

6/8/2021 The Ottoman and Persia Empires Postal Relations

How the development of their postal relations from the 1900s to early 1930s using the ancient trade routes is the necessary choice

Scope: This story will tell the Ottoman and Persia's Empires' postal relations including the lost areas of Turkish Arabia (Mesopotamia/Iraq, in particular) and the postal importance for Persia/Iran as a "landlocked country geopolitically surrounded by also Russia and British India till about 1930. Basically, two ancient trade routes, "Silk Roads", are the backbones for this development. Irregular Courier services via Mesopotamia to Europe were available already since late 17th C. Added the three modern important postal services in Iraq to which Persia connected up with: The Overland Mail "Bagdad-Haifa" by Nairn Brothers Co inaugurated end 1923, the Air Mail service "Cairo and Bagdad" in 1922 and also the almost unknown parcel service via Bagdad to Europe from about 1927. All three, although connected with the ancient trade route via Mesopotamia improved Persia's connections to the world immensely as transit times shorten considerably.

During WWI Turkey joined forces with Germany and its allies. Persia became a war theater. Turkish troops invaded parts of western and N.W. Persia with assistance of German army infiltrators while Russia invaded the northern part and GB the southern part of the country.

Purpose: To examine the importance of the ancient trade routes' role and the significance for a landlocked Empire such as Persia to be able reaching out into the world. In the Ottoman Empire there were a number of various foreign Consular and private (Lloyds, R.O.P.I.T., etc) postal administrations. Persia had Indian and Russian POs. In this exhibit the Indian Postal administrations in Mesopotamia and Persia are not included per se. Neither are The Mesopotamian campaign and its military and civil administrations included.

The frames are basically divided into:

Fr. I. "Overland Mail" routes in Ottoman Mesopotamia. 19th C

Fr II. The Ottoman Bayazid route contra the "Russian" Batum-Tiflis route extended to Baku-Enzeli in 1884/85

Fr III. The Postal Treaty 1890(2) reg. Bayazid in the North and Kasre Shirin in Mesopotamia

- Turkish and German military activities in Persia during WWI.

- Special purpose mail.

Fr IV. Persia sign up w Cairo-Baghdad air way route 1923

Fr V. "Overland mail" via Nairn Brothers' busline to the Mediterranean ports, end 1922.

Not included: The British-Indian POs are not per se included unless used for inter-postal transit

References: Postal history of the Ottoman Empire; Turhan Turgut

- Tchilinghirian: Certain Austria, Russia and Persia sections of his published books, etc. Although partly outdated there are still a wealth of relevant info.

- A Concise Postal History of Persia. 1986; Giorgio Migliavacca

- World History Stamp Atlas by Stuart Rossiter & John Flower

- Illustrated postmarks of Iran 1876 -1925 by F. Mossavar-Rahmani and Bjorn Sohrne

Experts: H. Weinert; A. Epstein; G. Migliavacca, Iran Phil Study Circle, MEPB, etc.

Different. spellings of places as they are known depending on language used, local, English, French, Arabic, etc. Often based on political reasons

Julian calendar vis-a-vis Gregorian. 11 days difference. From 1901 changed to 13 days difference

Forerunner: Early Persia Overland Mail to Paris in 17th C.

Isfahan – via Baghdad and Aleppo - to Paris in 1662

A Prelude to a more organized mail services across Turkish Arabia

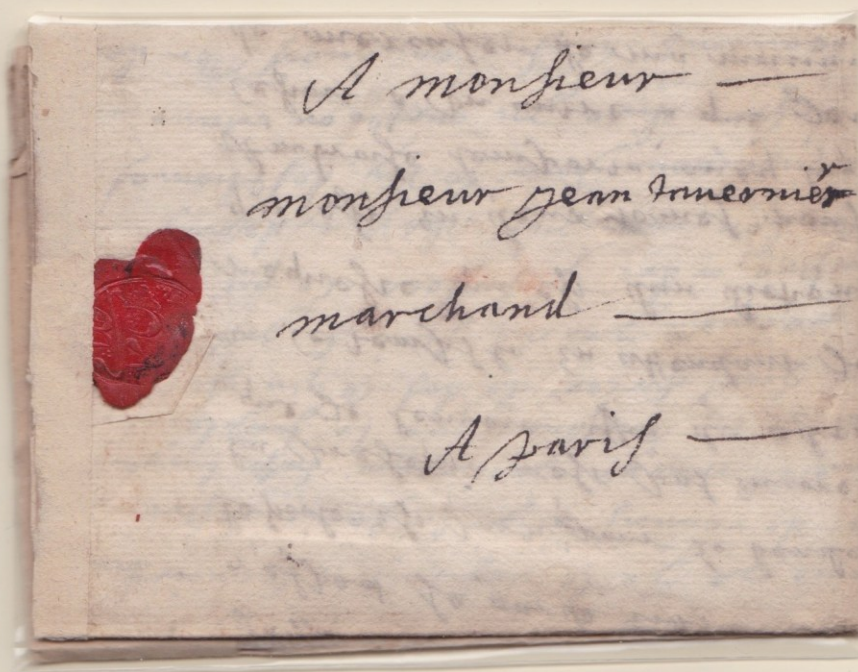
Correspondence on clay tablets, has been available in the Mesopotamia and Persia areas for thousands of years by one civilization after the other. Moving forward to the late 15th century when Vasco da Gama, sailed around Cape of Good Hope into the Indian Ocean that interest aroused for trade. The Portuguese settled in the Bombay area and what became Goa later. They would soon get a firm footing also in the Gulf area. The British also showed interest and in 1600, the famous East India Company was founded and soon got involved in trading with the Gulf. The Portuguese were expelled by Persia in 1622. The small port of Gombroon was developed by the British and the famous Shah Abbas renamed it Shah Abassi. His capital was Isfahan.

The Dutch entered in 1623. The new competition led GB to get an agreement with Turkey to use Basra as a trading outlet. The Dutch was later expelled.

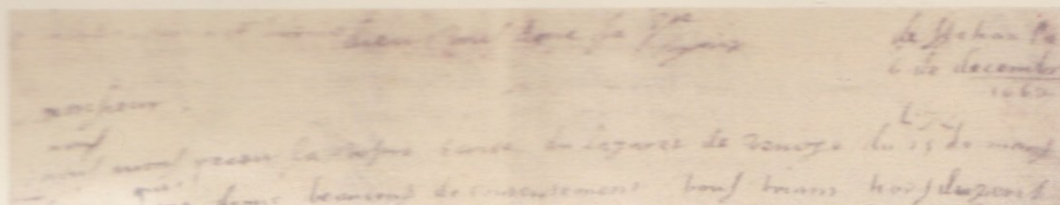
In Isfahan a large numbers of foreigners flocked to court of the Shah. They were diplomats, merchants, and "gold diggers". A special group were the Catholic monks proselyting among the Christian – but non-Catholic – Armenians who had been "invited" by the Shah from their homeland to assist in the administration.

Sent from Ispahan to a merchant house in Paris in 1662 as per m/s

A few letters in private hands from Persia recorded from the 16th – 18th C.



Reduced scan. The beginning of the letter Ispahan 6th December 1662 in m/s



The OVERLAND MAIL

British Diplomatic mail from Teheran via Baghdad - in 1810

The probably only good choice of route for British diplomatic mail at the time. Via Bushire unlikely choice

Persia was happy to receive the first British Mission to Persia, in 1809 as Russia kept attacking the Caucasus area then under Persia. But the British also had their own agenda clearly defined by the first and former Ambassador Gore Quseley

"the principal object of a Mission to Persia is the preservation of our Eastern Empire". (i.e. India)

The Mission was to employ every means "to obtain an accurate knowledge of the military.....of the Kingdom of Persia....." etc, etc.

A very early folded letter sent with the British Diplomatic Courier on m/s 10 May 1810 by Dr D Campbell who arrived to Persia in 1809



Likely Route: Teheran-Kermanchah-Baghdad-Aleppo-ship via Malta to Marseille, then across European continent to London.

Rates: No rates until it reached England. 2sh 2d can be broken down. Between 18+5-12 the internal rate was 11 pence for 300 miles + 1d for each additional 100 miles. Thus 480 miles cost 11+1+1 = 13 pence. The letter was double weight, thus 26d (2x13) i.e. 2sh 2d.

Markings: The double-ring stamp is a London dep. or transit mark. "B" and "E" are control letters. The front arr. mark is Kirriemuir. Red canc. SE.13 is either Dundee or Glasgow/Edinb

Following the Russian occupation of the various khanates, Fath-'Ali Shah, strapped for cash and anxious to find an ally, had made a request for British support as early as December 1804 (Ingram, 1992, p. 73). In 1805, however, Russia and Britain allied in the Third Coalition against France, which meant that Britain was not in a position to cultivate its "Persian connection" at Russian expense and felt it necessary to evade repeated requests from the shah for assistance. As the British ambassador to the Ottoman Empire, Charles Arbuthnot, put it in August 1806, "To please the Emperor [of Russia], we have thrown away all our influence in Persia" (Arbuthnot to Adair, cited in Ingram, 1992, p. 82). This opened the door for France to use Persia to threaten both Russian and British interests.

The OVERLAND MAIL

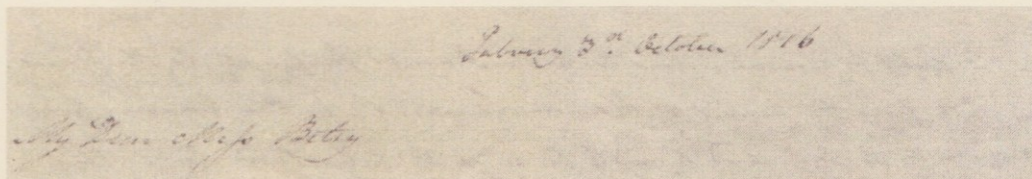
British Diplomatic mail from Teheran via Baghdad - in 1816

From Baghdad via Aleppo, Malta Marseille, across
European continent to London

A very early folded letter sent with the British Diplomatic Courier on m/s
3d of October 1816 by Dr D Campbell fr Tabriz to his wife in Scotland



The head of the letter with place & date in m/s



Rates and marks used here were in use between 1812 and 1838

London – Dundee ca 470 miles. Rate up to 300 miles one shilling. One penny added for each 100 miles or part thereof corresponding in total with the “1½” (= 1sh 2d) in m/s

A circled London mark at the back. Probably arriving mark (if not handcarried). JA 18. 1817

The red mark is an Edinburgh arrival mark JAN 21 1817

The quadrangle unclear mark on the front is a Scottish bridge-toll “1/2d” due to all incoming mail to Scotland

The m/s of 1/- (sh) is the rate from London to the Scottish border

The OVERLAND MAIL

Early 19th Century

Entire letter from Shiraz, Persia via Baghdad to UK 1821

Between 1745 and 1833 an "OVERLAND MAIL" service between Basrah – Aleppo – Konstantinople was encouraged by the British to facilitate correspondence between GB and India via the Gulf. Copies of original letters were sent this way

The original was sent via the Cape of Good Hope

Contains two letters of four pages each. Writing among others about the cholera that has killed about 6000 of the total population of 40 000



Consular mail from Shiraz would be sent via Mesopotamia to join up with the OVERLAND MAIL route – Baghdad to Aleppo – and from there by ship to Italy and probably overland to London

The letter was addressed to an MP in London. Normally M.P.s were granted "free post" by the general postal services, as per the faint oval mark above the large "2". In this case, however, the letter would have to cross London to reach him. A local charge of 2d was then charged the M.P. upon delivery as seen from the large "2". The arrival mark was put at the back (on top of folded letter).

Shiraz 6th Dec 1821
James Fraser
Account of the Death &
Interment of poor Rich

James B Fraser, 1783–1856, travel writer and artist, political agent, poet, several journeys to Persia and India. He had four brothers who all travelled to THE EAST! Wrote a number of books.

The OVERLAND MAIL

British Diplomatic mail from Teheran via Baghdad - in 1838

Teheran - Kermanchah - Baghdad - Aleppo - Malta - Marseille
across the European continent to London

Letter sent with the British Diplomatic Courier m/s
6 August 1838 by Major Rawlinson from Teheran to London

Disinfected against the plague in Marseille (1837-38)

With pinholes and wax seal



Rates: 4d had to be paid for the distance between 8 and 15 miles – in London
2d had to be paid due to the redirection within London

Route: Most likely as quoted on top

In London area: The rectangular black mark with a "hat" on top stating T.P./Mao-- St.
is local and means "Two Pence" and the name of a street

Two red London marks at the back. 1838/SP 25 and 27 respectively

Major-general in the First Anglo-Afghan War **Sir Henry Creswicke Rawlinson**, 5 March 1895) was
In 1835, Sir Henry Rawlinson, of the British East India Company army assigned to the forces of the
Shah of Iran, began studying the inscription in earnest more particularly those in the cuneiform

The DESERT OVERLAND MAIL

1837 – 1870s

East India Company's Dromedar Post across Mesopotamia*

****Letter to Madeira 1839**

**Bombay – Muscat – Bushire – Mesopotamia – Beirut/Aleppo
Then by sea to England and Madeira**



Rates: M/s 12/8 for double rate from India to England and 10d for up to a quarter ounce via Marseille

Route: as described above

Markings: The red oval INDIA is a Ship Letter despatch stamp (SD7) 37 x 26mm. The other two are a London receiving stamp 21 SEP 1839 and the red is a Fulmouth of 23 SEP

*During the monsoon between June and August it was favorable to sail from Bombay to the Persian Gulf via Muscat. This letter left Bombay on the 2nd of August with "Zenobia" arriving Muscat 9th of August, continued via Bushore to Khorramshar (—) from where a dromedar caravan took the mail to Bussorah (Basra) then Bagdadh, Damascus and Beirut. From there by ship via Malta to Marseille across the continent to London and Fulmouth from which port the letter went to Madeira

When the Red Sea route via Suez to England opened in 1833 the then so called Desert Overland Route was abolished. However, reestablished in 1837 for security reason as it was important for East India Company (EIC) to send ****copies of original letters** using other routes

The OVERLAND MAIL

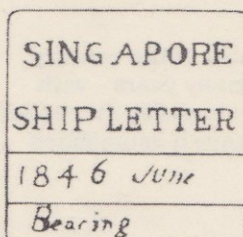
Early 19th Century

Commercial Entire letter in 1847 divided into two different phases

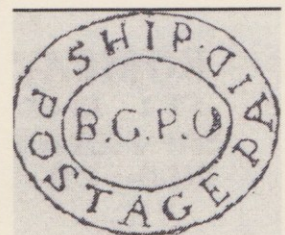
Letter I. From Baghdad via Aleppo, Alexandria, Suez to Bushire

Letter II. From Bushire via Bombay to Singapore

Letters in two phases not uncommon long ago



Date not corresponding w. letter



Indian; SHIP POSTAGE PAID/B.G.P.O.

Rates: Not known here. Bearing rate in Singapore not sufficiently clear

Routes: For the first part of the letter; Baghdad 27 January 1847 to Bushire. For the second part: Bushire 16 April 1847

Markings: An Indian red transit mark **SHIP POSTAGE PAID/B.G.P.O.** (Bombay General Post Office)

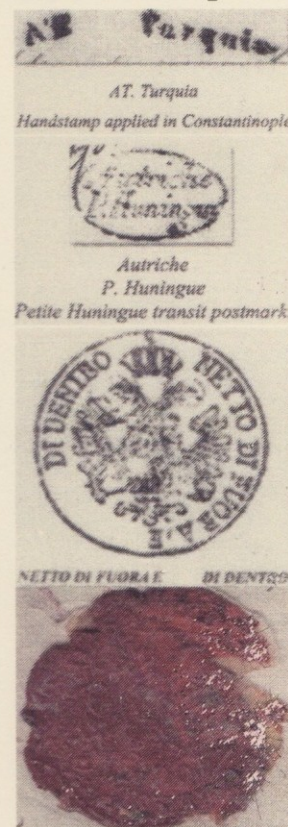
Singapore rectangular mark: "SINGAPORE SHIP LETTER/Bearing. It was not the practice of Singapore to accept as valid for pre-payment mail franked or unfranked mail received from abroad on private vessels. Thus a fee had to be paid by the receiver.

American *Missionaries arrive with the Bible looking for lost Souls in 1830s

It is believed that **mail from this epoch went via Bayazid by special courier

From Tabriz to USA via Turkey & France in 1837. By ship from Le Havre

Disinfected at Semlin, border station then between the Ottoman and Austrian Empires
Today renamed Zemun and is part of Belgrad



1.10 in m/s. There is
also a "40" stated in
m/s

Tabriz - Bayazid -
Trebezond - Istanbul
- Semlin - Petite
Huningue - Le Havre
New York -

AT -Turquie
Petite Huningue
faint.
Le Havre

Border town between
Ottoman and
Austrian Empires

NETTO DI FUORI, 5,40
DI DENTRO 1,00

SIGIL: SANITATIS
SEMLINENSIS.

(Resegling the letter)

*Reverend Horatio Southgate was one of the earliest to go to Oromia and set up a Mission. He stayed for many years and was later consecrated **"missionary bishop for the dominions and the dependencies of the Sultan"** i.e. Ottoman Empire) in 1844

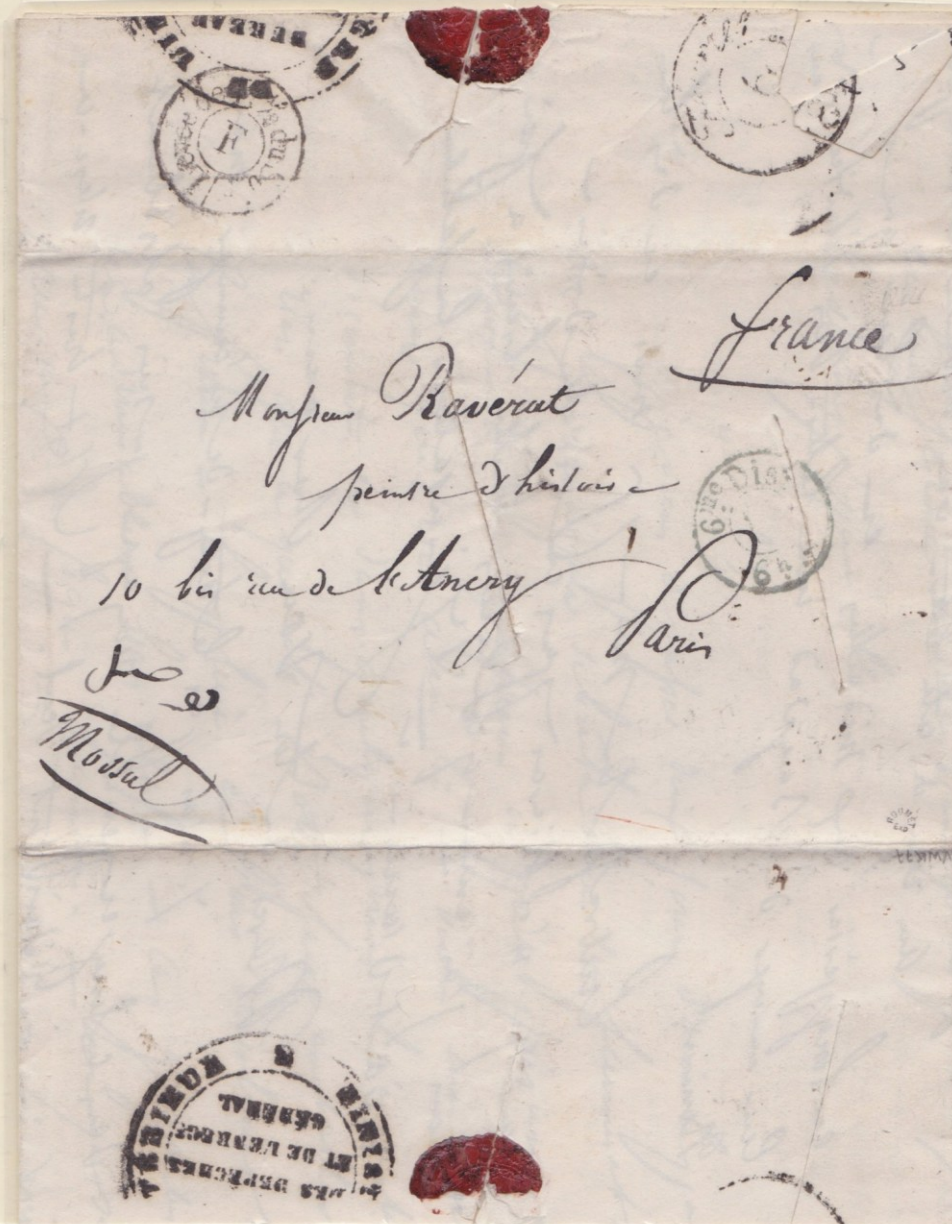
Turkish North-Eastern Route via Bayazid to Persia

Trebizond – Erzerum – Bayazid - Persia – Khoy - Tabriz

*For a considerable time this ancient trade route was the main courier & postal route into northern Persia and the Azarbadjan province until the 1860s**

French Courier system via eastern Turkey and Teheran and Tabriz

Official letter from Mosul, Mesopotamia, 24 Dec 1844 to Paris taken first to The French Consul at Erzerum who forwarded it to the French Mission in Teheran. A diplomatic courier was sent twice monthly via Erzerum and Trebizond, then by sea to Konstantinople and Marseille. From there overland to Paris. No further dates available.



The letter is quoted in the
"Bureaux Français à
l'Etranger 1561 – 1948"
published by Jean
Pothion
in 1982

On p 5 under the heading
BUREAUX
CONSULAIRES:

The text in French says
"Un citoyen se trouvant
dans un pays où il
n'existe pas de services
postaux, n'a que la
possibilité de confier ses
lettres aux agents consul-
aires qui feront suivre le
courrier en France par la
valise diplomatique.

Par exemple la lettre
reproduite ci-dessous est
datée de MOSSOUL en
Irak, au nord de Bagdad.
Confiée au consul de
France à Erzeroum, puis
au chargé de mission de
l'ambassade de France de
Téhéran, qui la fait par-
venir directement au
Ministère de l'Intérieur à
Paris, qui la poste au
Bureau Central. (etc,
etc....)"



**In the 1830s ports along
the Georgian coast were
established for receiving
mail from Turkish ports
and when ROPIT
started its service to
Batumi from Odessa and
Konstantinople in the
early 1860s the Bayazid
route lost its importance*

Early Mail Routes to N.W. Persia

It is an open question which mail route was chosen. Time essential

If a sender **choose Tiflis** the letter would be taken via the mountainous military route to Vladikavkaz in Russia and to **S:t Petersburg** and Europe

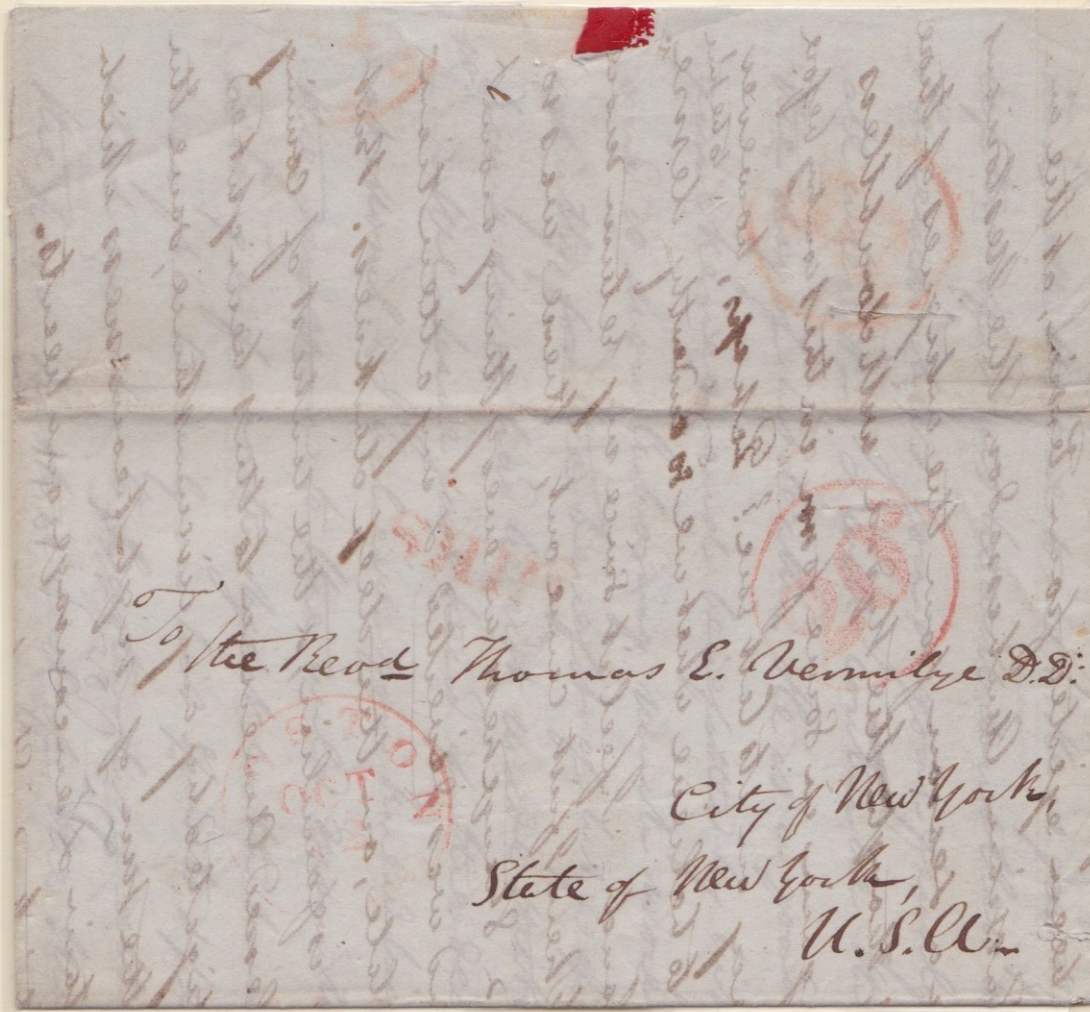
To reach Erzerum from nearby Khoi **via Bayazid** took 11 days with courier and at least another two weeks to reach Istanbul. It is also known that mail to Istambul Istanbul and beyond should **be stated** on a letter unless it is obvious

Folded letter with disinfection slit from Rev. Justin Perkins in Oroomiah (Orumia) mission addressed to New York via Boston. BOSTON OCT 12, 1844

Oroomiah, June 17th 1844

There is no need of an apology, the common thing which you have written has just what we most need. Most grateful and anxious to receive through your hands the letters which I have sent you. I have not yet received yours of the 10th and will send it to you as soon as I can. Yours truly J. Perkins

J. Perkins



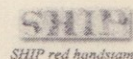
1



BOSTON OCT 12 Mass.
Receiving postmark



20 Boston Ship Letter Rate
red handstamp



SHIP red handstamp

At least before the 1830s the Bayazid route was probably the main trade route into north western Persia, and was also used for postal purposes

When the Russian ROPIT commenced its operations from Istanbul to Poti (and later Batumi) in the early 1860s via Odessa the route almost lost its postal significance

Via Tiflis and the Black Sea was normally much safer
Only wars would alter the postal pattern for certain periods

Turkish North-Eastern Route via Bayazid to Persia

Trebizond - Erzerum - Bayazid - Persia - Khoy - Tabriz

A Private Courier system via eastern Turkey and northern Persia

Privately arranged courier service by European companies in Tabriz and Recht bi-monthly. Small sent via Agents in Trebizond, who forwarded the mail by sea to Istanbul and Marseille, then overland to Paris

Commercial letter sent by private courier from Tabriz via the Agent H. Arnaud in Trebizond in 1862. He forwarded the letter to France via Istanbul



Rates: The "10" indicates that the receiver should pay an additional 10 centimes

Routes and markings: From Tabriz 5 July 1862 via forwarders H Arnaud of Trebizonde as per French c.d.s "TREBIZONDE/19/JUIL/62/TURQ D'ASIE". Back stamped "CONSTANTINOPLE/23 JUIL/62/TURQUIE" and MEDITERRANEE A LYON/30 JUIL/62/A and "REIMS/1 AOUT/62"

Commercial letter sent by private courier from Tabriz via the Agent H. Arnaud in Trebizond in 1863. Forwarded to France. Fee 20 ctms



Routes and Markings: Tabriz 7 June 1863 via the Agent H Arnaud. Backstamped "CONSTANTINOPLE/23/JUIN", MEDITERRANEE A LYON/A 2/7/63 Rectangular "MER NOIRE"

Turkish North-Eastern Route via Bayazid to Persia

Letter paper watermarked "HANHART & Cie A RESCHT (PERSE)"

Letter from Persia sent by Hanhart & Cie at Tabriz to Italy using private courier

Via agent "G. Hochstrasser & Co/Trebizonda" in 1862



TREBIZONDE TURQ D'ASIE

17 NOV 62 transit postmark



HANHART & C^{ie} TAURIS (PERSE)



HANHART & C^{ie} RESCHT (PERSE)
watermark

Note: Existence of watermark paper from Rescht is indicative of high level of French company operations in Persia.



PIROSCAFI POSTALI FRANCESI

Rates: double 20 ctms

Route: Tabriz, Oct 1862 via Bayazid, Trebizond 17 Nov, Constantinople 28 Nov, French steamer as per Red Handstamp **PIROSCAFI POSTALE FRANCESI**, probably via Malta, another vessel to Genoa 5 Dec, onforwarded via Torino and Lario

Markings: A number of postmarks explained in the text or shown by picture. "per Genoua" in m/s

Turkish North-Eastern Route via Bayazid to Persia

Trebizond – Erzerum – Bayazid - Persia – Khoy - Tabriz

A Private Courier system via eastern Turkey and northern Persia

Privately arranged courier service by European companies in Tabriz and Recht bi-monthly. Mail sent via Agents in Trebizond, who forwarded the mail by sea to Istanbul and Marseille, then overland to destination

Franked commercial letter sent by Hanhart & Cie at Tabriz using private courier from Tabriz via the *Agent “G. Hochstrasser & Co/Trebisonda” in 1862
Franked by the Agent with the French stamps 10 + 40 cents and forwarded the letter to France via Istanbul



Rates: 50 ctms to France from Trebizond, a port in N.E. Turkey

Routes and markings: From Tabriz via Bayazid and Erzerum to Trebizond by private courier. Franked by the Agent using the French P.O. Thus the cancel “4016”, designated Trebizond, was used as well as a “TREBIZONDE TURQUIE D’ASIE/21 JUIN/62. Forwarded by sea to the French P.O. in Istanbul on 21 June 1862. Trhen by vessel to Marseille. It got the transit postmark MEDITERRANEE A LYON B/3/JUIL/62 thus also got a Lyon arrival mark of same date.

Notes: There are 4 franked letters recorded from Persia via Trebizond bearing French adhesives about the same period. The sender(s) had their own supply of French stamps or - more likely - an account with an Agent.

French Courier mail. Agent H Arnaud in Erzerum

Austrian route via Trebizonde, Tibilzi, Tabriz and forwarded to Recht
Italian letter from Milano addressed to Recht via the agent Schilizzi in Tabriz in 1866



Rate: 130 centimes

Route: From Milano 29 April 1866 via Bologna same date, then to Brindisi, steamer to Malta, whence French or British steamer to Constantinople, then by Turkish boat to Trebizonde following the Austrian route via Tbilisi to the addressee to the agent Mr Schilizzi in Tabriz. From there forwarded to Mr M Moltoni in Recht. No markings as from Constantinople

Forwarding agent: It is the putative Agelasto who in May 1837 (with S.A. Ralli, P.A. Ralli and G.N. Eumorfopoulo) set up a branch of Ralli Brothers (London) and Ralli Schilizzi & Argenti (Marseilles) in Tabriz under the name of Ralli & Agelasto

Hanhart et Cie, Tabriz, Persia

Unfranked business content sent in bulk from Tabriz in 1862 to mother company
in Zurich for distribution to concerned using local Swiss franking



The distributed business letter is dated "Tauris le 1er Juin 1862" and contains information about changes in ownership of the company. Sent in bulk to the mother company in Zurich for distribution to those concerned

Swiss rate: 5 Rappen

Hanhart et Cie was a Swiss trading company, mainly in the silk business, from Zurich that set up a trading company in Persia, Tauris and Recht, in the mid 19th- century

French courier to Paris. Then ordinary mail to Sweden 1872

French – Swedish Postal Treaty applied. Valid 1 Feb 1868 – 31 Dec 1875

The French Foreign Service posted it to Sweden as postage due in accordance with the French-Swedish Postal Treaty valid from 1st Feb 1868 to 31 Dec 1875

A Persian modernized postal service not introduced until 1876

French courier route to Paris via Caucasus, Russia, Tiflis, Batum, Trebizond, Istanbul

The results of the calculations made in Paris proves where the letter was posted, most probably by the French Ministry of Foreign Affairs

The letter was sent by Dr Fagergren probably in April or May 1872 by French courier to Paris arriving 23 May and transferred to Sweden in a closed bag



Doctor Fagergren

Swedish railway pmk

Enlarged seal

Enlarged seal



The notes "3" and "168" shows the postage due for the 3d weight class (56 öre for the 1st weight class and 112 öre for the 2nd = 168 öre). The postage due had to be hand written since there was no postage due handstamp for the 3d weight class which is the case here. The cancellations inform that the letter was sent in closed bag from Paris. The bag was opened by the postal compartment on the Southern Main line (Södra stambanan) where the letter was cancelled.

Both Paris and the Södra Stambanan were Exchange POs as regulated in the 2nd postal treaty

Dr Conrad Fagergren

The sender was Dr Conrad Fagergren who was at the time the only Swedish person in Persia. He was a medical doctor and a high ranking officer residing mainly in Shiraz in southern Persia about between 1846 and 1878. He was married to an Armenian lady who knew very good French. The seal Fagergren. Hakim. (=doctor) This is the only letter from Dr F in private ownership The addressee was "Palmgrens Mekaniska Verkstad" a company set up in 1871 specializing in business cards and other office documents. The company soon changed its name to "Motala Mekaniska Verkstad" and became an important company in the development of Swedish industrialization.

AUSTRIAN ROUTES FOR PERSIA AND TURKEY IN ASIA

Organized routes for mail to this area have existed
since centuries

To reach Persia after the Russian-Persian peace treaty at Turkmenchai in 1828, mail could be taken from Trebizond by ship - instead of via Bayazid - to Poti and later Batum at the Georgian Black Coast, now Russian territory in Caucasus. Transiting via Tiflis through Armenia and Nakhdjivan and later Djulfa at the border between Russia and Persia to reach Tabriz and Teheran.

This printed Postal Notice from England in 1862 informs the public about the handling of mail to Persia, etc.



LETTERS

FOR

PERSIA, TURKEY IN ASIA, OR
ASIA MINOR,

FORWARDED BY AUSTRIAN MAIL PACKETS.

INFORMATION has been received from the Austrian Post Office that Letters for Erzeroum, and other parts of the interior of Armenia, or for Persia, intended for transmission by the Austrian Packets, should be sent to the care of some Agent at Samsoun or at Trebizond, who will forward them to their destination; and that all Letters addressed to those places in Turkey in Asia and Asia Minor in which there are no Austrian Post Offices, should be addressed to the care of an Agent residing in the nearest port at which an Austrian Post Office has been established.

When not addressed to the care of an Agent, the postage of such Letters as far as the port of disembarkation **MUST BE PAID IN ADVANCE**; but, even in that case, the further transmission of these Letters cannot be depended upon.

By Command of the Postmaster-General,

ROWLAND HILL

Secretary.

GENERAL POST OFFICE,
29th November, 1862.

1871

Printed by W. P. Colverton & Tatham, Stationers, London, W.C.

AUSTRIAN ROUTES FOR PERSIA AND TURKEY IN ASIA

Teheran - Trebizond - Constantinople - Germany

The Shah's during his first visit to Europe in 1873, was much impressed by the efficiency of the Austrian postal services. He requested the assistance of the Austrian Emperor to get some postal experts to help modernise the Persian administration following European principles which was endorsed

Von Riederer with assistant arrived to Teheran in early 1875

Before von Riederers new administration, early 1876, the only possibility to to send a franked letter abroad was to use the Russian Consular PO at Tabriz established in the 1860s and which could be used by certain private persons and foreign companies in Persia. Russian stamps were applied but cancelled only upon arrival at the Russian PO at the border station Djulfa (Armenia)

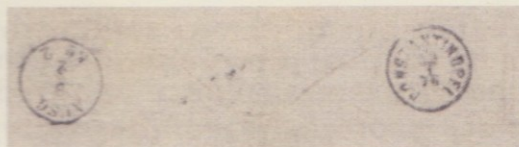
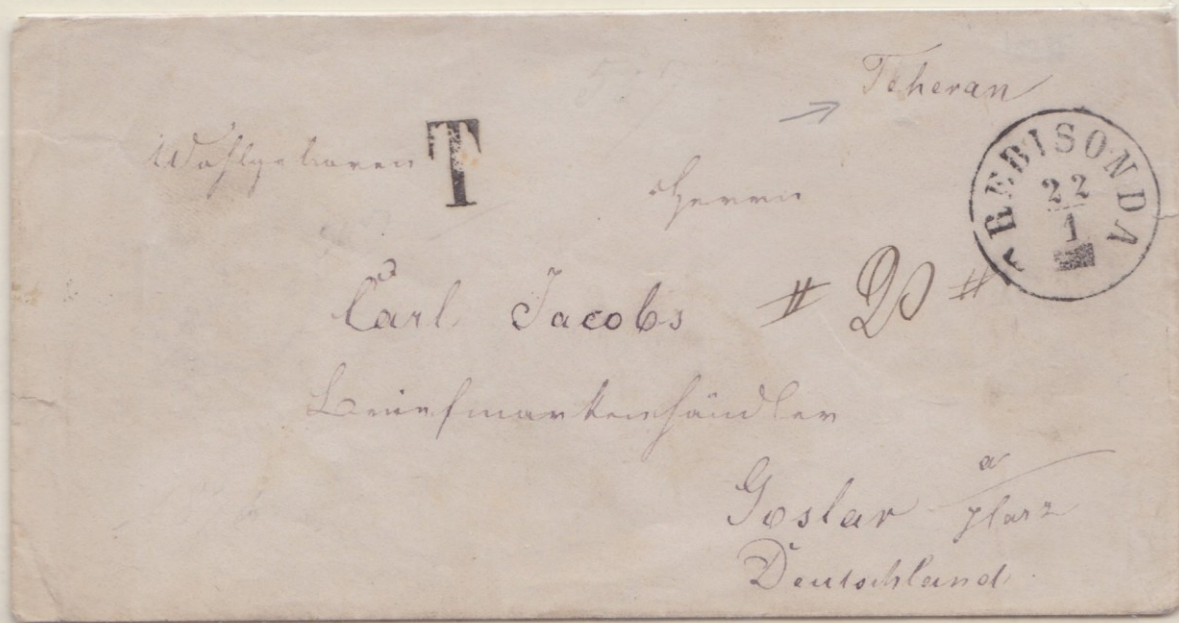
This practice ended in Sep 1877 when Persia became a member of UPU

A 2nd option was to use the courier system to an Agent in Trebizond either via Bayazid or via Tiflis and Batum.

In any case this letter was sent from Teheran - as endorsed by the sender via Courier to Trebizond. As the sender had no account at the Agent the letter letter was handed over to the Austrian Lloyd mail service unfranked

The "Trebizonda" circled postmark was of a Lloyd type used in the 1860s Initially with the year shown and later replaced by a slug. (See Hans Smith, The Austrian Post Offices in the Levant, p 170)

The "T" was probably put on either at Trebizond or in Constantinople by Lloyd. The letter was then forwarded by Austria Post/Lloyd to Germany



Part of the reverse
reduced to ab 50%

Rate: Courier rate to Trebizond. Postage due 20 soldi
Route: Teheran end December 1875, Trebizond 22/1 (1876), German
postmark AUSG/9/2/No 2
Note: The Goslar family was a well-known family in Goslar

The Question of Routes in the North

Bayazid or Batum-Tiblīs to Persia. UPU made a difference

The (Konstantinople) – Trabzon – Erzerum – Bayazid trade route leading straight into Khoy and Tabriz in Persia has been at least since early 19th century the main commercial and postal route for Courier service in the north. Gradually the Russian ROPIT route via Odessa and Poti/Batum took over, in particular after the Transcaucasian railway to Baku was completed in 1883. Another important point was that the banditry by independent tribes took overhand. Unsafe for mail and travellers.

However, already in the 1860s Russia opened a postal service at its Consulate in Tabriz also for certain private people and foreign companies. Such mail would go via Tiflis to the Black Sea and onwards. The Russian mail service was secure and reliable, a rare condition back in those days. Persia joined GPU (UPU) Sept 1877 (Ottoman 1875) which led to almost all incoming/outgoing mail in northern Persia would use the Russian postal services. Closed bags between leading Persian towns and other countries were arranged. Bayazid was seldom used except for "local" mail i.e. mail that had to cross the border to reach a nearby address. Closed in 1913.

Registered commercial letter from Tabriz to Konstantinople in 1882 and endorsed "via Tiflis & Poti and arrived on m/s 23 Sep 1882. The sender was the well-known Swiss-owned firm Hildebrand F. Stevens in Tabriz

Rate: 10 ch for postage; Reg. fee 10 ch; Stamps on reverse (one torn)



Overall map of North Eastern routes leading from Turkey to Persia
Local maps of Bayazid area and of the Tabriz-Tiflis route



BAYAZID EXCHANGE POST OFFICE

Before the Postal Treaty of 1892

Although no date of any official treaty for the exchange of mail between the two Empires via Bayazid can be found before the Postal Treaty of 1892, still there are only six covers recorded from pre-1892 Treaty period. Only one of the covers but a very convincing one is franked intact while the others have all their adhesives torn away

It should be realised how rare proven mail via Bayazid from both before and after the 1892 Treaty is. It is true that most mail would pass in closed bags but even so there is a very limited amount of mail cancelled in nearby Erzerum or at the postal hub of Trabezond or in Persia at Khoy or Tabriz!

From Turkey: Cover before the Postal Treaty of 1892

Only 8 pre-1892 items (all Turkey) are recorded of which 7 have had its stamps torn off

They all but one seem to come from the same correspondence

Due to its legitimacy and significant PH importancy a torn cover is shown

Cover from Trabizond about 1302 = 1884/85 via Bayazid 10/2 to Tabriz 12/2

Rate: Stamp missing but 1 piastër was the normal rate



A Trebizonde postmark (part only due to stamp torn away)
The Tabriz type was used between 1881-88



BAYAZID EXCHANGE POST OFFICE

The Postal treaty of 1892

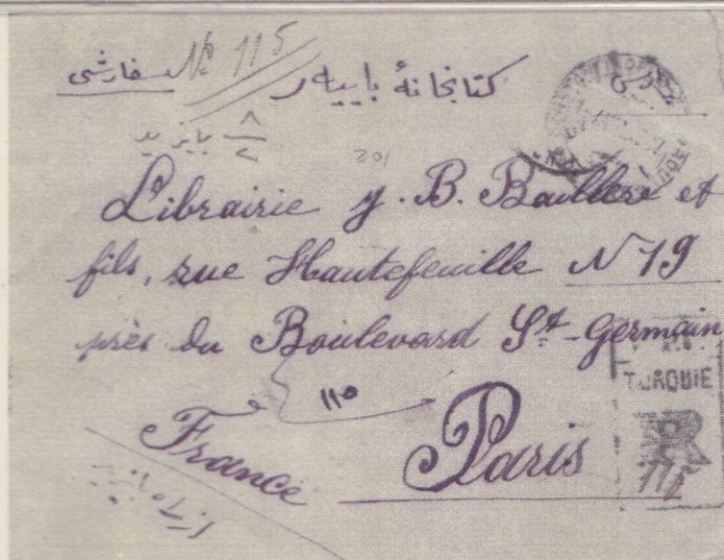
The postal treaty between the two empires allowed for two postal routes to for the exchange of closed bags: Bayazid in the North and Khanikin (see fr 2) in Mesopotamia (Turkish Arabia) in the South. Both places were situated in the Ottoman side of the border

The two Ottoman POs were a combination of Exchange PO and normal PO for letters and parcels. The Persian PO sharing the same places were only assigned to be Exchange PO offering no other postal services

The only recorded letter with a Turkish Bayazid transit cancellation – or Persian - during the 1892 Treaty i e until 1912

There is also a Persian blue oval 1910 Bayazid postmark used on some waybills (see next)

This registered letter was sent from Khoy 10 3 -07 to Paris transiting Turkish Exchange PO of Bayazid 21 3 1907. Forwarded to Constantinople where the Turkish PO also applied a Turkish registration box with an m/s 115 both inside and on the envelope and cancelled Constantinople 1 AVRIL 07



BAYAZID EXCHANGE POST OFFICE

The Postal treaty of 1892 included parcel post

Incoming parcels to Persia were treated in a different manner than in other countries. A parcel had to be addressed to an appointed Agent at the border. The agent would clear the parcel for his client in Persia by paying the duties etc. and freight for forwarding the parcel through the Persian mail service. However, the postage stamps were only to be cancelled at the destination!

This parcel was originally sent from Constantinople through the Ottoman postal service addressed (a must) to an Agent at Bayazid. After the Agent had fulfilled all requirements he organised the onforwarding of the parcel to the city of Kurdistan i. e. Senneh arriving there 27-2-10 via Tabriz 3-2-10 and Kazvin 13-2-10 as per the dates of the postmarks on the Persian parcel document. **Rate:** 7 Kr 10 ch

<p>ورقه رسید امانات تسلیم نمایند به آقای بارنامه شماره بسته امانت مشروحه ذیل علامت قیمت وزن محتوی نوسخه آقای حقوق دریافتی آن مطابق است با آنچه که در پشت این ورقه امانت نیز ذکر شده. تاریخ دفتر</p>		<p>Avis de délivrance N° 31373</p> <p>Delivrez au Sieur contre Présentation du barnameh N° le colis décrit ci-après :</p> <p>Marques Valeur Poids Contens remis à la poste par le Sieur Taxe perçue dont la cont. vâle en timbres détachés au dos du présent avis Le chef de bureau</p>	
<p>ADMINISTRATION DES POSTES</p> <p>بارنامه شماره 31373 بشخص موسوم درورقه رسید امانات غره</p>		<p>Barnameh N° 31373</p> <p>Delivrez à la personne nommée dans mon avis de délivrance N°</p>	



N. B. Le présent avis, après remise du colis au destinataire, doit être envoyé à l'administration Centrale des postes par le bureau de destination, dont le Directeur est responsable de l'état des timbres y apposés.

این ورقه رسید امانات را پس از رسید امانت بصاحبش باید دفتر مقصد به اداره مرکزی پستخانه ارسال دارفونیز رئیس آن
عمل مسؤل نمبرهای مستعمله در آن میباشد *

مطلب مزبور فوق را دقت نماید

مطبعة شاهنشاهی

About ten parcel documents from Bayazid have been recorded. The first ones were found by the exhibitor in Teheran Bazaar in the famous stamp street Lalesar in 1978. The seller was very happy to get rid of them as back in those days hardly anybody collected such "ugly" documents! The exhibitor quite agreed with him and helped him to get rid of them. For a penny of course! What I had bought then I had no idea for a very long time.

THE TURKISH OR THE RUSSIAN ROUTE

Before the Postal Treaty of 1892 The French Post Office in Trebizonde

This cover was sent in 1891 via Batum to Tabriz in Persia
using the Russian route and NOT the Turkish route via Bayazid

(A sort of indication that the Russian route was more in demand)



Rates: 25
centimes

Route:
Treibizonde
French PO
12 Sept 1891
via Batum
Russian PO
1/IX 1891
and Tiflis Russian
PO 3 Sep (both
Julian) and
forwarded via
Djulfa Ex PO
(w Persia)
to Tauriz i.e.
Tabriz

From Tabriz to Trebizonde in 1892

A 2½-ch p stat card sent in February 1892 (date uncertain) from
Tabriz to Trebizonde arriving 1 March 1892

Here it is not possible to know which route has been chosen



RUSSIAN ROUTE FOR PERSIA IN UPU, SEP 1877

Same route as before UPU i.e. via Batum, Tiflitz and Djulfa P.O.
to Turkey using R.O.P.I.T (instead of Turkish route via Bayazid!!)

The Russian route via Tiflis became until 1884 the by far **most important outlet** for mail to and from northern Persia, either the mail continued to Konstantinople or went north from Tiflis into Russia across the Caucasus mountains. In 1884 after the Transcaucasian railway had been completed to Baku, most mail between Persia and Russia and Europe would now use the new Ex POs Baku-Enzel..

Letter: R.O.P.I.T Konstantinople-Odessa-Batum-Tiflis-Djulfa in 1882



Rate: 7 kopek (used 30.3 1879 to 1.4 1889)

Route: R.O.P.I.T. Line from Konstantinople 9 Octobre 1882 (Julian)-Odessa-Batum. Then went into Russian State postal service to Tiflis arr. 8 Nov 1882 (Julian), Djulfa (Russian + Persian) postal Exchange offices, then to Tabriz-Teheran to Isfahan

Even mail from N.W. part of Persia used the Russian route and not via Bayazid because of security and reliability

Letter from Urmia in N.W. Persia via Tiflis to USA in 1884



Rate: 6 ch. (5ch + 5ctms=1ch New rate to abroad 1881-84

Route: Urmia in N.W. Persia near Turkey 23 Nov 1884, via Tabriz

THE FOREIGN POs IN THE OTTOMAN EMPIRE ALSO USED THE RUSSIAN ROUTE

*Austrian Lloyd Steamboat Co (founded 1836)

Sent with Lloyd postal service in H 1312 = 1894, passed the Austrian PO in Trebizond 28/3, forwarded to Batum 12/III (Julian), then Tiflis 18/III (Julian) and onwards via Djulfa Ex. POs and Tabriz to Chabister as it is situated in the N. W. corner of Persia



Rate
1 Piaster

Front of
Information
Leaflet
(Reduced)



Grom Persia to Mersina near to Beirut. Received by Austrian PO



Letter

5-ch postal stationary envelope

Uprated to 12 ch the foreign rate

Sent **from Tabriz** 5/3/00 via Tiflis and Batum to Trebizond where the letter was linked up with **Austrian route** to Constantinople and the **Austrian Post in Beirut** arriving 27/3/00

No further mark-

Registered cover from Teheran to San Stefano in Egypt via Enzeli EPO and Baku EPO
Tiflis, Batum (Black Sea), ROPIT Konstantinopol and Alexandria, 1902



Rates: 12 ch I weight class; **Reg. fee:** 12 ch

Routes: Teheran Maidan w faint date, Baku 29 VIII 02 (Julian) = 11 09 02, Batum 31 VIII 02 (Julian) = 13 09 02, R.O.P.I.T. Konstantinople 7 Sep, Alexandrie 24 Sep, San Stefano 25 Sep

Markings: Persian reg. mark

Registered Printed matter to Egypt

Sent from Tabriz to Port Tawfp
ik via Alexandrie in 1902

Exact route taken from Tiflis not certain. Various options



Rates: 3 chahis; **Reg. fee** 12 chahis

Routes: Tabriz 23 June 1902, via Djulfa EPO, Tiflis, to Batum, and Alexandrie

VARIOUS ROUTES APPLIED

From Mecca using the Northern Route

Sent from The Holy Mecca in H 1302 = 1884/5 registered to Isfahan
via Constantinopel



Rates: Postage 2 piaster; Reg. Fee 1 piaster

Route: Mecca July 1885 via Suez, Alexandria ? Aug 1885 and Constantinople
arr 22 Aug 1885. Forwarded in closed bag via Batum, Tiflis and Tabriz
arr. 3/9 (85). Forwarded via Teheran 8/9 to destination Isfahan

Double Reg. letter from Persia to Damascus 1898

Addressed to the well-known German explorer *Herman Burchardt, then residing in Damascus
and sent from Teheran in 1898



Rate: Postage 12 chahis; Reg fee 12 ch; Avis de Reception 12 ch

Route: Teheran via Tiflis and Batum, then using the Austrian route via Trebizond to the Austrian PO in
Constantinople 24 1 98 and forwarded to Damascus

**Herman Burchardt (1858 – 1908) travelled the Arabian peninsula at the turn of the century photographing among
others Abu Dhabi and Yemen in particular where he was killed in 1908*

THE FOREIGN POs IN THE OTTOMAN EMPIRE ALSO USED THE RUSSIAN ROUTE

The German Post Office in Constantinople

Sent from Isfahan in 1888 via Teheran & Tabriz & Tiflis
using the Russian route to Constantinople and received by the German PO



Rates: 12 ch

Route: Isfahan
20/10 1888
via Teheran
5/11
and Tabriz
12/11
arriving
German PO
in
Constantinople
12/88

From Russian R.O.P.I.T. in Beyrouth to Isfahan, Persia 1913

Letter from Beyrouth 19 11 13 (Julian), most likely forwarded to ROPIT in Constantinople and further via ROPIT Odessa to Batum, all by sea, transferred to train to Baku via Tiflis, then by sea to Enzeli Ex PO in Persia, forwarded via Teheran Arrivé No 11, 25 XII 13 to Teheran n o 6 on same date and forwarded to Isfahan arriving 31 XII 13



Rate:
1 Piaster

VARIOUS ROUTES APPLIED

Egypt PO in Cairo using the Northern Route

Printed matter/wrapper from Cairo about 1908 to Teheran. 2 ch tax applied for foreign newspapers (a tax forbidden by UPU and stopped)

Six printed matters with Persian tax stamp recorded



Rates:

Egypt: Postage
2 piaster;
Persian tax: for
imprimés
2 chahis

Route:

Cairo
(date blurred)
to Alexandria
and
Constantinople
Most probably
The Austrian
route to
Trabizond,
then via Russian
POs in
Batumi, Tiflis
and Baku-
Enzely
Exch Pos to
Teheran

French PO in Alexandria via Constantinople

Printed matter/wrapper sent from Alexandria 22 Dec/1905 addressed to Nain in Persia.



Rate: Postage 5 centimes

Route: Alexandria 22 Dec 1905 sent "Via CONSTANTINOPLE by red handstamp, and "via Baku" in Russian and "via Bakou (Russie) in French, both in manuscript. Got a transit cancellation of Teheran 11/2 so the printed matter seems to have been upheld probably in Russia so "news" would be delayed. Addressed to Nain

KHANEGUINE (-KIN) EXCHANGE POST OFFICE

The Postal treaty of 1892

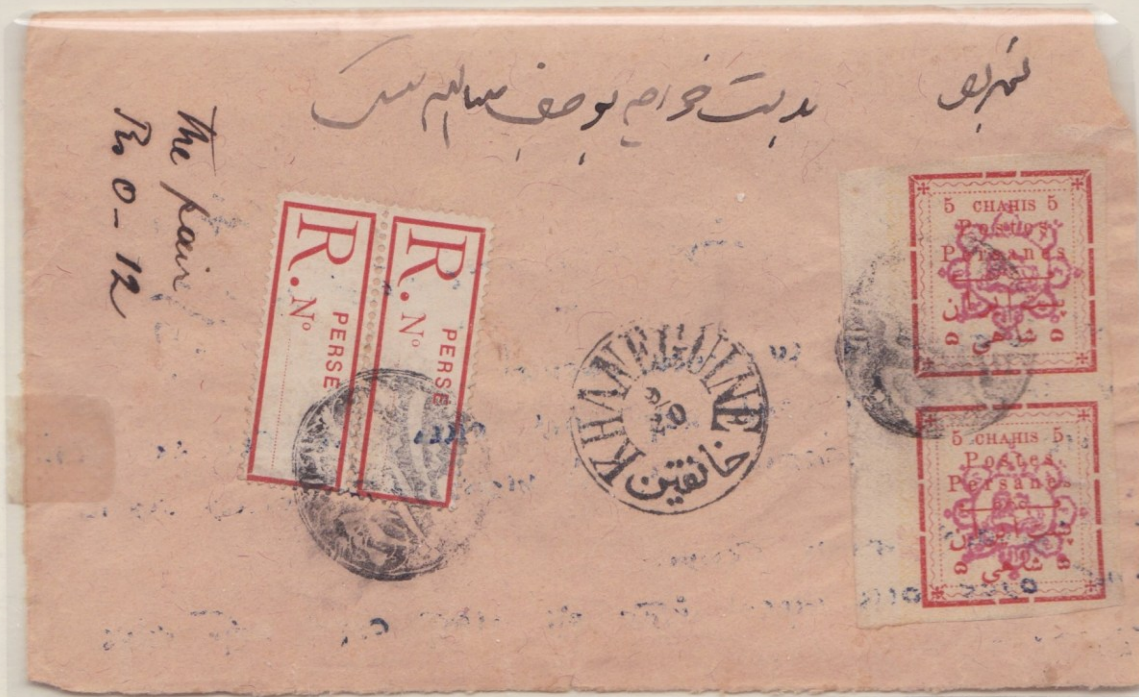
The postal treaty between the two empires allowed for two postal routes to for the exchange of closed bags: Bayazid (fr 1) in the North and Khaneguine in Mesopotamia (Turkish Arabia) in the South. Both places were situated in the Ottoman side of the border

The two Ottoman POs were a combination of Exchange PO and normal PO for letters and parcels. The Persian PO sharing the same places were only assigned to be Exchange PO offering no other postal services

Khaneguine is a small town on the Ottoman side of the border along the route of Kermanschah - Khaneguine - Baghdad. The small amount of mail bearing the cancellation of Khaneguine proves that almost all mail using this route were in closed bags

One (reverse) of two recorded letters bearing the strike of the Persian Ex PO at Khaneguine

Letter sent from Kerend, a small town not so far from the border
The negative strike of Kerend is rare (5 recorded)



Rate:

12 ch foreign rate

The two 1-ch registration labels were used as replacement of stamps that had run short

Kerend



Cover from Kerend to Baghdad 1902



12 ch Foreign rate

KHANEGUINE (-KIN) EXCHANGE POST OFFICE

**Kasr Shirine native postmark, 4 recorded, on registered cover via
Khaneguine, Baghdad and C-nople to London in 1902**

Sent from Kasr Shirine to Baghdad cano Ottoman PO 4 8 02 forwarded to Constantinople
with date blurred - and London reg oval mark 28 8 02, redirected to Baden-Baden
in Germany arr 29 8 02

In this case the cover was not cancelled at Khaneguine although it was not sent
- as it seems - in closed bag



Kasr Shirine



Front
Reduced ca 50%

Baghdad-Kermanchah-Teheran

The Postal Treaty of 1890 (92) mentioned under Bayazid included two postal exchange offices: Bayazid and Khanekin (-guine, etc) in Mesopotamia

Earlier postal treaty must have existed as there are ordinary mail using this route duly cancelled in both countries earlier than 1892!

This cover is from H 1298 = 1881/82 and sent from Baghdad to Isfahan via Teheran 16/5 to Isfahan (no pmk)

Rate: 2 x ½ Pre



Front reduced



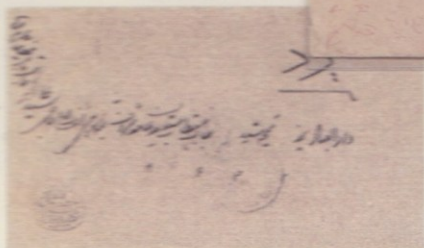
Postal Treaty of 1890(2)

This cover is from 1901 and sent from Baghdad to Yezd via Teheran 8/7 to Yezd (no pmk)

Rate: 4 x 20 para = 1 piaster normal rate



Front reduced



BAGHDAD - KERMANCHAH - TEHERAN

The Postal Treaty of 1890 (92) mentioned under Bayazid included two postal exchange offices: Bayazid and Khanekin (-guine, etc) in Mesopotamia

From Beyrouth to Isfahan via Teheran 1891

NEY & C^{IE}, BEYROUTH (SYRIE).

الى اصفهان
جناب الوكيل الافاضل سادات حاج عبد الباقي وحاج ابي القاسم المحترمان بقباحي

Messieurs

Haji Abdel Bakir, Haji Abul Kassin



Isfahan

(Perse)

This cover is from 1891 and sent from Beyrouth via Tehera 5/6 to Isfahan (no pmk)

Rate: 1 piastre

Content included

Letter from Nedjef Eshref in Mesopotamia to Yezd 1910 via Kermanschah; Koum, Isfahan

Nedjef 10 8 10 via Kermanschah in Persia 15/8, Koum 22 VIII
Isfahan 25 8 10 arriving Yezd 30/8



OTTOMAN POST CHOOSES THE BRITISH ROUTE

The British had already in the 1860s opened Post Offices in Baghdad and Basra in 1868 in the south under the British-India postal administration

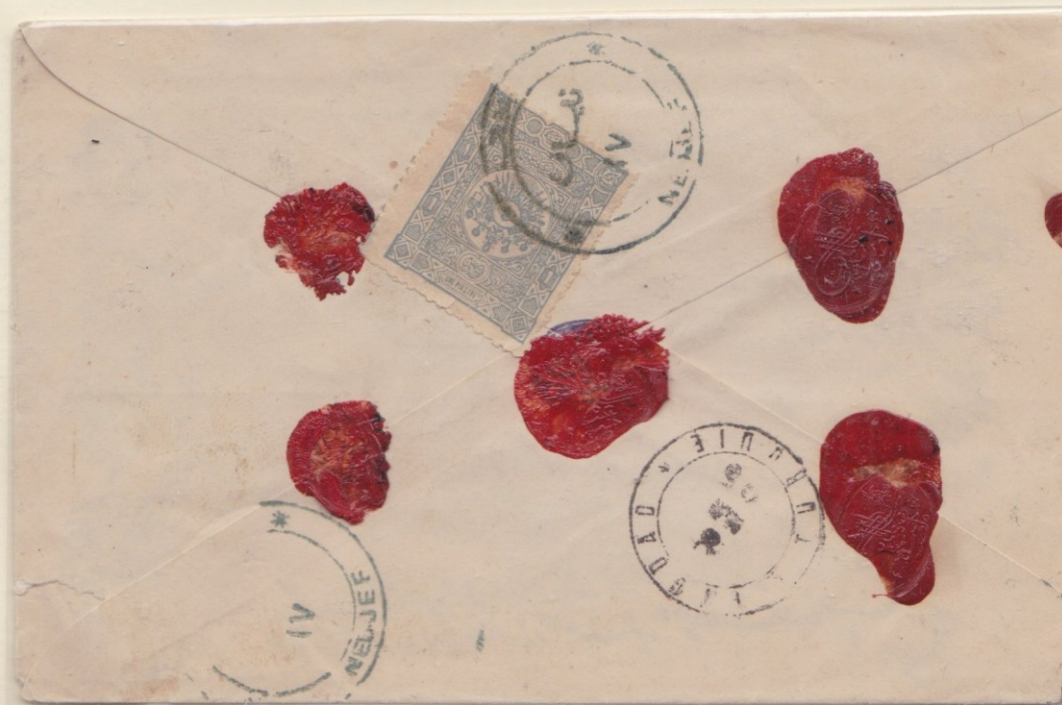
Although the Ottoman postal administration seems never to have accepted any British-Indian mail to be forwarded by their own system it gladly used that postal services for its own purposes! The British allowed by courtesy "official" Ottoman mail to be forwarded by the Indian postal services

Cover sent in H 1314 from Kerbela, cancelled by undated Ottoman pmk sent via BAGDAD IPO 24 AUG 98 to Shiraz in Persia via Indian Exchange PO in Bushire SE 16/98 and handed over to its counterpart the Persian Exchange PO in Bushire the next day for onforwarding



Rate: 1 pi

Registered + AR from Nedjef to Isfahan 1894



From Nedjef 3 Muhar ram 1312 as per m/s (= 7/7 1894) via Bagdad/Turquie date blurred) and sent via Kermanschah and Tehran -to Isfahan. No furthercancellatiuon

Rate:

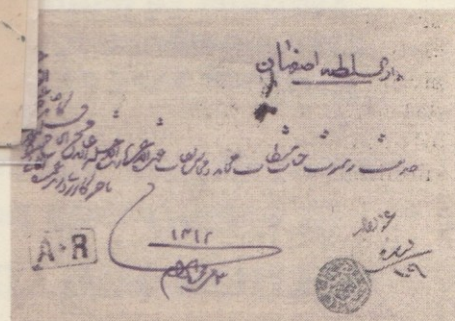
Postage	1 pi
Reg. fee	1 pi
AR	1 pi

Stamp(s) missing

Difficult to explain as reg + AR should be charged more.



Olimishdor = registered (enlarged)



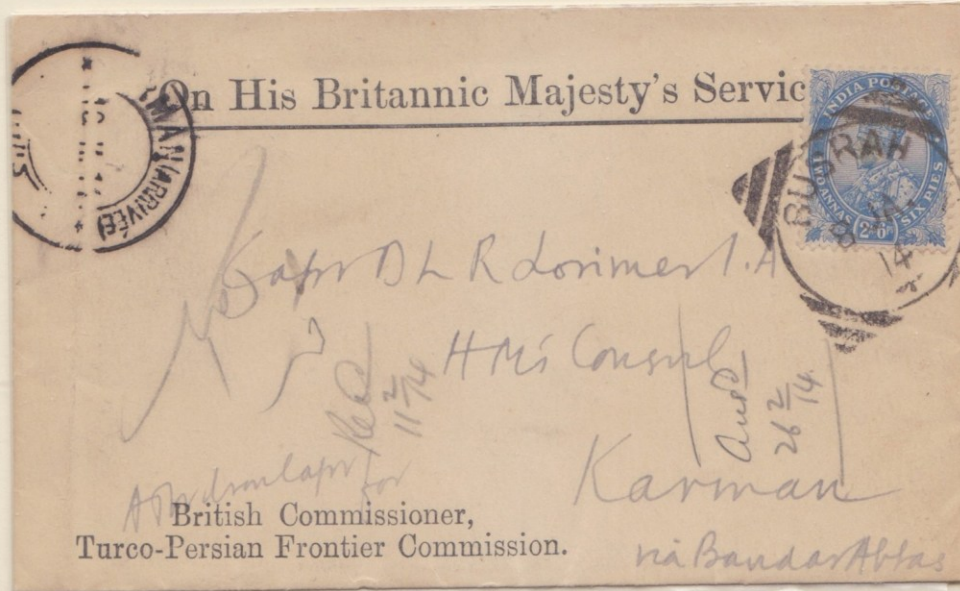
BORDER DISPUTES AND RELIGIOUS RIVALRY

The Ottoman and Persian Empires over the hundred of years had their wars and border disputes often due to the borders were inaccurate since proper demarcations had seldom been done

One such dispute took place in the southern regions November 1913. Due to a Russo - British intervention it was agreed to form a Border Commission composed of delegates from Turkey, Persia, Great Britain and Russia. Special envelopes were specially printed for this purpose

On His Britannic Majesty's Service

British Commissioner
Turco-Persian Frontier Commission



Official letter
OHBMS
from Busrah
IPO 8 JA/14
Sent to H M's
Consul in
Kerman via
BANDAR-ABAS
Exchange IPO
20 JA/(19)14
and BENDER-
ABAS Persian
Exchange PO
Forwarded on
21 I 14 to
Kerman

Rate: Indian
rate 2½p

PAN-ISLAMISM/German Emperor turns Muslim! Propaganda War Young Turks, Germans, and the Promise of Pan-Islamism at the Eve of WWI

The German-Ottoman campaign for jihad against Britain, France, and Russia is the most famous manifestation of wartime pan-Islamism and that took place in Persia



Turkey used
extensively
its diplomatic
and religious
networks in
Persia to pro-
pagate for its
Caliphate
dreams

Letter from
Turkish Vice-
Consulate in
Shiraz sent
9 11 16 to
Isfahan
21 11 1916.

Rate: 6 ch
normal inland
rate

WWI. TURKEY & GERMANY IN ALLIANCE

Persia became a War Theater
Sondermission P/Stab von der Goltz

"The Sondermission P" stands for "Sondermission Persien" in German. It was created to do war- and undercover activities in Persia by flirting with political groups and anti-government tribes promising weapons and gold. And not the least to provide military expertise. It was based in Bagdad and led by Field Marshal *von der Goltz who was a famous Prussian officer in Germany

Field Post letter sent from Mesopotamia by member of the Stab von der Goltz



Sent via or from Baghdad to Germany transiting Konstantinople 5 May 1916 as per
Turkish Field Post censor

Germany had for years planned to infiltrate Persia in its strife for a greater political economic role in world affairs. GB's Crown jewel, India, had to be defended whatever the cost. Thus by courting the Persian government, flirting with anti-government tribes in the south, joining the Ottomans pan-islamic movement, Germany's activities in the Middle East and in particular in Persia became a very serious threat to the Entente. Russia had primarily troops in Persia to fight against the Ottomans, but soon found out they also had to fight an even more dangerous enemy. Germany!

It came to play an important role in Persia's internal WWI-politics. Rebellions fought with German assistance, in particular Wassmuss - Germany's answer to "Lawrence of Arabia" - against the British in the south who was forced to occupy Bushire for three months as from August 1915. Both British and rebel censors used mail related to the German Sondermission to Persia is regarded as among the rarest of German WWI Field Post

Mail related to the German Sondermission to Persia is among the rarest of German WWI Field Post.

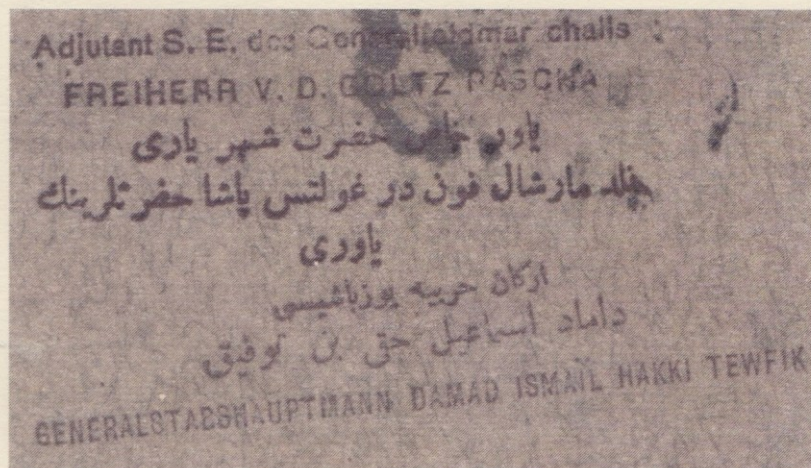
*Wilhelm Leopold Colmar Freiherr von der Goltz (12 August 1843 – 19 April 1916), also known as Goltz Pasha, was a Prussian Field Marshal and military writer

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Turkish card from the Adjutant – Generalstabshauptmann – D I H Tewfik sent to Munich, Germany, 1915



Sent from Karakui in Istambul via Darsaadat/Marsula and finally via the department for foreign mail STAMBOUL/DEPART 25 October 1915 to Germany.

The rectangular handstamp is a Turkish censor used in Istanbul

Mail related to the German Sondermission to Persia is among the rarest of German WWI Field Post

*Wilhelm Leopold Colmar Freiherr von der Goltz (12 August 1843 – 19 April 1916), also known As Goltz Pasha, was a Prussian Field Marshal and military writer

WWI. TURKEY'S PERSIAN MILITARY INTERVENTIONS

Pan-Turkey! Hegemony and oil

Traditionally, Ottoman Turkey (OT) and Persia have been foes. Turkey being Sunni and Persia Shiah. OTs stated reasons were not to occupy but only to "disturb" the Russian-British alliance in Persia. But Turkey and Enver Pasha had in reality other ideas such as hoping to chase Russia out altogether from Persia and Trans-Caucasia thus giving Turkey a chance to extend a new Pan-Turkish policy to include also Turkish speaking areas in Trans-Caucasia, Turkestan and North-West of Persia.

Turkish censor used during the occupation of Kermanschah 1916

Three Turkish censors and one Persian applied. One of the Turkish was used in Persia and reads "Sansur Idimishter" and the other two used in Turkey
The round negative is a Persian censor and reads "Sansur shod"

Sent from
Kermanschah
9 Sep 1916
to Constanti-
nople arriving
12 October



Turkish censor used during the occupation of Senneh 1916

During the occupation of Senneh the Turks used a rectangular, 34 x 10mm, in violet

Insured letter from Senneh

(Sannandaj) 18 Dec 1916

to Hamadan received

21 December

Total rate: Postage 6ch Reg. fee 1 kr

Insurance 7 Kr 8 ch



History: Already in late 1914 Turkey occupied parts of Azarbadjan. Fights against Russian troops under Baratoff were frequent. Late 1915 to late 1916 Turkey occupied an area that included on and off the border towards the border of Mesopotamia, Kurdistan, Kermanschah, Melayer and Hamadan

WWI. TURKEY'S PERSIAN MILITARY INTERVENTIONS

Russian Intervention and controle

Russian troops under Baratoff took controle over Kermanschah in March 1917

The Turks were chased away. Persian stamps were in short supply at the Kermanschah PO thus enforcing a local surcharge. Two letters recorded

Letter from Kermanschah to Teheran addressed to the British Legation

The local Director of the Post Office had to surcharge existing stock with values which were in demand i.e. 12 and 24 chahis



Rate

12 ch for 3d class

Route

Kermanschah 12 3 17

History: Already in late 1914 Turkey occupied parts of Azarbadjan. Fights against Russian troops under Baratoff were frequent. Late 1915 to late 1916 Turkey occupied an area that included on and off the border towards the border of Mesopotamia, Kurdistan, Kermanschah, Melayer and Hamadan

WWI. TURKEY'S PERSIAN MILITARY INTERVENTIONS

Turkey also occupied Hamadan

Turkish troops captured Kermanshah on July 2 and took Hamadan on August 10

This letter was sent from Hamadan 4 IX 16 and arrived Senneh two days later

There are two different Turkish censors, the circled and the 38mm blue one, used at Hamadan. In addition there is a Persian Controle mark from Hamdan that was Probably used as a censor here. Rate: Normal 6ch internal



Parcel documents (waybills) out of stock. Replaced by piece of paper!

Lack of supplies during the Turkish occupation

This "waybill" was sent from Hamadan 29 Jan 1917 to Kermanschah arriving 4 II 17



History: Already in late 1914 Turkey occupied parts of Azarbadjan. Fights against Russian troops under Baratoff were frequent. Late 1915 to late 1916 Turkey occupied an area that included on and off the border towards the border of Mesopotamia, Kurdistan, Kermanschah, Melayar and Hamadan

TURKEY'S PERSIAN MILITARY INTERVENTIONS

Turkey, after WWI, continued its Pan-Islam war, and the quest for oil
To reach Baku before the British

During this campaign Turkey invaded Tabriz in NW Persia 18 June 1818. Much
resistance came from Armenian troops during the campaign

Turkish censor applied on Persian mail. Exchange of mail with the Persian postal
adm. took place. Here a Dunsterforce (British) censor was also applied



Sent from
Tabriz
22 Sep 1918
Addressed to
Isfahan arrived
26 Oct via
Teheran

Mail was
Exchanged
between the
warring
sides

Letter from occupied Ardebil to Tabriz in 1918 censored
Ardebil sunduq mark = letter-box was added. **Rate:** 6ch normal



UNUSUAL ROUTES VIA INDIAN POSTAL ROUTES

Belgium – Russia – Persia – Mesopotamia in 1898

Normal route: *via a Mediterranean eastern port – overland to Bagdad onwards to Basra*

Postcard from Belgium addressed to Basra in Mesopotamia

Via Russia and Teheran arrived 5/7 (98) and departed Teheran 12/7
The card was sent via the Indian postal system in Mesopotamia; Bagdad
27 JL/98 then to the Indian Ex PO in Basra, cancelled BUSRAH/31 JUL. 98



Rate: 10c (1-7-1892 / 15-12-1919)

From Kerbela in H 1330 = 1911/12 to Kerman, Persia via MUSCAT



From
Kerbela 21 11 1911
via Bagdad IPO and
Muscat IPO 7 FE/12
to Bandar Abass
Exchange IPO 16 2
Handed over to its
Persian counterpart
at the Bandar Abass
Ex. Persian PO 18 2
12 to be forwarded to
Kerman

Rate: 1 pi 30 para

UNUSUAL USAGES

Persia Postal Administration prefer using the British-Indian postal system for a registered letter to Bagdad in 1908



This official letter was sent reg. 1908 to a Tobacco company in Bagdad from the Br-Indian PO at Mohammerah on 16 AP 80 (instead of 08) in closed bag to Bagdad IPO arr 24 AP/08

Ahmed Shah Qajar stamps at the beginning of Pahlavi rule. 1926

During Jan-April 1926 such stamps were defaced by cork, pen or paper, etc. Used only for internal mail with exceptions. All mail from The Imperial Bank of Persia had its franking defaced including those to Bagdad



Sent from Messjed Soleiman (new name for Maidan Naftun) and was transiting Mohammerah Persian Exch PO 21 V 26 with Basra, Iraq Ex PO 23 MAY 26 and forwarded to Bagdad Iraq PO arr 26 MAY 26

Rate: 15 ch. Ahmed Shah 1924 issue

PARCEL POST TURKEY/PERSIA ROUTE VIA RUSSIA OR VIA AUSTRIA

The 1904 Parcel Post Treaty between Russia and Persia through UPU

Before 1904 parcels could only be sent/received via the British-Indian postal services in the Gulf. It is also possible that parcel services via the Turkish-Persian postal Treaty of 1892 existed via Bayazid. However, no postal documents to verify this have so far appeared. Russia did not allow any parcels to transit to Persia until 1904 Treaty. Parcels were limited to up to 5 kg only.

Russia PO in Constantinople must have received this parcel from Teheran 1908 via Poste Russe route i e via Enzeli-Baku, Tiflis, Batum and ROPIT

Coupon.
Peut être détaché par le destinataire

Timbré du bureau d'origine

Nom et domicile de l'expéditeur:

*C. Molitor,
Directeur général
des Postes Téhéran*

EMPIRE DE PERSE

Administration des Postes

Service de Colis Post

BULLETIN D'EXPÉDITION

Ci-joint *un* colis portant l'adresse ci-dessous:

Valeur assurée *Trois cents francs*

A Monsieur le Docteur Arie

(Lieu de destination) *Péra (Constantinople)*

(Rue et N°) *Rue ayha n° 2*

Poids.	Droits de douane (1).	Acheminement:
<i>3500</i>	<i>8-24</i>	<i>Poste Russe</i>

(1) A remplir par le bureau d'échange d'entrée du pays de destination.

Poste Russe

There are about ten similar Parcel Doc. recorded during 1907-09 all franked and with the Colis Postaux handstamp - in various design - and applied at three Ex. POs



Part of the back side. Shows the "machine ovpt" and the Enzeli postmark. Only two waybills are recorded franked with the 26ch overprinted by machine

Route: From Teheran, m/s, via Enzeli Exchange PO 8 June 1908 and Baku Ex PO to Batum,
Rate: 9 Kran 7 ch; Valeur assures "Trois cents francs"

Between 1907 and 1909 the stamps were overprinted with a **machine cancel** on 26ch "Colis Postaux", at Enschede Printing Co in Holland. All other values had the "Colis Postaux" overprinted by handstamp at the exchange post offices which are known applied at three of the five different exchange post offices. Postage and insurance fee were charged though the insurance fee is not shown. An Agent, by law, at the border exchange office had to handle all parcel post - incoming and outgoing - and organised the custom formalities, etc.

*(all according to the 1909 Official Russian postal regulations - Postanovlenie po Pochtovoi Chasti (1909) in the case of Turkey/Persia)

The sender was the Postal Director of the Persian Post, Belgian Postal Director, Camille Molitor

SPECIAL MAIL/PURPOSES

The Sheikhdome of KUWAIT. Its Postal relations

Kuwait was a British Protectorate 1899-1961

A PO was opened in 21 January 1915 under Indian adm. Via Basra I PO

Letter sent in April 1915 to Bushire, Persia



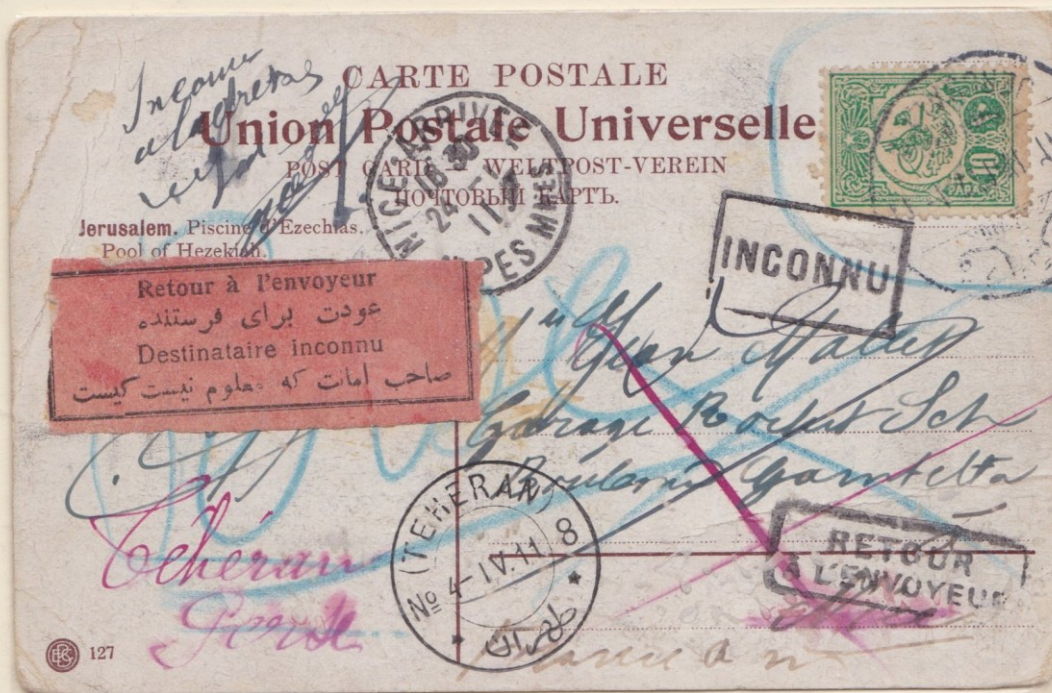
Sent from
Kuwait
15 April 1915
to Bushire IPO
arr 19 AP/15
Via Basra I PO

Rate: 2,6 as

Mail between
Kuwait and
Persia is scarce

Retour a l'envoyeur (Return to sender/Destinataire Inconnu

Very few Persian labels for "Destinataire Inconnu" or "---Décédé"



Route: Jerusalem Ottom. PO
March 1911 to Nice 24 March
French "INCONNU" hstp and
a "RETOUR A L'ENVOYEUR"
hstp returned to Jerusalem.
The original sender now sent
it to Teheran in red.

Also in Teheran the receiver
was not located and in French
& Persian top left "Inconnu a
l'adress" and a red Persian
label "Retour ----/---
inconnu" in French and Pers-
ian.

PARCEL POST TURKEY/PERSIA ROUTE VIA RUSSIA OR VIA AUSTRIA

The 1904 Parcel Post Treaty between Russia and Persia through UPU

There were 5 different Exchange post offices between Russia and Persia: Djulfa, Baku-Enzeli, Astara, Mechedisser/Astarabad and Gaudan-Houdan (Bajguiran) for the province of Khorasan in North Eastern Persia

R.O.P.I.T. Post Office at Jaffa received parcel from Badjguiran via Houdan in Khorasan 1909. Sent via Poste Russe, Baku, Batum, ROPIT to in m/s

COUPON *Empire de Perse*
Peut être détaché et adressé au destinataire

VALEUR DECLARÉE
d'e *frs 280*

Service des
Colis Postaux

des Postes de Perse

BULLETIN D'EXPÉDITION

Ci-joint *un* colis et *deux* déclarations en Douane

Valeur assurée *deux Cents quatre-vingt frs*

Nom et domicile de l'expéditeur :
Abdoul Samir
Chach Bue

Timbre de la Douane

(Lieu de destination)
Jaffa

(Rue et N°)

Poids *4733* Droits de douane (I)

Acheminement : *B. Bume*

(1) A remplir par le bureau d'échange d'entrée ou par le service de la Douane du pays de dest

Timbre du bureau d'origine

Modèle 11

Signature *Y. A. H. N. V. M. 31*

Route: From Badjguiran via Houdan Exchange POs 8 June 1908 and Baku Ex PO to Batum, Constantinople and Jaffa in Palestine

Rate: 12 Kr 12 ch; Valeur assures "deux Cents quatre-vingt frs

Back stamped with "R.O.P.I.T." cancellation in Jaffa

The Cairo-Baghdad Air Route 1921-1930s. Persia Joins

Air traffic was highly politicised in the ME in the 1920s

The Ottoman Empire had fallen and Turkish Arabia partly replaced by the British and the French affecting countries that had become "totally independent" from its colonial past such as Iraq (new) and Persia.

A very good example of this was Persia's long reluctance to allow British airlines to cross Persian territory and needed refilling places to reach India. Security reasons.

Only when the Persian authorities who were interested in launching their own air line to Bagdad to join up with the Cairo-Bagdad air route, 1921- 1930s, the question of reciprocity - a political deal - became the solution but only 7 years later!

The Royal Air Force, RAF, established the famous air route Cairo - Bagdad in 1921. This connection shortened the journey between Europe and the ME considerably for passengers and mail.

Persia realised this and made an agreement with the British in early 1922. The main problem for Persia was that all mail and passengers had to go overland from Teheran to Bagdad. The search for an air solution was thus imminent. But it would take 7 more years until Persia got its own air line to Bagdad! (see later). Imperial Airways took over the route from RAF as from 1927. The route was later extended first to Basra in southern Iraq and then to India.

Persia signed up in April/May 1922

The air mail fee was 2 Kr per 20 grams. Overland transport from Teheran

In 1927 Persia established with Junkers Aviation an air mail service to Bagdad

AR, Reg. Air Mail, from Teheran to Paris redirected to London in 1922



Route:

Teheran 30 X 22
Overland to Bagdad
11 Nov 22
Cairo 27 XI Air,
Paris 8 12 22

Rates: Total 6 kr 10ch.
AR included.

Air Mail fee 2Kr for 20
grams (ounce) Likely
here 40 grams
/2 ounce = 4 Kr
Postage 1 Kr 10 ch
Reg. fee 1 Kr (20ch)

A.R. fee. The fee was
always paid directly to
the clerk. The
adhesive(s) was stuck
on the attached A.R.
internal postal
document.

Hand stamps:

Both A.R. and the
red **AIR MAIL**
handstamp are on
the front
together with a
Teheran reg mark

Reduced to ab. 80%



Official type applied in the main
cities in Persia. Various shades



The Cairo-Baghdad RAF Air Route 1921-26

November 1922. Early usage to Basel

POSTE AERIENNE/BAGDAD-CAIRE

"Air Mail" in manuscript on front

Among the highest rated covers of the RAF period

Commercial

"Insurance"

type of cover made of thick paper. Sent to Switzerland

The high rate indicates that an **insurance** had been paid for as well. In Persia insurance was common and **part of the postal service**. However, it is never stated on the envelope how much the insurance was. One can try to calculate but normally one add up in a no-sense answer. The main reason is that the total weight of the letter not known.

Normal postage:
1 Kran for 1st class

Air Mail fee: 2 Kr

The **cachet** below was put on in Teheran. They can be black, red, violet and with shades

POSTE AERIENNE
BAGDAD-CAIRE



The Cairo-Baghdad Air Route 1921-26

British Air Force. RAF. Persian Connection



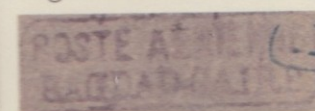
Registered letter
to Poland 1923

Rates: 2 Kr. Up to 20
grams/ounce
Reg. fee 1 Kr
Overland fee: 1 Kran

Route: Hamadan via
Kermanschah, 12 VIII
23, overland to
Baghdad, 16 AUG, by
air to Cairo 27 AUG

Markings: The Persian
Official rectangular
air mail handstamp
Normally red but
Hamdan was using
violet

The Hamadan
registration mark



Reduced to ab.50%

High Value registered, Insured, Cover, 16 KR 10 Ch to Switzerland 1923

Rates: Total rate 16 Kran 10 ch. One of the highest recorded

As insurance fee not declared it is impossible to explain the rate

Sent from Teheran 4 VIII 23, via Baghdad, Cairo, arriving Basel 2 IX 23

Sent by Swiss Trading Co

A Red **POSTE AERIENNE/BAGDAD CAIRE** applied



Royal Air Force. RAF. Persian Connection
Persian cover sent Oct. 1922. Addressed to Constantinople

Rates:
5 kr 10 ch.
Postage: 1 Kr;
Air Mail fee: 2 Kr
Route:
Teheran 3,
30 X 22
(Overland)
to
Bagdad to
Cairo by air
arriving
20 NOV 22
and
British P.O.
in
Constantin
ople arr.
11 Dec



From Teheran
1- X 23
Overland
to Bagdad
? X 23
and
Cairo
20 Oct
Bern arr
29 X 23

Rates: 4 K1
(1922/23)
Postage

Double 2 Kr
Air Mail fee 2 K

No further
markings

The Cairo-Baghdad Air Route 1921-26

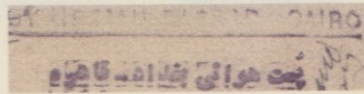
Royal Air Force. RAF. Persian Connection

Cover to England in 1923

A red by Persian P-O- "**POSTE AERIEN/BAGDAD - CAIRO**" applied

A private "**BY AIR MAIL BAGDAD - CAIRO/also in Persian**" by Bank of Persia

Reduced to 70%



72 x ca 16mm



Rates: 3 kran. Postage 1 Kr; Air Mail fee 2 Kr

Route: Teheran 3, 25 VI 23 dep Teheran 11, 25 VI 23, Bagdad 6 JUL 23

Cover to Germany 1923 with scarce orange POSTE AERIENNE



From Tabriz
? IX 23
via
Kermanschah
29 IX 23
and
Baghdad
2 OCT 23

In Berlin a
rectangular
blue B2
handstamp
Applied

Rates: 3 Kr
(1922/23)
Postage 1 Kr
Air Mail fee 2 Kr

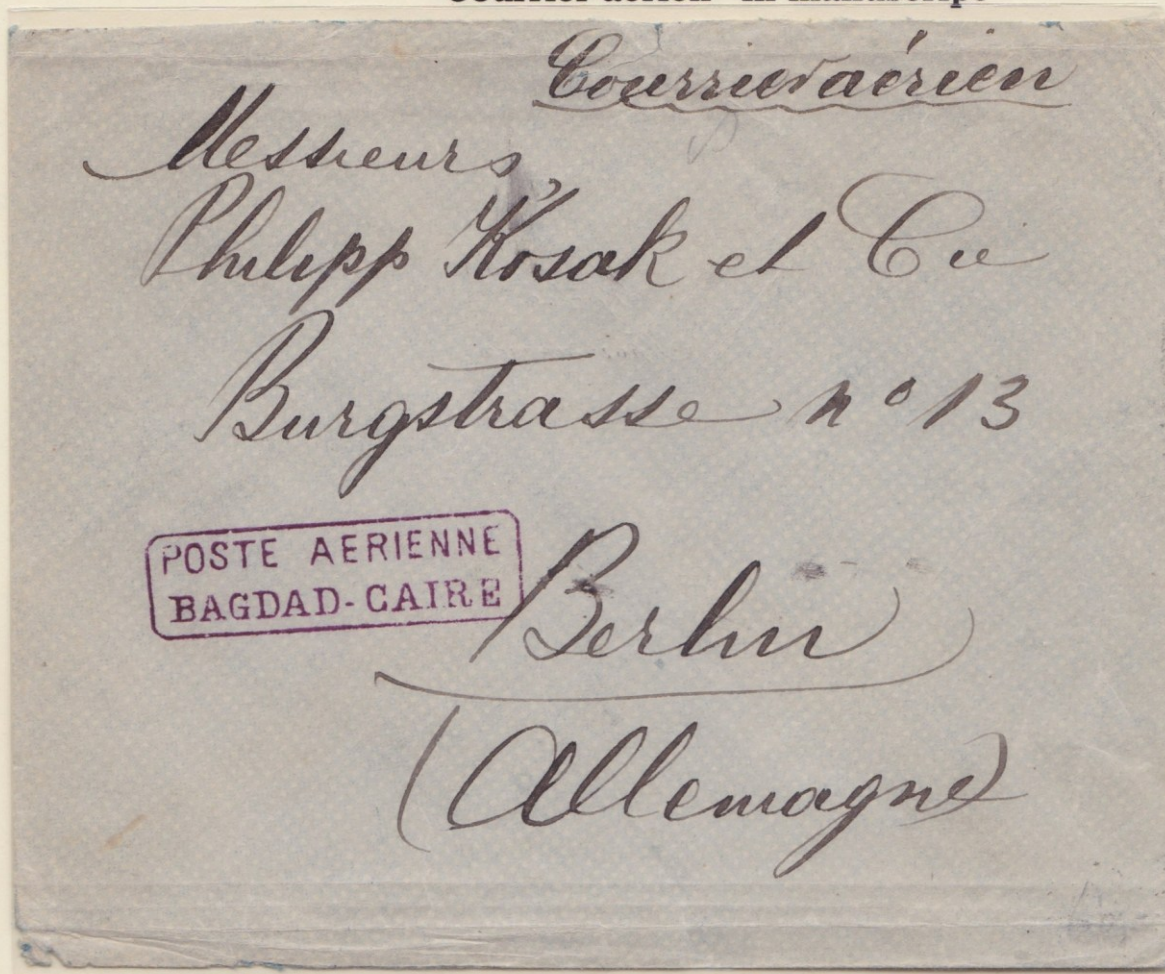
No further
markings

The Cairo-Baghdad RAF Air Route 1921-26

August 1922. Early usage to Germany

POSTE AERIENNE/BAGDAD-CAIRE

"Courrier aérien" in manuscript



Cover to
Germany

Teheran 24 VII 22
overland
to Bagdad
3 AUG22

From Bagdad
flown to Cairo
and then
overland and
by sea across to
Europe and
then by train.
to Germany

No further
markings

Rate: 3 kran
Postage 1 Kr
Air Mail fee 2 kr

Air Mail fee decreased as from 1st of Jan 1924. Cover to USA in 1924

A violet handstamp **BY AIR SERVICE BAGHDAD-CAIRO** 94x10 mm applied

Cover to
USA

Maidan
Naphtun
via Ahwaz
(Bandar
Nasseri)
12 IV 24
and
Mohammerah
13 IV 24
Reverse

Rates:
2 kran
Postage 1 Kr
Air mail fee 1 Kr



The cover was sent from the oil village of Maidan Naphtun. The oil company A.P.O.C. had organised its own postal bag for the employees to be sent to A.P.O.C. HQ at Ahwaz (Bandar-Nasseri). From Ahwaz P.O. the mail would be sent to Mohammerah P.O. and E.P.O. The cover was there taken by boat to Basra, then overland to Baghdad. By air to Cairo, and then by surface and by sea all to USA via UK. No further markings.

Turkey flirts with Persia's new Government

Air services becoming a la mode among new states

It seems, about 1925, that the new Turkish Government wanted to court the new government in Persia and its strongman Reza Khan soon to become the new Shah in December 1925. For Reza Khan Ataturk's policy, or Kemalism, was an inspiration with its policy of converting his country into a secular and modern society.

At Jarolimek's, the Junker representative in Persia, return to Teheran from a negotiating visit to Berlin via Angora (Ankara) the Turkish authorities evidently decided to promote further contacts with Persia and thus arranged to let Junker borrow an aircraft that would take Mr. Jarolimek back to Teheran

Junker Verkehr of Germany at that time was struggling hard to secure a contract to build up a Persian air service for passengers and mail

First Flight commemorative cover, Premier Vol Angora - Téhéran

The flight took place on 7 December 1925

Route: Angora (Ankara) - via Tabriz - Teheran



Due to the long distance the air craft had to make several stop overs along the route

RUSSIAN MAIL TO INDIA VIA PERSIA AND BAGHDAD 1927

Cairo – Baghdad – Basra line

An extra-ordinary registered air-mail cover was sent from Baku on 17 7 27 by sea to Enzeli (Bandar Pahlavi) arr 23 VII 27 also receiving a local Bandar Pahlavi strike. Then it was forwarded to Teheran and from there flown via Qasr Shirine in Persia being the closest to airport to Baghdad. Arriving there by vehicle 2 AUG 27. The letter was flown from Baghdad via Basra to extended line to Karachi. From there by train to Calcutta arriving 16 AUG.

Rate: The total rate was 58 kopek

Markings: A Russian red Air Mail label "Vozdushnya Pochta"/Par Avion. Also a Baku registration. label "Bacou No 142" in m/s applied. In Calcutta a postal violet forwarding handstamp applied informing which PO the letter should be transferred to within Calcutta for delivery.



The Persian Government's Trial Flights

Persia's struggle for getting its own air company leads to trial flights
Junkers Verkehr of Germany had Russian, British and French competitors
Junkers got the contract in 1928. This Trial flight to Khanikin took place in
1925 to deliver the mail closer to Bagdad

Trial flight
1925
between
Teheran
and
Khanikin
In Iraq

Premier
vol postal
Teheran-
Khanikin
(Baghdad)"

Route:
Teheran
6 IV 25
Arriving
Khanikin
6 APR 25

Rate: Not
official rate
1 Kr (20
chahis)

No further
markings

Premier vol postal Téhéran-Khanikin (Baghdad)

Mr. Erich Schäfer

Khanikin (Baghdad)

**Internal, charged foreign rate as airport is in Iraq near border. Addressed to
border town Qasir Shirin in Persia. Flown to Khaniqin Airport in Iraq in 1928**

Rare usage of both external rate for internal mail that foreign airport

Rectangular "PAR AVION JUSQUA A LA/FRONTIERE" handstamp

Route

From
Teheran
25 X 28
to
Khanikin
26 OCT 28

No further
Markings

Rates

Foreign rate
15 chahis
Reg. fee:
15ch
Air Mail fee
2 Kran

Stamps
also
reverse



Teheran-Bagdad with Persia's own Air line

Junkers opened a number of internal and international lines
Line to Qasr Shirine extended to Bagdad after political deal w. UK 1929*

PREMIER COURRIER AÉRIEN/TEHERAN-BAGDAD CACHET



Registered
Air Mail
inauguration
cover
Teheran-Bagdad

Flown 8 IV 29
from Teheran
arriving Bagdad
9 IV 29

The rates **do NOT**
follow official rate
table except for the
registration fee. At
reverse some more
stamps.

Rate: 32 ch
Reg fee: 15 ch
Air fee: 2 T

An Iraqi ppc sent registered on the return flight of the inauguration flight

Air rate: 11/2 Anna. Route: 11 APR 29 arriving Teheran 13 IV 29

*UK was interested in expanding the air line London via Bagdad/Basra to India. To be able to make the long distance from Iraq it was necessary to fly over Persian territory in the south and to set up refilling stations. The Persian Government was very reluctant for security, etc. reasons. However, it did understand that by allowing the route and the stop overs the British would allow the foreign company Junkers to use the Bagdad airport which was a military airport used by the British situated less than 200 km from Qasr Shirine.



With this arrangement one could now fly all the way from Teheran to London while before the 2000 km long journey by air was interrupted between Bagdad and Teheran as the passengers had to take land transport the short distance of 200 km which was rather annoying!

The Persian Government's Regular Flights

with Junkers

Violet handstamp

"RECEIVED TOO LATE
FOR INCLUSION IN AIR DESPATCH".

applied



Logo often
used

**Regular
flight to
France
1931**

Route:
Teheran
18 III 31

via
BAGHDAD
22 MAR 1931
to Paris
10 IV 31

Rate:
Postage 27 ch
Air Mail fee
1 Kran 10 ch

Junkers contract expired on 31 Jan 1932. Therafter only limited services

With Bagdad service continued. Ppc, depicting Teheran airport, sent 1932 to USA



**Flight without
contract!**

Route

Teheran
12 III 32 to
Baghdad
13 MAR 32

Rates

Total rate
3 Kr 9 ch
Both postage
and air mail fee
heavily
overcharged.

A red "jusqu'a" handstamp applied across "PAR AVION", in m/s, indicates that the air mail service should not be applied any longer (not known which stretch it refers to here. (Transatlantic air mail service started only in 1935).



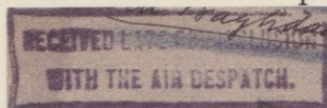
Imperial Airways takes over the Cairo-Bagdad

Air Route from RAF in 1927

Registered Air Mail Teheran to Denmark via Bagdad and Aleppo in 1929

Teheran 18 5 29 by air to Bagdad 22 May 29. **Arriving too late** – see violet cachet - to be included in the mail bag for Cairo the letter was sent overland via Damascus to Aleppo, a port, then by ship to Europe and train across the European continent to Copenhagen

RECEIVED LATE FOR
WITH THE AIR



INCLUSION
DESPATCH.



A registration mark of Teheran

In addition three markings in black:

PAR

AERIENNE

also in Arabic

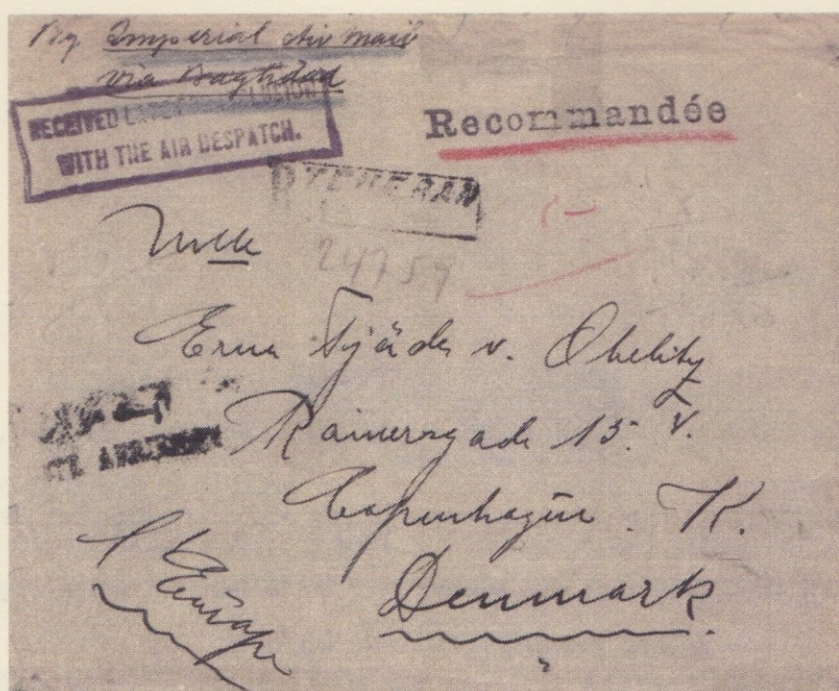
"By Imperial Airmail via Bagdad"
in m/s

"-----LATE FOR DESPATCH"
in violet

Rate: 4 Kr 9ch
Air Mail fee: 3 Kr

No further postal markings

The 2-kran adhesive very elusive



The front reduced to ca 70%

Imperial Airways takes over the Cairo-Bagdad Air Route from RAF in 1927

Registered Air Mail Meched to Berlin via Bagdad in 1930

Meched 22 4 30 via Teheran and Bagdad can 26 Oct 30 to Cairo. Train to Alexandria and ship to European port. Across Europe by train to Nurnberg
From there by plane via Nurnberg and Lankwitz, Berlin 5 11 30



A registration mark of Meched

In addition in red:

Mit Luftpost befördert/
Postamt Nürnberg - Flughafen

A circled ??

LUFTPOSTAMT/
BERLIN C2

Some m/s notes in Persian script of no importance

Rate: 1 Kr 18 Ch
Air Mail fee: 3 Kr

Imperial Airways takes over the Cairo-Bagdad

Air line from RAF in 1927

Has intention to expand to Basra in Iraq and to India incl Karachi via southern Persia

Regular services on the Cairo to Basra route via Baghdad began on 12 January 1927 serving southern Persia and Karachi

Cover: Karachi 29 January 1927 via Basra - Cairo on 3 February to London by air

A boxed red

AIR MAIL SERVICE.
BASRA - CAIRO
(KARACHI G.P.O.)

cachet applied

Rate: 5 annas. Postage 2 annas; Air mail fee 3 annas



Flight London to the Persian Gulf in Nov 1929

Left London 28 Nov 29 for Basra arr 8 DEC 29 and taken by boat to Mohammerah arr 9 Dec and by car to the final destination Masjed-i-Suleiman

Rate: 81/2d



Imperial Airways now flies from India to London

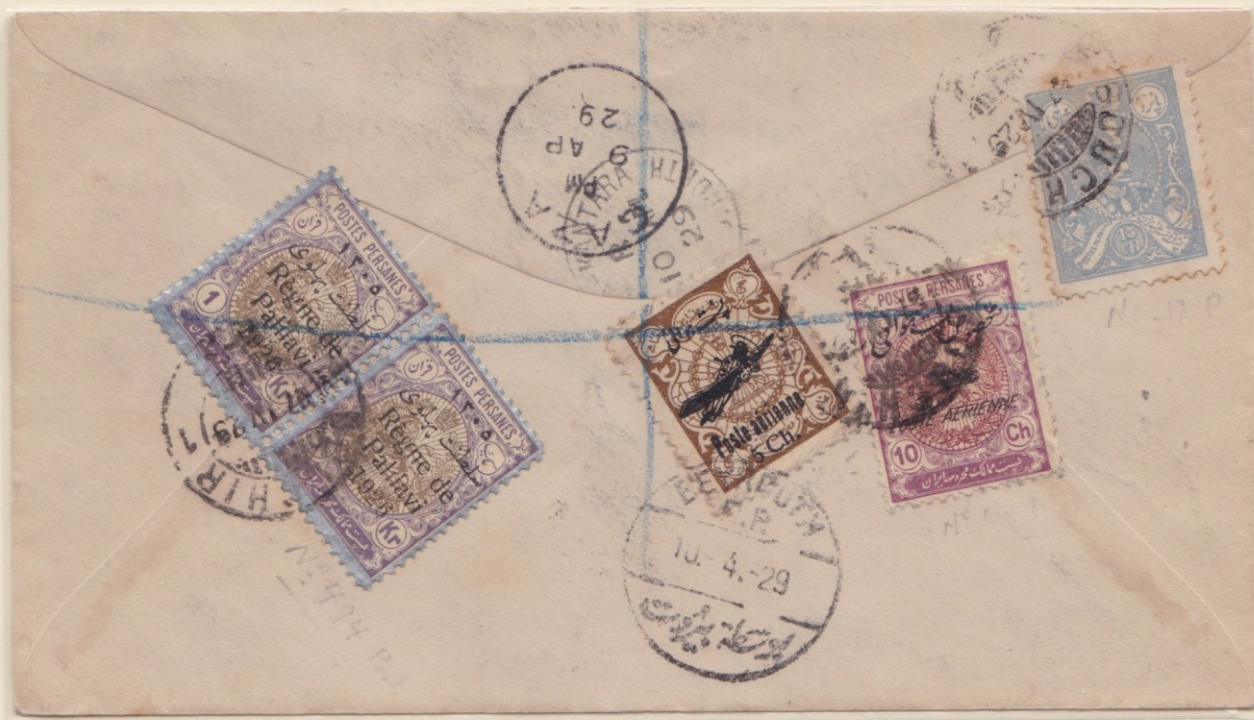
How air mail from Southern Persia now can reach Syria, etc

Private mail to Beyrouth flown on **First Flight "BUCHIR LONDRES"** on 7 April 1929

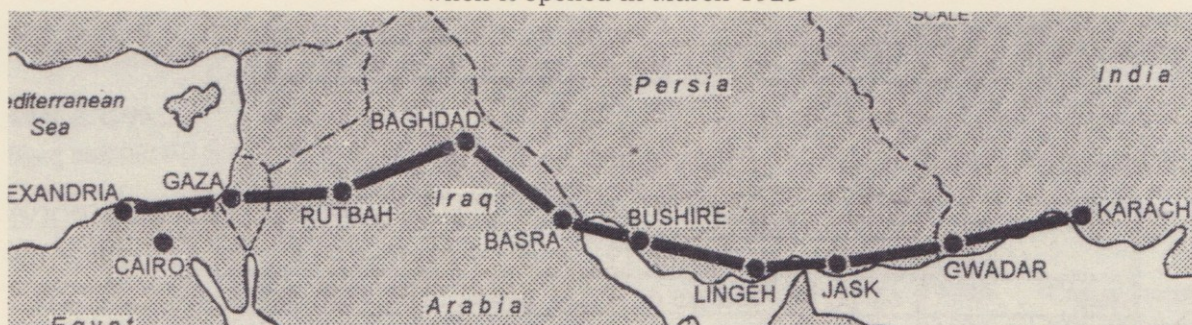
By off-loading the mail in Gaza in Palestine the destination was reached quicker

Rate: Postage 1 Kr 15ch. Registration fee 1 Kr. Air Mail fee 1 Kr 10ch

Rare combination of private letter and First Flight



Part map of the Imperial Airways "Alexandria - Karachi section of the route when it opened in March 1929



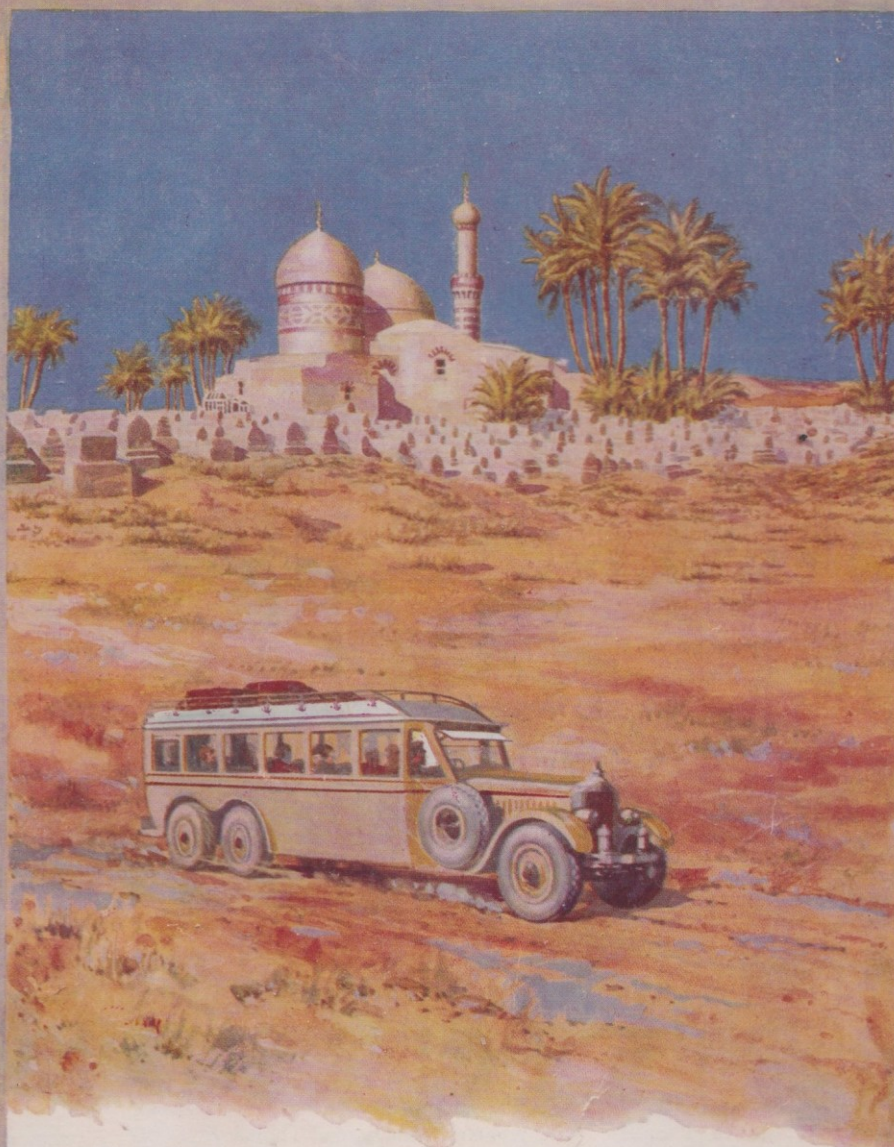
Overland mail. The Desert Route

Bagdad - via Damascus - Haifa 1923-1948

There are two important ways to explain the
significance of OVERLAND Mail

Rate periods decided by each country themselves

Route Instructions, mostly official or semi-official. Pos & Companies



HAIFA-BEIRUT-DAMASCUS-BAGHDAD
by the

**NAIRN EASTERN
TRANSPORT CO LTD**

Head Office : DAMASCUS

Branch Offices : BEIRUT & BAGHDAD

Agents:

THOS. COOK & SON LTD

and principal booking agents throughout the World.

Feb. 1931

Nairn Transport Company

Inaugerated
officially

18 October 1923

by the two
Nairn brothers
from New Zealand

Purpose

Transportation
of passengers
and mail

Route

Bagdad - via
Damascus - Haifa
At times the
Route changed due
to political
situation

The **transport time**
to Europe was
reduced from
almost 30 to
only 10 days

Basic **rates** + addit.
rates applied by
each country to
cover the additional
transport
costs to Bagdad

Trial transports
started in
August 1923

Inauguration
18 October 1923

*Original
Information Pamphlet*

Rate periods & Route instructions

Period 1. 1923 - 26 2 25; Period 3. 29 9 29

1st Cover: Cover from Teheran sent ? 1 24 via Bagdad 6 FEB 24
to UK. Redirected to Corsica. 1d postage due

Rate: 20 ch + Ov.. MAIL surcharge 20 ch = 40ch (2 kr)

HS - 86

61,5 x 17 mm

BAGDAD-HAIFA
par voie de terre

Used by Teheran P O

Six recorded

Black

Size reduced



HS - 35

63 x 22 mm

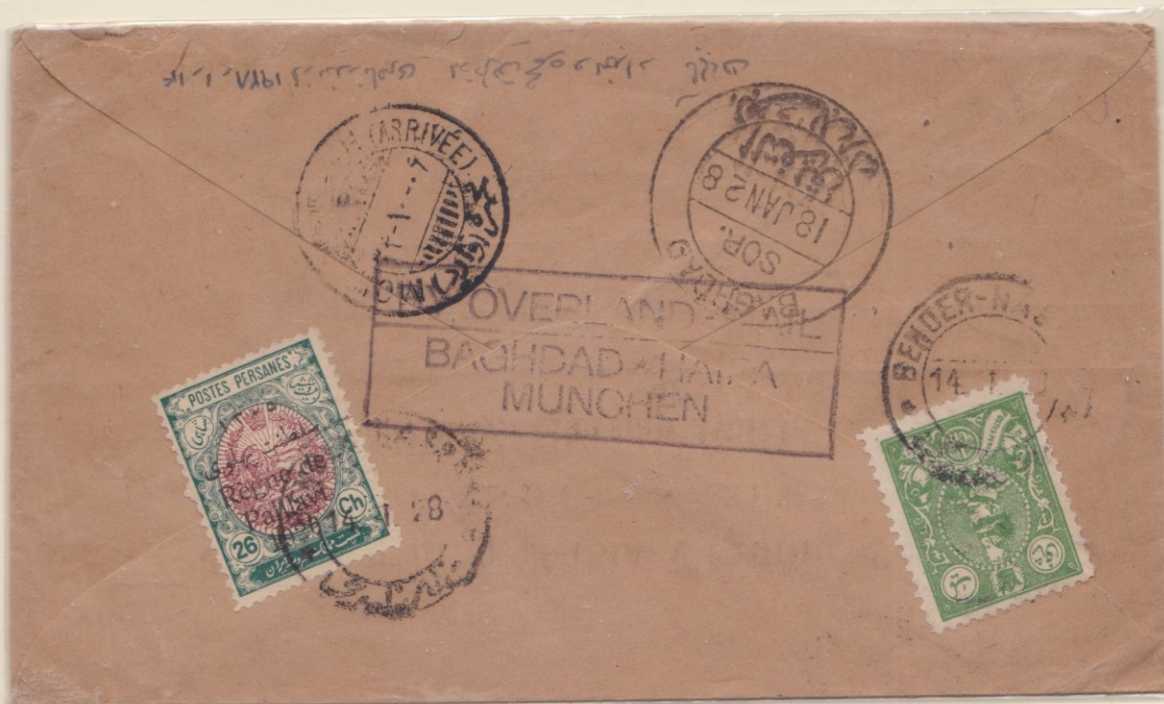
BY OVERLAND-MAIL
BAGHDAD-HAIFA
MUNCHEN

Applied by Bandar-Nasseri P.O.

Two recorded

Black

Size reduced



From
B. Nasseri
14 I 28 via
Mohammerah
via
Bagdad/SOR
to Berlin

Recognition

"Overland Mail" to be stated on the front by m/s or to use Route Instruction handstamps, red labels or imprinted envelopes

Persia mail via the Bagdad – Haifa route had to pay an **extra fee** which actually was against UPU rules

Official rate table for Persia not found.

Certain rate pattern worked out. Many items have yet to be explained

There are **8 "distinguished" rate periods**

Examples

Period 1. Oct 1923 – ab 26 Feb 25

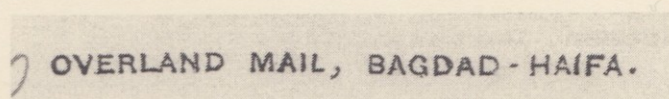
Cover from Teheran, The Imperial Bank of Persia, 27 XII 23

Sent to Sussex, UK. m/s rec 21 1 24 (no canc. at back)

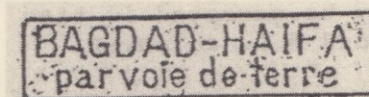
Very early date from Persia



There are two route instruction handstamps



HS – 43, Size 89 x 4 mm. **Violet.** Private
The Imperial Bank of Persia



HS – 86 Size 61,5 x 17 mm. **Black**
Officially applied by Teheran P.O.

(HS stands for *Hanstamp by Collins*)

Rate periods & Route instructions

There is no known official rate table for Persia

The one below has been reconstructed* by studying hundreds of available covers

Period	From	Until	1st weight class up to 20 Grams	Each additional 20 Grams	Registration	Overland Mail Surcharge for each 20 Gram
1	October 1923	26.2.1925	20 Ch	10 Ch	20 Ch	20 Ch
2	7.7.1925	28.9.1926	15 Ch.	15 Ch	15 Ch	14 Ch
3	29.9.1926	23.3.1929	15 Ch.	15 Ch	15 Ch	12 Ch
4	7.5.1929	9.3.1931	15 Ch	15 Ch	15 Ch	4 Ch
5	10.3.1931	January 1932	27 Ch	20 Ch	27 Ch	2 Ch
6	5.3.1932	5.4.1932	18 Ch	10 Ch	20 Ch	2 Ch
7	12.4.1932	31.10.1933	30 Ch	18 Ch	30 Ch	3 Ch
8	1.11.1933		1,50 Rial	90 Dinar		Abolished

*Made by R Fuchs

Period 2. 7.7.1925 – 28.9.1926

Cover from Abadan, Persian Gulf 8 II 26, sent to England via Mohammerah 9 II 26, Bagddad 11 FEB. 26. Forwarded by Overland Mail service to Haifa.

I E 28 Imprinted

53 x 20 mm

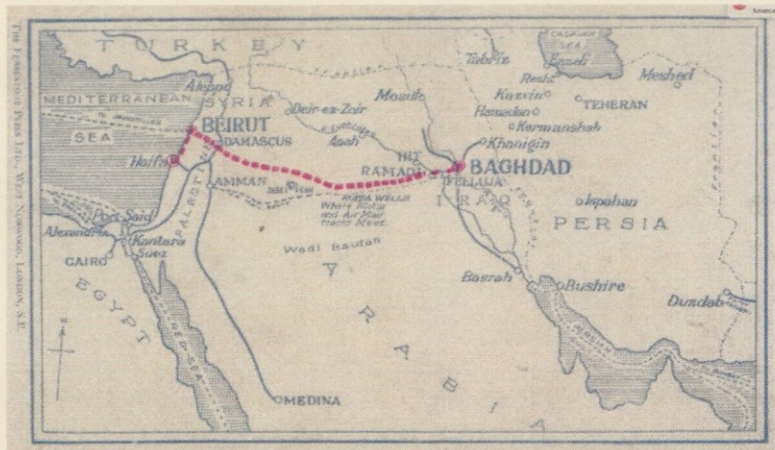
OVERLAND
BAGHDAD-HAIFA.

Dark red

Size reduced



Map (extract)
from an old
advertising
pamphlet* of the
Nairn Transport
Company



showing the
transport
route
A stretch has
been added
by me

Rate periods & Route instructions

Period 2

7 7 1925 - 28 9 26

Reg cover from Kirmanchah sent ? VI 26 via Bagdad arriving
3 Jun 26 to Scotland. 15ch + reg 15ch + Overland surcharge 14ch = 44ch

HS 12
48 x 12mm



Violet
Size reduced



The Shah defaced. Short period in 1926. Not supposed to be used to abroad!



The Shah's face was defaced for a few months during the first half of 1926. This could be executed in various forms. Each P O used there own method often a cork was used. **Very few seen used abroad**
Size reduced

Rate periods & Route instructions

AIRMAIL in m/s and OVERLAND MAIL handstamp combined

Period 2

7 7 1925 – 28 9 26

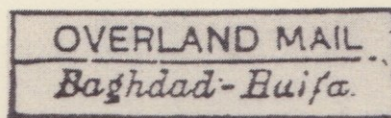
Reg. cover from Bandar-Nassre, Ahwaz, 7 VIII 26 via Baghdad 12 AUG 26 then, probably, by air to Cairo, train to Alexandria, then ship to France, then by train to London arr. 22 AU 26 i. e. 15 days

Rate. Either the rate was based on the Overland mail schedule or the Air Mail one. But neither fit to the total charge of 50 ch (2 kr 10 ch). We don't know

The Persian P O probably put OVERLAND MAIL h/st by mistake

Note: The Basra – Cairo Air Mail started only in 1927

HS - 12
48 x 13mm



Violet
Size reduced



Back side reduced

Rate periods & Route instructions

Eastwards bounded mail from French Mandate in Syria and Lebanon

Period 1 & 2 (out of about ten. Pending)

25 12 23 - 25 07 24

From Beyrouth, 11 II 24 via Baghdad 17 FEB 24 to Isfahan, Persia

Rate: 1st class. 2.50 piastres; 2,5 pi Overland Surcharge

Endorsed in m/s "*via Bagdad Rapide*" in red in French and Arabic



Backside reduced

Rate periods & Route instructions

Period 3

29 9 26 – 23 3 29

Letter endorsed “OVERLAND MAIL.....” BUT REFUSED as Fee not paid

Sent from **Mesjed-e-Suleiman** (former Maidan-e-Naphtun oilfield) in Persia in the Gulf area 28 V.27 via Mohammera main postal office 29 V.27 arriving Bagdad/SOR 2 JUN.27 to be connected to OVERLAND MAIL as endorsed. But as fee not paid the cover was not forwarded. Addressed to England

A possible explanation is that the Iraqi postal adm decided



first to send it via “OV...MAIL” but then changed their mind

Three similar handstamps made by cork was used to strike out a “T” in the first circle as well as non-visible contents in the other two circles



Rate: 14 chahi which is ordinary rate for mail to abroad
The fee for OVERLAND is missing

Rate periods & Route instructions

Period 3

29 9 26 - 23 3 29

Reg cover from Kermanschah sent 8 XII 28 via Baghdad 11 Dec 28

OVERLAND MAIL to Damascus arr 18-12-28

Rate: 1st w. class 15ch; **Reg fee:** 15ch; **Surcharge:** 12 ch f "OV.. MAIL"

HS - 45 57 x 8 mm
Kermanschah P O

OVERLAND.B.H.

Black
Size changed

The Postal Notice - at bottom - is self-explanatory



As it was advised that correspondents should be provided these labels it is quite possible that this Persian transport company from Kermanschah was supplied by his correspondent(s) in Baghdad.

But it can not easily be proven less a larger correspondence should appear.

Rate periods & Route instructions

Period 3

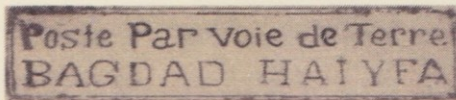
29 9 26 - 23 3 29

Reg. from Recht 16 I. 28, dep 18 I. 28 via Kermanschah ? I. 28
Baghdad/REG 31 JAN 28 to Beyrouth arr 4 2 28

Rate: 15ch + reg 15ch + OVERLAND Surcharge 12ch = 42ch

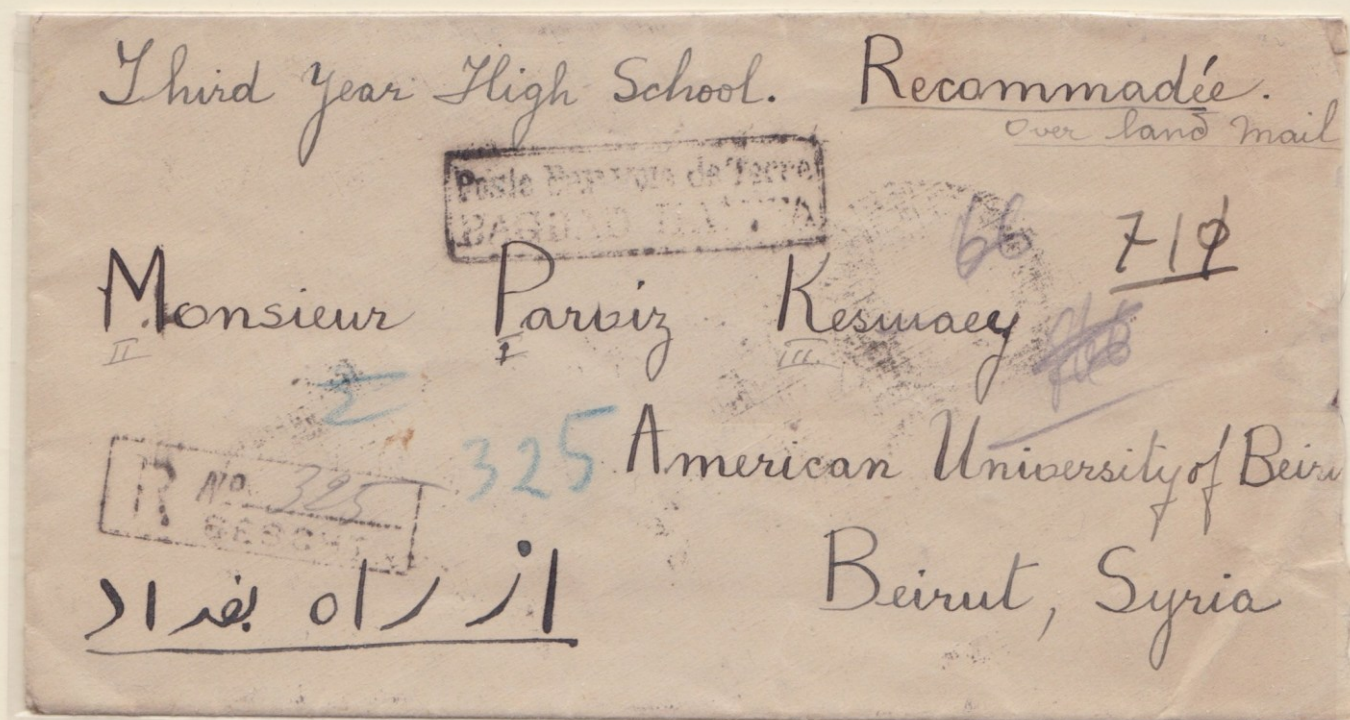
New Discovery; OVERLAND MAIL h/s (estimated drawing)

50 x 15mm



Black
Enlarged

Applied by Recht P.O.



Back side
reduced

Rate periods & Route instructions

Period 4

7 5 29 - 9 3 31

Reg cover from Teheran sent 19 XI 30 via Bagdad, Damascus and

Beyrouth arr 5 XII 30 to Holland

2nd weight cl. 30ch + reg 15ch + Ov.. MAIL surcharge 4+4ch = 53ch

Endorsed "via Bagdad overland"

HS - 87

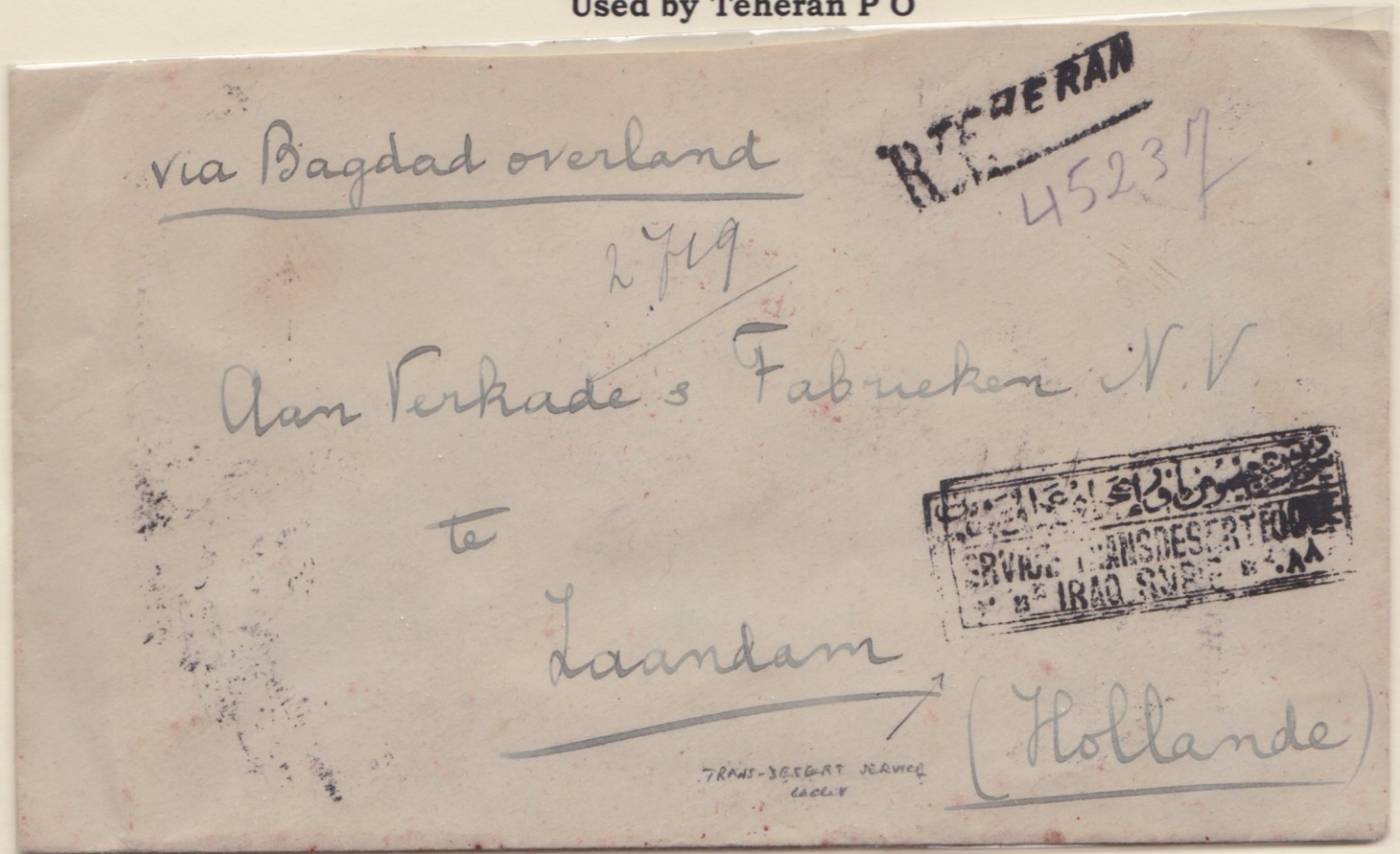
56 x 21mm



Black

Size reduced

Used by Teheran P O



Série 2 22 PARIS... EN FLANANT

Le Palais du Trocadéro — Trocadero's Palace

14/8/30

BY OVERLAND MAIL

Miss.

A. A. Kronfol

P.O. Box 662

Beyrouth, Syria.

BY OVERLAND MAIL

New Discovery

62 x 4 mm

Not in Collins or Fuchs

Ppc (Paris view) from Teheran 14/8/30. Sent to well-known family Kronfol in Beyrouth Ppc rate at the period 13 ch (10+3 ch)

Very few ppc from Persia Recorded via OV...MAIL

Rate periods & Route instructions

Period 5

10 3 31 – Jan 1932

First day of usage for 5th rate period

**Reg cover from Teheran sent 10 3 31 via Bagdad, Damascus 31 3 31
arriving Beyrouth 1 IV/1931**

Rate: 2nd w. cl; 47ch (27+20ch) + reg 27ch + OV.. MAIL surcharge 2+2ch = 78ch

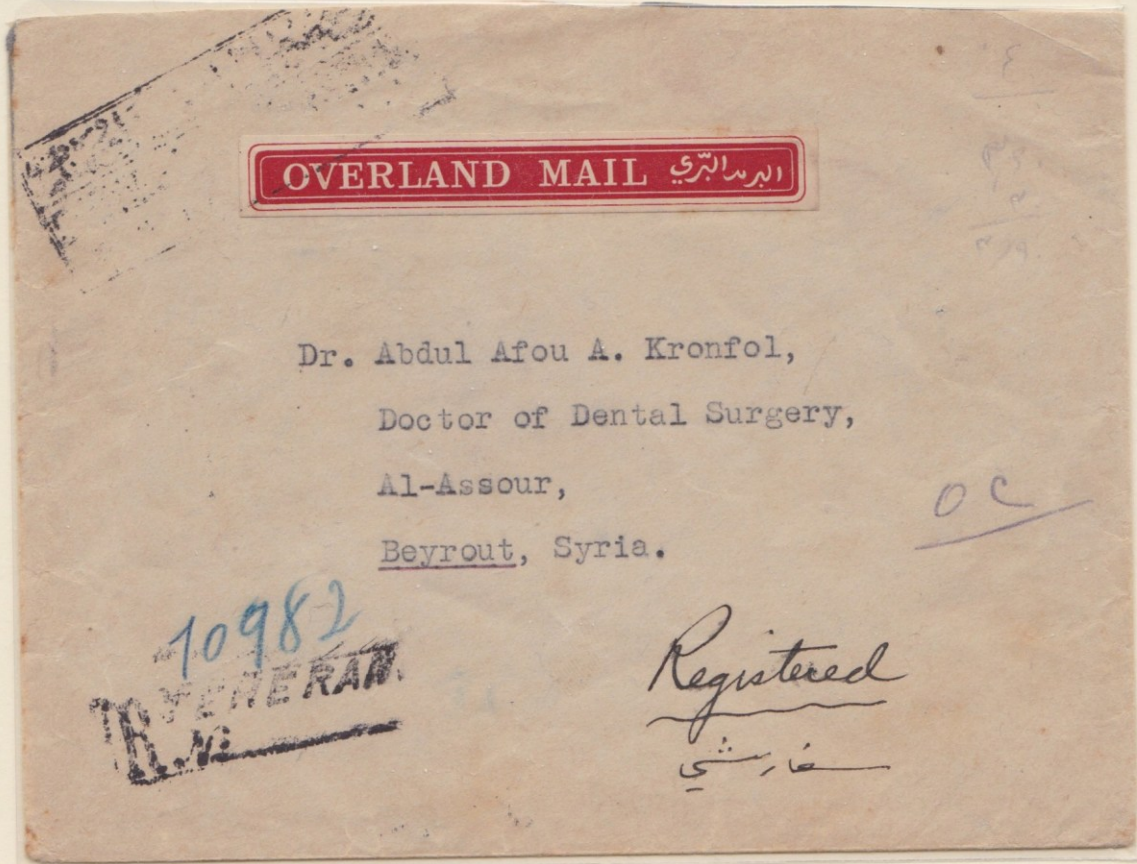
**A Red Official Route Instruction label overlapped by the handstamp
HS – 87 (see previous page) thus proving that the red label was put on in Persia
This was suggested by the Iraq postal adm. See page w. postal notice.**

L - 6

73 x 9mm Imperforate

OVERLAND MAIL البريد البتري

Put on by sender



Incoming. OVERLAND MAIL Service

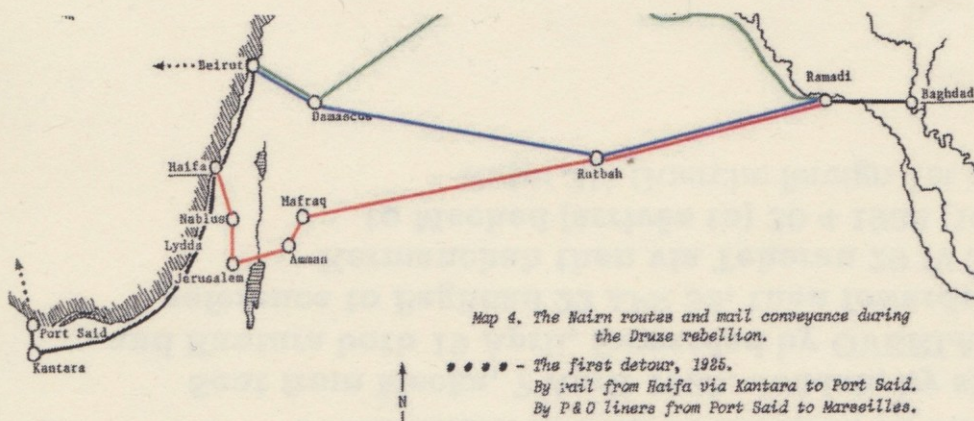
From Saudi Arabia to Meched in eastern Persia

Sent from Mecca, ? April 1933, Jeddah, by ship via Port Taufiq and Kantara both 19 April, forwarded by OVERLAND MAIL (acc to expert reference to Baghdad 22 APR 33, then forwarded via Persia route to Kermanschah then via Teheran 29 IV 33 (9/02/12) to Meched (arrivée to) 30 4 1933 (10/02/12)

Rate: 2¼ Guerche foreign 1st class



Map of the Route Port Tawfik, Jerusalem to Baghdad ab.1930



The correspondence from Egypt for Iraq and some places in Persia is now (1933) using the **train to Jerusalem, thence by motor car to Baghdad.** Took only two days and saved time. The surcharge was abolished and so no info required

Nairn Publicity Envelopes

About 5 different but of similar imprinted design recorded

Used to inform and to encourage the public to use this postal route

Also handstamps in French and Arabic were used

A handstamp UTILIZE/Le Service Rapide/BEYROUTH - BAGDAD

The same repeated in Arabic was added below

Letter from Beyrouth ? 10.27 to Stockholm 3.11.27



NPE - 3

Dia: 40mm

Sent from
Bagdad via
Beyrouth
23 JULY 41
to USA

Censor
applied
A double
circle

Rate: 20
fils

"Overland Route" to Mediterranean ports. Persia joined in 1928/9

The limited info about this service is due to lack of official documentation and other postal artifacts. Also the basic reason for this little known service

Parcel document sent about May 1930 via Agent at Kasr-Chirine, a small town close to the Irak border, to Switzerland. The red stamp **“Al-tarik al-barr” = The Desert Route**. A **“Valeur déclarée”** in red on top. Various post- and custom marks and -receipts attributed to Switzerland. Net weight less than 5 kg to allow custom free transit as per UPU.

About **ten parcel docs recorded**. Break down rates for Iran for parcels are not known

No 1197

COUPON.

Peut être le dest

Valeur déclarée

10. VI. 30*02605

es d'enregistrement

BERN Postzoll

Service de Colis postaux

(Zollstempel)

10. VI. 30*02605

BERN Postzoll

BULLETIN D'EXPÉDITION

un colis et deux déclarations en douane

rec

consieur H. F. STETTLER

stination) Bern

Marktgasse

Droits de douane (1)

Acheminement:

Via Kasr Chirine

remplir par le bureau d'échange d'entrée ou par le service de la douane destination

over land route

1.40

0.10

Brutto	Geb. Art.	Tarif No.	Fr.	Rp.
5,1	70 St	378	7.65	
			7.75	

Gold- u Silberkontrolle

Postgebühren:

Fremde Auslagen

Schweizer Porto

Verzollungspostgebühr

Zollfrankozettelgebühr

Lager- u. andere Gebühren

TOTAL

Fr

Nachnahme

*) ST.-Statistik TU.-Tierärztl. Untersuchung. MO.-Monopol. D.-Diverse

4895

448

RECORD

POSTES PERSANES

POSTES PERSANES

POSTES PERSANES

POSTES PERSANES

POSTES PERSANES

Parcel Post

The Desert Route "Bagdad to Mediterranean port(s)"

Used by Iraq and nearby countries between late 1920s – 1940s

**Run by Iraqi admin. Up to three weeks gained to reach Europe and beyond
The limited info about this service is due to lack of official documentation
and postal items**

Less than ten parcel bulletins are recorded from Iran, 1929-1940

The use of the very rare 3 Toman (only recorded on a few documents) + **10ch**

When Soviet/Russia closed its borders for transit of mail including parcel service about 1919/20 due to civil war, mail from northern Persia had to be redirected. As **from 1923** the Iraq postal admin. arranged for ordinary mail via Bagdad to Europé. **Late in 1920s parcels** were also accepted from Iran.

Parcel Bulletin sent **11 IX 33** from Teheran via Agent at Kasr-Chirine 14 IX 33
a town close to the Iraq border, via Bagdad and Trieste 25 9 33, to USA.

Voie: "Kasr Overland/Palestine Italy" in m/s. "Sans Value" on top. Various post- and custom marks. Break down rates for Iran for parcels are not known

[illegible]

(1) Cadre à remplir par le bureau d'entrée ou par le service de la douane du pays de destination.

171A-4