

The Story of the Austrian Post up to 1850

by

Keith Brandon, Roger Morrell, & Andy Taylor



Early use of the Von Trieste postmark, carried by the Thurn & Taxis post to Herrnhut in Saxony in 1782.

Published by the Austrian Philatelic Society



A selection of the items discussed in this issue

AUSTRIA 215 – Summer 2021 – Contents:

Page	Item
1	Editorial 215
2	APS Library - do we need it?
3	Das Postleitgebiet 12 Ostmark und eingegliederte Gebiete
4	Notes from other journals
4	The APS bookshop
5	Advert: Stamp Insurance Services
6	On the more-expensive tramway
7	2021 new issues (2 nd instalment)
10	Vienna-by-the-sea
24	Florica Ciuciu's Evening Out
28	The Birth Certificate of airmail
39	The Story of the Austrian Post up to 1850

Edited by Andy Taylor

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We offer various items (books, CDs, etc) to buy. The actual stock is spread around the country in the houses of various committee members, and moves around from time to time. Mrs Joyce Boyer has kindly agreed to be the single point of contact for anyone who wants to buy anything we offer. Order from her (address on inside back cover) and pay her, and she will arrange for whoever holds the stock to send it to you. Full details can be found on the "Bookshop" and "Officers" pages.

The Society's web site on <http://www.austrianphilately.com> is regularly updated and enhanced.

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EXCHANGE PACKET: apply to the Secretary thereof. Non-UK members are welcome to sell through the packet, but cannot receive it because of tax and insurance problems.

NEW ISSUES: Write to Österreichische Post AG, Sammler-Service, Steinheilgasse 1, 1210 Wien, Austria. (Or wrestle with www.post.at). They send "Die Briefmarke" free to their subscribers; if that's all you want contact the Editor.

LIBRARY: available to paid-up members; apply to the Librarian. Postage to you is free up to £4.50; any excess and all return or onwards postage is payable by the borrower.

APS INTERNET SITE: see <http://www.austrianphilately.com> for a wide variety of information, comprehensive indexes of 'Austria' and of the library, expanded & illustrated versions of articles, etc.

ADVERTISING IN 'AUSTRIA': we welcome full or half page adverts. Details from the Publicity Officer.

WAYS OF PAYING: If paying by cheque, please send sterling cheques payable to 'APS' and drawn on a UK bank. Or send current bank notes; we welcome pounds sterling, also US dollar bills and Euro notes at the tourist exchange rate. Members wishing to use credit cards should contact the Treasurer; Visa and Mastercard are accepted; the amount must be authorised in pounds sterling. Finally, we have a Paypal account: use andy@kitzbuhel.co.uk as the account identifier. Please pay so that we receive the requested amount in pounds sterling, and state "who from & what for".

Editorial 215

Philately can have unexpected bonuses! Being well past a certain age, I recently received a “You have been vaccinated against Covid on xxx and yyy” card. It is slightly wider than a credit card, so didn’t fit into my wallet. However, I have a mini-guillotine for cutting Hawid mounts to size, so was able to shave off just the right amount without losing any of the data.

Auctions: if you are a member and we have your email you’ll get all the lists; if we don’t have it please send it to the Secretary; if you want to participate but don’t use email then write to him or ring me (and get the answering machine - leave a message).

Auctioneer: The full traditional service cannot resume until the Officer vacancy is filled by a willing volunteer. Until then, email/web/postal “mini-auctions” will be held as and when feasible. A considerable quantity of deceased members’ material awaits the discerning buyer!

Annual Fest and AGM: I’m writing this in early July. Indoor gatherings of “the elderly” are neither encouraged nor forbidden. In September we have a reservation at the Stuart Hotel, Derby, and they are happy to welcome us. We can cancel without penalty up to mid-August, by which date it’s forecast that the Government’s rules and restrictions may be less restrictive. **For UK members, a booking form is enclosed with this issue.**

Fest-auction: we are planning several purchase opportunities for the Fest. There will be a Grand Auction, when the cream of the material will be auctioned. There will be a list for this auction, send to all whose email addys we have and by post to those who ask for it. In addition there will be a “fixed-price stall” and a “take what you want, pay what you think is reasonable” table for items of low value. Lists will also be web-sited.

No-Fest: if the Fest is cancelled, the Grand Auction will be conducted by email/web/post. Lists as for Fest.

Book: *Parturiunt montes, nascetur ridiculus mus?* After over 5 years of intermittent work, a small team has selected a few old articles and written numerous new ones to produce a history of Austria’s postal services from its nationalisation in 1722 up to the introduction of the adhesive stamp. The project generated 3,000 e-files! The result is a brand-new hardback book “The Story of the Austrian Post up to 1850” with 380 pages in full colour. Copies will be on sale by the time you read this. **Details of the contents are on pages 39 & 40.**

Library: As explained on the next page and the Newsletter, Joyce Boyer is retiring as Librarian, and is not standing as a candidate for re-election at the AGM. If nobody steps forward, then the library will close on 26 September. The current plans for its future are: (a) investigate if a public library would accept it as a **permanent** accessible donation; then, (b) offer all the books to the APS members in an auction; then (c) donate the residue to the RPSL library in central London, where anybody can go and read them but only RPSL members can borrow them. The books must be removed from Joyce’s house not later than 31 March 2022, and preferably sooner.

Andy Taylor

APS Library - Do we need it??

PLEASE read this and let me have your views:

From the early days of the Austrian Stamp Club of Great Britain [now the Austrian Philatelic Society] a library of philatelic books has been kept and added to.

Most of the classic books on Austrian philately were bought at a time when many collectors could not afford to buy their own copy. Later collectors/members like me borrowed books on subjects they thought might be interesting or that were then out of print and therefore not available to buy.

When I took over the position of Librarian in 2000 there were over 330 books, but over 130 books have since been added.

Over the years the number of books being borrowed has decreased. More recent loans have been of the classic books or borrowed by people writing articles for 'Austria'. Following one recent loan to a borrower starting a new collecting area, he said that the book was so helpful he'd searched the net and been able to find a copy to buy. Books can and have been sent to members living overseas.

For many members having a book to hand to refer to when needed means that they prefer to buy their own copy.

Some years ago I indicated to the committee that I would like to retire from the position in 2020 not because it was a difficult and time consuming job but because I am getting older [now 78] and I thought a younger person could take over thus avoiding problems should anything happen to me.

Appeals have been made through 'Austria' and the Newsletter and approaches made to some people. It was established that the size of the library was a problem with regard to the storage space needed. Over the last two years your committee have reviewed the list of books held and as you are aware a number have been sold through the auction. As a result the storage space has been reduced by about half. Further 'pruning' was being considered but with the loss of our auctions this has been put on hold.

The reason for this message is twofold

Firstly to ask you, the members, for your views as to whether we should continue to maintain a library possibly with a further reduction in books held - a copy of the current library list can be found on our website www.austrianphilately.com or should it be closed and the books sold off or donated to another library. Please send your views/comments to me at mjoyceb@uwclub.net or to my address shown in the back of 'Austria' and I will collate these to present to the committee and possibly the AGM if held in person.

Secondly to ask is anyone is prepared to take on the position of librarian? I am happy to talk to you about what the job entails - one advantage of being librarian is that you can use any book for you own research - ideal when I found a couple of perfins on items I was writing up!

Joyce Boyer

Librarian, 2001-2021

Additions to the book „Das Postleitgebiet 12 Ostmark und eingegliederte Gebiete“ by Moser / Huter / Stohl 2019

Since the book was published in 2019, quite a lot of information was presented by collectors as well as new findings in literature. The latest discoveries came from Mr. Mosbacher who found new stamp cancellations as presented below.



Lauterbach is part of the district of Kitzbühel and the post office changed its name twice. In 1945 it was called BRIXEN IM TALE-LAUTERBACH and from 1.1.1966 it was called BRIXEN IM THALE.

ENGELSTEIN is located in the district of Gmünd, close to the Czech border. Starting on 1.7.1930 as Postablage **Engelstein, P. Gross Schönau** its name was changed on 18.6.1940 to **Engelstein (Niederdonau)**. A rare post mark with this name is known from 1942-1943. Kühnel suggested a post mark such as **12a Engelstein (Niederdonau)**, which can now be shown to exist.

POTTENHOFEN is located in the district of Mistelbach and was founded on 1.4.1905 linked to the post office of Ottenthal, Bez. Mistelbach. Its name was changed on 18.6.1940 to **Pottenhofen (Niederdonau)**. Since now there was a rectangular post mark known with the text **Pottenhofen / über Ottenthal, Kr. Mistelbach** from 1941-1946. We can enlarge the number of post marks with the cancellation shown. Pottenhofen was closed on 30.4.2000.

Literature:

- Kühnel Gerhard: „Postablagen in Österreich“ (self-published in 2005, now sold out).
- Moser Hans, Huter Roman & Stohl Hans: *Das Postleitgebiet 12 „Ostmark“ und eingegliederte Gebiete*. Band 2 der Schriftenreihe „Zur Postgeschichte der ehemaligen Postdirektion Innsbruck“. (self-published in 2019, now sold out) ###

The book deals with postal history studies. Printed in the format 24x17 cm, it's paperback and includes 410 pages with about 1,900 illustrations of post marks from post offices, „Poststellen II“ and registration labels. It includes 10 coloured maps of postal lines linked to border changes during the Third Reich government.

Several persons have asked for a reprint, which will be €55 (plus postal service), but I need a further 5 orders. Please email hans.moser@uibk.ac.at

Persons already owning the book may get all additions by email: claim them from the author hans.moser@uibk.ac.at

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

2021/3: VOePh centenary continued; Öst. Post in Liechtenstein part 3; modern philately - postage stamps used on official forms instead of revenues; Royal letters from Old Bohemia; Carnival worldwide (devils, dragons etc); 100 years since the 1921 floods issue (and some later floods); Maxicards and thematics; etc.

2021/4: Musikland Österreich - Klarinette; Stolzalpe ("do you know Austria?"); News from 1664 (old letters); Unaccepted designs for the 1956 Mozart Birthday stamp; Fiscals and thematics; Dolomites and mountaineering on stamps; etc

2021/5: 60 years since the Kennedy-Kruschov summit in Vienna; Obritz (do-you-know); the old Silk Road and its antiquities; the Schönbrunn Palm House; Aerophilately and thematics; ECO post vs Priority; etc

2021/6: Timeless icons in the *Austrian Designs* series; 110 years since WIPA1911; Most expensive Austrian stamp? - the 1867 error-of-colour sold for 150 kiloeuro; 5th centenary of The Edict of Wurms; 'Everything has two sides' - a postcard to the Netherlands (*what about a Möbius strip?*); do-you-know Sinnersdorf; centenary of Burgenland; fire hydrants; Markophilately and thematics; readers' letters; etc

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

Germania

Vol 57 Nr 1: The 3 Mark Germania booklets, Part 2; Official mail in German-occupied Poland part 7: The Post Office; Insufficiently prepaid mail to an official body; etc etc

Stamps of Hungary

Nr 225 June 2021: Editor's corner; Timeline to Trianon, Part 10: 1 April 1921 to 30 June 1921; On the trail of the 1919 overprints, Part 18: The 'Occupation française' issue of Arad, Part A; Additional findings on the 'PORTO' postmark of the Budapest main post office; Q&A; New issues.

The London Philatelist

Vol 130 April 2021: the 100th anniversary of the Carinthian Plebiscite (pp 146-157 - including ½ page on the Austrian official propaganda issues which says "*this set is without any varieties and in this respect is less interesting for philatelists than the Yugoslav one*" (!!))

THE APS BOOKSHOP

To purchase any of these items, contact the [Librarian](#). If you pay by credit card, it will appear as "German Railway Society" or "GRS" on your card statement. Some emails to "library@austrianphilately.com" are ending up in her spam bucket: instead, please use "mjoyceb@uwclub.net".

CDs

- ❖ *All CDs cost £10 or €15 including postage to anywhere in the world.*
- ❖ "The History of Austrian Revenue Stamps" by Dr. Stephan Koczynski. Enhanced and published on CD in fully-text-searchable form. It is ISBN 978-0-900118-07-4.
- ❖ **1910 Post Office Index.** This is the "*Verzeichnis der Post- und Telegraphen-Ämter in Österreich, Ungarn und in Bosnien-Herzegovina sowie der österreichischen Postanstalten im Fürstentum Liechtenstein und in der Levante*", published in Vienna in 1910. It lists all the Austrian post offices open

anywhere at that date; with symbols indicating the facilities available at each. The CD contains deep-cleaned pictures of the original pages, not searchable text. It is ISBN 978-0-900118-08-1.

- ❖ **“Rohrpost” – the pneumatic post in Vienna.** Second completely revised edition, now in web-site format in full colour with numerous added appendices. It is ISBN 978-0-900118-10-4.

Books

- ❖ **New!! “The Story of the Austrian Post up to 1850”.** APS members price £32; P&P £4 in UK, elsewhere at cost. Full price £39. Details of the contents are on pages 39 & 40.

Other items

- ❖ **Back numbers** of “Austria” are **£1** each to members (**£5** to non-members), subject to us having stock. Some may be facsimiles or second-hand originals. Be aware that they will not be reprinted when copies run out. Postage extra at cost. Bulk orders by negotiation.
- ❖ Some back numbers of *Austria* are available to read on the APS website. They are selected from issues 127 onwards; we do not have electronic versions of previous issues. Go to the APS home page <http://www.austrianphilately.com/index.htm> and select [Index of the APS Journal "Austria"](#) in the left-hand box. webmaster@austrianphilately.com would welcome comments on this feature.

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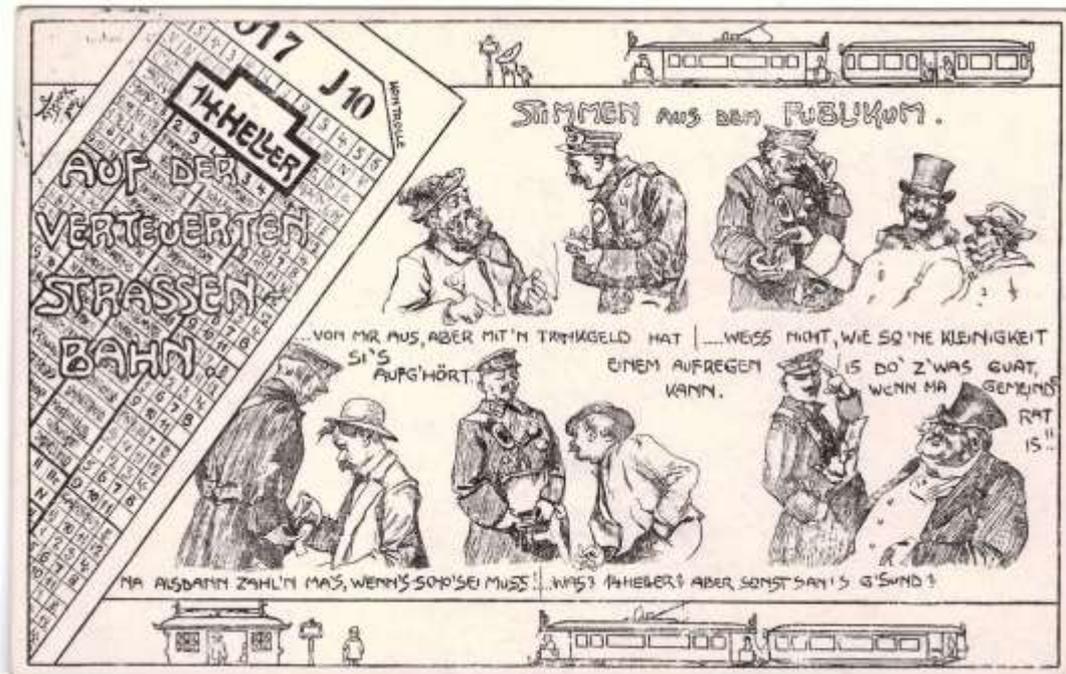
AUF DER VERTEURTEN STRASSENBAHN ‡

“On the more-expensive tramway”

Looking through some old material for something else, I pulled out this postcard, posted on 22 January 1910 at WIEN 8. from ‘Fritz’ to Berta, a young lady in Innsbruck. The message starts “I’m sending you a really funny card about the tramway fare increase...”, followed by solicitous salutations to ‘your Frau Mama and your Honourable Aunt’.

One should remember that, other than seasonal variations in foodstuff, prices had been pretty stable for a generation or more.

The card shows, at the left, an image of a tram ticket (now costing 14 Heller!) with the card’s title superimposed.



Above the ticket we find, tucked away and almost upside down, the artist’s signature: Rud. Kristen. He of the famous series of WWI comic cards! Above and below, little sketches of trams and tram stops. And in the middle some wonderful sketches of passengers and conductors. As the text is in 110 year old Viennese dialect, I needed a bit of help for the English versions. Suggested improvements welcome!

Above “STIMMEN AUS DEM PUBLIKUM” ‘Voices from the public’, or perhaps ‘Vox Pop.’

Middle “VON MIR AUS, ABER MIT ‘N TRINGELD HAT SI’S AUFGHÖRT”
‘OK by me, but no more tips!’

“WEISS NICHT, WIE SO ‘NE KLEINIGKEIT EINEM AUFREGEN KANN.”
‘I don’t know how such a trifle could get somebody excited’

.. “IS DO ‘Z WAS GUAT WENN MA GEMEINDERAT IS!!”
‘There are some advantages in being a Rural District Councillor!! (*Flashing his travel pass...*)

Bottom “NA, ALSDANN ZAHL’N MA’S WENN SCHO’S EI MUSS!” OK, let’s pay the fee if I must!

“WAS, 14 HELLER ? ABER SONST SAN’S GSUND?” What? 14 heller? are you really quite well?

One hopes young Berta shared Fritz’s sense of humour.

‡ The Editor thanks the author, whose name has vanished into the murky mists of the internet...

2021 NEW ISSUES (2nd instalment)

by Jatkuu Seuraavalla Sivulla

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. **NEW!!** The language-choice selection on the Opost web site is now in the black border at the bottom of the page instead of at the top right corner.



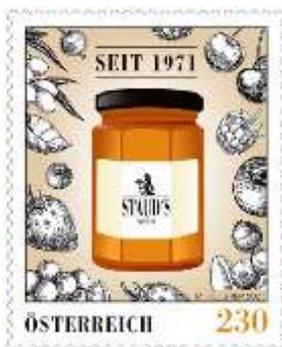
1899 issues. 3Eu15; Anita Kern; 6.03.2021; 118,000; Offset. In the new series "*Freimarken der Monarchie*", the first values to be presented are those stamps that were first issued in 1899 as a result of the currency changeover to Heller and Kronen values.

Subscriber Bonus Issue - Camellia. 85c; 6.03.2021; Offset. This is only available to subscribers, so will not be listed in most catalogues. However, it is valid for postage...



Adriana Czernin – Untitled, 2004. 85c; Regina Simon; 17.03.2021; 317,000; Offset; Enschedé. Ornaments play an important part in Adriana Czernin's work. As part of its "*Young art in Austria*" series, Austrian Post is featuring one of her works on a special stamp.

The Millstatt Lenten veil, Adam and Eve. 1Eu35; Kirsten Lubach; 19.03.2021; 200,000; Offset; Enschedé. A particularly sacred art treasure is the focus of this stamp from the series "*Religious art in Austria*": the Millstatt Lenten veil, which features motifs from the Old and the New Testament.



50 years of STAUD'S, Vienna. 2Eu30; Marion Füllerer; 09.04.2021; 280,000; Offset; Enschedé. Nowadays STAUD'S fine sweet and delicately sour products can be enjoyed around the world. The stamp from the "Classical trademarks" series marks the traditional Viennese company's 50th anniversary.

Classic costume: Murbodner Tracht. 1Eu; Anita Kern; 17.04.2021; 340,000 in minisheets of 10; Offset; Enschedé. In the popular "Classical traditional costumes" series, the traditional costume for everyday wear from Murboden in the Upper Styrian Upper Mur Valley is presented.





Austria, land of music - the clarinet. 1Eu, Kirsten Lubach; 28.04.2021; 340,000 in minisheets of 10; Offset; Enschedé. The second issue in the series is dedicated to a popular and extremely versatile woodwind instrument: the clarinet.

The German instrument maker Johann Christoph Denner developed the clarinet around 1700 from a simple shepherd's instrument, the chalumeau. Mozart heard symphonies by Carl Stamitz in Mannheim in 1778 and wrote to his father: *"Oh, if we only had clarinetti! - you would not believe how a sinfonie with flutes, oboes and clarinetti makes a wonderful effect!"*

The Viennese clarinet has a softer sound thanks to its special construction, which contributes to the special "Viennese sound" in the orchestra.

Europa 2021: the wolf. 1Eu; Marion Füllerer; 08.05.2021; 240,000; Offset; Enschedé. Since 1956 EUROPA stamps have been issued as a symbol of European collaboration and integration. The wolf was chosen by Austrian Post for this year's topic, "Endangered national wildlife"

Wolves, now a legally-protected species, are beneficial to wildlife because they cull the aged and sick animals. Philatelists beware ☺



Modern Art in Austria: Josef Pillhofer - bathing, 1981. 1Eu80; Regina Simon; 28.05.2021; 135,000; Offset; Enschedé.



Josef Pillhofer was one of the most important Austrian sculptors and draftsmen of the post-war period. The human figure was always the focus of his artistic work. In addition to realistic representations, in his works made of stone, wood, clay, bronze and metal, he mainly dealt with the condensation of the complicated, the abstraction and reduction of the figures to simple geometric elements. Many of his works are exhibited today in the "Pillhofer Sculpture Hall", which opened in 2008 in Neuberg an der Mürz. Josef Pillhofer was born in Vienna in 1921 and grew up in Mürzzuschlag in Styria. He studied at the Academy of Fine Arts in Vienna, where he later taught. He also taught at the Kunstgewerbeschule in Graz and was professor for artistic design at the Graz University of Technology. Pillhofer died in Vienna in 2010.

Motor-cycles: Gigant 600. 1Eu35; David Gruber; 28.05.2021; 360,000; Offset; Enschedé. In 1931 the brothers Johann and Rudolf Teichert founded a car workshop in Vienna. Five years later, they started building their own motorcycle called the Gigant. Not all parts were manufactured in the Gigant workshop itself. Frames, forks and brakes came from our own production, other components such as the tank, rims and fenders were supplemented by suppliers from Vienna, and the engines came from JAP in England. Two models were produced: a single cylinder model, the 600 OHV, and a side-steered 750cc machine with a V2 engine. Gigant motorcycles with the characteristic light and dark green paintwork were only built from 1936 to 1938, the looming war preventing further production. Today only a few copies have survived.



250 years of the Vienna Stock Exchange. 85c; Karin Klier; 28.05.2021; 320,000; Offset; Enschedé. In 1771 Maria Theresa founded the Vienna Stock Exchange. In 1818, the Oesterreichische Nationalbank was the first public limited company to be listed on the Vienna Stock Exchange. The ATX (Austrian Trade Index) was introduced as the leading index in 1991 and comprises the 20 largest stocks. As a modern, customer and market-oriented infrastructure company, Börse Wien AG now operates the Vienna and Prague stock exchanges. As part of the redesign of Vienna's Ringstrasse, the neo-renaissance building planned by Theophil Hansen on Schottenring was opened as the seat of the Vienna Stock Exchange in 1877. Today the "Alte Börse", as the building is also called, serves as an office and is also used for events, because Wiener Börse AG has been based in the Palais Caprara-Geymüller (I Wallnerstrasse 8) for more than 20 years.



Austrian National gardens. 4Eu30; Anita Kern; 29.05.2021; 212,000; Offset; Enschedé. The First Day celebration was planned for the Large Orangery in Schönbrunn, Wien which is shown on the stamp. The Federal Garden Office looks after many gardens, including for Vienna those at Schönbrunn including the maze, Augarten, Belvedere, Burggarten, Volksgarten, Heldenplatz; and at Innsbruck the Hofburg and Schloss Amras gardens. The gardens of the federal gardens are seven of the most valuable historical gardens and garden monuments in Austria. The gardens are under monument protection and are important public recreational areas, as well as popular tourist destinations. The imperial Habsburg court gardens in Vienna and Innsbruck became the property of the Republic of Austria in 1918.



If you gently rub the stamp, you may detect a faint odour of roses...

Something new to collect! Astound your friends, baffle the judges, give joy to your enemies! Available (indirectly) from the Austrian Post new issues service.

 UA012218795AT		
CUSTOMS DECLARATION ZOLLZETTEL CN 22 Designated operator of Austria: Österreichische Post AG May be opened officially: Kann von Amtes wegen geöffnet werden Important! See instructions on the back: Wichtig! Anleitung siehe Rückseite.		
<input type="checkbox"/> Gift Geschenk	<input type="checkbox"/> Commercial sample Warenmuster	<input type="checkbox"/> Tick as appropriate Zutreffendes ankreuzen
<input type="checkbox"/> Documents Dokumente	<input type="checkbox"/> Returnable goods Warenrücksendung	(Die Angabe „Geschenk“ ist für Warenrücksendungen nicht zulässig.)
<input type="checkbox"/> Sale of goods Warenverkauf	<input type="checkbox"/> Other (please specify) Sonstiges (bitte angeben)	
Quantity and detailed description of contents (1) Menge und detaillierte Inhaltsangabe (1)		Net Weight (2) Nettogewicht (2)
STAMPS		EURO 23,-
For commercial items only: HS tariff number (4) and country of origin of goods (5) Nur für Warensendungen: HS-Zollnummer (4) und Herkunftsland der Waren (5)		Total weight Gesamtgewicht in kg (6)
		Total Value (7) Gesamt- wert (7)
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Date and sender's signature (8) Datum und Unterschrift des Absenders (8)		

Beginning on the next page is a 16-side reproduction of a display given by our member David R Potts. The original is 20 sides but I ran out of space and had to omit pages 8, 9, 11 and 12. It's partly an experiment - the alternative would have been for me to dissect his page-scans, retype all the words, and then reassemble them; they'd look just the same except for the background colour.

VIENNA-BY-THE-SEA - THE DEVELOPMENT OF TOURISM IN ABBAZIA-OPATIJA, 1844-1914



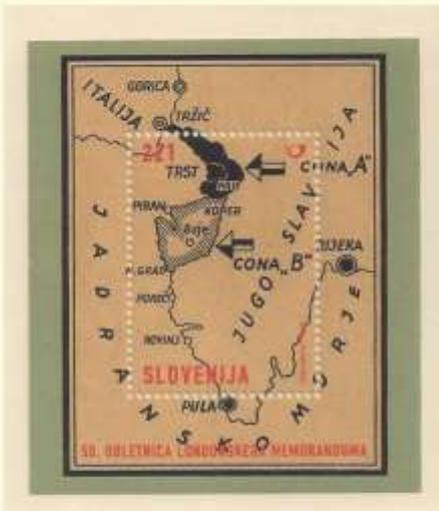
2014 Sheetlet issued by Croatian Post on 11 June to mark 170 years of tourism in Opatija. The building of the Villa Angiolina by Ignacio Scapa in 1844 marks the birth of what was to become 'Vienna-by-the-Sea'. The villa was renovated in 2000 and now includes a museum of tourism in Croatia.

The display aims to illustrate the main stages in the development of tourism from 1844-1914 as well as some of the people involved. Opatija (now part of Croatia) was then known as Abbazia and was part of the Austro-Hungarian Empire. The nearby resorts of Lovran and Volosko are included in the account. Key factors were the enterprise and investment from local businessmen (sheet 3) and medical experts (sheet 14) as well as transport improvements making rail travel from Vienna possible (sheet 6) Visits by the Imperial family and other European royalty also played a major part in giving the area a special status. Contemporary postcards, poster stamps and labels and postal history items are used as well as postage stamps, special cancels, miniature sheets and photoscans. Place names are usually given in old style with present-day Croatian versions as appropriate.

The display is arranged as follows: 2) Location on Gulf of Quarnero 3) 1844 Villa Angiolina built 4) Lovrana and Volosca Postal History 5) Day Trips Fiume- Abbazia 6) 1873 Rail link to Vienna 7) 1884 Hotel Quarnero built 8) Imperial Visitors 9) Royal Visitors 10) Literary & Musical Celebrity Visitors 11) 1895 Baron Ransonnet 12) Lumiere Brothers 13) Publicity Posters 14) Health Resort 15-16) Tourist Publicity - 1913 Adria Exhibition

Sources: Marijan Milevoj : Opatija Published by Mathias Flacius, Labin 2010
 Amir Muzor : Opatija - Abbazia Published by Rijeka - Opatija 2007
 Croatian Post Inc. Jurisiceva 13, Zagreb, Croatia 2014
 Austrian Philatelic Society
www.opatija.net/en/history
www.rijeka.inyourpocket.com
www.opatija-tourism.hr/en/opatija/history

ABBAZIA'S LOCATION ON THE GULF OF QUARNERO (KVARNER)



Abbazia is located on the NE coast of the Istrian peninsula SW of the port of Fiume (Rijeka) - shown on this miniature sheet issued by Slovenia in 2004 to mark the 50th anniversary of the London Border Agreement with Italy.

On this 1986 Yugoslavia miniature sheet Abbazia's location is wrongly named 'Rijeka' -- which is located further along the coast to the East ! Moscenicka Draga was the base for the Flying Dutchman class European Sailing Championships in 1986

ADRIATIC SEA

ISTRIAN PENINSULA

CRES ISLAND

KRK ISLAND

FIUME (RIJEKA)



Lovran
ABBAZIA
Volosco

GULF OF QUARNERO (KVARNER)

Panoramic view of the gulf of Quarnero (Kvarner) showing location of Abbazia (Opatija) in a sheltered position at the foot of Mt Ucka which rises to over 1400 m. Lower slopes of evergreen oak and baytree woodland add to the picturesque setting .Smaller resorts close to Abbazia include Lovran and Volosco

LOVRANA AND VOLOSKA POSTAL HISTORY



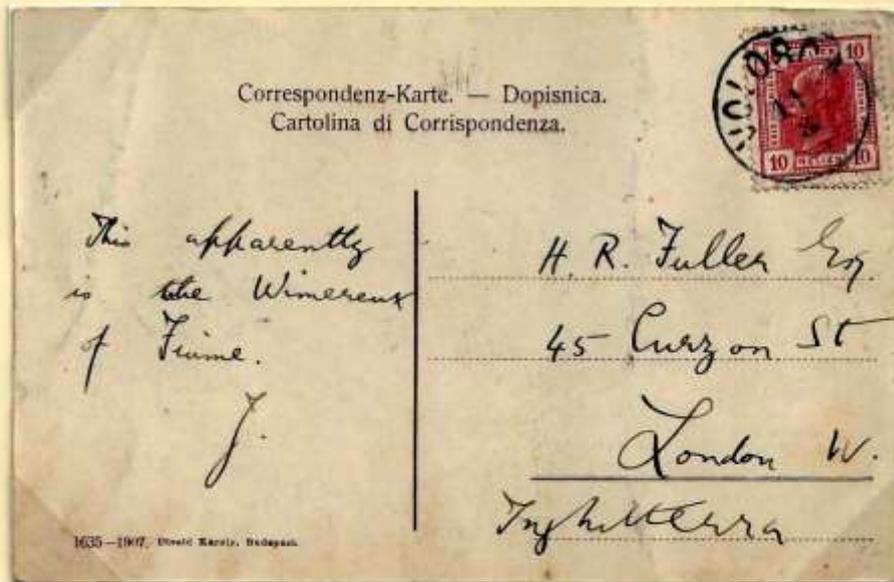
1900 cover sent from Austria to Germany. Franked with 1899 Franz Josef definitives 10h external letter rate. 2 Lovrana 'striped lozenge' cancels 18:5:00. 'Braunschweig Anknunft' received cds on reverse 21.5.00



1850 3kr Type III
Double circle with
star cancel 7/7 no
year date.



1874 2kr Type II
Single circle cancel
part date 22 10



Abbazia ppc (published Divald Karoly Budapest 1907) franked with 1906-7 10h Franz Josef definitive issue (granite paper) with single circle Voloska cds 11.3 07 (?) addressed to London. Note sender's comment : 'This apparently is the Wimereux of Fiume'. Wimereux is a French coastal town which shares a similar history with Abbazia. They both developed during 'La Belle Epoque' of the late 19th – early 20th Century, attracting wealthy visitors and residents from big cities and consist of impressive buildings , often in the 'Art Nouveau' style.



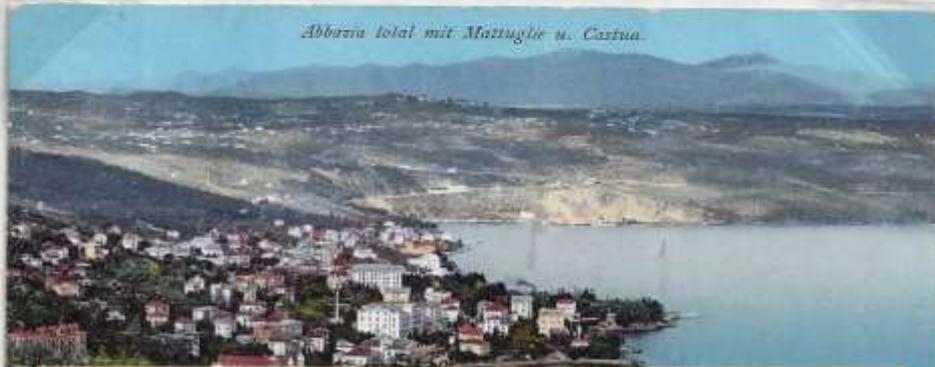
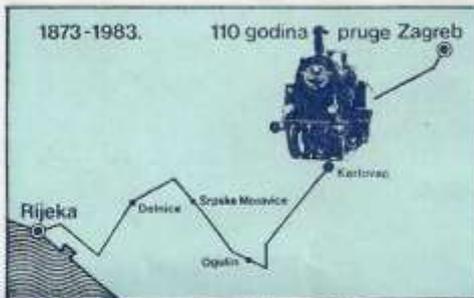
1895 20h
Single circle cancel
12 / 2 95

DAY TRIPS : FIUME-ABBZIA



Fiume (present-day Rijeka) became the port for Hungary and the eastern part of the Austro-Hungarian Empire. It had a Hungarian Administration from the mid 19th Century until 1914 whereas Abbazia had an Austrian administration. Boat trips between the two places became popular. The top postcard has a Fiume cds 14 April 1903 addressed to France Toulon received cds 16.4.03. The middle card cds Abbazia 11:VII:07 addressed to London received cds 14 August 1907 The message reads : ' you should just hear us try to talk Austrian German' presumably because they had taken a day trip from Fiume to Abbazia as shown on the photo pc. (postmarked Fiume.)

1873 RAILWAY LINK TO VIENNA COMPLETED



FD RIJEKA br. 37

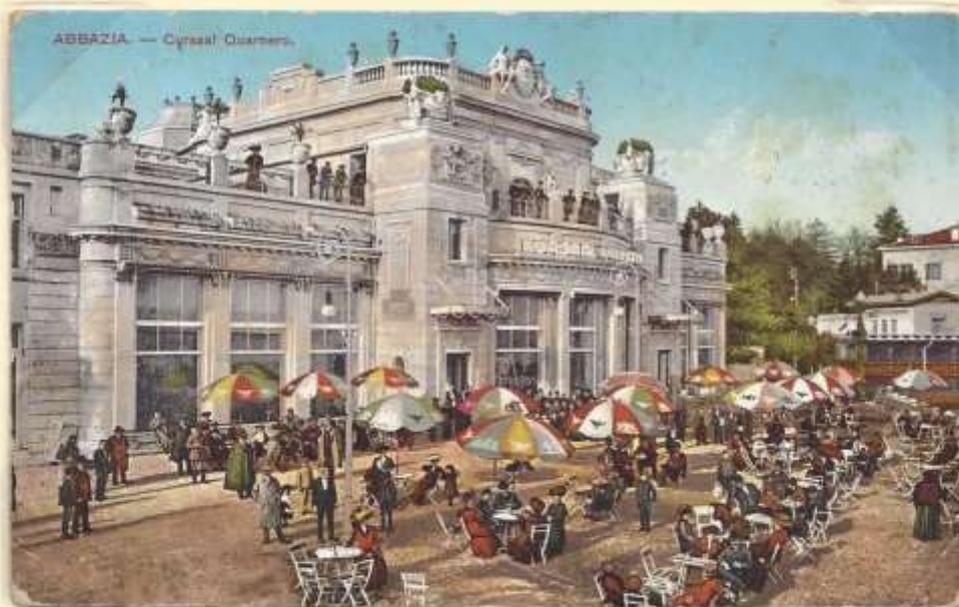


The Austrian Sudbahn (Southern Railway) link between Vienna and Fiume was completed in 1873. Travellers to Abbazia could now reach the Matulji station which was 10km uphill from the spa town. The station even included a special royal lounge for its distinguished visitors. From there they were taken by carriage until a tramway was completed as far as Lovran in 1908. The Yugoslavian FDC marks the 110th anniversary of the Zagreb-Rijeka Railway in 1983. The ppc shows a view of Abbazia towards Matulje It was written from a local sanatorium and posted to Bohemia cds 18. VII. 09. Matulje Station is shown on an enlarged photoscan of a contemporary ppc.

1884 HOTEL QUARNERO BUILT – THE FIRST IN ABBAZIA



Hotel Quarnero (Present day Grand Hotel Kvarner) completed in 1884, was the first hotel to be built in Abbazia. Superbly located between the sub-tropical Angiolina gardens and St Jakob's church on the original abbey site. (The Italian word for abbey, Abbazia ,was used as palcename throughout the Imperial period and later replaced with its Croatian equivalent, Opatija , in use today) it had direct access to a bathing area. Built in neo-classical style it was meant to resemble the Schonbrunn Palace in Vienna. Its annexe, Villa Amalia, became a summer residence of European royalty and was the first of a number of villas built to cater for more demanding and wealthy guests.



Adjacent to the Quarnero hotel is the magnificent Crystal Ballroom built in 1913 to replace medicinal baths and a café destroyed by fire. It remains one of Europe's largest ballrooms built without pillars. The card is sent from Fiume cds 8 May 1913 to an address in Germany.

LITERARY & MUSICAL CELEBRITY VISITORS

INNOVATIVE CHOREOGRAPHERS



Isadora Duncan (American dancer 1877-1927) stayed in 1902. She later wrote in her memoirs that the inspiration for her hand movements came by watching the leaves of Abbazia's palm trees.



Gustav Mahler (Austrian Composer 1860-1911) stayed in the Villa Jeanette and worked on his 4th Symphony in 1901. During the Easter holidays in 1905 he wrote large parts of his 6th Symphony.



Giacomo Puccini (Italian composer 1858-1924) stayed in Abbazia during the summer months.



Anton Chekhov (Russian author 1860-1904) stayed in Abbazia for health reasons in 1894 and used the town as the background to a short scene in his story 'Ariadne'

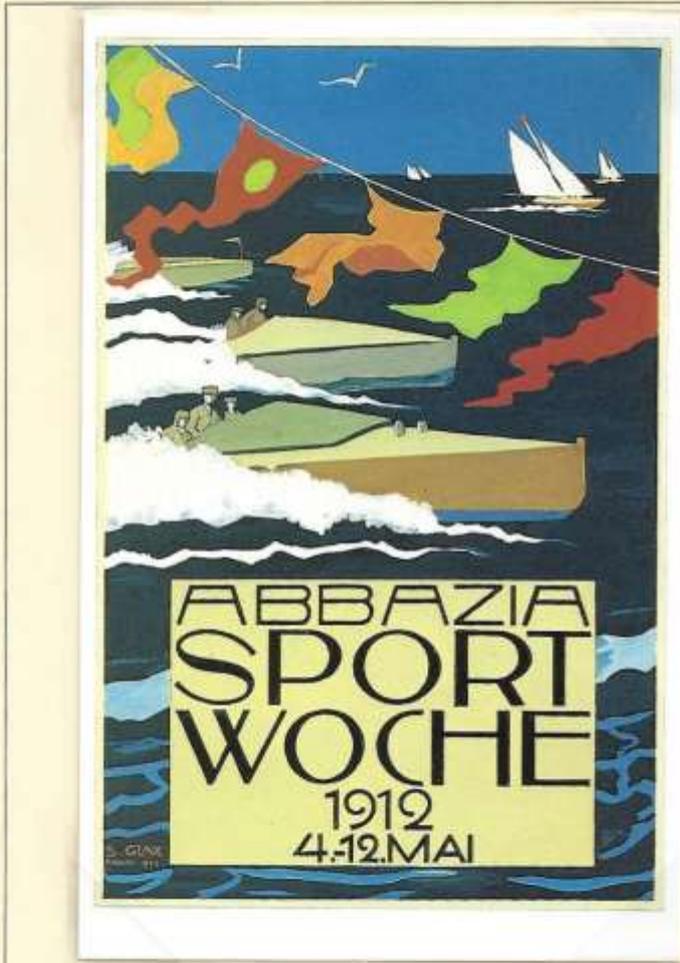


Sir Richard Burton (British explorer, diplomat, linguist and soldier 1821-1890) stayed at Hotel Stefanie during the winter of 1887-88. His translation of the 'Arabian Nights' had recently been published



James Joyce (Irish author 1882-1941) stayed at Hotel Stefanie in 1904-1905 while living in Pula and then Trieste.

PUBLICITY : POSTERS AND POSTER STAMPS BY STEPHANIE GLAX



Modern copy of Stephanie Glax poster showing original design with full range of colours. Produced by Dalkeith UK (Classic Poster Series No 181)



Yacht design poster stamp advertising Abbazia as a Winter and Seaside Resort. Note initials 'SG' in bottom left of design.



Poster stamp advertising Sports Week May 1912 based on original poster design. Imperforate English language version with addition of 'International'



Reduced size scan of guide produced by Dr Glax with illustrations by his daughter Stephanie



Perforated German language version of above poster stamp without the word 'International'

Stephanie Glax (1876-1962) was the daughter of the Austrian Dr Julius Glax (1848-1931) who moved with his family from Graz to Abbazia on being appointed President of the Spa Commission in 1886. He played a major role in transforming Abbazia into a spa resort. His daughter, Stephanie produced numerous motifs and illustrations for his guide books but is best known for her poster designs – still popular today.

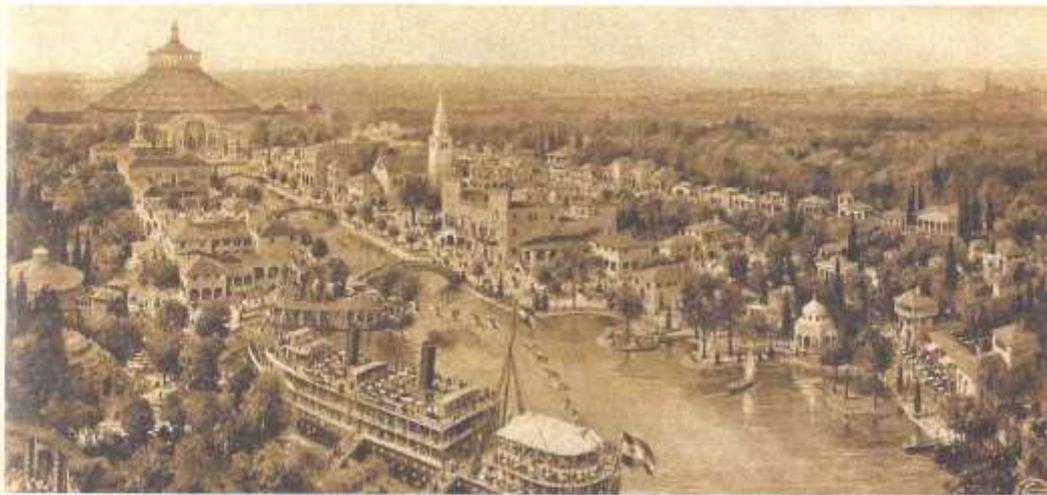
ARRAZIA - HEALTH RESORT
1913 (MAY- OCTOBER) ADRIA EXHIBITION : CARDS AND CANCELS



Two types of the official postcard (address side). Green 'mermaid' type franked with 1908 5h Franz Josef Jubilee stamp cancelled with special exhibition cds dated 15:X:13. Smaller black 'mermaid' type franked with 5h Jubilee stamp cancelled with Vienna 'circle with bridge' cds WIEN 110 3:VII:13

Payment receipt (Empfangschein) for a remittance paid in at a post office and delivered by post. The amount is small (10 Heller - the foreign postcard rate) Was this done to obtain a clear example of the Adria Exhibition cancel dated 2.10.13 ? The exhibition closed on 5 October 1913.(see next page)

TOURIST PUBLICITY : THE ADRIA EXHIBITION 1913



Adria-Exhibition overall view, leigraphy after a painting of Luigi Kasimir, 1913, © WienMuseum



Publicity labels were produced for many places along the Dalmatian coast including these for the ABBAZIA area (including Lovrana and Volosca)

The 'Adria Ausstellung' held from May–October 1913, was one of the biggest exhibitions held in pre-1914 Vienna. Located in the grounds of the Prater it was created to show the Dalmatian region in miniature. A vast 300m long excavation was filled with water to create a mini-Adriatic Sea. Along the 'shore' full-size replicas of famous buildings were built, including Abbazia's St Jakob church. As well as promoting tourism in the region from Abbazia in the north to Dubrovnik in the south it had a geopolitical goal to demonstrate the military force of the Austro-Hungarian navies—especially as in the Summer of 1913 the Scutari Crisis and Second Balkan War threatened to destabilise the whole Dual-Monarchy.

Tourist statistics for Abbazia in 1913 record 12 hotels, 44 boarding houses, 83 villas and 5 bathing places. The Imperial era was about to end and a new phase began after the turmoil of the 1914-18 war and subsequent break-up of the Austro-Hungarian Empire.

ABBAZIA : ARTIST'S POSTCARDS
 ABBAZIA : PHOTOGRAPH SOUVENIRS



1904 Original unused photocard from Abbazia photographer's studio 'Atelier Betty' which operated from around 1900 until the 1920s.



1907 Original photocard inscribed 'Memories of Abbazia by the sea'
 Card addressed to 'Wolgeboren Herrn. Georg Bogdan Kaufmann in Oravicza, Hungary. Posted in Serbia Beograd cds 30.12.07 and received Oravicza cds 8.1.08

1908 ELECTRIC TRAMWAY OPENED



The electric tramway station at Matulje providing a much-needed transfer link to Abbazia from Matulje railway station. Enlarged photoscan of postcard published during the post-1918 Italian administration. Note the line of cars already competing for passengers – the tramway was closed in 1933.



Electric tram travelling along Abbazia's main promenade near the Slatina bathing area. Unused ppc No 6 published by Verlag G Abucalil, Abbazia

A steam-driven tramway had been planned in 1892 to link Matulje railway station to Abbazia and on to Lovran. It was opposed by local hoteliers who feared that noise and smoke from the steam engines would disturb guests. Instead an electric tramway was completed from Matulje (at 212 metres) for a distance of 12 kilometres to sea level on the coast.

PUBLICITY : TOURIST POSTER STAMPS

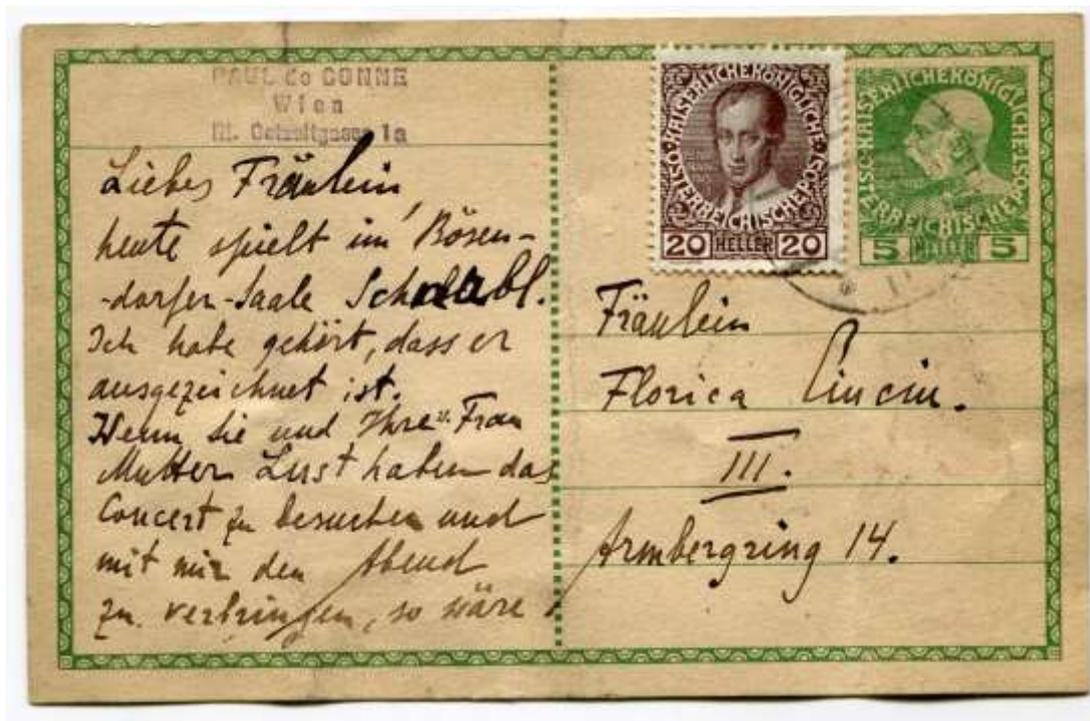
		
General view of Abbazia	Sudstrand	Sudstrand- Quarnero bathing area
		
Hotel Stephanie	Harbour quayside	Villa Angiolina and Gardens
		
Dr Szego's Sanatorium	Palm Trees	Palace Hotel Bellevue
		
Storm Waves	Scirocco	Madonna Statue

During the late 19th and early 20th centuries poster stamps were produced in vast numbers throughout Europe, particularly in Germany and Austria. They could be stuck on postcards or envelopes but are much more likely to be found in collections. Special printed albums were produced and collecting 'reklamemarken' became as popular as collecting postage stamps. This rare pre-1914 set shows local tourist attractions in the Abbazia area (even storm waves and the Scirocco wind !)

Florica Ciuciu's Evening Out

By Nicholas Rogers

Most of the messages on postcards sent by pneumatic post are dull: business transactions and medical appointments rather than romantic assignations or political intrigue. But there are exceptions. One day in December 1908 Paul de Conne sat down in his flat in Ölzeltgasse to write an urgent note, having obtained some much sought-after tickets from Gutmann's Music Agency. He did not have a pneumatic postcard to hand, so he used an ordinary 5 heller postcard (ANK Postkarten 215), to which a 20 heller stamp (ANK 146) was added to cover the additional charge for pneumatic post when he handed it in at the nearby Vienna 49 post office in Marokkanergasse. Unfortunately the time of posting on the postmark (Tobitt and Taylor Type VIII-074) cannot be read, and there is no arrival postmark, only the vertical creases of pneumatic delivery. Florica Ciuciu's address is given as Arenbergring (now Dannebergplatz) 14 in Vienna III, so the card would have been sent to the Vienna 40 office at Hauptstraße 95.

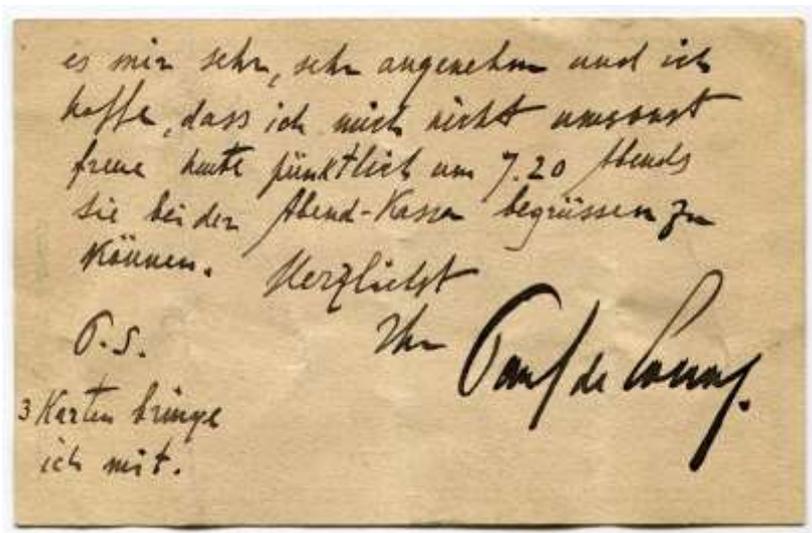


Liebes Fräulein,

heute spielt im Bösendorfer-Saale Schnabl. Ich habe gehört, dass er ausgezeichnet ist. Wenn Sie und Ihre Frau Mutter Lust haben das Concert zu besuchen und mit mir den Abend zu verbringen, so wäre es mir sehr, sehr angenehm und ich hoffe, dass ich mich nicht umsonst freue heute pünktlich am 7.20 Abends sie bei der Abend-Kassa begrüßen zu können.

Paul de Conne

P.S. 3 Karten bringe ich mit.



Dear Miss,

Schnabl [sic] plays today in the Bösendorfer-Saal. I have heard that he is outstanding. If you and your mother would like to go to the concert and spend the evening with me it would be very, very pleasing to me and I hope that I shall not be deprived of the happiness of being able to greet you punctually at 7.20 p.m. today at the evening box-office.

Paul de Conne

P.S. I am bringing 3 tickets with me.



There is no doubt that Paul de Conne was well informed. Artur Schnabel (1882-1951) was one of the most outstanding pianists of the twentieth century, renowned in particular for his playing of Beethoven and Schubert. Having studied with Leschetizky, he made his official concert debut in 1897 at the Bösendorfer-Saal in Vienna. In 1898 he moved to Berlin, which remained his base until 1933, when he moved first to England and then to the United States. A study of the Vienna newspapers enables one to identify the concert for which Paul de Conne had tickets as one which took place at 7.30 p.m. on Saturday, 19 December 1908. Schnabel played Beethoven's Piano Sonata no. 31 and works by Beethoven, Schumann, Schubert and Brahms.[§]

But who was Paul de Conne, and why was he so keen that the delightfully named Florica Ciuciu should come to the concert?

Paul de Conne was born in Peterhof, near St. Petersburg, on 29 July 1874, the son of Lubim de Conne. He studied piano at the St. Petersburg Conservatoire, where he was a pupil of Anton Rubinstein. His first teaching experience was at the Conservatoire, one of his pupils being the Russian-Austrian composer Sergei Bortkiewicz.^{**} While still in St. Petersburg he married Valentina Ivanovna, the daughter of the archaeologist Ivan Davidovich Del.^{††} In 1901 he moved to Vienna, where he taught piano at the Hochschule für Musik und darstellende Kunst from 1901 to 1915.^{‡‡} His pupils included the Austrian composer Maria von Bach. The reviewer of the *Wiener Illustriertes Extrablatt* was impressed by his playing at a concert he gave in Vienna in April 1900, before his permanent move to Austria. 'Herr de Conne demonstrated a touch that was extremely capable of modulation, a very solid and at the same time brilliant technique, unusual musical sensitivity and a captivating temperament'.^{§§} An idea of his virtuosity can be gained from a Welte-Mignon pianola roll made between 1905 and 1910, on which he plays Eduard Schütt's 'Romance'. In the 1930s he could be heard giving recitals on Austrian radio. He died in Vienna in 1959 and was buried in the Russian Orthodox section of the Central Cemetery (Gruppe 21, Nummer 35) together with his wife, who died in 1977, aged 99.^{***}

[§] *Neues Wiener Journal*, 19 Dec. 1908; *Das Vaterland*, 19 Dec. 1908.

^{**} <https://sergeibortkiewicz.com/over-2/> Bortkiewicz dedicated his Cello Concerto (op. 20) to de Conne.

^{††} They had two children: Esper, born in Vienna in 1905, who moved to the Netherlands in 1939, and Ariadne (1901-1998), who emigrated to New Zealand in 1948, where she married Dr. Nicholas Danilow.

^{‡‡} In 1909 the Hochschule became the k.k. Akademie für Musik und darstellende Kunst. His appointment is reported in the *Neue Freie Presse*, 13 July 1901.

^{§§} *Illustriertes Wiener Extrablatt*, 3 May 1900. He performed works by Bach (arranged by d'Albert), Schubert, Weber, Schumann, Chopin and Rubinstein.

^{***} Also buried with them was Eudoxia Plantina, who died in 1933, aged 71.

Florica Ciuciu was born on 9 March 1884. A Romanian by birth, she studied at the Hochschule für Musik und darstellende Kunst, presumably as a pupil of de Conne, and was awarded a Gesellschaftsmedaille for her achievement in 1907/1908.^{†††} Florica made a brief appearance as a pianist in Vienna. She is listed in a programme of concerts at the shortly to be demolished Bösendorfer-Saal in November and December 1911, providing a *Klavierabend* on 9 December. She was in distinguished company: Wanda Landowska, Pablo Casals, Moriz Rosenthal and the Rosé Quartet, as well as Schnabel himself. Two further glimpses of her as a performing artist are provided by two Romanian-language newspapers published in Hungary. On 31 October 1909 *Țara Noastră*, a Sibiu (Hermannstadt) weekly review, reported a concert held at the ‘Golden Lamb’ Hotel in Hátszeg, at which Roma Ciuciu, on violin, accompanied by Florica, performed a piece from Ambroise Thomas’ ‘Mignon’. Roma Ciuciu may have been a sister or perhaps even Florica’s mother. The 16 August 1911 issue of *Românul*, published in Arad, notes a concert to be given at the ‘Golden Lamb’ Hotel on 19 August by Florica Teodosiu, Roma Ciuciu and Florica Ciuciu. Any further information about her career is lost until inter-war Romanian newspapers are digitised. At some point, most probably after the Second World War, she moved to England, and was granted British nationality on 24 November 1954.^{†††} By 1956 she had settled in London, at 5 Prince Edward Mansions, Prince’s Terrace, Westminster, in a flat shared with the family of Gordon Victor Rogers (1916-1970) and his Rumanian wife Olga Kivu. She died in Paddington in 1971.

So, despite initial appearances, Florica Ciuciu’s evening out was a musical rather than a romantic occasion. Paul de Conne made careful provision for her to be chaperoned by her mother. That the evening was a memorable one is suggested by the preservation of the invitation, which most probably remained in Florica’s possession until her death, after which it was acquired by a London dealer.



A concert in the Bösendorfer Saal in the Palais Liechtenstein, shortly before its demolition in 1913. Painting formerly in the Bösendorfer factory, Wien-Wieden.

^{†††} *Von Hora, Doina und Lautaren: Einblicke in die rumänische Musik und Musikwissenschaft*, ed. Thede Kahl (Berlin, 2016), p. 583.

^{†††} TNA: PRO, HO 334/384/348/63.



Paul de Conne with his mother and sister. Reproduced by courtesy of Wouter Kalkman.



←The concert programme for the Bösendorfer Saal, *Neues Wiener Tagblatt*, 19 November 1911. Artur Schnabel's concert is shown enlarged 2 pages above.



←In the central Repertoire column, to the left of Pablo Casals, is Florica Ciuciu's Klavierabend - enlarged above.

THE BIRTH CERTIFICATE OF AIRMAIL

by Inger Kuzych

The lead article in the Austrian Philatelic Society's 2008 special 60th anniversary publication *A Celebration of Austrian Philately* introduced readers to the world's first regular and first international airmail service, which functioned between Vienna – in the Austro-Hungarian Empire – and Kyiv – in newly independent Ukraine – from 31 March to 15 October 1918, i.e., during the last year of World War I [4]. This Line featured daily flights in both directions with intermediate stops in Krakau (Krakow, now in Poland) and Lemberg (Lviv, in present-day Ukraine); see Figure 1. Different planes flew each leg of the service with the mailbag quickly transferred from the arriving flight to the warmed-up-and-waiting departing plane. §§§

The flight distance between the two end points was about 1,200 km (720 mi) and the entire route was completed on average in about 12 hours. Most mails traveled between the Austrian cities of Vienna, Krakau, and Lemberg, with relatively few (only about 5% of all letters) carried to or from Kyiv (and most of these were of a military nature). On 31 March, three special Austrian airmail stamps – 1.50, 2.50, and 4.00 kronen – were introduced for the civilian mails that began to be carried on that day.

For three weeks in July of 1918 (from the 4th to the 24th) a Vienna to Budapest leg also functioned as part of this airmail service. A considerable amount of mail was transported during this short time between these two major cities of the Empire, but this segment was discontinued after a couple of fatal crashes. Two special Hungarian airmail stamps were created for this service by overprinting two values of the Hungarian Parliament set “REPULO POSTA” (air mail).

Readers wishing to get a thorough understanding of this pioneering airmail service are urged to consult the detailed and fully illustrated *Celebration* article or some of the other publications listed in the Bibliography.

A Historic Document

The auction lot descriptions in the catalogs of the American philatelic auctioneer, Cherrystone, are almost invariably described in English. However, in the auction of 13-14 April 2021, Lot 483 under Austria featured the following German-language description: Kommando der K.u.K. Luftfahrtruppen Erlass über Einführung der Kurierluftpost Wien-Lemberg (Fall Weise Kiew), which translates as Command of the Imperial and Royal Aviation Troops' Decree on the Introduction of Courier Airmail [Between] Vienna and Lemberg and Occasionally [on to] Kyiv. This is the earliest document pertaining to the Austrian airmail service that I have ever encountered and I was determined to acquire this piece of Austrian and Ukrainian aviation history (Figure 2). The starting price on the item was \$250 and the hammer price was \$1,100 (not including the 15% buyer's premium). So there obviously were others who realized the significance of this proclamation – which I consider to be the “Birth Certificate of Airmail.”

The Decree – promulgated on 15 March 1918 in Vienna – undertook to establish regular airmail connections between the Austrian capital and the two major cities of the Crownland of Galicia – Krakau and Lemberg. While initially envisioned as a means of enhancing military communication, the service was also meant to augment ordinary postal delivery between the above-mentioned Austrian cities since civilian mails were allowed with the first regular flights.

Upon receipt of the document, I was delighted to learn that, except for a small tear in the lower left, it was intact and consisted of four typewritten pages. (The auction scan had given the impression that the Decree was only one page and thus incomplete.) While the Order itself is intact, it makes reference to five Enclosures with further details on how the service was to be set up. (These Enclosures may yet turn up at some future auction.) The first Enclosure, consisting of two Sketches, showed how the flights between the cities were to take place. The second Enclosure was to specify the equipment and manpower needed at each of the flight stations. The provisioning for the Kyiv flight station, which would have to be set up in a foreign country, was laid out in Enclosure 3.

§§§ Reporting on this service and its specialized stamps had appeared in the pages of *Austria* on two previous occasions (in 1968 and 1996), but both submissions were rather short and did not do justice to the extraordinary ground-breaking endeavor [1, 8].



Figure 1. The solid lines show the Vienna-Krakau-Lemberg-Kyiv air route of the world’s first international airmail service, as well as the short-lived Vienna-Budapest stretch. The dashed lines represent a proposed southern route into Ukraine that was never set up.

The Decree is interesting in that it mentions the proposal for a second air route to Kyiv, a southern loop traversing Vienna-Budapest-Marmorossziget-Kyiv^{****} and from there possibly to Odessa. Plans for this alternate route were described in Enclosures 4 and 5. However, sometime over the subsequent months (April to June 1918) the planning was altered and a direct route to Odessa was envisioned: Vienna-Budapest-Arad-Bucharest-Odessa (see Figure 1). While the first Vienna to Budapest stretch was completed and functioned for three weeks, the remainder of this route never materialized.^{††††}

Figures 2a-d show the original Decree announcing the formation of an airmail courier service Vienna-Krakau- Lemberg with occasional flights to Kyiv. In the author's estimation, this is the birth certificate of airmail. The Decree is 3½ sides long, and is reproduced here just after the "picture gallery".

A Translation of the Decree

(Page 1)

Command of the Imperial and Royal Aviation Troops

Order Nr. 5072

Air Mail VIENNA – LEMBERG with occasional connection to KYIV

At

VIENNA, on 15 March 1918.

By Decree of the War Ministry Section 5/L [responsible for all matters of air transport and aircraft] No. 3086 classified on 11 March 1918 and Army High Command Order No. 93689 of 3 March 1918

On the 20th of this month during flying weather the courier post of the central offices of the Austro-Hungarian Monarchy will be brought by aircraft from VIENNA to LEMBERG and on 21 March flown from LEMBERG to KYIV. The air connection between VIENNA and LEMBERG is as of the 21st of this month by flying weather made permanent, this means a daily flight [will occur] from VIENNA to KRAKAU and from KRAKAU to LEMBERG, and vice versa.

From about 1 April, the airmail on this Line should be expanded for the transport of civilian mail.

The first return flight from KYIV to LEMBERG depends on the date that resources can be reliably secured, either through requisition or transport, from LEMBERG to KYIV. Further steps in the air connection between KYIV and LEMBERG with connection to flights LEMBERG – VIENNA and vice versa will then be maintained on a case-by case basis and depending on needs.

The Command of the Aviation Troops has management over these first flight Lines.

The technical execution of the airmail flights is to be accomplished according to Enclosure 1:

Sketch a.) first flight VIENNA – KYIV

Sketch b.) regular traffic between VIENNA – LEMBERG with occasional connection to KYIV.

The needs of the individual flight stations and their maintenance are shown in Enclosure 2.

^{****} In 1918, Marmorossziget was a city in the Hungarian half of the Dual Monarchy. Today it is Sighetu Marmăției in the far north of Romania, just south of the Tisa River, which separates the city from Ukraine.

^{††††} Nonetheless, a connection to Odessa was set up in May or June 1918 through a branch link set up between Proskurow (today Khmelnytsky) and Odessa.

The Lemberg to Kyiv stretch of the airmail Line was easily the longest (550 km), so a Proskurow way station was set up (see Figure 1) that served as a rest and refueling stop. (Proskurow is about 250 km from Lemberg and roughly 300 km from Kyiv.) Proskurow landings were strictly technical in nature and no mail pickup was made. However, mails were dropped off at the Austrian Field Post No. 649 in Proskurow from the latter part of June through the early part of September. Although not specified in the sources, the Proskurow to Odessa mail link likely did not follow a regular schedule, but instead functioned on an "as needed" basis.

(Page 2)

The planes assigned to the air stations attain the status of a "home base". Until further notice, operating resources in Aspern [the military aviation center in Vienna] are to be provided from the Airfield Command; in Krakau, from the Aviation Replacement Company [Flek] 10; and in Lemberg, by the Rear Area Aviation Park [Flep] 4. For initial provisioning for Kyiv, see Enclosure 3.

In the future, the Rear Area Aviation Park [Flep] 4 is in charge of [air] frames and repair for Flightstation KYIV. Reserve Lt. Paul MAZALAN of the Aviation Troop Command will leave for LEMBERG on the 16th of this month and organize the transport according to Enclosure 3 and make sure that the transport moves on to KYIV by the 20th of this month at the latest. A "Detachment KYIV" (see Enclosure 2) is to be segregated out as an accompaniment to the transport. Aviation Replacement Force [Flet] is to make sure that the Detachment leaves Wiener Neustadt for Lemberg on time, immediately reports to Flep 4 in Lemberg, and that Lt. MAZALAN makes himself available.

The administration of the Field Weather Service is to set up a piloting station, like the one in LEMBERG at Flep 4, which can be moved on to KYIV on the 20th of this month.

The Army High Command is requested to instruct via telegram that Billeting Department 2 in Lemberg, the Air Troop Command of the Second Army Corps, as well as Flep 4 provide Lt. MAZALAN the best possible support for the assembly and processing of the transport. The transport (two to three wagons) should also be capable of being linked to passenger trains.

Likewise, the Army High Command is requested to transport at the earliest possible date and via train the two trucks to KYIV that are absolutely necessary to maintain operations.

The Commandant of the Flight Station KYIV is Reserve Capt. Dr. Stefan von REVICZKY. His orders – as the oldest officer in the Airmail Line – are to be obeyed by all operating stations of the Line.

On the 21st of this month, Capt. von REVICZKY will undertake the first flight from LEMBERG to KYIV. Educated in civilian professions and with extensive language skills, he is to orientate himself on economic and trade-political matters to the greatest possible extent

(Page 3)

and then to report on the recommendations received respectively from the War Ministry, the Army High Command, as well as the Imperial and Royal Representative in KYIV, General Staff Lt. Col. LENOCH.

Capt. von REVICZKY will fly back personally after informing himself of the needs and possible resources and then report his impressions and any other requirements to the Command of the Aviation Troops.

The War Ministry Section 5/L and the Army High Command are asked to arrange that on the 20th of this month those locales that will have air courier mail to send off to KYIV, or to either KRAKAU or LEMBERG, submit them by 7 a.m. on the 20th of this month to the Command of the Aviation Troops, 33 Bernbrunnungasse, Vienna XIII and to the Imperial and Royal Main Post Office, Post Office I, Postgasse [Vienna] respectively.

Subsequently, all post will only be sent to the Imperial and Royal Main Post Office, Post Office I, Postgasse by 9 p.m. the day before because this locale is responsible for the acceptance, processing, and delivery of mail to the Aspern Airfield.

Of special interest is the earliest activation of the airmail Line VIENNA – BUDAPEST – MARMOROSSZIGET – KYIV and from there possibly to ODESSA. This Line cannot yet be activated because flight stations in BUDAPEST and MARMOROSSZIGET first have to be reconnoitered and the Carpathian [Mountain] Wall at this [early] time of year presents an obstacle, whose daily forcing [testing] seems impossible.

However, Aviation Replacement Force [Flet] has to immediately reconnoiter and make provision for flight stations at BUDAPEST and MARMOROSSZIGET as laid out in Enclosures 4 and 5.

Results and needs are to be reported by 15 April 1918.

Issued identically to the Aviation Replacement Force [Flet]; Aviation Arsenal [Flars]; Management of Field Weather Service [FWD]; Command of the Aviation Service in the Hinterland [probably in Vienna]; Aviation Replacement Company [Flek] 10 in Krakau; Rear Area Aviation Park [Flep] 4 in Lemberg; the Command of the Second Army Corps; Airfield Command Aspern; Reserve Capt. Dr. Stefan von REVICZKY, 5 copies (to handover to General Staff Lt. Col. LENOCH and other

(Page 4)

places in KYIV that General Staff Lt. Col. LENOCH commands); Lt. Paul MAZALAN, 3 copies – enclosed to inform Billeting Department 2 [in Lemberg] and submitted with a special copy for the War Ministry Section 5/L, the Army High Command Aviation Group and the General Inspector of the Air Forces. ****.

The necessary arrangements for rapid preparation have already been sent via telegram by a special dispatcher.

5 Enclosures.

Starting Up the Airmail Service – Some Clarifying Research

New information that I have unearthed reveals that some of the commonly held “facts” about the airmail service’s trial period, from 20 to 30 March 1918, have become distorted over time. While it is true that the airmail service was launched on 20 March to great fanfare, the pilot of this first experimental flight from Vienna was not Capt. August Raft von Marwil as recounted in the *Celebration of Austrian Philately* article, but instead a Field Pilot Sergeant Leo Koch – accompanied by a Lt. Rudolf Jäger acting as observer.

Upon arrival in Krakau, the men passed on the mails to two other fliers who then delivered them to Lemberg. The further flight to Kyiv took place on the following day (the 21st) with two aircraft accompanying, but bad weather forced all three planes to land at the intermediate locale of Proskuriv in Ukraine. During the landings, one of the ancillary planes was damaged. Since the foul weather continued for several days, the final flight to the Ukrainian capital (with the two remaining aircraft) was not made until 25 March. Previous reporting had claimed that the flight to Kyiv was completed on the 21st.

Various other trial flights took place over the 11-day trial period. A total of 18 airmail flights left or flew into Vienna’s Aspern Airport, 16 into or out of Krakau, but only two – in addition to the one described above – flew from Lemberg to Kyiv during this experimental phase.

Capt. August von Marwil (Figure 3) assumed leadership of the airmail service on 29 March 1918 and participated in the launching of the first regular flights on 31 March by piloting the stretch between Krakau and Lemberg. He did not, however, fly all the way from Vienna to Kyiv as some literature describes. This would not have been done since the service was set up to have fliers travel back and forth only between the endpoints of each flight leg.

Capt. von Marwil did pilot the first airmail flight from Vienna to Budapest on 4 July 1918 as previously reported. Since he also participated in the first airmail flights of 31 March and because he directed the entire service, over time some folks also assumed he must have piloted the very first trial flight of 20 March. Thus the erroneous reporting.

**** The listing in this paragraph calls for at least 16 copies of this document to be made. A “Reserve” inscription in the upper right of page 1 indicates that this was an extra copy and that fact likely accounts for its preservation, since the other copies were all sent off to their various destinations.

Photos of the Historic Event

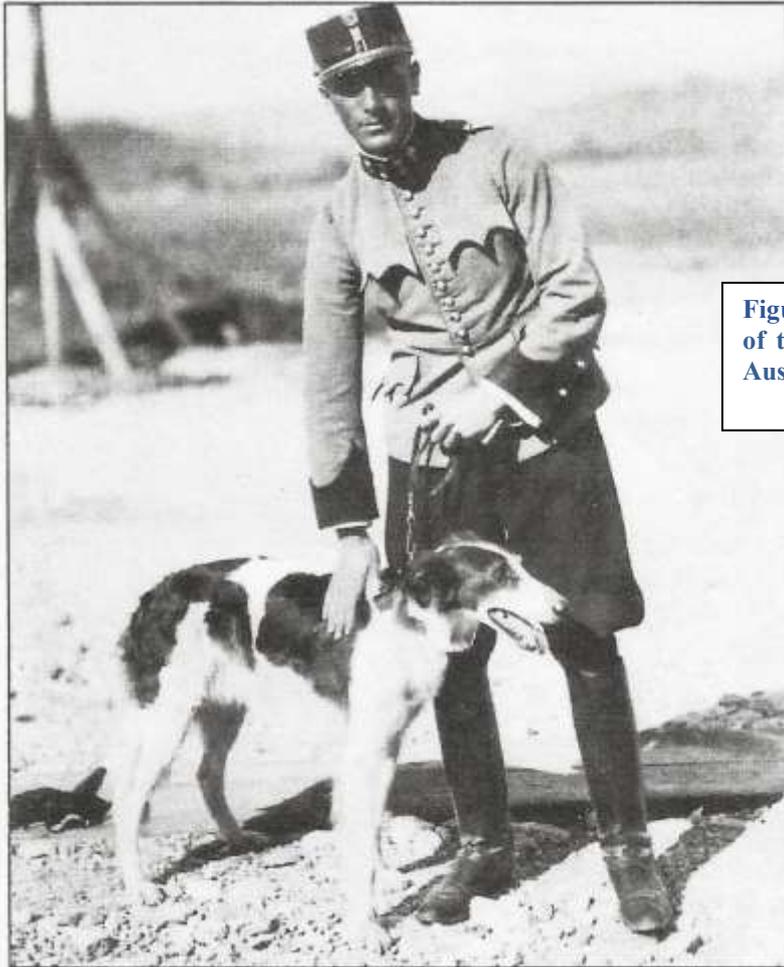


Figure 3. Capt. August Raft von Marwil, the head of the Imperial and Royal Airmail Service of the Austro-Hungarian Empire.

I am fortunate to have been able to obtain photos of the first trial flight on 20 March 1918 that launched what would eventually become the world's first international airmail service. This first flight only travelled between Vienna and Krakau, but the send off involved all sorts of fanfare: a decorated airfield with formations of enlisted men, a military band, and various dignitaries on hand to hear speeches and to witness the takeoff. The photos were all taken within minutes of each other.

The photos were all taken within minutes of each other. They show:

Figure 4. The two men who made the historic first flight, Field Pilot Sergeant Leo Koch (left) and Lt. Rudolf Jäger (right; the observer/navigator), standing in front of their plane just prior to departure. The heavy leather jackets, headgear, scarves, and goggles were essential to be able to function in the exposed high-altitude conditions.

Figure 5. Lt. Rudolf Jäger engaged in conversation with a high-ranking army officer who has brought along his wife for the special occasion.

Figure 6. All smiles just prior to takeoff. Field Pilot Sergeant Leo Koch is just getting ready to climb on board the plane; Lt. Rudolf Jäger has turned as is preparing to approach the plane.

Figure 7. The two men are on board their plane and everyone turns to the camera for a final pose.

Figure 8. Cranking the propeller for takeoff.

Figure 9. The aircraft on its way and about to lift off.



Figure 4.



Figure 5.



Figure 6.

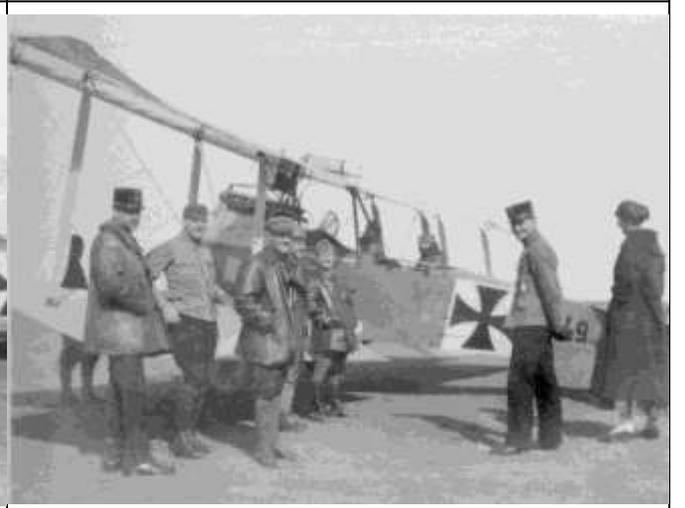


Figure 7.



Figure 8.



Figure 9.

The original Decree

Kommando der k.u.k. Luftfahrtruppen.

O.Nr. 5072.

Luftpost WIEN - LEMBERG mit fallweisem Anschluss nach KIEW.-

An

WIEN, am 15. MÄRZ 1918.

Auf KM. Erl. Abt. 5/L. Nr. 3086 res v. 11./III. 1918 und AOK. Befehl Op. Nr. 93689 v. 3./III. 1918

wird am 20. d. Mts. bei Flugwetter die Kurierepost der Zentralstellen der österr. Unger. Monarchie mit Flugzeugen von WIEN nach LEMBERG gebracht und am 21./III. im Anschlusse von LEMBERG nach KIEW überflogen. Die Luftverbindung zwischen WIEN und LEMBERG ist ab 21. d. Mts. bei Flugwetter permanent, d. h. es verkehrt täglich ein Flugzeug von WIEN nach KRAKAU und von KRAKAU nach LEMBERG, sowie umgekehrt.-

Etwa ab 1. April soll die Luftpost auf dieser Linie auch auf die Beförderung von Zivilbriefpost ausgedehnt werden.-

Der erste Rückflug von KIEW nach LEMBERG hängt von dem Termine ab, zu welchem Betriebsmittel entweder durch Requisition oder durch Transport von LEMBERG verlässlich in KIEW sichergestellt sind. In der weiteren Folge wird die Luftverbindung zwischen KIEW und LEMBERG mit Anschluss an die Flüge LEMBERG - WIEN und umgekehrt den Bedürfnissen entsprechend fallweise aufrecht gehalten werden.-

Die Oberleitung über die ersten Luftlinien hat das Kommando der Luftfahrtruppen.

Die technische Durchführung der Luftpostflüge vollzieht sich nach Beilage 1.-

Skizze a.) erster Flug WIEN - KIEW,

b.) regelmässiger Verkehr zwischen WIEN - LEMBERG mit fallweisem Anschluss KIEW.-

Die Bedürfnisse der einzelnen Flugstationen und deren Anordnung zeigt Beilage 2.-

Die bei den Flugstationen eingeteilten Flugzeuge zählen auf den Stand des „Heimathafens“. Die Betriebsmittel werden

in Aspern	vom Flugfeldkommando,
in Krakau	von der Fliegerersatzkomp.10,
in Lemberg	vom Fliegeretappenpark 4

bis auf weiteres beizustellen sein. Die erstmalige Betriebsmittelbeistellung für KIEW siehe Beilage 3.

In der weiteren Folge ist für Flugstation KIEW der Flep Nr.4 fassungs- und reparaturzuständig.

Lt.i.d.Res.Paul MAZALAN des Luftfahrttruppenkommandos geht am 16.d.Mts. nach LEMBERG ab, stellt den Transport nach Beilage 3 zusammen und sorgt dafür, dass der Transport längstens am 20.d.Mts. nach KIEW abrollt. Als Begleitung des Transportes ist das „Detachement KIEW“ (siehe Beilage 2) einzuteilen. Flet sorgt dafür, dass das Detachement rechtzeitig von Wr.Neustadt nach Lemberg abgeht, sich in Lemberg unverzüglich bei Flep 4 meldet und sich Lt.MAZALAN zur Verfügung stellt.

Die Leitung des Feldwetterdienstes hat eine Pilotierungsstation derart in LEMBERG bei Flep 4 stellig zu machen, dass sie am 20.d.Mts. mit dem Transport nach KIEW abrollen kann. -

Das Armeeoberkommando wird gebeten, die Qu.Abtig.2 in Lemberg, den Koluft des 2.AKs. sowie Flep 4 telegrafisch anzuweisen, Lt. MAZALAN bei Zusammenstellung und Aufertigung des Transportes bestmögliche Unterstützung angedeihen zu lassen. Der Transport (2 bis 3 Waggons) soll auch personenführenden Zügen angehängt werden können. -

Desgleichen wird das AOK. gebeten, ebemöglichst die zwei Lastautos, welche zur Aufrechthaltung des Betriebes in KIEW unbedingt nötig sind, per Bahn nach KIEW zu instradieren. -

Kommandant der Flugstation KIEW ist Hptm. i.d.Res.Dr. Stefan v. REVICZKY. - Seinen Anordnungen ist-als ältesten Offiziers der Luftpostlinie-von allen Betriebsstationen der Linie Folge zu leisten.

Hptm.v. REVICZKY vollführt am 21.d.Mts. den ersten Flug von LEMBERG nach KIEW. Zivilberuflich vorgebildet und über reiche Sprachkenntnisse verfügend, hat er sich über volkswirtschaftliche und handelspolitische Fragen in jenem Umfange

zu orientieren und hierüber zu referieren, welche ihn das KM., AOK., bezw. der k.u.k. Vertreter in KIEW, Gstbs.Obstlt. LENOCH vorschreiben werden. -

Hptm. v. REVICZKY fliegt nach Bedürfnis und Möglichkeit der Betriebsmittel persönlich zurück und referiert über seine Wahrnehmungen und noch eventuelle Erfordernisse dem Kommando der Luftfahrtruppen. -

Das KM. 5/L. und das AOK. werden um Veranlassung gebeten, dass jene Stellen, welche am 20. d. Mts. Luftkurierpost nach KIEW bezw. KRAKAU oder LEMBERG abzusenden haben, dieselbe bis 20. d. Mts. 7^h vorm. dem Kdo. d. LFTr. Wien XIII., Bernbrunnungasse Nr. 33 bezw. dem k.u.k. Hauptpostamt, Postamt I, Postgasse einsenden.

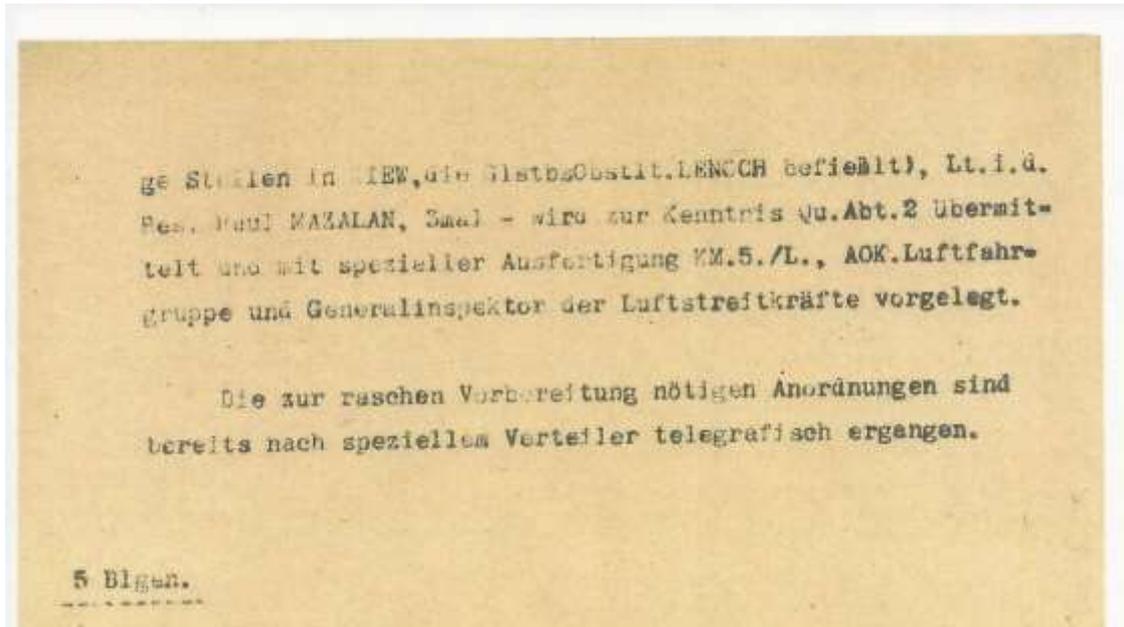
In der Folge wäre sämtliche Post lediglich jeweilig am Vortage bis 9^h nm. dem k.k. Hauptpostamt, Postamt I, Postgasse einzusenden, weil diese Stelle für die Übernahme, die postalische Manipulation und Überstellung auf das Flugfeld Aspern kompetent ist.

Von besonderem Interesse ist die ehebaldigste Aktivierung der Luftpostlinie WIEN - BUDAPEST - MARMAROSSZIGET - KIEW und von dort möglichst bis ODESSA. - Die Linie kann noch nicht ins Leben treten, weil erst Flugstationen in BUDAPEST und MARMAROSSZIGET rekognosziert werden müssen und der Karpathenwall zur jetzigen Jahreszeit ein Hindernis bedeutet, dessen tägliche Forzierung ausgeschlossen erscheint.

FLET. hat jedoch sofort bei BUDAPEST und MARMAROSSZIGET Flugstationen zu rekognoszieren und Vorsorgen nach Beilage 4 u. 5 zu treffen.

Resultat und Bedürfnisse sind bis 15. 4. 1918 anher zu melden.

Ergeht gleichlautend an FLET, FlArs., Leitung des FWD., Kmdo. des Lfdienstes i. H., FlEK. 10 Krakau, FlEP. 4 Lemberg, Koluft. 2. AK., FlugfeldKdo. Aspern, Hptm. i. d. Res. Dr. Stefan von REVICZKY, 5mal (zur Übergabe an GistbsObstlt. LENOCH und sonsti-



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The Story of the Austrian Post up to 1850

by

Keith Brandon, Roger Morrell and Andy Taylor



Registered official mail dated 14 May 1849 from Prossnitz to Gumpoldskirchen

This important new work describes the development of the post in the Austrian Empire up to the introduction of postage stamps. It is the most comprehensive book on the subject to date, and includes for the first time many of the original postal decrees translated into English. A summary of the contents is overleaf.

The book has been created to mark the tercentenary of the 1722 Postal Decree by which Emperor Karl VI took back control of the postal system from the Paar and Thurn & Taxis families.

It is 380 pages long, written in the English language, in full colour throughout and in a hard cover. It is published by the Austrian Philatelic Society (U.K.). The authors are Andy Taylor FRPSL, current President of the Austrian Philatelic Society; Roger Morrell, former Chairman of the Hungarian Philatelic Society; and Keith Brandon, former President of the Austrian Philatelic Society.

SUMMARY OF CONTENTS

Part I deals with the development of the postal service in the Austrian Empire:

- 1 THE BEGINNINGS, 1490 - 1722
- 2 TERRITORIAL CHANGES
- 3 DEVELOPMENT OF A POSTAL SERVICE: 1722-1850

Part II describes the development of different postal services, concentrating on the Austrian Crown Lands

- 4 LETTER POST (Briefpost)
- 5 CITY POSTS
- 6 POSTAL AGENCIES AND POSTAL MESSENGERS
- 7 REGISTERED POST
- 8 COACH MAIL (Fahrpost)
- 9 ENTITLEMENT TO FREE POSTAGE
- 10 POSTMARKS
- 11 FOREIGN MAIL
- 12 DISINFECTED MAIL
- 13 SHIP MAIL
- 14 RAILWAYS AND TELEGRAPHS

Part III takes each of the Austrian territories in turn and describes their history and postal history, concentrating on differences from the situation in Vienna and Lower Austria. Also included are territories lost by Austria during or before the Napoleonic era, and the provision by Austria of a postal service in Liechtenstein.

- | | | | |
|----|--------------------------|----|-------------------------------------|
| 15 | LOWER AUSTRIA AND VIENNA | 27 | VOIVODINA |
| 16 | UPPER AUSTRIA | 28 | TRANSYLVANIA |
| 17 | SALZBURG | 29 | BOHEMIA AND MORAVIA |
| 18 | TIROL | 30 | SILESIA |
| 19 | VORARLBERG | 31 | GALICIA and BUKOVINA |
| 20 | STYRIA (STEIERMARCK) | 32 | LOMBARDY and VENETIA |
| 21 | CARINTHIA (KÄRNTEN) | 33 | OTHER AUSTRIAN INVOLVEMENT IN ITALY |
| 22 | CARNIOLA (KRAIN) | 34 | LEVANT |
| 23 | THE AUSTRIAN LITTORAL | 35 | THE AUSTRIAN NETHERLANDS |
| 24 | DALMATIA | 36 | VORDERÖSTERREICH |
| 25 | CROATIA-SLAVONIA | 37 | MILITARY MATTERS |
| 26 | HUNGARY | 38 | LIECHTENSTEIN |

Part IV describes the run-up to the introduction of postage stamps on 1 June 1850, along with several informative appendices for reference.

ORDERING DETAILS

The book costs £39 (or €45) plus postage and packaging. P&p to U.K. addresses is £4. APS member's price: £32. To place an order or to enquire about the postage cost to your country, please contact Andy Taylor (email: andy@kitzbuhel.co.uk).