house at Shrewsbury - called “The Loggerheads”. With the war over, Arthur and Marian found living accommodation above a shop in Formby. Their son Peter was born in 1947 and their daughter Sheila Mary in 1948. The family moved to a new Council house towards the end of 1949.

In 1949 Arthur became an Associate Member of the Chartered Insurance Institute and three years later gained his Fellowship diploma. He was also a winner in the local Institute and Royal Insurance prize schemes for those taking the Fellowship examinations. After spending eight years living in rented accommodation, Arthur and Marian bought their first house in Formby in 1954.

At the Royal, Arthur spent all his career dealing with statistics, rising from Head of Department in 1960 to Statistical Manager in 1974. He retired in 1980, moving to part time work as the insurance company analyst at a firm of Liverpool stockbrokers. For many years he participated as joint editor with Professor Bob Carter of Nottingham University in the publication of a statistical year book covering the entire British insurance industry.



The ASCGB in Vienna, 1958 Standing, L-R: George Pearson, Ulrich Ferchenbauer, Bessie, Hans Kotvoys, Maria Zehenthofer, Helma's father, Arthur Godden. Sitting: Keith Tranmer, Helma's mother, Herman Lilie, Marian Godden, John Giblin, Helma Tranmer, Robert Zehenthofer.

The first surviving record of Arthur's interest in philately is this photograph taken during the visit to Vienna made by the ASCGB in 1958, to celebrate its tenth anniversary. The ASCGB Bulletin 62 contains his account of WIPA 1965, and notes that in September 1966 he became the ASCGB Librarian. For many years, he held an annual "At Home" for the ASCGB in his Formby home.

By the 1980s Arthur and Marian's son had become a vicar and their daughter a nun. Overhoused in "Lynwood", they sought more suitable accommodation; and in 1985 they settled in Grange over Sands – where the excellence of the view more than compensated for the steepness of the access!

The British Postal Strike at the beginning of 1971 had a calamitous effect upon the ASCGB. Arthur took on the position of Assistant Secretary, as well as remaining the Librarian, and became "technical editor" of AUSTRIA, for some 20 years organising the typing of the text from the manuscripts and the layout of the copy. Finally he saw it through the printers and personally posted AUSTRIA to the members. Arthur, with assistance from John Giblin, compiled a subject index in Austria 15, continued at 15-issue intervals and combined into the separate printed "Index to Austria issues 1-127".

Arthur retired as Honorary Librarian in 2001, after very many years of devoted service to this valuable but underused asset. One of his last actions was to utilise his professional training to analyse the data on the pattern of borrowings from the Library, with interesting results! The most striking figure was that 46% of the 328 items had NEVER been borrowed, and 23% had been borrowed once only. But "Austrian Post Offices Abroad" had been borrowed 83 times.

Arthur & Marion had a great love of travelling – including a trip to Madeira to see Karl I's tomb, also a long cruise down the Danube right to the Black Sea which inspired the Danube collection and also a collection of the pre-war stamps of Romania. However anno Domini eventually caught up with them, and despite Arthur's many years of devoted caring Marion had to enter the Boarbank nursing home; Arthur then collapsed from exhaustion and soon followed her there.

Philatelic displays and articles by Arthur reflected his interests, and included WIPA 1965; The pneumatic posts of Austria; Major Charles Cowie; Stamp designers and engravers of the First Republic; Austrian forces in the Middle East; Tarp labels; Introduction to Austro-Hungarian naval mail 1914-18; Impressed feldpostkorrespondenzkarte; Submarine service to U.S.A. 1916-17; Ludwig Hesshaimer; and finally a long article on The River Danube to which he added the characteristic postlude:

"On a personal note, after a lifetime engaged with the finer points of Austrian philately (most of which has now been dispersed) there remains much satisfaction within the simpler realms of a thematic collection devoted to Europe's second largest river. (The largest is the Volga, since you ask: 2300 miles)"

Sister Sheila Godden shares with us that "Stamps were a tremendous part of his life. I remember as children, when we collected stamps, Dad once showed us the collection he had made as a child. I almost gave up on the spot! It was so vast and comprehensive!"

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# POSTAL HISTORY OF THE AUSTRO- HUNGARIAN EMPIRE IN THE FAR EAST, 1898 - 1920

*By Fred Pirotte*

## **Austro - Hungarian detachments**

**in**

## **Peking and Tientsin**

**September 1901 - August 1917**

### **1. Historical survey**

#### *1-1 The Protocol*

After negotiations protracted because of disagreements amongst the Allies, a protocol was finally signed on 7 September 1901. Further to an indemnity of 450 millions Taels to be paid over 39 years, the protocol provided for the fortification and policing of the legation compound as well as the maintenance of communications between Peking and the Yellow Sea by foreign troops.

In line with most of the Allies, the Austro-Hungarian Empire decided to:

- ❖ maintain permanently protective forces in Peking and Tientsin, and
- ❖ redeploy station ships in the Far East.

This section deals with the postal history of the two protective detachments, and the next part describes the postal history of the station ships in the Far East.

## *1-2 Detachments in China*

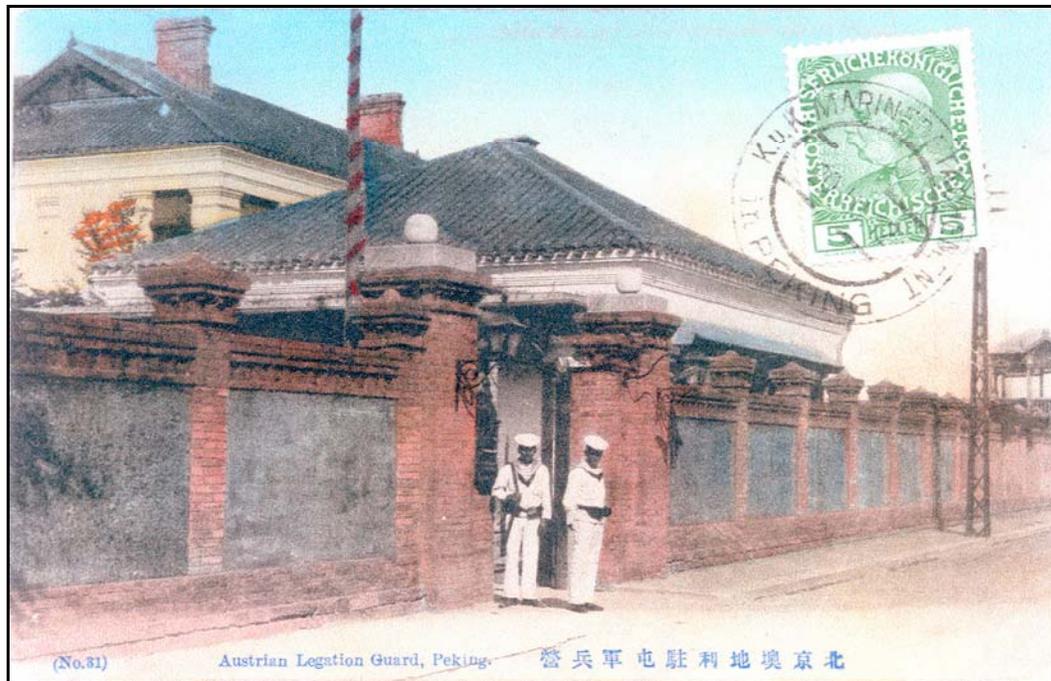


Fig. 1 Guards at the entrance to the Austro-Hungarian Legation

Because of the limited strength of the Austro-Hungarian landed forces, their area of influence was limited to the province of Tschili. At the end of May 1901, the complements and locations of the landed detachments were as follows:

Peking: (a) The high command of all the landed detachments in Tschili: 1 officer, 1 midshipman and 6 men. (b) The protective Legation detachment: 5 officers, 4 midshipmen, 1 doctor and 194 men.

Tientsin: 1 officer, 2 midshipmen and 30 men.

Taku: 1 midshipman and 8 men.

Shan Hai Kuan: 1 officer, 2 midshipmen and 42 men.

At this time the complement of SM Tender Shun Yuen depended on SMS Maria Theresia.

After the “K.u.K. Eskadre in Ostasien” was disbanded in July 1901, the total strength of the detachments was reduced to 218 officers and men. On 9 July 1901 the land bases of Shan Hai Kuan and Taku were cut back and surplus officers and sailors left Taku on 13 July on board SMS Kaiserin Elisabeth and Zenta to return to Europe. It is important to note that at all times the High Command and detachments were run exclusively by officers and sailors of the “K.u.k. Kriegsmarine”.

From the end of the siege of Peking, the high command of all the landed detachments in Tschili and the protective detachment of Peking were housed in the Chongzilai Palace. During the autumn of 1902 they moved into new barracks built in the Legation area.

Tientsin was a commercial city 113 km south east of Peking and 51 km by river (the Peiho) from the harbours of Taku and Tongku on the Yellow Sea. In 1860 it became a treaty port with British, French and, later, Japanese and German concessions. After the Boxer uprising the walls of the old city were razed and the city rebuilt on occidental lines.



Fig. 2 The Austro-Hungarian concession at Tientsin  
(complete with steam tram! Ed)

Ideally situated between the sea and Peking and linked to Peking and Taku/Tongku by a railway line, Tientsin expanded rapidly, becoming an important trading and industrial centre. Tientsin now has 3.5m inhabitants. In 1901, Russia decided on the permanent occupation (by right of conquest !!) of the area where the Chinese military school was located (1800 hectares). Before the Boxer uprising Austria and Italy had no concessions in China. Having occupied a small area at Tientsin to create an Italian concession, the Italian Ambassador warned the Austro-Hungarian Ambassador Czikkann that a neighbouring parcel was still unoccupied. Czikkann advised his government on 7 February 1901 that an area of approximately 0.6 square kilometres (60 hectares) remained unoccupied between the new Russian and Italian concessions and the river Peiho. This was probably the last opportunity to secure an area suitable for establishing an Austro-Hungarian trading centre and consulate. On 9 February the Austrian Foreign Office agreed.

The delegation of the Austrian Legation officially took possession of the plot of land on 11 February 1901 and the transfer agreement was signed by China on 24 March 1903.

### *1-3 New designations*

After the disbanding of the **K.u.K. Eskadre in Ostasien** the title “landed detachment” was no longer relevant and was replaced by “protective detachment”.

Sailors who made up these detachments were from Austro-Hungarian marine forces in Europe on voluntary service in China for fixed periods of duty. Transportation of these forces and their replacements in both directions was performed by outgoing and incoming station-ships. It was sometimes necessary to rapidly increase the strength of both detachments. This was achieved by landing the required number of officers and men from the complement of the station-ship serving off China at the time, but only during the period of the crisis.

- ❖ Following the disbanding of the **K.u.K. Eskadre in Ostasien**, the high command of the Austro-Hungarian protective detachments in Tschili was transferred from SMS Maria Theresia to Peking and named **Command des Wach Detachement in Tschili**.
- ❖ The protective force of the Austro-Hungarian Legation at Peking was named **K.u.K. Gesandtschafts Wach Detachement in Peking** concurrently with **K.u.K. Gesandtschafts Schutzwache**.
- ❖ From the start of the Boxer uprising, the forces at Tientsin had the rank of a mainland base (German ‘Etappe’). The forces were named **K.u.K. Haupt-Etappe in Tientsin**.
- ❖ At Taku, only the complement of S.M. Tender Shun Yuen remained. They were under the responsibility of the Commander of the Tientsin land base.

On 12 September 1907 the Marine Section in Wien issued order Nr 2604:

“The denominations of the units of the war navy are from now on **K.u.K. Marine Detachement in Peking** and **K.u.K. Marine Detachement in Tientsin**. The national and postal addresses become **Osterr. Ungar Marine Detachement in Peking / Tientsin**. The telegraphic addresses are **Austung detachement Peking/Tientsin**. The designations **Gesandtschafts Wach Detachement in Peking** and **Haupt-Etappe in Tientsin** are no longer usable”.

### ***1-4 Complements of the detachments***

The complements of the detachments fluctuated between August 1901 and August 1917 when China declared war on the Central Powers. These fluctuations depended on the level of discontent in China. Nevertheless, during the 16 year period the lives of foreigners living in Peking and Tientsin were never disrupted. Revolutionary movements were not directed against the foreigners but against the Manchu dynasty. On 12 February 1912 the Boy Emperor was forced to abdicate the throne. A provisional constitution was promulgated in March 1912 and a Republic established.

#### **Fluctuations in the complements of the protective detachments :**

1902: Peking 174 officers and men; Tientsin 41 officers and men; Taku (Tender Shun Yuen) 12 officers and men; Total 227

1903: Peking 189 officers and men; Tientsin 42 officers and men; Taku (Tender Shun Yuen) 12 officers and men; Total 243

1904: Peking 178 officers and men; Tientsin 41 officers and men. On August 1904, Tender Shun Yuen was sold, its complement returning to Europe on board SMS Aspern. Total after August 1904: 219

1905-1907: No change

1908: Peking 200 officers and men; Tientsin 20 officers and men; Total 220

1909: No change

1910: No change up to the middle of the year

End 1910: Peking 33 officers and men; Tientsin 7 officers and men; Tongku 2 men ; Total 42 The men removed returned to Europe on board the station-ships SMS Panther and Kaiserin Elisabeth.

First half of 1911: No change

End 1911: Peking 77 officers and men; Tientsin 46 officers and men; Tongku 2 men; Total 125. The extra officers and men were supplied by SMS Kaiser Franz Josef I

1912-1913: No change

First half of 1914: Peking 63 officers and men; Tientsin 21 officers and men; Total 84

During August 1914 the forces were dramatically increased by officers and men from SMS Kaiserin Elisabeth who could not return to Tsingtau, and also by 12 men who succeeded in escaping from Tsingtau when encircled by Japanese and British forces.

## 2. Postal history

### *2-1 Service mail from August 1901 to end of 1907*

New service hand-stamps had to be manufactured because of the disbanding of the squadron in the Far East, the transfer to Peking of the command of the Austro-Hungarian protective forces in the province of Tschili and the new status of the protective detachments.

#### *2-1-1 Peking*

Type PK-2. Boxed single-line hand-stamp (92 x 9 mm)

**Commando des K.und K. Wach. Detach. in Tschili**

Type PK-3. Two-line hand-stamp (71 x 9mm)

**K.u.K. Gesandtschafts Wach Detachement  
in Peking**

Type PK-4. Two-line hand-stamp (64 x12 mm)

**K.u.K Gesandtschafts Schutzwache  
in Peking**

Type PK-5. Boxed three-line hand-stamp (96 x 24mm)

<b>Commando des K. und K. Wach. Detach. in Tschili</b>		
Praes.	am _____	19____
N° _____		_____ <b>Beilagen</b>

Type PK-6. Three-line hand-stamp (84 x 20mm)

**K.u.k. Gesandtschafts Schutzwache in Peking**  
**Praes. am \_\_\_\_\_ 19\_\_\_\_**  
**N° \_\_\_\_\_ \_\_\_\_\_ **Beilagen****

**Remarks:**

Types PK-2 and 5 were used by the high command of the protective detachments located in Peking and Tientsin.

Type PK-2 is seen as an arrival or registration hand-stamp on a variety of items.

Type PK-5 was an arrival hand-stamp used only on incoming service mail.

Type PK-6 was an arrival hand-stamp used on incoming service mail destined for the Guard Detachment in Peking.

Differences in the use of types PK-3 and 4 (the Legation Guard Detachment and escort service hand-stamps) are not clear and were probably functional or operational within the detachment in Peking.

Commando des K. und K. Wach. Detach. in Tschili.  
 praes. am 16. Juli 1902  
 No. 197 Kollagen

*[Signature]*

Vid.  
 Gesandtschafts - Schutzwache  
 K. u. K. Gesandtschafts Schutzwache in Peking  
 Praes. am 18. Juli 1902  
 No. 177 1. Bolla

*[Signature]*

Etappen-Commando Tientsin  
 Praes 19/VIII 02  
 #2123  
*[Signature]*

K. u. K. ETAPPEN-COMMANDO  
 TIENTSIN.

Fig. 3 Telegraph form of the "Great Northern Telegraph Company Limited" to the Austrian Detachment in Peking dated 16.07.02. On the reverse, service hand-stamps types PK-5 and PK-6 from Peking and TT-1B from Tientsin.

## ***2-1-2 Tientsin***

Type TT-1. (See "Austria" 152 p.37, Fig 7)

In August 1900, a main land-base was set up at Tientsin after the town had been recaptured.

A double oval with double outer line command service hand-stamp was made for outgoing and incoming service mail. Between the ovals was printed:

(top) **K.u.K. ETAPPEN - COMMANDO**

(bottom) **TIENTSIN** (between two small rosettes)

Two versions of this hand-stamp were prepared, types TT-1A and TT-1B. The minor differences between the two types are:

In type TT-1A the transverse bar of the second T in TIENTSIN is shorter, whereas in type TT-1B all the transverse bars of the T are similar.

In type TT-1A the external line of the hand-stamp is thick on top and thin on the bottom. In type TT-1B the thickness of the external line is constant.

In type TT-1A the line of the internal oval is always interrupted at the level of the left rosette.

Type TT-1A often appears with a large ink smudge in the centre. A comparison of the two types suggests that type TT-1A was a rubber hand-stamp. The first recorded date of use is 20 August 1900, as an arrival hand-stamp on a British-Indian telegram form.

Both types were still in use in 1902.

Type TT-2. Two-line hand-stamp (45 x 9 mm)

**K.u.K. Etappen - Commando**

**In Tientsin**

Type TT-3. Single-line hand-stamp (66 x 3mm)

**K.u.K. Haupt Etape in Tientsin**

**Remarks:**

Type TT-1 was used mainly as an arrival hand-stamp on service items and on mail addressed to members of the command of the “Etape” of Tientsin. Less frequently a registration number was handwritten in the middle of the hand-stamp. It was also used on registered mail sent to members of the detachment in Tientsin. The hand-stamp was applied on either the front or reverse of the envelope. The arrival date was handwritten in the middle of the hand-stamp.

Types TT-2 and 3 were used on all receipts of payment settled by the cashier of the detachment.

Type TT-2 was possibly reserved for the office of the commander of the detachment.

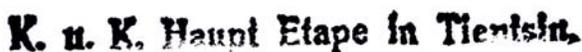
	
Fig. 4 Hand-stamp type TT-2	Fig. 5 Hand-stamp type TT-3

Fig. 6 (on next page) Chinese letter, content written in Chinese characters, sent to the Etappen-Commando at Tientsin. Hand-stamp TT-1A was applied with the registration number 78 handwritten in the middle. Letter forwarded to the Commander of the “Wach-Detachment” in Peking. Arrival hand-stamp type PK-2.

***2-2 Service mail from the end of 1907 to the end of 1919***

The decision in September 1907 to re-name the detachments **K.u.K. Marine Detachment Peking / Tientsin** necessitated the manufacture of new service hand-stamps complying with the new designation.

**2-2-1 Peking**

Type PK-7 Single-line hand-stamp (length 79mm, height 4mm)

**K.U.K. Marinedetachment in Peking**

Type PK-8 Single-line hand-stamp (length 96mm, height 4mm)

**K.u.K. MARINEDETACHEMENT IN PEKING**

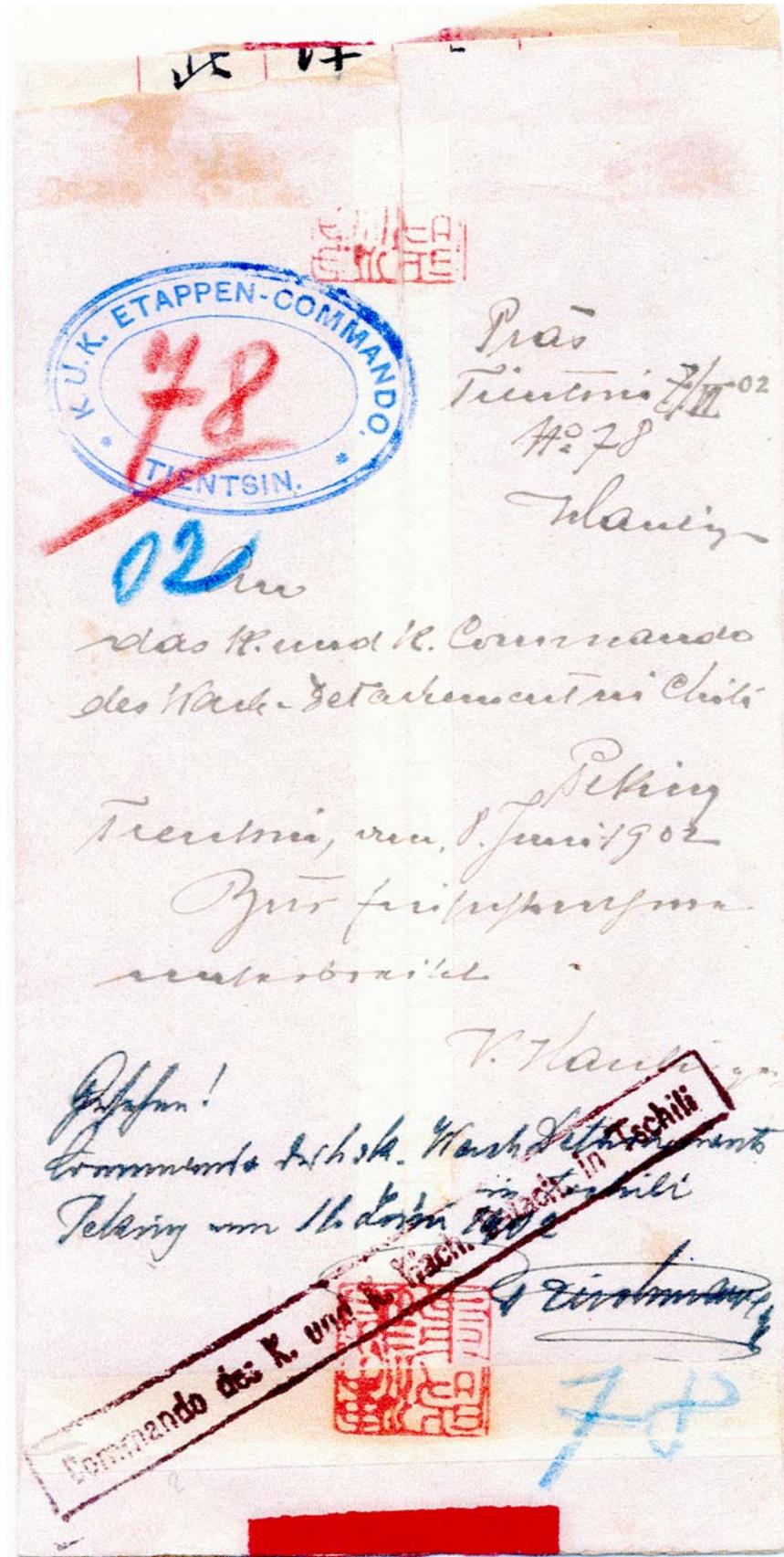


Fig 6

Type PK-9 double-circle 36x14.5mm hand-stamp with triple outer circle

Between the circles (top) **K.u.K. MARINEDETACHEMENT**

(bottom)

**PEKING** between small rosettes

Small double eagle in the middle.

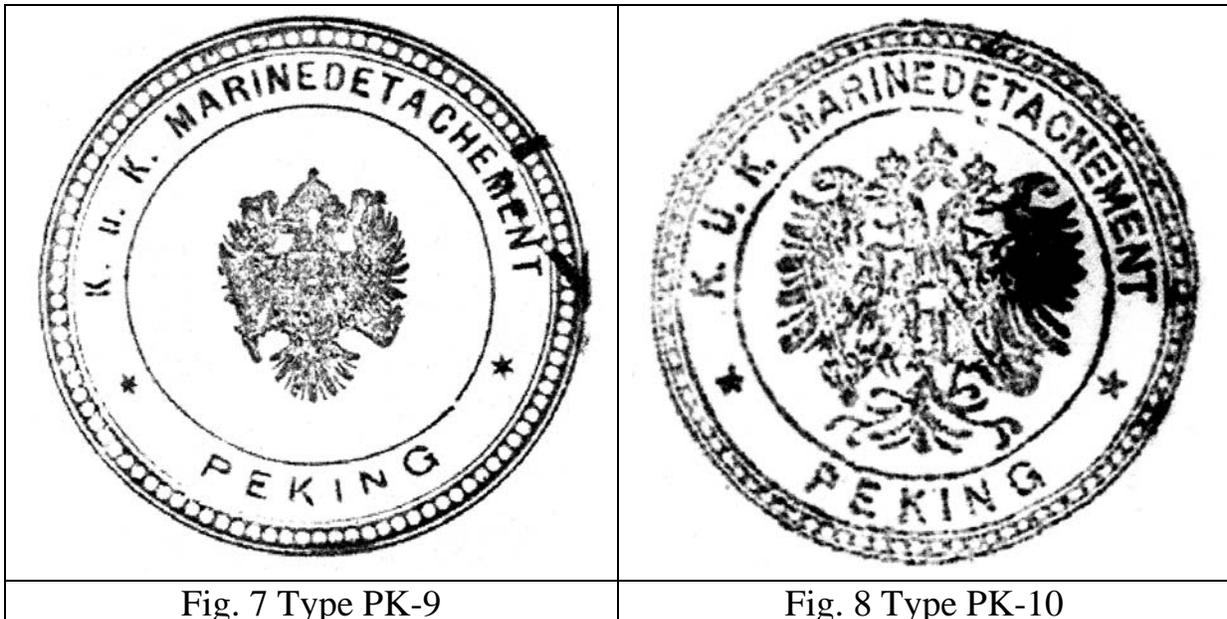
Type PK-10 double-circle 36x14mm hand-stamp with triple outer circle

Between the circles (top) **K.u.K. MARINEDETACHEMENT**

(bottom)

**PEKING** between small rosettes

Large double eagle in the middle.



Type PK-11 boxed 78x17mm three-line hand-stamp

**K.u.K. Marinedetachment in Peking**

**Praes. am :**

**No**

**Beilagen**

Type PK-12 Boxed single-line hand-stamp (used on registered letters)

**K.u.K. Marinedetachment in Peking**

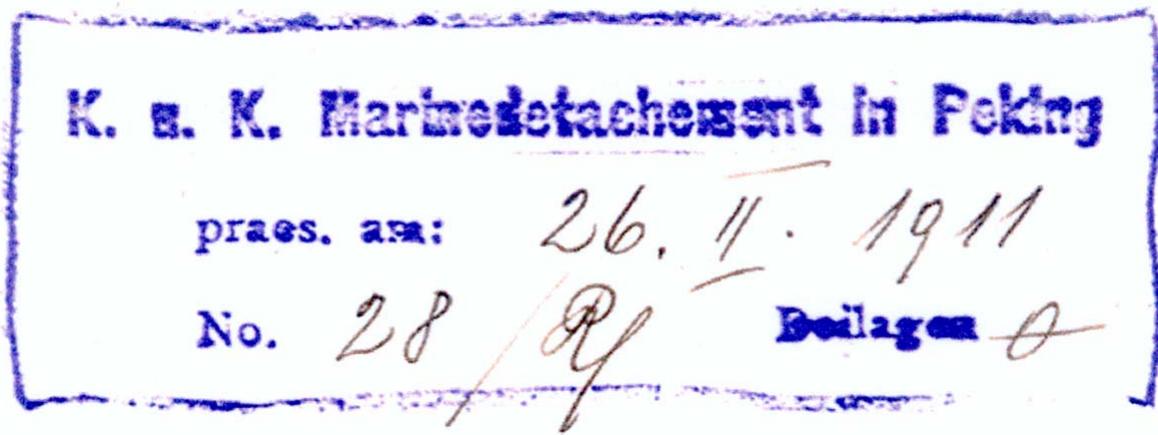


Fig. 9 Type PK-11

### 2-2-2 Tientsin

Type TT-4 Single-line hand-stamp (length 80mm, height 3mm)

**K.u.K. Marinedetachement in Tientsin**

Type TT-5 Single-line hand-stamp (length 82mm, height 4mm)

**K.u.K. Marinedetachement Tientsin**

Type TT-6 Single-line hand-stamp (length 84mm, height 4mm)

**K.u.K. Marinedetachement Tientsin**

Type TT-7 33 x 24mm double-circle hand-stamp with double jagged outer circle

Between the circles (top) **K.u.K. Marinedetachement**

(bottom)

**TIENTSIN** between small rosettes

Small double eagle in the middle.

Type TT-8 35 x 24mm double-circle hand-stamp

Between the circles (top) **K.u.K. Marinedetachement**

(bottom)

**Tientsin** between small rosettes

Large double eagle in the middle.

## K. u. K. Marinedetachement Tientsin

Fig. 10 Type TT-5

K. u. k. Marinedetachement Tientsin.

Fig. 11 Type TT-6



Fig. 12 Type TT-7



Fig. 13 Type TT-8

### *2-3 Private mail from 1 August 1901 to end of November 1903*

#### *2-3-1 Mail from the detachments*

On 31 July 1901 the free-post privilege was withdrawn following the disbanding of the **K.u.K. Eskadre in Ostasien**. From 1 August 1901 officers and sailors either on board warships or ashore in landing detachments had to frank their mail at the inland rate. Rules detailed in Chapter IV of Part II were again applicable, the difference being the use of dated postmarks incorporating warship names. Mail from members of both detachments, after being collected by their respective leaders, was delivered to the postal officer of any accessible Austro-Hungarian station-ship to be included in the *dépêches* to be forwarded periodically to Europe. The station-ships SMS Aspern, Maria Theresia and Kaiser Karl VI were occasional visitors to Japan. This meant that it was sometimes necessary to wait some weeks before the parcels of mail from the

detachments could be delivered to them. To overcome this problem members of the detachments often franked their mail at the international rate and posted it in Chinese or foreign mailboxes in China. This secured a prompt despatch.

### ***2-3-2 Mail to the detachments***

On 31 July 1901 the free-post privilege was also withdrawn for mail sent from the Austro-Hungarian territories to members of the detachments. To secure the inland rate, privilege mail had to be sent to the sorting offices of Wien 76 or Budapest 72 where the dépêches were made up and forwarded to the relevant station-ship in accordance with the detailed itinerary of successive ports of call. On receipt of the dépêche the postal officer on board the station-ship sorted the mail and made up separate parcels for the detachments at Tientsin and Peking. These were forwarded by any available way. However frequent cruises of the station-ship to foreign countries such as Japan, Russian Siberian harbours, Korea etc meant that the forwarding of the parcels was often delayed.



Fig. 14 Photo postcard sent from Piesting (Nied. Österr.) 07.05.02, to Ludwig Böse “K.u.K. Bootsmannmaat auf S.M.Schiff Kaiserin Maria Theresia derzeit beim K.K. öst. ung. Landung Detachement in Peking”. Arrival postmark of the German P.O. in Peking 13.06.02.

To ensure a quick service some senders used the international postal facilities but had to frank their mail at the corresponding rate - naturally more expensive than the inland rate. Mail was forwarded through postal organisations having consular post offices in China. In the case of Austro-Hungarian senders, this meant Russian and German consular post offices. The same procedure was necessarily used by senders living outside the Austro-Hungarian territories.



Fig. 15 Illustrated postcard sent from Werchoturje (Oural) 07.08.03 Julian calendar to Martinetz K.u.K Bootmannmaat Haupt Etappen Commando/ Austria Legat., Tientsin. Arrival postmark of the Russian post office in Tientsin 11.VIII.1903 (using the Gregorian calendar).

## *2-4 Private mail from December 1903 to December 1907*

### *2-4-1 Mail from the detachments*

The commanding officers of the detachments often complained to the Marine Section of the War Ministry about postal problems and delays in sending and receiving mail through the postal offices on board the station-ships.

On 21 July 1903 in an attempt to overcome these problems the Marine Section contacted the Trade Ministry. It was suggested that the Marine Detachments be given the possibility of exchanging dépêches directly with the sorting offices of Wien and Budapest - much as a war ship might when sailing in foreign waters, but with the benefit of the postal facility always being located in the same place.

The Trade Ministry had no objection to this proposal but feared that it might be in breach of articles 15 and XXIV relating to the rules limiting the exchanges of dépêches with squadron or isolated war ships. It was also suggested that mail from or to the detachments might be inserted in the diplomatic bag.

Simultaneously the German Imperial Post was requested to facilitate the exchange of parcels of mail directly between the **K.u.K. Gesandtschafts Wach**

**Detachement** and the **K.u.K. Postamt Wien 1** through its office in Peking. Following agreement to this new procedure, the Marine Section (1 September 1903, Abt. 8/MS 8032) ordered that: “Concerning the Administration and the postal facilities (mail handling, registering, post office bank and postal money orders), the Marine Detachments protecting the Legation at Peking and the concession at Tientsin will, from 1 December 1903, be treated in the same manner as Austro-Hungarian warships sailing in foreign waters. (signed) Admiral Freiherr von Spaun”

To establish the Detachments Post Office at Peking it was necessary to introduce a specific dated postmark.

### Characteristics of the postmark



Fig. 16 Dated postmark type PPK-1

Type PPK-1 a 29 mm single-circle postmark with:

- ❖ “**K.u.K. GESANDTSCHAFTS**” in capitals at the top.
- ❖ 3-line vertical date with the day at the top separated by a thin horizontal bar from the month but no bar between the latter and the two last digits of the year on the third line.
- ❖ Semi-circular “**WACHDETACHEMENT**” beneath the digits of the year.
- ❖ At the bottom “**PEKING**”.

The Trade Minister ordered the postal service to provide this dated postmark, and it was delivered to SMS Aspern which left Pola on 20 September 1903 for a one year station-ship duty in China. SMS Aspern called at Chefoo on 6

November and at Taku on 9 November 1903. The postmark was delivered to the Detachments Post Office at Peking between 15 and 20 November 1903.

In the meantime the postal service warned the War Navy that the postmark included a mistake: a missing “t̄” in the word “Gesandtschafts”. The manufacture of a new postmark was in progress; this would be sent to Peking on 26 October 1903, via Berlin and the Trans-Siberian railway.

### Characteristics of the faulty postmark



Fig. 17 Faulty dated postmark type PPK-1A

The faulty dated postmark type PPK-1A has the same characteristics as type PPK-1 except that the letter “t̄” of **GESANDTSCHAFTS** is missing and the word appears as **GESANDSCHAFTS**. The corrected postmark is supposed to have been delivered to the Detachments Post Office at Peking between 15 and 25 December 1903.

The duration of the period of use of the faulty postmark is not precisely known and mail cancelled with it is very rare. In accordance with the order of Admiral Freiherr von Spaun the first use might have been during the first days of December 1903. The last known date of use is 4 January 1904, just before the return of the faulty postmark to the postal service in Wien. Most of the known covers are from the “von Jüptner” archive.



Fig. 18 Letter sent free of charge to the editorial offices of the “Mittheilungen aus dem Gebiete des Seewesens”. Faulty postmark type PPK-1A dated 03.12.03. Service hand-stamp type PK-4.



Fig. 19 Postcard sent by Auguste Freiherr von Jüptner to his sister in Wien. Faulty postmark PPK-1A dated 04.4.1 instead of 4.1.04.

### Routes

Mail could be exchanged by either land or sea. The quickest route was by land, via the Trans-Siberian railway. During December 1903 and January 1904, dépêches were forwarded by land, but on 23.01.04 the commandant of SMS Aspern sent a letter to the Marine Section pointing out that, because of problems on the Trans-Siberian railway and an irregular sea-link between Chefoo and Shanghai, mailbags sent thrice a week from Wien reached Shanghai about once a week.

Furthermore during the night of 8 to 9 February 1904 Japan declared war on Russia and the land route became unavailable. The sea route had to be used, with two alternatives:

- ❖ Wien - Pontafel - Naples and then the German packet liner to Shanghai,
- ❖ Wien - Pontafel - Brindisi, one week by English liner to Shanghai, the next by English packet liner to Port-Saïd and then by French packet liner to Shanghai.

From the beginning of December 1903, the forwarding of mail from the Detachments in China to the Austro-Hungarian territories, independently of the station-ships, was running well, the faulty postmark having no effect on postal traffic.

Periodically the detachment in Tientsin had to send its outgoing mail to the Detachment Post Office at the Legation in Peking. The exchange of mail between Peking and Tientsin was facilitated by the German postal agencies of both cities. Postal relations with the sorting offices of Wien and Budapest were under the exclusive responsibility of the Detachments' Post Office in the Legation and were always forwarded by the German postal agency of Peking. Each month both agencies had to deliver an invoice to be settled by the respective commanding officers.



Fig.20 Postcard sent from Peking to Wien. Postmark type PPK-1 dated 08.02.04. Arrival postmark Wien 06.03.04.



Fig. 21 Letter franked with Hungarian stamps sent from Peking to Troppau. Postmark type PPK-1 dated 17.04.06. On the reverse is the arrival postmark, Troppau 02.VI.06.



Fig. 22 Invoice delivered by the German postal agency of Peking for fees incurred during November 1907. Postmark of the postal agency dated 2.12.07 and a strike of the service hand-stamp type PK-2 on receipt.



Fig. 23 Invoice delivered by the German post agency of Tientsin for fees incurred during March 1907. Postmark of the German agency when the invoice was settled 05.04.07. Registration by service hand-stamp type TT-2.

*To Be Continued*

**QUESTIONS, ANSWERS, LETTERS etc**

It must be the heat – either I’ve lost them, or there weren’t any!

## New Issues - 2006 part 1

By Andy Taylor

All stamps are printed by the Österreichische Staatsdruckerei. The descriptions are taken from the English version of the Post.at website and radically abbreviated.

### *New Year's Concert 2006 - Mariss Jansons*



€0.75; FDC date 1 Jan 2006; Issue: 500,000; Printing:: Photogravure; Design: Renate Gruber. Mariss Jansons, an honorary member of the Vienna Gesellschaft der Musikfreunde since 2001, conducted the New Year's Concert for the first time in 2006. Born in Riga in 1943, he is regarded as one of today's leading conductors, and proved to the world that he is a worthy conductor of the New Year's event. He began his musical training at the Leningrad Conservatoire, continuing at Vienna under Hans Swarowsky, and in Salzburg under Herbert von Karajan. For over 20 years, from 1979 to 2000, Jansons was chief conductor with the Oslo

Philharmonic; amongst his many other activities he has also conducted various orchestras at the Salzburg Festival.

### *Austria's Presidency of the EU*

€0.75; FDC Date: 1 Jan 2006; Issue: 800,000; Printing: Photogravure and Intaglio; Design: Krystian Bieniek; Engraving: Adolf Tuma. Austria took over the Presidency of the Council of the EU from Great Britain on January 1, 2006, and occupied this office until June 30, 2006, when it handed over to Finland. The Presidency takes responsibility for the agenda of the Council for a period of six months, chairing all the sessions, pushing



forward the legislative and political decisions and brokering compromises between the member states. The Austrian Presidency in the first half of 2006 covered a difficult stage of European politics. The negotiations on the EU budget for 2007 to 2012 are due, while the stalled ratification process for the EU constitution, membership negotiations with Turkey and Croatia and the situation on the Balkans will require considerable skill from Austria's politicians.

## *Personalised Stamps - Blue border*



€0.55; FDC 10 Jan 2006; Issue: 500,000; Printing: Photogravure; Design: ÖSD. The personalised stamps issued by the Austrian Post Office under the brand Meine.Marke (“My Stamp”) has increased in popularity ever since it was launched. The weekly magazine “Format” recently included it amongst the 25 best business ideas of recent history! It is now available with a choice of yellow and blue borders (in both portrait and landscape formats)

and an individual choice of value imprint. The first “blue” personalised stamp shows the Austrian Post Office's shop at Kärntner Strasse 44.

## *Muhammad Ali*

€1.25; FDC 14 Jan 2006; Issue: 800,000; Printing: Photogravure; Design: Charly Frei. *“Our lives are a journey during which we must find our own answers and make our own paths. On my journey I found Islam. If I were not a Muslim, I would not have changed my name or sought to spread peace, and I would not have meant as much to people all around the world. I would not be the person that I am today, and the world would have never known Muhammad Ali.”*



## *Astroset 4*

8 x €0.55; FDC 20 January 2006; Issue 150,000; Printing: Photogravure; Design: **Hannes Margreiter**. The last set of these self-adhesive stamps consists of the stamps Pisces, Aquarius and Aries and the Chinese sign for the year 2006, the dog.



## *Mozart in Vienna*

10 x €0.55; FDC 27 January 2006; Issue: 2,500,000; Printing: Photogravure; Design: Maurizio Poletto. Issued as a minisheet of 10.

Johannes Chrysostomus Wolfgang Theophilus Mozart; born Salzburg 27 January 1756; died Vienna 5 December 1791.

## 50 years of Europa – CEPT



€1.25; FDC: 3 March 2006; Issue: 800,000; Printing: Photogravure; Design: Michael Rosenfeld. The CEPT, the European Conference of Post and Telecommunications Administrations, was founded by 19 countries, and now covers the whole of Europe. CEPT corresponds to a European regulatory body, its activities including the standardization of guidelines for trade, business operations, and technology. Its aim is to support its members and to encourage collaboration at European level. It has set up two committees with separate fields of business, one for postal matters (the CERP) and one for telecommunications (the ECC).

## Liechtenstein Museum Wien: Amerling

8 x €1.25; FDC 6 March 2006; Issue: 800,000; Printing: Photogravure and Intaglio; Design & engraving: Prof. Wolfgang Seidel. Minisheet of 8. The second joint issue with the Principality of Liechtenstein, in continuation of the "Liechtenstein Museum Vienna" series, is a painting of a girl's head by the famous Biedermeier genre painter Friedrich von Amerling (1803-87). Amerling studied at the Vienna Academy of Fine Arts, then Prague, London, Paris and Rome. He returned to Vienna, and soon became one of the most highly demanded portrait painters of the aristocracy and the rich middle classes. He was awarded many commissions by the Imperial family and the aristocracy, especially the Princes of Liechtenstein.



## Post from Another World

€3.75; FCD: 24 March 2006; Issue: 600,000; Printing: Photogravure; Design: Michael Rosenfeld. The red "tadpole" is printed with ink containing finely-ground particles of a real chondrite meteorite "using a method specially developed for this purpose". Note also the ÖSD's circular perforator at work.

## 25 Years of "Menschen für Menschen"



€1.00; FDC 30 March 2006; Issue 800,000; Printing: Photogravure; Design: Michael Rosenfeld. Karlheinz Böhm, the son of the conductor Prof. Dr. Karl Böhm, made his debut as an actor at the Vienna National Theatre in 1949, appearing also in films from 1955. Deeply moved by the plight of the people in the refugee camps of Ethiopia, Karlheinz Böhm founded the "Menschen für Menschen" aid organisation in Germany on November 13 1981, and has worked with it ever since, spending several months a year living in the most primitive conditions in Ethiopia and using the rest of the year for media events and lectures to draw public attention to his foundation's activities.

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## Freemasons in Austria– in Rosenau and Vienna

€1.00; FDC 6 April 2006; Issue 350,000; Printing: Photogravure and Intaglio; Design and engraving: Prof. Wolfgang Seidel.

Freemasonry began its existence in London in 1717, and spread rapidly. Duke Franz Stephan of Lorraine, future husband of Maria Theresia, brought freemasonry to Austria. Ever since, Austrian freemasonry has supported the ideas of the Enlightenment and "Josephinism", attracting as members the most important men in cultural and public life, such as the famous physician van Swieten, as well as Joseph Haydn and Wolfgang Amadeus Mozart. When Mozart set off on his famous "journey to Prague", he is said to have travelled via Rosenau Palace. A convinced freemason, he wished to visit his fellow masons, who had set up a lodge at Graf Schallenberg's palace in the 18th century.



Rosenau Palace was first mentioned in documents in 1593, a Renaissance building that was adapted and extended 150 years later to plans by the Baroque architect Munggenast. Frescos discovered in the entrance hall and rooms in the south wing with ceremonial decoration are evidence that a lodge was established here. The palace suffered badly during the occupation after 1945. Following its sale to the Province of Lower Austria and subsequent restoration, the Grand Lodge set up a Freemasonry Museum on the first floor, opened on April 23, 1975.

# The Postal Rates of Bosnia and Herzegovina 1878 - 1918 (Continued)

*By Alfred Kraut and Gerrit Matthijssen*

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## **5 Fahrpost Rates and Rates for Letters with Declared Value**

### **5.1 General**

At the beginning of the occupation campaign the Fahrpost carried only money letters to and from members of the army (Ref 2). Subsequently, a decree of 4 Oct 1878 allowed the forwarding of parcels with weights up to 2 kg from Austria-Hungary to members of the army in Herzegovina (Ref 177). From 24 Oct 1878 parcels up to 5 kg were accepted between Bosnia-Herzegovina and Austria-Hungary in both directions (Ref 178).

A limited use of the Fahrpost by civilians, viz. the forwarding of money letters with weights up to 250 g, was granted by a decree of 9 Jan 1879 (Ref 3). From 20 Mar 1879 the service for civilians was extended to parcels with weights up to

5 kg in both directions (Ref 179). The further developments can be taken from the Tables.

The postal rates employed before 9 Jan 1879 were the Austro-Hungarian Fahrpost rates (Ref 3). At first, mail to be carried from Bosnia to Austria-Hungary was charged as if it were posted in the Slavonian border town Brod an der Save, which was called a **tax border point**. Likewise, mail from Herzegovina to Austria-Hungary was charged as if posted in the Dalmatian border town Imotski. Mail from Austria-Hungary to Bosnia-Herzegovina was treated as if it were sent to the respective tax border point. Mail between two fieldpost offices was charged as if it were sent to a destination within the first distance range of the Fahrpost tariff of 1867 (Ref 180). This tariff remained effective until 31 Oct 1878. A new Fahrpost tariff was introduced in Austria-Hungary on 1 Nov 1878 (Refs 153, 181). Tables 13, 15, 18 and 19 start with this date.

The function of the tax border points Brod an der Save and Imotski was modified in February 1887. Imotski remained a tax border point only for mail from Bosnia-Herzegovina to Dalmatia and vice versa. For any other destination outside Bosnia-Herzegovina, Brod an der Save had to be taken as the tax border point, irrespective of the actual routing (Ref 182).

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Band Rates**

The part of the Fahrpost rate which was, in general, determined by weight and distance was called the **weight rate**. In addition, an **insurance rate** was charged if the sender had made a value declaration; this part of the rate depended not on the weight but on the declared amount.

The weight rates for parcels and money letters between Bosnia-Herzegovina and Austria-Hungary were reduced on 1 Dec 1892. For parcels up to 5 kg, **combined weight rates** were introduced which were good for the transport in both postal areas. From 1 Jul 1911 combined weight rates were introduced for parcels up to 10 kg to and from Hungary, and from 1 Oct 1916 for all parcels to and from Austria, Hungary and Germany. A grey background in a Table indicates the existence of combined weight rates.

**Colis postaux** formed a special class of parcels which the UPU had introduced to advance the international exchange of parcels. The structure of colis-postaux rates was different from the rate structure of other parcels. In Bosnia-Herzegovina, colis postaux were introduced on 1 Mar 1903 (Ref 183), based on the UPU Arrangement on the exchange of colis postaux in its version of 15 Jun 1897 (Ref 184). Colis postaux could only be sent to foreign UPU-member countries (with the exception of Germany); their maximum weight was 5 kg.

In general, a parcel was accompanied by a **parcel card** (German: Postbegleitadresse). Internal parcels of the postal service, which were free of charge, were exempted from the use of parcel cards.

The use of postage stamps on parcel cards and money letters was introduced on 1 May 1901 (Ref 185).

## ***5.2 Parcels (except Colis Postaux) and Money Letters***

The **internal** weight and insurance rates as well as the rates in effect between Bosnia-Herzegovina and **Austria, Hungary** and **Germany** are listed in Tables 13 to 19.

In the postal area of Bosnia-Herzegovina the weight rates were independent of the distance.

In Austria, Hungary and Germany, which formed one postal area with regard to Fahrpost rates, the weight rates were based, at least in principle and until 30 Sep 1916, on the following distance zones (Refs 153, 181):

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Zone I: up to 75 km; **BandRates**

Zone II: over 75 up to 150 km;

Zone III: over 150 up to 375 km;

Zone IV: over 375 up to 750 km;

Zone V: over 750 up to 1125 km;

Zone VI: over 1125 km.

The territory of the three countries was divided into so-called tax squares. Each post office was allotted to a specific tax square. The distance between two post offices was measured as the distance between the centres of the respective tax squares. The unit of distance used in Ref 153 and Ref 181 is the geographic mile, equal to 7.5 km, which was still customary on the European continent in those days.

The weight and insurance rates for mail to and from **foreign countries** (except Germany) were composed of the rates for the transport

- a) in Bosnia-Herzegovina (Tables 13, 14, and 18);
- b) in Austria and Hungary (if Germany was not a transit land; Tables 15, 16, and 19)

or

in Austria, Hungary and Germany (if Germany was a transit land; Tables 17 and 19);

- c) in the other countries concerned.

When the distance zone for the transport in Austria, Hungary and, if a transit land, Germany was ascertained, Brod an der Save had to be taken as one of the tax border points. The other tax border point was determined by the routing and can be found in Table 20.

The weight and insurance rates for the transport in the other countries were identical with the rates for the same class of mail sent from Austria-Hungary through the same tax border point to the same place of delivery (Refs 2, 186, 5, 187). These rates are not covered by this article; they can be found in the extensive Fahrpost tariffs of Austria or Hungary.

On 11 Jan 1916 a **surcharge** of 20 per cent on the **foreign** part of the postal rate was introduced for parcels from Bosnia-Herzegovina to foreign countries (except Germany) (Ref 188), as it had been introduced for parcels from Austria to foreign countries on 1 Jan 1916 (Ref 189).

Hand-written numbers separated by oblique lines on the front of parcel cards and money letters to foreign countries indicated the parts a), b) and c) of the total postal rate, provided that the total rate had been paid in advance.

**Bulky parcels** (German: Sperrgut), i.e., parcels which were difficult to handle due to their nature or size, were subject to a surcharge of 50 per cent on the weight rate, except in the following cases.

- ❖ Internal parcels were exempted from the surcharge until 31 Dec 1909. The same was true for parcels to and from other countries as regards the weight rate for the forwarding in Bosnia-Herzegovina (Refs 179, 190).
- ❖ Parcels up to 5 kg to and from Austria and Hungary which were charged with a combined weight rate were exempted from the surcharge from 1 Dec 1892 (Refs 191, 192). This regulation was valid for parcels to and

from Austria until 30 Sep 1916, and for parcels to and from Hungary until 30 Jun 1911 (Ref 160).

Weight rates for bulky parcels in foreign countries (except Germany) must be looked up in the Fahrpost tariffs of Austria or Hungary.

M. P. A. Bugojno 16  
 Postanska proprašnica.  
 Gattung } Lanzluk.  
 Vrsta }  
 Inhalt } Staklarija  
 Sadržaj }  
 Wertangabe } 200 K.  
 Vriednost }  
 Nachnahme }  
 Pouzeće } Anton Pranderet K  
 An }  
 Gosp. } Anton Fabris pok. Jukov  
 Korčula  
 Saluzija  
 Postvormerk — Poštarska zabilješka  
 Gewicht — Teža } 17 kg  
 Porto }  
 Poštarina }  
 Bestell- oder Aviz }  
 Doglasnina ili dostava }  
 Zusammen }  
 Ukupno }  
 Franko: 6 20  
 K 20 h  
 2K BOSNIENHERZEGOVINA  
 2K BOSNIENHERZEGOVINA  
 2K BOSNIENHERZEGOVINA  
 2K BOSNIENHERZEGOVINA  
 20 KURVMILITAR POST  
 180.20  
 (B. u. H.) 1916

Bugojno, 22 Jul 1918. Parcel card (bulky goods) to Korčula (Dalmatia), value declaration 200 K, C.O.D. amount 180 K; 610 h + 10 h for collection [5.2, 5.6, Tables 16 and 19]

Fractions of kreuzer deriving from the increase of weight rates by 50 per cent had to be truncated to the next lower integer (Ref 181). In the case of parcels to Germany from 1 Oct 1916, amounts involving heller fractions had to be rounded to the next multiple of 10 heller (Ref 22).

Internal **money letters** as well as money letters to and from Austria, Hungary and Germany were accepted until 30 Sep 1916 (Ref 22). Money letters to and from foreign countries (except Germany) were only accepted until 30 Sep 1900 (Ref 193).

During **World War 1** a money-letter and parcel service to and from **fieldpost** addresses was established. It comprised initially official money letters, private money letters with value declarations up to 1000 K, and official parcels (with or without value declaration) with a weight up to 5 kg and, in exceptional cases, up

to approximately 10 kg (Ref 61). Private parcels up to 5 kg without value declaration to members of the armed forces were allowed from 13 Aug 1914 (Ref 194). The combined weight rates for private mail, which remained effective until 30 Sep 1916, were the following (Refs 13, 61):

- ❖ money letters up to 250 g 48 h;
- ❖ parcels up to 5 kg 60 h;
- ❖ each extra kg (if allowed) 10 h.

No special regulation was issued as regards the insurance rate for money letters. This rate was, as all rates which were not explicitly fixed, to be the same “as in peacetime” (Refs 13, 61). This could be, and was, interpreted in different ways. Money letters to fieldpost addresses are known whose frankings indicate insurance rates of 5 h (as for an internal letter with a value declaration up to 300 K, cf. Table 18), 6 h (as for a letter with a value declaration up to 100 K posted within Austria-Hungary, cf. Table 19, area B), and even 11 h (as for a letter to Austria-Hungary, cf. Table 19, areas A and B). In addition, money letters are known for which no insurance rates whatever had been paid but which nevertheless reached their destinations.

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BandRates**

Private money letters to fieldpost addresses were no longer accepted from 11 Sep 1916 because from this day money could be sent by money order, cf. Table 5 (Refs 151, 150). For the same reason, the acceptance of money letters in the opposite direction had been revoked in December 1914 (Ref 195).

The private parcel service was severely restricted or interrupted from time to time due to war conditions (Refs 196, 197, 198).

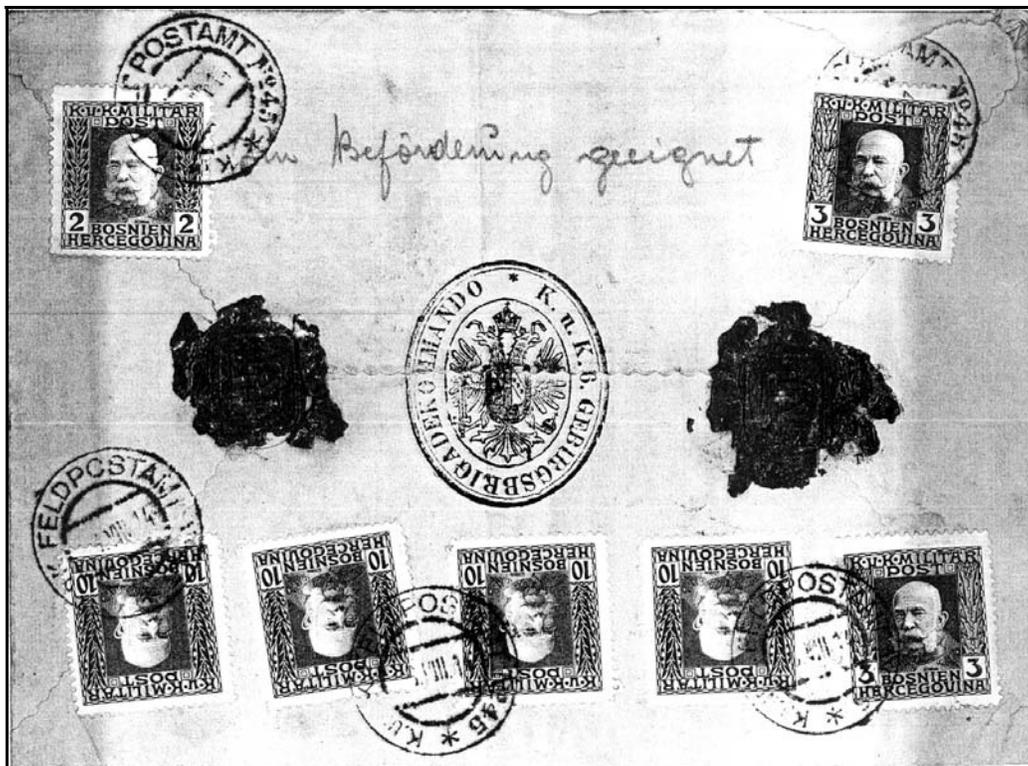
Private parcels up to 5 kg from Bosnia-Herzegovina to the German armed forces were accepted on the basis of a decree of 23 Apr 1915. The combined weight rate was 60 h (Ref 199).

From mid April 1915 base post offices with named locations (German: Etappenpostämter mit Ortsbezeichnung) were established in the **territories occupied** in Poland. They were responsible for fieldpost services as well as the postal communication of the public with the monarchy (Ref 200). Private money letters with a value declaration up to 1000 K and private parcels up to 5 kg without value declaration were allowed in both directions after these post offices had been opened to the public. From March 1916 private parcels could be sent to all places in the territories occupied in Poland (Ref 201). The combined weight rates (Ref 200) were 48 h for money letters up to 250 g and 60 h for parcels up to 5 kg.

The problem connected with the determination of the insurance rate, as mentioned above for money letters to fieldpost addresses, may have occurred here also.

From 1 Oct 1916 the rates for fieldpost parcels as well as for private parcels to the territories occupied in Poland and, later, to the occupied countries Serbia and Montenegro equalled the rates which were charged between Bosnia-Herzegovina and Austria-Hungary (Refs 97, 47), see Table 16.

Also from 1 Oct 1916, the rate for private parcels to the German armed forces was 80 h (Ref 202). A further raise to 100 h on 1 Sep 1918 is probable but cannot yet be confirmed.



Fieldpost office 45, region of Foča, 6 Aug 1914. Reverse of money letter with 700 K to Trieste, weight rate 48 h, no insurance rate [5.2]



Banjaluka, May 1915. Money letter with 20 K to fieldpost office 85,

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**BandRates**

### 5.3 Special Regulations for Border Districts

From 1 Jan 1883 to 30 Nov 1892, reduced weight rates were applied for the transport within Bosnia-Herzegovina when parcels and money letters to Austria-Hungary or to foreign countries were posted at certain places situated near the border: 10 kr per kg for civilians, 5 kr per kg for the military (Ref 203); from 1 Feb 1886, 5 kr per kg for any sender (Ref 5). These weight rates were also applied to mail in the opposite direction.

The regulation applied to the following places provided that the mail was routed via the neighbouring Austrian or Hungarian places given in parentheses: Bihac (Zavalje), Bosnisch-Brod (Brod an der Save), Bosnisch-Dubica (Croatisch-Dubica), Bosnisch-Gradiška (Alt-Gradiška), Bosnisch-Kostajnica (Croatisch-Kostajnica), Bosnisch-Šamac (Slavonisch-Šamac), Brčka (Rajevoselo), Domanović (Metković), Kulen Vakuf (Dolnji Lapac), Livno (Sign), Ljubuški (Vergorac), Novi (Volinja), Trebinje (Ragusa). A corresponding regulation for Cazin (Prosićenikamen) was in effect only from 9 Feb 1883 to 2 Aug 1884 (Refs 204, 205).

There was no reduction of the insurance rates (Ref 5). The tax border points were the same as mentioned in Section 5.1.

The special regulations were revoked when combined weight rates were introduced on 1 Dec 1892 (Ref 206).

M.-P.-A. XVII Brčka 40

Vrijedna pošte proučeno.

Post-Begleitadr

An }  
Gosp. } *Bridar Kungstaller*

Gattung und Zeichen } *Wita* in } *Neusatz*  
Versta i obilježje } u }

Inhalt } *Glaswaare* Lechte Post }  
Sadržina } Posljednja posta }

Werth } *6* fl. } fr. } Land } *10*  
Vriednost } for. } novč. } Pokrajina }

Francp } fl. } fr. } Porto } fl. } novč.  
Franko } for. } novč. } Poštarina } for. } novč.

Bestell- oder Anjio-Gebühr } fl. } fr. }  
Dostavnina ili dojavina } fl. } novč.

Gewicht } fl. } g.  
Teža: } kg. } g.

**Bandmates**

Brčka, 13 Aug 1892. Unfranked parcel card to Neusatz (Hungary), value declaration 6 fl, charged at 48 kr [5.3, Tables 15, 18 and 19]

## 5.4 Colis Postaux

From 1 Mar 1903 parcels to and from foreign UPU-member countries (Germany excepted) with weights up to 5 kg were treated as colis postaux, cf. Section 5.1 (Refs 183, 207). For a few countries the weight limit was lower. Other parcels, viz. parcels exceeding the weight limit, parcels to and from non-UPU-member countries, and parcels from and to the Sandjak, continued to be charged with the rates outlined in Section 5.2.

The **weight rate** for colis postaux was composed of 3 components (Ref 208).

- 50 h for each country which participated in the land transport. Bosnia-Herzegovina and Austria-Hungary counted each as one country.
- A variable amount if the transit route included sea routes: each country which participated in a sea transport was granted:
  - ❖ 25 h for each route up to 500 nautical miles;
  - ❖ 50 h for each route over 500 up to 1000 nautical miles;

- ❖ 100 h for each route over 1000 up to 3000 nautical miles;
- ❖ 200 h for each route over 3000 up to 6000 nautical miles;
- ❖ 300 h for each route over 6000 nautical miles.

c) An extra charge of 25 h for the acceptance or delivery of a colis postal. This was intended to be a transitional measure, and the extra charge was claimed only by a few countries, e.g., Bulgaria, Italy and Rumania. However, by way of exception, an extra charge of 75 h was granted to Russia, to Sweden, to Turkey for its Asian territory, and to most countries in South America.

The weight rates for colis postaux to and from Great Britain were subject to a special agreement (cf. Tables 21 and 22).

The following modifications were part of the UPU Arrangement on the exchange of colis postaux of 1906 (Ref 137) and took effect on 1 Oct 1907 (Refs 175, 209):

b) The shares resulting from sea routes were lowered as follows:

- ❖ 25 h for each route up to 500 nautical miles;
- ❖ 50 h for each route over 500 up to 2500 nautical miles;
- ❖ 100 h for each route over 2500 up to 5000 nautical miles;
- ❖ 150 h for each route over 5000 up to 8000 nautical miles;
- ❖ 200 h for each route over 8000 nautical miles.

In addition, part b) was limited to 100 h for colis postaux whose weights did not exceed 1 kg.

c) Extra charges, although intended for a transition period only, continued to be employed. Greece was granted an extra charge of 50 h.

**Bulky goods** (cf. Section 5.2) were subject to a surcharge of 50 per cent of the parts a) and b) of the weight rate. If the resulting total weight rate was not a heller amount divisible by 5, it was rounded up to the next multiple of 5.

The **insurance rate** for each 300 fr of declared value was, in general, from 1 Mar 1903:

- ❖ 10 h between neighbouring countries;
- ❖ 20 h between neighbouring countries separated by a sea route;
- ❖ 25 h between non-neighbouring countries;

- ❖ 35 h between non-neighbouring countries separated, in addition, by a sea route.

Only the latter two possibilities were relevant for Bosnia-Herzegovina, because all transit routes crossed Austria-Hungary.

On 1 Oct 1907, the insurance rate for each 300 fr of declared value was modified as follows (Refs 210, 175):

- ❖ 5 h for each country participating in the land transport (Bosnia-Herzegovina and Austria-Hungary counted each as one country);
- ❖ 10 h for each sea route.

The conversion rate for the amounts of declared value was 300 fr = 288 K (Ref 207). The declared value had to be noted on the parcel card in francs (except on parcel cards to Montenegro since the Austro-Hungarian currency was in use in this country).

Tables 21 to 24 give the weight and insurance rates for colis postaux to a selection of mostly European countries effective from 1 Mar 1903, 1 Oct 1907, 1 Oct 1916 and 1 Sep 1918, respectively. The Tables also indicate if, and to which amounts, value declarations were allowed.

**Superseded by separate pdf file  
Bandirates**

With Brod an der Save being the tax border point, it is easy to calculate the rate for a colis postal from Bosnia-Herzegovina to a given foreign country from the rate for an equivalent colis postal from Austria-Hungary to the same country: The weight rate was higher by 50 h (75 h in the case of bulky goods), and the insurance rate was (from 1 Oct 1907) higher by 5 h for each 300 fr of declared value. This was passed as a guideline to the military post offices (Ref 187), and in this way the rates listed in Tables 22 to 24 were calculated.

From mid January 1916 a **surcharge** of 20 per cent on the **foreign** parts of the **weight** and **insurance rates** for colis postaux sent from Bosnia-Herzegovina was introduced (Refs 189, 188), see also Tables 23 and 24. In addition, these Tables demonstrate the restrictions of the colis-postaux service due to war conditions.

All postal rates for colis postaux had to be paid by the sender (Ref 183).

## **5.5 Letters with Declared Value**

Letters with declared value (French: lettres de valeur) to **foreign countries** (with the exception of Germany) were introduced on 1 Oct 1900 (Ref 193), based on the UPU Arrangement of 1897 (Ref 184). They replaced the former

money letters. There is only indirect evidence in Ref 193 that letters with declared value were also introduced in the Sandjak.

The rate for all letters with declared value was composed of (Refs 193, 22):

- ❖ the rate for a **registered letter** of the same weight to the same destination (see Section 3.4 and Tables 1 to 4);
- ❖ the **insurance rate**.

Insurance rates for letters with declared value to foreign countries (not to Germany) can be taken from Section 5.4 and Tables 21 and 22, since they were the same as the insurance rates for colis postaux (Refs 211, 175).

The conversion rate for the amount of declared value was 300 fr = 300 K from 1 Oct 1900 (Ref 193), and 300 fr = 288 K from 30 Apr 1901 (Ref 212). The declared value had to be noted on the front of the letter in francs (Montenegro excluded; see Section 5.4).

Letters with declared value **within Bosnia-Herzegovina** and between Bosnia-Herzegovina and **Austria, Hungary and Germany** were introduced on 1 Oct 1916 (Ref 22), replacing the former money letters.

**Superseded by separate pdf file  
BandRates**

The insurance rate for these letters was from 1 Oct 1916:

- ❖ 5 h for each 300 K of declared value within Bosnia-Herzegovina;
- ❖ 10 h for each 300 K of declared value between Bosnia-Herzegovina and Austria, Hungary or Germany.

From 1 Sep 1918 it became (Ref 19):

- ❖ 10 h up to 300 K, 5 h for each extra 300 K of declared value within Bosnia-Herzegovina;
- ❖ 15 h up to 300 K, 10 h for each extra 300 K of declared value between Bosnia-Herzegovina and Austria, Hungary or Germany.

However, from 1 Oct 1916 the minimum total charge for a letter with declared value was 60 h.

During **World War 1**, the rates for letters with declared value to and from fieldpost addresses as well as to and from the occupied territories were the same as for letters to and from Austria (Refs 97, 47, 19).

From October 1914 letters with declared value to foreign countries had to be handed in open (Ref 213).



The **C.O.D. fee** was at the beginning 3 kr for each 5 fl up to a collected amount of 50 fl, and 2 kr for each additional 5 fl, with a minimum of 6 kr (Refs 214, 216, 5). On 1 Jul 1892 it was modified to 1 kr for each 2 fl, also with a minimum of 6 kr (Ref 217). The latter fee was converted to 2 h for each 4 K, with a minimum of 12 h, on 1 Jan 1900, together with a conversion of the maximum amount to 1000 K (Refs 38, 218).

The **collected amount of money** was conveyed to senders in Austria or Hungary by means of a special C.O.D. form (German: Nachnahmeschein) until 28 Feb 1883 (Ref 186), and from 1 Mar 1883 by means of a money order which was attached to the C.O.D. parcel card (Ref 186). To senders in Bosnia-Herzegovina, the collected amount was conveyed in an official money letter (Ref 186), and from 1 Feb 1886 by means of a money order attached to the C.O.D. parcel card (Ref 5). The conveyance of the collected amount was covered by the C.O.D. fee.

From Oct 1894 at the latest, C.O.D. parcels were accepted to and from the **Austrian post offices** in Beirut, Constantinople and Saloniki, either via Dalmatia by sea or via Semlin by fast rail transport. The C.O.D. fees were 1 kr for each 1 fl of the amount to be collected with a minimum of 6 kr, and 10 kr for each 10 fl, respectively (Ref 219).

**Superseded by separate pdf file  
BandHrates**

The C.O.D. parcel service with **Germany** was introduced on 1 Jul 1898. The C.O.D. fee was 1 kr for each 1 fl (maximum 200 fl) with a minimum of 6 kr, and 2 h for each 2 K with a minimum of 12 h from 1 Jan 1900 (Refs 220, 38).

From the introduction of **colis postaux** in Bosnia-Herzegovina on 1 Mar 1903, a C.O.D. colis-postaux service to and from countries with which money orders could be exchanged was established step by step, starting with France and Italy. In most cases the C.O.D. fee was 20 h for each 20 K of the amount to be collected, whose maximum was in most cases 1000 K (Refs 183, 207).

The C.O.D. parcels (including colis-postaux) service was extended to **Russia** by decree of 7 Oct 1909 (Ref 221), and to **Montenegro** from 1 Dec 1910 (Ref 112). In both cases the maximum amount was 1000 K. The C.O.D. fees were 5 h for each 2 K with a minimum of 20 h for Russia, and 2 h for each 4 K with a minimum of 12 h for Montenegro.

From 1 May 1916, C.O.D. parcels were accepted to and from **occupied territories**, starting with Poland (Ref 222). The C.O.D. fee was 2 h for each 4 K of the amount to be collected (maximum 1000 K), with a minimum of 12 h.

From September 1907, C.O.D. **money letters** were accepted within Bosnia-Herzegovina and between Bosnia-Herzegovina and Austria. The maximum amount to be collected was 1000 K. As in the case of registered C.O.D. letters

(cf. Section 3.6), there was no C.O.D. fee but a **collection fee** of 10 h. The destination office conveyed the **collected amount**, reduced by the collection fee and the fee for the appropriate money order (see Section 4.1), to the sender (Ref 223). This service was extended to Hungary from 1 Oct 1913 (Ref 224).

On 1 Oct 1916 the C.O.D. fee for **internal parcels** as well as for parcels to and from **Austria, Hungary and Germany** was replaced by a **collection fee** of 10 h, which, however, had to be paid by the sender in advance (as part of the franking); also, the money order by which the **collected amount** was conveyed to the sender was no longer free of charge but subject to the appropriate money-order fee (see Section 4.1), which was deducted from the collected amount (Refs 6, 22). The same procedure was observed in the C.O.D. service to and from the territories occupied during World War 1 as far as this service was allowed (Refs 97, 47).

Also from 1 Oct 1916, the C.O.D. service included **letters with declared value** within Bosnia-Herzegovina as well as to and from Austria, Hungary and Germany (Ref 22). The collection fee and the procedure were the same as for C.O.D. parcels in the respective relations (see preceding paragraph).

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Postkarte  
M. P. A. Sarajevo 130 a.  
ПОШТАНСКА ПРОПРАТНИЦА.

Franko: K 55 h

Содержание: *А пакети*  
Врст: *мануфактура*  
Сadržaj: *Делови*  
Wertangabe: *8.55 K*  
Vriednost: *8.55 K*  
Вредност: *8.55 K*  
Nachnahme: *8.55 K*  
Поузеће: *8.55 K*

En: *С. н.*  
Gosp.: *госп. Н. Вукић*  
Тосп.: *госп. престолојник*

in: *Приједор*  
u: *Босна*

Leichte Post: *2 kg 400 g*  
Posljednja pošta: *Босна*  
Последња пошта: *Босна*  
Land: *Босна*  
Покрајина: *Босна*

Postformerk — Poštarska zabilježba — Поштарска з. б. *8.55 K*  
Gewicht — Teža — Тежа: *2 kg 400 g*

Postmark: *SARAJEVO 08*  
Postmark: *K. UND K. BOSN. HERZEGOWINA 30*  
Postmark: *K. UND K. BOSN. HERZEGOWINA 30*

Sarajevo, 8 Aug 1908. Parcel card to Prijedor, C.O.D. amount 8.55 K;  
50 h + C.O.D. fee 12 h [5.6, Table 14]

Post-Begleitadresse		SARAJEVO		ROSHERZSTAMP	
Sarajevo 7		99		90	
Gattung Vrst	1 paket	Biljeg - Stampel		SARAJEVO	
Inhalt Sadržaj	pokrovec	SARAJEVO		SARAJEVO	
Wertangabe Vrednost	66	K		h	
Nachnahme Pouzecé	80	K		h	
An Gosp.	Neumayer Lepot				
in u	Budapest				
Letzte Post Posljednja pošta	Budapest				
Land Pokrajina	HUNGARISCHES KÖNIGREICH				
Postvormerk — Poštarska zabilježba					
Gewicht Teža	4	kg	5	g	7
Porto Poštarina			K	h	
Bestell- oder Avisgebühr Doklasnina ili dostavnina			K	h	
Zusammen Ukupno			K	h	
					66-
(B. u. H.) 1916.					

### BandRates

Sarajevo, 19 Jul 1917. Parcel card to Budapest, C.O.D.  
amount 66 K; 80 h + 10 h for collection [5.6, Table 16]

From 1 Oct 1916 at the latest, a **reduction** or **cancellation** of a **C.O.D. amount** could be requested by the addressee in the case of internal C.O.D. items. The procedure and fee were the same as outlined at the end of Section 3.6 (Ref 22).

### 5.7 Return Receipts, Tracers, Special Delivery

The fee for a **return receipt** and the fee for a **tracer** were 10 kr each until 31 Dec 1899, and 25 h thereafter (Refs 219, 38, 207, 22). No direct References can be given for the years before 1894. The early decrees which deal with return receipts and tracers (Refs 4, 5) do so only in the paragraphs concerning the Briefpost, and it seems to have been understood that the fees given there (cf. Section 3.4, References in Tables 1 - 4) equally applied to return receipts and tracers for parcels and money letters. This interpretation is strongly supported by the Fahrpost tariffs for Austria-Hungary (Refs 180, 153), which were effective in Bosnia-Herzegovina (Refs 2, 3) and which also list fees of 10 kr, and by pieces of evidence from 1878 on.

Those destination countries which accepted return receipts for colis postaux are listed in Tables 21 and 22.

**Special delivery** (cf. Section 3.5) of parcels sent within Bosnia-Herzegovina, of parcels between Bosnia-Herzegovina and Austria-Hungary and of parcels from the Sandjak to Bosnia-Herzegovina and Austria-Hungary could be requested from 1 Jul 1893, with the following restrictions: The weight was limited to 1 kg, and a value declaration to 20 fl (from 1 Jan 1900, 40 K); C.O.D. parcels were excluded; special delivery in Bosnia-Herzegovina was only carried out in places with a military post office.

The limits to weight and value declaration were raised in the following years. However, special-delivery parcels with weights of more than 2 kg or with a value declaration of more than 1000 K were not delivered to the addressees' residences in Bosnia-Herzegovina but the addressees were immediately notified of the mail's arrival (Ref 225).

Special delivery could not be requested for money letters (Refs 219, 225).

Special delivery of colis postaux to several destination countries could be requested from 1 Mar 1903, see Tables 21 and 22. In some of the countries the addressees were only notified of the parcel's arrival (Ref 207).

Special-delivery parcels to Germany were accepted at the latest from 1 Oct 1916 (Ref 22).  
**Superseded by separate pdf file  
BandHrates**

The fee for special delivery (express fee) was 25 kr, and 50 h from 1 Jan 1900 (Refs 37, 226, 38). It was raised to 1 K:

- ❖ for mail to Hungary on 20 May 1916 (Ref 39);
- ❖ for mail to Austria at the beginning of 1918 (Refs 40, 41);
- ❖ for internal mail and mail to Germany on 1 Sep 1918 (Ref 19).

From 1 Oct 1916 the **surcharge** of 20 per cent on the **foreign** part of the postal rate (cf. Section 5.2) was also applicable to the express fee for parcels from Bosnia-Herzegovina to foreign countries with the exception of Germany (Ref 227).

All charges for special-delivery parcels had to be paid by the sender.



Usora, 21 Jul 1917. Parcel card to Neuzöhegyes, value declaration 250 K;  
90 h + 100 h for special delivery [5.7, Tables 16 and 19]

### 5.8 Franking Regulations, Unfranked Mail

Parcels with weights up to 5 kg to Austria-Hungary, as accepted by the Fieldpost from 24 Oct 1878 (cf. Section 5.1), could be mailed either franked or completely unfranked (Ref 178). For money letters, which had been accepted by the Fieldpost from the beginning (Ref 2), no special franking regulation had been issued. However, the Fahrpost tariffs for Austria-Hungary (Refs 180, 153, 181), which were essentially effective in Bosnia-Herzegovina before 20 Mar 1879 (Refs 2, 3), permitted franked as well as unfranked mailing.

In the case of non-franking, an **additional charge** of 6 kr was due for parcels up to 5 kg and money letters from 1 Nov 1878 (Refs 153, 181).

Unfranked items were no longer accepted from 20 Mar 1879. A new regulation demanded franking of parcels and money letters for the forwarding within Bosnia-Herzegovina (and, later, the Sandjak), i.e., to the tax border point when the destination was outside Bosnia-Herzegovina and the Sandjak, but ruled out franking for the forwarding in Austria-Hungary and Germany (Refs 179, 228, 4). Likewise, incoming mail had to be franked for the forwarding outside

Bosnia-Herzegovina, but the addressee had to pay for the forwarding within Bosnia-Herzegovina. This remarkable regulation was effective until 31 Jan 1886.

From 1 Feb 1886 parcels, including C.O.D. parcels, and money letters had to be either franked for the complete route or to be completely unfranked; franking only for the forwarding to a tax border point (which was not the destination) was no longer allowed (Ref 5). In the case of non-franking of a money letter or parcel with a weight of 5 kg or less, the part of the weight rate which was due for the forwarding in Austria-Hungary (or in Austria-Hungary and Germany) was higher by an **additional charge** of 6 kr (cf. second paragraph of this Section) ( Refs 153, 181).

It seems, however, that it had not been really intended to claim this additional charge for unfranked mail from or to Bosnia-Herzegovina but that the relevant paragraph of Ref 5 was inconsiderately phrased. So, on 9 Jun 1886 a decree was issued which **revoked**, with immediate effect, the additional charge for unfranked mail sent from Bosnia-Herzegovina to Austria-Hungary or vice versa (Ref 229); a decree of 21 Oct 1888 stated explicitly that the same regulation had to be applied to unfranked mail sent from Bosnia-Herzegovina to Germany or via Germany to other countries or vice versa (Ref 230).

**Superseded by separate pdf file**  
**BandHrates**

M. P. A. Drvar		287		
Post-Begleitadresse. — Poštanska propratnica. Поштанска proprатница.			FRANKO:	
			K.....h	
			Raum zum Aufkleben der Postmarken Mjesto za priljepljivanje frankobiljege Mjesto za priljepljivanje frankobiljege	
Gattung Vrst	1 Koffer		BOSHERZSTEMPEL 1886 DRVAR	
Inhalt Sadržaj	Glaider			
Wertangabe Vriednost	via Seepost			
En Gosp.	Frau			
Land Pokrajina	cdg. nes. Susilovic			
Land Pokrajina	in u			
Land Pokrajina	gubernik			
Land Pokrajina	Ober-Pulsgau			
Land Pokrajina	Mun. Heriemark			
Postvormeke — Poštanske zabilježbe — Поштанске забилежбе				
Gewicht — Teža — Тежа	10800			
Porto Poštarina			204 h	
Beitell- oder Befraggebühr Doglasnina ili dostavnina			K.....h	
Zusammen Укупно			2 K 04 h	
			(B. u. H.)	

Drvar, 6 Jul 1914. Unfranked parcel card to Ober-Pulsgau  
via Dalmatia, 204 h [5.8, Table 16]

However, parcels with weights up to 5 kg and money letters which were sent unfranked to Austria via Dalmatia from 1 Jul 1910 (cf. Table 16) were subject to the **additional charge** (Ref 192), which had been converted on 1 Jan 1900 to 12 h.

From 1 Jul 1911 unfranked parcels with weights up to 10 kg between Bosnia-Herzegovina and Hungary were no longer allowed (Ref 160).

From 1 Oct 1916 unfranked parcels to Austria, Hungary and Germany were no longer accepted. Unfranked internal parcels continued to be accepted (except in the case of C.O.D.), but they were subject to an **additional charge** of 20 h. Official parcels were exempted from the additional charge (Ref 22).

891

Sarajewo 271

Post-Aufgabe-Signette. Vinjeta pošte predatne. Expeditions-Formenf. Zabilježba odprave.

Post-Begleitadresse. — Poštanska propratnica.

En } Herr Max Semberger  
Gosp. } Juvelier

Preisigsgasse 13 81 II 11

Art und Zeichen } Reiset in }  
Versta i obilježje } Budapest u }

Inhalt }  
Sacherzina }  
Wert } 160 fl. }  
Vriednost } kor. } Land }  
Pokrajina }

Tranco }  
Franko } 75 fl. }  
 } kor. } novč. } Porto }  
 } } Poštarina } fl. }  
 } } Befehl- oder Anjo-Gebühr } fl. }  
 } } Dostavnina, i dostavnina } kor. } novč. }

Gewicht }  
Teža } 1/2 kg }

Some of the handwritten text on the left side of the card reads: "Name, Wohnort und Wohnung des Abenders. Ime, prebivalište, stan pošiljatelja. Sigm. Diamant Juvelier Sarajewo".

Sarajevo, 7 Feb 1881. Parcel card to Budapest, value declaration 160 fl, internal rate 75 kr (franked); 30 kr for further forwarding [5.8, Tables 13, 15, 18 and 19]

## 5.9 Exemptions from Postal Charges

The exemptions from postal charges were basically those which had been introduced in Austria-Hungary as early as 1865 (Ref 5, 64): see the beginning of Section 3.10.

**Official mail** of many public, military and clerical offices and institutions could be sent free of charge as a parcel (without value declaration) if it was not suitable for mailing as a letter because of weight or extension and if it consisted only of written or printed documents, layouts, maps and the like. Banknotes, coin, securities, bills of exchange, also revenue and postage stamps could be

mailed free of charge with declared value by the offices and institutions mentioned above. For details see Refs 65 and 231.

A special regulation for Bosnia-Herzegovina and the Sandjak granted that parcels with **parts of officers' uniforms**, if sent to the addressee's military unit, were exempted from postal charges from March 1882. If such parcels were sent to or from Austria-Hungary, they were charged only for the transport in Austria-Hungary (Refs 232, 233). From May 1894 this regulation for officers was extended to officials of the Military Post and Telegraph (Refs 234, 233).

From March 1909 until the end of June **all parcels to and from the military** in Bosnia-Herzegovina were free of charge as regards the transport in Bosnia-Herzegovina. This was justified by the "extraordinary conditions" existing in the country (Refs 235, 236).

Based on the UPU Arrangements on the exchange of colis postaux and on the exchange of letters with declared value of 1906, parcels, even with value declaration, but no C.O.D. parcels, and letters with declared value to and from **prisoners of war** and internees were exempted from all postal charges in all UPU-member countries from 1 Oct 1907 (Refs 137, 72, 81)

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### **5.10 Tax on Parcel Cards**

**BandHrates**

A parcel card was considered as a document and, as such, liable to a specific tax (German: Stempelgebühr für Urkunden), which amounted to:

- ❖ 5 kr from 24 Oct 1878 to 19 Mar 1879; the Austrian or Hungarian parcel cards which had to be used during this period were provided with an imprinted revenue stamp (Ref 178);
- ❖ 4 kr (in new currency 8 h) from 10 Sep 1879 (first day of validity of the relevant tax law for Bosnia-Herzegovina) to 28 Feb 1917 (Ref 237);
- ❖ 10 h from 1 Mar 1917 (Ref 238).

The questionable practice of raising Austrian or Hungarian parcel-card taxes outside Austria and Hungary was discontinued when, on 20 Mar 1879, parcel cards for Bosnia and Herzegovina were issued which were not provided with imprinted revenue stamps (Ref 179) and which were to be used tax-free until the tax law for Bosnia and Herzegovina took effect on 10 Sep 1879 (Ref 237).

Parcel cards used by public and military offices and institutions (Refs 237, 240), or at the fieldpost offices in the Sandjak (Refs 239, 240) were exempted from the tax, in the latter case because a tax law for Bosnia-Herzegovina was not applicable in Turkish territory.

Post-Kaufgabe-Signette.  
Vinjeta pošte predatne.

Exhibition's Mark.  
Zabilježba odprave.

**Post-Begleitadresse. — Poštanska propratnica.**

An } *J. G. Niklas Götternak*  
Gosp. }

Name, Wohnort und Wohnung  
des Absenders.  
Ime, prebivališta, stan  
posiljalca

Vom Absender auszufüllen.  
Ima izpuniti pošiljalac.

Art und Zeichen  
Versta i obilježje } *Crimag* in } *Ersek. Szt. Peter*  
u }

Inhalt  
Sadržina } *Süda* Erste Post } *Szt. Peter*  
Postlednja posta }

Wert  
Vriednost } *5* fl. } " fr. } Land } *Vasmege*  
Hor. } novč. } Pokrajina }

Brutto } *54* fl. } Porto } fl. } *5* fr.  
Franke } (or.) } (or.) } novč. } Postarina } (or.) } novč.  
Gewicht } *33* (or.) } novč. } Bestell- oder Aufw.-Gebühr } fl. } fr.  
Teza: } (kg.) } Dostavnina ili dojavina } (or.) } novč.

Gewicht } *1* (kg.) } (g.) } *500*

*Jelada: Niklas Götternak, Konjica, I. Trupčaninova*

Konjica, 27 Mar 1879. Parcel card to Szentpeter, value declaration 5 fl; 87 kr, no parcel-card tax [5.10, Tables 15 and 19]

**F.P.E. I Plevlje 28**

**Post-Begleitadresse. Postanska propratnica.**

Art und Zeichen  
Versta i obilježje } *Kiste*

Inhalt  
Sadržaj } *Reparaturbedürft. Gewehr*  
*in leer Patrouille*

Wertangabe  
Vriednost } *mech. Waffefabrik*

An } *Johann Peterlongo*  
Gosp. }

in } *Innsbrück*  
u } *Tirol*

Letzte Post  
Posljednja posta } *Tirol*

Land  
Pokrajina }

Post-Bormerke. Po } **Zollgut**  
zu stellen dem } *h. v. Zollamte*  
Gewicht: } *6* kgr. } gr. } *200*

Stamm zum Aufkleben  
der Briefe, Zettel-  
Stücke za prihvatanje  
poštanskih predmeta

Franko: *2.70*

EXPOSITION 1874

B. u. H.

Plevlje (Sandjak of Novibazar), 14 Apr 1906. Parcel card to Innsbruck, 202 h, no parcel-card tax [5.10, Table 16]

### ***5.11 Delivery, Notification, P. O. Boxes, Storage, Poste Restante***

The delivery of mail at the addressees' residences as described in Section 3.11 included Fahrpost items with weights up to 1 kg and value declarations up to 20 fl. Thus, all military post offices (but not the fieldpost offices in the Sandjak) delivered this kind of mail within the area of the respective places from 1 Nov 1883 (Ref 83).

The **delivery** and **notification fees** to be paid by the addressees were as follows (Refs 83, 5):

- ❖ delivery of a money letter with a value declaration up to 20 fl      4 kr;
- ❖ delivery of a parcel (but not of a C.O.D. parcel) with a weight up to 1 kg and a value declaration up to 20 fl      4 kr;
- ❖ notification of the arrival of an item of mail      2 kr.

On 1 Jan 1900 the fees were converted to the new currency by the relationship 1 kr = 2 h (Ref 38).

**Superseded by separate pdf file**

**BandHrates**

From 1 Jul 1906 money letters (but not those from foreign countries) were delivered irrespective of the amount of the value declaration. The same was true for parcels, C.O.D. parcels included, with a weight up to 1 kg, irrespective of the amounts of C.O.D. and value declaration. The delivery fee was 8 h (Ref 84).

The delivery of parcels with any weight was initiated in Sarajevo and Mostar on 1 Apr 1906, in Banjaluka on 25 Sep 1909, and in several other towns in the following years. At all these places there were higher delivery fees. The fees listed in the Instructions to the Delivery Personnel of 1 Nov 1909 (Refs 86, 241) are 10 h for parcels with a weight up to 5 kg and 20 h for parcels with a higher weight. The delivery fee for several parcels sent with one parcel card was 10 h, or 20 h if over 5 kg, for the heaviest parcel and 10 h for each other one.

On 1 Oct 1916 the delivery and notification fees were raised (Ref 22):

- ❖ delivery of a letter from Bosnia-Herzegovina, Austria, Hungary or Germany with a declared value up to 1000 K: 10 h; plus for each additional 1000 K of declared value: 10 h;
- ❖ delivery of a parcel from Bosnia-Herzegovina, Austria or Hungary with no value declaration or with a declared value up to 1000 K: 20 h; plus for each additional 1000 K of declared value: 10 h;

- ❖ delivery of a parcel from Germany with no value declaration or with a declared value up to 1000 K: 25 h; plus for each additional 1000 K of declared value: 10 h;
- ❖ notification of the arrival of an item: 5 h.

On 1 Sep 1918 most of the preceding delivery fees were raised again (Ref 19):

- ❖ delivery of a letter from Bosnia-Herzegovina, Austria, Hungary or Germany with a declared value up to 1000 K: 10 h; plus for each additional 1000 K of declared value: 20 h;
- ❖ delivery to a place with up to 10,000 inhabitants of a parcel from Bosnia-Herzegovina, Austria or Hungary with no value declaration or with a declared value up to 1000 K: 25 h; plus for each additional 1000 K of declared value: 20 h;
- ❖ delivery to a place with over 10,000 inhabitants of a parcel from Bosnia-Herzegovina, Austria or Hungary with no value declaration or with a declared value up to 1000 K: 30 h; plus for each additional 1000 K of declared value: 20 h;
- ❖ delivery to any place of a parcel from Germany with no value declaration or with a declared value up to 1000 K: 30 h; plus for each additional 1000 K of declared value: 20 h.

**Superseded by separate pdf file  
Band 1 rates**

The fee for the notification of the arrival of an item remained unchanged at 5 h.

The fee for a **p. o. box** was, from 1 Jul 1879, 1 fl per month, converted to 2 K on 1 Jan 1900 (Refs 4, 5, 38). It was raised to 3 K on 1 Oct 1907 if the p. o. box was used for parcels, money letters and letters with declared value (Ref 147). In places where parcels with any weight could be delivered to the addressee's residence the fee was 6 K, and in Sarajevo 10 K (Ref 147).

From 1 Oct 1916 the p. o. box fee of 2, 3 or 4 K per month for Briefpost items (cf. Section 3.11) was also good for letters with declared value. A p. o. box for parcels had to be taken separately at a fee of 5 K per month. In addition, a fee of 5 h was due for each parcel which would otherwise have been delivered to the addressee's residence (Ref 22).

In the towns of Sarajevo and Mostar the fee of 5 K per month for the p. o. box and the fee of 5 h for each parcel were raised to 10 K and 10 h, respectively, on 1 Sep 1918 (Ref 19).

From 1 Mar 1902, a parcel of whose arrival the addressee had been notified but which was not collected within 24 hours after notification was charged with a **storage fee** (German: Lagerzins) of 5 h for each additional day until collection. Poste-restante mail as well as mail to the military and to military units and

offices were exempted from this fee (Refs 242, 243). Returned mail and redirected mail to Austria-Hungary or foreign countries were also exempted from the storage fee (Ref 244).

From 1 Oct 1916, the storage fee continued to be 5 h per day, but no storage fee was charged for the day of the parcel's arrival at the post office, for the next two days, and for the day of collection by the addressee (Ref 22).

From 1 Apr 1906 until 31 Mar 1910, when a **poste-restante** money letter or parcel was collected at the destination post office (but not at a fieldpost office in the Sandjak), a fee of 4 h had to be paid by the addressee. Poste-restante mail from foreign countries was exempted from this fee (Refs 88, 89).

Nachnahme		Postamt Nevesinje		Epeditions-Vormert. Zba odprave.	
7 fl. 50 kr		6			
Pouzeće		Sieben Gulden		fl. 50 fr.	
An		Wohly. Krakau			
Gosp.		D. E. Rittner H.H.			
Gattung und Zeichen		Kistchen			
Vrst i obilježje		Kistchen			
Inhalt		Tabak		Kistchen	
Sadržaj		leste Post		Kistchen	
Werth		7 fl. 50		Land	
Vriednost				pokrajina	
Franco				Sorio	
Frankature				postarine	
Provizion				Nachnahme	
provizije				pouzeća	
Zusammen				Provizion	
Svega				provizije	
				Bestell- oder Antragsgebühr	
				dostavnine ili dojavnine	
Gewicht		1 kg. 800 g.		Zusammen	
Teza				Svega	

Nevesinje, 9 Jul 1887. Unfranked parcel card to Krakau, value declaration and C.O.D. amount 7.50 fl; 58 kr + C.O.D fee 6 kr and 2 kr for notification [5.6, 5.11, Tables 15 and 19]

**Table 13: Internal Weight Rates for Parcels and Money Letters until 31 Dec 1899**

Weight kg	1/11 '78	9/1 '79	20/3 '79	1/7 '79	1/2 '80	1/1 '83	1/2 '86	1/12 '92	1/7 '93	1/4 '95
	kr	kr	kr	kr	kr	kr	kr	kr	kr	kr
	M <sup>1)</sup>	C M	C M	C M	C M	C M	C M			
up to 0.1			40 13							
0.25	12	24 12								
0.5			60 20	30 10						15
1			96 32	60 20	30 10	20 10				
2							20	20	16	
5										25
over 1 kg each 0.5			48 16	30 10						
over 1 kg each 1					30 10	20 10				
over 2 kg each 1							10	10	8	
over 5 kg each 1										8
up to max. 5			480 160	300 100						
10					300 100					
15						300 150	150			
20 <sup>2)</sup>					600 200	400 200	200	200	160	160
50 <sup>3)</sup>									400	400
References	(181)	(183)	(179)	(184)	(245)	(203)	(5)	(191)	(247)	(248)
					(246)			(186)	(8)	

Superseded by separate pdf file  
BandRates

1) M for military; C for civilians

2) Maximum weight 20 kg only for parcels with coin from 1 Jul 1880 to 30 Nov 1892 (Ref 246)

3) Maximum weight 50 kg only for parcels with coin to and from Banjaluka, Bos. Brod, Dol. Tuzla, Mostar, Sarajevo and Travnik from 1 Aug 1893 (Ref 249). Strictly, Ref 249 gives this date only for parcels to and from Austria-Hungary. However, parcels with coin up to 50 kg between the six places were most probably allowed from the same date and certainly no later than from the end of 1893 (Ref 8)

**Undeliverable** parcels and money letters were generally returned to the sender at the latter's cost. However, from 1 Mar 1894, the destination post office could send a special notification form (German: Rückmeldung) to the mailing office, and when the sender paid a fee of 10 kr until 31 Dec 1899, and 25 h thereafter, the form was returned to the destination office with the sender's instructions on how to proceed with the undeliverable item. This service was initially restricted to parcels and money letters in the postal areas of Bosnia-Herzegovina, Austria-Hungary and Germany (Refs 259, 5, 38, 218, 22), but was later extended to colis postaux of any routing (Refs 184, 63, 207), with significance for Bosnia-Herzegovina from 1 Mar 1903.

**Table 14: Internal Weight Rates for Parcels and Money Letters from 1 Jan 1900**

		1/1 '00	1/5 '01	25/2 '05	1/10 '16	1/9 '18
	Weight kg	h	h	h	h	h
up to	0.5	30	30	30		
	5	50	50	50	60	80
	10				150	170
	15				250	270
	20				350	370
over 5 kg each	1	16	10	10		
up to max.	20	320	200	200		
	50	800 <sup>1)</sup>	500 <sup>1)</sup>	500 <sup>2)</sup>		
	65			650 <sup>3)</sup>		
References		38)	250)	251)	22)	19)

- 1) Maximum weight 50 kg only for parcels with coin to and from Banjaluka, Bos. Brod, Dol. Tuzla, Mostar, Sarajevo and Travnik
- 2) Maximum weight 50 kg only for parcels to and from 31 larger places quoted in Ref 251
- 3) Maximum weight 65 kg only for parcels with coin to and from 31 larger places quoted in Ref 251

**Superseded by separate pdf file**

**M.P.A. Bugojno 46**

Postbegleitadresse. — Poštanska propratnica. / Поштанска пропратница.

Franko: 30

Gattung / Vrsta: *Parcel*

Inhalt / Sadržaj: *Fer*

Wertangabe / Vrednost: *Mehmed Handić*

Empfänger / Gosp. / Госп.: *Ferija*

Ort / Mjesto: *Sarajevo*

Land / Pокрајина: *Imperialia*

Porto / Poštarina / Поштарина: *300* K h

Befehl- oder Hülfsgebühr / Dогласнина или доставнина: *300* K h

Zusammen / Укупно: *300* K h

BOSNIENHERZEGOWINA

(B. u. H.)

Bugojno, 16 Mar 1909. Parcel card to Sarajevo, 30 h,  
one 10-h stamp on reverse [Table 14]

**Table 15: Weight Rates for Parcels and Money Letters to Austria and Hungary until 31 Dec 1899**

A: For transport in Bosnia-Herzegovina												
Weight <sup>1)</sup> kg	1/11 '78	9/1 '79		20/3 '79	1/12 '92		1/7 '95					
		kr			up to 5 kg	over 5 kg kr	up to 5 kg	over 5 kg kr				
	M <sup>2)</sup>	C	M									
up to 0.25 each 1	no charge	24	no charge	internal rate (see Table 13) <sup>3) 4)</sup>	5)		8		8			
B: For transport in Austria and Hungary												
kg	zone	kr	zone	kr	zone	kr	zone	kr	kr	zone	kr	
up to 0.5	I II-VI	12 24	I II-VI	12 24	I II-VI	12 24	I 30 II-VI 40		30			
2	<b>Superseded by sep pdf file BandHra</b>											
5	I II-VI	15 30	I II-VI	15 30	I II-VI	15 30	I II-VI	15 30	50		I 15 II-VI 30	
over 5 kg each extra 1					I II III IV V VI	3 6 12 18 24 30					50	
References	153) 178)		3)		179)		191) 186)		252)			

- 1) Maximum weight for each period as within Bosnia-Herzegovina, even for parcels with coin, with one extra exception: maximum weight 20 kg for parcels with parts of officers' uniforms, based on a decree of 16 Mar 1882; the transport of these parcels in postal area A (Bosnia-Herzegovina) was free of charge (Ref 232)
- 2) M for military; C for civilians
- 3) Special regulations for money letters with value declaration up to 10 fl from 1 Jul 1879 to 31 Jan 1886, see Table 18
- 4) Special regulations for border districts from 1 Mar 1883 to 30 Nov 1892, see Section 5.3
- 5) Fields with a grey background: combined weight rates in postal areas A and B



Banja Luka, 2 Mar 1879. Money letter with 30 fl to Budapest, franked with 27 kr [Tables 15 and 19]



Višegrad, 20 Sep 1889. Parcel card to Katharein (Austrian Silesia), value declaration 40 fl, franked with 172 kr [Tables 15 and 19]

**Table 16: Weight Rates for Parcels and Money Letters to Austria and Hungary from 1 Jan 1900, and to Fieldpost Addresses and the Occupied Territories from 1 Oct 1916**

A: For transport in Bosnia-Herzegovina												
Weight <sup>1)</sup> kg	1/1 '00		1/5 '01		1/11 '03		1/7 '10		1/7 '11			
	up to 5 kg	over 5 kg h	up to 5 kg	over 5 kg h	up to 5 kg	over 5 kg h	up to and over 5 kg	up to 10 kg	over 10 kg h			
each 1	4)	16	4)	10	4)	10	No charge <sup>2)</sup>	4)	10			
B: For transport in Austria and Hungary												
kg	h	zone	h	h	zone	h	h	zone	h	zone	h	
up to 0.5	60			60			60					
5	100	I	30	100	I	30	80	I	30	60 <sup>2)</sup>	60 <sup>3)</sup>	
10		II-VI	60		II-VI	60		II-VI	60		160 <sup>3)</sup>	
over 5 kg each extra 1		I	6		I	6		I	6		I	6
		II	12		II	12		II	12		II	12
		III	24		III	24		III	24		III	24
		IV-VI	36		IV-VI	36		IV-VI	36		IV-VI	36
References	38) 218)		260)		253)		192)		160)			

Weight kg	1/10 '16	1/9 '18
	h	h
up to 5	80	100
10	200	220
15	300	320
20	400	420
	4)	4)
References	22) 47) 97)	19)

<sup>1)</sup> Maximum weight for each period as within Bosnia-Herzegovina (see Table 14)

<sup>2)</sup> Only if routed through Dalmatia and by sea to Austria: rate as if sent from Imotski in Dalmatia, so no internal charge. Rate for money letters 48 h (distance zones II to VI). Parcels between Bosnia-Herzegovina and Dalmatia were charged as a minimum at the rate for zone II. Rates for transit routes through Hungary as from 1 Nov 1903

<sup>3)</sup> For parcels to Hungary only. Rates for other parcels as from 1 Nov 1903 or 1 Jul 1910

<sup>4)</sup> Fields with a grey background: combined weight rates in postal areas A and B

Post-Begleitadresse  
Poštanska propratnica

Franko: K h

Gattung ) 1 Packet  
Vrst

Inhalt ) Schmutzige Wäsche  
Sadržaj

Wertangabe ) 1000 Kronen Gewicht  
Vriednost } 10 kg 300

An } Herrn  
Gosp. }

in }  
u }

Letzte )  
Posljed

Land )  
Poštarija

Postvormeke — Poštanske zabilježbe

Gewicht — Teža 11 kg 570 g

Porto }  
Poštarina } K

Bestell- oder Avisogebühr }  
Doglasnina ili dostavnina } K h

Zusammen }  
Ukupno } K h

(B. u. H.) 1916.

Postmark: SARAJEVO 29 OCT 1918

Postage stamps: BOSNIEN-HERZEGOVINA 10, 3K, 60

Sarajevo, 29 Oct 1918. Parcel card to Mohacs, value declaration 1000 K, 360 h [Tables 16 and 19]

Abidmitt.  
Odrezak. — Odrezak.

Nome, Wohnort und Wohnung des  
Abienders  
Ime, prebivalište i stan pošiljatelja  
Име, пребивалиште и стан пош-  
лаоца

L. K. K. Militärpostamt  
2. XII. 1914  
LJEŠNICA

Post-Begleitadresse. — Poštanska propratnica.  
Поштанска propratnica.

Franko: 35 K h

Gattung ) 1 Paket (Kipffan)  
Vrst }  
Bper

Inhalt ) Kipffan  
Sadržaj

Wertangabe )  
Vriednost } 79 - 10

An }  
Gosp. }

Letzte )  
Posljednja pošta }  
Poštarija }  
Land }  
Poštarija }

Postvormeke — Poštanske zabilježbe — Поштанске забилјезбе

Gewicht — Teža — Тежа 3 kg 500 g

Porto }  
Poštarina }  
Postmarke }  
Belte- oder Avisogebühr }  
Doglasnina ili dostavnina }  
Zusammen }  
Ukupno } K

(B. u. H.)

Postmark: LJEŠNICA 2. XII. 1914

Postage stamps: BOSNIEN-HERZEGOVINA 10

Lješnica, 2 Dec 1914. Parcel card to Törzsudvarnok (Hungary), 60 h [Table 16]

**Table 17: Weight Rates for Parcels and Money Letters to Germany**

A: For transport in Bosnia-Herzegovina									
Weight <sup>1)</sup> kg		20/3 '79		1/7 '79		21/10 '88		1/1 '00	
		Internal rate							
B: For transport in Austria, Hungary and Germany									
kg		zone	kr	zone	kr	zone	kr	zone	h
up to	0.25 <sup>2)</sup>	II-VI	24	II-VI	24	II-VI	24	II-VI	48
	5	II-VI	30	II-VI	30	II-VI	30	II-VI	60
over 5 kg									
each extra	1			IV	18	IV	18	IV	36
				V	24	V	24	V	48
				VI	30	VI	30	VI	60
Minimum rate for parcels							50		100
References		179) 181)		4) 245)		230)		38)	

Parcels		<sup>1/10</sup> 16		<sup>1/9</sup> 18	
Weight kg		Southern Germany <sup>3)</sup>	rest of Germany	Southern Germany <sup>3)</sup>	rest of Germany
		h	h	h	h
up to	5	120	120	140	140
	10	375	415	395	435
	15	625	745	645	765
	20	875 <sup>4)</sup>	1075 <sup>4)</sup>	895 <sup>4)</sup>	1095 <sup>4)</sup>
References		22)		19)	

<sup>1)</sup> Maximum weight for each period as within Bosnia-Herzegovina (see Tables 13 and 14)

<sup>2)</sup> Money letters only up to 0.25 kg

<sup>3)</sup> Prussian Provinces Silesia, Saxony and Hohenzollern, Kingdom of Saxony, Thuringian states, Anhalt, Baden, Bavaria (without Rhine Palatinate), Württemberg

<sup>4)</sup> Fields with grey background: combined weight rates in postal areas A and B

**Table 18: Internal Insurance Rates for Parcels and Money Letters**

	Value fl	1/11 '78	9/1 '79	20/3 '79		1/7 '79		1/2 '86	1/7 '93	1/4 '95	1/1 '00	1/5 '01	1/10 '16
		kr	kr	kr		kr		kr	kr	kr	h	h	h
		M <sup>1)</sup>		C	M	C	M						
up to	10					3	1						
	20					6	2						
	30					9	3						
	40					12	4						
	50	3	3			15	5	5	3				
	100			20	6	18	6						
	150			30	10	30	10	10	6				
	300	6	6	60	20	45	15	15	9				
each extra over 1500 fl	150	3	3	30	10	15	5	5	3				
each extra each	150 150			15	5					3			
Special regulations: up to	5 10	Superseded by separate pdf file BandRates											
	Value K												
each up to	300 600										6	5	10
each extra	300												5
References		153) 2)	3)	179)		4)		5)	254)	248)	38)	250)	22)

<sup>1)</sup> M for military; C for civilians

<sup>2)</sup> Special regulations: including weight rate, only for money letters up to 100 g

**Table 19: Insurance Rates for Parcels and Money Letters to Austria, Hungary and, from 20 Mar 1879, Germany**

A: For transport in Bosnia-Herzegovina													
Value fl				Value K									
1/11 '78		9/1 '79		20/3 '79		1/1 '00		1/7 '10		1/7 '11		1/10 '16	
kr		kr		kr		h		h		h		h	
M <sup>1)</sup>		C M											
up to	50		3										
	300	- <sup>2)</sup>	6	- <sup>2)</sup>	internal		internal		- <sup>3)</sup>				
each extra	150		3		rate		rate						
B: For transport in Austria, Hungary and Germany <sup>5)</sup>													
up to	50	3	3	3	up to	100	6	6					
	300	6	6	6		600	12	12					
each extra	150	3	3	3	each extra	300	6	6					
					each	300						10	10
References		2) 153) 181)	3)	179)			38)	38) 92)				160)	22)

**Superseded by separate pdf file  
BandRates**

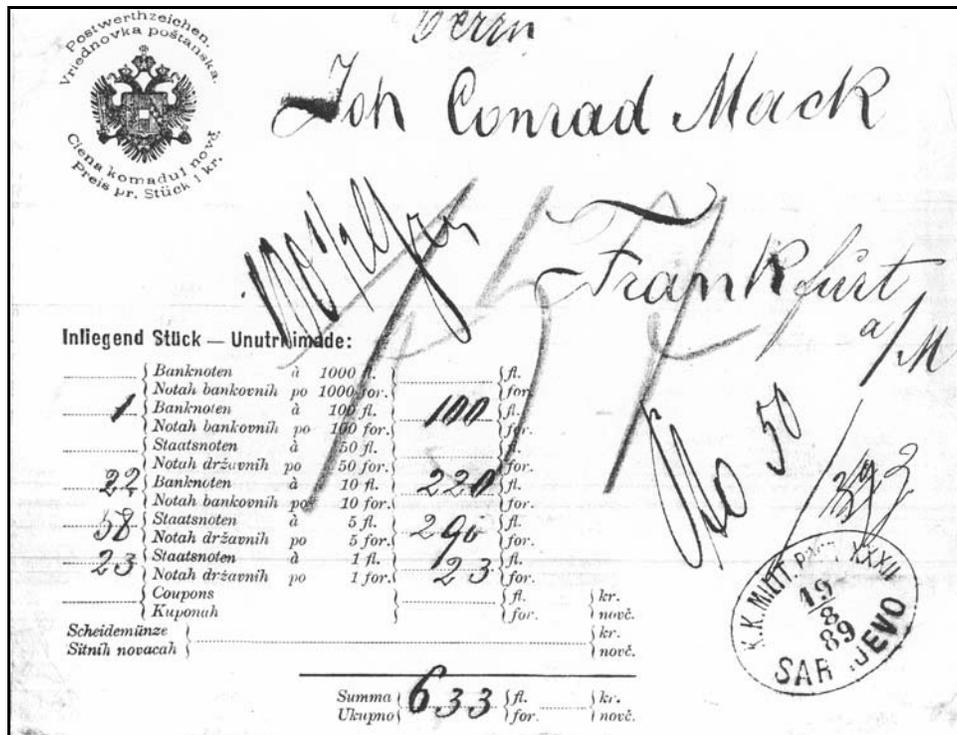
<sup>1)</sup> M for military; C for civilians

<sup>2)</sup> No internal insurance rate

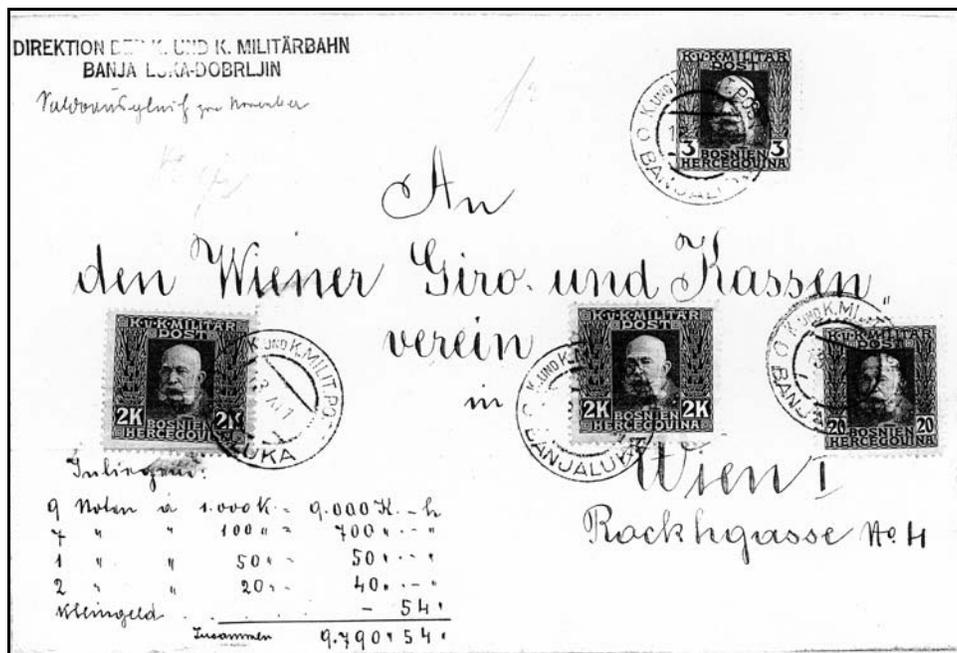
<sup>3)</sup> Only if routed through Dalmatia and by sea to Austria: rate as if sent from Imotski in Dalmatia, so no internal charge

<sup>4)</sup> Fields with a grey background: combined insurance rates in postal areas A and B

<sup>5)</sup> Minimum rate for the Austro-Hungarian-German route 6 kr (12 h from 1 Jan 1900 to 30 Sep 1916)



**Superseded by separate pdf file**  
**Band Rates**  
 Sarajevo, 19 Aug 1889. Unfranked money letter with 633 fl to Frankfurt am Main, internal rate 50 kr, 59 kr (cancelled) for further forwarding [Tables 13, 15, 18 and 19]



Banjaluka, 13 Nov 1914. Money letter with 9790.54 K to Vienna, 423 h [Tables 16 and 19]

**Table 20: Tax Border Points as of 1900 and Distance Zones from Brod an der Save for Parcels and Money Letters to Foreign Countries <sup>1), 2)</sup>**

A: Transit route not through Germany					
to	border point	zone	to	border point	zone
Bulgaria	Orsova or Semlin	III, III	Russia	Sieniawa, Belzec	IV, IV
France	Vaduz - Buchs	IV		Podwoloczyaska	V
Greece	Triest	III		Kozaczówka	IV
Italy	Görz	III		Nadbrzezie	IV
	Ala	IV		Uhrynów	V
	Pontafel	IV	Switzerland	Hohenems - Au	IV
	Triest	III		Vaduz - Buchs	IV
Montenegro	Cattaro	III		Martinsbruck	IV
Persia	Podwoloczyaska	V		Münster	IV
Portugal	(as Switzerland)		Spain	(as Switzerland)	
Rumania	Itzkany	IV	Serbia	Semlin	III
	Predeal in Rumania	IV		Klenak	II
	Rothenthurmpass	IV		Orsova	III
	Orsova	III	Turkey	Trieste	III
Russia	Brody, Husiatyn	V, V	Africa	Trieste	III
	Nowosielica	IV	Asia and Australia	(as Italy)	
	Sztrakowa, Krakau	IV, IV			
B: Transit route through Germany					
to	border point	zone	to	border point	zone
Belgium	Herbesthal	VI	Norway	Hamburg	VI
Denmark	Woyens	VI		Woyens	VI
France	Herbesthal	VI	Portugal and Spain	Deutsch-Avricourt	V
	Deutsch-Avricourt	V		Herbesthal	VI
	Mülhausen	V		Hamburg	VI
Great Britain	Herbesthal	VI	Sweden	Woyens	VI
Luxembourg	Hamburg	VI		Stralsund	VI
Malta	Wasserbillig	V	Africa	Hamburg	VI
	Hamburg	VI		Bremen	VI
the Netherlands	Herbesthal	VI	America, Asia and Australia	Hamburg	VI
	Kaldenkirchen	VI		Bremen	VI
				Herbesthal	VI

<sup>1)</sup> Compiled with the aid of Ref 208

<sup>2)</sup> The list of tax border points of 1896 (Ref 255) is almost the same; more tax border points are listed only for the Netherlands: Herbesthal, Elten, Gildehaus, Kaldenkirchen, Bunde (East Frisia) and Aachen

**Table 21: Rates for Colis Postaux from 1 Mar 1903 <sup>1)</sup>**

Destination country <sup>2)</sup> (route)	Up to weight kg	Weight rate h	Weight rate bulky goods h	Value declaration <sup>2)</sup> accepted up to fr	Insurance rate for each 300 fr h
Belgium [RR, E]	5	200	300	u	25
Bulgaria [RR] (Rumania or Serbia)	5	225	-	-	-
Denmark [RR, E]	5	200	300	u	25
Finland (Sassnitz/Sweden)	3	375	-	500	35
(Denmark/Sweden)	3	400	-	500	35
France [RR, E] (Germany or Switzerland)	5	200	300	500	25
(Italy)	5	200	-	500	-
Greece [RR] (Trieste)	5	225	-	-	-
(Lloyd Agencies <sup>3)</sup> )	5	196	236	u	20
Great Britain, Ireland [RR, E] (Bremen or Hamburg)	5	275	-	3000	35
(Germany/Belgium or the Netherlands)	5	300	-	3000	25
Italy [RR]	5	175	-	1000	25
Luxembourg	5	175	-	10000	25
Montenegro <sup>3)</sup> [RR, E] (Austria-Hungary)	5	200	-	1000	35
the Netherlands [RR, E]	5	200	-	1000	25
Norway [RR] (Denmark/Sweden)	5	300	450	u	35
(Sassnitz/ Sweden)	5	275	415	u	25
(Hamburg)	5	225	340	u	35
Rumania [RR]	5	175	250	500	25
Russia [RR] (Austria-Hungary)	5	225	-	50000	25
(Rumania)	5	275	-	500	25
Serbia [RR] (Hungary)	5	150	225	500	25
Spain [RR] (Germany or Switzerland or Italy/France)	3	275	-	-	-
Sweden [RR] (Sassnitz or Denmark)	5	300	415	u	35
Switzerland [RR, E]	5	150	225	u	25
Turkey: - in Europe (Serbia)	5	225	-	500	25
- in Asia (Serbia)	5	275	-	500	25
- Austrian post offices <sup>3)</sup> (Trieste)	5	175	265	u	35
(Constanza <sup>4)</sup> )	5	225	340	500	45
Adrianople and Constantinople (Constanza)	5	175	265	500	30

<sup>1)</sup> From the "Paketposttarif" for Bosnia and Herzegovina of 1903 (Ref 207)

<sup>2)</sup> [RR] Return Receipt accepted; [E] Express delivery accepted; u unlimited

<sup>3)</sup> Mail to Lloyd Agencies and to the Austrian post offices in Turkey and Montenegro did not come under the general regulations of the international Arrangement for Colis Postaux (cf. Section 5.4)

<sup>4)</sup> Route via Constanza (Austrian post offices in Adrianople and Constantinople excepted)

**Table 22: Rates for Colis Postaux from 1 Oct 1907 <sup>1)</sup>**

Destination country <sup>2)</sup> (route)	Up to weight kg	Weight rate h	Weight rate bulky goods h	Value declaration <sup>2)</sup> accepted up to fr	Insurance rate for each 300 fr h
Belgium [RR, E]	5	200	300	u	20
Bulgaria (Rumania or Serbia) [RR]	5	225	-	10000	20
Denmark [RR, E]	5	200	300	u	20
Finland (Sassnitz/Sweden) [RR]	5	375	-	50000	35
(Denmark/Sweden)	5	400	-	50000	40
France [RR, E]	5	200	300	5000	20
Greece (Trieste) [RR]	5	250	-	-	-
(Lloyd Agencies <sup>3)</sup> )	5	196	246	u	20
Great Britain, Ireland [RR, E] (Bremen, Hamburg)	5	275	-	10000	30
Germany/Belgium or the Netherlands)	5	300	-	10000	25
Italy [RR]	5	175	-	1000	15
Luxembourg [RR, E]	5	175	265	10000	20
Montenegro (Austria-Hungary) [RR]	5	150	225	u	15
the Netherlands [RR, E]	5	200	-	1000	20
Norway (Denmark/Sweden) [RR]	5	300	450	u	30
(Sassnitz/Sweden)	5	275	415	u	25
(Hamburg)	5	225	340	u	30
Rumania [RR]	5	175	250	u	15
Russia (Austria-Hungary) [RR]	5	225	-	120000	15
(Rumania)	5	275	-	120000	20
Serbia (Hungary) [RR, E] - to Šabac or Belgrade	5	120	180	u	15
- to other places	5	150	225	u	15
Spain [RR]	3	275	-	-	-
Sweden [RR]	5	300	415	u	20
Switzerland [RR, E]	5	150	225	u	15
Turkey:					
- in Europe (Hungary/Serbia)	5	225	-	500	20
(Serbia/Bulgaria)	5	275	-	-	-
- in Asia (Hungary/Serbia)	5	275	-	500	20
(Serbia/Bulgaria)	5	325	-	-	-
- Austrian post offices <sup>3)</sup> (Triest)	5	175	265	u	25
(Constanza <sup>4)</sup> )	5	225	340	u	40
Adrianople, Constantinople, Smyrna (Constanza)	5	175	265	u	30

<sup>1)</sup> Calculated from the rates listed in the Austrian "Paketposttarif" of 1 Oct 1907 (Ref 256), cf. Section 5.4. The same rates (except those for mail to the Austrian post offices in Turkey) are listed in the Austrian "Paketposttarif" of 1913 (Ref 257, 187)

<sup>2)</sup> [RR] Return Receipt accepted; [E] Express delivery accepted; u unlimited

<sup>3)</sup> The rates for mail to Lloyd Agencies and to the Austrian post offices in Turkey and Montenegro did not come under the general regulations of the international Arrangement for Colis Postaux (cf. Section 5.4)

<sup>4)</sup> Route via Constanza (Austrian post offices in Adrianople, Constantinople and Smyrna excepted)



**BandRates**

Sarajevo, 31 Jul 1913. Parcel card to Horgen (Switzerland), value declaration 100 K, 165 h [Table 22]

**Table 23: Rates for Colis Postaux from 1 Oct 1916 <sup>1)</sup>**

Destination country (route)	Up to weight	Weight rate	Value declaration <sup>2)</sup> accepted up to fr	Insurance rate for each 300 fr h	Surcharge on	
	kg	h			weight rate h	insurance rate for each 300 fr h
Bulgaria (Hungary)	5	225	1000	25	20	2
Denmark (Germany)	5	175	u	20	10	1
Luxembourg (Germany)	5	150	10000	20	5	1
the Netherlands (Germany)	5	175	1000	20	10	1
Norway (Germany and Sweden)	5	150	u	25	25	2
(Germany and Denmark)	5	250	u	30	25	3
(Germany direct)	5	200	u	30	15	3
Sweden (Germany direct)	5	275	u	20	30	1
(Germany and Denmark)	5	275	u	25	30	2
Switzerland	5	150	u	15	10	1

Destination country (route)	Up to weight	Weight rate	Value declaration <sup>2)</sup> accepted up to fr	Insurance rate for each 300 fr h	Surcharge on	
	kg	h	fr	h	weight rate h	insurance rate for each 300 fr h
Turkey: (Hungary)						
- European Turkey	5	300	500	30	35	3
- Asian Turkey	5	350	500	30	45	3

<sup>1)</sup> Calculated from the rates (Ref 187, 188) listed in an Addendum to the Austrian "Paketposttarif" of 1916 (Ref 227). It is not certain that the surcharge was applied to mail to Bulgaria and Turkey since this mail was not routed through Austria but through Hungary

<sup>2)</sup> u unlimited

**Table 24: Rates for Colis Postaux from 1 Sep 1918 <sup>1)</sup>**

Destination country (route)	Up to weight	Weight rate	Value declaration <sup>2)</sup> accepted up to fr	Insurance rate for each 300 fr h	Surcharge on	
	kg	h	fr	h	weight rate h	insurance rate for each 300 fr h
Bulgaria (Hungary)	5	225	1000	25	20	2
Denmark (Germany)	5	225	1000	20	10	1
Finland (Germany)	5	275	1000	-	30	-
Luxembourg (Germany)	5	150	10000	20	5	1
the Netherlands (Germany)	5	175	1000	20	10	1
Norway (Germany and Sweden)	5	250	u	25	25	2
(Germany and Denmark <sup>3)</sup> )	5	250	u	30	25	3
(Germany direct <sup>3)</sup> )	5	200	u	30	15	3
Sweden (Germany direct)	5	275	u	20	30	1
(Germany and Denmark)	5	275	u	25	30	2
Switzerland	5	150	u	15	10	1
Turkey: (Hungary)						
- European Turkey	5	300	500	30	35	3
- Asian Turkey	5	350	500	30	45	3

<sup>1)</sup> Calculated from the rates (Ref 187, 188) listed in an Addendum to the Austrian "Paketposttarif" of 1918 (Ref 258). It is not certain that the surcharge was applied to mail to Bulgaria and Turkey since this mail was not routed through Austria but through Hungary

<sup>2)</sup> u unlimited

<sup>3)</sup> Route interrupted at the moment the Addendum was issued

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# TYROL PHILA

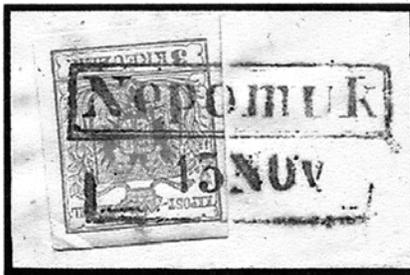
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## The Mysterious Case Of The Viennese Poste Restante

*As told to Keith Brandon by Sir Arthur Conan Doyle.*

DOCTOR WATSON: I say, Holmes, what do you make of this card I bought at the York Postcard Fair last week. You see it has been postmarked by the Poste-Restante desk at the main Vienna post office, but, instead of remaining there, it seems to have been sent on a tour of the Vienna suburbs. I thought that one had to collect mail from a poste-restante office.

SHERLOCK HOLMES: I see what you mean Watson. It is interesting. I'll see what I can deduce from the clues on the postcard, and maybe make a few enquiries among my contacts in the world of postal history.



(a few days later)

WATSON: Did you have a chance to look at my postcard, Holmes?

HOLMES: Yes, old chap. It's really all very simple. Let us start by looking at the postmarks more closely. The card was written in Eisenstein in Bohemia on 11 September 1879, and was postmarked the same day. Your mistake, my dear Watson, is to assume that, once the card reached Vienna, it was sent to the poste-restante office for collection.

WATSON: Well, what other explanation can there be, Holmes?

HOLMES: Look closely at the dates on the other postmarks. We have:

POSTE RESTANTE / WIEN-STADT / 12.9.79

ALSERGRUND / WIEN / 12.9.9F.79

DÖBLING / 12.9.12-1M.79

WÄHRING / 13.9.8A

The clues are in the expedition codes. In the ALSERGRUND postmark, “9F” means “9 früh”, or 9.00 am in English. So, Watson, if the card went first to the poste-restante office on 12<sup>th</sup> September, then it cannot have rested there for very long if it arrived in Alsergrund at 9.00am.

WATSON: I suppose you’re right, Holmes, but how and why did the card gain a POSTE-RESTANTE postmark later in the day?

HOLMES: I deduce that when the card arrived in Vienna, the sorting office sent it to Alsergrund, where we know it had arrived by 9.00am. The Alsergrund post office was unable to deliver it, and forwarded it to Döbling. If you look closely, you can just make out the word “Döbling” written in red crayon. The expedition code on the DÖBLING postmark (12-1M = 12-1 Mittags = 12.00 noon to 1.00pm) tells us that the card arrived in Döbling at around midday. The Döbling office was also unable to deliver it, and returned the card to the main Vienna post-office where it gained the POSTE-RESTANTE postmark later that day.

WATSON: But why did it go to that particular office, old boy?

HOLMES: Well, my deduction is that one of the roles of the poste-restante office was to correctly identify the proper destination for mail for which the address was not clear. I deduce that it was the poste-restante office that wrote “Währing” on the card by hand, and sent it on to that office. We can see from the expedition code (8A = 8 Abends = 8.00pm) in the WÄHRING postmark that it arrived there by the evening of the 13<sup>th</sup>.

WATSON: That’s all very well, Holmes, but the address is perfectly clear. Even I can read the street-name “Türkenschanze”. So why did the sorting-office send it to Alsergrund in the first place, and why did that office send it to Döbling if Türkenschanze is in Währing?

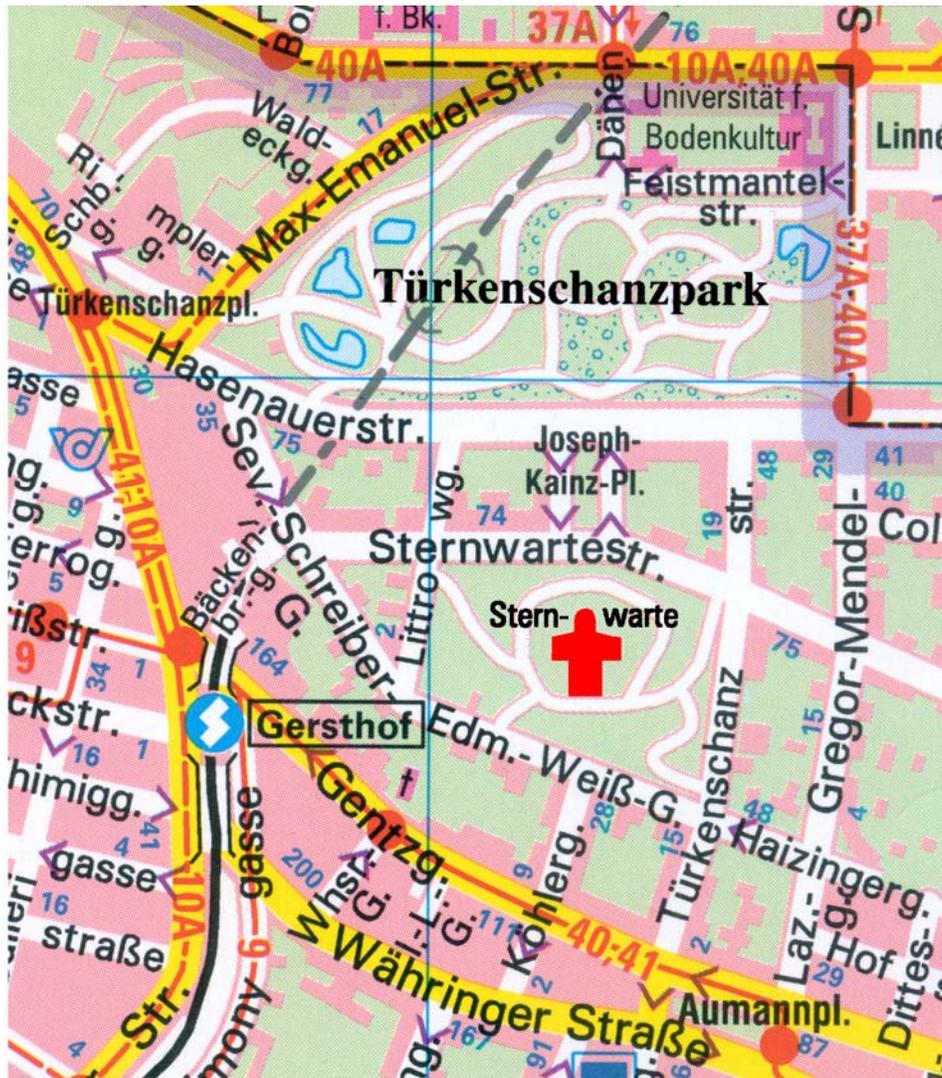
HOLMES: What do you know about astronomy, Watson?

WATSON: Well, I don’t know, Holmes. About as much as the next fellow I suppose.

HOLMES: You see, the answer is in the stars! Can you read this inscription in the bottom-left corner? It starts with “KK.....”.

WATSON: I think that KK means Kaiserliche Königliche, but I can't read next word.

HOLMES: Nor could I at first. But I borrowed Professor Andrew Taylor's big street-atlas of Vienna. Begin by looking at the Währing district. You see, here is Türkenschanzstrasse, and the large green area above and below Hasenauerstrasse is Türkenschanzpark.



This park was built on the area known as the Türkenschanze, the site of the Turkish earthworks and fortifications during the Siege of Vienna in the late seventeenth century. Have a look at this used stamp from my own collection, Watson. It commemorates the 300<sup>th</sup> anniversary of the relief of Vienna. You can see the fortified old town of Vienna, with the river Danube in the background. The Türkenschanze would have been on the left-hand edge of the picture. In the foreground you can see the Turkish forces (with their camels!).



WATSON: Very interesting, I'm sure. But what about the illegible word? And going back to the map, what is this big building in the middle of the Türkenschanzpark?

HOLMES: Well spotted, Watson! It is the Sternwarte!

WATSON: Ha! That's the word we couldn't read on the postcard?

HOLMES: Quite right, my dear fellow. We'll make a detective of you yet. "Sternwarte" means "astronomical observatory", and so "K K Sternwarte" in English would be "Royal Observatory".

WATSON: Well, that seems fairly straightforward, but if you and I can work that out, why did German-speaking postal clerks, who do this for a living, keep sending the postcard to the wrong district? The address is clear enough, and the Royal Observatory must be a prominent and well-known building.

HOLMES: Let's now turn our attention to the recipient of the letter, Frau Direktor Adeliade Weiss.

WATSON: So Frau Weiss was the Director of the Royal Observatory in Türkenschanze in Vienna.....

HOLMES: That's what I thought, but I could find no information about this lady. It's clearly a very important position; you would easily be able to find plenty of information about, say, the Director of the Greenwich Observatory. I telegraphed the eminent mathematician Professor Henry Pollak in the United States on this and some other points, and, ah!, here is Mrs Hudson with his reply. So.....he explains that if her husband was Herr Direktor, then the local etiquette would be that she was addressed as Frau Direktor.

WATSON: I don't see where this is leading, Holmes, but are you now going to find out who her husband was?

HOLMES: Indeed I am.

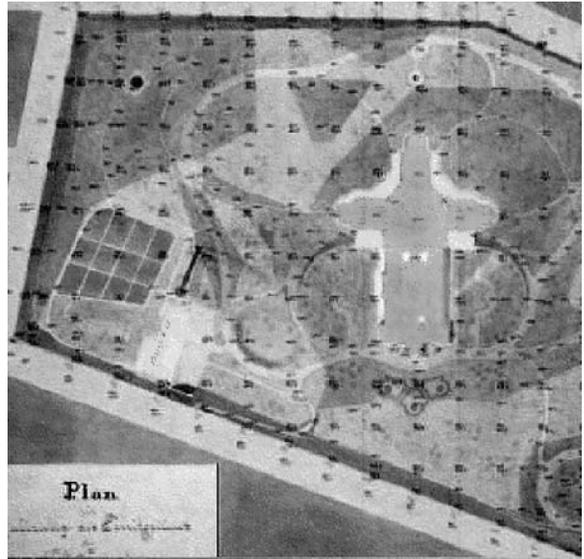
Two days later.

WATSON: What news, Holmes?

HOLMES: The Director of the Observatory at Türkenschanze was Edmund Weiss. The postcard was addressed to his wife, Frau Adeliade Weiss.

WATSON: By Jove, Holmes! And take another look at the map. Just to the south of the Observatory is a road called Edmund Weiss Gasse!

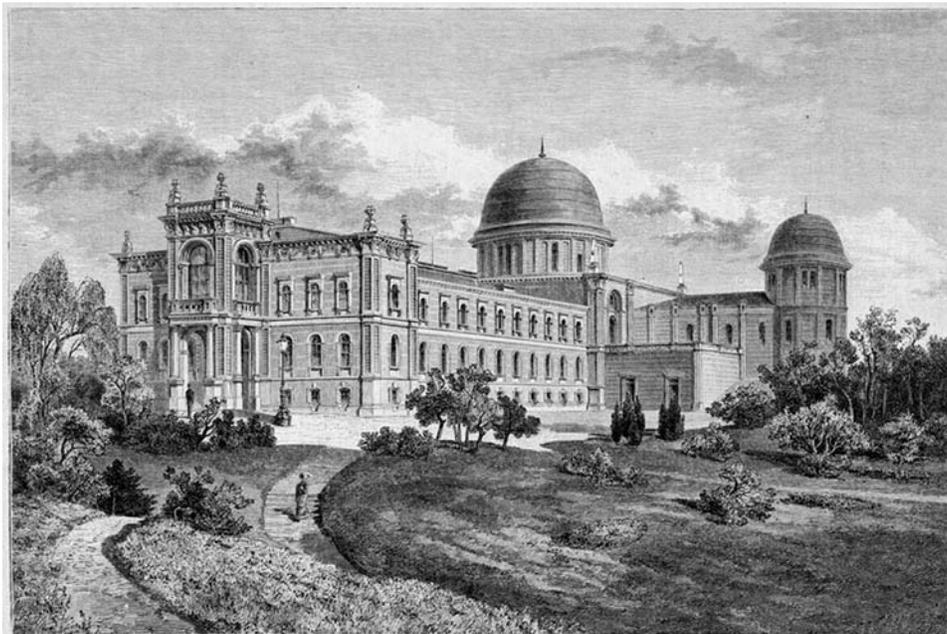
HOLMES: Yes, he was the Observatory's first Director, and he supervised its building. It was started in 1874 and completed in 1883 (the two-hundredth anniversary of the relief of Vienna). I have been round all the major London libraries and museums, and found this copy of the original plan of the new Observatory, and a photograph of the site for the new building, in 1872.



One day, postal historians will be able to find all this information in five minutes on the internet, but alas we are unable to do that now. It was the biggest observatory in the world at that time, and was formally opened by Emperor Franz Joseph in 1883, when.....

WATSON: But hold on, Holmes! My postcard is dated 1879. The Observatory wasn't even built then!

HOLMES: But it was almost finished. You will see from this 1878 engraving by J J Kirchner that the exterior of the building was almost complete by then. I deduce that Edmund Weiss had an office there to ensure that the observatory was fitted out to his satisfaction.



WATSON: A portakabin, with hard-hats and yellow fluorescent jackets and so on?

HOLMES: No, Watson. Those things have not been invented yet. I imagine a rather grand baroque office, a suit with a waistcoat and watch-chain, and a lot of distinguished facial hair.

WATSON: This is all very interesting, but what does it have to do with my postcard going to so many Vienna districts?

HOLMES: Well, you must remember that the Türkenschanz was just a development site, and that the Observatory had not opened yet. The post-office clerks probably weren't sure exactly where the site was. Alsergrund, Döbling and Währing are adjacent districts, and the Observatory lies only about 300 metres from the Währing/Döbling boundary and 1200 metres from the Währing/Alsergrund boundary. It is also possible that the Alsergrund office was

thinking of the Hohe Warte, a meteorological observatory in the Döbling district. In the end, the Poste-Restante office tracked the Sternwarte down, and correctly addressed it to Währing.

WATSON: I think I've got the picture now, Holmes, but maybe you could just sum up for me your interpretation of the history of this postcard.

HOLMES: Elementary, my dear Watson. The card was written and posted in Eisenstein, Bohemia on 11<sup>th</sup> September 1879. It was incorrectly addressed to Frau Direktor Adeliade Weiss, K K Sternwarte, Türkenschanze, Wien.....

WATSON: "Incorrectly", Holmes?

HOLMES: Yes. Firstly because "Türkenschanze" is not an administrative or postal district or a street name, but just a vague name for an ill-defined area which had once had historical significance. Even the Türkenschanzpark did not open until 1888. Secondly, the Sternwarte was not in Vienna at that time; the municipality of Vienna finished at the Alsergrund/Währing boundary then. The 1890 expansion of Vienna incorporated Währing and Döbling as districts 18 and 19. The card should have been addressed to "Währing, Nieder Österreich". Then it would have probably been delivered with no problems.

I deduce that the postal clerk who received the card in the main Vienna sorting office knew that the Türkenschanze was somewhere to the north-west and sent it to Alsergrund, the closest district within the Vienna boundary. The Alsergrund clerk knew it wasn't in his district, and sent it to Döbling, perhaps thinking of the Hohe Warte. He re-addressed it to Döbling, from where the postal clerks redirected the card back to the main post office in Wien. The staff at the Poste-Restante office there knew where the Sternwarte was, and re-addressed the card to Währing, where it had arrived by the evening of 13 September.

WATSON: It's amazing to think that, despite all this coming and going, it took only two and a half days for the card to get from a small town in Bohemia to a partly-constructed observatory in an outer suburb of Vienna. I suppose that technological advances will mean that, by the beginning of the twenty-first century, the postal service will be able to complete that sort of journey in hours, if not minutes.

HOLMES: Well, I wouldn't be sure about that, Watson; sometimes progress goes backwards. Now, come on my good fellow; it's time to dress for dinner.

***AUTHOR'S FOOTNOTE:** I did indeed obtain this postcard (for £5) at the York Postcard Fair earlier this year. I bought it because of the "Poste Restante postmark, which I had not seen before. (Klein 5737q2; 180 points). Only when I got it home, did I start to wonder about the story of all the other markings on the card. In my opinion, it's a fine example of the appeal of postal history. Little did I know that it would take me into the worlds of Turkish fortifications and of the development of astronomy in Vienna. I am indebted to Henry Pollak and Andy Taylor who helped me unravel this fascinating story. The Sternwarte is still functioning, and a recent photograph is shown below (fig 7). It is now part of the University of Vienna). **KMB.***



## NOTES FROM PUBLICATIONS.

by Andy Taylor

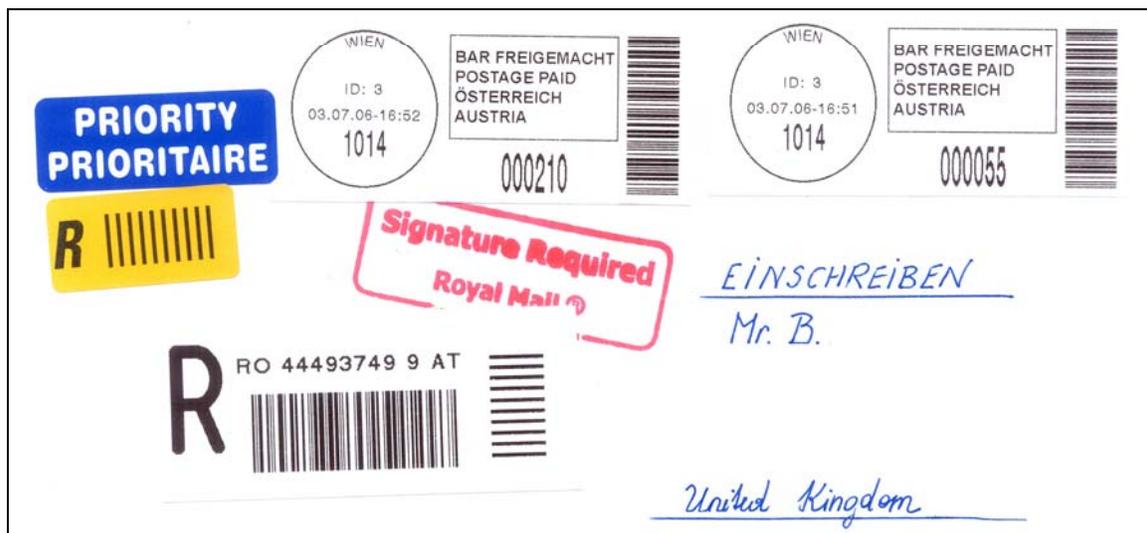
### *Die Briefmarke:*

**Issue 5/2006:** special charity overprint for Dürnkrot flood relief; the Wachau; more on **WIPA 2008 (Austria Center, Vienna, 18-21 September 2008)**, the Austria Holidayland issue (ie the first Euro definitives); “from accumulation to collection”; traditional philately; the Second Republic’s first postcard; Falco & Amadeus; new 55-cent overprint\*\*; new Opost products; Mozartiana; the 60 Groschen card (Schn 375); the Bonus-Briefe; foreign & society news; letters; book & catalogue reviews; Youth; etc.

\*\* This is an overprint of an extra tree and the figures ‘55’ on the 7 cent Heiligenkreuz Euro-definitive: “the one they ran out of”. In order to round off the series of overprints, this stamp has been reprinted (with the date changed from 2003 to 2005) complete with the overprint!

**Issue 6/2006:** Mozartphila 2006; WIPA 2008; Austria Holidayland (2); VAT on stamps?; traditional philately; accumulation → collection; Mondsee symposium; thematic: meteorites; background to new issues; Mozart and letters; use of definitives to pay mailbox rent; foreign & society news; letters; book & catalogue reviews; Youth; etc.

**Issue 7/2006:** WIPA 2008 Special Cover Series subscriptions available; Austria Holidayland (3); thematic: bees; registered mail from Switzerland to Austria in 1850-54; new issues backgrounds; OPAL labels and the machines that produce them; forgery alert! (datewise-impossible cancellations and the need to check carefully); societies etc.



## ***Arbeitsgemeinschaft Feld- und Zensurpost***

**Issue 85:** members' wants; Questions and colour-illustrated Answers; Albanian OeUMO overprints; Thalerhof camp; what's a Trandafilspital?; censoring in occupied Poland, Serbia, Montenegro, Albania; 'B' and 'K' cachets; FPAs 205, 451, 451; Marinepost forgeries; U-boat construction in Pola; FPAs of the Infantry Regiments, 1914-18 (a 4-page list); etc

## ***Arbeitsgemeinschaft Österreich e.V.***

**Issue 74:** New President (entire committee?) still sought; Thimble cancels of Alexandria (10pp); more comments on the Michel-Öst-Spezial-Katalog; on the impossibility of nail-head marks on the Costumes series; review of "postal use of revenue stamps, L&V 1854-8, by Dr Avi"; Bar Freigemacht markings; and many 1-side articles on diverse subjects.

## ***Czechout***

**Issue 2/2006:** meeting & society notes etc; 1938 Czech armed forces insignia (in colour!); Polish WWII POWs in Slovakia; the Soviet-era system for controlling stamp exchanges; questions and answers; and much else.

## ***Stamps of Hungary***

**Issue 165: June 2006:** News & views; AGM Report; regional meetings: worth a try; P.O.Box 506 Lisbon; Postal Stationery cutouts from 1890; Déak Ferenc and the 1933 issue; **Website with 1909-ish maps of the Austro-Hungarian Empire;** Q&A on postal rates, 1921 official stamps, money orders, telephone-call payment forms, etc etc.

*[The map site is <http://lazarus.elte.hu/hun/digkonyv/topo/3felmeres.htm> and each map is about 22 x 15 inches at 220 DPI and 5Mb as a jpeg. I'm sure they are high-resolution scans of the mostly-pre-WWI series of which some APS members have a few; many are still available in Köhlmarkt in Vienna. They are immensely detailed – a print reduced to Austria-size is almost entirely black! Ideal for locating Postablagen. Ed]*

## ***Militär und Philatelie***

Issue 217: mostly lists of Personal Stamps with a military theme and the stories behind many of them; and recent involvement of Austrian troops in peace-keeping activities.

## *Südost-Philatelie*

**95-6/2006:** Jugoslavian Goodies (in memory of Horst Grosse); the “Constitution USTAV Nikoljdan 1905” Montenegro overprint; Kroatia/SHS 1918 issue plate faults; overview of stamps of Trieste etc continued; etc.

## *Germania*

**May 2006 vol 42 no 2:** Estonia 1941-43; the Zeppelin-Eckener Fund; submarine mail 1916-17 including proposed extension to Austrian mail (“Tauchbootbrief”), with illustrations and translation of the rules; Q&A; regional group reports; Q&A; etc.

**And a Letter from their President, saying in summary that unless members step forward to become Librarian, Packet Secretary, and Auctioneer, the society will cease to function.**

## *Wiener Ganzsachen- Frei- und Post-stempelsammlerverein*

**Issue 2/2006:** the End of the Schilling (by H Karasek).

## *The London Philatelist*

**May 2006:** (Vol 115; Nr 1335): [nothing Austrian;] etc

**June 2006:** (Vol 115; Nr 1336): pros and cons of PDF-publishing; etc

**July-August 2006** (Vol 115 Nr 1337) The Fabergé collection (at WIPA 1933, and possible improprieties in its subsequent fate); “woodfree” paper (which isn’t: the word means “made from chemically-produced wood pulp, so containing no lignin which mechanically produced pulp does”).

## *Austrian Philatelic Society US*

**3/2006** (Vol VI Nr 3): used collection for sale; The Imperial-Royal Post Office in Jerusalem; Turkish Mail in 1873 (both from Die Brief 4/2005); 1948 costume series; Scott vs Michel pricing (recommendation is not to buy either this year!)

## *Additions to the Library*

Ref	Title	Comment	Pp	Author	Pub	Tx
406	Katalog der österreichischen Firmenlochungen 1877-1968	Perfins	698	Gerhard Sand	2006	G

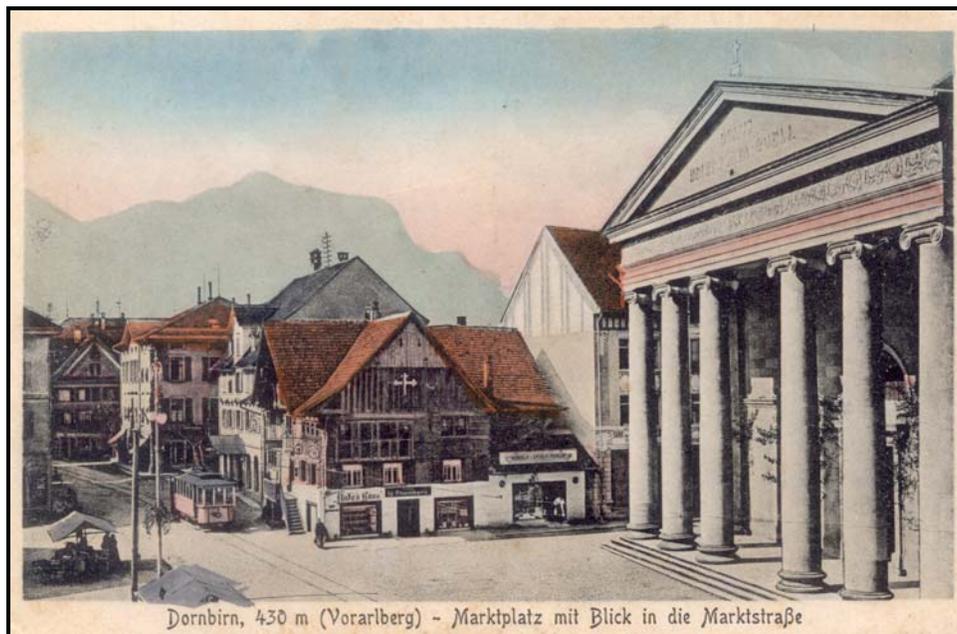
## Book Reviews & Notes

The librarian (Mrs J Boyer) writes: **No. 406** is a catalogue of **Perfins** as used by Austrian commercial organisations from 1877 to 1968. It contains 80 pages of introduction including cross-reference with other works including Nussbickel (APS Library 263); 114 film pages; and 504 of text. The author/editor is Gerhard Sand; it's in German.

This is not an area I know much about so I hope that another member will produce a review for Austria. Meanwhile I will say that this loose-leaf book appears to be well researched and produced. After the introductory section the various perfins are listed in alphabetical order. Each letter starts with clear film pages illustrating the perfins so that you may put a stamp under it to confirm what you have. These are followed by pages of text giving details of the firm concerned, use and points values.

The book is heavy (weight 3.5 kilo) but since it is loose-leaf members could decide to borrow only the section they are interested in. If only a few stamps require identification the librarian would do her best to identify them; but please contact her before sending stamps/material through the post.

### Tailpiece: which side to show?



In the 1923 original, the tram is a tasteful shade of rose-pink!