

Postmarks of Hejaz, Nejd, and Saudi Arabia
Report No. 4
by
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The Establishment of the Nejd P.O. : Historical Notes

In 1902 twentyone year old Abdul Aziz Ibn Abdul Rhaman al Faisal al Saud, hitherto the son of a royal house in exile, captured Riyadh from the descendents of Ibn Rashid, and re-established Saudi rule of the city. From this beginning grew the country known as Saudi Arabia. The early years were expended in extending the area of Central Arabia under Saudi rule. In 1904 he defeated the Rashidis, adding the cities of Buraida and Anaiza to the Saudi domain, only to lose them in 1905 and regain them again later that same year. During this period a Turkish force commanded by Lieutenant-General Sudgi was quartered at Buraida; any postal arrangements for Sudgi's men would have to be organized and operated by the Turkish Army as there was no established civil postal service. In May 1914 Ibn Saud captured from the Turks the town of Hofuf and with it the coastal region of Al-Hasa. According to articles in earlier editions of this Journal (OPAL 146,151,152, and 153) the Turks had administered post offices at Hofuf (under the name of Ahsa or Nedjed) and Katif. There is no evidence the House of Saud operated postal services for use by the general public until after the conquest of the Hejaz in 1925.

Conquest of the Hejaz began at Taif, a summer resort in the mountains which divide the Hejaz from Nedj. In September 1924 Ibn Saud sent a reconnaissance force into Hejaz territory to test the strength of the Sherif of Mecca, King of the Hejaz, and self-styled Caliph of Islam. When the force passed through Khurma oasis the Sheik of Khurma joined forces with the Ikhwan. The Ikhwan commander and the Sheik of Khurma heard that Ali, the sherif's son was in Taif, and decided to attack. Ali and the sherif's garrison ran away. When they heard of pending attack the citizens of Taif opened the city gates to make a truce. The Ikhwan's entry into Taif should have been bloodless, but it is said that someone opened fire on the Saudi forces as they entered the town. Whatever occurred, the peaceful conquest never was. The wahabis looted, sacked, and murdered. Survivors of the massacre were expelled from Taif and made their way to Mecca.

On hearing of the Taif massacre Ibn Saud, in Riyadh, sent men on racing camels with orders that the two commanders forbid further looting and murder on pain of execution. He also forbade them to fight within the confines of Mecca, the Holy city. Ibn Saud then massed the bulk of his army and followed into the Hejaz.

Meanwhile survivors of Taif reached Mecca. Their tales of looting and murder panicked the people of Mecca, thousands fled the Holy city for Jeddah. It is reported some took ship from Jeddah bound for Egypt, Africa or India. The Sher-rif stayed in his Meccan palace declaring he would defend the city, a rash boast because his army had either disbanded itself or fled to the coast. Mecca fell through fear. Influential merchants and the Ulema formally requested Hussein to abdicate. A few days later he obliged and left for Jeddah, whence he sailed to Aqaba before accepting exile in Cyprus.

The Ikhwan took Mecca before the arrival of Ibn Saud but there was no repetition of the atrocities and looting at Taif. A fortnight later, 13th. Oct. 1924, Ibn Saud arrived in the Hejaz.

Except for Jeddah and Medina the remainder of Hejaz fell without notable resistance. Ali, the Sher-rif's son, ascended to his father's throne only to be immediately invested in Jeddah. The Saudi forces besieged Jeddah (for over a year) and Medina (for just less than a year), reducing the towns to a state of starvation. Medina fell in early December 1925. Ali capitulated and left Jeddah aboard a British warship bound for exile in Iraq with his brother Feisal shortly before Christmas of 1925.

In the absence of contrary evidence it must be assumed that all Hejaz post offices except Jeddah closed before the end of 1924 and did not reopen, if they did reopen, as Nejd post offices until March 1925 or later. Thus we have a fourteen month period when the only genuine postmarks found on Hejaz stamps are those of Jeddah.

The subjects of Nejd had no need of a postal service, but now the domain of Abdul Aziz Ibn Saud included the Hejaz a post was necessary, for the legions of pilgrims it was hoped would visit Mecca, and for the use of Hejazi merchants who serviced the pilgrims. Consequently captured Turkish stamps and Hejaz fiscal stamps were pressed into service and overprinted "1343 Barid al Sultanate al Nejd" (1925 The Post of the Sultan of Nejd). According to Gibbons this first Nejd stamp issue appeared in March 1925. Because Jeddah was held, albeit tenuously, by the Hashemites it became necessary for the fledgling Nejd P.O. to "pioneer" a new post route in order to communicate with the outside world. Mail from Mecca was transported by camel to the small port of AlGanfada (Confudah), thence by sea first to Massaua in Eritrea, and from there to Port Tawfik, Egypt. The AlGanfada datestamp used, primarily as a transit stamp, while this route operated was illustrated as type H40 in the first article of this series. Mail travelling this route took approximately three weeks to reach Egypt, compared with three to five days when routed via Djeddah. As catalogue prices indicate many of the 1925 provisional issues of Nejd are scarce used, and rare used prior to the fall of Djeddah (December 23rd. 1925).

After Jeddah surrendered mail from Mecca was rerouted and covers from Mecca which travelled via Jeddah, receiving the appropriate Djedda transit stamp, are known as early as December 29th. 1925. Although Taif, Rabegh, and other places

where Hejaz P.O.s existed had been captured by Saudi forces I think it fair to assume, but would love to see evidence to the contrary, that only Mecca, and possibly AlGulfada, cancellations are to be found on Nejd stamps before Djeddah surrendered.

Regarding other cancellations to be found on Nejdi handstamped provisionals, but with dates after the fall of Jeddah :-

1) The postmaster of Medina ordered his stock of obsolete stamps overprinted "Al Saudi - Al Sultanate al Nejdi" in Arabic. Most examples of this overprint are forgeries (see note in Gibbons part 19 beneath S.G.253). Genuine examples are known cancelled by an octagonal Medine datestamp. I have only seen a photograph of their use on cover and that was dated after the fall of Jeddah.

2) Lot 475, the Hibbert sale, was a cover franked with hand-stamped Nejd provisionals and used from El Wedj. The description did not include date of use.

3) Cancellations of El Akaba and Ma'an should not be found as these towns were ceded to TransJordan.

4) After the sack of Taif its population was expelled. It is therefore unlikely early dated Taif cancellations exist.

5) I have no reports of either Rabegh or Yanbo cancellations on Nejdi issues.

Bibliography

- (1), (2), and (3): Warin, various auction catalogues, and Mayo as previously noted.
- (4) The Capture of Al-Qunfudhah by Ibn Saud by Dr. Randall-Baker. Published Philatelic Magazine May 1975.
- (5) The Desert King (The Life of Ibn Saud) by David Howarth. Pub. Collins 1965. Paperback, Quartet Books 1980.

Datestamp Types Not Previously Recorded

3) Hejaz & Nejd Datestamps (1926-32)

Registered Datestamps

Type XR20 (right) : A double ring cancellation with date belt, inner circles filled with vertical bars. Examples seen had the A.H. date only.

Type XR20a (not illustrated) : As type XR20 but with the contents of the brackets excised in both Arabic and English sections.



XR20
(ARABIC INCOMPLETE)

d/s. ref. Office Name	Earliest date	Latest date	diam. mm. Notes
XR20 Mekke	27.6.26		27 (RG) = registered.
XR20a Mekke	2.9.30	16.2.34	27

4) Saudi Arabian Postmarks 1934 to date

General Purpose Datestamps



S196

Type S25 (right) : A belted single ring datestamp with bicalendar date. Both Arabic and English office names in a straight line.



S25

Type S196 (left) : Very similar to type S195 which was described in Report No.3 but with an additional outer circle.

Type S250 (right) : At the time of writing (Oct. '87) this datestamp is unique to Madinat Yanbu Alsinaiyah (Yanbu Industrial City). There are at least two 'cuts' of this cancellation, easily identified by a size difference in the English lettering. Examples with small letters are 39mm. diameter, those with large letters 40mm.



S250

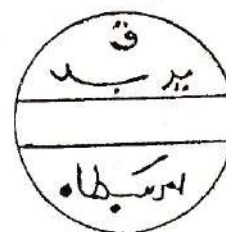
d/s ref. Town/Office Name	Earliest date	Latest date	diam. mm.	Notes
S25 Durma	22.12.62		35	
S196 Wedjh	8.2.1980		30mm. 33mm.	Numerals 8
S250 Madinat Yanbu Alsinaiyah	25.??R.83	15.MAR.1987		NB:Year of date either two or four figures.

All-Arabic Cancellations



SA120

Type SABO (right) : A single ring belted datestamp with Hegiric date. Arabic upper section reads "barid". Arabic in lower section is office name.



SA 80

Type SA120 (left): Unbelated datestamp with Hegira date. The Arabic above the dateline reads "Makka Postal District", the Arabic below the dateline "Al Hawaiaa".



SA200

Type SA150 (right) : An undated cancellation with central motif depicting an envelope and Saudi arms.



SA150

Upper Arabic of illustration reads "Makka Postal District", the lower Arabic "Zalam".

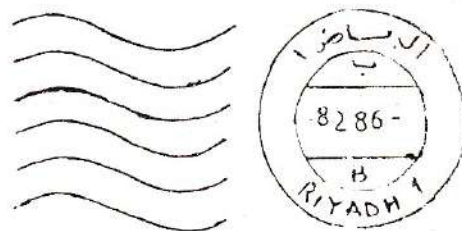
Type SA200 (bottom left, previous page) : A confusing datestamp, possibly intended for use by P.O. operatives to pass information to colleagues. The Arabic reads (from top to bottom):- "Barid Mataar/ Al Malik Abdul Aziz Al-Dawli/ Jeddah/ date/ Al Tarheel Al Dakhli" which translates as "Post Airport/ King Abdul Aziz International/ Jeddah/ date/ Internal Transfer".

NB. Although SA200 has been seen as a backstamp on outgoing mail it should be noted that "Dakhli" could also translate as incoming.

d/s. ref.	Office Name	Earliest date	Latest date	diam. mm.	Notes
SA80	Al Wasita	22.8.1986		30	
SA120	Al Hawaiaa	8.3.1986	29.12.1986	Outer circle 37.5mm. diam. Inner circle 36mm. diam.	
SA150	Zalam	Jan.1986	Jul.1986	48	Recorded dates deduced from transit marks.
SA200	Jeddah Airport	10.Jun.1986	18.Feb.1987	Outer circle 40mm. diam., inner circle 37mm. diam.	

Mechanical Cancellations

Type SM50 (right) : A 29mm. single circle, double ring, belted mechanical datestamp with six wavy lines at left. The segment enclosed by the datebelt and inner ring contains an index letter, English below the date and Arabic above.



Type SM50

Office Name	Earliest date	Latest date	Notes
Riyadh 1	11.9.1984	24.3.1987	Index letters A and B. All examples seen had Gregorian date.

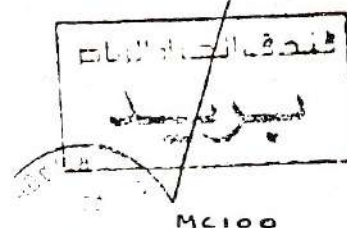
Miscellaneous Postal Markings

This Report introduces two kinds of miscellaneous markings not previously dealt with. They are 1) Postage Due Indicators (prefix MD), 2) All-Arabic Proprietary Cachets of various Saudi businesses which could easily be confused with authorised postal markings by a none reader of Arabic,

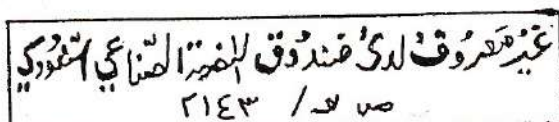
(hence the prefix, MC --- "Miscellaneous Confusing").

Confusing Proprietary Cachets

Type MC100 : Used 11.06.1985. The Arabic reads "Hyatt Al Riyadh/ Barid" (English translation: "Sent from the Hyatt Hotel, Riyadh").



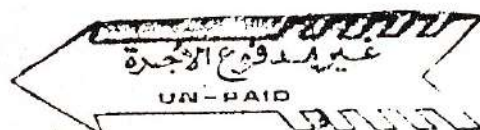
MC100



Type MC200 : Used 17.4.1984. The cachet reads "Unknown at Syrian Industrial Base/ P.O. Box 4143"

MC100

Postage Due Indicators



MD100

Type MD80 (right) : Struck in red (1985) on a cover with G.B. stamps redirected back to the U.K. then returned to the person in Riyadh who tried to redirect it.



MD80

Type MD100 (above left) : Struck in red (1985) on a cover posted without stamps.

It should be noted that the Saudi Postal Authorities of today seem disinterested in collecting unpaid or short paid postage. Mail arriving from overseas bearing "TO PAY" cachets is delivered with no charge levied. Attempts to engineer an assortment of MD80, MD100, and similar markings have been a dismal failure. One letter addressed to England posted without stamps arrived safely having had a Saudi stamp applied by someone in the post office!

Amendments/Additions to Previous Listings

The abbreviations used in this section are as given in Report No.2. Unless noted otherwise listings are of offices not previously recorded using the datestamp in question.

Bracketted initials refer to persons other than myself recording an addition/amendment. Contributors are (DH) David Hardwick and (WAS) Wm. A. Sandrik.

d/s ref.	Post Office	Earliest date	Latest date	diam. mm.	Notes/Reported by
S70	Taif	28.10.79		39	
S90	Al Hafr	10.11.79		39	Numeral 4.
	Al-Hasa	-7.11.73		39	Numeral 1. (WAS)
	Dammam	27.10.79	13.11.79	39	

d/s ref.	Post Office	Earliest date	Latest date	diam. mm.	Notes/Reported by
S90	Dhahran A.P. Jeddah Riyadh	23.8.74 -1.-7.74	12.10.77 24.-2.75	40 39	Numeral 13. 1d. NB. Different English spelling. Numerals 14, and 28. (WAS), 1d (KDK)
S105	Dhahran A.P. Jeddah	12.12.74			Numeral 2. Arabic:- "Mataar Dhahran". No.2 nn.
S130	Dhaha Diyairiya Hafr Hayel Jeddah A.P. Jubail Kaisuma Muznab Qurayyat Sihat Taima	30.10.1979 24.10.1979 24.10.1979 10.11.1979 22.4.1977 6.10.1980 26.10.1979 24.10.1979 21.-1.1979 25.10.1979	-4.11.1979 14.11.1979 14.11.1979 22.-1.1983 11.2.1980 2.12.1981 12.10.1982 28.10.1979	25 25 25 25 25 25 25 25 25	Numeral 2. Numerals 1. Numerals 2. Numerals 2. ed. (DH). Numerals 1. 1d. 'K' of Kaisuma looks like an 'R'. Numerals 1. Numerals 1. Numerals 1 and 2. Numerals 1.

d/s ref.	Post Office	Earliest date	Latest date	date type	Notes/Reported by
S150	Addabb Addalam Addar/Alhamra	9.11.1986 17.11.1986 22.6.1986	22.3.1987 13.10.1986	H 16H 2H	Use c. Use 16b. (DH) Use c. Arabic name in one line, English name in two lines. (DH).
	Albikairiyah Alfawwarah Alhada	07.02.1987 28.1.1986 7.3.1985	16.4.1986 26.10.1986	H 4H 2H	Use c. Use 4c. Use c. (DH) 1d (KDK).
	Alhilwa Alkhobar Al-Majardah Almasarha Alqaisoma Al-Eyniyah & Aljibailah Ashaqeeq Assail/Assagheer	22.6.1986 16.11.1986 11.11.1986 10.3.1987 27.5.1986 27.12.1986 2.8.1986 21.7.1986	30.5.1986 23.3.1987 18.10.1986	1H G H H 2H 3H 2G 1H	Use c. (DH). Use c. Use c. Use c. Use 2c. (DH). Use 3c. Use c. (DH). Use c. Arabic name in one line, English name in two lines. (DH).
	Assa'eera Assowaidra	14.7.1986 29.1.1986	8.3.1986	H 2H	Use c. Use 2c.

Amendments cont.....

d/s ref.	Post Office	Earliest date	Latest date	diam. mm.	Notes/Reported by
S150	Al-Areen	21.12.1986		2H	Use 2b.
	Bahra	14.6.1986		H	Use c.
	Bashout	27.1.1986	28.1.1986	2H	Use 2c.
	Dokna	2.2.1987		H	Use c.
	Dorma'a	14.10.1986		H	Use c. (DH).
	Faifa	17.5.1986		H	Use c.
	Halat/Ammar	12.8.1986		G	Use c.
					Arabic name in one line, English in two lines. (DH).
	Iraqah		??.1.1986	H	Use c.
	Jouf A.P.	29.7.1986		1H	Use c. (DH).
	Kholais	6.7.1986		H	Use c.
	Malham	30.5.1986		H	Use c.
	Nifi	8.10.1986	2.2.1987	2H	Use 2c. (DH).
	Oklat		?.3.1986	H	Use c.
	Outhethah	16.1.1987		H	Use c.
	O'Sheikar	14.3.1987		H	Use c.
	Qasr Bin/Uqayil	28.5.1986		1H	Use c. Both English and Arabic two lines. (DH).
	Qobah	29.7.1986		H	Use c. (DH).
	Rabegh	22.?.1986		G	Use c.
	Rawdah Sedair	20.10.1986		H	Use c.
					Arabic name two lines, English name one line. (DH).
	Riyadh Alkhabra'a	17.8.1986		H	Use b.
					Arabic AND English two lines. (DH)
	Sajir	6.7.1986		1H	Use b. (DH).
	Sarat Obaidah	20.1.1986	11.11.1986	9H	Use c/8b.
					Both Arabic and English two lines.
	Sharurah	10.12.1986	9.2.1987	28H	Uses 12b/18c.
	Siwair	28.5.1986		H	Use c.
	Sobaih	29.1.1986		4H	Use 4b.
	Tannumah	13.12.1986		H	Use b.
	Tharmada'a	11.10.1986	12.3.1987	2H	Use 2c. (DH).
	Thowal	7.7.1986		H	Use c.
	Timair	30.5.1986	18.10.1986	3H	Use 3c.
					(DH). ed (KDK).
	Umm Aljirm	15.8.1986		H	Use c.
	Umm Assahiq	24.10.1985		H	Use c. (WAS).
S151	Afeef	21.7.1986	23.7.1986	2H	Use 3c. Numeral 2. (DH).
	Alkhafji	21.12.1986	11.3.1987	6H	Use 6b.
	Alkhobar		22.12.1986	G	Numeral 2. Use b. nn, ld.
	Alqara	9.6.1986		H	Use c.
	AlZulfi	27.5.1986	11.8.1986	3H/1G	Use 4c. Numerals 1 and 2. (DH).
	Al Hasa		14.2.1987	4G	Use 4b. ld (DH).

Amendments cont.....

d/s ref.	Post Office	Earliest date	Latest date	date type	Notes/Reported by
S151	Arrass	30.4.1986		1G	Use c. Numeral 5. (DH).
	Domat/Aljundal	22.7.1986	27.10.1986	3H	Use 3c. Numeral 2. Both English and Arabic in two lines. (DH).
	Gizan	14.6.1986	9.9.1986	2H	Uses b/c.
	Hautet Bani Tameem	22.7.1986		1H	Use c. Numeral 2. (DH).
	Kh. Moshait	5.10.1986	28.12.1986	H/G	Use b/2c. Numerals 2 and 4. Arabic in two lines, English in one line. (DH).
	Madina		2.11.1986	3H	Numerals 4 and 5. ld, nn (DH).
	Najran	10.12.1986		H	Use b.
	Ras Tanura/ & Rahima	Previous entry for this office was misspelled. It should read			
	Ras Tannora/ & Rahima	10.6.1985	25.1.1987	1H/3G	Use 5b. Numerals 1 and 2. Correction, ld, and nn (DH).
	Shaqra'a	29.8.1986		H	Use c. Numeral 1. (DH).
	Sikakal-Jouf	12.1.1986	27.10.1986	2H	Use 1b, 1c. Numeral 4. (DH), ed (KDK).
	Taif	29.6.1986	6.8.1986	2G	Use 2c. Numeral 4. (DH).
	Thadiq	21.7.1986		1H	Use c. Numeral 2. (DH).
	Yonbu'o	2.10.1986		H	Use b. Numeral 1. (DH).
S152	Alkhobar			G	Use 2c, Numeral 4. nn.
	Gizan	14.6.1986		1G	Use c. Numeral 2. (DH).
	Madina	4.10.1986	10.12.1986	2H	Use 2c. Numeral 4.
	Unaizah	24.4.1985			Use c, Numeral 4. ed, nn.
S153	Buraydah		14.3.1987	2G/10H	Uses 8b and 3c. Numerals 1 and 3. nn, ld. (DH).
	Dammam		24.1.1987	5H	Use 5b. Numerals 6 and 10. nn, ld. (DH).
	Gizan	8.10.1986	26.1.1987	2H	Use 2c. Numeral 4. (DH).
	Unaizah	24.5.1984	22.7.1986	3G	Use 3c. Numeral 1. nn, ld. (DH). ed (KDK)

Amendments cont.....

d/s ref.	Post Office	Earliest date	Latest date	date type	Notes/Reported by
S154	Jeddah/ A.P. #		25.1.1987	7H	Use 7b. Numeral 2. nn, 1d. (DH).
S155	Jeddah/ Islamic/ Sea Port/ # Riyadh/ A.P. #		4.1.1987	2G/4H	Numeral 1. Use 2b nn, 1d. (DH)
		27.5.1986	6.8.1986	3G	Uses 2c, 2b. (DH).
d/s ref.	Post Office	Earliest date	Latest date	diam. mm.	Notes/Reported by
SD50	Taif	28.6.64		34	(WAS)
d/s ref.	Post Office	Earliest date	Latest date		use Notes/Reported by
SM30L	Albaha	19.01.1987		2b	
SM30r	Addawadmi	22.01.1985	12.11.1986	2b/3c	ed, 1d (DH).
	Albaha	9.2.1987		c	
	Albikairiya	26.01.1987	07.02.1987	c/b	(DH).
	Alkharj		7.3.1987	6c/4b	1d (DH)
	Alleeth	34.04-1983		b	NB: date should read 5.4.1983. ed (DH)
	Almajma'a	2.6.1986		b	(DH).
	Alola	-7.01.1984		c	
	Hayel	28.05.1983		c	(DH).
	Kholais	-6.07.1986		c	
	Rabigh	15.10.1986	11.11.1986	2c	
	Riyadh Alkhabra	12.08.1986	25.02.1987	4b	
SM31r	Hafr	3.8.1986	10.02.1987	3c	(DH).
	Hayel	13.08.1983		c	(DH).
	Omluj		22.11.1986	c	
	S. Dhahran	21.11.1986	01.12.1986	6b/c	Seen 25.11.1986 with Gregorian date reading 25.11.1987.
SM32r	Jeddah	15.1.1987	26.02.1987	7b	
	Jeddah Central P.D.	17.02.1987	10.03.1987	5b	(DH).
SM33	Rabigh	-2.12.1968*		c	*Should read 1986.
SM40L	Aflaj	15.11.1986	11.1.1987	2c	(DH).
	Bisha	13.12.1986	22.3.1987	5c/2b	
	Buraydah	28.1.1987		c	
	Dharmah	27.5.1986	8.2.1987	b/3c	Variety: R.H. cir- cle inverted 8.2.1987. (DH).
	Hafr al Baten	-2.-6.1986	3.1.1987	5c	(DH); ed (KDK).
	Ha'it		11.3.1986	c	
	Hiraimla'a	4.6.1986	22.6.1986	c	(DH).

Amendments cont.....

d/s ref.	Post Office	Earliest date	Latest date	use Notes/Reported by
SM40L	Khabra'a King Abdul Aziz A.P. Maha'il Mirat	12.-8.1986 8.10.1986 26.7.1985 10.2.1986	17.12.1986 22.4.1987 24.1.1987 17.3.1987	5b/4c(DH). 10c/b(DH). 2b/2c 5c 1d. NB: Previously listed wrongly as Marat. (DH).
	Rabegh Rafha Rahimah Rimah Shaqra'a Slayel Ta'if	-3.-3.1986 28.3.1985 17.9.1986 23.7.1986 21.7.1986 23.12.1986 31.3.1985	-6.5.1986 c 17.1.1987 c 3.2.1987 -9.-3.1987 14.12.1986	4c c 2b (DH). c (DH). 2c (DH). b/2c (DH) 2b/5c Seen with day/ month transposed in Gregorian date circle, 6.10.1986. ed, 1d, and error (DH).
	Thadig	15.10.1985	26.7.1986	3c (DH); ed, 1d (KDK).
SM41	Buraydah		17.3.1987	c/116b Seen with Gregorian year 1985 when it should have read 1986, 1.3.1985. (DH)

d/s ref.	Post Office	Earliest date	Latest date	diam. mm. Notes/Reported by
SR50	Dhahran	10.5.61		34 (WAS)

d/s ref.	Post Office	Earliest date	Latest date	Slogan No. Notes/Reported by
SS30L	Almaznab Alqowai'eya	29.04.1986 21.7.1986	6.8.1986 28.7.1986	(8) Use 2c. (DH) (4) Use c. New slogan for Alqowai'eya. (DH).
	Rahima			(4) Use b. New slogan for Rahima.
SS30r	Abi Areesh Addilam Afeef Afeef Alkhafji Alkharj Almajarda Alquaisoma Ashabain	31.5.1986 -7.12.1986 3.05.1986 27.05.1986 10.01.1986 30.11.1986 24.11.1987 15.11.1986 6.8.1986 3.7.1986	17.01.1987 15.04.1987 01.09.1986 8.11.1986 20.12.1986	(6) Use b/2c. (DH). (3) Use 12b. (DH). (4) Use 3b. (1) Use 5c. (DH) 1d (KDK). (6) Use b. new slogan this office. (4) Use b. (6) Use b. (DH). (8) Use 2b. (4) Use 2c. (DH). (7) Use c. (DH).

Amendments cont.....

d/s ref.	Post Office	Earliest date	Latest date	Slogan No.	Notes/Reported by
SS30r	Hotet Bani Tameem	28.5.1986	27.8.1986	(2)	Use c. (DH). NB: Gregorian date on all recorded examples reads 00.04.1989.
	Mahayel	11.11.1986	32.11.1986	(8)	Use 8b. Latest date is an error and should have read 23.11. 1986. (DH).
	Mandaq	-6.01.1987	20.01.1987	(1)	Use 10b. (DH).
	Onaiza	6.5.1986	22.12.1986	(6)	Use 4c. (DH).
	Rahima	23.10.1985		(2)	Use b. (DH).
	Seehat	2.11.1985	28.01.1987	(4)	Use 4c. New slogan for Seehat. (DH), 1d (KDK)
	Sharowra	-9.09.1986	11.02.1987	(1)	Use 2c/69b. (DH), 1d (KDK).
	Sharowra	2.06.1986		(6)	Use b. New slogan this office. (DH).
	Sharowra	24.11.1986		(8)	Use b. New slogan this office. (DH).
	Taburjul	28.01-1986		(3)	Use c.
	Tiraif	14.5.1986	20.01.1987	(6)	Use 3c.

Office	Earliest date	Latest date	Slogan	Notes
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Type SS40r

Sarat Obaida 2.2.1985 (?)

Miscellaneous Postal Markings

MR100 : Seen struck in black and used at Mecca 9.4.1947 (WAS).

Additions to the Arabic Glossary

a) Town Names

Anniwai'amiya النويحيه Al-Ras (Arras) السرس

b) Postal Instructions/Directions etc.

Aakhi! Al Mowatin (Dear Citizen) أخو المواطن

Almumtaz (English: excellent, superior) الممتان

Al Tarheel Al Dakhli (Internal Transfer) الترحيل الداخلي

Dakhli (Internal) خلي

King Khaled Airport (Riyadh A.P.) الملك خالد الدولي

Ever since John Coles and I published our first article in this series, in "The Philatelist" as far as back as Feb/March 1980, interested readers have been sending in examples of cancellations which were new to us. The response was good enough to justify our publishing an addendum in the early part of last year, 1987. New ones still turn up occasionally, and this article illustrates ten of them. There are not enough to publish an addendum to the addendum, but readers of the Opal journal may like to see them.

We are indebted to Messrs: Hilmi Bayindir and Necip Gunay, of Istanbul, for a number of drawings, some new, but the majority of which are either improvements on our earlier drawings or completed versions of incomplete diagrams. These are shown here, nos: 11 onwards. Some of the Negative seals, it will be seen, are replacements of positive sketches in our book, Part 1.

These two gentlemen have given permission for their work to be used and published in our journal.

Check- list: new cancellations

Country	Office	Type	Illustration n0.
Yugoslavia	Nish	D	1
" "	Orhanié (Üsküb)	C3	2
Greece, Janina Vilayet	Loros	S3	3
" " " "	Rechadié (Janina)	C3	4
" Salonica Vilayet, Mount Athos		SM	5
" Islands	Kakymnos	C2 (a)	6
" " "	Kardamyla, Chios	S4 (1903)	7
" " "	Rhodes	S3 (b) (1901)	8
Cyprus Aya Todorí, Ayios Theodoros		S3 (1891)	9
Bulgaria	Akhtopol	S4 (1894)	10

Improved or completed drawings

Country	Office	Type	Replacing Illust*		
			No:	Page	Number
Albania San Giovanni di Medua, chinkine		C3	57	6	11
" "	Delvino	C3	58	6	12
" Saraginishte Kariyesi		S4	38	8	13
" Koritza		C2(c)	66	10	14
Yugoslavia Pirépol		S3	35	16	15
" Preboy		S3	35A	16	16
" Prizen Charshi, (1894 not 1905)		S4	116	29	17
" Gostivar, Gostoir (d)		C2	52 154	21 23	18
" Üsküb		S4	127	30	19
" "		C5	131	31	20
Greece Thessaly Teselyé Yenidjé		S3	6	37	21
" Larissa, Yenisehir		S3	21	37	22
" Volo, Golos		S3	20	37	23
" Janina Vil:-Pargha		C3	30	43	24

"	Monastir Vil:Alasonya,Alassounia	C3	3	46	25
"	" Sorovich (1806)	S4	38	49	26
"	Sorovitché "	C3	29	49	27
"	Salonica Vil:Karaferiye	C2	31	60	28
"	" " Pravechta	C3	45	60	29
Bulgaria	Menlik	C3	45	95	30 **
"	"	C2	80	8	31

** This one appeared in our addendum.

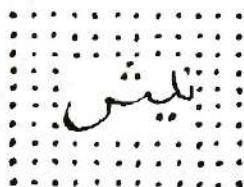
Notes on the check-list.

(a) This differs from our earlier illustration, no:77, p:84, in the tail to the letter "Y" the word "ile" presumably occurs to the right of "KALYMNOS" although it is missing from the photostat. These two examples have been sent by Messrs. Woodness and Tónseth.

(b) This S3 type differs from our earlier illustration, no:91, p:85.

(c) It is not clear whether this is spelt "CORIZA) or (GORIZA) although in this illustration it looks like a "G".

(d) In our book this cancellation was accidentally duplicated, and no:52 should have been deleted. No 154 differs slightly from the new no:18. there may be two types, or the differences may be due to change factors.



1



2



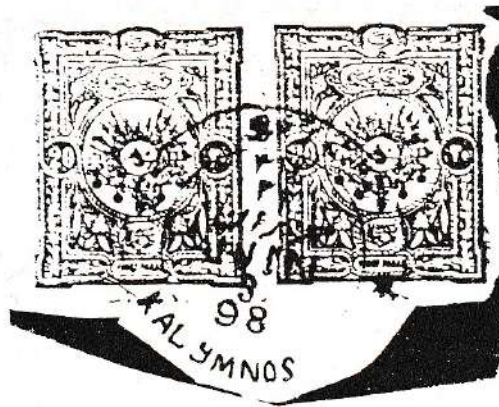
3



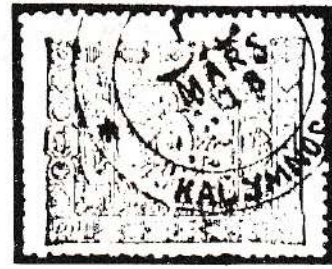
4



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31

DESIGN OF THE OTTOMAN PICTORIAL STAMPS (II)

Following Wilfrid Cattle's reference in OPAL 166 to my research into matching the designs on the Ottoman 1914 pictorial stamp issue to postcards, I feel that it is perhaps time that I set out where I have got to since I first wrote about it two years ago (OPAL 161, January 1986).

At that time ten of the stamps in the issue had been linked to picture postcards available in Turkey at the time, as the source from which the Bradbury and Wilkinson engravers took their designs. In true 'scientific method' predicting from the findings so far, I claimed that others would be found - and indeed that is what has happened, and more.

The list of stamps from the 1914 issue now known to have matching postcards is:

*SG 499	2 Para	Obelisk of Theodosius
SG 500	4 Para	Column of Constantine
SG 501	5 Para	Leander's Tower
SG 503	10 Para	Lighthouse Gardens
SG 504	20 Para	Castle of Europe
SG 505	1 Piastre	Mosque of Sultan Ahmed
SG 506	1 1/2 Piastre	Candili
**SG 509	2 1/2 Piastre	Liberty Monument
SG 510	5 Piastre	Former Ministry of War
SG 511	10 Piastre	Sweet Waters of Europe
SG 512	25 Piastre	The Suleiman Mosque
**SG 513	50 Piastre	Rumeli Hissar
SG 514	100 Piastre	Sultan Ahmed's Fountain
*SG 515	200 Piastre	Sultan Mohammed V

Notes: Stamps marked '*' or '**' are new to the list of matches.

Cards marked '**' were identified by Mr. Roger Martin of Enfield, not a member of OPAL, but who collects Turkish postcards and read the first article on this topic at the OPAL Stampex exhibit last year.

It is interesting to note that the 200 piastre stamp depicting Sultan Mohammed V has a postcard equivalent (Fig. 1). In the first article I speculated on whether this card and one of the Cruiser Hamidiye would exist. The fact that one does, raises hopes that one of the warship may still be found.

This leaves the following three stamp/card pairings to be found:

SG 502	6 para.	(A 'near miss' card has been seen)
SG 507	1 3/4 pi.	(The Fountains of Suleiman are shown in the design of the 25 pi. Suleiman Mosque, but from a slightly different angle.)
SG 508	2 pi.	

FIG. 2



FIG. 1



S. M. V. Le Sultan Mehmed V.

سوکیلی پادشاه محمد سلطان محمد خان
خامس حضرتتوری



Apart from the new cards relating to the 1914 set, further matches have been found for stamps from the Viennese printings during the 1914-18 War. From the 1916/17 high value set:

*SG 764-766 10 Piastre Dolma Bagche Palace

This match has two possible postcards which qualify, which differ very slightly in the angle of the photograph. The size of the stamp makes it impossible to detect which was used to engrave the stamp.

The 50 piastre stamps (SG 768-770) which feature the Sultan may well have an equivalent postcard which has not yet been found. Whether a card equating to the 'Sentry' (SG767) exists or not, is an open question.

The 1917 low value set of eight stamps (SG916-922) printed by the Vienna State Printing Works has also produced matching cards:

*SG918 10 Para Lighthouse at Achir Kapou
*SG921b 2 Piastres Seraglio Point

Of the other possibilities from this set, a card very similar to SG922 (The Pyramids) but taken from a slightly different angle, has been seen, and although this is not 'the' one, leaves hope that it may, in fact, exist. This leaves Ortakoy Mosque (SG917) and the Martyr's Column (SG919) to be found. The other stamps, with maps, are less certain to have postcard equivalents, but maps may exist which equate to those shown on the stamps. The most interesting stamp is SG916 'Howitzer at Sedd el Bahr' which may well have a postcard equivalent, since war cards from the front do exist. If this is so, then it is likely that there is a similar match for the earlier SG913 (In the Trenches).

Alongside these stamps two 'Money Stamps' printed in Vienna, were issued, one has the 'Howitzer at Sedd el Bahr' design, but the other (10 para) shows a view of the Hippodrome and Sancta Sophia, which has a postcard equivalent (Fig. 2).

It is worth mentioning SG353-355, 'Mosque of Selim' issued in 1913 to mark the recapture of Adrianople, and the first stamp printed by Bradbury and Wilkinson for the Ottoman Government. If there are postcard equivalents for the 1914 set, then it is a very safe bet that a card illustrating the Mosque of Selim exists

Bill Robertson
1.2.88

IRAQ, MOSUL, BAGHDAD 1917-1973

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**TURKISH GENERAL DIRECTORATE OF PTT
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HEALTH
on 4 May, 1988**



The stamps respectively bear the subjects of:
**CHILD HEALTH-INOCULATION
DON'T USE MEDICINE UNNECESSARILY
LABOURER HEALTH AND LABOUR SECURITY
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Set of 4 stamps at 1150 Lira and
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PTT Filateli Servisi, P.K. 900, TR-06045 ANKARA, Turkey

Istanbul-Baghdad "Tatar Postal Service"

By Asaf Tanrikut
Translated from Turkish By S.H.T.Peyk

On nineth April 1961 at Ankara, on a worm Sunday morning I was fortuitously to impose upon upright, patriotic and benevolent gentlemen whose vast knowladge of ISTANBUL-BAGHDAD and SAN'A-HUDADAH Tatar Postal Services proved to be invaluable in my quest for authentic and unadulterated historical background which, eventually culminated in the publication of my endeavaours, on this very subject.

This venerable gentleman was Mehmet Baytaş Bey. The son of Ibrahim Efendi, Baytaş Bey was born in 1879 at Agin. Now retired, he was the regional Director of the Tatar Postal Services for the town of Başkil in the district of Musar.

The foregoing is the unabridged text (Narrative) he was so kindly recounted. While I would like to publicly express my indeptedness and gratitude to him I must also announce with considerable sadness his departure to internal life in March, 1967.

1.) One crosses over to Haydarpasa from Istanbul and from there to Ereğli (Konya) by train.

2.) From Istanbul to Ereğli 'The Post' used to be handelled by itinerant postal official.

3.) Upon arriving at Ereğli these postal officials immediately set forth to NIGDE and KAYSERİ and to SIVAS where they entrusted 'The Post' to the Tatars, who were at the ready to ride to MALATYA, ELAZIĞ, MADEN and ERGANI via HEKIMHAN and onwards to DIYARBAKIR where 'The Post' was transferred to another team of Tatars on ther way to MARDIN, CIZRE and to MUSUL. At MUSUL yet another contingent took charge of 'The Post' and post haste were on there way via ERBİL, ALTUNKÖPRÜ, KIRKUK and BA'QUBAH to arrive at BAGHDAD.

4.) The Tatars on route between Istanbul - Sivas : Sivas - Diyarbakir and Diyarbakir - Musul were entitled to a week's rest upon arriving at there destinations. Those Tatars however, on route from MUSUL to BAGHDAD, because of the arduous nature of the journey were granted three weeks vacation. There were, at all times three Tatars on rest in BAGHDAD, those duties in turn were performed by other revitalised colleagues.

Save any accident or mishap, the duration of this arduous task from the starting point (Istanbul or Baghdad) to the point where the mission was concluded took exactly twenty one days. (During the directorship of NAZIM OSMAN EFENDI the duration of the journey was reduced by a third).

From Ereğli (Konya) the Tatars put on their travelling garments and their traditional cotton hats fastened with a head scarf.

From Ereğli to Ba'qubah they were escorted by three or eight

mounted police from Ba'qubah to Baghdad and back the Tatars were protected by one hundred camel-riding guards.

During the months of June and July , because of extreme heat and the dangers of South-westerly winds in Iraq , the journey was interrupted from mid morning to twilight at a rest house (possibly at Kervansaray) to be continued during the night which enabled the Tatars to cover three hours ' trail in under two hours.

5) 'The Post' between SAN'A and HUDEYDEH (South Yemen) was transported to HACIYLE , some 65 miles, in three stages on mules (probably due to difficult terrain and fierce heat). Tatars rode either horses or mules. From HACIYLE to HUDEYDEH (some 60 miles) 'The Post' was carried by Hecin camels while the Tatars invariably used horses.

Within the vicinity of coastal districts the postal services were guarded by five mounted Jendarms and when circumstances deemed necessary the services were protected by soldiers. Sometimes numbering up to a thousand. However the numbers fluctuating to minuscule proportions as prudence ordained.

In CEBEL the journeys were undertaken during the day and at Tumakha during the night. In the district of Tumakha during the months of June, July, August and September the postal personnel were stationed at centers in UBAL and BECIL till the afternoon before setting off to the next destination.

The official gold braided uniforms of capes and loose fitting trousers were discarded prior to the second Constitutional Phase, due to their elaborately cumbersome posture being unsuitable for riding.

Mehmet Baytaş Bey served as a high ranking Tatar Postal Officer between HINIS and BITLIS for about a year and in 1324/25 (1908/9) was transferred to a more responsible position as an overseer of routes from Istanbul to Baghdad; from Adana to Haleb and Diyarbakir and from Istanbul to Trabzon and Van before being dispatched to Yemen (data unknown).

Mehmet Baytaş Bey's keen senses of humour coupled with his unbreakable attachment to this regiment of brotherhood, occasionally approximated in light hearted anecdotes. Below is such one tale endearingly reflected by the narrator in his inimitable style; "" One day the Chief Tatar approached the Kadi (the judge) of Malatya , who was also assistant governor of the province, and requested fresh horses on behalf of Postal Services. The Kadi however , denying the request resorted to a feint by pointing out the inopportune moment of this request. Whereupon the Chief tartar retorted with threatening utterances with the most perfidious connotations: " I will mount your religion and slip a rein on your faith and ride you like a horse". Upon which the Kadi, with characteristic wit, calmly replied: "Well, Chief Tatar...., you just condemned yourself to legging it all the way to your destination, for I am bereft of iether of these noble virtues ""

It will be useful at this point to avail ourselves of a book titled -Travels in Turkey and a cruise in the Black Sea with the Turkish Navy by Rear Admiral Sir Adolphus Slade (Beyazit public library No.43451; translated into Turkish by Ali Riza Seyfioglu).The book embodies an outsiders observation of Tatars' preparations for their missions;their enthusiasm and self discipline ;their personal appearances and their respect and fervent pride in their chosen profession .Also,their return from an arduous journey in desolation and in an appalling state.The foregoing is an extract from the passages of these minutely detailed memoirs:

"When I began my travels inland from Tekirdag towards Rumeli, accompanying us was a Tatar who was employed by the postal services and sometimes used as an itinerant guard.This Tatar,in the name of Veli,was immaculately dressed and undoubtedly represented the most handsome specimen of his race .If a European,like myself,feels amenable to acquaint himself with the lifestyle, work and professional integrity of these Tatars,one should witness as they proceed towards their long and tedious outgoing journey and also their return.For this spectacle one should cross over from Istanbul to Üsküdar.

When a Tatar is about to take to the road from Uskudar he is full of the joys of spring,ecstatically happy and a model of vibrant health.He is well shaven and perfectly groomed,bearded expertly trimmed and his moustache waxed,articulated and shaped. His long hat flirtatiously tilted to one side and held with multi-coloured head-scarf round it.And when in full pelt on a horse,the hat is firmed with the scarf over it and tied under the chin.His red cape,over his long fur coat draped over the back of his horse covering the horse's hind quarters,is a magnificent spectacle not to be missed.His wide fitting trousers and shining boots are spotlessly clean.The broad Turkish stirrups of brilliantly polished brass,the black leather saddle reflecting as if it were made of glass,his silver studded double-barrelled pistols,his smoking pipe with amber mouthpiece,presented a sight,not dissimilar to that of a Chevalier in shining armour.

But the state of these magnificent men at the end of their journeys presented a contrast so utterly pitiful that even their mothers would find it difficult to recognise them.They looked desperately thin and ill;they were tired and weary they more or less dropped to the ground instead of gracefully dismounting . their uniforms filthy and in tatters;drained of energy and will,they almost seemed to be in a trance.

Even while en route at an interchange where fresh horses had to be used,they were literally lifted from one horse and hauled onto the other by helpers.

Tatars' uniforms,coats and undergarments were such as to suffice for the extremities of climatic conditions.These clothes were permanently worn for the duration of the journey,irrespective of adverse climatic necessities. Over their underwear they wore a shirt,over which there was a long silk dress;over the dress a sleeveless waistcoat;over that a waistcoat with long sleeves;a heavy coat of wolf fur and yet,another long fur coat.Under the wide fitting trousers a pair of tight fitting

long jones;thick woollen socks upto the knees and long heavy boots.Beside these cumbersome necessities they used to carry a long heavy woollen belt;the indispensable carpet;guns;a heavy curved knife;sheets and handkerchiefs and of course the daintily decorated tobacco pouche.when one considers the amount of equipment a Tatar is laden with,the medieval chevaliers' lot with their burdensome armoury,seemed to be less amazing.

However,I am of the opinion that,the health and well being of the Tatars are entirely due to the way they dressed for the journey.In this land one has to dress up for warmth,be it summer or winter.Here the winds are ferociously strong and bitterly cold;and ofcourse malaria is an ever present calamity.I tend to think that Europeans' susceptibility to this disease is because of their inclination to indulge in fashionable light clothes.

While on the road they find solace in drinking coffee and incessant use of snuff.However,sleeplessness is the indomitable enemy.It is extremely boring and infinitely tiresome to be on horseback day after day and night after night.The soldiers and the police assigned to protect the Tatars always rode by the side of their charges,to provide companionship and act as prompts in case they fell off their horses through weariness and lack of sleep."

To day most talked about Tatars are those on the route to Akka.Inspite of the distance and the impassable; terrain of this mountainous region the period of twelve days in which the journey is completed was considered to be a phenomenal feat.

There is a venerable gentleman still alive to day at Istanbul who,during the Turco-Russian war was employed by the British Embassy to transport important mail to Baghdad,bound for India. This gentleman managed ,on more than one occasion,to complete the journey from Istanbul to Baghdad in only fourteen days,It is also rumoured that one such journey was achieved in only nine days.

Taking into account the distance,rivers,the range of mountains and the lack of well maintained roads,achievements of this magnitude are deemed to be found on records of government reports

Apart from usual,mundane services,there are the annual celebratory parades and pageantry of the caravans from Hecaz,on their return from HAZ.The Chief Tatar Pasha in charge of the van from Hecaz was obliged to inform his deputy in Sam (Damascus) several days in advance of the approaching pilgrims with a view to organising celebrations and to receive them in the city in the manner customs ordained.These Tatars who travelled to Sam on Hecin camels were on their way to Istanbul on the very next day,bringing the good news to the Sultan and receive their well earned rewards as the bearers of good tidings.

It is recorded that on one occasion one of these Tatars expired within two hours of arriving at the porte.

By and large Tatars received very generous remunerations. Especially those under Government contracts.They were also rewarded by Pashas,provincial governors and other high officials commensurate to the importance of messages they conveyed . Conveying highly important messages such as the birth of a son

of the Sultan was rewarded with such generosity that, the state of the horse burdened with the weight of the presents, prompted gasps of horror and certainly invited whimpers of sympathy for the proud beast.

Tatars also boosted their earnings with quite a few enterprises: privately carrying letters, parcels, valuable jewellery and money. They were renowned for their honesty and devotion to duty. Should a Tartar lose or in the event of an unforeseen mishap, mislay of the goods he is entrusted with, no matter how high the value, they are, at all times indemnified by THE TATAR PUBLIC FOUNDATION

In every province of the Empire, under the supervision of the Chief Tatar, there existed a Tatar Organisation with the responsibilities of planning itinerary operations.

Tatars were respected in all parts of Turkey. Everyone considered it their sacred duty to assist, care for and offer what ever facilities they can to assure the well being of the Tatar and the smooth running of the services. Tatars were, in the execution of their duties empowered to requisition horses from whoever they wanted, at any time, which also included the horses of Governors and any high official, exempting none.

While accompanying travellers or merchants they enjoyed the luxury of indulging in trade, albeit on a small scale. On their return to the base, until such time when called upon for their services, embroiled in a well deserved rest. Tatars had the doubtful reputation of being over generous with their moneys. Although they were very richly rewarded for their services, it has been known after 15/20 years service, some died in abject poverty. Some of them, because of the horrendous undertakings and soul destroying loneliness suffered on the missions, withdrew from the services within a year or so; while some unfortunately died within a short time because of the tremendous physical strains. But it is also known that those blessed with good health and robust constitutions enjoyed a prosperous longevity.

Turkey & Area

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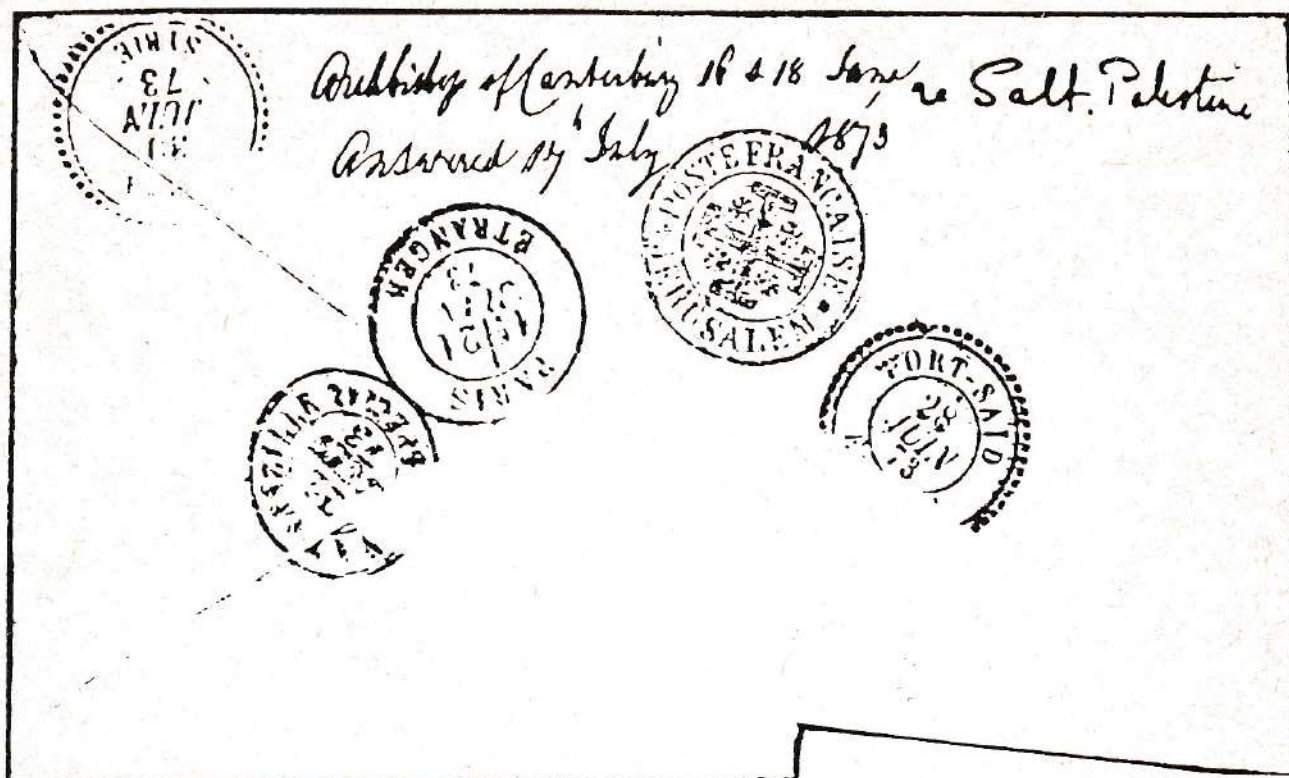
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A recent OPAL Supplement reprinted a piece by Harry Rooke about the Jerusalem French Post. It mentioned that during the 1860s the Jerusalem Cross was used "as a transit mark on letters originating in Jerusalem that passed through the French Post Office at Jaffa." This is so, but an even scarcer use (though less highly valued because it is not a mark of origin) can be seen on letters addressed to Jerusalem which passed through the French post at Jaffa.

On the envelope shown here the cachet is struck in blue on the reverse. This was a letter posted in London on 20 June 1873, and was sent by the Archbishop of Canterbury to the Bishop of Jerusalem. The front also shows a Calais entry-mark of 21 June 1873 and a London oval PD handstamp. Sent via Paris, Lyon, Marseille and Port-Said, the letter reached Jaffa on 30 June 1873.

It is very sad that someone who valued the GB stamps more highly than the Jerusalem Cross has torn off the stamps and, with them, part of the envelope's flap.

An Anglican priest, writing in 1873 ("These Holy Fields" by the Rev. Dr. Samuel Manning), described the port of Jaffa as "ankle deep in mud", a place where "foul sights, and yet fouler smells, offended the senses." Jerusalem, with its "crumbling walls, squalid filthy streets, and mouldering ruins", was little better. European pilgrims were often unprepared for such scenes in the Holy City. It is ironic that, having travelled through these horrors to its episcopal recipient, the cover fell into the hands of a vandal who mutilated it in the interests of philately.

Ian McQueen.