

AUSTRIA

Edited by Andy Taylor

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EDITORIAL 164

By Andy Taylor

Whew! Praga and WIPA are history. Nearly everybody seems to have enjoyed their experiences nearly all of the time, and have returned light of heart as well as of wallet, though hopefully not of head. My team's collation of comments, observations and eaves-droppings appears below.

Our (free!) Society Stand at WIPA was shared with our partners from Innsbruck, and proved a valuable meeting-point and free cloakroom for those who managed to find it. The stand layout meant that the pre-assembled information boards we'd brought couldn't be read, but some potential new members did materialise. Several copies of our literature were sold for us by a friendly dealer.

We held a public Discussion at WIPA on Friday 19th, on a theme of "*Literature: what of use has been written, what is being written, and what is nobody writing but it would be wonderful if they did*". It was attended by three PKMI members, an Austrian journalist, and eight APS members two of whom were from the UK. Dr Moser began by surveying the sources of information available to researchers, and what could be gleaned from them; then Andy Taylor went through the APS plans for publications. The general mood of the gathering was that they saw no reasons against our doing what was outlined, except that Tirol was already well in hand by PKMI.

Inevitably, the rest of 2008 may seem an anticlimax. However, many of the plans for our 60th anniversary made over the last three years have come to fruition. **Visits to and festivities at PRAGA and WIPA** were facilitated but not funded. At **Spring Stampex 2008** we had a 200 frame display covering numerous aspects of Austrian Philately; several new members were recruited and the organisers were amazed by the speed and efficiency of our frame-erecting team! The **Festschrift** was published for Stampex, as promised. Many **articles for philatelic magazines** were written, and all but one were printed. We decided not to produce a **memento for all members** - but an anonymous person arranged for the production of two APS Personalised Stamps; copies were sent to all members and provoked both gratitude and speculation!

Exhibition results: APS members' 2008 Awards and medals at PRAGA and WIPA

A list follows of all of which I know.

PRAGA2008:

Tonnes Ore	Postal history of Carpatho-Ukraine - 88 points - large vermeil
Hans Smith	Habsburg friends and foes - 88 points - large vermeil
Alfonso Zulueta	Afghanistan, the Amanulla period - 85 points - large vermeil
Tobitt'n'Taylor	The pneumatic post in Vienna - 85 points - large vermeil
Andy Taylor	'Austria' the 2006 issues - 78 points - large silver

WIPA2008

Carsten Mintert	Austrian newspaper tax - 95 points - large gold, and a special prize
Hans Smith	Austrian Lloyd agency posts - 91 points - gold
Johannes Haslauer	The world's first correspondence card - 91 points - gold, and a special prize
Carsten Mintert	The Advertisement revenue adhesive, 1850-74 (1-frame) – 90 points - gold
Tobitt'n'Taylor	The pneumatic post in Vienna - 85 points - large vermeil
Joyce Boyer	Austrian Airmails - 78 points - large silver
Andy Taylor	'Austria' the 2006 issues - disqualified; the reasons have been formally requested but so far not given.



COMMENTS ON PRAGA AND WIPA

Collated and ordered by Jablečný Koláč. [¹]

PRAGA 2008

The main party's hotel felt like the tourist equivalent of a battery hen operation: it was mainly a transit hotel for coach parties, all of whom wanted breakfast at the same time! Despite the inexpensive, frequent and excellent public transport (ie, the normal European standard), many felt it was too far out from the centre. No local restaurants could be located, and some found the hotel's facilities inadequate. Others welcomed the opportunity to sample the culinary delights of a European capital city (which, contrary to predictions, are not limited to 57 types of dumplings!). The beer is of course unexcelled.

107 philatelists and partners "including Local Philatelic Dignitaries" attended the CPSGB Gala Dinner, probably a record for such an event – indeed there was no room in the hotel's Folklore Restaurant for any more!

The exhibition was excellent, with a wide range of material. Of course, we disagreed with several of the judge's decisions, sometimes by two grades, both up and down! "That deserved a Large Gold with oak leaves and brass band" vs "What, a Large Vermeil for that disorganised jumble?".

The dealers were as usual patchy, and some German dealers' prices were outrageous ("Is that Euro or Crowns?"). The inclusion of coins, medals, fossils & antiques was unusual. A few collectors found excellent items at reasonable prices, mainly from Czech dealers. The local public transport organisation's rival Bourse was extremely fruitful, despite the signposting being by Kafka.

There were severe problem in handling queues for the Court of Honour - at its worst on the Saturday it blocked either half the dealers or half the displays, and all the time it blocked the displays next it. The Literature Class was elsewhere, at the Postal Museum, which some people never did find. A minor quirkette: the free passes were issued at a desk after the turnstiles! [The same at WIPA]

It was easy to locate exhibits, especially as the frames were numbered at the top and arranged consecutively from 1001. It was also easy to find exhibition classes, as they had huge banner titles [WIPA didn't] and the layout was simple [one rectangular hall].

¹ We welcome a new member to the Roving Reporter Team of Herrn Rillen, Frosch & Mangai, who ably assist the Editor in his duties.

WIPA 2008

The APS unlike other societies concentrates its activities on the philatelic aspects of its trips abroad. Nevertheless, socialising did seem to occur, notably at and after the Heuriger evening; luckily, Vienna provides all-night public transport although unfortunately not guide dogs. The party size was at the upper limits of managability, and certain people were seen scuttling around with lists and worried looks, muttering about the comparative ease of herding cats. Two visitors found that “a modern hotel in a quiet side street” was on the main tram route to the depot, and the refurbishment scaffolding was under erection outside their window with curious workmen peering in.

The 9 Euro per day entry fee was high, and much grumbling was heard on day 2 when locals were trying to reuse their previous day's entry card (other comparable events are free and still make a profit!). The lack of a season ticket was curious, and facilities for non-philatelists minimal. The dealers' prices were also quite high, but may have been necessary to cover the very high stand rent.

The Austria Centre's multi-floor, non-rectangular layout is not user-friendly; formally-marked location points repeated on the maps, and better signposts generally, might help. WIPA used about 10 physically separate oddly-shaped rooms on 4 floors in 2 buildings, and many people couldn't find some exhibits, or indeed locate themselves on the maps. The dealers stands were spattered around the building, and finding a specific dealer could be difficult: numbering their stands in a prominent place would have helped. Perhaps there were too many postal authorities? On a positive note, some found that dealers had quality material for sale, such as beautiful cancellations on the first issue of Austria.

In the exhibit areas, the lack of large, easily readable frame numbers made finding specific exhibits difficult. WIPA numbered the frames in each class from 1, so there were eleven frames 1, eleven 2 etc; only the first frame of each exhibit was numbered, at the bottom. And the Postal History class was split into three locations in 2 buildings!! The lighting in some of the exhibition halls was very poor - you had to stand very close to the exhibits in order to find out what they were all about. On some displays, the reflections of the strip lighting from the glazing and the protectors made the exhibit almost invisible.

Many of the displays were visually different to what one would see in the UK. The “square A4” format is popular (ie 297 by 297 mm, 3 fitting in a row). Writing-up varied from the terse to the verbose (a 4-sheet introduction?!), and might be directly printed on the sheet or on adhesive labels placed more or less horizontally. Ink colours included black, brown, red, and purple. The effect of all this on the marking is not made public.

The small, hand-written “gold”, “silver”, etc award designations placed on the exhibits on Saturday were easily overlooked and “cheap”. Some more significant, even if temporary, award designations would have given the award-winning exhibitors more appropriate recognition. As always at such exhibitions, printed copies of the results were rarer than hen’s teeth.

The tete-beche catalogue was confusing (WIPA inverted became Multilaterale 08, a second philatelic exhibition held at the same time and location) – and its maps were worse. The display lists in it were in excessively small type, and the ordering scheme not self-evident. Some of the information booth staff had a limited knowledge of English; agreed, the national language is German but an exhibition such as WIPA attracts an international attendance. Trying to locate the Austrian Philatelic Society stand, or Symposium Room 6, was a major feat in itself. There should have been more seating areas on the exhibition floors - the few that existed were always occupied. The food was good and inexpensive, even if one sometimes had to eat it standing up.

Pre-registration was needed for a Judges Critique but this rule was not made public. Those who managed to anticipate or bypass the bureaucracy found the individual feedback useful.

In spite of these short-comings, nearly all the party enjoyed the show and profited greatly from the exhibits – it was estimated that over 80% of all known top-grade Austrian material was on display! The interchanges and face to face communication with exhibitors and attendees, which are normally relegated to e-mails, was also much appreciated. The Society tables appeared to be continuously busy and the centre of a lot of positive activities – not just a free cloakroom. Festschrifts were published by WIPA and Vindobona; we thank those who provided the APS library with copies of both.

It will be essential that London 2010 entrants know not only the number of frames they have been allocated (as opposed to applied for), but also the sheet layout therein. Few Europeans will expect 4x4 fixed-row frames. Yes, it’s in the Bulletin. Only revenue collectors read rules...

For serious philatelists, the best procedure at these exhibitions seems to be to get the catalogue; retire to a cafe and read it; mark the exhibits to be seen first; transfer this info to an exhibition map; begin looking. One does not have time to drift around aimlessly. This means there needs to be ample sitting-down space; this is also needed for refreshments, so London 2010 should not cram the building with frames and stands. It would also help if their Catalogue contained one and only one map, with everything unambiguously marked in large black print – yet another pointer to Philately being an affliction of the aged ☺

DISASTER!



The picture above is the main building of the Prague exhibition complex, where PRAGA2008 was held; below is the display hall. It was built in 1891 and is one of the most important art nouveau buildings in the Czech capital. It was with considerable sadness that we heard that the left-hand part was destroyed by fire on 17th October. Had this happened to the right-hand hall during PRAGA2008, our feelings would have been of indescribable anguish ☹



The APS Bookshop

(See also <http://www.austrianphilately.com/publications/index.htm>)

To purchase these items, contact the Treasurer or the Editor.

- ❖ Note that **P&P is extra** for everything except CDs. The cost will depend on what you order and where you are; when you place an order we'll contact you with the total cost.
- ❖ “**A Celebration of Austrian Philately**”: the APS 60th anniversary ‘Festschrift’. viii+162 pp A4 in full colour. Members £36, dealers £36, others £45; plus P&P.
- ❖ “**The Pneumatic Post in Vienna**” now reprinted in one A4 volume, and still only £40 (£32 to members) plus P&P – cheap at twice the price!
- ❖ “**The Postmarks of Dalmatia**”: Supplied complete with a just-compiled 20-page update to the section on Military Unit Cachets (pages 166-171) at £30 plus P&P.
- ❖ **Index to “Die Briefmarke”** complete to 1999; in German but then so is the magazine! Prepared by Dr Moser of PKM Innsbruck. Price for APS members is £12. Sent in MSWord on CD or by email.
- ❖ “**The History of Austrian Revenue Stamps**” by Dr. Stephan **Koczynski**: this definitive work has long been out of print and almost impossible to obtain. We have now enhanced the original and published it **on CD** in fully-text-searchable form. The CD includes (1) the main text (pages 1-802 & colour plates I-IX); (2) a companion document with the original Introduction and Contents list plus a translation of both; (3) excerpts of “Fromme’s Wiener Auskunft-Kalender”; and (4) a review article by Martin Brumby entitled “The 1854 Adhesive Revenue Stamps of Austria and Lombardy-Venetia” Original page scans are also provided, so that anyone doubting our reading of the many unusual German words may check for herself. The CD costs £12 including postage to anywhere in the world. It is ISBN 978-0-900118-07-4
- ❖ **Back numbers of “Austria”**: Nos 1-99 are £2.25 each; later issues £1.75. For ten or more ordered at the same time, a reduced price applies of £2.00 for nos 1-99, £1.50 for 100 onwards. Some may be facsimiles or second-hand originals. Special offer: 1 copy of each issue of Austria, ie numbers 1 to date, will be sent to you for £275. **Binders** for ‘Austria’ cost £3.75 and hold 10-12 earlier issues, 8 of the recent issues. All plus P&P.
- ❖ Non-members may also purchase back numbers, at twice the above prices. It may be better value to join the Society!
- ❖ See the inside back cover for “**ways of paying**”.

QUESTIONS, ANSWERS, LETTERS etc

The scarlet Pimpernel?



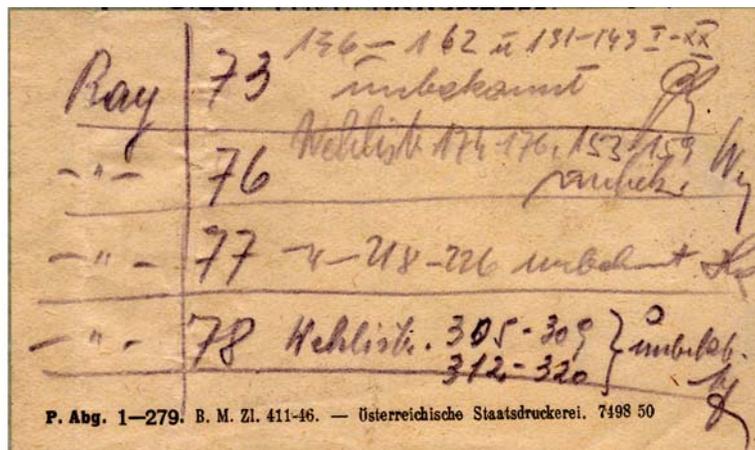
This battered and much-travelled envelope is now resting on your Editor's desk. But where has it been? What can we deduce from its markings?



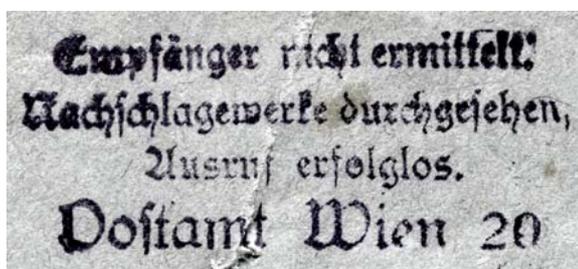
Although it says “Wiener Magistrat”, ie some part of the administration of Vienna, in the rectangular box marked ‘Flachstempel’ the actual sending department is given by the purple cachet as: “Städt. Friedhofsgärtnerei, XI., Zentralfriedhof, II. Tor, AUSSCHMÜCKUNGSABTEILUNG”. This is the City Central Cemetery Gardening Department, specifically that section which took orders to decorate graves on special occasions – which would especially be for All Souls Day, Fri 2nd November 1951. The Department was located in the 11th district at the second entrance to the Central Cemetery on Simmeringer Hauptstrasse. The envelope was sent on 19 Sept 1951 to Frau Leopoldine Fromke, in Vienna 10th district at Wehlistrassen 24b/10/10; cancelled 11 WIEN 79; and cacheted “Postgebühr bar bezahlt” ie “postage paid by sender in cash”.

Wehlistrassen does exist, but is in districts 2 and 20, not 10. It is 8½ km long, running next to the Danube from Nordbrücke past the Praterbrücke. Nr 24 is at the NW end, part of a huge block of council flats [USA: municipal apartments]. So district 2 was tried, then 20. This is documented by the cancels on the back: 10 WIEN 75 (Favoriten) on the 20th; WIEN 20 on the 21st; 2 WIEN 27 on the 22nd; and back to WIEN 20 on Monday the 24th.

There is a brown label stuck to the envelope; on this various postmen have recorded their unsuccessful attempts to locate Frau Fromke.



The upside-down cachet on the back details the end of the story:



‘Addressee not traced!’

‘Directories searched’

‘Calling-out unsuccessful’.

Post Office Vienna 20

Finally, all else having failed, the address was formally “called out” in the sorting office at Wien 20 - still no luck. So the item was returned to the sender, as shown by the large diagonal Zurück / retour, repeated in a smaller horizontal cachet – the blue WXI/79 is the office to which it is to be returned.

"Via Trieste"

John Barwis sends the story-so-far of a letter from Australia to Wales. He asks for comments – especially on the bits underlined and in bold, which are either uncertain, unknown or unreadable.

In 1848 Austrian Lloyd initiated a direct steamship line from Alexandria to Trieste, with a stop at Corfu to drop mailbags and passengers. In 1851 this once-monthly service was increased to two voyages each way, the Adria and Egitto leaving Alexandria on the 10th and the 24th of the month, scheduled to complete the trip in only five days. Mails in transit, principally from India, Malaya, the Dutch East Indies, and less commonly, Australia were delivered to the Austrian postal agency in Alexandria where they were sorted into bags for either Corfu-Trieste or Smyrna-Syra-Constantinople. (reference?)

Until about 1850, letters sorted by the Austrian Lloyd agency post office in Alexandria received the Austrian postmark on the reverse. This practice had ceased by 1853, probably due to the amount of mail (Hans Smith, personal communication).

Service via Trieste became available from New South Wales on September 1st 1853 (Molnar, 1988, p. 274), and presumably in Victoria at the same time. Molnar (1988) notes that although the service was intended for mail to Central and Eastern Europe it was in principle possible to send letter to the U.K. by this route. He had however not seen such an example. The single-letter rate in 1853 from Alexandria to London was 30 kreuzer, or one shilling (Dick Winter, personal communication).



The letter to Wales shown above paid the 3d ship-letter fee with a fourth-printing pale blue. It was posted on Melbourne on January 28th 1854, endorsed by the sender *Per Madras via Trieste*. The P&O steamer *Madras* left Melbourne

on January 30th and dropped the mails at Galle, Ceylon on February 23rd. *Bengal* departed Galle on February 28th, and arrived at Suez on March 15th (Tabcart, 2004). After an overland trip to Alexandria, the letter was put aboard the Austrian Lloyd steamer XXXXXXXXXX on XXX, and arrived at Trieste on XXXXX. The letter went from Trieste into the Prussian mail system, thence to the U.K. via Belgium. It was backstamped in London on March 30th, and was received at Carnarvon, Wales the next day.

London marked the letter 1s due, the rate from Trieste. Evidently the postal clerk at the Austrian Lloyd post office in Alexandria did not realise the Victorian 3d stamp paid no part of the journey. He therefore erred by not charging postage to Trieste.

How useful was the Trieste route for mail to the U.K.? Unfortunately we have too little data to answer this question, since this is the only recorded letter from Australia to have travelled this route. In this case the letter arrived in London four days ahead of the Madras mails conveyed via Southampton, but four days later than those sent via Marseilles. Nevertheless, the cost saving when compared to French transit was at least 10d (if less than ¼ gram), and perhaps 1s3d (if ¼ to ½ gram).

Spring Stampex 2009 -One-Frame Exhibition

The ABPS Exhibitions Committee has organised the ABPS Spring Stampex 2009 National One Frame Exhibition, taking place at the Business Design Centre from 25th to 28th February 2009. Chris King writes: “*This is a new enterprise which aims to find and support new exhibitors, and to provide established exhibitors with the opportunity to prepare exhibits on a limited subject or a very narrow theme. We hope to be able to run a seminar for judges and exhibitors during the exhibition, but plans are not quite finalised on this. Further information will follow.*” The rules, entry form, supporting documentation and contacts are available from the APS Editor or Secretary.

Does anybody else collect...

asks Steve Schweighofer, the **Austrian Philatelisten Tag** cards of 1922-1936 (or 1937 or 1938) or the various souvenirs of **Briefmarkenhändlertag**? These are mentioned in the 1953 APSNY Vol.V #5-6 page 24, and dates of the special cancels are in Wurth. The Editor can provide more details to anyone who has these – or thinks they have.

Wanted

APS member Carsten Mintert (cmintert@googlemail.com) is searching for an British newspaper (e.g. Punch, The Times etc) dated before 1860 that was taxed

in UK (British newspaper tax mark) then was sent to Austria and there again taxed with an Austrian newspaper tax stamp (K.K. Zeitungs-Stämpel).



We welcome:

1292 Harold Ford from Stone Mountain, GA, USA; 1293 Stan Binnington of Ashstead, Surrey; 1294 Adrian Edwards of Newbury, Berkshire; 1295 Michael Fuchs of Burlington MA, USA; 1296 Ralph Ebner from Solingen, Germany; 1297 John D. Raymond,

We say goodbye to

Tony Hickey (interests now focussed on 3rd Reich); Frank Drenovec (eyesight not what it was); Milford Panzer; W Dalrymple.

To all of them, we thank you for your support in years past and we offer our best wishes for the future

The 12 Heller issue of 1907

AUSTRIA 163 page 49 says "...there never was any legitimate use for a 12 Heller stamp ... sold for 10 Heller .. for use on prepaid envelopes". Then why, writes Martin Brumby, are no such envelopes known – and what about [long list] of usages? Hmmm, replies your Editor: more work needed ☺

The Joint Societies Meeting, Latvian Club, Bradford, 9 June 2008

By Roger Morrell

Once again the organisational power of Yvonne Wheatley pulled together a magnificent array of short presentations on all aspects of central European philately and postal history. More than 20 people attended this now annual event held in the spacious environment of the Latvian Club in Bradford, representing the Austrian, Czechoslovak, Hungarian, Polish and Yugoslav Societies. In order of presentation the displays were:

Martin Brumby	Municipal revenue stamps of Szeged, Hungary - including partial plate reconstructions
Malcolm Stockhill	Balloon posts of Poland - post-war
Brian Madeley	Lombardy and Venetia postmarks - especially on the first Austrian issue with the 'Centes' currency
Peter Cybaniak	'God punish England' cachets from WWI - mostly on military mail
Mervyn Benford	The development of Hungarian TPOs – routes and cachets
Edward Klempke	Czech army in Russia - from prisoners of war to an army, including genuinely used stamped mail
Barry Clark	Bohemia/Moravia TPOs during the Austrian period -trains and routes
Keith Brandon	Decoding pre-philatelic letters of the Austrian Empire – examples following from a series of articles in the Austrian Society magazine
Edmund Jagielski	Pre-stamp covers from Poland 1817-1863
Joyce Boyer	Postablagen: Austrian mountain huts in Ötztal - how the system worked
Richard Wheatley	Mail to Czechoslovakia after WW2 - particularly attempts at exchange of stamps via the British Philatelic Association during the early days of the communist era
Yvonne Wheatley	Pre-stamp covers from Bohemia and Moravia - a wide variety of routes and rates
Beryl Featherstone	The Polish revolution - underground propaganda issues of Solidarity before the Gdansk uprising
Alan Berrisford	Poland provisional postage dues 1918-1923 - with T or Porto handstamps on definitive issues

Pat Rothnie	Czechoslovakia, 1945 liberation covers
Brian Madeley	Hungarian censorship immediately after WWII
Roger Morrell	Hungarian locals, 1919, Ada to Zombor - the good, the bad and the ugly inventions from around the periphery of Hungary
Peter Cybaniak	Polish Lemberg - cancellations from 1918 onwards
Joyce Boyer	Vienna International Show, flowers
Barry Clark	Bohemia/Moravia Postablage - postal agencies for mail from or to the railway network
Edward Klempka	Polish army in Russia, 1919, Czech army in the Ukraine, 1919: little known or seen material with genuine usage.

Participants adhered well to the now well-known rule of no more than five minutes presentation time, allowing plenty of viewing and discussion time. The session break for the excellent buffet lunch organised by Yvonne and Richard provided an opportunity for chat, and for burrowing through the heap of tomato boxes of covers and cards that have also become a feature of this meeting. With tea and cakes at the end, what more could one want for a fine philatelic day out! As Mervyn Benford said in closing the meeting and thanking Yvonne and Richard, it's the best philatelic discussion meeting of the year!



The WIPA Medal, which was based on a Maria Theresia Taler.

A brief introduction to the postal history of Sibiu (Hermannstadt) and the *Siebenbürgen*

By Dr David Studholme.

Introduction

Readers in the UK will no doubt be aware that this year's European City of Culture is Liverpool (along with Stavanger in Norway). Last year (2007) this honour was jointly held by the cities of Luxembourg (for the second time; it previously held it in 1995) and the Romanian city of Sibiu.

Sibiu might be better known to readers of AUSTRIA as Hermannstadt, one of the seven 'Saxon' towns that comprised the Austrian province of Siebenbürgen or Transylvania. The Romanian Post Office recently issued an item of postal stationery reminding us of Sibiu's Austrian and Germanic past [Figure 1].



Fig 1. Recent Romanian postal stationery issue depicting an Austrian first-issue stamp sent from Hermannstadt (German name for Sibiu) in 1855.

In 1865, Charles Boner described Hermannstadt: “*On your very entrance to the town, as you come from the west, you are reminded of some old place other seen in Germany, and dating from the Middle Ages. The street is steep and narrow, and winds past ancient walls; and as the coach lumbers on to the Post-Office, you might, for aught you see to the contrary, be entering Augsburg, or Nürnberg, or Ulm*”.

Today, Sibiu sits close to the geographical centre of Romania [Figure 2]. It is a city of around 160,000 inhabitants, about 95% of whom are ethnic Romanian.

However, Hermannstadt was founded in the 12th Century by German ('Saxon') settlers, whose descendants now make up less than 2% of the population (largely due to emigration to Germany during the post-war communist period).



Fig 2: Location of Hermannstadt/Nagyszeben/Sibiu in pre-1918 Hungary and in modern Romania.

The Saxons were welcomed to Southern Transylvania by King Géza II of Hungary to defend against the Mongols and other invaders and looters from the East. In the 13th Century, Hungarian King András II granted the settlers special

privileges such as the right to use German as their official language and some degree of autonomy within the Kingdom. During the Middle Ages Hermannstadt became the most important of the heavily fortified ethnic German towns. The picture postcard in Figure 3 illustrates the architectural style of the city in relatively modern times.



Fig 3. A picture postcard, used in 1913 showing Hermannstadt / Nagyszeben / Sibiu

A recent trip to Sibiu and the other Saxon towns of Transylvania inspired me to start a small collection of postal history from this region to supplement my general Romania collection. I checked the Cumulative Index to AUSTRIA and was surprised to find that there has been very little written in the journal about the Siebenbürgen, so I thought I would offer a brief introduction to this area. I expect that there are readers with much greater knowledge and experience of this field than I have as a novice and I invite their comments and insights. The definitive reference for this subject is the Romanian text **Istoria Postală a Sibiului** by Emnoil Munteanu (1980) reviewed in AUSTRIA 60. The review includes a comprehensive reproduction of the early postmarks of Hermannstadt and is reprinted as an appendix to this article.

The pre-philatelic era

In the 17th Century Hermannstadt was considered to be the easternmost city of the European sphere and it was the eastern terminus of postal routes. As from 1765, Transylvania was a grand principality of the Habsburg Empire. Mail sent further East to Constantinople went via Serbia. However, this route was eventually disrupted by war and in 1791 a new Austrian postal route was

opened from Hermannstadt to Constantinople *via* Bucharest. Figures 4, 5 and 6 illustrate postal markings from the pre-stamp period.

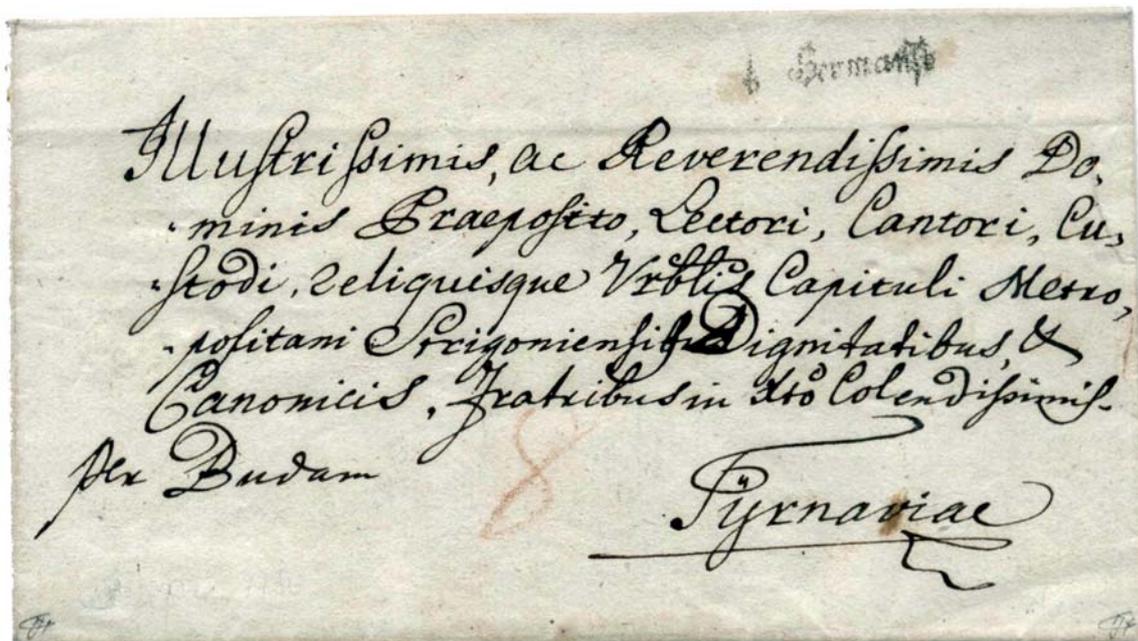


Fig 4 shows a letter sent from Hermanstadt ("v. Hermanst." in gothic script) to Tyrnau in 1786 with an 8 Kr charge on the front.

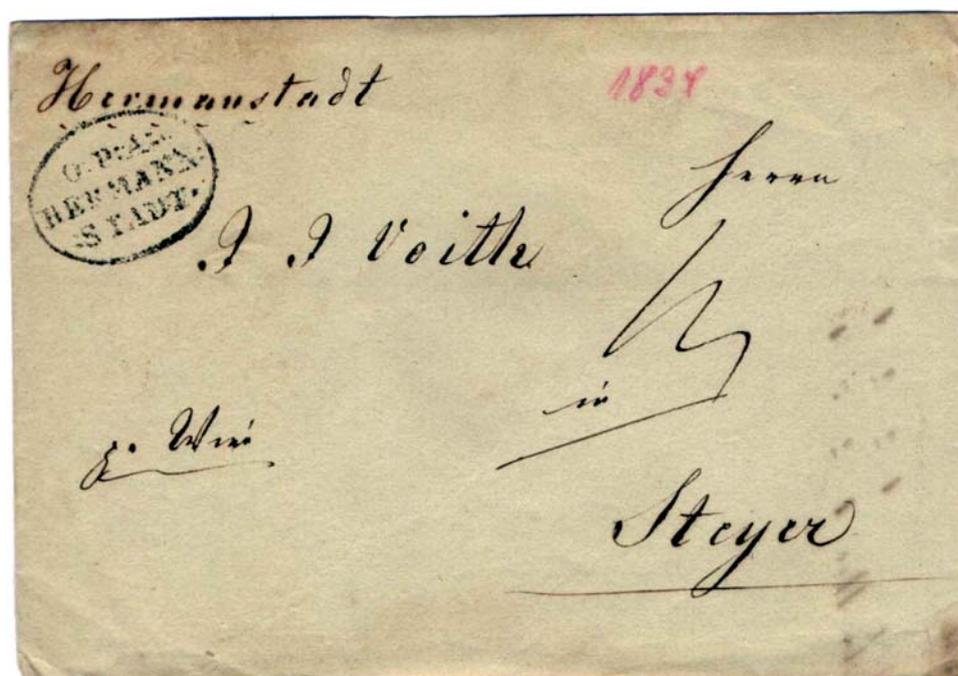


Fig 5 illustrates a letter to Austria in 1834 with an oval "O.P.A. Hermannstadt" marking.



Fig 6 shows a correspondence from an Austrian official, sent free of postal charge to Bürkös. The rear of the cover bears a 'Medvisch' marking, presumably indicating that its westward journey passed through the Saxon town of Mediasch (Hungarian *Medyges*, Romanian *Medias*). The seal is inscribed "DER BEVOLLMÄCHTIGTE KAIS KOMMISSÆR FÜR SIEBENBURGEN".

Austrian period post-1850

On the introduction of Austrian postage stamps in 1850, these were of course used the Siebenbürgen as elsewhere in the Empire (see **Figure 7**). Stamps of the 1850 issue are found with either “Herrmannstadt” (two ‘r’s) or “Hermannstadt”) cancellations. The double-‘r’ spelling appears to be much scarcer on the subsequent issues. Stamps of the 1850, 1858, 1861 and 1863 issues are also frequently seen cancelled with *Abends*, *Früh* or *Mittags*, indicating the time of day.



Fig 7. Letter franked with 1850 Austrian 9 Kr stamp

The Hungarian era

After the 1867 ‘Compromise’ and establishment of the Dual Monarchy, Transylvania was reincorporated into the Kingdom of Hungary. From this time onwards the city came to be known by its Hungarian name ‘Nagy Szeben’ or later ‘Nagyszeben’. The head post office of the Hungarian postal administration was set up at in the city. As well as Hungarian post offices, the Nagyszeben head post office also controlled six former Austrian post offices across the border in Romania (Bucuresti, Giurgiu, Ploesti, Braila, Focsani and Galati). **Figure 8** illustrates a postcard with a Nagy Szeben cancellation sent to Vienna, whilst **Figure 9** illustrates a card sent from the Austrian half of the Empire (Dalmatia) to Hungarian Nagy Szeben in 1899.



Fig 8. A German language post card sent from (Hungarian) Nagyszeben to Vienna



Fig 9. Postal stationery sent from Gravosa (Dalmatia, now Croatia) on 18th July 1899 and arriving in Nagyszeben (Sibiu) three days later on 21st July.

The Romanian era

Despite its German origins, during the 18th and 19th centuries the city had become a focal point for ethnic Romanians in the region. As early as 1544 the first book in the Romanian language was printed here. Hermannstadt / Sibiu

hosted the headquarters of the Transylvanian Association for Romanian Literature and Romanian's People Culture (ASTRA) and after 1860 became an important centre for the Romanian Orthodox Church having been granted autonomous status in the Habsburg Empire.

Following the collapse of the Hapsburg Empire at the end of the First World War, Romanian troops crossed the Carpathians into (Hungarian) Transylvania on November 20th 1918 and reached Sibiu on 12th December. On the 24th December, the Military Command Headquarters for Transylvanian Troops (CTT) were set up in Sibiu until they moved to Oradea in July the following year. Military Post Office (MPO) cancels are found on mail sent from military units and MPOs near headquarters (including the CTT). Other military mail bears the Units' seals. During 1919 stocks of Hungarian stamps found in the post offices of Transylvania were overprinted with a monogram reading "Regatul Romaniei" (meaning "The Kingdom of Romania") and "P.T.T." for Posts, Telegraphs and Telephones. (See Figure 10.) These overprinted stamps were valid throughout Romania, not just Transylvania. The transition from Hungarian to Romanian postal administration is described in more detail by Dan Grecu's article (details given below). The Trianon Treaty determined the final frontiers between Romania and Hungary in June 1920, marking the beginning of the next phase of Sibiu's postal history at the centre of Romania. But that's another story ...



Fig 10. A Hungarian 6 Filler 'harvesters' stamp overprinted by the Romanian occupation authorities and used in Sibiu in August 1919 (prior to the Trianon Treaty that transferred Transylvania from Hungary to Romania).

Postscript -- the hotel posts

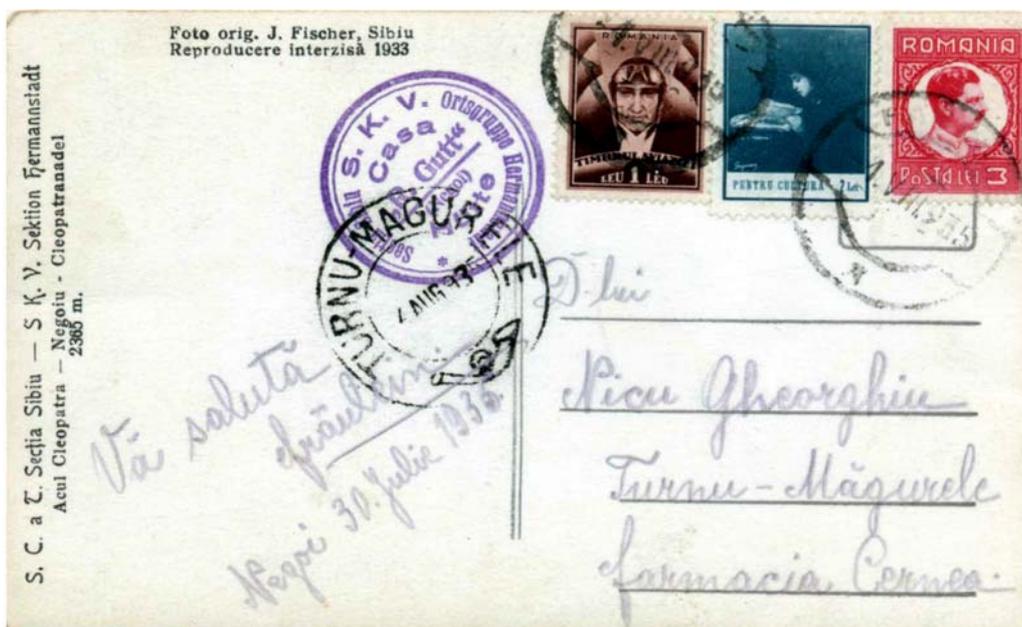
An interesting related area of collection is the local Hotel Posts of Hohe Rinne and Bistra, which issued their own stamps from the late 19th Century into the 1920s. These two mountain resorts in the Sibiu area were not served by the Post Office and so the a private local postal service was set up to transfer post between the resorts and the official post office. This subject is dealt with in great detail by several monographs and articles, the most recent of which is a beautifully illustrated 275 page book by Mircea Dragoteanu (in Romanian, with a five page introduction in English). Figure 11 depicts the Hohe Rinne resort,

about 35 km from Sibiu. A postcard sent from the same resort in 1935, after the local stamps issues had ceased, is shown Figure 12.



Fig 11 (above): A reprint of a postcard issued in 1895 by Siebenburgishen Karpathen Verein (SKV) with views of Hohe Rinne and of SKV chalets Negoiu, Băleaand Presba.

Fig 12 (below): A picture postcard sent from the Hohe Rinne resort (Negoiu) in August 1935 to Turnu Măgurele.



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- ❖ Kurt W. **Treptow** (Ed). *A History of Romania*. 1996. ISBN 973-9155-72-1.
- ❖ Dan **Greco**. Hungarian postal material used by the Romanian Administration in Banat and Transylvania after 1919. <http://membres.lycos.fr/dgreco/19TrzEng.Htm>. (Updated from original published in *Stamps of Hungary* 124, March 1996).

Appendix: Book Review (from AUSTRIA 60)

Istoria Postala a Sibiului

In Romanian, published in Sibiu, Romania, 126 pages, 26.60. Lei.

[Reviewer unstated – probably either J F Giblin or A Godden.]

This is the best postal history study ever done of a Romanian town and its vicinity. Beginning with the history of written communication in ancient Dacia during the Roman administration, it continues with the postal organisation of Transylvania (emphasising the posts in Sibiu, formerly known as Hermannstadt and later as Nagy-Szeben) during the 15th-19th centuries and ends in 1918, but covers the Paltinis local posts until 1926.

This book features a large number of illustrations, including covers from both the prephilatelic and the philatelic eras, cancellations and service markings, disinfection markings, seals etc. The prevailing postal rates, and the stamps and postal markings used are presented separately for each period.

Especially well researched is the chapter on the Paltinis local hotel posts (Hohe Rinne). Pages 91-120 describe all the 9 issues and the special postal markings used in connection with them. For the first time the plating of these stamps is described and illustrated accurately and in great detail. Furthermore, a comprehensive bibliography is included in the work. The author has done an excellent job and has given us a standard to follow in doing studies on postal history of other Romanian cities.

Unione Austriaca (Austro-Americana) Shipping Company

by *William A. Sandrik*

According to S.D. Tchilinghirian and W.S.E. Stephen in *Austrian Post Offices Abroad, Part Three*, published by the Austrian Stamp Club of Great Britain in 1963, the Austro-Americana was founded on October 22, 1903, at Trieste, Austria, by the Cosulich Brothers, who were then operating other ships on the Adriatic and other itineraries. (Website www.theshipslist.com states that this Line started in 1904.) The first name of the company was “**AUSTRO-AMERICANA (FRATELLI COSULICH)**”, later changed to “**UNIONE AUSTRIACA DI NAVIGAZIONE**” (Austrian Navigation Union), but it was generally known by the name **AUSTRO-AMERICANA**. The main purpose of this Company was to create a shipping line of freighters between Trieste and ports in North and South America, with accommodations for emigrants to America. Soon after its founding, the Austro-Americana had a regular Trieste-New York Line; the Trieste-Buenos Aires Line was added in 1906, and the Trieste-New Orleans Line was also created that was used primarily for freight. See Figure 1. Also, a Trieste-Rio de Janeiro Line was created in 1907 and a Trieste-Canada Line operated for a short time beginning in 1913.

The first ship acquired by the Austro-Americana company was the **ZAANDAM** that was purchased from the Holland America Line in 1897, therefore the Austro-Americana must have been operating at least a cargo service between Trieste and the Americas in the late 19th century. The 1903 date that Tchilinghirian and Stephen published may relate to when the Austro-Americana company received a mail contract.

The first ships for the Trieste-New York Line, acquired in 1903 and 1904, consisted of older second-hand freighters, mostly of British construction. They were soon replaced by new and mostly larger freighters, with limited passenger accommodations; most of the new vessels were built in Glasgow, Scotland. A few of the larger and better ships (**LAURA**, **ALICE**, **OCEANIA**, **FRANCESCA**, **ARGENTINA**, **SOFIA HOHENBERG** and the **MARTHA WASHINGTON**) were primarily intended for emigrants who were going to America in increasing numbers. The **SOFIA HOHENBERG** was named after Sofia Chotek, Duchess of Hohenberg, wife of Archduke Franz Ferdinand, assassinated with her husband at Sarajevo in 1914. The **SOFIA HOHENBERG** resumed service in 1920, with the name shortened to **SOFIA**. Beginning in 1912, the ships of the company were built at the Monfalcone ship yards, near Trieste, including the 12,000-ton **KAISER FRANZ**

JOSEF I, the largest passenger steamer ever to sail under the Austrian flag. This ship resumed operations in 1919 under the name *PRESIDENT WILSON* on the Trieste-New York Line. It was ceded to Lloyd Triestino in 1929 and later named the *GANGE*, then the *MARCO POLO*.

Prior to the first World War, the Company owned 48 freighters capable of carrying passengers, four trawlers, and 12 sea-going barges. After the Austro-Hungarian Empire was dismembered in 1918, the Company passed from Austrian to Italian nationality and its name was changed to “COSULICH”, Societa Triestina di Navigazione. See Figure 16.

Covers and post cards mailed on-board vessels of the Austro-Americana company are rarely seen. When information on this company was first published in 1963 by Tchilinghirian and Stephen, they recorded only two covers mailed on board the company's ships. These were the *MARIANNE* used on a stampless cover during World War I, and the *MARTHA WASHINGTON* used on a 1910 cover. The markings from these two ships were of a different style, indicating that there was no uniformity in the hand stamps supplied to the various ships. Forty-eight different ships were registered to the Austro-Americana company, 18 of which are believed to have handled mail on regular passenger lines.

I have collected Austrian Lloyd and other Austrian navigation company's postal history for over 40 years and I have been able to acquire only 21 items pertaining to Austro-Americana ships, only 15 items of which were mailed on-board ships of the company. These 15 items were used on nine different ships. The most often found ship is the *MARTHA WASHINGTON*, of which I have six examples, using three different styles of markings, one of which is a dated cancel.

I also have two examples each from the *ALICE* and *OCEANIA*, and the markings are each distinctly different. One from the *OCEANIA* is dated and used on a picture post card to cancel a stamp of Brazil, and sent to Italy (see Figure 7). Ironically, practically all the markings used by these ships are of a different style of design. The “T.S.S” shown before some of the ship's names stands for “Twin Screw Steamer”. Shown below are some of the markings used on these ships. To my knowledge, none of these have ever been illustrated in any publications. These were made from scanned images of the covers in my collection and enhanced where parts were missing. [*Scale not guaranteed. Ed*]



AUSTRO-AMERICANA LINES

The following three lines are the only lines that probably would have handled mail deposited in boxes on the ships by passengers:

Trieste-New York Line operated via Patras, Palermo and Algiers, sailing every 10 days in the 1910s. According to Tchilinghirian and Stephen, this line was mainly intended for emigrants from the Slavic provinces of the Austro-Hungarian Empire, and from Greece, Sicily and North Africa, who were then going in substantial numbers to the United States. (Based on the items in my collection, I would tend to partly disagree with Tchilinghirian and Stephen.)

My paternal grandparents emigrated from present day Slovakia in 1910 by sailing from the ports of Hamburg and Rotterdam. None of the items in my collection originated from persons in the central European Slavic regions. It is more likely that persons in the southern Slavic regions of Croatia or Slovenia emigrated on the Austro-Americana. Ships which operated on this Line from the beginning included the *GERTY*, *GIULIA*, *LODOVICA*, *MARIANNE* and *TERESA*. They were replaced in 1907-08 by the *ALICE*, *LAURA*, *OCEANIA*, *MARTHA WASHINGTON* and *KAISER FRANZ JOSEF I*. I have items from four of these later ships in my collection.

Trieste-Santos-Buenos Aires Line operated with monthly sailings for emigrants and freight to Brazil and Argentina. Ships which operated on this line include the *FRANCESCA*, *GERTY*, *GIULIA*, *SOFIA HOHENBERG* and the *ARGENTINA*. To my knowledge, no material from any of these ships is known to exist.

Trieste-New Orleans Line had sailings every 20 days. It was mainly a freight line, with limited accommodations for a few passengers. In the 1910s, ships which operated on this line include the *ATLANTA*, *GEORGIA* and *ALBERTA*, and substitutes. One item from the *ATLANTA* is in my collection. To my knowledge, no other examples from other ships are known.

Illustrated in Figure 1 below is an Austrian postal card (reduced) used on January 27, 1900, from Vienna to Trieste. It was mailed from the office of the Austro-Americana and clearly shows that the company existed at least three years before 1903, the founding date indicated by Tchilinghirian and Stephen. The message on the reverse side indicates that the steamship *ABAZZIA*, which left Savannah (Georgia) bound for Trieste, had arrived on January 24, 1900.

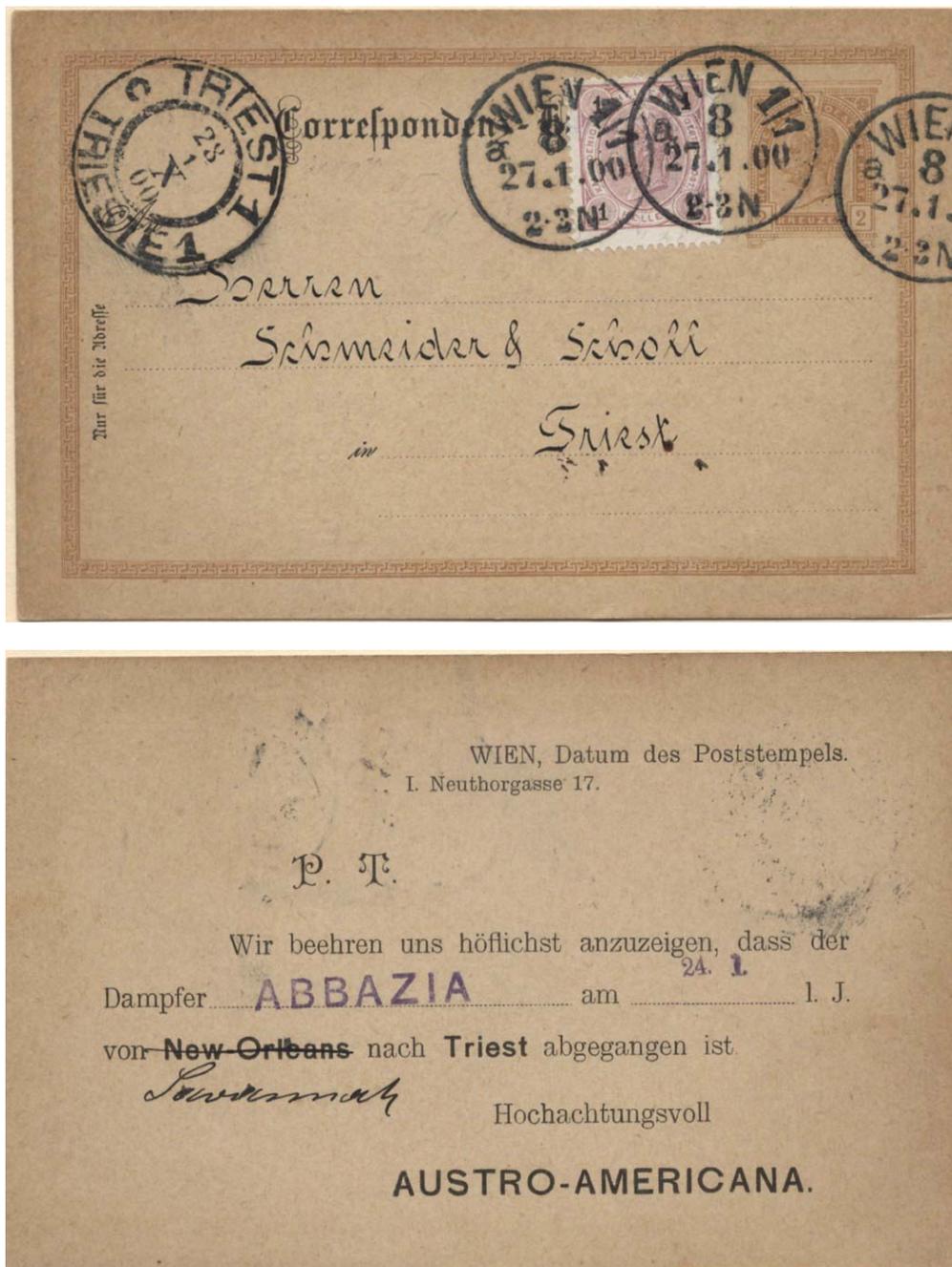


Fig 1: front and back of an uprated 2h postal card used by the Austro-Americana from Vienna to Triest in 1900.

This steamship was a 2,913 gross ton, iron hulled cargo ship, built in 1883 by M. Pearse & Co., Stockton, England, initially as the *ABANA* for James Marke Wood, Liverpool. In 1897 it was sold to the Austro-Americana company and renamed *ABAZIA*. In 1904 it was sold to Emanuela Razeto of Genoa, Italy and scrapped in 1906. Another ship with the same name was built in 1911 and was owned by the Austrian Lloyd.

Shown above in Figures 3 and 4 are the address and picture sides of a real photo picture post card of the “Villa Ciclamina”, home of M.S. Cosulich, one of the owners of the Austro-Americana company, used from Trieste to Vienna with an official blue hand stamp: **UNIONE AUSTRIACA DI NAVIGAZIONE / LINEA AUSTRO-AMERICANA / (UFFICIO PASSEGGIERI)**. This hand stamp incorporates the official name of the company as it was originally named, and is the earliest marking known to me from the company.

Another early hand stamp marking of the company is shown below in Figure 5. This marking is on the picture side of a post card of New York City, used from Brooklyn, New York, to Lussinpiccolo, Austria, on August 23, 1905, on a return trip of the Trieste-New York Line. The card was sent to Miss Alma Cosulich, a relative of the Austro-Americana Line owners and was received on September 7, 1905. This non-standard hand stamp marking in black, incorporating the official name of the company, is one of only two examples known not using the standard Austro-Americana notation. The marking is also shown complete at the beginning of this article. According to Tchilinghirian and Stephen, the *ERNY* was supposedly built in 1914!



Figure 5: shown sideways to emphasise the marking not the building!

Another unusual hand stamp was used on a picture post card mailed at Oran, Algeria, on January 9, 1906. This marking, shown below in Figure 6, is from the Austro-Americana agent in Oran. The card was deposited at the office and the hand stamp applied and then forwarded it to the French post office for handling. In all probability it was carried on one of the Austro-Americana ships

calling at this port in North Africa. It was sent to Lussinpiccolo, Küstenland, Austria, and the hand stamp reads: **AUSTRO-AMERICANA / FRATELLI COSULICH / N. DRAGOTINOVICH / AGENT / ORAN**. To my knowledge this is the only known example of any Agent's cachet from the Austro-Americana company. Oran was a port of call on the Trieste-New York Line that was mainly intended for emigrants to the United States.



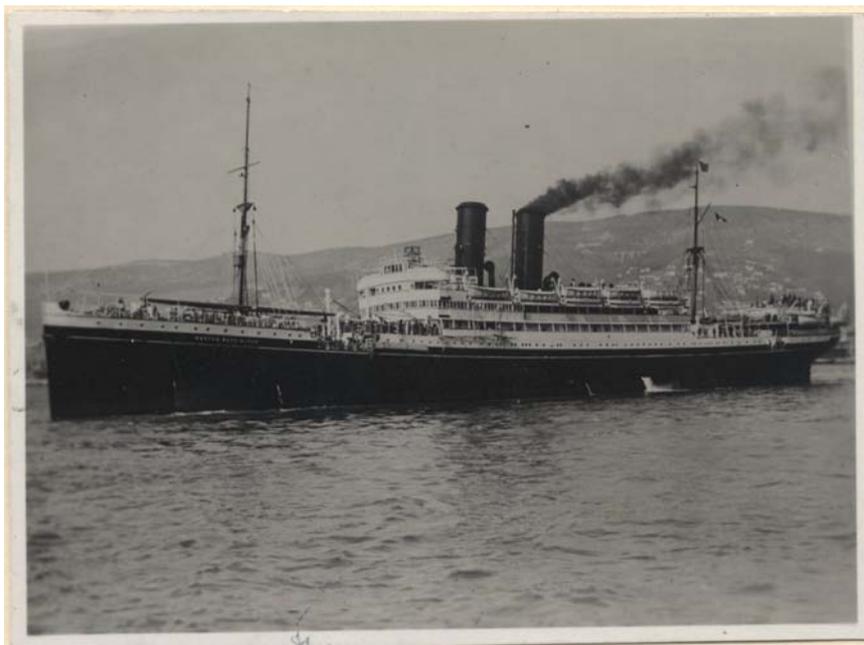
Figure 6: picture post card mailed at Oran, Algeria, on January 9, 1906.

A very different style marking was used on the next item, shown below in Figure 7, that being a card mailed on board the *OCEANIA* in 1908. This ship was built in 1907, and weighed 5,497 tons. It is a picture post card of Rio de Janeiro, Brazil, franked with a 100 reis stamp, sent by a passenger on the Trieste-Santos-Buenos Aires Line, and cancelled with the ship's on-board cancel: **AUSTRO-AMERICANA / P^{FO} POST^E "OCEANIA"**, with a date in the middle segment. Sent to the Captain of the Military Hospital at Perugia, Italy and forwarded. These Austro-Americana cachets were not supposed to be used to cancel postage stamps mailed on its vessels. This is the only known piece of mail with the stamp postmarked with a ship's cancel that I am aware of. I have one other item in my collection with a marking like this one; it was used on the *MARTHA WASHINGTON*, and is struck beside a stamp.



Figure 7: card mailed on board the *OCEANIA* in 1908

As stated earlier, one of the largest ships of the company was the *MARTHA WASHINGTON*. Shown below in Figure 9 is a commercial envelope postmarked at Bussoleno, Italy on May 17, 1910, and sent to the M. A. Winter Company in Washington, D.C. which travelled on the steamship *MARTHA WASHINGTON*, and is hand stamped with a bold purple strike of this ship’s cachet: **AUSTRO AMERICANA * TRIESTE * / T.S.S. “MARTHA WASHINGTON”**. It was sent on the Trieste-New York Line, and pays the 25 centimes UPU rate. It arrived at its



destination on May 28, 1910. This ship, built in 1908, weighed 8,312 tons and was the second-largest vessel of the company. Only one example from this vessel was recorded by Tchilinghirian and Stephen. A picture of the ship is shown here as Figure 8.



Figure 9: a commercial envelope postmarked at Bussoleno, Italy on May 17, 1910, and sent to the M. A. Winter Company in Washington, D.C.

Shown below in Figures 10 and 11 are two picture post cards depicting ship-board life on the *MARTHA WASHINGTON*. These two cards do not have any markings of the company on them; they are from the collection of member Henry O. Pollak.

The largest ship of the company was the *KAISER FRANZ JOSEPH I*. Shown below in Figure 12, is a picture post card posted on-board the vessel by a passenger on the Trieste-New York Line. The card was cancelled en route at the port of Algiers, Algeria and franked with the 10 centimes French issue of 1906. The card was sent to Trieste. The violet handstamp cachet: **Austro-Americana / T.S.S. Kaiser Franz Joseph I / TRIESTE**, was applied to the card. Tchilinghirian and Stephen stated the *KAISER FRANZ JOSEPH I* was built in 1912, but an unused picture post card of the ship shown in Figure 13 states that the vessel was launched on September 9, 1911. She weighed 12,352 tons, and although the largest passenger steamship under the Austrian flag, no markings from this vessel were recorded by Tchilinghirian and Stephen.



Figure 10: on board the *MARTHA WASHINGTON*



Figure 11: the Dining Saloon on the *MARTHA WASHINGTON*



Figure 12: picture post card posted on-board the *KAISER FRANZ JOSEPH I.* and sent to Trieste.

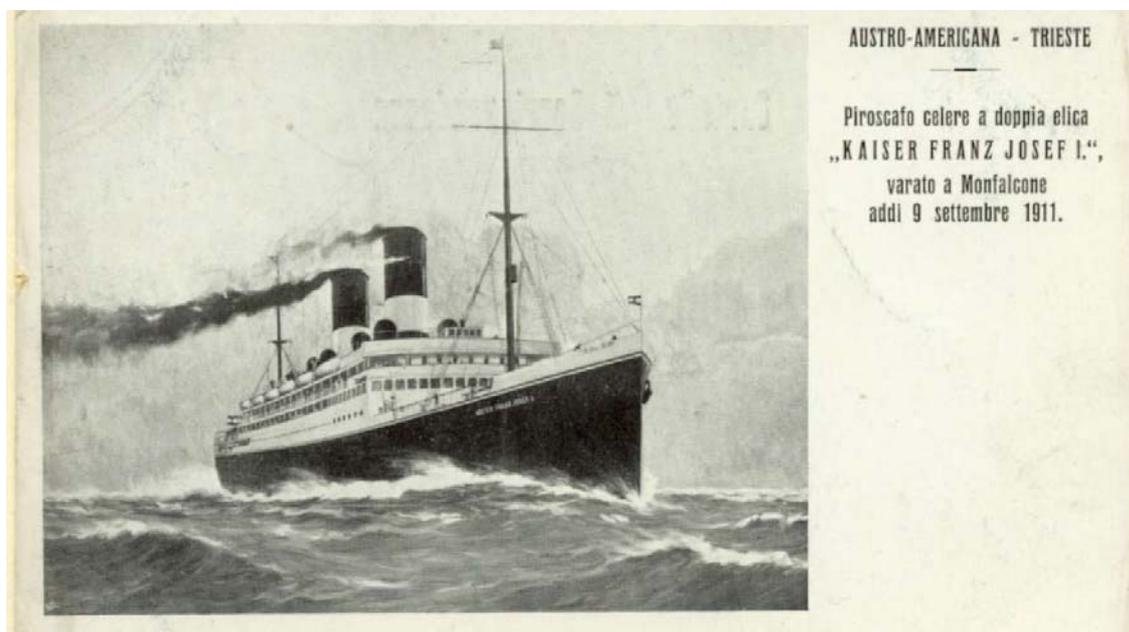


Figure 13. the *KAISER FRANZ JOSEPH I.*

Figure 14 below is another picture post card from Algeria, mailed by an Italian docked at Algiers, Algeria in 1914, paying the 10 centimes UPU rate to Austria. Mailed on-board the *ALICE*, the marking is in a different style. Two strikes in red ink tie a label depicting the ship. The hand stamp reads: **AUSTRO-**

AMERICANA * TRIESTE * / S.S. "ALICE". The *ALICE*, built in 1907, weighed 6,122 tons, and was one of the larger ships used for emigrants coming to America.



Figure 14: picture post card mailed on-board the *ALICE* from Algiers, Algeria in 1914 to Austria.

During the first world war, many vessels of the Austrian Lloyd and its other shipping companies, including the Austro-Americana company, were converted to war-time use as war transports. The document shown below in Figure 15 consists of official naval orders for a navy officer, signed at Austrian Navy Headquarters at Sebenico on the Adriatic Sea. It was countersigned on February 7, 1918, at Zara and hand stamped with an obsolete purple oval cachet of the *S.S. PRONTA*, a former vessel of the Austro-Americana, in a official capacity: **AUSTRO-AMERICANA / S/S PRONTA / TRIESTE**. To my knowledge, no other examples from the *S.S. PRONTA* exist.

As stated earlier, at the close of the first world war in 1918, the company passed from Austrian to Italian nationality and the name of the company was changed to "**COSULICH**", **Societa Triestina di Navigazione**. The *KAISER FRANZ JOSEPH I* resumed operations in 1919, with its name changed to *PRESIDENT WILSON*. The *MARTHA WASHINGTON*'s name remained unchanged and the cover below shown in Figure 16 was posted on board the vessel en route to Ponta Delgada in the Azores in January 1927, and sent to Cleveland, Ohio. The ships' cachet was used to cancel the stamps and there is a light Ponta Delgada transit cancel also used on the stamps as well as on the reverse.

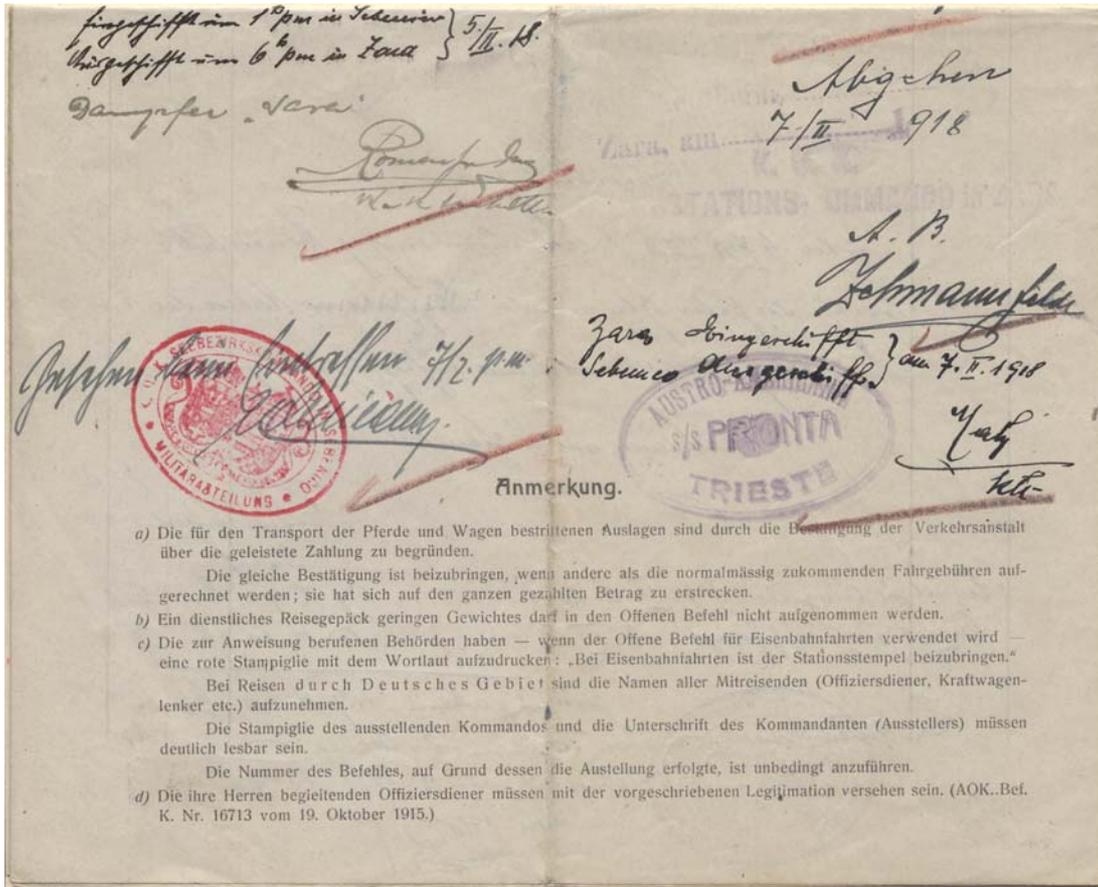


Figure 15: naval personnel movement orders



Figure 16: posted on board the *MARTHA WASHINGTON* en route to Ponta Delgada in the Azores in January 1927, and sent to Cleveland, Ohio

My small collection on this subject was first shown at the Austrian Philatelic Society (GB) Display to the Royal Philatelic Society of London in 2004. It was first exhibited competitively in the one-frame class at the American Philatelic Society AmeriStamp Expo 2005 in Atlanta, Georgia, where it was awarded 99 points and won the grand award. It was also exhibited at the Washington 2006 International Show and was awarded a Vermeil award. The EXPONET site at <http://www.japhila.cz/hof/0297/index0297a.htm> will show you the entire exhibit. I would appreciate hearing from other members of the society who have examples from the company in their collections. Please send an email to sandrik42@verizon.net.

References:

- ❖ S. D. Tchilingirian and W. S. E. Stephen: Austrian Post Offices Abroad, Part Three, Austrian Stamp Club of Great Britain (Banffshire, United Kingdom, 1963)
- ❖ S. Swiggum and M. Kohli: TheShipsList (website, 1997-2008)
- ❖ Ted Finch (TheShipsList)

Editorial addendum: because these ships transported thousands of immigrants to America, and many were taken over by the Allies in 1914, numerous references can be found on Google. For example:

DEPARTMENT OF THE NAVY - NAVAL HISTORICAL CENTER

USS Martha Washington, a 12,700-ton troop transport, was originally the Austrian passenger steamer Martha Washington. Launched at Port Glasgow, Scotland in 1908, she was interned at Hoboken, New Jersey, after World War I began in August 1914. When the United States entered the conflict in April 1917, she was taken over by the Army Quartermaster Corps. The Navy acquired the ship in November 1917 and placed her in commission in January 1918. Martha Washington made her first transport voyage to France in February and during the remainder of the First World War crossed the Atlantic seven more times, bringing more than 24,000 personnel to Europe.

With the Armistice in November, Martha Washington reversed the pattern, making seven trips over the next year to return nearly 20,000 passengers to America. In August 1919, she was sent into the Mediterranean and Black Seas to carry a U.S. mission to Turkey and Russia. During this three-month voyage, she also carried refugees from Batum, Russia, to Constantinople, Turkey. Martha Washington decommissioned in November 1919, shortly after her return to the U.S. from Turkey, and was sold back to her Austrian former owners in November 1922.

AUSTRIAN-RELATED MAILS FROM THE PERIOD OF THE SECOND MEXICAN EMPIRE, 1864-1867 [¹]

by Inger Kuzych

A lavish catalog sent to me in January 2008 by the Cherrystone Auction Galleries in New York featured Mexican Maritime Mail, 1774-1879 - nothing I have ever collected or even considered collecting. Nonetheless, leafing through the publication my interest was piqued because of a number of Austrian-related covers from the time of the Second Mexican Empire. The reserves on many of these items were astoundingly high. (The auction took place on 20 Feb 2008.)

Some Background on Maximilian I and the Second Mexican Empire

The auction items I refer to date from the time of the French intervention in Mexico when the Austrian Habsburg Archduke Ferdinand Maximilian Joseph, brother of the Austrian Emperor Franz Josef, was installed as Emperor Maximilian I of Mexico (1864-1867). The new emperor was in some ways duped into accepting his new position, believing he was being called to rule Mexico by a plebiscite of the people. He was not informed about the dubious nature of the plebiscite, which was held while French troops were occupying much of the country.

To the dismay of the conservative allies who had helped to install him, Maximilian upheld several liberal policies - largely in the interest of the peasants - including land reforms, religious freedoms, and extending the right to vote beyond the landholding class. Tragically, he could not come to an accommodation with Benito Juarez, the previous Mexican president, despite offering him an amnesty and later, the position of Prime Minister. Juarez refused to recognize the monarchy or any government imposed by foreigners and there was continuous warfare between the French troops propping up the throne and the Mexican republicans.

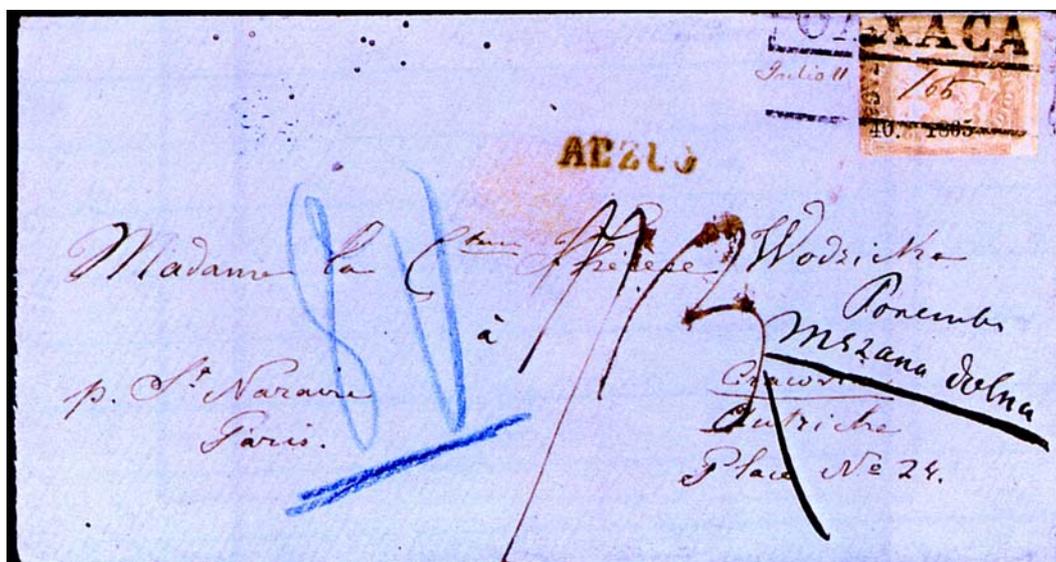
In late 1866, the French Emperor Napoleon III began to withdraw his troops from Mexico and he urged Maximilian to abandon the country. Maximilian refused to desert his followers, who fought on into the spring but were eventually defeated, and Maximilian himself was captured and sentenced to death. Despite national and international pleas for amnesty, Juarez refused to

¹ See also the article by Horst Horin “**Maximilian, Kaiser Von Mexiko Und Die Post Wahrend Seiner Regentschaft**” on pages 151-166 of the WIPA2008 Festschrift “Das Buch zur Ausstellung”; APS Library book 435

commute the sentence, and Maximilian and two of his generals were executed by a firing squad on 19 June 1867. His body was embalmed and displayed in Mexico before being returned to Austria and buried in the Imperial (Capuchin) Crypt in Vienna early the following year.

Description of the Covers

Of the 339 covers collected by Salomon Rosenthal and offered at this special Cherrystone event, only 14 might be described as Austrian-related. Even so, they were among the priciest in the entire auction. Because of the high opening bids on all these items, most only fetched the asking price. Nonetheless, several covers were bid upwards. The prices quoted do not include the 15% buyers premium charged by the auction house. Four of the 14 items travelled from Mexico to the Austrian Empire and will be described in chronological order.



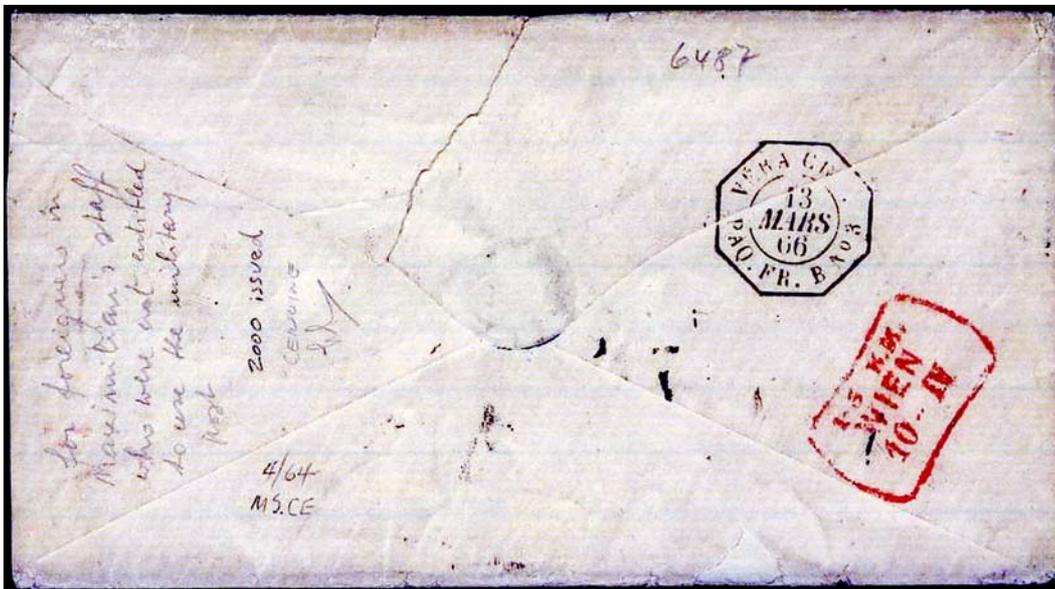
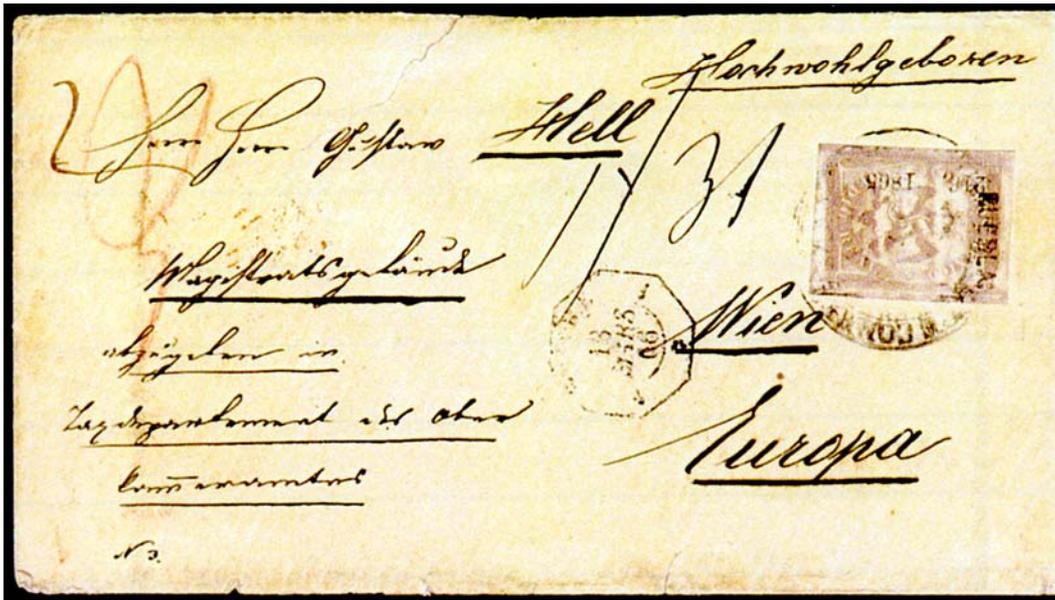
The first is a rare letter from a Polish soldier, a member of the French Foreign Legion with Maximilian's army in Mexico; it is one of only two covers from this period known to a Polish destination (Figure 1, above). The item was sent on 11 July 1865 from Oaxaca to Krakow (Austrian Galicia). Franked with a ½-Real eagle, it travelled via the British ships Conway to St. Thomas (1-12 August) and Seine to Southampton, and displays "London Au[g] 30" and "Seebrief per England und Aachen 31 Aug." circular transit postmarks on the reverse. The obverse shows that fees of 1 shilling 3 pence to England and 80 kreuzer (in blue crayon) to Austria were due from the recipient. Upon arrival in Krakow, the cover was redirected to Warsaw, with a 4 September arrival datestamp on back. The starting bid and final price was \$7,500.

It was the Royal Mail Steam Packet Company that made available the special ½-Real rate to Austrian and Belgian soldiers serving with the French forces supporting Emperor Maximilian. The second cover, also from a French Foreign

Legionnaire, travelled from Mexico City to Vienna and was franked with a ½-Real dull-purple Eagle (Mexico district; Figure 2). It went by the British ships Eider (2 October 1865 to St. Thomas; arriving 12 October) and Shannon to Southampton. Transiting London (circular, red 30 August mark) it was rated 1 shilling 3 pence due to England, with Aachen (double-ring, blue 31 October) marking with 80 silver groschen (blue crayon), and charged 80 kreuzer (red crayon) due on arrival. A boxed Vienna 1 November datestamp appears on the reverse. The opening bid on this item was also \$7,500 and that is the price it went for.



Above: Fig 2 front and back. The Editor apologises for the apparent difference in colour of these reproductions – it is a Digital Artefact and the original is the same colour on both sides!



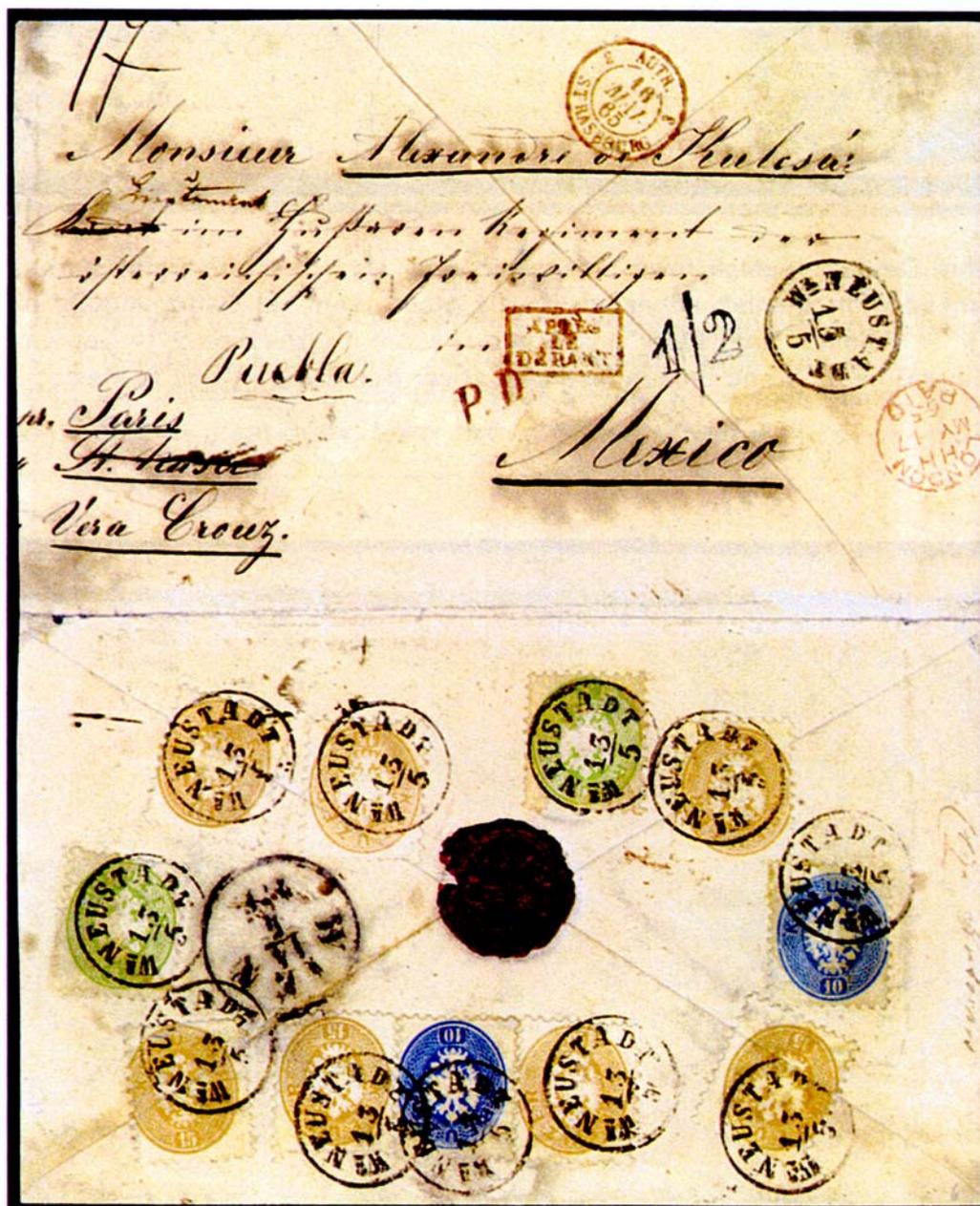
Above: Fig 3 front and back. The Editor apologises as before ☹

The next item, again from a legionnaire serving with Maximilian’s army in Mexico, was sent from Puebla to Vienna on 13 March 1866 paying the Austrian soldiers’ rate with a ½-Real eagle (Figure 3). Sent via the French Consular Agency (“Mexique” octagonal datestamp) and the French steamer Panama, it was charged 1 Gulden 31 kreuzer (triple weight) on arrival. Rectangular red “Vienna 10 April” and octagonal “Vera Cruz Paq. Fr. B. No.3” markings appear on the reverse of this rare cover that, like the previous two items, commanded a \$7,500 opening bid. Final price was \$8,000.



The fourth Mexico-to-Austria cover travelled between the two capitals, leaving Mexico City on 10 July 1866 and arriving in Vienna more than a month later (Figure 4, above). Franking took place with a 4-Real eagle (since this was a private letter), which appears on the back-flap. The item was sent via a French packet, Ligne “B” (Vera Cruz 13 July octagonal datestamp); it was rated triple-weight - “1 Gulden 31” kreuzer (noted twice on the cover, in pen circled with a red crayon and again in blue crayon). Carried by the French steamer Imperatrice Eugenie, it transited St. Nazaire on 8 August and shows a red “Vienna I? August” datestamp on arrival. Although still a very impressive item, its starting bid was “only” \$2,000; hammer price was \$2,100.

The next letter went in the opposite direction and was one of the most extraordinary items of the auction (Figure 5, below). This large cover (opened for display) travelled from Wiener Neustadt to Mexico on 13 May 1865; its very remarkable franking consisted of 3-kreuzer green (2), 10-kreuzer blue (2), and 15-kreuzer brown (7) stamps of the coat of arms issue for a total of 131 kreuzer. The letter was addressed to a lieutenant in the Hussar regiment of Austrian Volunteers stationed at Puebla, Mexico. This missive was intended to be sent via Paris and St. Nazaire (inscription lower left), but the French ship had departed (red boxed “Après le depart” handstamp), so it was sent instead by the British ship Seine, departed Southampton 17 May and arrived at St. Thomas 31 May, then by Conway, which departed 17 June, with a stop at Puerto Rico, and arrived at Veracruz 27 June. A ½-Real concessionary rate (applied by a black handstamp) was charged - the only recorded instance of this charge on inbound mail. The bidding on this remarkable cover, of importance to both Mexican and Austrian philately, began at \$10,000 and that is what it went for.



“Maximilian” Stamp Frankings

The remaining nine Austrian-related covers did not travel between Mexico and Austria. Nevertheless, they have an Austrian connection in that they bear the “Maximilian” stamps issued in 1866 and which show the Habsburg emperor in profile. Because they were issued toward the close of the three-year imperium, the “Maximilian” stamps were not in circulation for a prolonged period. Covers bearing these stamps are highly appreciated by collectors.

In total, nine “Maximilian” stamps were produced: a lithographed five-value set (7, 13, 25 (buff), 25 (orange), and 50-centavo) and an engraved four-value set (7, 13, 25 (orange-brown), and 50 centavo). The former received an overprint

consisting of a district name, number, and the date “1866” or “866”. The latter’s overprint again had three parts, but the date was “866” or “867”.

It is not my intention to describe in detail all nine of the “Maximilian” covers from the auction, since none of them travelled to or from Austrian lands. Nevertheless, a couple of examples will give an idea of their desirability on international mails. According to the auction catalogue, fewer than a dozen foreign mail covers with “Maximilian” issues are known, and virtually all of them appeared in this auction.

Figure 6 (below) shows a large part of an 1866 folded letter (right side panel missing) sent 15 November from San Luis Potosi to Barcelona, paying 32 centavos in “Maximilian” issues” (25 centavos internal rate, plus 7 centavos for ship postage to Havana by the US steamer Manhattan). From Cuba the item travelled by British packets Rider to St. Thomas and via Seine from there to Southampton. Transiting London (1 Dec. mark on reverse), the letter continued on to Barcelona where it was charged “8R[eal]s” postage due with a blue handstamp. The rare franking of two “Maximilian” stamps on this overseas cover brought the opening bid up to \$7,500 - also its final price.





The last item to be described was one of the most spectacular in the auction. It is a folded letter dispatched from Veracruz on 13 January 1867 to France (Figure 7, above). The item is franked with a 13-centavos “Maximilian” (Vera Cruz 128-1866), tied by a “Franqueado Vera Cruz” departure datestamp, and used in combination with French postage (pre-paid with an 80-centimes Empire stamp) tied by an “anchor” lozenge of the Consular Agency at Veracruz; the red boxed “PD” indicated paid to destination. The pre-payment to France was not required, but it adds interest to the cover, which was carried by the French steamer Imperatrice Eugenie. A Ligne B postmark plus Paris transit (12 February 1867) and arrival markings (13? February) appear on the reverse. This splendid mixed postage cover is one of only three recorded usages of a “Maximilian” issue used together with a French stamp. This outstanding item also highlighted the back cover of the auction catalogue; its starting price was \$15,000, the second-highest opening amount in the catalogue. The closing price was \$19,000, which made this lot the second most expensive of the auction.

The opening bids on the remaining seven “Maximilian” covers (six to European destinations, one to the US), while not as steep as the two examples above, were still considerable. Bidding began at \$6K on a Mexico City to Paris cover (its final price), started at \$5K for a Puebla to Madrid item (went for \$6K), was \$4K for a Vera Cruz to New York City letter (one of two recorded to the US) and for another from the same city to Geneva (the only example to Switzerland). These last two items went for the opening bid. A price of \$4K was also asked for another Mexico City to Paris example (which only fetched \$3.75K), while \$2.5K was the starting price for two covers from Vera Cruz: one to Genoa, the other to Paris (both went for \$3K).

MIRAMARE ~ MAXIMILIAN'S CASTLE BY THE SEA

By Keith Brandon

Introduction

One of the results of Archduke Maximilian's appointment to Mexico, described in the previous article, was that he spent very little time at the idyllic castle that he and his wife built on the Adriatic coast. It has now become Trieste's premier tourist attraction.



This article is intended as a companion to Inger Kuzych's piece, and describes the history of the castle and then its philately.

Archduke Maximilian and his Maritime Background

The Habsburg Archduke Ferdinand Maximilian was the younger brother of Emperor Franz Joseph, and was born two years later on 6 July 1832 at Schönbrunn.

It became very clear in his youth that Maximilian was clever, enthusiastic and imaginative, but something of a romantic dreamer. In 1850, with his younger brother Carl-Ludovic, he made a journey through Greece, Turkey and Dalmatia, and was most affected by the places that he saw at first hand.

Critically, this trip gave him his first experience of life at sea, and also his first visit to Trieste - both of which he met with great enthusiasm. On 26 October

1850, he enrolled in the Austrian Navy, and in 1851 and 1852 enjoyed voyages along the coasts of Italy, Spain and Portugal, absorbing along the way inspiration for the design of his future houses. While in the navy, he made Trieste his home, and initially rented a villa on San Vito hill, and had it fitted out to his own taste.

On 10 September 1854, Franz Joseph appointed Maximilian a Rear Admiral of the Austrian fleet. Legend has it that stormy weather forced him to shelter in the Bay of Grignano, where he saw the rocky promontory and decided to buy it and build his residence there. In 1856, he commissioned the Austrian Carl Junker to design the castle and surrounding park, which he subsequently named “Miramar” (in Italian, “Miramare”).



In December that year, Maximilian became engaged to Charlotte, daughter of the Belgian king Leopold I and Louise of Orleans, and considered to be one of the most beautiful princesses in Europe.

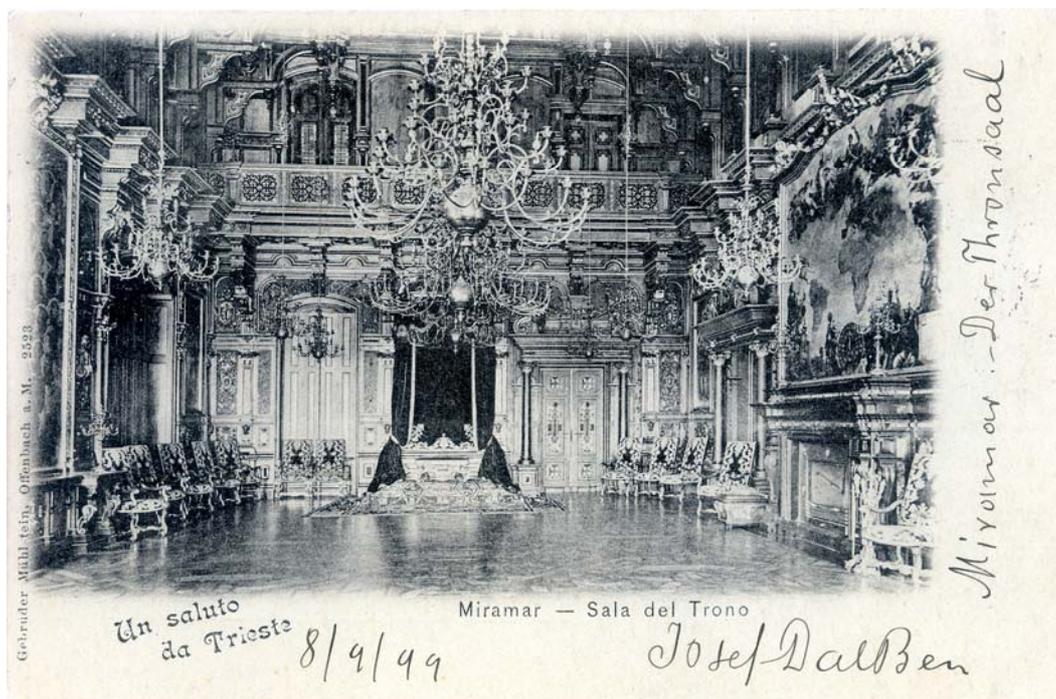
The following February, Maximilian was appointed Deputy Governor of the Lombardy-Venetia region with full civil powers, and on 27 July he married Charlotte. They took up residence in Milan, while construction work continued on Miramare. However, Franz Joseph considered Maximilian to be too liberal. When the political and military situation worsened, the Emperor dismissed his brother, replacing him with the commander of the Austrian troops. Maximilian and Charlotte returned to Miramare and lived in a second house in the grounds while the building work continued.

After extensive cruising in the Atlantic, Maximilian and Charlotte were able to move into their new home at Christmas 1860. Their apartments were confined to the ground floor, where they lived until their departure for Mexico in 1864

Miramare Castle

Maximilian bought the whole promontory on which the castle was to be built. This gave him a rocky point overlooking his beloved sea, on which the castle was to be built, and twenty-two acres of grounds. Both the castle and the park were influenced by Maximilian's own imagination, and he personally oversaw the design and construction. The design work was carried out by an engineer Carl Junker, and the interior design by Franz and Julius Hoffmann, all Austrians.

The Archduke saw his residence as an essentially private one. Built in brilliant white marble, it is clearly visible from the Trieste waterfront, only 7 kilometres away but the site was chosen for its isolated position. The castle itself is not ostentatious, and is quite small for a royal residence of the time.



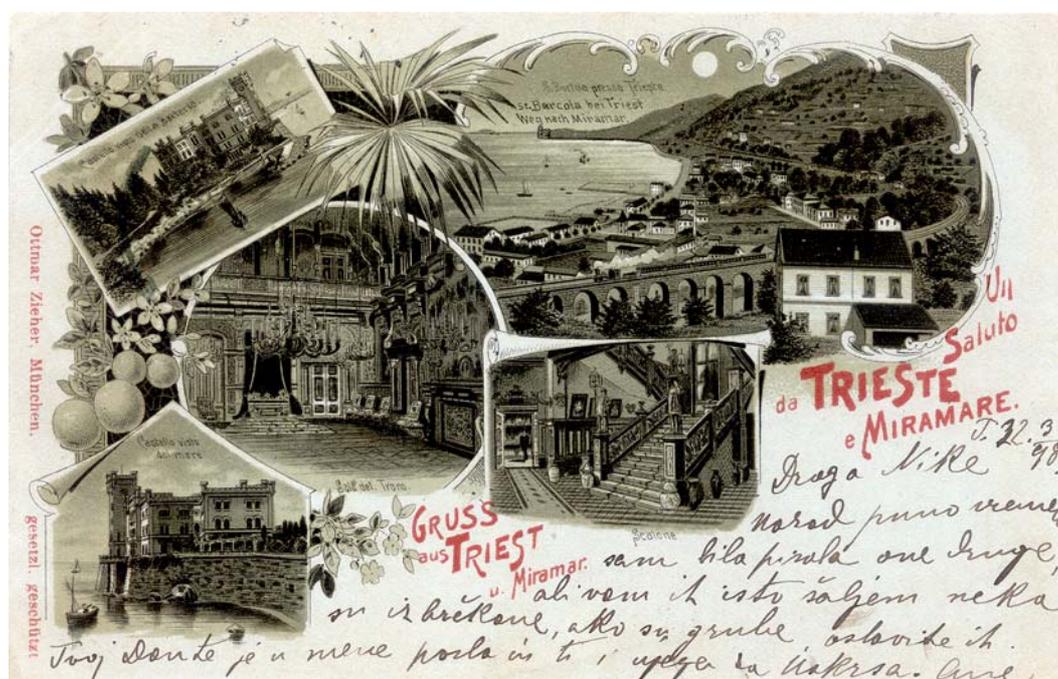
The client was quite specific about features he wanted incorporated into the interior design of the castle. On the ground floor he wanted all the curtains and wall-hangings to be of a light-blue fabric from Lombardy. The pattern was to include two main symbols: the pineapple representing prosperity and wealth; and the crown mounted on an anchor, representing his position as Rear Admiral. These two symbols figure not only in the fabric throughout the ground floor, and also on the woodwork and doors.

The reception rooms are decorated in the grand style which one would see in royal residences throughout Europe. The three rooms on the ground floor reserved for Maximilian himself are something of a contrast. His bedroom, the so-called “Cabin”, has wood-panelling, a low ceiling, and fitted cupboards, and looks out on to the terrace with splendid views of the gulf, and of Trieste itself. Next to this is his study, another low-ceilinged, wood-panelled room which was designed to resemble the mess-room astern the “Novara”, the flagship of the Austrian Navy. Both rooms give the intended impression of being on board a wooden ship.

Miramare's Later History

On April 14 1864, Archduke Maximilian, having agreed to accept the Mexican crown, set sail in the “Novara” from the small harbour at Miramare to his new empire. After just over three years living in his dream castle, he was destined never to see it again. After Maximilian's execution, Charlotte showed signs of mental breakdown, and returned to her native Belgium where she lived until 1927.

After she departed Miramare, the castle became the occasional residence of the other Habsburgs. Franz Joseph's wife Elizabeth liked to spend time there before and after her many voyages around the Mediterranean, and stayed there at least fourteen times between 1869 and 1896.



In 1900 the Miramare chapel hosted the wedding of a Hungarian nobleman to Stéphanie of Belgium, Charlotte's niece and the widow of Rudolf (son and heir to Franz Joseph), who had died at Mayerling on 1889. The castle was also used

for a few days by Franz Ferdinand (the heir to the throne, assassinated at Sarajevo) and by Zita (wife of Carl, the last Emperor).

When the First World War broke out, all the furnishings were moved to Vienna. Trieste, including Miramare, became Italian territory after the War, but agreement was reached for the return of the furniture so that the castle could be opened as a public museum.

In 1930, the Duke of Aosta, Commander of the First Air Division based at Gorizia, took up residence with his wife in a first-floor apartment in the castle. During the Second World War, the Germans used the castle as a training-school for officers, and then, from 1945 to 1954, the entire area was occupied by the Allied Military Government. When Miramare was restored to Italian state control, restoration work began immediately, and it was opened to the public in June 1955.

The Philately of Grignano and Miramare

The main post office for Miramare Castle was in the adjacent village of Grignano. A post office opened later in the castle itself, but this was only open occasionally.

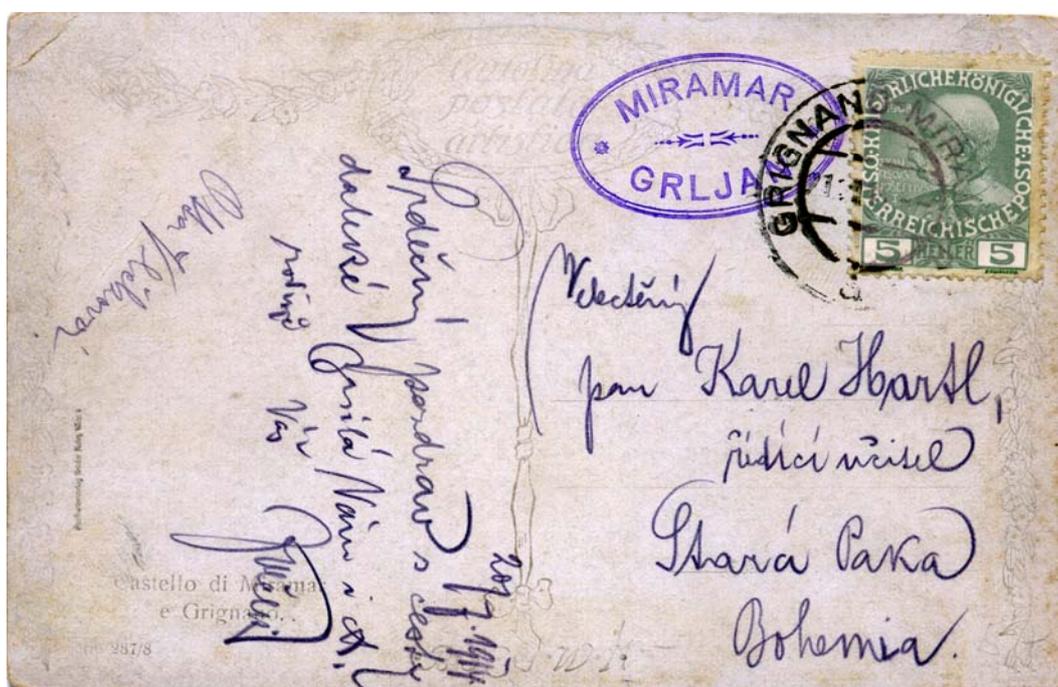


1898 example of the second GRIGNANO postmark

The Grignano office opened on 1 November 1860, and the following three postmarks are known.

1. GRIGNANO	aE	known on the second to seventh issues, and in blue on the sixth issue.
2. GRIGNANO	gEj	known on the eighth issue.
3. GRIGNANO-MIRAMAR	DR	known on the tenth (Jubilee) issue.

The first postmark was presumably introduced when the office opened in 1860. The third was struck in the Impressions Book on 24 November 1911. The introduction date of the second postmark is not known.



The double-ring GRIGNANO-MIRAMAR postmark. The oval private handstamp MIRAMAR / GRLJAN shows the Slovenian spelling of Grignano.

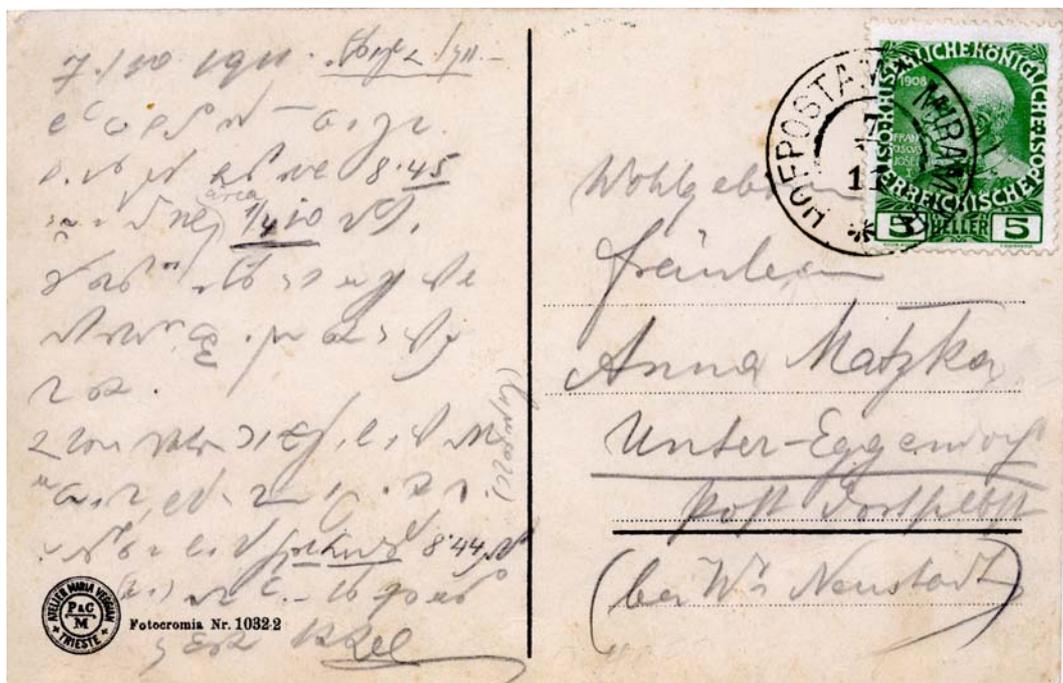
The Hof Postamt at Miramare opened some time in the 1880s, but only opened at certain times. The following three postmarks are known.

1. MIRAMAR	gEj	known on the seventh, eighth and tenth issues.
2. HOFPOSTAMT MIRAMAR	gDj	known on the tenth issue.
3. MIRAMAR SCHLOSS	Dre	

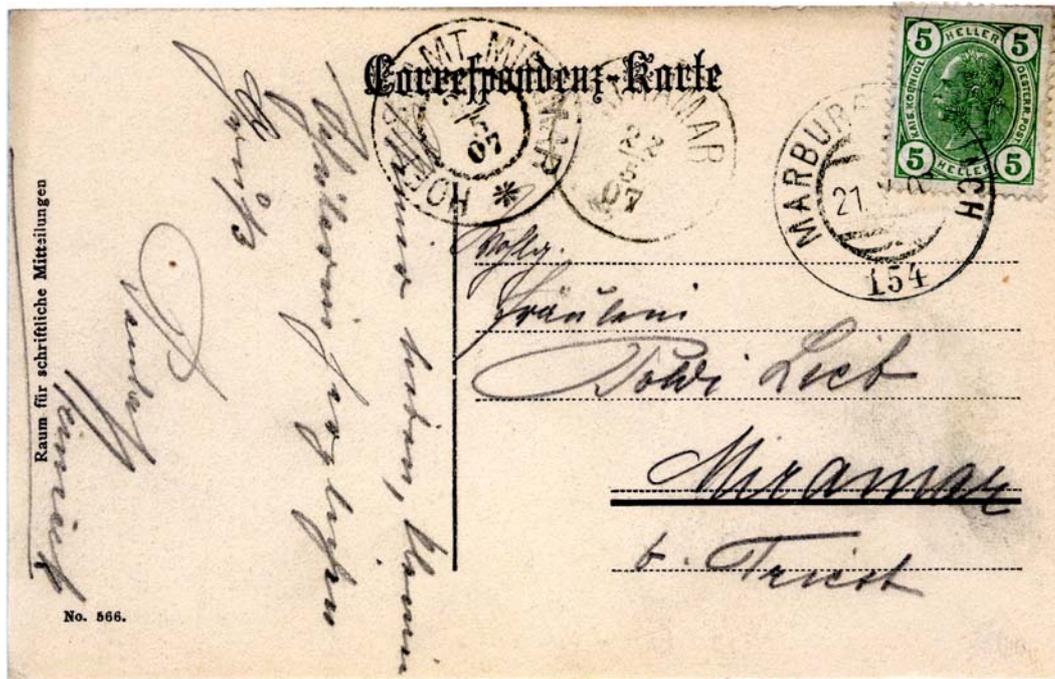
The date of first use of the first postmark is not known, but the other two were struck in the Impressions Book on 14 August 1892 and 24 November 1911 respectively.



The first MIRAMAR postmark, on a 1905 viewcard



1911 example of the HOFPOSTAMT MIRAMAR postmark



Scarce 1907 example of the HOFPOSTAMT MIRAMAR and MIRAMAR postmarks used on arrival at Miramar.

Austria lost the Coastal Province, including the Trieste district, as a result of the First World War, and Miramar never featured on an Austrian stamp. Under Italian rule, however, the castle was included on the 150 lira value of the 1980 definitive series, while the gardens featured on a 1997 stamp.



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NOTES FROM PUBLICATIONS.

mostly by Andy Taylor

Additions to the Library

Ref	Title	Comment	Pp	Author	Pub	Tx
41	Österreich 1850-1918 Handbuch und Spezialkatalog	-I: Intro; rates; adhesives 1850-1864	704	Prof Dr U Ferchen- bauer	2008	G
		-II: adhesives 1867-1918; mili air mail; dues; court dely; nppr-tax; reprints; WIPA-labels, etc etc	670			
		-III: stationery; telephones; telegrams; Fahrpost; reg labels; money-delivery; franked forms etc etc	646			
		-IV: Hungary; Feldpost; Bos/ Herz; Liechtenstein; Levant; China; Lloyd; DDSG etc	798			
Note: The volumes are 'numbered' I to IV which has been used here. Each volume weighs between 1.5 & 1.8 Kg! They may be borrowed separately: consult the Librarian. The previous editions have been withdrawn.						
270 A	Christkindl: a display	Photocopied; see review below.	80	N Harty	--	E
313	<i>Change last sentence of note to say "To use the book for OT (date-town) cancels you need to borrow volumes A1, A2, B1pp619-32 & B3."</i>					
329 A	Handbuch Bosnien- Herzegovina	Complete survey: stamps, postal stationery, forms.	193	Dr O. Pongratz- Lippitt	2000	G
329 B		Ditto; second revised edition, now with fewer illustrations, changed & expanded information.	157		2008	G
Note: The new edition complements the old, which you should renumber 329A . "Beginners should borrow both"!						
422	<i>[to existing listing add 3 new items:]</i>					
	Bulletin 3/4 contents: Notes on the exhibition, the rarities, the past and future of philately, lists of dealers exhibitors etc; stamps of the first years of the second republic.					
	Catalogue contents: Lists of exhibits; exhibitors; dealers; postal authorities etc. Palmares contents: Lists of medals awarded etc.					
429	The early postal history of Carpatho- Ukraine with particular reference to the usage of the first postage stamps of Austria	CPSGB Monograph 20	6+ 34	Otto Hornung RDP FRPSL	2008	E

Ref	Title	Comment	Pp	Author	Pub	Tx
430	The Town that changed its name	Name changes since WWI in Albania, Bulgaria, Czechoslovakia, Greece, Poland, Roumania, Turkey and Yugoslavia	40	Rigby P H Auctions	pre-1970	E
431	Vindobona 2008	Articles on the 1858, 1883, 1908 issues Contents list below	215	(Vindobona)	2008	G
432	The Postal History of the Anschluss	The German Annexation of Austria	181	T. Hickey, I. Nutley, D. Taylor, C. Tobitt	2008	E
433	Mit Schuschnigg für ein freies Österreich - dem Führer dein "Ja"	The events of 1938 'with the focal point of the postal service story as a reflection of the contemporary history'. No valuations. Complementary to nr 432.	220	Reinhard Kittl	2008	G
434	Belege der Österreichischen Inflationszeit 1918 - 1925	Covers all aspects of the inflation period with current valuations. Updates the information in "Red Karasek" (Lib No. 200, published in 1990)	303	Peter Kroiss	2008	G
435	WIPA2008 – Das Buch zur Ausstellung	Articles on diverse WIPA and philatelic themes Contents list below	270	(WIPA)	2008	G
436 -I	Flugpost Österreich 1946-2007	Handbook Vol IV Part I: airmail rates for letters and packets. Weighs 2550 grams!	800	Paul Kainbacher	2008	G
436 -II	Flugpost Österreich 1946-2007, Postgebühren Auslandsverkehr 1945-2007.	Handbook Vol IV Part II: airmail rates for Sammelpakete; surface letter- and packet- foreign rates; colour illustrations for both parts. Weighs 2620 grams!	840			

Book reviews & notes

“Kainbacher volumes III and IV”

Your Editor confesses failure! I had planned to review volume III (see Austria 162 p68) and IV, but have decided it would be like reviewing the Vienna

telephone directory. Everything it says on the covers is inside, in unimaginable detail – but you'll have to borrow all 6 kg of it and read it yourself.

Note that the decrees, regulations etc that he prints are those he could find. There exist others which are not included, so “you don't know what you don't know”! For example, 4 pages of changes were issued on 20 July 1931 (PTVOB 20 I66-69). It is also unclear if these regulations are cumulative; if they are, then missing one will have a knock-on effect on all subsequent ones. A second problem is the habit of issuing Instruction Manuals, telling the postal employees what in detail to do. Very few of these have survived.

“Belege der Österreichischen Inflationszeit 1918-1925”

Peter Kroiss, the author of “Belege der Österreichischen Inflationszeit 1918-1925” (specimens from the Austrian Inflation, 1918 to 30 Sep 1925), remarks that it is 20 years since the publication of “Red Karasek” (APS Lib No. 200), hence it's time for a reappraisal and revaluation. New material has been found. The book covers Brief-, Fahr-, Flug-, and Zeitungs-post along with telegrams and dues. It does not include “things done elsewhere”, such as the adhesives themselves, local issues, and cancellations. There are 303 sides, 370 colour pictures, and 60 tables! The author asks for corrections, additions and comments; and promises (threatens?) a supplement every 5-10 years. He emphasises that the sometimes high prices are for top-quality items only.

The colour of the illustrations though acceptable is about 15% desaturated compared with original material, but all the tables are newly set and readable, not copies of photocopies. An initial comparison of Kroiss and Karasek follows.

Karasek has a contents list at the end; Kroiss at the beginning. Kroiss has added Fahrpost; Geldverkehr; and lots of luvverly piccies. He omits numerous pages of randomly-selected unreadable copies of Postverordnungsblatts; and details of the adhesives themselves, their cancels, and other things covered in existing books for which he carefully gives references. Kroiss' price tables are less prescriptive - perhaps better reflecting the market? Pages 15-16 are “how to use this book” and we hope to print a translation. On balance I think Kroiss is the better book.

Andy Taylor



A Christkindl Display

As part of our display at Stampex, Nik Harty provided 5 frames (= 80 sheets) from his large collection of Christkindl material. He also left a photocopy of the

display available for anyone to see and has now made this available, on loan, to the library so that any member who is interested in this material may borrow it. It has been added to the Library as a supplement to the Christkindl Handbook, number 270.

In addition to the standard cancellations on cover Nik has collected many of the additional material, bus tickets, Telecards, balloon flight covers, Garsten letters, and others. He also has the different Christkindl stickers, often from unusual offices. For anyone interested in this topic, or considering starting a collection, this could be the book to look at. For postage it would be a 501-750 gram packet.

Joyce Boyer



Pénzügyi bélyegek a Habsburg birodalomban és Magyarországon

(Revenue Philately in the Habsburg Empire and in Hungary)

By Burján Andor, Fodor Istvan, Kernács György, Székely László & Szücs Károly. Szerzői kiadás, Budapest, 2007.

312pp 292x207mm, profusely illustrated in full colour, perfect bound.

Available from Profila Auctions RFR Co. Ltd. Szentkirályi u. 6, H-1088

Budapest, Hungary www.profila.hu info@profil.hu price USD 166.67

This book has been produced over several years by the authors, an enthusiastic group of members of MABÉOSZ's Revenue Stamp collectors' group. It was originally envisaged as a revision of the late Floderer István's 1991 catalogue of Hungarian revenues but has grown to be much more than that. Indeed, it covers more than just Hungarian material – as the title suggests, all the Habsburg issues (Hungary, Austria, Bosnia & Herzegovina, the Military Border District, Lombardy & Venetia, Liechtenstein and the WWI occupations) – are included). And not just the adhesive stamps, the pre stamp 'Signettes' on stamped paper from 1686 are also listed and illustrated, as are the newspaper tax, calendar and other special purpose imprints and adhesives. In addition, all the post WWI Hungarian stamps are fully listed, again in considerable detail and beautifully illustrated in full colour. The listing of the interesting and attractive Hungarian municipal revenue stamps alone runs to over 100 pages. In fact the only major topic in Floderer's book which isn't fully reworked and included here is the

revenue stationery (parcel cards, bills of lading, hunting permits, bills of exchange and so on.) Perhaps next time?

Of course, there is the drawback that much of the explanatory text (and there is a huge amount of information given throughout the book) is pretty impenetrable for the non Hungarian speaker. Fortunately, the authors have obviously given much thought in making the book as ‘user friendly’ as possible and there are a multitude of helpful diagrams, charts, tables and yet more illustrations included. (Which isn’t to say that an English edition wouldn’t be more than welcome!). There is also a brief vocabulary and key to symbols and abbreviations included, in Hungarian, English & German.

The authors have also bravely priced everything (in Euros), including varieties and valuation of the stamp on document. Quantities issued are noted where known. Naturally, the prices sometimes give rise to incredulity – in some cases for their cheapness, in others for their apparently high valuations. I know the authors have done their best to coax other collectors to assist them in estimating scarcity. And, of course, just because I have half a dozen copies of one stamp in my stockbook, it isn’t necessarily common; any more that the fact that I can’t find a specimen of dozens (hundreds?) of others isn’t proof that they are rare. The market for revenues in Hungary is probably more developed than in some other countries and there is a lot of material about (there always seems to be a good selection on eBay, for example). But there are lots of very rare items listed and they can fetch hundreds of pounds on the very few occasions one appears at auction. It won’t be long, I suggest, before they will be fetching thousands.

If you are at all seriously interested in Hungarian (or Austrian) revenue philately, then this book is absolutely indispensable.

Martin Brumby



Booknotes from Praga 2008:

“New look at the printing elements production of the 1850 kreuzer and centes stamp issues”

Literature Exhibit 3133 at Praga; by István Kecsedy of Canada. Quarto; 144pp; full colour; ISBN 978-0-9809381-0-4. A book in English for the plating and printing specialist! The author’s basic thesis is that the traditionally believed

methods of cliché production were not technically possible with the skills and technologies available at the time.

“Post in Bohemia, Moravia and Silesia”

Literature Exhibit 3134 at Praga; by Květa Vinklátová of Czech Republic. Foolscap; 196pp; full colour; ISBN 978-80-86660-23-3. In German; lovely pictures!

“Ludwig Hesshaimer”

Literature Exhibit 3143 at Praga; by Wolfgang Maasen of Germany. A4; 184pp; full colour; ISBN 978-3-932198-71-7. In German; lavishly illustrated; more for the design or social historian than the philatelist.



“VINDOBONA 2008” Festschrift

215 pages, full colour A4, in German. Andy-comments in italics. Titles not translated; if you can't read them in German you'll have trouble with the articles!

150 JAHREAUSGABEN 1858

1	Auf Dem Weg Zur Ausgabe 1858 <i>Essays; clichés</i>	Heimo M. Turin
9	Herstellung, Druck Und Abarten Der Kreuzermarken <i>Plate faults</i>	Uwe Steiner
13	Blockstücke Und Streifen Von Kreuzermarken <i>Strips & blocks, some large</i>	Wilhelm Baltaxe
21	Keine Briefmarken Trotzdem Gern Gesammelt: Andreaskreuze. <i>St Andrew's Crosses, some used on covers – and their plate faults!</i>	Herbert Kotal
33	Ausgabe 1858 In Kreuzerwahrung – Auslandspost WREx (= <i>Wide Range of mouthwatering Examples</i>)	Wilhelm Baltaxe
45	Briefe Österreich – Frankreich Nach Dem Postvertrag Ab 1858. WREx	Hermann Hader
55	Die Briefmarken-Ausgabe 1858 Von Lombardei- Venetien Und Ihre Verwendung Im Postverkehr Mit Sardinien/Italien. <i>Essays; effects of 1859 war</i>	Heinrich Stepniczka

71	Die Umleitung Der Post Zwischen Dem Konigreich Sardinien Und Dem Kaiserreich Osterreich "Über Die Schweiz" Während Des Zweiten Unabhängigkeitskrieges. WREx	Angelo Teruzzi
85	Vor 150 Jahren: Währungswechsel, Erhöhung Des Zeitungsstempels Und Einführung Einer Zeitungsstempelmarke (4 Kreuzer) Für Die Dauer Von Nur 2 Monaten. <i>Clear chronology. Examples, documents etc</i>	Carsten Mintert

125 JAHREAUSGABEN 1883

101	Entwürfe, Essays, Proben. <i>WREx</i>	Herbert Kotal
107	Die Kreuzerwerte Herstellung, Verwendung, Entwertung. <i>Stamps and essays</i>	Helmut Pfalz
115	Die Verwendung Des 50-Kreuzer-Wertes. <i>Includes many genuine usages</i>	Herbert Kotal
127	Doppeladler Auf Postkarten <i>especially use as supplementary franking</i>	Heimo Tschernatsch
135	Verzierte Poststocke Oder An (Fast) Allen Sind Die Frauen/Damen/ Fraüleins Schuld. <i>Machine- and hand-decorated envelopes</i>	Otto Ziedrich
147	Einschreibevermerke In Österreich. <i>Nicely illustrated</i>	Wolfgang Schubert
157	Die Levante-Ausgaben. <i>Rare examples</i>	Franz Hochleitner

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“WIPA2008 – Das Buch zur Ausstellung”

270 pages, full colour A4, in German only. Andy-comments in italics

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Other Societies' Journals

Die Briefmarke:

Issue 8/2008: thematic: horses; stamp or block?; thematic: olympics; French letters in 1827; Serbian cards to 1914; background to new issues; WIPA highlights (including Society List featuring the APS!!); news from societies; book reviews; letters; etc etc.

Issue 9/2008: thematic: Westbahn; Amts- and Partie-sache (*the two types of old letters*); Kleinwalsertal; background to new issues; WIPA highlights; news from societies; book reviews; letters; etc etc.

Issue 10/2008: thematic: plants; thematic: Karlsplatz, Vienna; the change from Conventions-money to Austrian; air mail – did it fly?; the 2006 Hochwasser surcharged stamp now on sale without the surcharge; Bosnia-Herzegowina – from K.K. to K. und K.; background to new issues;; news from societies; book reviews; letters; etc etc. The "WIPA Review will be in the next issue..."

Arbeitsgemeinschaft Österreich e.V.

Issue 83: franking value of the 3 groschen in 1938; Levant auction at the Dorotheum; Austrian-franked Zeppelin mail; and many shorter articles.

Arbeitsgemeinschaft Feld- und Zensurpost 1914-18

Issue 94: “Happy 65th to T.J.H.”; Paketpost (5pp) by de Bellis; numerous queries, all with colour illustrations; Jägertruppe etc (9pp); Feldpost from Wilhelm R. v Pichs; Süd-Tirol emplacements and their cancels (9pp); etc

ARGE Militaria Austriaca Philatelia

Issue 227 Personnel changes; notes on recent events.

Issue 228: Auction and personalised-stamp items; etc.

Austria Philatelic Society^{US}

Vol 8 No. 4: Austrian covers on Ebay; Sigmund Friedl; Austro-Americana

Czechout

Issue 3/2008: Reports of meetings and of exchange-journal articles; Ležáky, another Lidice; the East Bohemia 1945 Overprint (and fakes thereof); etc.

Germania

Aug 2008 vol 44 no 3: Society, Study Group & Regional Reports; storage of stamps in PVC; the Anton Hechler letters; Stadtpost collecting; modern private posts; inflation-period forged cancels; Q&A; book reviews; etc etc.

Jugopošta

Vol 87 September 2008: new web site www.yugosg.org ; overview of Trieste, Fiume etc 1945-47

Stamps of Hungary

Issue 174: September 2008: book review of “Revenue Philately..”; the typographed 1874 adhesives (useful info on the production processes); etc etc.

London Philatelist

October 2008: the Danube & Black Sea railway (Tchernavoda to Kustendije)

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Mag. Peter Zoller

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“WINFEST 2008 REPORT”

The APS Annual Weekend of Philately and Friendship

THE AUCTION: FRIDAY

The weekend began with an auction of 126 lots on the Friday evening. Postal bids competed against room bids, and most of the items were sold at a brisk pace by Auctioneer Bill Hedley, assisted by Martin Brumby on his trusty laptop.

THE DISPLAYS: SATURDAY ¹

Alan Berrisford: City of Lemberg

Alan opened the convention with mail from Lemberg, the major city in Galicia, from 1775 to 1906. The display included the double eagle and posthorn cancellations, also newspaper and registered mail and items from the 1894 exhibition - and (of course) railway items. Many cancellations have several subtypes: the offices were busy and needed more than one canceller per duty.

Keith Brandon: Vienna - Klosterneuberg City Post, 1770-1848

Keith showed mail from Vienna to and from the large monastery at Klosterneuberg. He explained the various services provided during this period: the Klein Post (run independently of the state), the Stadt Post, and the Vienna Klein Post incorporating collection agencies. Official mail had to pay for Kleinpost services.

Ernst Oberthaler: Austrian Post Offices Abroad

Ernst showed a very detailed and comprehensive display with mail from many countries inc. Albania, Egypt, Aegean Islands, Cyprus, Asia Minor, Black Sea and Macedonia. His Jassy item interested everyone: see next page. Ernst warned us to beware of fake cancels.

Hans Smith: The Austrian Post in Slovenia, 1789 - 1891

Hans explained that he recently went on holiday to Slovenia; this prompted his interest in this lovely country. On his return, he checked his material and was able to provide an excellent display of fine rare material. The French

¹ As recorded by Brian Presland & Andy Taylor. E&OE.

Occupation (1808-41) introduced a proper postal system, which the Austrians gratefully retained.

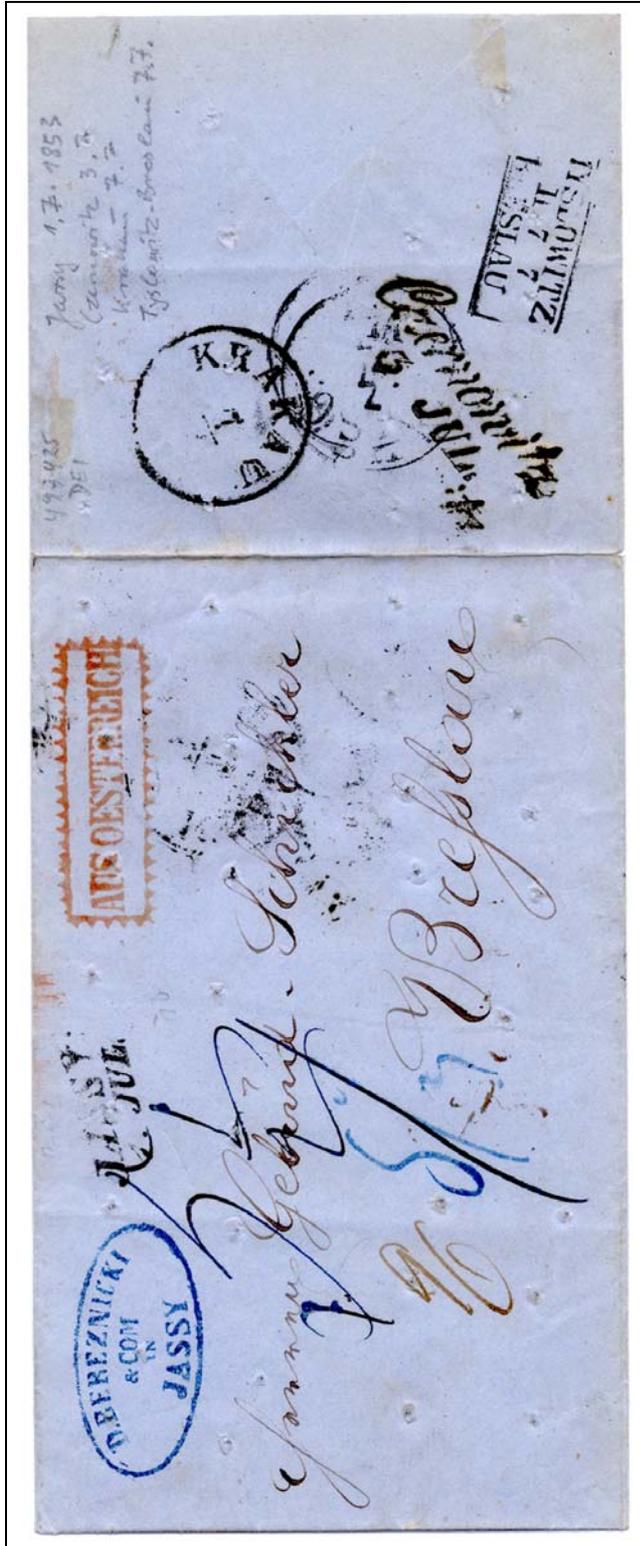
Ernst's JASSY item

The knowledge so far:

JASSY was the capital of the Principality of Moldavia; as a political and commercial centre, it was almost as important as Bucharest, but it lost ground after this latter became the capital of Romania in 1861. The Austrian Consular Post Office is believed to have opened sometime between 1785 and 1787. After several interruptions by wars the Consular P.O. was transformed into an Austrian Military P.O. from Nov.1854 to April 1857. In April 1857 the Military P.O. was re-converted into an Austrian Consular P.O. which closed in 1869.

This 1853 stampless cover to Breslau has a straight-line JASSY / 1. JUL. Additional red hand struck boxed "AUS OESTERREICH" cancel. Frankings of Czernowitz, Krakau and Tylowitz-Breslau were applied on the back of the letter .It has been perforated with a rectangular grid of small holes as part of a disinfection process.

Ernst asked for any more information that could be provided!



Rex Dixon: Annexation of Northern Slovenia in 1941

In 1941, following the German invasion the Province was divided between the Germans and the Italians. Rex displayed mail from the German controlled Northern Slovenia, showing the progressive Germanisation of the cancels.

John May: Przemysl

John displayed a selection of mail during the Przemysl siege prior to the Russian occupation including mail flown in out by plane and balloon.

John May: Vienna 1945

This display involved mail of Vienna immediately following WW2

Geoff Frost: Austria's 1946 - 1949 issues

Mail from the 2nd Republic including the costumes, various varieties were also included. "A good period for flyspec philately".

Geoff Richardson: Trieste 1850 – 1863

This display mainly of stamps showed the various stamps, cancellations and varieties from the period.

Andy Taylor: Wiener Bon-bons

Andy showed a dozen recently-acquired exotica including several Nachfrage-schreiben (the form used to trace a missing item – see next page); a pair of 2008 Gentian woven adhesives used on parcel with FDI cancel; examples of multiple sendings of newspapers; a form reclaiming the express fee on an otherwise free-post item; and a 1915 money transfer telegramme.

Colin Tobitt: Postal Dues from 1957

This display showed the system change to "deficiency plus fee".

Henry White: 1948 Costumes issue Postal Stationery

This was a complete showing of the material available and included the various coloured cards and stamps, postage rates and changes, captions, and languages

Österreichische Postverwaltung.

Zahl:

Buchstabe *M.*
Nr. *S.*



Nachfrageschreiben

(Postanweisungsverkehr)

betreffend die

Postanweisung Nr. *252*

im Betrage von *10 K*

ausgegeben am *27. ledunq* 19*17*

beim k. k. Postamte in *Nusle 3*

Absender: *Divisionä*
Nusle, Oldrichova ul. 304

Empfänger: *Komp. 1/5, Sappeurkomp. Feldpost 423*

Bestimmungsort: *Feldpost 423*

Auszahlungsbeefähigung:

Im Falle des Verlustes der Postanweisung ist der Betrag

- a) an den ursprünglichen Empfänger auszuführen;
- b) an den Absender zurückzuführen.



Kostrouelovij

Unterschrift des Postbeamten.

*) Gegebenen Falles einzusehen: „telegraphische“, „Expres“.

A special Nachfrageschreiben for a missing money order, sent from Nusle in 1917 and lost by either Feldpostamt 423 or K.u.K. SappeurKompagnie Nr 1/5.

Henry White: Privately produced Costumes Postcards

The second part of the display was a very detailed of privately produced cards of the Costume Issue (but deliberately omitting Balloon Flights!)

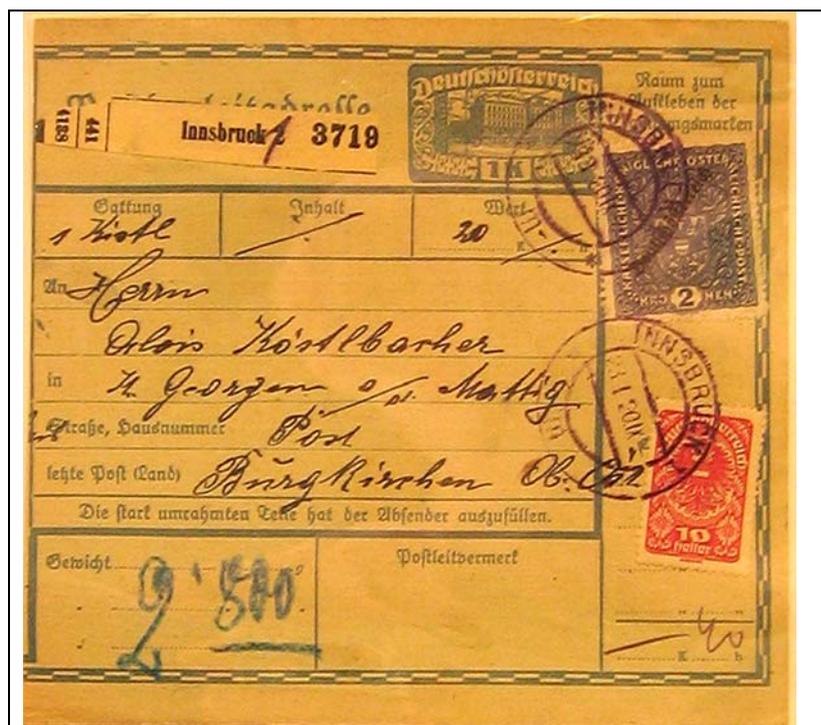
James Hooper: Civil Censorship in Moravia

This displayed items of censored mail with resealing labels, cancels and cachets.

Colin Tobitt: Cross-Border Rates

A display of mail between Austria, Lichtenstein and Switzerland during 1890 – 1938. The display showed the tariff rates and the considerable changes in their basis. He explained and showed various ‘RL’ (‘Rayon Limitrophe’) markings.

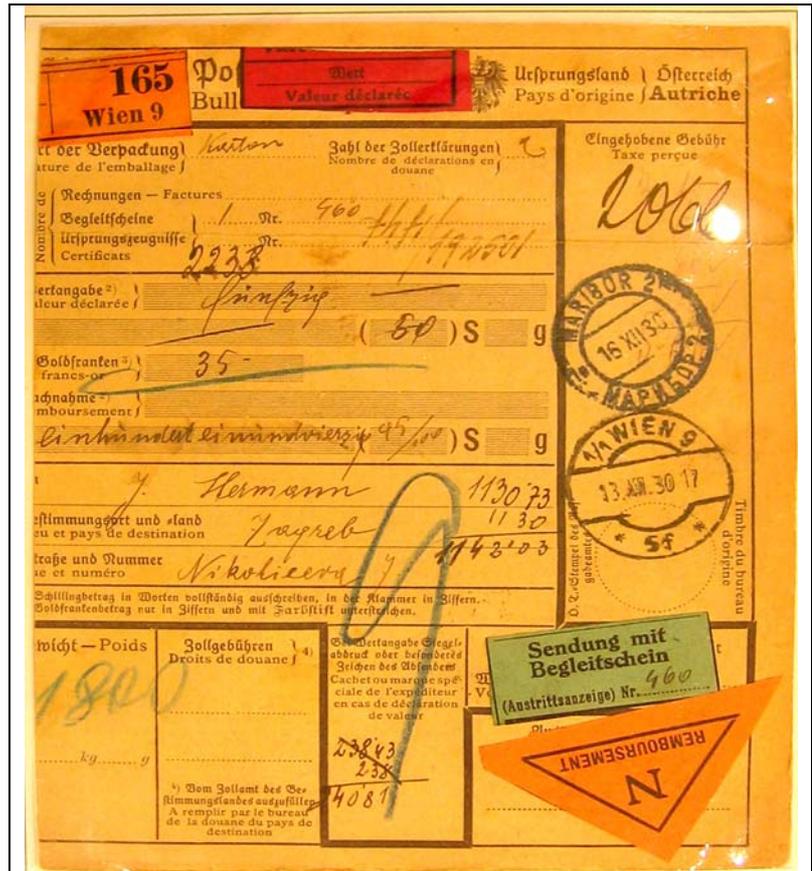
Martin Brumby: Austrian Parcel Cards 1918-1938



Martin explained in detail the forwarding fees and postage rates during the inflation period. The material is rare since adhesives were not normally used and the paperwork was recycled. Measuring inflation against the Swiss Franc is complex because not all the data is readily available (eg UPU Gold Franc vs Groschen)

The example above is a card for a 2.8Kg parcel from Innsbruck to Burgkirchen, posted on 22 Jan 1920. Declared value 20K_r; additional franking of 2.10K_r paying 2.50K_r for weight and 0.60K_r for value.

The card opposite is for a COD parcel to Yugoslavia with postage of 42 gro, (minimum) value fee 14 gro, COD fee of 60 gro plus 0.5% of the collectible amount.



Keith Brandon: Postbucheln

An excellent selection of very colourful New Year booklets from 1858 to 2000 given by the postman to their clients. These show postal, social and design history, and produced much interest:



Rex Dixon then produced the Czech equivalent!



Geoff Frost: Austrian Airforce in WWI

Geoff explained the build up of the Austrian Air Force, both aeroplane and balloons. Starting at zero, by 1918 seventy squadrons existed. There was a surprisingly large manpower requirement! There was also a Naval Air Arm, whose material is rare and expensive.

Geoff Richardson: Winter Sports 1933-1950

Various items, mostly philatelic, explaining the Winter Sports held in Austria.

Alan Berrisford: Court Delivery Service 1898-1919

This included single and multiply franked forms. It has recently been discovered that the service also operated in Bukowina, in an area covered by a superior court in Galicia.

THE 4-SHEET COMPETITION

This year's letter was 'F'; surprisingly there were no entries on Fieldpost, First Issue, Flowers, or Fairy Tales. The winner (after a recount) was Hans Smith with Fiume, followed by Furstentum Lichtenstein and then Fingerhut-stempel. Other entries were From-my-collection: fakes flaws & forgeries; Football; and Fauna-in-fives.

THE KEYNOTE DISPLAYS: SUNDAY

As an experiment, the displays were accompanied by two dealers stands, Gregory Todd (of Carmichael & Todd) and Malcolm Lacey (of himself). They did considerable business! Sympathetic enforcing of the timetable was required.

Bill Hedley produced his award-winning display of **Mail from Pressburg** during 1729 – 1875. This display had members drooling over many items. Bill showed the development of the service, the rates, and the basis thereof. Perhaps typically, most viewers seemed to take the philately as read and concentrated on alternative layouts and write-up styles. The perennial problem of A4 sheets in British frames once again raised its gory head!



Clive Murray gave the second display, of **The Postage Dues of the Monarchy**. Clive had purchased a starter collection a few years ago (written up in German) and has extended it – although he freely admitted that it was “Im Bau” – a work in progress. He showed many examples of items sent abroad, taxed there, refused, returned, and taxed again. One registered item with added dues was eventually diagnosed as “recipient to pay” although it didn’t say so; the registration label referred to the free service given to official mail.



Item from USA with French, Italian and Austrian dues!

The AGM

This is formally reported in a separate Supplement, but one matter needs mentioning here:

The anonymous mastermind behind the “Personalised APS Stamps” received by all APS & PKMI members in February revealed himself to be **Henry White** who thanked Joyce Boyer and Hans Moser for doing the donkey work. His generous gesture was loudly acclaimed.

