



# AUSTRIA 214 – Spring 2021 – Contents:

Page	Item
1	Editorial 214
2	Trieste 1871 - beware of cholera
8	Notes from other journals
9	The APS bookshop
10	The entrepreneurial activity of Demetrios and Stephanos Manos and its legacy of philatelic material
14	Wim overprints
15	Why was this not underpaid?
16	Advert: Stamp Insurance Services
17	Toby Colin Tobitt
18	British troops in Austria 1945-1955.
28	More about round objects
33	Kaprunerthal
40	2021 new issues (1 <sup>st</sup> instalment)

## Edited by Andy Taylor

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## Editorial 214

*To Fest, or not to Fest, that is the question / Whether 'tis nobler in the mind to suffer / The slings and arrows of outrageous fortune /, Or to take arms against a sea of troubles / And by opposing end them....*

I was struck by the recent observation of a micro-brewery owner that if all restrictions were suddenly removed, he couldn't open his pub for about a month, because even if he had the ingredients and the staff standing by (which he didn't), it still takes 3 weeks to malt barley and brew beer. Stretching the analogy to breaking point, a traditional Fest weekend as currently reserved in Derby on 24-26 September probably requires confirmation of numbers and menus by 1 Sept at the latest; so the attenders need to return their booking form etc with full payment by 20 Aug; so I need to send out Austria 215 with the final copy of the hotel booking form by 1 Aug.

Will comparatively large indoors weekend gatherings of mature philatelists be permitted in late September? Will we have to wear masks, or meet socially distanced on a 2x2m grid in the car park? As I type this, nobody knows - at least, nobody who bases their opinions on established facts knows. But if we assumed such gatherings would not be possible, then there would definitely not be a Fest, and we'd be holding an AGM by Zoom. It's not my aim to plan for failure!

**So, please read and respond to the Virtual Festmeister's notes in the Newsletter.**

*We'll Fest again / don't know where, don't know when / but I know we'll Fest again / some sunny day!*

## “FESTSCHRIFT 75”

The ASCGB, the predecessor of the APS, was founded on 1 January 1948, so the 75<sup>th</sup> anniversary happens on 1 January 2023. I'm planning to mark this by producing a **Commemorative Festschrift**. I envisage this as containing introductions and brief history-of-the-APS notes followed by a large number of 1-or 2-page articles contributed by **you**, the members. This would be an A4 full-colour work and published in mid-2022. That isn't actually all that far away in book-publishing terms, especially since the publishing subcommittee is currently embroiled with a book on the pre-stamp philatelic history of Austria, a topic that covers most of Europe between 1722 and 1850! I'd welcome offerings of "I could do a page on XXX and another on YYY". There may need to be some editorial selection, and conversely some arm-twisting, so that we get a reasonably broad coverage of topics and dates; but at present it's **All Contributions Gratefully Received!** Please email or write to me. Pictures need to be 300DPI, uncompressed JPG; or lend me it and I'll scan it for you.

Update: so far I've received about 25 sides of A4.



On the first of January we lost one of our best-known members, Colin Tobitt. An obituary is on page 17, and as a tribute I have reprinted his article from 2005 on "*British Troops in Austria 1945-1955*". I've also found an Austrian stamp to illustrate another of his interests: he loved trees (and the APS has made a donation to the Woodland Trust in his memory). This is a representation of an oak tree, laser-cut from a piece of an oak tree and issued in June 2017.

*Andy Taylor*

*“Glücklich ist / Wer vergisst / Was doch nich zu ändern ist”.*

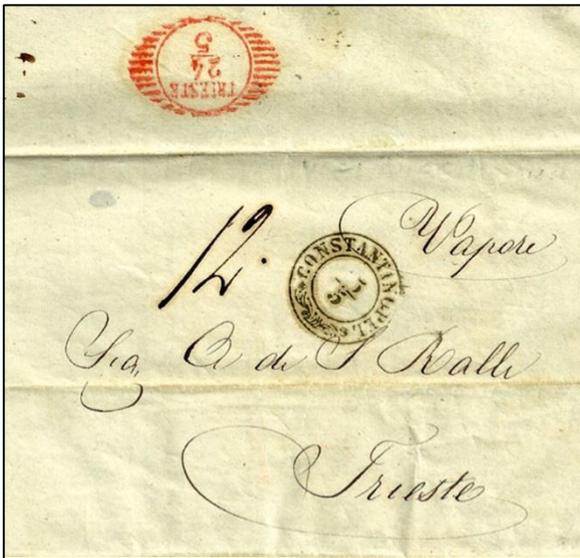
## TRIESTE 1871 - BEWARE OF CHOLERA ‡

By Laurent Veglio AISP

As his ship returned from Constantinople and ascended the Adriatic Sea on her way back to her home port, the Captain of the Lloyd Austriaco Postal Steamship knew quite well that during the next few hours, before he could enter the port of Trieste to disembark his passengers, mail and merchandise, he was expected to enter the neighbouring Muggia marina to drop anchor near the St. Bartholomew Lazaret to face a thorough inspection of his ship. The Ottoman capital that he had set sail from six days earlier had indeed been plagued by cholera for several weeks. In the upper centre of this 1870 photograph is a liner of the Lloyd Austriaco, presumably the Arciduchessa Carolina, anchored in the southern basin of the harbour of Trieste



The Italian-speaking port of Trieste was at that time the only real sea gate of the Austro-Hungarian Empire and this role had been boosted since 1837 by the activities of the Austrian Lloyd company. Founded in Trieste, the company was generally designated at that time as Oesterreichischer Lloyd in German or Lloyd Austriaco in Italian.

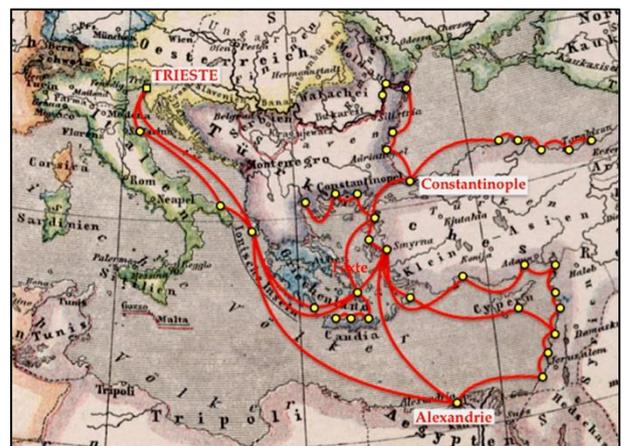


This is a typical item of mail handled by the Lloyd. It was posted at the Austrian post office in Constantinople on 15 May 1852, with the tariff to be paid in Trieste by the addressee. It is backstamped on the 24th in its destination of Trieste, where the post office collected 12 kreuzers from the addressee.

The Austrian post office of the Ottoman capital benefitted from the Lloyd Austriaco line to the Levant, thereby playing a major role in the delivery of correspondence between Constantinople and Europe.

Marseille played a comparable role for mail to and from Western European destinations.

This early 1870s map of the Mediterranean shows the major routes operated by the Lloyd Austriaco and the various stopovers in the Levant and Egypt, as well as those at the littoral ports of Syria, Aegean Islands and the Black Sea. Also notice the regions with light purple borders highlighting the importance of the territories of the Ottoman Empire in the Balkans.



‡ Previously published in Italian by Il Postalista [www.ilpostalista.it/lv/lv79.htm](http://www.ilpostalista.it/lv/lv79.htm) and in French in Timbres Magazine April 2020. This English version was translated by Giorgio Migliavacca and first published in Fil-Italia XLVI nr 3 Summer 2020. It has had to be adapted to fit AUSTRIA's format.

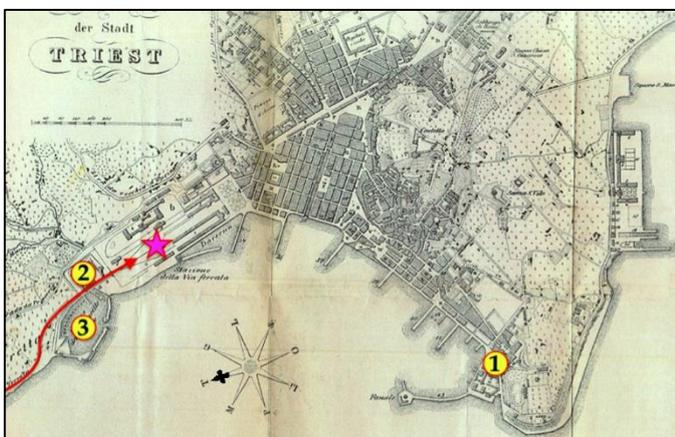
The year before the journey of our letter, in 1870, the company, whose fleet included 68 steamships, carried goods valued in excess of 300 million gold francs as well as just over 300,000 passengers. The Lloyd Austriaco and the French ‘Messageries Maritimes’ were the leading European players in steam navigation reaching as far as the Eastern Mediterranean.

We can therefore easily understand that vigilant management of epidemics, so frequent in the Mediterranean, was part of normal procedures. The port authorities of Trieste had long-established lazarets, that is health facilities intended to house passengers and goods from suspicious or infected countries.

## THE THREE LAZARETTOS OF TRIESTE

In 1769, Trieste inaugurated a new lazaret named after Santa Teresa in honour of the Austrian Empress Maria Theresia; located in the northern part of the harbour of Trieste; it was surrounded by a wall seven-meters tall. The new lazaret was built to replace the San Carlo lazaret which had been built during the 1720s in the southern part of the harbour, facing the artillery arsenal.

The new and vast building could accommodate up to 600 people and its basin, bordered by high walls, could accommodate dozens of ships. With the 1857 opening of the railway line connecting with Vienna, new challenges caused by progress emerged: a brand



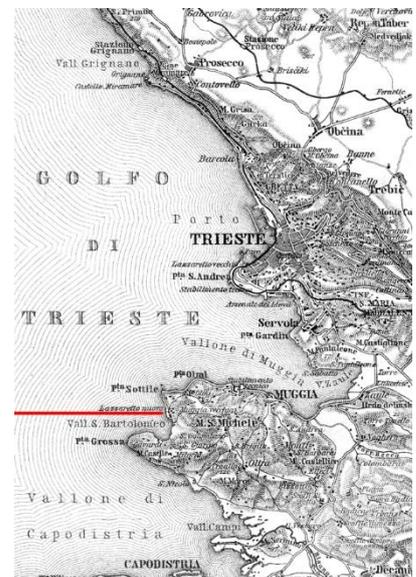
new railway station had been erected at the gates of the city, encroaching on the perimeter of the lazaret. To further complicate the situation the maritime traffic was consistently increasing as a result of the first globalisation experienced by Europe which is widely known as the “Industrial revolution”.

This 1857 map shows at (1) the old San Carlo lazaret; at (2) the Santa Teresa lazaret; and at (3) the basin for vessels in quarantine. The red arrow shows the route of the new railway, and ★ is the railway station. North is in the bottom left corner!

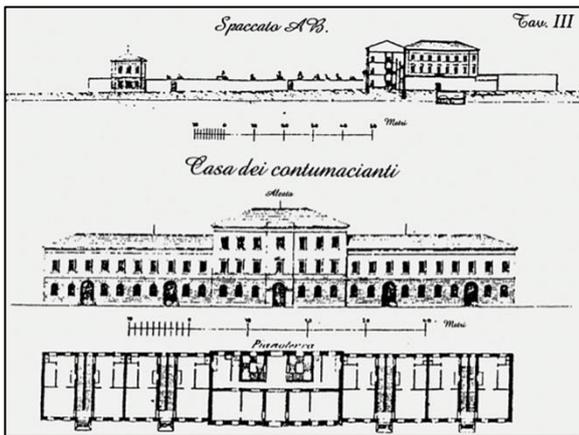
During the late 1860s a new lazaret was built in the Muggia area (an ancient community of fishermen) to satisfy the greater demand for a modern facility. The new lazaret was named



after San Bartolomeo because of its location at the St. Bartholomew Valley, across Muggia bay from Trieste (the red line points to it). It included a 55-room building intended to house travellers, a building reserved for accommodation of medical staff and employees of the lazaretto, a church, and a cemetery. Four buildings, with a total area of 19,500 square metres, were intended for goods to be disinfected; trees were planted on a part of the perimeter. A monumental gate projected the reliability of a grand institution. The new lazaret was put to the test during the dreadful outbreaks of cholera in 1871, 1872 and 1873. During the first three years the basin of the lazaret saw some 176 ships dropping anchor there to undergo the preventative procedures.



On 1st October 1868, the health institution had been placed under the authority of the Adriatic Maritime Government sitting in Trieste.

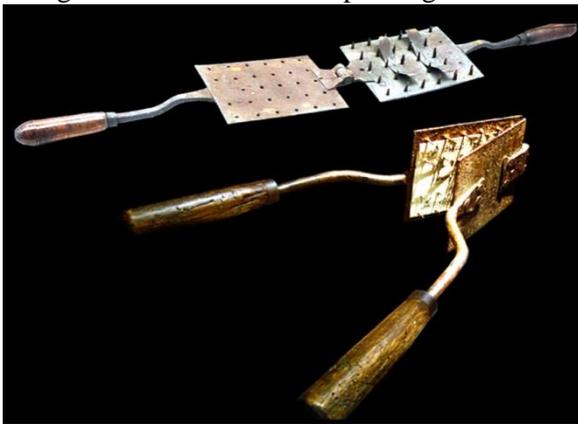


This print, published in 1879 by the Governmental Maritime authority in Trieste, shows (top to bottom) the cross-section of the complex, and the façade and plan of the building housing passengers in quarantine

## RASTEL HOLES, SLITS... AND FUMIGATIONS

At the time, public health management was governed by two sets of directives: the 1837 police regulations for epidemics which applied to items arriving by land<sup>§</sup>, and the 1851 Regolamento generale per l'Amministrazione della sanità marittima [General regulations dealing with the administration of maritime health] which applied to arrivals by sea. The measures to be adopted depended on the status of the vessel entering the port, more specifically the bill of health which had been issued to the ship's captain upon his ship departure. A "patente netta" (clean) bill of health allowed the ship to be exempted from *pratique*<sup>\*\*</sup> procedures: in which case the ship docked directly at the port of Trieste.

A "patente brutta" required the severest quarantine; a "patente tocca" was less demanding. These bills of health indicated a recent or ongoing epidemic at the port of departure and required, on arrival in Trieste, a medical check-up and where applicable a period of quarantine at the lazaret. The goods were then placed in the lazaret stores for airing and disinfection. The passengers remained subject to observation, if necessary for several days<sup>††</sup>, before



being able to continue their journey, and the courier was also subjected to a special procedure. The letters were placed in a rastel pincer that perforated the letter, leaving punch holes which facilitated the fumigation and penetration of disinfecting agents to remove any residual possibility of contagion. The San Bartolomeo lazaret used rastel pincers, otherwise called waffle irons, while - in most instances - slits remained a thing of the past<sup>‡‡</sup>. After being punched the letters were "perfumed" (fumigated) using smoke from the combustion of a mixture consisting of a quarter of sulphur, a quarter of saltpeter, with the remaining half being wheat. After returning to room temperature, the letters and papers were considered safe and could be handed over to the post

office.

<sup>§</sup> Until an Austrian decree of 9 June 9, all incoming mail from the Ottoman Empire by the land route was subjected to disinfection at the point of entry into the Austrian Empire.

<sup>\*\*</sup> *Pratique*: permission to enter a port, granted to a ship after compliance with quarantine or on evidence that she is free of contagious disease. [Etymology: Medieval Latin "*pratica*"; borrowed from French "*pratique*" in the early 1600s]

<sup>††</sup> "Quarantine" comes from "quarantagiorne" which means 40 days!

<sup>‡‡</sup> Depending on the place and time, the letters could also be submitted to immersion in vinegar, exposed to purifying flame, disinfection with chlorine, etc. They could also, in certain circumstances, to be opened to proceed with the chosen disinfection method.

## CONSTANTINOPLE BEDEVILLED BY CHOLERA

Here comes the “corpus delicti” - the so-called source of contagion: a letter posted on 11 November 1871 at the Austrian post office in Constantinople and franked at the then applicable rate, 15 soldi.



On 17 November, after it reached Trieste in the mailbag of its carrier, an Austrian Lloyd steamship, the letter and other mail were entrusted to the lazaret of San Bartolomeo for inspection. The rather prominent rastel punch holes are not disfiguring and had the advantage of permitting fumigation without unsealing the letter. It was then duly delivered to the addressee by the Trieste post office which backstamped the letter to document its arrival at destination.



This is part of the letter that was in the envelope, with the rastel holes clearly visible.

The cholera epidemic which hit Constantinople in the autumn of 1871 killed several hundred people and was the topic of a long article by A. Dartiguenave published in the 4 November 1871 edition of the French weekly *Le Monde Illustré*. The author, a documented investigative eye witness, virulently denounced the dismal conditions and poor health measures in some places of the Ottoman capital, especially those unfortunate individuals that had been placed in a palisade enclosure under the care of the army to prevent the spread of the disease.

He also denounced the velleities of the Ottoman authorities when attempting to contain the outbreak and manage preventative measures (see the appendix on the creation of the Superior Council of Health of Constantinople). The epidemic broke out at the gates of the city during the summer, but it was not until 20 September that the Health Council of Constantinople decided to grant a “sporca” (ie unclean) bill of health to the ships leaving the most important Ottoman port.

During the early autumn numerous articles were published in France and Austria raising awareness of the health situation in the Turkish capital. We read contemporary copies of the daily *Le Sémaphore de Marseille* confirming the arrival of mail, including our letter, to Trieste.

In its 9 November 1871 edition the Marseille’ daily newspaper announced the arrival of the ocean liner *Scamandre* of the Messageries Maritimes, from Constantinople with 20 passengers on board: unsurprisingly, it was reported to be in quarantine. In its next edition, 17 November, the newspaper informed that the next ship from Constantinople, the *Tagus*, had been placed in quarantine; it would be interesting to find mail delivered in France by these ships to see if letters show traces of disinfection.

## THE CREATION OF CONSTANTINOPLE’S SUPERIOR COUNCIL OF HEALTH

While most European ports in the Mediterranean had institutions and public health regulations as well as facilities as early as the 16<sup>th</sup> and 17<sup>th</sup> centuries, and sometimes even earlier, the Ottoman Empire adopted similar infrastructural and administrative plans much later. It is indeed necessary to wait until 1837 to see the first initiatives in this direction: the year was certainly no fortuity, because it was in 1837 that two European states inaugurated their first regular steamship lines with the Levant. France was ahead with Marseille providing dependable and efficient service of the Mediterranean postal steamships; Austria was competing vigorously with her modernised port of Trieste which was the operative base of the Austrian Lloyd liners. The Ottoman government, widely known as the Sublime Porte, was aware that it was not only a question of preventing and containing epidemics coming from the Near and Middle East, it was also necessary to offer to European shipping companies satisfactory sanitary conditions so as not to hinder the naval traffic and make the ships return to their Mediterranean and Adriatic bases less problematic.

Venice, in its sanitary controls, was far in advance of all other cities. It founded in 1483 the “Provveditori della salute della terra” (Supervisors for the Health of the Country) and made over great powers to it which were specified in sanitary laws.

Little is known about the history of Constantinople’s Superior Council of Health; nevertheless, a contemporary book published in 1840 in Venice, and written by the President of the Maritime Health Magistracy of Venice, Angelo Antonio Frari, titled “Della peste e della pubblica amministrazione sanitaria”, provides some useful information. On 1 March 1838, a meeting was convened of the “Provisional Health Commission”, headed by Abdul-hak-Molla-effendi, former chief medical officer of the Sultan Mahmud II, assisted by doctor Bulard, an eminent European doctor who had spent several years in the Ottoman Empire. The Commission was granted funds of 12 million piastre, with a clear mandate to develop a strategy of health protection, with emphasis on quarantine procedures based on regulations enforced by ports of Mediterranean Europe. On 9 December the Commission’s administrative and operative cadre was presented to the sultan: the president’s position was always bestowed on an official selected by the sovereign, Hifzy-Mustafà-Bascia, its members were all European doctors such as Viennese doctors Minas and Neuner who had succeeded Bulard, as well as their colleagues MacCarthy, Bernard, Marchand, and Franceschi. Depending on the circumstances, their meetings would automatically invite diplomats representing the western powers to participate: the invitees were A. Pezzoni, De Cavaldène, Antonio De Raab and J. Bosgiovich.

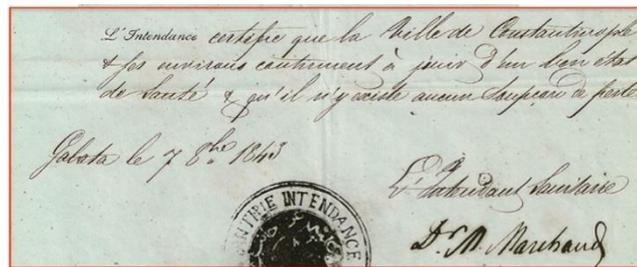
On 10 June 1839, the Council of Health was finally able to publish its “Fundamental Health Regulations”, which were also notified to foreign embassies in the capital for dissemination to European merchants, traders and shipping agencies.

The creation of a central lazaret at the expense of the Imperial Treasury was confirmed: it would be the capacious cavalry barracks of Kouléli, on the Asian side of the Ottoman capital, which could provide the necessary spaces

for both the quarantine of passengers and the disinfection of goods. Pending completion of the work, goods and produce would be stored and disinfected on the Fener-Baktché peninsula. Provisions for the deployment of a possible sanitary cordon were specified; they envisaged the institution, at the Dardanelles, of preventive checkpoints on arrivals from Cyprus, Egypt and Jerusalem, while awaiting the construction of lazarets in the other provinces of the Empire.

Inspired by the European system, ships were to fly a flag with colours reflecting the classification of their health certificate which had been issued to them at the port of departure: white for a clean patent, white and black for a suspicious patent (no new cases declared at the port 15 days before departure) and black for a “brutta” patent (new cases declared at the port less than 15 days before departure). The last two types of patents resulted in passengers being confined at Kouléli for 10 or 15 days.

However, the enforcement of these measures was actually gradual because so many adverse factors came into play. To begin with: the chronic budgetary difficulties of the Ottoman Treasury, followed by traditional antipathy against confinement, as well as the amnesty decreed at the advent of the new sultan Abdul-Meschid in 1839. The new sultan proposed to open all the lazarets and free the confined persons held there, but he was soon forced to backtrack due to strong protests from representatives of the European powers. The rather calamitous management of the cholera epidemic of 1871 shows that, 30 years later, there still was a serious urgency for improvement and enforcement.



This very interesting document is part of a “clean” bill of health issued by the General Intendency of Public Health of the Ottoman Empire, dated 7 October 1843 and signed by Doctor M. Marchand. It says “The Intendency certifies that the city of Constantinople and surroundings continue to enjoy good health conditions and there is no suspicion of plague.” The seal authenticating the bilingual document is French / Turkish. The document does not mention the name of the captain, the number of passengers, or the nationality of the ship; this leads us to suspect that it was never issued.

## ESSENTIAL BIBLIOGRAPHY

Umberto DEL BIANCO, *Il Lloyd Austriaco e gli annulli marittimi dell’Austria-Ungheria*. The second volume of this trilogy is devoted to postal relations between the Austrian Empire and the Ottoman Empire, both by sea and by land. Disinfection of correspondence, in the Adriatic ports and the Balkan lazarets, is one of the themes addressed by the author.

Guy DUTAU: *Mail disinfection in France and in the occupied countries. History, regulations, lazarets, practices*. A major reference work of over 600 pages abundantly illustrated, written and published in 2017.

Dr. K.P. MEYER, San Francisco, USA’s book “Disinfected Mail”.

## NOTES FROM OTHER JOURNALS

Note that most of the items described are not retained long-term by the Society, although copies may be available for a short period.

### **Die Briefmarke**

**2020/9:** Ovebria2020; post during the occupation period (=1945-55); historic post-routes – the 2020 Europa stamps; the Austrian-Italian postal treaty (1861); the Carinthian plebiscite stamps: Heiligenblut; Beethoven stamps worldwide and an essay accompanying his 250<sup>th</sup> anniversary issue; many MeineMarke from societies.

**2020/10:** 1881, when Austrian telephones began; Carinthian plebiscite: provisionals, vignettes, the main issues, Hochosterwitz; three-emperor-corners; production details of the ski-tip and corona stamps; thematic:UNESCO.

**2020/11:** from 2021 Die Briefmarke will have only 10 issues per year (including Jan/Feb and July/August); Advent cakes; Carinthian plebiscite: combinations; interesting post-WWII mail from refugees; thematic:postal history (2).

**2020/12:** BSV Favoriten's 90<sup>th</sup> birthday; refugee etc mail (2); the end of German postal services in Kleinwalsertal & Jungholz from 1-1-1951; Austro-German occupation of Udine in WWI; list of 2021's many new issues (traditionally, subject to changes...); thematic:postal history (3); thematic: Dr Karl Renner.

**2021/1-2** (one of this year's two-month issues): VOePh's somewhat not-as-intended 100<sup>th</sup> Jubilee Year; 500 years of postal history; problems with a postcard to Italy in 1875; postal stationery and thematics; the 2021 list of postcodes that are also dates (eg 1421 Wien = 1 April 21); the VOePh centenary commemorative registration label; book: Polish local overprints 1918-19; etc.

And as always, each issue contains events and cancellations; society news; new issues etc etc.

### **Germania**

**Vol 56 Nr 4:** Rex Dixon elected President for a 2-year term; philatelic and society effects of covid; Official mail in German-occupied Poland (5); a Bismark survivor; handstamps on mail from Italian POWs in Germany in WWII; postal effects of German reunification; etc etc.

**Vol 57 Nr 1:** Inscriptions on Saar stamps: Some general remarks; The 3 Mark Germania booklets, Part 1; Germans in the Soviet Union: Wolga- und Volks-Deutsche; SMS Königsberg; Errors in accounting numerals; Official mail in German-occupied Poland part 6: Maintaining law and order; First German stamps with a QR code; etc etc

### **ArGe Öst e. V.**

**Nr 128: 2021/1.** Mail for the blind up to 1909; recent market prices; postal history of the Dardanelles office; Untersteiermark, 1941-45; late-posting cachets; and many shorter articles.

### **Stamps of Hungary**

**Nr 223 Dec 2020:** Timeline to Trianon, Part 8; Gyor-Sopron-Ebenfurti Vasút (GySEV); Hungarian stamps 1949-1956 – Socialist realism; A postcard from Keszthely, 1946; The annual 'post-booklet'; Letters to Switzerland, 1946 – Postscript; A belligerent internee and some questions; etc etc

**Nr 224 March 2021:** Timeline to Trianon, Part 9: 1 January 1921 to 31 March 1921; the 'PORTO' postmark of the Budapest main post office; Millennium postal stationery cards; The scarcely known Budapest local post (Budai kisposta); Questions and Answers; The British internee at Balatonalmádi; The mail-registering machine; etc.

## Book review: CARINTHIA PLEBISCITE 1920

Dear Andy: I have just received from Walter Leitner of the Kärntner Heimatdienst a copy of his new book on this topic (I had expressed interest in the subject to Igor Pirc who is the FEPA Secretary General and was visiting Klagenfurt on 10 October for an exhibition to mark the centenary of the plebiscite, and the next thing I knew, a copy of the book turned up). At a quick glance it is really a monumental study of the postal history of Carinthia at that time - well worth a look - especially in combination with the recent series of articles in Die Briefmarke describing in detail the various issues of privately-produced stamps intended to raise funds to support pro-Austrian propaganda. Anyone interested in this topic should have a look. I attach a flyer that he sent me indicating how copies can be obtained. I thought you might want to mention it in Austria.

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# The Entrepreneurial Activity of Demetrios and Stephanos Manos and its Legacy of Philatelic material

By John Anthony

This short article is based on a display of surviving correspondence sent to one firm, Mantzos and Manos, in Pest. Largely from the Balkans area, it illustrates the broad base of the firm's business as well as providing some fine and in some instances scarce or rare cancellations.

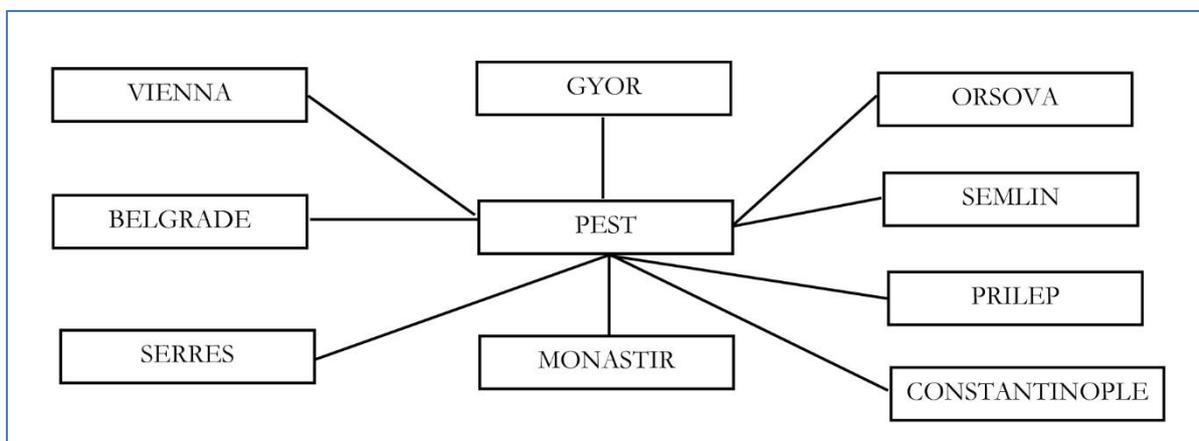
## Background <sup>§§</sup>

The Manos family originated from Western Macedonia. By the end of the 18<sup>th</sup> century, one Dimitrius Manos had already established a successful trading company in Monastir, focusing on trade within the region primarily through relationships with other Balkan Orthodox merchants, Greeks, Serbs and Macedonian-Vlachs.

In 1802 he migrated his business to Vienna. The city's location had already attracted Balkan merchants who had settled there, in order to conduct trade between the Monarchy and the Ottoman Empire. The Ottoman subjects - mostly Greeks and Sephardic Jews - who were active in the Vienna market, took advantage of the favourable decrees adopted by the Austrian government.

In 1803 Dimitrius settled permanently in Pest. He became a naturalized Hungarian citizen of the Monarchy by taking an oath of allegiance whilst simultaneously obtaining the rights of a citizen of Pest by acquiring a letter of citizenship (Bürgerbrief). These changes in the family's legal status were to determine its progress in the new cultural environment, lead to its swift integration in the host country, and directly affect potential business prospects.

This relocation coincided - perhaps not by chance - with a period during which local society experienced growing prosperity and the city's wholesale trade underwent considerable expansion. As an expediter, Manos organised his own private business by undertaking ventures related to the wholesale trade. He operated as a commercial agent and undertook third-party orders, purchasing and selling products on commission. The greater part of his trading transactions involving importing raw materials from the Macedonian region to the Monarchy's two metropolitan centres of Vienna and Pest: hides from Bulgaria, cotton fibres and cotton from Serres, and wool from Macedonia. By the time of his death in 1814, Dimitrius had established a substantial mercantile network as illustrated below:



In his will, written a few days before he died on 31 December 1814, Dimitrius appointed his fellow countrymen Anastasios Zikos, Ioannis Papakonstas Oikonomou, Dimitrios Mosikos and Georgios Mantzos as trustees and administrators of his estate until his children became of age.

As a result of his financial and trading activities, the founder of the family enterprise succeeded in amassing sufficient capital to underwrite the subsequent investments of Stephanos, his second son, who followed in his

<sup>§§</sup> *Commerce and Culture - Nineteenth Century Business Elites* by Robert Lee and contributors 2011

father's footsteps and became actively involved in the wholesale trade sector. Unlike his father, Stephanos had benefited from an extensive education and already enjoyed considerable social and financial status. To this extent he was required to negotiate his position within contemporary business, political and social circles under markedly different conditions from his father.

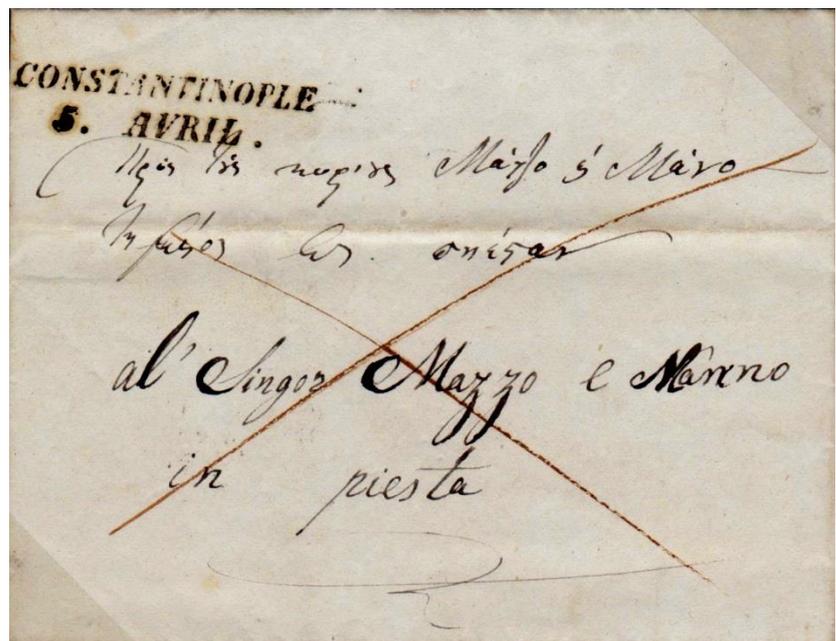
In 1842 he became a member of the Pest Chamber of Commerce. A year earlier, he had established the partnership of Mantzos and Manos with Georgios Mantzos, an old friend and partner of his father. This commission company had been established with the primary objective of purchasing and selling certain products on behalf of or by order of its clients, for a fixed commission. The company's connections with trading houses did not adhere exclusively to specific national or regional groups and did not focus on one narrow geographic location, as had been the case with his father's trading network.

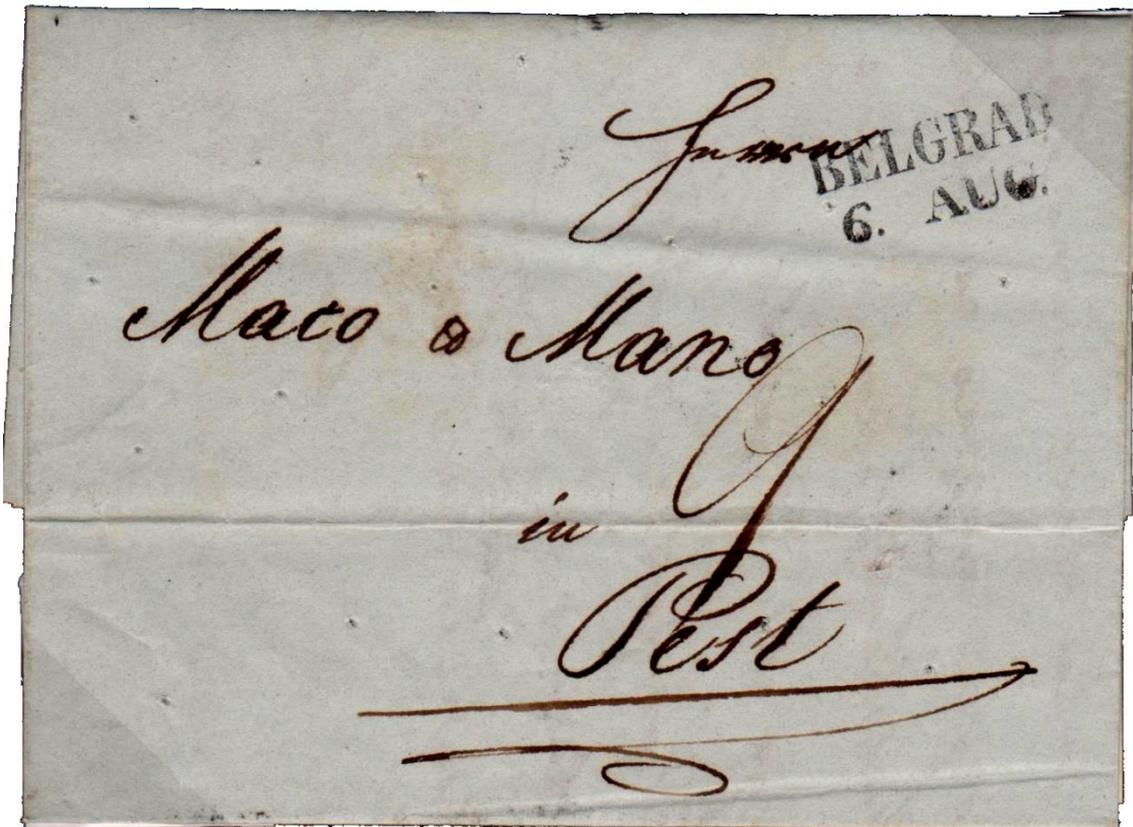
As yet, I can find no information regarding the precise date when Mantzos and Manos ceased its operations; the company was active until at least 1866.



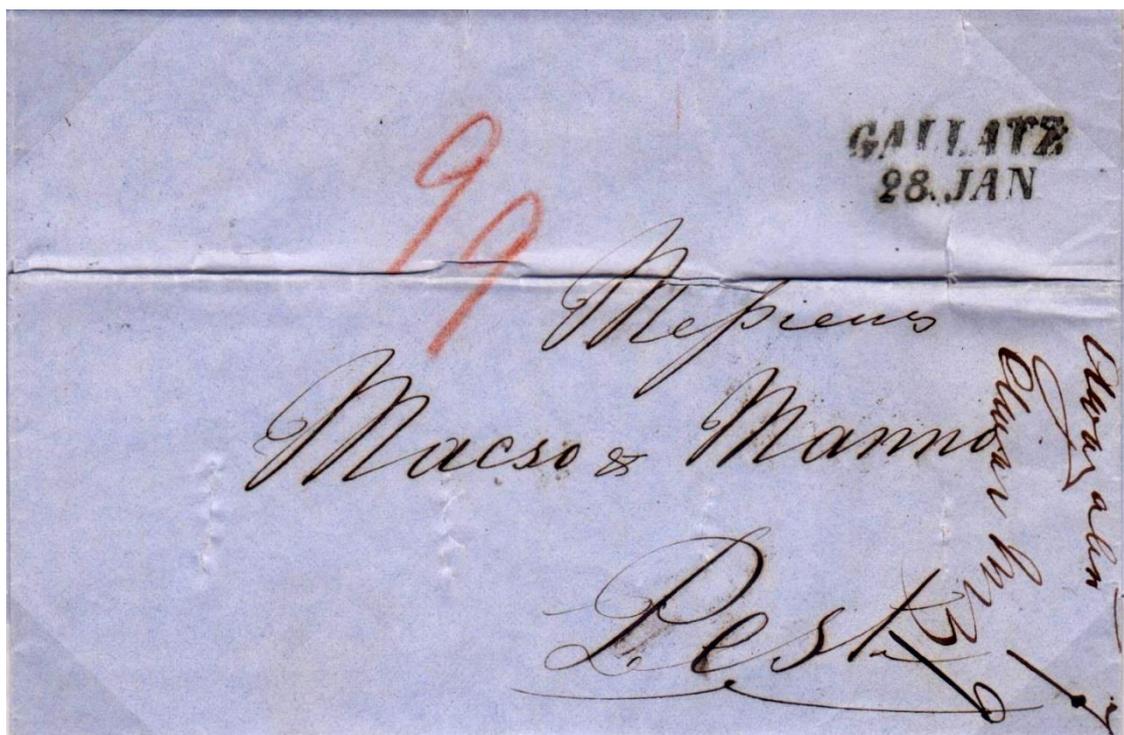
1847 folded entire to Pest via Semlin. Rated fully paid (FRANCO) and cancelled SERES/MAI 13. Disinfection holes and Semlin transit marks on the back.

1848, 5 April, folded entire, fully paid to Pest. Cancelled CONSTANTINOPLE / 5 AVRIL. Disinfection cachet on reverse together with PEST 15/4 arrival mark.

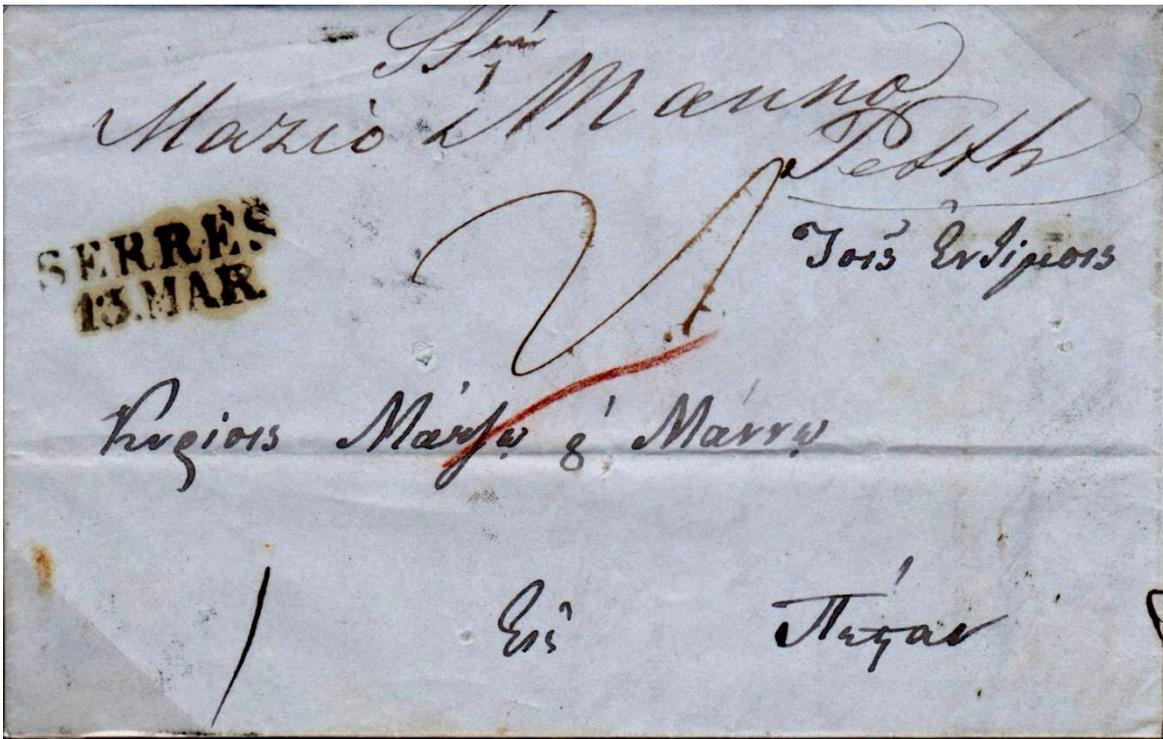




1851 folded entire to Pest. No rate markings. Cancelled BELGRAD / 6 AUG and on the back SEMLIN 6 AUG transit & disinfection mark and PEST 9/8 arrival mark.



1856, 28 January. Folded entire to Pest, cancelled GALLATZ / 28 JAN. Disinfection slits and Pesth arrival 7/2/FRUH on back.



1856, 13 March, folded entire to Pest. Cancelled SERRES / 13 MAR; manuscript rate 21. Semlin disinfection cachet on the back, with SEMLIN 21/3 transit mark and PESTH 24 MAR arrival mark.



1857 folded entire to Pest via Semlin. Fully paid (FRANCO) and cancelled BELGRAD / 16. NOV On the back, disinfection holes, Semlin transit 17/1,1 and PESTH 21/11 arrival marks.

# WIM OVERPRINTS

Simple question - Barry Horne asks, what is the overprint on these First Republic stamps?



It's much clearer on the red stamp, and appears to be "W / 19121 / M". Are they a post-war local overprint? Check ANK... can't see it. Propaganda for some cause? Quite possibly, but none that I can see. None of our library books helped. It looks like a date - what happened on 19 Jan 1921? According to Wikipedia, nothing at all happened in Europe! (Beware: Google/Wikipediae are not always correct - eg, 1,100 million articles say the earth is flat, only 842 million say it's round.)

Time to ask others...

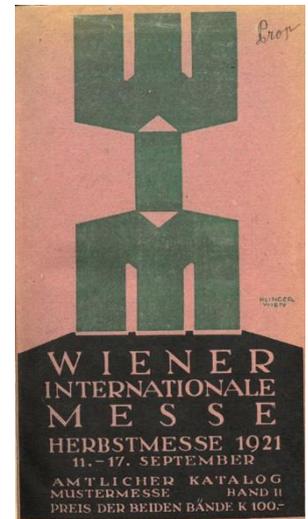


This advertising label reveals all! A vertical WIM was introduced for the first **Vienna International Fair in 1921** and that vertical WIM is shown in the overprint.

A little - well, a lot - of digging in dark corners located the Vienna Messe web site <https://messe.at/100-jahre-messe/> where under 'companies' we read:

*The history of the trade fair in Vienna actually began in 1873 with the world exhibition on the Prater site, the first comprehensive international presentation of goods in the German-speaking area. The "Wiener Messe", as it was later understood, was born on November 16, 1920 with the establishment of the exhibition committee, the aim of which was to organize the goods and production show.*

*Almost a year later, on September 11, 1921, the first "Vienna International Fair" opened its doors on the world exhibition grounds. The rotunda, the central building of the world exhibition, was available for the trade fair next to the industrial palace. The rotunda was a gigantic domed structure made of steel, partially clad with wood and plaster with an 84 meter high dome. The rotunda was built by Duisburg Harkort according to a design by the Scot John Scott Russell. The rotunda was adapted for the Vienna International Fair by Cesar Poppovits and Robert Oerley in 1921. On September 17, 1937, the rotunda was completely destroyed by a major fire after the trade fair closed.*



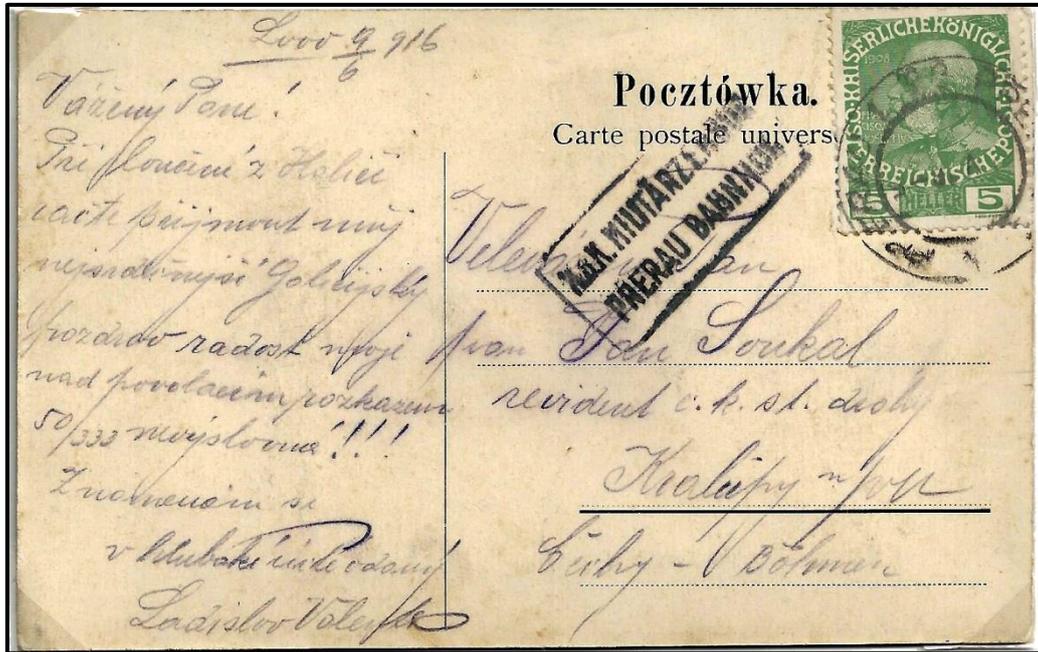
The pinkish illustration shows the same logo on the cover of Vol 2 of the exhibition catalogue. It was also displayed outside the building. The Austrian artist Julius Klinger designed the logo.

This postcard shows the outside of the Rotunda with a throng of visitors waiting to enter.

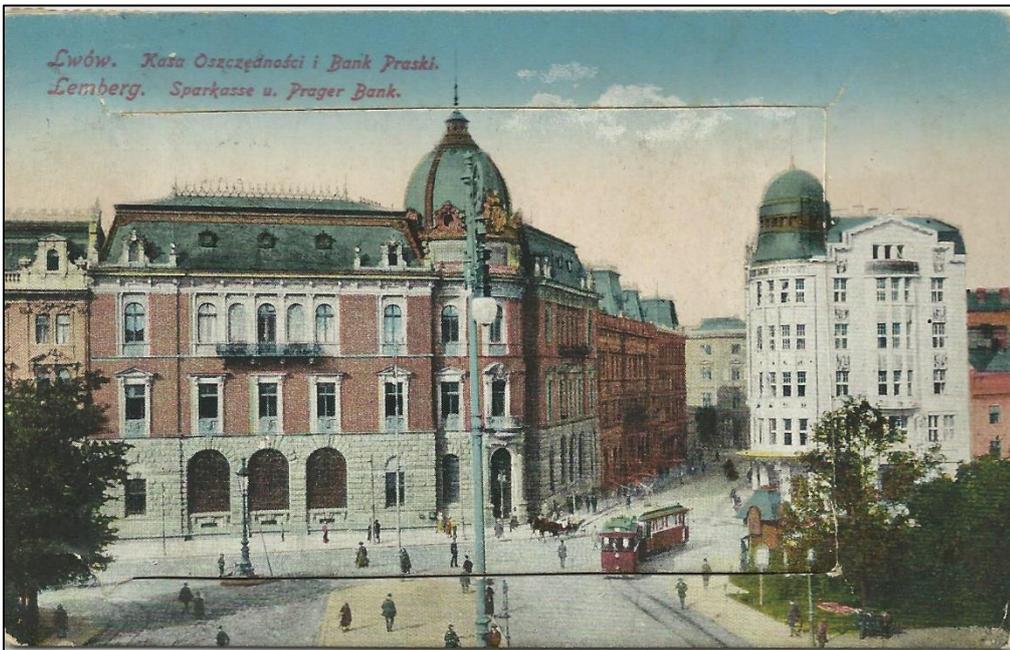
# Why was this not underpaid?

By Inger Kuzych

Enclosed find scans from a page from my former Lemberg exhibit. It shows that “multi-scene” postcards in 1949 (Joyce Boyer’s piece, Austria 213 pp 28-29) were nothing new. See a similar card from 1916. Actually it’s two cards carefully glued together. The obverse card with a scene of Lemberg has a flap cut out into which a long strip of Lemberg city scenes was inserted. The card passed through the mails unmolested and, even though it was double weight, the single 5-heller stamp sufficed - unlike Joyce’s card, no postage due was charged!

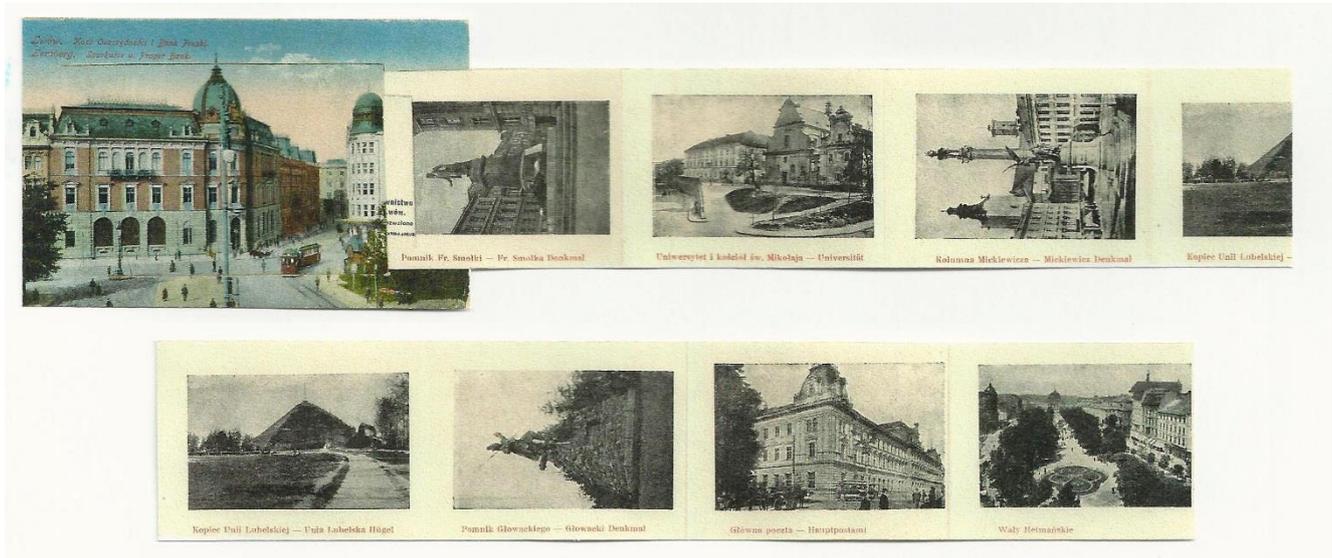


This postcard was written in Lemberg but posted on 9 June 1916 at the Prerau railway station, where it received a two-line violet-black boxed censor marking. The sender had created a multi-scene postcard of Lemberg by gluing two postcards together, cutting out a flap, and pasting a folded strip of eight city scenes into this (one scene is permanently under the flap). Despite the added weight, the 5-heller stamp was deemed adequate postage.



This is the picture side. The edges of the flap are just visible.

Here you can see how the little pictures emerge from their flap.



And here are two of the pictures, enlarged so as to be visible.



Pomnik Fr. Smolki — Fr. Smolka Denkmal

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## TOBY COLIN TOBITT

### 4 March 1942 – 1 January 2021

I've known Colin for many years. I think I first met him at one of the meetings of the London-based "Austrian Philatelic Society" (see AUSTRIA 36, p.31) held at the Anglo Austrian Society in the 1980s. I got to know him (and Veronica) even better, at numerous "Fest" weekends and when he became the APS Auctioneer in 1998 and then subsequently Chairman of the Society.

Last year, Colin was deservedly awarded an Honorary Life Membership for his outstanding services to the APS (and indeed Austrian Philately generally). AUSTRIA 111, p.2 usefully sets out much information which I will forebear to repeat here.

Tragically, also in 2020, we learned that Colin's medical problems were becoming more acute, although he continued to be the APS 'envelope stuffer and poster' almost until the end. He died, not of the Kung Flu, but of mesothelioma, a particularly nasty tumour caused by exposure to asbestos fibres.

Colin was very active on the RPSL's "Expert Committee" and was awarded the RPSL's 'London' Medal for his Services in 2019, after having already been made a RSPL Fellow in 2011.

Apart from being a genuine 'Expert' (rather than the 'expert bluffers' that we increasingly encounter today), he was co-author of two notable philatelic books, one on the Pneumatic Posts and another on Anschluss & Ostmark. He formed significant collections on Austrian Postage Dues, Rayon Limitrophe mail, Censorship 1945-1955 and on finely designed and printed stamps (reflecting his background as a printer) and for which, of course, Austria Post provided a plethora of fine examples in the last Century.

But his interests were by no means confined to Austria. As a working carpenter and enthusiast of both trees and collector of various exotic woods, he even formed a stamp collection of Kenya-Uganda and Tanganyika, many of which show African hardwood varieties.

Colin's rather unusual first name naturally reminds me of a character in one of the great gems of English C.18th literature, Laurence Sterne's "The Life and Opinions of Tristram Shandy, Gentleman". Probably because Toby, as Veronica always called him, puts me a little in mind of Tristram's Uncle Toby, "who is gentle, uncomplicated, and a lover of his fellow man." (Wiki)

The many of his friends unable (BecauseLockdown) to attend his funeral may, like me, like to think of Colin whilst listening to (or perhaps just humming) Handel's 'Largo' (from his Opera 'Serses'), traditionally played (for some reason) at funerals. The aria "Ombra mai fu" is sung by Xerses I of Persia, expressing his admiration for the shade of a particularly fine tree.

Seems appropriate.

*Martin Brumby*



This article first appeared in Austria 149, Spring 2005, and is reprinted in memory of its author.

## British Troops in Austria 1945-1955.

by Colin Tobitt

On the 7<sup>th</sup> May 1945 the first British Troops crossed the Austrian border at Kötschach-Mauthen via the Plöcken Pass. This was the start of 10 years of occupation. As the British were the last of the Allied Powers to enter Austria after their long journey via Italy from Africa, it was arranged that on the 25<sup>th</sup> October 1955 a few hours before the midnight deadline (set by the State Treaty) a small detachment that was left were to leave Klagenfurt by way of 8<sup>th</sup> May Strasse (so named to commemorate their arrival) through Velden, Villach and Val Canale.

At Christmas 1945 the Eighth Army produced a Christmas card showing the Crusader Shield, the inside is printed "Alamein 1942 - Austria 1945, with all good wishes".



The British Military H/Q in Vienna was at Schönbrunn Palace from 1945 to 1948. Time was spent on repairing the damage inflicted during WWII. In the June of 1946 a Military Searchlight Tattoo was held at Schönbrunn Palace to cement friendship and understanding between the Occupying Forces and the Austrians. A cheque for £10,000 was raised to provide a holiday for 2,000 needy Austrian school children.



In 1948 the British soldiers donated a stained-glass window for the east window of Christ Church (Vienna); this church is on the opposite side of the road to the British Embassy.



Christmas & New Year card from No.8 Leave centre Ehrwald, Lermoos, Tirol - B.A.O.R. 41

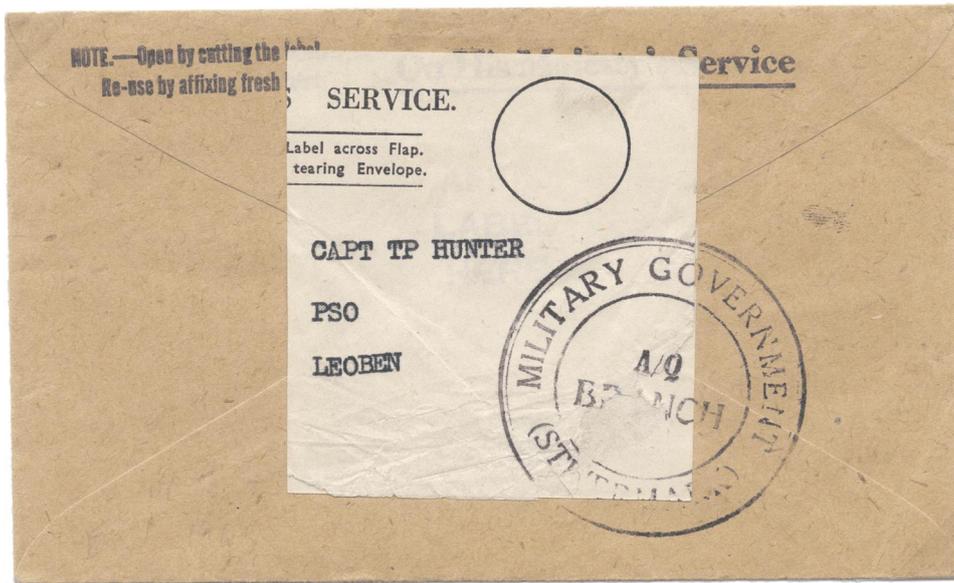
The British used approximately 36 Forces Post Offices [F.P.O.] during their period of occupation. Official military cachets (of which there are many) should include the words British Troops Austria 1-5 or BTA 1-5 and usually appear in violet. BTA1 is Villach; 2 is Klagenfurt; 3 is Graz; 4 is Vienna; and 5 is Zeltweg.



oval \*Vienna Signal Troop\* 20 SEP 1955 BTA 4



FPO 751 Klagenfurt to Vienna. Chief Signal Officer, rectangular cachet.



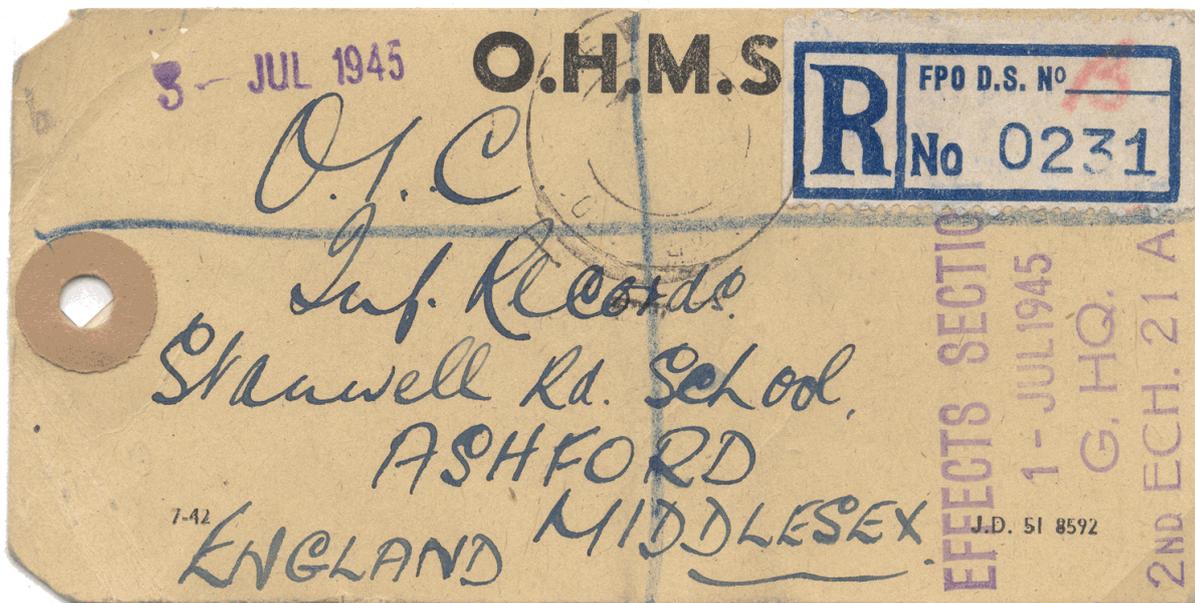
MILITARY GOVERNMENT (STEIERMARK) A/Q BRANCH (black)



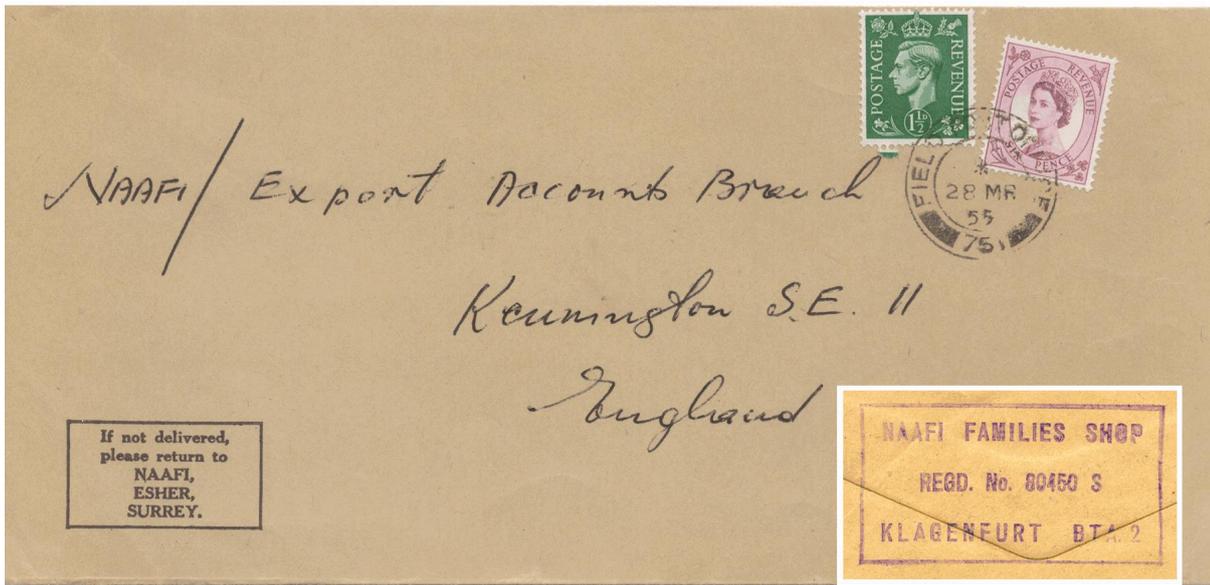
Redirected mail FPO 286 (Graz) on reverse, HQ FIELD + SECURITY STYRIA +



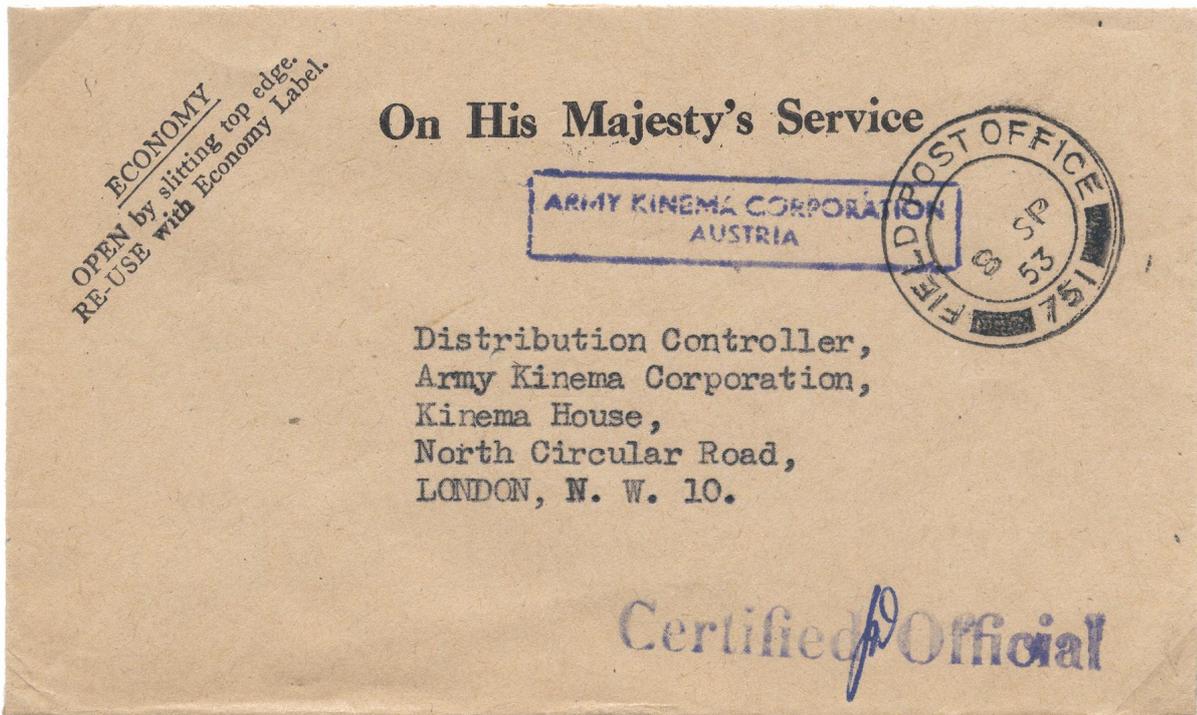
Registered cover to War Records in South Africa. Oval, No.5 Missing Research & Enquiry unit APO S. 565 21 AUG 1947. Royal Air Force B.T.A.



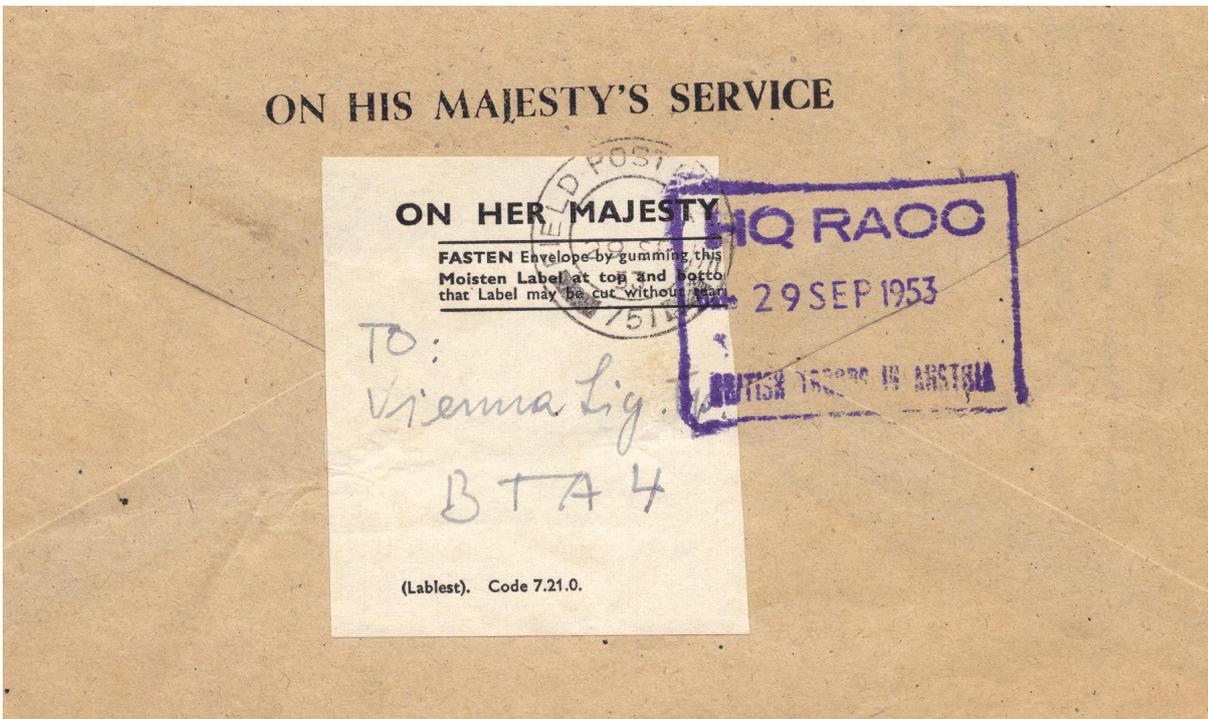
Baggage label, Registered FPO 13 to Inf. Records Ashford. Purple stamp EFFECTS SECTION 1 - JUL 1945. G.HQ 2<sup>ND</sup> ECH.21 A.



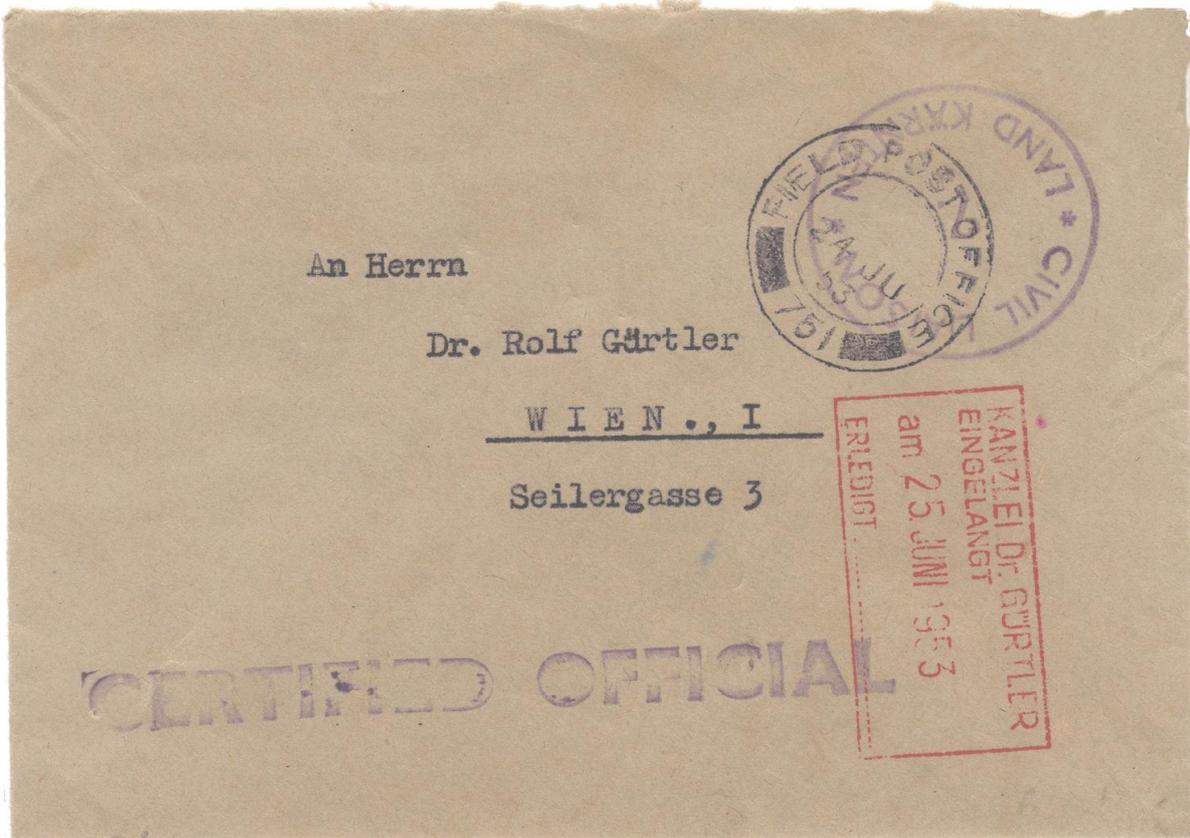
FPO 751 Klagenfurt to NAAFI in England, rectangular cachet on reverse “NAAFI FAMILY SHOP, REGD. 80450 S, KLAGENFURT BTA 2”



FPO 751 Klagenfurt, cachet for ARMY KINEMA CORPORATION AUSTRIA



FPO 751 to Vienna BTA 4 HQ RAOC 29 SEP 1953 cachet



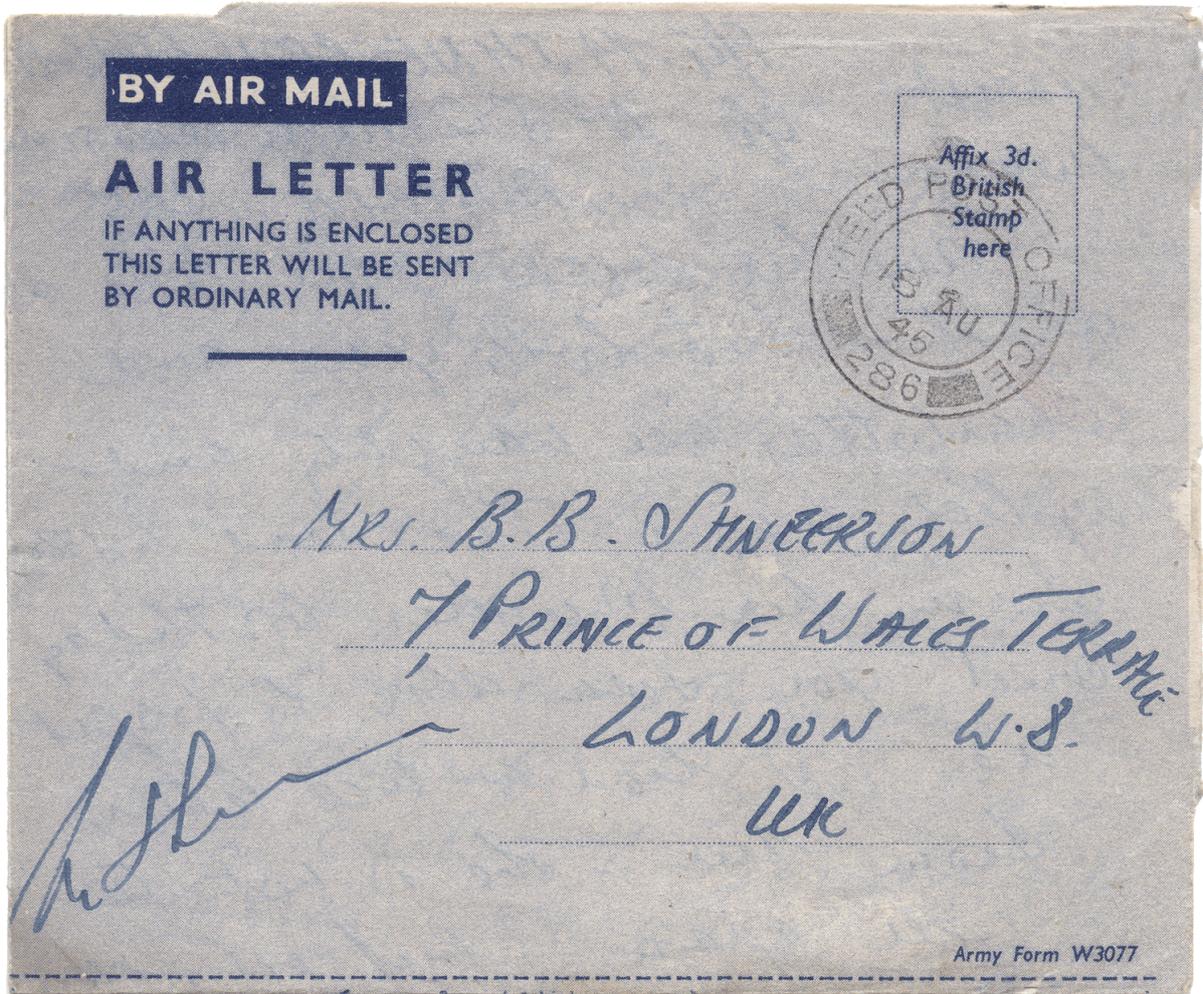
FPO 751 with CIVIL LIASON \* LAND KÄRNTEN \* cachet to WIEN



FPO 751 with rectangle cachet, Claims Hirings & Disposals (F. A.) Austria



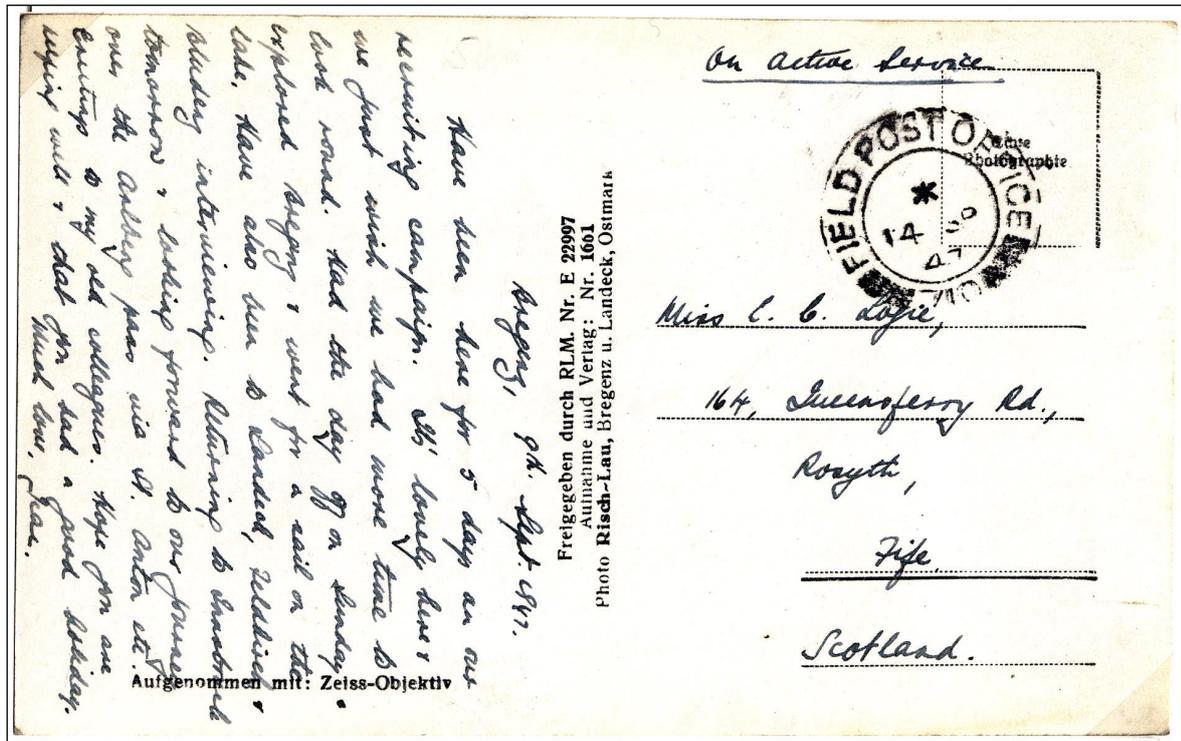
Registered from FPO 766 Klagenfurt to Vienna Garrison, oval cachet "Publications Section P & SS, Ordg. Depot, Austria 9 JUL 1951"



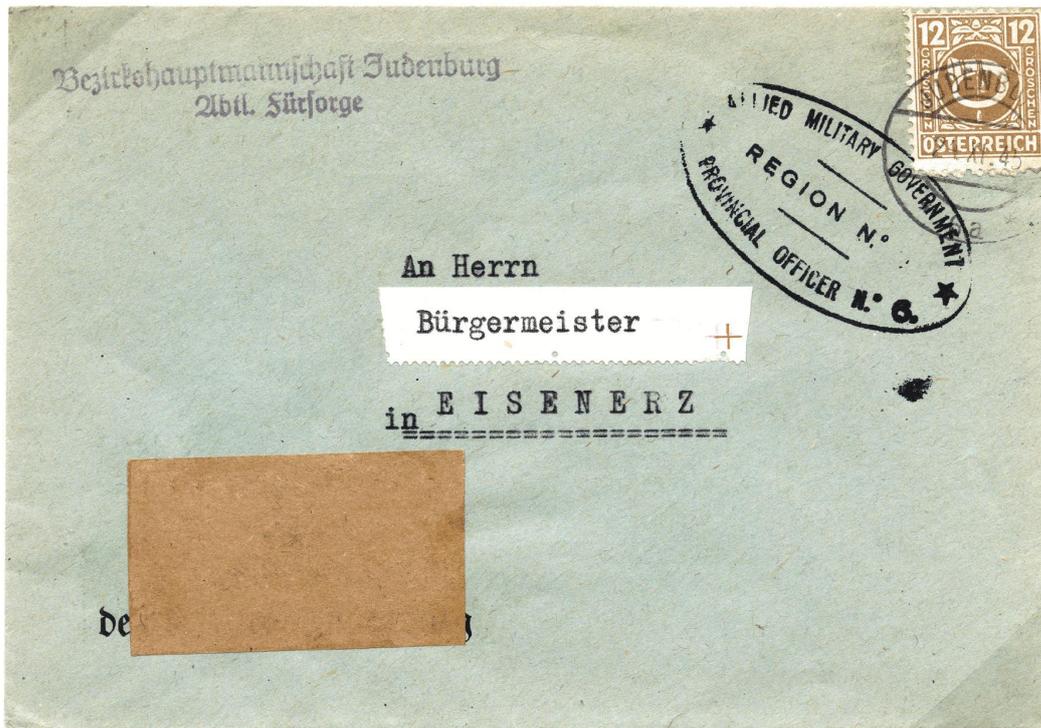
FPO 286 Graz soldier’s letter home talking about his study of the ‘back market’ and listing some of the prices for the goods.

Ordinary ration allowances: Bread 200g per day; Potatoes 1½ Kilo per week. An official employee gets 2-300 marks per month; tax and Ins. about 25 marks

Black market prices: 1 Cigarette 3-4 marks; 1 kilo potatoes 3 marks; 1 kilo sugar 250 marks; 1 kilo tea 500 marks; 1 kilo coffee 500 marks; 1 kilo fat 250-300 marks.



FPO 710 Vienna. On Active Service post card, 14 Sep 1947, from a soldier on a recruiting campaign in Bregenz and Innsbruck. Posted on his return to Vienna. Austrian males were being recruited to work in British industries, as the women who had been employed during the war were returning to their homes and families (thus the baby boom!)



Cover of 24.11.45 from Judenburg (in British sector, Steiermark). Black oval cachet "Allied Military Government \* Provisional Officer No.6. \* REGION No.(?)"

Nr. 12 (900) 17. Juni 1916

# Illustriertes Briefmarken-Journal

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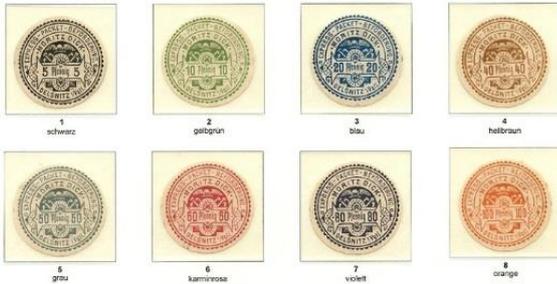
**Verlag  
Gebrüder Senf  
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# More about Round Objects<sup>\*\*\*</sup>

From Peter Kugler, Innsbruck

The item (*Austria 213pp 26-27*) is actually a postage-free FELDPOST card. The KuK Militpost cancel would have been enough and it happens very often that someone sticks on a Cinderella stamp instead of the unnecessary postage stamp, typically an adhesive seal that was issued by a company for use on the back of their mail to seal it.

There's another reason for putting a large seal on a Freepost card. Since field post was censored, short messages were written behind larger vignettes to get past the censorship.



This picture shows what are probably one of the first “round” stamps: they are German private postage stamps issued around 1900 in Oelsnitz / Vogtland (Kingdom of Saxony) by a firm who offered an express-packet forwarding service.

The well-known Tonga round stamp of 1963 is a relative newcomer.

From Martin Weise, London

Figure 1 (previous page) is here to show the source of these offers for Kuk war charity stamps, and because the front page of the “Illustrated Stamp-Journal” is quite beautiful in its own right.

Figure 2 (next page) shows the listing of the war charity cinderella issues available mid 1917 for Austria and for Hungary from the joint KuK military aid office of the war ministry. It shows also their respective prices in German pfennig. The II. issue for Hungary (round shape) is the relevant listing here. These charitable patriotic cinderellas were not accepted as postage, but often look as if they had been because they grace items of free-post correspondence from sections of the army.



This postcard is from the same sender, still in the same artillery detachment, to the same addressee. This time he shows his donation of 10 filler with the attachment of a 10 filler rectangular cinderella (as listed under the I. issue for Hungary).

\*\*\* “Yes, Minister, 1982: Who is Round, and to what does he object?”

— 277 —

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- |   |   |   |              |
|---|---|---|--------------|
| <p>I. Ausgabe:<br/>         (Querrechteck-<br/>         Format)</p> | { | <p><b>4 Filler</b> violett-rot-grün-gelb <b>Preis 4 Pfennig</b><br/> <b>10 Filler</b> violett-rot-grün-grau <b>Preis 10 Pfennig</b></p> | } +<br>Porto |
| <p>II. Ausgabe:<br/>         (Rundes Format)</p>                    | { | <p><b>4 Filler</b> violett-rot-grün-gelb <b>Preis 4 Pfennig</b><br/> <b>10 Filler</b> violett-rot-grün-grau <b>Preis 10 Pfennig</b></p> | } +<br>Porto |

**Kriegsfürsorgeamt für Soldaten-Waisen und Witwen.** Soldat mit ungarischer Fahne. Buntdruck, Schildchen mit Wertangabe. Bei jedem Werte andersfarbig. 1, 2, 3, 5, 10, 20, 30, 50, 100 Filler, **vollständiger Satz von 9 Werten.** **Preis 2 Mark + Porto.**

**Marke des Kriegsfürsorgeamtes zu Gunsten der Kriegswitwen und Waisen.**  
 5 verschiedene Darstellungen (ergreifende Kriegsszenen) in je 10 Farben, **zusammen 50 verschiedene Marken zu 5 Heller** **Preis 2 Mark 20 Pf. + Porto.**

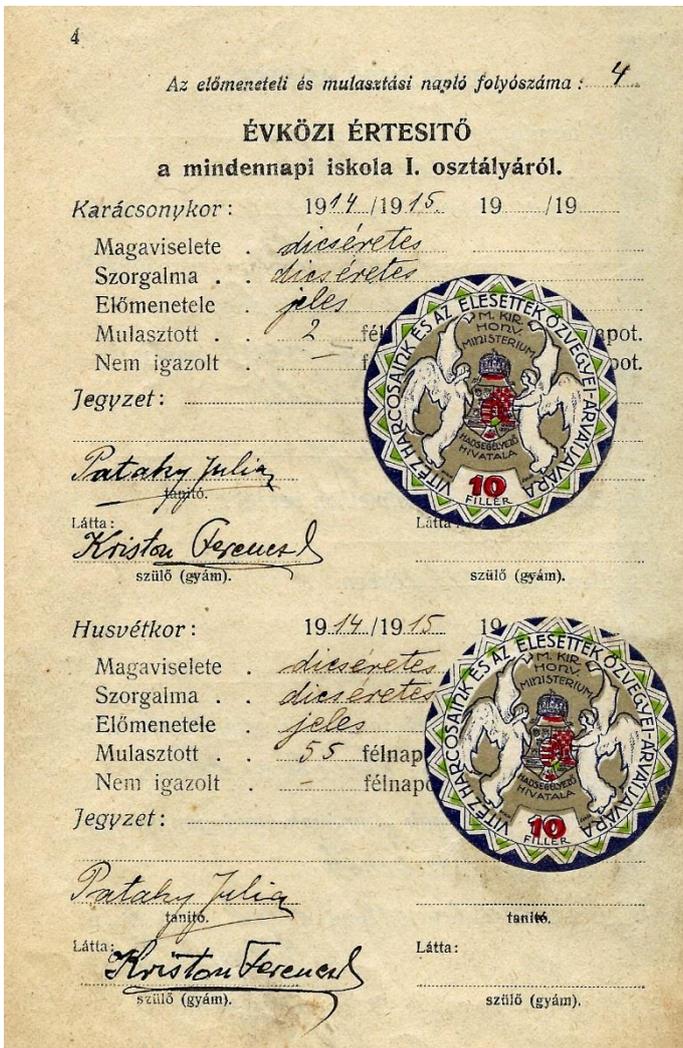
Bei sämtlichen ungarischen Marken, die, nebenbei bemerkt, von reizender Ausführung sind, sind die Inschriften nur in ungarischer Sprache.

Sämtliche vorstehenden Marken zu den angegebenen Verkaufspreisen + Porto zu beziehen von

**Gebrüder Senf in Leipzig**



Here we have round and rectangular cinderellas for widows and orphans from Hungary, including a slightly later red one without figure of value. Below is one example of these charity stamps used on school certificates in these years. Given how few of them can be found thus today, I believe they were actually voluntary donations rather than enforced “donations”



On the next page are two blocks of 6 stamps of the “Letter seals of the Austrian navy for the benefit of military aid”. They are mentioned as a set of 12 different stamps on the sales-list-of-stamps, the last item of the Austrian Issues, and they were on sale for 5 Pfennigs each.



# KAPRUNERTHAL

By A Mangai

Kaprunerthal is located in Salzburgerland, in the Pinzgau. It's a typical glacial side valley, running south from Zell am Zee towards the Gross Glockner. The town of Kaprun lies at the northern end. The valley has majestic Alpine scenery; in summer it is full of walkers & climbers; marmots can be seen. In winter, skiers take over. This card shows the upper valley before the dams were built.



Two philatelic phases can be identified.

## A: KESSELFALL ALPENHAUS & MOSERBODEN

These two hotels were opened towards the end of the 19th century, and at first were served by an Austrian government post office in the Alpenhaus and a Postablage at Moserboden.

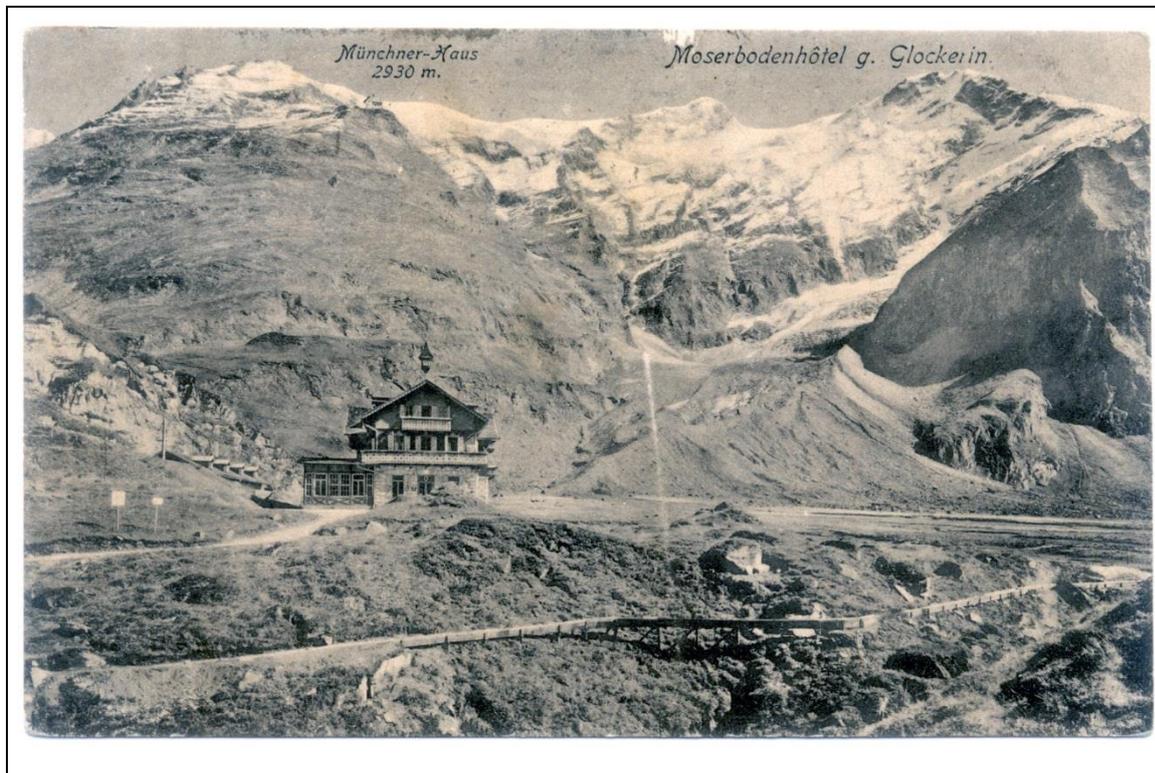
Moserboden used the standard boxed **\* MOSERBODEN \*** Postablage mark from 21 July 1904. It is recorded from 1904 to 1914 in black and violet, and the office was supposedly open from 15 June to 15 Sept each year. It seems to have been closed during WWI, reopening in 1920 for a couple of years. Mail from it was carried by the postperson to Kesselfall Alpenhaus (where there was a summer Post Office) for franking.

Postcards sold at the hotel also received a 3-line boxed Hotel Cachet in violet or black:



but you could bring your own card and post it, receiving only the Postablage mark. The two cachets are not always in the same colour, further showing that they were applied separately.

Oddly, before the Postablage opened the hotel cachet was oval and its height only 1968 meter - indeed a 1900 example has 1968m on the picture side and 2000m on the cachet. Yes, the Alps are rising, but not that fast!



The original Moserboden hotel – note also the Münchner-Haus perched near the top of the left-hand Alp. The water level today is indicated by the arrow.

The franking arrangements at the Kesselfall-Alpenhaus are more complex. **Kühnel** records it as operating as a Postablage; three cachets are listed. Kühnel adds that it was also a Summer Post Office from 1896. He doesn't record the closing date.

1. Boxed

**K.K. POSTABLAGE  
KESSELFALL-ALPENHAUS.**

from 1895 to 1906

2. Double circle with **KESSELFALL-ALPENHAUS \*** (with a star) between the circles and the date in the middle, formatted in 3 lines DD underline MM / YY; this from 1898 to 1902

3. **KESSELFALL-ALPENHAUS** unadorned from 1919 to 1932

**Stohl** has the Kesselfall-Alpenhaus as a Summer Post Office from 1896 to 1939 or 1940. He lists two cancels:

1. Double circle, 27mm dia, with **KESSELFALL-ALPENHAUS** (but no star) between the circles and the date in the middle, formatted in 3 lines DD underline MM newline YY. This was used from '1900' to 1911 (Stohl uses '1900' to include 'opened before 1900 and remained open till 1900'). My examples suggest that the inner ring wore badly; it is clearly visible in 1899 but by 1910 is scarcely noticeable.

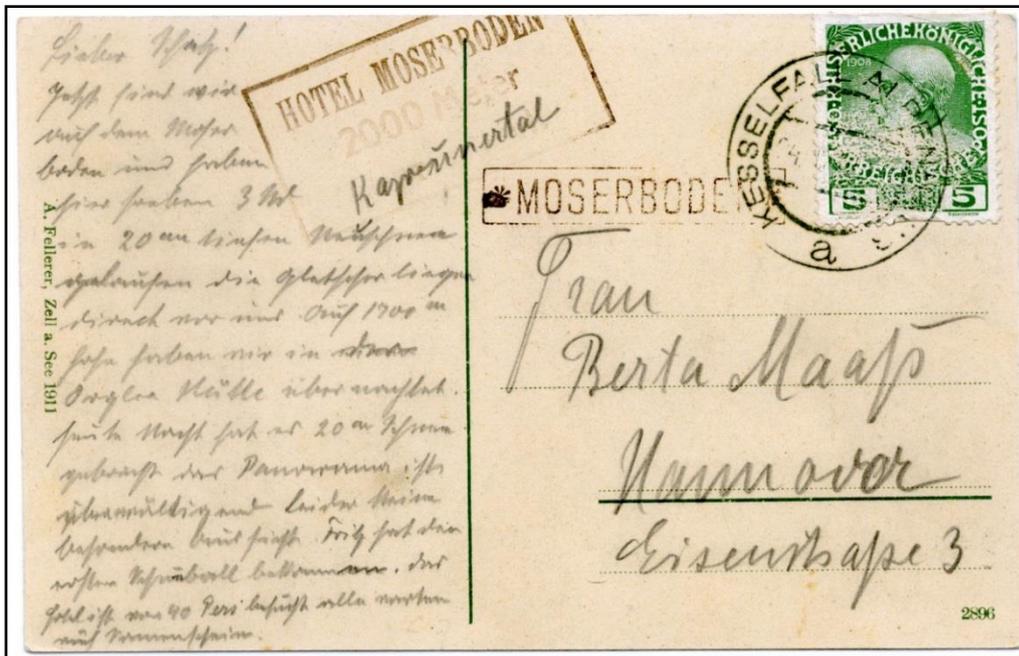
2. Ring cancel, 30mm dia, with **KESSELFALL-ALPENHAUS a** in the rings and the date between the straight lines formatted as DD MM YY TT with the month in roman numerals and a time (which may be shown as two dashes). Recorded from 1911 to 1934.

I believe however that this 1911-to-1934 period is wrong. 'Austria' issue 37 reproduces an article by L. N. and M. Williams from the CINDERELLA PHILATELIST of July 1967. It says that the post office was closed, probably during World War I, and when tourist traffic increased after the war the mail had to go to or from the Austrian post office at Zell-am-See. [Why? There was a post office at Kaprun from 1893. Perhaps the vehicle also took guests to & from the main-line railway station?]





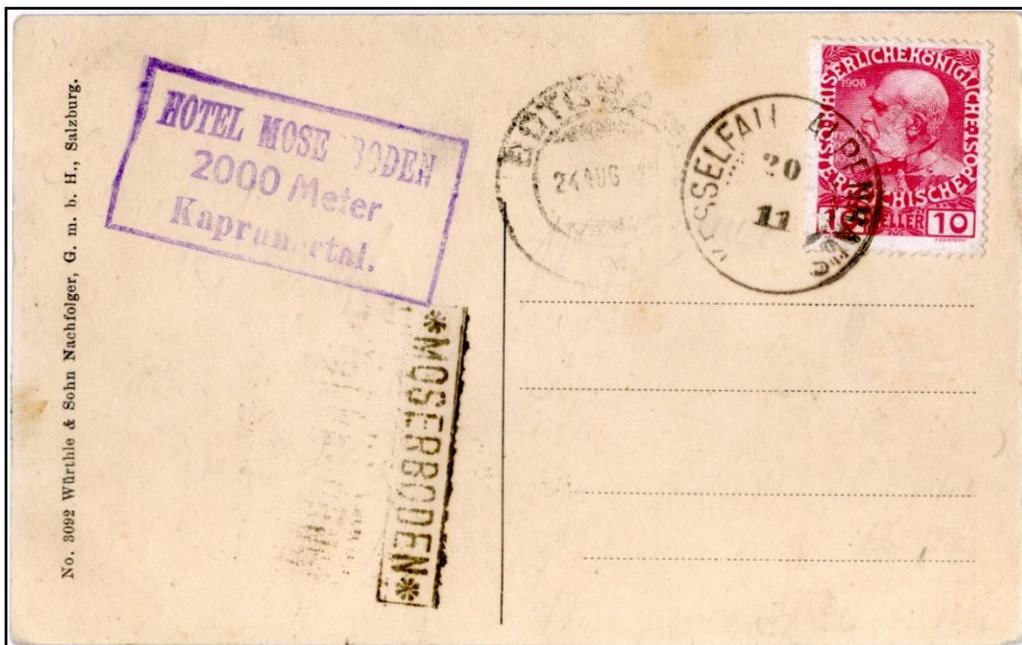
This card shows the double circle **KESELFALL-ALPENHAUS** cancel in a very worn state; the card is dated 16 July 1910. The picture on the card is of the Alpenhaus, and the absence of a Moserboden hotel cachet shows that it was carried up by its writer and posted there.



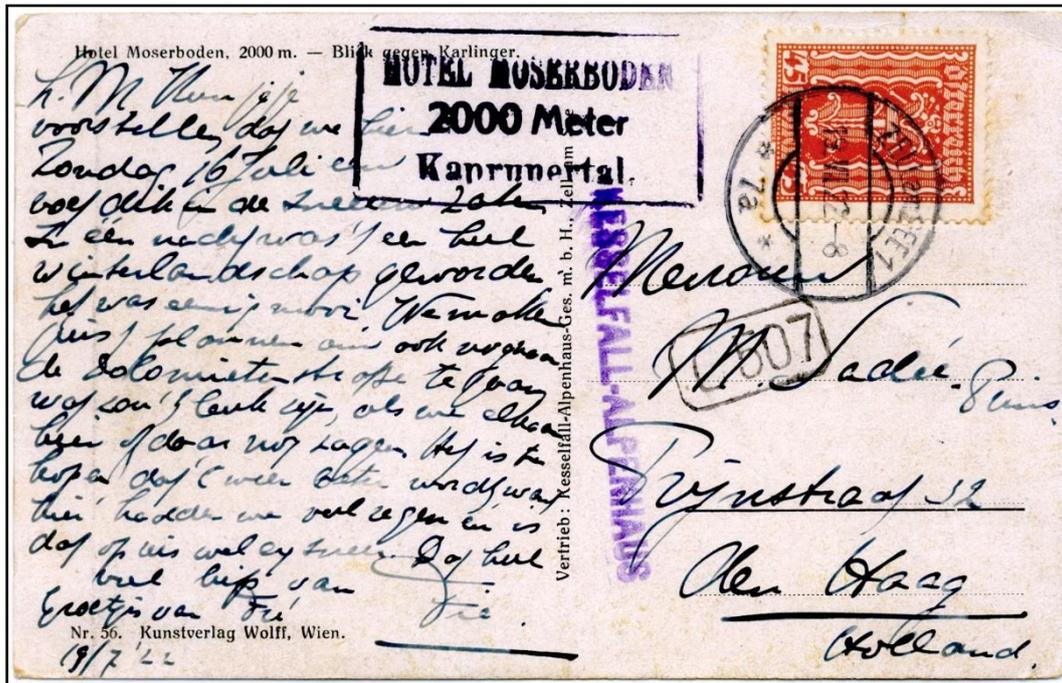
This card shows the ring cancel; the date is unreadable. Note the curious scuffing on the adhesive, which seems to be a printing flaw as the paper surface is intact. The hotel has risen to 2000m, and the cachet is so faint that the sender has rewritten the Kaprunerthal in pencil! The Postablagen cancel is black.



Here the double circle **KESSELFALL-ALPENHAUS** cancel is badly worn and no date is visible. The Postablagen cancel is violet. The sender has collected two more hut cachets; there is no message nor Moserboden hotel cachet (and the picture is the Grossglockner – did he do the South-North traverse?)



Again, the worn double-circle cancel, for 20 Aug 1911. 2000m hotel cachet in violet and the Postablage in black. Both address and message were in pencil and have been erased; the arrival cancel might be Swiss as the 10h is the foreign postcard rate.



45 kr adhesive cancelled on 19 July 1922 at ZELL am SEE 1. Moserboden Hotel cachet; the **KESSELFALL-ALPENHAUS** may be Kuhnelt's third postablage cancel but it does look very like a hut cachet. Note the Dutch delivery-round mark. The **KESSELFALL-ALPENHAUS** post office must have been shut.

**B: MOSERBODEN DAM BUILDING**

The terrain plus the weather gave rise to severe flooding in many years; and the loss to Austria of the Czechoslovakian coal fields meant that the First Republic was short of energy. Plans were developed to solve both these problems by a huge hydro-electric scheme – but the plans far exceeded Austria's capabilities.

With the Anschluss came new ideas, new funds, and new labour – the latter being refugees and POWs. The first electric power was generated on 17 Nov 1944, from temporary constructions. The labour camp lay underneath the waters of today's lower reservoir; and most history books don't cover these events. However the 50<sup>th</sup> anniversary exhibition at Kaprun in 1994 did; and produced a leaflet summarising the true history as well as noting the many myths.

Some of the "guest workers" were Ukrainian. They were provided with reply-paid cards to send and receive messages from their homes; the replies are cancelled **ALEXANDERSTADT (UKRAINE) DEUTSCH DIENSTPOST UKRAINE**.





After the war ended the temporary constructions were removed; and soon today's installation was started. The upper dam operates as a pumped storage system, whereby water is pumped uphill in off-peak times and used for generation at on-peak. A set of commemorative stamps was issued in 26 March 1962 to mark the 15<sup>th</sup> anniversary of the post-war electricity generation arrangements; one features the upper Kaprun dams. The blackprint text says:



In 1945, the power industry was in a disastrous state. In the course of World War II, extensive destruction resulted in an almost total interruption of power supply in Austria. It was only the public sector that was capable of coping with the repair and construction work required in the field of electricity generation. Thus, the Austrian parliament adopted the law on the nationalisation of Austria's power industry on March 26, 1947.

The large-scale production of electricity was entrusted to specialised companies organised as joint-stock corporations in which the federal state had to hold a share of at least 50%. The Verbundgesellschaft, a central holding company entirely owned by the federal state, was created to ensure the large-scale distribution of energy in Austria. For that purpose, it operates a long-distance, high-voltage cable network, while provincial companies are responsible for the distribution to the consumers in the individual provinces. Additionally, there are municipal electricity utilities (in the provincial capitals) and power plants owned by industrial companies. Kaprun power plant, which is a storage power station, and the two dams shown in this stamp - Drossensperre and Moserbodensperre - were constructed in the years from 1952 to 1955.

## 2021 NEW ISSUES (1<sup>st</sup> instalment)

by Andy Taylor

The information given here is face value ('c' is Euro-cents); issue date; quantity printed; designer; engraver if any; printing method; printer; and sometimes details on the design. Many issues are also available in mini-sheets, blackprints, 'Buntdrucke' (ie printed in different colours from those issued) etc. Austria Post seem to have adopted a permanently minimalist approach to both the English and the German descriptive details on their website, so I have to supplement most of the descriptions from sources including Die Briefmarke and both English and German Wikipedia.



**Gräf & Stift SP 8 Pullman**; 2Eu; David Gruber; 20.1.2021; 270,000; Offset; Enschedé. The SP 8 is a luxury car from the 1930s from the Austrian car manufacturer Gräf & Stift. The stamp from the "Cars" series shows a Pullman limousine from 1930.

**The Frankfurt Fitted kitchen**; 1Eu; David Gruber; 20.1.2021; 340,000 in minisheets of 10; Offset; Enschedé. Margarete Schütte-Lihotzky (1897-2000) designed the revolutionary "Frankfurt Kitchen", prototype of the modern fitted kitchen. She was the first woman who was successful as an architect in Austria. She studied architecture in Vienna and worked with Adolf Loos. From 1926 onwards she developed the "Frankfurt Kitchen" for newly constructed housing estates in Frankfurt, in which the work flow was designed rationally, making cooking as easy as possible. Devices and workstations were accessible, the distances between them as short as possible. She led an eventful life: she was a resistance fighter, designed houses in many countries and is now an icon and pioneer of women in architecture. The Austrian Post is honouring the great Austrian architect with a special stamp from the "Austrian Inventions" series.



**WESTbahn** (Railway series); 1Eu80; Peter Sinawehl / Kirsten Lubach; 11.02.2021; 150,000; Kombidruck; Enschedé. In around 2.5 hours from Vienna to Salzburg, in comfort and without having to change trains - the WESTbahn offers fast, yet relaxed travel. From Vienna's Westbahnhof via Vienna-Hütteldorf, St. Pölten, Amstetten, Linz, Wels, Attnang-Puchheim and Vöcklabruck to Salzburg Central Station: The busy Westbahn line has been the "home" of WESTbahn since 2011. It offers its passengers a lot of comfort and convenience including accessibility and specially equipped areas for people with restricted mobility. The stamp from the Railways series with engraved printing features a KISS multiple unit 4010 from the Swiss manufacturer Stadler Rail AG. These two-story, six-part multiple units offer more than 500 seats and reach a top speed of 200 km/h. The typical blue-white-yellow-green design of the WESTbahn vehicles is unmistakable.

**Benedetto Gennari - Theseus with the daughters of Minos** (Old Masters series). 2Eu10; Kirsten Lubach; 24.02.2021; 145,000; Kombidruck; Enschedé. The stamp, highlighted with engraving, shows a theme from Greek mythology on a colourful painting from the Kunsthistorisches Museum in Vienna. The famous Greek hero Theseus defeated the Minotaur in Crete, a creature with a human body and the head of a bull. Ariadne, the daughter of King Minos, fell in love with Theseus and helped him to escape from the Minotaur's labyrinth. She then left Crete together with Theseus and her sister Phaedra - the scene is shown in the painting from 1702. (Spoiler - it didn't end well...) The baroque painter Benedetto Gennari the Younger (1633-1715) came from a family of artists in Cento in northern Italy. He worked at the French and English royal courts, and in 1692 returned to Italy. He painted mainly portraits as well as religious and mythological scenes.

