MONOGRAPH
OF HUNGARIAN STAMPS

I.
GENERAL PART

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The invention of the postage stamp 125 years ago revolutionised and simplified mail processing, making postal service cheaper and multiplying their volume by many thousands, or rather millions. It also gave birth to a new movement, the stamp collecting or philately, which by today has reached global dimensions. The number of people collecting stamps has grown to tens of millions.

Developed into a distinct science by stamp lovers, philately has become one of the most popular cultural leisure activities. A lot of branches and offshoots have emerged. Only profound and comprehensive knowledge of philately enables one to fully understand its complexity.

The increasing number of stamps is inevitably narrowing the scope of interest of individual collectors. While collections are becoming more specialized geographically, regarding issue date or topic, their profoundness is increasing. It means that a contemporary philatelist aims at much deeper insight and knowledge of the stamps making up his/her collection than it used to be before.

Most philatelists specialise in the stamps of their own country. It is safe to anticipate, therefore, that they usually have more expertise in the field of their national stamps.

The Hungarian stamp, which is approaching its one hundredth anniversary, is highly respected all over the world. Not only is it appreciated by a hundred thousand collectors in Hungary, it is equally admired by numerous foreign philatelists. A lot of articles and pieces of research have been dedicated to it. However, no comprehensive scientific study has been published yet. To make up for this shortfall, the National Association of Hungarian Stamp Collectors, supported by the Hungarian Post, commissioned the best Hungarian philatelists to produce a Monograph of Hungarian Stamps, to provide stamp collectors in Hungary with this indispensable work.

The monograph, which is divided into four portions, contains about three thousand pages and a rich collection of figures. Each portion covers long periods of time. Though the monograph has not been put on the retail book market, the National Association of Hungarian Stamp Collectors has found a way to provide each of its members with it; today it can be found on the bookshelf of every Hungarian stamp collector.

The present first volume sets out with the history of stamp collecting and that of the Hungarian Post. It identifies the concept of the stamp, which is the material object of philately, and focuses on the evolution and classification of postmarks and cancels.

The second volume highlights the exciting initial period of the Hungarian stamp, the time when Austrian postage stamps were in use in our country. It presents postal markings of the pre-stamp era (Vorläufers), which by now have been extensively studied.

The third volume contains the so much expected analysis of the classic Hungarian stamps, starting with the lithographed stamps of 1871.

The fourth volume is devoted to the Hungarian stamps of modern times, presenting them in the chronological order by issue date. Apart from stamps, both this volume and the previous one also feature postal, first-day and commemorative cancellations. The last volume contains detailed indices for all volumes.

The Monograph of Hungarian Stamps is the first comprehensive scientific research in the Hungarian language. For its deep insight and dimensions, this uniquely large scale national stamp monograph is a pioneering initiative not only in Hungary but in the whole Europe.

István Kossa

HISTORY OF STAMP COLLECTING

by:

PÁL NÉVI

When the development of human beings reached the point where fulfilling primary needs of human existence was not fully filling their time, the Homo sapiens started to explore possibilities to entertain himself and his fellow human beings. As the human history developed, more and more people started to amuse themselves by collecting different things. The amount of objects people have been, are, or will be collecting in the future adds up to several hundreds – from boar tusks to gemmas, from books to old money, from plants to ex libris. Apart from book collecting, no other collecting activity compares to the almost 100-year-old stamp collecting, as regards its enduring popularity. However, we must have a look on the invention of the stamp and its mission, before setting out to outline the history of stamp collecting.

Before 1840, postal fees were paid in cash. In 1823, Curry Gabriel Treffenberg from Sweden submitted a paper to the Swedish Parliament proposing a ban on cash payments for postal service, since there was no reliable way to monitor such public income. He insisted that proper monitoring of the state income was not to be abandoned simply based on the assumption that postal officers were reliable people. At the time, postal workers acknowledged their receiving of cash by cancellation or signature. Later, however, the envelopes were handed over to recipients, with no proper records to account for the payments left at the post office.

Treffenberg suggested having letter-sized postal forms prepared, which should have been made from watermarked paper to prevent counterfeit. Then they should have been marked by two kinds of cancellations – one embossed, the other one in black ink – of complex pattern and shape, representing different values. The letter then should have been inserted into this cover, the latter closed and folded in such a way as to ensure that postmarks are on the front side of the letter.

Although this concept was supported by great many people, the Swedish Parliament rejected the proposal, leaving the situation in Sweden unchanged until 1855.

In the twenty years between 1820 and 1840, postmen and reformers of many countries were eagerly looking for ways to make postal fees more transparent and more easily collectible. Growing movements for lower and unified postage fees in increasing number of countries gave further impetus to this search. In practice this demand could only be met by postal reforms. Post offices were not inclined to gain less, which would have been the case had the postal fees decreased. Consequently, the fee reduction could be achieved by reducing handling costs. It became clear that to reach this goal, on the one hand, the handling procedure had to be simplified to make it cheaper, while on the other, more precise and feasible income control should have been put in place. This was the point where the problems were recognised; only the very thing to tackle them was missing – the stamp. Little time was required for the latter to appear, since quite a few people – not even

knowing about each other – had already arrived at this solution, suggesting a piece of paper purchased in advance, in other words – a stamp, being permanently adhered to the letter.



Chalmers' Stamp Designs

Selling and cancelling such postal products did not require much effort from postal workers, while accounting could be simply and cheaply monitored. At this point, the only thing left was the practical implementation.

At last the solution satisfying all demands was born – the postage stamp. Even before it became really common, the never-ending debate about who invented the stamp had started. At least ten people claimed that they had been the inventors. Finally, as the result of the several years long debate and all the evidence presented in the course of it, as well as on the basis the research conducted by philatelists, three people were recognized as inventors – Chalmers, Kosir and Hill.

James Chalmers was born on 2 February, 1782 in Arbroath, Scotland. While still very young, he founded a printing house and a publishing company in Dundee, England. He devoted much of his free time to planning the postal reform, even creating stamp designs in his printing house in 1834. He submitted these to the Chamber of Commerce in Dundee, pleading its assistance to have them accepted. However, the designs were never approved. James Chalmers died on 26 August, 1853. Shortly after his death, the second person to claim being the inventor appeared – Kosir. The stamp issued on 27 August, 1948 in Yugoslavia commemorating Kosir (Zumstein no. 598; Michel no. 556; Yvert no. Air Mail 23) reads: 'In the memory of Lőrinc Kosir, born on 29 July, 1804, in Sp. Lusa, Slovenia, the inventor of the concept of the postage stamp.'



L. Kosir

A resident of Vienna and a civil servant, Kosir dedicated much effort to the postal reform. When in 1858 he publicly claimed being the inventor of the stamp, his statement was disputed by a great number of not only Austrian but also German post offices, which demanded inquiry. However, all but one postal directorate turned a deaf ear to the complaints. The Postal Directorate of Saxony was the only one to order an inquiry. After

extensive investigation, it compiled a report to the government stating that in 1836 Kosir really had submitted a petition to the government suggesting creating and introducing postage stamps to substitute cash payments. Some supporting evidence was attached to the report.

It is possible to imagine of course – in good faith – that Kosir never heard of Chalmers or his experiments, or that he did not know anything about this other person who had already found a practical solution for the same problem. Therefore, he rightfully assumed that the merit of the invention was his. Nevertheless, today we know that he was mistaken, because Chalmers, who had even produced pilot prints in his printing house, antedated him by at least two decades. Kosir submitted a proposal to introduce stamps to the Austrian government in 1836, but none of his innovations resulted in practical approval or implementation. The person to actually implement the concept of the stamp was Sir Rowland Hill, whether it was his idea or not.

Hill was born on 3 December, 1795 in Kidderminster, near Coventry. A son of a schoolmaster, no surprise he was destined to become a primary school teacher, which in fact he did. However, at the age of 38, he resigned, interested in searching for solutions for practical matters. This was how he finally came to the idea of the postal reform. In 1837, he published his striking pamphlet *Post Office Reform: its Importance and Practicability*, in which he campaigned for simpler postal operations, reduction and transparency of postal fees, introducing a single penny postage system, and the compulsory pre-payment of postage fees. Before introducing Hills reforms, postage fee could be paid both by the recipient and the sender, leaving plenty of room for fraudulence. Senders and recipients could agree in advance to use certain signs on the letter cover. When the letter arrived, the recipient would interpret these signs, and then would refuse to accept the letter, or pay the postage fee. On other occasions, recipients refused to pay for mail because the letter or package was meant to annoy or hoax them.

Hill's reform plans faced rigid resistance of the Post Office lords. Nevertheless, Disraeli, who was elected Member of Parliament in Maidstone in 1837, gave full and enthusiastic support to Hill's concept, urging and demanding the reform in his big speech in the House of Commons.



Sir Rowland Hill

The debates over the reform were still at their peak when Hill modified his original plan suggesting attaching adhesive stamps to envelopes, instead of pre-paid letter sheets and envelopes. This new proposal infuriated Hill's opponents. The Minister of Postal service Lord Lichfield described Hill's invention as the craziest of all. The Central Post Office General found the whole proposal absurd, while Lord Monteagle in his speech in the House of Lords characterised the reforms in the following way, with a pitying smile on his face: 'Only naïve fools might approve of a plan so senseless that nobody would ever set out to implement it.'

Even the sharp and malicious criticism of his opponents did not dampen

Hills enthusiasm; he continued his enduring battle which finally led to his proposal being approved in 1840. Moreover, he was appointed to implement the reform, and hence became member of the management of the Post. On 6 May 1840, the first postage stamp in the world was issued. Eventually, stamps of two different face values were issued, both bearing portraits of Queen Victoria – the 1 Penny Black, the 2 Penny Blue. To take precautions against counterfeiting, they were printed on watermarked paper. To separate stamps, cutting was used; the invention of the perforating machine was still to come.

The Supervising Committee delegated by the House of Commons to monitor the implementation of the reforms confirmed that already after one year of these reforms at work, the income of the post office grew by half a million pounds. It kept increasing in the subsequent years too, for which Hill was offered higher positions. Before his retirement, he was even knighted as the Knight Commander of the Order of the Bath. Hill announced his intention to take retirement in 1864, and when he received the permission, he was granted an award of 20,000 British pounds for his efficient work. After his death on 27 August 1879 in Hampstead, he was buried next to the most honourable representatives of his nation, in a burial crypt at Westminster Abbey. In his memory, a statue was erected in front of the stock exchange in London in 1828, unveiled and wreathed by Queen Victoria.

Ironically, exactly on the same day when the first two stamps were released, the first complete (pre-paid) envelope produced by William Mulready came out. It was interesting that at that time the general opinion held that envelops would outdo stamps, probably partly because stamps had become favourite targets of comic papers. As Hill himself admitted in his book, the permanent attacks and biting criticism shook his confidence in the viability of the stamp, making him believe that envelopes would provide a better solution in the future. The events might have taken such a turn if the designer had not applied surreal and excessive decoration to the first envelopes.

The unrestrained and naïve decoration of envelopes became yet another, even more plausible target for comic papers. While taunting of stamps finally terminated, envelops were ridiculed with even fiercer energy. Shortly they became a top topic of all comic papers, and whole England entertained itself with poems mocking them. As a result, this invention, which would have deserved a better future, sank into endless laughter, in the end disappearing completely. We may assume that a more modest and nicer design would have been more successful. The fact that nicer envelopes issued in New South Wales, Australia in 1838 managed to co-exist for long time with stamps released in 1850 was evidence to this.



Mulready Envelope

The success of the stamp was amazing on the global scene too. More and more stamps were issued between 1850 and 1860 not only in the British Empire but in other parts of the world. Below comes the chronological order: private postage stamps, the United States of America, 1841 and 1842; Brazil, July 1843; Geneva Canton, Switzerland, October 1843; Basel Canton, Switzerland, 1 June 1843; Postmaster stamps, the United States, the same year. In 1848, Hungary stood very good chances to be among pioneers in this field.The defeat of Lajos Kossuth's government ruled out this possibility.



Stamp design by Mór Than

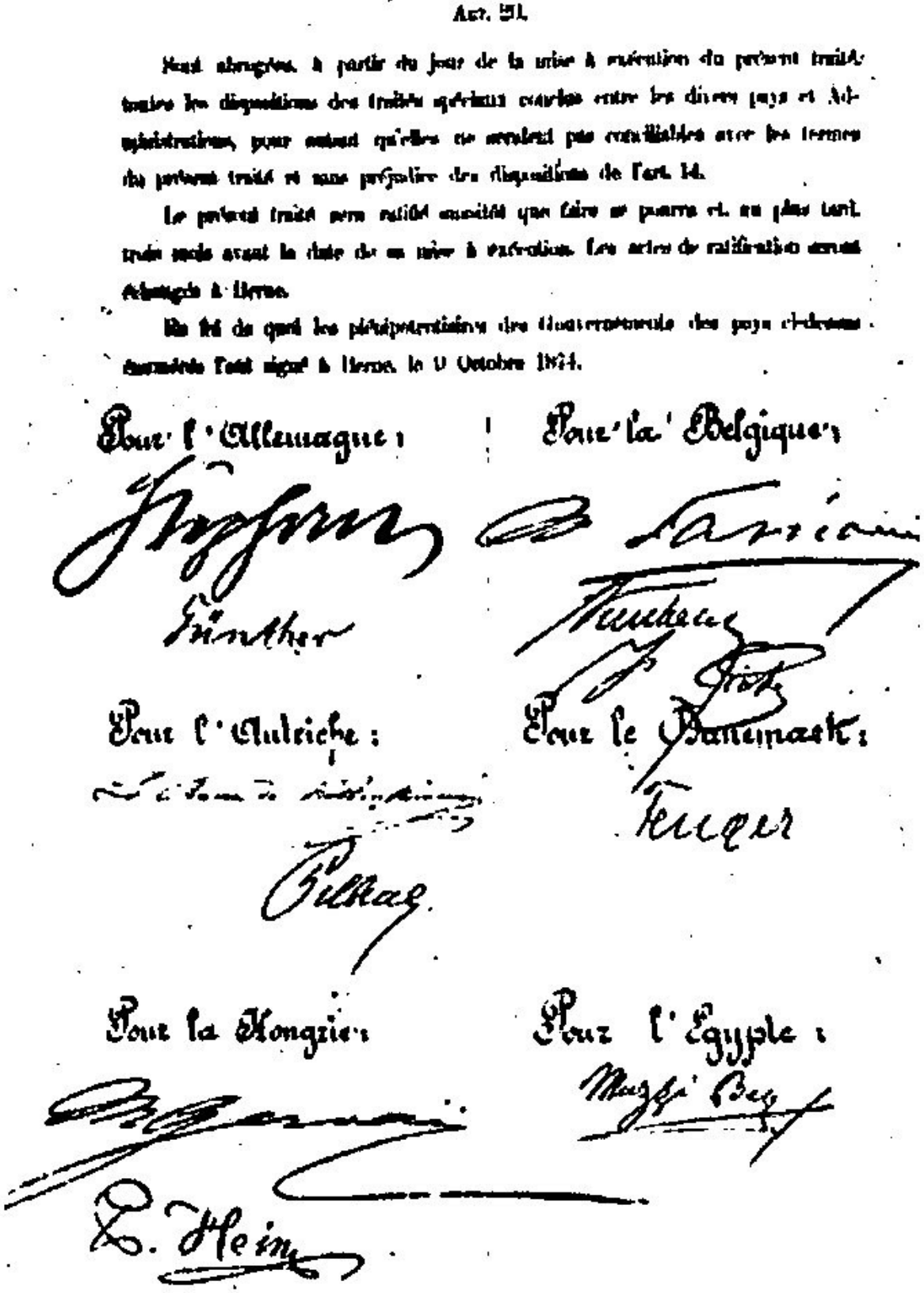
The illustration shows the already completed stamp design created by the excellent Hungarian painter Mór Than. Jakab Urschitz, the head of the printing house of the Hungarian Army, received it, with a witty letter in the German

language attached, on 3 July 1848. The letter contained wordplay, unfortunately impossible to translate into English: 'Das hab auch ich getan, M Than' (I did it too). Here 'getan' means I did, and rhymes with the family name of the artist. It clearly appears that wording was not the strongest side of the artist. The two ornaments in the top corners and the two ears of wheat are especially interesting. The coat of arms is almost identical to the design of the Kossuth banknotes issued by the Hungarian Commercial Bank of Pest. The mark on the side made by Urschitz instructed that the frame should have been printed in red, while the middle part in green. This mark serves as clear evidence that the design was accepted and meant for implementation. Had the tragic events of the Hungarian War of Independence not prevented the stamp release, the Hungarian stamp would have appeared two years before the Austrian one.

In the decade between 1850 and 1860, further thirty countries issued stamps. The postal business kept increasing, necessitating setting up an international organization. On the initiative and as a result of the valuable work of the General Director of the German Post dr. Heinrich Stephan, the Union Postale Universelle (UPU) was established in 1874 in Bern. The Hungarian Post was one of the founders of the new organisation. By rendering the international postal traffic secure, the International Postal Organization managed to create modern and reliable postal service connecting all parts of the world.

As stamps started to be issued, almost immediately people collecting them appeared. It is commonly accepted by researchers in the field of philately that the first person to collect stamps was an Englishman dr. John Edward Gray. Even if not literally the first philatelist, he was definitely one of them. But before anything else, let us look at where the word philatelist comes from. It is a compound of two Greek words – *philos* and *ateleia*, meaning *friend* and *charge free* respectively. The new term was a creation of a French stamp collector Herpin. Until today, we have been using it for more than 100 years. According to professional writing, stamp collecting started from England, then headed for France, Switzerland and Germany, and finally set off to conquer the world.

At first, stamp collecting involved not only domestic, colonial or foreign stamps but also cancellations, which featured different designs, colours or numbers of Malta crosses, or contained digits. Later, collecting of plate numbers came, which were almost hidden on the classic English stamps. For the stamp no. 16 Zumstein, 152 plate numbers were used; the stamp no. 77 is a world rarity. Yet another favourite field was collecting stamps according to the verification letters on them, which helped to reproduce entire sheets. Again another aspect was watermark position, since as early as 1847 four different watermark positions appeared on the 6-penny stamps (no. 2). In 1854 and 1855, stamps no. 8 and 9 were issued with two types of perforation.


Art. 31.

Sont abrogées, à partir du jour de la mise à exécution du présent traité, toutes les dispositions des traités antérieurs conclus entre les divers pays et Administrations, pour autant qu'elles ne seraient pas conciliables avec les termes du présent traité et sans préjudice des dispositions de l'art. 14.

Le présent traité sera ratifié aussitôt que faire se pourra et, au plus tard, trois mois avant la date de sa mise à exécution. Les actes de ratification seront échangés à Berne.

En foi de quoi les plénipotentiaires des Gouvernements des pays ci-dessus énumérés l'ont signé à Berne, le 9 Octobre 1874.

Pour l'Allemagne :

Pour la Belgique :

Pour l'Autriche :

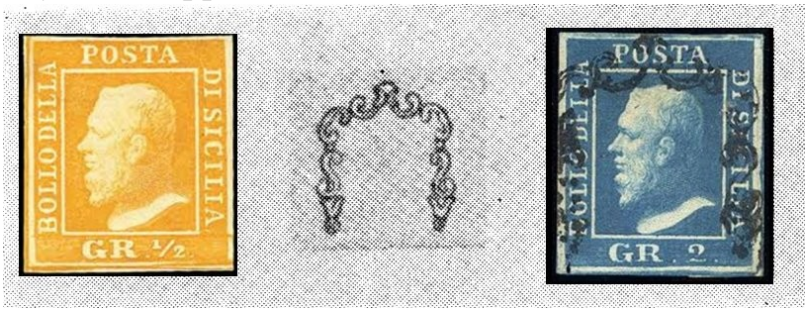
Pour le Danemark :

Pour la Hongrie :

Pour l'Egypte :

Founding Document of UPU. The first signature on the left *Heinrich Stephan, dr.*, below: *Pour le Hongrie,* signature of M. Gervay

As soon as collectors became aware of it, they started to arrange their collections according to perforation too. In this golden age of stamp collecting, the focus was rather on collecting these varieties than on acquisition of new issues or postmarks. To build up such collections, collectors needed to check several tens of thousands of stamps. Finally, we should mention Mulready envelopes, which are still being collected today, and the so-called ivory heads, which appeared on the back of the one-penny blue-paper stamps issued after 1841, because special chemicals were used to blue the paper. The special feature of these collections was that stamps were glued on their face side, since ivory heads appeared on their back.



Stamp and Cancellation of King Ferdinand

In the 19th century, the majority of collectors included stamps from the whole world in their collections; whereas quality requirements were much lower than today. Defective perforation, missing corners, thinning paper (window), missing margins in case of cut stamps etc. did not prevent collectors from including such stamps into their huge albums. This explains why so many stamps, especially the very rare ones from really old collections are of very poor quality. The increasing number of issues at the turn of the 19th century rendered general collecting very difficult, prompting collectors to specialise in certain parts of the world or in certain countries. Others continued collecting stamps from the whole world but limited their collections chronologically – to the 19th century, with 1899 as the last year of issue. Yet another typical feature of the period was that certain collectors combined used and unused stamps in their sets.

As regards figures, the 19th century stamps most often featured monarchs, coats of arms, digits or allegories. The range was therefore rather limited, and this scarcity of topics did not create possibilities to produce really beautiful artistic stamps. The spirit of the age reveals itself for example in the fact that for the series featuring King Ferdinand issued in the Sicilian Kingdom, the post had special wreath-shaped cancels designed.

These cancels were designed in such a way that they would not overlap with the portrait in the middle of the stamp; if duly applied, they formed a wreath frame around it. To avoid overlap on the bottom of the figure completely, these cancels had only three sides. Otherwise, had the royal portraits been dirtied, it would have qualified as high treason.

Fifty-three years had to pass after the release of the first stamp before the first really interesting and creative series was issued. It was the Columbus series, released in the United States in 1893. Although many people worldwide noticed how these stamps were different from the stereotypes of the time, they did not have real effect on the world scene. The latter was in-

fluenced 13 years later, by the Bosnian landscape series coming out in 1906. Representing a much higher artistic level than the Columbus series, these stamps were clear evidence to stamp designers and post managers all over the world that there was way to abandon boring stereotypes, creating interesting and artistic designs instead. The designers Koloman Moser and Ferdinand Schirnböck became founders of the world-famous Vienna School. Schirnböck, while teaching, was almost the sole engraver of Austrian stamp plates, from his anniversary series of 1908 until 1930. One of his foreign clients was the Hungarian Post, and he was the one to engrave the Hungarian airmail series. Ferdinand Schirnböck indirectly influenced the stamp designers of the Hungarian Banknote Printing House, through one of his best students Rupert Franke. The creator of the Austrian Nibelungen series, he moved to Hungary after the Hungarian Banknote Printing House had been set up, spending many years here, and having a lot of followers in Hungary.

Bureaucracy allows for only very slow changes. Regardless of the new direction indicated by the Bosnian series, which demonstrated how many possibilities opened up for an artist if he chose the right topic, postal lords kept sticking to the dull old figures. As if nothing had happened, post offices continued to issue boring, spiritless figures on their stamps. Only deaths and overthrows of monarchs, or plain or striped varieties of background on allegoric stamps created some kind of diversity (Marianne in France and Germania in Germany, etc.). Unfortunately, the Hungarian Post did not deviate from this scheme either. As long as ten years after the Bosnian series, it continued releasing new denominations of stamps featuring *turul*, a mythical bird of the Hungarian history. For the sake of completeness, we should mention some sparse examples of more interesting series, for instance those issued at the time of the Olympics in Greece in 1896 and in 1906. It was also the time when landscape stamps slowly started to appear. In the twenties, a first stamp collector specializing in landscape stamps appeared in B udapest, not being aware of course that he was one of the first Hungarian topical collectors.

Technical development provided transporting post with new means – the air transport, which opened up possibilities for newer focuses in collecting activities. All over the world, people started to collect airmail stamps and envelopes, first-day airmail envelopes, postmarks and labels used at openings of flights. Countries followed each other in the following chronological order: Italy, Austria, the United States of America, and Hungary on the fourth place. In 1928, Germany issued the first airmail stamp depicting a Zeppelin airship. At the time, people were not aware that this first Zeppelin stamp started the most challenging and expensive area of airmail stamp collecting, the Zeppelin collections. The pigeon post, which started in New Zealand in 1897, should also be mentioned. These stamps were issued by a private company to collect postage fees. As forerunners of airmail stamps, they are in high demand among collectors. A tiny paper roll, which was the letter itself, was adjusted under the wing of a pigeon. The birds delivered these messages from the northern part of the island to the south of it in surprisingly short time. Although only very short messages fitted on this really tiny piece of paper, the experiment is rightfully considered the predecessor of airmail.

This field of collecting includes balloon mail, deliveries by experimental flights and deliveries by experimental mail rockets.

Following the year of 1920, more and more post offices realized that the growing number of collectors offered excellent income opportunity, which created competition among them. Post offices finally discovered that nice stamps sold much better than dull ones, which prompted them to involve excellent artists, who translated their artistic vision into stamp designs. Printing technology and paper quality were improving; stamps were becoming much more beautiful. The figures changed dramatically. Instead of boring stereotypes, they started to include working, ordinary people. Landscapes, works of art, factories, buildings, machinery, flowers, animals, islands, inventors, and sportsmen were all new topics that appeared on stamps. The two phenomena affected each other – the more beautiful stamps became, the higher the number of collectors became; however, the number of difficulties in the way of new collectors increased as well. The quantity of classical stamps did not increase, while the demand for them grew steadily, because new collectors who set out for the new activity wished to create complete collections. Fortunately, many newly born states on the one hand, and the theme richness of the stamps coming out on the other diversified the areas of interest. Eventually, a new type of stamp collecting emerged – the topical stamp collecting. While country specific collections became fewer, the number of those arranged according to some other point of view soared. However, topical collectors usually limited their focus to their homelands, including in their collections stamps from only few other countries.

Having outlined the birth of the stamp and its growing popularity, let us recall the early stage again, when the trade in stamps was carried on by bookstore owners. There were no stamp dealers at that time. So far historians studying philately have not ascribed importance to the notable fact that the trade in stamps was not taken up by toy, stationery, or general stores but by bookstores, which thus could be viewed as culture ambassadors. To store stamps separated by countries, collectors used boxes or envelopes. There is evidence that early collectors put stamps on thin nails. Though they soon realized the deficiencies of this method, great many stamps had been destroyed this way. Others glued their newly acquired stamps on sheets made from thick wrapping paper. Again another way to store stamps was to put them under glass on tables, and yet another – to glue them on lampshades as scales. All in all, far the best solution to store stamps at the time was keeping them in boxes of different sizes and functions.

The fact that these collectors, who used so primitive methods of storing, shortly turned into real philatelists was due to the increasing popularity of professional magazines, manuals, stamp albums, associations, exhibitions and days dedicated to stamps. The first professional magazine *The Monthly*

Advertiser was published in Liverpool, England in 1862. The second one, *The Stamp Collectors Magazine*, also came out in England, in Bath. *Le Timbre Post* started in Brussels in 1863, followed by the *Magazin für Briefmarkensammler* in Leipzig in 1863, the fourth magazine, and then *The Stamp Collectors Record in Canada* in 1864, the fifth one. Notably enough, as early as 1889 Ostrau H. Mittelman edited a catalogue of all existing professional stamp magazines in the Bohemian Mährisch Ostrau. This meant that the number of such magazines had grown so significantly as to create a demand for a catalogue.

The first professional book, *Catalogue des Timbres-Poste créés dans les divers Etats du Globe* by Alfred Potiquet, was published in Paris in 1861. It was a stamp catalogue, and included stamps issued in all places of the world. The second professional publication, also released in France, in Merennes near La Rochelle in 1862 was *Histoire du Timbre-Poste et en particulier du Timbre Francais* by H. Boyer (History of Stamps with Special Regard to French Stamps). In 1862, 22 years after the first stamp was released, I. B. Moens book listing all known stamp forgeries came out in French. Notably enough already the third professional book had to be dedicated to this issue. The fourth professional publication came forth in Leipzig in 1863, published by Zschiesche & Köder publishing house and called *Übersicht aller bekannten usw. Franko-Marken* (Comprehensive Outline of All Known Stamps). The fifth, written by Lewes and Pemberton, was dedicated to forgeries, and published in Edinburgh in 1863. The sixth, *The Stamp Collectors Manual* by A. C. Kline came out in Philadelphia (USA) in 1863. As we can see, the year of 1863 saw already as many as three professional publications.

This was the period when the first stamp albums appeared too. The first one was published by M. Schloss in France in 1861. It contained squared paper sheets without text between cardboards; the latter tied up with ribbons. In 1862, G. Wuttig created similar albums in Germany. They represented much better quality than the French album regarding both paper and covers. The third person to release an album was Jean Moens in 1862 in Brussels. It already contained some text. Then E. A. Oppens came, publishing his album in 1863 in London. The fifth album release, with the text in English, took place in 1863 in Appleton (USA).

Before setting up philatelic associations, stamp collectors set up sections within associations dedicated to collecting in general. Members of such associations collected everything on earth, from old money to cigar rings, from shells to butterflies. Collectors of similar areas of interest formed specialized sections. The first such collecting association was the Omnibus Club, set up in 1856 in the USA.

The first association dedicated entirely to philately was the Excelsior Stamp Association set up in 1866 in Saint John's in Canada. The second, the Philatelic Society, was founded in 1868 in New York, and has been working ever since. Founded in London in 1869, the Royal Philatelic Society was the third one in this sequence; it has been continuing its work unchanged ever since. Shortly after it had been started, it launched its own professional

magazine. The professional library and forgeries collection of the Society, which contains all forgeries of Fournier and Sperati, is widely known among philatelists. Later two German societies followed, Süddeutscher Philatelisten Verein in 1869 in Heidelberg and Berliner Briefmarken Verein in 1871 in Berlin. Remarkably, the biggest professional library in the world is the one incorporated in the Munich Public Library.

There were no competitions staged between collectors on first stamp exhibitions; stamp displays were organized as parts of charity events, and usually contained only one well-known collection.

Not many records on exhibitions remained from this early period. The first one mentioned in professional media took place in Dresden in 1870 – the well-known collector Alfred Moschkau displayed his collection on several venues and on several occasions. S.F. Friedman showed his collection in Vienna in 1873; chronologically this was the second such event in the world. The third came a few days before the end of the same year in Berlin – this time Paul Lietzow's collection was displayed. The next exhibition, the fourth, featured Arthur Maury's collection in Paris in 1878. The fifth one again took place in Vienna – the Wiener Philatelisten Club exhibition in 1881. In spite of being the fifth one, it was a pioneering exhibition. Organized by an association and lasting for seven days, it presented collections of more than twenty collectors. At the end, the collections were praised and a solemn award ceremony followed.

The first stamp day was organized in Lübeck in 1872, as part of a congress. The presentations of the philatelic congress in Paris in 1878 were so successful that they were later published in a book format. The chronological order of stamp exhibitions following this date is almost impossible to reconstruct. In 1879, congresses accompanied by stamp days were organized in a number of countries, often on one and the same day.

Beginning from 1890, events called 'big exchange day' were organized. Every year different societies of individual countries staged them; several hundreds, sometimes even thousands of visitors met there to swap stamps and experience, as well as to listen to experts' presentations. This was the golden age of philately, when collectors, in order to deepen their knowledge, would travel several hundred kilometres to attend presentations. From the 1930-ies, such events were often organized in cities or towns near borders, so that collectors from two or more countries could take part. This tradition of philatelic meetings near country borders still exists.

Societies and organisations dedicated to philately, as well as individuals who devoted themselves to collecting stamps grew increasingly aware that to harmonize and improve their work, they needed an umbrella organisation. Although this demand was recognised as early as the turn of 20th century, the response came very slowly. Obstacles were of personal nature, and involved vanity and jealousy of organisation leaders, rather than any objective circumstances. There are still some countries where such national umbrella organisations have not been set up even until today, or where there are two such organisations, meaning that none of them is able to truly maintain the

umbrella function. Fortunately, most countries managed to set up national philatelic societies, partly before, partly after the First World War. As a further step, recognition grew that there was need of yet another umbrella organisation, an international one to unify the philatelists of the whole world. After long years of preparation, the first international philatelic organisation was established in 1926 in Geneva, the Fédération Internationale de Philatélie (FIP). Achieving that all countries become members of FIP is still as distant a dream as having national umbrella organisations in all countries. In 1961, only 28 national umbrella organisations were FIP members, and the number has not increased much by today. The headquarters of the international Society is where the Secretary resides, currently Geneva. Each year a national member society is appointed to arrange an event combining a congress and an international exhibition, as the one organized by the Hungarian Association in 1961. FIP has contributed a lot to the development of philately during the forty years of its existence, which is accepted also by those criticizing its activities. The latter point out however that FIP has not done the best it could to promote founding of national associations in the countries where they were still missing, which could be a tool to involve big numbers of philatelists still outside the scope of FIP. Yet another deficiency of FIP has been its favouring traditional forms of stamp collecting activities while ignoring new directions, thus facilitating emerging of new associations.

Recently, the number of topical collectors increased worldwide. Due to the reasons listed above, these collectors urged founding a world organisation independent of FIP, which actually happened in 1957. L'organisation Mondiale de la Philatelie Constructive (FIPCO) was set up, with the headquarters in Saarbrücken. Members of this organisation include about 17 national associations and many societies. Where the national association is not a FIPCO member, or where there is no national association, FIPCO admits societies as well. MABÉOSZ is also a FIPCO member.

In the meantime, FIP recognized that downgrading topical approach had been an error. As a result of lengthy negotiations, an agreement was reached in 1964 under which FIP took up meeting all rightful needs of topical collectors, while FIPCO merged into FIP, carrying on its activities as a FIP topical committee. The FIP congress in Paris and the FIPCO congress in Budapest approved this agreement, which was a significant step towards a unified world organisation.

Due to the reasons already known, airmail stamp collectors were not well accommodated in FIP, which made them found their own organisation, the Fédération Internationale des Sociétés Aérophilatéliques (FISA). Founding members were organisations from Austria, Belgium, France, Netherland, Italy, Spain and Switzerland. MABÉOSZ has been FISA member for years.

Having outlined the birth and development of philately abroad, let us take a look at the influence these events had on Hungarian conditions, namely at how stamp collecting started in Hungary. While in other countries a big pool of data on stamp collecting is available, recorded and processed by a large number of philatelists, data on the developments in Hungary are scarce. Professional magazines from the past contain little such material, and

even if they do, it is often inaccurate or misleading, moreover, sometimes even controversial. At the early stage, professional writers did not focus on the history of stamp collecting. Therefore, very little trustworthy material from the most interesting period of the Hungarian philately, its early decades, is available for research. As a consequence, Hungarian experts should put in more effort to explore this period. Today, we might still have more clues for the research than there will be in the future. Collecting data on the pioneers of philately is an honourable task of contemporary philatelists, which may only be considered completed when the history of the Hungarian stamp collecting is published. My work, in which I arrange chronologically the data collected for years, is a step in this direction.

According to rather inaccurate records, stamp collecting started in Hungary between 1850 and 1860; the two centres were Budapest and the industrial region of Transylvania. In both places, professionals who had either returned from study tours abroad, or been invited from foreign countries to work in the growing industrial areas promoted the new activity. German engineers and foremen pursued this hobby as members of German exchange circles, both in Karánsebes and in Budapest. Since at the time stamp collecting was a favourite target of ridicule, collectors maintained discreet silence over their hobby. After some time they realized that there were others too to pursue the same activity, and started to swap stamps among themselves. Most often such exchange, which happened by mail, went on with foreigners. It was the foreign exchange partners who quite often notified Hungarians that there were other Hungarian collectors living in the same city. Since there was still a long way to go before a Hungarian association was founded, for a long time the first Hungarian collectors had to carry on their activities as members of foreign exchange associations.

The first known Hungarian collector was Sándor Pollatschek, who returned to Hungary from a study tour in 1863. He was developing his collection for decades, winning a number of medals and awards. Until his death, he had constantly participated in the organisational work related to Hungarian philately and exhibitions. His articles published in domestic and national professional periodicals testify to his unforgettable contribution. He was not only a stamp collector but a philatelist in the true sense of the word. His work started the history of the Hungarian philately.

After honouring the memory of the first Hungarian philatelist, we should also pay tribute to the pioneers of the Hungarian philatelic writing, who have already passed away. Having worked in the atmosphere of indifference and without understanding, they deserve their names being listed here, as a sign of respect and gratitude: Zsigmond Abonyi, Vilmos Ágai, Ödön Alsó, Dávid Alt, Mór Arany, Ottó Bagyon, Willy Bán, Béla Bauer, István Berey, József Bergsmann, Jenő Bihari, Gyula Bíró dr., Bíró Marcell, István Bugyi, Elemér Czakó, Imre Csécsy, Dr. Ernő Déri, dr. Miklós Dessewffy, dr. Ferenc Doszkár, Ármin Erdődi, Béla Fiatska, dr. Manó Fischmann, Károly Gelléri-Szabó, Lajos Gömöry, János Hajdú, Lajos Haraszty, Leó Herz, György Holländer, Emánuel János Jászai, Dezső Káldor, István Kiss, Róbert Konnerth, Ferenc Kölbig, Dezső Lichtschein, József Markstein, Kamillo Marzloff, Béla Payer, dr. Sándor Pinterits, Sándor Pollatschek, Elemér Pompéry, Géza Popper, Adorján Rácz, Ferenc Rácz, Miklós Rédey, Lajos Richter, dr. Károly Sailer, Dezső Schaffer, dr. Dénes Schiller, József Schmidt, Antal Schomann, Lajos Schönhoffer, Antal Sipos, István Somossy, Antal Jenő Szabó, Béla Szalay,

Artúr Szécsy, dr. Jenő Széki, Béla Térfi, Jenő Unterberg, Dezső Ürményi, dr. Ernő Vasváry, dr. Ferenc Vejtey and dr. Győző Weinert.

The part of the Austrian-Hungarian Compromise referring to the post became effective on 1 May 1867. On that day, all post offices located on what was the territory of Hungary at that time were handed over to the Hungarian postal administration. Though we are going to look at the implications of this fact in detail in the section devoted to the post, the reason of mentioning it here is that from this date on postal waste was not required to be delivered to Vienna any more, which was an essential circumstance for philatelic work.

On 1 June 1867, the series of stamps featuring emperor Joseph Franz first with a coarse, later with a soft beard was released, mistaken by many researchers for the first Hungarian stamp series. It might have happened because the inscriptions on these stamps avoided anything contradicting the logic of the Hungarian language. Instead of the former currency indication as kreutzer, the abbreviation kr was used, which was more acceptable in our language. On the other hand, the opponents of this view are saying that there is nothing in these stamps that would reflect their Hungarian character; moreover, the 50 kr stamp features the crown of the Austrian Empire. Furthermore, the German words *Brief-Marken* and *Zeitungs-Marken* (postage stamps, newspaper stamps) were watermarked on them. The abbreviation kr cannot be considered as sufficient evidence, because it was used on an Austrian stamp series issued in 1858 as well. We hold the opinion that this series was Austrian, though valid also in Hungary. As for the question whish collections they should become part of, the non-used stamps should be included into Austrian collections, whereas those sent and cancelled in Hungary, as the predecessors of Hungarian stamps, should be included in Hungarian collections.

On 20 June 1868, the State Printing House in Vienna released the first Hungarian newspaper stamp. The watermark (Zeitungs-marken) still in German,the inscription was already worded in Hungarian. The figure featured the Hungarian Crown and the Coat of Arms, though not impeccable from the point of view of heraldry. It is safe to say therefore that this was the first Hungarian stamp.

On 26 January 1869, several Austrian daily papers, *Wiener-Neustadt* among them, printed dr. Emánuel Herman's article advocating publishing postcards. In the autumn of 1869, postcards following dr. Emánuel Herman's concept and design were released in Austria and in Hungary simultaneously, meaning that Hungary was among pioneers in this field. On the 85th anniversary of the postcard in 1954, a postcard exhibition was organised in the "Stamp Home" between 18 December and 3 January.

In 1870, the Minister of Finance Menyhért Lónyai and the Minister of Commerce István Gorove reorganized the State Printing House. By reconstructing the building and installing new machinery, they turned the Printing House into a facility suitable for production of postal items. Before this modernisation, it had been impossible to produce stamps in Hungary, hence printing the first Hungarian newspaper stamp in Vienna.

From 1 January 1871, post offices in the military border regions of Hungary were included in the scope of Hungarian postal administration, meaning that from this time, the waste material collected in these post offices could enrich the collections of Hungarian philatelists as well.

1 May of 1871 was the day when the first Hungarian stamp series appeared. This study aims only at highlighting the philatelic and historical aspects of stamps. Elemér Czakó's work *The First Hungarian Postage Stamp*, which contained the results of several years' long research, was a brilliant addition to Miklós Rédey's and Béla Payer's work. Outlining the whole content of his study would go beyond the scale of the present work; two extracts, however, should be quoted here: "The lithography stones of the stamps and envelopes created in the first production cycle but not marketed were demolished by removing off their surface as early as 4 April 1871. In the first cycle, newspaper stamps were not produced. Therefore, the stones demolished were those used for producing the six postage stamp denominations and the envelopes of 5, 10, 15, and 25 kr. The latter were produced with one stone each, the six types of postage stamps – with fifteen stones. No records remained as for which postage stamp type more lithography stones were used. Demolishing was carried out in the presence of the engineer János Hedrich, and in accordance with the paragraph 36 of the Regulations, by removing the surface off with pumice. The act of demolishing was recorded in a protocol." The second: "Mr. Norbert Bauer, the short and plump director with a big beard, who had arrived at this post from the "cadastre lithographed printing house", wished to produce high quality stamps using his favourite lithography printing technique. However, since he did not manage to get his co-workers consent, he finally accepted their program. His most notable colleagues in the stamp field were Unrein, Jung, Kovacsek and Harrer, who had spent long years abroad, gaining experience in engraving and producing stamps." The second quotation is a clear evidence of confrontation in the Hungarian State Printing House between the supporters of lithography and those of galvanic technique. Today, this fight is hard to understand, because as early as 1840 copper engraving method had already been applied to produce English stamps, and those in favour of lithography ought to have seen that this obsolete method was insufficient to create stamps of nice quality.

In the spring of 1873, a foreign dealer made an offer to Hungarian authorities to buy all remaining Hungarian lithography stamps, and asked them for re-prints from existing stones. Among other reasons, his offer was hard to accept also because at that time neither stocks, nor printing stones remained. Later that same year, the idea of re-prints emerged also in England. The English dealer understood that there were no printing stones left, so he suggested that new ones were produced.

Because the sum offered was so high, the minister of finance seemed inclined to accept the deal. However, the State Printing House held the opinion that making new printing stones and creating new stamps almost identical to old ones would equal to stamp forgery carried out by the State. As a consequence, it strongly opposed to such move, convincing the Minister of Finance to reject the offer. As a result, the trustworthiness of Hungarian stamps was preserved.

In the spring of 1874, the First Hungarian Philatelic Association was formed. According to the data on hand, this was the first stamp collectors' association in Hungary. Sándor Pollatschek was elected its president (see the year 1874). He was too modest to accept the post, explaining that since he spent six months in the country each year, he would not have been able to

complete the tasks fully; in his opinion, a president should have worked all year through. But he assured his friends, the co-founders of the association, that they could count on his work in winters, and rely on his financial contribution all year through. Finally, Zsigmond Stein was elected, following Sándor Pollatschek's recommendation. Not only Hungarian but also foreign magazines covered the event. Dr. Alfred Moschkau, a German professional writer, mentioned our association in his book in 1878. The philatelist Theodor Hass, famous for his profound approach, wrote in his book *Lehrbuch der Briefmarkenkunde* (Philatelic Manual): "Einer, der ersten Vereine Ungarns war der Erste Ungarische Philatelisten Verein gegründet in Pest, 1874" (one of the first philatelic associations in Hungary was the First Hungarian Philatelic Association founded in 1874 in Pest). The book was published by Senf Brothers in Leipzig in 1905. The cautious wording of Haas reveals that he was not absolutely sure which Hungarian Association had come first – when speaking about other countries, he specified the exact name and foundation year of first associations. We will deal in detail with the issue of the **first** association when discussing the years 1876, 1878, and 1884.

In 1874, when the Austrian-Hungarian North Pole exhibition returned home, a printing house in Vienna released a series of commemorative stamps to celebrate the successful homecoming. The inscription on the triangle stamp read: Cap Pest. For a long time, the stamp collectors of the Austrian-Hungarian Monarchy used these stamps to seal letters; they have been in high demand among collectors since then. Several articles of the 1877 issue of *Wiener Illustrierte Briefmarkenzeitung* mentioned these stamps. Also Alfred Moschkau's already mentioned book referred to these stamps.

In 1875, Gyula Perotti (Prott), who was not only a famous tenor but a well-known philatelist of his time, concluded a contract with the Hungarian State Opera House, after returning from a successful tour. (At that time operas were performed in the National Theatre. The present building of the Opera House opened on 27 September, 1884.) He played an important role in promoting philately in Hungary, especially among musicians. In his book, dr. Alfred Moschkau paid tribute to him as to a great philatelist.

In 1876 in Zagreb, a literary-philatelic society was founded (Litterarisch-Philatelistischer Verein). Its president was Oscar Simic. Some researchers believe that this was the second Hungarian philatelic association. However, the majority does not share this view, not only because the archives of the Ministry of Interior do not contain any records on this association, but also because Croatian philately had been developing in its own distinct way from the very beginning. According to the Act XXX of 1868 regulating the relationship between the two countries, Croatia was granted autonomy to manage its internal affairs, which thus fell outside the competence of the Hungarian Ministry of Interior. This explains why no records were left in the archives of the Hungarian ministry. We will highlight this issue again later, when looking at the events of the year 1896.

In the autumn of 1876, Klára Prückler opened a stamp store at 25 Soroksári Street called *Prückler I. C.*, becoming the first Hungarian to trade in stamps. This fact is an important indication that there were many stamp collectors at the time. Later the business became so successful that Klára

Prückler was able to move it to the centre of Budapest, to 5 Régiposta Street.

In 1877, an exhibition called *Ungarische Post und Landkarten Ausstellung* (the Hungarian Post and Maps Exhibition) was organized in Nyíregyháza. It was organised by a local bookseller, who invited his foreign business partners, Senf, the famous stamp trader and catalogue publisher from Leipzig among them. Many of those who were invited participated also as exhibitors; the stamps exhibited by Senf attracted Hungarian collectors' attention.

In 1877, the Post issued a regulation, which appeared in the Post Bulletin no. 8 of that same year, authorizing companies and private persons to perforate postage stamps. This move – rather savage from the point of view of philately – destroyed a lot of Hungarian stamps, taking away their philatelic value. Hungarian philatelists were also to blame, for they tolerated this vandalism for so long, and did not stand up against it, demanding to ban perforation and withdraw the authorization.

In the spring of 1878, the first piece of professional writing – *Žiće Alfred Moschkau* (Biography of Alfred Moschkau) by Oscar Simic – was published in Zagreb, much ahead of the Hungarians. Since it came out in a much smaller and not at all distant or big country, it is an important point of reference for the history of Hungarian philately. While telling Alfred Moschkaus life story, the book discussed professional issues of philately. It sold out very soon after being published.

In the autumn of 1878, the First Hungarian Charity Association of Postage Stamp Collectors was founded in Nagykároly. We do not know much about this association, only what was passed on by the word of mouth. In the years following the First World War, Ignác Gross, a wood trader from Nagykároly, announced that in the autumn of 1878 his uncle had founded a philatelic association in Nagykároly. Since he and his co-founders were a target for ridicule, their meetings took place in private apartments. To calm down endless teasing, they took up charity activity, which was rather fashionable at that time. Their campaign included collecting stamps, selling them, and then channelling the money to charity causes, carried out by other charity organizations or the association itself. The idea worked, because soon stamp collecting fever gripped people, who then handed the collected stamps over to the Association. Sarcasm and ridicule stopped, while the Association soon had about 50 members, mostly women. Answering further questions, Grosz said that at the beginning they had been a bunch of friends, later becoming Association acting in accordance with the charter approved by the Ministry of Interior. Obviously, the work of the Association did not have strong philatelic character. However, as an organisation focusing on postage stamps at that heroic age of the Hungarian philately, it deserves mentioning. We are going to look at the activities of it when discussing the events of the year 1884.

In 1879, *Schwarzes Buch der Philatelie* by Paul Lietzow was published in Berlin. It presented all prints and forgeries that had been created by that time. Unfortunately, this publication was of much larger scale than the one by Moens, which meant that forgers had stepped up their activities in the seventeen years that had passed. It is interesting from the point of view of the history of the Hungarian philately that the author suggested annual meetings of Hungarian, German and Austrian philatelists to share information on new forgers in these countries. This suggestion testifies to the international recognition of Hungarian philatelists.

In 1881, between 13 and 20 of November, the first truly international stamp exhibition took place in Vienna. It was staged by Wiener Philatelisten Club, an organization still existing today under the name Vindobona. The event was relevant from the Hungarian point of view too, because two collections of Hungarian collectors, both founders of the First Hungarian Philatelic Association, received highest awards. These were the collection of Zsigmond Stein, the president of the Association, and the Swiss collection of Sándor Pollatschek. Both were recognised as excellent ones by global standards.

On 15 July 1882, Rowland Hill, the first professional Hungarian magazine edited by János Hajdú came out; unfortunately, it had only one issue. To provide full picture, we should mention that on 1 April, 1881, Löwinger and Knöpflmacher Publishing House started a magazine in German under the same name in Vienna, which terminated in the June of 1882. Hajdú obtained license to publish it in Hungarian. His initiative failed due to the indifference of Hungarian philatelists; to us, it is still evidence that there was relatively high number of stamp collectors in Hungary at that time.

On 25 January 1883, the Hungarian copper engraving series from 1871 was re-printed on watermarked paper and with different perforation (detailed description in the section dedicated to stamps). It was done to meet the request of the UPU (Union Postale Universelle), founded in 1874, to provide it with certain number of stamps issued its member organizations before its foundation (the number of the copies required changed several times). To this end, the Hungarian Post had to issue a re-print, because the original copper engraving series had sold out by that time.

On 27 April 1884, the Postage Stamp Collectors' First National Association (Hungarian abbreviation – LEHE, Levélbélyeggyűjtők Első Hazai Egyesülete) was founded. By modern standards, it was the first serious association in Hungary, which retained its original name until 1952, when it became MABEOSZ of the VIII district of Budapest. Under this name, the organization has operated to this day. The person to bring up the idea of founding the new organization was József Novák, a music teacher influenced by Perotti, the famous opera singer of that time (see the year1875). Shortly, he started to implement his idea, assisted by Lajos Richter, a secondary school teacher. Before long they convinced twenty-three stamp collectors to found an association. On the Constituent Assembly, due to his elderly age, he suggested that Lajos Richter became president of the Association, which the latter accepted. Richter's Austrian and Hungarian collection was the most valuable one not only by Hungarian but also international standards. Unfortunately, before the First World War, he sold it to the company Senf in Leipzig for incredibly high price, causing painful loss to the Hungarian philately. The most beautiful Austrian and Hungarian stamps of many famous collections come from the Richter's one, Ferrary collection among them (the biggest one in the world in the 1910s and 1920-ies). As soon as Hungarian philatelists became aware of the deal, they expressed their deep resentment over it, because, as they said, it could have been sold in Hungary just as well. The author of this study agrees with this criticism, because had Richter sold his collection in Hungary, today its most beautiful pieces would most probably have been included in the collection of the Stamp Museum.

Let us look more closely at the circumstances surrounding the founding of the Association. The founders decided to name it the Postage Stamp

Collectors' First Hungarian Association, even though they knew well that there had been other two first associations, in 1874 and in 1878. They did not care about these former organisations probably because none of them had lived up to that date. However, the officers of the Ministry of Interior did not share this view. They did not give their consent to the word *first* to be included in the name, referring to Nagykároly Association. Their position is only partly understandable, because neither this latest one, nor the one founded in Nagykároly was the first association, but the one founded in 1874. Then why was Nagykároly Association, which was in fact the second, allowed to use the word *first* in its name? This contradiction might only be explained by the rigid bureaucratic approach of the Ministry. Nagykároly Association, which changed its name several times within short period, kept the words *collectors of postage stamps* in all variations. The association founded in 1874, which existed for several years, was not a private gathering but a true association working in accordance with a charter; the word *first* was included in its name. The only possible explanation of this phenomenon might be that in the officers' understanding the concept of *postage stamps collectors* used by Nagykároly Association and that of *philatelists* used by the Association founded in 1874 were two different concepts. Hence, both associations were granted the possibility to call themselves first. Later, however, when LEHE submitted its request, the officers understood that the concepts of *postage stamp collectors* and *letter stamp collectors* were the same. The solution found by the Ministry was a typically bureaucratic one – instead of the name *Postage Stamp Collectors' First Hungarian Association* (Első Magyar Levélbélyeg-Gyűjtőegylet) the name *Postage Stamp Collectors' First National Association* (Levélbélyeggyűjtők Első Hazai Egyesülete) was allowed. We are leaving it up to the reader to tell the difference.

In the winter of 1884, having seen the welcoming reaction to the articles on stamps, the magazine *Magyar Ifjúság* (Hungarian Youth) started a stamp column.

On 27 January 1886, the first Hungarian stamp exhibition opened, organized by LEHE. The event showed the serious attitude of the new association, which, being only two years old, took up the challenge of organising an exhibition of such a scale. The famous German philatelist Theodor Haas listed this exhibition as the ninth one in the world. Despite being the first one in Hungary, it drew international attention, testifying to the great job of its organizers – József Novák, Lajos Richter, Mátyás Roller, Adolf Steffek, and Sandor Pollatschek.

The autumn of 1886 saw the first Hungarian professional publication called *Catalog sämmtlicher bis Anfang 1886. erschienener Öst-Ung. Briefmarken* (Complete Catalogue of All Austrian and Hungarian Stamps Issued before 1886). A meek booklet in German, it was still the first Hungarian catalogue. The editor and publisher was the first Hungarian stamp dealer I.C. Prückler, who had his store at 25 Soroksári Street in Budapest (see the year 1876).

In the autumn of 1888, a professional publication relevant from the Hungarian point of view came out in Vienna, *Spezialkatalog sämtlicher Brief und Zeitungsmarken von Österreich-Ungarn* (Detailed Catalogue of All Austrian and Hungarian stamps) by a famous philatelist E. von Neulinger. Although written in German, it dealt with Hungarian stamps in great detail.

On its fifth anniversary, LEHE (Postage Stamp Collectors' First Hungarian Association) founded *Lajos Richter Foundation*. According the Charter of the Foundation, its mission was to purchase stamps on the interests of the fund, which then constituted prizes of the raffles held on the last meetings of the Foundation each year. Members with unsettled member fees were not admitted to the raffles. The spirit of the Charter resembles modern times rather than those 75 years ago.

Between 20 April and 4 May of 1892, an international exhibition took place in Vienna. Two well-known Hungarian collectors – József Novák and Lajos Richter – displayed their Hungarian collections, and won first prizes.

On 1 April 1892, a publisher and editor József Bergsmann started a magazine called *Fortuna*. It came out monthly, and existed until the July 1893.

In the autumn of 1892, *Bibliographie der Deutschen Philatelistischen Literatur* (Bibliography of the German Philatelic Literature) by the excellent Austrian philatelist Viktor Suppantschitsch was released. Because of numerous Hungarian references, we share the view that this work was relevant from the point of view of the Hungarian philately.

On 15 April 1893, a philatelic magazine *Universum* was launched, edited and published by Elemér Weiszmann. It did not live long enough to see the second issue.

In the spring of 1895, an association of stamp collectors was founded in Karánsebes (which has belonged to Romania since 1918). As the seat of the Szörény border region, the city became the centre of the brown coal mining area in the years following the Austrian-Hungarian Compromise. Engineers, technicians and foremen arrived there from Germany, many of them stamp collectors. Since many Karánsebes residents were also German native speakers, it was understandable that the Association was founded by the Germans. They started their activity as a sub-section of a German association. However, the Public Order Authority did not approve it. On a repeatedly called General Assembly, an independent association called *Südungaricher Postwertzeichen Sammler Verein* (Stamp Collectors South Hungarian Association) was founded. For long, this Association played the role of a philatelic centre for the Hungarian stamp collectors; it made a valuable contribution to the organizational work in the field of philately.

In December 1895, a new Hungarian magazine called *Österreicher-Ungarische Philatelisten-Korrespondenz* (Austrian-Hungarian Philatelic Correspondence) started, edited and published by A. H. Ganz. All in all, only one issue came out. It is easy to see that there was a lot of initiative to issue periodicals, which, however, died off due to the indifference of the public. Philatelic culture had not yet reached high level by that time, hence the lack of demand for magazines.

1896 was the Millennium Year in Hungary. On the occasion of the 1000th anniversary of the country, enormous celebrations took place in Budapest. Organizers remembered to issue official commemorative stamps, which was relatively rare at that time. Involving stamps into promotion campaign clearly indicated that philatelists took part in the organizational work of the festivities. The Minister of Transportation invited tenders for a commemorative stamp design. The Posner Printing House was chosen

winner, getting the assignment to implement the design. This stamp was a very special one among Hungarian commemorative stamps, because it was both published and used exclusively by the Post. In his regulation no. Z.37075/1895 of 29 May 1895, the Minister of Transportation issued the following instructions to all post offices and telegram directorates: "To draw foreign attention to the Hungarian festivities well in advance and in time, I took a decision to have commemorative stamps produced, to be used in all larger post offices. Please instruct managers of all post offices – mobile post offices among them – to use the commemorative stamps in the following way. They should be adhered to the back side of all envelopes sent from Hungary to foreign countries. They must not, however, be used on postcards, registered mail, money letters, vouchers, or transportation letters. Neither should they be used for letters posted from outside Hungary. The subsequent regulation no. 45986 of 21 June 1895 provided that commemorative stamps were used also on parcels sent from Hungary to foreign countries. A further interesting philatelic aspect of these stamps was a very hostile reaction to them of the German Imperial Post, which was the only one in the world to relate to them this way. It immediately informed the Hungarian postal administration about its negative attitude. A debate sparked off; the parties exchanged plentiful correspondence. Finally, the decision of the German post arrived, stating that as from 1 November 1896, it would not deliver post with Hungarian commemorative stamps on it to the recipients in Germany. Instead, it would send it back to the senders. However, such cases never occurred, because the celebrations of the 1000th anniversary of Hungary had ended by 31 October 1896.



Millennium
Commemorative Stamp

The figure of the reproduction features the scene when Árpád was elected chief of the Hungarian tribes. Though inscriptions on the stamp were in three languages (German, French, English), Hungarian was not among them. Only indication of the year 1896 referred to the missing Hungarian text. The technique of the stamp was lithography, the paper was not watermarked, and there was no value indication. The following colour combinations are known: I/ blue frame, brown figure, II/ brownish-yellow frame, blue figure, III/ brownish-yellow frame, green figure, IV/ blue frame, greyish-blue figure, V/ brownish-yellow frame, brown figure, VI/ pink frame, brown figure, VII/ brownish-yellow frame, blackish-blue figure. The remarkable Hungarian philatelic author Béla Payer considered these commemorative stamps and the way they were used so important that he devoted a profound study to this issue in *Berner Briefmarken Zeitung* in 1916.

Our outline would not have been complete had we not dealt with the Hungarian postcard series commemorating Millennium, with the face price embossed. Postcards of two and five kreutzer were issued. 30 figures corresponded to each of the two values; additionally two contained a specific inscription in two (Hungarian and Croatian) languages. Serial numbers were

not applied; therefore there was no numerical order. Below is the list of the figures of these postcards, retaining their original spelling. Since the numerical order was missing, the cards were grouped according to the content.

Figures related to the Millennium exhibition: 1/ Main Entrance, Main Entrance no. 2; 2/ Buildings of the main historical part of the exhibition; 3/ Renaissance Court; 4/ Machinery and Transport Hall; 5/ Industry Hall and Promenade; 6/ A Typical Hungarian Street and a Church.

Views of Budapest: 7/ Budapest, Right-Side Bank of the Danube; 8/ Parliament; 9/ József Ferencz Square and Academy; 10/ National Museum; 11/ Hall of Exhibitions; 12/ Theatres of Budapest: the National Theatre, the Opera, the Peoples Theatre (the National Theatre has been demolished in meantime; today the National Theatre works in the building of the former Peoples Theatre).

Landscapes: 13/ Dévény, Pozsony; 14/ Esztergom, Visegrád; 15/ Hercule Bath; 16/ Becko, Trencin, Strencsno (all three are castle ruins in the picturesque valley of Vág); 17/ Landscapes of Lake Balaton: Balaton – Füred, Tihany, Balaton Shore in Zala; 18/ Port in Fiume;

Scenes: 19/ Recruiting of Hussars; 20/ Harvest in Nógrád; 21/ Árpád and Other Tribal Chiefs; 22/ Old Hungarian Religion Shaman; 23/ St. Stephen Receives crown from St. Astrik; 24/ King Lajos the Great; 25/ János Hunyadi; 26/ Coronation of Matthias; 27/ Ferenc Rákóczy Marches into Munkács; 28/ Moriamur pro rege nostro Maria Theresia (We will die for our queen Mária Terézia, a votive exclamation of the aristocracy at the coronation ceremony of Maria Terezia on 25 July 1741.);



Millennium Postcard

29/ Coronation of Joseph Franz; 30/ Procession on the Day of St. Stephen; Bilingual cards with inscriptions in both Hungarian and Croatian: 1/ Zágráb, Zagreb; 2/ Plitvice Lakes; the printing quality of these cards does not create possibility to have good reproductions here. The figures show the photos of the cards 7 and 10.

On the 1000th anniversary of the Hungarian nation, a special law was

adopted, its text carved in the stone in the Dome Hall of the Parliament. Five hundred public elementary schools were established; an ensemble of memorial statues was erected on the Heroes Square (Hősök tere); Vaskapu (the so called Iron Gate of the Danube) was regulated – all as parts of Millennium celebrations.

On 1 July 1896, Croatian philatelic clubs founded Croatian Stamp Collectors' Association in Zagreb. They did not consider it a priority to maintain relations with Hungarian philatelists, despite prevailing public conditions or those of public administration. Although still a long time remained before the Hungarian association was founded, the Croatian one did not have a Hungarian member organization. These events were clear evidence that from the very beginning the philatelic movement in Croatia was set up and developed independently from the Hungarian one.

In the autumn of 1896, the Stamp Collectors' Budapest Club was formed on the Buda side of Budapest. On the Constituent Assembly, Károly Szemerjai Kovács was elected president. The description by Ödön Alsó in the *Hungária Album* provides an interesting and informative picture of the event: "Since 1884, LEHE has unified major Hungarian collectors under its flag. To truly reflect the historical situation, we have to admit that LEHE, though proved its viability, did not manage to fulfil all philatelic needs. In Hungary, there was no place for stamp collectors to convene and exchange stamps.



Millenniumi levelezőlap

Thus an idea was born to form an association for collectors of more modest needs. As a result, the Stamp Collectors' Budapest Club was founded, which held its meetings on the Buda side of the Danube. Logically, it was not destined to thrive, because the intellectual centre, and consequently that of stamp collecting, was rather in Pest, the dual capital, than in Buda. Therefore, the Club could not accomplish this task either." Despite the language of

diplomacy, the quotation clearly reveals how rigidly the classes of the society were separated; this phenomenon appeared in the philatelic life too. The Club did not exist longer than until two years later, when its members joined the then established Hungária. Our outline will deal with it in the section dedicated to the events of 1898.

In 1898, the work titled „Magyarország level és ujságbélyegei" (the Hungarian Postal and Newspaper Stamps) by Miklós Dessewffy, an excellent Hungarian philatelist, was published. Only twelve pages (it cost 10 fillérs), it still represented a significant step forward, being not only a kind of a pricelist but a professional presentation of all stamps published in Hungary by that time.

In the autumn of 1898, the work to found another association started. On the meetings, which took place in the café Sztanoj on the former Teresa Boulevard, today Lenin, numerous members of Stamp Collectors' Budapest Club took part.

In 1898, in Karánsebes (see year 1895), the *Südungarische Briefmarken Zeitung* (South-Hungarian Stamp Magazine) came out. All in all, only four editions were issued. Even the intervention of Vilmos Hulita, who published the fourth edition, could not save the magazine. The venture proved failure in spite of the fact that it was edited in German, its target audience being German stamp collectors.

At the same time in Szatmár, a magazine in the Hungarian language called *Postaérték-gyűjtők Hirdetési Lapja* (Postal Item Collectors' Advertising Paper) came out, published by Antal Sípos Szatmári. The publication had three issues. It is fascinating that after so many failed attempts there were still some enthusiastic people to venture newer professional magazines.

In Pozsony, Miklós Dessewffy issued the second enlarged edition of his book titled *Magyarország levél és újságbélyegei 1871−1898* (Postage and Newspaper Stamps in Hungary, 1871−1898), which we have already described.

In the autumn of 1898, Hungarian collectors were flushed with excitement over the news that one-kreutzer postage stamps with unprecedented defects – two-sided prints; double prints with shifted figures (approximately 0,2-0,5); stamps with double perforation (numbers 15−67 in the Hungarian Stamps Price List) – entered circulation. Amazing rarities fascinated philatelists – stamps without perforation, erroneous value indications, mixed value indications, stamps with the rubber on the face side, stamps with missing initial printing. The investigation, which started unobtrusively, brought quick results. Kálmán Szecsődi, the head of the State Printing House, had been assigned to officially dispose of the printing house waste in the Drasche brickyard. Instead, he had sold the pieces to collectors, for the price many times higher than the nominal value of the stamps. The police seized everything that was still there in Kálmán Szécsődi's apartment, and destroyed it. However, there was no way to collect the pieces already in philatelists' possession. The story above is the credible version of the 'Szecsődy case', which was mentioned by several foreign periodicals too.

On 1 December 1899, *Levélbélyeg-gyűjtők Lapja* (Postage Stamp Collectors' Magazine) issued by Béla Szekula came out in Budapest. Only one edition was published under this title. We will see later that this failure did not discourage Szekula from issuing further professional publications.

On 1 March 1899, another publication came out in Budapest, edited by Mór Arany and published by Zsigmond Faludi. The fourth edition, which came out on 20 June, was the last one.

At the beginning of the year, *Katalog aller existierenden Briefmarken-zeitungen* (Catalogue of All Professional Philatelic Magazines) by H. Mittelmann came out in Mährisch Ostrau. Unfortunately, it contained a rather imperfect description of Hungarian magazines.

On 7 April 1899, following a half-year-long preparatory organizational work, Hungária Magyar Bélyeggyűjtők köre (Hungarian Stamp Collectors' Circle Hungária) was formed. In 1952, it changed its name to the 2nd District Circle of MABEOSZ, under which it has existed ever since. The Constituent Assembly elected dr. László Dobsa first president. The members of this circle were all those who were not motivated to become LEHE members, for the reasons already mentioned. Shortly after the inception of the new organization, some of the former members of the Stamp Collectors' Budapest Club, founded three years prior to that time but already non-existent by then, also applied for membership in Hungária. This ended the period of just waiting and watching the situation. After some time of friendliness, the relationship between the two organizations started to deteriorate, finally turning to hostile. The debate, which had had professional character at the beginning and concerned section marks of the Hungarian postage stamps featuring envelopes, later grew personal, even shaking the foundations of Hungária. Many members left Hungária, and joined LEHE. The leaders of the organization were already considering its dissolution, when Adorján Karánsebesi-Rácz was elected new president. The new leaders managed to overcome the crisis within a relatively short time, and the majority of former members returned to Hungária. The relationship between Hungária and LEHE returned back to normal.

In 1899, in Prague, an excellent work by H. Kropf *Die Abstempelungen der Marken von österreich-Ungarn und Lombardei-Venetien* (Postmarks and Cancels of Austria-Hungary and Lombardy-Venetia) came out in German language. Despite being published abroad and in German, this even by today's standards high quality and spectacular book deserves being listed among Hungarian professional publications, because it is an excellent pool of Hungarian postmarks of the period 1850−1858.

On 1 November 1899, a new magazine *Bélyegvilág* (Stamp World) came out in Nagyvárad. Its second issue, which came out on 5 January 1900, was the last.

In the 1900-ies, there seem to have been numerous stamp collectors in the following Hungarian cities and towns: Arad, Brasov, Karánsebes, Kassa, Cluj, Lugoj, Baia Mare, Carei, Oradea, Pozsony, Timisoara, Subotica, Uzhgorod, Sombor, Žilina. In some places, philatelists formed associations, while in others pursued their activities as private gatherings of collectors, which explains why they disappeared without leaving any records. On the other hand, many collectors simply did not get involved in local activities, some of them being members of foreign associations. There were also numerous such collectors, who did not belong to any organisation, but fulfilled their needs by subscribing to some high profile foreign publication.

During that year, Antal Schomann was appointed to succeed Lajos Richter as LEHE president. The reasons were personal, therefore of no interest of this study.

On 1 September 1900, a new professional magazine was launched in Timisoara. Ferenc Rácz started the *Internationale Briefmarken-Börse* (International Stamp Stock Exchange) in the German language. The publication aimed at satisfying commercial needs. However, the first issue was also the last one.

In 1901, a work by a notable Hungarian philatelist István Somossy *Stamp Collecting Manual* was published. Despite its title, it was a thin notebook worth 30 fillérs (subdivision of Forint). At the same time, a notebook by Lajos Gömöry came out, with much less message to convey.

On 1 July 1901, the most informative and regularly published professional magazine of the period between the turn of the century and the First World War appeared, published by Béla Szekula. At the beginning, its language was exclusively German, later both German and Hungarian. It held the title *Szekula Briefmarken – Verkehr* (Szekula's Stamp Circulation). The first three issues came out in Budapest, issues 4 to 30 in Geneva, and from the 38th one on again in Budapest. The October edition stated that Antal Schomann, the new President of LEHE, owned the most beautiful and complete Turkey collection. It included 200−300 colour, perforation, printing varieties of the most expensive stamps, which testified to Antal Schomann's excellent philatelic skills and sophisticated taste. His whole collection was one of the most complete and valuable ones in the Austro-Hungarian Monarchy. In the December issue, Szekula announced that he had moved his enterprise to Geneva, where he intended to publish his magazine under the same name.

On 1 July 1901, yet another professional publication came out called *Levélbélyeg forgalmi közlöny* (Postage Stamps Circulation Bulletin). The publishers were two stamp dealers, Sárkány and Fekete. The second edition never came out.

The January 1901 edition of the Szekula's magazine called for founding an international society. Szekula wished to unite persons, not organizations or associations. In the February issue, he already published the names of the 25 founding members, who had applied from ten countries. Hungary was among them, the applicants being dr. Jenő Bihari and Jusztin Sivó. The Society was practically an exchange team; besides exchange they joined forces against forgery. In 1902, Béla Szalay, an excellent Hungarian philatelist from Sibiu, entered the Society. The number of members around that time reached 114. We will return to this publication and the Society when outlining the events of subsequent years.

In 1902, LEHE started a new magazine called *Bélyegyűjtő* (Stamp Collector). In subsequent years, its publishing stopped and took up again several times. For the understandable simplicity of its name, this publication stood out among other magazines with pompous and business-related titles.

In 1902, a new excellent work – *Die Postwertzeichen der Österr-Ungar. Monarchie* (Postal Items of Austro-Hungarian Monarchy) – by H. Kropf came out in Prague in the German language. It looked at Hungarian stamps in great detail, and is still widely in use among our philatelists.

In 1902, the Law VII/1901 was adopted, its Article 22 settling in advance the philatelic debate shortly called 'Peterdi debate'. In the years around the turn of the century, the volume of the overseas mail increased, providing collectors with more and more favourite items for collecting. As years were passing, the increasing number of overseas letters decorated by incredible postmarks entered Hungarian collections. Philatelic research revealed that such postmarks were applied on the ships where Sándor Peterdi

was captain. The argument on weather these postmarks were lawful or not sparked off, not stopping for several years. It is difficult to understand why this debate regarding the issue previously regulated by the legal provision mentioned above aroused. The collectors' partiality is widely known, and it seems to be the only possible explanation why the owners of such letters did not want to accept the false nature of these rarities. They put forward some very ridiculous arguments against those exploring the objective evidence, often hurting each other personally. Instead of outlining the arguments of this lengthy debate, it seems much simpler and more convincing to describe the legal provisions.

For overseas postal service, the Hungarian Post concluded agreements with two Hungarian shipping companies – Adria Magyar Tengerhajózási Részvénytársulat (Hungarian Shipping Company Adria, headquarters in Budapest, V. 18 Zoltán St., today Beloiannisz) and Magyar-Horvát Tengerhajózási Vállalat Részvénytársaság (Hungarian-Croatian Shipping Company Ltd.). The agreement with Adria was governed by the legal regulation mentioned above. The paragraph 22 provided: '1/ In case the Ministry of Transport uses Adria for shipping purposes, it shall be considered as a medium belonging to the Post, and as such shall be subject to the regulations and provisions referring to the Post. 2/ Adria delivers shipping services free of charge. In places where there are no postal service at all, Adria shall take letters directed anywhere, and hand them over to a postal institution, in case the sender chooses the Hungarian Post as a medium.'

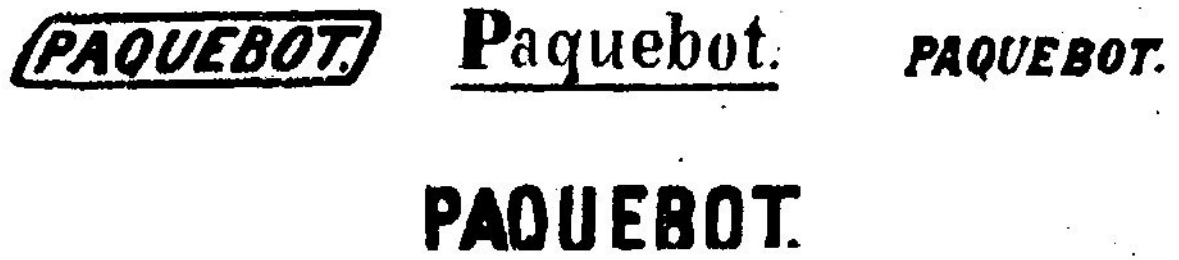
Based on this legal provision, the management of Adria issued the following order for its employees: 'Order! For the attention of those responsible for handling letters posted on the sea ships. In accordance with the Ministry of Commerce Regulations 36783/1892 P.T.R.T. no. 37 of June 4, 1892 and 87483/P.R.T. no. 79 of December 16, 1893, Article 11(3) of the Universal Postal Agreement, concluded in Vienna on July 4, 1891 modifies as follows. In case of letters put in postboxes on ships, or handed over to hands of the captain of a ship, the postal fee depends on whether posting took place A/ while the ship was anchored in the port, or B/ while the ship was in the open sea.

A/ In ports, only the stamps of the country where the port is found shall be used. For example, in a Hungarian port only Hungarian, in an Austrian one only Austrian, in a British only British, in a Turkish only Turkish stamps shall be used, or those valid in Austrian, German etc. post offices located there;

B/ In the open sea, however, only the stamps of the country of the ship shall be used. Therefore, only Hungarian stamps shall be valid for the letters posted in the open sea and taken by the ships of Adria. Letters with any other stamps should be considered unpaid for, and consequently handled with accordingly.

Therefore, the tasks of the authority responsible for handling letters included the following: 1/ Immediately after arriving to a port, letters put in the postbox in the open sea should be emptied. The same should be done to the letters put in the postbox in the port, immediately after setting off from the port. Before packing them separately, they should be checked, to make sure the postal service are properly paid for, in accordance with the regulation mentioned above. In case, for example, an Austrian or a British stamp is adhered to a letter placed in the postbox in the open sea, it shall be circled, and a well-distinguishable coloured zero shall be written next to it, indicating the

invalidity of the stamp. 2/ Every single letter posted in the open sea, to which, consequently, a Hungarian postage stamp is adhered, should be marked with the sign ‘Paquebot’. 3/ The letters emptied from the postbox on arrival to a port shall be packed separately from those taken out on departure from there. The packages containing letters should be sealed; the address, the mark ‘Paquebot’, and the name of the forwarding ship should be indicated in the required format.’

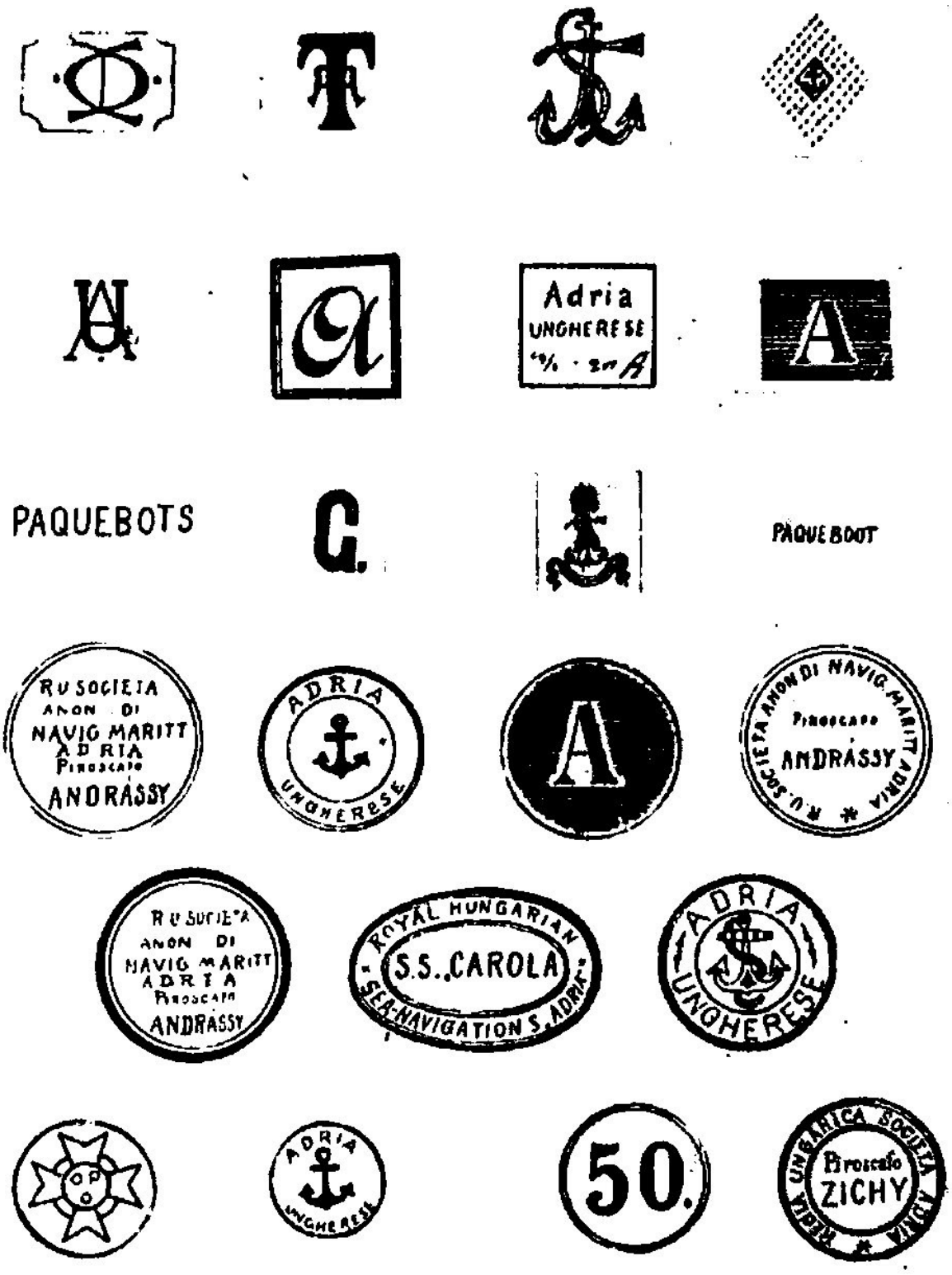


Correct Cancellations Applied on Peterdi’s Ships

In the investigation, which followed the collectors’ debate, Sándor Peterdi argued that Adria had had the obligation to forward mail, thus being a medium of postal service. As a consequence, the following provision applied to her: ‘It (Adria) shall be considered as a medium belonging to the Post, and as such shall be subject to the regulations and provisions referring to the Post.’ Though neither the contract with Adria, nor the order issued by it contained provisions referring to cancellation, as the captain of the ship and consequently the chief of the ship post office, he considered himself entitled to cancel stamps with cancels that he got produced. The owners of such letters took Peterdi’s self-defence for granted. Furthermore, they argued that since the Post had taken note of these circumstances without taking any action for years, there was no room for any doubts over the legacy of these letters.

Peterdi’s arguments were wrong and arbitrary, since the regulation contained provisions regarding cancellation as well. Providing for applying the mark ‘Paquebot’ implied that any other postmarks were banned. Peterdi’s good faith while defending himself was undermined by the fact that he had got in total about 50 cancels produced and applied.

Peterdi was punished by a disciplinary procedure by his company, which ruled out using his cancels. However, shortly after it, he repeatedly took on applying his postmarks. A newer disciplinary procedure followed, in which he repeatedly used his arguments. As a result, he was removed from the post of captain, and got an office job. Though a bad post manager, he was an excellent ship captain; this is why he soon found himself in his previous position as a ship captain. At the beginning there were no problems, but later the numbers of letters with his typical cancellations started to increase again. Newer denouncements were followed by a newer disciplinary procedure;



Incorrect Cancellations Applied by Peterdi

NAVIGAZIONE MARITTIMA

AL MARE

TRIESTE
CON VAPORE

SZENT LÁSZLÓ

ALTO MARE

PER MARE

M-K-A

KiKötöben.

MALTA

M.K. ADRIA

A.M.T.V.A.M.T. TRIESTE

CANCELLO IN MARE

Magyar Kiralyi
„Adria" Gözös.

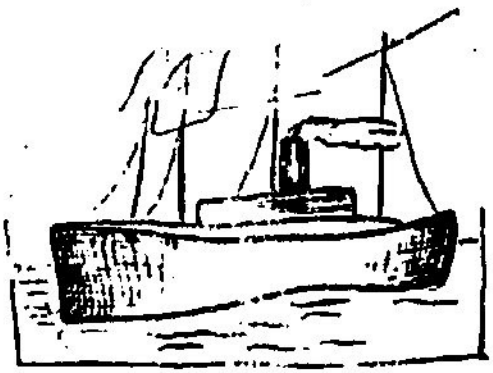
VAPORE
DALLA DALMAZIA ALL'ISTRIA

MAGYAR

ADRIA

Tengeren.

Tengeren.



Adria
Ungherese.

PIROSCAFI
POSTALI
ITALIANI

S.S. ZRINYI

Incorrect Cancellations Applied by Peterdi

this led to his firing from the company. His opponents overshoot the mark as well, when all of his cancellations have been deemed invalid without exception. Actually four of them have been used rightfully, because the usage of the "Paquebot" cancellation was not only legal, but also obligatory. Because there were no formal requirements concerning this postmark, any method or shape could be chosen. He could rightfully choose letter types, change them, circle or partly circle them, which he lawfully did. There were four of such lawful types, which we are going to present later. However, he was not entitled to modify the spelling of the word, so the versions *Paqueboot* or *Paquebots* went against regulations. We have attached illustrations of these postmarks to this study.

On 1 February 1903, after a short break, a new issue of Bélyeggyűjtő (Stamp Collector) came out. Its editor was Antal Schomann (President of LEHE), the senior staff were dr. Ernő Déry, Artur Szécsy and Gyula Trebits.

Béla Szekula's magazine Briefmarken Verkehr (Stamp Circulation), in its September 1901 issue, carried a report on philately in Budapest. According to the author of the article, there were about 200−300 stamp collectors in Hungary at that time. In his view, Schomann's Turkey collection, already mentioned in this study, was unique by international standards too. On the second place he mentioned Lajos Richter's collection, estimated by him at several hundred thousand contemporary crowns, five crowns equalling one dollar at that time. He also specifically mentioned dr. Ernő Déry's, Pál Klau's, dr., Ferenc Kunz's, Sándor Pollatschek's and Miklós Rédey's collections, which were in the front-line of the Hungarian philately and famous beyond the borders of the country too. The article also stated that the proportion of stamp collectors, as compared to the number of residents, was strikingly low in Budapest, which it explained by the dismissive attitude of teachers. In most schools, if a student had some stamps on him, he was beaten and the stamps were seized. These circumstances almost totally impeded the growth of popularity of philately. It also mentioned that the only serious Hungarian association – LEHE – had assets worth several thousand crowns. This association, however, did not spend any of this money to publish a high-standard magazine; instead, the leaders were buying gifts to each other.

On 1 October 1903, a new publication called Hungária came out. It was edited by Ödön Alsó and published by Hungária Magyar Bélyeggyűjtők Köre (Hungarian Stamp Collectors' Circle Hungária). The first five editions came out regularly; they were followed by some irregular issues before the magazine closed completely.

In October of 1903, the international association founded by Szekula counted more than 300 members. The 300th member was Károly Lahm from Budapest. At that time, a philatelic organisation with so many members was a rarity even by international standards. For comparison, LEHE had 70 members then.

On December 28, 1903, a sub-organisation of Szekula's one was founded in Pozsony. István Somossy, a notable researcher, was elected president, while Tivadar Selley and Gyula Borsitzky – members of board. Both collectors were well known in Budapest. After the inception of the Pozsony group, the number of organisation members exceeded 400.

In January 1904, Magyar Bélyeggyűjtők Csere Társasága (Hungarian Stamp Collectors' Exchange Circle) in Lőcse was founded. Its founder and leader was Miklós Bacskay. It functioned as a private gathering of friends, without an approved charter or any dues collected. The association existed for years; we do not know why it finally closed.

In 1904, another international stamp exchange circle was formed in Timisoara, also as a private gathering. Its members built up contacts with collectors living in many countries, and increased circulation of their stamps by printing notifications. No records on the reasons why the circle closed have been found.

On 10 February 1904, in the issue of the Briefmarken Verkehr (Stamp Circulation), Szekula announced that he had moved his enterprise, his publication, and the headquarters of the international association founded by him (see the year 1901) back to Budapest. Jenő Bihari, a known philatelist, became editor in chief.

Here goes a quote from his article published in the Stamp Collector of 1 April 1904, without any further comments: 'While foreign philatelists self-confidently join their national associations, aware that their work can be effective only if carried out under a protective umbrella of an organisation, Hungarian philatelists hide, and can be involved in an association only by force.' At that time the oldest Hungarian association – LEHE – counted 52 members!

In the December of 1904, the Stamp Collector published an article called Visszapillantás (Flashback), depicting the diagnosis of the conditions prevailing at that time in Hungary. Let a quotation stand here: 'If only this call was heard by all numerous but hiding and embarrassed Hungarian philatelists, so that they remove their disguise of prudery, and reveal their being philatelists, which would then enable them to join forces. By doing so, they would contribute to the recognition and respect of the Hungarian philately. So we are making a plea that the Hungarian philatelists call on their fellow philatelists – each isolated in his own den – to look after their precious collections, and encourage them to join forces and to become members of a national association, so that a little seedling could grow into a spreading tree. And when its foliage is strong enough, it will be able to compete with the prosperous philately of the educated Western world.'

The articles in contemporary magazines reveal that after the turn of the century there were several thousand stamp collectors in Hungary, only fraction of them being members of any association. The public opinion despised philately, and the majority of collectors did not dare to stand up against this obsolete way of thinking. In these years, following Hungarian organisations were formed, and then closed without any records left: Glória Erdélyi Bélyeggyűjtő Liga (Transylvanian Stamp Collectors' League Glória), Győri Filatelisták Társasága (Philatelic Society of Győr), Budai Bélyeggyűjtők Asztaltársasága (Private Philatelic Gathering of Buda), and Nagyváradi Filatelista Klub (Philatelic Club of Nagyvárad).

In the February of 1905, Szegedi Levélbélyeg Társaság (Postage Stamp Society of Szeged) was formed in Szeged. Its founders were the Prodanovits brothers. It existed for a relatively short time, and we do not know why it finally closed.

On 20 February 1905, an issue of Briefmarken Verkehr outlined the work of the International Association, and announced that the number of its members exceeded one thousand. Since the list contained specific names and addresses, this figure is credible. There were several such exchange groups at

the time, but none of them had such a big membership.

The August 1905 issue of Szekula's magazine announced that along with the already existing one, Szekula was going to publish a new Hungarian language magazine called Magyar Bélyeggyűjtő (Hungarian Stamp Collector). He appointed László Sándor, who was a well-known professional author of the period, editor of the new publication. Notably, the magazine came out every month on time while László Sándor was the editor. It contained 50 pages, their size being 14x22 cm. It was by far the highest quality Hungarian magazine, from the point of view of regularity, standard of articles, or the numbers of copies sold. However, it was probably of lower quality than the contemporary professional publications of the western countries. It is not our task to judge Szekula's commercial qualities, but his contribution to increasing the respect of the Hungarian philately and its promotion should be appreciated, even if he did not do it totally altruistically.

In the summer of 1905, a new magazine called Bélyegújság (Stamp Newspaper) came out, edited and published by a salesman Jenő Széki. After few issues, it closed. The quality of articles did not approach the standards of its predecessors.

In the summer of 1905, Miklós Dessewffy published a new, widely revised edition of his work released first in 1898. His use of a professional vocabulary is of great interest. He used 'laced' instead of 'perforated', and 'pierced' perforation instead of 'punched'.

The November-December 1905 issue of the Stamp Collector reproached Lajos Richter (the first president of LEHE) for having sold his collection abroad, whereas it would have been possible to find a buyer in Hungary too. According to the author of the article, the collection was purchased by a company called Senf from Leipzig. It took one week to evaluate and hand over the collection. The purchase price – according to the author – was 200.000 crowns, which equalled to 40.000 dollars. According to the author, the collection had contained complete litographed sheets.

In the summer of 1906, Zsigmond Abonyi started Levélbélyegtőzsde (Postage Stamp Stock Exchange) in Timisoara. A multisided personality, he managed to work as a railway official, a stamp dealer (with a shop opening from a street), and a magazine editor at the same time.

On 19 August 1906, Hunnia Bélyeggyűjtő Szövettség (Stamp Collectors' Association Hunnia) was formed in Timisoara. Béla Fiatska was elected president, Dezső Ürményi secretary. The Association set up a stamp examining station, where the excellent Hungarian philatelist Miklós Rédey evaluated stamps. Apart from this evaluation station, the whole Hunnia was a business enterprise. The association form served to reduce taxes. The number of members, even on the peak, did not exceed fifty. (It took quite a long time for the Ministry of Interior to approve the Constitution of the Association; it finally happened on 9 January 1908, after lengthy procrastination.)

In the summer of 1907, Hunnia from Timisoara took over Zsigmond Abonyi's magazine Levélbélyegtőzsde (Postage Stamp Stock Exchange). It received a new, bilingual (Hungarian and German) name Levélbélyegtőzsde-Briefmarken Börse (Postage Stamp Stock Exchange – Briefmarken Börse). The editor was Dezső Ürményi, the publisher Béla Fiatska.

In the summer of 1907, a daily Budapest newspaper *Nap* (Sun) announced that it was starting a column on stamps appearing once every two weeks. The

head of the column became Dezső Schaffer, a notable philatelic author. The paper soon became the official publication of both LEHE and Hunnia. In 1907, the editions of 23 August and 6 September highly praised the unique collection of an excellent Hungarian philatelist Sándor Turóczi dedicated to the Austrian Post in Hungary.

On 1 September 1907, a fourteen-day exhibition opened in Zagreb, erroneously called the second Hungarian exhibition by a Hungarian philatelic author. Prva Hrvatska Philat (First Croatian Stamp Exhibition), which was the official name of the exhibition, explains everything; no further comments are required.

In the autumn of 1907, Hunnia from Timisoara joined forces with those urging setting up a national umbrella organisation. At that time, calls for such organisation could be constantly heard on association meetings. The implementation of the idea, however, would be long impeded by personal jealousy, petty camarillas, and the lack of true devotion to philately, as we will see below.

In the October of 1907, Dezső Schäffer succeeded Dezső Káldor as editor in chief of the regular column on stamps of the daily newspaper Ujsag (Newspaper).

In the winter of 1907, Géza Popper started a stamp shop and a magazine called *Bélyeggyűjtő* (Stamp Collector) simultaneously. However, none of them proved a success, so he shortly had to close both.

At the beginning of 1908, a new professional magazine called *Bélyegújság* (Stamp Paper) started in Nagybánya, edited by Gyula Bíró and published by István Nánási.

At the same time, Bregovic Pancsován, a stamp dealer, started a magazine called *Levélbélyegtőzsde* (Postage Stamp Stock Exchange). It was more of a commercial price list than a philatelic magazine. All in all, three editions were published. Many failures in the field of magazine publishing undoubtedly had at least one positive effect – they all contributed to the growing popularity and acceptance of stamp collecting.

A notable Hungarian philatelist Imre Szabó (later one of the founders of Pannonia Stamp Association) published an article in the stamp column of the daily *Az Újság* (The Paper) calling on the stamp collectors society to set up a national umbrella organisation and stage a national stamp exhibition. He published this call in the daily *A Nap* (The Day) on 1 November 1908, and in several other specialist media.

On 20 June 1908, Szekula's magazine *Briefmarken-Verkegr* started continuous publishing of the excellent research on the Hungarian stamps by Marcell Bíró, a Hungarian philatelist living in Fiume.

On 29 November 1908, a Stamp Department was formed within the framework of the Budapest II District Society. It worked at 83 Fő Street; the leaders being Dezső Katona, Dezső Káldor, Lajos Sommer, and Lipót Vorsatz. Though functioning well at the beginning, it finally closed, for unknown reasons.

On the committee meeting of Hungária on 13 December 1908, the president Adorján Rácz announced that the Association's call for contributions to its Hungarian collection had been successful, due to which it was able compile a valuable and nice collection.

A revised and extended version of H. Kropf's *Die Postwertzeichen der Össterr.-Ungar. Monarchie* (Postage stamps of the Austro-Hungarian Mon-

archy) was published in 1901.

On 20 February 1909, the *Magyar Bélyeggyűjtő* (Hungarian Stamp Collector) published by Szekula (fifth year, sixth issue) featured an article *The Hungarian Language Mail Transfers in the USA*; no particular comments are required. Let a quote from the article stand here: 'Many people who had sweat blood working hard lost their saved pennies entrusting them to bankers – not being able to speak English and, therefore, use postal service, poor workers were often made to entrust the money intended for their families to these unreliable people. As a result of the Minister of Commerce Ferenc Kossuth's mediation, money order forms in the Hungarian language were issued in America, to impede various kinds of abuse.

The First National Stamp Exhibition was staged in the Museum of Applied Art between 7 and 14 of March 1909. The performance of the members of Hunnia Association, which was celebrating its 10th anniversary, was excellent even by international standards. It was very positive that LEHE members assisted in the organisational work. We are going to have a closer view on this exhibition, because it was the first one of national scale. As such, it offers an interesting picture of the Hungarian philately standards in the period after the turn of the century, and provides the reader with a possibility to judge for himself what progress was made after 1884, and how the philately has advanced since then.

The exhibition consisted of following sections: 1/ Hungarian collections; 2a/ Unique Hungarian collections; 2b/ Unique foreign collections; 3/ Advertisement, Revenue etc. stamps and forgeries; 4/ Youth collections; 5/ Specialist publications; 6/ Objects of general interest. The first group contained 34 collections, the famous Austrian and Lombardy-Venetian one of Mirkó Popovic among them. Out of 34 collections, 26 were from Budapest, 1 from Balassagyarmat, 1 from Gyulafalva, 1 from Déva, 1 from Bihács, 1 from Nagykáta, 1 from Vienna, and 1 from Graz. It was interesting that though there were about 200 collectors in Timisoara at that time, only one of them displayed his collection on the exhibition. Such Hungarian philatelic centres as Karánsebes, Pozsony (Pozsony), Szeged, and Debrecen demonstratively stood aside from the exhibition. The already mentioned collector from Temesvár (Timisoara), the only one to participate, by the time of the exhibition had already moved to Nagykáta.

In the group 2/a, 9 collections took part – 8 from Budapest and 1 from Rábakecöl. The group 2/b contained 22 collections: 18 from Budapest, 1 from Pécs, 1 from Brasov, 1 from Pöstyén, 1 from Vienna. The fourth group was represented almost solely by the young people from Budapest, the only exception being the collection of Géza Walla Jr., a collector from Kardosrét.

The relatively weakest part of the exhibition was the collection of specialist publications. There were only eight exhibitors with the following exponents:

a/ Antal Schomann: 4 years of LEHE bulletin;

b/ Stamp dealer Zsigmond Abonyi's: Philatelista Előjegyzési- és Postakönyv (Philatelic Advance Booking and Postbook);

c/ Stamp dealers Szczerban Brothers: Stamp Calendar Rzeszov (this town at that time belonged to Galicia, today it is in Poland);

d/ Viennese stamp dealer Rudolf Friedl: several collectors manuals, compiled and published by himself;

e/ Lajos Gömöri: A Magyar posták dolgai (The matters the Hungarian Posts), a little booklet;

f/ Stamp dealer Klára Prückler: Bélyegtartók felesleges bélyegpéldányok megőrzésére (Stamp Holders for Superfluous Copies);

g/ István Solymossy: Bélyeggyűjtők kézikönyve (Stamp Collectors Manual), which was in fact a little booklet containing a draft for such a manual, as well as some entries he had published in different magazines;

h/ Stamp dealer Béla Szekula: Bélyeggyűjtő (Stamp Collector) and other specialist magazines.

As this list shows, the only truly professional publications were those produced by the Viennese company Friedl, written in German language. The Hungarian professional writing was represented by the booklets of Somossy and Gömöry. What could explain the absence of Miklós Dessewffy's works from 1898 and from 1905, due to which this otherwise poor field turned into an even poorer one?

The exhibits of the Post Directorate stood out among the 13 exhibitors in the sixth group. They presented the entire process of stamp production, from producing paper to creating the final product – the stamp. On top of that, some interesting postal antiquities were displayed. Gustav Maschner's (a philatelist from Böhmisch-Leippa) Europe collection, compiled to supplement the teaching materials of the High School of Commerce, was of particular interest. Other exhibits, such as a glass cube accommodating a million of Austrian stamps, were rather philatelic curiosities than anything else. It also contained such exhibits as encrusted figures or ornaments from stamps, made by children living in the Disabled Children's Home.

Out of 70 pages of the catalogue, 14 were devoted to advertisements. The income earned this way, as well as the catalogue price of 80 fillérs partly covered the costs of the exhibition. The two-page advertisement of Friedl, a Viennese company, promoted its owner as a legal stamp expert, which was remarkable evidence of the fact that law suits on stamps had already occurred.

The fact that Hungária, with the help of LEHE, under the conditions prevailing at that time, undertook an event as large-scale as a representative national exhibition deserves deep appreciation. It remains so even if the majority of philatelists from the rest of the country demonstratively did not participate in it, for the reason unclear to us today. None of the known collections from the rest of the country was displayed, the records on the reasons being so controversial that to find out the truth has been impossible so far.

The members of the jury were Miklós Desewffy, József Gelber, Károly Herpka, Ferenc Kunz, Adorján Rácz, Antal Schomann, and Artur Szécsy. It was really interesting that the majority were LEHE members, despite the fact that the main organiser was Hungária.

Following participants received golden medals: Mirkó Popovits for his Hungarian collection (his handling of the Zala-Somogyi Steam Ship Company stamps was unprecedented, and almost perfect); Gyula Langer for his old German stamps collection; Rudolf Friedl, a known stamp dealer and a professional media publisher, for his world rarities collection; József Gerber for his USA collection; Izidor Sterk for his French collection. The latter was recog-

nized not only for his stamp collection but for the excellent contribution to the organisational work of the exhibition. Gold plated silver medals were awarded to Elemér Khayl for his Switzerland, Portugal, Crete and Shanghai collections; dr. Tivadar Kormos for his Hungarian rarities collection; Sándor Turóczi for his Hungarian, Austrian, and Bosnia collections; Sámuel Goldschläger for his British colonies collection; Béla Fiatska for his collection of the Austrian postage stamps in Hungary.

The outline above shows that our collectors' attention extended to almost the whole world. This phenomenon was really remarkable because the otherwise more advanced German philately, for example, concentrated only on German stamps and those of the neighbouring countries. The contemporary German, English, and French specialist media repeatedly emphasised the narrow-minded and chauvinistic approach of the German collectors. This accusation did not refer to the Hungarian philatelists.

We should repeatedly mention that unfortunately the Hungarian philatelic society did not require, moreover, did not support in any way philatelic writing or issuing of professional media, which was the only possible explanation why emerging undertakings kept failing or research manuscripts remained unpublished, lost for us for ever. These circumstances explain why excellent Hungarian philatelists with great talent for research did not feel motivation to write studies, which later would have remained in their desk drawers. The managerial mentality of the leaders of the two organisations could be rightfully reproached, because they egotistically spent the substantial amounts on their disposal on buying gifts to each other, organising parties or buying senseless collections for their associations. With all those sources available, they could have had high profile and high quality magazines published. In the world, many masterpieces of philatelic writing were produced owing to the help of generous patrons; it is a shame that none of our fabulously wealthy collectors sacrificed any part of their fortune to this cause. This situation was typical not only of the period preceding the First World War, but remained such until the liberation of our nation after the Second World War. Changes were brought along only when broad masses joined in the philately, the phenomenon we will look at later.

Hungarian philatelic societies neglected many areas of their activities. They applied rigid written rules and casino conventions for acceptance of new members. Publications rather served personal cult than fostering the culture of philately. And when resources became scarce, they did not cut down representation expenses on events but those of the otherwise trivial publications. Quality work was often impeded by personal issues. Amidst the philatelic conditions of the time, only a unified national umbrella organisation could have prevented dissention. It was understandable therefore that more and more collectors arrived at the conclusion that it was necessary to set up a national association. In Croatia, philatelists, who were much fewer than Hungarian philatelists in terms of absolute numbers, set up their national society as early as 1896.

Many philatelists who participated in the first Hungarian exhibition were

apostles of our umbrella organisation. Having met at the exhibition and having learnt that they had been sharing the same views, they joined forces. The issue of an umbrella organisation came to the forefront of the philatelic scene in Hungary.

After seeing the exhibition, the leaders of Hunnia Association in Timisoara contacted the management of Hungária and LEHE, suggesting setting up a new umbrella organisation. The presidents of both associations Antal Schomann and Adorján Rácz were interested in the idea. Dr. Dezső Ürményi, the secretary of Hunnia, informed them that he had submitted an application for membership to the board of Bund der Deutchen Philatelisten Vereine (German Society of Philatelic Associations) as early as 1907. The Bund rejected his application reasoning that only German associations could be accepted. Though an acceptable argument, in the media it was presented in the anti-Hungarian context. Publicizing the news of the rejection of the application was a hostile step in itself, which was then aggravated by unkind comments. This information had strong influence on both Rácz and Schomann; the German attitude made them chose more decisive behaviour. On 8 March 1909, Hunnia's general assembly, while on 21 March 1909 that of LEHE took the decision to unify the Hungarian associations in a single organisation. The speeches on both assemblies emphasized that setting up an umbrella organisation was the only possible way to have a serious professional magazine.

How prevailing was this attitude was reflected in the fact that two articles advocating the necessity of setting up a national society were published on a single day, on 20 March 1910: one by Vilmos Ágai in the daily *Az Újsag* (The Paper), and another in the philatelic magazine *Levélbélyeg Tőzsde* (Postage Stamps Stock Exchange).

Based on the decisions of the three assemblies, an organizational committee was appointed for further work, its members being Antal Schomann, Artúr Szécsy and Vilmos Ágai (LEHE delegates); Dezső Káldor, József Scrobogna and Károly Szerencsi (Hungária delegates); and Ferenc Vejtey, dr. Dezső Ürményi, and Béla Fiatska (Hunnia delegates). The Committee held its first meeting on 23 June 1910, where Antal Schomann was chosen president. From the very beginning, Béla Fiatska and Károly Szerencsi had not participated in the work of the Committee. In November 1910, the parties reached agreement on almost all smaller issues; the only one left was the issue of the philatelic magazine. At that time Hunnia's magazine was of the highest quality, which was mainly due to the work of dr. Győző Weinert; the publisher of the magazine was not Hunnia but dr. Dezső Ürményi. The Committee agreed to adopt it as the Society magazine imposing a single condition that the owner and publisher dr. Dezső Ürményi should move to Budapest by the end of the February 1911. In the days preceding his coming to Budapest, the publisher lost all his money playing cards. Without any warning, he closed the magazine. Since the magazine concept was the only important motivation for the two associations to unite, after this failure they abandoned the whole project of setting up a common society.

Let us summarize the events: without any preparatory work a Hungarian association applies for membership in a German Society, exposing itself to

the possibility of rejection and its consequences. Many philatelists arrive at the point where they clearly see the importance of setting up a national association. As a consequence, a committee of nine members was formed, two of them staying away from the work from the very beginning. The only advantage of such association, in the eyes of the majority of the committee members, was the possibility to issue a common professional magazine. And when the project failed, they did not even try to start another publication or form an association. Instead, they disbanded the committee, which could have been able to see to the inter-association issues, or serve as an advocacy organization in the field of philately in general. The ordinary members were left for further twelve years to guess what secret forces were impeding the creation of an umbrella organisation in Hungary.

In the spring of 1909, the short edition of István Somossy's work written in 1901 came out, its price being 12 fillérs. Shortly after, *Almanach a Magyar Bélyeggűjtők számára* (Stamp Collectors Almanac) came out in Nagybánya, which cost one crown. According to it, at the time of its issue there were three philatelic associations in Hungary: LEHE, Hungária, and Hunnia. It is hard to understand why it did not mention plenty of smaller associations or private gatherings active at that time. Even greater deficiency was that it failed to record the data of the first period of stamp collecting, necessary for clear vision and recording the history of philately.

In the *Magyar Bélyegújság* (Hungarian Stamp Paper), the 15 February, 1910 issue, István Somossy published an article complaining about the incredible usury of German stamp dealers. He called on the Hungarian philatelists to cooperate with French dealers, since their prices were much friendlier. At the time, the permanent staff of the magazine consisted of Vilmos Ágai, Gyula Bíró, Imre Déri, István Medvei, Antal Schomann, István Somossy, Artúr Szécsy, Zakariás Sándor Teleki, Károly Vajda, and dr. Győző Weiner. The list shows that the members of staff were excellent experts. In its comments column, the magazine criticised Hungária, pointing to the fact that while it owned the wealth of 2238 crowns (substantial amount at that time), it had only as few as 117 members, meaning that their number had not increased. Then it announced that Filatelista Klub Vállalkozás (Philatelic Club Undertaking) had been founded, without any indication whatsoever of what the word 'undertaking' referred to. Typically of the way of thinking of the contemporary Hungarian philatelic authors, when they announced that the architect Robert Holitscher's collection was estimated at 555.000 marks according to the Senf catalogue, they forgot to mention what that fantastically valuable collection contained. It was the financial value and not the stamps themselves in the forefront of their attention.

In the next edition of the same magazine, Imre Déry published an article called *Magyar Siralmak* (Hungarian Laments), using very dark colours while depicting Hungarian philatelic life. 'There used to be some very little stamp trade, which has, however disappeared by today. We used to have three philatelic associations; today only two of them exist. Neither of these has had any positive influence on stamp collecting. However, in Hungary currently there are 200 advanced, 300 medium-level, and 400 serious beginner-level collectors. I am deliberately dealing with the issue of the Hungarian philatelic writing at the end. There has been so much writing about Somossy's booklet that it will be enough if I only mention it. At present we have five professional

magazines, some of poor quality, and all in financial crisis. To reach 500 constant subscriptions is a utopian dream for any of Hungarian philatelic magazines.' It was a contemporary judgement of the prevailing conditions.

In its edition of June 1910, the *Magyar Bélyegújság* (Hungarian Stamp Paper) announced that it had moved its headquarters from Baia Mare to Oradea. It publicised that the director of the *Filatelista Klub* (Philatelists Club) was Károly Gelléri Szabó, and the chief of stamp exchange Zsigmond Abonyi, a stamp dealer and magazine publisher from Timisoara, who closed his magazine *Világposta Bélyeghírlap* (World Post Stamp Paper) the latest issue being the one in June 1910. The managers of *Magyar Bélyegújság* (Hungarian Stamp Paper) and those of the *Filatelista Klub* (Philatelists Club) were the same people. On the other hand, Zsigmond Abonyi announced in *Világposta Hírlap* (World Post Paper) that he had moved his business and magazine to Versec, because he was appointed to a job there.

The June issue of Magyar Bélyegújság (Hungarian Stamp Paper), in its column on associations publicized confidential information received from well-informed groups of persons that LEHE, Hungária, and Hunnia had agreed on setting up a national association. It is difficult to understand today why this piece of news was handled as so confidential.

In the summer of 1910, *Budai Bélyeggyűjtők Asztaltársasága* (Private Gathering of Stamp Collectors of Buda) was founded. They held their meetings in 80 Fő Street, in the café Seifert. Their first president was Bódog Prohaszka. The members were those, in the first place, who did not feel comfortable in the big associations.

In 1910 two German language magazines came out in Hungary – *Lachende Marken* (Laughing Stamps) in Nagybánya published by Gyula Bíró and *Humoristische Markenzeitung* (Funny Stamp Paper) in Timisoara published by István Berey. None of them existed for long. One of them might have probably survived, but two were too many. Therefore, closing of these magazines was rather caused by competition to secure living than the indifference of stamp collectors. If anyone brought up a good idea, another person would immediately try to implement the same undertaking; as a result, both failed. There was a demand for a high standard philatelic magazine at that time; but since there were as many as three, four, or five at the same time, they were all experiencing grave financial difficulties. None of them had sufficient number of subscribers or advertisers.

Between 26 and 29 of March 1911, the students of Fasori School (Gorkij Fasor Alley at that time) organised a competition and an exhibition at their school, where thirty-two students displayed their collections. Fourteen out of these represented a higher level than that of average youth collections. The jury consisted of such remarkable philatelic authors as Vilmos Ágai, Sámuel Goldschläger, and Arthur Szécsy. Several thousands of students visited the exhibition.

In the spring of 1911, the group of Gössnitz Stamp Collectors Association was formed in Pécs. Its first president was Mór Alt. Gössnitz is a town on the river Pleise near Zwickau, in the German Democratic Republic. At that time, the president of the German association was A. E. Glasewald, a world-famous philatelist. The German association honours the best philatelic author of each year with an award named after him. Glasewald held a lecture also in Budapest (see the year 1913). 1961 could have been an excellent year for the collectors in Pécs

to organise a joint exhibition with the philatelists from Gössnitz, when celebrating their fiftieth anniversary. It was a shame that it did not cross anyone's mind. In September 1911, a magazine called *Bélyeggyűjtők Lapja* (Stamp Collectors' Magazine) came out edited by Gyula Bíró. It became the official magazine of LEHE.

On the Internationale Postwertzeichen Ausstellung (International Postage Stamps Exhibition), an excellent Hungarian collector Mirkó Popovits's Hungarian collection received the Grand Prix with the golden medal.

The year 1912 again saw quite a few professional start-up magazines. Gyula Bíró, who had moved from Nagybánya to Budapest, continued to issue Bélyeggyűjtők Lapja (Stamp Collectors Magazine) there. Though it became the official magazine of LEHE, its financial situation could not have been improved significantly, because it closed shortly after that.

The new magazine was *Magyar Bélyeggyűjtő Szemle* (Hungarian Stamp Collecting Bulletin), edited and published by Robert Konnerth. Despite being based on advertisements, it did not come out regularly. Again another competing publication came out soon after this one; however, had only one edition. Though it called itself a magazine, in fact it was only a commercial offer.

In the autumn of 1912, Gyula Szögyeni (we are going to come across his name in the future) tried to set up an association and a yet another professional magazine. The association started to work as a branch of a German exchange association; it closed quite soon, so the attempt to start a professional magazine failed again.

On 8 May 1913, *Magyar Amatőr Bélyeggyűjtők Országos Egyesülete* (Hungarian Amateur Stamp Collectors' Association, Hungarian abbreviation – Maboe) was formed, which still operates as the MABEOSZ branch of the 6th district of Budapest.

On 1 June 1913, *Bélyeg* (The Stamp) was formed, edited and published by Lajos Haraszty.

Records tell us that in 1913, in June, a stamp collectors' association was formed in Nyíregyháza, which, however, was not able to even create its constitution, because the founders fell out on the very occasion of the founding assembly, after which they abandoned the project. At the same time, *Magyar Propaganda Bélyeg Társulat* (Hungarian Commemorative Stamps Society) was formed in Budapest, also closing before long.

In the June of 1913, *Bélyegtőzsde Híradó* (Stamp Stock Exchange News) came out, edited and published by Gyula Szögyéni. This magazine, edited in both Hungarian and German, wished to accomplish the mission of the *Bélyeggyűjtők Lapja* (Stamp Collectors Paper), disappeared by then. Though Szögyéni did not manage to found a society, he finally succeeded in starting a magazine.

In July 1913, yet another stamp association was formed in Nagykároly, *Nagykárolyi Bélyeggyűjtők Egyesülete* (Collectors Association in Nagykároly). However, it also closed shortly.

On 6 October 1913, A. E. Glasewald, an excellent German stamp expert, held a lecture in the winter garden of Hunnia Hotel (used to be next to Duna Hotel, destroyed in the siege of 1944). The event was organised by LEHE.

At the end of 1913, ELMA (Első Magyar Alkalmi Bélyeggyűjtők Egyesülete – First Hungarian Occasional Stamp Collectors Association) was created, surviving until today; it is still works as a district branch of

MABÉOSZ.

On 20 November 1913, Willy Bán, an unforgettable Hungarian philatelist, started a completely new kind of stamp collecting. In 1913, floods struck large areas of Hungary, which were then featured on postcards. As seen on the photo, a stamp featuring floods was adhered to the postcard, but, surprisingly, to its face side. The date of cancellation was 20 November 1913. It was the day when Willy Bán started this new kind of stamp collecting, which he called 'maximaphilia'. It was identical to what we call 'carte maximum' today. His collection contained several hundreds of postcards, the first one being shown here. In the international context, he was either the first, or one of the first 'carte maximum' collectors.



Postcard from Willy Bán's Maximafilia Collection

He notified foreign collectors too about this new kind of stamp collecting, publishing a long study on this issue in 1936 in the Belgian magazine *Libre Echange* The study was later re-published in a number of foreign periodicals.

Willy Bán also had an interesting country collection. The sheets, which he prepared himself, had transparent front pages. On the their left side, in six-centimetre-wide lines, he provided information on the occasion on which the stamp was issued, the printing technique, the data regarding watermark and perforation, the quality and the colour of the paper, the description of figures on the stamps, the number of copies, the validity period, the designer's name, the deviations observed, the time when was on sale, forgeries etc.

Thanks to the transparency of these front pages, it was possible to read the information and see the stamps at the same time. His collection, which he structured this way, soon grew into a true data pool, which he later released in book format (see the year 1943).

Willy Bán's collection was granted first awards on international stamp exhibitions, his articles were published in a large number of foreign magazines, and he was the vice-president of Hungária for long years. He was well-known for his profound education, deep knowledge of philately and fruitful activity in its field, as well as willingness to help and empathy. In 1944, the Fascists deported him to Theresienstadt, and persecuted to death. He lived to see the liberation of the country, but his tortured heart stopped beating on 23 May 1945. His relics were placed among the martyrs of Theresienstadt.


Willy Bán

In the spring of 1914, quite a few associations were formed in such towns where previously there had not been any of them. These were Presov, Lucenec, Rimaszombat, Trenčín and Martin. Later, the World War crippled them. One part disappeared completely, while others resumed their activities after the war.

In the spring of 1914, Elemér Pompéry was chosen president of *Magyar Propaganda Bélyeg Társulat* (Hungarian Commemorative Stamps Society) formed months ago.

Because of the well-organised and high quality work done by the management of MABOE (Hungarian Amateur Stamp Collectors Association), the number of members of the organisation grew substantially. They were not able to fulfil their objective to expand their activities and become a national organisation because the majority of members came from Budapest. They also started a bulletin, changing its name several times.

On 9 September 1914, an outstanding Hungarian philatelist Antal Schomann passed away (according to some other records it happened in October). Born in 1858, he was the president of LEHE for many years; his heritage included seventeen golden medals received on Hungarian and international exhibitions.

The daily called *Világ* (The World), which had already published philatelic articles from time to time, started a philatelic column. Jozsef Tutsek was appointed its columnist.

In the October of 1914, János Örvös started a magazine *Philatélia* (Philately) in Nyíregyháza. In the December edition, he confessed that his dream was to have 500 subscribers. One of the signs of how well he was doing his job was his success in engaging dr. Győző Weinert in philatelic writing for the magazine on permanent basis. Győző Wiener's articles attracted attention of all philatelists in the country.

On 31 December 1914, LEHE had 68, Hungária 70, and the Amateurs 62 members. The number of stamp collectors was then estimated at several thousands. However, the total number of members of all three associations was only 200. This is just another piece of evidence that after reaching certain number of members, further increase was not a priority in the eyes of the management of the Hungarian associations.

The magazines of the pre-war and war period were of small scale,

and dominated by advertisements. Typically, a lot of space was taken by swapping offers too, leaving very little room for professional writing. Two daily newspapers with stamp columns ensured continuity – *Újság* (The Paper), with the columnist Vilmos Ágai, and *Budapesti Hírlap* (Budapest News) with István Somossy.

In the April of 1915, an article called *The Call for Society* by Leo Herz was published in *Philatélia*. If only it had not been published! It was the very example of how important the right way and method was in accomplishing of even the noblest goals. Otherwise, the efforts do more harm than good. The quote below comes from Herz's article: The 75 % of Hungarian stamp collectors might not be able to answer the two simple questions: what is stamp collecting and why do they collect stamps? If only no one could call himself a stamp collector! I wish that only those could be called so, who certify, in front of a committee of the future Hungarian Stamp Collectors Association, that they have profound knowledge to be called collectors, of which they should receive a certificate. And if the Committee of the Association does not give its consent to certain stamp exchanges, taking some stamps abroad, or bringing them in from abroad, collectors should be morally obliged to comply with these regulations. Had the Committee orders ruled out any stamp dealers, magazines, papers, cities, parts of the world, it should be stamp collectors' duty to comply with these orders.' Such views contributed greatly to the resistance of the major part of collectors to any type of organisation. To be objective, we should not forget that dr. Győző Weinert reacted to this in his article in the May 1915 issue of *Philatélia*. Definitely under the pressure of protests all over the country, he pointed out and rejected Herz's exaggerations, supporting the demand for and promoting the concept of the future association with more realistic arguments.

In the June 1915 issue of *Philatélia*, Dávid Alt published his article called *Magyar Állapotaink* (Hungarian Circumstances), its introduction remaining valid even today, despite the fifty years that have passed. Even more so! A quotation from his study follows here: 'Every now and then our stamps are exchanged for worse pieces. The incoming parcels swarm with forgeries.'

The subsequent issues of the magazine were still influenced by Leo Herz's article. Vejtey-Kölbig, Weinert, dr. Szögyéni all expressed their opinion in favour of founding an association, pointing out Herz's exaggerations.

Berner Briefmarken Zeitung (a still existing professional magazine in Bern) started publishing in parts Béla Payer's study on Hungarian Stamps.

In 1915 in Versec, a new magazine came out, the *Világposta Bélyeggyűjtő Hírlap* (World Postage Stamp Collecting); after a break it resumed again. It was edited and published by Zsigmond Abonyi, who formerly lived in Timisoara.

In 1915, *International Stamp Collectors Association Globus* was formed, which was basically a business enterprise.

In November 1905, parts of the *First Hungarian Stamp Catalogue* edited by dr. Gyula Szögyényi were published in *Bélyegtőzsde Hírlap* (Stamps Stock Exchange Paper). By that time, the name of the magazine had changed from *Bélyegtőzsde Híradó* (Stamps Stock Exchange News) *to Bélyegtőzsde Hírlap* (Stamps Stock Exchange Paper); the new name first appeared in the November 1915 edition.

And finally, a piece of news connected to the war should follow. A government regulation banned importing stamps from hostile countries into the territory of the Hungarian State.

In 1916, János Örvös's magazine *Philatélia* became a respectable professional magazine. Its permanent staff included such excellent specialist writers as dr. Győző Weinert (Pozsony), Otto R. Bagyon (Versec), György Burger (Vienna), Dezső Lichtschein (Martin), Gyula Hlatky-Schlichter (Nyíregyháza), Ármin Erdődi, dr. (Vágújhely), Ferenc Vejtey-Kölbig (Budapest), as well as best German authors in the field of philately.

On 25 May 1916, LEHE organised the first Hungarian Stamp Auction in the Banquet Room of the Opera Restaurant (used to be located in the building opposite the Opera House).

In October 1916, a private gathering *Pannonia* was formed, meeting in the café Upor in the Szabadság Square (today the House of Technology, 17 Szabadság Square). To raise funds for founding an association, attendance fee was collected.

The *First Hungarian Stamp Catalogue*, already mentioned above when outlining the events of the year 1915, came out. As regards pricing, the collectors' opinion was divided. Some expressed implicit accusations that certain prices depended on the willingness to pay.

On 18 April 1917, a Minister of Commerce's regulation no. 26404/V came out, allowing using – for a special fee – the post factum crown cancel. It contained a list of cancellation fees for each kind of stamps. On top of this unacceptable – from the philatelic point of view – action, the pedantic administration obliged the postal clerk to use a second postmark, the P.J.B. (abbreviation of Postás Jóléti Bélyegzés – Postal Welfare Mark). Some speculators were happy to exploit this opportunity of post factum post marks, while philatelists felt outrageous about this unprofessional move of the Post. In its defence, the Post Directorate said that the use of P.J.B. mark would rule out all ambiguities. Philatelists did not accept this argument, putting forward that foreign collectors were not familiar with this secondary mark. It would only discredit the Hungarian Post, since there was no guarantee that individual employees would not – by mistake or on purpose – forget using these secondary marks. Though unanimous, philatelists did not manage to achieve anything with their protest. This was yet another instance showing how painful the lack of a common association was, which could have protected the interests of philately. Otherwise harmful, this postal regulation once again threw light on how necessary founding an umbrella organisation was. Though the World War put off this whole issue for other five years, it did not disappear from the agenda since then.

In 1917, in the last days of April, *Pannónia Bélyegegyesület* (Pannonia Stamp Association) was formed, which previously had existed as a private gathering meeting in a café. Its first president was Hugó Ziffer, a chief medical officer. The majority of the founding members were the Amateurs, not satisfied with their former association. The first two years of the Association were spent in personal fighting, which almost put an end to the Asso-

ciation in 1919 (see at the description of 1919).

In the summer of 1917, Hungarian collectors included a Bosnian stamp into their collection, which featured a non-existent church. It was not erected later either; the stamp figure was based on a draft design. It was the 10 fillér stamp of the series issued in Bosnia-Herzegovina on 28 October, 1917. Both Zumstein and Michel numbers were 121.

On 5 January 1918, Donaupost (Danube Post) came out in Pozsony, edited by dr. Győző Weinert and published by dr. József Kőhegyi. Though in the German language, the magazine dealt with the Hungarian stamps in the first place. Of high quality and always released precisely on time, it was appreciated by many readers from the very beginning. Having been published for decades, the magazine was a true data pool of the Hungarian professional philatelic writing. Even measured by international standards, the editorial level the editor managed to achieve was very high.

Between 13 and 15 April 1918, MAOE (Magyar Amatőrök Országos Egyesülete – Hungarian Amateurs National Association) organised a stamp exhibition at 28 Szentkirályi Street in District VIII. Although big associations did not participate in it, the interest of the public was high.

In the spring of 1918, Felvidéki Bélyeggyűjtők Országos Egyesülete (Highland Stamp Collectors Association) was formed. Due to the events of the post-war period, it was disbanded after one year of fruitful activity.

On 16 October 1918, Miklós Dessewffy, an outstanding Hungarian philatelist, passed away. Born on 5 June 1854, he was the one to discover the corrections of engraving on the Hungarian stamps featuring postage envelopes.

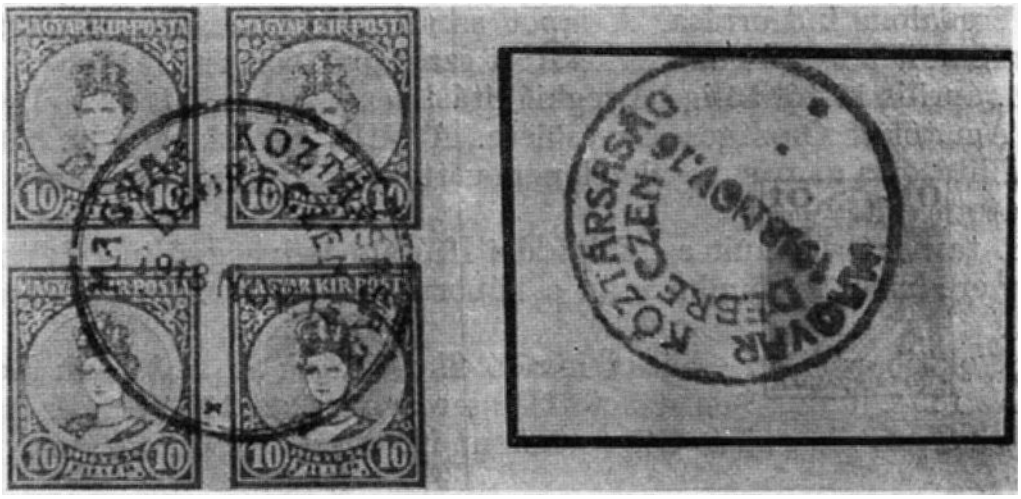
We are closing our outline of the year 1918 with a philatelic rarity. On 14 November 1918, the post office no. 1 in Debrecen – urged by the local National Council, which obviously had a philatelist member – applied to its superior organisation, the Post Directorate in Oradea, for permission to have a specific revolutionary postmark created and used, to commemorate the declaration of the Hungarian Republic. The Directorate in Oradea, in its telegram no. 67921 of 15 November 1918, gave its consent to the creation of such mark, with the condition that a special fee of two crowns should be collected when it was used. On 16 November 1918, between 11 am. and 7 pm., the post office no. 1 in Debrecen indeed used this special postmark. After 7 pm., it was destroyed by a committee, making post factum use impossible. In the pictures, the diameter of the mark was 33 mm. The inscription inside the circular shape was ‘Republic of Hungary’. Beneath, also in a circular form, there was the word ‘Debreczen’. The horizontally positioned issue date was 16 November, 1918.

90% of the cancellations were black, 10% – red.

The income stemming from the fee for these cancellations was 5900 Koronas. Though postal workers did not have to pay if they applied this postmark to their personal letters, the total number of these special cancellations did not exceed four thousand. Among cancelled stamps, there were four sheets of coronation stamp pairs, cancelled in groups of four. These stamps therefore commemorated two historical events of the Hungarian history simultaneously — on the bottom middle part of the stamp, above the price ‘1916.XII.30’, the date of the coronation was seen, whereas the date of cancellation was the date of dethronement.

In the January of 1919, *Amatőrök Forgalmi Szövetkezete* (Amateurs’

Circulation Cooperative) was created. Its president was a businessman Gusztáv Bárczy, while the managing director – Gusztáv Szacelláry Jr., a private banker. The Cooperative defined its mission in satisfying philatelists' demands at prices below the commercial level, buying collections on sale under more favourable conditions than the retail price, and offering other well-sounding advantages. To become a member, one had to buy a 50-korona subscription share, on top of which 35 koronas were payable as registration and handling fee. Therefore, new members lost this amount right at the beginning. Based on inflation speculation, the organisation was a typical



Cancellations of the 1st Post Office of Debrecen
commemorating the dethronement of the Habsburgs

mock-cooperative, fit only to discredit the concept of cooperative. The activities and the profit margin applied by the cooperative did not differ in any way from those of any dealer; the only difference was that dealers used their own capital instead of instalments paid by clients. Under such conditions, it was only the management of the cooperative to enjoy the financial benefits; ordinary members lost even their shares. When the cooperative went out of business, the Hungarian philately did not experience any loss.

On 19 March 1919, the Hungarian Soviet Republic was declared. The stamp dealer András Váradi submitted a proposal to the Council of Commissars to issue a series of stamps promoting the world revolution. On 24 April 1919, the Graphics Department of the Applied Art Union, assigned by the Postal service, issued a call for tenders. The total amount of prizes was 10 000 Koronas. The projects were to be sent in by 10 May, 1919.

Therefore, the designers had about two weeks in total to complete their designs. The People's Revolutionary Committee set up a jury to evaluate the projects submitted. Its members were Károly Holzmann, József Horváth, Endre Kner, Lajos Kozma, Árpád Mikola, Elemér Pompéry, András Váradi, László Wolszky. The series, which contained five denominations, was released on 15 June 1919. The Hungarian Post was the first in the world to issue stamps portraying Karl Marx and Friedrich Engels. Furthermore, it was the first to commemorate such Hungarian revolutionaries as Sándor Petőfi, Ignác Martinovics, György Dózsa.

It is widely known that the White Terror and the Horthy regime did its best to discredit the Hungarian Soviet Republic with the most incredible accusations, extending this activity to the field of philately as well. To impede smuggling stamp collections abroad, the People's Financial Commissariat issued a regulation providing that philatelists should deposit their collections in banks. This arguable regulation served grounds for Horthy's propaganda, which scattered rumours that the deposited collections had been taken abroad in order to be sold, and had been brought back to the country only because foreign collectors had not wished to purchase stolen goods. Some Hungarian philatelists believed these rumours, while those thinking objectively rejected them, understanding that all salespeople liked bargains and would have purchased the cheap collections had they had the chance. The writer of this study was among those to deposit his collection too, and I can confirm that not only was it returned intact to me, but it was done so from that very place on the shelf where it had been placed formerly in front of my eyes. So far, I have not heard from a single collector who deposited his collection to say the opposite. Yet another detail is that in the 1930-ies I wrote an article about this issue, and submitted it to several professional media. None of them was willing to publish it.



In 1919, after the occupation of Budapest, postal traffic directed to foreign countries practically ceased. For Hungarian families, it almost totally impeded maintaining relationships with their relatives living abroad or overseas. The World Federation of Hungarians approached the commandant of the allied occupying forces Bandholtz (USA), asking for help to have a courier service to take mail overseas. Bandholz's reaction was positive, and he applied to his superior commandant based in Paris for permission to start such service. Convinced that he would receive the permit and to avoid the waste of time, he consented to producing stamps necessary for the mail courier.

As the illustration shows, the stamp portrayed Kossuth and Washington, while the inscription read: 'Hungarian-American Messenger Postage'. The price was indicated both in fillérs and cents. Following denominations were issued: 10 fillérs, green (form), 15 fillérs, chocolate brown (postcard), 30 fillérs, ultra marine (letter), 50 fillérs, greyish brown (registered mail) 90 fillérs, yellowish brown (registered express mail), 1 korona, blue (response pre-paid), 1.50 korona, brown (registered response pre-paid), 2 korona, grey (registered express response pre-paid). After these stamps were produced, the occupying forces loosened the restrictive provisions, and gave permit to the Hungarian Post to receive and send letters from and to the foreign coun-

tries respectively. Thus the stamps produced for the courier service did not enter the real postal circulation.

On 5 November 1919, a lecture on stamp collecting was held in Uránia cinema, as part of an educational series. The hall where the lecturer György Rákossy, a famous Hungarian philatelist, gave his lecture was packed.



Messenger Postage

Edited by Lajos Haraszthy, *Magyar Bélyegújság* (Hungarian Stamp Paper) came out. Only few editions were released. After a longer break, *Libellus* edited by Pál Rampacher resumed. It highlighted commemorative stamps, ceasing for good after a couple of editions. Pál Széki's magazine *A Bélyeg* (The Stamp) resumed once again.

The issue of Donaupost of 15 November 1919 published an article called Ungarn (Hungary) about the stamps of the occupation period. In the introduction, it outlined that LEHE, Hungária and Magyar Bélyegkereskedők Egyesülete (Hungarian Stamp Collectors Association) strongly objected to placing stamps issued in smaller Hungarian cities (Szeged, Baranya, Timisoara, Banat), or those issued by hostile countries and featuring coat of arms or containing overprints of their value on the market as Hungarian stamps. In the opinion of all three Hungarian associations, only the two series issued in the Hungarian People's Republic should be considered Hungarian releases. Having said this, the author of the introduction stated that though he had always emphasised that many stamps of the occupational period were aimed for speculation, he was still convinced that a certain part of them had still been released by the Hungarian State. The overprint 'Baranya' was placed in circulation by the post directorate in Pécs, while 'Banat-Bacska' – by that of Timisoara. Furthermore, the language of the inscriptions was Hungarian. In his view, the situation with the 'Occupation Française', or the Serbian, Romania or Murasziget overprints was the same. Though the stamps of the countries of issue, from philatelic point of view they should be considered also Hungarian, and therefore deserved being included in Hungarian collections. In his view, 'Occupation Française' rather belonged to Hungarian collections than to French ones. However, the author admitted that the 'SHS' stamps or those with the Czech coat of arms overprint (essays, trial prints) were not Hungarian. His final conclusion was that the stamps in question should be considered Hungarian, Yugoslavian or Romanian at the same time.

The otherwise excellently edited "Donaupost" certainly erred regarding this topic, which it later corrected, as in the June 25 1920 issue, most probably because of several critical letters, it changed it's point of view and acknowledged, that only the Baranya I and II, the Bánát-Bácska stamps and the stamps of the Szeged countergovernment can be considered Hungarian, all the others belong to the stamps of the occupation forces. E.g. "Occupation francaise" is French, "SHS" is Yugoslavian.

At the end of 1919, the excellent work of Alexander Bungerz *Die Briefmarken Zeitungen Deutschlands und Österreich-Ungarns in den Kriegsjahren 1914−1918* (Stamp magazines of Germany and Austria-Hungary in the War Period 1914−1918) was issued in the book format.

Originally, it came out as a series of articles. However, the interest was so high as to show that there was demand for publishing it in a book format. The otherwise very accurate author forgot to mention the following professional magazines of the period in question: *Philatélia* (Philately), *Gyűjtők Lapja* (Collectors Paper), *Filatéliai Kurír* (Philatelic Courier), *Bélyeghírek* (Stamp News), *Bélyegújság* (Stamp Paper), *Új Magyar Bélyegújság* (New Hungarian Stamp Paper), and *Bélyeggyűjtő* (Stamp Collector). Quite a few of these were regular and high quality publications.

In their letter of 18 December 1919, the president of Pannonia Association dr. Ziffer and his secretary Árvay notified the members that the association had ceased to exist. They officially informed the Ministry of Interior about it too. The letter provoked outrage among the members; disbanding the association was illegal also because there had been no assembly decision on this issue. Some other association leaders convened an extraordinary general meeting on 23 December 1919, which was attended by 90% of the members. Annulling the illegal action of the president and the secretary, a new management was immediately elected (it did not include dr. Ziffer or Árvay). A district judge Péter Cornel Reich was elected President, and a notable philatelist Imre Szabó – Secretary. At that time, Pannonia was already a member of larger associations. Against this context, the absolutistic attempt to cease it was very hard to understand. By the end of the meeting, dr. Aladár Kalmár arrived, and addressed the assembly. In his speech, he said that according to dr. Ziffer and Árvay, it was impossible to manage an association collectively, so after they had realised they could not cooperate with the rebellious members of the management, and therefore would not be able to implement their concepts on the constitutional grounds, they chose to disband the association and found a new one where members would not include the rebellious ones. They informed dr. Kalmár about these plans, hoping that he would join the new association. They also promised that dr. Kalmár would become the new vice-president.

These were the pre-conditions of founding *Magyar Bélyeggyűjtők Országos Egyesülete* (Hungarian Collectors National Association). Its first president was dr. Hugó Ziffer, while the secretary – Artúr Árvay. Both associations still exist: Pannonia is the Mabéosz branch of the District V, the Hungarian Collectors' National Association – that of the District VI.

At the end of 1919, *Miskolci Bélyeggyűjtők Egyesülete* (Stamp Collectors' Association of Miskolc) and *Magyar Bélyegkereskedők Egyesülete* (Hungarian Stamp Traders' Association) were founded.

According to the first Donaupost issue of 1920, there were following professional magazines at that time in Hungary: Magyar Bélyegújság (Hungarian Stamp Paper) published by Lajos Haraszthy, which followed in the steps of the former A Bélyeg (The Stamp) edited by Lajos Haraszthy; Bélyeghírek (Stamp News) edited by András Váradi, Libellus – by Pál Rampacher, Bélyeg-Világ (Stamp-World) published by Boriska Jászai. Four publications were two many for the community of Hungarian philatelists, which was the main reason why all of them vanished after some time.

At the beginning of 1920, the no. Z.2945/1920 regulation of the Minister of Commerce provided for setting up a six-member stamp committee, always

chaired by the CEO of the Post. The Committee's responsibility was to take decisions on the releases of new stamps. It also included evaluation of new proposals, sales of stamps withdrawn from circulation, as well as all other measures and provisions pertaining to stamps.

In 1920, Philipp Kosack & Comp. published *Die Briefmarken des Königreichs Ungarn* (The Stamps of Hungarian Kingdom), the fundamental work by Béla Pauer in Berlin.

In 1920, *Vasúti és Hajózási Klub Bélyeggyűjtő Szakosztálya* (Stamp Section of Railway and Navigation Club) was formed. To become a member of the section, one had to join the club. The first section leader was Béla Vész. A couple of days later, *Pax Bélyeggyűjtők Köre* (Pax Stamp Collectors Circle) was formed.

On the constituent assembly, Zsigmond Schweiger was elected president, dr. László Bárány – secretary (later elected also society secretary).

In 1920, the stamp associations LEHE, Hungária, Pannónia, and Amateurs, the Stamp Section of Railway and Navigation Club (Vasút és Hajózási Klub Bélyeggyűjtő Szakosztálya), and ELMA (Első Magyar Alkalmi Bélyeggyűjtők Egyesülete - Amateur Stamp Collectors First Hungarian Association) jointly set up an Inter-Association Committee. This organisation was the predecessor of the later National Association.

In the October of 1920, Dezső Kapronczay started a professional magazine called *Alföldi Bélyegújság* (Stamp Paper of Alföld) in Békéscsaba. All in all, only a few issues where released.

In the December of 1920, Post and Telegram Directorate issued a regulation setting up an Office for Stamp Sales. According to the regulation, the responsibilities of the Office included the sales of cancelled and unused Hungarian stamps.

In 1921, the management of LEHE recognised that despite being the oldest functioning association, they still had a long way to go in the field of professional writing. On the 1 March, it started publishing the *Egyleti Értesítő* (Association Bulletin), which was kind of a professional magazine. It also published the *Kőnyomatosaink* (Hungarian Lithographers) by Miklós Rédey, which the author re-published again in 1924 in the *Philatelia* professional magazine (Philately). In the same year, it released another excellent work by Miklós Rédey, the *Magyar Postabélyegek 1870−1916* (the Hungarian Postage Stamps 1870−1916), to which he added further parts in 1927. This year clearly showed that the financial resources of LEHE would have enabled it to put in much better performance in this field.

On 20 March 1921, a new professional magazine called *Tabularium* came out, published by *Amatőrök Forgalmi Szövetkezete* (Amateurs Circulation Society) (see the year 1919!). The editor in chief modestly called himself Reflex. Obviously because of some instructions received from authorities, a postmark 'Temesváry' was applied on the formerly printed inscription 'Reflex' on the first issue. In the edition of 20 April, the editor in chief still remained the mysterious Reflex, but the name of the editor was revealed – Dr. László Török. A substantial part of the magazine was dedicated to adverts. However, the business strategy allowed some space for professional articles too. To increase the popularity of the magazine, there were two columns on each page – the left one in Hungarian and the right one in German.

In the May of 1921, ELMA issued lithographed re-prints (see below), to commemorate the 50th anniversary of the release of the first Hungarian stamp series.


Libellus

Unfortunately, these stamps, issued to serve a good cause, were much too often used to trick poorly informed collectors. For example, in 1962, on a stamp exhibition in Cegléd, they were displayed under the name ‘Hungarian Lithographic Series from 1871’, and were later removed only due to the resolute action of the writer of these lines. Yet another instance of abuse occurred when re-printed stamps were offered for sale for 80 or 200 forints in exchange booklets. A second edition of these stamps came out later, on white paper and in blue, partly with and partly without perforation, with the years 1872−1922 indicated on them. The newspaper publisher *Libellus* had engraved 3 krajcar re-prints produced, and introduced them into collectors’ circulation.

In the spring of 1921, the management of Hungária became active too. Having learnt about the project of LEHE in the area of professional writing, they realised how little had they been doing in the field. The 50th anniversary seemed a good opportunity to demonstrate that Hungária was not lagging behind LEHE, by publishing a professional publication. An expert committee was set up chaired by dr. Károly Szundy, the president of the Association, to have a monograph of Hungarian stamps written. The expert committee announced a call for tenders, prizes amounting to 8,000 koronas. Though announced, the procedure was not concluded. The whole series of events was difficult to understand also because by that time the excellent work of Béla Payer had already been published in Berlin, though in the German language (see the year 1920!). It would have been possible to translate it to Hungarian right away. From some records that Willy Ban left (see the year 1913!), we know that the proposal to have Béla Payer’s study translated was rejected because he was not a member of Hungária. His work, they said, would not increase the reputation of Hungária Association. It was yet another blatant example of limitless association chauvinism.

Between 18 and 26 June 1921, the Inter-Association Committee organised the first youth stamp exhibition and competition (see the year 1920!), welcomed by young people. It was hosted by a school at 20 Felsőerdősor Street, in the District VI of Budapest. The common work unified the leaders of different associations so much that personal jealousy and vanity faded away, giving way to more harmonic relationship between them.

Between 22 and 27 September 1921, LEHE organised a stamp exhibition and a fair to commemorate the 50 years of the Hungarian postage stamp at 25 Andrássy Road, District VI of Budapest. During this period, on 25 September, an anniversary session took place in the Ceremonial Hall of the Hungarian Academy of Sciences, to which members of stamp collectors’ associations and prominent personalities of the Hungarian cultural life were invited.

In the autumn of 1921, Hungarian stamps featuring harvest and the Parliament and bearing overprint inscription ‘Occupazione Italiana’ appeared in the shop windows of Viennese stamp dealers. At the beginning, swindlers earned a lot of money on these. Viennese philatelic organisations denounced them as forgeries, and stamp dealers’ association made the dealers remove these forgeries from their shop windows.

On 1 January 1922, the association bulletin of LEHE urged to have the history of stamp collecting in Hungary written. To have such history published, further 40 years had to pass. Unfortunately, they did not consider important to

collect the records of the period preceding the First World War, and, most importantly, those of the golden age of philately in the 19th century, or to record the word of mouth from that period; thus the major part of that material is lost for us forever. Another difficulty facing the chronicler is that he has to find his way in often very badly worded and sometimes controversial articles.

On 13 June 1922, the Magyar Bélyeggyűjtő Egyesületek Országos Szövetsége (National Society of Hungarian Stamp Collectors' Associations) was finally formed. Ferenc Vejtey-Kölbig, the president of the organising committee set up in 1910 (see the year 1910!), opened the Constituent Assembly. On his call, Miklós Rédey was elected Senior President. According to the Articles of Association, the mission of the Society was the following: promote and protect Hungarian stamp collectors' and stamp dealers' interests; identify and register unreliable Hungarian and foreign collectors and dealers; support and develop professional writing; facilitate access to foreign professional writing; support stamp purchasing activities of associations; organise congresses to discuss issues of interest for stamp collectors. It is hard to understand why the mission did not embrace staging exhibitions, setting up a professional library and a stamp station, publishing an association magazine and many other tasks that foreign associations formed before 1922 had already included in their agenda. The only reasonable explanation would be that those wording the Articles of Association had not looked at the foreign examples, or, even worse, had omitted these points on purpose. After approval of the Articles of Association, the delegates of the nine associations elected the first management. Its members were: President: dr. Antal Hampel (Lehe); Vice Presidents: Ferenc Vejtey-Kölbig (Elma), dr. Károly Szundy (Hungária), Ede Vécsei (Pannónia), Virgil Vigadi (Maoe) and dr. Hugó Ziffer (Hungarian Collectors' National Association); General Secretary – Lajos Edvi-Illés (Lehe); Secretary: Béla Bauer (Hungária). In addition, an audit committee consisting of three and a Presidium consisting of ten members were formed. After his election, dr. Antal Hampel started his speech with the pertinent quotation of the inscription on the stamps issued in Belgium in 1869 (Zumstein No.: 23−26): 'L'Union fait la force!' (Unity is strength!). Then he continued as follows: 'Disputes and confrontation are curse that weakens and corrupts all true causes. We do have to avoid all personal conflicts, because only understanding and collaboration will help us to reach our goals.' The quotation above illustrates everything that impeded and hampered the development of philately in our country. However, these phenomena did not disappear after founding the new Society either. The new organisation founded, the approved Articles of Association were immediately submitted to the Ministry of Interior, where they were waiting for three years to be finally approved in 1925. It is widely known that bureaucratic mechanisms operate very slowly, but such procrastination was unprecedented. The only possible explanation could be that in the background there must have been some impeding forces. It seems to be true also because the member associations were managed by civil servants of high ranks, who did have enough contacts to accelerate the approval. Fortunately, at the Constituent Assembly a declaration had been issued that until the Articles of Association were approved and the Society founded, Inter-Association Committee would continue its work.

In the June of 1922, the German language paper issued in Hungary *Pester Lloyd*, the most popular one abroad, started a regular stamp column (Pester Lloyd was a commercial association formed in a London café Lloyd Edward. Shortly after, many navigation, insurance and industrial associations included the word Lloyd in their name; so did the Pester Lloyd in 1853). The

paper, which was founded in 1854, came out twice a day. The subtitle of the morning edition was 'Morgenblatt', of he afternoon one – 'Abendblatt'. The regular stamp column was edited by Frigyes Lehnert and published every Friday in the afternoon edition (Abendblatt). Though today we are light years away from the mentality of this paper, we do have to admit that it was of great service to our philatelists. The fact that the most prominent daily newspaper of the time started a regular stamp column contributed to fighting off the degrading and mocking attitude to philately. Moreover, many daily papers and weekly magazines in Budapest and in the country soon followed Pester Lloyd, and started their own regular stamp columns.

From 24 September to 1 October 1922, LEHE organised a stamp exhibition called Első Országos Levélbélyeg Gyűjtői Hét (the First Postage Stamp Collectors' National Week). It took place in the former National Hall on the former Erzsébet Square. The building was removed years ago, illuminated flower beds on Engels Square indicate its former location. On the day following the exhibition opening, a commemorative session was organised in the Auditorium of the Hungarian Science Academy, to honour Miklós Dessewffy, the outstanding Hungarian philatelist, who had passed away. On the session, four professional presentations were held. During the Great Philatelic Week, professional presentations and collection displays were organised in all philatelic associations of Budapest.

On 13 January 1923, the Hungarian Post released a series of five stamps to commemorate the 100th birthday of Sándor Petőfi. The series was especially interesting because instead of the former inscription 'Magyar Kir. Posta' (Hungarian Royal Post), the inscription read 'Magyarország' (Hungary). The new inscription stayed for the following 15 years on Hungarian stamps; the old one – 'Magyar Kir. Posta' (Hungarian Royal Post) – did not return before 1938, when it appeared again on the series dedicated to Saint Stephan.

In 1923, in the first days of February, Marcel Bíró, a notable Hungarian philatelist, gave his manuscript of the *Hungarian Stamps Monograph* to Pannónia Stamp Association, in order to have it published. It is not yet clear why this project failed, moreover, why and where the manuscript disappeared. The author of these lines has been steadily trying to find this manuscript, all in vain. He did discover, however, that Pannónia subscribed for four German, one French, one English and one Italian professional publication in 1923. He also found that Gyula Grosz, a member of Pannónia, compiled an airmail collection widely known abroad. The evidence of this is the Royal Philatelic Society letter of 6 January 1923 to the Association, in which the oldest stamp collectors' association of England requested description of Gyula Grosz's collection, and inquired if they could count on its presentation in London.

On 22 February 1923, a Hungarian philatelist Béla Payer passed away (see the year 1920!). Born in 1850, he was a widely known philatelist not only in Hungary but also abroad. When Miklós Dessewffy was fiercely attacked for his research in engraving repairs (see the year 1918.!), Payer was the first one to protect him. Later, he himself provided a helping hand to Dessewffy in systematisation of engraving repairs.

On 2nd of May 1923, the professional magazine *Magyar Bélyeg* (Hungarian Stamp) came out, edited by Kornél Iván. From September 1923, it became the official bulletin of LEHE.

In the August of 1923, the daily *Budapesti Hírlap* (Budapest News)

started a regular weekly stamp column, edited by Kornél Iván, the publisher of the *Magyar Bélyeg* (Hungarian Stamp).

The *Donaupost* issue of 5 November 1923 announced that the stamp collectors' associations in Budapest had launched a common initiative to acquire headquarters for stamp collectors (see the year 1918!). According to the editorial, the initiative would fail just the same way as the one in Vienna. To buy a building or to have it built would require much bigger financial contribution than the collectors could provide, it said. For our part, we can only add that at the time when the Society existed almost solely on paper, it was a mere dream to envisage a headquarters building.

Between 2 and 8 December 1923, the philatelists from Győr managed to organise a successful stamp exhibition. Many collectors from neighbouring counties attended.

From 20 to 27 December 1923, an exhibition called *II. Országos Levélbélyeggyűjtői Hét* (2nd Hungarian Week of Postage Stamp Collectors) was organised in the Museum of Applied Art. The jury was chaired by József Schmidt; the members were János Emánuel Jászai, Oszkár Megay, Sándor Pollatschek, Mirkó Popovits, and Artúr Szécsy. During the week, Károly Császár, dr. Imre Csécsi, Antal Hampel, dr. Miklós Rédey, and Izidor Sterk held presentations which took place in a room arranged specifically for this purpose.

In 1924, the design of the first Hungarian stamp by Mór Than was finally published in the magazine called *Magyar Levélbélyeg* (the Hungarian Postage Stamp), published and edited by János Emánuel Jászai (see the year 1848!).

In 1924, a professional magazine *Philatélia* (Philately) featured a series of articles outlining the studies of Miklós Rédey and Hugó Griebert, an English philatelist, on Hungarian lithographed stamps. Griebert was the first philatelist to publish the versions of the Hungarian 5 krajcar lithographed stamp, in the review of the company Gibbons.

In the spring of 1924, the theatrical magazine *Ma Este* (Tonight) also started a regular stamp column, highlighting philatelic gossips in the first place.

On 29 July 1924, *Bélyeg Klubház Rt.* (Stamp Club Plc.) was formed. In its Decision No. Cs. 23 916/1925, the Companies Registration Court approved the Articles of Association of the new company. In its issue of 5 November 1923, the well-informed *Donaupost* mentioned this organisation in its article outlining the initiative to acquire stamp collectors' headquarters. As it appeared from the Companies Registration Court Decision, the Court did not accept the Articles of Association approved at the Constituent Assembly, requiring their modification on a new general assembly. On 6 April 1925, it finally approved the Articles, accepted by the organisation on a repeated Constituent Assembly on 29 December 1924.

The founders were obviously dreaming about an international scale business, which was reflected in the four-language company name – German, French, English and Italian. The beautiful collection of names follows here: Marken-Klubhaus, Aktiengesellschaft, Maison du Club des Timbres-Poste Society Anonyme, Club-House of Post-Stamps Limited, Casa del Club dei Bolli Societá Anonima.

The mission of the company, as stated in the Articles of Association, was to acquire a club building by either renting one or having it built, to ac-

commodate gatherings of the Hungarian stamp collectors' associations in the first place. In addition, the tasks also included business activities typical of a club, such as a café and a hotel, catering services for associations and their members, lease of rooms, display of stamps and works of art, auctions of these, preserving work of arts, providing down-payments for the purchase of stamps or work of arts, creating stamps stock exchange, administrative work for stamp collectors and other kinds of associations, publishing magazines and professional books, manufacturing tools for stamp collecting, as well as sales of all of these.

On paper, the corporation capital was 50.000.000 koronas divided in 5.000 registered shares, each of 10.000 koronas nominal value. The founders elected Sándor Endrényi, Artúr Horváth, Elemér Khayl, Gusztáv Lányi-Lindner, dr. Camilló Marzloff, Imre Szabó and Virgil Vigadi first members of Directorate. The list shows that the Directorate included members of LEHE Hungária and Pannónia.

It is hard to believe today, looking at this list of knowledgeable people, how they could undertake such a task. The mission embraced everything from a catering enterprise to trade in stamps, from banking activities to manufacturing accessories. In reality, the organisation channelled the money contributed in good faith by ordinary collectors to finance dark businesses amidst inflation conditions. The most active participants of the enterprise came from Pannónia. We can clearly see that while they could not find resources to publish Marcell Bíró's work, they managed to find funds to finance these obscure deals. Thus, instead of professional research, posterity was left Companies Registration Court documents. The capital went lost in administration; the shareholders lost their contributions completely.

In the summer of 1924, the most popular Hungarian language daily in Slovakia started a regular stamp column, edited by the notable Hungarian philatelist dr. Győző Weinert. The articles highlighted mainly classic Hungarian stamps, and provided detailed information on events in the field of the Hungarian philately.

In the summer of 1924, *Salgótarjáni Bélyeggyűjtők Egyesülete* (Stamp Collectors' Association of Salgótarján) announced a competition, with considerable awards for the winners. Participants had to list and describe the watermark positions, as well as the watermark and perforation characteristics of Hungarian stamps. For a small provincial association with a relatively small number of members such a competition was a serious undertaking, which should be appreciated. Along with this one, they announced also a competition of youth collections.

In the summer of 1924, a box containing 185 cancels, partly of rubber, partly of metal, was found in Vienna, in the course of land works along the Danube channel. Many pieces were in the Hungarian language and occupational. All but one were fake; the original one was the company cancel of a Viennese stamp dealer Dorfinger, who had committed suicide one day before the discovery, thus taking his secret with him.

In the autumn of 1924, the daily newspaper *Hiradó* (The News) in Pozsony published the *Catalogue of the Hungarian Postage stamps 1850 – 1924* (*Magyarország Levélbélyegeinek Katalógusa 1850 – 1924*). Its author was Győző Weinert. In 1925, a reviewed and extended edition came out, containing also the detailed description of Hungarian occupational stamps.

On 20 September 1924, the First Hungarian Stamp Day was organised. On

the same day, a comprehensive stamp exhibition opened in Pesti Vigadó; it was on until the 24 September. Both were organised by the Inter-Association Committee.

In 1925, the Ministry of Interior finally approved the Articles of Association of the *National Society of Hungarian Stamp Collectors' Associations*, which was formed on 13 June 1922. Thus, the Society could start its activities officially. In the meantime, the management elected in 1922 changed; in 1925, its members were the following: President – Elemér Khayl; Vice Presidents – Dr. László Szalay-Újfalussy, Ferenc Vejtey-Kölbig, Ede Vécsei, dr. Virgil Vigadi and József Schmidt; General Secretary – Béla Bauer; Secretary – János Kühn.

In 1925, the Society member organisations were the following: *LEHE* (Stamp Collectors First Hungarian Association), President – József Schmidt, Secretary – László Illés; *Hungária* (Hungária Stamp Collectors Club, founded in 1898.), President – Dr. László Szalay-Újfalussy, Secretary – Dr. Aladár Kiss; *ELMA* (Hungarian Amateur Stamp Collectors First Association, founded in 1911), President – Ferenc Vejtey-Kölbig, Secretary – Jenő Antal Szabó; *Amatőrök* (Amateurs) (Hungarian Amateurs' National Association, founded in 1913.), President – Dr. Virgil Vigadi, Secretary – János Kühn; *Pannónia* (Pannónia Stamp Association, founded in 1917), President – Ede Vécsei, Secretary – Dr. László Berthold; *Országos* (National Association of Hungarian Stamp Collectors, founded in 1919.), President – Sándor Beszédes, Secretary – Artúr Árvai; *Kereskedők* (Dealers) (Hungarian Stamp Dealers Association, founded in 1919), President – Sándor Majó, Secretary – Béla Ferdinkó; *R. L. T.* (Lajos Richter Association, founded in 1925), its members were professional authors and collectors winning at least silver awards; *Turul* (Hungarian Philatelic Training Association Turul, founded in 1925), President – Gyula Lótay, Secretary – Jenő Márton.

In 1925, the Society member organisations from outside Budapest were the following: *Stamp Collectors' Association of Pécs*, founded in 1919, President – Károly Börötzffy, Secretary – Béla Tiszay; *Stamp Collectors' Association of Debrecen*, founded in 1925, President – Dr. János Zalay, Secretary – Dr. László Sajó; *Stamp Collectors' Association of Szeged*, founded in 1925, President – Dr. József Szabó, Secretary – István Lustig; *Association of Stamp Collectors' of Miskolc*, President – Elemér Gresits, Secretary – Géza Kállai; *Sempronia Amateur Stamp Collectors' Private Gathering of Sopron*, President – Richard Schleiffer, Secretary – István Ferenczy; *Stamp Collectors' Association of Gyöngyös* (formerly: Junior Stamp Collectors Association of Gyöngyös), Presidents position – vacant, Secretary – Gyula Kring.

Associations in shaping, which applied for membership: Stamp Collectors' Association of Szombathely, Stamp Collectors' Association of Székesfehérvár, Stamp Collectors' Association of Baja.

Member associations of Junior Stamp Collectors: Junior Stamp Collectors' First Hungarian Association, founded in 1923, Teacher President – Mihály Antos; Junior Stamp Collectors' Association of Toldy Ferenc Secondary School, Budapest, District II, founded in 1925, Teacher President – András Koczogh; Junior Stamp Collectors' Association of Madách Secondary School, Budapest, District VII, founded in 1925, Teacher President – Ignácz Steller; Junior Stamp Collectors' Association of Nyíregyháza Secondary School, founded in 1925, Teacher President – Lajos Cvick.

Junior associations in shaping, which applied for society membership: Junior Stamp Collectors' Associations of István Verbőczy Secondary

School, Ferenc Kölcsey Secondary School, Farkas Bólyai Secondary School, Miklós Zrínyi Secondary School, Zsigmond Kemény Secondary School, and Central Secondary School of District VII, Budapest.

During this period, four professional magazines were published in Budapest: Philatélia (Philately), edited by Ferenc Doszkár; Bélyeggyűjtés (Stamp Collecting), edited by Kornél Iván; Turul Filatelista Világlap (World Philately Magazine Turul), edited by Ödön Braun, and Bélyeggyűjtés (Stamp Collecting) edited by Frigyes Engel and Gyula Hirsch. According to the data published in these magazines, all of them came out once every five weeks. In reality, it was not always the case.

In 1925, following periodicals of Budapest had regular stamp columns: Budapesti Hírlap (Budapest News) Sunday edition, edited by Kornél Iván; Nemzeti Újság (National Newspaper), every Tuesday edition, edited by János Emánuel Jászai; Pesti Napló (Pest Chronicle), every Wednesday edition, edited by Mihály Lóránt; Pester Lloyd every Friday edition, edited by János Emánuel Jászai.

In 1925, between 7 and 14 of April, the First Stamp Week of Szeged was organised by the philatelists of Szeged in the City Museum. The most outstanding exhibit was the excellent Hungarian stamp collection, which the philatelists of Szeged compiled together, and which testified to their great joint efforts and devotion. They generously donated this collection to the museum to be exhibited permanently.

On 13 of May 1925, a trainee lawyer was arrested in Rákospalota. After long investigations, he was accused of forgery of Hungarian postage stamps overprints. His home was searched, and he was caught in flagrante delicto.

At the end of May 1925, the Hungarian Post purchased dr. Jenő Ács's collections called Fiúme and Szeged, which this way became accessible for general public.

In the summer of 1925, the Pricing Manual of the Hungarian Postage Stamps Released between 1871 and 1920 (1871−1920 Kiadású Magyar Postabélyegek Árjelző Kézikönyve) came out, edited by dr. Ármin Erdődi and Endre Kner. An edition of excellent quality, it provided information not only on the price but on all perforation and watermark features of the stamps. The first addition came out in 1926, the second in 1928, the third in 1931. Both the manual and the additions were published by Izidor Kner Publishing House.

In the September of 1925, A Bélyeg (The Stamp) by Mihály Lóránt was published by Athenaeum Publishing House. Unfortunately, the major part of the cca 100 page book highlighted issues related to stamp trading.

Between 12 and 14 December 1925, the Society organised the 2nd Hungarian Stamp Day in Pesti Vigadó (Entertainment Hall). Along with the exhibition, there was a stamp fair, stamp exchange, an auction, and a lottery. The three-day series of lectures highlighted such issues as fight against stamp forgery, difficulties experienced by philatelists who lived outside Budapest, professional writing and magazines, the problems of stamp exchange and circulars, legal protection of philatelists, difficulties facing associations of junior stamp collectors, difficulties of international stamp exchange, international philatelic relations, publicising of black lists, difficulties to found new associations, deepening relations between Esperanto and philatelic associations, as well as the issue of the building. Presentations were followed by interesting discussions, in the course of which almost 40 comments were made.

On 16 December 1925, *Nyugat-magyarországi Bélyeggyűjtő Egyesület*

(Stamp Collectors' Association of Western Hungary) was founded. László Deme was elected president, while József Domby – secretary. While organising the Association, as well as applying for membership in the Society, the name *Szombathelyi Bélyeggyűjtők Egyesülete* (Stamp Collectors Association of Szombathely) was used.

In the January of 1926, on the General Assembly of Pannónia, the senior president Ede Vécsei started a philatelic movement to find Hungarian equivalents for German philatelic terms. In his opinion, the philatelic slang made up of partly German, partly Hungarian words was extremely degrading for educated philatelists. He meant such words as 'kin-gerlice', which derived from the German word 'kinkerlitzchen' (nothingness). For 'pile', they used 'bündli', 'bindli', 'pündli'. If there were remains of glue, Hungarian philatelists used the word 'falcos', for window – 'dünn', for unused stamps (non-cancelled) – 'postfris', for 'complete' – 'ganczahe', etc. In Ede Vécsey's view, this usage was wrong, so he warned the members that if anyone used these words in their presentations, he would interfere immediately and demand that they used proper vocabulary, which he kept on doing for the subsequent 20 years. Unfortunately, the 40 years that have passed since then were not enough to rule out this wrong vocabulary completely.

On the General Assembly held on 23 February 1926, following permanent working committees were set up: 1. Promotion; 2. Financial; 3. Professional writing; 4. Catalogue and pricelist; 5. Organisational work for philatelists from provincial areas; 6. Junior; 7. Stamp station. The stamp station included 12 members, Rédey, Schiller, Markstein, dr. Ünterberg, dr. Sailer, and dr. Pákozdy among them. If stamp check proved that a stamp was fake, a word 'falsum' was stamped on their back.

In the March of 1926, just when *Philatélia* (Philately) published by Ferenc Doszkár ceased to exist, a newer professional magazine came out named *Filatélalai Kurír* (Philatelic Courier). Its editor and publisher was János Örvös. The magazine stood out among the average professional magazines, both regarding its standards and regular release.

In the May of 1926, the letter sealing stamps issued by Petőfi Society (Petőfi Társaság) became an international scandal. To commemorate the 100th birthday of Mór Jókai, rather simple triangle stamps were released, to raise funds for the literary fund of the Society. At least this was its official version. Soon, however, philatelists formed the opinion that very little of this income went to the literary fund mentioned above. Typically of the contemporary circumstances, philatelists did not dare to launch a formal investigation openly. Instead, they chose an indirect way. The facts were revealed in a reputable German magazine *Hamburger Fremdenblatt*. Challenged by this magazine, Hungarian authorities had to respond. The investigation revealed that the Society, using an official recommendation it somehow managed to acquire, marketed these stamps at schools, the students being the target group. Thanks to the promotion by misled teachers and students, large amount of money was earned, 90% of which went directly to the agents-entrepreneurs, and only 10% to the Society. Children from better off families purchased 50−100 pieces of such stamps. In the course of the official investigation it was all brought to light. The contract, which could be called at least strange, was signed by the President Gyula Pekár, also the State Secretary for Public Education. Naturally enough, the investigation did not spread to reveal how much percentage the agent-entrepreneurs (this wording comes from Pekár's

testimony) were bound to pay back to him. This delicate topic was not touched, obviously to protect the civil servants who participated in the case. The Stamp Collectors' Association confined itself to a call on its members to avoid using of these stamps. The excellent stamp magazine *Donaupost* issued in Pozsony published a report on this scandal in its 5th edition of the year 1926 (page 88).

Between 10 and 20 June 1926, the 1st Hungarian Exhibition of Junior Stamp Collectors was organised.

In the first days of December 1926, the *Magyar Bélyeggyűjtők Országos Egyesülete* (Hungarian Stamp Collectors' National Association) announced its immediate leaving the Society. The announcement referred to some dispute, without specifying, however, what it really was.

On 19 December 1926, the 3rd Hungarian Stamp Day was organised in the Palm Room of the Hotel Imperial (90 Rákóczi St., District VIII). A temporary post office was set up on the spot. The event was of a smaller scale, probably due to the unfavourable economic conditions.

In the January of 1927, an Italian soprano singer Pia Ravenna gave a concert in the Large Concert Hall of the Music Academy in Budapest. In an interview, she said to a reporter from *Az Újság* (The Paper) that her favourite hobby was stamp collecting, asking the public to throw stamps on the stage after her concert instead of flowers. Flowers would wither, but stamps would stay forever, and would always remind her of the Hungarian public, she reasoned. According to witnesses, not only was there a rain of stamps, but she had a long conversation with Hungarian philatelists about the structure of Hungarian stamp collections after the concert.

On 28 February 1927, the first bulletin of *Magyar Bélyeggyűjtő Egyesületek Országos Szövetsége* (National Society of Hungarian Stamp Collectors' Associations) came out. Its editor in chief was Miklós Rédey, while the editor – Kornél Iván.

Between 1 and 9 May 1927, the 4th Hungarian Stamp Day was organised by LEHE, commissioned by the Society. As part of this event, the 5th Postage Stamp Exhibition of the Hungarian Collectors First Association was organised in the Ceremonial Hall of the Railway and Navigation Club. This exhibition was also the 2nd National Hungarian Stamp Exhibition. During the time it was on, lectures were given about such topics as secondary engravings, Hungarian stamps in the international context, watermarks of Hungarian stamps, varieties of perforation, collecting of non-postage stamps, junior collectors, special postmarks, acceptable complaints of stamp collectors, and, finally, protection of the rights of the stamp collectors' heirs.

In the spring of 1927, *A Magyar Bélyegek Katalógusa* (Catalogue of Hungarian Stamps) by János Emánuel Jászai came out. The book, which contained 232 pages (13x20 cm) and 435 figures, deserved supreme accolade for its quality and layout. It was published by Egyetemi Nyomda Publishing House, which at the time was managed by the excellent Hungarian professional writer dr. Elemér Czakó.

In the spring of 1927, Hungarian philatelists realised that there was a large-scale stamp forgery going on, causing damage to the Hungarian Post. A criminal organisation was faking the denominations worth 8, 16, 32, and 40 fillérs (all being parts of our first pengos-fillér series). The members of the criminal group were employees of a publishing house – Hrabák,

Halpert-Hámos, and Weiner. The forged stamps were sold in a small shop called *Havas* in Dorottya street. Sales went on very fast, because the shop was located in a neighbourhood where there were a lot of banks, their demand for stamps being very large. By the time the fakers were caught, they had sold 10,000 pengos worth of stamps; the nominal value of the stamps found and seized at their place was even bigger. If not for the attentive philatelists, the criminals might have continued their forgery for much longer.

On 30 May 1927, the Hungarian Society held a session. After long debates, members agreed to the proposal of a Presidium member Ignác Gábor to accept the invitation of FIP (Fédération Internationale de Philatélie, Internal Philatelic Society) to join it. On the June congress held in Strasburg, FIP univocally accepted the Hungarian Society as a new member. FIP headquarters were in Brussels then. At the time the Hungarian Society accessed FIP, it had seven member societies from Budapest and three ones from other regions of Hungary.

On 22nd and 23rd of October 1927, a well-frequented exhibition was organised in Debrecen, with quite a few collectors from Budapest exhibiting their collections. Several associations from Budapest organised group trips to visit the exhibition.

On 9 December 1927, the Companies Registration Office approved disbanding of *Bélyeg Klubház Rt.* (Stamp Club Plc.), which had been formed on 29 July 1924. It brought to an end a scandalous business enterprise, which had seriously corrupted Hungarian philately.

At the end of 1927, *Az aratósokig megjelent segélybélyegeink, portóink stb. 1913−1918* (Hungarian Auxiliary and Postage etc. Stamps Released prior to the Harvest Series, 1913−1918), by Miklós Rédey was published by Postage Stamp Collectors' First Hungarian Association (Levélbélyeggyűjtők Első Hazai Egyesülete).

At the end of 1927, *Strigonium Esztergomi Bélyeggyűjtők Köre* (*Strigonium* Stamp Collectors' Club of Esztergom) announced that it had joined the National Society.

In the course of 1927, some daily papers decided to start regular columns on stamps. These were Vasvár-megye in Szombathely, columnist: László Deme, Reggeli Hírlap (Morning News) in Miskolc, columnist: Ábrahám Mózes; Délmagyarország in Szeged, columnist – Móric Székely.

In the summer of 1928, the Museum of Military History set up a Stamp Department. Their intention was to collect stamps and postmarks linked to the military or war (thematic collecting), postal mail items to or from camps, and postal relics of war-time alimentation. Approximately at the same time, Széchényi Library announced setting up a stamp museum.

In the October of 1928, Frigyes Mirkó Popovits, an excellent Hungarian stamp collector passed away. He partly sold, partly donated his collection to the Stamp Museum. He was the first Hungarian collector to reject all foreign offers to sell his collection; instead, he ensured that it stayed in Hungary, enriching the heritage of the Hungarian philately.

In the November of 1928, a street was named after an excellent philatelist, paying tribute to him this way. However, it did not happen in Hungary, but in Germany – the Gössnitz Town Council (see the year 1911) named a street after A. E. Glasewald, to commemorate his valuable contribution to philately. He had tight relationship with Hungarian philatelists, and visited

Budapest quite often. (see 1913!).

On 3 and 4 November 1928, the 5th Hungarian Stamp Day was organised on the premises of the National Industrial Association at 4 Zichy Jenő Street, District VI. Simultaneously, the General Assembly of the Society, as well as the usual series of presentations were organised in the Ceremonial Hall.

On 9 and 10 December 1928, the Second Exhibition of Debrecen was organised there. It took place in the Ceremonial Hall of the Commercial Society (Kereskedő Társulat) headquarters; the number of visitors exceeded four thousand. The self-made album of Antal Barta, an agricultural worker from Kaba, stood out as a very special exhibit. He was the first agricultural worker to collect stamps, at least to our knowledge, so we are proud to publish his photo here.



Antal Barta

In the December of 1928, the collection containing all forgeries of Fournier arrived, ordered by the Society (Francois Fournier was the biggest stamp forger of all times; of French ancestry, he lived in Geneva). To demonstrate this collections to its members, the Amateurs held a meeting on 21 January 1929, Hungária – on the 22nd, Elma – on the 23rd, LEHE – on the 24th, and Pannónia – on the 25th., The price of the original stamps – of which these were forgeries – approached three million Swiss franks in 1928, which probably illustrates the scale of the collection. Both the fakes and the way they were arranged were of excellent artistic quality. There were Hungarian lithographed stamps in the album too, made from envelope cutouts; he had a special appliance produced for their perforation (9 1/2). Unfortunately, we do not know today where this indispensable collection is; before liberation of Hungary it still had been in the possession of the Society.

At the end of 1928, the Postal Directorate sent a written request to the National Society of the Hungarian Stamp Collectors' Associations to have a philatelic dictionary compiled. It is obvious that the drive of this initiative was Ede Vécsey, the President of Pannónia (see the year 1926!). Unfortunately, the desire to have a proper philatelic dictionary is still relevant.

On 10 January 1929, the first famous Hungarian philatelist Sándor Pollatschek passed away (see the year 1863). Working in the first sixty years of the Hungarian philately, he was not involved in any rivalry. He could always overcome all kinds of personal conflicts or those deriving from vanity, his personality always remaining stable and reliable for everybody. He was not involved in association chauvinism, which he condemned from the very beginning. To prove this, he became a member of each and every newly formed association. Especially his English and French collections, as well as the Hungarian one were internationally known and highly regarded.

In the January of 1929, Lajos Ady, an educational director of a district in Debrecen (Endre Ady's brother) called on the head teachers of the schools in

his district to set up junior Collectors' Associations at schools. In his call, he emphasised the importance of stamp collecting, and highlighted the pedagogical advantages it bore. He also assigned a secondary school teacher Lajos Cvick to draft articles of association for a national philatelic organisation of secondary schools. It was envisaged that the new organisation would become the junior department of the Society. After initial success, the initiative faded due to the indifference of teachers.

On 23 April 1929, the *National Society of Hungarian Stamp Collectors' Associations* (Magyar Bélyeggyűjtő Egyesületek Országos Szövetsége) held its 5th annual General Assembly. The event took place in the Private Room of Edison Coffee House in Grand Boulevard in Budapest. Philatelists who do not care whether or not Hungarian philately has its headquarters, should keep in mind that for decades our associations and organisations have been barely tolerated guests in all kinds of coffee houses in Budapest. The situation remained miserable even despite the compulsory consumption there. Association Secretaries and cashiers carried around documents, catalogues and other equipment in suitcases, which few of today's managers would have done. To compensate the staff by donating stamps to them was totally unknown at that time. For 5-10 years of works, they received a diploma or a plaque; an entry expressing gratitude was recorded in the minutes. They were just ordinary workers of our philately, who deserve highest praise and recognition. This aspect highlighted, let us get back to the general meeting of the Society. Member associations were entitled to the following number of votes, depending on the number of their members: *Elma* (First Hungarian Commemorative Stamp Collectors' Association) 4 votes; *Hungária* (Hungarian Stamp Collectors' Circle Hungária) 7 votes; LEHE (Postage Stamp Collectors' First Hungarian Association) 10 votes; MABOE (Hungarian Amateurs' National Association) 10 votes; *Pannónia* (Stamp Collectors' Association *Pannónia*) 10 votes; Dealers (Hungarian Stamp Dealers Association) 2 votes; Stamp Collectors' Association of Debrecen 6 votes; Strigonium Stamp Collectors' Circle of Esztergom 2 votes; Stamp Collectors' Association of Szeged 4 votes. We can see that associations from Budapest had 43 votes altogether, while provincial ones only 12. This ratio reveals that only every 5th collector came from outside Budapest. Another interesting phenomenon was that the membership of the formerly largest association, Hungária, had decreased dramatically. The report on the General Meeting mentioned that the 5th Stamp Day to be held in 1928 could be staged only amidst very modest circumstances, due to the unfavourable economic environment. For the same reason, there was no possibility to mount an exhibition. The budget approved for 1929 was 560 pengos, which equalled to the monthly salary of a well-paid official. The target budget was meant to cover the following expenses: bulletin – 272 pengos, FIP membership fee – 33 pengos, annual payment to the General Secretary – 250 pengos, and 5 pengos for miscellaneous expenses. 5 pengos for the whole year! To buy the Fournier album, management members collected their private money (61.24 pengos equals to several hundred dollars today). The data above show that this period was difficult for the Society, which had to work amidst very difficult conditions. The amount paid to the General Secretary was barely enough to cover the postage and telephone costs.

As we can see from the report on the General Meeting, apart from the

stamp museum in shaping, there were stamp collections in the following Hungarian museums: Széchényi Library in the Hungarian National Museum, Museum of Military History, and in the City Museum in Szeged.

Between 9 and 12 May 1929, the Second National Stamp Exhibition of Szeged was organised in its City Museum.

In the June of 1929, the stamp collectors' circle of the secondary school of Nyíregyháza organised a junior stamp collectors exhibition.

In the middle of 1929, János Örvös published a philatelic directory. Apart from detailed data on associations, he publicised addresses of several hundreds of stamp collectors, in order to facilitate the stamp exchange.

In the course of 1929, the German magazine *Postmarke* (Postage Stamp) published in parts the work of Ing. Edwin Müller *Die Losslösung des Ungarischen Postwesens von jenem Österreichs 1867 bis 1871 und die Entstehung der gemeinsamen Postwertzeichen vom Jahre 1867* (Separation of Hungarian and Austrian Postal service between 1867 and 1871, as well as the Common Release in 1867). The study was relevant from the point of view of the Hungary philately as well.

On 29 November 1929, the world famous Viennese philatelist Edwin Müller held a lecture in Budapest, organised by LEHE. He outlined in it that in 1867 102 military post offices were operating on the frontier territories, this number increasing to 135 in 1871.

On 7 and 8 December 1929, the 6th Stamp Day was staged, organised by the Society. The event took place on the ground floor of Drechsler Coffee House (25 Andrássy Street, District VI.). Instead of an exhibition, collections were displayed. It was quite interesting to see what the collectors focused on at the time. The philatelists to display their collections were Aladár Apfel (the Netherlands), Kálmán Bakos (Hungary), Béla Bauer, Imre Bernát (Greece and Crete), Dezső Bródszky, dr. (Europe), Ignác Gábor (flights), János Hiros (Hungary), István Luis, Camillo Marzloff, dr. (Hungarian postmarks), Sándor Pinterits (commemorative stamps and rarities), József Schmidt, dr. (Serbia and Levante), Jenő Antal Szabó (overseas collection and revenue), Artúr Szécsi (Turkey).

In the course of the event, such philatelists held lectures as Kornél Iván – on philatelic dictionary being compiled; dr. Lajos Hencz – on the history of the Hungarian Post; Marcell Bíró – on Hungarian stamp collecting outside Budapest; dr. József Schmidt – on new trends in stamp collecting; dr. Camillo Marzloff – on Hungarian postmarks. On both days, stamp fairs were organised. There was no stamp exhibition, obviously due to financial reasons.

In February 1930, *Magyar Filatelisták Klubja* (Hungarian Philatelists' Club) was formed. It was interesting that at the Constituent Assembly the post of president was not filled.

On 23 March 1930, the professional magazine *Filatéliai Kurír* (Philatelic Courier) organised a commemorative stamp exhibition in the first floor Ceremonial Hall of the Excelsior Hotel.

On the 28 April 1930, the Stamp Museum opened on the 8th floor of the Post Directorate Palace in Krisztina Boulevard; it remained on these premises until the second half of 1939. Thus, several-decade dream of Hungarian philatelists came true. Preparatory works lasted for 15 years. When the Museum opened, its core collection was the one of Mirko Popovits. Geographically, the collection of the Museum contained 7.000 Hungarian, 17.000 European, 7.800

Asian, 11.000 African, 12.000 American and 2.500 Australian pieces. The collection of lithographed stamps deserves being mentioned separately, because of its high quality also by international standards. It contained several hundreds of rare pieces, cancelled and unused, and included not only separate stamps but blocks, tapes, envelopes, as well as combined payment envelopes. The first director of the museum was József Horváth.

On the 12 September 1930, Iposta opened in Berlin (Internationale Postwertzeichen Ausstellung – Exhibition of Postal Valuables); it was commemorated by an outstanding block, the first German one. It contained a large-scale presentation of the Hungarian philately abroad, within the framework of an international exhibition; Hungarian material was reflected in many articles in the international media. Out of 20 exhibited Hungarian collections, 17 were honoured by awards. Some data for comparison follow below. Out of 213 German collections, 152 were honoured by awards. Therefore, while 85 per cent of Hungarian collections received awards, for German collections, this ratio was only about 70 per cent. This was the first instance when representatives of another nation performed better on an exhibition organised by the German philatelists. The jury, however, was international. Let us have a closer look on other figures. 71 British collections out of 99, 18 Dutch ones out of 27, 14 Austrian ones out of 20 and 17 Czechoslovakian ones out of 23 received awards. Hungarian participation was organised by the Society, and it testifies to how fruitful its 8-year-long work was. It also sent a meaningful message to all those, who had been impeding the founding of a unified philatelic umbrella organisation, due to personal ambitions or jealousy.

On 7 and 8 December 1930, the 7th Hungarian Stamp Day was organised. Just as in the previous year, it took place on the ground floor of Drechsler Coffee House. At the same time, ELMA (Amateur Stamp Collectors' First Hungarian Association) staged a stamp exhibition.

At the end of 1930, a new work by Ing. Edwin Müller called *Die Poststempel auf der Freimarken-Ausgabe 1867 von Österreich-Ungarn* (Postmarks of Austrian – Hungarian stamps issued in 1867) came out in Vienna.

On 28 December 1930, Pannónia Stamp Association (Pannónia Bélyegegyesület) suggested a viable innovation, which was then introduced. On each association meeting, a collector presented his collection, which was then evaluated by a jury consisting of 3 members. Every three months, the best collector of the period was elected; the Association presented him with valuable stamps. Such presentations would be of interest even today, to turn association meetings into more colourful events.

Between 5 and 10 April 1931, a magazine called *Filatéliai Kurir* (Philatelic Courier) organised a commemorative stamp exhibition of the year 1931, at 69 Andrássy Avenue. Several big Hungarian collections were displayed. It was quite new that some of the exhibits were auctioned on the 3rd and 4th day of the exhibition (these pieces were indicated in advance). The exhibition was very well-frequented; many of the visitors came from provincial areas of Hungary.

On 10 and 11 April 1931, the first stamp auction took place in Hungary, organised by the Auction Hall of the Post Bank (Postatakarékpénztár Árverési Csarnoka). It took place at the Ceremonial Hall of the Old Exhibition Hall at 69 Andrássy Avenue, District VI. A stamp from Hawaii offered at 8.000 pengos starting price was not sold. It is easily understandable that no one could afford it in a country stricken by grave economic crisis. Due to

this, the financial result of the auction was relatively modest.

In the April of 1931, a magazine called *Bélyeg* (Stamp) came out repeatedly, after terminating at the end of the First World War. It was published by Dezső Dercsényi, and edited by Jenő Antal Szabó. The target audience of the magazine included readers from outside Hungary too, so it featured articles and advertisements in the German language as well. According to contemporary sources of information, the magazine had several hundreds subscribers among Saxons in Transylvania.

On 7 June 1931, LEHE organised a very successful stamp collectors' day in Székesfehérvár. About two thousand people visited the stamp exhibition; about 50 members of the organiser association travelled to Székesfehérvár from Budapest.

In the summer of 1931, Stamp Collectors Association of Orosháza (Orosházi Bélyeggyűjtők Egyesülete) was formed.

In the August of 1931, an excellent Hungarian philatelist Milós Rédey passed away. He had been an excellent expert and a researcher of secondary engravings. Fortunately, he managed to complete his study on this topic. The first person to start research in secondary engravings was Miklós Dessewffy (see the year 1918!); Béla Payer and Miklós Rédey continued his research; finally Éde Schiller was the one to complete it. The author of the present study had the chance to see Schiller's manuscript, who definitely had completed his research before his death. Finding and publishing it is a part of the programme of MABÉOSZ.

On 6 and 7 December 1931, the 8th Stamp Day was organised. As part of the event, Pannónia mounted a successful stamp exhibition in Edison Coffee House, while in Hungarian National Museum dr. József Schmidt's collection was displayed on the 8 December.

In December of 1931, the Hungarian Aero Association set up an aero-philatelic committee to promote collecting of aero-philatelic items, such as airmail letters, in Hungary.

To complete the outline of 1931, here follows a quotation from the editorial of the December edition of the *Filatéliai Kurir* (Philatelic Courier), which truly reflected contemporary conditions, economic circumstances and the global economic crisis of the time: 'The years 1931-1932 should be remembered, though they bear tragic significance for the philatelic history. This date will always remind us about grave periods of philately, when international relations were terminated by force. Isolated from the world, we could only hope that a white pigeon would take some news about us to the other parts of the world.' The same issue of the magazine blamed the National Society for not doing anything in the interests of stamp collectors from provincial areas of Hungary. It said: 'Collectors of Debrecen, Szeged, Esztergom, Pécs, Győr, Cegléd, Orosháza have been left alone, and if the Society does not take any steps, there will soon only be philatelists from Budapest or foreign countries to talk about.'

In January 1932, Hungarian Radio started to present new Hungarian stamp releases in the daily news column, providing professional and detailed information on them.

On 27 and 28 March 1932, Stamp Collectors' Club of Újpest organised a successful stamp exhibition on the premises of the Social Politics Institute of the University (Újpest, 26 Erkel St.). Within the framework of the event, four professional lectures were held. The presentation called *Austrian Post in*

Hungary, held by Artúr Árvai and Jenő Antal Szabó, outdid the average level of other lectures. The presenters used overhead projector to accompany their talks by illustrations.

From 5 to 10 May 1932, *Filatéliai Kurir* (Philatelic Courier) repeatedly organised a stamp fair in the Old Exhibition Hall.

At the end of May 1932, collectors from Debrecen organised a stamp exhibition, supported also by the Society. Antal Barta once more exhibited his collection, further developed in the previous year (see the year 1928). After the exhibition, Pannónia organised the display of Barta's collection in Budapest, inviting the collector himself, his expenses covered by the Society. The event was followed by a dinner attended by about 60 society members.

In September 1932, the sales office of the Hungarian Post started to sell overprints of stamps featuring harvest and the Building of Parliament called 'Lajtabánság'. Philatelists were startled at this move of the Post, since prior to this, it had not recognized these stamps as official. By selling them, however, the Post legitimized them. Or maybe one department of the Post was not aware of what the other one was doing? Or, on the contrary, it knew much too well? The Post was attacked because of this, and for good reason.

On 25 and 26 December 1932, the Society organised a stamp collections exhibition in the Old Exhibition Hall, with several associations taking part. The shaky finances allowed for a very modest event; the 9th Stamp Day, which was due at the time, was not organised at all.

On 31 December 1932, the Law No. XXI of 1932 provided that fakers of stamps already taken out of circulation and, therefore, causing damage solely to philatelists, also bore criminal responsibility. From that time on, the concept of stamp forgery included not only creating forged stamps from scratch, but partial forgeries too. According to these regulations, the new concept embraced removing cancellations or postmarks from used stamps, modifying original postmarks, any modification of paper, perforation, print or overprint. In case of mutual agreements, the regulation provided protection not only for Hungarian stamps, but for those of any other state. Perpetrators might have been sentenced to two years of prison, loss of office, or suspension of civil rights. Not only fakers, but also those who marketed forged stamps got the same punishment.

On 7 and 8 January 1933, LEHE made up for the missing 9th Stamp Day in 1932. It organised a postmark exhibition in the Hungarian National Gallery, which also incorporated the 9th Stamp Day.

On 29 January 1933, Stamp Collectors' Association of Pápa was formed.

On 16 and 17 April 1933, Collectors' Club of Újpest organised a stamp exhibition in Újpest called 2nd Commemorative Stamp Exhibition.

Between 6 and 15 May 1933, the *Filatéliai Kurír* (Philatelic Courier) organised a stamp exhibition at the international fair of Budapest. Called 4th FILPROK, it was bigger than any previous one with the same name; it should be especially appreciated because there were hardly any stamp collectors' organisations to undertake exhibitions amidst the grave economic circumstances of the time. All Budapest associations participated in it, thus its dimensions almost reached those of a national exhibition.

On 30 November 1933, *Fővárosi és Vidéki Bélyeggyűjtők Egyesülete* (Stamp Collectors' Association of Budapest and Provincial Areas), abbrevi-

ated as *Févbe* was formed. Its first president was János Örvös.

Between 10 and 12 December 1933, Hungária organised a national collection competition, to which it invited members of all associations. Almost one hundred people showed up to see the collections displayed.

In 1933, the famous Hungarian philatelist dr. Virgil Vigadi passed away.

At the end of 1933, the *Collectors' Association of Orosháza*, a relatively young one, launched a strange initiative. Putting forward the argument that the Society did not wish or was not able to protect the interests of provincial collectors, it intended to set up a national stamp collectors' association unifying collectors solely from provincial areas. The reason for their outrage was the fact that in the country they could not buy two expensive denominations of pengo-fillér Hungarian auxiliary stamps (Price list of Hungarian stamps: 502/B and 518) at face price. Before starting a national initiative, it would have been more sensible to make sure that in Budapest it was really possible to buy these stamps at their nominal price. In fact, there was no way to do so in Budapest either. From the very beginning, the Office for Stamp Sales sold these stamps at a price many times higher than the nominal one.

On 1 and 2 April 1934, stamp collectors from Újpest staged the 3rd Commemorative Stamp Exhibition, which embraced also a stamp fair.

Between 6 and 13 May 1934, LEHE mounted the 2nd National Stamp Exhibition to celebrate its 50th anniversary. It was then that the first Hungarian block came out. 300 philatelists from Vienna came to see the exhibition, fascinated by the beauty of the collections and the exceptional set up (the exhibition was mounted in the National Hall).

The first price of this exhibition, which had international dimensions and excellent quality, was a gilded silver plaque. Here stands the list of those who received it: Rudolf Bugeldits (Pesterzsébet) – Greek, Finnish, English, Gibraltar and Malta collections; Károly Halter (Budapest) – Spanish, Swiss and Swedish collections; Eugen Klein (Philadelphia, USA) – Hungarian collection; Kornél Neuhold (Budapest) – Hungarian collection and Zeppelin; Károly Rácz-Rónay (Budapest) – Hungarian collection; Schmidt József. dr. (Budapest) – DDSG and Serbia collections; Julius Tatár (Zsolna) – Hungarian collection; Sándor Turóczy (Budapest) – Hungarian collection; and Ottó Schäffling (Füzesgyarmat) – Hungarian collection. The most beautiful Hungarian collection (Turóczy) contained a strikingly wide range of our lithographed series. It contained combined payment envelopes from 1871 and 1872, 8 letters with the highest, 25 kr denomination, several letters with Tokaj perforation, unused and cancelled engraved stamps in blocks and stripes of 4, 6, 8, 10, 12 pieces.

As part of this event, the 10th Stamp Day was staged.

In 1934, in May, Géza Tarján, the 3rd forger searched for after Fournier and Sperati, was arrested in Spain. From his workshop, the police confiscated two million pengos worth of forgeries, many Hungarian stamps among them. The Spanish authorities informed the Hungarian Embassy about the arrest and confiscation.

On 5 June 1934, Stamp Exhibition of Hajdú County was mounted in Debrecen.

Between 5 and 12 August 1934, philatelists of Miskolc mounted an exhibition called *Miskolci Hetek* (Weeks of Miskolc). It featured many such collections of the philatelists from Budapest, which received first prizes on

the national exhibition.

In September 1934, dr. József Schmidt, a notable Hungarian philatelist, passed away. He had been the chief curator of the national exhibition in 1934, as well as the president of LEHE for many years.

In the November of 1934, *Höhere Philatelie* (Sophisticated Method of Philately), a profound research by dr. Béla Szalay came out in the German language. The number of pages of the two thick volumes amounted to several thousands; the new method enabled philatelists to find out the original position of the stamp on the sheet. By using this method, reconstruction of whole sheets became possible. As many as 236 pages were devoted solely to systematising Hungarian printing plates, comprising one quarter of the whole research. The author was profoundly mistaken assuming that big numbers of philatelists would start using his method. Stamp collecting is a kind of entertainment or a leisure activity for most people pursuing this hobby; the number of philatelists willing to devote so much work and deep research to it as such method would require is not too large.

On 8 and 9 December 1934, Hungária mounted a high quality stamp exhibition in the Private Room of Edison Coffee House, which included the 11th Hungarian Stamp Day.

At the end of 1934, collectors of Pápa and Vác staged a stamp exhibition.

On 1 January 1935, the number of LEHE members was 142, 135 of them from Budapest, 7 from the country. About 10% of all (13 people) were women. It is interesting to look at the jobs of the association members. Below follows the statistics, without any further comments: 20 managers of banks, plants, and companies; 19 private officers, 18 engineers, 17 civil servants, 12 doctors and pharmacists, 12 army officers, 11 lawyers, 8 employees of MÁV and MFTR, 5 judges and prosecutors, 5 owners of plants, 5 ministers, secretaries of state and mayors, 4 wholesalers, 2 journalists, 2 land owners, 1 private person, and 1 priest. The method of accepting new members was rather interesting. According to the Articles of Association, new members were to be recommended by two association members, after which a secret committee vote followed. The philatelists, therefore, did not enrol in the organisation, but were elected by vote. This way, the possibility of embarrassing rejection was ruled out. This method served as institutional guarantee that only those who were fit from all points of view could become members.

On 17 February 1935 a Youth Stamp Exhibition was mounted in Debrecen.

In the spring of 1935, *Spezialkatalog der Feld- und Etappen-Poststempel von Österreich-Ungarn aus dem Weltkrieg 1914−1918* (Detailed Postmark Catalogue of Austrian and Hungarian Military Camp and Alimentation Network Post Offices in the Period of the First World War 1914−1918) by Viktor Majestic was published in Vienna.

In 1935, LEHE resumed its former activity in the field of professional magazines. *A Bélyeggyűjtő* (The Stamp Collector) re-started as the first issue of the year XIV. The layout was nice, and the editing meaningful and of high quality. It was problematic, however, that re-printing of articles or news, even extracts of those, was banned. Even indication of the source of information would not have been sufficient to eliminate this ban. There are no doubts that publicising such data would have served the interests of Hungar-

ian philately. It would have been especially beneficial for the successor states. Even at this time LEHE clearly did not wish to give up its aristocratic isolation attitude.

On 20 and 21 October 1935, *Stamp Collectors' Association of Debrecen* organised a stamp exhibition to celebrate its tenth anniversary. Many collectors from Budapest attended the event.

On 1 December 1935, *Donaupost* (edition 12, year XVIII) published the result of the survey among Hungarian, Austrian, German, Czechoslovakian, Romanian, Bulgarian, and Yugoslavian philatelists finding out which country of issue was the most popular among stamp collectors. The range was the following: 1. Austria, 2. Bosnia, 3. Germany, 4. Hungary, 5. The Netherlands, 6. Norway, 7. Sweden, 8. Switzerland, 9. Bavaria, 10. Liechtenstein, 11. Belgium, 12. Luxemburg, 13. Island, 14. Danzig, 15. Italy, 16. The Papal State (predecessor of Vatican), 17. Bulgaria, 18. France, 19. Denmark, 20. Monaco, 21. Ireland, 22. Romania, 23. Yugoslavia, 24. The Soviet Union, 25. Serbia, 26. Malta, 27. Württemberg, 28. Baden, 29. Prussia, 30. Saxony, 31. The Postal District of North-Germany, 32. Albania, 33. Latvia, 34. Memel, 35. Gibraltar, 36. Estonia, 37. Finland, 38. Anglia, 39. San Marino, 40. Poland, 41. Crete, 42. Lithuania, 43. Greece, 44. Spain, 45. Portugal, 46. Sicily, 47. Hanover, 48. Hamburg, 49. Montenegro, 50 Naples, 51. Turkey, 52. Thurn-Taxis, 53. Braunschweig, 54. Helgoland, 55. Sardinia, 56. Mecklenburg, 57. Parma, 58. Tuscany, 59. Lübeck, 60. Schleswig, 61. Modena. It would be interesting to have such a ranking today.

In 1935, *Stamp Collectors' Association of Kecskemét* was formed.

Between 25 and 29 December 1935, the National Exhibition of Provincial Stamp Collectors was mounted in Újpest. As part of this event, the 12th Stamp Day was organised on 26 December.

On 23 February 1936, *Junior Stamp Collectors' Club* was formed in Budapest (Ifjúsági Bélyeggyűjtők Klubja – Ibék). The Constituent Assembly was held in the Ceremonial Hall of the Institute for Social and Political Research (33, Ráday St., District IX).

Members of the Association could be any female of male applicants aged below thirty. They were divided into two age groups. László Bán was the president of the adolescent group, while István Makláry of the young students' group. In both of them, member fee of 20 fillérs was collected. The Institute for Social and Political Research provided premises for their Association free of charge. Here stands an extract from the Articles of Association of Ibék: 'Article 2. The mission of the Club: a) To promote stamp collecting among its members, to set up an exchange organisation; b) Trading in stamps for money is banned on the premises of the Club; c) To deepen the knowledge of philately, to organise meetings and presentations; d) To facilitate stamp collecting for its members by purchasing large quantities collectively; e) To facilitate stamp exchange with philatelists abroad for the members; f) To provide moral support to beginner collectors; g) To promote stamp collecting; h) To stage exhibitions; to organise presentations.'

In March 1936, *Stamp Collectors' Association of Győr* was founded. Dr. Gyula Bánóczy was elected its first president.

On 12 April 1936, an exhibition called "2nd Junior Collectors' Exhibition *Pax"* opened in the secondary school of the Benedictine order.

Between 9 and 18 May 1936, the *Filatéliai Kurir* (Philatelic Courier) organised a stamp exhibition on its premises in Kossuth Lajos Street called *Atelier*.

In May 1936, the first issue of the *Stamp Collectors' Pocket Library* came out. The first edition called *A Bélyeggyűjtés* (Stamp Collecting) was written by Aladár Mészáros. The publisher of the booklet was Sándor Pinterits.

From 2 to 9 August 1936, a stamp exhibition took place in Miskolc, as part of the series of events called *The Week of Miskolc*. To access these events, charter flights were launched.

In 1936, Kecskemét also hosted a stamp exhibition as part of the so-called Hírős Hét (Famous Week), which was a series of events to celebrate the city.

On 4 December 1935, the Hungarian Post organised a philatelic meeting, attended by the managers of the Post Directorate and those of philatelic organisations. The post officials outlined the foreseen stamp issues and the conditions of purchasing waste material. The leaders of philatelic organisations had a chance to communicate their members' wishes, as well as their criticism.

In the year 1936, the 13th Stamp Day was not organised, because the Hungarian and the international Society could not reach agreement on the date. This reasoning does not seem sincere though: no. 13 was obviously skipped because of superstition. The 11th (9th) Stamp Day, which was skipped in 1932, was later staged under the same serial number in 1933. In this case, the next Stamp Day organised in 1937 was not called 13th but 14th.

On 2 January 1937, the Association called *Pax* mounted its 3rd exhibition, which embraced also the 1st Junior Stamp Collectors' Day.

On 14 February 1937, the Society and its member associations organised a wreathing ceremony at the grave of József Horváth, the first director of the Hungarian Stamp Museum. This was the first anniversary of József Horváth's passing away at the age of 63.

On 1 March 1937, the first international philatelic almanac was published. According to it, in 1936 there were 269 professional philatelic magazines in 33 countries in the world. 18 out of these were published in the United States of America, 14 in Germany, 13 in England, 10 in France. The bigger part of these magazines came out once a month, the rest twice a month.

On 8 May 1937, a stamp exhibition opened in Vigadó, in Budapest. It was set up by Pannónia, which was celebrating its 20th anniversary. Both the scale and quality were rather modest. However, the Association managed to make nice profit, because almost 2.000 visitors bought stamps issued specifically for this occasion. The exhibits were arranged in 40 frames. Endre Kner's collection of watermark positions stood out as the most excellent; it was the one to receive the Grand Prix of the exhibition.

As part of the exhibition above, the 14th Stamp Day was celebrated on 9 May 1937. Thus the number 13 was finally avoided.

On 13 May 1937, a coronation stamp (Michel 197, Zumstein 191) was issued in England, followed by further 201 stamps all over the empire (from Aden to Virgin Islands). For the same occasion, a series of 18 stamps was released for India (Yvert 143−160, Michel 146−163), and yet another one for Australia, which, according to Michel, contained 17 base and 5 sub-ordinate

denominations (137−152), while according to Yvert – 13 base and 7 subordinate ones (110−122). All these had different variations of colour, paper and perforation. In total, there were 240 kinds of stamps, their overall face value reaching huge amount. For decades, Hungarian philatelists have been erroneously expressing that the stamp issue policy of England was a moderate example to follow. This is why we have revealed the true facts here.

From 23 to 25 May 1937, a stamp exhibition was organised in Nagykanizsa, with the logo *The Postage Stamp is 100 Years Old*.

From 18 to 26 June 1937, a big international stamp exhibition called Pexip (Paris Exposition Internationale Philatélique – International Stamp Exhibition of Paris) took place in Paris, commemorated by the 3rd French block (Michel 353−356, Zumstein 340). Collections of two excellent Hungarian philatelists – Béla Térfi and Sándor Turóczy – received gold medals on this event.

In the June of 1937, the *International Stamp Collectors Association* decided to abandon the tradition of having Stamp Days on one and the same day in all countries; instead, it commissioned national associations to choose the best day for their country.

On 2 August 1937, the famous researcher Elemér Pompéry passed away. Shortly before his death, his collection was honoured a silver plaque on the Pexip International Stamp Exhibition.

Between 19 and 24 August 1937, the 7th Filprok Exhibition took place, organised by *Filatéliai Kurir* (Philatelic Courier). It took place in the *Atelier* workshop in Kossuth Lajos Street.

On 3 October 1937, the Szolnok Group of the Stamp Collectors' Association of Budapest and Provincial Areas (Fővárosi és Vidéki Bélyeggyűjtők Egyesülete – Févbe) staged an exhibition in the Ceremonial Hall of the County Council. The unusually high number of frames (120) indicated that it was a high standard and very nicely mounted exhibition, where big Budapest collections were also displayed. Almost 400 philatelists from Budapest attended the exhibition.

On 7 November 1937, the second stamp collecting organisation was founded in Miskolc, the Miskolci Múzeumpártoló Egyesület Gyűjtőköre (Collectors' Circle within the Association for Support of Museums in Miskolc). Its president was dr. Géza Várjon, its Secretary István Ambrus.

On 17 November 1937, the Post Directorate organised a meeting dedicated to stamps. It was attended by the management of the Directorate, the Presidium of the Society, and the presidents and secretaries of LEHE, Hungária, Pannónia, Maboe, Févbe, and ELMA. The issues discussed were the sales of postal waste, stamp issue programme for 1938, receiving photos of newly issued stamps, cancellation of philatelic letters, issues related to stamp examinations in the Stamp Museum, international stamp exchange, support to junior collectors. A decision was taken to hold such meetings every year.

In 1938, several editions of the *Magazine Bélyeggyűjtő* (Stamp Collector) published Dénes Schiller's and dr. Elemér Czakó's research on Hungarian lithographed stamps.

Between 22 and 31 May 1938, the 3rd National Stamp Exhibition was on; to honour the event, the Hungarian Post released a block. (Orbék block, Hungarian Stamp Price Directory No. 608) The exhibition took place on the premises of Industrial Plant Directors' Club (today Stamp Home). The entrance fee was one pengo, which entitled the visitor to purchase an Orbék block. Since the total number of visitors was 12.000, the exhibition made nice profit. These financial results helped to stabilise the financial situation of the Society, which otherwise had had permanent financial problems. It also opened up a possibility to acquire own premises, instead of being tolerated by coffee shops.

In the first days of July of 1938, the Society managed to move to the part facing Paulay Ede Street of what today is Stamp Home, thanks to the outstanding organisational work of Kornél Neuhold. Hungarian philatelists called this building 'Stamp Home' from the very first moment, expressing that not only the Society but all Budapest associations acquired their home there, after a long period of homelessness. From the customers of coffee houses, barely tolerated even if they consumed there, they turned into landlords owing their own home. In this shared home, the association chauvinism decreased, and though slowly, some of the associations started to review their membership policies. This new home inaugurated, the period of wandering from one café to another was brought to an end. Only today can we fully see how important this move was; we will come back to outline these events at the year 1945.

From 3 to 10 July 1938, the 3rd Stamp Exhibition of Miskolc was on, attended by many visitors from Budapest.

On 20 August 1938, the *Filatéliai Kurir* (Philatelic Courier) mounted the 8th Filprok Stamp Exhibition, which was also a stamp fair.

In 1938, between 28 August and 4 September, a stamp exhibition took place in Siófok, being part of the 4th International Sports Week. Its visitors included many people coming from abroad. The exhibition exerted great influence inspiring many people to become stamp collectors, Attila Petschauer, the excellent Hungarian swordsman being among them.

To complete our outline of the year 1938, we should mention that the 15th Stamp Day was organised within the National Exhibition on 28 May.

On 3 and 4 June 1939, Hungária Magyar Bélyeggyűjtők Köre (Stamp Collectors' Circle Hungária), commissioned by the Society, staged a stamp exhibition it the Stamp Home. As a part of this event, the 16th Stamp Day was organised, where Béla Hedry, the President of the Society, reported on how the Stamp Home was acquired. He outlined the release of Orbék block, which had been an important move in securing financial stability for the Society. He went on saying that Kornél Neuhold, who was the one to be recognised for both the idea of the block and its implementation, by his assertive attitude managed to persuade the Industrial Plant Directors' Club to hand over the part of their building facing Paulay Ede Street to philatelists free of charge. He also managed to achieve that the owners of the building acknowledged the change of the tenants without charging any fee, which was unusual at that time.

On 6 and 7 August 1939, the philatelists of Szeged staged a stamp exhi-

bition in the city, to accompany the outdoor theatrical days organised at the same time.

In 1939, the *Bélyeggyűjtő* (The Stamp Collector) published *Baranya bélyegei* (The Stamps of Baranya) by Jenő Antal Szabó.

From 24 March to 7 April 1940, *Filatéliai Kurír* (Philatelic Courier) staged the 9th Filprok exhibition.

To commemorate the 100th anniversary of the postage stamp, Févbe hosted a stamp exhibition in the Ernst Museum at 8 Nagymező Street, District VI (at the time Almásy-Teleki Eva Institute) on Easter Sunday of 1940. Dr. Emil Hermann's collection of platenumbers won the first prize. Second prize was awarded to Jenő Kis, for his airmail and Zeppelin collections.

From 19 to 23 May 1940, Maboe (Hungarian Amateur Stamp Collectors' National Association) mounted the Fourth National Stamp Exhibition, commemorating also the 100th anniversary of the postage stamp. As part of the event, the 17th Stamp Day was organised. Both events were rather moderate, since by that time the consequences of the Second World War had already reached Hungary.

Between 1 and 9 June 1940, a commemorative stamp exhibition took place in Szeged, within the 12th Industrial Fair. Of moderate scale, it was rather a presentation than an exhibition.

On 23 November 1940, the Stamp Museum opened, on the very premises where it is today. At that time, the building was the Palace of Post Directorate (today Ministry of Transportation and Post, 75-81 Dob street, District VII). The exhibits had not been displayed for long because due to the unfolding war they were soon packed in boxes.

From 31 May to 2 June 1941, a stamp exhibition was staged in Szentes, in the County Ceremonial Hall, on the occasion of the National Esperanto Congress. All in all there were more than two thousand visitors. Many members of Pannónia contributed to organisational work.

Typical of the value changes of Hungarian stamp series, in the spring of 1941, the airplane series from 1927 cost 38.70 pengos in the philatelic outlet of the main post office, while a pair of Zeppelin stamps 30 pengos, and the 1933 airplane series 31 pengos.

In 1941 the work of Béla Bán, "The military border district and it's post offices" appeared as an extra issue of the "Bélyeggyűjtő" (*The Stamp Collector*).

On July 11 1941 the gates of the Stamp Museum had to be closed to the public for nearly 7 years.

From 13 to 22 September the „Filatéliai Kurir" (*Philatelic Courier*) staged the „X. Filprok" stamp exhibition. The usual stamp fair has not been organized.

On 7 and 8 December 1941 a stamp exhibition has been staged in Albertirsa with the participation of the collectors of the capital, with the name „Első Falusi Bélyegkiállítás" (*First village stamp exhibition*). The intention was to organize the due 18. Stamp Day in the frame of this exhibition, but the veto of „LEHE" did not make this possible. No reason is known for this veto, still the already skipped number 13 has been joined by the 18, these two numbers remained unused at the numbering of Stamp Days.

On 1 January 1942 a new stamp magazine has been started in Subotica

in Hungarian language, with the title „Bélyeghíradó" (*Stamp News*), edited by István Dobó.

In January 1942 the workers of „Kistext" organized a high level, big stamp exposition in the theatre room of the factory. This has been the first factory exhibition in Hungary organized excellently from all points of view. The main organizer has been the well-known Hungarian stamp collector Otto Gábor Shäffling, who later immigrated to America. (See at Budapest − 1961!). This „Kistext" exhibition held on 24 January in Pestszentlőrinc has soon been followed by another exhibition.

On 11 and 12 April the "Első Csepeli Bélyegkiállítás" (*First stamp Exhibition of Csepel*) has been organized with the patronage of the Society and the involvment of it's leaders. The exhibition, scheduled originally for one day, remained opened for another day because of the high number of visitors.

From 23 to 31 May "Pannonia" organized en exhibition in the Pester Redoute, commemorating the 25th anniversary of the association, supported by the Society and enlisting 49 exhibitors. The organizing association put together a totally independent jury. The list of members of the jury is an excellent overview of the philatelic life of the early forties. President: dr. László Bárány, secretary: dr. Károly Pászty. Both „Pannónia" members. Members: Elemér Bogyay (Févbe), Tibor Érdy (Elektromos), dr. Sándor Fejéregyházi (Mávag), Rezső Halmos (Debrecen), Ferenc Hochenbügler (Csepel), Emánuel János Jászai (Gamma), Géza Jordán (Kistext), István Kelemen (Maboe), Pál Kiss (Kecskemét), József Markstein (Kereskedők), Ferenc Németh (Tipográfia), János Ott (Szeged), Lajos Podlussány (Corvin), Pál Rampacher (Elma), Ernő Saupe (Chinoin), dr. Géza Semsey (Újpest), Dénes Schiller (LEHE), Lajos Schrenk (Országos), Géza Szentirmay (Miskolc) and Alfonz Taróczy (TTC). The jury awarded not only the usual medals, but also 29 honorary prizes. The Gold Medals with Honorary Prize of the national exhibition, which equalled an international one, have been won by the following exhibitors: Béla Bán, dr. Dezső Krassó, Pál László, dr. Károly Sailer and Lajos Schönhofer. Silver medals with honorary prize has been awarded to: Sándor Auspitz, Lajos Deutsch, Árpád Gerő, József Menráth, dr. Tibor Molnár, Ödön Neupauer, Ottó Gábor Schäffling, Dezső Teleky, György Veres and Elemér Weisz.

On the 28 May 1942, the National Stamp Exhibition hosted the 19th Stamp Day, on which three professional presentations were given. Béla Bán gave a lecture on Hungarian postmarks, dr. László Bárány on Hungarian philatelists, and Lajos Schönhoffer on the procedures in publishing houses, with special regard to producing Hungarian stamps.

On 19 May 1942, the outstanding Hungarian professional author and philatelist dr. Győző Weiner passed away in Bratislava. He was the founder of the magazine called *Donaupost*, which he had edited for 24 years. His contribution to promoting the Hungarian stamp will never fade out.

At the end of 1942, the Hungarian associations that were members of the Society paid the latter member fee contribution for 6.000 members. After deducting the number of those who were members of more than one association, the total number of Society members was around 5.500.

In 1942, the Society issued *A Magyar Bélyegek Árjelző Könyve* (Hungarian Stamps Price Directory). As an attachment, it published the excellent study of Lajos Schönhofer called *Magyar Bélyegek Vízjelei* (Watermarks of Hungarian Stamps), an excellent source in the field. At the same time, the professional magazine *Bélyeggyűjtő* (Stamp Collector) published the study

of Marcell Bíró *Az 1874−1881. évi kibocsátások utánvonalkázásairól* (Secondary Engravings of the Releases of 1874 and 1881).

In the May of 1943, the Hungarian Post published an interesting study of dr. Elemér Czakó called *Kiegyezési korszakunk levéljegy ügye* (The case of postage stamps in the Period of Austrian-Hungarian Compromise), a valuable source for research.

From 5 to 12 September 1943, a stamp exhibition took place in Sopron, its significance being even higher because Budapest did not host any exhibitions that year.

On 19 October 1943, collectors of the *Danuvia* plant organised a stamp exhibition on the premises of the plant.

Between 11 and 14 November 1943, *Cassovia Stamp Collectors' Association* staged a stamp exhibition in Košice. The Hungarian Stamp Museum participated with the stamps of the Austrian Post in Hungary. The material, previously packed in boxes, was taken out of them to be sent to the exhibition. 29 adults and 16 junior participants displayed mainly Hungarian material. There were also 3 topical collections, namely *The Artist's Home is the World*, *World Famous Musicians*, and *Famous Women*. The authorities demanded dismissing one part of philatelists, due to their origin. The majority managed to bypass the stupid provisions, or at least mitigate their effect, where it was possible. In the rather extensive and nice catalogue no room was left for presenting the collections displayed. The priority of the study was catering for the personal cult; enlisting endless chief and vice patrons, as well as their officers took up the space. Typically of the turnover of the post office set up specifically for this occasion, 35.000 stamps were sold during the 4 days.

The year of 1943 was an unforgettable one in the history of the Hungarian philately. The philatelic vitality and the desire of life deserves great credit – amidst the horror of the Second World War two excellent professional publications came out. This was the year, when Hungária published Willy Bán's excellent work called *A Magyar postabélyegek adattára* (Database of Hungarian stamps), its size being 23 printing sheets. At the same time, LEHE, the other leading Hungarian association, edited *Bélyegelőtti levelek és azok lebetűzései* (Letters of the Pre-Stamp Era and their Cancellations) by Béla Térfi. This research came out in the German language as well. Not only was the content of these publications first-rate, so was the printing quality. These publications were excellent even if evaluated by very high standards.

In 1943, the period preceding liberation of Hungary from the Nazis practically terminated.

The first 80 years of the Hungarian philately were interesting from many points of view. As the character of the Hungarian capital and other cities and towns turned more and more Hungarian, the language of philately was becoming Hungarian too. Rigid segregation of social classes was a natural feature of the philatelic movement. Leading philatelic associations were casino-like – recruiting new members reflected intention to avoid infiltration of representatives of other social groups. Strong financial or social position was a must. The philatelists who could not enter these associations, founded newer ones; but these, again, did not regard professional knowledge or enthusiasm for stamp collecting as major conditions for membership, but imposed the same kind, though more modest, requirements of wealth and social

standing. The records testify to the fact that the requirements mentioned above did not apply to the officers of Horthy's Army, because army officers *had* to be admitted to any association simply on application, without recommendation or votes. If articles of association of any philatelic organisation did not contain this clause on granting membership to army officers, it could not have been approved by the Ministry of Interior. Otherwise, LEHE applied election procedure, in order to avoid the embarrassment of rejecting new members. The associations where members were not voted for but admitted, required recommendations made by two association members, on top of which, as an extra security measure, there was a secret vote by the Presidium of the association. However, there were variations within this framework. In case of more 'liberal' associations, the new members were admitted by absolute majority. Others used balls in their procedures, and a single black ball was enough to reject a new applicant. This procedure left plenty of room for personal revenge. It was understandable that in such circumstances hundreds, moreover, thousands of physical workers were bound to pursue their hobby of stamp collecting outside any association.

The casino mentality of Hungarian philatelic associations was reflected also in the field of professional publications. Instead of channelling financial funds and expertise to raise the quality of publications, they rather organised parties, social trips or tea afternoons. For objectivity, we should mention that in the last 10−15 years of the period there was sound improvement in this area.

The development of philatelic methodology, the decrease in the number of topics, the change of the way the stamps were collected, the experiments in the field of topical collecting were basically in line with the same tendencies abroad, since mutual influence was at work in the field of philately as well.

On 19 March 1944, the hordes of Nazis overran Hungary, excluding almost one million of our fellow citizens from the society, and then deporting them to gas chambers. Many philatelists shared this fate. The mob, enabled to act freely, incited to violence by human greed, looted thousands of stamp collections. Those still inclined to pursue their hobby amidst such circumstances were forced to stop by air raids and bombings. Collectors tried to protect their collections in bombproof bags, or take them to safer places. It became clear that stamp collecting was a peace time activity, not fit for the war. In this period, a great many stamps were destroyed or damaged. The collection of the Hungarian Stamp Museum was taken to the West, and the darkest period in the history of the Hungarian philately arrived.

In the spring of 1945, while the ruins were being cleaned up, the Hungarian philatelic life resumed again. Fortunately the Stamp Home remained safe, providing opportunity for philatelists to get in contact with each other. On the basis of member lists, they started to look for each other. Having lost their weight, skin and bones, some of them walked for hours to get to the Stamp Home to inquire about their fellow philatelists. Tortured on the frontline or in camps, some were able to reach the Stamp Home only on crunches or using sticks, after being taken proper medical care of. Friends were able to meet again, and to exchange the information they had, which was very sad too often. It was then that they realised how many of them were killed, mur-

dered or sent to gas chambers. We have not yet put together the names of all these people, which should be done very urgently to honour their memory in the way they deserve.

By the May of 1945, all stamp associations had already held their regular meetings in the Stamp Home. As the country was being rebuilt, philatelic organisations were modernised too, extending to include 'mablue-collar workers'.

The stamp series issued on the 1 May 1945 reflected the essential and basic change that had taken place in Hungary. The first Hungarian series dedicated to the liberation of the country from the Nazis was created in very hard circumstances. Because of the devastation caused by the War, no work could be resumed in the State Printing House; the overprint of the base stamps was carried out in the Athenaeum Printing House.

To honour Endre Bajcsy-Zsilinszky, the 'martyr of the nation', who was killed on 27 May 1945, a mourning ceremony was held in front of the Parliament. To commemorate this event, as well as Endre Bajcsy-Zsilinszky's burying in Tarpa, a commemorative stamp was issued; its price was higher than the regular stamp price of the time. The inscription differed from those of the previous period – *Magyar Posta* (Hungarian Post)'.

In the June 1945, philatelists from the western parts of the country released information that the material of the Stamp Museum had been found in Magyaróvár and Sopron, and that it was on safe location.

In the September of 1945, *Munkás Bélyeggyűjtők Központja* (Worker Philatelists' Centre) was formed officially. The Constituent Assembly was held on the premises of the Council of Unions (4 Fiumei Street, District VIII). At the beginning, these remained the premises of the organisation office. 14 union groups and 1 industrial one were members of the Centre, with 600 stamp collectors as their members. The Centre worked efficiently, increasing the number of members each year. From the point of view of the would-be umbrella organisation, the set up of this Centre was a painful fact. However, it was justified by the circumstances. At that time, the Society leaders still did not want to acknowledge the changes of the world around them, wishing to continue to follow the old path. Under such circumstances, it was hard to imagine that large numbers of new collectors would wish to join the Society, unless it modified its structure. The information above does not refer to the set up of the *Bélyegbarátok Országos Egyesülete* (National Association of the Friends of Stamps), which wished to become an umbrella organisation itself. The foundation of this organisation was not motivated by any political or philosophical conflicts with worker collectors, but by personal issues. Thus the umbrella function was again divided among three organisations, which did not serve any good to the Hungarian philately.

As soon as 22 December 1945, a modest commemorative stamp exhibition took place.

Soaring inflation was a sad fact typical of the year 1945. To see how huge it was, it is enough to look at the postage fee of a simple letter sent to the countryside.



Figure 88: The sad world record of the Hungarian Inflation, as reflected in stamps

Only 30 fillérs on 1 July 1945, it increased tenfold between 2 July and 15 September. Between 16 September and 31 October, the fee grew to 10 pengo. Between 1 and 15 November, it increased to 60, while from 16 November to the end of the year – 120 pengos. All in all, the price increased by 400 within half a year. The presence of philatelic hyenas was inherent to this rapid devaluation of money. They nested in the Presto Café in Kossuth Lajos Street, from where they managed to infiltrate into almost all philatelic organisations to carry out their destructive activity. Even the economic police was not able to stop them. Their infamous activity ceased only when the new Hungarian currency, the forint, was introduced.

Between 1 and 5 May 1946, the 4th National Stamp Exhibition was staged in the Stamp Home. For obvious reasons, its scope and standards were more modest than on previous occasions. However, it testified to the recovery of the country reflected also in its philatelic life.

At the beginning of 1946, *A Bélyeg Birodalma* (The Empire of the Stamp) by László Benedek was published. In the booklet, hilarious articles by Imre Farkas, Vilmos Gergely, Andor Kinizsi, Gyula Kunszery, János Örvös, Ernő Szép, dr. András Szőke, László Tabi, István Zágon and drawings by Tibor Göczi-Gebhardt, Jenő Horváth, György Konecsni, Károly M. Sándor, István Szigethy promoted stamp collecting.

In the April of 1946, the *Workers' Philatelic Centre*, after a year of organisational work, held its solemn General Meeting at 4 Jókai Street, District VI. At that time, it united 31 member associations. Its President was István Kossa, while Chief Secretary – Dezső Sándor.

On 1 August 1946, the new Hungarian currency, the forint, was finally introduced, bringing to an end the unprecedented hyperinflation in the world. To show its scale, below is the list of fees for letters sent within the country. For better understanding, we are showing the annual price increase data in a

chart; in brackets, there are the names of the stamps valid at the given time.

1946.	I.	14.-	I.	31.	600	pengos	(Betűs I.)
1946.	II.	1.-	II.	28.	3 000	pengos	(Köztársaság)
1946.	III.	1.-	III.	25.	20 000	pengos	(Közt. Újjáépítés)
1946.	III.	26.-	III.	31.	60 000	pengos	(II. Betűs Lovaspostás)
1946.	IV.	1.-	IV.	10.	80 000	pengos	(Lovaspostás)
1946.	IV.	11.-	IV.	22.	160 000	pengos	(Lovaspostás)
1946.	IV.	23.-	IV.	30.	500 000	pengos	(Lovaspostás)
1946.	V.	1.-	V.	9.	2	million pengos	(Milliós)
1946.	V.	10.-	V.	19.	10	million pengos	(Milliós)
1946.	V.	20.-	V.	26.	40	million pengos	(Milliós)
1946.	V.	27.-	V.	31.	120	million pengos	(Milliós, Milpengő)
1946.	VI.	1.-	VI.	10.	400	million pengos	(Milpengős)
1946.	VI.	11.-	VI.	16.	4	billion pengos	(Milpengős)
1946.	VI.	17.-	VI.	23.	20	billion pengos	(Milpengős)
1946.	VI.	24.-	VI.	30.	400	billion pengos	(Milliárdos)
1946.	VII.	1.-	VII.	3.	40	trillion pengos	(Galambos)
1946.	VII.	4.-	VII.	12.	2 000	trillion pengos	(Galambos)
1946.	VII.	13.-	VII.	17.	20 000	trillion pengos	(Adópengős)
1946.	VII.	18.-	VII.	23.	100 000	Adópengos	(Adópengős)
1946.	VII.	24.-	VII.	31.	400 000	Adópengos	(Adópengős)

On 31 July 1946, the postage price of a letter to the countryside equalled to 400.000 tax pengo, which was 800 quadrillion pengo equalling to 800.000.000.000.000.000.000.000.000 pengos. On 1 August of the same year, the price of the same letter became 0.60 forint, or sixty fillérs. The chart above demonstrates the scale of pengo deterioration, as translated into forints, or shown in the stamps used during the inflation period.

Economic stabilisation soon showed in the philatelic life. Speculators, who had infiltrated into associations, soon became aware that the time when they could make profit without any work had passed, which forced them to disappear. To the satisfaction of honest philatelists, the number of association members returned back to normal.

Between 30 November and 1 December 1946, stamp collectors of Hungarian-Soviet Society mounted a stamp exhibition in Hódmezővásárhely, followed by another one in Szeged on 20 December.

By the end of 1946, the Stamp Home officially expanded. In the outline of the year 1938, we mentioned that stamp collectors had only been using the part of the building facing Ede Paulay Street. The other part, the one facing Andrássy Street, had been occupied by the Industrial Directors' Club. After Liberation of Hungary, these premises were abandoned. It opened up an opportunity for the Society to acquire additional space, so they applied for it.

From the very first days of 1947, the two umbrella organisations and the Friends of Stamps started to negotiate on setting up a new organisation, since all three had realized the disadvantages of carrying out their activities separately. Since merger was out of question at that time, the idea of founding

a fourth organisation, which would become the major philatelic forum, was pushed forward, to make up for the missing unity. As a result, Mafikt (Magyar Filatélista Szervezetek Központi Tanácsa – Central Council of Hungarian Philatelic Organisations) was formed in February.

At the time Mafikt was formed, the Society included 32 member associations with 5.500 members altogether. The Workers' Philatelic Centre had 2.900 members, including those who were members of the philatelic department of the *Postások Szabad Szakszervezete Bélyeggyűjtő Szakcsoportja* (Stamp Collecting Group of Postal Workers' Free Union). The National Association of the Friends of Philately had 800 members, according to the data provided by its leaders.

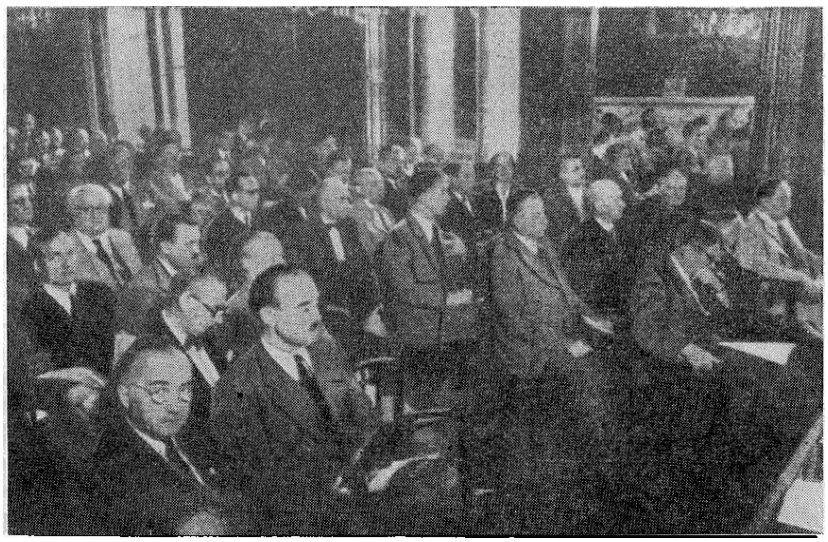
Between 8 and 11 March 1947, the *Magyar-Szovjet Bélyeggyűjtő Társaság Csoportja* (Philatelic Group of the Hungarian-Soviet Society, hereinafter: M.Sz.T.) mounted a stamp exhibition in Győr.

Between 6 and 8 April 1947, the re-founded Students' Association put on the 1st National Exhibition of Junior Collectors in the Stamp Home.

The very actively working M.Sz.T. staged its next exhibition in Orosháza on 3 May 1947, and yet another one in Sárospatak on 22 June. On both exhibitions, exhibits from Budapest were displayed in the first place, which was very important from the point of view of philatelic education.

Between 9 and 17 August 1947, the philatelists of Miskolc staged a stamp exhibition there, many participants arriving from Budapest.

On 7 and 8 September 1947, the 1st National Philatelic Congress took place, organised by Mafikt. The Congress was described in an about 70-page book by László Hargitai. Unfortunately, the book recorded solely presentations and comments, without any information on which associations were attending. For this reason, we would like to make up for this deficiency in the present study. Since associations represented themselves on the basis of their membership, numbers of representatives provide clues on how many members those associations had. The names of the delegates reveal who were in the frontline of philately at the time.



Below comes the list of the participating associations and their delegates. Organisations belonging to the Workers' Philatelic Centre and their representatives: *Állatorvosok Bélyeggyűjtő Köre* (Philatelic Circle of Veterinarians) – Dr. János Harkányi, and dr. Zsigmond Medveszky; *Budai MEMOSZ Bélyeggyűjtő szakcsoportja* (Philatelic Group of MEMOSZ, Buda) – Pál Graczy; *Csepeli Vasasok Bélyeggyűjtő csoport* (Csepel Steelworkers' Philatelic Group) – Dr. Lajos Marton; *Ganz Hajógyár Kultúr- és Sportegyesület Bélyeggyűjtő Szakosztálya* (Culture and Sport Association of Ganz Shipyard, Philatelic Section) – Jenő Vrabecz; *Budapest Főváros MTE Bélyeggyűjtő Szakosztálya* (Philatelic Section of Budapest MTE) – Ferenc Csiszér and

István Gátszegi; *Grafikai Munkások Szabad Szakszervezete Bélyeggyűjtő Szakosztálya* (Philatelic Section of Graphic Workers' Free Union) – Antal Egresi and András Gampel; *Magyar Élelmiszeripari Munkások Szabad Szakszervezete Bélyeggyűjtő Csoportja* (Philatelic Group of Hungarian Food Industry Workers' Free union) – Gyula Szalonczay; *Magyar Magánalkalmazottak Szabad Szakszervezete* (Philatelic Section of Hungarian Private Employees' Free Union) – László Galambos and Imre Hausner; *Magyar Bélyeggyűjtők MAV ig. csoport* (Hungarian Railway Directorate, Worker Philatelists' Group) – Emil Szalóky; *Munkás Bélyeggyűjtők Pesterzsébeti Csoport* (Worker Philatelists' Group of Pesterzsébet) – Lajos Feke and Oszkár Szíjjártó; *Munkás Bélyeggyűjtők MÁSZ Filatéliai Csoport* (Philatelic Group of MÁSZ) – Ferenc Rédei; *Ózdi Gyári Olvasó Egylet Bélyeggyűjtő Szakosztálya* (Philatelic Section of Ózd Steelworks Literary Association) – István György; *Magyar Postások Szabad Szakszervezete Bélyeggyűjtő Szakcsoportja* (Philatelic Section of the Free Trade Union of the Hungarian Post) – Ödön Bartha, István Pál and Géza Szathmáry; *Társadalombiztosító Alkalmazottak Orsz. Segítő Egyesület bélyeggyűjtő szakotálya* (Philatelic Section of the National Association for Support of the Social Insurance Employees) – József Hamvas, dr. Gábor Hentaller, Nándor Schneckenberger, József Szigethy and Károly Vajda; *Typográfia Bélyeggyűjtő Egyesület* (Stamp Collectors' Association *Typográfia*) – György Baán and Kálmán Politzer; *Vendéglátóipari Bélyeggyűjtő Szakosztály* (Philatelic Section of the Catering Industry) – Károly Gruits and Mihály Váczy.

Organisations belonging to the Society, and their representatives: *Chinoin Sportegyesület Bélyeggyűjtő Szakosztálya* (Philatelic Section of Chinoin Sports Association) – Jenő Hajdú; *Corvin Sportáruház Sportegyesülete Bélyeggyűjtő Szakosztálya* (Philatelic Section of the Corvin Department Store Sports Association) – Vilmos Lénárd and Ferenc Tomcsányi; *Diákszövetség* (Students' Association) – Gyula Papp; *Dunakeszi Magyarság Bélyeggyűjtő Alosztály* (Philatelic Sub-Section of Hungarian Philatelists of Dunakeszi) – Béla Tanay; *Egyetemi és Főiskolai Bélyeggyűjtő Szakosztály* (Philatelic Section of Universities and Colleges) – Viktor Zoltánka; *Elektromosművek Bélyeggyűjtő Szakcsoportja* (Philatelic Section of ELMŰ) – György Fráter and József Hélisz; *Első Magyar Alkalmi Bélyeggyűjtők Egyesülete* (First Hungarian Association of Occasional Stamp Collectors) – Pál Rampacher, Domokos Szigeti and Artúr Walder; *Emergé Dolgozók Sport és Kultúr Egyesülete bélyeggyűjtő szakosztálya* (Philatelic Section of Emergé Workers' Sports and Culture Association) – Ákos Hidai; *Fővárosi és Vidéki Bélyeggyűjtők Egyesülete* (Philatelic Association of Budapest and the Countryside) – Béla Nagybaconi Nagy, Tivadar Schatz and Jenő Sződy; *Hungária Magyar Bélyeggyűjtők Köre* (Hungarian Stamp Collectors' Circle Hungária) – Dr. Lajos Buzássy, Imre Reicher and Ernő Szanditz; *Kecskeméti Bélyeggyűjtő Egyesület* (Stamp Collectors Association of Kecskemét) – Miklós Sándor and Gyula Soós; *Kistext Torna Klub Bélyeggyűjtő Szakosztály* (Philatelic Section of Kistext Sports Club) – Ferenc Fally; *Levélbélyeg Gyűjtők Első Hazai Egyesülete* (Postage Stamp Collectors' First Hungarian Association) – Dénes Schiller, Lajos Szőllőssy and Zoltán Csiky; *Magyar Amatőr Bélyeggyűjtők Országos Egyesülete* (Hungarian Amateur Stamp Collectors' Association) – Dr. László Cseh-Szombathy, Zoltán Ehrenthal and István Gyulai; *Magyar Bélyeggyűjtők Országos Egyesülete* (Hungarian Stamp Collectors' Association) – Kálmán Lengyel, Lajos Schrenk and Ödön Róna; *Magyar Filatélia Klubja* (Hungarian Philatelic Club) – Dr. Endre Gabányi, Béla Szebehely and dr. Lajos Thein; *Magyar Központi Híradó Rt. Bélyeggyűjtő Szakosztálya* (Philatelic Section of

Central Hungarian News Agency) – Imre Váradi; *Magyar Leszámítoló és Pénzváltó Bank alkalmazottainak Sport Egyesületének Bélyeggyűjtő Szakosztálya* (Hungarian Exchange Bank Sport Association Philatelic Section) – Oszkár Csallner and József Kertész; *Magyar Mérnökök és Technikusok Bélyeggyűjtő Szakosztálya* (Hungarian Engineers' and Technicians' Philatelic Section) – Imre Kun and Endre Vidor; *Mávag Bélyeggyűjtő Szakosztálya* (Mávag Philatelic Section) – Dr. Sándor Fejéregyházi and Alfréd Falk; *MÁV Istvánteleki Főműhely 'Testvériség' Dal, Zene és Önképző Egyesület Bélyeggyűjtő Szakosztálya* (MÁV Istvánteleki Workshop, Music and Self-training Association Testvériség (Brotherhood), Philatelic Section) – László K. Egle; *Mátravidéki Béleggyűjtők Egyesülete (Gyöngyös)* (Stamp Collectors' Association of Mátravidék (Gyöngyös)) – Dr. Dezső Gara and Ferenc Deszecsár; *Miskolci Múzeumpártoló Egyesület Bélyeggyűjtő Szakosztálya* (Philatelic Section of the Miskolc Museum Supporters' Club) – Arisztid Sallay, dr. Gyula Dancz, dr. Dénes Barinkai and Emil Baumgarten; *Országos Központi Hitelszövetkezet Alkalmazottainak Sport és Bélyeggyűjtő Szakosztálya* (Sport and Philatelic Section of the Central National Loan Cooperative) – Emil Wesselényi; *Orosházi Bélyeggyűjtő Egyesület* (Stamp Collectors' Association of Orosháza) – László Gergely; *Pannónia Bélyeggyűjtő Egyesület* (Pannónia Stamp Collectors' Association) – Dr. Kornél P. Reich, dr. Béla Rodé and Pál Névi; *Pedagógusok Bélyeggyűjtő Szakcsoportja* (Teachers' Philatelic Section) – András Bőhm; *Rákospalotai Szent István Bélyeggyűjtő Egyesület* (Stamp Collectors' Association Szent István (Saint Stephan) of Rákospalota) – Béla Danitz, dr. Pál Péter Egry and Jenő Tany; *Shell Sport Club Bélyeggyűjtő Szakosztálya* (Shell Sport Club Philatelic Section) – Dénes Litkei, Béla Gubányi and Ede Aczél; *Sólyom Kerékpáros Egyesület Bélyeggyűjtő Szakosztálya* (Falcon Bike Association Philatelic Section) – László Göttler and János Bakos; *Szolnoki Bélyeggyűjtő Egyesület* (Stamp Collectors' Association of Szolnok) – Ferenc Mák, Lipót Muray and Jenő Niehold; *Újpesti Bélyeggyűjtők Klubja* (Stamp Collectors' Club of Újpest) – József Boda; *Vívó és Atlétikai Club Bélyeggyűjtő Szakosztálya* (Philatelic Section of Fencing and Athletic CLub) – István Wesel. A *Bélyegbarátok Országos Egyesülete* (National Association of the Friends of Philately) did not belong to the Society, its representatives were Jenő Antal Szabó, András Réday and Gyula Kiss. As we can see from the list above, many organisations from provincial areas of Hungary did not delegate representatives to the Congress.

To make comments, notification had to be made in advance; each such comment should have fitted in 3−5 minutes. By excellent moderation, both presentations and comments were kept within time limits. After the President opened the Congress, the General Director of the Post dr. Emil Gerley greeted philatelists on behalf of the Minister and the Chief Executive Officer of the Post, which was followed by presentations and comments. The presentation called the *Hungarian Post and Stamp Collectors* by Dezső Légrádi was followed by comments of László Hargitai and Ödön Csathó. József Frank held a presentation on Hungarian Stamp Days; comments were made by Zoltán Ehrenthal and Pál Rampacher. Imre Reicher talked about postal waste; Jenő Antal Szabó's comment followed. Ákos Kostyán outlined commemorative postmarks, which was commented by Dezső Légrádi. Dr. Andor Bartal criticised issuing stamps to be sold at increased price; Dénes Schiller was invited to make comments. András Réday held a presentation on postcards; Domokos Varjú commented on it. The presentations above constituted the official part of the first day, which was Sunday, the 7th September. Introduction made by

László Hargitai opened the next day, Monday, though it did not belong to the agenda of the Congress. He was talking about organisational issues; comments were made by Ödön Csathó and Dezső Légrádi. Then dr. Andor Bartal followed, with a presentation on the international exchange, which was commented by dr. Károly Pászthy, Zoltán Ehrenthal and Pál Névi. Ödön Csathó outlined stamp exhibitions up to that date; János Örvös reflected on the presentation. Then the presentation of Pál Névi on stamp collecting by junior collectors followed, commented by László Hargitai. After a short break, Dezső Légrádi talked about the relationship between the radio and stamp collectors; dr. András Szőke commented on this lecture. Then Jenő Antal Szabó highlighted some issues of professional writing, remarked on by dr. Andor Bartal, Dezső Légrádi and Pál Névi. Finally, the speech of the President closed the event. The presentations and the comments made by appointed philatelists explored the topics so deeply that practically barely anyone subscribed for making further comments.

The first Hungarian congress did not pass unnoticed beyond the borders of Hungary. For example, the world famous British Gibbons Stamp Monthly praised the high philatelic standards of the Hungarian Philatelic Congress in its edition of 1 March 1948, and expressed that the series of presentations held there should have been an example for British philatelic organisations.

On 21 December 1947, the 20th Stamp Day was staged. Festivities were organized not only in the Stamp Home in Budapest, but all over the country, testifying to the bloom of the Hungarian philately. Instead of a single location, numerous events took place on several venues simultaneously: in Debrecen it was Pál Pub, in Esztergom – Ceremonial Hall of the Municipality, in Győr – the Great Hall of the Municipality, in Miskolc – the Museum of Borsod-Miskolc, in Szeged – the Dávid Kiss Palace, in Szolnok – the Great Hall of Tiszaparti Commercial School, and in Szombathely – the premises of M.Sz.T.

On 21 December 1947, the first commemorative stamp dedicated to a Stamp Day was issued in Hungary; it was the first instance that stamps were issued in sheets of four pieces.

On 1 January 1948, *Munkás Bélyeggyűjtő Központ* (Workers' Philatelic Centre) issued the first edition of *Munkás Bélyeggyűjtő* (Worker Philatelist). It was the first regular periodical not to live on advertising. The title of the magazine remained the same for the subsequent three years (see the year 1951!)

On 24 June 1948, the Stamp Museum reopened its doors (75-81 Dob Street, District VII). By that time, all material was back in place.

On 3 July 1948, M.Sz.T. staged a stamp exhibition in Debrecen. At the end of July 1948, dr. Lajos Buzássy published the second volume of the work of Willy Bán *A Magyar Bélyegek Adattára* (Database of Hungarian Stamps). Containing almost 200 pages, the publication outlined Hungarian stamps from ORBÉK block to the Chain Bridge block II. The layout and the paper quality of the book were impeccable. In the introduction, the publisher commemorated Willy Bán's philatelic contribution.

In the August of 1948, a new magazine of modest layout and volume called *Mi Újság* (What's the News) came out in Scandinavia; its target audience were Scandinavian philatelists collecting Hungarian stamps. Excel-

lent as regards content, it was produced by copying method. The publisher was the Association of Scandinavian Collectors of Hungarian Stamps lead by Kalle Vaarnas, a Finnish philatelist, and Mauritz Hauge, a Norwegian one. The Articles of Association deserve closer attention, as they required that the newly accepted members published a professional article on Hungarian philately at least once a year. Of a rather modest budget, this Association is still working today.

Between 28 and 30 August 1948, a stamp exhibition was staged in Pápa. About one thousand visitors viewed the exhibits.

On 25 September 1948, Worker Philatelists' Centre moved into the Stamp Home. It had started under 4 Fiumei Street, later being forced to move several times. Finally, it found its home in the Stamp Home, in the part of the building facing Paulay Ede Street. The part facing Andrássy Avenue hosted the Society and its member associations. The relationship between the two organisations was always based on mutual respect, despite some attempts from outside to create tension between them.

Between 16 and 19 October 1948, the 5th National Hungarian Stamp Exhibition was staged in the Stamp Home. Despite its short duration, 12.000 visitors saw the display. The 21st Stamp Day was celebrated as part of this event on 17 October.

On 8 November 1948, the stamp collectors' group of M.Sz.T. staged the 2nd Village Stamp Exhibition in Törökszentmiklós. Many people from Budapest also went to visit it. The exhibitors included several well-known collectors from Budapest. All in all, almost four thousand people attended the exhibition.

On 17 September 1949, an exhibition was mounted in Szeged; it was especially successful as regards commemorative stamps.

On 10 December 1949, a small stamp presentation was organised in the Stamp Home. On the next day, the 22nd Stamp Day was celebrated, by a series of presentations. In the countryside, exhibitions to celebrate the Stamp Day were mounted in Debrecen, Diósgyőr and Győr.

On 2 January 1950, a stamp examining station and a professional library were set up at the Society. The initiative to set up a library came from Pannónia Association, which donated its already existing one containing 273 volumes to that end. The Society called for further donations, which was followed by many associations handing over their association libraries to the new one.

On 19 July 1950, the National Society of Hungarian Stamp Collectors' Associations univocally accepted Imre Várady's motion calling on the other two organisations to found a single umbrella organisation. For preparations, a committee consisting of five members was set up.

On 10 December 1950, the 23rd Stamp Day was organised at the Stamp Home. The Society celebrated its 25th, the Workers' Centre – its 5th anniversary, which were both commemorated by the Bem block. The best events related to the 23rd Stamp Day were the stamp exhibitions staged in Debrecen and Diósgyőr. Szeged and Győr also hosted modest exhibitions.

At the end of 1950, *Munkás Bélyeggyűjtő Központ* (Worker Philatelists' Centre) comprised 17 organisations from industrial plants, 15 organisations

belonging to unions and 14 organisations from provincial areas, the total number of individual members amounting to 2.700.

On 1 January 1951, the structure of the Worker Philatelists' Centre was the following: 77 groups from industrial plants with 409 members, 15 union groups with 1.808 members, 16 groups from the countryside or the area around Budapest with 339 members. All in all, it had 2.556 members. Unfortunately, due to membership cancellations at the end of 1950, their number had decreased.

On 29 January 1951, the National Society of Hungarian Stamp Collectors' Associations held its general assembly. The most important point of the agenda was the univocal decision to start a professional magazine, and to secure finances for it. Unfortunately, only two umbrella organisations were involved in the project; the Association of the Friends of Philately did not participate.

In the January of 1951, the last issue of the Munkás Bélyeggyűjtő (Worker Philatelist) was published. The February edition was released already under a different name – Filatéliai Szemle (Philatelic Bulletin), becoming the official publication of Hungarian Stamp Collectors' Organisations. It contained 16 pages of the size 20.5cm x 14.5cm. The first edition was a combined one (the 1st and the 2nd editions were combined in one publication), continuing, however, the numeration of the former the Munkás Bélyeggyűjtő (Worker Philatelist). This is why the first edition of the Filatéliai Szemle (Philatelic Bulletin) was marked as the 2nd edition of the 4th year, the '2nd' standing brackets. The editing committee, which consisted of seven members, was lead by Dezső Sándor.

Between 6 and 14 October 1951, the First International Stamp Exhibition was organised, in the National Hall in the Erzsébet Square (today Engels square) (it has been demolished since then, its place, opposite the Council Palace of the 5th District, is indicated by flower beds). The exhibition held the name 80 years of the Hungarian Postage Stamp; in the official part 15 postal directorates demonstrated their stamps. Apart from the thirty private participants, following associations exhibited their collections: Első Magyar Alkalmi Bélyeggyűjtők Egyesülete (First Hungarian Commemorative Stamp Collectors' Association), Fővárosi és Vidéki Bélyeggyűjtők Egyesülete (Association of Stamp Collectors from Budapest and Provincial Areas), Levélbélyeggyűjtők Első Hazai Egyesülete (Postage Stamp Collectors' First Hungarian Association), Magyar Filatélisták Klubja (Hungarian Philatelists' Club), Magyar Bélyeggyűjtők Országos Egyesülete (Hungarian Stamp Collectors' National Association), Pannónia Bélyegegyesület (Stamp Collectors' Association Pannónia), Munkás Bélyeggyűjtők Központjának Postás Csoportja (Postman Group of the Worker Philatelists' Centre), and finally Bélyegbarátok Országos Egyesülete (National Association of the Friends of Philately). The exhibition, which was excellently organised, was seen by 38.182 people. During the 14 days of its duration, about one thousand people filled in application forms to become members of the associations that had their desks at the exhibition.

On 11 and 12 October 1951, the 2nd National Philatelic Congress was organised in the Stamp Home. Following lectures were given during the event: Dezső Sándor: *Peace and Philately*; Imre Váradi: *Stamp Exchange Across Borders*; Pál Névi: *New Directions of Stamp Collecting (motive collecting)*; Dezső Légrádi: *Questions Regarding New Generation of Collectors*; László Hargitai: *Organisational Issues*; Vilmos Gergely: *Issues in the Field of Professional Media*. The lectures were followed by a debate, in which about twenty people took part.

On 14 October 1951, on the last day of the exhibition, the 24th Stamp

Day was celebrated, which was followed by granting awards to exhibitors and those who contributed to the organisational work. On this occasion, the commemorative block called *80th Anniversary of the Hungarian Postage Stamp* was issued, reminding collectors that occasionally social work might be useful.

On 21 October 1951, a stamp exhibition was mounted in Pécs, on the premises of the Workers' Club, where almost three thousand visitors showed up. It was sponsored by Mafikt, its all management being present at the event.

To commemorate the 80th anniversary of the Hungarian postage stamp, exhibitions were staged on further five locations in the countryside. Below follows the chronological order:

On 28 October 1951, an exhibition was mounted in the City Museum of Békéscsaba, visited by about 1.500 people.

On 28 October 1951, a stamp exhibition took place in the Community Centre of Esztergom, which was visited by many philatelists from Budapest. Altogether about a thousand people saw it. The success of the event shows in the dramatic increase in the number of members of the local association.

On 3 and 4 November 1951, the stamp exhibition in Miskolc followed. It took place in the Great Hall of the City Council. Collections of 38 exhibitors were displayed. During the two days, 2.895 visitors attended the event. Some collectors from Budapest were present as well, because the stamp collectors from Miskolc area were also celebrating their 30th anniversary on this event.

On 4 November 1951, an 8-day-long exhibition opened in Sopron, 24 participants exhibiting their collections. Philatelists from Budapest attended too; all in all about four thousand visitors came to the exhibition, many of them from Szombathely, Pápa, Veszprém and Győr.

On 2 December 1951, an exhibition took place in Debrecen. The Stamp Collectors' Association of Debrecen, celebrating its 25th anniversary, staged this exhibition on the premises of Hungarian-Soviet Society (45 Vörös Hadsereg Street). A long queue was waiting for the event to open; the total number of visitors was estimated at four thousand.

The year 1951 saw the *First Catalogue of Hungarian Stamps* published by Hungarian Philatelic Company. From that time on, it released new editions annually. In 1964, its title changed to *Price Directory of Hungarian Stamps*; it contained about 300 pages. Both the paper quality and the layout of each edition were excellent.

Though very promising at the beginning, the umbrella organisation Mafikt, which consisted of three members, soon proved to be incapable to fulfil its role. Implementation of reforms was inevitable. At the end of 1951, an official provision suspended the autonomy of all three organisations until a single umbrella organisation was founded. In the meantime, the three organisations were to be managed by three ministerial commissioners. Though the cause was good, its implementation was erroneous; despite the fact that the provision did not affect the associations, it resulted in temporary but rather strong decrease in the number of members. The good job done by the association leaders ensured that the official provision did not result in larger trouble.

On 24 February 1952, the National Society of Hungarian Stamp Collectors' Associations, the Worker Philatelists' Centre, and the National Associa-

tion of the Friends of Philately held a national conference in the Stamp Home.

Imre Váradi was elected president of the conference. His election was followed by the reports of the three commissioners – Dezső Légrádi, Imre Kékesi and József Frank – on the activities they had carried out. Several participants commented on their reports.

Imre Váradi, after the comments had been made, stated that only a single umbrella organisation would be able to secure the proper further development of the Hungarian philately. To this end, he proposed that the conference accepted – on the basis of the statute then presented – that Magyar Bélyeggyűjtők Országos Szövetsége, hereinafter abbreviated as MABEOSZ (National Association of Hungarian Stamp Collectors) was founded. The proposal was univocally accepted. Imre Váradi was elected President of the Association, Lajos Schrenk its Secretary. In his inaugural speech, the President promised that the primary goal of the new Association would be to involve larger masses of workers and employees of plants, factories, and other institutions, as well as large numbers of young people in philately, and to provide them with all possibilities that would enable them to pursue this hobby. Describing the casino mentality of the former associations, he stated that those organisations were not capable anymore to achieve the goals mentioned above, due to their out-of-datedness. These organisations, he continued, were badly in need of structure democratisation. For this reason, they were to be transformed into industrial, town, or Budapest circles. It was desirable, he went on, that the philatelic circles of Budapest districts were welcomed in the Stamp Home at any time, so that it could become their real home. The important task of the management of the new Association was to provide better circumstances for the philatelists in the countryside, since stamp collectors from provincial areas faced more severe circumstances when developing their collections. For this reason, in each provincial town, regional centre, or bigger plant philatelic circles were to be founded, to build bridges between isolated philatelists. He promised to do his best to advance professional writing and the library, in order to contribute to the professional growth of stamp collectors. He finally declared that he intended to organise congresses, Stamp Days, local, national and international stamp exhibitions, and would enhance exchange between philatelic circles, as well as international exchange.

Looking back, we see that restructuring was justified and effective. The number of philatelists belonging to the organisation increased each and every year. Proportionately, the number of circles belonging to the Society increased too. Within 10 years, an exclusive society turned into a mass organisation.

Unfortunately, quantitative growth was not accompanied by that of quality. The increase of the number of stamp collectors did not mean the number of true philatelists increased. Those who purchased stamps and then stored them in envelopes or boxes could be called stamp collectors but not philatelists. To become a true philatelist, one needed to train himself continuously. Professional publications, exhibitions, and visits to the stamp museum were all very important but not sufficient factors, because most stamp collectors had not yet developed the inner demand for professional qualification. The task was to find the way to awaken this inner desire for professional excellence. One way to achieve this task might be through human ambitiousness, meaning that philatelic qualification should receive a social status. It should be the honourable task of MABEOSZ to achieve this, be-

cause only this way can we arrive at the point where we will be able to speak about qualitative, and not only quantitative development of philately.

In the March of 1952, a great number of district philatelic circles which belonged to MABÉOSZ were formed in Budapest. Here follows their list, their former association names indicated in brackets: Circle of District II (Hungarian Stamp Collectors' Circle Hungária); Circle of District III (Stamp Collectors' Association of Óbuda); Circle of District V (Stamp Association Pannónia); Circle of District VI (Merger of Hungarian Philatelists' Circle and Hungarian Philatelists' National Association); Circle of District VII (National Association of the Friends of Philately); Circle of District VIII (First Hungarian Association of Postage Stamp Collectors); Circle of District IX (Worker Philatelists' Centre); Circle of District XII (Commemorative Stamp Collectors' First Hungarian Association); Circle of District XIV (Association of Stamp Collectors from Budapest and Provincial Areas); Circle of District XV (Stamp Collectors' Association from Rákospalota).

New circles continued to be formed and associations restructured also in the April of 1952: Circle of District I (Hungarian Amateur Stamp Collectors' National Association); industrial circles in Mávag, Emergé, Csepeli Papírgyár (Csepel Paper Mill), Közlekedésügyi Minisztérium (Ministry of Transportation), MÁV Kórház (Hospital of Hungarian Railways), Ganz Hajógyár (Ganz Shipyard), Keleteurópai Általános Biztosító (General Insurance Company of Eastern Europe), Kohóipari Tervező Iroda (Steel Industry Engineering), Állami Ellenőrző Központ (State Control Centre), Budapesti Kábelgyár (Cable Manufacturer of Budapest). These were the first circles of MABÉOSZ.

From 31 May to 3 June 1952, a national exhibition of junior philatelists was staged as the first youth exhibition of MABÉOSZ.

On 1 September 1952, MABÉOSZ started the national movement of notebook exchange, mainly to advance the stamp supply to the collectors of the provincial areas. The new institution became popular already in the first months of its existence.

From 11 to 19 October 1952, MABÉOSZ staged a National Stamp Exhibition in the Stamp Home. The event was organised to promote the stamps of the Soviet Union and those of other peoples' democratic states. As part of the event, the 25th Stamp Day was celebrated on 19 October. It was staged on 31 venues simultaneously, which had never occurred previously. The list of these venues follows below: Berettyóújfalu, Békés, Debrecen, Cegléd, Eger, Győr, Hódmezővásárhely, Jászberény, Kaposvár, Kecskemét, Mosonmagyaróvár, Nagykanizsa, Nagymaros, Nagykőrös, Orosháza, Ózd, Pápa, Pécs, Sárvár, Sopron, Szeged, Szekszárd, Tata, Tatabánya, Törökszentmiklós, Diósgyőr, Dombóvár, Hatvan, Miskolc, Szombathely and Zalaegerszeg. All local exhibitions were mounted with the support of MABÉOSZ. Originally, a congress was planned for the 19th of October too. However, since the majority of the exhibitions in the countryside took place exactly on that same day, the congress was postponed, so that association leaders could attend the events in the countryside.

In 1952, *Österreich Spezialkatalog 1850 – 1918* (Special Austrian Catalogue 1850−1918) by Ing. Edwin Müller came out. It was a completely reviewed 5th edition, and it dealt in detail with the stamps used in 1867 on the territories which belonged to the Hungarian Post.

The year 1952 was the 200th since the first Hungarian cancel had been used in 1752 in Tokaj,with an inscription worded in German.

The 2nd Congress of MABÉOSZ, originally planned for 19 October 1952, was held on 29 March 1953. According to the presentations, the number of members started to increase again. It reached seven thousand, the junior members not included. The 18 district circles of Budapest had 2,253 members, while 41 industrial circles – 1,464. Thus the total number of members in Budapest was 3,717. The 54 circles in provincial towns or regions, as well as the three provincial industrial circles had about 3,000 members in total. The number of junior collectors was 1,414, equalling to about 20% of adult collectors. On the Congress, most time was devoted to financial reports and budget appropriations. New management was elected; Gyula Gazda became President, Schrenk Lajos – Secretary.

On 20 September 1953, MABÉOSZ organised yet another Congress, because the one in March was held to make up for the one that should have been held in 1952. Apart from financial reports and budget issues, it dealt with the procedures of stamp distribution, exchange problems, organisational issues, and electing new management. The President and the Secretary remained the same.

From 31 October to 8 November 1953, MABÉOSZ staged a National Stamp Exhibition in the Stamp Home. The materials exhibited far surpassed those of the previous year as regards quality.

On 1 November 1953, the 26th Stamp Day was celebrated. Apart from Budapest, further 32 locations hosted events related to it.

Until the end of 1953, the scope of the Philatelic Bulletin (14.5 x 20.5 cm without margins) had not been meeting the increasing demand. On the Congress held on 20 September 1953, the representative of the Hungarian Post called for change: 'The Philatelic Bulletin is a good magazine; its layout, however, does not meet the standards of a modern and high quality magazine which would represent the Hungarian philatelic life'. This criticism was justified, and, expressed by an authority, reflected the already frequently expressed opinion of many association leaders.

From 1 January 1954, the Philatelic Bulletin has been released in the same format and layout as it has today.

On 17 April 1954, MABÉOSZ staged an exhibition featuring Polish stamps in the Stamp Home. Later, this material was seen at 24 Váci St., District V., in the Polish Reading Hall.

Between 18 and 22 June 1954, the Primary Boys' School at 16 Bezerédy St., District VIII organised a postage stamp exhibition which stood out among the previous ones.

From 19 August to 1 September 1954, an exhibition called Medical History in Postage Stamps was mounted in the Surgical Clinic no. 1 of Budapest (78 Üllői St., District VIII). On this event, dr. Alfréd Berndorfer, a surgeon-head, presented his collection, which successfully enhanced topical collecting. 150 sheets and several hundreds of stamps took viewers through thousands of years of healing. The exhibition reinforced the view that topical collecting was gaining force, becoming culturally more and more significant. However, it also proved that the best topical collecting was done by the ex-

perts in the field, because they could use their professional knowledge in building up their collections. The exhibition was highly praised by a well-known French professional magazine, *L'Echo de la Timbrologie*.

Between 16 and 24 October 1954, MABÉOSZ staged the already institutionalised National Stamp Exhibition in the Stamp Home. As part of the event, the 27th Stamp Day was celebrated on 17 October 1954.

From 18 December 1954 to 3 January 1955, an exhibition called *History of Postcard* was on in the Stamp Home. It took viewers through the 85 years of the postcard history. The event was organised by both MABÉOSZ and the Fine Arts Fund.

1954 was the 200th anniversary of the 3rd Hungarian cancel, the one used in Sopron in 1754. Its German language inscription read: 'v. Oedenburg' (v. means 'von' (from)). The second cancellation stamp was used in Nagyszombat in 1753. The 4th – in Debrecen in 1754, the 5th – in Pozsony in 1755, the 6th – in Oradea in 1756, the 7th – in Buda in 1759, the 8th – in Kőszeg in 1765, the 9th – in Szeged in 1766, and the 10th – in Nagykanizsa, also in 1766.

On 22 January 1955, MABÉOSZ staged a research exhibition in the Stamp Home, where special, outstanding parts of Hungarian collections were displayed, to be subject of specific research or studies. These exhibits offered opportunity to explore such phenomena as plate varieties, secondary engravings, perforations, etc. The exhibition was followed by professional presentations.

From 21 to 29 May 1955, MABÉOSZ staged the National Exhibition of Junior Stamp Collectors. The material exhibited included some interesting topical collections. The team of the Vocational School no. 204 in Vác, which belonged to the Labour Resources Office, presented a stamp series featuring the history of steel production. The material was well-structured, though overly decorated. Another collection to praise was the one of the Mining Vocational School in Tatabánya called *History of Mining in Stamps*.

On 25 June 1955, the Post Museum opened on the 7th floor of the Postal Directorate Palace in Krisztina Boulevard. The collection was divided into five sub-collections: 1) post, 2) telegraph, 3) telephone, 4) radio, 5) general part including workers' movement of postal workers. The material was nicely and clearly organised. A cabinet recessed into the wall presenting the history of writing, including even Inca knot-writing, should be mentioned. It is a marvellous experience to watch the whole 100-year-history of wired and wireless communications concentrated in a relatively small space. Breathtaking was the first studio of the Hungarian Radio (in the museum its miniature replica is seen). It used to be located in a truck for furniture transportation, so that the soft surfaces of the space inside provide proper insulation. Fascinating machinery, equipment and instruments all witnessed the astonishing history of the development of the human culture and technology.

From 1 to 9 October 1955, a congress on light metal industry was organised in the Institute for Metallurgical Research (144 Fehérvári road, District XI), to commemorate the 20th anniversary of aluminium processing. The initiative of the Hungarian Post to issue commemorative stamps printed on aluminium foil was a truly pioneer one in the 115-year-long history of the postage stamp (no. 1509 in the Price Directory of Hungarian Stamps). To cancel these stamps, a cushion saturated with special ink was used. Since then, several postal directorates released such stamps.

From 8 to 23 October 1955, MABÉOSZ mounted a National Stamp Exhibition in the Stamp Home. As compared to the previous one, it was of higher quality. Several beautiful classic Hungarian collections were displayed, including some most rarely occurring perforation specialities. Another special feature was a British colonial collection, especially the part containing portraits of Queen Victoria. As part of the exhibition, the 28th Stamp Day was celebrated on 16 October. Unfortunately, no lectures were given this time. To celebrate the Stamp Day, numerous stamp exhibitions were mounted in the country. The most significant ones were staged in such towns as Berettyóújfalu, Békés, Békéscsaba, Cegléd, Csepreg, Debrecen, Dombóvár, Esztergom, Eger, Gerendás, Győr, Gyula, Hódmezővásárhely, Jászberény, Kisvárda, Kőszeg, Miskolc, Mohács, Mosonmagyaróvár, Nyíregyháza, Orosháza, Pécs, Sopron, Szombathely, Tapolca, Tatabánya, Törökszentmiklós and Veszprém.

Unfortunately, it quite often occurred in case of exhibitions staged in provincial areas that there were solely two or three enthusiastic philatelists to push them forward. In case they, for some reason, did not have time, exhibitions were not staged. This could have been the only possible explanation why there were no exhibitions in such cities as Szeged, Szolnok, or Zalaegerszeg. Nothing else could account for the fact that in such tows as Kaposvár, Székesfehérvár, or Szekszárd there was no team to demand and to undertake curating of an annual exhibition. Although we know that it was not easy to set up exhibitions in provincial areas, it still remains true that if there are a few enthusiastic and energetic philatelists, there is always a way to find premises and solutions to financial problems. In case there are no such enthusiastic personalities, not only exhibitions are missing, but the whole philatelic life stays rather anaemic.

Another important philatelic event of the year 1955 was that the people's stadium series (with the exception of the 3-forint stamp) released in 1953 was awarded an international stamp art prize in Rome. The stamps of the face value of 30 and 40 fillérs were awarded 2 prizes each. The stamp of 30 fillérs was declared to have the most beautiful sport figure of all stamp releases of the year 1953, for which it received the Bonacossa golden medal. (Alberto Bonacossa was a famous Italian sportsman and philatelist, who started a foundation in 1953 to award gold medals to stamps featuring most beautiful sport figures each year.)

Decisions are taken by a 25-member jury. The artist to create the 30 fillér stamp was József Vertel. For the sake of completeness, we should mention that the Hungarian airplane series issued in 1936 formerly had won an art award in Tampa, Florida (USA). The designer of the series was Sándor Légrády.

In the April of 1956, the Hungarian Philatelic Company held the first Hungarian stamp lottery. It took place on 14 April in the Stamp Home, in the presence of several hundreds of people. The main prize was a Hungarian stamp collection in 2 folders, worth 10.000 forints.

From 28 April to 2 May 1956, a junior stamp exhibition was organised by MABÉOSZ. Students of a primary school in Csepel, District XXI, István road, compiled a witty subject schedule, where each subject was indicated by a stamp. The material the students of József Eötvös Secondary School (District IV, Újpest) handed in was also interesting – a historical outline of Hungarian counties reflected in stamps.

On 2 May 1956, the 4th National Congress of MABÉOSZ was held. The brave logo read: 'Solution to All Philatelic Problems'. On the Congress, Gyula Gazda was elected President, while Lajos Schrenk – Secretary. Exactly the half of the 14 management members elected then are still in the management of the Association today.

On 7 June 1956, an international stamp exhibition opened in Helsinki, under the patronage of FIP. 13 exhibitors from Hungary took part in the event. The Hungarian and the Austrian collection of György Kun won the gilded medal. Hungarian exhibitors won 3 silver and 6 bronze medals altogether. During the exhibition, the annual FIP Congress was held, where a draft decision was taken that in 1961 the exhibition and the congress under the patronage of FIP would be organized in Budapest. The final decision was to be taken on the Congress in Warsaw in 1960.

In the summer of 1956, an excellent publication, the *Magyar Bélyegkülönlegességek Kézikönyve* (Manual of Hungarian Stamp Rarities*)* by Gyula Madarász came out at last, published by MABÉOSZ. The 170-page work of excellent layout and on nice paper presented types of classic Hungarian stamps, engraving collections, watermark positions, as well as evaluation of related copies.

In the summer of 1956, the Association became member of FIPCO (Fédération Internationale de Philatélie Constructive (International Association of Topical Collectors)) as well.

Between 7 and 14 October 1956, MABÉOSZ and the Polish Reading Hall joined forces to organise an exhibition featuring Polish stamps. As a corresponding action, Hungarian stamps were displayed in Warsaw on the Polish Stamp Day.

From 7 to 21 October 1956, a national stamp exhibition set up by MABÉOSZ opened in the Stamp Home. Just as in the previous year, beautiful classic stamps were displayed. The standards were higher both as regards the structuring of topical collections and the way they were exhibited. However, this pertained to only a small part of the whole exhibition, because the rest was still displayed on over-decorated sheets. There were still many collectors who wanted to substitute missing stamps with photos or other non-appropriate accessories. There were hardly any first day cancellations, or specific commemorative ones, which are otherwise inherent part of topical collections. On the majority of sheets, stamps were not positioned correctly. On some there were 2 or 3 stamps, while on others as many as 24. Lurid colours and incredible arrangement testified to the fact that the participants either were not aware of the rules of participation, or did not want to accept them. Not only philatelists were to blame, but the preliminary jury members too, since it should have been their task to have the collections rearranged or to dismiss them. They obviously did not know that quality and not quantity makes a good exhibition.

Shortly after the national exhibition, the counter-revolution broke out, impeding regular philatelic work for weeks. This was one of the reasons why the November and December issues of the Philatelic Bulletin were not published in 1956. The lack of public transport and short opening hours hindered philatelists who lived far away from visiting the Stamp Home. Therefore, the number of visitors remained very low for weeks. After order and peace were restored, the normal philatelic life resumed again.

In the first days of January of 1957, Vilmos Gergely, the well-known professional writer and philatelist passed away. He was a man of excellent talent and education. Hungarian stamp collectors had enjoyed many lectures held by him; his professional articles published in the Philatelic Bulletin reflected deep philatelic knowledge.

On 16 March 1957, the 2nd Stamp Lottery held by the Hungarian Philatelic Company was drawn. Similarly to the first one, the main prize was a Hungarian stamp collection arranged in 2 folders, the value being 10,000 forints.

5 October 1957 was the 40th anniversary of the predecessor of the Philatelic Circle of the District V – the Stamp Association *Pannónia*. The ceremonial speech was given by Gyula Gazda, the President of the Association.

From 12 to 27 October 1957 MABÉOSZ organized a stamp exhibition in the Stamp Home. István Kossa, the Minister of Transportation and Postal Affairs, opened the event. In his comprehensive speech, he tackled all problems of philately, analysing in detail also the counter-revolution. Among other things, he said: 'To talk about counter-revolution on this occasion does not mean to vulgarize opening of the exhibition. Because, in my opinion, if weapons talk, philately ceases. I do not believe that there were many collectors to arrange their collections between 23 October and 12 November. Thus, we can safely say that stamp collecting is closely related to the circumstances prevailing in the country. If things are peaceful and quiet, there is time and disposition to collect stamps.' The Minister then made it clear that he was not satisfied with the number of philatelists in the Society. With a good propaganda work, he said, much better results could be achieved. He finally called on the managers of the Post present at the meeting to provide all possible support for MABÉOSZ so that it could achieve this goal. In his opinion, the increase of the number of collectors was not solely in the interests of the Association but of the Post as well. At last were these words uttered by an official and not solely by the leaders of MABÉOSZ.

The exhibition was of excellent standard. The material exhibited by the Stamp Museum filled almost a complete room. It displayed lithographed and engraved stamps, cancelled, unused and on letters as well. The forgery collection of the Museum, which included perforation variations, was also of great interest. Quite a few well-structured topical collections were also displayed.

On 20 October 1957, 30th Stamp Day was organised as a part of this stamp exhibition. In front of the entrance of the Stamp Home there was a mobile post office.

Stamp associations from the countryside made great contribution to the 30th Stamp Day. As each year before, an excellent exhibition was mounted in Berettyóújfalu. In Békéscsaba, topical collections were seen in the first place. In Debrecen, the collection of French stamps reflecting the history, the science, and the art of the French people stood out. In Diósgyőr, three industrial circles jointly staged an exhibition. A relatively larger exhibition, as compared to previous years, was mounted in Eger, while in Gerendás, association members jointly displayed their collections. In Győr, industrial and town circles jointly staged their exhibition. The stamp exhibition in Gyula, in Jókai Mór Community Centre, lasted for three days. The exhibition in Hódmezővásárhely did not only contain collections of philatelists from the town but from the larger area as well. In Jászberény, the number of visitors surpassed one thousand, which had been unprecedented so far. Unlike the previous year, Kaposvár also hosted an

exhibition. In Kőszeg, the exhibition took place in the Ceremonial Hall of the Agricultural Vocational School. In Kecskemét, the Stamp Day was incorporated in the event called *Hírös Napok* (Days of Kecskemét); truly beautiful material was displayed in 50 frames. In Mohács, the Stamp Day coincided with the 5th anniversary of the philatelic circle. To celebrate this, the stamp exhibition lasted for one week. In Miskolc the Stamp Day coincided with the Association anniversary too, the 35th one. The one-week exhibition in Nagykőrös was evidence of great evolution. The number of visitors in Nyíregyháza reached five thousand and five hundred, unprecedented up to that date. The exhibition in Orosháza was so successful that the management of the Community Centre asked for an extra day – the exhibits displayed on the 20th were seen once again on the 27th. All in all, 2,200 visitors saw the exhibition. In Pécs, the event took place in the Club Hall of Sándor Doktor Community Centre; the guest book testified to the fact that almost six thousand people attended the exhibition. The exhibition of Sopron, staged in the Community Hall of the Post Directorate, lasted for one week. The collection showing the history of cancels in Sopron was rather interesting. On the exhibition in Szentes, a classic Hungarian collection stood out. The exhibition of Székesfehérvár was mounted in the Town Community Centre; two thousand people attended it. In Szombathely, the exhibition held the title *Science and Technology on the Stamps*. In Tatabánya, the circle which mounted the exhibition was celebrating its 10th anniversary, the occasion for which they issued a special decorative envelope. In the frames, nice classic collections were displayed. On the exhibition in Tárnok, the most beautiful exhibits came from junior collectors. The fact that 5,164 people out of 23 thousand residents of Vác went to see this stamp exhibition is a strong evidence of how successful the event was there. The most beautiful piece in Veszprém was a classic French collection. Unlike the previous year, Zalaegerszeg was not missing from the list of exhibition venues. All in all, 37 exhibitions were staged in the countryside; 470 adult and 93 junior collectors exhibited their collections there.

In the January of 1958, a true friend of Hungarian junior philatelists came to visit his homeland. 30 years earlier a young worker József Bodnár left Rudabánya in Borsod County for Canada. During long decades of hard work, he had turned into an enthusiastic philatelist, and had compiled an excellent stamp collection. He came to donate his collection to the junior philatelists of Miskolc and the region around it, to form basis for a junior philatelic museum in Miskolc. Since then, this project has come true.

In the March of 1958, in order to better fulfil its tasks and satisfy the deands of philatelists, the Presidium of the Association coopted new members – László Galambos, Dezső Sándor, Gyula Szaplonczay and Imre Váradi, who all were well-known philatelists.

On 14 April 1958, the management of MABÉOSZ accepted Lajos Schrenk's resignation, who was the Secretary of the Association. It expressed its gratitude for the excellent work Lajos Schrenk had done in the interest of the Association. János Tátrai, the Vice President, was appointed new President. After that, following philatelists were included into the Presidium: László Hargitai, Pál Névi, László Surányi and Károly Szilási. After accepting all new members, the Presidium included: József Frank, László Galambos, Gyula Gazda, László Hargitai, Imre Kékesi, György Lévai, Ferenc Magyar, Pál Névi, Dezső Sándor, László Surányi, Károly Szildási, János Tátrai and Imre Váradi.

From 30 April to 5 May 1958, MABÉOSZ staged the 4th National Junior Stamp Exhibition in the Stamp Home. Topical collections outnumbered all

other kinds.

On 5 July 1958, a MABÉOSZ Post Office opened in the Stamp Home. A special cancel with the inscription 'MABÉOSZ' was used there. The name 'MABÉOSZ' was also indicated on the stickers for registered post used in the office. At the same time, also the Philatelic Company started a shop in the Stamp Home.

On 8 July 1958, the philatelists from Pécs, supported by the leaders of the county circles, organised a regional meeting. Dr. László Steiner (newly elected Chief Secretary) came from Budapest to represent the Presidium of the Association.

Between 25 October and 2 November 1958, MABÉOSZ staged a National Stamp Exhibition in the Community Hall of the Rosenberg street palace, which belonged to the Hungarian National Bank. In his welcome speech, János Tátrai announced that the number of philatelists who were members of the Association exceeded 18,000; with the junior collectors included the number of MABÉOSZ members went beyond 25,000. Along with the increase of the membership, the number of philatelists willing to exhibit their collections increased as well. Due to this, the spaces of the Stamp Home became too small for hosting a national exhibition; hence it was mounted on other premises. The exhibition was much better than the previous Stamp Day ones, both regarding its scale and quality. Nice material of Yugoslavian and Austrian collectors turned the event international: this was the year when MABÉOSZ Presidium started preparations for the international exhibition of 1961, for which it could use the experience gained while staging this exhibition. Having an exhibition outside the walls of the Stamp Home provided curators and organisers with useful experience, which they also could use later, in the 1961 exhibition.

On 2 November 1958, the 31st Stamp Day was staged, within the stamp exhibition.

János Tátrai's and Imre Váradi's presentations introduced the series of lectures of the 1958/1959 season. On 14 November 1958, they gave a joint lecture and a report on the FIP Congress in Hamburg in the Chandelier Room of the Stamp Home.

On 12 December 1958, Pál Névi reported on the Congress of the German Federal Republic held in Cologne, as well as the philatelic life of West Germany.

In the March of 1959, the Organising Committee for the 1961 International Exhibition was set up, its inaugural meeting being held in the palace in Krisztina Boulevard.

Between 3 and 7 April 1959, MABÉOSZ, jointly with the Association of Hungarian Pioneers, staged the 5th National Junior Philatelists Stamp Exhibition in Csók Gallery (25 Váci St., District V). All in all, 135 collective and personal collections were displayed, the most beautiful being the classic Hungarian one of András Szép.

On 16 April 1959, Gyula Gazda unexpectedly passed away; he had been the President of the Association between 1953 and 1958, and later the member of the Association Presidium. He was a genuinely kind-hearted and compassionate man, who belonged to the small group of such people who had only friends.

On 19 April 1959, MEBÉOSZ held its 5th National Congress in the Ceremonial Hall of the Workers' Union of Commerce, Finance and Catering Indus-

try (6 Jókai st., District VI). The President János Tátrai stated that the number of members had grown so significantly that the Stamp Home was not able to host the Association any more. As a solution, he suggested that as many industrial circles were formed as possible, and in the longer run construction of new headquarters would solve the problem, since the Stamp Home could not even host a Congress. On the Congress of 1956, he argued, 93 delegates were present, while on the current one — 517.

The opening speech of the President was followed by the presentation of dr. László Steiner, the Chief Secretary of the Association. In the introduction, he dealt with the changes in the membership. He stated that while on 30 April 1956, there were 8,388 members, on the opening day of the current congress there were 24,200 of them. The total number of junior circles was 130 in 1955-56, 12 out of them working in Budapest and 116 in the country. The number of junior stamp collectors, who were members of the Society, was 3,122. Since then, the number of circles had grown to 165, 45 being from Budapest and 120 from the country. It was clearly seen that while the number of the circles in Budapest grew nearly fourfold, the number in the country hardly rose at all. The development of the novelty service was also interesting. In 1956, the Society distributed 577,811 forints worth of stamps among its members, in 1957 – 1,660,745 and in 1958 – 5,172,732 forint. The use of stamp exchange booklets grew more and more popular. In 1956, 6,567 exchange booklets were issued by 610 collectors. In this circulation, 57 Budapest, 73 country and 23 junior circles were involved with 346,400 forint worth of stamps. In 1958, 730 members submitted their exchange booklets for circulation; 83 Budapest, 99 country and 7 junior circles shared them. It meant that about 70% of the circles participated in booklet circulation in that year. Fast exchange increased alike. In 1956, the value of marketed stamps was 142,000 forint, while in 1958 – 672,000 forint, which meant that it had grown fivefold. Since in the first quarter of 1959 the turnover reached 180,000 forints, we can expect further strong growth in the future. On the national exhibition of 1956, 43 collectors exhibited their materials; in the country, 37 stamp exhibitions were staged to celebrate the Stamp Day. In 1958, there were fifty participants on the national junior exhibition. In the same year, the national exhibition displayed material of 55 domestic and 28 foreign participants.

These numbers clearly show the growing dynamics of the Association in the least three years.

The Chief Secretary's report covered in detail each area of the work of the Association. Following descriptions of every single area, members discussed the philatelic issues touched. All in all, almost 300 members added their comments. The discussion closed, the Association elected new management, and then took decision over the proposals submitted. It was decided to collect member fee of 4 forints as from 1 July 1959; 1 forint out of this sum was to increase the fund for the new headquarters. The funds for the new headquarters had to be collected on a separate bank account; they should have been set apart from other assets of the Association. According to another decision, a family could only subscribe for one copy of Philatelic Bulletin, due to the paper shortage. According to the third decision, only those who had been members of the Association for 10 years could qualify as philatelic experts.

The new management convened immediately after the congress, electing the following to its Presidium: János Tátrai the President, Tibor Balázs the Co-President, Imre Váradi, József Frank and Pál Névi Vice Presidents, dr. László Steiner Chief Secretary and László Surányi Secretary for organisational

issues.

On 27 April 1959, a ceremonial General Assembly was held by the Budapest Circle of the District VIII, to commemorate the 75th anniversary of the *First Hungarian Association of Postage Stamp Collectors*.

From 25 September to 4 October 1959, MABÉOSZ mounted a national exhibition in the Construction Workers' Community Centre called *Rózsa Ferenc* (84/A Dózsa György Road, District VI). Collections were divided into four classes: Hungary, European collections, overseas collections, and topical collections. A beautiful material called *Austrian Post in Hungary* was also displayed. As part of the exhibition, the 32nd Stamp Day was celebrated.

In the October 1959, sad news arrived from Argentina. Béla Térfi, an emblematic figure of the Hungarian philately, passed away; he was 90, and the tragic event happened at home, among the members of his family. His professional research, and especially his masterpiece called *Bélyegelőtti levelek és azok lebetűzései* (Letters of the Pre-Stamp Era and their Cancellation) were pioneer works in the field. The Hungarian Post Museum commemorates his contribution in its *Térfi* collection.

On 13 November 1959, István Kossa, Minister for Transportation and Postal service opened the 3rd Soviet Stamp Exhibition in Budapest in the Presentation Hall of the Chamber of Commerce in Váci Road. Upon arrival, visitors were welcomed with a very friendly scene – young postman girls stood guard of honour on each step of the stairs, each with a rose. It was a high standard, excellently arranged exhibition.

On 23 November 1959, the First Hungarian Stamp Exhibition was staged in Moscow, in the Hotel Szovietskaja on the Leningrad Boulevard. Commemorative series were issued both on the occasion of the Hungarian exhibition in Moscow and the Soviet exhibition in Budapest.

On 10 December 1959, as part of the lecture series organised by MABÉOSZ, dr. László Steiner gave a presentation on the international stamp exhibition held in Palermo.

From 2 to 6 April 1960, the Association put on a stamp exhibition commemorating liberation of Hungary from the Nazis, in the Community Hall of the National Bank at 4 Rosenberg Street, District V. The exhibition featured the Hungarian material formerly so successfully presented on the exhibitions in Moscow and Kiev. It also embraced the 6th National Junior Stamp Exhibition, as well as the promotional presentation of the Paraphilatelic Section of the Society. It was just about time to introduce paraphilatelic material on an exhibition (cancellations), since paraphilately is a not very highly respected branch of collecting in Hungary, mostly due to poor promotion.

On 28 April 1960, the Hungarian Stamp Museum was celebrating its 30th anniversary. Unfortunately, the increase of membership of MABÉOSZ was not accompanied by the increase of the number of visitors to the Museum.

From 15 to 23 October 1960, the Association mounted a National Stamp Exhibition in the Construction Workers' Community Centre Rózsa Ferenc (84/a Dózsa György Road, District VI). Opening speeches again highlighted the increase in the number of members. At that time the number of philatelic circles exceeded 450, 166 out of them being industrial ones, while the number of MABÉOSZ members was about to reach 40,000. The same improvement

was seen in the number and quality of the collections exhibited. Curators of exhibitions were doing great job, the importance of this being even higher because this work was rehearsal for the international exhibition of 1961.

While the exhibition was still on, the sad news arrived that dr. Ernő Vasváry had passed away. He had been exploring the Hungarian stamp all his life, including the results of his research in professional articles, part of them published in the *Philatelic Bulletin*.

As part of the exhibition, the 33rd Stamp Day was celebrated.

From 23 to 27 April 1961, the usual National Junior Stamp Exhibition was mounted. At that time, 65 junior circles with 2,291 members operated in Budapest. At the same time, 162 circles in the country included 4,318 junior members. It was a striking phenomenon – unlike the trends of the adult membership, there were almost twice as many junior collectors in the country than in the capital.

On 15 July 1961, the Presidium of the *National Association of Hungarian Stamp Collectors* held a joint meeting with the circle presidents living in Budapest. On this enlarged Presidium meeting, János Tátrai, the President of the Association, announced that due to the large scale changes in the field of the economy carried out by superior public authorities, his responsibility at work increased substantially. Because of this additional workload he was made to reduce his civil activities. For this reason, he was resigning from the post of president, as well as member of the Organisational Committee *Budapest 1961*. He asked the members of the Presidium to accept his resignation without further debate. The participants of the meeting acknowledged János Tátrai's resignation with deep regret. They univocally expressed their sincere gratitude for his successful contribution, deciding to enter the records of János Tátrai's efforts to advance the Association into protocols. Members also express their hope that as soon as the workload of János Tátrai decreased, he would be able to participate in the management of the Association again.

From 23 September to 3 October 1961 the exhibition *Budapest 1961* was seen, patronised by FIP. FIP, on its annual international philatelic congress held in Warsaw in 1960, assigned MABÉOSZ, its member organisation, to mount an official International Stamp Exhibition in Hungary in September 1961, as well as the annual FIP Congress to accompany it. The material of the exhibition was displayed in four buildings: 1/ The Museum of Fine Arts (Szépművészeti Múzeum) hosted the official collection, namely the stamps released by public postal authorities, as well as the literary collection; 2/ The Hall of Exhibitions (Műcsarnok) hosted Hungarian, European, overseas collections, honorary collections (in accordance with FIP regulations, the Organising Committee might invite certain persons to participate in the exhibition without entering the competition, with uniquely interesting collections. Such participants might only receive a diploma or a memorial gift.), as well as the Térfi Collection of the Hungarian Post Museum; 3/ Rózsa Ferenc Community Centre hosted topical collections; 4/ The first floor of the Műjégpálya (Public Skating Rink) hosted collections of junior philatelists.

The official material displayed in the Museum of Fine Arts included stamps released by the posts of the following countries: Hungarian Peoples' Republic, Albanian Peoples' Republic, Belgium, Bulgarian Peoples' Republic, Czechoslovakian Socialist Republic, Danish Kingdom, United Arab Republic, Finland, Republic of Ghana, Republic of India, the State of Israel, Yugoslavian Federal Peoples' Republic, Dominium of Canada. Peoples' Republic of China, Peoples' Democratic Republic of Korea, Polish Peoples' Republic, Grant Duchy of Luxembourg, Mongolian Peoples' Republic, the United Kingdom of Great Britain and North Ireland, German Democratic Republic, Norway, Republic of Pakistan, Romanian Peoples' Republic, Republic of San Marino, Swiss Confederation, Sweden, the Union of Soviet Socialist Republics and Republic of Turkey.

The 753 collections came from the following countries: 29 English, 1 Australian, 16 Austrian, 7 Belgian, 4 Brazilian, 14 Bulgarian, 73 Czechoslovakian, 16 Danish, 1 South African, 10 Finnish, 24 French, 11 Dutch, 3 Indian, 1 Irish, 1 Icelandic, 14 Israeli, 39 Yugoslavian, 1 Chinese, 52 Polish, 10 from Luxembourg, 190 Hungarian, 1 Malay, 1 from Monaco, 1 Mongolian, 71 from the German Democratic Republic, 35 from the German Federal Republic, 1 from New Zeeland, 6 Norwegian, 12 Italian, 1 Peruvian, 31 Romanian, 1 from San Marino, 1 Sudanese, 17 Swiss, 25 Swedish, 21 Soviet, 3 Turkish, 7 from the USA and 1 from the Democratic Republic of Vietnam. The collections were safeguarded all time through from their arrival to sending them back by the members of MABÉOSZ, on the premises of the Post Office No. 58 on the corner of Dózsa György Road and Damjanich Street. The almost 6 million stamps displayed on the exhibition were later received by their owners without the slightest damage.

On 23 September 1961, on a Saturday morning at 10 o'clock, sounds of post horn were heard on the Heroes' Square. Four white horses pulled a 19th century chariot to the Square, followed by the first Hungarian post automobile, the Csonka type. Drivers of both the chariot and the automobile were wearing contemporary uniforms.



While watching the colourful and gorgeous spectacle, many people recalled their old hobby, the stamp collecting. As the parade finished, the exhibition called *Budapest 1961* opened in the presence of dr. Ferenc Münnich, the State Minister, István Kossa, the Transportation and Postal Minister, as well as numerous foreign diplomats and public and social leaders.



Opening the „Budapest 1961”

One day before the exhibition opened, at 2 p.m., Béla Kövesi, the General Director of the Post, held a press conference, which was attended by numerous representatives of domestic and foreign press. After press representatives saw the exhibition, the press conference continued in the headquarters of the National Association of Hungarian Journalists (101 Peoples’ Republic road, District V).



Yet another celebration occurred on 24 September 1961, this time in the Hall of Exhibitions (Műcsarnok). On the 34th Hungarian Stamp Day, the Minister István Kossa held a ceremonial speech. As regards its scale, standard and arrangement, it was a landmark in the row of Hungarian Stamp Days.

On 26 September 1961, on Tuesday, the President of the Association Imre Váradi held a reception for foreign guests and leaders of the Hungarian philatelic life on the gorgeously redecorated and renovated premises of the Stamp Home.

On 30 September 1961, on Saturday, the General Director of the Hungarian Post Béla Kövesi held a reception in the Grant Hotel on Margaret Island to honour foreign post office representatives staying in Hungary.

On 1 October 1961, on Sunday, in the presence of István Kossa, the President of FIP Lucien Berthelot opened the FIP Congress of the year 1961. Later that day, the President of the Budapest Council Executive Committee József Veres held a reception for the Congress delegates.

On 3 October 1961, after the Congress was over, the participants went to the Stamp Museum, where the Minister István Kossa held a reception for them. He managed to create warm and friendly atmosphere for them; after the reception a banquette in Gundel Restaurant followed. The President Imre Váradi greeted the participants, and in his report emphasised the great support that the Post management had provided. After that, the FIP President Lucien Berthelot declared that the *Budapest 1961* was one of the best organised and successful exhibitions of the previous periods, of which Hungarian organisers should always be proud. The next speech was the one by a Swiss philatelist Werner Fankhauser, who said that he had participated in the exhibition in spite of the malignant and hostile Swiss propaganda against the Hungarian event. He was happy, he said, to see the evidence of how unsubstantiated this it all had been, and promised to disseminate this information in his country. After the speeches were over, the President of the Jury dr. László Steiner announced the results of the universal philatelic competition. His report was frequently interrupted by positive outbursts of the audience.

Aladár Szepes (Hungary) was awarded the Grand Prix (Grand Prix National), which was handed over to him by the State Minister dr. Ferenc Münnich, for his collection embracing stamps from 1850 up to the date of the exhibition, with special regard to the releases of the years 1871-1872.

Country collections, Hungarian Collections category: Jakov Klein (Israel), Hungarofilatélia (Hungary), Aladár Szepes (Hungary), London (England), and Ottó Gábor Scäffing (USA) – gold medals; Sándor Visnya (Hungary), Jean Palmans (Belgium) and Werner Fankhauser (Switzerland) – gold-silver medals; Gyula Tatár (Czechoslovakia), Klement Ptacovsky (Czechoslovakia), Hugó Vajna (Hungary), Leon Norman and Maurice Williams (England) – gilded silver medals. In one and the same class, 7 Hungarian and 1 Czechoslovakian collector were awarded silver medal. European Countries category: Jaroslav Kovarik (Czechoslovakia), Emile Antonini (Switzerland), and Hugo Sjöberg (Sweden) won gold medals. Jan Karasek (Czechoslovakia), Gyula Korhecz (Yugoslavia), Ludwik Steinbach (Poland),

Jan Koplak (Poland) and Nils Nordlind (Sweden) gold-silver medals. In this category, 19 participants were awarded gilded-silver medals.

In the overseas collection category, no gold medal was awarded. Gold-silver medals were awarded to Gilbert Dreyfuss (France), R. A. Dubash (India), Paul Pannetier (France) and Otto Roffmann (Israel). *Fiat Lux* (Italy), Jehoshua Gravé (Israel) and Axel Daniclski (Sweden) received gilded silver medals. In this category, 10 people received silver medals.

In the airmail category, neither gold nor gold-silver medals were awarded. Gilded silver medals were awarded to Pierre Savelon (France), André Dumont Fouya (France), *Mattino* (Italy) and Fabian Bura (Poland).



„Budapest 1961" Exhibition material of the State postal organisations in the Museum of Fine Arts



„Budapest 1961" Exhibition section in the Hall of Arts

In the topical collection category, Harry Sobel (USA) received a gold medal. Gilded silver medals were awarded to Roza Ehann (Yugoslavia), Fritz Karsten (Federal Republic of Germany), Franciszek Landowsky (Poland), Jan Sikorski (Poland), László Ernő (Yugoslavia), Fabian Bura (Poland), Francois Lasny (France) and Prokopiu Mikulas (Czechoslovakia).

In the topical collection category, 31 participants were awarded silver medals.

The members of the Organisational Committee of the exhibition were: József Jóba, dr. Emil Kindzierszky, Béla Kövesi (President), István Pál, János Polgár, Mihály Simovits, dr. Emil Szekeres, Ferenc Szendrei and dr. Ferenc Wurm from the Post; László Hargitai, Tamás Koós, Endre Lőrinczy, Pál Névi, dr. László Steiner, (Secretary), László Surányi, dr. István Tápai, Imre Váradi and Árpád Záborszky from MABÉOSZ.

The members of the Jury of the exhibition *Budapest 1961* were: the President of FIP Lucien Berthelot, dr. Andor Bartal (Hungarian Peoples' Republic), dr. Bolaffi Giulio (Republic of Italy), Dubus Léon (Republic of France), dr. István Floderer (Hungarian Peoples' Republic), dr. Hoexter Werner. (the State of Israel), Hans Hunziker-Uehlinger (Swiss Confederation), Gyula Madarász (Hungarian Peoples' Republic), Pál Névi (Hungarian Peoples' Republic), Mikulski Zbigniew (Peoples' Republic of Poland), dr. Frantisek Novak (Czechoslovak Socialist Republic), dr. Titusz Radványi, (Hungarian Peoples' Republic), dr. Ferenc Rend (Hungarian Peoples' Republic), dr. László Steiner (Hungarian Peoples' Republic), Vaarnas Kalle (Finland) and Mirkó Verner (Federal Peoples' Republic of Yugoslavia). The members of the Jury of the Junior Collectors' exhibition were: Danesch Hartwig (German Federal Republic), Gyula Somi, László Soós and László Surányi (Hungarian Peoples' Republic). The issue 90 of the year 1961 of the *Hungarian Bulletin* publicized that the Presidium of the Peoples' Republic awarded József Jóba, Béla Kövesi, Endre Lőrinczy, Józef Menoni, Pál Névi, László Steiner, dr. Imre Váradi, and dr. Ferenc Wurm with public awards for their contribution to the International Stamp Exhibition. This was the first instance in the history of Hungarian philately that philatelic work received public award. The award *Excellent Worker* was received by six people. A ministerial accolade was granted to 10 people, while the accolades issued by the Chief Executive – to 28. 83 postal workers received financial rewards from the Chief Executive. On the same occasion, 15 workers of the State Publishing House received ministerial accolades, 21 – financial rewards from the Chief Executive, for creating nice printing sheets for the exhibition.

While the exhibition was on, the first two books of the experts' library series published by the *National Association of Hungarian Stamp Collectors* came out. The first one, *Nemzetközi Munkásmozgalom Bélyegei* (The Stamps of the International Workers' Movement), was written by László Surányi. The next was *Öt Világrész Sportbélyegei* (Sport Stamps of Five Continents) by Imre Váradi and dr. László Steiner. Both were well-edited and had excellent layout, becoming essential reference for topical collectors.

On 22 December 1961, the Law V/1961 was published in the 97th edition of *Hungarian Bulletin*. In more detailed way than ever before does the Penal Code deal with all kinds of stamp forging, providing for more severe punishment for not only fakers but distributors of forged stamps. This new law did not pass unnoticed abroad, and in many countries new movements started to have similar legislation passed.

On 24 February 1962, MABÉOSZ was celebrated its tenth anniversary, on a ceremonial board meeting. To pay tribute to the old members of society, it had badges and the memorial certificates made.

From 7 to 15 July 1962, a stamp and document exhibition took place on the central premises of the Budapest Committee of the Patriotic Peoples' Front (24 Belgrád Quay, District V). The President Imre Várady opened the exhibition, which was jointly organised by the National Peace Council, the Budapest Committee of the Patriotic Peoples' Front and MABÉOSZ. One day before the opening, the Chief Secretary of the National Peace Council László Dezséry showed the exhibition to the press.

On 19 August 1962, on the initiative of Hungary, AIJP (Association Internationale des Journalistes Philatéliques – International Association of Philatelistic Journalists) was formed in Prague. Imre Várady, the President of MABÉOSZ was elected first Vice President of the Association.

On 8 September 1962, MABÉOSZ organized its first regional conference in Salgótarján. It was followed by another one in Miskolc on the 9th, in Nyíregyháza on the 15th, in Debrecen on the 16th, in Győr on the 29th, in Szombathely on the 30th, in Szeged on 6th of October, and in Pécs on 7th of October.

On 22 September 1962, the Minister István Kossa opened the National Exhibition commemorating the anniversary of MABÉOSZ in the Museum of Fine Arts. The President of the Society Imre Várady highlighted, however, that two anniversaries were to be celebrated on that day – the 10th anniversary of the Association and the 25th Stamp Day. Though of a smaller scale than usual, it was an excellent exhibition; the beautiful environment of the Museum of Fine Arts further enhanced its quality. We may safely consider it yet another great event of the history of the Hungarian philately. The collections exhibited were exceptionally nice, but even among these Jan Poulie's Soviet, Bulgarian and Latvian collections, R. Tocilla's letter collection from the Napoleon wars, as well as M. Woudenberg's classic French collection stood out. All three foreign collectors, as well as Imre Székely and Imre Váradi were awarded gilded plaques by the jury.

On 18 October of 1962 the first lottery of the National Association of Hungarian Philatelists took place. The income substantially increased the fund for building new headquarters.

On 21 October 1962, MABÉOSZ held a General Meeting on the premises of the Ganz-MAVAG Community Centre (51 Delej St., District VIII). As to the credentials commission, in total 772 delegates were present, 224 of them from the country. In the Presidium, there were the Minister István Kossa and the Deputy Minister Dezső Horn. The President Imre Váradi provided a detailed description of the tasks already completed and those still ahead, covering most issues of the Hungarian philately. dr. László Steiner presented clear and eloquent numbers in his report. There were almost sixty thousand members and 665 circles. The numbers of collectors in Budapest and those in the country were almost equal. The accounting data reflected favourable conditions, and the increase of the headquarters fund was satisfactory too. After him, the Minister István Kossa took the floor, commenting on the two presentations above. He declared that the Association had been fulfilling its managerial task well. He also covered the demands communicated by collectors' circles and analyzed in detail the problems of the Hungarian philatelic life. If the new management, he continued, would proceed well with its responsibilities, then on the next general

meeting of delegates MABÉOSZ would be able to report one hundred thousand members. The general meeting lasted all day, until early evening. Then the new management convened to elect the new Presidium. Imre Várady was elected President, László Várnai – Co-president, Pál Névi, László Surányi, and dr. Ferenc Wurm – Vice-Presidents. dr. László Steiner – Chief Secretary, and Ignác Darányi – Organisational Secretary.

On 22 October 1962, the new Association Presidium held its first meeting. To improve work in all areas of philately, a decision was taken to set up following committees: Budapest Organisational Committee, Organisational Committee for the Areas outside Budapest, Junior Organisational Committee, Promotional Committee, International Relations Committee, Exhibition Curation Committee, Financial Committee and Headquarters Committee.

In the October of 1962, the excellent philatelist Edwin Müller passed away at the age of 65 in New York. He was a well-known expert in the field of the classic Hungarian stamps and cancellations. His memory will live on forever, thanks to his excellent professional research.

On 31 October 1962, the headquarters fund of MABÉOSZ comprised 3,813,264.20 forint. This amount did not yet include the profit coming from the lottery.

Between 29 November and 4 December 1962, the Austrian Association of Philatelic Associations (Bundesverband Österreichischer Briefmarkensammler-Vereine, abbreviation: BÖBV) and MABÉOSZ staged an exhibition of the Hungarian stamp in the Ceremonial Hall of the Austrian State Publishing House, the patrons of the exhibition being the Austrian Minister for Transportation and Finances Karl Waldbrunner and the Ambassador of the Peoples' Republic of Hungary in Vienna István Sebes. Upon arrival, visitors were greeted by the Chief Director of the Austrian State Publishing House dr. Sobek, the President of BÖBV, Alfred Kris, and the President of MABÉOSZ. Then a guided tour followed, during which Josef Afritsch, the Minister of Interior, expressed how fascinated he was with everything he had seen. All in all, the philatelist Minister attended the exhibition three times, spending hours in front of the Hungarian collections. The collection to receive the Grand Prix with a gold medal was the one of dr. Ferenc Rend called *Hungarian Letters, Newspapers, and Stamps of 200 years*. Other collections to receive gold medals were the one of Gyula Madarász containing lithographed types, the collection of dr. László Makkai called *1750−1918*, as well the as the Hungarian sports collection of Imre Váradi. The participants who received gold medals were granted honorariums too. György Kun's collection of cancellations received a gilded silver medal. None of Austrian philatelists received awards for their Hungarian collections, so the first Hungarian stamp exhibition abroad was a major success. The members of the jury were Anton Seitz, dr. Rüdiger Wurth, Leonhard Ziegler, and Pál Névi; the majority of members were Austrian. On top of the gold medals, Hungarian exhibitors received also 2 gilded silver, 6 silver, 6 bronze medals, and 11 honorariums.

The cancellation applied on the Austrian Stamp Day of 1962, with its bilingual inscription (Hungarian and German), deserves special mentioning; it attracted attention of numerous philatelists in the world. The Austrian radio and television broadcast the opening of the event, which was also reported on, in different length, by almost all papers. All this contributed to the

promotion of the Hungarian stamp too. Another Hungarian success was brought in the field of professional writing. The *Philatelic Bulletin* received the highest possible award, the vermeil, while *Sammler-Dienst*, popular also in Hungary, was awarded only a silver medal.

On 31 January 1963, the headquarters fund of MABÉOSZ amounted to 5,127,260.20 forints. In this study, we have mentioned several attempts to find new headquarters. They all failed though, being rather dreams than reality. Lacking sponsors, the relatively small and not well-organised community of philatelists could not afford buying a building. To have this dream come true, the Association needed much more members. As soon as this condition fulfilled, real chances appeared for acquiring new headquarters.

On 3 February 1963, a warm-hearted celebration took place at the Association. In the presence of István Kossa, the Deputy Minister Dezső Horn handed over to the winners the awards of the Hungarian exhibition held in the previous year in Vienna, praising their contribution.

From 6 to 10 June 1963, *Fipco* held its 14th Congress in Stresa, Milan, on which delegates from twenty countries took part. On the Congress, the final version of evaluation regulations *Fip – Fipco* was approved, and a decision was taken to classify collections in two categories: 1/ topical, 2/ all collections related to the previous category, e.g. UNO, Europe, Malaria, Red Cross, etc. The second category included also educational collections, under condition that these should be displayed without entering the competition. The proposal to give scores for completeness also in cases when collections did not include all stamps related to the topic was rejected. It meant that these were granted, just as in the previous period, only if a collection contained all stamps. The respect and the recognition of Hungarian philatelists showed in the fact that the Congress univocally accepted the proposal of a Hungarian delegate suggesting that in 1964 the 15th Congress will be held in Budapest. The Hungarian Association was also assigned to stage large scale international exhibition of topical and Olympic collections, under the patronage of *Fipco*. On the Congress, Pál Névi was elected Vice-President of the international society for three years.

From 20 to 28 July 1963, MABÉOSZ staged yet another international stamp exhibition, on which individual collectors from socialist countries displayed their collections. Thus, *SocPhilex 1963* was the first common review of the philately of socialist countries. The venue of the exhibition was Madách Theatre on Lenin Boulevard. The opening speech was given by the Minister for Transportation and Postal service István Kossa. In his speech, he said that it was worth to look back at the exhibition *Budapest 1961*, which was a turning point in the history of Hungarian philately. The exhibition greatly influenced not only the Hungarian philatelic movement, but also the Post management. On 22 July, leading foreign philatelists met notable representatives of Hungarian philatelic society in the headquarters of MABÉOSZ. On 24 July, AIJP started its meeting. In the evening of the same day, the President of the Association Imre Váradi gave dinner to the leaders of foreign philatelists staying in Hungary, on the premises of the Stamp Home. The Deputy Minister Dezső Horn participated in the event. On 25 July, István Kossa gave a reception in the Stamp Museum. On 27 July, the

Deputy Minister Dezső Horn handed over the medals and honorariums, as awarded by the international jury. The award ceremony was broadcasted by the Hungarian Television; reports on the event came out both in the press and on the radio. All in all, 20 thousand visitors saw the exhibition, which closed on 28 July on Sunday.

The members of the jury of the international exhibition *SocPhilex 1963* were: dr. Andor Bartal (Hungarian Peoples' Republic), Viktor Coman (Peoples' Republic of Romania), Ladislav Dvoracek (Czechoslovak Socialist Republic), Endre Gál (Hungarian Peoples' Republic), Mária Groer (Peoples' Republic of Poland), dr. Gyula Kadocsa (Hungarian Peoples' Republic), Grigor E. Mihajlov (Peoples' Republic of Bulgaria), Pál Névi (Hungarian Peoples' Republic), Victor G. Panin (the Soviet Union), dr. László Steiner, chairman (Hungarian Peoples' Republic), and Artur Vogt (German Democratic Republic).

The detailed percentage evaluation of the collections exhibited showed the following results (see *Philatelic Bulletin*, September 1963, page 3): the quality of topical collections was poorer than that of country collections. The topical collections of Hungarian collectors achieved much poorer ranks than their country collections. And finally, we had to draw the conclusion that even though topical collections were of lower standard than country collections in case of all countries, Hungarian topical collections were even below the standard.

In the autumn of 1963, the several decades' dream of philatelists came true. The Association purchased a building from the Post at 30 Gorkij Alley, District VI. Though it does not mean that philatelists can move in immediately, there is hope that with the support of the Post the last obstacles will be soon removed.

From 24 to 30 October 1963, the 36th Stamp Day was celebrated, one of the events being an exhibition of Austrian stamps in Budapest; it featured exclusively Austrian stamps and postal documents.

In return for the bilingual postmark in Vienna, the postmark of this event was also worded in German and Hungarian. The patrons of the exhibition were the Minister István Kossa, and the Hungarian Ambassador in the Republic of Austria dr. Simon Koller. István Kossa opened the exhibition staged in the Stamp Home, after which dr. Simon Koller delivered a long speech in which he underlined the cultural significance of philately as an important tool to deepen friendship between peoples. Following country collections received gilded silver plaque (none of them received the gold one): dr. Willibald Tettinek (Austria), György Kun and dr. László Makkai (Hungary). As we can see, the 'replay match' also brought success for the Hungarian philatelists.

In 1963, an international sport stamp exhibition *Stresa 1963* was staged in Stresa, Italy. The collection of Imre Váradi, the President of our Association, who was invited to participate in this exhibition, received a gold medal.



Hall of the National Association of Hungarian Stamp Collectors

On 20 December 1963, the Association issued a membership card No. 92,369. Of course, this number did not mean that there were as many members, because the card numbers of those members who had terminated their membership had not been used anymore. The real number of adult members at that time was 73,540; 41,338 were from Budapest and 32,202 – from the country. At that time, 27 district and 412 industrial circles operated in Budapest. In the country, the number of town circles was 208, of industrial ones – 218. Therefore, there were 439 circles in Budapest, and 426 in the country. Their total number was 865. The average number of members in a circle was 85, which was good. It was a pity though, that the number of collectors in the country still did not reach their number in Budapest.

On 22 March 1964, the management of the Association held a meeting. dr. László Steiner, the Chief Secretary of the Association, reported that – in line with the decision of the previous management meeting – the Presidium had held talks with the resigned Minister István Kossa to get him involved more actively in the work of the Association. As these talks were successful, he suggested that István Kossa should be elected new President of the Association, after Imre Váradi's resignation. He then announced that the co-president László Várnai had been transferred to another town, where he received more responsibilities than previously, which made him to quit his post. The next suggestion of the Chief Secretary was to accept László Várnai's resignation, and elect Imre Váradi as the new executive co-president. The national management accepted the suggestions of the Chief Secretary univocally. A delegation notified the new president, who was staying at his home at that time, about the developments, and asked him to attend the national management meeting. In his spontaneous inaugural speech, István Kossa thanked the management for electing him, saying the following, among other things: 'I have not yet taken up a post offering only ornament.' The national management welcomed the speech of the new president with applauses. Hungarian philatelists had seen twenty years of István Kossa's helpful attitude, hence their assumption that electing him as President would commence the most efficient period of the Hungarian Association.

By the April of 1964, the number of junior collectors reached 18,000; 11,120 were from the country and 6.880 from the capital. As we can see the in case of junior collectors, the proportion of collectors in Budapest and of those in the country was much more balanced. The same applied to the increase of the number of junior circles – out of the total number of 505, 379 were from the country and 126 – from Budapest. The total of 90,000 members and 1.370 circles were such numbers, which would not have crossed anyone's mind only a few years ago. The increasing number of members brings about wider area of responsibilities, as well as increasing difficulties in centralised administration. The time approaches when the Association will have to delegate some part of its responsibilities to sub-societies, which are still to be founded. One of such task will definitely be the centralised distribution of new stamps.

On 1 November 1964, 27 districts and 461 industrial circles operated in Budapest, with 49,268 members in total. At the same time, there were 223 town circles, and 279 industrial ones in the country, with 38,374 members. Although the number of the circles in the country was higher than that of Budapest, there were still less members in the country than in Budapest. As of that day, there were 87,642 adult collectors. The number of junior collectors was 17,327; they pursued their activities in 484 circles. On the same day, the headquarters fund amounted to 7,004,738,91 forint.

Having outlined the history of the Hungarian philately, we have arrived at the present. We have looked at as many as 110 years. As mentioned in the introduction, due to the negligence of the philatelists of the heroic age of the philately, we hardly have any written records. The primary objective of this study was to record the data pertaining to the first decades of philately. As regards more recent periods, our research has outlined only the most important and the most interesting details, because in the future explorers will be able to further complement it.

Out of 110 years, 91 years were characterized by 'casino mentality', while only 19 constituted the period that followed the liberation of our country, when philately became a mass movement. We are leaving it up to the reader to decide what the state of the Hungarian philately was in 1944 or any year prior to it, and what it is today. There are no obstacles for anyone who wishes to pursue philately within an organisation, or to become a member of a circle. No longer are recommendations by 2 members or voting by balls required. Instead, we have an excellent professional magazine, we publish professional books, and we have a specialist library, an umbrella organisation and headquarters. Only twenty years ago no one would even dream about such things. This is, among other things, what the *Monograph of Hungarian Stamps* focuses on, a work, which our ancestors also had intention to produce, but did not manage to do so.

HISTORY OF POSTAL SERVICE IN HUNGARY

by:
ENDRE VAJDA, DR.

Chapter I

BIRTH AND DEVELOPMENT OF THE POSTAL SERVICE IN THE WORLD

INTRODUCTION

History develops progressively, and is mainly determined by the production forces of a society. The means of communication have also been changing in the course of history – they have gradually developed from the Stone Age, through the Iron Age to our modern times. The technical advancement of communication has been the result of the human work, truly reflecting its creative activity, which in the end of the day transformed the figure of the Earth.

The language, which is the primary means of human communication, was brought to life by work and society. At the same time, the language was both a precondition and a powerful tool of the development of the human labour and social relations, as well as of the further development of communication.

The efforts to improve technical tools, the development of hunting techniques, joining forces when carrying out vital activities, sharing the same place of living, taking care of fire to warm up united people. The dangers to which people were exposed, the acquisition of food became the most important elements of human life. These were the reasons why news and message forwarding became so important. People left signs on walls, rocks and other places.

As tools were becoming better and better, the modes of how people acquired things necessary to carry on their lives also changed. Certain steps took many thousands of years. The demands grew as regards nutrition, clothing, accommodation, and tool manufacturing. The demands in the field of communication were changing accordingly.

At the beginning, communication was very simple. The objective was solely to pass on the news on flooding, approaching enemies, or other important events.

The means for such communication were fires at night, smoke during the day, or trumpets, drums or any other sound equipment suitable to pass information on an upcoming event. Holidays did not constitute only a religious duty for ancient peoples but also signified the beginning or the end of agricultural works. For this reason, dates of such holidays had to be communicated to the population of the whole country.

Forwarding messages at long distances in organised way was an important milestone of progress in the field of communication. This development marked that the history of ‘postal service’ set off.

All these developments can be truly interpreted solely in the context of the material and spiritual progress of the human society. It is disputable when first post offices appeared, or whether there was a concrete date for this institution to set off. In our view, postal institutions were everywhere organically linked to social progress.

The word 'post' most probably comes from the abbreviation of the Latin '*mansio posita*' (station for rest) and '*mutatio posita*' (horse relay station). The first time for this word to appear was using it by Marco Polo (1254−1323) when he described the postal service of the Chinese Empire. At that time, this word was generally used on the territory of today's Italy.

The term 'post' at first meant stations were horses were changed; later, in certain areas (also in Hungary) it was used to mean people carrying letters or messages. Eventually, it started to mean the whole institution, and became generally used in most languages.

POST OFFICES IN SLAVE SOCIETIES

In the fourth millennium BC, mankind entered the age of iron. The discovery of iron had crucial consequences on production and the society as a whole – social classes came into the being. As the technology developed further, the material wealth accumulated in the hands of certain persons. Iron technology facilitated separation between craftsmanship and agriculture. As a result, certain nations and persons started more intensive communication. This was the birth of trade.

The accumulation of goods and the growth of wealth resulted in wars between communities and tribes.

In the wars to acquire slaves, there was demand for quick and accurate communication. To recognise the intentions of the enemy and to quickly communicate them further was vital for the success. Equally, communication was important to fight internal insurgencies. As a result, excellent communication services turned up in big slave societies.

These services were at the disposal of those possessing power in those societies, and served the interests of the state.

Application of Voice to Telecommunication

The use of voice in communication is as old as the human being itself. The first record on such communication comes from Persians. Diodoros, a Greek historian from Sicily (50 BC) tells us in his work that in 530 BC there were little towers positioned at equal distances apart from each other; in each of these there were people with strong voices, whose task was to pass on messages by shouting. They were called 'the ears of the king'. With this system, one day was sufficient to forward a message at such distance which would otherwise require a 30 days' journey. The number of such people reached almost 30 thousand.

Later Cyrus abolished this institution, since he did not regard this kind

of message forwarding safe. Xerxes (480 BC), however, re-introduced it again, developing it further. He created a message line which crossed all Persia, and reached Greece.

Julius Caesar (100−44 BC) mentioned in his work '*De Bello Gallico*' that Galls forwarded important news by shouting.

Such way of news forwarding occurred in the history of all nations. However, we believe that this kind of communication was occasional, occurring only when certain events were taking place, such as military actions. It would have been too expensive to maintain such systems on regular basis, because the number of people required for such communication systems was the size a small army.

Telecommunication by Visual Signals

One of the oldest means of communication was fires on hilltops at nights and smoke columns during daytime, to communicate the beginning and the end of military actions. Apart from these, ancient peoples used a great number of other visual signals, to pass on information on expected events. For example, in the Theseus legend, when Theseus managed to defeat Minotaur, he had to exchange his black sails for white, because this was what his father requested him to do. Intoxicated by his victory, Theseus forgot to change the sails, which eventually killed his father. When his father saw the black sails, he believed that his son had died, and threw himself into the sea.

Aeschylus (525−456 BC), in his drama called Agamemnon, mentions fire communication line between Troy and Argos. Using it, Agamemnon managed to inform his wife Clytemnestra about the defeat of Troy on the very night of the event, initiating his message from the Mount Ida, 800 km away from Argos.

Aeschylus lived 500-600 years after the war of Troy. Interestingly, the Greek post office has recently set up the signal chain described in the tragedy, to check if the message could be sent in the way it was described by Aeschylus. The experiment succeeded, because the sign really arrived in Argos from the Middle East.

From the works of Thucydides and Suidas, we know that Greeks used certain signals for communicating the approach of friendly troops, and different ones to pass on information when the enemy was getting closer. In the first case, the flames were held motionless, while in the second they were waved from one side to the other.

Apart from Greeks, similar indication system was used by Hannibal (218 BC) in Hispania and Africa. Hannibal had indication columns erected at regular distances, their flames visible from long distance.

Similarly, Julius Caesar in his war against Galls used such signals in ancient Rome. In his work '*De Bello Hispanico*' Apianus (150 BC) mentioned that signals were produced by a red flag on a long rod during the day and by fire at night.

In Asia, Arabs, the Chinese, and Hindis also used fire signals; the Chinese and Hindis used a kind of fire which could be extinguished neither by wind, nor by rain, its light so strong that it was visible through the thickest fog (Bengalese fire).

Along with these primitive signals, there were more sophisticated ones as well. Polybios described the signal system of Greeks. The paragraphs below summarize his description:

Ancient Greeks developed an intelligent flame telegram system. The system consisted of highly located signal stations. At each station, there was a board divided into 25 fields by 5 horizontal and 5 vertical lines. Into each field, a letter was written. Messages were forwarded in the following way: At the beginning, two flames were lifted tranquilly, to draw the attention of the person sitting at the neighbouring station. When he did the same, it meant that he was ready to accept the message. After this, to indicate the first letter of the message, as many flames were lifted at the left side as were needed to indicate the line in which the letter was written. At the same time, on the right side, the number of flames indicated the serial number of the letter in the line. For example, if the letter was in the 3rd line of the board, 3 flames were lifted on the left, and if 4 flames were lifted on the right, it meant the letter was on the 4th place in the given line.

To make signs more visible, at each signal station walls were erected both on the left and on the right. They ensured that particular signals were seen only from the stations they were meant for, and not from those located in other directions. On top of this, at each station there were two simple pipes used to see the flames of the neighbouring station more clearly.

This means of communication naturally was usable only at night.

Messengers on Foot and Horseback; Pigeon Post in Ancient Times

Letters, whatever material they were written on, had to be shipped; they were personal means of communication substituting speech.

Carrying letters (messages) was at first done by couriers on foot, who were armed appropriately to make them able to protect themselves in case of possible attacks.

The most ancient records of the history of Judea mention quick messengers of King Salomon, who carried the news and orders running. These people belonged to the guard of the King.

In small Greek states, messengers were called '*hemerodromos*'-s. They were extremely fit and well experienced runners, who made long distances in incredibly short time. For example, a Hellenic soldier ran 42 km-s from Marathon to Athens, to communicate the victory of a small Greek troop led by Miltiades over the huge Persian army in 490 BC. The news delivered, the exhausted courier collapsed dead. His achievement was commemorated by Marathon Race in the field of sport.

There was a legend about another courier, Euchidas, saying that he was so quick as not to leave foot traces even on the sand.

Later, news delivery on foot proved to be too slow. People discovered that using the speed of horses opened up better possibilities in this field. Moreover, delivery on horseback was not only quicker but safer and more comfortable. Messengers on horsebacks could take bigger load (more mail items) on them. Horse couriers could perform better, and could avert dangers facing them on the way more effectively. Couriers on horsebacks changed

their horses at horse relay stations, or handed over mail items to other couriers.

In *Persia*, Darius Hystaspes set up horse relay stations one day's journey apart from each other. The departure of messengers was marked by fire signals.

Persian postal service was a centralised institution. It was managed by a top official from the court. Darius, who was the son-in-law of Cyrus, and who followed Cyrus on the throne, had held this office before becoming king. He was famous for his fabulous richness. Darius Codomannus, the last Persian king, also had held this position before stepping on the throne.

Persian post office had 111 nicely equipped stations between Sardes and Susa (2500 km). Persians called this institution *angara* (labour).

On his way, the messenger could take anyone's horse, or, if there was need for this, could exchange his horse for anyone else's one.

In *Egypt*, a regular postal institution called *fai sát* was involved in delivering written royal orders and letters between 1,500 and 1,000 BC. Pigeons were also employed for message delivery. Small messages were fixed under their wings or on their legs, and they were set to fly. It is typical of pigeons to find their way home even from very far locations.

Apart from Egyptians, Persians and the Chinese also employed pigeon post in ancient times.

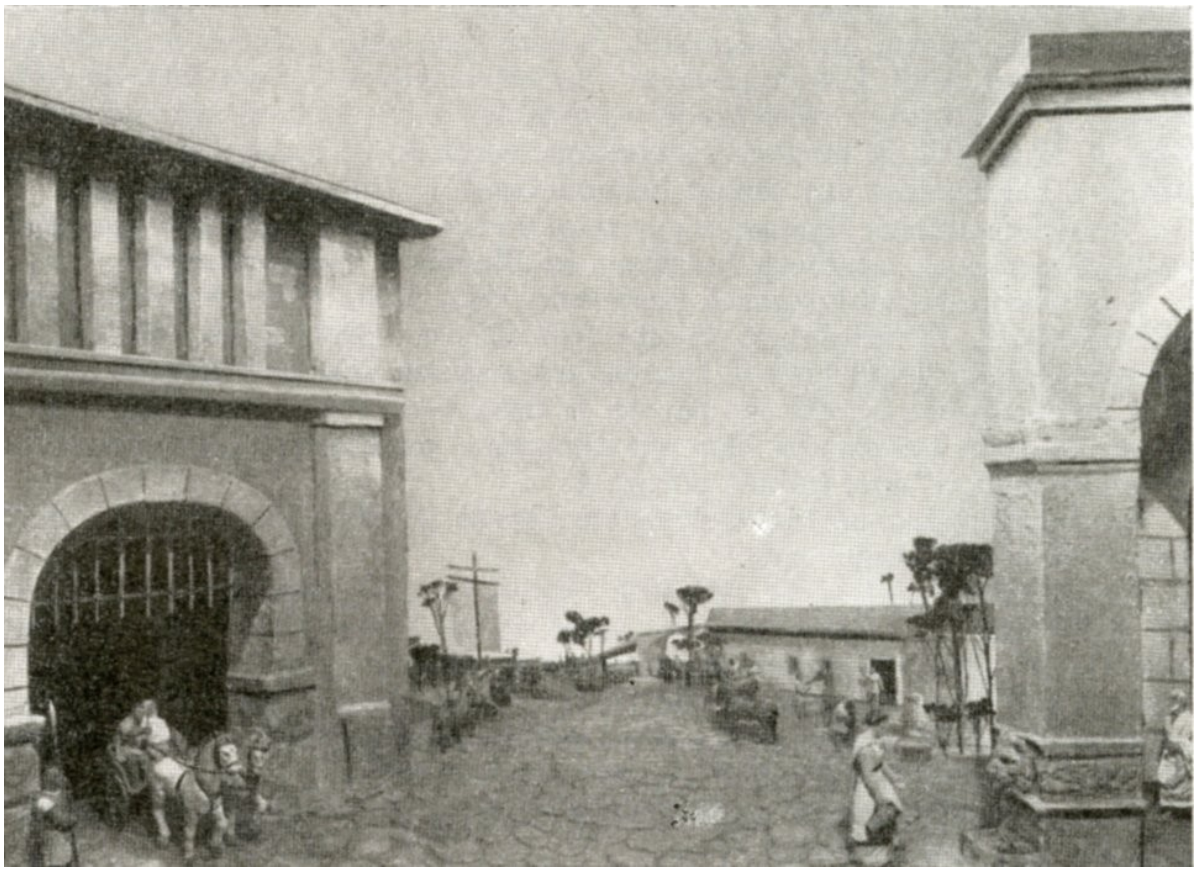
Roman Post Service

Because of its great importance, we devote a separate chapter to the biggest mail service of ancient times, the Roman one.

Ancient Rome ruled two, economically absolutely different regions: North Africa, Sicily and Tauria on the one hand, which were the leading trade states of the world at that time, and a great part of Europe and the Middle East, the former being the centre of crafts and industry. All corners of this huge empire were connected with an excellent road network. A great number of Roman roads and bridges are still in use. On the side of the roads, milestones marked the distance.

Therefore, preconditions for travelling were given – good roads and excellent land-sea connections. There were also guidelines called '*itinerariums*' at that time. At the beginning, itineriums contained only the list of roads, distances and connections. Later, they included mythological, historical and scientific facts to attract the attention of travellers.

The centre of all Roman roads was a big milestone, the '*milliarium aureum*', which stood on the Forum in front of the Temple of Saturn. It was the point from where distances were measured. Most important distances were engraved in gilded bronze boards. Based on itineriums and station lists which have survived until today, at the time when the empire was at its peak, the total length of roads was about 80,000 km. Emperor Augustus (31 BC−14 AC) had the whole empire measured and a world map created. The



The cursus publicus (Diorama in the Post Museum)

person to complete this map, after the death of the Emperor, was his faithful colleague Agrippa.

Emperor Augustus was the first one to regulate postal service. He categorised roads into two groups: those for public transportation (viae publicae) and those for military purposes (viae militares). On military roads, strong young men (juvenes) and vehicles (vehicula) carried out postal service (cursus publicus).

Public postal service was an institution which belonged solely to the Emperor. Its mission was to deliver the orders of the Emperor, and to transport officers and military persons. To maintain postal service was the duty of the public. Emperor Nerva (96-98) delegated this task to the Treasury. His successors, however, annulled his modification, and returned to the old system..

In the whole Roman Empire, the postal service was in the hands of the *praefectus praetorio*, the general of the guard. The manager of vehicles was called *praefectus vehiculorum*. These officers also supervised roads, bridges, postal lines, and were responsible for postal service in general. At postal stations, *stationarii* (post officers) managed the service. They were supported by a large number of personnel called *statores* (stable servants), *muliones*, *mulomedici* (veterinarians), *hippocomi* (horse carers), *carpentarii, apparitores* (office servants). *Ciciariuses* (horsemen) and *jumentariuses* (leasers of carts) did not belong to the postal institution. The personnel of the freight transportation vehicles was called *catabolenses*.

Manceps were fulfilling two tasks: supervising of stations and roads maintenance. *Manceps* organised themselves in unions (mancipatus), which took over the supervision of the postal system from the state.

Postal stations were divided into two categories: relay stations (mutations) and large stations (mansiones). Relay stations were located at about 10−15 km apart from each other, while large stations – one day's journey apart. At large stations, there were stables, carts, and guest rooms. 40 horses and mules, numerous carts and pulling horses could be found there, with the appropriate amount of alimentation. At relay stations, there was usually half of this amount of the items listed.

Messenger horses were state property. It was prescribed that only 5 courier horses could be used a day, while the rest had to be kept resting. The maximum load to be carried by a courier horse was 30 pounds*, the weight of the saddle and reins was also regulated.

At the beginning, messengers were sitting directly on the back of the horse, without a saddle. Later, they started to use a simple blanket (stragula), and then a kind of a pillow (ephippium). They started to use saddles (sella) only in the last period of the empire (about 4th Century).

The Romans were the first to use carts as transportation vehicles.

Carts which had two wheels (birota) were pulled by two horses, and were used for luxury purposes in the cities; light decorated carts (carruca) were pulled by two or four horses, while the carts used exclusively for freight transportation (clabula) were pulled by 8-10 horses. A law provided that only 200 pounds (65 kg) could be carried on a two-wheel cart; small freight carts carried 600 pounds (195 kg); travelling carts (rheda) carried 1,000 pounds (325 kg); while big freight carrying carts pulled 1,500 pounds (488 kg).

The data below illustrate how quickly *cursus publicus* operated: Augustus received the Tiberius's letter from Asia within 20, from Africa within 10, from Pannonia within 5 days. From today's border of Italy (525−600 km), letters arrived in Rome within 3 days, from Illyricum (750−900 km) – in 4-5 days. Cursus publicus also had ports. The Mediterranean Sea, from the Roman point of view, was Mare Nostrum, the Sea of Rome. There was not a single point which would not belong to Rome. It was natural therefore, that quick sailing ships were on duty in the port of Ostia, at the mouth of Tiber. From here, passengers and goods were taken to Cartago, while from the port of Regium – to Sicily and other locations.

The oldest daily paper was issued in the Roman Empire. It was Acta Diurna, which Julius Caesar published 2000 years ago.

Suetonius, a chronicler of emperors, mentioned that when Caesar became Consul, he provided that the communication between the Senate and the assembly of people's representatives should be recorded and published daily. Since these negotiations were attended by all important parties, and all relevant issues were discussed there, we may safely consider Acta Diurna a predecessor of modern daily papers.

Though Acta Diurna was an official publication, it was not a collection

* 1 pound = 0,325 kg

of regulations but an official report on the communication between the Senate and the People's Assembly. The word Diurna has been present until today – the Italian *giornale* and the French *journal* both come from this word. Thus the link between ancient and modern newspapers lives on also in languages.

The distribution of the paper was regular, and involved all existing means of transportation – public post and messengers, similarly to how the regular letter traffic was maintained. It was the period when Cicero wrote one of his interesting letters proving that the paper regularly reached the most distant parts of the Empire.

Long time had to pass before a postal organisation comparable to the Roman one in its complexity was born in Europe again. As the Roman Empire disappeared from the world scene, the excellently operating postal institution faded away too.

POSTAL INSTITUTIONS OF FEUDALISM

During major periods of feudalism, its early, middle, and late ages, the demands for communication were different; thus the communication institutions were different too.

Oriental (Asian) nations had highly developed communication. Excellent were the postal service of the *Chinese Empire* ruled by Mongolians; Marco Polo described it for us in detail. Marco Polo spent long time in the Court of Khan in China. He also accompanied the Khan all over the Empire. From his description, we learn that good quality postal roads ran from the capital of the Empire Kanbalik to all provinces. All roads were named after the provinces where they were running. Along the roads, at every three miles (4,4 km), there were castles. In these, horseback messengers stayed. Around these castles, there were about 40 smaller residential buildings for messengers on foot. 25-37 miles away, there were richly equipped buildings with beds and silk blankets too, providing all possible comfort. The Chinese postal institution had more than 10,000 stations. At each of them, there were plenty of horses on couriers' disposal. The number of official messengers exceeded 300,000 in the whole empire. Messengers were wearing white belts with a lot of little bells fixed to it; the sound of bells indicated their approaching when they were still far away. When mail items were handed over, a messenger received a document. Relay couriers managed to deliver news or presents to the Khan within 24 hours at the distance of 10 days' journey. Horseback messengers were sent only in exceptional and very urgent cases. Messengers were carrying a board with a painted figure of an eagle on them. It meant that they were entitled to take anyone's horse if needed.

In *India*, postal transportation was carried out also either on foot or on horseback. Indian postal institution was managed by special officers. They supervised the maintenance of roads and the safety of transportation. Camels were also used.

In *North Africa*, under the rule of Arabs, califa Moavija (661−670) set up a postal institution. In the middle the 10th century, there were already 930

postal stations. Postal service was managed by the chief postmaster in Bagdad, who was described by califa Abu Dzsafar Manur as follows, "My throne is supported by four columns, while my rule – by four men: a fair kadi (judge), a strong chief police officer, an honest finance minister, and a faithful postmaster who informs me about everything."

In the 11-12th centuries, trade picked up in Europe. Merchants demanded a postal institution which would fulfil their specific needs. Such communication or shipping institution had not existed yet; the messenger service, such as government postal service, could be used only by the ruler or his subjects. For this reason, town bourgeoisie tried to set up its own communication service.

The number of rest and horse relay stations was constantly growing. At first, horseback messengers, later coaches used these routes. Merchants' postal service maintained vivid traffic as early as the 11th century. In significant European commercial centres and towns, especially on the territory of German Hansa, in South Germany and in Venice, commercial couriers were running regularly.

Merchants and craftsmen joined forces, and set up the institution of town postal service. However, it was still not allowed to unify the post offices of different states, creating a single postal institution.

Among numerous insignificant postal institutions, there were some to stand out, due to the large traffic they maintained. These postal institutions marked the progress in the field of economy. Within post offices, complex networks came into being. The description of these follows below.

Clerical Postal Service

The new phenomena of the economic life of western European countries, such as the growth of towns, the growth of goods exchange, and the broader use of finances, influenced the economic situation of religious institutions too. To acquire more marketable goods, churches and monasteries increased their participation in the European trade. Under such circumstances, religious institutions maintained correspondence with each other, quite often of international character, which was most often carried out by monks.

The monks of the mendicant orders depended directly on the charity of people, as regards their livelihood; they wondered in towns and villages, and preached the gospel to people. It was these wondering fryers who took the messages of the church at long distances, sometimes forwarding messages for private persons too.

Postal Service of Universities

Christian wars, the growth of towns, and commercial travelling widened the horizon of European people. In the 12th and 13th centuries, the desire to discover the world kept constantly growing. Universities were founded in many European cities.

Universities were looking for their own ways to deliver messages, news, and mail items.

In France, in Paris, the university was founded in the 12th century. The youth studying at the Paris University set up its own postal institution during the rule of Louis VII (1137−1180). At the beginning, it did not have horse relay stations; mail was delivered solely by messengers on foot. In 1296, and later in 1315, special privileges were granted to the University Post of Paris.

The University postal service was managed by a so-called Chief Messenger. He was the chief of the Central Post Office. Students' mail items were handed over to the Chief Messenger, who acknowledged accepting these mail items by a receipt. He was also the one to give the students the letters, parcels and money sent to them. His remuneration consisted of certain delivery fees collected, while his duties included maintaining and operating the institution.

The courier was called 'small' or 'flying' messenger. Later, the University postal service in Paris started to employ horseback couriers; moreover, they started to transport passengers in carts. They covered routes from Paris to Italy, Spain, German states, Flanders and the Netherlands, across bigger towns and Switzerland.

To our knowledge, the University postal service in Paris were the first to issue receipts when collecting mail items, and to sign a quittance their delivery. The institution ceased functioning in 1719.

There were other university postal services as well. All of them maintained contacts with each other.

POSTAL SERVICE AT THE TIME OF TRANSITION TO CAPITALISM

The first large scale postal institution came into being in the Austrian Empire, created by Habsburgs. At the beginning of 15th century, the Habsburg family was already ruling Austria, Hungary, Belgium, the Netherlands, Northern Italy and Spain. The Habsburg family soon realised that it needed a well-organised postal institution to maintain its rule. Postal service became part of the extensive military management, pursuing government purposes in the first place. The economic development and the capitalisation of the economy required a well-organised and comprehensive postal institution to meet the demands of commerce and economy. Obviously, the already existing postal service of the government were destined to take up this task. On the territories under the rule of Habsburgs, the duty to provide postal service was delegated to the Thurn-Taxis family, which started to fulfil this task in 1519, for both private persons and merchants.

The Thurn-Taxis Mail Service was a huge, well-organised and accurately run European postal institution. At the beginning, delivery fees were not set but negotiated between senders and postmasters.

Postmen, who wore the livery and the coat of arms of the Empire, travelled solely during the day. In the summer, they had to make at least 7, in winter 6 miles (one mile equalling to 7,5 km). When setting off, the chief chancellor or the secretary signed a postal note for them which contained the time of departure.

Postmen on horseback had to make a mile in an hour and a half. If '*in-*

santia' inscription was applied on the letter, they had to make a mile an hour.

Generally, couriers were running once a week; on the most significant routes twice a week, according a set schedule. Ordinary delivery was called '*ordinaria'*, while occasional – '*estafette'*.

Letters were not delivered to the recipients' places of residence, but were displayed in the window of post offices.

Whatever excellent services the Taxis family provided, towns, merchants, and craftsmen believed that their own municipal private postal organisations would have served their interests better, faster, and more efficiently. Neither had they liked that the Thurn-Taxis Mail Service was very closely monitored by the government.

The Thurn-Taxis Mail Service was especially strongly criticised by German towns, which believed that the privileges granted to this institution violated their interests.

Before soon, the Thurn-Taxis Mail Service had to be protected by the Habsburg court itself. In 1637, Ferdinand III issued a post patent declaring that the Thurn-Taxis Mail Service Office was mandatory for everyone, banning all other messenger services, and declaring that wearing postal attributes or using postal horns by any other institution was unauthorised. Breaching this regulation was severely punished.

However, this patent stayed only on paper. For example, in 1644, Ferdinand III had to issue a newer regulation banning the city of Nurnberg from maintaining its own city postal service, and providing for the exclusive use of the Thurn-Taxis Mail Service.

In spite of all these measures, the feudal rights of the Thurn-Taxis family were not recognised by Saxony, Braunschweig, Luneburg, Oldenburg, Nicklenburg, Brandenburg, Prussia, as well as Cologne, Nurnberg, and Frankfurt. They were all employing their own postal service.

At the beginning, the Thurn-Taxis Mail Service Office provided travellers with horses, later with carts, while eventually started to transport them in its own coaches.

Along with the Thurn-Taxis Mail Service and town post officces, postal service provided by butchers appeared in the 15th century. They were especially typical on German territories. Butchers were travelling from one village to another seeking for cows; while doing so, they carried messages on them. Population considered butchers reliable; as a result, in certain southern German towns delivering letters became their duty. In some southern German areas they were even involved in passenger transportation. Letter delivery and passenger transportation fees were set: butchers could not modify these.

At the beginning, butchers indicated their arrival to a village by bells or horns made of the cattle horns. When hearing these signals, people took to the square to pick their letters or messages, or those of their neighbours.

POSTAL INSTITUTIONS OF CAPITALIST SOCIETIES

With the time passing on, economic and cultural demands arose, on top of military and government interests which postal institutions had been

serving. Nations were seeking closer economic and cultural contacts, postal service being one of major means. To ensure proper development of mail services, the states proclaimed their monopoly. It meant that on the territory of a given state only that state was entitled to set up and maintain a postal institution; certain mail items were deliverable only by public postal services, which were the only institutions entitled to carry on this activity commercially. Those who violated this exclusive right of the state were subject to legal punishment.

Introducing steam engines for transportation vehicles brought about dramatic change in postal service. At first, steamships were used for delivery. In Sweden and Russia steamships carried mail as early as 1824. Before long, smoke stacks of post ships were seen everywhere on water, in such areas where previously mail delivery was at mercy of wind direction. All these developments built up trust in the mail service, which clearly showed in the increased overseas mail traffic. The first ship carrying a functioning post office set out from Bremen to New York on 10 April 1890.

When railroads were invented, a new situation emerged also in land transportation. Railway was quicker and more modern. It did not depend on the weather, and was incomparably more comfortable than coaches. Where railroads were built, the kind signals of mail coaches faded away. Instead, the harsh sounds of steam engine whistles were heard.

Post offices could not compete with railway. They had to choose between leaving the delivery of post to railway, or to use railroads in its operations. Finally, mail service opted for the second possibility.

In most countries, passenger transportation was the privilege of post offices. In exchange for making the mail service to abandon its privileges, the state made railways deliver mail free of charge. However, railway companies did so unwillingly, amidst arguments and rows. The primary reason for conflicts was the fact that mail processing resulted in massive delays. It was an everyday phenomenon, making passengers upset. At certain railway stations, as many as 14-15 letter packages had to be collected, and even more discharged.

It was Friedrich Karstadt from England who changed this situation profoundly. In 1837, he suggested to the British Postal Directorate to issue a regulation providing that at each station only one package could be collected, while letters should be processed on the way. The British Post Office implemented this proposal; the first mobile post office set out between London and Birmingham on 6 January 1838. Having realised the advantages of the new kind of mail processing, postal directorates started to introduce the mobile post service.

Technical development further enhanced the means of mail delivery – postal institutions soon started to draw advantages from the newly invented automobiles. From 1900s, numerous countries started to use cars. In Hungary, mail was collected by cars as early as 1900, for the first time in the world.

Even today, in many countries postal institutions are involved in passenger transportation.

When air transportation appeared, mail delivery accelerated incredibly. For the first time, mail was sent by air in 1870, prompted by the war between France and Germany. Germans besieged Paris completely; the latter could communicate with the rest of the country only by air balloons or postal pigeons.

The first regular airmail delivery was introduced in Germany in 1912, between the following locations: Bork – Brück – Mannheim – Heidelberg – Frankfurt am Main – Darmstadt. At present, due to rapid technical development in the area of air transportation, new airmail lines are being introduced constantly.

Prelude to Postage Stamp; Penny Postage Fee System; Introducing Postage Stamp

The oldest postal item for sale comes from France, from the time of the French king Louis XIV (1643−1715). At the time when university and public postal service was competing, the State Advisor Vélayer and Count Nogent set up local postal service in 1653, exclusively for Paris. Mailboxes were mounted at different points of Paris, and payment of a uniform fee became mandatory when sending a letter or a parcel. The post office introduced paper tapes to fix around mail items with the inscription 'Port payé, le …jour du mois de …l'an 1653 (postage fee paid on ……). The gaps were to be filled by the sender in handwriting. These tapes were used to tie up the mail items. They had to be adhered or fixed to letters in a way to ensure their easy removal when postal employees were emptying mail boxes. Those who wanted to pay for the answer as well, had to buy one more such tape, similarly to how it happened in case of response postcards. We do not have data on whether these tapes had imprints indicating their value on them.

Vélayer's postal reform did not live long because as early as 1662 a merchant called Presdeseigles was granted an exclusive right to provide postal service in Paris. We do not know if there were prepaid items in the postal procedure from that time on.

The first postal institution to use a clear-cut mark on mail items, which certified that the postage had been prepaid, was the one of the city of London in 1683. When letters were collected and the postage fee paid, a triangle-shaped postmark was stamped on the letters. It contained the inscription 'penny post paid' and the initial letter of the name of the office where the letter was collected. Along with this postmark, there was also another one of circular or heart shape, indicating the time when the letter was collected. This procedure existed for about 160 years in the post office of the city of London, until Sir Rowland Hill's invention of the postage stamp, which radically re-structured the whole postal institution, creating the modern British Post in 1840.

The International Postal service

Smooth international communication was for long impeded by complicated domestic postal regulations and rates of specific countries. Even after the introduction of the postage stamp, international postal traffic remained extremely complicated. Rates had to be calculated on the basis of different

metric systems of weight, different weight categories, and different and extremely high fee components. Therefore, to calculate the fee of a letter crossing several countries was a complex and a difficult task.

However, the capitalist economy demanded much simpler international communication. Therefore, the idea to create integrated international postal traffic was born. The boom in the international telegraph traffic also urged new measures in this field.

The first agreement, which was reached by Austria, Prussia and Saxony in 1849, referred to the field of telegraph communication. In 1850, the Telegraph Association of Germany and Austria came into being, while in 1855 – the Telegraph Association of West-Europe.

In 1868, the International Office of the World Telegraph Association started its work in Bern; its prelude was the International Telegraph Association founded in 1865 on the initiative of the Telegraph Directorate in France.

In 1850, the Postal Association of Germany and Austria was founded. It created a single postal area for all German states. Within the following year, the idea of a single European postal association was born. At that time the situation was not favourable to implement this initiative.

The first effective step on the way to found a single international postal association was taken in 1862 in Paris, when the first international postal meeting took place with the participation of 15 states, the most influential ones among them.

In 1868, the German Postmaster General, Stephan suggested that a global postal congress should be convened, to create a comprehensive agreement instead of separate conventions. Eventually, it was convened in 1874, in Bern. Among the participants there were European countries, the USA, Egypt, and several other countries from outside Europe. They managed to reach an agreement on basic principles referring to the international postal traffic. These basic principles concerned such areas as decreasing international postage rates; introducing simple weight categories; abandoning reporting on the postage fees collected; and finally, free transfer of letter mail.

The countries participating in the congress concluded the first Universal Postal Agreement, founded the General Postal Association, which was later named Union Postale Universelle (Universal Postal Association).

In 1875, the International Office of the Universal Postal Association started its work in Bern.

The first Universal Postal Agreement removed obstacles in the way of the international postal traffic. Its major provisions are effective also today:

1. For letters, modest and uniform rates were introduced. The first uniform weight category was set at 15 grams (later increased to 20 grams). When calculating fee, distance should not be considered.

2. The fee collected for letters destined abroad had to stay in the country of departure.

3. The countries which signed the Agreement created a single postal

zone, where mail item transportation had to be ensured. Transfer fee had to stay very low.

The international office publishes a professional magazine called Union Postale, which contains articles in French, German, English, Arab, Chinese, Spanish, and Russian.

The official language of the Association is French.

Gradually almost all countries signed the International Telegraph Convention (later called International Communications Agreement), accepting its provisions. The convention removed obstacles in the way of communication development, and ensured its further progress.

The headquarters of the International Communications Association is in Geneva. Its task is to ensure and extend international co-operation, in order to further develop communication services and their sensible utilisation, as well as enhance the progress in the field of technology and its effective use. The official languages of the International Communications Association are English, French, Chinese, Russian and Spanish.

The General Secretary of the Association publishes professional periodical called *'Journal UIT'*, in the French, English and Spanish languages.

The Evolution of Telecommunication from the 18th Century until Today. The Chappe Telegraph

All over the world, communication services are performed by post offices. For this reason, we have to brush up our knowledge on the history of modern communication.

It was during the French revolution that Chappe telegraph came into being. The long distance communication equipment invented by Claude Chappe consisted of three moveable arms by which signals could be produced. By these, words and even sentences could be forwarded at long distances in case visibility was good. This equipment was mounted on elevated locations or tall buildings. Such signal stations forwarded signals to each other. This equipment, which was called telegraph, was the predecessor of today's telegraph.

The first telegraph line was built between Paris and Lille in 1794. It was 134 km long, and contained 22 signal stations. When visibility was good, it took one minute for a signal to make 100 km. The Chappe technology lives on even today, in the railway semaphore equipment.

Electricity in Communication

The discovery of electricity brought about radical changes in the life of society and its economy. Economic development demanded constant, reliable and quick communication across borders between industrial and economic centres. Electrical communication technology created conditions for such international and intercontinental communication to become reality.

In the 19th century, many researchers were involved in trying to use

electricity for signal forwarding. The first telegraph was invented by an American called Morse in 1832. The first Morse line opened between Washington and Baltimore in 1844. In the same year, telegraphs started operating in Russia and Germany, and a year later in France and Austria; in Hungary it appeared in 1847.

Soon increase of speed and creation of simpler transmission and receiving became primary concerns. Consequently, telegraph machines which printed letters were designed. The most popular equipment became the one invented by Hughes in 1855.

One day it crossed the mind of an American teacher Alexander Graham Bell that it was possible to design a device helping the deaf-and-mute to hear sounds. Eventually, Bell's aspiration was to build an 'artificial ear'. To this end, he profoundly investigated the human ear, making experiments with it. In the course of these experiments, in 1875, he managed to build a device which could forward human speech at short distances. The invention was later developed by Edison, and then other scientists and experts.

The first telephones could forward speech only directly. It was the Hungarian Tivadar Puskás (1844−1893), a Hungarian inventor, who came up with the idea to connect telephone terminals with a telephone centre, instead of connecting terminals directly. This way, all terminals connected to the centre could communicate with each other. Based on Tivadar Puskás's concept, the first telephone centre opened in Boston in 1877. The telephone started to conquer economic, business, and public fields.

The creativity of human mind manifested itself powerfully in the radio technology too. The ancient desire of mankind to move independently of space and time (if not physically, then mentally) was coming true due to the wireless means of energy transfer.

In 1888, Hertz discovered electrical waves. While studying them, a Russian physicist Popov built the first radio receiver in 1893. He was also the one to discover the importance of the antenna. Popov invented his radio in Saint Petersburg on 7 May 1895. 7 May has for long been the day of the radio in the Soviet Union. On the basis of his inventions, the 21-year-old Italian called Marconi started his experiments. Later, he became the father of the radio telegraph.

In Hungary, the first wireless telegraph was commissioned on 1 October 1914.

Both radio and television are also means of communication. Both have been rapidly developing lately. An outstanding pioneer in the filed of television was the Hungarian Dénes Mihályi (1894−1953), who presented the first television set with Selenium cell on the radio exhibition in Berlin in 1928.

SOCIALIST POSTAL SERVICE

Today socialism is being built in many countries in the world. In all these, the figure of post offices differs from the figure of those in the capi-

talist world.

Lately, political, economic, and cultural contacts between socialist countries have been developing rapidly, imposing ever increasing demands in the field of communication. These demands cannot be fulfilled by postal and communication institutions developed within the framework of the capitalist economic system.

In 1957, a co-operation institution in the area of communication called the Co-operation Organisation of Socialist Countries in the Field of Postal service and Communication was formed in Moscow.

Basically, the main objectives of this organisation were to ensure the following for the socialist countries: extend contacts in the field of postal service and communication; increase traffic; develop further communication tools; harmonise the design of equipment and lines; exchange radio and television programmes; exchange experience in the area of technical and scientific research; automation of postal traffic; introduce the most progressive technology; establish rates matching the economic and social demands of the socialist system. As we can see, the objectives covered broad spectrum, and referred to the whole network of postal service and communication, embracing its most important areas.

The top authority of the organisation was the convention of financial ministers, which took place every second year, always in a different socialist country. As regards legislation, this form provided high level of flexibility. Since the top leaders of postal directorates were present, later there were no bureaucratic obstacles in the way of decisions accepted at these conventions.

The organisation does not have headquarters or any other central authority. Already at the first convention, a decision was taken that between conventions the organisation would be managed by the postal directorate of the country to accommodate the next ministerial meeting.

Since its foundation, the organisation has been working very efficiently, having found solutions for numerous difficult problems and having contributed a lot to the further development of postal service and communication in the socialist countries.

Ministerial meetings are milestones of development, which indicate the advancement of the countries in the area of communication.

In the area of postal service, socialist countries are primarily interested in automation of postal procedures. A lot of equipment has already been placed at work to process mail. At present, the priority is the creation of a uniform system.

At the meeting held in Warsaw in 1961, the following pieces of equipment were looked at: vendor machines selling postal items and newspapers, money transfer machine, bookkeeping machine, categorising and stamping machine for letters, dispatching machine for letters and parcels. The task to create uniform mobile post offices and to create conditions for international container transportation was set.

The issues of transport conditions and rules regarding mail are strongly linked to the issue of mail processing. These rules were set at the time when machines for mail processing did not exist. The complicated regulation system, which contains many exemptions, is an obstacle in the way of automation. For this reason, socialist countries intend to simplify and unify transportation rules for postal mail items. The advantages of automation can be fully utilised if large number of mail items become fit for automatic processing. For uniform equipment uniform postal mail items would fit the best. On the convention in Warsaw such issues were discussed as introducing standard mail item sizes, standard envelopes, standard ways of indicating the addressee, decreasing the number of mail types, and simplification of rates, in order to simplify postal rules and create much better technical background.

Socialist countries carry on their activities in accordance with the objectives described above, the results becoming more and more visible.

Chapter II

POSTAL HISTORY OF HUNGARY

HUNGARIAN POST IN THE PERIOD OF EARLY FEUDALISM

While wandering, our ancestors might have used the most ancient means of communication, such as human voice, communication by exclamations, and later fire and smoke. These were the steps all nomadic nations went through. From the military point of view, Hungarians were a determined and very well organised nation. Periods of self-defence and those of attacking other peoples alternated. Had the Hungarians not had well-established and reliable means of communication, they would not have been able to carry out successful military operations. To our knowledge, our lords, beginning from the Árpád Dynasty, always received accurate and quick information on every event relevant for the country. They always learnt in advance about military preparations of not only neighbouring nations but of those living far away. Moreover, they relatively quickly received information about Asian nations advancing to Europe, quite often getting in contact with them. Hardly ever were Hungarians attacked unexpectedly, while their attacks almost always struck their enemies unforeseen. It is just another piece of evidence proving that our ancestors used fast and reliable means of communication.

After Hungarian tribes acquired their new homeland, they abandoned their lifestyle of nomadic shepherds. To set up the feudal Hungarian state, (Saint) Stephen I (997−1038) had to go through fierce and bloody fights. The newly born state needed communication institutions, to receive information on insurgencies or dangers coming from outside. This organisation was re-

sponsible for delivering letters and presents to foreign rulers or bringing messages from faraway countries. Expansion of Christianity and establishing religious institutions also called for further development of communication. The resistance against Christianity was again another reason why Stephen had to maintain contacts with ecclesiastical provinces. Therefore, couriers were frequently coming and going, delivering news to or from bishops or abbots.

Communication could be regular or urgent. Regular message delivery was carried out on horses changed on relay stations, on carts, or on foot. Those involved in these types of communication were called runners (cursores), messengers (nuntii), envoys (legati), or criers (praecones).

Urgent communication was carried out in audible and visible manner, using sounds and signs. The means of sound communication were drums, bells, horns, and human voice (crying). Signs included fire, smoke, flags, and carrying a bloody sword around.

To deliver royal messages, free people were employed. They were recruited from the big number of those who were providing services at the royal court.

Royal couriers, who frequently turned up at foreign royal courts, travelled on horseback. When delivering good news, they were frequently generously awarded.

Though at the beginning proper horse relay stations did not exist, couriers, from very ancient times, were entitled to take anyone's horse, either for riding or pulling carts. They were also entitled to demand horses from townships or require food, accommodation, or fodder (descensus). Quite often, messengers abused this right, which resulted in many complaints on them.

First legal provisions regarding messengers were included in the laws of (Saint) Ladislaus I (1077−1095).

The provisions of Saint Ladislaus I (Book III, Chapter 14) said, "In the event anyone catches a horse left by a messenger, he should keep showing it in the square in front of the church for three weeks; if the owner does not show up, the horse has to be handed over to the royal tax collector".

Chapter 28 of the same law provided as follows, "Messengers must not take horses further than to the 3rd village; they must not take the horses of people heading for church, to a bishop, or a governor; they must not take the horses of priests or other clergymen, or those pulling carts.

1/ Otherwise, he may take any horse he finds, to be able to deliver the royal message as soon as possible.

2/ Anyone to beat a messenger shall be punished by fifty-five coins; anyone to impede a messenger by withholding the reins of his horse shall pay the fine of ten coins."

In order to prevent the blackmail of travellers, King Coloman I issued another law, in which he stated that messengers' daily expenses could not exceed five dinars.

Apart from the messenger, there was also the *praec* to distribute news, called *town crier* in the 14th century. His duty was to announce the orders of landlords.

Originally, these town criers were of slave origin; the job passed on from father to son in each county. Their head was the chief town crier, selected from the most eminent serfs of the castle.

Royal town criers were totally independent from those belonging to counties. The head of the town criers was *comes praeconum* (head of town criers), which was a very illustrious position. This was the reason why in 1263, when Béla IV made peace with his son István V, the head of town cri-

ers Pobor was among the noblemen to attend the ceremony, invited to see the two kings swearing on the points of the peace agreement.

In the 12th century, King Béla III (1173−1196) ordered that nobles should learn to read and write, in spite of their resistance. This provision enhanced correspondence and literacy in the whole country. By the period around the end of the 12th century, messengers were already transferring written provisions, not only oral messages. Literacy was spreading very slowly and with great difficulties. Centuries later, at the time of King Matthias, nobles were still not able to write down their names.

From the times of Béla III, the number of written documents increased. In the 13th century, even single years produced significant numbers of written documents, while the previous age had not left behind any written records at all. Consequently, communication tasks increased accordingly.

Peasants became participants of the communication system. According to the document issued in Dömös Abbey in 1138, they were usually made to forward news, messages, or letters, for which they often had to walk for several days.

The Church set up a well organized message delivery service for its own purposes. For example, an excellent news distribution organisation was established in the Pannonhalma Abbey at the beginning of 13th century. It employed professional messengers, even to destiantions abroad. According to contemporary sources, Abbot Oros kept on travelling himself, and even made swineherds deliver messages. Quite often, he gave equestrian servants' horses or those of chapel transporters to messengers.

Out of the peoples living in Pannonhalma Abbey district, the duty to transfer messages went to those living in Szőlős, Veszprém County. Apart from the official *nuntius*, the abbey employed the most prominent subjects living on its territory for this purpose: free peasants regularly delivered messages on horseback, while those of humbler origin were employed occasionally, when needed. Thanks to this scheme, there were always potential messengers on the territory of the abbey; there was no need to involve merchants or other wanderers to maintain communication.

The messengers of the abbey travelled mainly on horseback. It was partly the abbey to provide horses for them; partly they used their own horses. The abbey was responsible for covering the costs related to equestrians and horses only in special cases; the costs of the journey were quite often covered by messengers themselves. Obviously, the right to switch to a fresh horse and that to accommodation (descensus) did not apply to the messengers of the church. Consequently, abbeys could maintain efficient communication only if they made the necessary arrangements for horse relay and accommodation. The horse facilities of Pannonhalma Abbey were located at great distance apart from each other and from the monastery, though in the vicinity of main roads.

By the beginning of the 13th century, therefore, a new social group had been formed, its members' sole mission being mail transfer.

As far back as the 11th century, messengers had to identify themselves upon arrival with a certificate. In Western Europe it happened with a letter of certification, in Hungary – with a stamp, while in the east – with an emblem.

The first Esztergom synod held around 1086 provided that a messenger transferring a message from one bishop to another should have a letter with a stamp on him. The usage of stamps testifies to the fact that though the messenger service of the church originated in the west, already at its early stage it contained some specifically Hungarian elements.

In European countries, occasional messengers and delivering messages on foot was typical in the period from the 10th to 13th century. In Hungary, on the other hand, it was done on horseback in the first place. In the 13th century, the royal estate was falling apart; consequently, it was not strong enough to ensure a proper royal institution for message transfer. Wage servants followed in messengers' steps.

The right to free accommodation (descensus) underwent changes as well. Noblemen and towns gradually evaded the responsibility of providing such accommodation, leaving this duty to serfs and peasants.

The so-called Aranybulla (Golden Charter) of 1222 exempted nobility and clerics from this responsibility. Article 3, paragraph 1, on the exemption applying to the property of nobility and church provided as follows, "Without invitation, accommodation shall not be sought either in the homes or villages of the noblemen". The amendment to the Golden Charter of 1231 also emphasised that *descensus* had been cancelled:

Article 7, paragraph 1: We shall not seek accommodation in the houses of nobles unless they wish that we do so.

Article 7, paragraph 2: In the event we or our servants are provided any kind of accommodation, we shall pay appropriate price for it"

While the country was being rebuilt after the invasion of Tatars (1241), sending messages became very frequent, putting unbearable load on the shoulders of ordinary people.

POSTAL INSTITUTIONS OF BLOOMING FEUDALISM

While looking at the development of communication in the period when Károly Róbert (Charles Robert) (1308−1342) was on the throne, we should take into account the stronger central power on the one hand, and new foreign policy on the other.

Getting closer to northern Slavic countries was one of the major principles of the foreign policy of the king. By that time, Vienna had already acquired the right to restrain goods, and its commerce had already become highly developed. Due to the right to stop goods, merchants passing by had to sell their produce there. Both western European merchants and the Hungarian King were interested in finding commercial routes which did not pass through Vienna. Such routes towards the west went through Bohemia and Poland.

All these factors resulted in formation and rapid development of communication. Near the roads, horse relay stations were established, to ensure proper operation of communication services.

At the royal court, a messenger centre was set up. It was the duty of

townships and towns to ensure the smooth movement and alimentation of messengers. The messenger service itself was subject to certain regulation.

King Louis I (The Great) (1342−1382) maintained significant messenger service, just like his predecessor, in order to implement numerous provisions in the fields of agriculture, industry, and commerce, aimed at enhancing these areas. The royal administration, which developed further in the period of King Louis I, was also required good and reliable messenger service.

Also King Louis's foreign policy enhanced correspondence. The efforts of Charles Robert to strengthen the relationship between Hungary and Poland resulted in coronation of Louis I as Polish King in 1370.

The two countries linked by the royal dynasty needed a well-functioning and quick messenger service.

Numerous messengers were travelling on the complex network of public roads. They did not pay any costs, and received accommodation and food from royal farms. Messengers of the church, towns, and of other commissioners were there too, their costs paid by the commissioning parties. However, when any of these messengers arrived at the royal court, they were entitled to seek accommodation on the royal farm.

At that time, messengers were rarely fulfilling the strictly speaking *criers'* function – they were mainly transporting letters or written regulations. Representatives of clerics or those of nobility on diplomatic mission also undertook taking letters; moreover, according to the customs of the time, they were not allowed to get started without a written letter. These letters were written on parchment or, later, paper, after which they were carefully folded, and the address was adhered to them. The folded sheet was then sealed, or the seal was applied to a narrow ribbon, which was then threaded through the sheet. Thus it was not possible to open the letter unless the seal was broken, or the tape cut off.

A decree of 1453 provided that the King had to send invitations for participation in the Parliament in time. Another one of 1454 provided that clerics, barons, aristocrats and nobles should appear ready for war as soon as they receive the letter of the military commander. The Law XVIII of 1439, which passed while King Albert was on the throne, provided for the exemption of the clerics and the nobility from all kinds of public duties related to the messenger service. It also stipulated that the clerics and the nobility were not required to provide food or carts for messengers; they did not have to bear any costs related to the messenger service or luggage transportation. There were implications in the Law indicating that this kind of abuse had become usual. However, the serfs of the nobles and the cleric were still obliged to fulfil these duties.

King Matthias (1458−1490) organised a military mail service, which followed the army during his military operations, and which included horse relay stations.

The messenger centre of King Matthias was located in Buda. From here, pieces of news were distributed all over the country; it was also the point where information, letters, and money transfers from clerics, aristocrats, or towns arrived. Correspondence with foreign courts was maintained by messengers of Italian origin. All messengers were managed by a senior court official in Buda. His duty was to distribute travel costs, and to acquire royal

permits if foreign ambassadors wished to employ royal messengers.

King Matthias introduced horse-drawn coaches into transport. On major roads, regular coaches were running, and horse relay stations were set up. The royal court quite often employed these coaches for transportation of persons. This newly developed coach service was primarily satisfying the demands of numerous foreign ambassadors and other persons on mission, and could be found only on major roads. The already existing messenger service for letter delivery operated unchanged all over the country, except the abovementioned major roads. The only change was its becoming much more vivid.

The data available and the further development testify to the fact that this coach system operated as private enterprise. The emergence of coach routes was strongly related to the emergence of this new means of transportation, the coach. King Matthias loved to stay in Tata, where he had a royal palace built. Quite near this location lies the small village of Kocs on the road connecting Buda, Győr, and Vienna. It was there that this light and quick new means of transportation, the coach was constructed, later spreading all over the country.

There is much evidence testifying to the fact that the modern concept of ‘coach’ (in Hungarian ‘kocsi’, pronounced ‘cochee’) was a Hungarian invention coming from the village of Kocs. Pincharo, a bookkeeper of the archbishop of Esztergom who came from Parma, used the word 'kocsi' (coach) in the entries of 1487 and 1489. Though used in Italian in these cases, the Hungarian origin of this word can be clearly seen, which was later proved by numerous Hungarian and foreign experts. Both the coach and the Hungarian word ‘kocsi’ designating it entered numerous countries and languages at that time.

The excellent historian Bonfini (born around 1434, died around 1503), who witnessed the everyday life of the court of King Matthias, wrote the following, “King Matthias travelled incredibly quickly, making as many as one hundred thousand feet a day on his quick coach, the ‘actuario curru’.” Seven years after Bonfini’s death, the Hungarian historian Heltai translated ‘actuario curru’ as postal service maintained by coaches (kocsiposta). He used the word ‘postal’ most probably because in this new age of the coach there must have been horse relay stations or postal stations set up for regular traffic on certain roads. Such stations had already existed in other countries, even though there the traffic did not involve coaches but horseback travelling, for letter delivery as well. The most frequent quotation related to the coach mail read as follows, ‘Wherever King Matthias went, he did so as if he was flying. He made several hundred miles within few days on his mail coaches.’

Prior to the 16th century, coaches were unknown beyond the borders of Hungary, the only exception being parade coaches. At that time people usually travelled on horseback, accompanied by a postal servant.

With the death of King Matthias, a very important but short period of the Hungarian history came to an end. After King Matthias’s death, the power was gripped by feudal lords. Thus, all his efforts to concentrate royal power failed at once. No finances existed anymore to maintain the expensive institutions King Matthias had created. This was the reason why the messenger

service fell apart too, the tasks being taken over by occasional messengers of different statuses.

The horse relay stations, so carefully designed at the time of King Matthias, slowly disappeared. The coach routes of the King Matthias era were still operational, but at much lower scale and without any time schedule. From the point of view of postal history it was important that when the Austrian Prince Maximilian moved to Székesfehérvár with his army claiming the Hungarian throne in 1490, the postmaster János Taxis set up a military mail system to accompany this operation. It was the first instance when a foreign postal institution appeared on the stretch between Buda and Vienna; the postal service of the Habsburg Court organised by János Taxis had become famous throughout Europe by that time.

The fact that the royal court gave up using coaches did not result in less vivid correspondence; moreover, due to certain provisions, its volume remained almost the same. Certain legal provisions required that the King notified the clerics, barons and all interested parties about the date of Parliament by letters. Letters were also used to inform landlords about military operations. The 1528 Law XIV mentioned taxpayers' letters, as well as a royal invitation letter addressed to all landlords and counties.

Interestingly enough King Ulászló II (1490−1516) ordered to exempt landlords and nobles from *discensus* (obligatory provision of accommodation). The law highlighted that at the time of King Matthias it started to spread again, against the wish of the nobles and abusing them. This information testifies to the fact that in order to ensure quick communication, King Matthias did not pay much attention to the privileges of certain groups of society.

The books kept by Zsigmond Ernuszt, a bishop from Pecs, show that at the time of King Ulászló II in the years 1494 and 1495, correspondence partners included lords and chiefs from Transylvania, Croatia, and Belgrade, captains from border regions, Chamber in Transylvania, tax collectors from Slavonia and its counties, clerics, counties, and towns. Letters were delivered by messengers (cursor), occasional messengers (nuntius), the latter sometimes mentioned as royal servants (puer, parvus, parvulus), or bookkeeping servant (famulus). Sometimes letters were also delivered by cleric scriveners (literatus), cleric masters (magister), or royal court masters. Royal and treasury letters to landlords and tax collectors were delivered by the royal staff.

Letter delivery was very cost-demanding. For example, to deliver invitation letters to the assembly of the Parliament from Buda to the counties, to landlords and clerics, cost 64 forints. At that time, this amount was sufficient to buy 14 horses. Letters to the court of the Pope cost 32 forints, to Alemagne – 6 forints, to Poland – 8 or 9 forints plus 5 forints for a horse, to Silesia – 9 or 10 forints, to Bohemia – 6 or 7 forints and to Moravia – 7 forints. On a certain occasion, a royal ambassador Ladislaus delivered a royal letter to Poland, instead of a messenger, which cost 15 forints plus 6 forints for the horse.

Apart from letters, messengers often delivered money, gunpowder, wine, and shepherd's coats. Naturally, they used coaches for these purposes.

The books of King Louis II (1516−1526) also provide interesting data on the communication of the age. It is striking that the names *cursor* or *nuntius* cannot be found in the entries. They include only such names as *servitor* (servant) and *adolescents* (junior servant). The costs were paid to messengers from the royal treasury in advance.

Other Delivery Institutions

The royal messenger service provided occasional service exclusively for royal military or state needs. Private persons could not use it, while their needs in this area constantly grew.

At this point of historic development, towns needed well-organised communication systems. For this reason, they employed their own messengers, and used their own coaches. In many places, it was guilds who delivered the official correspondence of town administrations. The duties related to communication were given to equestrian servants, as counties started to exercise local governance. In the event roads imposed danger, letters were taken by two equestrians. At that time, circulars also became popular. Upon receiving and reading of such letters, the recipient had to pass it on to his neighbour, and so on.

However, letter delivery was influenced negatively by the poor quality of roads and poor security, which further deteriorated at the times weak kings were sitting on the throne, King Ulászló II being their 'outstanding' example.

Trade was carried out mainly on horseback or foot. Commercial communication was maintained by occasional messengers, wandering vendors, or craftsmen.

Messengers performing commercial communication, and travelling on the commercial routes were protected by authorities.

Similar to the convoys delivering goods to German trade cities, there were such convoys on Hungarian roads too. Carriers from Szeged took produce to Belgrade, Pest, Vienna, and Trieste. The population of Szeged was especially active in the area of land and water transportation, delivering produce as far as Diósgyőr, Kassa, Bártfa, and even Poland.

Merchants and guilds maintained relations with foreign countries as well. Messages and letters were taken to far-away countries by their own messengers, or wandering vendors and craftsmen. Especially the butchers' guild should be mentioned, because its members had to travel a lot around the country, due to the nature of their industry. Butchers from Debrecen and other towns were awarded special privileges for their contribution to postal service.

AGE OF LATE FEUDALISM

Birth of Organised Post

After the battle of Mohács (1526), which the Hungarians lost to the Turks, the country was torn to three parts: some territories were occupied by the Turks, some formed the Kingdom of Transylvania, and some were ruled by

Habsburgs.

On the territories under the Turkish occupation there was hardly any postal institution. We might mention the so-called ‘chaus post’ and the ‘slave post’, which were special means of military communication. In Turkey, public messengers, the ‘chauses’, delivered messages, but only for the sultan, the chief, or other eminent members of the society. They were entitled to take anyone’s horse on their way, in order to get around smoothly. In this respect, they had the rights similar to those ancients Hungarian messengers had had. These messengers, who were called by people ‘Tatar postmen’, were granted these rights on the territories occupied by the Turks and in Transylvania.

In the period of Turkish wars, a romantic postal institution called slave post was established. In the course of the wars, many Hungarians and Turks were caught prisoners, who were then kept in the prisons of castles. As the fights ended, both parties allowed their prisoners to write letters to their relatives, informing them about the possible bail-out payment. One of the prisoners had to take all letters to the recipients. In the event he did not return on time, the others were killed.

In Transylvania, the ancient messenger service continued to operate and develop further. Messengers, who were called ‘postmen’ in legal provisions, were responsible directly to princes. If a prince moved to another residence, messengers followed him there. The control over messengers was maintained by the court master or a chancellor. At the Parliament of 1600, a new position of chief postmaster was set up.

In fact, there were two kinds of postal institutions operating in Transylvania. The ‘porta postal service’ maintained communication with the Turkish sultan. This job was to be done by the Saxons of Transylvania. Regular postal service satisfied domestic needs. When messages of major importance were delivered, the task was carried out by several people, in both postal institutions. Only letter carriers of the regular postal service travelled on their own. Not only letters but freight could be delivered. In the case of the latter, the townships along the road had to provide postmen with carts and animals for pulling them.

Messengers were equipped with a letter of protection (salvus conductus) signed by the prince; from 1680, they were granted a document entitling them to move freely (salvus passus). These documents contained the name of the messenger, his destination, and the number of persons accompanying him. It also contained information on how many horses he might require, and whether or not he was entitled to a cart or free accommodation while on the way. Messengers wore badges, which were made of silver and featured coat of arms; these badges were adhered to the straps of their bags on their chest.

Horse relay stations were located in: Nagyvarad, Rev, Feketeteto, Banffyhunyad, Kolozsvár, Torda, Szerdahely, Szászsebes, Fejervar, Enyed, Regen, Udvarhely, Zilah, Illyefalva, Marosvásárhely, Teke, Kolozs, Szek.

Mail streamed day and night. It was possible to take anyone’s horse anytime, with the exception of public officers and nobles. However, these horses were not to be taken further than 3 miles away, and they were to be left at the court of the judge when not needed anymore. If a horse was lost or died, the chief organizer or the postmaster had to pay compensation. However, it could also be deducted from the payment to the messenger. Messen-

gers were not allowed to accept presents from anyone but could accept dinner, lunch and some wine at the court of the judge.

Letters were handed over upon 'receipts serving as evidence'. If a messenger had enough time, he waited for the response, which he took back with himself. Then he returned to where he departed from. Here the postmaster checked everything in detail: was the messenger quick enough, did he stick to the prescribed route, did he demand unlawful privileges, food, etc. Upon his return, the messenger had to hand in the letter of protection, the coat of arms, and the receipts.

Even though, according to the law, messengers' abuses were punished by death penalty, there were still a lot of complaints on them. They carried out abuses, demanded presents, did not return horses, travelled using *salvus conductus* unlawfully, and demanded free accommodation. All these abuses terminated when at the end of 17th century Paar family took over the postal institution in Transylvania, similarly to what happened on the territories belonging to Habsburgs.

An organised postal institution was born on the territories which belonged to Habsburgs. Following the order issued by Ferdinand I in 1527, it was set up by Mátyás Taxis. Mátyás Taxis, who was the son of Antal Taxis, the Postmaster General of the royal court in Vienna, managed the modern Hungarian post for 31 years (1527−1558).

Mátyás Taxis implemented a foreign model in Hungary. Employees were Germans, and the language of communication was German or Latin. All postal servants were Hungarians because they were very good equestrians, and had very good local knowledge.

The most ancient document referring to the single Hungarian postal institution was a request from 19 May 1528. In it, the post station masters of the stretch between Buda and Vienna appealed to Ferdinand for their salaries to be received at the end of the month the latest; otherwise they would be forced to sell their horses and cease to operate the stations. It is evidence to the fact that postmasters' salaries were delivered carelessly and irregularly.

The Taxis post ran on the basis of a time schedule. Arrival and departure times were defined accurately. In case of messenger service, the horses and coaches of the communities located along the roads were employed. Messengers carried their messages all way to their destinations without relay, which meant that they had to stop to have rest while travelling. The postal service of Habsburgs was set up as a public institution, meaning that its financial background came from public sources.

The Taxis postal service was postal service in the true sense of this word. They dealt with letter delivery and transportation of people; to carry out these activities master post offices were set up. On postal stations, there were both horses and messengers on standby.

In the 16th century, the postal institution was still closely linked to the ruler. A regulation from 1588 attests that if the Emperor set out for a destination, upon necessity royal messengers had to be relocated.

Postal routes usually departed from Vienna, royal residence being the major postal centre. The royal Postmaster General worked at the court of the Emperor; his tasks were to ensure the sufficient number of royal messengers, horses and messengers delivering messages on foot, and later coaches ready for

service.

The Emperor himself was the one to carry out the general management of the postal institution, which was directly responsible to the Royal Vice Chancellor. Postal operations could be initiated solely by the Court Master, the Chancellor (or Vice Chancellor), the royal Chamber, or the Hungarian, Czech or German Chancelleries. For other authorities, the Vice Chancellor was to give or deny permits. Royal Postmasters General, or, in case of Hungary, the Postmaster General in Pozsony, were the only ones to implement orders or monitor their implementation.

Despite the fact that letters and packages were delivered from the residence of the Emperor, the growing industry and commerce created demand for regular postal stations along major routes for private postal traffic too. The Taxis considered postal service as a source of income, hence their strong consideration of financial aspects. After Emperor Ferdinand I without almost any resistance conquered Győr, Komárom, Esztergom, and Buda from anti-king János Szapolyai in 1527, and chose Buda as one of his residencies, he established postal service between Vienna and Buda on the old and good roads built at the times of King Matthias, to ensure communication with his residences in Austria and Bohemia. When in 1529 Buda became King János's residence, and the territories belonging to him stretched as far as Esztergom, the postal route Vienna-Buda was reduced to Vienna-Komárom. Later it sometimes reached Buda, sometimes not, depending on the military situation.

At the beginning, private postal traffic was maintained by town or other kind of messengers. However, the official postal service was inclined to slowly take over the private sector, or to provide help and equipment to private messengers. The gradual process of providing more and more services to private persons started. Postal stations started to accept private packages and letters, as well as to deliver transportation services to private passengers – postal stations started to become post offices.

The name of the postal institution, which operated with postal stations along the main roads and employed alternating messengers, was '*ordinaria'*. '*Ordinaria'* operated on certain fixed days of the week, either once or twice a week. Urgent letters were delivered by the so-called '*extra ordinaria',* which was a special kind of postal service executed by royal equestrian messengers. It started at any time, and for each particular message involved only one messenger, who took the mail item from the point of departure to the point of destination, only changing horses at horse relay stations. This kind of operation was similar to the ancient Hungarian messenger service. Royal messengers were wearing court livery, and had a special certificate and a badge; they carried letters, money, valuables, etc. in silver bags.

At that time, the postal institution did not enjoy any privileges.

Passengers could sometimes hire horses at horse relay stations. During long period, for such kind of travelling a permit issued by authorities was required.

At the beginning, private persons were not entitled to initiate urgent delivery, which could be done exclusively by authorities. Later also private persons were allowed to employ urgent postal service. This kind of mail was called 'estafette'.

At the beginning, there were no defined fees for letter delivery. The

money collected stayed with postmasters, who did not have to account for these fees until the beginning of the 17th century. Although there were some attempts to set rates, it finally was not done, because of several obstacles. However, the greater part of correspondence was that of foreigners or locals who had connections to the Emperor's court, for which this service was provided free of charge anyway.

However, royal messengers were entitled to accept letters for delivery while on the way. In such event, they had to account for the fee collected for these letters.

While letter fees depended on the bargain between the private person and the postmaster, money delivery cost 0.5 crown per each station crossed. The fee for passenger transportation was also defined: 0.5 taller per horse and per station.

Along with regular postal stations, the Taxis family set up military ones too. Due to constant wars, these military postal stations were very important. Their mission was to maintain communication with the army while on military operation. Several times, it also maintained contacts with the German empire. To ensure the communication with the German empire was important because Turks were advancing, prompting action from several groups of German society. When Buda was on siege in 1686, there was regular postal traffic between Buda and Augsburg twice a week. A document from 1686 of the Augsburg post office shows that mail arrived there every Sunday and Wednesday, while was taken from there every Monday and Friday.

A simple half page letter to Hungary cost 6 kreuzers (the document read, 'beginning from ancient times' (von Alters her)); a full page letter cost 8 kreutzers. Half of the amount was payable by the sender, while the other half by the recipient.

For each military operation, it was the military postmaster, who was selected from regular ones and was responsible to the military officer, to have the military post office set up and maintained. In many cases military post stations broke ice for new postal routes, because many of them were transformed into regular services after the fights had been over. In other cases, the army continued to maintain postal routes also after the military operations. One such example of the army covering the costs of postal routes was the line between Kassa and Szatmár, which continued to be run by the military even after operations had been over in 1567.

The constant wars and chaotic conditions prevailing in Hungary made the Taxis family abandon Hungarian postal routes, because operating them did not generate profit.

On 1 October 1558, Péter Paar, the postmaster of Pozsony, took over the management of North Hungarian Postal Service and that of the Danube route. Paar tried to deliver payments to postmasters regularly, sometimes even paying their salaries from his own resources when he had not received money from the Chamber in time. Péter Paar managed Hungarian post offices for 44 years, developing further the heritage the Taxis family had left. He was not a feudal lord but an officer of the Hungarian postal institution, without the possibility to leave it to his heirs. His sons acquired positions only because they received them as another royal gift. As regards mail processing, he had to follow rules defined in Vienna; otherwise, he was responsible

directly to the King.

In 1558, Péter Paar became the head of two postal lines: the one between Fischamend and Komárom, and the one between Pozsony and Kassa. The significance of the second one, which passed at the foot of Carpathians, was higher, because at the time of Turkish occupation and incursions it was the only safe transportation road. The stations of the route Pozsony-Kassa were the following:

Pozsony, Cseklész, Szempc, Farkashida, Galgóc, Nagy-Rippény, Nagy-Tapolcsány, Vesztenic, Privigye, Rudno, Zsámbokrét, Nolcsó, Rózsahegy, Szent-Miklos, Hibbe, Lucsivna, Kissóc, Lőcse, Siroka, Bertót, Eperjes, Somos and Kassa. The stations of the second line were: Fischamend, Petronell, Jarendorf, Mosony, Öttevény, Győr, Németi, Komarno and Bátorkeszi.

Péter Paar managed to ensure proper postal service in spite of the constant shortage of finances. At his time, the post office became famous for its quickness, accuracy, and reliability. The Emperor generously acknowledged Péter Paar's performance. In 1563, Ferdinand I granted a noble rank to Péter Paar. Later, János Paar, Péter Paar's son, took over the management of the Post Office. During his time, postmasters had very hard time getting their payment from the Chamber in Vienna. These conditions did not change at the time of Pompejus Paar, who addressed the King asking him to order the Chamber in Vienna to pay post offices directly, instead of doing it with his mediation. Not receiving answer to his request, he finally resigned at the end of 1601. His resignation, however, was not accepted. Thus, he continued his activities, trying to do his best, though not keeping any books whatsoever.

In 1604, during the successful rebellion lead by István Bocskai, the aversion against foreign postmasters sparked; one of the reasons was the fact that the post office provided intelligence service for Habsburgs. Bocskai's military leaders did not think long before finding solutions for postmasters. The postmaster of Győr was struck dead, the one in Kassa expelled from his home, the horses of the postmasters in Lőcse, Komárom and other locations where taken away, their houses and stables put on fire. On the route between Pozsony and Érsekújvár seven postal stations were also devastated; the eight ones between Sopron and Nagykanizsa shared the same fate. Bocskai, however, did not bring anyone to substitute the expelled German postmasters. For his own communication purposes, he most probably used messenger service instead of the organised postal institution, which was still operational in Transylvania. The messenger service continued to exist in Transylvania for long.

In 1613, Pompejus Paar unexpectedly passed away, leaving chaotic financial conditions behind. He had two sons who, due to their young age, were not able to either fulfil the position of postmaster in Pozsony, or sort out the chaotic financial conditions mentioned above. The deputy Miklós Skia was appointed postmaster of Pozsony, while György Leó, the postmaster of Bajmóc, was assigned to settle payments to specific postal stations.

In 1619, Gábor Bethlen conquered the whole northern Hungary, Pozsony included. For this reason, all people who were loyal to Ferdinand II fled to Vienna. The Paar family was among them.

In 1624, Janos Kristof Paar received a letter granting to him the postal service of all Austrian provinces and Hungary. However, in Hungary this tenure remained only on paper, because in 1622 István Bornemisza took the

office of Pozsony Postmaster. Bornemisza held this position without being responsible to Paar but with the same kind of responsibility as Peter Paar or his sons.

Shaping Hungarian Character of Postal service

Bornemisza was appointed on the basis of the Law XXVI of 1622 stipulating that foreigners were to be removed from offices. Bornemisza often communicated in Hungarian with his subordinates, though sometimes using also Latin or German. Other Hungarians to get office in that same year were Lőrinc Andaházi, who was appointed postmaster of Rózsahegy, János Roseman appointed for the same position in Eperjes, and János Soldner – in Levoca. All three of them were Hungarian citizens.

The document of Bornemisza's appointment attests that he was not a postmaster but a post prefect. A royal document of 12 January 1623 called him Postmaster General of Hungary (Supremus per Hungariam postarum Magister).

Though the Hungarian postal institution had some kind of light independence already in the times of Péter Paar, it did not bear Hungarian character as regards its language or employees. In the times of Bornemisza, on the other hand, the Hungarian postal institution employed Hungarian people, who compiled reports to Bornemisza in the Hungarian language.

At first, Bornemisza had to restore discipline. The conditions prevailing at that time appear clearly from the letter which Governor Szaniszlo Turzo wrote to the Chamber in Pozsony in 1622. Turzo complained that postmasters did not consider letter delivery their primary mission, but used postal horses to entertain themselves and their wives when going out in coaches. Direct superior of Bornemisza was the Chamber in Pozsony. At the beginning, he behaved accordingly, later becoming the one to provide help to the Chamber of Pozsony in postal issues.

In 1624, Ferdinand II issued a letter appointing János Kristof Paar Austrian Postmaster General, the similar Hungarian position being its appendix. At the same time, he informed the Chamber in Pozsony that János Kristof Paar assigned the chief postmasters of dynasty provinces and other counties to manage the postal service and the related payments. Paar also addressed Hungarian postmasters directly, informing them that he was their sole superior.

The Governor, however, strongly resisted to these attempts of Paar and his supporters, referring to the fact that foreigners were not supposed to assume positions in Hungary. At the same time, he called on the Chamber in Pozsony to object to the criminal attempt of Paar and his supporters. Thanks to these actions, the efforts of Paar and his supporters finally failed. To make matters more complicated, the Chamber in Pozsony attempted to totally include postal service in its own scope of responsibility, which went against the concept of Bornemisza's independence. Thus, he took a stand not only against Paar and his supporters but also against the Chamber.

A further recurring reason for conflicts was the fact the Chamber paid to postmen their salary very irregularly. In 1624, for example, the mayor of Bajmóc appealed to the Chamber for being paid at least in wheat, since he had not received the 50 forints to which he had been entitled by the tax collector of Túróc half a year before. Bornemisza, who was asked to add a

commenting note to this appeal, wrote the following, 'I am also begging that you fulfil the request of the petitioner. Since Bajmóc is not far away from Oroszlan, please be so kind as to supply wheat to him.'

Postmasters urged Bornemisza to help them. He was the one to forward complaints to the Emperor, the Governor, or the royal Chamber. As a result, frequent royal orders were issued to the Chamber, to instruct it to execute the payments to postal stations prior to fulfilling any other obligations.

Filling positions at post offices was another source of conflicts. Chamber councillors wanted to deal with vacancies themselves, unwilling to fill positions which had become vacant. Bornemisza, on the contrary, negotiated directly with the Emperor on appointing new employees.

On 20 July 1626, Ferdinand II issued the first Hungarian Post patent, exclusively for Hungary. As the evidence to the fact that the Hungarian Post Office was an organisation separate from the Austrian postal service, it bears historical significance.

In brief, the patent provisions were the following:

1. No one without a passport shall receive postal horses.

2. Persons impeding postal couriers or diverting them from their routes for some personal motives shall be made to pay by the local government, and shall be punished by the latter.

3. Authorities shall provide help and protection to postal couriers appealing for help.

4. The rent fee for horses shall be paid in advance; horses should be used moderately; in the event a horse is injured or killed, the price should be reimbursed.

5. The load transported shall not exceed 40−50 pounds.

6. All postal buildings and lands belonging to them, which had been taken away during the war, should be returned to their former owners, and shall be restored.

7. Without a note written by Postmaster General or the postmaster of Pozsony, postal stations are not obliged to order horses or forward estefette-es. Cities and villages should take care of accommodation and alimentation at reasonable price, as well as look after horses.

Contemporary documents testify to the fact that being a postman was not a comfortable job. Even authorities themselves were frequently hostile and aggressive with postmen, whose complaints were quite often not dealt with.

Letter delivery was accompanied by postal *time notes*, which Bornemisza called *postal notes.* These were, of course, not forms but handwritten pieces of paper.

Postmen were on horseback day and night. Letters destined to the same destination were bundled, just as it happens today.

Postal service was executed two locations – postal stations, which were managed by postmasters, and post branches managed by *veredars*. The veredar was responsible to the postmaster, who paid salary to the former. The veredar might have used his own horses (at branches only horse relay took place), or those of the postmaster. However, in both cases the income went to the postmaster.

Thanks to Bornemisza's performance, the confidence in the Hungarian postal service grew. While the volume of the mail managed by the Post Office was increasing, the number of private couriers was constantly falling.

However, the attempts of Bornemisza to establish the independence of the Hungarian Post Office soon lead to grave consequences. One of them was the attempt of Count Pal Palffy (the future governor), who was prefect of the Chamber in Pozsony at that time, to remove Bornemisza from his position. To that end, he denounced Bornemisza to the royal Chamber in Vienna in 1634 as a debauched, inebriate, unsparing, and negligent person. Typically, the Chamber of Pozsony itself was commissioned to carry out the investigation. Even despite this circumstance, the Chamber did not confirm the accusation made by its head. Nevertheless, Bornemisza was finally removed from his position.

Bornemisza's removal was in line with the objectives of both the Chamber and the royal court in Vienna. Both the former and the latter wished to dismiss such a public servant whose aspirations for freedom were too strong. The Chamber intended to totally control postal stations on its own. At the proposal submitted by the Chamber, the King appointed Lukacs Ekker Postmaster General. Lukacs Ekker had prviously been a witness for the prosecution in the investigation process into Bornemisza. At that time, the Chamber selected postmasters from the staff subordinate to it. As Postmaster General, Lukács Ekker took a stand against such selection by the Chamber several times, and denounced it to the Governor. As revenge, the Chamber started an investigation into Lukács Ekker's behaviour, which lead to his imprisonment. However, upon the order of the Governor, Ekker was set free. Eventually, he died before being rehabilitated. There is a complaint letter from 1638, when Ekker was managing the Hungarian Post Office, which reads as follows, 'There is no peace for postmen even on the roads, the big lords making their servants throw them out of postal buildings, along with their horses.'

The Paar family resumed their activities to draw Hungarian postal service under their control. It launched a new attack on the independence of the Hungarian Post Office; a document issued by the King called on the Chamber in Pozsony to instruct the Hungarian Postmaster General to implement measures ordered by the Postmaster General of the Court in Vienna. Thanks to the Governor and the Chamber in Pozsony, the attempts of the Paar family failed again. The Postmaster General Tamás Angarani, did not send his reports to Count Paar in Vienna but to the Governor Pál Pálffy. However, postal stations were disorganised, post officers did not come to their office regularly, not being able to manage them, and sometimes renting these offices out, etc. A report written by Angarani contained following lines, 'Hungarian lords employ postmen for their private affairs. Moreover, the regular number of horses is not sufficient for them, so they make postmen keep more horses, overload mail coaches, make them run faster, and hit, scold and threaten postmen.'

Posts became so unreliable that county authorities were not using them for letter delivery. Instead, they employed county hussars for their correspondence.

At the time of Angarani's successors, the conditions deteriorated even further. However, there are data testifying to the existence of a new postal route which had its destination on the territory of Hungary. It started from Vienna, crossed Nikolsburg, Inndenburg and Hradis, and finally reached Trencin. At the same time, the mail from Vienna to Győr was taken through Magyaróvár.

Typically of the contemporary conditions of the Post, in 1661 the

Chamber in Pozsony instructed the Postmaster General to conduct investigation in the activities of all postmasters and veredars. The investigation should have answered such questions as whether or not the number of horses and the equipment kept by postmasters was proportionate to the payment they were receiving; if they were hardworking, while fulfilling their duties; if they made deductions from the payments to subordinate posts; how they handled messengers' money; what the reasons for letter or urgent courier delays were; who were forwarding mail without postal notes; who sent royal couriers to destinations further than the closest post, causing this way damage to the neighbouring postal stations; who lent a postal horn to private persons.

The Chamber scrivener Benedek Pakay, who was appointed to the post of Postmaster General in 1664, tried to create some order when he stepped into footsteps of Bornemisza. He received high financial awards for his work. According to his reports, always written in the Hungarian language, the development and flourishing of the Post was impeded by the violent behaviour and robberies of the Emperor's mercenary army in first place, the increasing number of robbers, as well as abuses by landlords and their servants. Another problem was that nobles, who maintained vivid contacts through their servants all over the dominium of the King, moreover, even beyond its borders, did so forcefully making ordinary people provide alimentation, accommodation, and transportation to their servants.

The Paar family and the Royal Court of Vienna were making repeated attempts to break the independence of the Hungarian Post. The reason why these attempts failed was the conflict between the Paars and the royal Chamber in Vienna. At first, thanks to the pressure from Hungarian landlords, the royal Chamber took the position that Hungarian Post should be independent and separate from the Austrian one, which went against the concept of the Paar family. As a result, the scope of responsibility of the Postmaster General in Pozsony shrank almost totally. How low the respect of the Hungarian Post was showed in the procedure of Count Hoffkirchen, the captain of the castle in Komarno. After having received some letters delivered to him with delay in 1675, he had the Postmaster General Pakay beaten so hard in Pozsony that the latter died from the injuries.

Increase of Control Exercised by the Paar Family

The 30-year war ended with the Peace of Westphalia (1648). France became a leading European power. However, Habsburgs were given freedom of action on the territories lying to the East of them. Their goal was to enhance the development of their provinces and to support them using the profits generated on the Hungarian market and by Hungarian trade.

At the end of the 18th century, newer attempts were made to merge the management of the Hungarian Post with that of the Austrian one, the latter being subordinate to the Paar family. Finally, the merge took place in 1690. The Paar family managed to arrange that the new donation letter granted it feudal rights over the Hungarian Post. It happened at such a moment when there was no power to stand up against this move of the Paars – the Hungarian authorities, their sovereignty damaged, did not show any resistance.

From that time on, it was the Paar family to appoint new postmasters, which it did without taking into account financial considerations. However,

the costs were still paid by the Treasury (chambers, the tax of one thirtieth). The income was controlled by the Treasury, while the Paar family received significant annual share from the revenue of the Post.

Several measures were taken, all of them aimed at the increase of the revenue of the Post and that of the Paar family. To this end, presents and exemptions from postage fee were handled more strictly. In 1695, Leopold I issued two postal orders. They repeatedly banned transportation of boxes and other similar heavy objects, and stated that passengers were entitled to transportation of maximum 50 pounds of luggage. These orders also forbade landlords from imposing on postmen liabilities other than those related to their lands or houses, and provided that landlords were not entitled to have their own postal horses at all. Private persons had to refrain from any kinds of violence; otherwise, they were subject to punishment. Authorities and courts were instructed to protect postmasters.

In case there were not enough horses for persons from the royal court or for royal ambassadors at the postal stations, citizens had to hand over their horses to these postal stations, for a moderate charge. Couriers had to change horses at each station. In case of bad weather and the consequent bad condition of regular roads, the Post could use other roads, or even destroy fences. Entrepreneurs renting out their horses were strongly prohibited from collecting letters, using postal horns, or discouraging public to use the Post. When there was a sensible demand for it, the necessary accommodation had to be provided at fair price.

Farms, monasteries or public offices had to make bargains with postmasters for bulk postage services. The second patent issued in 1698 revealed that the privileged groups of society often abused their right not to pay postage fees. For example, they applied this exemption to their private employees, or sent such letters or newspaper notes for free, which were not subject to such procedure. Because of this, the royal Post was entitled to open letters and mail items in the presence of clients. Editing of newspaper notes belonged to the responsibility of the Postmaster General.

Since the war of Maximilian I against Venice, post offices delivered news notes to trade centres and other interested parties, based on the news collected. At first these news notes (predecessors of today's newspapers) were manuscripts; later they appeared in printing.

It is seen therefore that the procedures applied in the Austrian Post spread to Hungary too, eliminating the need for the position of the Hungarian Postmaster General. Neither the Postmaster General residing in Pozsony, nor other postmaster generals or carriers were responsible to the Hungarian Chamber, or were controlled by it any more. Instead, they were all made to swear fidelity to the Count Paar. Dismissing from or appointing to positions, which until then had been done by the King, from that time became the right of the Paar family.

Further patents of Leopold I stated that postmasters and mail carriers were to fulfil their duties personally, not employing servants. Postmasters shall have employed only reliable, honest, and Christian servants. Except for the horses they received regular payment for, postmasters were obliged to keep a certain number of horses and at least two coaches on standby, to be able to fulfil their duty under any circumstances. Ordinary mail had to be transported

twice a week; the delivery went on day and night, always on set time and on horseback. Postmen were entitled to spend as much time on stations as was necessary for collecting new letters and parcels, and for disposing of those destined for that station. Urgent mail items (estafettes) were to be taken galloping and the delivery had to be completed within set time. The time notes (which contained time records) were to be issued accurately and sent in for check up. Postmen on their way back were obliged to take mail destined to where they were returning. Arriving passengers had to be provided with a horse and a coach as soon as possible, to ensure they could continue their journey. The patent also provided that passengers had to refrain from violence or rudeness, otherwise they were subject to punishment. It also contained a provision stating that travellers had to pay for the services accurately. A single horse could only pull a light coach; heavy coaches were absolutely excluded from traffic. If they were more passengers than it was possible to take at the same time, they had to wait. In case they behaved violently, postmasters were entitled to appeal to local authorities for help, or respond with violence to violence. One horse should have always stayed at stations to be ready to forward a royal estafette without delay, in case there was need for this. A passenger arriving on horseback or in a coach could not demand the same means of transport. Instead, local conditions and possibilities were to be taken into account. Transport means were not to be provided for suspicious or unknown persons, who arrived on the means of transportation other than those of the Post Office, or who did not have a certificate. Postmasters were not entitled to take passengers on routes other than regular postal routes, or carry them on continuously (farther than the neighbouring station). Only lords living in the surrounding area were exception to this – it was allowed, in case of favourable circumstances, to take them to the place of their residence even if it was located off the main route.

It was possible to monitor the owners who rented their horses out, to see if they complied with the ban of letter collecting or passenger transportation to be done in the manner it was done by the Post Office. The letters to be handed over while the postman was on the way were also important; they had to be forwarded to messengers waiting for them or delivered by other appropriate means.

The Paar family extended their organisational activities to the postal service of Transylvania. After the death of Prince Mihály Apaffy, Transylvania fell under the rule of Leopold I. According to a royal order from 1698, the postal institution became the tenure of Count Paar's family. It also provided that in Transylvania postal service was reorganised in the same way as in other provinces of Hungary.

Already in 1693, Leopold I provided that a postal directorate should be set up in Sibiu, and three postal routes were established from there – to Brasov, to Szilúgysomlyó passing through Cluj, and to Dominium of Temes through Deva.

Postal service of Prince Ferenc Rakoczi II

The reason why we should deal with the postal institution of Ferenc Rakoczi is that it was the first truly Hungarian postal organisation.

Prince Rakoczi's provisions regarding postal stations were included in the regulation he issued on 1 January 1705 in Leva. Rakoczi created a specific postal institution, which overdid previous Hungarian postal system as

regards its tense network and organisation. The postal system established by Rakoczi, its primary mission being fulfilling military and public administration needs, operated as an institution for transportation of persons and letter delivery. Domestic traffic was launched twice a week in all directions. From the Prince's court, letters and parcels started every Wednesday and Saturday. Accurate letter processing, precise recording of postmen's arrival and departure times, accurate recording of the data about passengers were all very important. Abuses or major wrongdoings were punished by death penalty.

Postal stations were maintained by the Treasury, which differed from the former Transylvanian practice of putting load on local communities located along postal routes. Postmaster generals received 60 Hungarian forints, while assistant postmasters – 24 Hungarian forints as salary; local communities had to provide pastures in the vicinity of postal stations. Counties had to supply sufficient amount of fodder and straw. New postal stations or postal routes could be established only with the consent of the Prince. He believed that unjustified increase of the number of postal routes would have put unnecessary load on the country. Postal stations were located at two, maximum three miles apart from each other. Postal employees were exempt from the military service, tax to maintain mercenary troops, or any kind of tax payment.

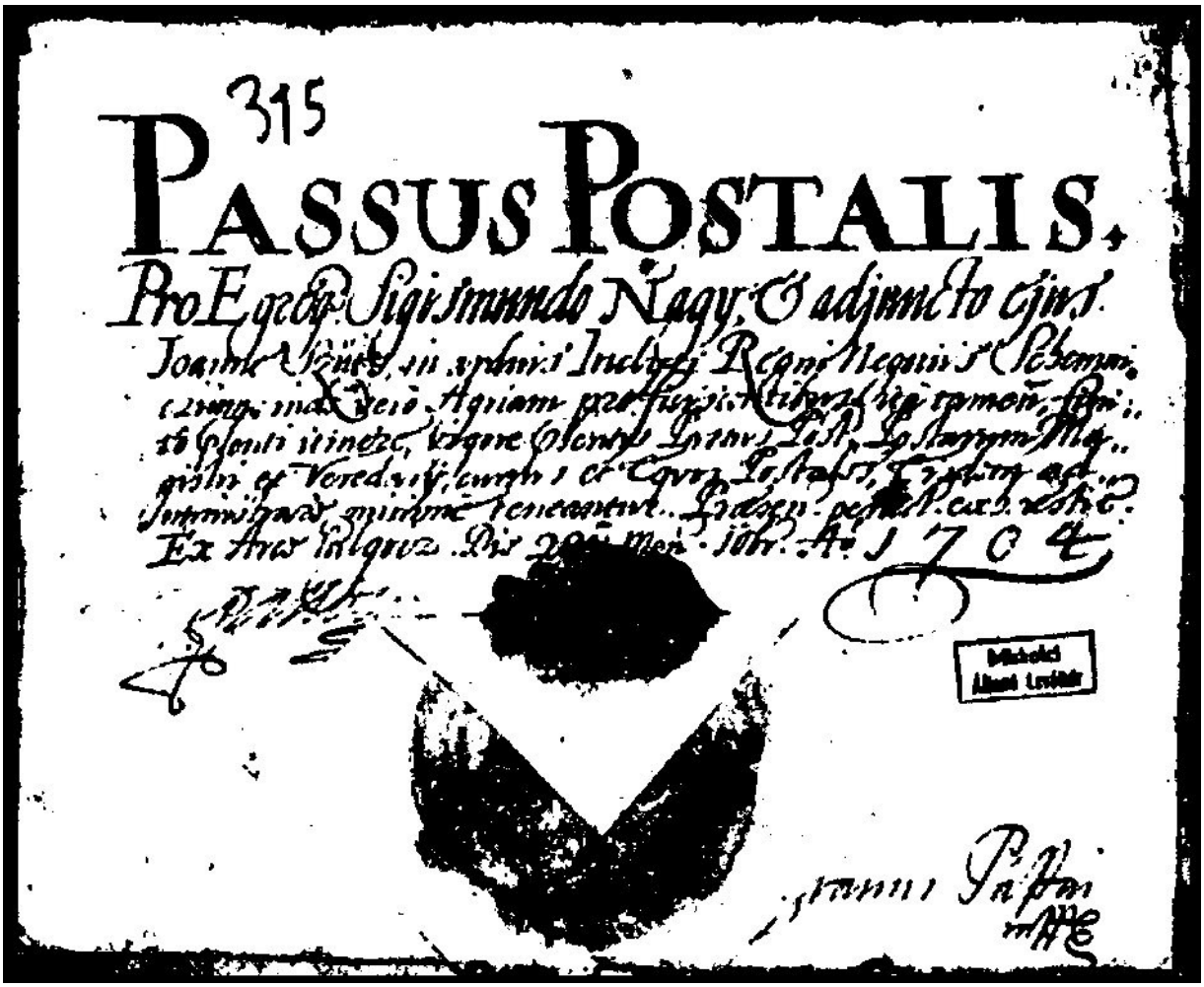
Already in the November of 1703, Rakoczi appointed János Szepessy as new Postmaster General. His full title was Postmaster General of Hungary and Transylvania.

The postal service of Prince Rakoczi delivered two kinds of letters – ordinary and urgent ones. Ordinary letters were taken by regular post, while urgent ones had to be expedited immediately. Regular mail was taken twice a week on specific days and at specific time; no one's request for delay could be considered. Letters were transported in bundles, which were sealed; to open letter bundles, to insert letters in them or take letters out of them was prohibited. The fee of an ordinary letter was 4 polturas for a sheet for one way. For urgent letters (estafette), 75 coins had to be added for each postal station. Notes containing time records also had to contain information on who was entitled to how much money.

Urgent mail had to be delivered with the speed of two postal miles in one and a half hour, while in case of ordinary mail the same distance had to be covered in two hours. Postmasters were keeping logbooks helping them to monitor if postmen covered the distance in time. To enable such supervision, postmen carried a 'time document' (currens) on them, where they had to enter the times of each arrival and departure.

The regulation issued by Rakoczi addressed postmasters in a very strict way – both ordinary and urgent (estafette) mail could not have been lost or opened, otherwise, postmasters could have been dismissed or punished by death penalty. Postmasters had to enter in the logbook (diarium) the data on letters and the times when couriers arrived and departed on the day and at the time of the arrival of letters or couriers.

Rakoczi paid much attention to passenger transportation as well.


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PASSUS POSTALIS.
Postal passport (passus postalis) from 1704 signed by Ferenc Rákóczi

The clients of the service was Prince's couriers and ambassadors, as well as messengers of chief military leaders and generals. Private persons could use this service only in case they had passports or there was an open order issued by the Postmaster General. For one horse, 90 dinars for a person were payable for each station; at the point of departure 60 coins were payable as enrolment fee (enrolment fee = discretio). On top of these, 'whip money' was also collected. Messengers who had passports or coats of arms of the Prince were transported for half price; the same applied to those sent by military leaders to the Prince. Fees were not collected from passengers on the spot but received later on the basis of bookkeeping records.

Mail items were delivered from one station to the next. In case of road damages caused by rains or floods, postmasters had to inform the judges of townships and the officials of counties. In the event of floods, postmen were allowed to choose other routes, or use embankments.

Rakoczi's postal institution had four major routes, three of these being the northern, the middle and the southern ones. Their numerous branches formed a complex network. The fourth route was the Transylvanian one; there are no data available on this one.

The postal routes were the following:

I. The terminals of the northern route were Levoca and Banska Bystrica, while the stations were: Banska Bystrica, Revuca, Ruzomberok; Olaszi, Okolicsna, Hibbe, Lucsivna, Svábóc, along the railway between Kassa and

Oderberg; then Levoca, Korotnok, Bertót, Presov, Licsérde, and then Kassa. From here, it led to Szinna, Vilmány, Szikszó, where it united with another main route proceeding to the east to Medgyász, Saracen, Talján, Tokaj branches departing all along this stretch, and to the west: Edelény-Sajókazán-Putnok-Cakó-Rimaszombat-Losonc-Vámosfalva-Ocsova -Zólyom-Banska Bystrica.

II. The middle route: Vadkert-Losonc-Rimaszombat-Cakó -Putnok-Sajókaza-Edelény-Szikszó-Medgyaszó-Szerencs-Tállya-Tokaj-Nyir egyháza-Nagykálló as main branch. First sub-branch: Močenok- Tvrdošov-ce-Nové Zámky-Bátorove Kosihy. Second sub-branch: Nagykér-Baka-bánya-Selmec-Zvolen-Banska Bystrica. Third sub-branch: Levice-Kistapolcsány-Nagytapolcsány-Nyitra-Zsámbokrét-Bajmóc-Tótpróna -Túróc-Zsámbokrét-Bajmóc-Nolcsova-Rózsahegy. Fourth sub-branch: Nyír-bátor-Mátészalka-Vásárosnamény-Tarpa-Tiszaújhely-Beregovo-Mukachevo-Szerény- Uzhgorod. At Rákóczi's order, Levice-Bistrita-Lučenec route was established in 1706.

III. Southern route: Magyaróvár-Cluj, through following locations: Győr-Komarno-Buda-Hatvan-Ároktő-Hortobágy-Debrecen-Oradea-Margitta -Szilágysomlyó-Zilah-Magyarzombor.

Postmaster General Szepessy was an aggressive and mean person, who mismanaged the finances of postmasters. For this, Prince Rakoczi dismissed him in 1707, appointing paymaster general Marton Kossovics to this position. Marton Kossovics did not call himself postmaster general but the director of the Hungarian Post. He set off to improve the conditions of the Hungarian postal service with great energy. According to a report issued in Kassa in 1708, there were 63 postal stations, 20 postmasters, and 43 veredars in Hungary at that time.

In 1709 Kossovics issued detailed guidelines for postmasters. In 24 points, they contained rules that referred to postal stations. These guidelines tell us what the livery of postmen of the time of Rakoczi looked like. It was simple blue or red traditional Hungarian attire from cloth. Their horn string was red, blue, and white, with tassel decoration.

Naturally enough, the postal institution of Rakoczi adjusted to the military needs of the time.

Correspondence with foreign countries was also carried out using domestic postal institution. The Post forwarded letters to and from the Prince's court. However, forwarding letters abroad was very difficult.

To our knowledge, couriers could move around only if they had passports on them. However, they could not acquire passports to hostile countries,meaning that letters could be delivered only on much longer routes. Due to this, letters often could not reach the recipients – they were lost or the enemy got hold of them. This was the reason why letters were often written

in three or four copies (almost always in secret writing). Rakoczi used secret writing in domestic correspondence as well.

For the mail destined to the northern and western part of Europe, a distribution station was set up in Levoca. It was also the headquarters of General Ferenc Berthoti, whose task was both to control passes over mountain summits, and to forward letters to the court of the Prince and to instruct couriers from foreign countries how to get there; he also had to forward letters being transported by the Post to the north. From the beginning, the postal traffic through Poland was crucial as regards communication with foreign countries at the time of the War for Independence. Letters were forwarded by Bonnac Marquis, the ambassador of Louis XIV, who had his headquarters in Dancka. Rakoczi had vivid correspondence with the Marquis himself; letters often went and came weekly. Regular postal service often operated through Poland, though they often ceased to function for months, due to the war. For this reason, it was rather couriers, servants of Polish landlords, travelling merchants or some military units to take and bring letters.

In the best case, it took three weeks for a letter to get from Levoca to Dancka. However, it usually took longer. From here, a further week or ten days were required for the mail item to get to Berlin. If through Wroclaw, letters got to Berlin in about three weeks.

Hungarian persons staying on mission abroad often complained that correspondence went on with big delays and unreliably. Brenner abbey staying on mission in Dancka also complained that when papers in Vienna published false news about Hungarians, he was able to disprove those only months later. Laszlo Kokenyesdi also received his mail with huge delays in Brussels, and later in Versailles, with many letters finally never arriving. Everybody was trying to get information on Hungary from him, which he was not able to deliver because he was not receiving any letters from Hungary. The Emperor's propaganda mechanism operated much better. For example, after the battle at Zsibó, they quickly managed to spread the news that the insurgency received a severe blow, Karolyi was killed, and Forgach defected to the enemy, while Rakoczi escaped to Poland. Kokenyesdi was not able to refute all this for weeks; moreover, he was uncertain himself as regards what the true situation was.

Rakoczi tried to improve the unreliable and slow postal transportation several times, with no even temporary success. For example, he promised awards to the persons responsible for delivery in case they managed to forwards letters quickly. He was also considering establishing a separate postal institution between Krakow and Dancka, using his own means. On 16 August 1707, he even commissioned Jakab Kray, who was returning to Dancka, to talk to the postmaster of Krakow Vilmos Ross about the possible ways of implementation of this plan. On 25 September 1707, Ross met Rakoczi to talk about this issue. Unfortunately we do not know anything about the content of these talks. However, it can be said for sure that the project was not carried out. We know though, that from this time the mail to Dancka was directed to Vilmos Ross, who received 200 forints from Rakoczi for forwarding it.

In 1707, Rakoczi instructed his ambassador at the court of the Russian Tsar Nedeczky to propose to the Tsar to establish a direct postal service to Hungary, and to jointly guarantee the safety of mail on that route because 'at present and in the future much depends and will depend on the safe correspondence between European rulers'. Also in Russia an idea to establish a special postal route to Vienna though Hungary came up. Finally, none of

these concepts was implemented.

Postal couriers were people with some degree of local knowledge and command of the local language. They were peasants or nobles of inferior origin. They carried letters, or sometimes, exceptionally, oral messages making long distances on horseback, in coaches, sometimes on foot, facing lots of dangers.

A completely new and separate branch of postal traffic was the correspondence with the Turkish court and the Hungarian and French residents staying there. At that time, there was no regular postal traffic whatsoever across Balkans. Moreover, there was no way for imperial couriers to relay horses, despite the freedom of movement they could enjoy due to the Peace of Karlovci. Therefore, couriers had to take pulling horses along with them, which made their journeys extremely expensive and slow. For this reason, at the beginning, Rakoczi and persons assigned by the Turkish court rather employed travellers, Turkish vendors in the first place, to deliver their letters. This solution, however, was very unreliable.

Postal traffic with the Turkish court took place on two routes. The first was Belgrade-Nis-Sofia-Filipopolis-Adrianople, while the second a bypass road through Moldova, or leading straight to Wallachia, Bucharest. At Adrianople this second route merged into the first. The Prince's postal service usually took letters only to Belgrade or Iasi in Moldova, from where people of Voivod or Gaspar Papai, the resident of Belgrade, forwarded them to Turkish merchants, who took the letters to János Pápai and Ferenc Horváth in the 'Transylvanian house' in Istanbul.

The shortest though extremely unsafe route from Highlands was Kecskemét-Subotica-Novi Sad-Belgrade. It was dangerous because it crossed the Serbian frontier of Srem. For this reason, from Belgrade estafettes were taken to Timisoara, and then across Partium or Transylvania to Debrecen.

Postal traffic towards Moldova and Wallachia was rather vivid. The reasons were the vivid political relations with Voivods on the one hand, and the frequent correspondence of the Kuruc emigrants from Transylvania who moved here on the other. In 1706, the Prince ordered András Baj, who was sent to Moldova on mission, to employ 'four good and faithful postmen' to maintain regular communication with his court. After this, the court of the Voivod in Moldova for long time became a major postal station of the Turkish court.

Nevertheless, the Turkish court had to give its consent to establishing a postal route in Moldova. At the end of 1705, Rakoczi instructed his agents to acquire this consent, with the mediation of the French Resident. At the beginning of the January of 1706, the Vizier gave his consent. To prevent the possible objections of the Emperor's court based on the piece of Karlovci, the permit did not refer to Hungarian mail items but Prince's letters delivered by Voivod's servants.

It usually took one and a half or two months for letters to get to Istanbul through Moldova. To the opposite direction, it took much shorter, probably because Prince's postmen set off as soon as letters arrived at the postal station in Iasi; when destined to the Turkish court, letters sometimes stayed for weeks on the same location. Through Belgrade, the route was shorter. In 1706, mail was delivered much slower, because merchants sometimes

stopped for weeks on their way. As regards letter delivery to the Turkish court, there were as many problems as with the mail destined to the north. It was not exceptional that two or three letters arrived simultaneously. All this led to much confusion. The only thing that alleviated the situation from he Hungarian point of view was that the Emperor's court could not maintain better postal communication with the Turkish court than the Hungarian anti-Habsburg rebels (Kuruc). One day Papai recorded the following in his diary, "One day a messenger brought the news saying that 'The Hungarians are fighting for Buda'. Since we get news very rarely, we digest those which eventually are not true, until we get some newer ones".

Because the Turkish postal service was so unreliable, Rakoczi finally decided to send letters with his own couriers. Data on such couriers were recorded from 1706. At the beginning, they went through Moldova, but from 1707, as the military situation deteriorated, they switched to the road through Belgrade, which became a true centre of the Kuruc (Hungarian anti-Habsburg rebels) courier service.

The fact that despite all real difficulties Rakoczi managed to maintain regular contacts with his diplomats and foreign courts testified to his and his agents' great organisational skills.

The postal service of Ferenc Rakoczi II, which were independent from Austria and a truly Hungarian postal institution, were evidence of the ability of the Hungarian authorities to manage public administration issues if they were left on their own.

Rakoczi had plans to develop a large scale postal network. However, these plans were impeded by the subsiding of the war for independence.

As Rakoczi started to lose battles, his postal institution started to decline. After the peace of Satu Mare was concluded in 1711, both postmen's and military horns remained silent.

Hungarian Postal service when Institutions of Colonial, Feudal Absolutism of Habsburgs Were Shaping

After the failure of the war for independence lead by Rakoczi, there were even more obstacles in the way of the civic development in Hungary. The reasons were partly the failure of the fight for the national independence, partly the out-off-datedness of the Hungarian economy, even if compared to the hereditary provinces of the Habsburg Empire.

At the beginning of 18th century, also in Hungary mercantilism was the prevailing policy in the filed of economy. However, good results of such policy were impeded by the fact that public administration was not Hungarian but foreign.

The colonial system was built up gradually. After the peace was concluded in Satu Mare in 1711, Habsburgs aimed at extension and consolidation of their centralized power in Hungary. To achieve this goal, they reshaped the power enforcement mechanism, which then gradually turned into the base of the colonial system.

A royal regulation issued in 1711 provided for reconstruction of postal stations in Hungary and Transylvania. Postmasters who were faithful to Habsburgs and therefore expelled by the Hungarian anti-Habsburg rebels

Kuruc were put back in their positions; their salary started to be paid to them again. Though when Charles III (1711−1740) came to the throne, he confirmed that the Post was the fief of the Paar family, the Law XXII of 1715, which passed at the Parliament held from 1712 to 1715, provided that postmasters and veredars, who were responsible to the Postmaster General (generalis postarum magister), should be Hungarian, moreover, nobles owing estates. It was a clear sign that the Hungarian Parliament did not wish to accept the Paar family's feudal rights. The intention of the Hungarian Parliament, however, stayed only on paper, as it happened in so many other cases. The Post Office was controlled by the Paar family anyway, which awarded postmaster positions to whom they wished. More profitable positions were awarded to foreigners, while less profitable ones – to Hungarian nobles, to 'comply' with the provisions of the Law.

At the Parliament of 1722−1725, a series of laws handling such issues as industry and trade, re-locating of population, and water transport passed, taking into account the economic circumstances of the country. Based on such financial considerations as the exhausted Treasury, Charles III decided to draw the postal institution under government control, in Hungary, in Bohemia and in Austrian hereditary provinces alike.

According to the agreement of 1722, the Paar family waived its privileges, for which the Post had to pay to it the annual compensation of 60,000 forints. From that time on, the Post was to be governed by the Main Post Office at the court in Vienna. However, the senior officer would always be the eldest male member of the Paar family, who would have the right for the appointment of the important positions. On top of this, all members of the family could use the postal service free of charge, both for correspondence and transportation.

The intention of the court in Vienna was to turn postal service into a royal institution representing a common policy, similar to foreign or military affairs and finances in all states under the Habsburg rule. Charles III finally implemented the reform from 1 July 1722. First came the declaration that the right to establish postal stations was royal, later Emperor's coat of arms was mounted on all postal stations. All postal stations and Austrian post offices became responsible to the Main Post Office at the royal court in Vienna. Beginning from 1 July 1722, the postal fee of 6 kreutzers charged for half a lot was increased to 8 kreutzers, while the price of 6 kreutzers for the letter delivery to foreign countries for the same qweight class remained the same.

To protect the postmasters' right to transport passengers, a patent was issued in 1726 allowing passenger transportation by relay horses and using four-in-hand coaches (which was the same way as used by the Post) only to some privileged carriers. For such privileged carriers, who rented out their coaches and horses, there were fixed fees set. Where there were postal routes, private couriers were not allowed to run. Messengers of lords could deliver exclusively their masters' letters. However, in the areas where there were no postal service, any means could be employed.

From that time on, only royal correspondence and that of certain government authorities could be carried on free of charge. Until 1741, Hungarian towns and counties had to pay a lump sum for postal service. The council in Buda, for example, paid 100 forints for its official correspondence in 1726. The lump sum fees for towns were cancelled by the Law XXXI issued

in 1741.

In 1743, Maria Theresa entrusted the general chancellor with the management of the Post. The Paar family could still retain the right to appoint certain officers. The royal Chamber, on the other hand, retained the right to manage finances of the Post, and to propose persons to the King to control income at major post offices.

In 1750, the management of the Post Office was transferred to the authority named *Directorium in Publicis et Cameralibus*. Within this authority, a separate office for postal issues was set up. In 1755, a royal postal committee was set up, its president being a member of Paar family. The Post, thus drawn fully under government control, was completely restructured. Large post offices were managed by government officials instead of postmasters employed under contracts. These post offices functioned as monitoring offices (praefectura), and were public administration organs superior to the offices of postmasters.

Postal stations operated under following detailed rules:

1/ All civic, military and religious authorities, all offices, all landlords, and generally everybody had to protect and support the Post.

2/ To demonstrate the special, privileged status, the royal coat of arms had to be displayed on postal stations and the facilities belonging to them. The display of coats of arms on postal buildings dates back to this time.

3/ Putting up soldiers in postal buildings was prohibited.

4/ Postmasters and their employees were not subject to any kind of taxation or other types of public duty, while mail carriers did not have to pay any customs, fees for crossing bridges or using ferries and roads.

5/ The use of postal horses for public works was prohibited.

6/ Upon hearing the sound of postal horns, all passengers and light vehicles had to keep off the road, heavy vehicles had to stop, marching military units had to provide sufficient space.

7/ Impeding the movement of coaches or employees carrying mail was to be punished.

8/ Misuse of postal liveries (amictus postalis), postal strings (funiculus) or postal horns (cornu) was to be punished. Postmasters were to be supported, when they were setting up postal station along main roads, or when they were in need of horses, fodder or any other means to fulfil their duty.

9/ In the event a postal horse died, the postman was entitled to take any horse he found on the road on in the field to get to the next postal station.

10/ In the event of bad weather, the postman could leave the road, and continue his way off road until he found another good road.

11/ In case postmen were attacked, anyone who learnt about this had to inform the authorities about this event, so that they could start to persecute the perpetrators and to restore the damage.

12/ In case a postman had an accident on the road, the first person to see it had to take the mail to the nearest locality, where the landlord or the authority had to forward this mail to the next postal station.

The extension and the development of the road network was an important pre-condition for the increase of postal traffic; the improvement of road

infrastructure was a priority for the economic policy of mercantilism.

The state put the financial burden of the development of road infrastructure on tax payers in the first place. Only exceptionally did it cover some parts of it. The state preferred to participate in the management and monitoring of this infrastructure, believing these were the duties of the government. In the first part of the 18th century there was only one large scale public road construction in Hungary – the Karoly (Charles) road, which connected Karlovac with Porto Re and Buccari. It served military purposes in the first place, but was also important from the economic point of view, because it created opportunity for Hungarian products to be taken to the sea.

Introducing Mail Coaches in Public Postal service

While Maria Theresa was on the throne (1740−1780), mail coaches for transportation of persons and mail items were introduced. Until that time, postmasters provided passengers with horses or regular coaches, the income going directly to the postmaster. These new coaches, however, ran according to a time schedule, and carried passengers, mail items, and money. On this new type of coaches, there were conductors, who looked after mail items, and ensured that the journey went on in order.

In 1749, Maria Theresa ordered that this new type of coaches should run on all major postal routes. They were organised and managed by Baron Lilien, who was the agent of prince Taxis in Vienna.

To manage these coach routes, a chief department was established in Vienna on 15 October 1750, followed by departments in all province capitals. These departments managed these lines independently from the royal Main Post Office.

In 1750, a royal patent was issued prohibiting carriers from competing with the Post Office. It meant that they were not allowed to transport money or goods of the value below 20 Vienna pounds on the routes where there were coach routes operating. Private carriers could undertake such tasks only in case the Post Office did not have the capacity for transporting some mail items.

In Hungary, this new type of coaches was introduced on 18 September 1752. Up to the end of 18th century, there were only three such routes, as far as our knowledge goes:

1/ Vienna – Pozsony, running daily;

2/ Vienna – Buda, running once a week;

3/ Buda – Timisoara – Sibiu, running every four weeks.

Every Monday morning at 8 o'clock, a coach set out from Vienna, arriving in Buda on Wednesday morning. From Buda, it started every Sunday at 8 o'clock, and arrived in Vienna on Tuesday midday. Letters and mail items were delivered to recipients by postmen. Money and mail items des-

tined to Vienna had to be collected before Saturday 6 p.m. Transportation fee was cheaper than by letter postal service.

When letters containing money were sent, they had to be handed in open. After the amount was checked, they were sealed both with the seal of the sender and with the official seal of the office. When a mail coach was carrying a large amount of money, an armed soldier went as well; he received daily payment of 1 forint. Passengers were charged 20 kreutzers for a mile. The whole amount was to be paid in advance. A 5 kreutzer tip was payable to the driver at each station. Passengers were allowed to take 50 pounds of luggage free of charge.

In case of shorter distances, coaches made two miles within three hours; at longer distances they covered three miles in five hours.

In 1749, there were ten postal routes in Hungary, on 454 miles and with 165 postal stations altogether. The terminals were the following:

1/ Vienna – Pozsony

2/ Vienna – Sopron

3/ Vienna – Körmend

4/ Vienna – Pétervárad

5/ Vienna – Járfalu

6/ Vienna – Buda (first line)

7/ Vienna – Buda (second line)

8/ Vienna – Buda (third line)

9/ Vienna – Debrecen

10/ Vienna – Ruzomberok.

On these routes, carriers usually ran twice a week, either on horseback or in light coaches.

Letter mail services collected letters or parcels up to 5 pounds. Heavier mail items were to be sent by mail coaches circulating once a week.

Introducing mail coaches did not mean, of course, that a complex network of routes appeared overnight. As already mentioned, at the end of the 18th century there were only three such routes. Passengers were normally carried in postmasters' coaches or in their own ones. If a coach was too heavy, or overloaded with luggage, additional horses were used, on passenger's expenses. Passengers or persons related to them were not allowed to use whips. If a passenger booked a horse in advance, he had to pay 30 kreutzers booking fee. For journeys, passports were needed.

Everybody who arrived in a coach or on horseback had to be able to carry on his or her journey immediately. In case it was not possible because there were no horses available, and there was no way to get horses from the population, the passenger had to wait.

Owners of taverns, citizens and serfs were not allowed to transport passengers in covered coaches or coaches for fees. Neither were they allowed to rent out their horses, except on such locations where there were no postal

routes.

Drivers often blew postal horns on their way. It was very important, since this was the way to let vehicles arriving from the opposite direction know that they had to give way to a mail coach. Sometimes such vehicles which pulled over got stuck in the mud for hours, and could resume their journey with great delay. However, safe movement of postal vehicles had to be ensured at all costs, since they served the interests of both authorities and private persons.

Postal horns were frequently misused, mainly by nobles. Their aggressive behaviour and sometimes disguising their coaches as postal ones kept people on Hungarian roads in terror.

Postmen had to keep journals and travelling warrants (document containing arrival and departure times of their journeys). From these travel warrants, postmasters could always see what had caused a mistake or a delay, or what the reasons for damage had been, as well as who had been responsible for these. Postmasters were wholly responsible for the work of postmen.

In travel warrants, data on post mail items, as well as their arrival and departure times were recorded. One horse always had to be kept for urgent mail (estafette). In case postmen coming from the opposite direction met on the road, they had to exchange their urgent and regular mail; in case they were in coaches, they had to exchange horses, in order to get back to their postal stations more quickly.

Letters had to be closed before sending. If a letter was destined to a smaller location, the nearest town or post office had to be indicated in the address. A regulation from 1750 provided that the location to where the letter was sent always had to be indicated above the address. Regular postal service (ordinaria) did not deliver alimentation products. After letters arrived in bigger cities, they were kept at the post office for 24 hours prior to delivery, so that recipients could come and pick them. In the event no one came to pick a letter, it was delivered to the recipient by a postman.

When letters were collected at post offices, they had to be weighed. The postmaster wrote the weight and the fee paid on the back of the letter. The part of the fee to be paid by the recipient was written on the front part. Fees collected from senders were recorded in ‘sent’ books, while those collected from recipients – in delivery books. These had to be attached to the monthly bookkeeping report. On top of this, the fees were entered into the document accompanying the letter.

If there were more letters destined to one destination, they were bundled together. When dispatched to smaller locations, they were processed at classifying stations.

Offices kept separate journals on departing and arriving post, on urgent mail, and on registered letters.

At the middle of the century, registered delivery with acknowledgement of service was introduced, following the example of warrants summoning to the court. Courts had been using acknowledgement of service for long for their letters; these had to be signed by the recipient upon receiving the letter. The postal station had to send these receipts back to the court immediately. From the middle of the 18th century, this kind of correspondence could already be chosen by private persons, if the sender paid for the receipt being

sent back. These letters were called '*recomandirt'* at the time.

When mail coaches were introduced, the Post started to accept letters containing money. Consequently, from 1755 money could be sent in *recomandirt* letters in the following way: the sender put the amount of money, which he/she had previously counted, in front of the post office worker, who acknowledged it by issuing a receipt to the sender. In case the money was lost or robbed, full compensation was payable to the sender. Sending money had turned into a very important demand by that time; this procedure was meant to satisfy it. As a result, postal traffic increased significantly.

In 1750, shared postage fee was cancelled: in case of domestic correspondence and in hereditary provinces, total fee had to be paid upon delivery. However, when correspondence involved foreign countries, total fee was payable by the sender. In 1751, the shared payment of the fee was re-introduced, along with new rates.

The location where a letter was collected could be written by hand or indicated by a postmark, depending on the postmaster. The oldest known Hungarian postmark indicating location is the one on a letter sent on 13 April 1752 in Debrecen.

To spare writing by hand, postmasters started to use postmarks, in order to be able to indicate the location more quickly and with less effort. At the beginning, postmarks were applied either on the front or on the back side of the letter. From 1768, they usually appeared only on the front side. Sometimes letters were postmarked by transit post offices as well.

In 1748, letter collecting points were set. Where such letter collecting points did not exist, letters were taken to postal stations by private messengers, who paid the half of the postage fee to the postmaster; in case the distance exceeded three miles, he paid only one-third of the postage fee. Postmasters issued receipts to the messengers. If there were no postal service at all between any two locations, anybody had the right to collect and deliver letters there. Also, farms, people in high administrative positions, and townships were allowed to employ their own messengers to deliver their official post. However, these messengers were not allowed to take other letters. They were to be registered at the nearest postal station, and were to be given a messenger badge there.

Messengers could deliver commercial mail items from abroad and correspondence strongly related to it. Collecting and delivering any other kind of correspondence was prohibited. Compliance with this rule was controlled by customs offices on the borders. Where mail coaches were running, shipping of parcels lighter than 8 pounds or newspapers was also prohibited.

When daily postage delivery was introduced, the employment of town or other licensed messengers was limited further. However, certain townships stood up against these limitations, referring to the fact that messengers were not only delivering news but carrying out purchases for civic population and those involved in industries. These townships also argued that these messengers were also involved in delivering money and official reports of larger scale, which would have been extremely expensive by postal service.

The position of postmaster was usually granted to well-off local land owners. In the event of his death, the office passed on to his widow or son, or a person who was capable of purchasing the building and the equipment of

the postal station.

In the second part of the century, postmaster positions were also granted without hereditary right. In such cases, in the event a postal station ceased to exist or was taken away, the postmaster was awarded compensation of 800−12,000 forints. Under certain conditions, postmasters could also sell their postal station, or hand it over to another person.

Some postal stations were hereditary, while others not. Hereditary stations delivered letters free of charge, while other stations were paid for this service. However, all stations received a proportional part of the revenue generated by certain services (transportation fees, horse hiring fees, postage fees). For the managing of the mail coach service, they received 5% of the income.

In many places, the remuneration of postmasters was supplemented by the right to use the lands belonging to the post office. Pastures and meadows in the vicinity of postal stations were often provided for relay horses.

A typical institution of the time was *cambiatura*, set up by Count Mercy (General) on the territory of Temes Banat, which was taken back from the Turks. To ensure transportation, in 1719, Count Mercy ordered to repair roads and ferries as soon as possible. At the time, roads were impossible to use, and commercial agents, tradesmen and messengers were not able to get anywhere.

At the beginning, transportation of persons, luggage, and goods was in the hands of the Treasury. Carriers were resigned German soldiers in most cases, who were responsible to district managers. Apart from coaches to transport people, at stations ox carts were available too, for freight transportation. At the beginning, there was no single tariff system. In places where there were no taverns, postage carriers had to provide accommodation and alimentation for passengers at reasonable price.

On top of this, *Banatisches Fuchrwesen*, a private transportation company, was established in 1727, with its licence issued by the Royal Chamber. It maintained postal traffic between Vienna and Timisoara once a week. It was exempt from customs and the payment of the one-thirtieth (a kind of tax); on the other hand, it did not receive any other kind of government support.

The stations of *cambiatura*, which was set up by Mercy and financed by the Treasury, were located at 5 miles apart from each other. The appointed owners of these *cambiatura* stations received regular annual payment from the Treasury. They could leave these stations to their heirs, or they could sell them. On the other hand, they had to ensure that at any time there were at least eight good horses with appropriate equipment, two saddles, two coaches, and two drivers available. For public servants, the journey to the next station cost 17 kreutzers, while for private persons 24 kreutzers. The same price was payable for urgent mail (estafette). At the beginning, *cambiatura* transported only public servants and urgent mail, but later it undertook transporting private persons as well.

Soon *cambiatura* stations were assigned to transport postage, as well as to collect and deliver letters. In the event a *cambiatura* showed that there was demand for postal service in the area, it was turned into a postal office.

On the territory of Croatia and Slovenia, as soon as the Turks were ex-

pelled from there, *cambiatura* stations were so successfully used, that they existed until as long as 1848, since in some sparsely populated areas setting post offices was not profitable.

Postal service at the Time of Enlightened Absolutism

The most typical representative of the enlightened absolutism in the Habsburg Empire was Josef II (1780−1790). Having recognised the crisis of the feudal system, he became a true representative of the enlightened absolutism, whose goal was to modernise the existing system.

The new way of thinking was lucidly expressed in the measures related to the Post.

As early as 1781, Josef II provided that procedures should be simplified by dropping unnecessary formalities. In 1783, he dismissed the Royal Postal Committee. The duty to equip postal stations and routes, as well as termination of such, was imposed on the Royal Chancellery and Chamber. The Chamber was also responsible for domestic postal service, mail processing, and fee management.

The Postmaster General remained responsible for personal issues. However, managers of supervising post offices, chief officials and supervisors of mail coach services, as well as hereditary postmasters were appointed by the King, on the basis of the proposals by the Postmaster General.

The monitoring of finances and money management remained in the hands of the Auditing Board of the Post Office responsible to the Royal Court. However, the Hungarian Governing Council assumed following authorities related to the postal service in Hungary:

1. Deliver justice in cases when general rights of the Post Office declared in Hungary were breached;

2. Implement measures when postal employees or postmasters carried out some kind of abuse, its victims being, for example, passengers;

3. Implement measures when counties or townships did not repair destroyed bridges or roads, in spite of being advised to do so;

4. Implement measures when a postmaster made a complaint to the governing council.

The internal management of the Post, its schedule, business regulations, and rates continued to follow the rules set by the Main Postal Directorate in Vienna and applied to Austrian provinces too.

At the time of Josef II, the first Hungarian language newspaper called *Magyar Hírmondó* (Hungarian News) appeared in Pozsony. For its delivery, the Post charged 1 forint for a copy for half a year.

In 1786, Josef II travelled all over the country. While travelling, he was able to personally experience how postal service worked. For this reason, as soon as he got back to Vienna, he issued an order to the Governing Council to establish new postal routes. As a result, in 1787 following routes started to operate: Buda- Szentes-Oradea and routes leading to Arad (one connecting Oradea and Cluj, and another from Székesfehérvár to Körmend and Kanizsa). The *cambiatura* routes were more and more frequently involved in postal service.

In Hungary, Croatia and Slovenia included, there were 8 postal districts with centres in Buda, Pozsony, Kassa, Temesvár, Zemun, Kőszeg, Varazdin, and Osijek. In Transylvania, the postal directorate was in Nagyszeben (Sibiu).

All these arrangements could have served a sound base for improvement of postal service in Hungary, and could finally have enhanced a well-functioning, well-organised, and strong postal institution. However, the governing social class in Hungary, which grew very hostile to the Post, was getting prepared to resist, because of such concepts as taxes imposed on nobility and land surveying, and because of the mandatory use of the German language. Governing Hungarian groups hated the Post, perceiving it as a form of excessive extension of the power of Vienna. They impeded functioning of this extremely repelling institution as much as they could. Due to this, butchers and begging friars took up letter delivery. Nobles and religious orders also avoided the postal institution, sending their letters employing messengers, who took these letters to neighbouring farms, to be then taken further by another messenger to the next farm. Thus, separate private delivery services operated parallel to the official postal service. They tried to avoid the official institution not only when delivering letters but also when transporting passengers, for which they used their own coaches. Also the number of private drivers increased dramatically, their services being much more expensive and slow.

The Hungarian Postal Service in the Period of Transition from Feudalism to Capitalism

The illusion that Habsburg reforms might transform Hungary was destroyed during the reign of Francis I (1792−1835).

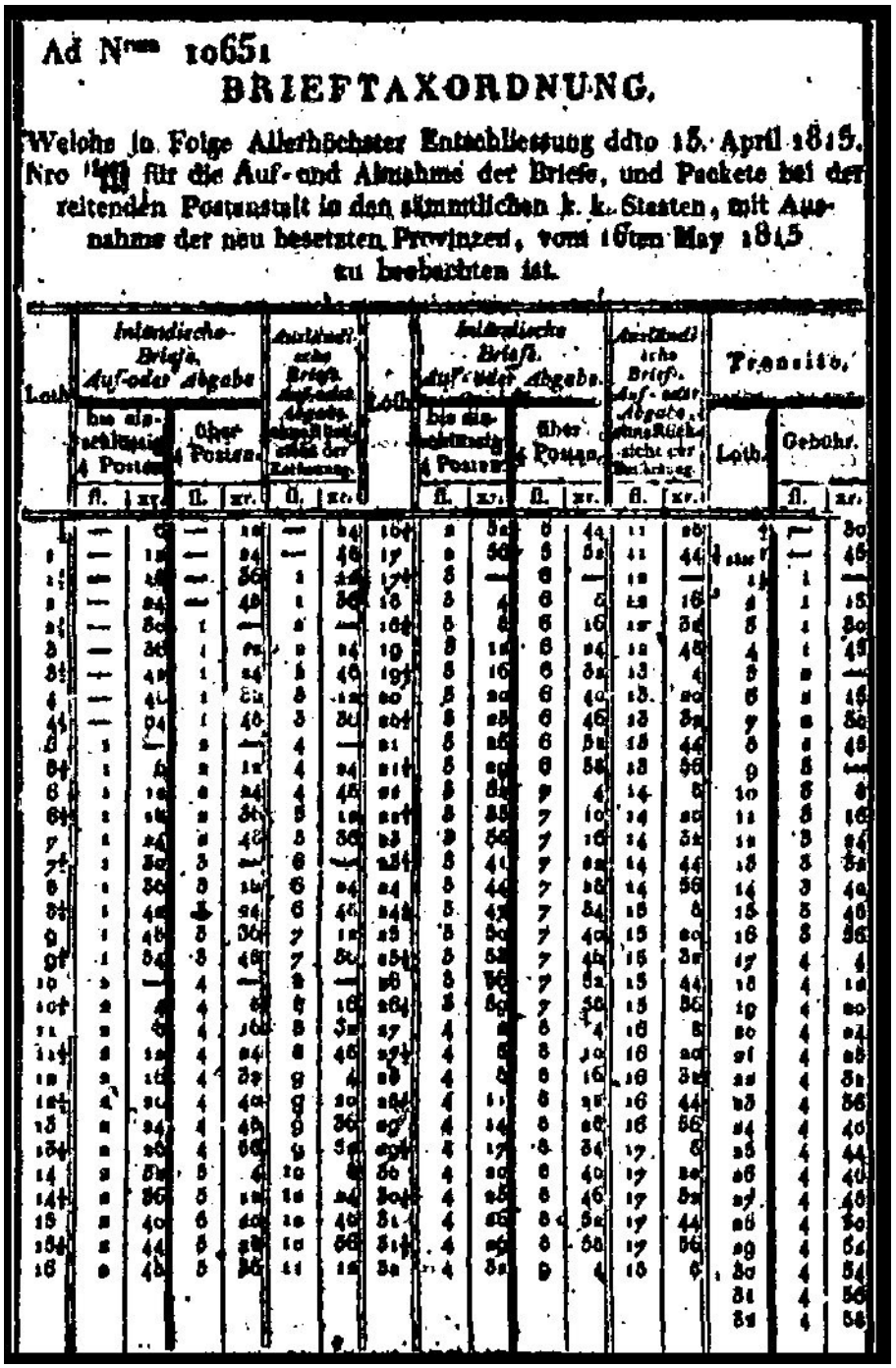
Austria was still excessively controlling the Hungarian Post, retaining its power over it. To dismiss charges of being anti-constitutional, it argued that collecting postal revenue and defining postal rates was a royal right.

Austrian postal management tried to cash on the fact that the discipline of the personnel was very poor, and the interests of the institution were not regarded at all. At the national convent of 1802, even ambassadors vehemently attacked the Post.

In 1803, the Governing Council issued a regulation in which it warned postmasters to maintain discipline. Otherwise, they would have become subjects to an extremely strict procedure, while postmen would have been beaten.

In a document issued in 1808, Francis I complained to the Chancellery of the Royal Court that letters were being forwarded and delivered extremely slowly, arriving at their destination in as long time as two or three weeks.

In 1813, Karoly Paar resigned from the position of general manager for postal affairs, just as one of his predecessors, who denounced his privileges in 1722. He retained solely the position of postmaster general. From that time, the family was entitled to 66.000 forints from the revenue of the Post Office, free travelling, as well as the right to use the postal horn. The family was also exempt from postal fees.



Ad Nrum 10651

BRIEFTAXORDNUNG.

Welche in Folge Allerhöchster Entschliessung ddto 15. April 1815. Nro [illegible] für die Auf- und Abnahme der Briefe, und Packete bei der reitenden Postanstalt in den sämmtlichen k. k. Staaten, mit Ausnahme der neu besetzten Provinzen, vom 16ten May 1815 zu beobachten ist.

Loth	Inländische Briefe. Auf- oder Abgabe. bis die Entfernung 4 Posten fl.	xr.	über 4 Posten fl.	xr.	Ausländische Briefe. Auf- oder Abgabe. ohne Rücksicht der Entfernung fl.	xr.	Loth	Inländische Briefe. Auf- oder Abgabe. bis die Entfernung 4 Posten fl.	xr.	über 4 Posten fl.	xr.	Ausländische Briefe. Auf- oder Abgabe. ohne Rücksicht der Entfernung fl.	xr.	Transito. Loth.	Gebühr. fl.	xr.
½	—	6	—	10	—	24	10½	2	32	6	44	11	26	½	—	30
1	—	12	—	24	—	48	11	2	56	6	52	11	44	1	—	45
1½	—	18	—	36	1	12	11½	3	—	7	—	12	—	1½	1	—
2	—	24	—	48	1	36	12	3	4	7	8	12	16	2	1	15
2½	—	30	1	—	2	—	12½	3	8	7	16	12	32	2½	1	30
3	—	36	1	12	2	24	13	3	12	7	24	12	48	3	1	45
3½	—	42	1	24	2	48	13½	3	16	7	32	13	4	3½	2	—
4	—	48	1	36	3	12	14	3	20	7	40	13	20	4	2	15
4½	—	54	1	48	3	36	14½	3	24	7	48	13	36	4½	2	30
5	1	—	2	—	4	—	15	3	28	7	56	13	52	5	2	45
5½	1	6	2	12	4	24	15½	3	32	8	4	14	8	5½	3	—
6	1	12	2	24	4	48	16	3	36	8	12	14	24	6	3	15
6½	1	18	2	36	5	12	16½	3	40	8	20	14	40	6½	3	30
7	1	24	2	48	5	36	17	3	44	8	28	14	56	7	3	45
7½	1	30	3	—	6	—	17½	3	48	8	36	15	12	7½	4	—
8	1	36	3	12	6	24	18	3	52	8	44	15	28	8	4	15
8½	1	42	3	24	6	48	18½	3	56	8	52	15	44	8½	4	30
9	1	48	3	36	7	12	19	4	—	9	—	16	—	9	4	45
9½	1	54	3	48	7	36	19½	4	4	9	8	16	16	9½	5	—
10	2	—	4	—	8	—	20	4	8	9	16	16	32	10	5	15
10½	2	6	4	12	8	24	20½	4	12	9	24	16	48	10½	5	30
11	2	12	4	24	8	48	21	4	16	9	32	17	4	11	5	45
11½	2	18	4	36	9	12	21½	4	20	9	40	17	20	11½	6	—
12	2	24	4	48	9	36	22	4	24	9	48	17	36	12	6	15
12½	2	30	5	—	9	48	22½	4	28	9	56	17	52	12½	6	30
13	2	36	5	12	10	12	23	4	32	10	4	18	8	13	6	45
13½	2	42	5	24	10	36	23½	4	36	10	12	18	24	13½	7	—
14	2	48	5	36	10	48	24	4	40	10	20	18	40	14	7	15
14½	2	54	6	—	11	12	24½	4	44	10	28	18	56	14½	7	30
15	3	—	6	12	11	36	25	4	48	10	36	19	12	15	7	45
15½	3	6	6	24	11	48	25½	4	52	10	44	19	28	15½	8	—
16	3	12	6	36	12	12	26	4	56	10	52	19	44	16	8	15
														16½	8	30
														17	8	45

Letter fees in 1815

In Hungary, an attempt was made to use this event to create independence of the Hungarian Post, but in vane. The only achievement was that from that time Hungarian postal officials were appointed by Hungarian public authorities.

Austria tried to shape a true espionage organisation from the post offices, in order to constantly monitor and apply censorship to the correspondence carried on by Hungarian administration and population. Postmasters arrested even the official correspondence of counties. The national convent of 1825 stood up against this phenomenon, but with no success whatsoever. Political espionage went on even more excessively.

Certain counties abandoned using the Post. Instead, they employed their own horseback messengers to maintain their correspondence. The persecution of the newspaper published by Lajos Kossuth was typical of this system. Prior to closing the National Convent of 1832−36, Kossuth distributed his paper

called Országgyűlési Tudosítások (National Convent News) in closed envelopes. After the Convent had been closed, Metternich's government banned this publication. Neither appeal by the Pest County Convent, nor Governor's mediation could change this situation. From that time on and until his arrest in 1837, Kossuth could distribute his paper only employing horseback messengers, with the help of counties. And Kossuth was not the only one whose correspondence was censored. Censorship was also applied to the correspondence kept up by the members of the National Convent. Certain letters were opened, their content summarised and forwarded to Metternich or Francis I himself.

In his letter written 1836 to the Ugocsa county town clerk, Lajos Kossuth wrote the following, 'The post is slow, costly, and not believable.'

In spite of all this, hypocritically enough, breaching of postal secret was strictly punished. Punishment was applied in all cases except when the 'cabinet noir' was involved.

In 1838, the Governing Council issued its own regulation, allowing post offices to compile reports in Hungarian language. The regulation was based on the Law XVI of 1790, in which the King instructed nobles not to use foreign languages for any kind of affairs. The Governing Council was also interested in retaining post offices in the hands of the well-off members of nobility, who proved 'good Hungarians', as regards the interests of the governing social class. This way of thinking was already entirely manifested when the new route Győr-Székesfehérvár-Szekszárd opened in 1839. The postmasters of the route were: Count Miklós Eszterházy, Baron Károly Lusinszky, Count Károly Zichy, Count Lajos Széchenyi, and a noble József Horváth. The new route was twenty hours shorter than the one called 'Turkish post', which passed by Belgrade and Nis; messengers on the new route ran twice a week.

On 17 November 1840, the Governing Council provided that post offices should use only Hungarian language forms; registration forms for domestic deliveries had to be filled in Hungarian, while for deliveries abroad or to Austria in Latin.

By 1844, the Hungarian language dominated public administration and public education. Based on the Law II from 1844, the Hungarian language was declared official at all postal authorities. The Law V of 1844 declared that also those not holding noble titles could apply for all kinds of positions at the Post. A regulation issued by the Governing Council in 1847 stated again that postal stations had to use exclusively the Hungarian language in their official documents and reports.

The Court in Vienna could not do anything but acknowledge the Hungarian changes. An eloquent fact testifying to this was that the forms of the Hungarian mail coach service managed from Vienna were printed in two languages – one side was in Hungarian, the other in German. The instruction said that for the mail to be delivered within the country the form had to be filled in Hungarian, while for that destined to Austria they had to be filled in German.

In 1837, a new Postal Patent was issued. It specified in detail the exclusive royal rights of the Post, which included the delivery of letters and periodicals, as well as passenger transport. At the same time, the exclusive right

to deliver goods ceased to exist.

The patent became effective in 1838 only in Austria. In Hungary and Transylvania, however, the postal administration did not introduce the patent itself, only its two appendices on the business rules and administrative arrangements − the one issued on 1 November 1838 referred to the mail coach service, while the one issued on 1 May 1839 to the letter delivery service.

This fact was significant, since it meant that the Austrian Postal Patent was not in force in Hungary. Consequently, many businesses competing with the Post Office were set up there. The most widely spread was the one called 'quick peasants'. Other ones to be mentioned were Pest-Balaton quick coaches, Biasini quick coaches, the latter running between Oradea and Cluj. Later these private enterprises took up letter smuggling, on top of package delivery. This caused a lot of trouble, and provoked action from post directorates. When these enterprises tried to operate on the territory of Austria, the Austrian Postal Directorate confiscated their horses and sued them, accusing them of breaching postal revenue rules. In 1840, after many debates, it was finally declared that professional Hungarian carriers were entitled to take passengers who had official passports to destinations in Austria, provided they did not change horses there. In such way, their activity did not breach the rules of postal revenue.

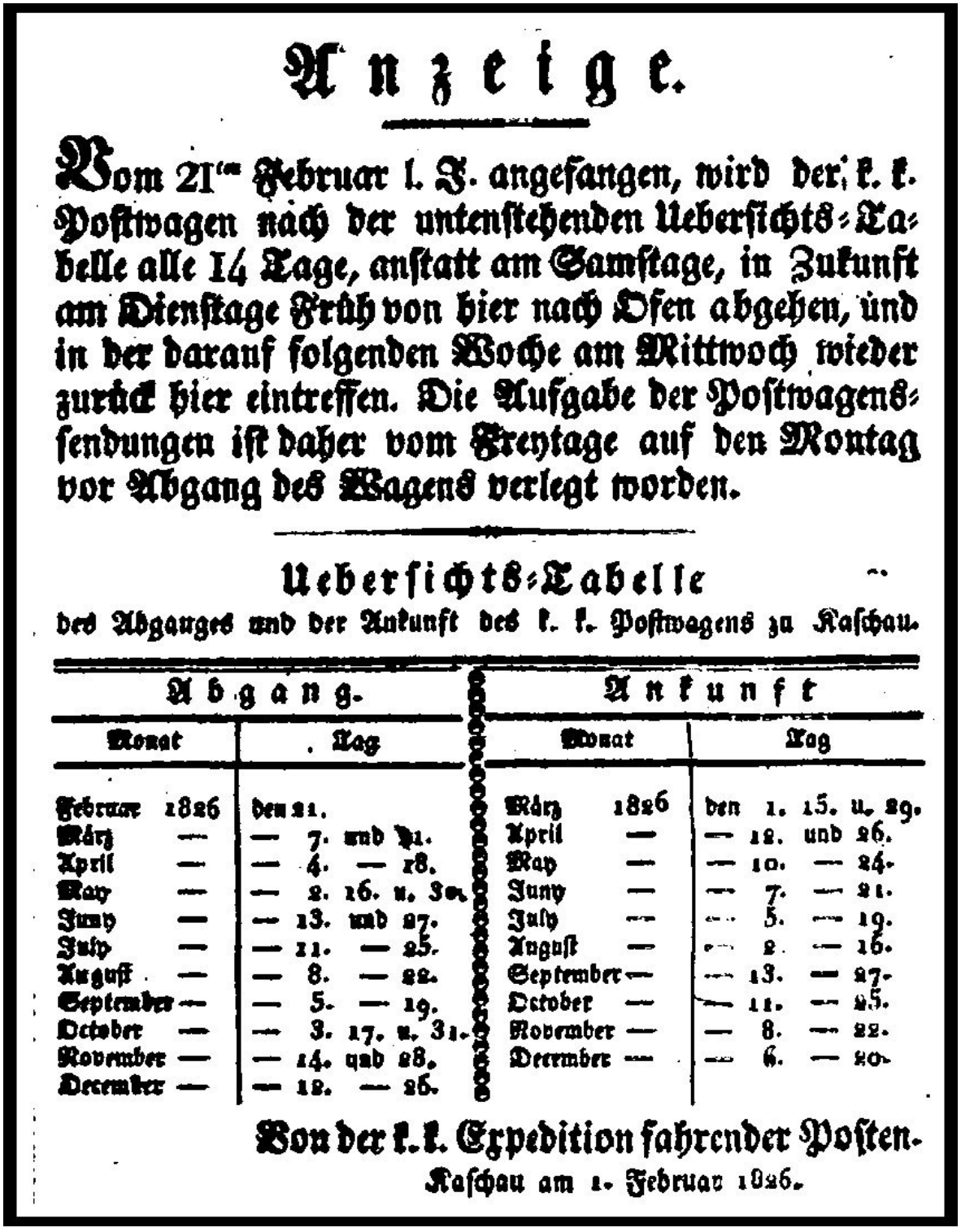
In 1823, the director of mail coach services in Vienna Maximilian Ottenfeld surprised the Postal Directorate with a new proposal – to employ light coaches capable of transporting maximum only five passengers, running also at night; these would be pulled by four relay horses. The Post Directorate accepted Ottenfeld's proposal for a trial period. In 1823, the first quick coach, painted in black and yellow, was launched between Vienna and Brno, and later between Vienna and Prague. While for the old coach it took five days to get from Vienna to Prague, the new one made this distance in thirty-six hours. The new invention was very successful. From 1824, such quick coaches were also launched from Vienna to Pozsony. They ran every day, and made the distance between Vienna and Buda in 31 hours, instead of the former 49 hours. These coaches started from Vienna at 7 p.m., and arrived in Buda at 1 a.m. on the third day. To Vienna, they started at 4 p.m., and arrived in Vienna at 11.30 p.m. the next day.

Passengers paid 14 forints 54 kreutzers in silver for the journey, which enabled them to also take along 50 pounds of luggage.

Coaches were still running from Buda through Győr to Vienna when Pest and Vienna were already connected by railway. They carried letters as well. Luggage, bigger cases, or heavy boxes, etc. were taken in carts going behind the quick coach. Sometimes also these carts transported a few passengers. At the beginning of the 19th century, there were 365 postal stations in Hungary, Croatia and Slovenia included; in Transylvania there were 56. On top of this, in Hungary there were 24 letter collecting points, while in Transylvania only 3 such points.

In 1829, mail coach and letter delivery services merged in Austria. In Hungary and Transylvania there was resistance to such move. The Governing Council and the Chief Governing Authority took a stand against the merge – mail coach services were managed from Vienna, while letter delivery services were considered a Hungarian public institution. Consequently,

in Hungary, letter delivery services were managed by the Governing Council and the Chief Governing Authority, while mail coach services – by departments in Buda and Sibiu, Transylvania, which were subordinate to the Main Postal Directorate in Vienna.



Anzeige.

Vom 21ten Februar l. J. angefangen, wird der k. k. Postwagen nach der untenstehenden Uebersichts-Tabelle alle 14 Tage, anstatt am Samstage, in Zukunft am Dienstage Früh von hier nach Ofen abgehen, und in der darauf folgenden Woche am Mittwoch wieder zurück hier eintreffen. Die Aufgabe der Postwagenssendungen ist daher vom Freytage auf den Montag vor Abgang des Wagens verlegt worden.

Uebersichts-Tabelle

des Abganges und der Ankunft des k. k. Postwagens zu Kaschau.

Abgang.		Ankunft	
Monat	Tag	Monat	Tag
Februar 1826	den 21.	März 1826	den 1. 15. u. 29.
März —	— 7. und 21.	April —	— 12. und 26.
April —	— 4. — 18.	May —	— 10. — 24.
May —	— 2. 16. u. 30.	Juny —	— 7. — 21.
Juny —	— 13. und 27.	July —	— 5. — 19.
July —	— 11. — 25.	August —	— 2. — 16.
August —	— 8. — 22.	September —	— 13. — 27.
September —	— 5. — 19.	October —	— 11. — 25.
October —	— 3. 17. u. 31.	November —	— 8. — 22.
November —	— 14. und 28.	December —	— 6. — 20.
December —	— 12. — 26.		

Von der k. k. Expedition fahrender Posten.

Kaschau am 1. Februar 1826.

Official proclamation of the Kassa post coach expedition about the coach line Kassa-Buda in 1826.

Status of postal employees and mail processing at the beginning of the 19th century

By the beginning of the 19th century, the status of postal employees had been shaped. Salaries, as compared to the prevailing conditions of the time, were low. Supervisors received 400 forints, while officers 250−300 forints.

Additional fees constituted the bigger part of the employees' income. These were the fees payable for example for acknowledgement receipts (3 kreutzers), newspaper packaging, delivery, notification, etc. They were added up and distributed among employees with no regard to what offices they held. As a result, the staff worked very hard, in order to avoid the demand for further employees. The additional revenue sometimes reached 800−1000 forints. In 1842, the ways to earn additional income were abolished, as a part of the measure introducing a new tariff system. For compensation, allowances were introduced.

Postmasters were either paid a share of the profits generated by collecting postal fees, or received a set salary. Another part of their income came from the fees collected for transportation services. They also had the right to use some lands belonging to the Treasury. In some cases, it was possible to inherit a postal station, or receive compensation in case it closed. Later, such rights were not granted any more. Instead, postmasters were employed on the basis of contracts.

In 1845, postmasters started a national movement to improve their status. Two representatives of each Hungarian directorate held a meeting in Pest, and elected a deputy to represent their interests at the Governing Council and the Main Postal Directorate in Vienna. We do not know what results these events had.

Apart from letters and parcels, the Post shipped and delivered newspapers too. Subscriptions for newspapers could be paid at the publishers' or at a post office. For newspaper delivery, the Treasury received 10−15% of subscription fee. The post office which placed the order received 12−15 kreutzers additional fee, and a free copy for each ten copies. Subscription fees were forwarded by post offices free of charge. In 1840, 26 Hungarian, 18 German, and 9 other language newspapers were published in Hungary.

In 1819, forms were introduced into postal traffic, as a new type of mail. To send forms (*currens*), reduced prices were applied, which constituted one-third of the regular letter fee.

In 1830, *poste restante* was introduced in Hungary. Such mail items were to be preserved at post offices for three months, later for one month. Solution was also found for non-delivered letters. The list of such letters had to be displayed in post offices, and published in newspapers. To facilitate collecting letters, boxes for letter collecting were introduced. Naturally, at that time only postage due letters could be dropped into these boxes. They were black and yellow; on their front side a paper sheet advising on how to use these mailboxes was adhered.

Letters containing money could be sent only by mail coach services. Money had to be taken to the post office in an open envelope, which was then sealed by the seals of both the sender and the post office.

From 1843, it was allowed to send money or smaller parcels through letter delivery service, from the nearest mail coach station to the destination.

Between 1789 and 1817, postage fee was uniform. After that, because of the constant decrease of the postal traffic, a tariff system taking account of distance (zones) was introduced for domestic traffic. Until 1817, the sender and the recipient shared the payment of the fee equally. From that date on, one of them had to pay the total fee.

By 1817, postmarks had become general. A regulation advised post offices to use postmark rubber stamps, which they had to apply on the front side of letters. The sender had to indicate who intended to cover the postage fee, either on the letter itself, or on a note which accompanied the letter.

Rates changed several times. There were three kinds of rates, depending on the value and the kind of the consignment: silver tariff, banknote tariff, and weight tariff. If gold was sent, only half of the silver tariff was payable. If silver or banknote tariff was applied, the sender paid on the basis of the value; when the weight tariff was applied, the price was established on the basis of the weight. The heaviest weight allowed was 100 pounds.

Passenger transportation rates frequently increased. Separate fees applied to aisle seats or window ones, to children sitting in the lap, to bigger children; a separate fee called *whip fee* was payable to the driver; a special fee was payable for special mail. On top of all this, drivers received tips, lubrication money, and some extra money for using the coach, in case the postmaster's one was used.

Due to the poor network, relatively rare service, expensive prices, and unreliability, the traffic did not become large scale. While the total population of Hungary was 12 million people, the number of post offices was 402 (letter collecting points excluded). In Transylvania, the total population was 2,200,000 people, while the number of post offices was 61. On 26 December 1847, the first telegraph station opened between Vienna and Pozsony, with Austrian employees. It was equipped with a Bain machine, modified by Eckling. The station operated until 12 June 1848 in Pozsony. After the first Hungarian ministry was formed, Vienna recalled the Austrian employees, and closed the station.

Post during the Hungarian War for Independence 1848−49

In the spring of 1848, a series of revolutions shook Europe. Hungary also became the battlefield of the fight for independence and civic transformation.

On 7 April 1848, the first independent Hungarian government was formed. Postal affairs were included into Gábor Klauzál's scope of responsibility, who was the Minister for Agriculture, Industry and Commerce. Law III of 1848 testified to the fact that the new minister immediately started to turn the Post into a truly Hungarian institution. As early as 26 April, a regulation containing following provisions was sent to all postal directorates:

1/ All postal issues falling under the Hungarian legislation, or which would have to fall under it, because they have to be subject to the measures taken by the Hungarian Royal Governing Council and Hungarian Royal Chamber, must be submitted to me.

2/ The revenues of post offices shall be taken to the Main Disburse Office.

Two days later, Lajos Kossuth became Financial Minister. He issued the following regulation:

'Financial Ministry shall start its activities from the first day of May. Managing and distributing the income generated by the Post, as well as all financial measures related to it shall be done by the Ministry. To this end,

chief postal officials of regions shall submit the above mentioned books and documents to the Financial Ministry.'

These were the first steps to turn the Hungarian Post into an independent and self-contained institution.

These were soon followed by other measures. Employees were required to swear by the Constitution (financial staff at postal directorates; postmasters and postal workers at deputy governor's office). Even earlier, on 4 May 1847, the Governing Council provided for the use of the Hungarian language in official procedures; therefore, there was no need for such provision again. Another regulation provided that offices had to use rubber stamps featuring the national coat of arms with the inscription in Hungarian. And finally, on 1 July 1848, postage rates were decreased.

The government was working on large scale postal reforms. The most important would have been the introduction of the postage stamp, by which Hungary would have overtaken the Austrian postal management. As early as 3 July 1848, the excellent painter Mor Than created a pen-drawing of the Hungarian stamp. Its frame was red, its background white, and its middle part (the coat of arms) was green. Than sent this draft to Jakab Urschitz, the manager of the public printing house. Due to the events that followed, the design was not implemented.

The new independent Hungarian government was fighting numerous difficulties while managing the Post.

The old documents appointing postmasters were withdrawn and new appointing documents were issued. No measures were taken to dismiss from the management those who had German mentality. Though the Hungarian character of the Post was a priority for the government, this attempt manifested itself only in certain external measures. One such measure was, for example, the provision requiring that the drivers of the Post must wear postal whistles on strings coloured as the national flag.

After the resignation of the Government, the Parliament assigned the Committee for Home Land Protection to manage affairs. László Madarász, the hard-handed leader of the police, and a notable representative of the left side became the Manager of the Post. Postmasters received important provisions one after the other.

Postal service between Debrecen and Oradea were accelerated to a great extent. It was very important strategically, because the Government moved the weapon factory of Buda to Oradea; from here the Hungarian trips of Transylvania were equipped.

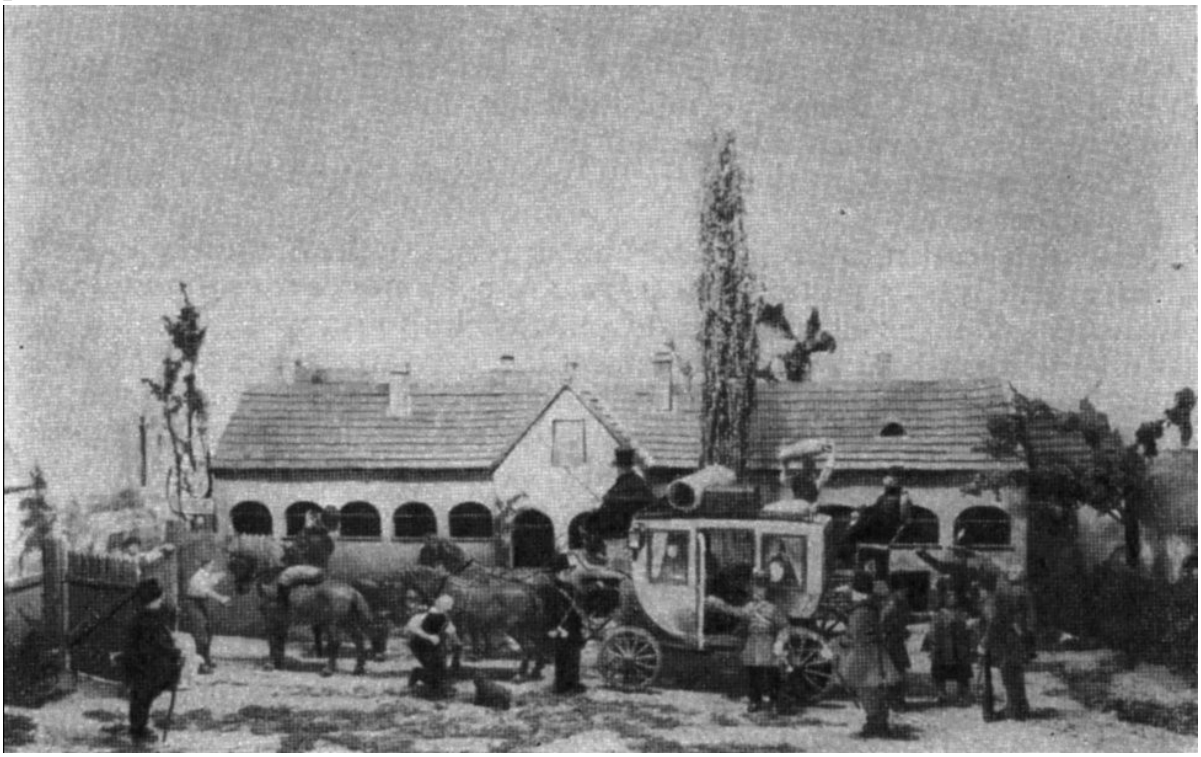
Madarász called on post offices to ignore any measures or regulations issued by the Main Postal Directorate in Buda. The ongoing war created a very difficult situation for the post offices in the country. Postmasters did not receive their payments regularly, and did not have sufficient number of horses to maintain postal service. In this situation, the statistical figures referring to the postal traffic were very modest. In 1848, the total postal volume consisted of 4.314.000 letters, and 177.000 money letters and parcels. We do not have data on the volume of the year 1849.

In 1848, the free Hungarian press was born. To distribute this press became one of the programme points of the revolutionary Government. For this

reason, Gábor Klauzál, the Minister for Agriculture, Industry and Commerce, issued the first Hungarian newspaper regulation.

The regulation referred to proper newspaper subscriptions and placing orders for newspapers. A special newspaper department was set at the Pest Main Post Office. At the end of each year, it had to inform post offices about all newspapers for which subscriptions could be ordered. For the newspapers appearing during the year, special provisions applied. The newspaper regulation instructed post offices on how to subscribe for the newspapers listed, and contained a sample form and prices.

In spite of huge difficulties, the volume of delivered newspapers was significant. In the November of 1848, for example, 19,478,000 copies of newspapers issued in Pest were delivered in the countryside – 5,153 copies of Kossuth Hírlapja (Kossuth's Paper), 2,554 copies of Pesti Hírlap (Pest News), 733 copies of Március 15. (15 March), 795 copies of Nemzeti Újság (National Paper). As the war-time conditions started to prevail, the number of subscriptions decreased. Around the middle of 1849, Szemere, the Minister of Interior, argued that the official bulletin was sent to local communities free of charge because in general there were no subscriptions for newspapers, and 'even the most popular newspapers do not have more than 200 postal subscribers'.



A postal coach ready to start right before the Debrecen post office in 1849
(A Diorama in the Post Museum)

After Buda was taken back, postal affairs were assigned to the postal department of the Ministry for Transportation. This department planned to re-structure the whole of the Hungarian Post Office. However, it did not have time to implement its plans, because the joining forces of and the intervention by the reactionary powers of Europe defeated the Hungarian War for Independence.

After the defeat of the Hungarian War for Independence of 1848−49, the Post became completely Austrian. Leading postal officers were either Austrian or people loyal to Habsburgs. However, the fact that the relatively more developed and modern Austrian Post Office was extended to the territory of Hungary had favourable effects on the development of the Hungarian postal service. It was the period when numerous inventions and modern solutions for mail processing were introduced. As a result, a solid foundation for modern and large scale postal service was created in Hungary. The person in charge was Minister Károly Bruck.

Bruck merged the management of the letter delivery and mail coach services, turning postal service into a quicker, more reliable and profitable institution. To this end, the responsibilities of postal directorates were also rearranged. Mail processing was exempted from postal directorates, management and monitoring remaining their only responsibility. Large post offices which had been supervised by postal officers were gradually transferred to the Treasury; postmasters at post offices remained responsible solely for transportation. Postmasters were not appointed for lifetime anymore, but worked on the basis of contracts, which could be terminated.

Introducing the stamp was one of the most significant postal measures in the period after 1850. At the same time, new tariff system was also introduced.

Before the age of the stamp, letters were given directly to postal employees, who weighed them, identified the fee, made a record of the fee on the letter, and entered a record on the collected fee in the books. To encourage the public to pay postage fee upon sending, an additional 3 kreutzers were charged for the letters paid by the recipient. Postage stamps could be bought also in stores, while in Buda and in Pest store owners were also licensed to collect letters.

In 1850, a new postal patent was issued. It extended the Austrian postal law of 1837 to Hungary too. However, it did not embrace the passenger transport. This patent was very significant for the modern Hungarian Post, since it governed postal practices and services in Hungary for very long. The new law declared that the state had the exclusive right to forward closed letters, open letters with the address indicated on them, and periodicals. The patent also exempted mail from arresting or confiscation; it declared that postal premises could not be used for accommodating soldiers; exempted postal horses and coaches from participation in public work; and finally set punishing measures in case its provisions were breached. The scope of responsibility of postal directorates, post offices, mobile posts, etc. was also specified in detail, just as were the conditions of employment, the scheme of exams for employees, and the remuneration of the staff.

In 1850, the office of post commissars was introduced. Their task was to monitor and manage the work of offices, and ensuring that the overall interests of the Treasury were taken into consideration. The organisational structure of the Post was also modified. Post offices became responsible for mail processing; the duty of postal stations was limited to transportation. The offices where both tasks were performed were called ‘a post station and a post office’. The new name of letter collecting points was ‘posta kiadóság’ (postal

outlet).

In 1850, the first mobile post started to operate between Vienna and Oderberg, Austria. In 1851, the question of how the Post Office could use railways arose. According to the new provisions, the postal employees responsible for mail processing and transportation could use railways free of charge. Mobile post coaches were also to be pulled and maintained by the railway free of charge.

Steamships also became part of postal transportation. The ships transported letters between Vienna, Győr, Pest, Zimony, Orsova, Galac, Braila and Constaninople, later also Banatweisskirchen, Újpalánka and Moldva.

In spite of employing railways and steamships for postal transport, mail coach services were developed further. The routes, which were abandoned during the War for Independence, were restored again. Moreover, many new routes were introduced. Interestingly enough, after railways were built between Pest and Szolnok, on the line Pest – Cluj between Pest and Szolnok mail coaches were transported on the railway, in order to provide quicker service, while on the rest of the stretch they ran on the road.

Fast coaches (mail coaches) were not the only means to transport passengers. Postmasters took them in their own messenger coaches, as in the old times, along with the 'special post'. Messenger coaches were light carts or coaches, by which drivers carried correspondence, parcels, money and valuable mail in closed boxes. Postmasters used also the so-called 'cariol' coaches, which were always accompanied by a Treasury employee. They were used exclusively for parcels, money and correspondence, not for passenger transportation. Along with the cariol and messenger coaches running twice or three times a week, there still existed horseback delivery. To small, far away locations, messengers went on foot.

To run private coach enterprises, licences were required. At the same time, these enterprises were made to provide services for the Post. By including them into the postal network, the latter could be extended without spending by the Treasury. Also, where railway had not yet appeared, new type of fast coaches running without a conductor was introduced.

Such fast coaches carried four passengers, along with letters and other mail. In 1850, a new rule referring to money letters was introduced. Since checking the amount of money sent in open letters caused great congestion at mail collecting points, sometimes money could also be sent in closed letters. That same year, postal transfers were introduced too. This innovation greatly simplified the procedures, because such transfers could be made every day, while in letters money could be sent only twice a week by mail coaches. In Hungary, only post offices located in administrative centres could transfer money to each other.

The transfer procedure was rather complicated. The post office from where the transfer was initiated filled in a form with the details of the sender and the amount of money to be transferred, then handing this form over to the sender. After this, the sender sent a letter to the recipient which contained the transfer form, while the post office sent solely a notification letter containing all details to the post office of the recipient. After checking and comparing the details of the notification letter and the transfer form, the post office of the recipient paid him/her the money. At the beginning, the upper

limit of such transfers was set at 50 forints, later gradually increasing to 100, 500 and then 1000 forints.

In 1860, a special tariff for sample goods was set. That same year a system was introduced where the postage fee of mailed goods could be paid by recipients. At the beginning, this fee was maximized at 50 forints, this limit later rising to 100.

In 1855, at all post offices letter home delivery was introduced. In 1859, express letter delivery started.

In 1850, a telegraph line was established between Vienna and Pest. Through Steinbrück, it was connected to Zagreb as well. Building this telegraph line was an urgent demand for the oppressing Austrian authorities. At the beginning, only official telegrams were forwarded. However, later private telegraphs in the German language could also be sent. Telegraph traffic caused decline of the estafette service, since it was quicker and cheaper. For example, an estafette from Pest to Debrecen cost 24 forints 30 kreutzers. At the same time, the price of private telegrams was composed of 2 forint handling fee, 24 kreutzers delivery fee, 5 kreutzers for 1−20 words for a mile (7.5 km) word fee, 10 kreutzers for 21−60 words, and 15 kreutzers for 61−100 words. From 9 p.m. to 7 a.m., the sender had to pay double price. Typically enough, the Pest telegraph station, which had three Morse machines, was located in the Károly (Charles) barracks.

HUNGARIAN POSTAL INSTITUTION DURING THE EVOLUTION OF CAPITALISM

Postal service in the Period of Dualism

The Austrian-Hungarian Compromise of 1867 opened up new, though limited, possibilities to create independent Hungarian state administration.

On 17 February 1867, the Hungarian government was formed. From 1 May 1867, the general management of the Hungarian and Transylvanian Postal Institutions was assigned to the Hungarian Ministry for Agriculture, Industry, and Commerce.

The terms of the Postal Institution and the Telegraph, namely how they related to the respective Austrian institutions, were regulated by the Law XVI of 1867. It provided that 'postal and telegraphs affairs of the two states shall be governed by separate guidelines. However, if the interests of the services so require, they shall be governed and managed according similar guidelines. The licences of Public Postal service and Telegraph, the way the public uses this institution, guarantees referring to mail, rules and decisions on tariffs and bookkeeping can be modified solely with the consent of both national convents, and in case equal changes are introduced in both countries.' According to this law, postal rates and procedures could be modified solely with the consent of the Austrian government. Consequently, the development of the Hungarian Post was still strongly linked to the postal conditions prevailing in Austria. This situation remained typical until 1888, because any tariff or procedure modification could be introduced only with the consent of the Ministry for Commerce in Vienna. On 1 May 1867, the official paper of the Post *Rendelvények a magyar postahivatalok számára* (Orders for Hungarian Post Offices) was published for the first time. Because of the great number of Austrian employees in Hungary at the time of the abso-

lutism, until the August of 1887, this publication appeared in two languages – Hungarian and German.

On 4 May 1867, Mihály Gervay was appointed national General Director of the Post Office. He soon gave impetus to large scale developments within this institution.

Among his first measures, the Austrian coat of arms was removed from the facades of post offices in Hungary. Instead of it, Hungarian language signboards with Hungarian coat of arms were mounted. Black and yellow mail coaches were repainted green and red, while two-headed eagles on rubber stamps were replaced by the Hungarian coat of arms. Rubber stamps with inscriptions in the German language were replaced by those in Hungarian. The Hungarian Crown became the emblem of the Hungarian Post Office.

Stamps reflecting the Compromise of 1867 entered circulation from 1 June 1867, in both countries. They featured the portrait of the Ruler, and contained nothing else but indication of the value and the currency (kr).

From the very beginning, the issue of the independent stamp, which was the symbol of the independent Hungarian Post, was rather problematic. At first, the University Printing House was appointed to produce such stamp. However, the studies conducted at the Public Printing House in Vienna House in Vienna revealed that the University Printing House was not yet capable to complete such work. For this reason, the Hungarian government had to employ the Public Printing House in Vienna until 1871. According to the Wiener Zeitung No. 126 published in 1867, an agreement was concluded between the Hungarian and the Austrian governments. According to this agreement, the governments undertook having separate stamps issued on the one hand, and common ones with the same figure on the other. At the beginning of the talks, there were plans to create a separate Hungarian postage stamp. In the Public Printing House in Vienna, 33 designs were created as early as 1867. All of them had cord decoration. In the middle of the first one there was only a Hungarian Crown, while on the other – the Crown and the Hungarian coat of arms.

At the same time, when placing its first order at the Public Printing House in Vienna, the Hungarian government announced that it intended to transfer the printing of postage and revenue stamps to the Hungarian capital. It also announced its entitlement to the ownership of the printing blocks produced at its own expenses. It also declared that the Public Printing House in Vienna had to train the personnel sent there by the Hungarian state properly. A separate watermark was also designed. The Public Printing House in Vienna negotiated this issue of the Hungarian watermark with the paper mill in Schlögelmühle.

However, stamps featuring Hungarian figures and with separate watermark were never produced. The stamps issued were not Hungarian but only ‘new’.

The intentions of Austrians clearly showed in the fact that on the 50 kreutzer stamps issued on 1 September 1867 there was a tiny figure of the Austrian imperial crown. These stamps remained in circulation until 31 July 1871. Austrian attitude regarding the Hungarian Post and its institutions manifested itself again and again.

One of such manifestations was the performance of the Printing House in the Vienna when it came to the stamps for Hungary. The quality did not

reach the level of the period between 1850 and 1867.

In 1867, Hungarian post offices were officially provided with rubber stamps to mark the issue date. They had standard circular design, without flower decoration, and contained the month, the day, and the year. Later, the state ordered such rubber stamps in bulk from the mintage in Körmöcbánya, while the ink was supplied by Strobentz, a company in Budapest. A special regulation provided that the dried ink should be dissolved in pork fat.

On 1 October 1869, the first postcard in the world was issued by the Hungarian and Austrian Postal Directorate. The mastermind of the project was dr. Herman, a teacher at the Military Academy in Wiener Neustadt. He brought up this idea in an article published in Neue Freie Presse on 26 January 1869. The merit of negotiating the introduction of this new and cost effective postal item was Mihály Gervay's, who was Hungarian.

The invention was a really revolutionary one, and attracted attention all over the world.

Introduction of postcards was as mysterious in Hungary as was the introduction of the first stamp. Again there was an intention to feature some kind of symbol of the monarchy on them, this time in the form of an insription in the German language. So the first postcards, which were printed in the Public Printing House in Vienna, featured the Hungarian coat of arms with an inscription solely in German. For this reason, the Hungarian government had to urgently order copies with inscriptions in Hungarian. And though in both capitals the issuing order came out on 22 September 1869, in the month following 1 October, more than 1 million pieces of both types were distributed among Hungarian post offices in the countryside. Moreover, postcards featuring two-headed eagles became also popular in Hungary. Not to be forgotten that the Public Printing House in Vienna supplied postcards without presenting any preliminary printing proofs. Due to the great rush, erroneous copies where the word ‘postaintézet’ (postal institution) was spelled as ‘dostaintézet’ also entered the market.

The number of postcards constantly increased. In 1871, the Hungarian Post delivered two and a half million postcards, in 1872 – three and a half millio, in 1873 – six and a half million.

Seeing the success in the field of postcards, foreign postal directorates took action as well. At first, such actions were taken by the German Postal Directorate, and later by the ones in Luxemburg, Switzerland, England, Belgium, the Netherland, Denmark, Finland, Russia, France, North America, Spain, Romania, and Serbia. However, foreign directorates did not immediately recognise the possibilities hidden in the cheap nature of postcards. Thus, the postage price of postcards equalled to that of letters, and was reduced only later.

Soon, the idea to feature figures on postcards arose. At the beginning, the Post created difficulties for postcards, prescribing their size, inscriptions and weight. Influenced by the public opinion, it soon recognised that postcards did not only serve the interests of the public but were favourable and convenient for the Post itself.

In the international circulation, postcards were introduced by the first postal congress held in Bern on 1 July 1875. According to the agreement concluded on the congress in Paris on 1 July 1878, postcards was introduced

in almost all countries.

Later, different types of postcards were created. In 1880, the Hungarian Post introduced postcards with space and possibility to respond. Beginning from 1 July 1886, closed postcards were produced. From 1873, the telegraph system also started to use stamps, following the example of the Post Office, to collect fees and to be able to account for the revenue in an easier way. In the Global Postal Contract concluded on 9 October 1874, Austria-Hungary appeared as a single contracting party. For this reason, Hungary did not receive a share of the postage fees collected for letters passing through the country. Instead, the Post of both countries received a single share. The same happened in case of the International Parcel Contract concluded in 1878.

For Austria, the single share was favourable, because it enhanced postal traffic to the Balkans. To ignore Hungary as an independent partner was favourable for western countries too, simply because it was cheaper. The Hungarian Post, on the other hand, experienced difficulties not only in the international context but also in its domestic development, since it had to seek the consent of the Austrian postal management when taking certain measures.

In spite of all these limitations, the Hungarian Post started to develop dynamically. Its most important task was to create and improve the postal network, transportation and delivery routes. From 1868 until 1873, the number of postal routes increased from 1231 to 2462; in 1886 – to 5455; as regard kilometres, in this period they increased from 17 million to 42 million. Within a short period of time, 9 new post offices were opened in Pest. For the future Main Post Office, a glamorous postal palace was erected on the corner of Gránátos, Zsibárus, and Úri streets. Today this building hosts the Main Post Office, the Post Office No. 4 of Budapest, and the Central Telegraph. Prior to this, the Main Post Office of Pest operated in the Grassalkovich Palace in Hatvani Street. In 1883, already 34 post offices and more than 240 stamp dealers operated in the capital of Hungary, and 157 mailboxes were mounted in the city. In 1885, home delivery of parcels was introduced in Budapest, while letters were delivered five or six times every day.

From 1 May, 1871, after the construction of the new Public Printing House in Buda was completed, new stamps, different from the Austrian ones, were printed. The portrait of the Ruler was framed by amber on the right and oak leaf garlands on the left, while at the bottom, there was the Hungarian imperial coat of arms and the Crown. The value of the stamps was indicated by numbers in the two bottom corners. The technology of printing was lithography. At the same time, new kinds of newspaper stamps were produced. They had the Hungarian postal emblem in the middle (postal horn with the Hungarian Crown above), to declare the independence of the Hungarian Post.

From 15 July 1871, stamps featuring the same design were produced in engraved printing. Traditionally, stamps issued from 1 May 1871 are considered first Hungarian stamps.

In this period, a series of postal measures was introduced. They referred partly to the institution of the Post, partly to its network and transportation, and partly to business branches and tariffs. For example, for registered post, mandatory application of postmarks was cancelled, just as the obligation to send express letters as registered post. Procedures regarding acknowledgement receipts were also regulated.

The period when Gábor Baross was the Minister opened a new chapter in the history of the Hungarian Post. His most important measure was the merge of the Post Office and the Telegraph into one institution in 1887. Because of the more favourable financial condition of the postal branch of this new institution, it provided more profitable, quicker, and sounder possibilities for technology growth in the field of telegraph.

On 1 May 1881, the first telephone centre opened in Budapest, in 10 Fürdő Street (today József Attila Street). At the beginning, the telephone network was managed by a private company lead by Ferenc Puskás. From 1883, Tivadar Puskás continued his work. By 1887, it became clear that turning the telephone communication public would have been a sensible solution. The first important step in this field was the Law XXXI of 1888 providing that the state should have the exclusive right to establish telegraph and telephone networks. Real estate owners were advised to allow mounting telegraph and telephone lines on their lands or buildings free of charge, because it served public interest and made construction of new lines much easier.

The construction of the public telephone network started in 1889, by the gradual acquisition of operating private enterprises. It took a decade to complete this project. Gradually, these enterprises were transformed into such networks which were suitable for communication at longer distances (interurban), by turning them into two-line systems. After this, newer urban telephones were created; these were already owned solely by the state.

In 1888, a postal agreement with Austria was concluded, ensuring relative independence of the Hungarian Post in Hungary. After this, postal procedures were profoundly modified.

First in Budapest, then in other towns, automatic emptying of mailboxes was introduced.

At this time, more than 91% of mail was letters, majority sent by dropping into mailboxes. The advantages of automatic mailboxes were recognised in Hungary quite early. József Dorombi presented an automatic mailbox on the national exhibition in 1885, attracting much attention. He sold his invention, along with the patent, to Sándor Árkay, a resident of Budapest. Árkay developed his design further, complementing it with an opening on the bottom part. To this, a textile sack could be applied to collect letters. The deficiency of this mailbox was that the bottom door did not close very well, which resulted in damages to letters dropped in. In the March of 1889, a locksmith from Graz Vendel Wlcek presented a one-door box. The door at the bottom of the box opened smoothly when the collecting sack was inserted, and the letters fell out undamaged. After a short and effective experiment, five such boxes were placed on the streets of Budapest.

In 1893, automatic mailbox emptying became general in Budapest. The door at the bottom part of the mailbox and the opening of the sack opened simultaneously. After all letters fell into the sack, the opening closed automatically, making it impossible for the employee to get in touch with them directly. And while formerly mailboxes were emptied manually, and letters were taken to post offices on foot, from this time on, coaches pulled by one horse were employed.

Shortly, twice as many mailboxes of this new type were mounted in the city. They were also emptied more frequently: in the inner parts of the city it

happened 10−13 times a day; on boulevards 8−12 times a day; in Buda 8 times a day. From 1897, motorised tricycles were introduced to collect letters, making it possible to empty mailboxes even more frequently.

One of the most important parts of the postal procedure reform was the establishing and the extension of the postal service provided by the railway. Until 1888, mobile post offices circulated only on major routes; the mail was processed on the way. From 1888, the processing of parcels and money letters started there as well, creating possibility for as quick delivery as in case of letters. Operation of mobile post offices was then extended to auxiliary lines too.

In the field of telegraph, two Hungarians attracted much attention – Antal Pollák and József Virág. Their rapid telegraph machine was first they introduced in Budapest in 1899, in the Engineers' and Architects' Society. At that time, the equipment, which used Morse signs, forwarded 80,000 words per hour. The inventors soon developed their invention further, making it capable of forwarding continuous writing as well. It became capable of forwarding 40,000−45,000 words of continuous writing per hour.

Hungarian postal service at the beginning of the 20th century and in the period of the first world war

The economic crisis of the turn of the century had strong impact on the Post, as well as the telegraph and the telephone communication. The dynamic development of the end of the 19th century halted, and could continue much more slowly. Few interesting events, however, enriched the history of the Post even in this period. For example, in 1900, a regulation came out providing that postcards should be printed exclusively on cardboard. This regulation stated that the formerly used paper was of poor quality. For this reason, from 1 June 1900, the Public Printing House started to use better quality paper for its light brown and yellow ordinary postcards, as well as those which had space for reply. The pink and greyish green postcards of 5 and 10 fillérs were already printed on cardboard from 1 January 1900.

Based on the Law X of 1900, for calendars announcements, the newspapers announcements, foreign papers and periodicals revenue stamps were not required.

Based on the Law X of 1900, the rule to acquire revenue stamps for calendars, announcements in newspapers, foreign papers and periodicals was cancelled. From 1 August 1900, postmen started to work regularly in villages. As an experiment, this practice had already existed from 1893 (in 1893 they were working in 48 townships). However, then this institution did not prove effective. Now these routes were reorganised, and turned into village delivery routes.

Village delivery operated in such townships (on the plain or on ranches, etc.) where there were no post offices. To such places, delivery and mail collecting routes were established. These were maintained by townships. Such township delivery men received the arriving mail at the nearest post office, and delivered it to the recipients in the area of their responsibility. They also collected mail on the territory assigned to them, and took it to the nearest post office.

Creation of such mail delivery and mail collecting institution was a progressive step of the postal management in the first decade of the 20th century.

On 9 August 1900, a regulation allowing adhering pictures or other decoration to the backside of postcards destined for domestic market, between Hungary and Germany, and Hungary and Austria was issued. These figures or decoration had to be adhered in a way which did not breach the openness of postcard correspondence. They also had to create visual unity with the postcard.

A regulation issued in the November of 1900 imposed rules on the inscriptions of postcards. It provided that only such postcards could enter postal market which featured, in an eye-catching way, the word 'levelező-lap' (postcard) on the front side. Below this Hungarian-language inscription, words with the same meaning in Croatian, German, or Italian could be written. However, these inscriptions in other languages had to be arranged in separate lines and below the Hungarian language one.

For international postal traffic, postcards produced by public industry with the French inscription 'Carte Postale' could be also accepted. On these, the Hungarian language inscription could be missing, but then none of other languages but French could be used.

In 1901, the so-called postal agencies were established. In fact, they were branch post offices carrying out limited number of duties and using simplified internal procedures in processing domestic mail. They were established in such townships where there was not enough room for a more expensive independent post office but where there was some entity, for example an industrial enterprise, which generated active traffic.

Normally, postal agencies were only processing mail. However, it was possible to commission them to ship mail, maintain mail delivery and mail collecting routes, or to deliver telephone communication services.

Persons to lead such postal agencies could be teachers, pastors, notaries, dealers, farmers living in the townships or any other persons capable of holding this office who completed 18 years of age, were morally and politically impeccable, had sound financial background, and could provide sufficient guarantees. They could be either men or women. The competent post office employed them on contractual basis.

If such postal agencies were set up at a railway station, the station manager was assigned to manage the agency.

The Post ascribed great significance to this institution of postal agencies. Later, they really proved very effective, just like the township delivery service.

For the reason of convenience, and to enable people to always have sufficient number of stamps with them, in 1901, as an experiment, the Post issued little notebooks which contained 24 pieces of the most frequently used postage stamps, those that had the face value of 5, 6, 10, 25, and 35 fillérs. Though this invention had already become popular in America by that time, the Hungarian public was not buying these notebooks.

The first car appeared in Hungary in 1895. Before long, two young engineers working for the Post, Endre Kolozsváry and Samu Haltenberger started to investigate possibilities to employ cars for postal service. As a result, in 1900, prior to any similar step by any foreign postal directorate, the Hungarian Post announced a call for tenders for three-wheel transportation vehicles. The call for tenders attracted attention of both foreign and Hungarian industrial plants. Among applicants, there was János Csonka, the man-

ager of a workshop at Technical University, who had been designing cars together with Donát Bánky, a teacher at Technical University. Eventually, they were the ones to invent the combustion engine carburettor, implementing their new invention of world importance for the first time on postal vehicles.

Tricycles with petrol engine were employed for letter collecting already from the November of 1900. They were running on 10 routes, each making 17 rounds a day. The number of rounds increased to 34 at Christmas and the New Year's Eve. In case of 17 rounds a day, the cost was 95 fillérs, while for horse pulled coach it was 1 crown 20 fillérs. Moreover, horse pulled coach could complete only 12 rounds a day. Consequently, the tricycles with engines made the service cheaper and faster. Economic results improved further, because the maintenance of the vehicles was done by a mechanical workshop of Budapest responsible to the Treasury, instead of the earlier private enterprise.

Cars proved very efficient for postal service. In this field, the Hungarian Post played a pioneering role, attracting the attention of foreign postal service as early as 1903.

Cars were introduced not only to collect letters but to deliver them quicker as well. In 1903, regular runs were established between post offices in Pest and the Central Post Office; between the post office in Óbuda and the post offices at the Eastern and Western Railway Stations; between the post office in Kőbánya and the Central Post Office. For these runs, five large-wheel cars were used.

Beginning from 1 November 1903, the so-called postage due stamp was introduced. It was meant to monitor in a better way the letters for which senders did not pay the postage fee, or did so in some insufficient way, so the recipients were to be charged. Such postage due stamps could not be used when a mail item was taken to the post office.

It was not allowed to sell postage due stamps to the public, accept them from members of public as payment, or exchange them.

In 1903, traders and owners of industrial plants were permitted, in order to promote their interests, to feature figures, drawings and advertisements of their enterprises on the outer wrapping or title of mail items.

For letter envelopes or titles, such advertisement could be used both on the front- and on the backside; the only restrictions referred to their size, because they should not have disturbed the clarity of the address and the postmarks, leaving enough space for them.

It was not allowed to print the inscription 'Magyar Kir. Posta' (Hungarian Royal Post), or the Hungarian coat of arms on postcards produced by private businesses.

In 1906, for official veterinarians, free postcards were issued, to report infectious animal diseases. They were white, with the text printed in red, and had coupons attached to them. Official veterinarians could send these postcards from any post office. When taking these postcards, post officers removed the coupons, postmarked them, and gave them back to the sender. To

report termination of infectious animal diseases, white postcards with printing in blue were used. These did not contain coupons, which meant that they had to be sent in a regular way.

By the end of 1909, there were already 110 mobile post offices (8 sea post offices on ships among them), and 469 '*conductor post offices'*. At the end of that same year, postal employees distributed letters and parcels on 200 trains on 61 railways; railway employees did so on 340 trains on 116 railways; letters were distributed on 601 trains.

The number of automatic mailboxes increased by 206 in 1909; their total number reached 3908 pieces.

In 1909, several foreign postal directorates showed interest in the way the Hungarian Post was equipped and provided its services, which testified to the fact that at that time the Hungarian Post operated at international standards. Inquiries arrived among others from: the French postal management, to learn about forwarding parcels in Hungary; from the Italian postal management, to learn about forms used in telegraph service; from the Serbian postal management, to study the designs of buildings hosting postal institutions; from the Bulgarian postal management, on the transportation of telegraph columns.



Automated machine accepting registered letters

Cars were used in two ways: for local transportation, in bigger towns in the countryside, and for transportation of persons between cities, towns or villages.

Until 1910, cars had been used exclusively in the capital, and solely for transportation of letters and express mail. Regular post was taken by car for the first time at the end of 1909 in Szeged. Because it proved efficient, in 1910 this practice was gradually extended further to other 10 towns in the countryside.

Passengers were transported by cars in the first place between such townships which were located far away from the railway network.

In 1911, all in all there were 9 routes where cars transporting persons were running, the total length of these routes being 540 km, while the total number of passengers transported was 28,000.

To enable people prove their identity when sending or receiving mail, letters, or telegrams, identification cards with photos were introduced in 1912.

The central garage of the Post maintained vehicles of the whole country. In 1913, it maintained 412 coaches pulled by horses, 161 cars running in Budapest, 63 cars running in the countryside, 409 bicycles from Budapest, 316 bicycles from the countryside, 711 manual coaches, 1141 mailboxes in Budapest and 4049 mailboxes in the countryside. In 1913, a new kind of service was introduced: if someone dropped a registered letter in a mailbox, and indicated his/her name on the envelope, upon proving his/her identity at a post office, he/she was given an acknowledgement receipt proving sending. To make these letters easily recognizable, envelopes with red stripes were introduced. The public welcomed this convenient way of sending registered mail, not only in Budapest but in many other towns in the countryside. The fact that only 1,6% of senders asked for such receipt proved that people trusted the postal institution.

To make the payment of the postage fee for local registered mail easier and quicker, on 1 February 1913, postage stamps worth 16 fillérs were introduced.

In the same year, postcards with the front side divided by a vertical line were issued, to make also the left side fit for written information.

In the first half of 1914, the telegraph and telephone communication maintained by the Post was still increasing. In the middle of the year, the war broke out. From this time on, all means of the Post were handed over to the army. The scope and the scale of its operations directly depended on the military situation.

When the war broke out, Central Powers were almost totally isolated from their allies on the East. The urgent demand to communicate with allies by wireless means of communication arose. Thus, the need for the first Hungarian radio station was brought along by the war: within days after the war broke out, a station had to be selected in Berlin, ordered, and transported to Budapest.

The station was erected on the island on Csepel. For this purpose, a site of 85 acres was rented from the municipality. The new station was solemnly commissioned in the October of 1914. We should be aware that this was the first damped oscillations radio sender and radio receiver of the Hungarian Post. From the day of its launch, important military and diplomatic correspondence was maintained here; private correspondence was not considered.

On 30 November 1917, the station fulfilled an important historical mission, when it sent a telegram to Czernin, the Minister of the Exterior in Petersburg, following the order of the Ministry of Military Affairs in Vienna.

The telegram referred to the beginning of talks on ceasefire by Central Powers. It was the first instance during the First World War when Central Powers communicated with Entente States on the radio.

After the Hungarian Soviet Republic was formed, the correspondence between the Government and Lenin was maintained by this station.

Naturally, the performance of the wartime period cannot be evaluated using the same standards as for the previous period. The profitability of the year 1914 was to large extent decreased by both limitation of traffic, and exemptions from postage fee payment, as well as by the expenses arising from the overwhelming military mission the Post was carrying out (services provided at night and extraordinary services, special runs, substitution of persons who joined the army, etc.). The wartime conditions resulted in significant increase of the postage fee on the one hand, and of the workload on the other; great part of the increased postal traffic was exempt from the fee payment, hence low revenues of the Post.

The military situation and the limitation of railway services related to it resulted in many difficulties for the Post, especially in the area of forwarding parcels. Because of transport disorders and difficulties caused by the war, it was possible to maintain parcel traffic at lowest costs possible only enhancing extreme performance of the Post. However, congestion of parcels was sometimes so big that delivery of private parcels had to be suspended.

In 1914, the Post issued flood stamps, to raise funds for the victims of the flood. For each piece of stamp sold, 2 fillérs went to support the victims.

To enquire about the soldiers who became ill or injured during the war, postcards called ‘To the Hungarian Red Cross Inquiry Office, Budapest’ were issued; they cost 5 fillérs, and were suitable for sending a response. To support the widows and the orphans of the war, a stamp with the inscription ‘Military Support – 2 Fillérs for Widows and Orphans’ were issued. Buyers had to pay extra 2 fillérs on top of the face price of the stamp.

90% of the amount raised by collecting the extra 2 fillérs went to support widows and orphans, while 10% went to the sales personnel of post offices as commission. If stamps were sold by dealers of valuables, the commission stayed with these dealers.

For correspondence with the soldiers fighting in the army, the Post introduced military camp postcards. Due to mobilisation, the postal management of Hungary provided 3 main military post offices, 44 military post offices, and 30 military alimentation post offices with personnel, equipment, and vehicles.

The general mobilisation resulted in dramatic decrease of postal employees. Only the elderly or those incapable of military service could stay at home. At the beginning, the Post could survive this blow only because it limited the amount of mail collected for sending, introduced wartime schedule of operations, and suspended intercity telephone services. For all these reasons, and also because at the beginning the population was very mistrust-

ful, the traffic decreased dramatically. Later, however, the situation became very grave, and the Post was not able to fulfil its duties, especially in the field of parcels. Employees were made to sacrifice their free time, but in vane. Neither prohibiting taking days off after night shifts, nor remunerating extra shifts helped. In case of larger dispatching offices, little space had negative effect too, so extreme means had to be employed. The Post applied for the help of the military to maintain its traffic.

Poste restante letters where letters, words, or numbers were used instead of the complete name of the recipient were not allowed to be delivered. If the name of the recipient was complete, post restante letters could be delivered only in case the recipient proved his/her identity.

From the January of 1917, regular letters not containing goods and postcards without a card for response could be sent and transported by German commercial submarines to the United States of America and Neutral States beyond them under the following conditions:

1. These letters and postcards were subject to similar limitations as those effective for any mail destined to neutral foreign countries, as regards censorship, for example: the letters had to be sent open, messages written had to be short and well-legible, etc.;

2. Their weight could not exceed 60 grams;

3. Postage fee had to be paid upon sending. On the front side of the letter the word 'Tauchbootbrief' had to be written. It indicated that the letter was meant for submarine transportation.

4. The prices of letters and postcards were defined on the basis of the tariff system of the Universal Postal Society. They were the following: letters cost 25 fillérs up to 20 grams, 40 fillérs for 20−40 grams, 55 fillérs for 40−60 grams; postcards cost 10 fillérs.

On top of these, the sender had to pay extra fees to cover extra costs of submarine transportation. These were payable upon sending. The extra fee for a postcard was 3 crowns 20 fillérs, for a letter weighing 20−40 grams 6 crowns 40 fillérs, and for a letter weighing 40−60 grams 9 crowns 60 fillérs.

The extra fee was payable in the form of stamps, which were adhered to the envelope, along with the regular postage stamps. In case there were several letters or postcards in an outer envelop, the extra fee was calculated for each letter (postcard) separately, and the amount was payable in total, the stamps adhered to the outer envelope. It had to be done this way because the sender had to place the mail item destined overseas in an open envelope and to write on it 'tengeralattjáró level, Budapest 72' ('submarine letter, Budapest 72').

On 1 August 1917, grey-paper postcards were issued for military correspondence. They were meant for such situations when military correspondence was exempt from postage payment. The specific feature of this postcard was the space at the bottom left for official records, while in the space where the place of destination was to be written, there was the fol-

lowing text printed *'tábori posta száma'* ('number of the military post office') One such postcard cost 1 fillér, and they were sold at all post offices and in the shops selling valuable items. Selling pink military postcards ended at the end of June 1917, and until the end of August, post offices had to give grey postcards free of charge in exchange for pink ones.

Hungarian Post in the period of the Soviet Republic

In the early autumn of 1918, it became clear that Central Powers lost the war. The government of Wekerle resigned on 23 October. Two days later the party of Károlyi, the Radical Party, and the Social-Democratic party founded the Hungarian National Council. The National Council, in its programme, demanded immediate ceasefire and extension of democratic rights. On 26 October, the 12 points of the National Council were declared. Official telephones were ringing all day, calling on the personnel to join the National Council.

On the night between 30 and 31 October, the rallying crowd impeded the departure of a battalion to the frontline at the railway station Keleti. The soldiers joined the crowd, and swore allegiance to the National Council. The soldiers of the Budapest garrison occupied major buildings of the Post, the central telegraph, railway stations, and barracks. Within hours, Budapest was taken by workers and soldiers. Workers started a general strike, and took to the streets to protect the revolution.

The Postal Employees' Executive Committee, which joined the National Council, turned into Postal Council. On 15 November 1918, the inscriptions on postage stamps and other postage items changed. The stamps featuring the king with the face value of 10, 15, 20, 25 fillérs, as well as those featuring the queen with the face value of 40 and 50 fillérs, which were not yet completed, were overprinted with a new inscription saying *'Köztársaság'* (Republic). As these stamps ran out, the stamps featuring harvesters and the Parliament were also issued with the overprint *'Köztársaság'* (Republic). From January 1919, all postage stamps and other postage items were produced without the Hungarian Crown and with inscription *'Magyar Posta'* (Hungarian Post).

To commemorate the day when the Republic was declared, post offices of Budapest No. 1, 2, 4, 9, 10, 57, 62, 72 used postmarks with the inscription saying *'Magyar Köztársaság'* (Hungarian Republic). On 20 November 1918, a regulation was issued providing that all pictures, statues, and other objects featuring the former Ruler of Hungary should be removed from the premises of post offices.

On 16 November 1918, on the day when the Republic was declared, the National Council, as an authority, was entitled to free postal service. The Government cancelled the regulations issued on the basis of the wartime law, which imposed limitations on the freedom of the press. It also eliminated the censorship of the foreign media, and limited compensation for mail.

On 21 March 1919, the power went to the proletariat, without any

bloodshed. The Hungarian Soviet Republic was born.

However, before long it became necessary to protect the new government with weapons. A special postal red regiment was formed.

The postal red regiment actively took part in the fights on the highlands. To commemorate the postal red regiment and the soldiers who died in the fights around Miskolc, plaques were placed in the hall of the Main Post Office of Budapest and on the wall near the main entrance of the post office No. 72 of Budapest, after the liberation of the country from the Nazis. In the county Borsod, near the entrance to the cemeteries in Onga and Felsőzsolca, the Union of Postal Workers erected a commemorative column to commemorate those postal employees who were fighting as Red Army soldiers, and were buried there.

In spite of huge difficulties, the Soviet Republic found ways to implement necessary measures in the field of postal service. One such measure was a call for tenders for communist stamp designs. Young Hungarian artists participated in it with great enthusiasm, featuring revolutionary heroes and using unconventional, decisive ways of portraying. The figures were Karl Marx, Sándor Petőfi, Ignác Martinovics, György Dózsa, and Friedrich Engels.

The stamp series was issued on 12 June 1919, the day of the first Congress of Hungarian Councils. The participants of the Congress were given this series on a memorial certificate. Totally, there were 2100 numbered copies of this certificate. The inscription read: *'21 March 1919 – 12 June 1919. The gift of the Hungarian Post to commemorate the First National Congress of Hungarian Councils'*.

Some of these memorial certificates were marked with black and red postmarks. Many participants asked the leaders of the Soviet Republic to sign their copies.

Copper plates featuring these stamp designs were also created, four times larger than the stamp designs. Signed by the designers, the engravings were sold. The first series sold out quickly, so a second series was produced.

Hungarian Post during the counter-revolutionary period

After the Soviet Republic failed, the situation of postal employees became very difficult. Grave financial conditions, huge number of refugees among postal employees, great deficit of the Post, the debts to foreign countries amounting to many hundred millions, total mistrust of the public, missing equipment and material, tragic financial conditions of the state, total lack of international traffic, and huge decrease of the domestic traffic gravely affected postal employees too.

According to the Law XXXV of 1925, from 1927 the Post too had to switch to the currency called pengo. Already in 1926, the Post issued new stamps with the face value in pengos and fillérs.

By switching to the pengo, the postal fees became constant. For this reason, postal operations, as they were prior to the war, could be resumed: senders bought stamps to pay for letters and parcels instead of paying by cash. (Because of the constant and gradual deterioration of the crown and the constant increase of costs, at the end of the war it became necessary to col-

lect postage fee in cash, instead of selling stamps; another reason was the necessity to save the costs of stamp production).

For telegrams and parcels, cover pages and shipping documents with receipt coupons were introduced. For domestic parcel delivery, in case the sender was sending items for a single recipient, shipping lists were introduced. With these, limitless number of parcels could be sent without shipping documents.

In 1927, the first regular handling regulations of the Hungarian Post were published.

With regard to the interests of industry and trade, and to facilitate parcel delivery at large scale, free on-site parcel collection service was established in Budapest. It meant that in case of certain bigger companies or industrial plants, the Post Office picked the packages at the site of these companies.

To make better use of its shipping vehicles, and to facilitate passenger transport for townships where there was no railway, in 1927 the Post once again introduced passenger transportation. It used buses for this, running them in all areas where it was economically justified, and without conflicting with the interests of the railway.

As regards telegraph communication, measures to develop it further could be taken only with regard to the reduced demand and limited financial possibilities. At first, re-building of international contacts had to be done. The next step was to design new equipment fit for the new situation.

In the Central Telegraph Office in Budapest, a new dispatch switch was mounted, with four working positions, each of them fit for accommodating 40 lines. Calls arriving to the switch could be dispatched to 60 processing working positions. To increase performance, messages were accepted phonetically. This arrangement significantly improved the service.

At bigger centres in the countryside concentration switches were mounted.

Telephone communication had to be restored as well. These efforts resulted in automatic centres in Budapest, Szeged, Pécs and Debrecen, the communication cable running to Vienna and Szeged, as well as township centres.

From 1925 to 1929, prior to installing automatic centres, the Post Office almost totally re-constructed the telephone communication network in Budapest. In the course of this reconstruction, it reviewed the formerly used construction systems, materials, and equipment. The new automatic system, the new type of public demand, and the dire financial conditions required modification of the old facilities. The construction methods resulted in economically more favourable technical solutions.

In 1926, the Hungarian postal management ordered a communication cable line between Budapest and Vienna, and Budapest and Pozsony, to connect to the already existing Western European network reaching out to Vienna. The supplier was a joint venture of Hungarian companies, formed especially for this job. It managed to finish the project by the August of 1927. This project finished, it became possible to manage telephone communication with all Western European telephone networks, moreover, with American ones too.

The Hungarian Post significantly contributed to the development of the radio service too. Hungary joined into the international wireless telegraph network with the most modern technical means. It had wireless connection with Germany, France, England, Spain, as well as Sophia, Pisa, Krakow, and Fiume.

All radio stations contributed to the international telegram traffic. Moreover, an idea came up to set up a radio station for aeroplane services. On top of the big radio station, a smaller one with less energy was mounted in Csepel.

Separate receiver radio equipment was mounted, to receive news on the international economy. Its mission was to get information on the exchange rates of bigger foreign stock exchanges, and to forward them to the interested parties in Hungary right away.

Apart from the radio station for economic news, another one was constructed in Csepel, to forward the political, economic, etc. news of the Hungarian Telegraph Agency. It also informed interested parties in the countryside on the exchange rates of domestic and foreign stock exchanges and markets.

On 1 December 1925, the Hungarian Post Office commissioned yet another radio station, to broadcast radio programmes. For this, Magyar Telefon, Hírmondó és Rádió Rt. (Hungarian Telephone, News and Radio Plc.) provided the programmes; based on the licence document, the company received a share from radio subscription fees.

The first broadcast station was erected on the border of the Csepel Island, on the south of Budapest, 8 km from the centre of the city, on the facilities of the radio station of the Post. The studio which belonged to the broadcast station was on the 4th floor of 22 Rákóczi Street. It was a relatively small space of about 50 m^2.

Because of the fast development of technology, the radio station was soon equipped with more modern equipment. It had to be taken into account that detector reception operating in the whole country was becoming more and more important for Hungary. The reasons were the general economic deterioration on the one hand, which impeded the use of expensive lamp receivers for many people, and on the other hand, the fact that the electrical energy to operate lamp receivers was not available everywhere.

The new station was capable of performing 20 kW.

From 1928, a registration number sheet was attached to the mail collected by mobile post offices; the name of the mobile post office management was also recorded there. From that time on, mail items without such number were not processed. In 1928, the use of the German Francotyp equipment and British Midget equipment was allowed. These machines ensured quicker mail processing, since they put both value marks and postmarks on letters and parcels.

In 1928, Hasler, another kind of equipment manufactured in Switzer-

land, was permitted in Hungary.

From 1929, to facilitate sending telegrams, telephone subscribers could initiate telegrams using their own telephones. In 1930, a kind of envelopes (postcards) for business circulars was introduced, with space for responses by recipients; such envelopes or postcards, which were marked accordingly, could be sent free of charge. The sender was not charged double fee but only regular fee and a moderate additional fee. Due to unfavourable economic conditions, the volume of this service was very small.

The public budget limitations required extremely economical approach to the delivery on both railways and public roads from the postal service. For this reason, in the 1930-ies the volume of this sector decreased significantly.

On 28 April 1930, the Stamp Museum was opened. About 49,000 foreign and 7,000 Hungarian stamps categorised by colours, watermarks, and perforation were displayed. Also printing equipment for stamp production could be seen, as well as old postmarks, clichés, and original Hungarian stamp designs.

Though not displayed for broad public, the museum contained a collection of older letters, special stamps, and forgeries, which were accessible on request. Special magnifying equipment (stereoscope) served to show different watermarks and specialties. The museum was opened twice a week, on Tuesdays and Fridays, from 10 a.m. to 1 p.m., and the entrance fee was 40 fillers.

In the summer of 1930, because of the newer world economic crisis, postal traffic dramatically decreased. The unfavourable international, political and economic conditions gravely afflicted Hungarian economy, and, consequently, the postal traffic. To counterbalance this decrease of demand, the Post did its best to improve the situation. Several fees were cancelled completely, others were decreased, newer types of services were created, etc. Mergers and simplifications were carried out, necessary to make management more sensible. Because of smaller workload, the Post could focus on internal improvements.

Major modifications published in the Post Business Regulations were the following:

- Public administration and legislation authorities, when sending letters in the interest of private persons, registered or regular, could add a clause *'hivatalból portóköteles'* ('to be delivered for official reasons'), which meant that these authorities did not have to pay for these letters;

- Judicial courts, prosecutors and bailiffs received two copies of receipts for all letters sent and registered at the post office;

- in case a piece of paper contained some printing, which served as a sample, it had to be considered a form.

- Otherwise, if this paper was a sample itself, and the printed text served as its promotion, it had to be priced as a product sample.

In 1931, new postcards featuring landscapes were introduced in Hun-

gary. New stamps were introduced too, to commemorate the first flight of Zeppelin balloons. Airmail stamps, according to new rules, could be used for non-airmail as well. During the year 1932, the general economic crisis became even graver, further deteriorating the situation of the Post. It tried to do its best to counterbalance the grave consequences of the crisis and the economic isolations of the countries for the personnel.

The total volume of postal traffic decreased by 12,7%, as compared to the previous year. It was caused by the constantly deepening economic crisis.

As regards vehicles owned by the Post Office, they were used for both forwarding mail and passenger transportation. When passengers were transported, some mail was taken along as well. Vehicles carrying exclusively mail ran only within administrative boundaries of cities, towns or townships. The number of vehicles transporting passengers and mail at the same time was 17 in 1932. 2 out of these were running locally, 15 between different locations.

In spite of difficult economic conditions, international airmail transport made such progress that it was possible to send mail from Hungary not only to European countries but to Asia, Africa, and America, to almost any parts of these continents.

To enhance and accelerate telegraph services, the Post took following measures in 1932:

Telegraph services were extended in a way that passengers could send telegrams from airplanes flying between Budapest and Vienna. Later, these services were extended further, making it possible to launch telegrams from planes flying between Vienna and Berlin, to Hungary, Austria, Czechoslovakia, and Germany.

In 1932, the automation of Budapest telegraph network was completed.

In the year 1933, the Post continued to pursue the improvement and further simplification of its services, to the extent possible in the given situation. Following modifications of the sending procedure took place:

In Budapest, instead of the existing ‘urgent’ delivery, ‘local express’ delivery was introduced, with the participation of all post offices of Budapest. Before that, such mail could be sent only from bigger post offices. To accommodate for the needs of residents living in hilly Buda, postmen were selling postal items and accepting registered letters, transfers, and payments to the Saving Bank of the Post Office while delivering letters.

In 1934, the Hungarian Post handed over its branch operating buses to the Hungarian Public Railways (MÁV). By this, the Post abandoned the activity of passenger transportation, transferring all equipment (vehicles, depots, and real estate) to the Hungarian Railway Transportation Plc., commissioned to carry out the supply of the personnel transportation plant of the Railway.

In 1934, to enhance interest towards air transportation, and to further develop it, certain interested parties started charter flights.

To commemorate the 50th anniversary of the First Hungarian Postage Stamp Collectors’ Association, the Post issued a commemorative block of brownish-red, twenty-filler face value stamps, which differed from the regular ones. It was the first stamp block issued in Hungary.

In 1934, the Post Office cancelled the provision which excluded mail arriving at post offices solely for cancellation purposes from postal processing, to accommodate for the needs of stamp collectors.

For financial reasons, the radio station in Csepel was dismounted. By this move, the oldest radio station in Hungary ceased to exist.

In 1936, the Hungarian Parliament issued the Law XXXV, which in fact was the first postal law in Hungary. There had been demand for it for long. To fully understand how this law was born, it is necessary to turn the pages of the history of the Hungarian Post back to the War for Independence.

After the War for Independence was defeated, the imperial patent of 26 December 1850 extended the Austrian Postal Law of 1837 to the territory of Hungary, as from 1 February 1851. Although the Compromise of 1867 ensured the independence of the Hungarian Post, the decisions made effective by Emperor's orders were still in force. The reason for this was that the Law XVIII concerning customs and trade associations provided that postal rules could be modified only with the mutual consent of the Hungarian and the Austrian government; modifications should have been made in equal manner in both countries. Even though in 1888, while Gábor Baross was the minister, an agreement ensuring independent internal management of the Hungarian Post was reached with Austria, the situation in fact did not change, since the provisions of the patent were still effective.

However, the Law XII of 1908 had already brought about a significant change, since it did not mention exclusive postal rights; instead it declared that both states had to regulate and manage its postal institutions (telephone and telegraph services as well) independently. It opened up possibilities to create a separate Hungarian postal law.

The significance of the Law issued in 1936 was in its being the first legal framework to regulate postal operations, instead of the common law formerly at work. Its explicit provisions concerning the right of the minister to create regulations were also very important.

The Law specified in detail the scope of the exclusive rights of the state, the principle of obligatory postal service, the scope of extraordinary rights amidst extraordinary circumstances, collecting fees according to the same principle as applied to collecting taxes, the scope of postal secret, the right to open mail items and reveal the content in case of undeliverable or damaged mail, and finally penal provisions. Further measures to control postal operations had to be incorporated in regulations.

In 1937, in the interests of stamp dealers, the Post simplified the procedure of sending stamps abroad. For mail items worth less than 100 pengos which contained used stamps or those taken out of circulation, the Post undertook the value check. As a result, senders did not have to acquire the certificate of the Hungarian National Bank for these mail items anymore.

In the domestic postal traffic, following significant notifications were made: following the examples of business reply letters and reply postcards,

reply forms were created.

In case of forms subject to fees stipulated in the form tariff, the sender could write numbers in a space dedicated to them. By this, a long-standing desire of commercial enterprises was fulfilled. Perfumed cards with printing on them were handled as forms by the Post.

Cancelled stamps, since they represented value, were handled as samples of goods.

Regulation no. 7 of the Concise Regulations of the Post contained provisions for mobile post offices. Single management was established for mobile post services in the whole country.

It is interesting to mention that in 1937 the Post issued a licence for experimental distant visibility broadcasting to the Hungarian Association of Short Wave Amateurs.

In 1938, the Post issued forms with the overprint 'iskolai célra' ('for schools'), which were prepaid and put at disposal of schools and folk art committees working outside school education framework.

Postal directorates of European States held a meeting in Brussels on European air mail. The Hungarian Postal Directorate attended as well. The meeting sought to identify the conditions which would decrease the delivery time in the European postal traffic. Following principles were accepted:

1/ Airplanes should be considered means of postal transportation equal to railways and road vehicles. Therefore, the letters and postcards destined to European countries should be delivered via air free of additional fees in all cases when air shipment seems more favourable as regards time.

2. For the letters and postcards sent at regular price without additional fees, additional costs of air shipment should be paid by postal directorates.

3/ Additional airmail fee could be charged only in such cases when forwarding and delivery would not be part of the obligations of the Post if additional fee was not charged. Therefore, certain directorates might collect additional fee for airmail in case of forms, samples of goods, etc., as well as parcels or letters which senders wished to send by airmail under any circumstances.

In domestic traffic, following modifications in processing were brought about in 1938: at the request of commercial entities, advertisements could be applied to any parts of the envelope. At the request of stamp collectors, the Post Office ensured that empty postcards could be sent as forms within the country.

Postal service at the time of growing fascism and the second world war

The territorial changes of 1938, which affected also Hungary, created big tasks for the Post. Organisational work was quickly underway. By the time military occupation was complete, postal re-organisation was basically complete too.

The administration of the occupied territories was taken over by the

military. Consequently, it was the military commandant to take measures affecting postal operations. In the civic group of the military commandant, an officer responsible for postal affairs was appointed; his responsibilities included organising and managing postal and communication services.

The Hungarian post offices opened on the occupied territories immediately started selling Hungarian postage stamps and other postal items, as well as collecting ordinary and registered letters, value letters and parcels up to certain weight.

All rates, management regulations, operation and other kinds of guidelines became effective from the moment when Hungarian postal service was launched in the given occupied local community. Temporarily, telegraph and telephone services were used solely by the military. With regard to the extraordinary conditions, from December 1939, the export of alimentation products had to be limited. Parcels containing alimentation products of maximum 1 kg could be sent only with the permit issued by the Hungarian National Bank.

In June, 1940, an order to monitor foreign postal correspondence, as well as telegraph and the telephone was issued. According to the provision, the sender had to write his/her name and accurate address on the outer part of the mail item destined abroad. Messages could not be written on the coupons of postal shipping documents of transfers or parcels destined to foreign countries. Written messages could not be placed into parcels containing valuables and destined abroad.

The Hungarian field post in the period of the Second World War was the following: from the point of view of postal service, the highest authority in a military camp was the camp postal directorate. Organisationally, it belonged to the news department of the chief commandant.

Postal directorates of camps were managed by a postal director, who was appointed to this post by the Minister for Commerce and Transportation, on the request of the Minister for Military Affairs, selected from higher postal administrative officers.

Military postal service was provided by the central military post office and other military post offices. The responsibility of the central military post office was to forward mail to military post offices and other post offices. Military post offices operated on the territories where the army was in control. Supplementary military post offices (*hadtáp*) were such civic post offices (located at long distance from the army) which were commissioned by special regulations to forward mail to headquarters or corps.

Postal mail items collected from the army were checked and postmarked by the headquarters or the corps themselves. The postmark of such censoring headquarters was of oval shape and contained the inscription ‘ellenőrizve’ (‘checked’) in the middle. Mail items which were not censored were not accepted by the military post offices.

For military mail items arriving from hinterland, checkpoints were set up at civic post offices.

On mail items, postmarks had to be put in the top left corner of the address, while on postcards – in the section *hivatalos feljegyzések* (official records).

In 1942, a regulation was issued prohibiting applying issue date postmarks on non-postage stamps, non-Hungarian postage stamps, or stamp-like adhered stickers (for example Levente stamps, labels for letter sealing of the Red Cross, blue airmail permissions tamps of the German Army, etc.), and the external part or wrapping of postal mail items.

Typically of the hypocrisy of the whole system, an order to use postmarks with inscriptions ‘do not swear' and ‘behave well with animals’ was issued at some post offices in Budapest. Exactly when tens of thousands of soldiers and unarmed military workers were sent to the frontline.

According to the regulation issued by the chief commander, soldiers in the area of military operations could send one mail item a month. To ensure that this regulation was complied with, green military postcards with coupons for postmarks were used. The procedure was the following: at regular time intervals all members of military corps in the area of military operations were given postal postcards with coupons for postmarks. To simplify the matters, they received three such postcards at once, which were enough for receiving three mail items (within three months). Soldiers put addresses of those on these postcards from whom they were expecting mail items. Then, the postcards were collected, and forwarded to the military postal station, which forwarded those in official registered letters to the central military post office.

The central military post office categorised these postcards according to their destinations, and forwarded them as registered letters, indicating the number of pieces, to specific civic post offices. These offices then distributed these postcards with coupons for postmarks to the addressees, sending them as registered mail.

To accept postal mail items in the area of military operations, the following procedure was used: post officers checked if the mail items complied with the general prescriptions for military postal mail items, and then checked if the addressees were identical to the senders of postcards with coupons for the postmarks. Then he/she put a postmark on the first of the three coupons in the upper line, as well as in a space for postmarks beneath. After this, he/she cut the coupon off, and fixed it to the postal consignment. The remaining part of the postcard had to be returned to the sender. Coupons could be cut off the postcards only by the post office.

On the basis of the issue date mark at the bottom part, the office had to make sure there had not been another mail item received within a month.

To simplify the procedure with ceremonial telegrams, envelopes with transparent windows were introduced from the October of 1942.

In 1943, in the countries under the rule of fascist countries and in those under German occupation, a separate postal association was established, the European Postal and Telegram Association. It was set up on 19 October 1942 in Vienna, with the participation of the following countries: Albania, Bulgaria, Denmark, Germany, Finland, Italy, Croatia, the Netherlands, Norway, Romania, San Marino, Slovakia, and Hungary. The official languages of the association were German and Italian. At the same time, regulations for

European postal service and regulations for European telegraph services were issued, to serve the interests of the German Empire.

On 19 March 1944, German troops invaded Hungary, and the criminal policy of governing Hungarian social classes reached its climax in their servile compromise with the occupants. The government was formed by the ambassador of Hungary in Berlin Döme Sztójai.

The German occupation started a new wave of terror: at the time of Sztójai's puppet government, masses of left-side patriots were arrested, a great number of newspapers were banned, and Jews were sent to death camps. Shortly, a regulation banning providing postal service to Jews was issued.

In June 1944, a regulation concerning mail processing destined to the ghetto and the Jews in the collecting camps was issued. According to this regulation, money and valuables could not be delivered to the official places of residence of Jews (so-called Ghettos); these, as well as other mail, were to be returned to senders. On such mail, an inscription *'szabályellenes - 'non-admiss'* - (against regulations) had to be written.

Subscriptions for foreign papers and magazines were limited. An order was issued providing that the sender had to write his name and address on all mail items clearly and legibly.

Postcards with figures of cities, quarters of cities, townships, landscapes, objects significant from the military point of view, transportation plants or those important from the point of view of the national economy, significant buildings, either domestic or those of any ally country, areas or building occupied by the Allies, as well as any objects listed above featured on maps, engravings, printing plates or plates were excluded from postal traffic. Written messages or invoices could not be placed in value letters or value boxes.

Also the size of letters was limited: it could not exceed half of a paper sheet. The text had to be written legibly, and lines had to be arranged one under the other and parallel to each other. Different alignment was not allowed. The paper had to be of light colour, the envelope unlined. Only attachments truly related to the text could be attached to the letters.

Only Latin, Gothic or Cyrillic letters could be used for writing. The language could only be Hungarian, German, Romanian, Slovakian, White Russian, Serbian, or Croatian. In the evening of 15 October, 1944, the leader of Hungarian fascists (in Hungarian: nyilasok) Ferenc Szálasi, supported by the German military, came to power. This fascist group was ready to turn the whole country into a battlefield, and blindly comply with any order issued by the Germans.

As the result of the military operations, the postal directorates of Szeged and Debrecen moved to Budapest, the one in Cluj to Sopron, and the one in Oradea to Pécs.

At this time, a new regulation to complement mail check procedure was issued. According to this regulation, special officers were assigned by military commandant to carry out mail checks in the areas of military operations. On their request, post offices had to hand in to them the mail sent by certain senders for check.

In the single telephone network of Budapest, terminals in private apartments were switched off between 9 a.m. and 2.30 p.m.

In the period of the fascist terror, all personnel of the Post had to do military work. The Post became subordinate to the military commandant.

The Jewish population of Budapest was collected in the ghetto. The objective was to keep them at one place, and then take them to death camps. The fact that the Hungarian and the German fascists did not manage to complete their undertaking was not their merit. To mislead the Jews in the ghetto, a post office was set up there. It used postcards with printed yellow crosses (done by the Jewish religious community). The Post used postcards worth 12 and 18 fillérs for this purpose.

Hungarian Postal Service after the Liberation of the Country

The fights to liberate Budapest were still underway, when the temporary national government was formed in Debrecen on 21 December 1944; from the very beginning its drive was the Hungarian Communist Party.

In the Second World War, Hungary suffered unprecedented losses, amounting to the fivefold of the national products of the year 1938. The situation was also aggravated by the fact that primary means of production and transportation were demolished, causing not only capital but revenue and income losses to the country. Smaller part of material losses was caused by looting, while their biggest part – by irreversible demolishing of assets.

As the consequence of the war, postal institutions also suffered dramatic damages. The most significant was the damage caused to the technical equipment. However, reconstruction set off with great enthusiasm. By the end of 1945, almost 40% of transportation and shipping means were replaced, which was especially remarkable because total losses amounted to 90%. Almost 60% of mailboxes were destroyed; by the end of 1945, one quarter of the damages was recovered. The damage of the aerial network constituted 75%. The half of it was repaired in the first year.

The table below represents eloquently the impetus of the recovery:

	1938	1945	1946
	August		
Number of Runs (Mobile Post)	520	165	214
Mobile Post Cars	157	76	177
Vehicles	169	73	150
Vehicles Pulled by Horses	254	160	268
Horses	248	230	372

As early as 20 January 1945, the military commander of the liberated part of Budapest issued his order No. 1 providing that all authorities and offices should continue fulfilling their duties. On the basis of this order, the General Postal Directorate Working Committee was set up at 27 Benczúr Street. The department to organise this directorate was also set up. At the beginning, the Committee did not have a single vehicle or any other means

of communication. For this reason, the communication was maintained by couriers on foot.

On 24 January 1945, the Work Committee issued a regulation providing that 'All postal institutions in Budapest and around it should revive'.

On 2 February 1945, the first telephone line was commissioned between the Soviet City Commandant, which had its headquarters in the fire brigade barracks in Kun Street, and the Mayor of Budapest.

On 8 February 1945, the National Committee of Budapest appointed László Pápai to manage reconstruction of the Hungarian Post. As a part of this project, the Working Committee ceased to exist, and the General Postal Directorate was set up. However, its scope of responsibility covered only the liberated territories of Budapest and its surroundings. At this time, four general postal directorates operated in the country. In Debrecen it was the Chief Postal Department within the Ministry of Commerce and Transportation, in Pécs – Postal Directorate managing liberated territories of Dunántúl (region West of the Danube) independently, in Budapest – the newly set up General Postal Directorate, managing the territories of Budapest and its surroundings, and in Sopron – the Fascist Postal Directorate, which covered areas not yet liberated from the Nazis.

On 14 February 1945, the establishing of Hungarian Postmen's Free Union started.

By the end of February, in Budapest and its surroundings, all postal institutions were already operating. The Budapest Postal Directorate and the Telephone Communication Directorate were dealing with personnel and organisational questions at that time, already starting preparation for postal delivery. Technical authorities were working at the repair of the equipment.

On 2 April 1945, postal delivery set off; telegraph and telephone services started functioning as soon as the equipment was restored and commissioned. On 5 April 1945, the pricing process started. There was urgent need for this, because in different areas of the country, different postage, telegraph and telephone fees were collected. By May, postal service was available in the whole country. The temporary institution of the General Postal Directorate ceased to exist – total management went to the Chief Postal Department of the Ministry for Transportation.

The inflation, increasing rapidly especially from the third quarter of the year 1945, though did not take away the impetus of the reconstruction, still impeded the work of postal employees, the growth of postal traffic and the operation of new postal service. Postal rates kept changing, and postal workers could hardly follow these changes.

While clearing the state apparatus, new personnel had to be trained or re-trained. A regulation issued in the 2nd half of 1945 provided that the hard-working and gifted postal employees who had to abandon their studies for financial reasons could go back to school and could complete their secondary education. To facilitate this, preparatory courses for secondary

schools were organised at the headquarters of the Postal Workers' Union in Budapest and in the country.

Naturally enough, all measures of 1945 had temporary character. However, this temporary character would soon disappear, the institutions of democracy and the Hungarian State would acquire the shape corresponding to the working class exercising its exclusive power, lead by the Party. This process of political stabilisation started with the elections of November 1945, amidst more and more vehement resistance of the reactionary elements. It ended with the victory of the Party, the Hungarian working class, and ordinary Hungarian workers.

In the period after 1945, the Post attempted to extend its network. When establishing postal points, the objective was to connect the rural population into the cultural life of the country, to decrease the differences between cities and villages, which had been incredibly big prior to the year 1945. While in 1937 there were 1875 post offices, 587 branches and 516 external stations, meaning that in total there were 2978 postal points to maintain postal traffic, in the sixties, the number of post offices was 2300, the number of branches 840, and that of external stations – 2290. Therefore, the number of postal points grew almost twofold as compared to the last year of peace prior to the war. At most postal points much larger volume was processed than previously. The large scale increase in volume was clearly seen in all areas of postal service; it was evidence to the dramatic development, economic and cultural alike.

Typically of postal transportation, the number of automobile lines increased fivefold as compared to 1937, while the number of motorbike lines – 14-fold as compared to the same year. The same increase was seen in kilometre performance.

In the rural areas located far away from the railway, postal automobile lines, as well as automobile post offices were gradually introduced. While this service was rather insignificant before the liberation of Hungary from Nazis, in the sixties the number of such lines reached 30. Almost 300 postal points were connected to this network of automobile lines.

In 1950, the scope of activities of the Post modified significantly – the newspaper delivery service was introduced.

Already before newspaper delivery, postal employees started performing distribution tasks. After distribution was taken up officially, it was the hard work of postal employees that made it possible to achieve excellent results each year. If we look more closely at what has been the most important recent change in the field of postal service, distribution strikes us immediately as the most significant one, involving both subscriptions and sales. After postmen became involved in subscription and sales, the number of newspaper distributors reached almost 8,000. At the same time, selling newspapers was organised. Today postmen sell 5,5 million of papers every month in the country, mainly in villages and towns in the countryside. In all villages postmen both work as distributors and newsagents.

At present we are distributing 60 million of papers and magazines a month, as compared to 28−29 million of the first month of the year 1951.

The development of the telephone was also quick. In 1945, as early as January, at the time when the ruins were being cleaned, communication in Budapest was maintained by manual telephone centres and using a temporary network. The telephone centres Teréz, Belváros, Erzsébet, and Lágymányos were restored as early as the May of 1945. Centres of Lipót and József were set up in 1946; 5,000 units from the Teréz centre were mounted there. Due these temporary measures, in 1947 the number capacity grew to 73,000 in Budapest.

In the countryside, the destroyed centres were restored, and in many places the connection was turned to automatic. Typically of the technical development, the capacity of sub-centres grew fivefold in 1962, as compared to 1937. From 1945 to the beginning of 1960-ies, the total length of cables grew threefold.

By 1951, the telephone was introduced in all communities. Later, within the village telephone programme, also the communities which were far away from bigger townships were also connected into the national telephone network.

As regards telegraph services, the number of telegrams sent at the beginning of 1960-ies already approached 8 million, which was almost four times the traffic in 1937. Such significant increase could be maintained only by up-to-date equipment.

For this reason, the Hughes equipment used at the central telegraph office in Budapest and in other telegraph offices in the country was taken out of use. The same happened to the Morse telegraph system. Instead, we placed modern telegraph equipment at work.

In 1953, the national telex network was automated. At that time, Hungary had telex communication with 60 countries, 32 out of these overseas.

As a part of modernisation of the telegraph network to make it fit for international communication, at the end of 1960 a Gentex centre was commissioned. Through the Gentex network, we could create communication with a great number of European countries. Today, we also have figure telegraph communication with all European countries.

Though fascists destroyed our radio stations, on the first free 1 May in 1945 we managed to start radio broadcasting with a 0.5 kW transmitter from the telephone centre on the Hill of Liberty (Szabadsághegy). At the same time, great efforts were being made to erect the 20 kW transmitter at Lakihegy, its spare parts found near Pápa. The transmitter began functioning in September 1945. In the same month, the transmitter in Pécs was placed at work.

As a part of the three-year plan, the medium frequency transmitters in Miskolc and Nyíregyháza were built. To make up for the destroyed transmitter of 120 kW on Lakihegy, in 1948 the new 136 kW one on Lakihegy,

and another one in Szolnok were completed.

During the first five-year production plan, between 1950 and 1954, several smaller transmitters in the countryside were completed, as well as the third transmitter of 135 kW in Balatonszabadi.

On 1 July 1959, and in the August of the same year, two pieces of 2 kW ultra-short wave frequency transmitters were commissioned in Budapest.

As a result of the technical progress in the field of radio and the increase of the living standards in Hungary, the number of radio subscribers has been growing rapidly. While in 1947 there were 400,000 radio subscribers, at the beginning of the 1960-ies there were more than 2 million radio subscribers for the population of 10 million.

It did not happen before 1949 that we could first think of introducing television in Hungary, which currently is the youngest type of communication service. In January 1954, the 100/50 W transmitter started the first experimental broadcasting; it was capable of broadcasting films, and was jointly produced by the Experimental Institute of the Post and the Institute for Radio Technology of the Post. On Széchenyi Hill in Budapest, a 30 kW powerful transmitter was put to work in the February of 1958. In 1959, the stations in Pécs and Miskolc were commissioned, while at the beginning of 1960 – the second largest station in Szentes. In the same year, a station on the top of Mount Kékes started to operate. In the autumn of 1962, on the Mount Kabhegy in Dunántúl a high power station was commissioned, ensuring broadcasting of the Hungarian television in the whole western part of the country. Naturally, these data are not final because the television network keeps developing; new stations and modern equipment keep being built.

In 1964, Law II of 1964 concerning postal service and communication was issued. There was high demand for it from the economic, legal, and political points of view.

We have created the economic basis for socialism in hour homeland. The new law truly reflects the requirements of the economic base, and facilitates the development of communication.

The law on postal service and communication contains detailed provisions regarding authorities of the Post, except the collection of postal fees in the way taxes are collected. It identifies major exclusive responsibilities of the Post, such as newspaper distribution, and contains provisions on postage stamps and other items issued and marketed by the Post. Before this law, there were no legal provisions to regulate these issues. A special section deals with indirect delivery, to facilitate the delivery task. It also contained detailed provisions on compensation for damage.

Former regulations provided for the toleration duty of real estate owners only for communication equipment installation. The new law secures the right to mount postal equipment on private property too (mailboxes, stamp vendor machines, etc.), and provides that in the process of city planning, planning or reconstruction of residential areas, the possibility to install or mount postal equipment should be ensured.

Along with the classic communication services (telegraph, telephone),

the new law covers also radio and television broadcasting, the service to eliminate disturbances, and frequency management by public administration. All these tasks are to be done by the state, which delegated them exclusively to the Hungarian Post.

MAIL AND MAIL PROCESSING MARKS

by:
LÁSZLÓ MAKKAI

Originally, philately embraced solely stamp collection. Later, the interest towards postal markings and adhesive labels arose. By today, philatelists have become interested also in processed mail, which has happened not solely out of the search for novelties. Postage stamps, postal markings, other signs or labels are only individual parts of a coherent and complex system, each of them separately not covering all aspects pertaining to mail. In some cases, stamps have lost their philatelic value because they were separated from envelopes by dipping into water. On the other hand, though it is not widely known, the philatelic value of stamps has sometimes grown if they were preserved attached to mail (first-day envelopes, airmail envelopes), or, at least, if they were cut out with a part of the envelope, some occasional postal markings still to be seen. Therefore, mail must stay important for both philatelists focusing solely on stamps, and those who pursue this activity in a broader, more complex way. The latter do not focus solely on a single kind of mail processing mark but embrace the whole context of mail handling.

Consequently, *mail items have also become objects of philately, due to the postal markings they bear*. Generally speaking, there are three groups of markings in mail processing: acknowledgement of the fee collected; date (most frequently, a postmark containing date and location); and instructions referring to the way of processing. The first two kinds appear on each mail item; the third appears only if any special processing procedure is required (registered mail, urgent mail, parcel, money transfer, etc.). Any internal postal signs also belong to this third group.

Postal markings fulfil both *notifying and checking functions*: on the one hand, they notify the staff on how a specific mail item has to be processed; on the other hand, they enable the public and the post office to inspect if transportation conditions and guidelines were met. Generally speaking, stamps are also a kind of postal markings, which certify that payment has taken place. In certain cases, postal markings might assume documentary force, certifying the duration of the postal service and the way specific mail items were handled. It is so because from the very beginning postal markings have been controlled by the postal service, its approach getting stricter over the time. As a result, arbitrariness and fortuitousness have not been typical of mail handling, which has been a basic condition for philately.

Similarly to the postal service, also postal markings have their own history. For a philatelist, these stages of progress shape the framework in which he/she can logically arrange his/her material. Postal markings reflect the economic, social, and political development of the postal service, the latter, in turn, reflects the development of the whole country. For a philatelist, these changes manifest themselves in different ways of mail handling. At the beginning, just as in other fields, mail *was processed manually. Later it turned automated*, due to the intense research and development in order to apply technology to this process. The objective was to accelerate, simplify, and to make the procedure more transparent, eliminating mistakes deriving from

human errors. This attempt to introduce automation has been at the core of all changes in postal markings. However, similarly to how it happened in other fields of technology, the progress has not always been a straight and equable process. There were frequent diversions and blind allies on this road. Sometimes too much attention was drawn to inappropriate or obsolete procedures. In other cases, pioneer experiments were carried out under inappropriate circumstances, revealing, however, the faraway future prospective. Not only technical but also social conditions influence the progress of technology. The best example of this is the postage stamp itself, which was a very progressive tool at the time it appeared but its obsolete today, as compared to machine cancels.

Technological development is always marked by the fight between the new and the old. This has been the case in the field of postal markings too. At the beginning, new solutions are always imperfect; their advantages as compared to old procedures not clear. Only gradually do they manage to expel the old, which is sometimes even capable of improving while fighting with the new developments until finally the advantages of new inventions do not show convincingly. This was also the reason why new inventions and old procedures kept fighting and competing in the field of postal markings.

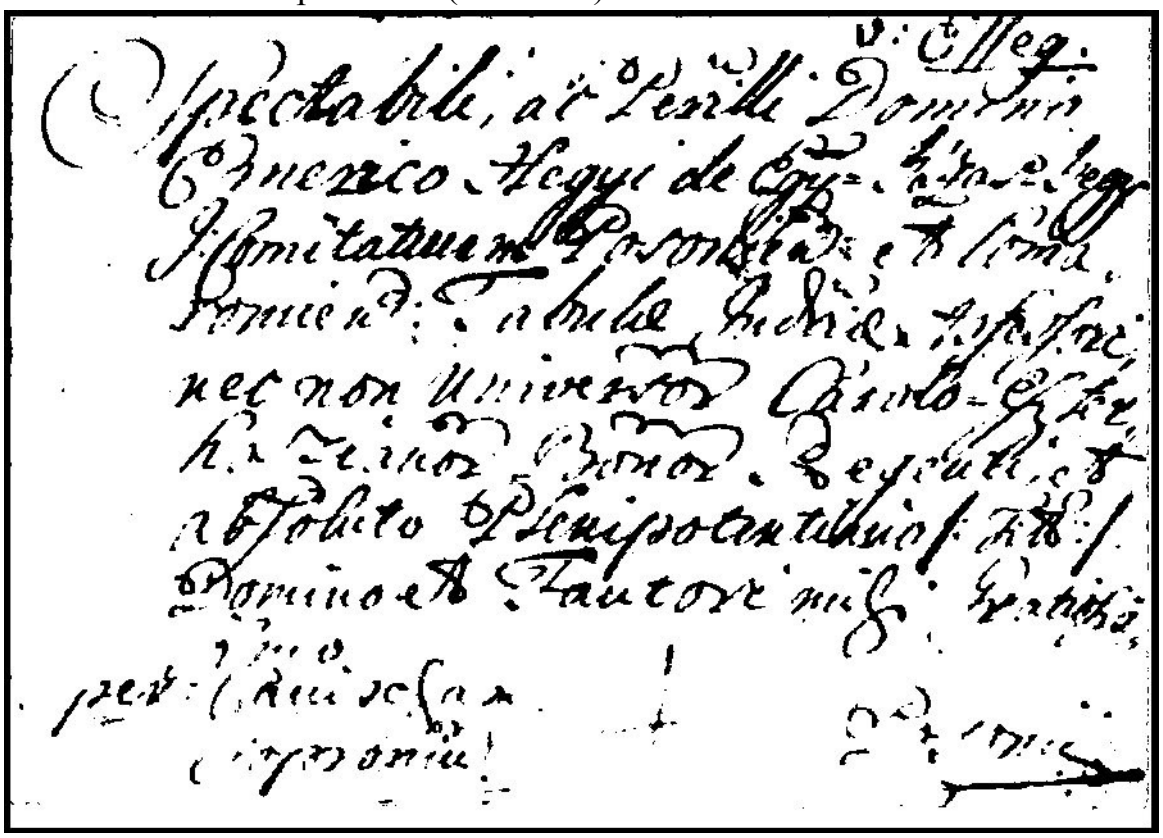
The oldest postal markings were *handwritten* ones: these were notes pertaining to the postage fee and other details referring to mail handling (place, date, recommendation, etc.). These were followed by manual cancels: mail items were marked by ink stamps. The first step towards automation was the use of printing technology. Both adhering printed items to mail items (such as postage stamps), and *printing* marks on them directly (marked envelopes, postcards, forms, and the so-called "printed matter" in general) significantly simplified mail handling and monitoring, though these tools did not completely exclude manual work. Manual work would be eliminated later, when machines would carry out mail handling more or less automatically. At first *cancelling machines* would be implemented, later even more complex procedures (for example, photo mechanics) would be automated.

The stages of mail handling so far have been the following: handwritten notes, manual cancelling, and preliminary printing (adhesive postal items or printing on mail items), and machine cancels. New technical developments have always opened up new periods in the history of postal markings, and, consequently, in philately. It does not mean though that each period was marked by a single technology. As it has already been mentioned, the fight between the old and the new goes on constantly. However, there have been certain periods when certain technologies prevailed. Following these guidelines, we are going to outline the history of postal markings of the Hungarian postal service.

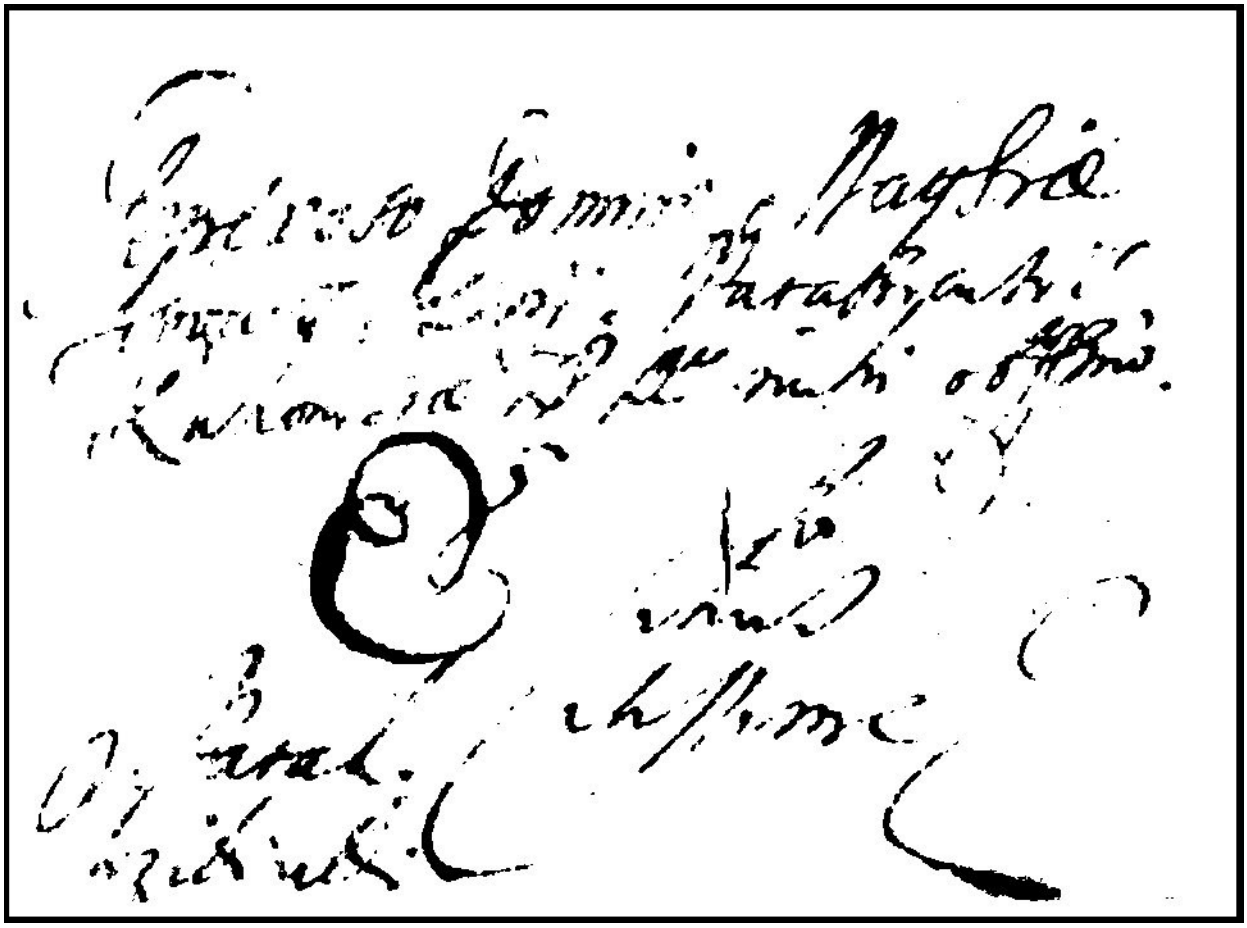
1. HANDWRITTEN NOTES (UNTIL 1752)

In the countries which were ahead of Hungary as regards their economic and social development, the switch from *handwritten notes* to manual stamp marks started rather early, in 17th century. (The postmaster of the township Yarmouth in England was the first one to use ink stamp to indicate date on 15 May 1661; ink stamps to indicate completed payment were used from 1611 in France and from 1667 in the Netherlands; ink stamps to indicate the location were first introduced in 1695 in France.) In the Habsburg Empire, to which Hungary belonged until 1918, the demand for more advanced mail handling techniques appeared only in the middle of 18th century, when the growth of capitalism brought about the increase in postal traffic. Until that time, postal markings were done in handwriting; even this procedure had spread very slowly. The first postal marking was the one to indicate completed payment.

First Hungarian examples of such postal markings come from 1740s. Until 1750s, there had been hardly any postal markings indicating location, date, or any special handling instructions. An example of such special instruction is an inscription Est (Estafette).



1. Handwritten franking from the mid-18. century

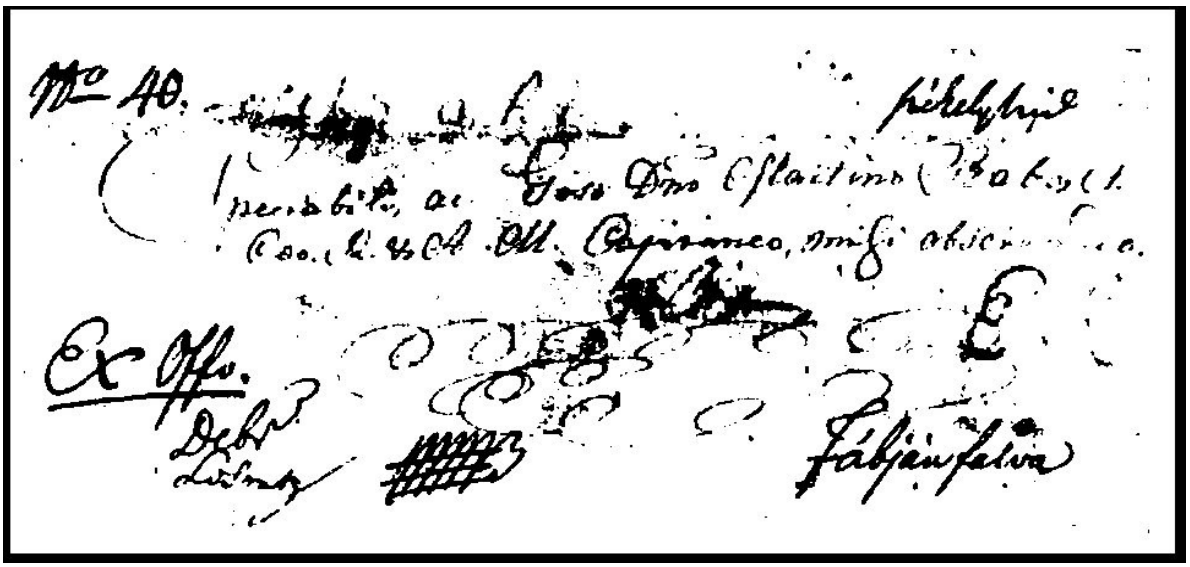


2. Urgent letter sent by courier (estafette) from 1729.
Handwritten notes: Est(afette), Cito, citius, citissime

2. HEROIC ERA OF MANUAL CANCELS (1752−1817)

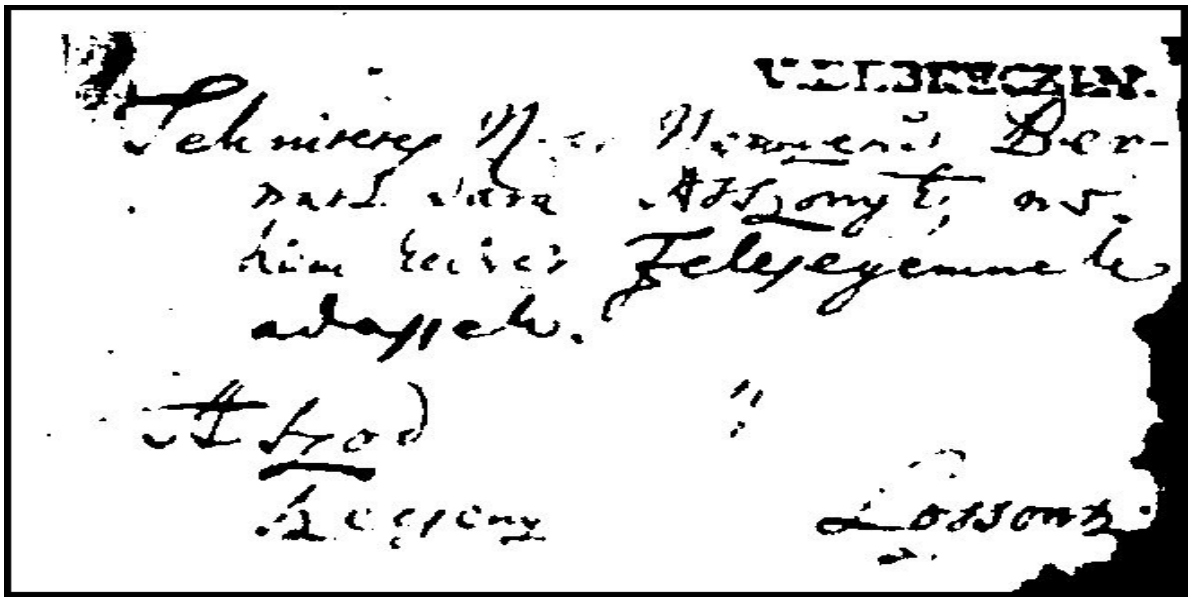
In Hungary, *manual stamp marks* appeared in the period when Maria Theresa was taking measures to regulate postal service centrally (see the chapter dedicated to the history of postal service in Hungary). As far as our knowledge goes, postal markings were made mandatory only in 1788 (location where the mail item was collected and the amount paid). The actual implementation of this provision had not taken place before 1817; until 1817, it depended on postmasters if postal markings had been applied or not. In the period after 1750, indications of completed payment became regular; those of the location where mail items were collected were frequent, while indicating the date of arrival was spreading. In the 18th century, postal markings indicating that the postage fee had been collected were done in handwriting (graphite pencil, ink, or red crayon), while those referring to the date and location – partly in handwriting, partly by ink stamp. Markings referring to special handling were the following: Recommandirt (registered), ER (Erga Recepise (upon receipt)), NB (Nota Bene (remember well)). The inscription NB was accompanied by a registration number (see figure). In the 18th century, all these were indicated in handwriting.

At first, manual handstamps were used to indicate the location where mail items were collected and the date of their arrival.



3. Registered letter from 1815. Handwritten notes: E(rga) R(ecepisse) és N(ota) B(ene)

In Hungary *postmarks indicating the location* where the item was delivered into the care of the postal service came soon after this initiative took place in Vienna in 1751. *The first such location postmark comes from Debrecen; the mail item was delivered into the care of the postal service on 13 April 1752.* Soon this measure was followed by the postmaster of Tokaj, and later by the one of Nagyszombat (Trnava). Until 1780, only fifteen Hungarian post offices used stamp postmarks to indicate the location where the mail was collected. By 1817, further thirty-seven post offices joined this procedure. Certain postmasters (to our knowledge, there were three of them in 18th century) used the official wax stamps of their post offices to this end. This way, the imprint was negative: the protruding part of the drawing came out white, the recessed ones – black. After 1817, negative stamps were also produced; the



4. First known Hungarian postmark: V(on) DEBRECZIN (13 April 1752)

difference between the official handstamps of postal stations and these location marks was that the latter did not contain coats of arms with the double-headed eagle. Otherwise, both kinds contained the name of the post office (sometimes also the sign PA (postamt = post office)); under it, the drawing of the postal horn.

After 1790, with the absolutism of Josef II failing, the centralised management of the Post Office became looser. By 1817, even those post offices abandoned stamps indicating location which had been using them previously.

The first postmark indicating arrival (without the name of the post office) comes from Sopron, from 1758



5. First known arrival datemark, Sopron, 1758

By 1817, further six post offices adopted this procedure. Showing the date of sending has been exceptional, solely in Buda (in 1787) and in Kőszeg (in 1788)), was the date marked besides the location.

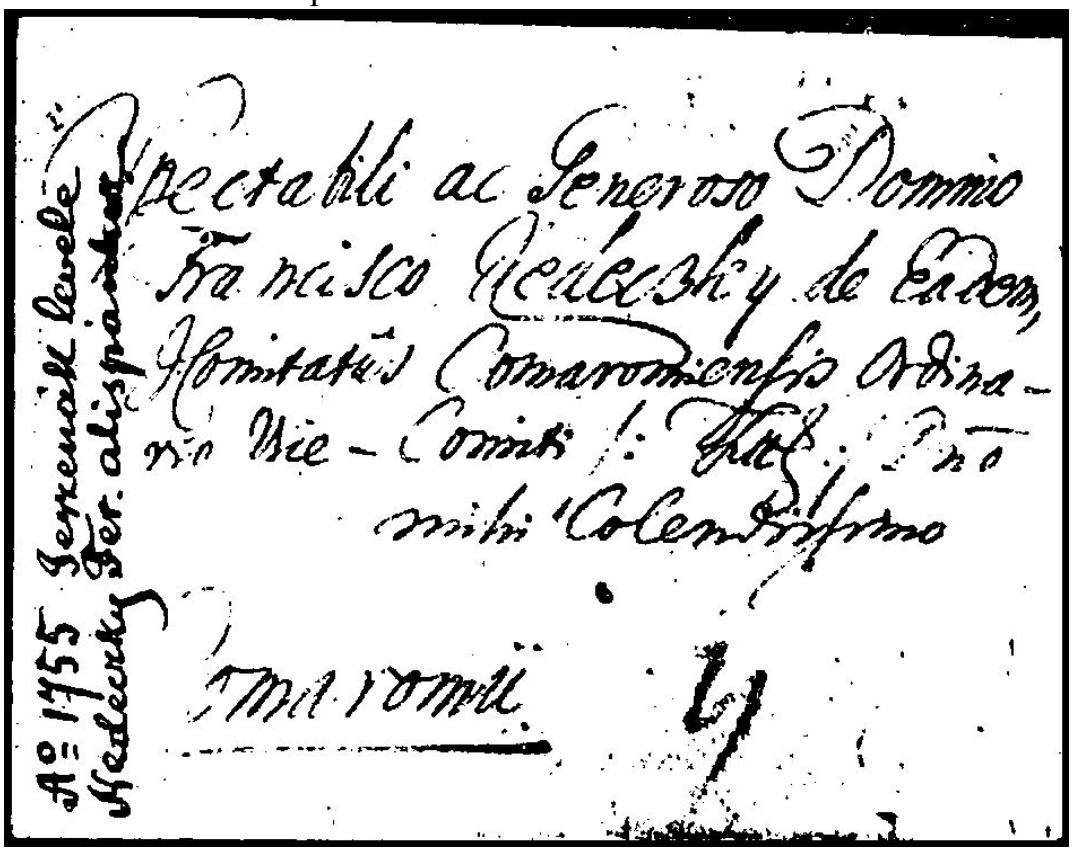
The early manual handstamps indicating the location and the date of mailing were composed of separate metal letters (see figure 2), which were inserted in wooden or metal frame (see figure 8). Combining date and location on a single manual stamp had not occurred until 1817 (the only exception was the ambiguous postmark from 1806 from Nagymihály, which will be discussed later). It happened so not only because there was no need for such integration of these two pieces of information (the single known examples from Buda and Kőszeg also prove this), but also due to technical circumstances. For sustainable use of such integrated handstamps, certain components had to be changed daily, monthly or annually. To do so, a hole in the head of a manual handstamp has to be made. This method had not been known, or at least used in Hungary until 1820-ies. Although we do not have any original manual handstamps from this period, postmarks clearly show that letters and digits were not exchanged one by one with the method mentioned above, but was fixed and moved frequently between rails. Digits and letters from that period often appear inclined on postal markings, which prove that the method described above was applied. The letters and numbers of such manual handstamps (which were similar to today's printing house games) often shifted or dropped out. Using these did not significantly simplify the postal procedures of the time, when postal traffic was rather sparse. Until 1817, postal markings remained handwritten, and manual handstamps did not become popular, due to such reasons as missing technical standard for such stamps, scarce postal traffic, and the lack of centralised management.

Therefore, in the period between 1752 and 1817, *postal markings were handwritten* and rather arbitrary. Manual *handstamps were relatively sparse*. Most often, they were used to indicate the location of the acceptance into the mail stream, rather rarely the *arrival date,* and exceptionally the *mailing date*. The technical level of *integrated stamps* remained very low.

Mail was very diverse at that time. The most frequent type was simple letters. They followed the format developed in 14th century. The address and even the signature were included in the invocation at the beginning of the letter. There is an example of such letter from 1091 – the first letter written by a Hungarian person which has survived until today. The original language of the letter was Latin, and it read as follows, 'To Oderisius, the pious abbot of Saint Benedict order and his congregation from Ladislaus, the King of

Hungarians announces his service and love in our Lord Jesus Christ'. However, in the 14th century a new letter format spread in Hungary. In this format, the address was written on the outer cover, postal markings appearing next to it. The invocation and the signature were inside. These letters were either folded appropriately, or put in envelopes. In 18th century, both folded letters and envelopes occurred. If a letter was folded, its edges were sealed together with a wax seal. In case of envelopes, the wax seal was applied on the backside. Later wax seals were replaced by pieces of paper glued to where envelopes were closed up.

Apart from the name, the rank, and the place of residence of the addressee, the address usually contained the list of transit postal stations (the path). Senders usually wrote the special handling instructions on the cover (for example, *recommandirt*, *erga recepisse*, etc.); however, the postal service usually applied its own postal markings to indicate the same information. An order to indicate the location where letters were submitted for acceptance was issued in 1788; if the sender failed to do so, the postmaster had to make up for this deficiency. The instances where the indication of location and the rest of the address were written in different handwriting prove the existence of this provision. It must have been issued as early as 1750, because it was then that the first handwritten indications of location completed in different handwriting from that of the rest of the address started to occur, even in case of postal stations where manual handstamps were not in use. In such cases, postal markings were completed by red crayon and by hand (figure 6). To comply with this alleged provision, bigger postal stations started to use manual handstamp.



6. Manual location mark before the era of the introduction of the location stamp: V (on) Ofen (1755)

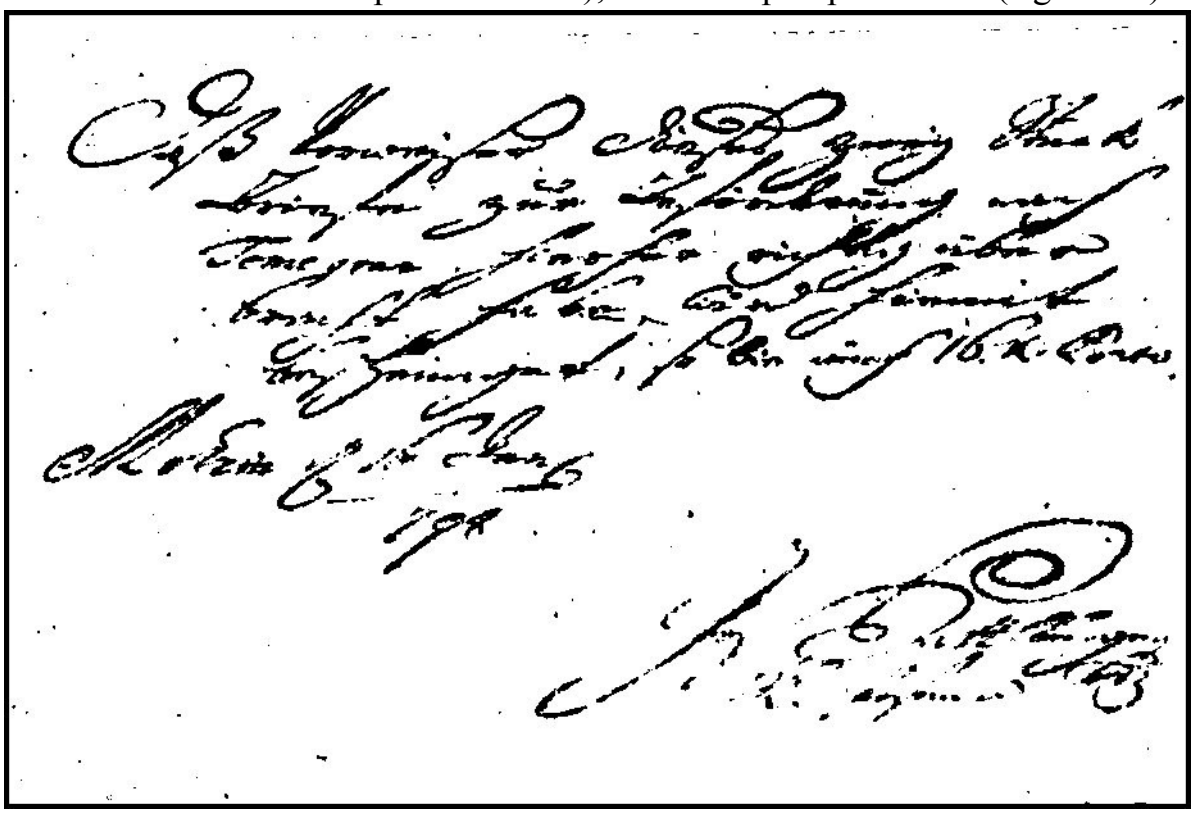
There were also different kinds of *special mail*, such as registered let-

ters, their marks Recommandirt*, E(rga), R(ecepisse), and N(ota) B(ene) already mentioned. All these markings, as well as the marking Est (affette) applied on Estafette letters (ancestors of urgent mail) were written by hand.

There was a new institution, the mail coach service (see the chapter on the history of postal service), to deliver money letters and parcels. Since the letter mail service and the mail coach service were managed by the same postmaster, all mail was handled according to the same guidelines. Postal markings advising on special handling were done by hand on all kinds of mail.

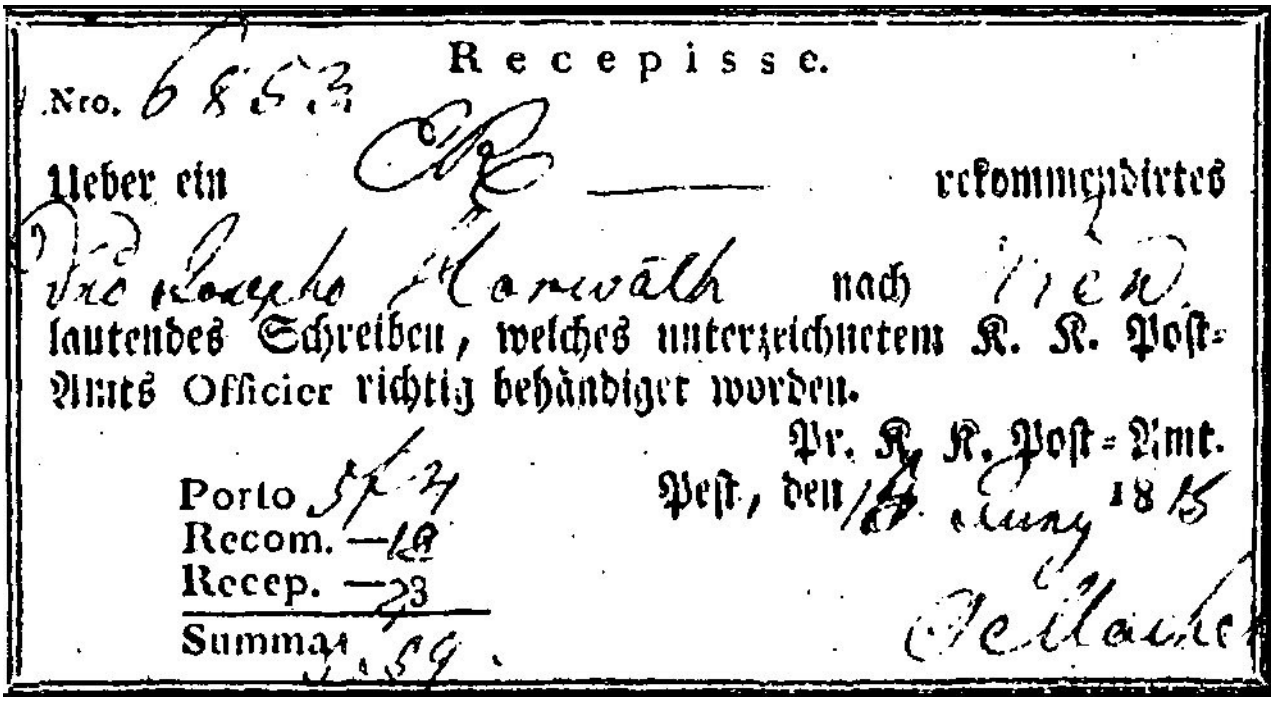
On sender's request, the postmaster gave him a receipt and a return receipt, upon additional charge. At the beginning, receipts were written by hand (figure 7). By the end of 18th century, printed receipt forms had become widespread; they were filled in by hand. This was the first occurrence of machines in mail handling. The technology was very rudimentary of course, since all postal markings except of the name of the postal station and marks referring to special handling were still done in handwriting. For letters, there were separate forms for registered and Estafette mail (figures 8 and 9); for parcels, the receipt forms for registered and Estafette mail were very similar (figure 10).

A pioneering phenomenon occurred in a field only loosely connected to the postal service. From 1789, upon collecting *newspaper duties* (which was not identical to the transportation fee!), nice stamped postmarks (figure 11)



7. Manual receipt of sending a registered letter from 1798

* later so, instead of the correct „recommandiert"



Recepisse.

Nro. 6853

Ueber ein C R ——— rekommendirtes

Die Louise Manwäth nach Pest

lautendes Schreiben, welches unterzeichnetem K. K. Post-Amts Officier richtig behändiget worden.

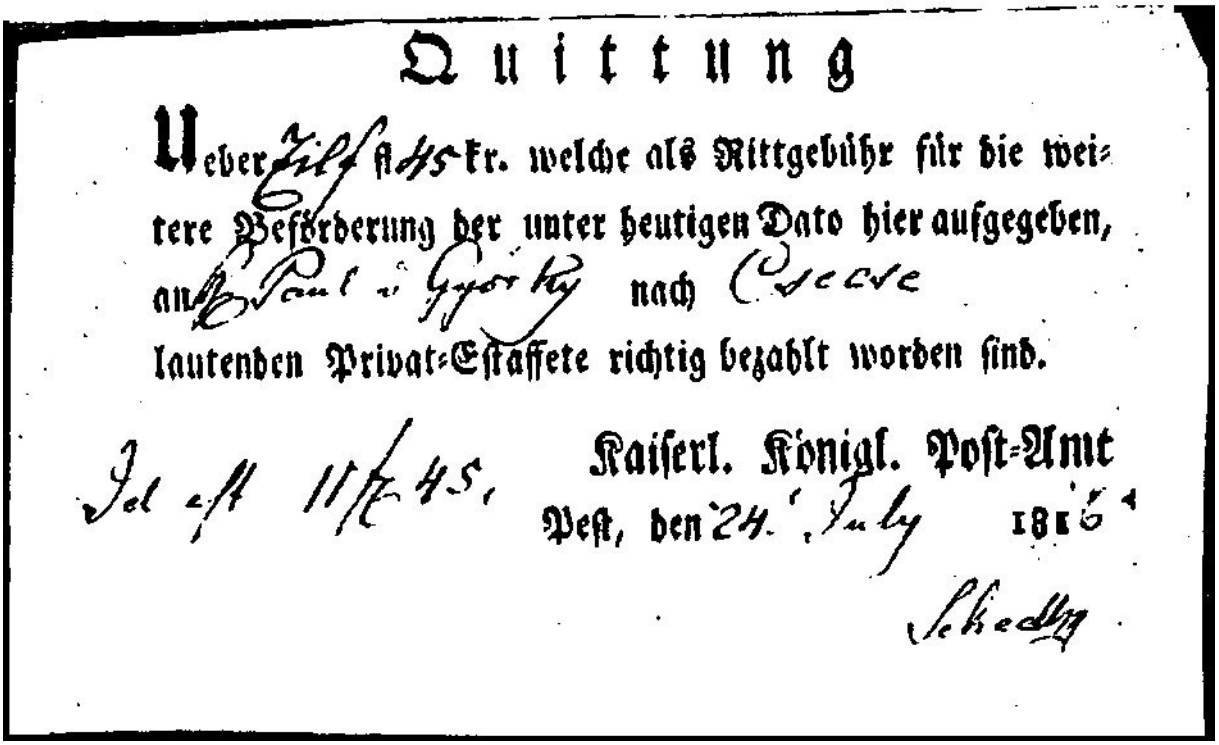
Pr. K. K. Post-Amt.

Porto 5 kr.
Recom. —12
Recep. —23
Summa 1 f. 59 kr.

Pest, den 14. Juny 1815

Fellacher

8. Preprinted receipt of sending a registered letter from 1815



Quittung

Ueber Zehn fl 45 kr. welche als Rittgebühr für die weitere Beförderung der unter heutigen Dato hier aufgegeben, an Paul Gyorky nach Ofenn lautenden Privat-Estaffete richtig bezahlt worden sind.

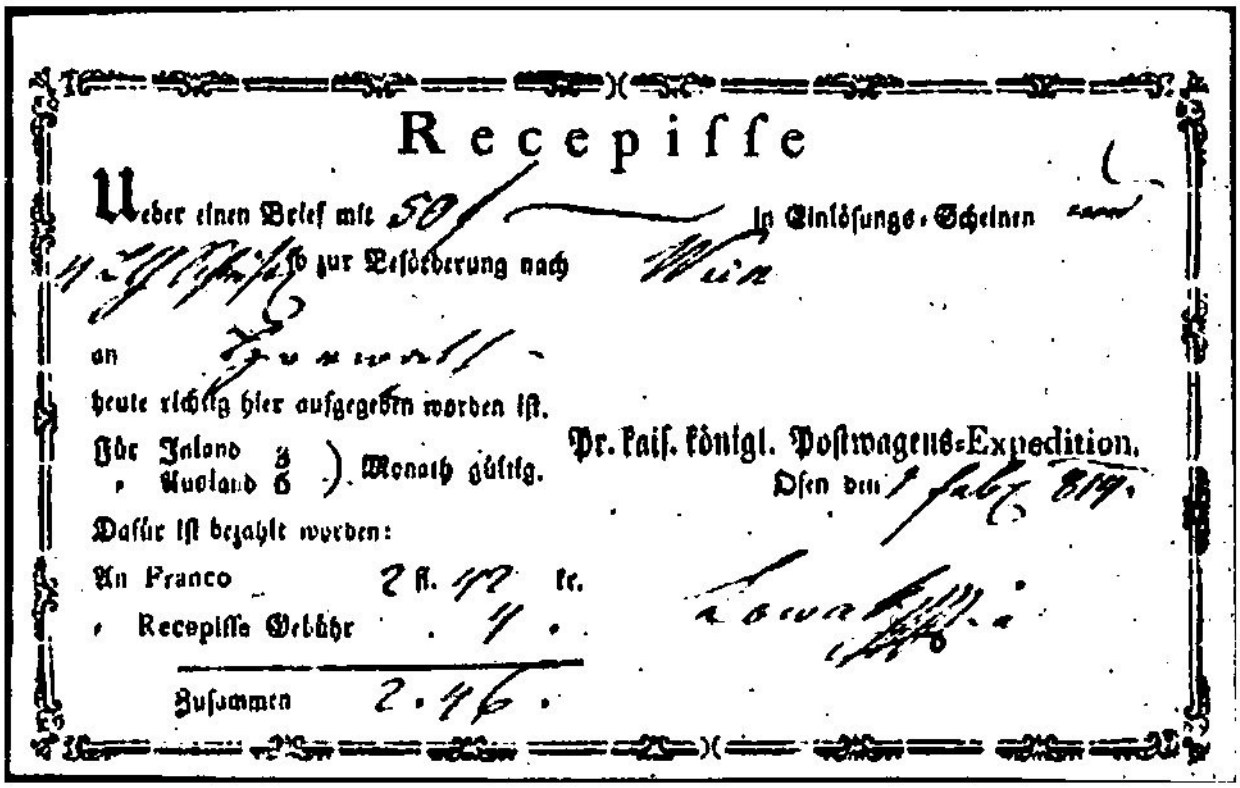
Jel 11 fl 45 kr.

Kaiserl. Königl. Post-Amt

Pest, den 24. July 1816

Schedly

9. Preprinted receipt of sending an estafette letter from 1816



Recepiſſe

Ueber einen Brief mit 50 — in Einlöſungs-Scheinen

ſo zur Beförderung nach Wien

an

heute richtig hier aufgegeben worden iſt.

Für Inland 3 / Ausland 6) Monath gültig.

Pr. kaiſ. königl. Poſtwagens-Expedition.

Ofen den 1 Feb. 819.

Dafür iſt bezahlt worden:

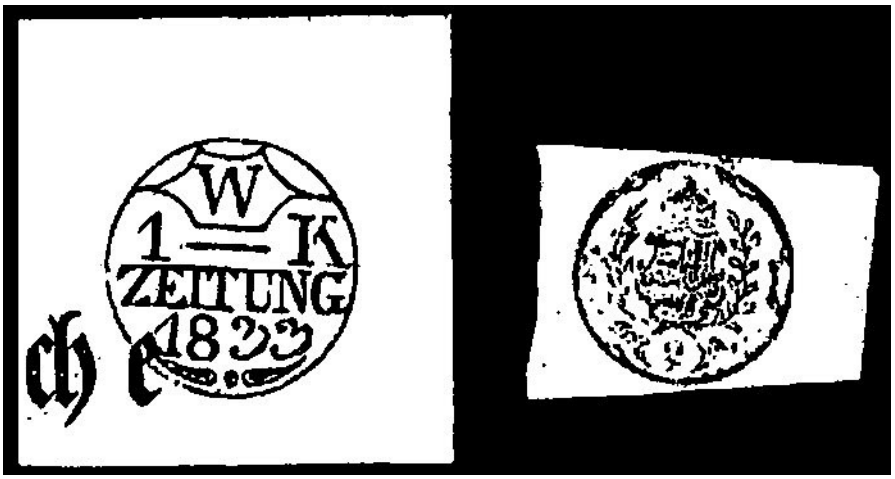
An Franco 2 fl. 40 kr.

„ Recepiſſe Gebühr — 6.

Zuſammen 2. 46.

10. Preprinted receipt of a mail coach letter from 1819

with the following information were applied: the word 'Zeitung (Newspaper)', the year, and the amount of money collected. Prior to the appearance of automated procedures for postal markings, this was the only instance in mail handling where a single postmark included all these three pieces of information (postage fee, indication of location and date, indication of special handling).



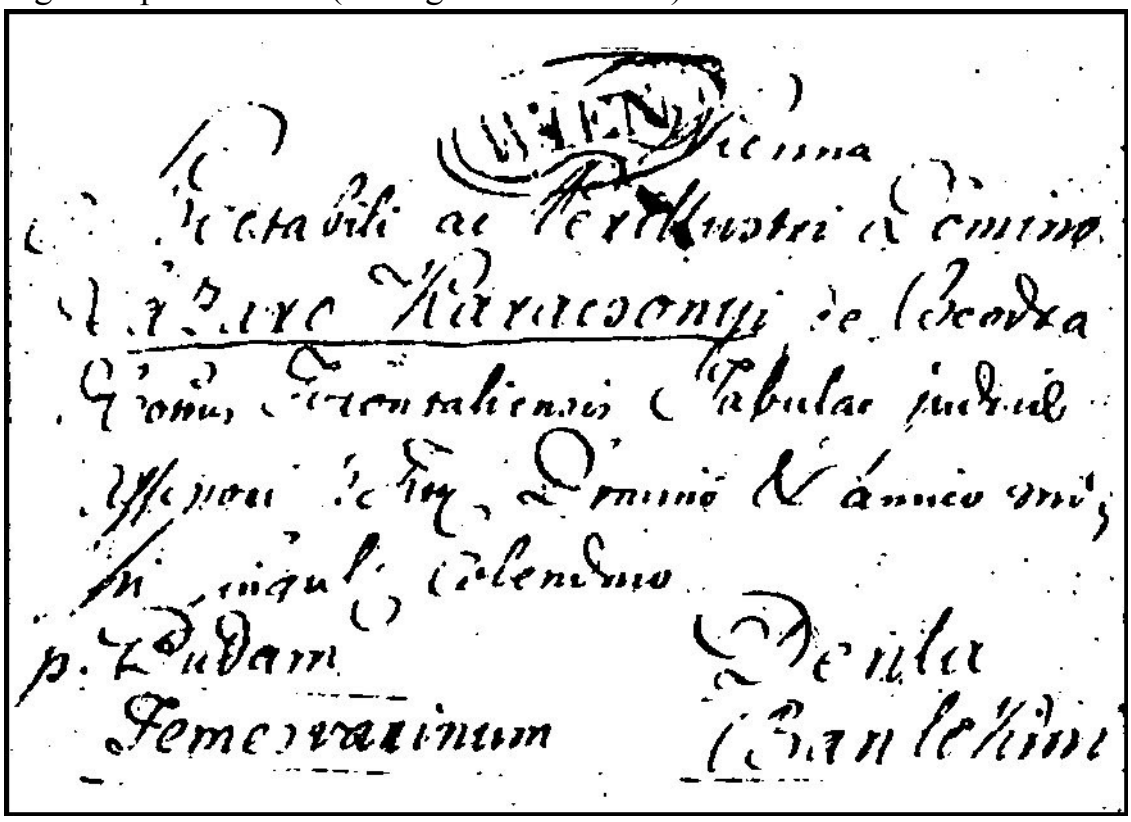
11. Cancellations showing the payment of newpaper duties

Applied to newspapers, this pioneering technical solution remained isolated, since the general technical level was still low. It would become widespread only later and in its more advanced form. The reason why this solution had not infiltrated mail handling at that time was that while for newspapers there was no need for frequent changes of the information on postmarks (it was not required to indicate the day and the month; the amount of collectible duty was constant), in case of mail, the date and the fee was always different. We are going to deal with this issue several times in the future; the sustainable

method of mail handling would come along with machines, which would turn this process into an automated one.

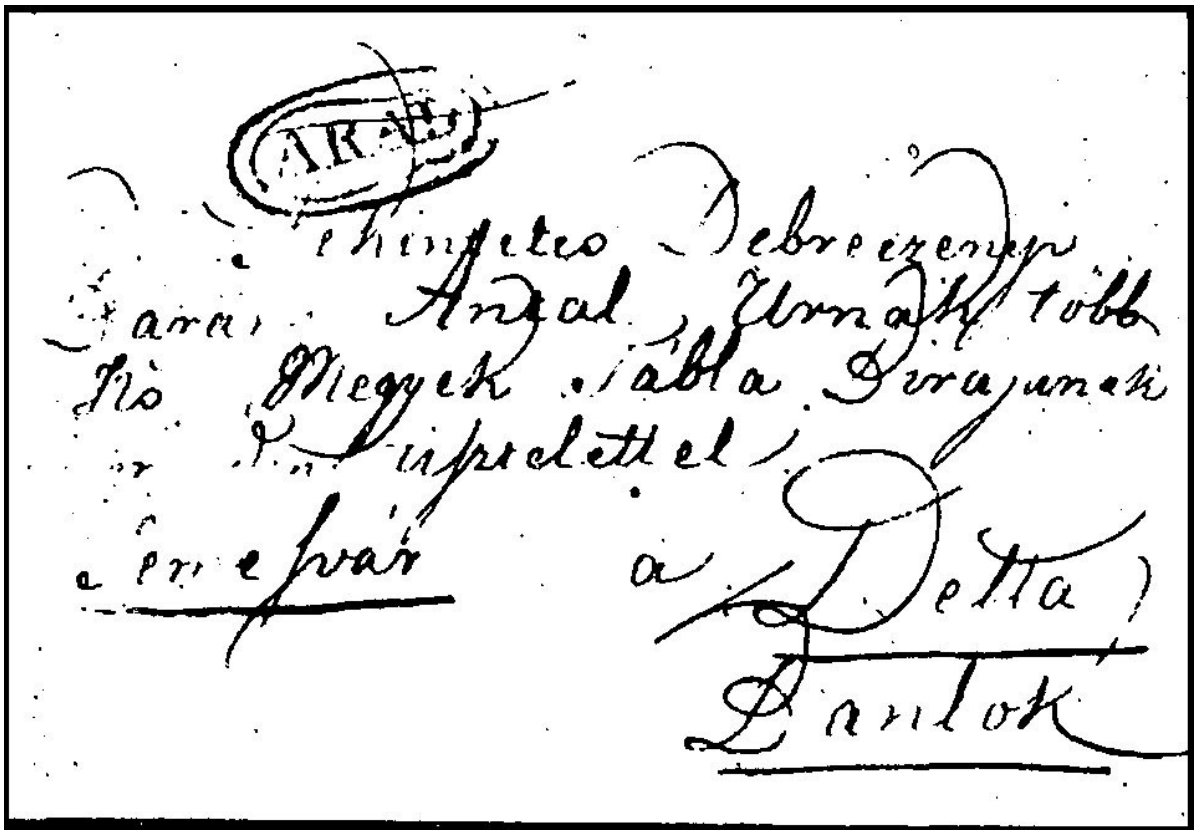
3. THE GOLDEN AGE OF MANUAL POSTAL MARKING (1817−1860)

Applying manual postmarks became general after 1817. It could happen because mail handling became more centralised, both as regards its management and supervision. Postmasters were advised to use postmarks indicating the location where mail was collected. This information became crucial because at that time a complicated 7-zone rate system was introduced, in which mileage became very important (see chapter on postage fee). However, postmarks still did not become obligatory at that time. Consequently, no shapes for postmarks were prescribed. Nevertheless, there was an Austrian postmark attached to the regulation, which served as an example for many Hungarian post offices (see figures 12 and 13).



12. Postal stamp of Vienna from 1817

Other postmasters had postmarks created by local craftsmen, following their own taste and preferences. These were of diverse shapes and decoration. The most popular postmark shape was elliptical, though simple shapes of the previous period were also in use, along with more special ones. Sometimes even negative postmarks occurred (see chapter on location and issue date). The majority of post offices had their own handstamps indicating location where mail was collected prepared. By this, indicating location in handwriting became obsolete.



13. Postal stamp of Arad, using the Vienna stamp as a model from 1818

In 1850, out of 558 post offices that existed at the time when the first Austro-Hungarian postage stamp was born, only 52 did not have location handstamp. All of them were located in less developed part of the country, on the south or east. Handwritten annotations applied by smaller post offices tried to follow the shapes of postmarks, which showed how prestigious it was at the time to apply postmarks for indicating location (figure 14).



14. Location marks drawn by hand trying to mimic the manual stamps from the first part of the 19. century



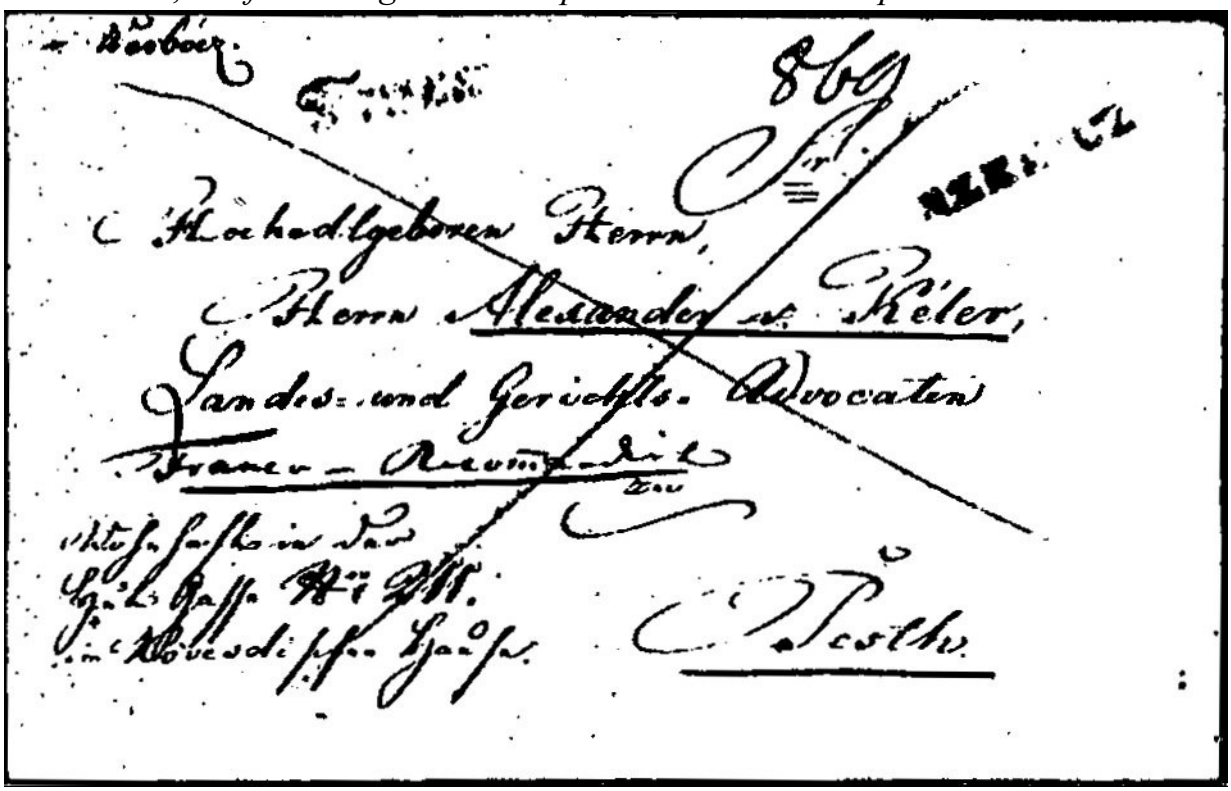
15. The first Hungarian FRANCO (paid) stamp (Nagykanizsa, 1820)

As postmarks became widespread, post offices started to use them for other annotations.

Although the postage fee was still indicated in handwriting, bigger post offices started to use postmarks with the word FRANCO (fee paid), to indi-

cate that the sender had paid the total fee, so there was no need to charge the recipient. The first post office to use such postmark was the one in Nagykanizsa in 1820. As we will see later, after the postage stamp was invented, just for the opposite purpose, handstamps for the annotation of postage due were manufactured and much later special stamps issued. The forerunner of these postmarks was the one prepared in Lippa in 1837 (figure 17).

Soon integrated postmarks which indicated both location and issue date became popular. Since previously date postmarks were used only upon arrival of mail, the *first integrated stamps were arrival stamps*.



16. FRANCO stamp (Szenicz, 1840)

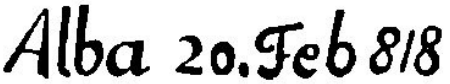
Térfi, in his study, states that the first integrated stamp comes from 1806, from Nagymihály (figure 18). On it, the information was arranged in two lines, and contained the year, the month, the day, and the location. However, all other instances of such integrated stamps come from a much later period, the years following 1820. We should assume that Térfi must have been mistaken when deciphering the date on that letter, as it could occur also in certain other cases. Until this issue is clarified, we should consider that *the first instance when an integrated stamp appeared was a letter from 1818 collected in Székesfehérvár* (figure 19). Only few post offices used postmarks solely with the arrival date. The ones in Székesfehérvár, Buda, Pest, Debrecen, Komárom, and Nagymihály had a separate arrival postmark containing the location and the date.



17. The sole Hungarian Postage due stamp from



18. The arrival date and location stamp of Nagymihály from



19. The first integrated Hungarian date and location stamp (Székesfe-

before 1850 1806 as drawn by Térfi hérvár, 1818)

With the exception of the one used in Pest, all these postmarks were combined ones (which was the reason why postmarks changed so frequently). The first integrated arrival stamp with an inlay part comes from 1829, from Pest (figure 20). However, at that time postmarks containing departure location and date also started to become popular.



20. The first Hungarian inlay type arrival date and location stamp (Pest, 1829)

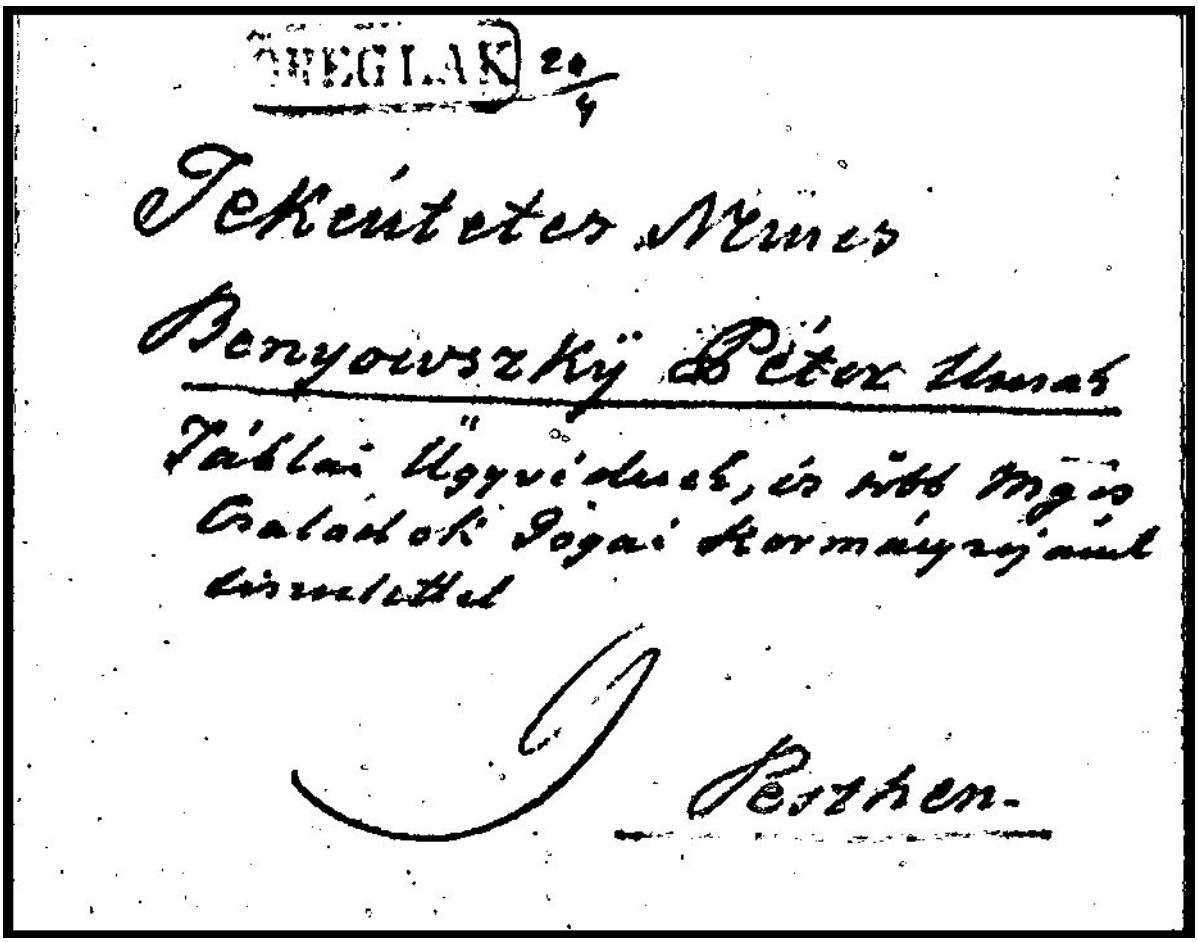


21. The first Hungarian line stamp with year-month-day date (Brassó, 1822)



22. The first Hungarian inlay type date and location stamp used at sending (Pest, 1824)

The earliest known one comes from Brassó (Brasow), from 1822. On it, the information was still arranged in lines, and contained the location, the year, the month, and the day of mailing (figure 21). The first postmark with inlay part comes from 1824, from Pest. It contained location and date, but only day and month, without the year (figure 22). At the beginning, only bigger post offices used such postmarks. After 1838, when marking of mailing time became mandatory, almost all post offices which needed to purchase a handstamp bought this kind (with an inlay part). At the beginning, these handstamps (which both contained information on location and date) were of the same shape: information was arranged in two lines without a frame. From 1846, circular shape with 2-line edge became popular (figures 60, 95−103). *These were the first centrally issued handstamps*. In 1840, a new kind of 2-line handstamps was introduced: in these, letters and numbers were fixed with screws, which prevented them from getting loose.



23. Manual date next to the simple location stamp

In the 1830s, it was still common to supplement simple location postmarks with a handwritten indication of the date, or to apply an additional postmark (figures 23−24). After 1840, indication of date on mail was missing very rarely.



24. Datestamp used next to a location stamp separately

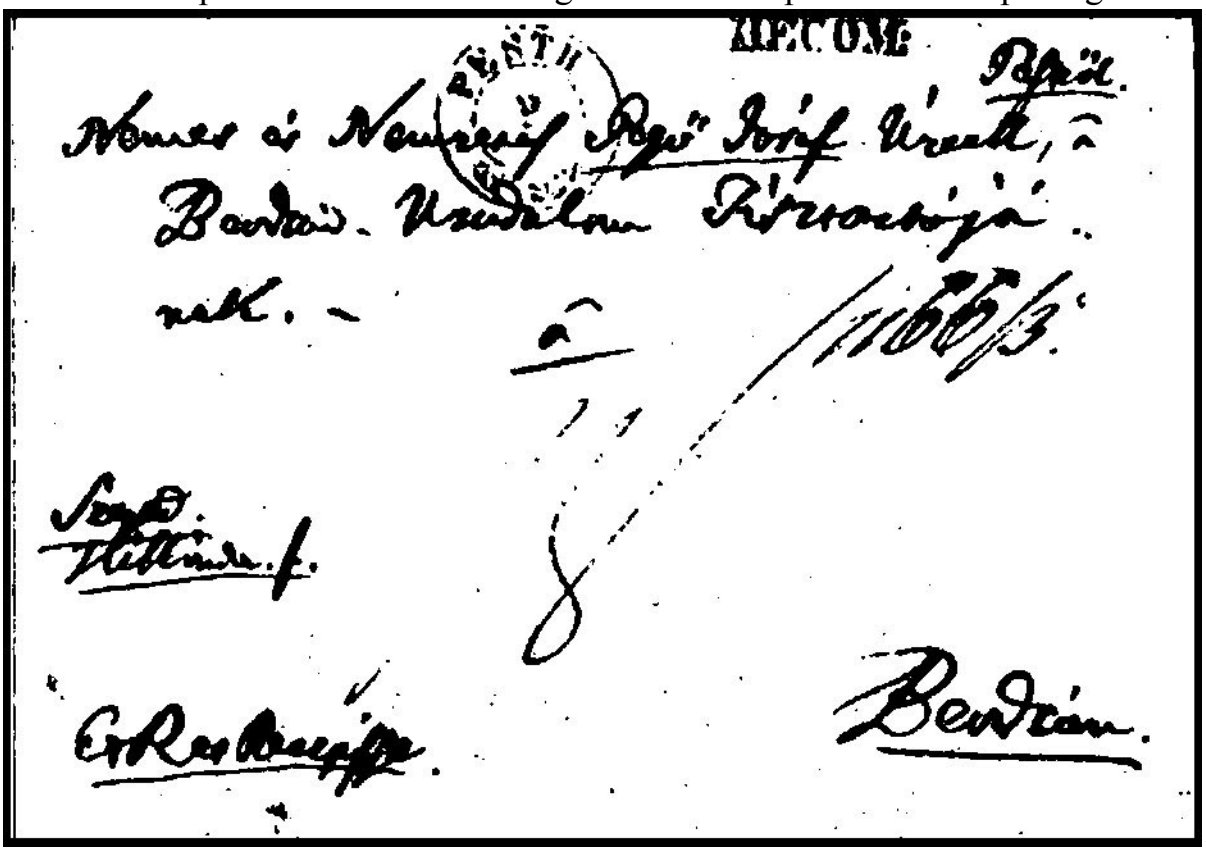


25. The first Hungarian location stamp combined with a processing mark (Zengg, 1832)

Gradually, handstamps started to be used for *processing marks* as well. At the beginning of 1830s, postmarks for registered mail with the inscription Recommandirt started to appear. One example of such postmark comes from 1832 from Zengg, another two from Pest and Kassa (Kosice) (figure 25). Sometimes simple postmarks with the single inscription *Recommandirt* were also applied, along with the postmark indicating location (figure 26). Some post offices included traditional annotation NB in the registered postmark (figure 27). On receipts and coupons, postmarks with the name of the post office became widespread (figure 28).

Within mail coach service, there were hardly any changes. In 1838, obligatory documents were introduced to accompany parcels. From 1840, the location where mail was collected had to be indicated on these. In most cases this was done by handstamps.

The invention and expansion of inlay handstamps resulted in ever growing *popularity of postmarks, as opposed to handwritten annotations*. For indication of location, date, or way of handling (service number excluded), handwriting remained in use only in lagging behind areas. Another progressive step in the field of automation was the *integration of different annotations in one postmark*. From this time on, location and date always appeared in the same postmark. There was also a postmark where the information on postage fee and handling mail as registered was integrated (Gospic's postmark FRANCO UND RECOMMANDIRT from 1838, figure 29). A further step forward was including the date into postmarks on postage



26. Stamp showing registration used next to a date and location stamp

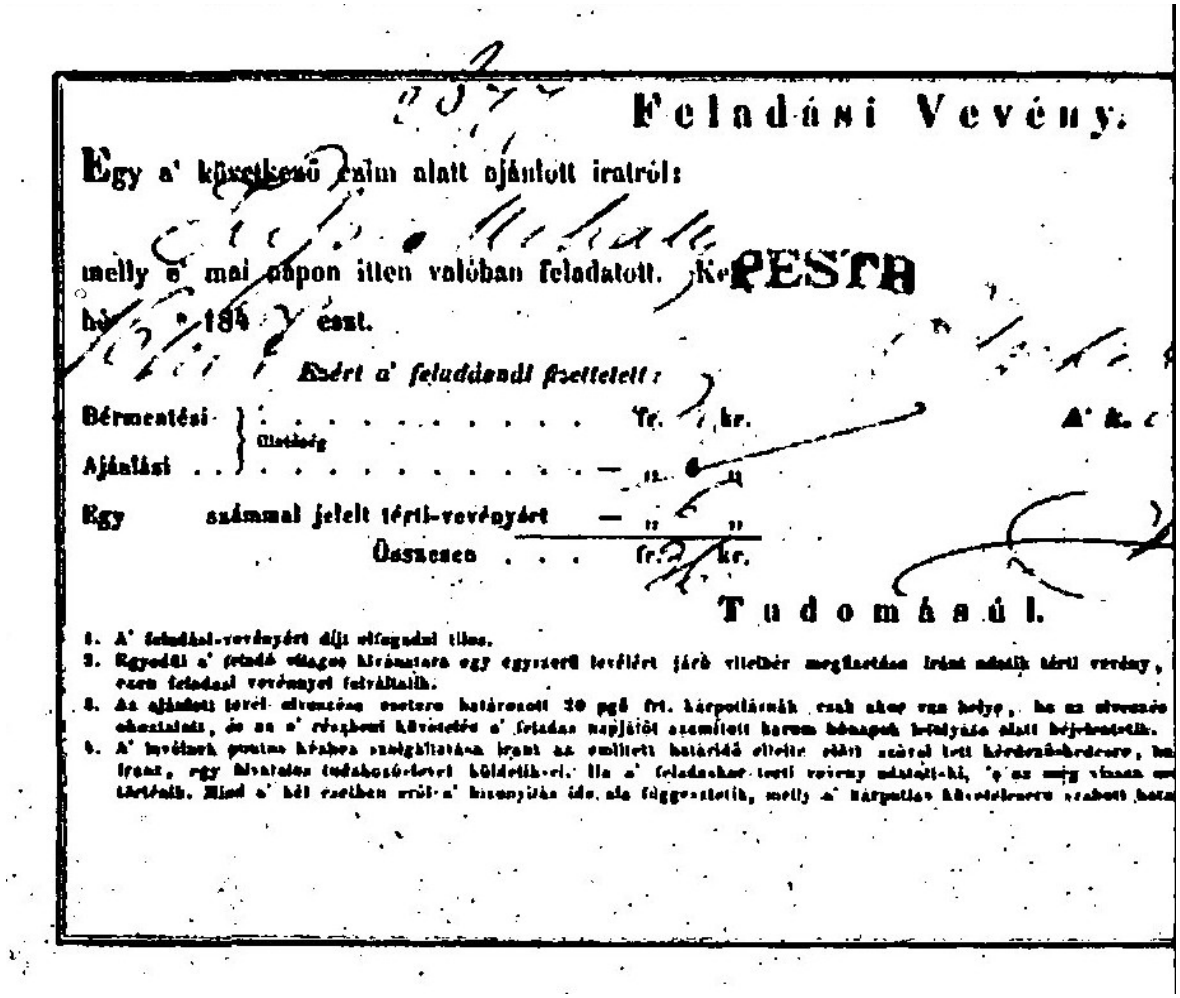
fee or handling mail as registered. The first such example comes from 1847 from Székesfehérvár (FRANCO and RECOMMANDIRT, year, month, day and location, figures 30, 31). Another example comes from Nagyszeben (Sibiu) (registered, location, date, figure 32).



27. NB registry notation inserted into a location stamp (Kőszeg)

These complex postmarks reflect the extreme frontiers of the technical possibilities of the time. On the other hand, using separate handstamps for location and date, for handling mail as registered, or to indicate that the fee had been collected (figure 33) reflected the *desire of the time to use handstamps for each step of mail handling*. *The*

preferred method was the integrated postmark, while using separate postmarks or sometimes handwritten annotations referring to the postage fee eloquently inform us of the technical limitations of the time. Postal service would manage to overcome these limitations only much later, when automated marking would come along. The most inconvenient part of the procedure at that time was the necessity to write the postage fee by hand. With the appearance of the stamp, a brilliant British invention, this difficulty was overcome. *Moreover, mail handling procedures took new direction after this invention.*



Feladási Vevény.

Egy a' következő szám alatt ajánlott iratról:

melly a' mai napon itten valóban feladatott. Kelt PESTH

hó [illegible] 184[illegible] ezut.

Ezért a' feladandi fizetteték:

Bérmentési } Tr. kr. A' k. c
Ajánlási } Utánvét

Egy számmal jelelt téríti-vevényért — „ „

Összesen . . . fr. kr.

Tudomásúl.

1. A' feladási-vevényért díjt visszaadni tilos.
2. Egyedűl a' feladó világos kívánatára egy egyszerű levélért járó vitelbér megfizetése iránt adatik téríti vevény, ezen feladási vevényen felvátlatik.
3. Az ajánlott levél elvesztése esetére határozott 20 pgő frt. kárpótlásnak csak akkor van helye, ha az elveszés okoztatott, és az a' résztbeni követelése a' feladás napjától számított három hónapok befolyása alatt bejelentetik.
4. A' hivatalnok pontos kézbesítésének iránt az említett határidő elteltével előbbi szóval tett kívánságokra, ha [illegible] irant, egy hivatalos tudakozódólevelet küldetik-el. Ha a' feladáskor tett vevény adatott-ki, 'a az még vissza [illegible] tartozik. Mind a' két esetben erről a' hivatalnok ide alá függesztetik, melly a' kárpótlás követelésére szabott hat

28. Showing the name of the post office by a stamp on a registration receipt



29. Unified franking and registration stamp (Gospic, 1838)



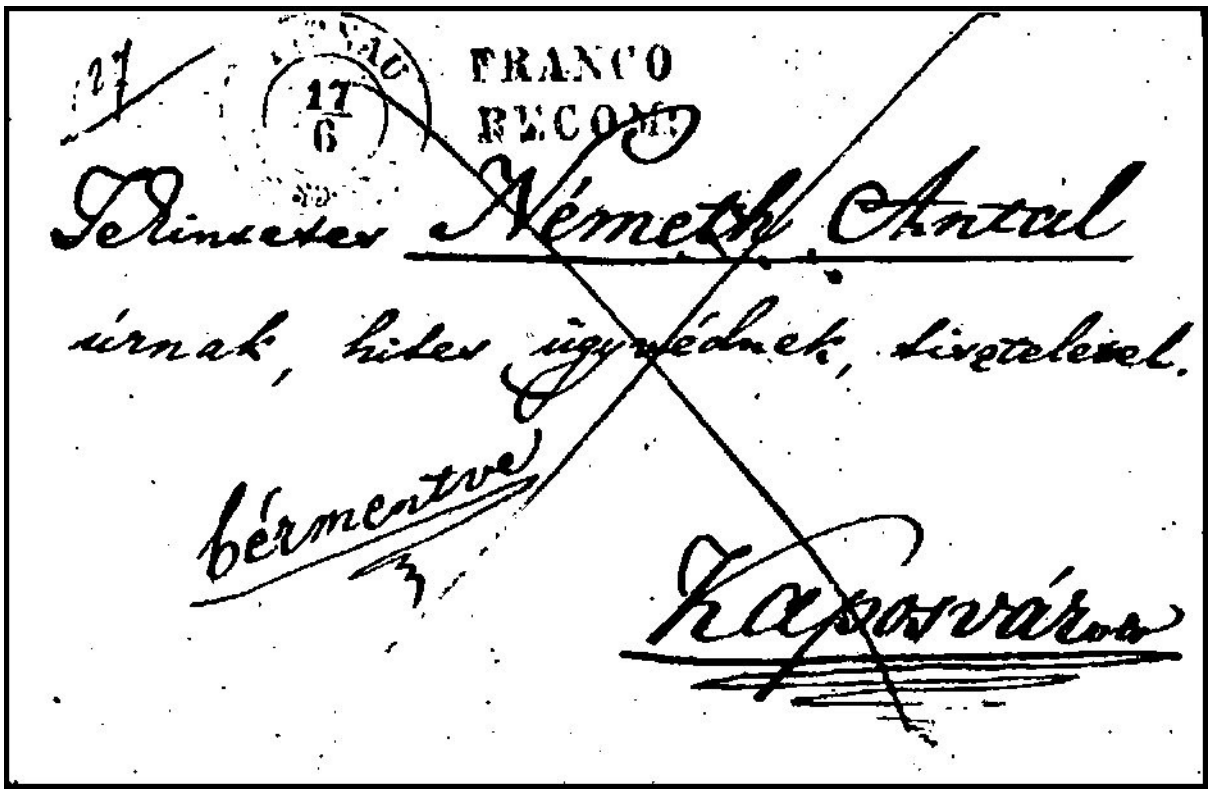
30. Date and location type franking stamp (Székesfehérvár, 1847)



31. Date and location registration stamp
(Székesfehérvár, 1847)



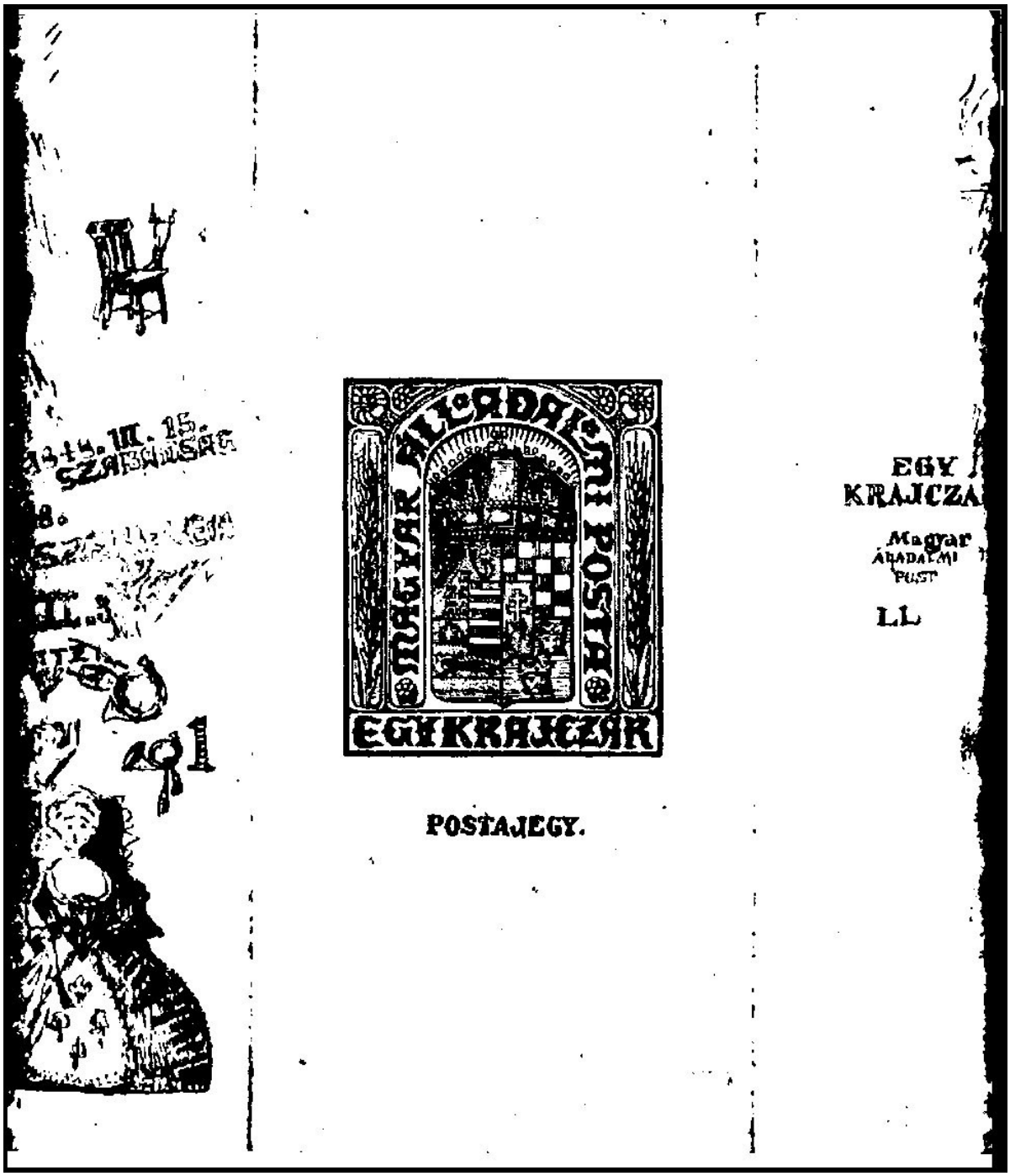
32. Date and location registration stamp
(Nagyszeben, 1847)



33. Date-and-location, registration and franking stamps next to each other (Nagyszombat, 1849)

4. HEROIC AGE OF THE POSTAGE STAMP (1850−1867)

There are two types of printed postal markings (their ancestor was the preprinted coupon form): *preprinted and adhesive* ones. Both were born in England at about the same time: *the preprinted envelope and the adhesive stamp*. The Austrian Post Office introduced such envelopes with preprinted postal markings in 1860, while postage stamps – in 1850. By this, it opened up possibilities in field of mail handling in Hungary. At the time of the Hungarian War for Independence, the idea to issue a postage stamp was born. Mór Than, an artist, prepared its design, which, however, was never implemented (figure 34).



34. The design of Mór Than for the Hungarian postage stamp (The original owned by the Jászay-family)

Until 1867, postage stamps of the Austrian Post with denomination in kreutzers were in use in Hungary (stamps with denomination in centesimi were in use in Lombardy and Venice, in soldi denomination in the Austrian Levant). This situation remained until the independent Austrian Post and the independent Hungarian Post issued their first common postage stamps. For this reason, the Austrian postage stamps of that period which were marked in Hungary should be regarded as Hungarian stamps.

When introducing the postage stamp, the Austrian Post was following a foreign example. However, its internal conditions were mature for this innovation. Such steps of the procedure as collecting of the postage fee in cash, putting a handwritten mark on the mail item certifying that the fee had been collected, entering this information in the books of the post office were all

time consuming. However, it was not only this technical aspect that urgedthe introduction of the postage stamp. Even though in 1848−49 the anti-revolutionary forces defeated the revolutions, and, as a consequence, the feudal system remained politically strong, in the economy capitalist development could not be stopped. In the field of the postal service, it showed in the first place in the gradual disappearing of the feudal, tenure nature of postmasters' offices, which could be purchased or inherited. *While in the old system, postmasters earned their living and maintained their offices from the dues collected, the new type of postmasters was appointed government employees who received salaries*. Since in this new scheme postmasters were not personally interested in collecting dues, it was extremely important for the state to monitor and supervise the finances of post offices. The postage stamp was a very convenient tool for this. From this time on, postmasters did not have to account for the postage fee of each single letter, but for stamps purchased in bigger quantities, which was easier and more transparent. *We can see that the technical innovation enhanced the transition of the postal service from the feudal system to the capitalist one.* At the same time, the new, capitalist system became more open to further technical innovations, since it could be ordered and implemented in a centralised way. Since post offices did not have to ensure their technical equipment on their own, but received it from the state, *mail handling and postal markings became more uniform*. There was much less space left for individual solutions. Not only preprinted envelopes and stamps arrived from Vienna, but also handstamps. Until 1861, several craftsmen from Vienna supplied handstamps; later, a single company in Vienna (Theodore Burk) became the only supplier. Individual designs gradually disappeared. Postal forms also became uniform.

Unquestionably, the most significant innovation of the time was the postage stamp, both its preprinted and adhesive version. We should keep in mind that this was the time of the industrial revolution when machines became widespread. *Consequently, machines also entered the field of the mail handling*.



35. Alternating design of double-headed eagle and Emperor's portrait on the Austrian stamps issued between 1850−1867

From the very beginning, postage stamps were not only purchasable items but *propaganda tools* too. They featured political symbols. The double-headed eagle of the first Austrian stamps was the symbol of the absolutistic monarchy, which defeated national revolutions. As such, it was the object of hatred of the suppressed nations. Apparently, when the absolutistic regime weakened and was made to seek compromise with the suppressed nations (Hungarians in the first place) between 1850 and 1867, the portrait of Franz Joseph (figure 35) took the place of the figure of double-headed eagle.

The coat of arms symbolised a centralised state, the Gesamtmonarchie (Whole Monarchy), while the figure of the Ruler symbolized a possibility of looser relationship within the personal union. When in 1858, the tyranny started to lose strength, due to the crisis in Lombardy and Venice and the threat from the French-Italian alliance, the stamps featuring the double-headed eagle were withdrawn, and the new stamps contained the coats of arms belonging to the Monarchy, around the portrait of the Emperor, thus trying to positively influence the population. When defeated in Italy, the empire was forced to give further concessions. It started seeking compromise with the Hungarians; the 'October diploma', which restored the minimum of the Hungarian local governance, was issued in 1860; at the same time, new stamps were released, featuring only the portraits of the Emperor, without any kind of coat of arms.

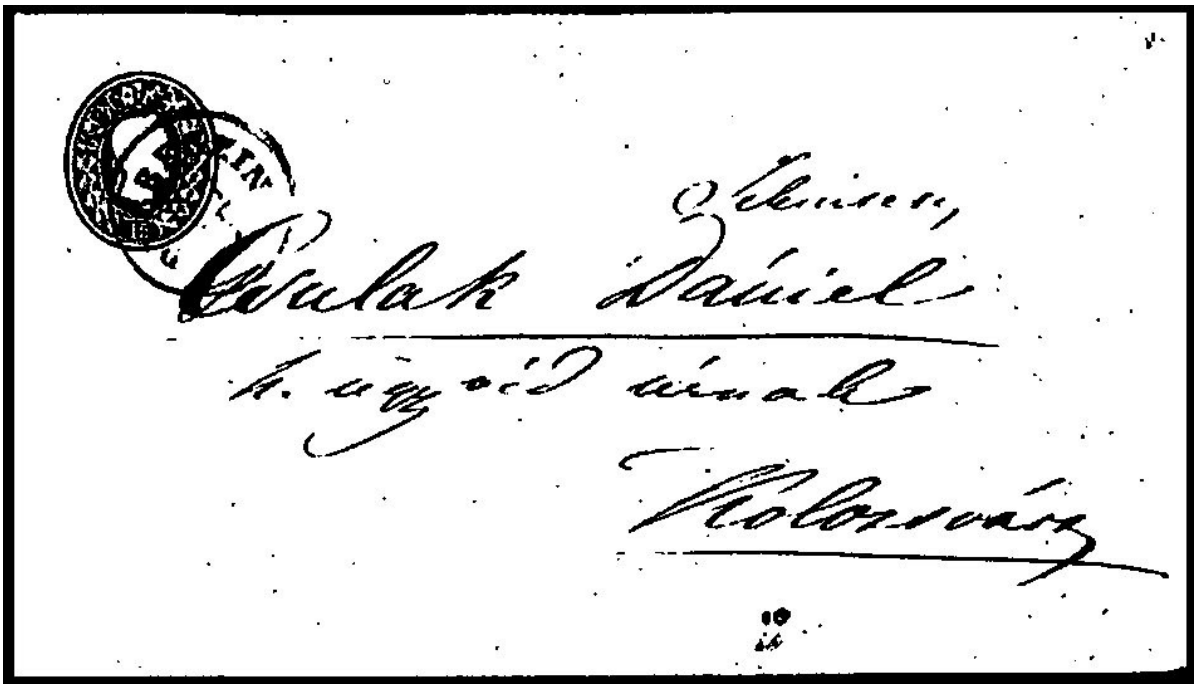
When the Hungarian Parliament refused to make any concessions to the demands phrased in the 1848, the tyranny resumed in the form of the Schmerling-provisorium. On the stamps released in 1863, the figure of the young and friendly Emperor looking in the right direction, that of Hungary, was again replaced by a double-headed eagle with a fierce look and a sword. Finally, in 1867, the stamps featuring Franz Joseph appeared again, symbolising the Compromise and the personal union. These stamps were used by the independent Hungarian postal management. People were aware of the political symbolism appearing on stamps. Hencz, in the history of the postal service, mentions an eloquent joke: Hungarians did not like to stick the stamps from 1863 to their letters because 'they did not want to lick the buttocks (backside) of the double-headed eagle'.

Despite its role in propaganda, the stamp still remained a postal item in the first place. Only much later the message of figures would become more important than the postal role of the stamp. The use of the stamp still remained very limited: it could be used for forms, ordinary letters and registered mail.

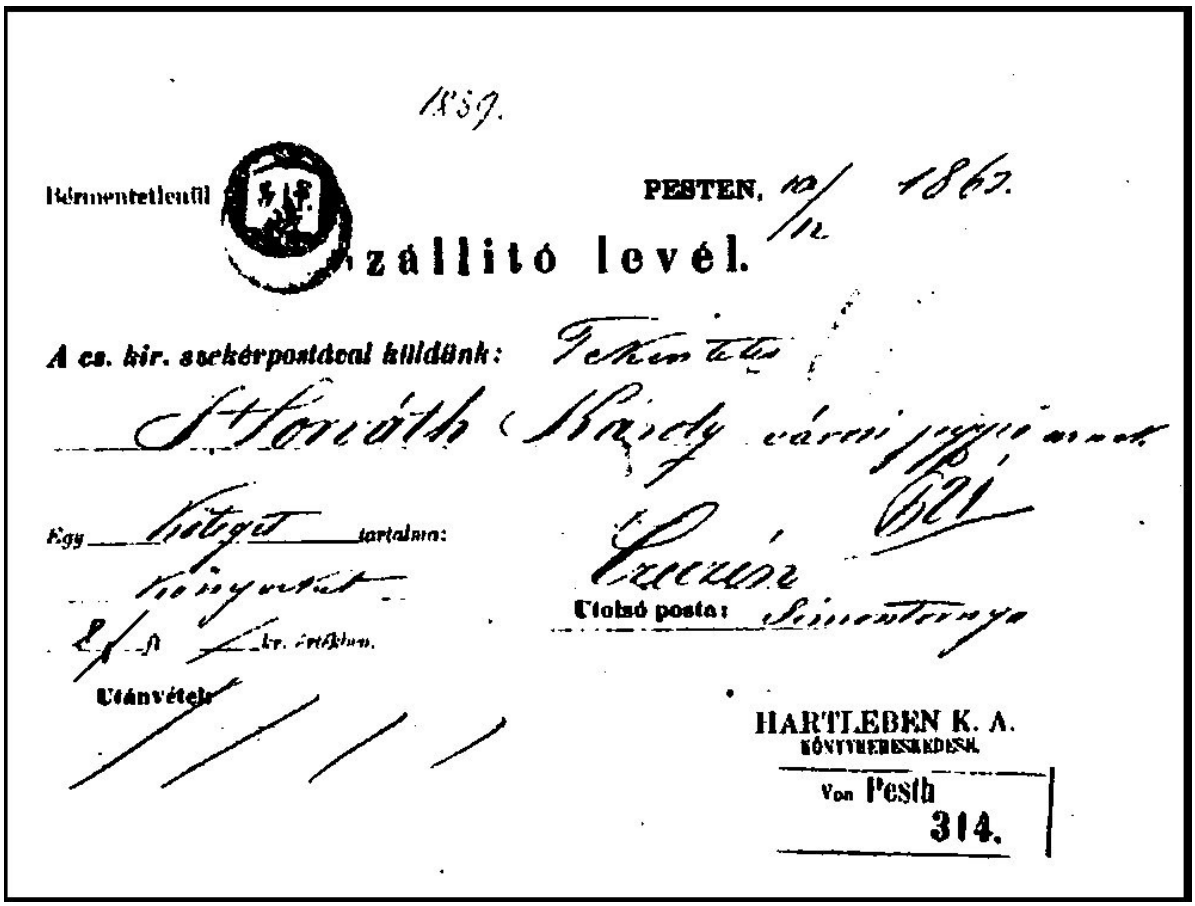
For newspapers, it came in use only after 1851. For delivery, urgent mail, telegrams, parcels and money letters, and also for postage due the fee was still collected in cash. Neither were there many kinds of stamps: postage stamps, which were also used for forms, and later newspaper stamps (figure 36); until 1873, when the telegram stamp appeared, no new types were released. Until 1869, preprinted stamps appeared only on letter envelopes; later they started to appear also on postcards (figure 37).



36. The first Austrian newspaper stamp (1851)



37. The first preprinted Austrian stamp (1860)



38. Parcel delivery letter with the registration label showing the location of mailing and the registration number

Adhesive labels (the stamp is one of them) *became popular in the postal service only gradually*. Apart from the two types of stamps mentioned above, the technique of adhering appeared only on the letters which accompanied parcels. From 1860, a label indicating mailing location and the registration number had to be adhered to these letters (figure 38). A post office in Prague applied a pioneering technique – adhesive label for regis-

tered mail. Unfortunately, this initiative remained isolated, not capable of spreading in the Empire (and Hungary) for decades. Between 1850 and 1867, this technique was limited to the following instances: stamps issued in 1853, to collect newspaper dues (figure 39); revenue stamps used partly to collect dues for parcels (from 1863), partly when there was need for stamps (until 9 July 1857).

We call this period the *heroic era of the postage stamp*. It coincided with the period of Austrian tyranny and total inclusion of the Hungarian postal service into the Austrian postal management. Adhesive technique remained only a peripheral phenomenon in the field of mail handling, not able to break the monopoly of postmarks. *Adhesive marks were mostly used in connection with the postage fee; consequently, they rather expelled the remains of handwritten annotations, leaving handstamps as popular as they had been before*. Where postage stamps started to play an important role, handstamps also remained in use. For example, an adhesive label was stuck to parcels, but on accompanying documents, location/date postmark was put (see figure 38). Although revenue stamps replaced postmarks on newspapers, postmarks indicating location and date still remained there (see figure 39). Moreover, neither the postmark FRANCO became unnecessary: it was still there to indicate that postage fee had been collected. It was not only applied to envelopes but often to postage stamps to cancel them..



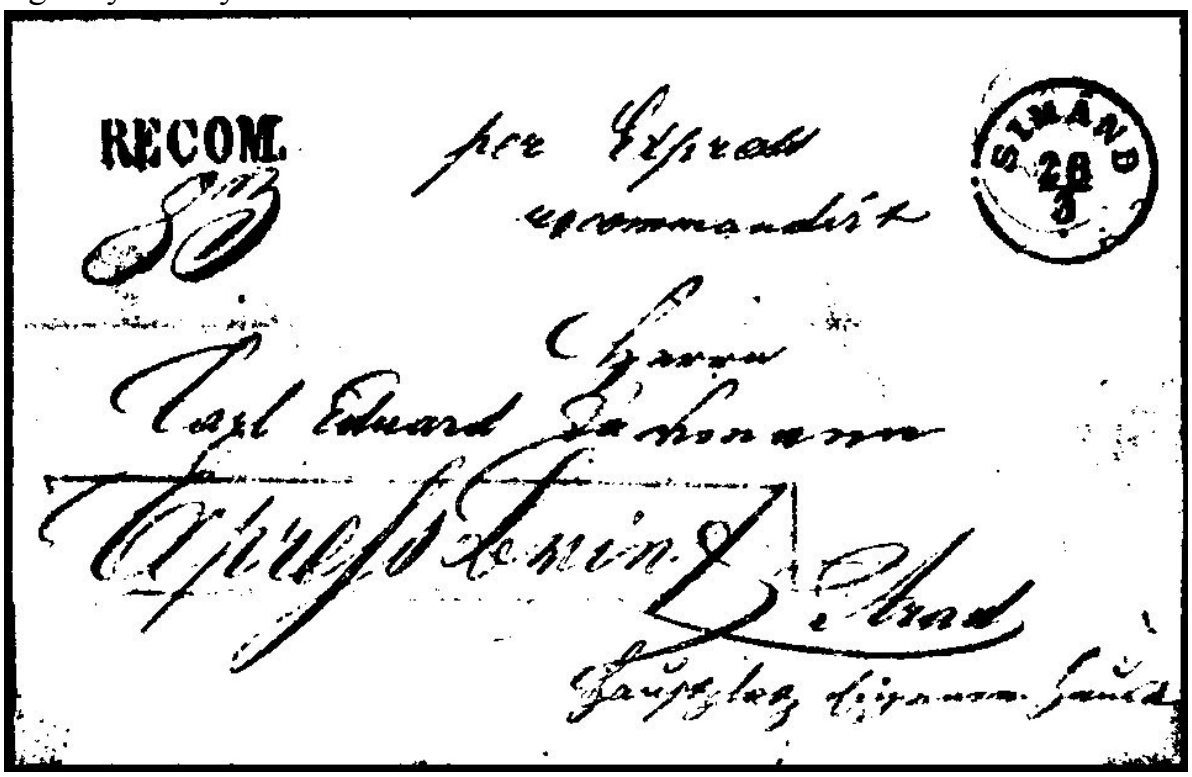
39. The first Austrian newspaper tax stamp (1853)

Since postage fee was still very often collected in cash, the postage stamp could not completely expel *handwriting* from the field of postage fee collecting. It was less successful than postmarks used to be when they had expelled handwriting for date and location. In 1851, following the introduction of postage stamps, newspaper stamps appeared. However, the development halted at this point, not expanding to further types of mail. This is the reason why we find ink annotations on documents accompanying parcels, money letters, or telegrams. Moreover, annotations referring to special delivery fees and urgent mail fee were added on letters in handwriting too. And even in the years after the postage stamp had been introduced, if there were temporary shortages of stamps, the amount of the fee was written on the envelope in handwriting, and the postmark FRANCO was applied (see chapter on postage fee).

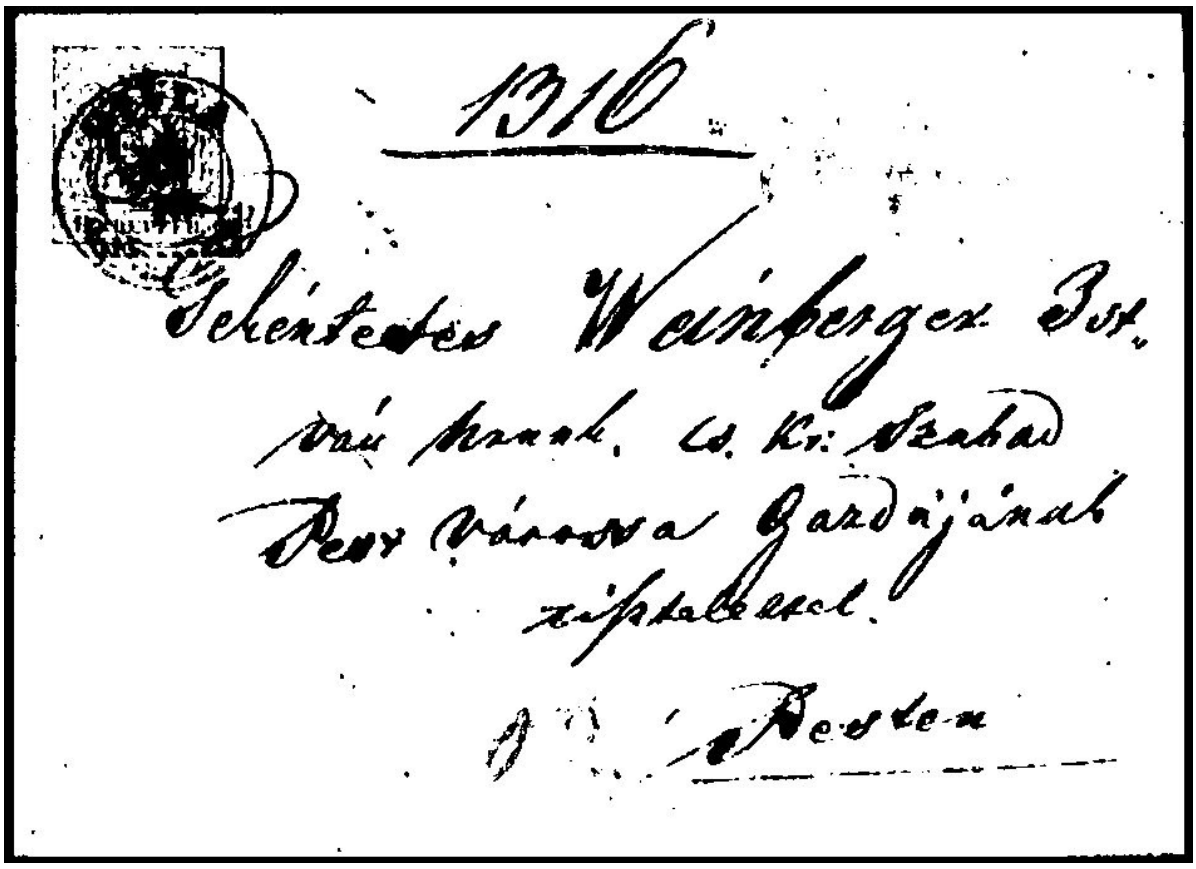
To indicate location, date, or special instructions, handwriting occurred much less frequently. Only the special instructions regarding handling of urgent letters (they replaced estafette mail in 1859) were regularly written by hand (figure 40). For documents accompanying parcels, telegrams, or for different coupons, there were preprinted forms with guidelines on special handling. To indicate registered mail, postmarks were used; to refer to the content of money letters – the word ‘angeblich’ (allegedly). Indication of registered mail by hand became very rare, and occurred only at badly equipped small post offices (figure 41). Handwritten indication of place and date became exceptional, only in cases when handstamps were temporarily not available (figure 42).

Considering the period between 1850 and 1867, we may safely say that

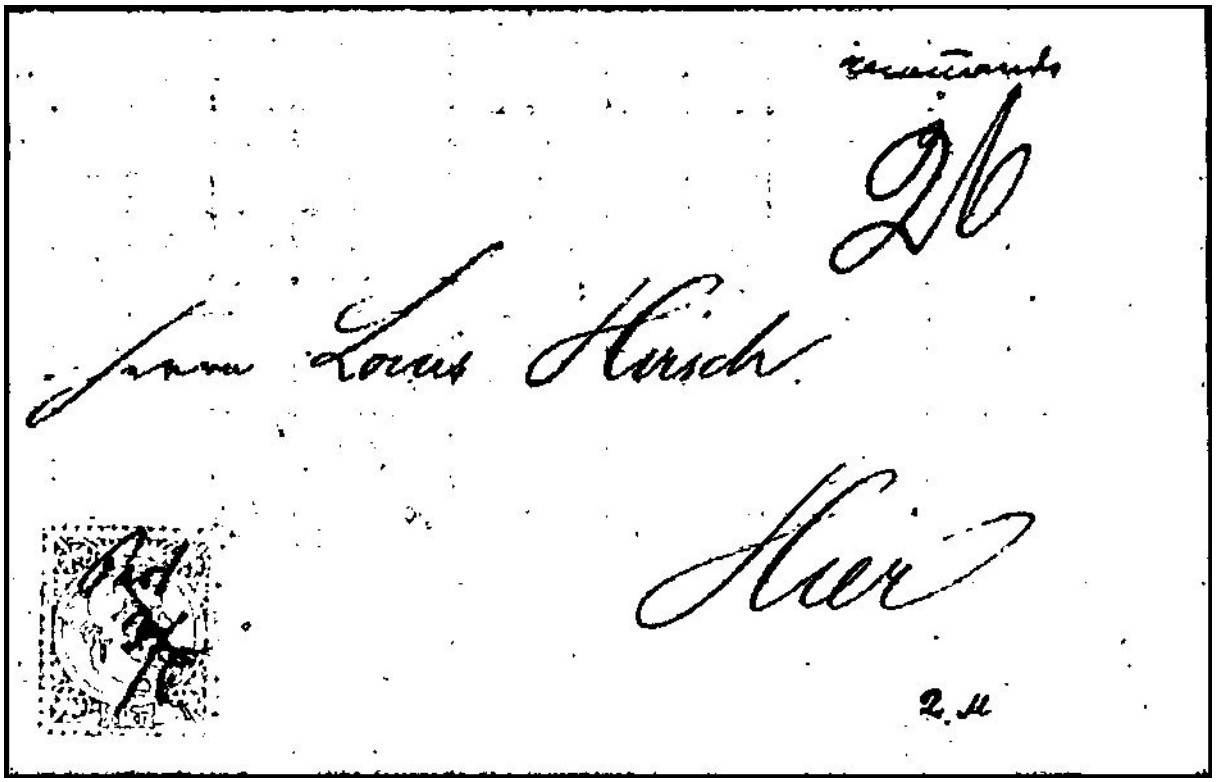
the dominant method of mail handling was postmarking, while handwritten annotations became very peripheral, while adhesive markings were spreading very slowly.



40. Handwritten notation on az express letter



41. Handwritten registration notation (NB) on a cover mailed after 1850

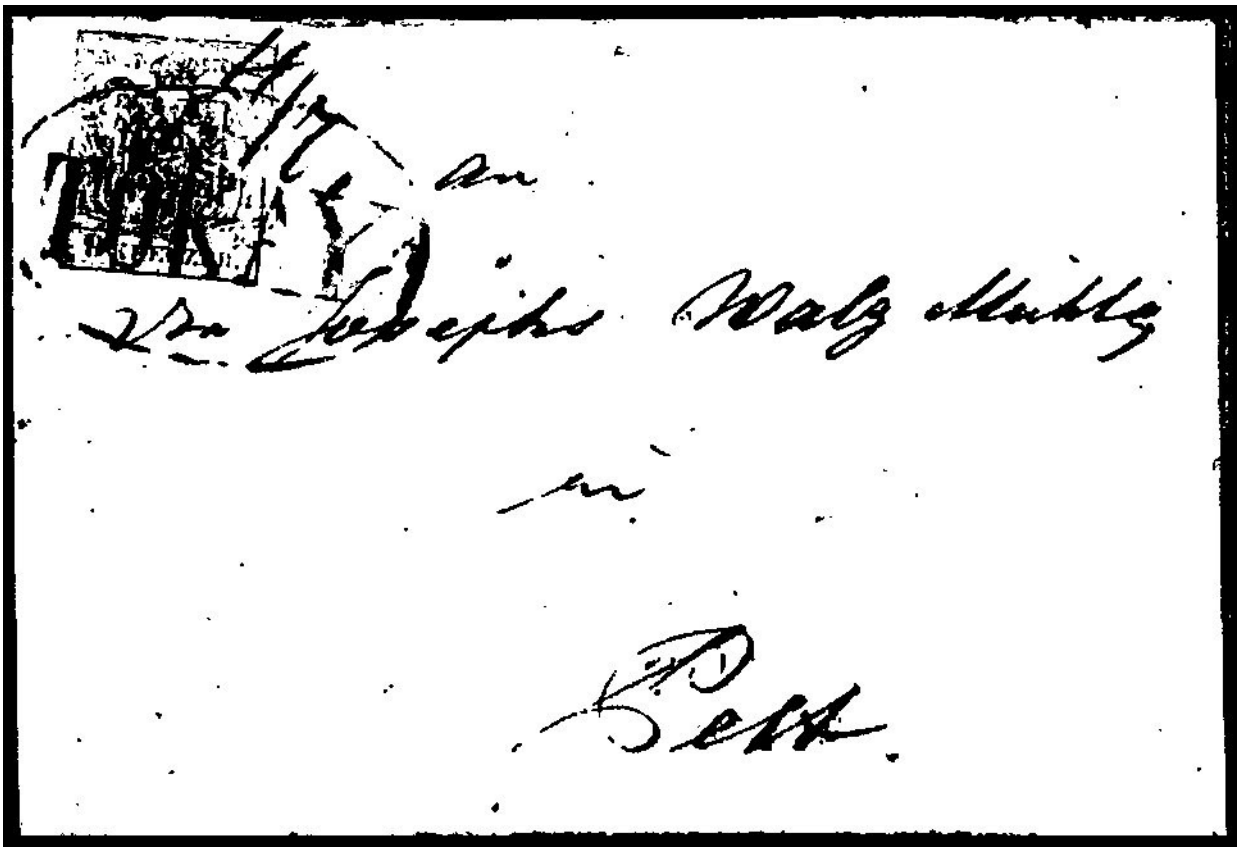


42. Handwritten registration and date-location notation on postage stamp

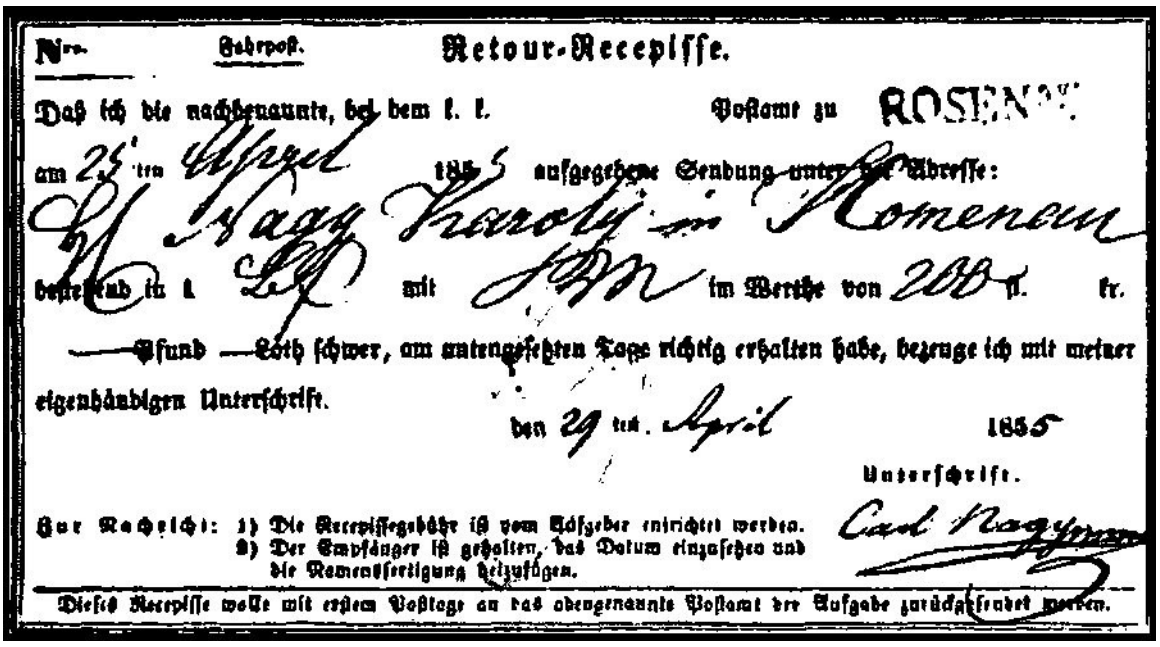
Naturally, postmarks were dominant in the field of location and date. No technical innovations happened in this period – the formerly invented handstamps with an inlay part were used. As regards the layout, *it became much more uniform*. Handstamps from the pre-stamp period were in use on stamps mostly only in 1850. From that time on, their place was taken by the handstamps manufactured in Vienna. They were of circular shape, and contained the day, the month, and the location of mailing. The life cycle of two other pre-stamp period postmarks – the two-line type from 1838 and the double-circle type from 1846 was longer; moreover, the former became the model for some further types.

When old postmarks indicating only locations were applied, the date was added by hand (figure 43). For coupons and enquiry cards, simple location postmarks continued to be applied; sometimes they were even newly manufactured (figures 44 and 45). Indication of year gradually disappeared, last examples being the pre-stamp postmarks from the period before 1858. Instead, post offices of bigger towns introduced annotations of the time of the day, hour or number of mailing within the day (Expedition). When mail was accepted after mail carriers left the office, the postmark with the text 'Nach Abgang der Post' (after departure of the Post) was applied (figures 46 and 47).

Just as the intention to indicate more precisely the issue date, the *newly emerged type of postal stations* also testified to the soaring capitalist economy. The increase of postal traffic created the demand for special *letter collecting points* (in German: Briefsammlung), which received their own location and date handstamps (figure 48). A part of these became regular post offices by the end of the period (the first in the row was the number 1 post office of Pest-Lipótváros).



43. Handwritten date next to a location postmark on postage stamp



Nro. Fahrpost. **Retour-Recepisse.**

Daß ich die nachbenannte, bei dem k. k. Postamt zu ROSENAU

am 25ten April 1855 aufgegebene Sendung unter der Adresse:

M. Nagy Károly in Komenau

bestehend in 1 Loth mit Koth im Werthe von 200 fl. kr.

1 Pfund — Loth schwer, am untengesetzten Tage richtig erhalten habe, bezeuge ich mit meiner eigenhändigen Unterschrift.

den 29 ten April 1855

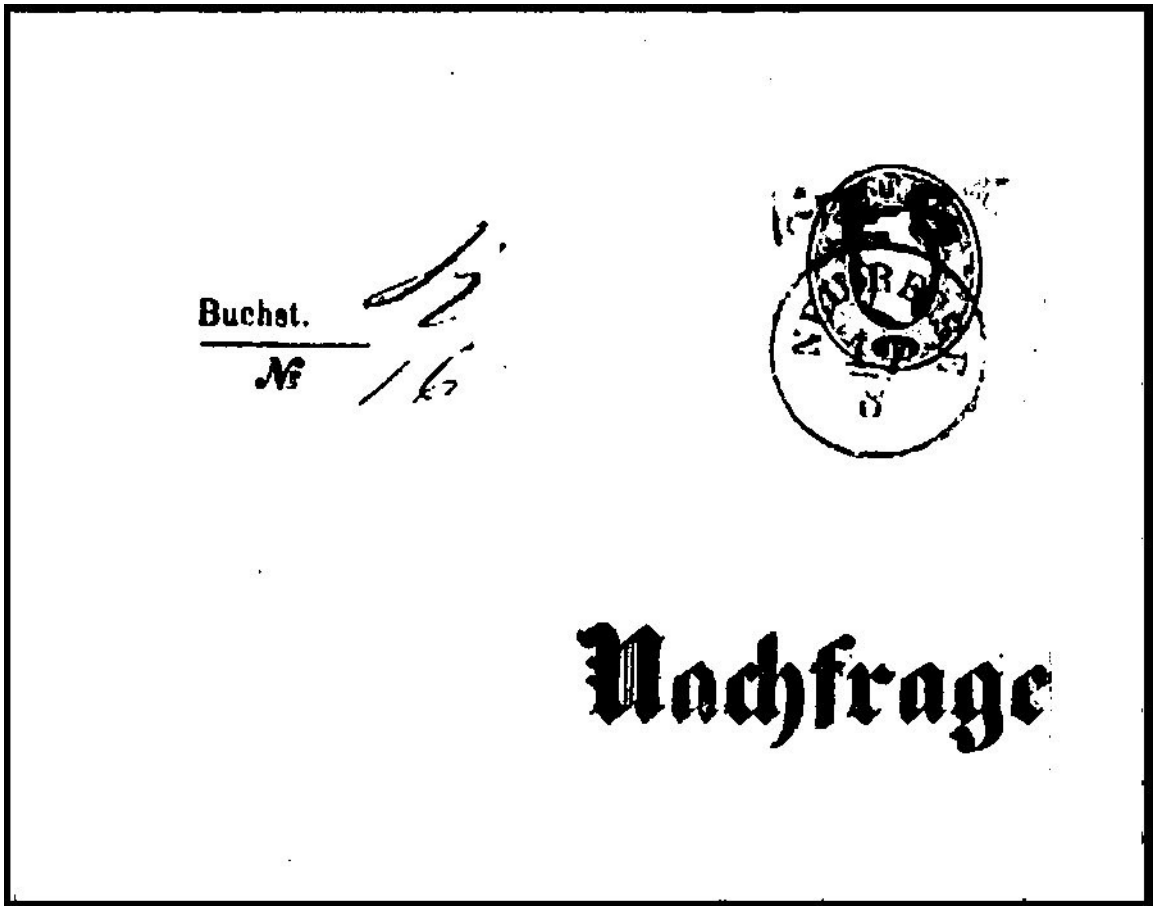
Unterschrift.

Carl Nagy

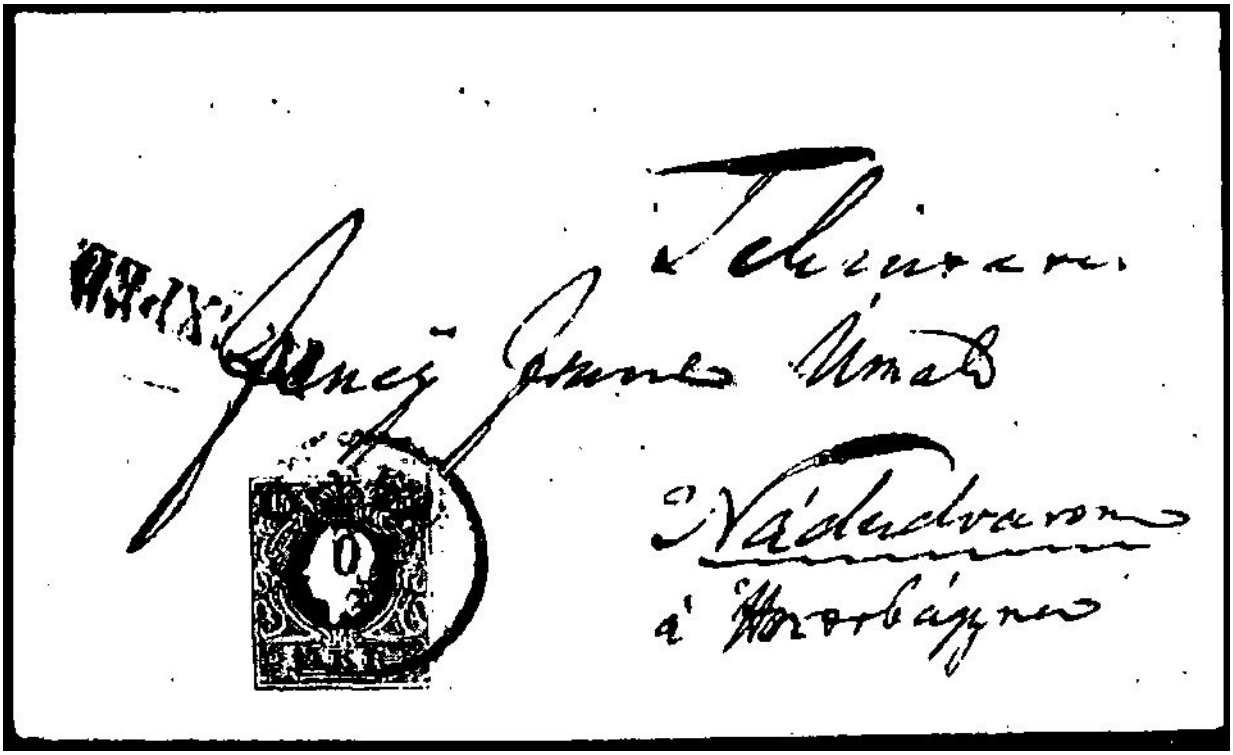
Zur Nachricht: 1) Die Recepissegebühr ist vom Absender entrichtet worden.
2) Der Empfänger ist gehalten, das Datum einzusetzen und die Namensfertigung beizufügen.

Diese Recepisse wolle mit erstem Postlage an das obengenannte Postamt der Aufgabe zurückgesendet werden.

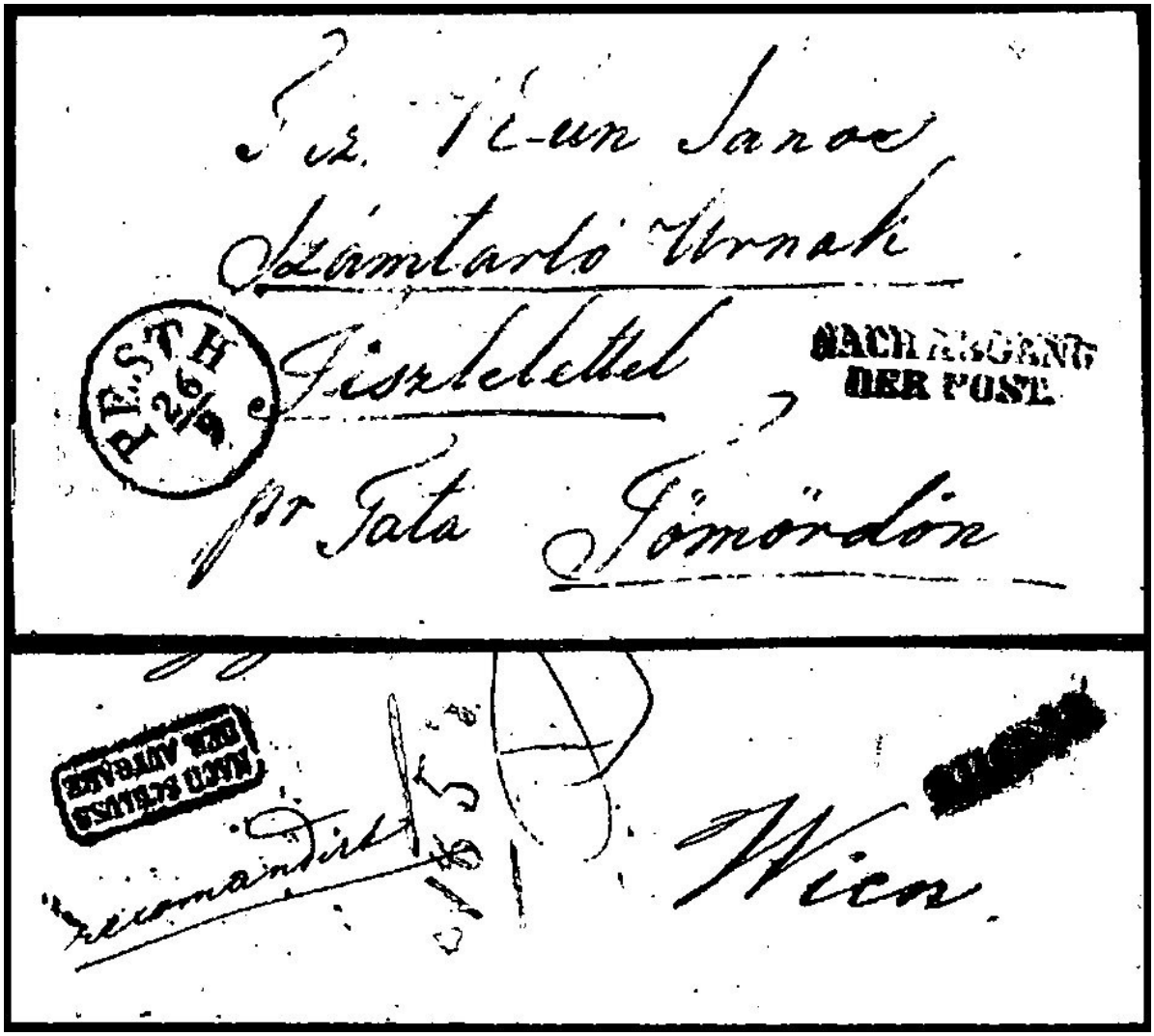
44. Simple location postmark on retour recepisse (Rozsnyó, 1855)



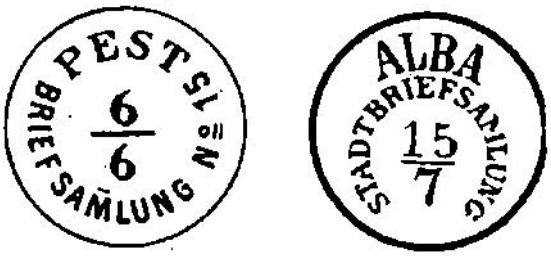
45. Simple demand letter (Pest, 1862)



46. Postmark showing the post line (Expedition) (Buda, 1860)



47. Postmark showing the mailing after the departure oft he post line (Nach Abgang der Post) (Pest, 1855, 1860)



48. Postmarks of mail collecting points

With the development of the railway system, not only changes in transportation system occurred but *new postal stations were set up at railway stations*. One part of these was regular post offices with the inscriptions Bahnhof (railwaystation) or B.H. on their handstamps, along with the name of the location. Others were railway telegram offices licensed to accept mail. In these, mail was only collected, and local mail was forwarded to the closest post office. The latter applied railway handstamps to the mail (14 of such are known from the period until 1867, see figure 49). *Certain ship stations* operated in the same way (only 3 such postmarks are known, figure 50). The railway system and steam ships created possibility for *mobile postal service* to emerge.

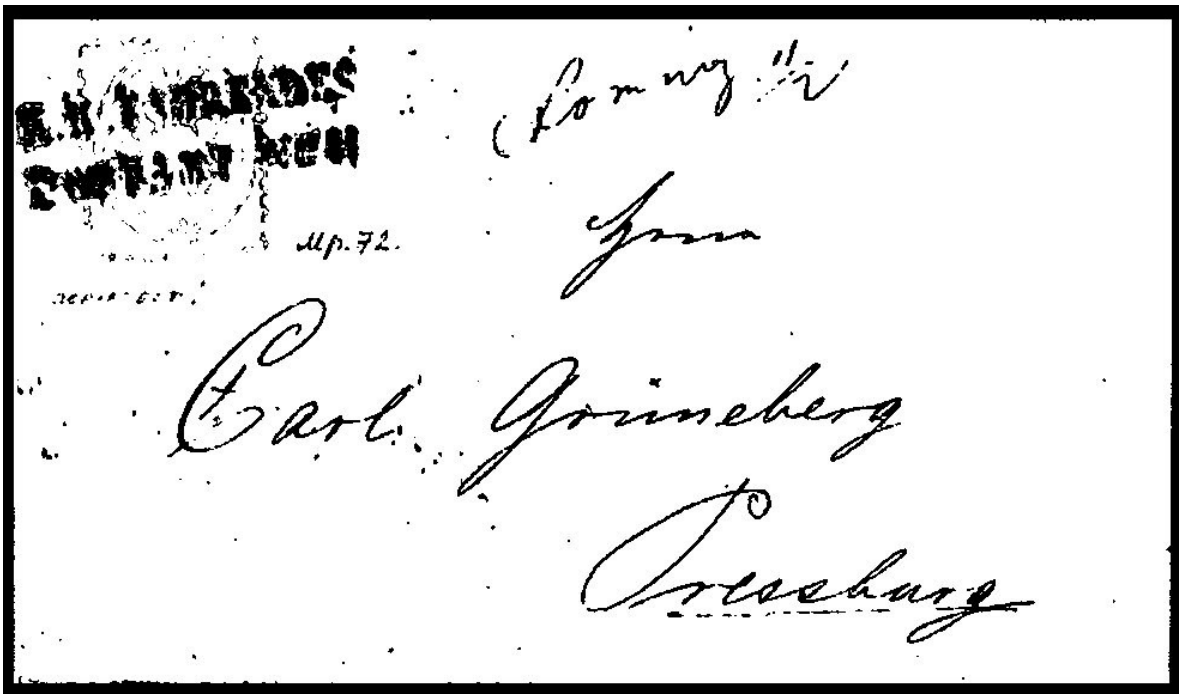


49. Railway station postmark as the poststamp of a railway station post office



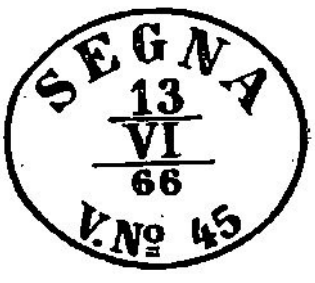
50. Postmark of a ship station

The first Hungarian railway mobile post office (Fahrendes Postamt) was set up in 1862 on the lines Vienna−Pest and Pest−Vienna. Its serial number within the Empire was 10 (to Pest) and 11 (return) (figure 51). From the post offices in ports, mail was transported on ships too.



51. Postmark of mobile post office

However, mobile post operating on a ship was only in Fiume and Zengg (figure 51).

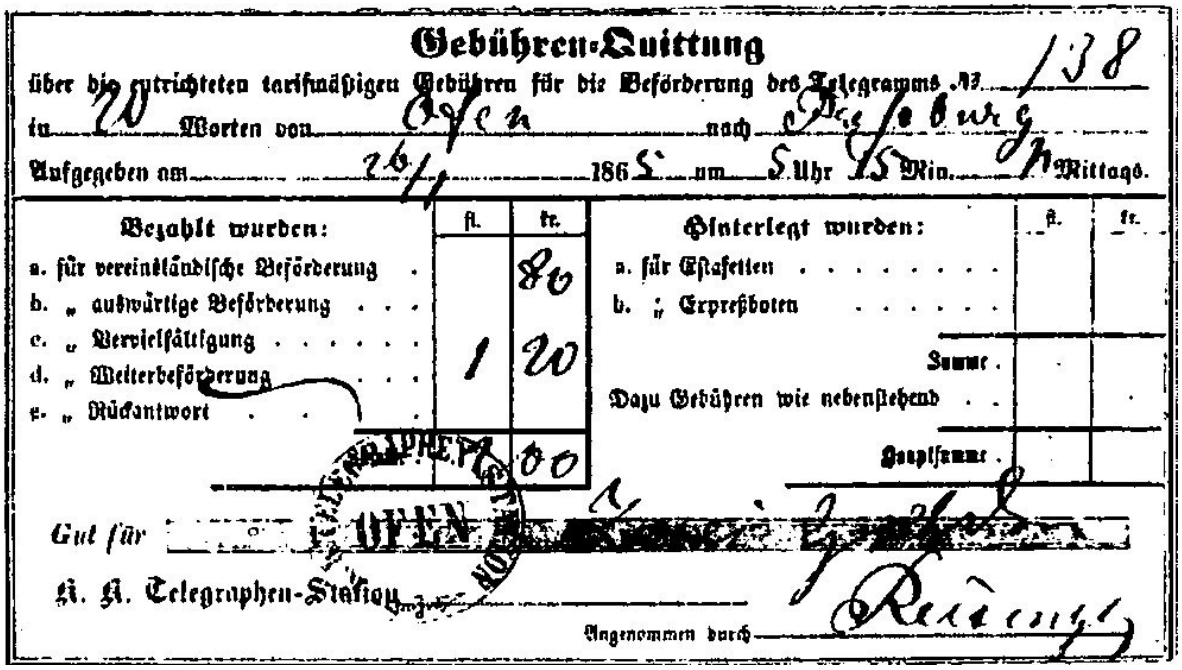


52. Postmark of a ship post office (Zengg)

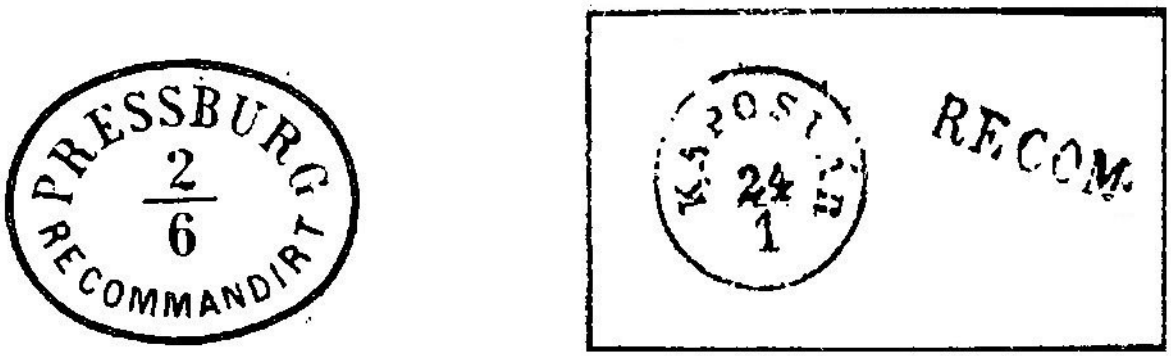
Telegraph service was set up in 1850; its offices got their own handstamps (figure 53).

Applying postmarks to indicate special handling became more widespread in this period. Most often, separate postmarks for registered mail were applied, along with combined postmarks indicating location and date. We know only 23 cases where registered mail indication was integrated into postmarks of location and date (figure 54). We have already mentioned the separate newspaper postmarks (these were used only in Pest, Pozsony, and Nagyszeben (Sibiu), as well as postmarks FRANCO and ANGEBLICH applied to money letters delivered by mail carriage service. Otherwise mail carriage service did not apply separate location and date postmarks. Instead, letter postmarks were

used. The only exception was a letter with the postmark Miskolc F(ahr) P(ost) with the location and the date indicated (see figure 660).



53. Stamp of a telegraph office on a telegraph label (Buda, 1865)



54. Date-location postmark for registration and auxiliary stamp from the era of the Austrian post

As regards the type of this stamp and its date without indication of the year, it could only be an official Austrian one from the period before 1867. However, we have evidence to its use only from the period after 1867. More frequently, the mail delivered by mail carriages was postmarked by the official handstamp of the given post office upon arrival, which did not contain date (see figure 61).

Along with the still existing postmark FRANCO, postmarks were used to indicate if the postage fee was covered or not. However, the amount of the fee was written by hand. The only exceptions were few bigger post offices, which had special handstamps created to indicate also the amount of the fee (see chapter on postage fee). On letter destined abroad letters P.D. or P.P. were applied to indicate that the fee had been collected.

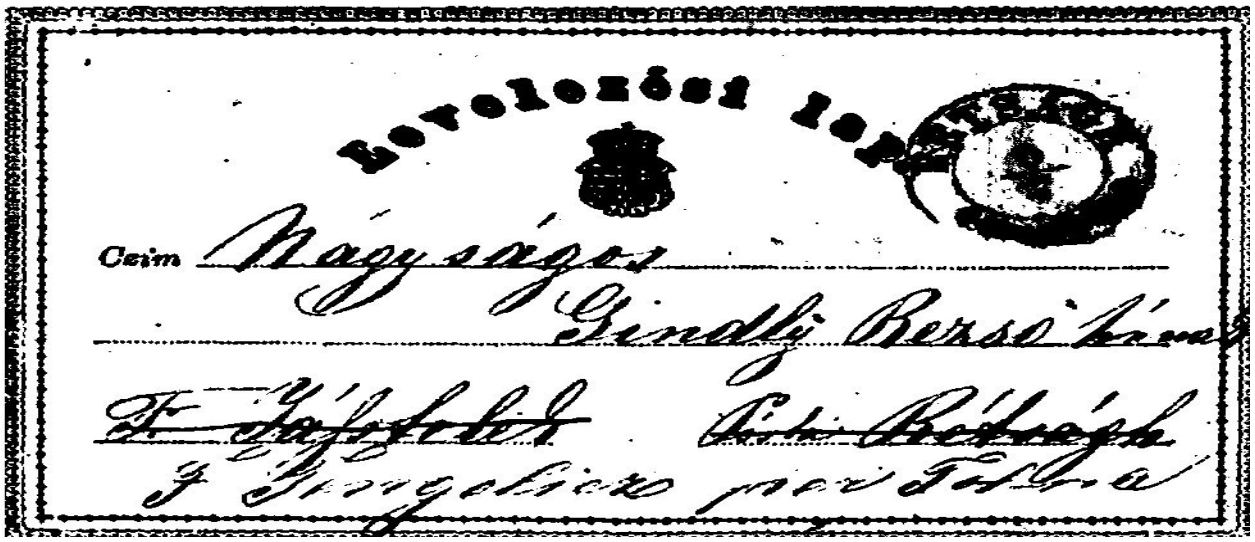
Even this short outline shows clearly that the period between 1850 and 1867 was a *transitional* one. The obsolete technique of handwriting continued to exist, along with the more progressive handstamps and printed solutions (adhered printed labels or pre-printing). However, handstamps played the most crucial role. The best representatives of the period are the mail items with all three techniques (for example, documents accompanying par-

cels, figure 38), or when handwriting and a stamp appeared together (manual cancelling). Handwriting and postmarks applied together represented the past, while postage stamps and postmarks were elements of the future development.

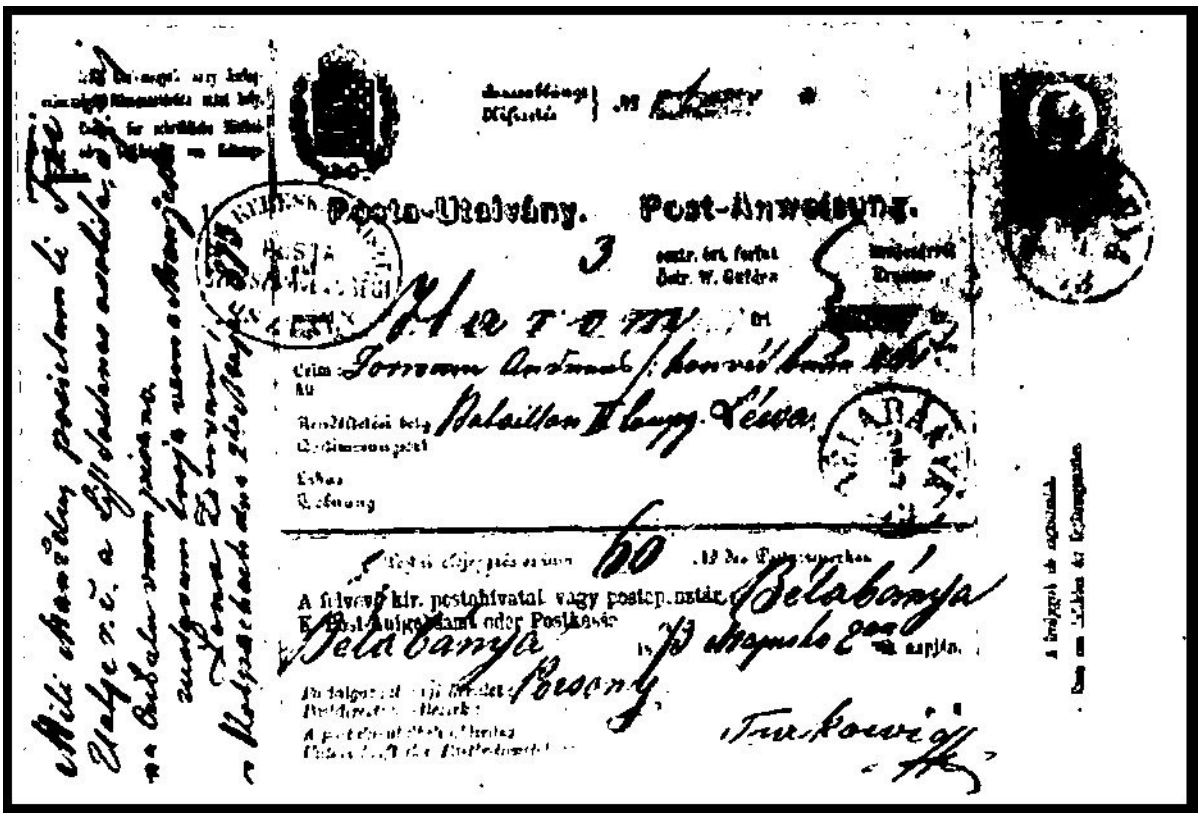
5. GOLDEN AGE OF POSTAGE STAMP (1867−1920)

The period of the dualistic monarchy was the one when the independent Hungarian Postal Directorate was set up and developed. In this period, the *printing technology developed dramatically, and a great range of printed postal items* was introduced. This period can be further divided into two sub-periods: *before 1890, when the pre-printing technique prevailed; later, adhesive labels became dominant*. Printing technology was conquering space not only from handwriting but from postmarks too, especially in the area of instructions on mail handling. Postmarks retained their monopoly solely in the field of indicating location and date. In spite of what has been stated so far, we cannot say that postmarks were declining. After long stagnation, it was during this period that important technical innovations came about. At first, handstamps with circular system began to expel those with inlay part. Later yet another innovation, the automated cancelling, occurred.

a) In the period before 1890, the number of preprinted postal items increased significantly. Envelopes were issued regularly after 1860; from 1 October 1869, they were followed by *postcards* (figure 55). The latter were an Austrian invention, immediately introduced by the Hungarian postal service as well. *Hungary, therefore, should be considered a pioneer in this field, even from global prospective.* There were many varieties of postcards to become popular. In 1880, postcards with space for replies were issued. Later, its three further versions appeared: questionnaire OMGE (National Hungarian Economical Society) (1884); Tax warning (1884); Police declaration (1897). In 1872, a *sel-mailer* to be applied to forms was issued.

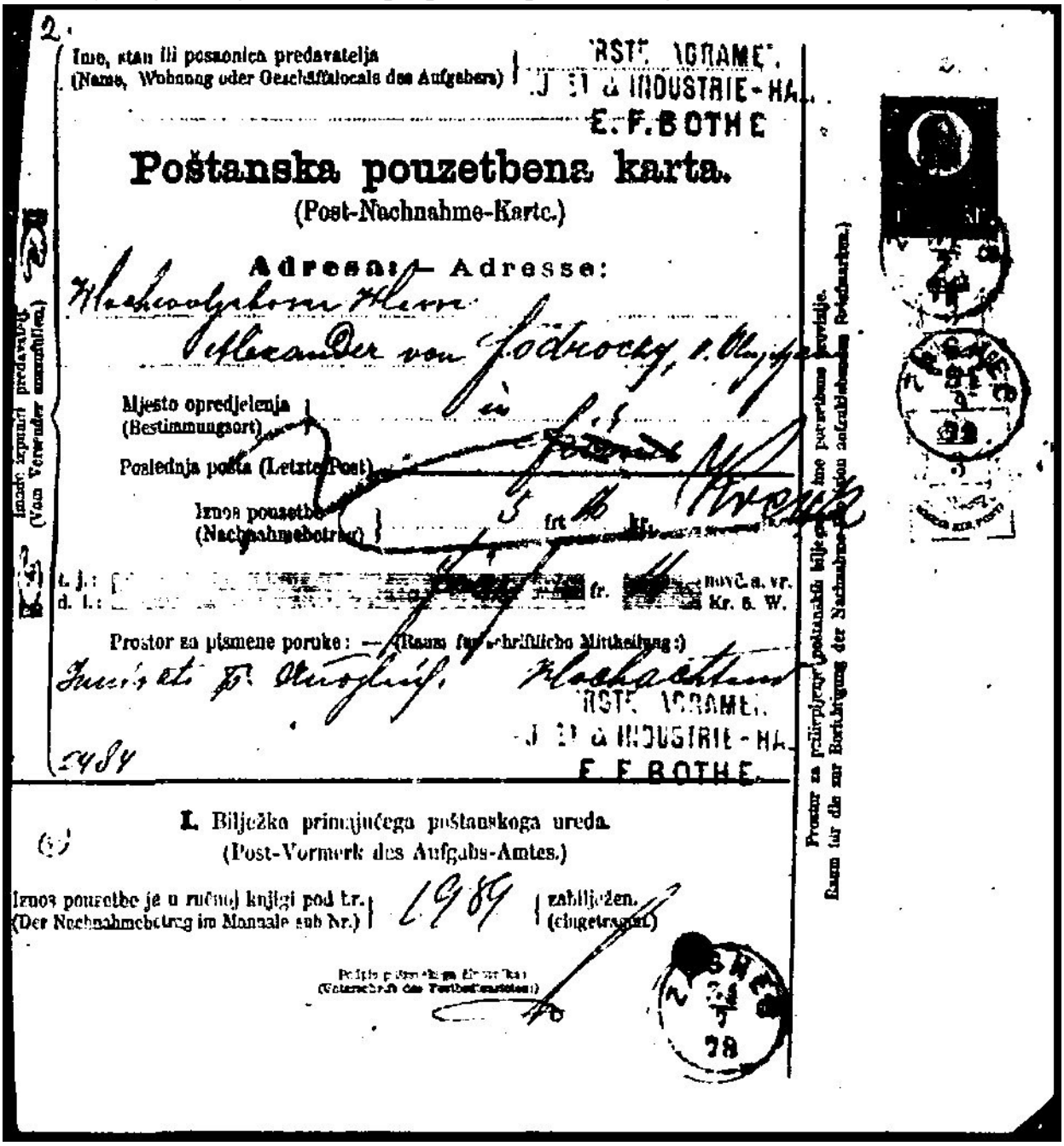


55. The first Hungarian correspondence card with preprinted stamp (1869)



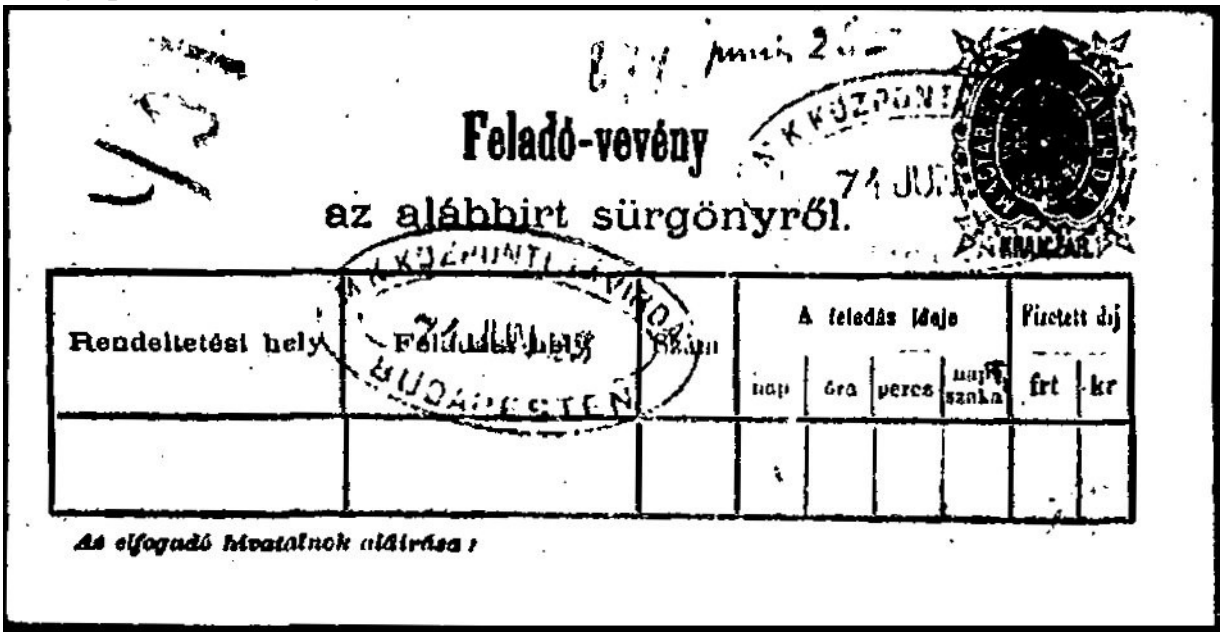
56. Money order form with preprinted stamp (1871)

The fast growing capitalist economy generated demand for new methods of money transfer, namely the *money order* (1867, figure 56) and the *cash on delivery* (1871, figure 57). For money orders, at first adhered stamps were used to collect the fee, while from 1871, special forms were issued with the value printed on them. For cash on delivery, printed forms were used from the very beginning. In 1880, preprinted *post saving bank sheets* were issued.



57. Cash on delivery form with preprinted stamp (1871)

Telegraph services also switched to preprinted items, instead of former cash payment. In 1873, at the same time when telegraph stamps were issued, *telegraph forms* and *coupons* were also issued, the figures of stamps pre-printed on them (figure 58). In 1888, special telegram sheets with printed stamp figures were issued; they were used for forwarding telegram texts to telegraph offices (figure 59).



58. Telegraph form with preprinted stamp (1873)



59. Address page of telegram sheet with preprinted stamp (1888)

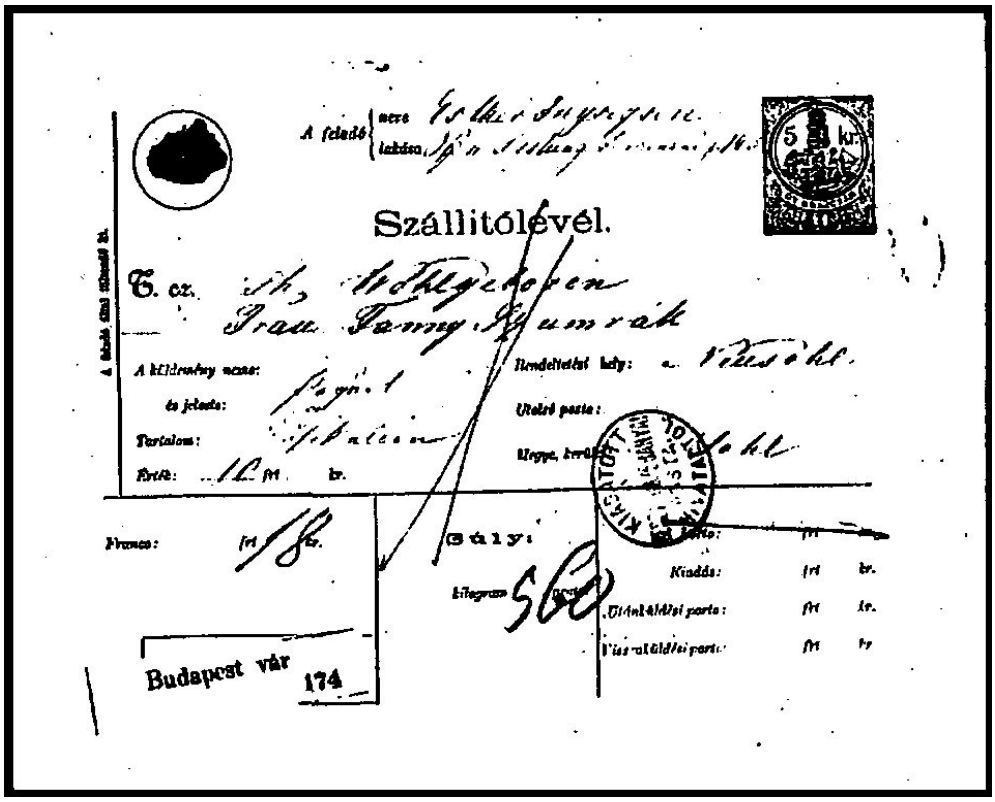
Though organisationally integrated into letter postal service, *mail carriage service* maintained the traditional mail handling procedures the longest. Within this service, fees were accepted in cash, and marks were entered by handwriting. On money letters instead of German inscriptions ANGEBLICH AND FRANCO, Hungarian words ÁLLÍTÓLAG and BÉRMENTVE were used. However, the amount of the fee was recorded by hand until 1889 (figure 60). Applying of postage stamps on parcels was provided for earlier, from 1880.



60. Money letter with handwritten franking, plus BÉRMENT (FRANCO) and ÁLLÍTÓLAG (ALLEGEDLY) auxiliary stamps (before 1889)

To this end, there were special coupons on the newly released *dispatch documents*. Official dispatch documents were first printed in 1871; on these, the fee, which formerly had been collected by stamps, was printed. This printed figure was different from those of postage stamps; it was designed especially for this purpose (figure 61).

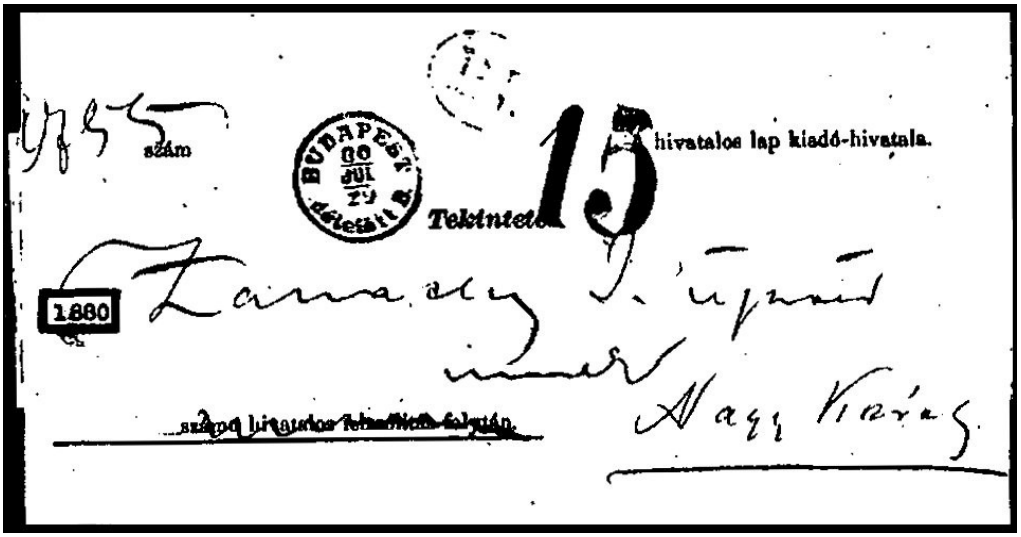
The boom of printed postal items was followed by their gradual decline in the 1880s. At first, printed telegraph stamps were withdrawn in 1879 (together with adhesive telegraph stamps). From that time on, telegrams were paid for by applying postage stamps too. In 1887, pre-printed stamps were withdrawn from money orders and forms for cash on delivery. Instead, postage stamps were used on these. From 1900, printing disappeared even from sel-mailers. However, following items still had printing on them: letter envelopes, ordinary postcards and postcards with space for replies, closed postcards, tax warnings, police declarations, telegram sheets, postal saving bank sheets, and documents accompanying parcels. Newer instances of preprinted items did not appear before 1906, when they were released in small numbers (telegram forms in 1906; money order forms in 1908; registered letter envelopes in 1913; postal orders in 1915; telegram money orders in 1917).



61. Dispatch letter with preprinted revenue stamp, label showing the mailing location and the registration number, handwritten franking and dispatch postmark (1878)

All this was evidence to the fact that around 1890 pre-printing of fees did not match the technical requirements of mail handling. It was so because after cash payment was substituted by postage stamps, the demand for the latter increased dramatically. Postage stamps of different face denominations (e.g. the envelope issue with black numerals of 1888) made collecting of fees easier than it had been formerly. This triggered the renaissance of the postage stamp around 1890, bringing along the increasing popularity of adhesive technique.

When cash payment was finally expelled, so were the last occurrences of *handwritten postal annotations*. After 1890, only postage due fee had to be collected in cash (until 1903). However, its amount was not written by hand but indicated by a numeric postmark (figure 62).



62. Notation of postage due with letter- and numeral stamp
(PL = postage due letter, 15 = amount to be paid)

From this time on, handwritten remarks were added only in case there was any *temporary* problem with using location or/and date postmark.

Where stamps could not expel handwriting, it was done by *postmarks*. After 1867, having become the only means of indicating location and date, postmarks started to conquer the field of special mail handling indications. The postage stamp was left with the sole function of covering the postage fee. There were two kinds of such postmarks: *postmarks indicating location and time used along with separate postmarks for instructions on special mail handling; integrated postmarks indicating location, date, and instructions on special mail handling*. Both ways had their advantages and disadvantages. The first was cheaper, because numbers and letters were to be changed only on location and date handstamps, while handstamps advising on mail handling were unchangeable simple stamps. The advantage of the second one was the fact that only one postmark had to be applied; consequently, bigger post offices chose this solution.

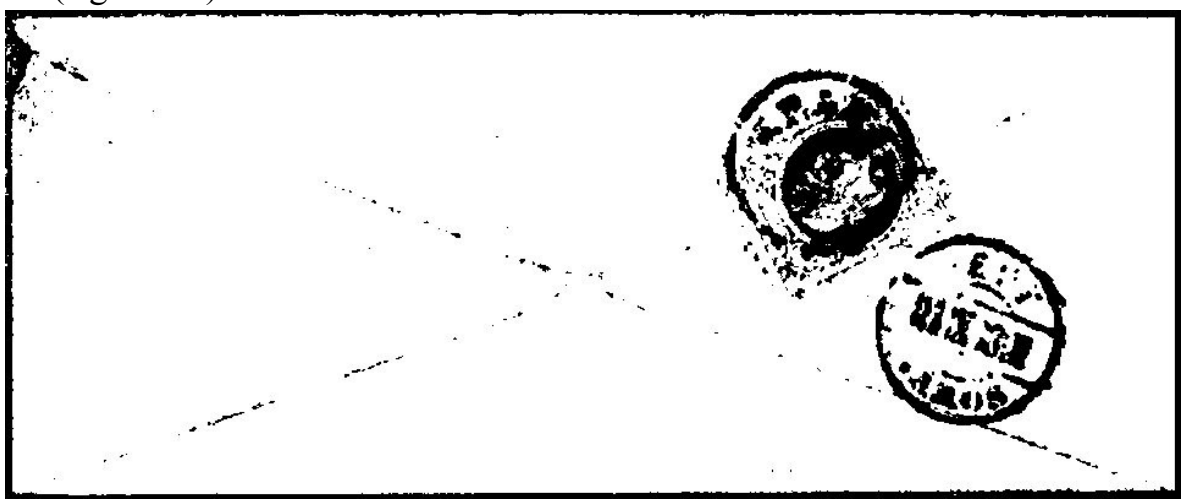
After 1867, mail handling became very diverse. Earlier, mail could be handled as registered, express (urgent), newspaper, money letters, and parcels. New postal operations included money transfers and cash on delivery payment, and later handling of telegrams. In bigger post offices (and there were more and more of these), there were separate positions set up to deal with separate ways of mail handling. Officers in these positions were using separate handstamps, which integrated indications of location, date, and instructions on mail handling. This is why between 1867 and 1890 a great variety of integrated postmarks appeared (location, date, and such mail handling indications as registered mail, money transfer, telegraph, newspaper publishing, letter post, mail carriage post). This period was characterized by the great diversity of postmarks (figures 101−103).

However, another kind of demand impeded the integration of location, date, and mail handling instructions in a single postmark. In the environment where the number of post offices of the new type kept increasing, which happened because of the constantly increasing postal traffic and the growing diversity of mail handling, there was growing priority to indicate this *new type of post offices* and the *date*.

The data identifying bigger post offices of towns, railway station post offices, or mobile railway post offices, took up more and more space on postmarks. These details had to include two geographical locations (the name of the city and the district, or the word ‘Pályaudvar’ (railway station); for mobile mail service, the names of the two terminals and the serial number of the mobile post office were to be included. On top of this, to enhance transparency, different desks at a single post office started to use separate handstamps; these featured also the number of the desk (window) (from the very beginning, these were marked by the letters of the alphabet, see figures 183−186).

In the field of *mail handling*, indicating the year became mandatory from the very beginning; at larger post offices, the part of the day, and sometimes the hour became mandatory too, which resulted in very large number of handstamp inserts, and made mail handling quite difficult. To facilitate easier change of numbers indicating the date, *new, circular system* was introduced for postmarks. Instead of inserts, numbers were engraved on wheels, which were adjusted next to each other on a cylinder. To change

numbers, the chain had to be moved. As many numbers were changeable as many wheels there were. For long, this invention was considered to be born in Hungary. Only later, it turned out that this technique was in use in Switzerland as early as 1867, while in Hungary it was first applied in 1873. Recently, several letters with postmarks on their backsides were found. They were made in the autumn of 1868 by a handstamp which contained the inscription 'Pest/Város' (Pest/City). These letters were postmarked upon arrival (figure 63).



63. Imprint of the first known wheel-type handstamp of Hungary (Pest, 1868)

We can safely say that in this case the wheel handstamp was used experimentally; thereby it was not used upon sending. This kind of handstamps became generally spread only after 1890; prior to that year, the insert technique had remained dominant.

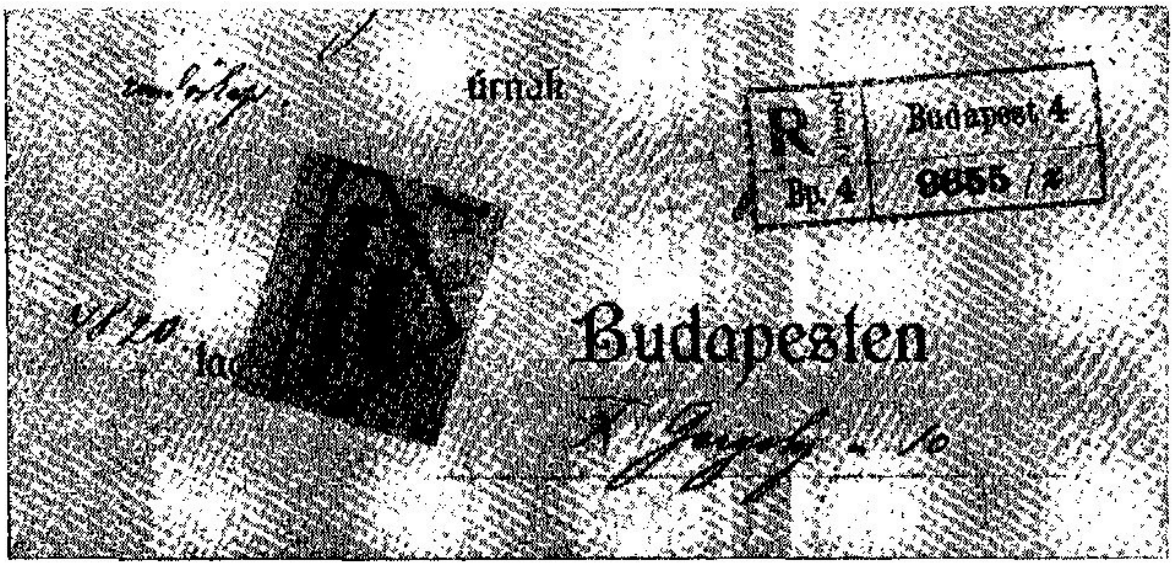
At that time, handstamps were supplied exclusively by the company called Klassohn. They generally contained the year, and were either of double-circle or of single-circle shape, without decoration. Very rarely, rectangular or elliptical shapes occurred (see figures 78 and 93). We know of only one handstamp produced by a private person. It was a double-circle, rather simple handstamp from Lucsivna, which imitated a similar type from the pre-stamp era.

Because of the great diversity of location and date details, it became ever more difficult to integrate mail handling indications in the same postmark. For this reason, the trend towards integrating data within a single postmark halted. Not only manufacturing of such complex handstamps became difficult, but the mail handling itself became too rigid, because of the extremely specific handstamps. When internal reorganisation of specific post offices took place, the process was difficult to follow, with handstamps designed specifically for certain mail handling procedures. To use two or more handstamps at a single desk, on the other hand, would have been too complicated and would have decreased transparency. The solution came sometime later, when integrated location, date and handling handstamps, separate mail handling handstamps, as well as adhesive labels were introduced.

b) As we have seen so far, around 1890 postal traffic increased so much and became so differentiated that the techniques of stamps and postmarks became insufficient to handle mail.

The differentiation of fees required great diversity of postage stamp denominations. This demand was favourable rather for *adhesive postal*

marks instead of preprinted ones. After 1888, not only new face denominations but new stamp figures appeared. The postal service merged with the telegraph service, hence telegraph stamps did not revive. Nonetheless, newspaper, newspaper revenue, and preprinted parcel revenue stamps lived on. In 1903, the postage stamp conquered the last field of fees, the postage due. With the appearance of such stamps, *a stamp issuing boom* started. From that time on, stamps started to include information which formerly had been conveyed by special mail handling postal marks: in 1916 urgent mail, in 1918 air mail, and in 1921 official stamps were released. Integration of postage fee and mail handling instructions was an old trend, which originated already on newspaper revenue signs in the pre-stamp period, and lived on later on newspaper, newspaper revenue, parcel revenue, and telegraph stamps. However, this solution became fully functional only at the beginning of the 20th century. Another relevant phenomenon was the fact that adhesive postal marks were becoming typical of the mail handling area while withdrawing from the area of fee collecting. A typical step was introducing of the registered mail label in 1890 (figure 64). This expelled the very last instances of handwriting in mail processing: the processing number was applied by means of printing from that time on (also this technique had its forerunner, the already mentioned adhesive label for parcels). From then, adhesive labels became widespread in the area of mail handling, expelling postmarks from this field: in 1892, a triangle-shaped adhesive label was issued for cash upon delivery (figure 64); inscriptions 'szorgalomlevél', and later 'express' (both meaning Express) were substituted by adhesive labels too (figure 64); especially many adhesive labels were issued for communicating details concerning delivery (addressee moved away, addressee did not accept the letter, addressee unknown, etc.), which formerly were written on envelopes by hand.



64. Registration, cash on delivery and express labels

This breakthrough of adhesive labels partly happened at the expense of handstamps. However, the severest blow was given to handwriting, thus enhancing technical progress of mail handling. And there was yet another phenomenon loosely connected to the technical development of mail handling. *The appearance of stamps pursuing not only objectives related to mail handling was evidence to the emerging philatelic attitude, which was a new way of thinking*. First series was released in 1913, and was designed to raise funds for flood victims (the series was sold at higher price). It was followed by a number of stamp series to support military troops. Philatelic influence was even more obvious in the case of commemorative stamps (coronation: 1916) and overprints (exhibition on Margaret Island: 1917). This attitude resulted in great increase of stamp releases, which was a dead end in some way, since mail handling purposes became secondary while issuing newer stamps.

The future of the postage stamp was rendered problematic by the boom in handstamps. In this respect, introducing wheel handstamps in 1890 was dramatic. From that year, exclusively this type was used in bigger post offices. Postmarks produced by such handstamps contained also the hour. The typical shape of these postmarks was a double circle with a horizontal strip containing details (figure 182). Handstamps of the same shape but with an insert were sent to smaller post offices beginning from 1892; on these, there were no indication of hour but of the time of the day: N(appal)=Daytime and É(jjel)=Night time. These details were indicated in the lower semi circle, below the horizontal strip (figures 193−194). A year later, in 1893, control handstamps were introduced, while integrated handstamps containing location, issue date, and details on mail handling were withdrawn. (However, these handstamps were not collected but could be used on; instructions on mail handling had to be disregarded. For example, handstamps for money processing could be applied for ordinary letters.) *By this, the location and date marks became separate from mail processing instructions;* the latter had to be communicated by postmarks or adhesive labels. The only exception was the Post Office No. 4 in Budapest, which used integrated wheel type handstamps until as late as 1938 (see figures 693−700). Indicating location became simpler, since district post offices of bigger towns were numbered, and these numbers substituted the names of locations on postmarks. (Number 2 always indicated railway post offices.) For stamp collectors and postal agencies, special rectangular location and issue date handstamps were manufactured (see figures 401−403 and 373−374).

The regulation of the shape and usage of handstamps put an end to their former diversity. On the other hand, not only new types of postage stamps but new types of handstamps emerged: *the commemorative ones*. The first such handstamp was manufactured in 1879 for an exhibition in Székesfehérvár (not yet seen on a really sent letter) (figure 326). Until 1920, there were 23 further commemorative handstamps (for exhibitions in the first place). Their number increased dramatically in the subsequent period (just as the number of commemorative stamps).

In the first decade of the 20th century, the forerunners of *machine cancelling appeared*. *Roller cancels* should be considered as a temporary solution; they were mainly applied for cancelling stamps on the shipping document coupons of parcels. Shortly, *automated location and date cancels* ap-

peared, with typical linear motives (see figures 286, 287). The machine to accept registered mail was a pioneering innovation in 1906. It applied registered mail postmark to letters and issued a receipt, in the form of a repeated postmark (see figure 629; see the machine on figure 6).

On 1 May 1906, as an experiment, automated equipment was mounted in the post offices No. 4 and No. 6 in Budapest, which accepted mail for Hungarian destinations and to Austria, Bosnia-Herzegovina and Germany (Regulation 13.041/906, issued in PTRT. 1906, issue no. 17). The machine was looked after by a postal service employee. The sender had to apply stamps to the letter, which covered total postage fee less ten fillers. When sending the letter, the sender had to place it into the slot of the machine and insert a coin of 10 fillers, which prompted the machine to operate. When the postal employee collected the letters from the machine, he/she attached special stamps of 10 fillers denomination to each letter. These stamps, which bore the inscription 'AUT', could not be used for any other purpose; at the same time, only this kind of stamps could be used for this purpose. Adhesive labels were not applied to these letters, because the machine printed relevant instructions on them. When such printing took place, the roman number meant the number of the machine, while the subsequent number indicated the registered mail number of the letter. If this registered mail number became unclear, it had to be corrected in red ink. The machine issued a receipt for each letter, which included the name of the post office, the day of sending, the machine number and the registered mail number. However, it did not contain the address of the mail item. It had to be written on the rear of the receipt by the sender himself. Otherwise he could ask the post office to do it free of charge, to ensure credibility. This request to the post office could be done within two months after sending.

It would have been natural to consider these registered mail postmarks as cancels (there already had been registered mail stamps abroad), since the machine started operating only after the 10-filler coin had been inserted. Instead, 10-filler stamps with inscription 'AUT' were adhered to these letters. In fact, this procedure ruined the very advantage that these machines could have had, because it did not simplify the process in any way. The obvious reason for using stamps where postmarks would have been sufficient was the contemporary way of thinking. Fee collection was very strongly associated with stamps; the idea of using postmarks to this end was unthinkable. This would have offered the solution for the future, which the Hungarian postal service could have chosen as early as 1906. However, it did not happen. In fact, exactly the opposite happened: the few registered mail machines were soon withdrawn. The modern period of mail handling started much later, following foreign examples.

6. RACE OF STAMPS AND AUTOMATED MACHINES (FROM 1920)

There is no space here to highlight the extraordinary phenomena which occurred during the two world wars (handwritten indications due to shortages in stamps and handstamps, mute handstamps to protect military interests, etc.). We are going to deal with these later, in the appropriate parts of the monograph. However, all these were isolated phenomena, which occurred under specific circumstances, and can be overlooked when outlining

the general development. This general development was decisively moving towards postmarks produced by automated machines.

The constant growth of mailstream, and especially of the volume of mail sent by offices and companies, prompted the revival of *payment of postage fee in cash*. This way it was possible to save time, as compared to the procedure of sticking postage stamps. In the spring of 1920, two Budapest post offices (no. 62 and 72) started to use handstamps to acknowledge the payment of the postage fee. They used *Krag* machines for this, in which they replaced the wavy lines used for cancelling by the indication acknowledging cash payment for postage (figures 881, 882). Within a few years, all post offices which belonged to the Treasury received integrated wheel handstamps, which included location, date, and acknowledgement of cash payment for postage. In 1927, the provision to use red ink for this was issued. This was the first attempt to break the dominance of the postage stamp in the area of postage fee payment.

The usage of the handstamp marking cash payment was only available at post office mailings plus it did not solve the problem of financial control. Therefore the stamp has been a better solution. To make the stamp totally superfluous one needed to construct a franking machine. The first such machine (of the Francotyp type) was used in 1929 in Hungary, since then several types exist, mostly rented to companies and offices. These machines can strike at once both the date and location stamp plus the sum of the franking, and they also add up the sums used for frankings (so in essence they produce a local stamp, while the handstamp substituting the cash payment is rather like the FRANCO stamp of the pre-stamp period) (see figure 888). The franking machine eliminated the usage of the stamp from the company mailing – for private persons this was made possible with the experimental letter-reception machine introduced in 1963 (see figure 894).

The most modern automated solution of the time comprised all three elements of mail handling. These most modern postmarks combined information on the postage fee, location, date, and registered mail (including also simultaneous issue of a coupon). By this solution, *all steps of mail handling were carried out at once* (see figure 889). Only machines could be able to fulfil the desire to integrate all elements of mail handling into a single postmark. This goal was impossible to achieve until postal marking remained a manual procedure.

By this development, the evolution of mail handling got back on its original track. From this time on, the *postage stamp* became an obsolete solution. However, as the technical progress advances, the old usually fights with the new, sometimes temporarily reviving in this fight. Paying in stamps for the postage fee did not disappear. Moreover, it kept getting more and more popular. It happened so because the postage stamp was acquiring a new mission, still fulfilling the one related to the postage fee. While the latter was fading away, the new, which was propaganda, started to flourish. It was becoming a medium to convey ideas, notions, and aesthetic elements. This new function has been growing more and more important. It is possible to foresee that in the future this will remain the only mission of the postage stamp. However, it is difficult to predict when it will irreversibly disappear from the field of the postage fee. The popularity of letter sealing stamps might mean that this time is not too far away.

Although after 1920 the role of the postage stamp in the field of fee payment remained significant, it was not used for indication of mail handling anymore. Postage stamps indicating urgent delivery, postal saving bank stamps, newspaper or newspaper revenue stamps, as well as revenue stamps for parcels disappeared. Today, airmail stamps are equally used for ordinary mail and airmail, just as ordinary stamps can be used for airmail. On the other hand, *commemorative stamps are released* more and more frequently. In 1934, stamp *blocks* appeared in Hungary (typically connected to a stamp competition). At the same time, the number of *commemorative* postmarks increased, as well as that of first-day postmarks. Not only stamps but also postmarks started to fulfil propaganda functions (advertisement postmarks). The two directions of mail handling progress (technical and propaganda) are reflected in two directions of philately: the classical and the motive ones.

This is where we stand now. It is difficult to make predictions for the remote future. However, it is certain that the technical progress will continue to transform the ways of mail handling, which will result in further surprises for philatelists.

THE POSTAGE STAMP

by:
LÁSZLÓ MAKKAI & SÁNDOR VISNYA

Chapter I

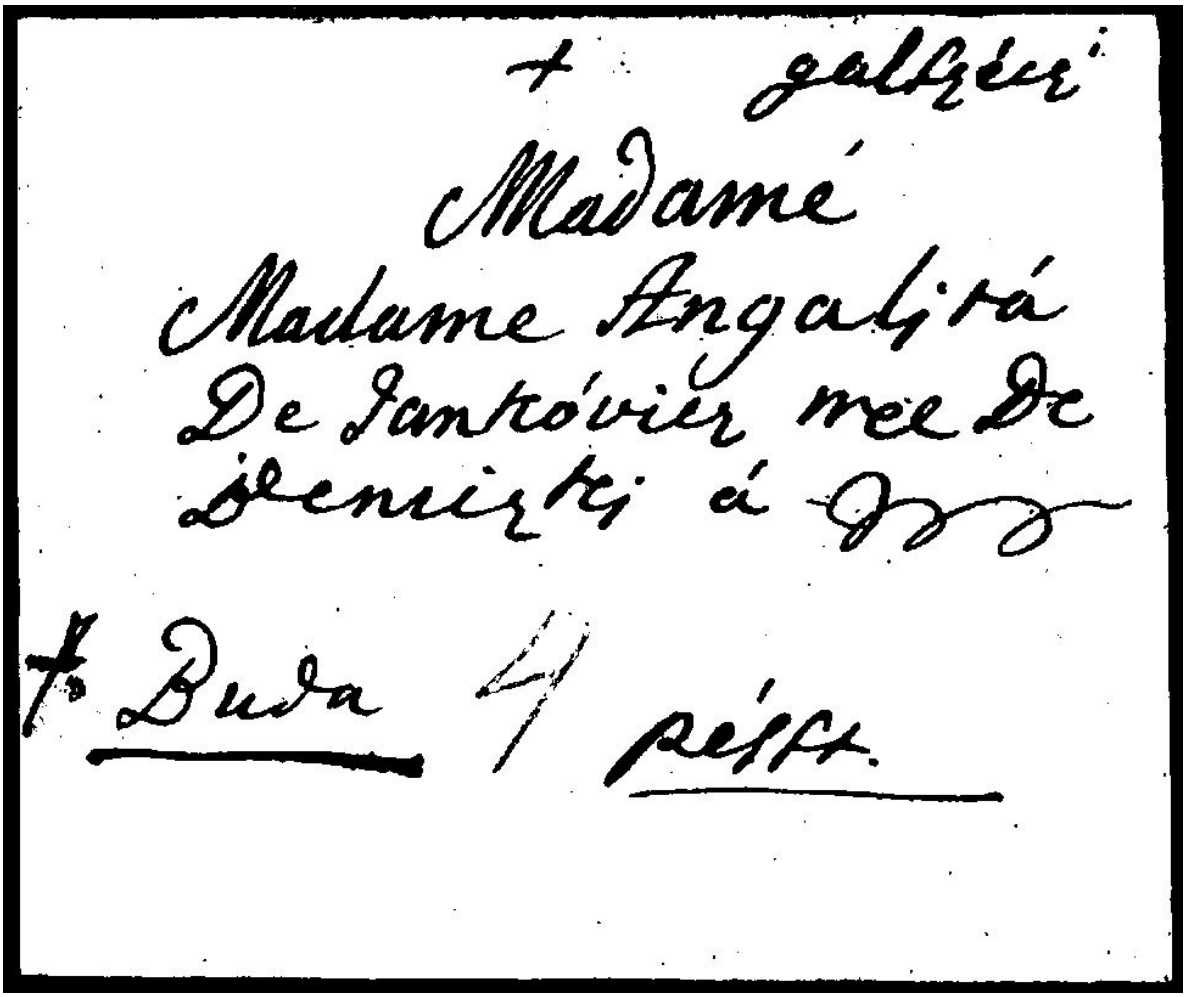
CHAPTER I
COLLECTING POSTAGE FEE

The Hungarian postal service, which was organised in the 16th century, transported prepaid mail from the very beginning, partly by regular weekly couriers (ordinaria), partly by occasional couriers (extraordinaria or estafette). In case of regular couriers, the postage fee remained constant for long: 8,7 (half a lot) grams cost 6 Kreuzers, the double of this weight cost 8 Kreuzers. These rates changed in 1722, when the postal service became royal monopoly. The domestic postage fee grew from 6 to 8 Kreuzers for 8,7 grams, while the rates remained unchanged in the case of mail destined abroad. Between 1757 and 1789, the 6-Kreuzer fee returned for the mail sent between smaller postal stations. However, in 1798, the rates of the year 1722 were restored. For estafette mail, also a fee for one horse and an additional fee had to be paid, which amounted to a considerable sum. For example, to send an urgent mail item between Pest and Vienna cost more than 20 forints.

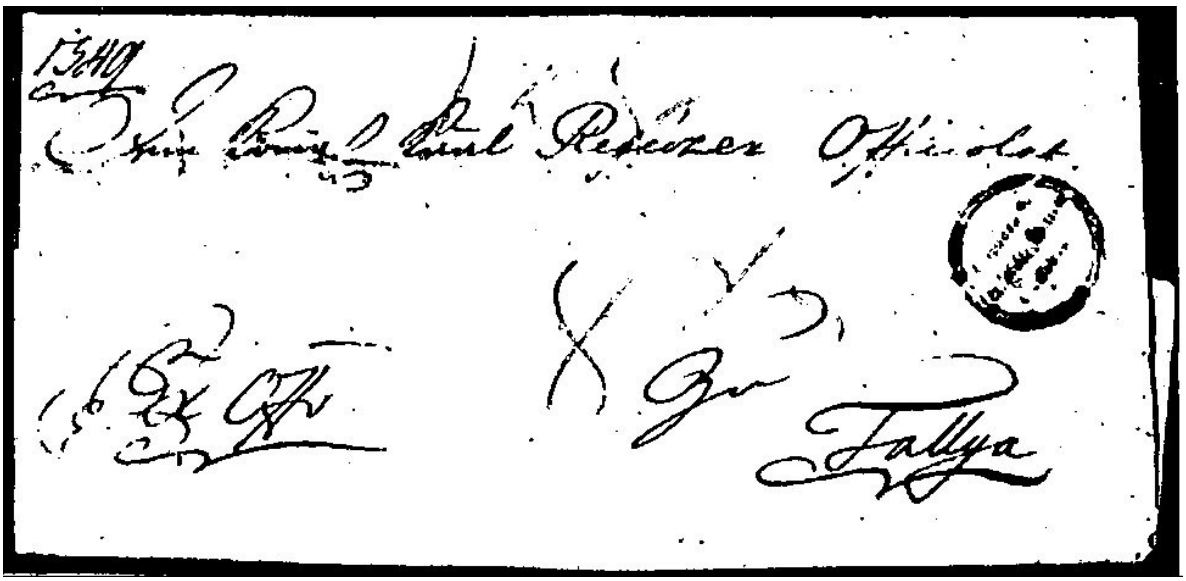
At the middle of 18th century, registered mail (recommandirt) was introduced, which followed in the steps of the procedure applied for the summons to the court. In case of such letters, the sender received a receipt, for which he had to pay additionally. Between 1755 and 1786, also money could be sent in registered letters, which was then prohibited. Until 1867, when postal transfers were introduced, money could be sent solely by mail carriages. Mail carriage service was launched in 1750 for transporting money, valuables, and parcels.

1. PAYMENT FOR POSTAGE IN CASH (UNTIL 1850)

Marks proving cash payment for postage started to appear on mail items in the 18th century. First Hungarian examples come from the fifth decade of the century. At the beginning, these inscriptions were made in pencil, then read crayon, and later ink. The amounts recorded did not refer to the collected fee but to the fee to be paid by the recipient, which constituted either half (figure 65), or total (figure 66) fee. (Recipients paid total fee in case when they received letters from public offices exempt from postage fee.) At the beginning, no indications whatsoever were made on letters for which senders covered the total postage fee. These amounts were recorded only on receipts or coupons of letter mail service and carriage mail service.



65. Handwritten marking (4) for half postage fee on a letter from the 18. century

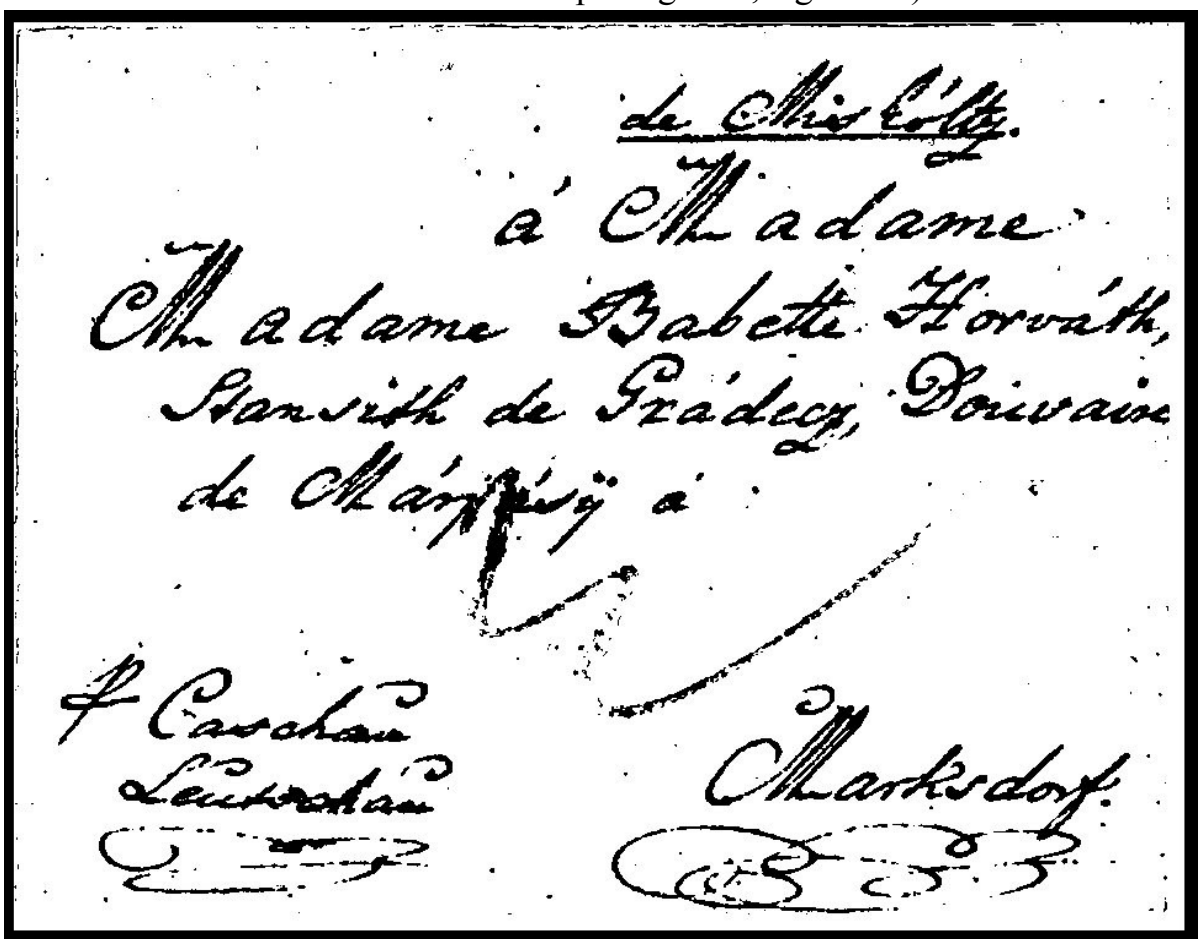


66. Handwritten marking (8 kr) for full postage fee on an official letter from the 18. century

However, already in 1788 a regulation was issued to indicate the postage fee collected on the rear of the letter (most often it was the half of the total fee, the other half had to be covered by the recipient).

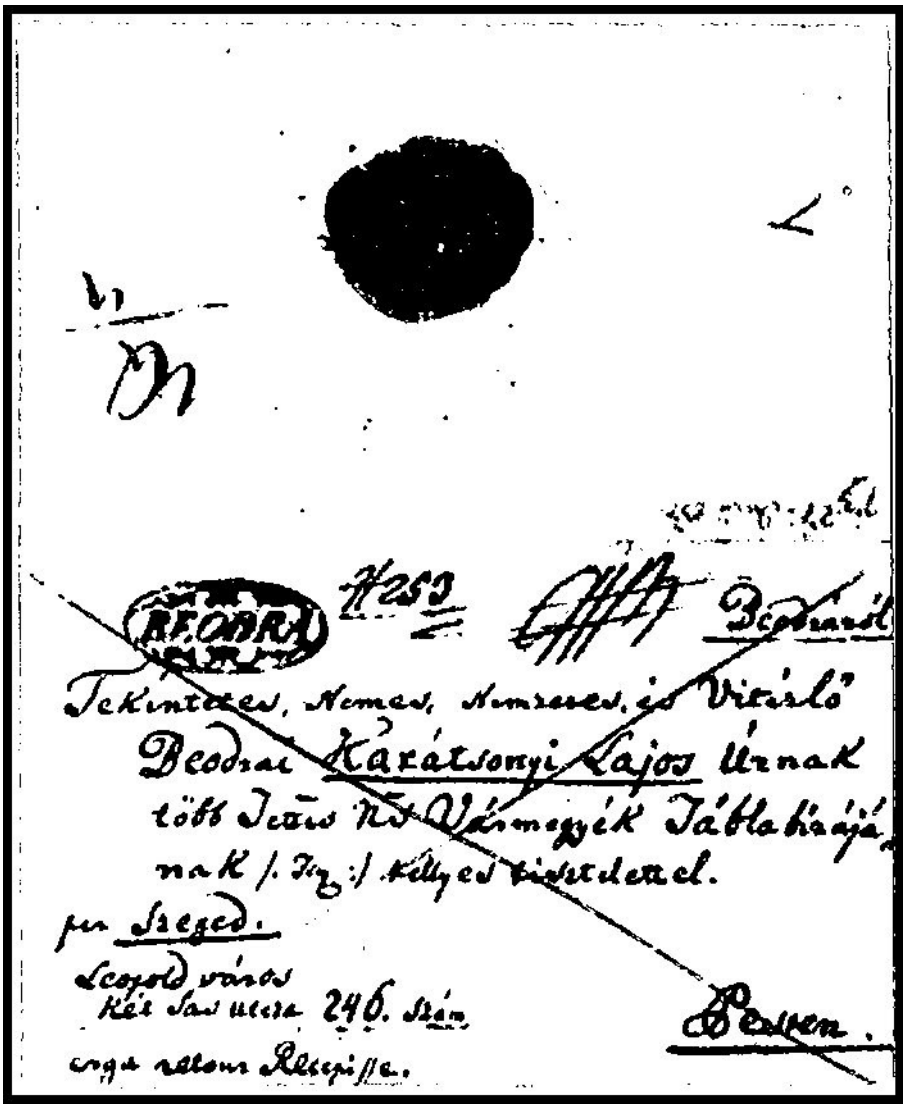
The inflation which came along with the wars of Napoleon exerted influence also on postal rates. For 8,7 grams, the price for letters rose to 12 Kreuzers on 1 August 1798, to 16 Kreuzers on 15 November 1803, and to 24 Kreuzers in 1806. In 1809, the zone system was introduced, which then re-

mained in force, though with modifications, until 1866. When the postage distance was less than 8 miles, the postage fee amounted to 16 Kreuzers. For longer distances, it was 28 Kreuzers, for a letter of maximum 8,7 grams. Later, the prices for these two categories were modified as follows: 8 and 14 Kreuzers in 1811, 12 and 16 Kreuzers in 1814, and finally, 18 and 24 Kreuzers in 1815 (an example for the last inflation-caused price rise is the 12-Kreuzer indication for half of the postage fee, figure 67).



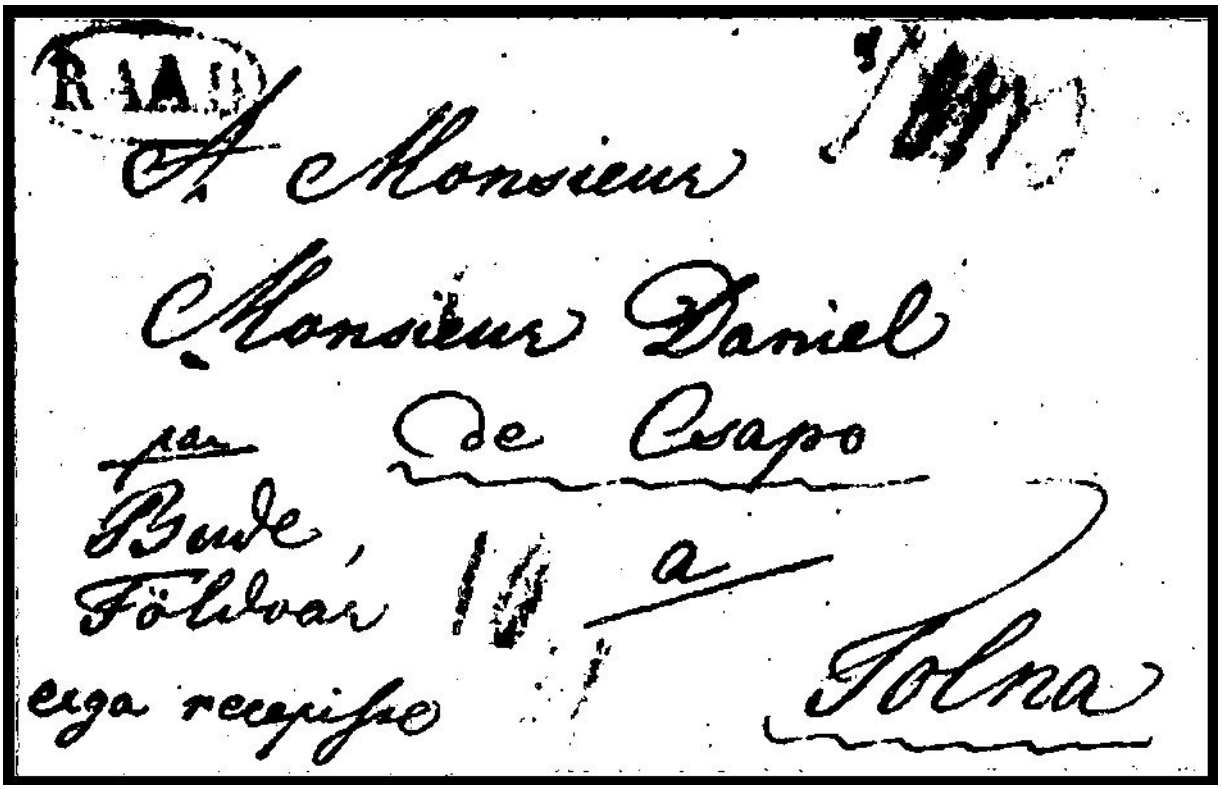
67. Handwritten marking (12) for half postage fee from 1816, on a letter mailed in the last year of the inflation

In the overall re-organisation of 1817 (we have already talked about the mandatory introduction of handstamp for location), the postage rates were modified too. Instead of the formerly existing two zones, seven ones were introduced: each three miles a new zone started until the distance of 18 miles; the seventh zone was the area beyond 18 miles. For simple letters of 8,7 grams (half lot), six Kreuzers were payable for each zone; after the currency was stabilised, this fee changed to 2 Kreuzers. Registered mail fee grew to 4 Kreuzers, the return receipt cost the fee of a 8,7 grams letter would cost in that zone. Attempts were made to simplify fee payment too; either the sender or the recipient were made to pay the total postage fee, instead of the former practice of equal sharing (the registered mail fee and the return receipt fee were always payable by the sender). Uniform signs were introduced: if a letter was covered by the sender (FRANCO), its front side had to be crossed by two slanting lines, and the fee paid had to be recorded on the rear of the letter (figure 68); in case of PORTO letters, the amount to be payable by the recipient had to be written on the front side of the letter (figure 69).



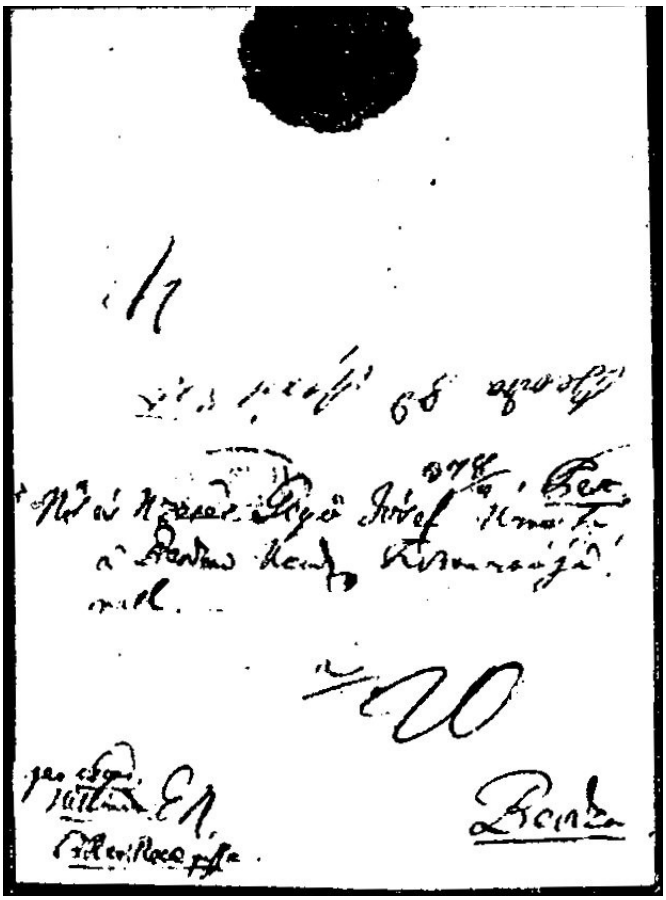
68. Registered letter paid by the sender (franco) from 1837, on the back handwritten marking (10 kr. for the fee of a simple letter to the 5th zone, 4 kr registration fee).

To show the full franking the front page is crossed by two slanting lines, plus we can see an NB marking and the registration number.



69. Registered letter to be paid by the recipient (Porto) from 1823, on the front page the total fee (10 kr for the letter, 4 kr for the registration), plus the handwritten marking of the registration NB.

However, the old practice of sharing payment still existed. In such cases, the amount payable by the recipient was written on the front side, while the fee covered by the sender appeared on the rear of the letter; the front side was sometimes crossed (figure 70).

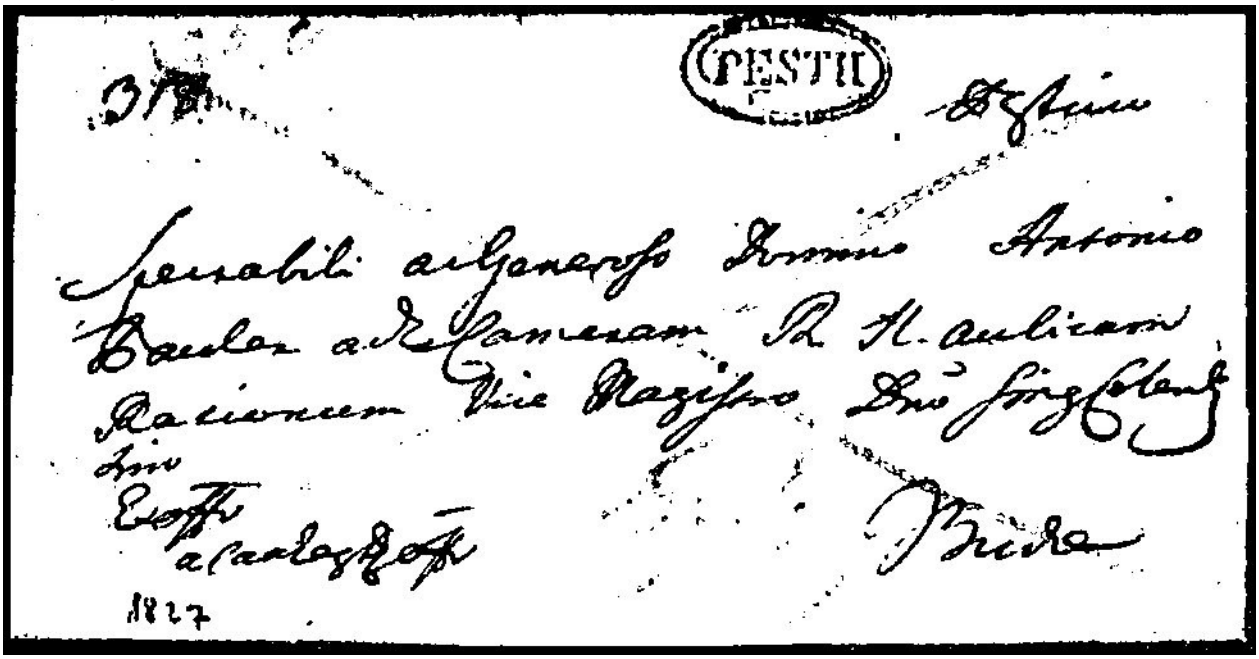


This is a registered letter paid partly by the sender, partly by the recipient (Half-porto) from 1835, on the front the fee (20 kr, the fee of a double-weight letter for the 5th distance zone), on the back the marking of the 4kr registration fee paid by the sender. The registration is shown within the location stamp, the number handwritten.

All these three kinds of payment were used for registered mail too. For the latter, the postage fee was indicated in the form of a fraction, the counter being the postage fee, the denominator – the registered mail fee of 4 Kreuzers.

Figure 70

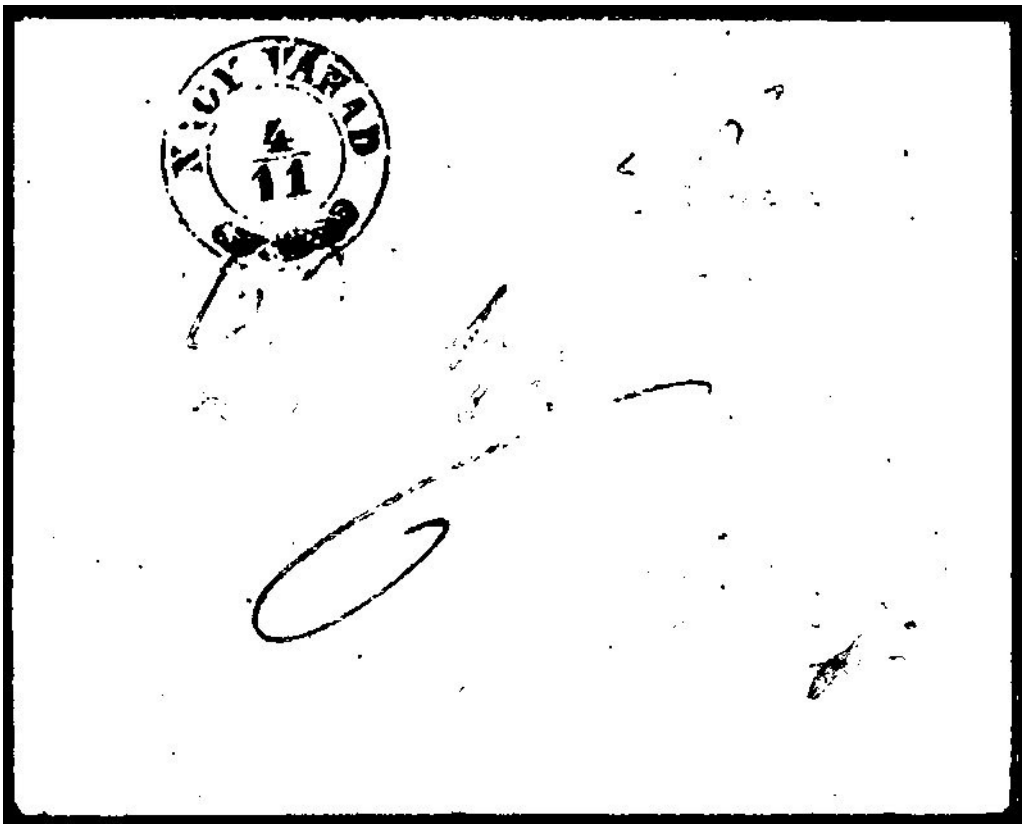
These new rules were soon followed by new regulation of postage fee exemptions. The list of authorities entitled to use the postal service free of charge was released. If they sent a letter to a private party, the latter had to pay the whole fee; if a private person sent a letter to such authority, he or she had to pay the half of the postage fee. Therefore, official letters contained postage fee only in such cases when one of the parties was not entitled to free postal service. In case a letter did not require payment at all, the front side was crossed, just like in case of letters for which the sender covered the total postage fee; instead of the postage fee, the weight was indicated on these letters (figure 71).



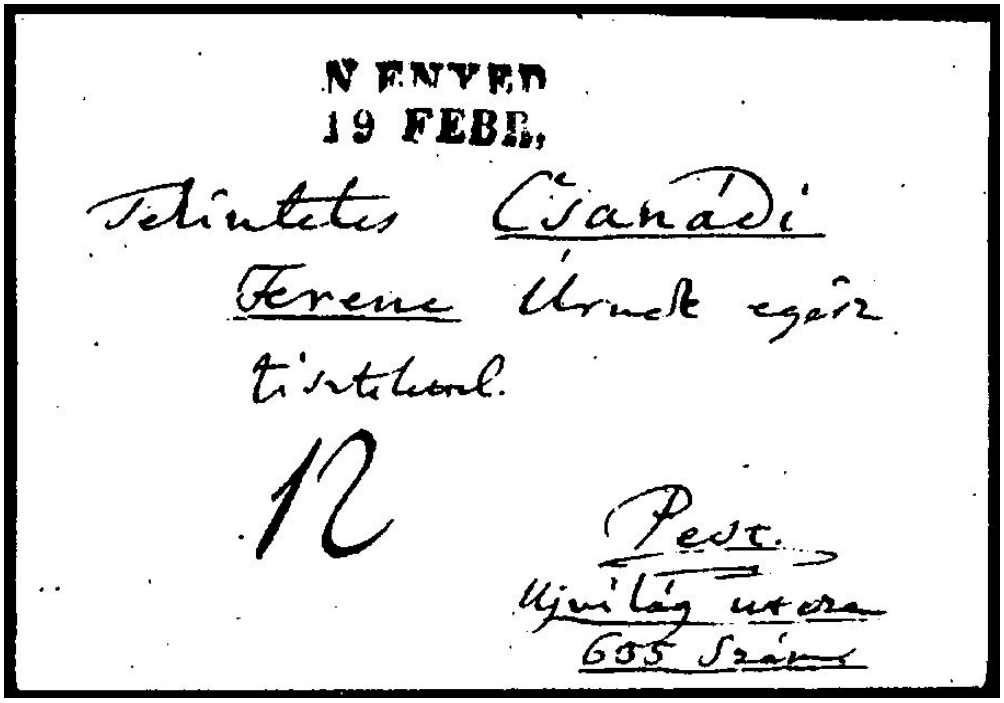
71. Official letter from 1827, exemp from fee. On the front page the two crossing lines showing the fee was (deemed) paid, plus the marking of the weight of the letter (3,5 lat)

To indicate more clearly that the sender had covered the postage fee, location postmarks with the word FRANCO, or postmarks with solely the word FRANCO (figures 15 and 16) were introduced after 1820. They played the same role as the location and date cancels play today, with the only difference that the amount of the postage fee was recorded on the rear of the letter. As we have already mentioned, there was a single instance when in the inscription PORTO was included into a postmark indicating location (Lippa, figure 17). The use of such postmarks did not become widespread, obviously because the amount of PORTO (the fee payable by the recipient) was indicated on the front side, and therefore, was much better seen than the amount of FRANCO (the fee covered by the sender) on the rear side.

In 1842, the zone system was simplified, and the rates were modified as well. For less than 10 miles, 6 Kreuzers were payable for a simple letter of 8,7 grams, for longer distances – 12 Kreuzers (figures 72, 73).



72. 6 Kr postage fee marking for the first zone in a two-zone tariff-system on a letter from 1847



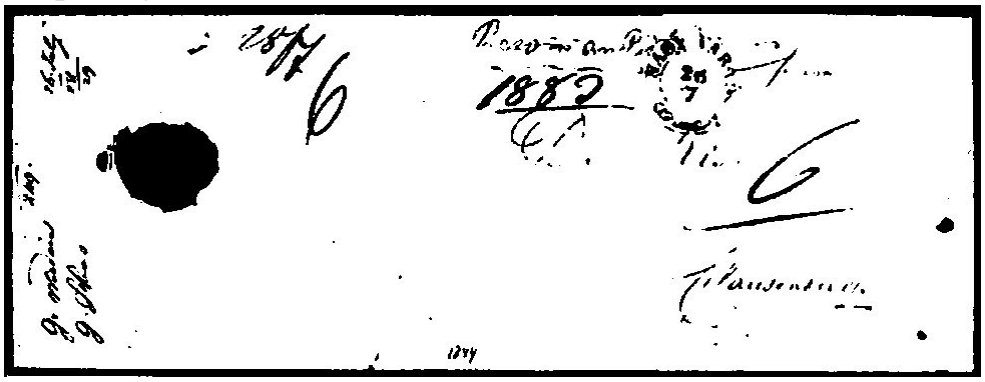
73. 12 Kr postage fee marking for the second zone in a two-zone tariff-system on a letter from 1846

In 1843, the first long-distance zone was extended to 20 miles. The registered mail fee was set at 6 Kreuzers, regardless of distance. It was payable by the sender also in those cases, when the rest of the fee was to be covered by the recipient (figure 74).

In 1819, a new type of postal item appeared – the printed matter, which was delivered by the postal service for one-third of the regular fee. As regards newspapers, a special system was at work as early as 18th century,

since they were delivered for the flat yearly rate paid by the publisher to the postal service. Indirectly, the already mentioned newspaper revenue sign was also connected to the postage fee (figure 11). It was applied to both domestic and foreign newspapers after 1789.

In the area of mail carriage service, the only change in the first half of the 19th century was the newly introduced mandatory despatch document, on which the postage fee was also recorded.



74. Registered letter from 1849, on the front page the 6 kr fee to be paid by the sender, on the back the 6 kr registration fee to be paid by the recipient

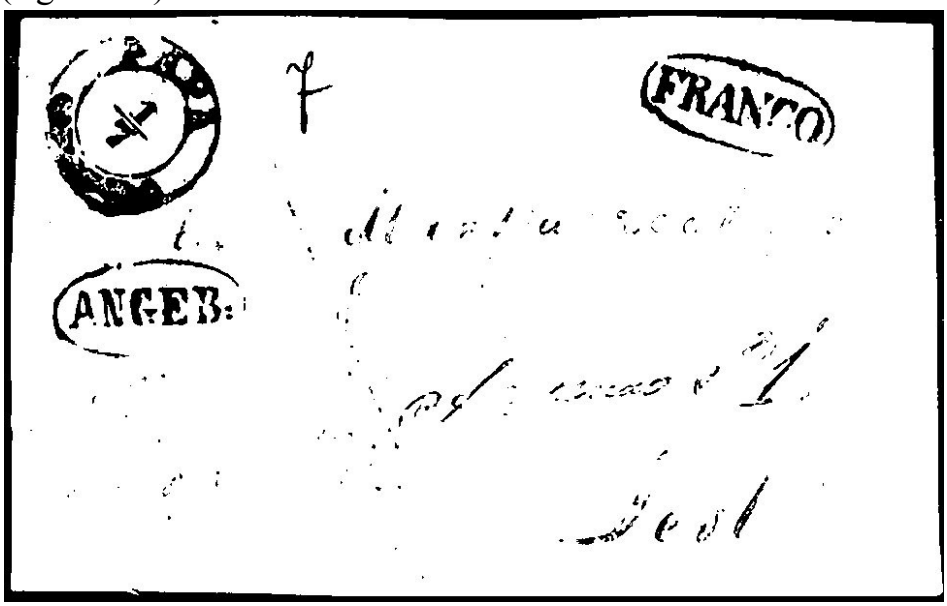
2. PAYMENT FOR POSTAGE WITH STAMPS AND IN CASH (1850−1903)

The arrival of the postage stamp brought along profound change in the payment techniques for postage. Mail sent by the letter mail service (simple and registered mail, printed matters) was to be paid for by postage stamps beginning from 1 June 1850; the same became effective for newspapers from 1 January 1851. From 1853, 2-Kreuzer revenue stamps were issued for foreign newspapers, which were used along with the formerly used revenue labels. Newspaper revenues for domestic papers were temporarily cancelled. At the same time, the zone system was elaborated. A zone for distances less than 10 miles was included into the system (2 Kreuzers). Such step had already been made by the revolutionary Hungarian government on 1 July 1848 (it was valid only for the territory of Hungary). As a result, four zones were identified as regards postal rates, to which corresponding postage stamps were released. The face denominations of these stamps were the following: black 2-Kreuzer stamp for local mail, red 3-Kreuzer stamp for distances less than 10 miles, brown 6-Kreuzer stamp for distances between 10 and 20 miles, and blue 9-Kreuzer stamp for distances longer than 20 miles. For each extra 17,4 grams, an additional excess weight stamp corresponding to the distance zone had to be adhered to the letter. (According to the Conventions-Münze calculation, 60 Kreuzers amounted to 1 forint.) For open printed matters (or sent as self-mailers), 1-Kreuzer yellow stamps were applied. For open goods samples, only half of the weight was calcujlated when setting the fee. Registered mail fee was 6 Kreuzers payable by a stamp adhered to the rear of the letter. The newly introduced registered mail fee for local mail was 3 Kreuzers. To the return receipt of registered mail, a 6-Kreuzer stamp had to be adhered. If a letter was not covered by the sender, additional fee of 3 Kreuzers was payable besides the regular postage fee (postage due).

Austrian postal service was the first one in the world to issue newspaper stamps without denomination indication in 1851. The blue one (0,6-Kreuzer)

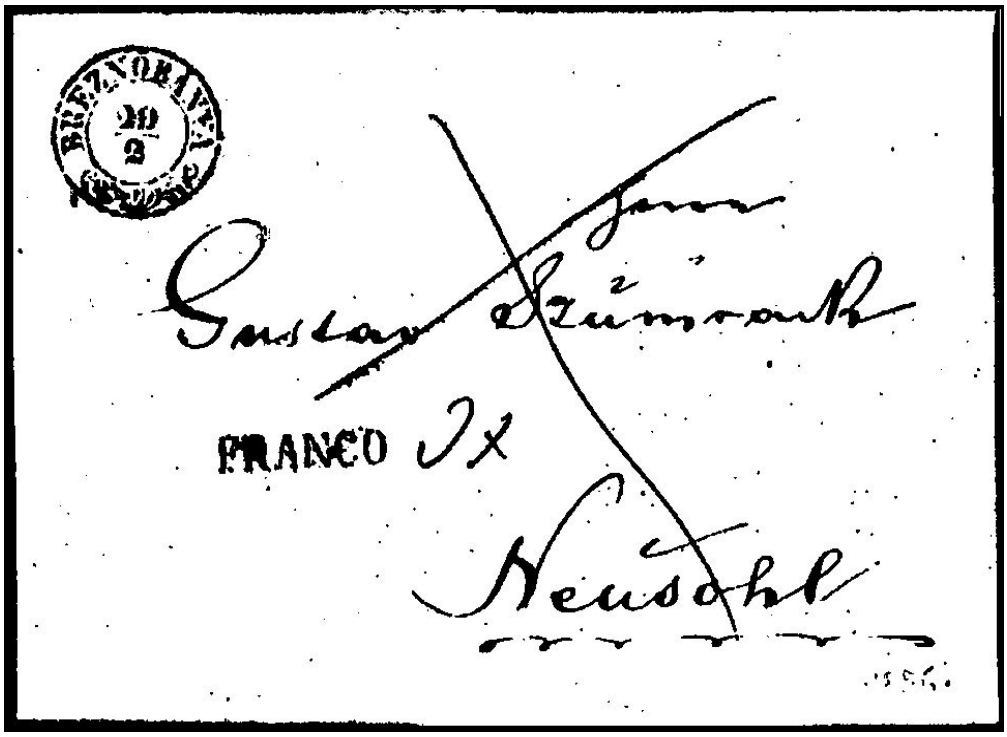
covered sending of one newspaper; the yellow stamp – of ten bundled newspapers; the pink one – 50 bundled newspapers. Such stamps could be purchased only in bulk by newspaper publishers entitled to discounted postal service. (The demand for pink stamps was so sparse that in 1852 their release terminated; the remaining pink stamps were used as if they were blue. In addition, yellow stamps were so pale and badly visible that in 1856 they were exchanged for red ones; the remaining ones were used as blue stamps too.)

As regards mail carriage service, which shared administration with letter postal service but applied its own procedures, handwritten postal marks were still to live long. In the first place, it was so because the rates of the mail carriage service were very diverse and depended on the distance and the weight to much bigger extent than in case of letter postal service, which maximised the weight of the mail in 15 lots. It meant that the mail carriage service would have required a great variety of different stamps which would not have paid for any advantage of handling. Therefore, if the postage fee was covered by the sender, handwritten sign and the postmark FRANCO was applied on the mail item (money letters and shipping documents of parcels). In the field of money letters, a new modification took place in 1850: closed envelopes were also accepted for sending, though the postal service did not assume responsibility for the amount of money inside them, only for the sum indicated on the front side and for undamaged postmarks. To these letters, postmarks saying *Angeblich* (allegedly) were applied (figure 75).

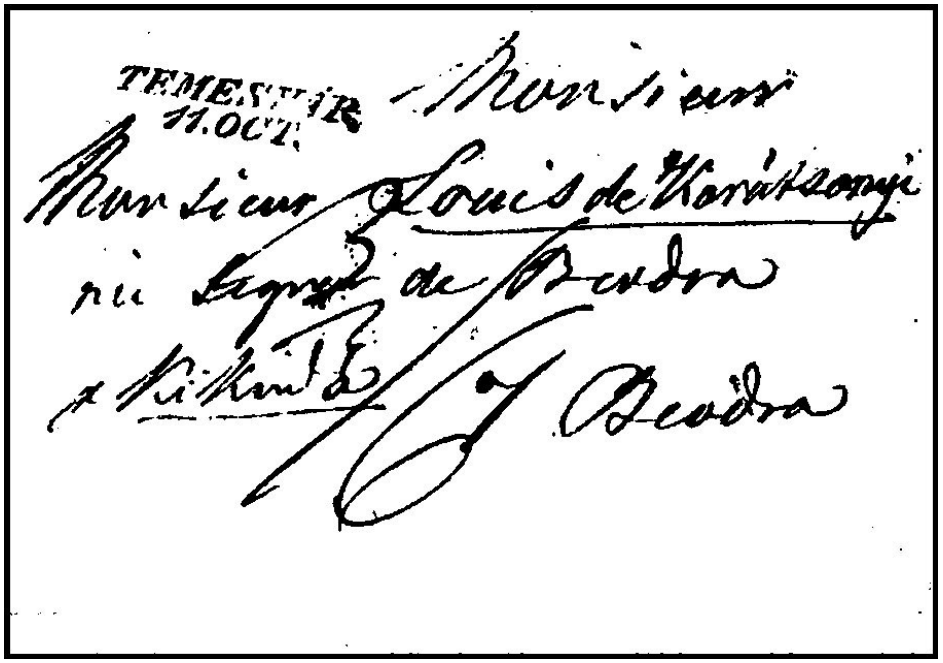


75. Money letter from 1855, with the handstamp „allegedly" (állítólag) related to the contained, but by the Post not verified sum, and the Franco handstamp acknowledging the payment of the delivery fee. The fee of the franking shown handwritten.

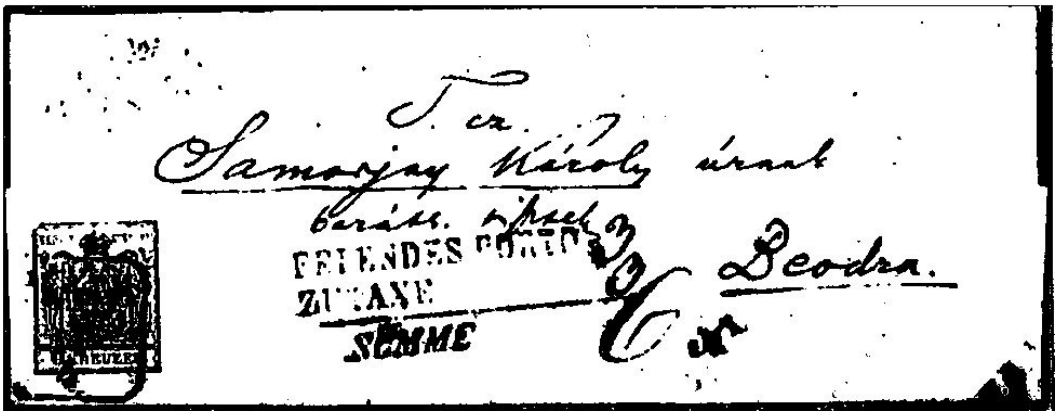
However, providing for mandatory use of the postage stamp did not totally eliminate handwriting from mail handling procedures. It was still possible to apply handwritten signs in case of temporary shortages of stamps or if the postage fee was too high to be covered in stamps. In such cases, the fee was covered in cash, which was recorded in handwriting. The front side of the letter was crossed, as in the past. The amount of the postage fee, however, was recorded not on the rear but on the front side near the word FRANCO, as in mail carriage service (figure 76).



76. Letter franked in cash instead of a stamp from 1856. Franking shown correctly with the Franco handstamp plus the double crossing of the front page, the sum (3 kr) handwritten.



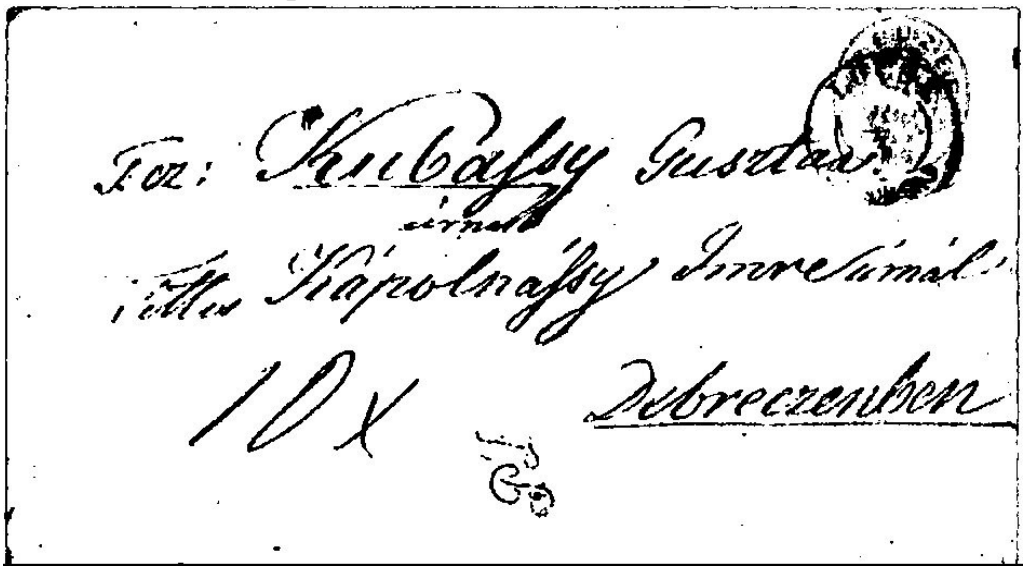
77. Letter from 1850 to be paid by the recipient (porto). On the front the handwritten marking of the fee to be collected in stamp (3 kr), the postage due (3 kr) because of the lack of the stamp, plus the sum of the above two (6 kr).



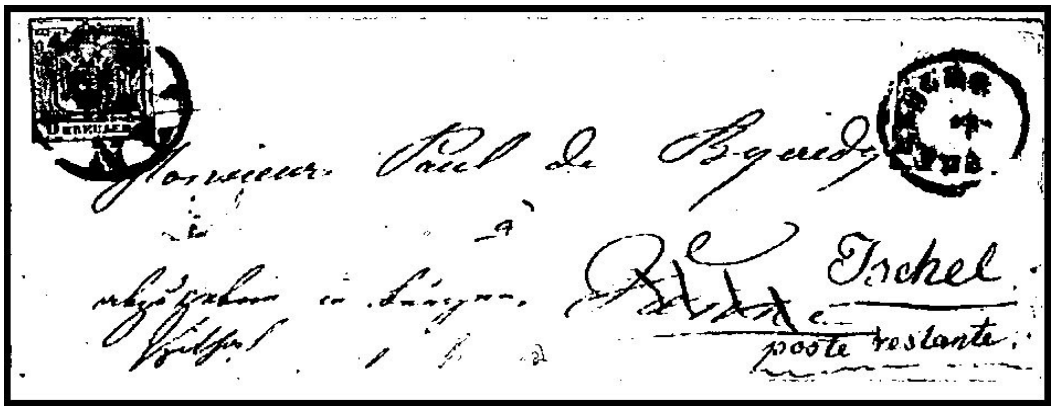
78. Postage-due letter from 1855. On the front a partial franking by stamp (6 kr instead of 9 kr), plus the handstamp filled in with handwriting for the missing sum, the postage due and the sum of these.

In the 50s there existed also a mixed form of postage fee payment: the fee for registered handling was paid by stamps adhered to the rear side of letters, while the postage fee was collected in cash, and the record was made on the front side (see E. Müller: Handbuch der Entwertungen von Österreich 1961. Figure on page H. 111).

In the letter postal service, handwriting existed only in certain cases, and for postage fee collecting. In case a postage stamp was missing, and the regular and additional fee was collected in cash, the amount was written by hand on the front side of the letter (figure 77). Certain bigger postal stations used different postmarks to indicate the postage fee to be collected.(figures 78, 79) Similar indications were written on letters in case they had to be sent further, because the recipient had moved away (figure 80).

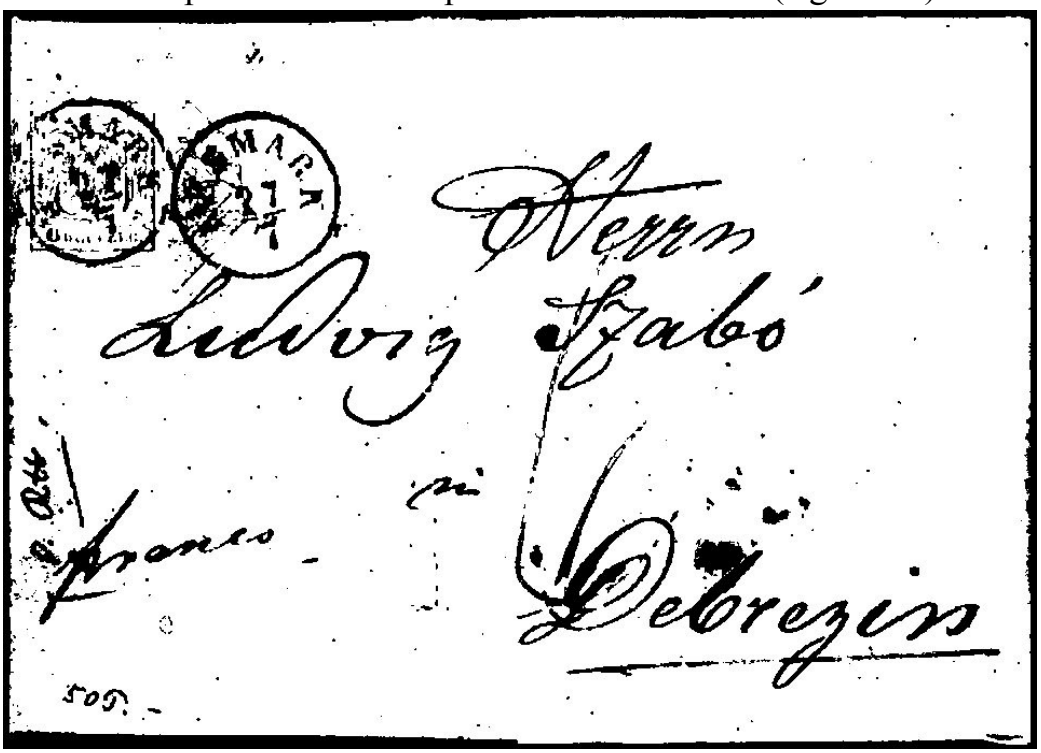


79. Postage-due letter from 1864. On the front a partial franking by pre-printed stamp (5 kr instead of 10 kr), a handwritten notation summing up the missing franking plus the psotage due (10 kr), plus a P(ostage-due) L(etter) handstamp

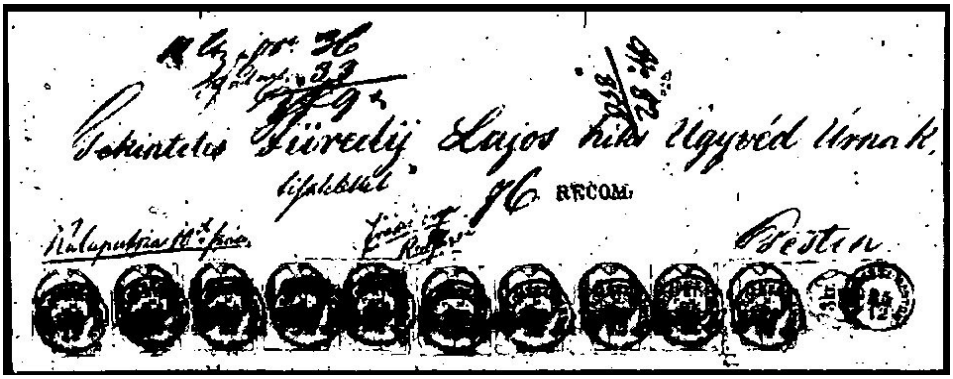


80. Posterior complementation of a franking in Pozsony – on a letter mailed to Vienna and forwarded to Ischl in 1855.

There were also other ways to cope with the shortage of stamps. One such way was cutting stamps into halves or three parts (if the fee was less than the value price of the stamp, figure 81), which occurred as late as with the engraved stamps released in 1871. Another solution was to use revenue stamps issued on 1 November 1854 (with values in CM. = Conventions-Münze), which were later prohibited in the postal traffic in 1857 (figure 82).



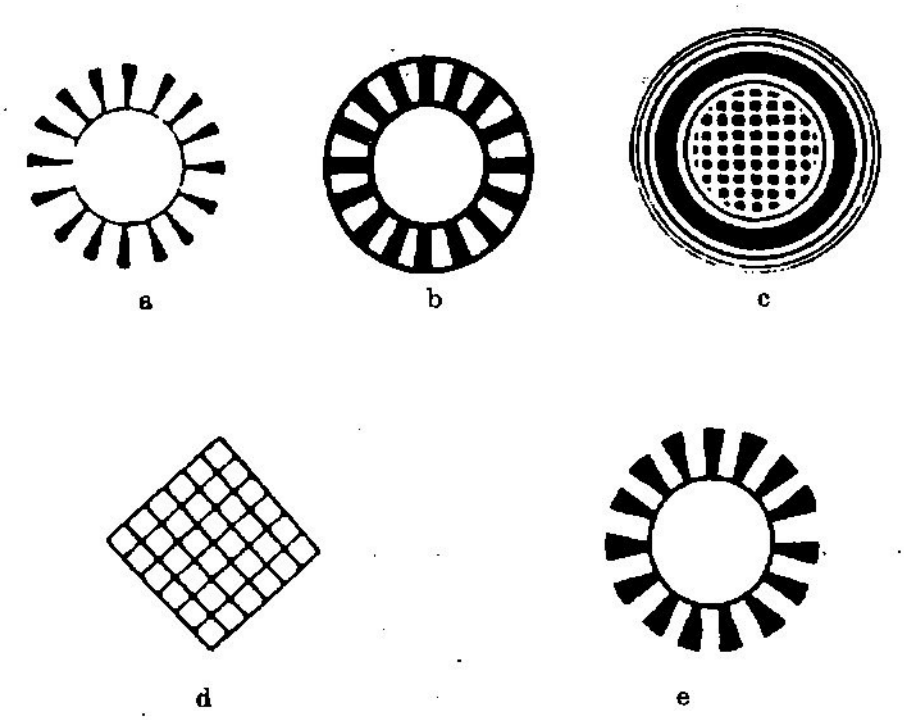
81. 9 kr franking with a 6 kr and a bisected 6 kr stamp



82. Revenue stamp used as postage stamp

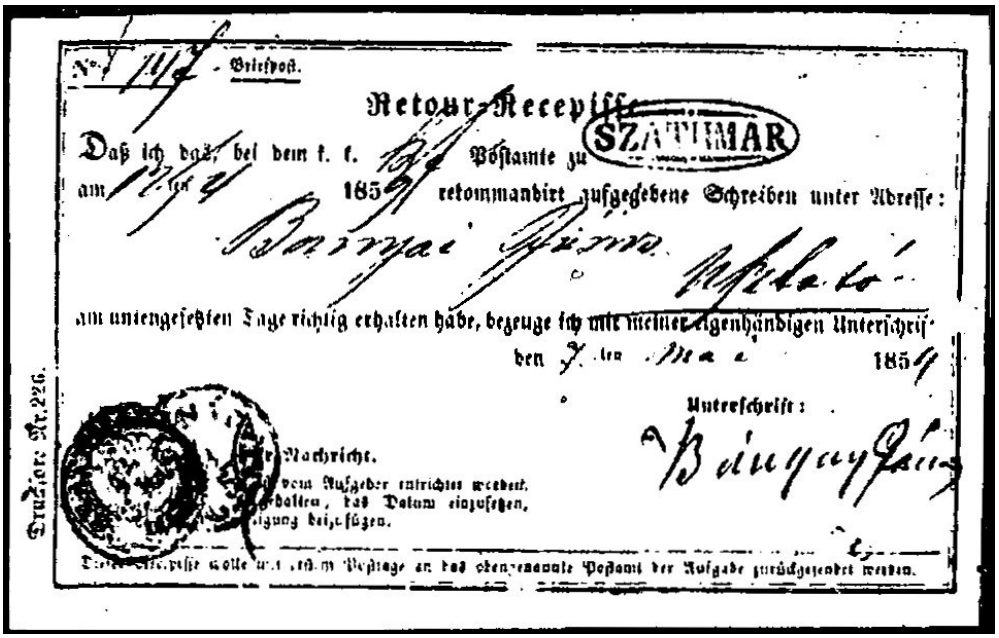
Along with such temporary legal solutions, there were instances of fraud: repeated use of stamps, from which the remains of a cancel were removed; using newspaper stamps and Andrew crosses as postage stamps, etc.

Once the postage stamp became dominant, the demand for cancelling arose. By that time, special canceller postmarks were introduced in some foreign countries. At the beginning, the Austrian postal service also used these. However, it soon switched to cancelling handstamps containing also location and date marks. On the territory of Hungary, special cancelling postmarks were applied solely in Pest, Pozsony (Bratislava), Esztergom and Nagybánya (Baia Mare) (figure 83), but they were soon eliminated. Later sometimes also special cancelling postmarks were used (we are going to deal with them chronologically). There were also instances when different indication postmarks by mistake were applied as cancellers (FRANCO, Recommandirt, Nach Abgang der Post, etc.). In most cases, such postmarks were accompanied by location and date postmarks (see E. Müller's men tioned book, pages H 91. and H101.1).



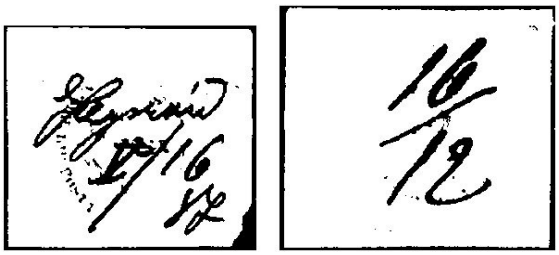
83. Mute cancellers of Pest (a, b) Pozsony (c) Esztergom (d) and Nagybánya

Cancelling stamps by handwriting was provided for only for certain mail (stamps adhered to return receipts or investigation sheets), and only during a very short period (until 27 July 1850). (Between 1851 and 1866, the stamps of return receipts were to be postmarked twice, at the postal station from where the mail was sent and at the one from where the return receipt was sent. And since return receipts were often adhered to letters which had postage stamps on them, when the two were separated, these postage stamps were often torn apart, and the remaining parts was postmarked at the second cancelling. This gives the wrong impression that these stamps were halved (figure 84).

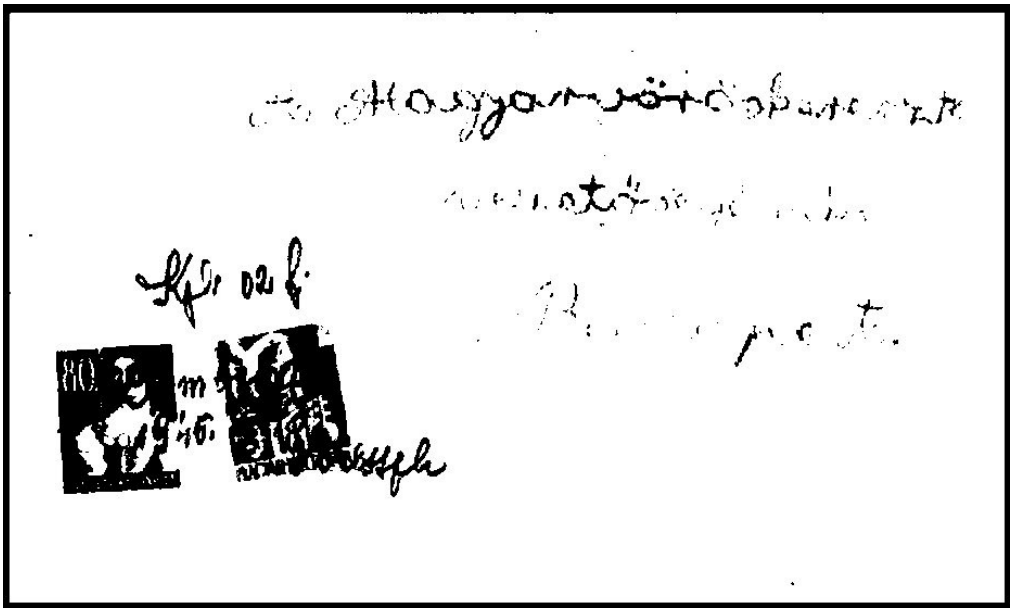


84. Tearing down the letter from the return receipt, adhered together by a stamp, and the second cancellation of this damaged stamp, seemingly a “bisect"

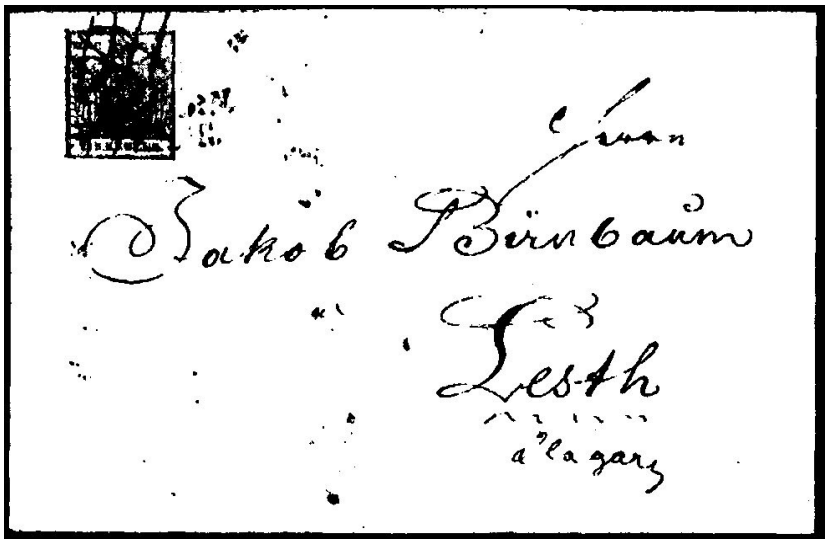
Otherwise handwritten marks occurred only in exceptional cases, either when there was a temporary shortage of cancellers upon sending (figure 85, 86), or to make up for the pale cancel upon receiving, in case the postmark applied upon sending was badly visible (figure 87). Applying of handwriting in such cases has lived on until today.



85. Handwritten cancellation with date and location or just date, applied because of a temporary handstamp shortage

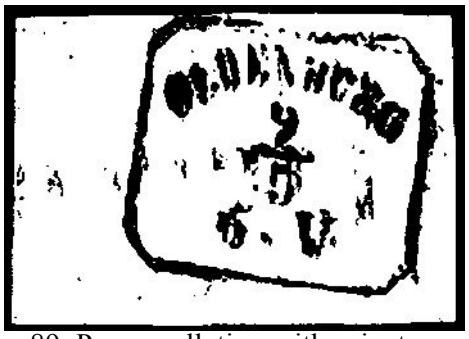


86. Handwritten cancellation to replace the postal handstamp lost in wartime circumstances, plus another handwritten marking of an additional cash franking (Kpb. 02 f.)

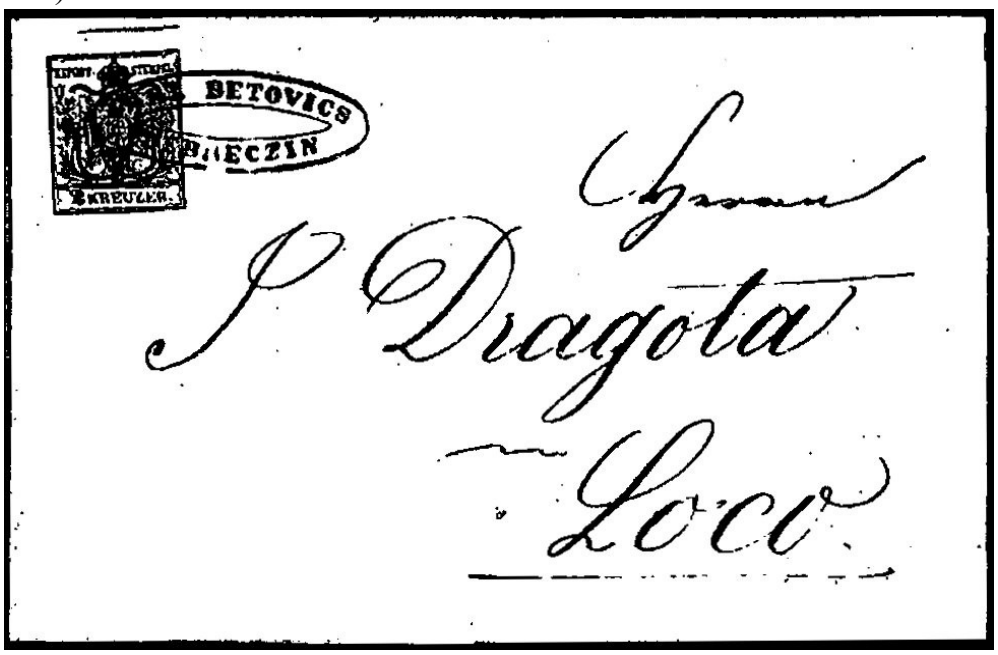


87. Posterior handwritten cancellation applied because of a pale sending handstamp (Pest, 1851)

A special form of pre-cancelling was when it was done by the sender himself. These were mostly companies, or such parties which regularly sent large amounts of mails, not personally but through employees. They needed to be able to control if sufficient amount of postage stamps were adhered to the mail. Certain companies were using their regular company stamp to this end (figure 88), others had a postmark with the inscription FRANCO produced (figure 89).



89. Precancellation with private canceller “Franco”

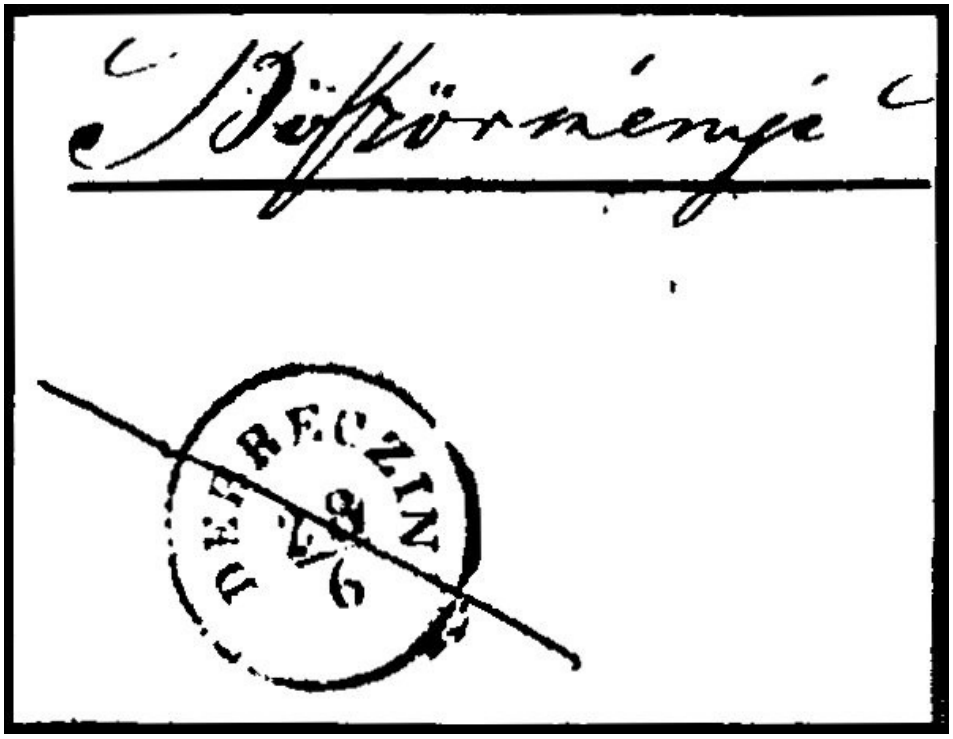


88. Precancellation with company handstamp; the postal handstamp was omitted against the rules

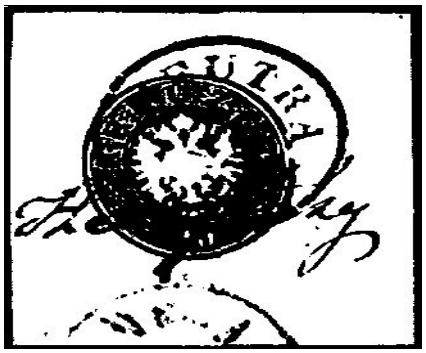
To cancel a postage stamp by handwriting, simply crossing it, writing any text like 'FRANCO’, or modifying the location was an easier, and therefore more frequent procedure (figures 90, 91, 92). Neither postmarking, nor cancelling by hand eliminated the necessity to officially cancel the postage stamp by applying a location and date postmark. If such postmark was miss-

ing, it happened solely due to the negligence of individual postal employees (figure 88). On 21 March 1863, pre-cancelling by postmarks was banned by a regulation; such mail was considered not paid for from that time on. It was allowed, however, to pre-cancel postage stamps by hand. Long time had to pass before this could be done by handstamps again (in 1900), which we are going to discuss later. A procedure similar to pre-cancelling was applied to newspapers too: cancelling was applied to the paper before printing, and then the articles were printed on this paper (figure 93). Such practice lived on all through the period, though it was not too frequent, because it was allowed to cancel newspaper revenue stamps by location and date postmarks as well.

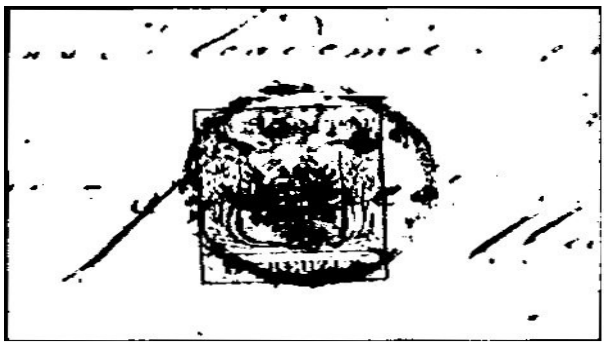
The year 1858 was an important milestone in the field of postage fee. It was the year when the transition to new monetary system, the so-called 'österreichische Wächrung' (Austrian Currency), was introduced. 1 forint comprised 100 Kreuzers instead of 60; consequently, face denominations of stamps had to be modified. Rate system did not change; therefore the new stamp series released on 1 November 1858 consisted of following stamps: 2-Kreuzer yellow, 3-Kreuzer black (later green), 5-Kreuzer red, 10-Kreuzer brown, and 15-Kreuzer blue. Though the face denominations of these postage stamps differed from those of the previous series, their colours matched the corresponding rate categories. The same denominations and colours were later applied in the series released at the end of 1860, and in the fourth series issued in 1863, with the exception that in the case of the latter, the colours of the 10 and 15-Kreuzer stamps were changed – the former was printed in blue, the latter in brown, following the regulation of the German-Austrian Postal Association. Otherwise, the rates remained unchanged until as late as 1866, when Austria switched to the British Penny Post system. There was only one new type of mail which appeared until that time, the express letter, introduced in 1859.



90. Handwritten precancellation with the simple crossing of the stamp

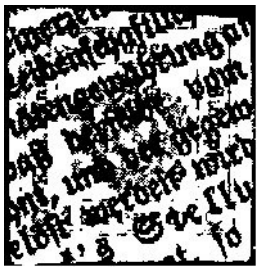


91. Handwritten precancellation with marking the place of mailing (Herestény)



92. Handwritten precancellation with the text “Franco”

Until 1868, express letters could be sent only as registered mail, and the postage fee for them was collected in cash.



93.newspaper stamp precancellation with printed text of the newspaper

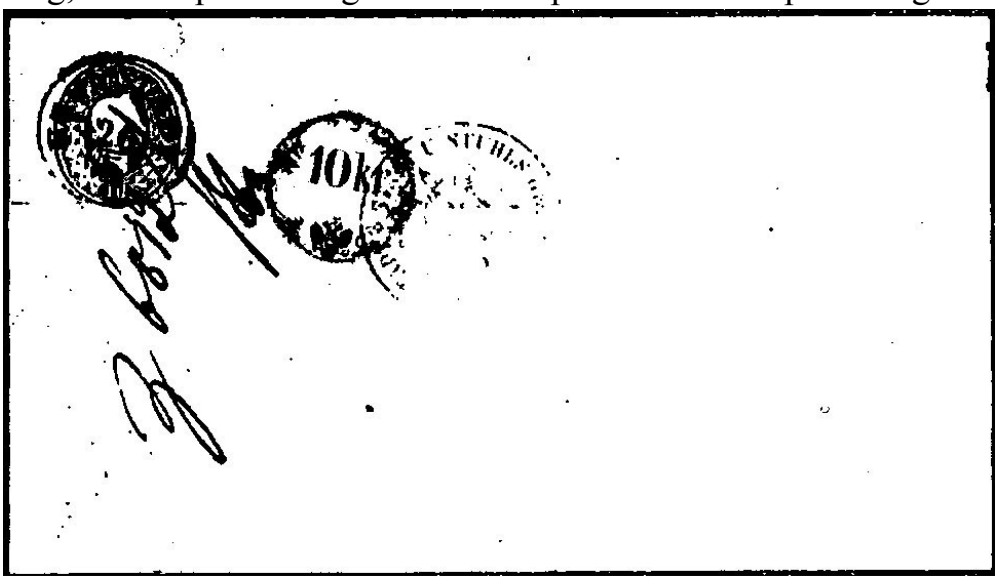
New newspaper stamps, which were released together with the second, third, and fourth stamp series, did not have denomination on them, and where released in a single colour (first blue, later purple). Their factual value was 1,05 Kreuzers, and one was sufficient for sending a single newspaper. A remarkable change occurred in collecting newspaper dues. The 1-Kreuzer due was collected in the form of a sticker, which grew from 1 Kreuzer to 2 Kreuzers. For foreign newspapers arriving as printed matters and not through postal subscription, 4 Kreuzers were payable instead of 2. However, these fees were reduced to half from 1 January 1859, so the already printed 4-Kreuzer stamps were soon used as 2-Kreuzer ones. In the meantime, from 1 January 1859, it became possible to pay the dues for domestic newspapers by 1-Kreuzer stamps. The Hungarian Post, which was becoming more and more independent, adopted this system of newspaper dues. In 1900, newspaper dues, which at that time referred only to foreign newspapers, were cancelled.

On 15 January 1861, the first envelopes with pre-printed postage stamps on them were released. They were of 3-, 5-, 10-, 20-, 25-, 30-, and 35-Kreuzer face value, and were identical to the postage stamps of the time. Later similar envelopes of 3-, 5-, 10-, 15-, and 25-Kreuzer value featuring the postage stamp series of 1863 were issued. They were used and cancelled in the same way as postage stamps of the identical value. The value of the stamps printed on envelopes could be modified with further postage stamps. Sometimes, as a special procedure at the time of postage stamp shortage, whole envelopes were postmarked and adhered to letters (figure 94). More frequently, parts of envelopes on which postage stamps were pre-printed were cut out of envelopes in oval or rectangular shape, and were adhered just as if they were postage stamps. This procedure was banned by a provision of 10 April 1866.

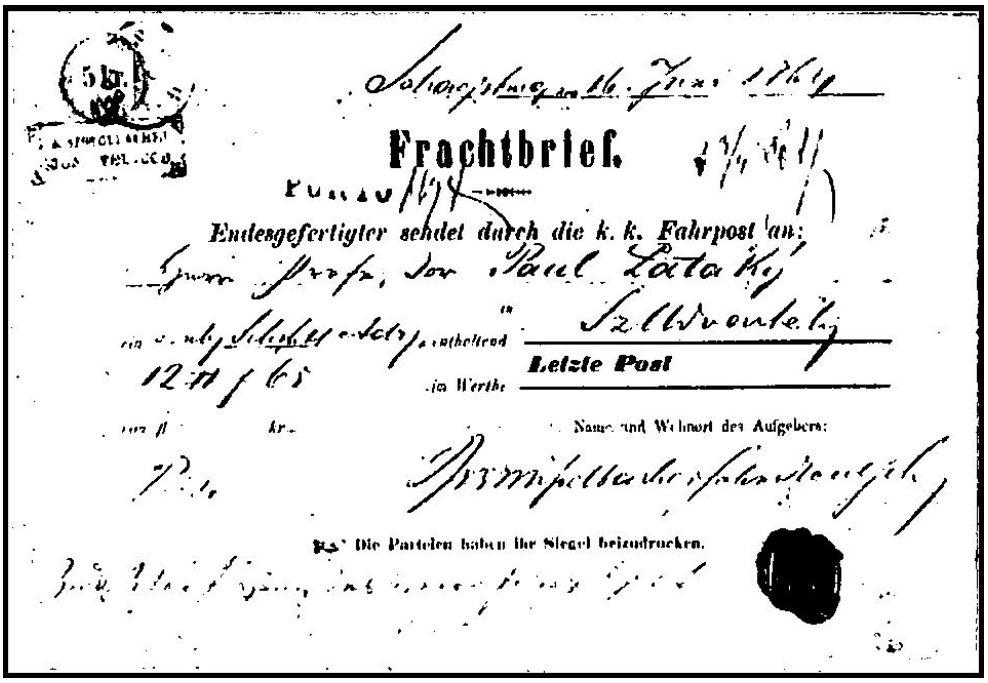
As regards mail sent by mail carriage service, the change was brought about by a regulation from 1 January 1863. Documents accompanying mail were subject to 5-Kreuzer due payable by revenue stamps adhered to such letters. Such revenue stamps were cancelled by location and date stamps at post offices, just as postage stamps. Therefore from the philatelic point of view such revenue

stamps should be handled in the same way as newspaper revenue stamps. Parcel dues were also collected by revenue stamps until 1871, when the independent Hungarian Post introduced special despatch documents with stamps printed on them. This system existed until 1964. Indications PORTO or FRANCO referring to the postage fee on the despatch documents of parcels were made by handstamps, while the amount of the fee was written by hand (figure 95).

The significant change in postal rate system occurred in 1866, when the British Penny Post system was introduced. It did not consider the distance, only the weight of the mail. The fee of an ordinary local letter lighter than 15 grams (from 1883 20 grams) was 3 Kreuzers; from 15 to 250 grams – 6 Kreuzers. Sending mail of the same weight when the postage fee was covered by the recipient cost 6 and 9 Kreuzers respectively; the long-distance letters on the territory of Hungary and the Austrian-German Postal Union mail lighter than 15 grams cost 5 Kreuzers; for all extra 15 grams up to 250 grams – 5 Kreuzers, when the postage fee was covered by the recipient an extra 5 Kreuzers. (The maximum letter weight was raised to 500 grams in 1892.) When postage fee was not paid by the sender, it had to be paid by the recipient in cash; if the stamp adhered was of smaller value than required, the recipient had to pay the missing amount. After 1871, the amount of the postage fee was more and more frequently indicated by handstamps instead of handwriting (see figure 62). After the system based on mailing distance was cancelled, the additional fee for the letters sent further was collected only in case when local letters were sent further to other locations. The fee for local registered mail was 5 Kreuzers, for non-local 10 Kreuzers, while the express letter fee was 15 Kreuzers (from 1868, express letters were not necessarily sent as registered ones). The fee of the return receipt (payable in stamps) was 5 Kreuzers for local mail, and 10 Kreuzers for non-local mail. Printed matters sent as self-mailers cost 2 kr up to 50g, 5 kr up to 250g, 10 kr up to 500g, 15 kr up to 1000g. Goods samples cost 5 kr up to 250g.



94. Addressed letter franked with a preprinted, stamped evelope because of stamp shortage



95. Parcel dispatch letter from 1864, franked with a revenue stamp precancelled with a company handstamp, cancelled with a poststamp, with PORTO handstamp and the handwritten notice of the fee to be paid by the recipient

Printed matters and samples of goods were not transported by postal service unfranked; in case of insufficient postage fee, the double amount of the missing part was collected from the recipient. From 1869, a new postage fee amount was introduced – 2 Kreuzers for postcards (in 1880, the new 5-Kreuzer UPU postcards were introduced for foreign countries, while in 1886 – 3-Kreuzer closed postcards for domestic use). The letter mail service started to forward money on order forms from 1867. Each ordinary post office accepted transfers up to 50 forints; 26 post offices accepted transfers up to 1,000 forints; to Pest transfers of maximum 5,000 forints could be sent. The transfer fee for sending 5 forints was 5 Kreuzers, for maximum of 50 forints – 10 Kreuzers, and so on until 5,000 forints, which cost 3 forints. The transfer fee was payable partly by imprinted stamps, partly by adhered ones, similarly to the telegram transfers introduced in 1868, which cost the price of a single telegram for the amount up to 200 forints, and that of a double telegram for the maximum of 500 forints, on top of the transfer fee. The price of a newspaper stamp was 1 Kreuzer from 1868, which was sufficient for one newspaper.

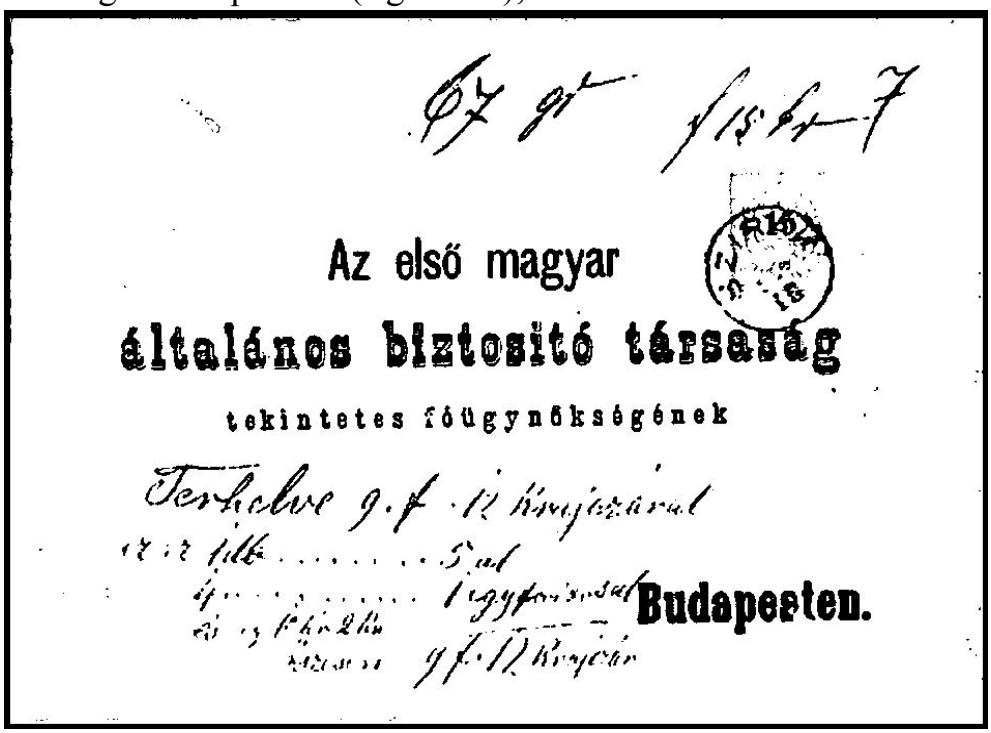
The independent telegraph services got their own stamps and forms with stamps in 1873, which were valid until 1879. Later, when the telegraph services and post services merged in 1887, the telegram fee was payable in cash again. For telegrams containing maximum of 20 words, 50 Kreuzers were payable within the country, and 80 abroad; for each additional ten words half of the basic fee was payable.

The field where cash payment still prevailed was the carriage mail service. It transported money, valuable documents, parcels, letters and printed matters heavier than 250 grams (from 1892 heavier than 500 grams). From 1871, it started to transport cash on delivery parcels. Valuable letters up to 500 grams (to Germany up to 250 grams) cost 12 Kreuzers for the distance less than 75 kilometres, while for longer distance, 24 Kreuzers; in case of unfranked sending they cost 18 and 30 Kreuzers respectively. For parcels less than 5 kilo-

grams, 15 Kreuzers were payable for the distance shorter than 75 kilometres; sent unfranked, they cost 21 Kreuzers. If parcels were heavier, the fee for each further kilogram was 3 Kreuzers, increasing also according to the distance. For example, a parcel of 50 kilograms, when sent for the distance longer than 1,126 kilometres, cost 13,80 forints. The price of a big parcel, if it belonged to the first weight category and distance zone, was 22 Kreuzers, increasing by 5 Kreuzers for bigger weight or longer distance. In case a mail item was sent with value declaration of maximum 50 forints, 3 Kreuzers additional fee was payable; if the declared value was more than 50 but less than 300 forints, the additional fee was 6 Kreuzers. For each additional 150 forints, a further 3 Kreuzers fee was payable. For money letters, distance was not taken into account. Up to 50 forints, they cost 3, up to 300 forints – 6 Kreuzers, and so on up to 12,000 forints, after which the fee was 2,40 forints. When these letters were sent open, the fee increased by 50%. All these fees were collected in cash, except cash on delivery mail. For this, the fee was payable in stamps (up to 10 forints, the fee was 6 Kreuzers, for each further 5 forints – 2 Kreuzers).

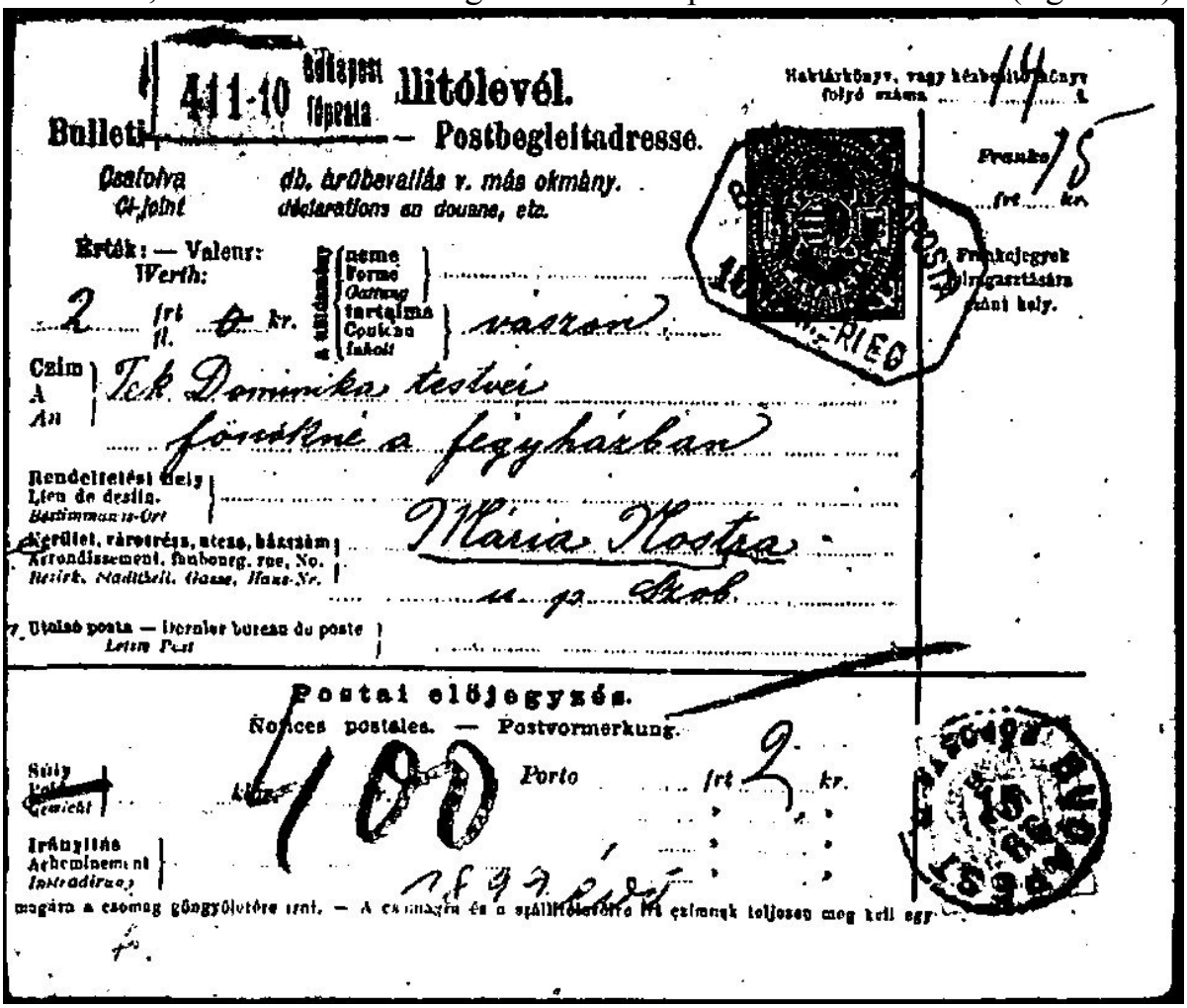
3. MONOPOLY OF POSTAGE STAMPS IN THE FRANKING (1903-1920)

The letter mail service rates allowed for relatively small number of denominations (7, 6, and 5) of stamps between 1867 and 1881. However, after the merge of the postal service and the telegram service in 1887, the demand for stamps grew in areas other than postal delivery but related to it. In 1888, the postal service made the decision to use stamps for mail carriages and telegrams. For this, the existing stamp series had to be complemented by other denominations. As a result, the Kreuzer-forint series containing 14 denominations was created. The series released in 1900 and featuring ‘turul’ (Hungarian legendary bird resembling falcon) contained already as many as 18 denominations; the series of 1913 19, while the series released in 1916 and featuring harvesters and the Parliament consisted of 19 denominations as well. The introduction of postage due stamps in 1903 contributed also to the elimination of cash payment. From 1888, stamps were adhered to money letters and registered parcels (figure 96),

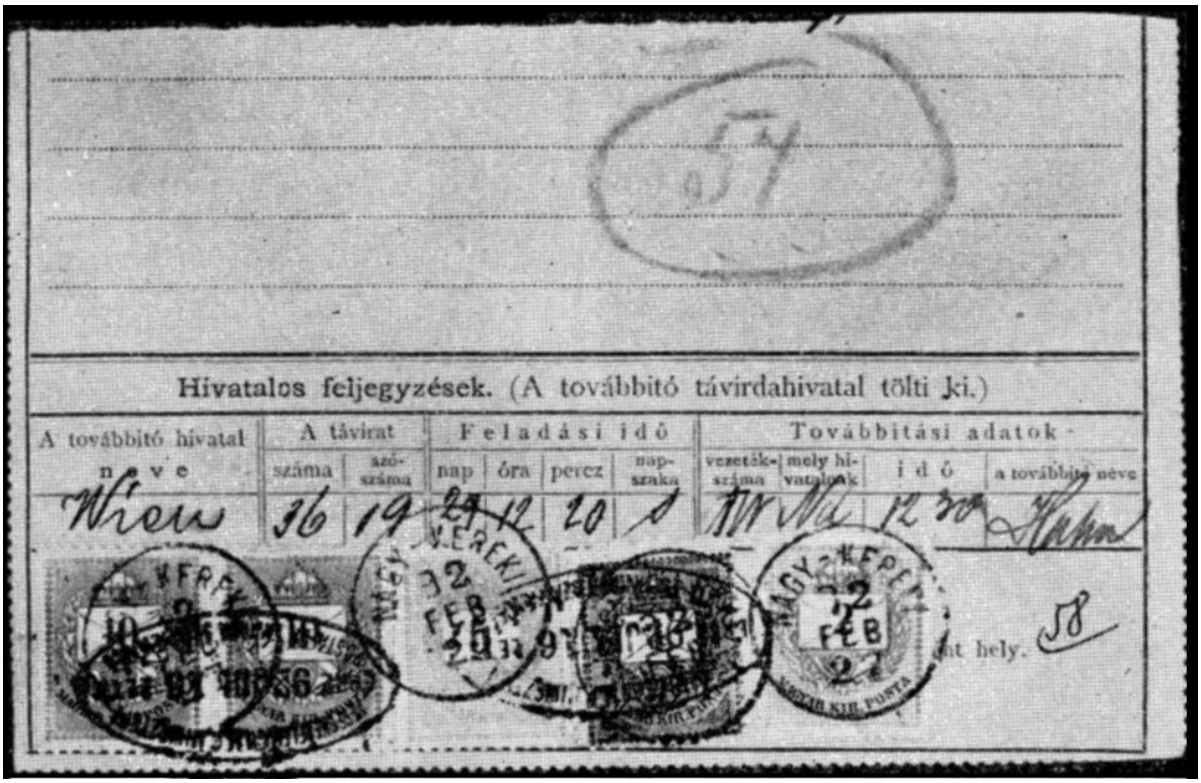


96. Money letter franked by stamp from 1889

to parcel despatch documents (figure 97), to telegram sheets (figure 98), moreover, to the forms for long-distance telephone conversations (figure 99).



97. Dispatch letter franked with a stamp from 1899

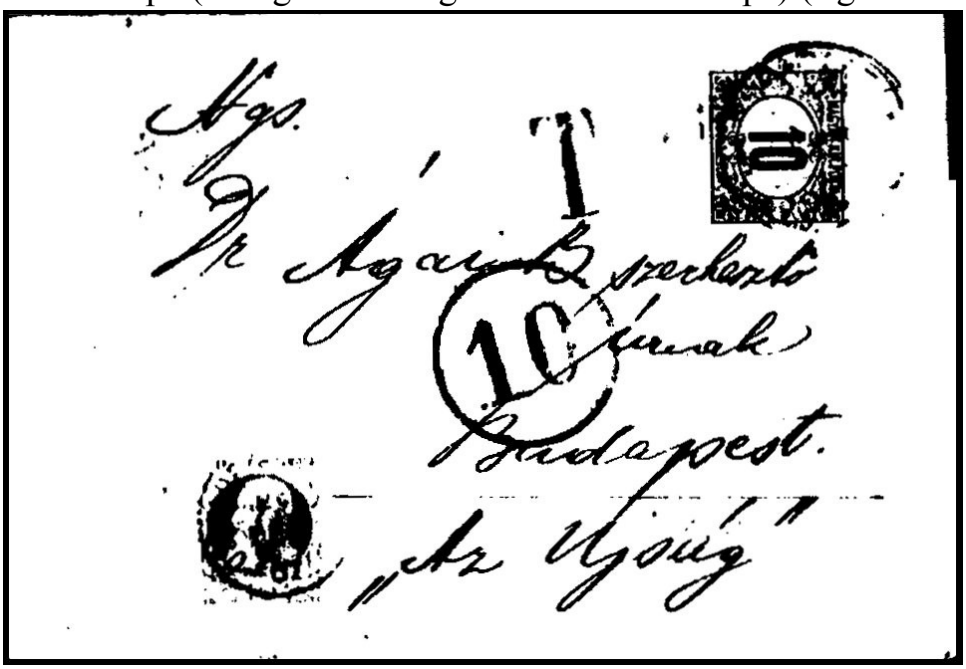


98. Payment of the telegram fee on the inside page of a telegram sheet by a stamp from 1892



99. Payment of the fee of a long-distance call on a telephone ticket by a stamp

After 1903, the postge due fee payable by the recipient could also be collected in stamps (though retaining number handstamps) (figure 100).

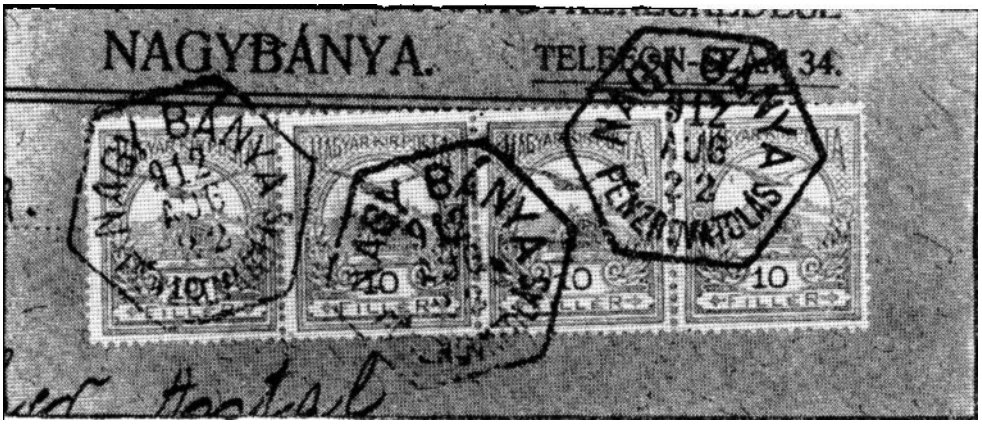


100. Joint usage of a postage due stamp and a numeral canceller

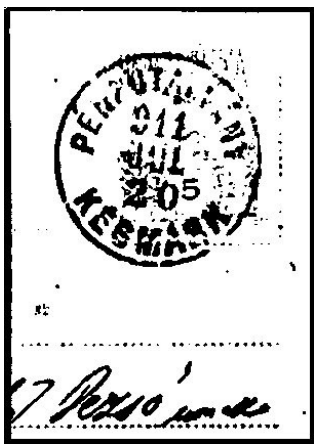
Around 1900, the Hungarian postal service almost 100 percent reached the classic postal principle according to which mail items were franked with the denominations of a FRANCO and a POSTAGE DUE stamp series adhered to or printed on the item, while for their cancellation a location and date handstamp had to be used, free from any other handling notations. The handling signs had to be shown either by labels or additional mail handling handstamps. After the postage due stamp was introduced, the fees for letters and mail carriage post, as well as those for the telegraph and telephone service was payable by postage stamps. Cash payment almost absolutely disappeared, remaining only as an exceptional procedure in case of some shortage. Ridding the date and location postmarks of the special handling notices, and showing these latter on labels or special postmarks produced a much more uniform procedure for the cancellation.

Where old handstamps combining location, date and some kind of mail

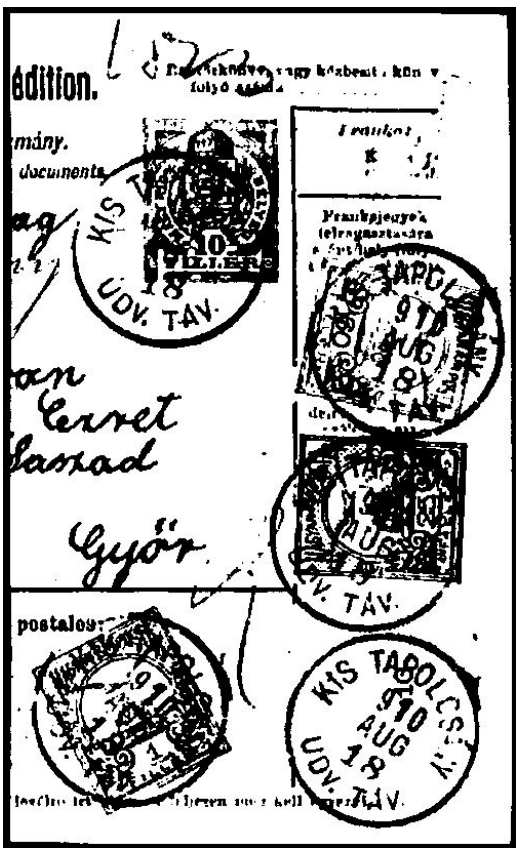
handling instructions remained, they were used only as location and date handstamps from this time on (figures 101, 102, 103).



101. Money bookkeeping handstamp on a letter

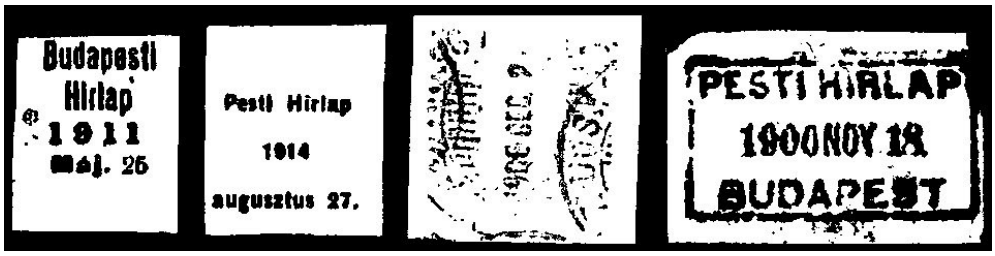


102. Money order handstamp on correspondence card



103. Telegraph handstamp on parcel despatch letter

There were only some special areas where deviation from these general principles occurred. Such exception was the newspaper stamp, which had had long history and satisfied a real demand. Not only its function was different from the ordinary postage stamp (this in itself would not have been a sufficient obstacle for replacing it by the letter stamp), but its handling procedure was also very different. Only newspaper publishers authorised to discounted delivery were licensed to buy and apply such stamps. This special feature explains why even after 1900, not withstanding the effective provisions, the postal service allowed pre-cancelling such stamps by printing or handstamps (figure 104).



104. Precancellation of newspaper stamps by the publishing company

Otherwise, the general way of pre-cancelling, which was allowed by a regulation issued in 1877, was the monogram punching of stamps. (The postal service itself applied this procedure, though not for cancelling. The punching AUT in 1906 served checking purposes; the triple punching from 1920s protected the interests of Stamp Marketing Office of the postal service. This triple punching was applied to all such stamp sheets which were sent to selling points. According to the shape of the stamps, either horizontal or vertical two middle lines of the sheet were punched. The zero value punching of the 20-forint air mail stamp issued in 1957 was carried out for 'philatelic purposes'.)

With the cash payment becoming ever more general (official flat rates, etc.), official stamps stopped spreading in Hungary, their history being very short here (1921−24). Temporarily, there was need for (urgent) stamps, though their life was very short too (1916−21). So was the lifecycle of telegraph stamps (1873−79), as we have already seen. The last kind of stamps referring to mail handling, the air mail stamp, became an ordinary one from 1931, from when they became applicable to any kinds of mail items. After 1931, the Hungarian postal service has not issued stamps applicable to only specific kinds of mail items (commemorative stamps are not in this category).

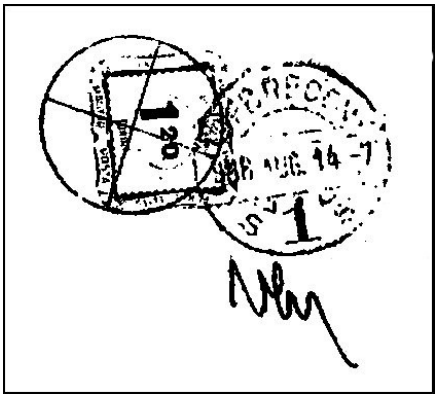
For cancelling purposess, location and date handstamps became general, after combined handstamps instructing on mail handling and indicating location and date were eliminated. Other ways were only exceptions. For cancelling stamps which were cancelled insufficiently, manual cancelling or the so-called mute handstamps were applied (figure 105). Their use became especially popular at the time of the World War I, when such location and date handstamps were used to keep military secrets (see figures 308−310). At the end of the World War I and immediately after it, such mute handstamps temporarily replaced the lost location and issue date handstamps (figure 106). To indicate that the postage due fee had been paid, mute circular handstamps with crossing lines were introduced (figure 107).



105. Mute cancellers used to cancel either partly cancelled or uncancelled stamps



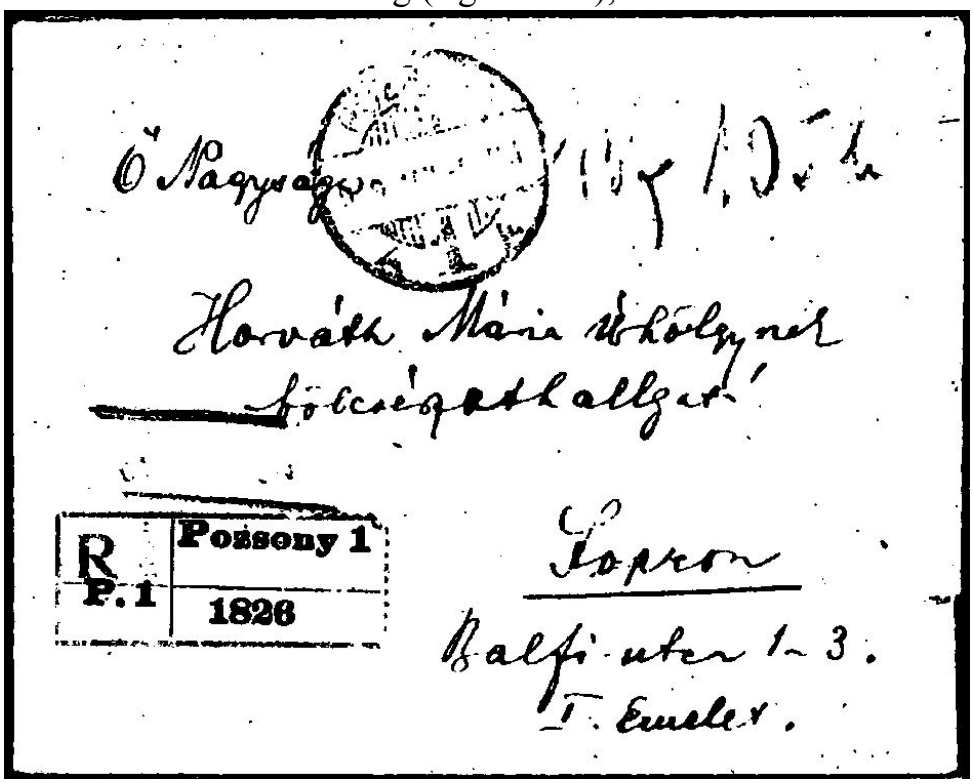
106. Mute cancellers used to replace handstamps lost during the wartimes



107. Mute canceller showing the payment of postage due

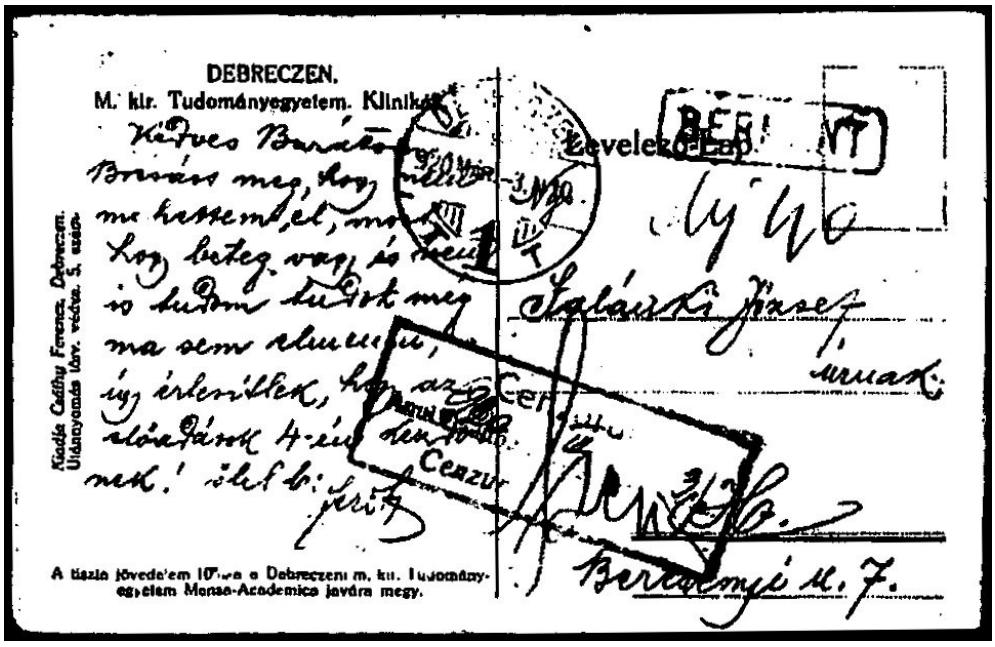
4. SPREAD OF HANDSTAMPS INDICATING THAT THE POSTAGE FEE HAS BEEN COLLECTED (FRANKING HANDSTAMPS) (FROM 1920)

While up to the present the use of location and issue date handstamps has remained the only procedure in the field of cancelling, deviations occurring only in case of necessity, in the field of postage fee collection a great change, the switch to cash payment and machine stamps, took place. The first steps in this direction were made not because of any intention to rationalise the procedure but due to certain constraints. At the end of the World War I, at many post offices there were no stamps. Therefore, there was no other way than to return to cash payment (which was otherwise permitted by the effective regulations of the time). After the fee was collected, the indication was made either in handwriting (figure 108),



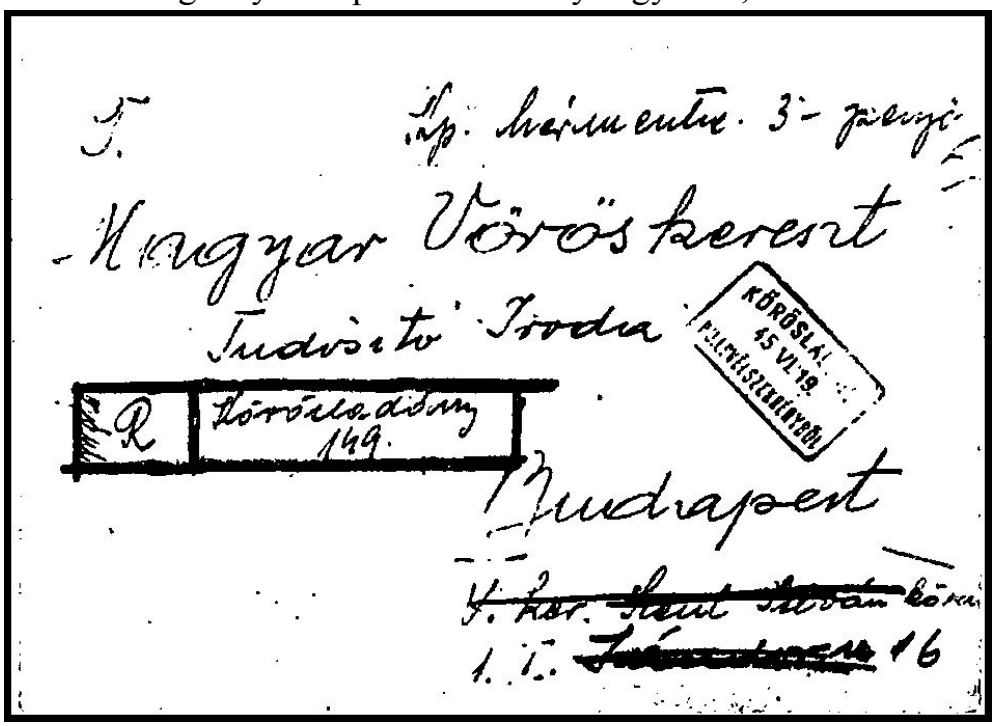
108. Manual franking because of stamp shortage

or in handwriting and by a franking signal-handstamp that was prescribed in the regulations of the postal service (figure 109).



109. Manual franking with franking signal-handstamp

Cash payment became regular in 1920, while machine stamps in 1929. We would also like to mention here that at the end of World War II and immediately after it, the postal service was again made to apply manual indication of the postage fee collected (figure 110). To substitute cash payment, such instruments as emergency stamps issued in Nyiregyhaza,

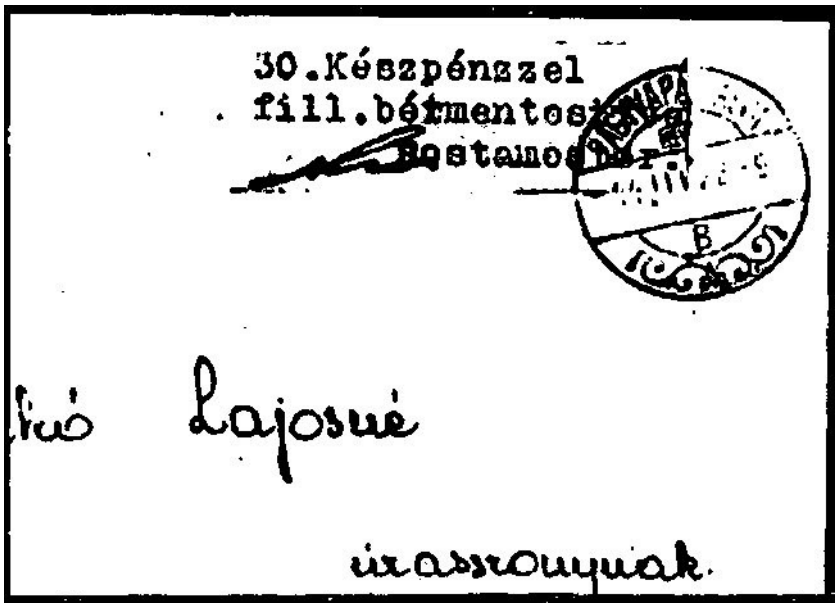


110. Manual franking plus handwritten substitution of the registration label

stamp-like adhesive labels, which were half printed and half handwritten (figure 111), or adhesive labels (figure 112) were used. These instruments were not relics of the past but projected the procedures of the post-stamp period.



111. Printed label substituting a postage due stamp with handwritten marking of the value



112. Cash-franking label prepared on a typewriter

Finally, changes of rates since 1900 can be found below.

In 1900, the crown-filler system replaced the forint-kreuzer one. Generally the former rates remained in place, though there were some changes for certain types of mail. 1 forint equalled to 2 crowns. The fee of postcard sent within the country increased from 2 kreuzers to 5 fillers, while the price of registered mail, return receipt, transfer notification, and demand letters increased from 10 kreuzers to 25 fillers. On the other hand, the rates of cross-bound forms decreased, since now they cost 2 fillers up to 10 grams and 3 fillers up to 50 grams, instead of the previous 2 kreuzers. The new price for the forms up to 150 grams grew to 5 fillers instead of former 5 kreuzers. In case the weight did not exceed 250 grams, the rates remained the same (calculated in the new currency). Also the price for product samples

decreased to 3 fillers if they were less than 50 grams (previously it was 5 kreuzers for anything up to 250 grams). On the other hand, the rates for parcels increased: from 12 kreuzers to 30 fillers in the first weight category and within the first distance zone; from 24 kreuzers to 60 fillers in the second weight category and second distance zone, and so on. For large-size parcels, the price remained the same, though rounded a little bit upwards (22 kreuzers – 45 fillers).

During World War I, the rates increased as early as 1916: the letter fee increased from 10 to 15 fillers, the postcard fee from 5 to 8 fillers; in 1918, these prices increased to 20 and 10 fillers respectively. The postage fee of other types of mail increased following the proportions mentioned above. In 1920, inflation soared, stopping finally in 1924. In 1926, there was a switch to the pengő-filler system.

The table below summarises the rate changes from 1920 up to now.

Az I. inflációs díjszabás változásai

	Levél		Levelezőlap		Nyomtatvány	Ajánlási díj	
	helyi	távolsági	helyi	távolsági	50 g	helyi	távolsági
1920. I. 1-től	0,60 Korona			0,40	0,15 Korona	1,00 Korona	
1922. VIII. 1-től	4,–	5,–		2 Korona	1,–		
XI. 1-től	15,–	25,–	6,–	10,–	2,–	12,–	
1923. IV. 16-tól	25,–	40,–	10,–	20,–	4,–	25,–	50,–
VII. 1-től	40,–	80,–	20,–	40,–	10,–	50,–	100,–
VIII. 16-tól	100,–	200,–	50,–	100,–	20,–	100,–	200,–
X. 1-től	150,–	350,–	90,–	150,–	40,–	150,–	300,–
1924. I. 1-től	300,–	500,–	200,–	300,–	100,–	300,–	500,–
II. 21-től	600,–	1000,–	400,–	600,–	200,–	600,–	1000,–
V. 1-től	1000,–	1500,–	600,–	1000,–	400,–	1000,–	1500,–
VI. 1-től	1000,–	1800,–	600,–	1000,–	500,–	1500,–	2200,–
1925. I. 1-től		2000,–			400,–		2500,–
X. 1-től	1000,–	2000,–	600,–	1000,–	400,–	1500,–	2500,–
1927. I. 1-től	8 (pengő) fillér	16 fillér	4 fillér	8 fillér	3 fillér	15 fillér	30 fillér

A postai díjszabás változása

Az emelés mérve	Időpont	Helyi lap Hlp.	Helyi levél Hl.	Távolsági lap Tlp.
Pengő	1943. VII. 1.	–,12	–,20	–,18
Átlag az előző				
3×	1945. V. 1.	–,40	–,50	– 60,
4 ×	VII. 2.	1,60	2,–	2,–
3 ×	IX. 16.	4,–	6,–	6,–
6 ×	XI. 1.	24,–	40,–	40,–
2 ×	XI. 16.	50,–	80,–	80,–
5 ×	1946. I. 14.	300,–	400,–	400,–
5 ×	II. 1.	1 500,–	2 500,–	2 000,–
alap	III. 1.	8 000,–	10 000,–	15 000,–
2 ×	III. 16.	16 000,–	20 000,–	30 000,–
3 ×	III. 26.	24 000,–	30 000,–	45 000,–
4 ×	IV. 1.	32 000,–	40 000,–	60 000,–
8 ×	IV. 11.	64 000,–	80 000,–	120,000,–
25 ×	IV. 23.	200 000,–	250 000,–	375 000,–
új alap	V. 1.	800 000,–	1 2000 000,–	1 200 000,–
5 ×	V. 10.	4 000 000,–	6.000 000,–	6 000 000,–
20 ×	V. 20.	26 milp.	24 milp.	24 milp.
60 ×	V. 27.	48 milp.	72 milp.	72 milp.
200 ×	VI. 1.	160 milp.	240 milp.	240 milp.
2 000 ×	VI. 11.	1 000 milp.	2 400 milp.	2400 milp.
10 000 ×	V. 17.	8 milliárd	12 milliárd	12 milliárd
200 000 ×	VI. 24.	160 milliárd	240 milliárd	240 milliárd
20 000 000×	VII. 1.	16 billió	24 billió	24 billió
1 milliárd ×	VII. 4.	800 billió	1 200 billió	1 200 billió
50 milliárd ×	VII. 8.	40 000 billió	60 000 billió	60 000 billió
Adópengő	VII. 12.	10 000	10 000	10 000
5 ×	VII. 18.	50 000	50 000	50 000
20 ×	VII. 24.	200 000	200 000	200 000
Forint	VIII. 1.	–,20	–,30	–,40

After: Willy Bán: Database of Hungarian postage stamps II.

1945—1946. évben

Távolsági levél Tl.	Alap nyomtatv. Any.	Ajánlási díj Ajl.	Csomag 5 kg Cs. 5	Csomag 10 kg Cs 10	Külföldi levél
–,30	–,04	h. 50, v. 70	1,–	1 10	–,40
1,–	–,10	h.1,50,v. 2,–	–	–	–
3,–	–,40	5,–	8,–	10,–	–
10,–	2,–	20,–	20,–	30,–	40,–
60,–	12,–	120,–	200,–	300,–	240,–
120,–	30,–	240,–	400,–	600,–	500,–
600,–	150,–	1 200,–	3 000,–	6 900,–	3 000,–
3 000,–	500,–	6 000,–	10 000,–	15 000,–	15 000,–
20 000,–	3 000,–	40,00,–	50 000,–	80 000,–	80 000,–
40 000,–	6 000,–	80 000,–	100 000,–	160 000,–	160 000,–
60 000,–	9 000,–	120 000,–	150 000,–	240 000,–	240 000,–
80 000,–	12 900,–	160,900,–	200 000,–	320 900,–	320 000,–
160 000,–	24 000,–	400 000,–	640 000,–	640 000,–	640 000,–
500 000,–	75 000,–	1 000 000,–	1 250 000,–	2 000 000,–	2 000 000,–
2 000 000,–	400 000,–	4 000 000,–	6 000 000,–	8 000 000,–	8 000 000,–
10 000 000,–	2 000 0009,–	20 000 000,–	30 000 000,–	40 000 000,–	160 milp.
40 milp.	8 milp.	80 milp.	120 milp.	160 milp.	480 milp.
120 milp.	24 milp.	240 milp.	360 milp.	480 milp.	1 600 milp.
400 milp.	80 milp	800 milp.	1 200 milp	1 600 milp.	16 000 milp.
4 000 milp.	800 milp.	8 000 milp.	12 000 milp.	16 000 milp.	40 000 000,–
20 milliárd	4 milliárd	40 milliárd	60 milliárd	80 milliárd	80 milliárd
100 milliárd	80 milliárd	800 milliárd	1 200 mill.	1 600 mill.	1 600 mill.
40 billió	8 billió	80 billió	120 billió	160 billió	160 billió
2 000 billió	400 billió	4 000 billió	6 000 billió	8 000 billió	8 000 billió
100 000 billió	20 000 billió	200 000 billió	300 000 billió	400 000 billió	400 000 billió
20 000	5 000	40 000	60 000	80 000	80 000
100 000	25 000	200 000	300 000	400 000	400 000
400 000	100 000	800 000	1 200 000	1 600 000	1 600 000
–,60	–,12	1,40	3,–	4,–	1,–

Chapter II

POSTAGE STAMP PRODUCTION IN PRINTING HOUSES

The postage stamp is a kind of postal goods entitling its owner to certain postal service. When the services are provided, the stamps are 'killed'; from this moment they cease to be postal goods. Therefore, cancelled stamps are practically identical to any other postal indications (manual, by handstamp, or stamp machine) of the cash payment completed. The postage stamp is not the sole type of postal products, though the most widespread one. The major difference between it and other types (for example international response coupons) is that it is applicable to the mail item itself or its accpmpanying document (e.g. despatch documents of parcels).

The essence of a postage stamp is the graphic symbol (figure, numbers, and text) representing that it is an item of value. It can constitute the organic part of the mail item (e.g. envelopes with stamps printed on them), or can be attached to it (by glue). Postage stamps can be produced in several ways: in principle, even handwriting is possible, though handstamps are more frequent (the first stamp of Albania); the most frequent technology is printing. Hungarian (and Austrian stamps used in Hungary) were printed – therefore, we are going to deal exclusively with the printing technology.

The most important philatelic features of printed stamps are the printing methods, the paper used (or, occasionally, other materials), the suppliance of the stamp sheet with gluing material, and the way the stamps of a sheet are separated.

1. Presses

For postage stamps, the same kind of equipment was used as for other postal forms. The oldest type of machine, the *handpress* or letterpress invented by Gutenberg, has been the sole device for printing books until the first years of the 19. century. Though evolving a lot in between, the main technique and the main components remained the same. Letterpress printing is relief printing of texts and figures using a press with a "type-high bed" printing press and a movable platen, in which a reversed, raised surface is inked and then pressed against a sheet of paper to obtain a positive right-reading figure. The text to be multiplied is lying on the so-called bed that can be moved by wheels back and forwards. The bed and the printing form on it are accessed by the platen, handled by the printer using a small rotating handle. Both the bed and the platen are flat surfaced in a manual press, meaning the printing form is flat as well. The text is inked by inking balls made of skin, (later skin rolls or gelatine rolls), the printing platen is squeezed to the paper thereby inking it as well.

In 1811 Friedrich Koenig invented a *high-speed printing press* where the flat platen was replaced by a rotating roller press. The flat printing type moved forward and backward below, first receiving ink, and then going un-

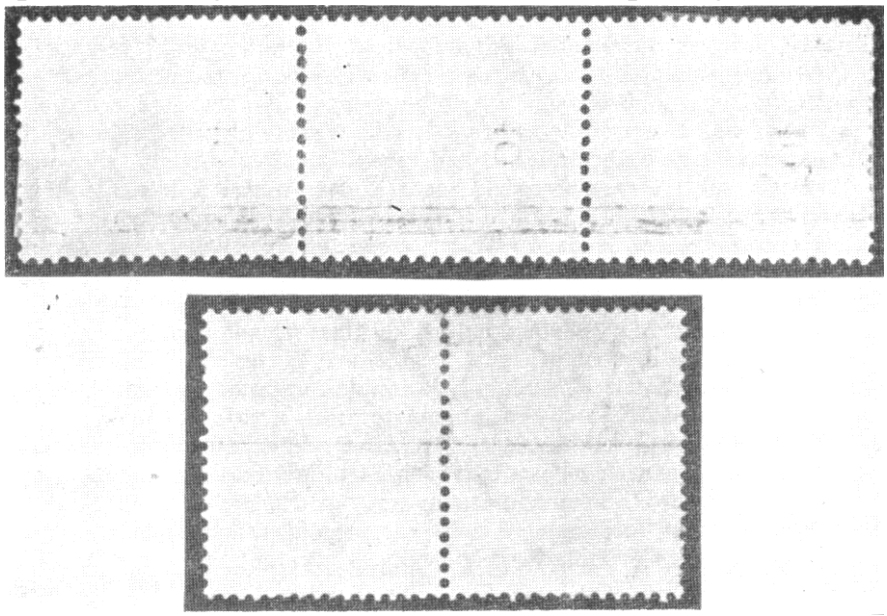
der the press. The printed matter produced by this equipment was much more even than in case of manual press; the efficiency of the machine was much higher. While manual press was capable of producing 10−12 sheets an hour, the new one, even its first type, produced ten times more.

In case of this equipment, the type was placed in a flat bed. It had limited capability, since the flat bed was moving back and forth, inevitably stopping in the meantime. A special mechanism containing tapes and strings guided the sheets out. In the side strips of the sheets containing stamps featuring turuls (Hungarian legendary falcon) and harvesters, the contours of figures were thicker, which revealed stoppages (figure 113).



113. Border print caused by the irregular functioning of the printing press

Sometimes tapes and strings, while guiding the sheets out, were contaminated with paint, leaving traces on the rear of stamps (figure 114).



114. Print of the rolling out threads of the sheet composition machine on the back of stamps

The all-rotary press was a more modern type of equipment. Its cylinders moved in one direction continuously. When the type was moving backwards, the printing was done automatically, while when it was moving forward, the printing cylinder automatically rose. The continuously moving rubber roller drove the printed sheets outside, requiring neither tape nor guiding out rods. The capacity of such press was 2,500 sheets. On each, there were 100 postage stamps; the total number of postage stamps was 250,000 pieces. The most modern typeof press applies rotation principle. In this, the printing press presses against a cylinder shaped type. Beginning from 1932, Hungarian postage stamps have been printed on such presses.

For long, paper was fed in manually. To avoid errors resulting from manual feed, automatic feeding has been applied lately. The most widely spread method is pneumatic. The compressor is functioning through a roar axis supplied with suction-boxes. The roar axis tilts on the border of the paper sheet, which sticks to the suction-boxes as an effect of sucking. Meanwhile the compressor blows air on the edge of the sheet, departing the next sheet and hindering the sticking together of the sheets. With the next movement the roar axis drops the sheet on the forwarding device (functioning by roll, tapes and castor), taking the sheet into the press. But even with this method it might occur that two sheets remain stuck together, one of them not exposed to printing. If printing procedure comprises several phases, then such sheets partially miss printing.

2. Printing technologies

The printing method shows on stamps even more clearly than the technology of the printing press. The great and growing variety of printing techniques can be divided into three major groups, as regards the surface of the type. In case of relief printing, the figure is created where protruding surfaces of the matrix (printing plate or block) are inked; recessed areas are ink-free. In case of intaglio printing, the ink creating the design is printed only from recessed areas of the platen. Finally, planographic printing means printing from a flat surface.

A) Relief Printing

This technique, which is also called book printing because it has been the most widely spread technique since Gutenberg, was the first one to print stamps. Texts are printed with set letters and numbers, though in case of stamps, the situation was somehow different, due to the fact that it was not texts but figures that prevailed on them. Hence, the primary technique has not been setting but carving. For postage stamps, movable types (for numbers representing denomination or any indications by letters) were of secondary importance.



116. A type of the 1 kr denomination of the first Austrian postage stamp edition

a) Producing plates: Stereotypy and Electrotypy

The relief form of a single postage stamp is called *type* (figure 115), while a combination of several types is called *pressing plate or plate.* Naturally, the parts which stand out of the surface are the ones to transfer the ink to paper. Pressing types are produced from the so-called original type, by multiplication. Usually, this original type is carved into steel and is called *patrix or master*. To produce a pressing type, the patrix is pressed into copper, thus leaving a negative figure (the concave parts of the steel carving turn convex). This new piece is called *matrix*. Then type-metal is poured into the matrix, as many times as many types we need to form a platen. These new types are *stereotypes*. The first Austrian postage stamp series was produced from such

stereotypes before 1852, when the switch to electrotype printing took place.

The *electrotypy* (also called Galvan plastic technique) is based on electric current. When led into solutions of metal salts, it separates the non-ferrous metal on the negative pole (cathode). This way, relatively soft metals can be coated with relatively hard ones. A metal type which conducts electric current, or any other non-conductive type coated with graphite, is put into metal salt solution. When electricity is led to the type, the metal from the solution coats the type with a layer, which grows thicker and thicker. When certain thickness is achieved, the electroplated sheet is taken off, and its inner, concave side is used as a matrix. Actually, the stereotypes of the first Austrian stamps were cast in such electroplated types, and not directly into copper matrixes. The galvanisation technique for the first Austrian stamp series was used in such a way that the stereotypes, which were soft and prone to wearing off, since they were made of type-metal, were coated in steel themselves. Only later (after 1855), did the electrotypes made by casting metal in electroplates become widely spread. The prints produced by the latter were different from those printed by stereotypes or electroplates cast with metal, because they were less delicate. Neighbouring lines sometime even merged, because galvanic coating made them thicker (figure 116).

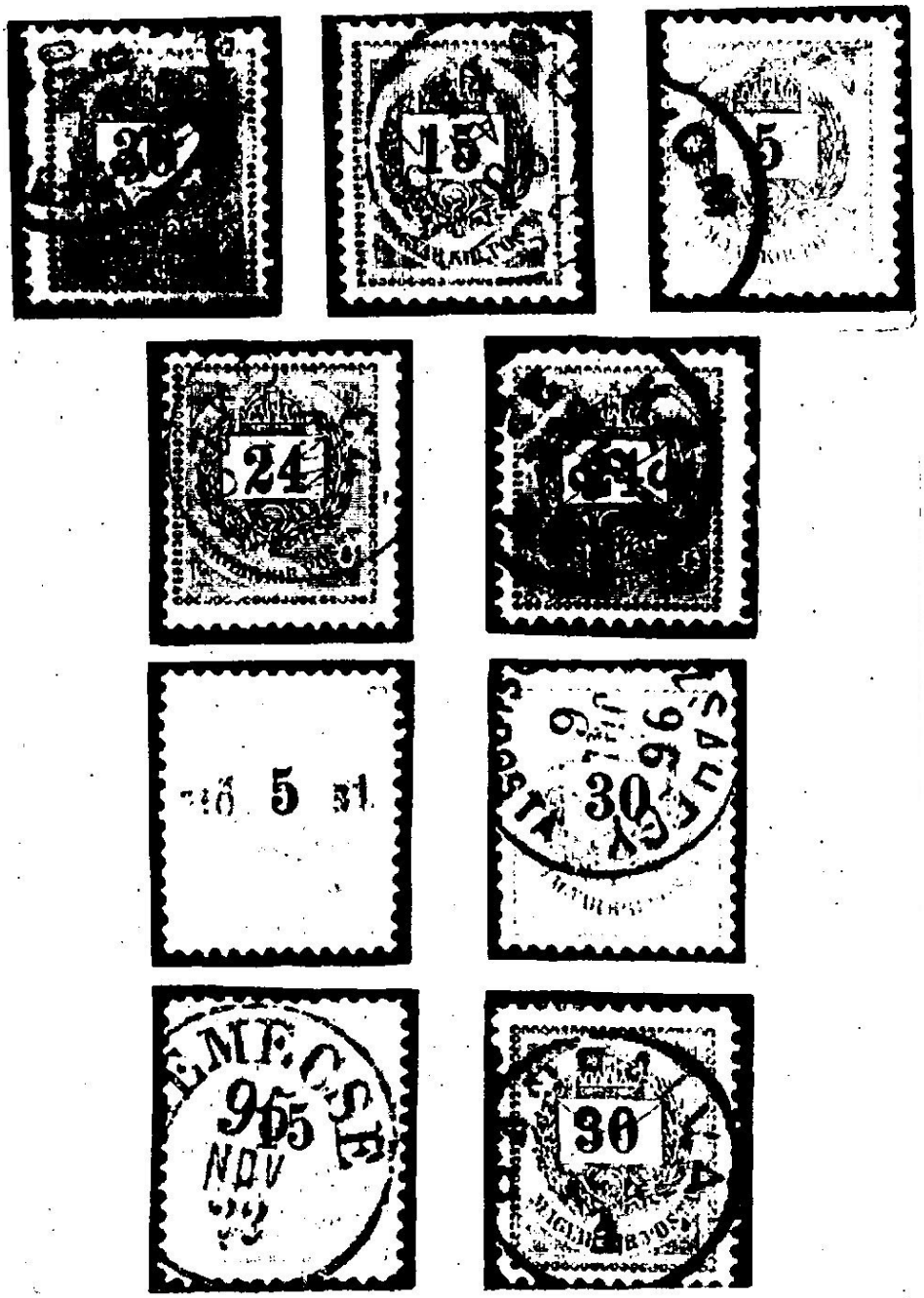


116. Prints of the 9 kr denomination of the 1850 issue of Austria a.) Stereotype good, b.) Stereotype bad, c) galvanised stereotype and d) electrotype made by casting metal in electroplates

Beginning from 1855, both Austrian stamps used in Hungary (until 1867) and bookprinted Hungarian postage stamps (used until 1928) were made by electroplates in which type-metal was cast; they were made from matrixes created by pressing the steel carving into copper or lead (in case of newspaper stamps, the matrix was often produced by galvanisation of wood carving). Electroplates were much more resistant than type-metal; they were capable of producing 160,000−200,000 printings without wearing off.

b) Printing Plates, Types, Sub-types

The procedures of type creating (stereotypy in the first place, but electrotypy as well) never resulted in totally identical pressing types. Either damages on the prototype or some contamination were visible on every single type cast from an individual prototype. In other cases, when after some time these deficiencies or contamination were removed, subsequent types came out without any traces of these deficiencies anymore. Thus, certain features typical of all postage stamps produced by individual plates are called postage stamp types (see figure 116).



117. Plate flaw under the ST letters, and it's corrections by soldering on the different printing types

Small differences (tiny stains or deficiencies of drawings) can be noticed on the types created by a single prototype, which allows to reconstruct whole platens (figures 117, 118), on the basis of related postage stamps (pairs, rows, blocks). To reconstruct platens is a great challenge for philately. It is relatively simple to reconstruct those where types were repaired one by one. In case of relief printing, types were repaired by carving or soldering type-metal.



118. The same plate flaws on different stamps proving the usage of the same printing type

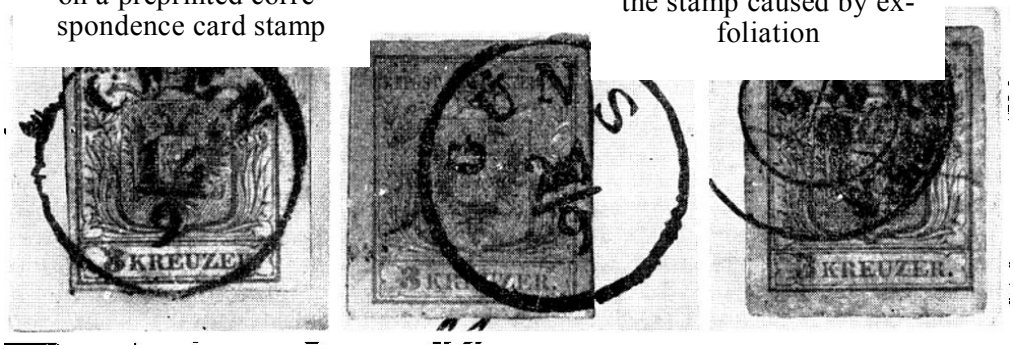
Naturally, it was possible only for platens consisting of stereotypes or stereotypes galvanised after repair, because carving of the thin galvanic layer would have resulted in its detachment from the type-metal, to which it stuck. (This act of detaching, which is also called exfoliation (figure 119), could take place for other reasons too; it might have resulted in discontinuity or white stains, especially in the corners of postage stamp figures (figure 120). We know only three such plates where types were repaired separately. Therefore, they produced several sub-types (figure 121). These were the first plate of 1850 and the 9th plate of the first Austrian stamp series (1855), 9-Kreuzer denomination, and the 5th plate of 1855, 3 Kr denomination. On the other hand, mixed plates were relatively frequent in case of the first Austrian stamp series; on these, different types of 9-Kreuzer denomination postage stamp figures could be seen one near the other (figure 122).



119. Exfoliation (turning up of the plate edge) print on a preprinted correspondence card stamp



120. Continuity void in the upper right corner of the stamp caused by exfoliation



121. Print of types corrected on the same plate one by one (from the 6th plate of the 3 kr denomination of the 1850 issue of Austria). To observe is the connection of the upper part of the digit 3 to the frame, plus the stain on the middle right lower part of the coat of arms a) the 3 connects to the frame, stain is visible, b) the 3 is separated from the frame, stain is visible c) the 3 connects to the frame, stain carved out

They were created in such a way that, either by accident or on purpose, a single plate included not only newer casts of the prototype but such former stereotypes which preserved a previous condition of the prototype. In other cases, worn off types were exchanged for newer ones. To exchange types, brazing had to be loosened. When new types were inserted, hollow spaces were filled in by brazing in type-metal slats. Sometimes they went loose because of the pressure, and their mould can be seen (figure 123).



122. Print types of the mixed printing plate of the 9 Kreuzer denomination of the first Austrian issue A (STEMPFL) and B (STEMPEL)



123. Print of upper metal batten

Beginning from 1888 (for the first time in case of the Kreuzer series with black numbers), platens were made up of matrix blocks containing 25 stamp figures instead of individual types. After 1900, beginning with the Turul (Hungarian legendary falcon) series, they contained blocks of four postage stamp figures (when blocks of 25 and 4 postage stamps met, there

was some dislocation. Therefore, in case of postage stamp pairs coming from such sheets, one postage stamp figure was positioned a little bit higher than the other.) To identify platens on the basis of the blocks containing 25 or 4 postage stamps is much easier, because only the links between blocks and not postage stamp figures have to be taken into account.

Naturally enough, envelopes, postcards, etc. printed by book printing technique were printed from separate types cast from separate matrixes.

c) Specific Features of Relief Printing: Embossing, Soft and Hard Printing



124. Nail imprint (on the head)

Embossing is a kind of relief printing where some parts of the figure stand out from the surface of the postage stamp. To create such embossed figures, special handstamps with concave figures were used. They were fixed to special plates (in case fixing nails went loose, they left imprints on the postage stamp figure. These are the so-called nail imprints, see figure 124).

On the types of the printing plate, the parts which were concave on the special handstamps become convex. The paper was fed between the printing plate and the counter plate. The press pressed the counter plate against the paper, also pressing it to the inked printing plate. Thus, colour printing and embossing happened simultaneously. Embossing was applied to the Austrian postage and newspaper stamps of 1858, 1860, and 1863, which were also in use in Hungary.



125. Paling of certain parts of the stamp picture because of uneven printing

The surface of the printing plate, which was composed of separate

types or blocks of types produced by stereotype or electrotype procedure, was never perfectly even. Therefore, the press or the pressing roller could not press the paper to the printing types absolutely evenly. As a result, printed figures were uneven as well: certain features of postage stamps, moreover, sometimes whole postage stamps came out pale or, on the opposite, too strongly emphasized (figure 125). On top of this, the printing plate went worn off, which happened especially quickly in case of stereotypes cast from type-metal. With the advancement of technology, electrotypes became harder and more resistant to pressure. Hence, the older the issue, the more traces of wear off it's stamps bore. However, unevenness of relief printing could not be totally eliminated even later.

There were continuous efforts to eliminate these disadvantages of relief printing. At first, cloth was used. The pressing plate was covered with felt. Since the pressing plate pressed the paper into the recessed parts of the type, the coloured part appeared strongly on the postage stamps, while on the backside the figure bulged. (Though this protruding is a constant feature of relief printing, it shows most strikingly when a felt cloth was used.) Quite often, the cloth left imprints of its structure on the coloured parts of postage stamp figures (figure 126). Also quite frequently, the cloth pushed the ink towards the sides, which resulted in thicker border lines of the side types; the so-called margin imprints (figure 127).

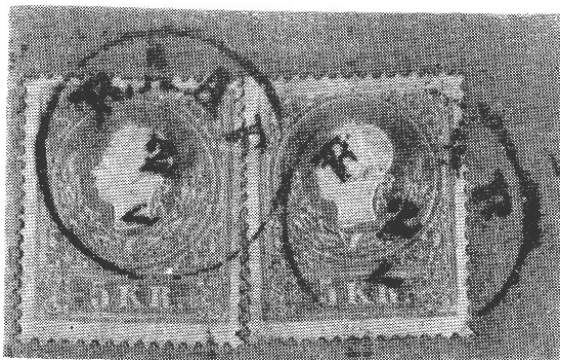


126. Imprint left by the cloth structure on the coloured parts of the postage stamp figure



127. (Right side) margin imprint produced by the cloth coverage of the pressing plate

The printing technique which included the use of a felt cloth is called soft printing, while the print itself – hard print. This was the technique of the Austrian postage stamps until 1874. Better prints could be produced by the more complicated *smoothing* method (the professional German term: Zurichtung). When this method was applied, the pressing plate was adjusted to the unevenness of the printing types. The typographer produced a trial print of the pressing plate, after which he removed the parts that had left too strong imprints. To the parts which left pale imprints, he glued small pieces ofpaper. After this, he stuck this trial print to the pressing plate. Since the paper coating of the pressing plate was not pressed into the recessed parts as strongly as in case when the felt cloth was used, the lines of postage stamp figures were thinner and sharper on the prints. There was an error typical of this technique though. If the convex and the concave parts of the printing plate did not fit precisely to those of the printing type, they slipped when pressed against each other, resulting in slipped prints. On these, the coloured parts of the figure were accompanied by an additional strip, as if double printing had taken place (figure 128).



128. Slipped print (a shadow-like accompanying lane on the border of the colour stains)

Naturally, this printing error should be distinguished from the real double printing; it can be easily done, since in double printing the intensity of both printings is the same. (The same phenomenon can be noticed when the pressing plate shifted a little bit when lowering, thus moving the paper a little bit.) This smoothing technique is called hard printing, while the prints – soft prints. The first attempts to apply such technique took place already in case of the first Austrian postage stamp series. On the worn off types, the coat of arms was worn off to the greatest extent. To make the figure of the coat of arms more emphasized, that part was thickened by additional felt. As a result, the middle part of the postage stamp figure came out darker, while the frame lighter. The same method was applied when printing the



129. Coarse (soft) and fine (hard) prints

newspaper postage stamps of 1867 (type I.d.), to emphasize the figure of the helmet. Hard printing was applied regularly in the Austrian printing house only after 1874, so the fine prints of the 1867 series could not come in use in Hungary. The differences between hard and soft printing are most visible on the postage stamps of the 1867 series (figure 129).

d) Printing Deficiencies

We have already mentioned the errors typical of relief printing. However, there were also such printing errors which were not typical of any particular printing technique but may have occurred in case of any printing technology. These can be categorised in the following groups:

1/ *Erroneous Prints*. In case of these, errors occur due to the wrong setting of types or paper.

2/ *Colour Deficiency*. These occur when ink goes to the printing plate or printing roll, contaminating then the rear side of the postage stamp sheet.

3/ *Platen Deficiencies*. The reason of such errors is type damages. Deficient prints are produced in the following cases: when a postage stamp sheet is repeatedly fed into the printing equipment, in a way that figures are printed also on the back side of this sheet (figure 130).

Double printing happens when the postage stamp sheet is fed into the printing equipment twice, but both times figures are printed on the same side (figure 131). Deliberate double printing took place in case of a series from



130. Back side printing: 1 korona on the front, 35 fillér on the back



131. Double printing



132. Intentional double printing for the substitution of missing base colouring

1945, when the base colour was missing in some figures, because the sheet was fed in askew. In such cases, if noticed, the sheet was fed into the printing equipment again (figure 132).

When printing took place in two phases, sometimes in one of these the sheet was fed into the printing equipment upside down, resulting in *inverse phase printing* (figure 133). The same was the case when for some reason a postage stamp was overprinted, which is called *inverse overprinting*.





133. Inverse prints



134. Inverted overprint

In cases when, for example, overprinting was not horizontal but proceeded from bottom to top, on the inverse version it proceeded from top to bottom (figure 134). When postage stamps received base printing prior to that of the figure, sheets were sometimes fed upside down, and base printing was applied to the rear of the sheet.

Sometimes a printing phase was skipped, resulting in incomplete postage stamp figure (figure 135). Inaccurate sheet feeding resulted in phase shift (figure 136).



135. Shifting of a dropped out phase print



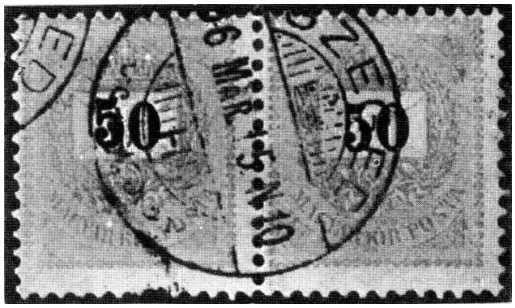
136. Phase shift caused by inaccurate sheet positioning

When there were wrinkles in the paper, the figure was deficient there (figure 137).



137. Broken stamp drawing at the place of a smoothed out paper wrinkle

In case the pressing platen was not inked for some reason, the result of relief printing was colourless blind print.



138. Uneven position of digits because of typesetting error

In other cases, type setting flaws occurred, for example when numbers were not in line, one digit positioned higher than the other (figure 138), or fallen-out digits were placed back inaccurately, or there were spelling mistakes. (For example, the 50-filler postage stamp in 1913 appeared as 35-filler postage stamp; the word HIVATALOS (official) appeared inversely on 20-filler official postage stamps; in 1950, the 20-filler postage postage stamp appeared with the text *fiéllr*).

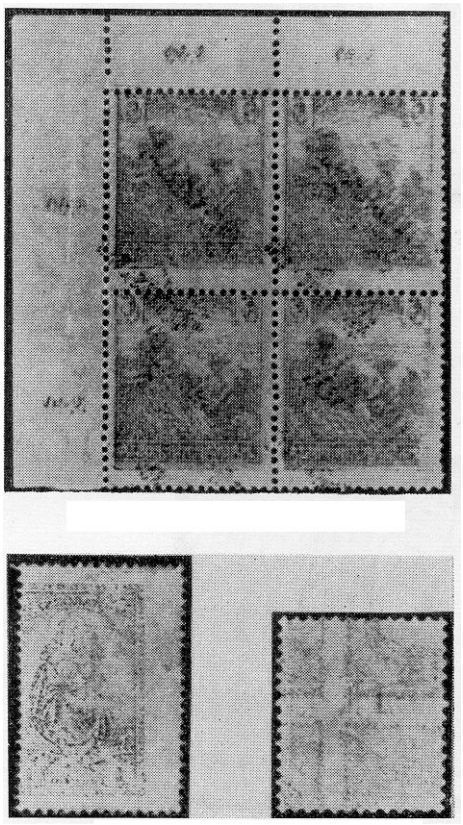
Colour deficiencies are the following:

Sheet ink transfer happens if sheets were placed on each other before the ink dried up, the sheet below coloured the rear of the upper one. Since sheets were not placed on each other absolutely precisely, these pale colour stains appeared shifted on the back side (figure 139).

Another type of colour deficiency, *sheet machine ink transfer* occurred when a sheet accidentally remained in the equipment, and its ink was pressed against the rear of the next sheet. Neither in this case did the two sheets perfectly overlap, and since the ink was pressed against the upper sheet only where there were protruding parts on the printing type, the figure on the back side was incomplete (figure 140).



140. Sheet machine ink transfer



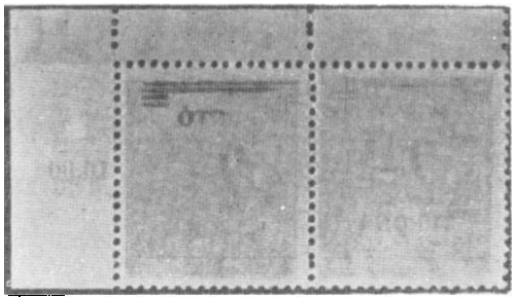
139. Sheet ink transfers

In other instances, when the equipment ran without paper, the ink was pressed against the pressing platen or roll. When later a paper sheet was fed in, both its front and rear sides got absolutely identical figures, since the pressing platen always repeated its movement, producing a *machine ink transfer* (figure 141).



141. Machine ink transfer

We will also see later that ink could contaminate the pressing equipment due to several reasons. In these cases, as a consequence, *partial figure* appeared on the rear of the sheet (figure 142).



142. Partial sheet ink transfer

Sometimes the so-called *secondary ink transfer* occurred. It was always related to the double printing, and happened in the following way. In the morning or after the lunch break, when typographers took up their work, they started with trials, to see if the platen absorbed the ink well and functioned correctly. For the reasons of economy, they fed in a single paper sheet twice, turning it upside down for the second run. Since inks do not dry up over the same time, it sometimes happened that during the second run, the ink of the other side contaminated the equipment inside. If this happened directly prior to the normal operation, this ink appeared on the back side of the first sheet, though not as negative but as positive figure. This deficiency occurred for example in case of the 8-filler postage stamps issued in 1930 to commemorate Horthy, or on red postage due stamps released together with the pengő-filler postage stamps. The name of this deficiency was *repeated coloration by the printing plate*.

However, there occurred also another kind of erroneous ink transfer when, again for the reasons of economy, repeated printing was applied to the front side of the same sheet (not to its rear). During the second printing, the ink of the first one contaminated the printing type (not the pressing platen, as in the former case). In such cases, a paler figure appeared along with the normal one. In this case, the ink contamination affected the printing types, not the pressing platen, and can be called *repeated pressing type colour deficiency*.

If a sheet was fed into the equipment askew, it went waste, while on the next sheet a triangle colour transfer appeared. In case it happened when overprinting, the overprint was slant (figure 143).

In case a sheet was shifted when printing, both the waste sheet and the next one had colour stripes on the rear. On overprinted sheets or those printed in two phases, the overprint or the phase appeared shifted (figure 144).

Sometimes the corner of the sheet was curled. In such cases, printing was missing there, while the missing figure was seen on the rear side of the sheet. On the next sheet, the missing figure appeared in the corner (figure 145). Corners might get curled prior to perforation too. In such cases, the corner of the sheet had strange perforation flaws (figure 146).



143. Slanting ink transfer

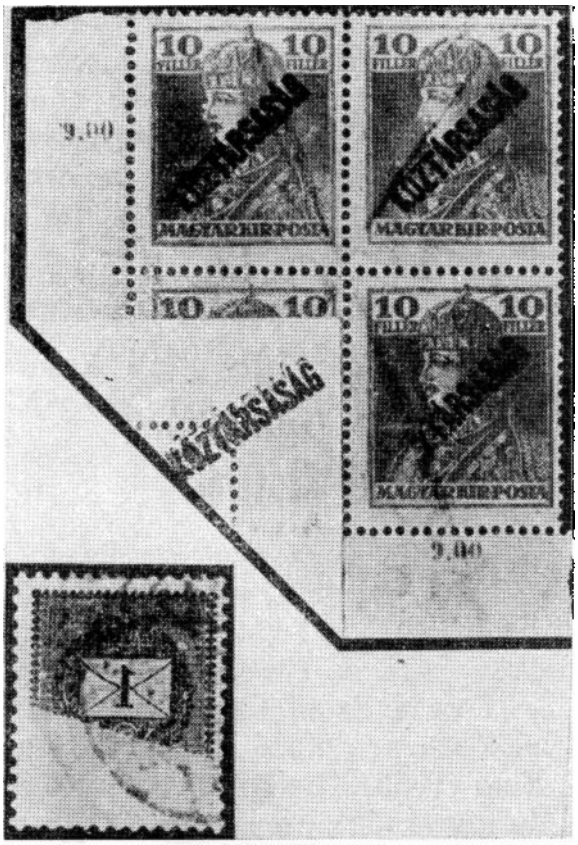


144. Shifted overprint

Also the edge of the sheet might have been curled. This phenomenon was called *edge curling*. In such cases, the sheet went waste, and ink was transferred to the next sheet (figure 147). If it happened prior to perforation, perforation flaws occurred on the edge of the sheet (figure 148).

When for whatever reason ink got on the press, usually it was not totally absorbed by the next sheet, but appeared on several consequent sheets, leaving ever paler figures.

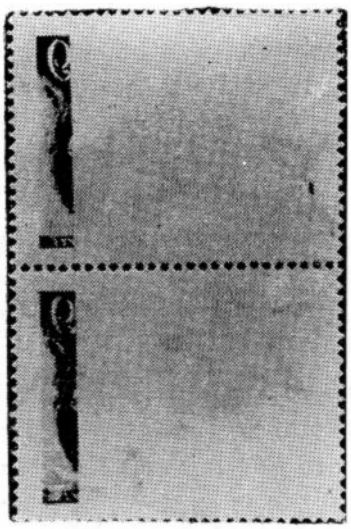
Printing plate flaws were caused by type damages, which might have been caused either after the plate was composed prior to printing, or during that. In such cases, some parts of figures were missing. Instead, there were white areas. *Contamination* could also cause incomplete figures. Dirt between parallel lines resulted in coloured stains on postage stamps (figure 149). Especially many and fairly big plate flaws occurred while printing stereotypes. In Hungary, these were the early pieces of Austrian postage stamp series released in 1850. With the advancement of printing technology, and especially the material of presses, plate flaws have become ever less frequent. However, they have not ceased to exist completely.



145. Ink transfer and backside print caused by the curling of the corner



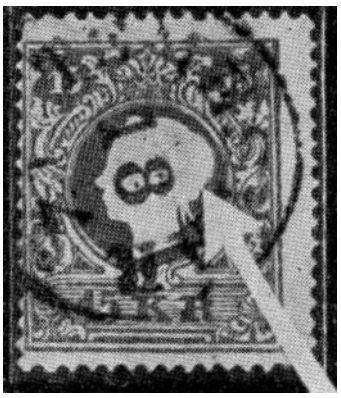
146. Perforation error caused by the curling of the corner



147. Ink transfer caused by the curling of the sheet edge



148. Perforation error caused by the curling of the sheet edge



149. Plate error caused by the defect of the printing type

B. Intaglio Printing Techniques

In case of intaglio technique, the figure on the printing type was not created by protruding shapes but by recessed ones. The paper absorbs ink from these recessed parts.

a) Engraving

The oldest material for intaglio technique was engraving, also used when postage stamps were produced. Among Hungarian postage stamps, the following were created using the engraving technique: the second royal portrait from 1871, envelope issues of 1874 and 1881, telegraph series from 1874. After a longer break, these were followed by the charity postage stamps from 1924, 'narrow' Madonna from 1926, postage stamps with airplane figure from 1927, postage stamps from 1928-29 featuring Saint Stephan I and II, and the Zeppelin release from 1931. Recently, engraving technique has become popular again: Petőfi II, Stalin (1949), Petőfi III, Airplane, Bem (1953), Gorkij, 80th Anniversary of the Stamp (1951), Rákóczi, Fighters for Liberty, People's Army (1952), Mourning at Stalin's Death, Marx, Folk Attire, the Day of the Stamp (1953), Lenin, Jókai (1954), Aluminium (1955), Television, Airplane (1958), the Day of the Stamp (1962).

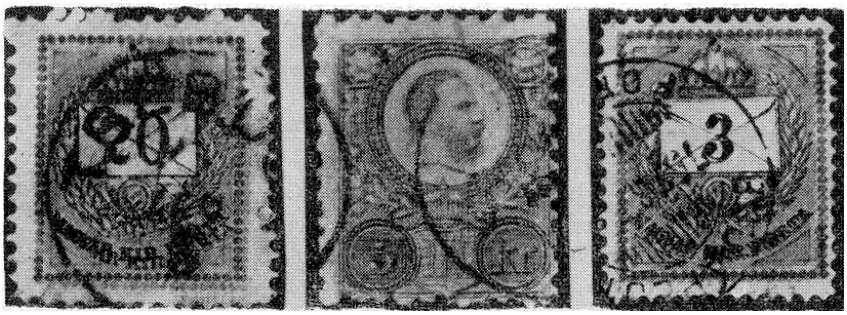
The two flower series (1950−51) and the fruit series (1954) were created using the combination of offset and engraving techniques, while the dog series (1956) was produced by copper intaglio.

The initial carvings for engraved printing were made by either engraving or etching (figure 150). The steps of the etching technique follow each other in the following order. The copper plate is first coated with an acid-resistant substance, called the etching ground, through which the design is carved with the sharp tool. The platen is then exposed to acid, which eats away the areas of the platen unprotected by the grounds, forming a pattern of recessed lines (so-called hot-needle technique). After the coating is removed, a sharp needle is used to make corrections to the platen (cold-needle technique). The plate is then used to produce an electrotype copy, which is then used as printing plate.



The printing plate of copper intaglio postage stamps was a single copper plate. The recessed parts were filled with ink. Intaglio printing, which was usually a process of embossing the paper into the recessed lines, required considerable pressure. The drawing of postage stamp figures usually protrudes at the front side of the postage stamps (as opposed to the back side in case of relief printing).

Stamps released in 1871 and 1874−81 were produced with flat plates. Typically of this method, the paper could not always be spread evenly on the platen, thus sometimes shifting or wrinkling when proceeding through pressing rollers. Smaller wrinkles, which were created when the sheet was fed in, opened when the sheet was discharged. As a consequence, it shifted, producing double prints (figure 151).



151. Engraved pseudo double print

b) Raster Intaglio Printing

Not only was the quality of such flat plate printing poor, but it was also complicated and slow. Therefore, efforts were made to accelerate the procedure. It was in the textile industry that copper rollers with carved patterns were applied for the first time. The roller was dipped into paint.



152. Ink well (circle before the digit 1)

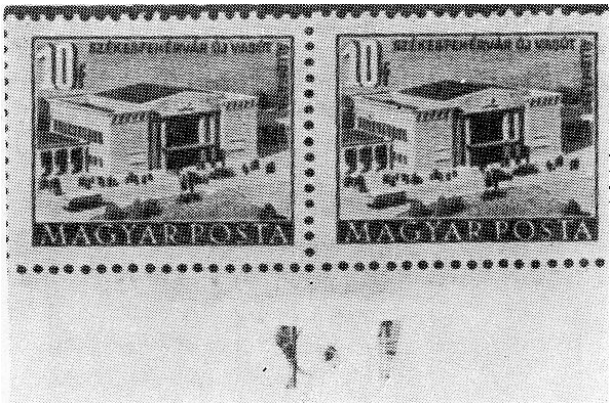
Then a textile dye removed the paint from the roller, leaving it only in recessed parts. The textile, pressed strongly against the roller, absorbed the paint in these recessed parts. This was how this technique was born. The depth of the dots between raster lines determined whether the shade was light or dark. For postage stamp production, within one centimetre 80–120 fine lines were scratched into glass in both directions.

In a photogravure plate, the actual quality and depth of ink 'wells' were varied and were often blended into a smooth tone by the printing process. A copper platen was coated with a light-sensitive gelatine tissue which had been exposed to a film positive, and then etched, resulting in a high quality intaglio print that can reproduce the detail and continuous tones.

Photogravure plates went through several distinct stages. First, a continuous tone film positive was made from the original negative. Then a diapositive figure was made. The third stage was to expose the film positive to the sensitive gravure tissue. The positive was placed on the top of the sensitive sheet of pigmented gelatine tissue. Then the gelatine tissue was adhered to the finely polished copper platen under a layer of cool water. It was squeezed into place and the excess water was wiped clear. Once adhered, hot water bath removed the paper backing and washed away the softer, unexposed gelatine. The sixth stage was to etch the platen in a series of ferric chloride baths, from the densest to slightly more dilute, step by step. The ferric chloride migrated to the gelatine, etching the shadows and blacks un-

der the thinnest areas first. The etching progressed through the tonal scale from dark to light as varying as the platen was successively moved to more dilute baths of ferric chloride. The figure was etched onto the copper platen by the ferric chloride, creating a gravure platen with tiny 'wells' of hold ink. These 'wells' were a unique aspect of photogravure. The final stage was to print the cleaned platen. Sometimes ferric chloride does not reach the roller. In such cases, white areas remain on print. The example of such white stain can be seen on the postage stamp issued to commemorate the day of the postage stamp in 1958 (figure 152).

The roller, created this way, was sunk into intaglio ink. Then the excess ink was removed from the surface of the roller with a special ink removing knife.



153. Part of stamp drawing printed on the sheet edge because of the improper covering of the reserve row

When this technique of raster intaglio was applied, the lines of the figure do not protrude on the back side. However, if we examine a diagonally held postage stamp with a magnifying glass, the figure was almost placed on the surface of the paper.

Roller plates of 100 or 200 postage stamps were produced by the so-called addition equipment used to take postage stamp figures. Not only 100 or 200 postage stamp figures were photographed on light sensitive material, but also a number of additional ones, to create a reserve. In case there were some flows in postage stamp figures, these postage stamps could be replaced by the ones on reserve. If this reserve was improperly covered, on the edges of sheets postage stamp figures could be seen (figure 153).

Since 1932, Hungarian postage stamps have been produced with this technique (the Saint Elizabeth series being the first), excluding few offset and copper engraving series, which we will discuss later. The dog series of 1956 was produced by the combination of raster intaglio printing and copper printing.

c) Flows Typical of Intaglio Printing

Deficient prints and colour transfers occur in the same way as in case of relief prints. As regards plate flows, they were typical of this particular printing technique.

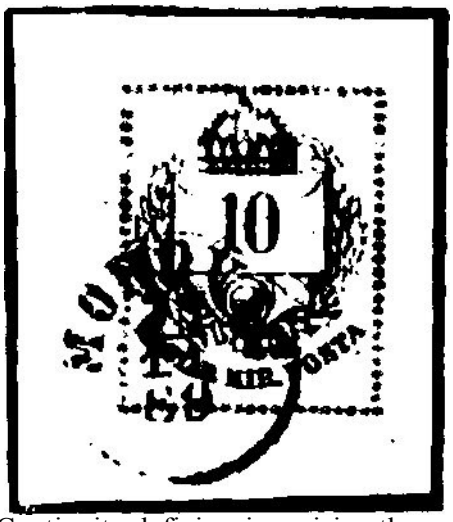
Both damages and contaminations were different when copper plates and relief printing were compared (in case of the latter, forms were composed of individual types). Typical flaws of the former were for example *scratches*, stretching across several postage stamps or spaces between postage stamps (figure 154), or colour stains, when the ink was not wiped away properly from the parts intended to remain white (figure 155). Sometimes whole sheets got pale *base colouring*.



154. Print of the scratches being on the engraving printing plate



155. Print of the colour spots arising on the engraved printing plate because of insufficient wiping off the ink



156. Continuity deficiencies arising through the wearing of the engraved printing plate

Since edged copper plates wear off relatively quickly, delicate lines wear off first, resulting in *defects in continuity* and *white areas* (figure 156). Flaws already occurred when postage stamp figures were copied on the matrix, and even more so when they were transferred onto printing plates. The latter were then corrected within the so-called cold needle procedure. Numerous correcting carvings on the envelope-type postage stamps have been already studied for long (figure 157). Their most recent categorisation can be found in the first Hungarian Manual of Stamp Peculiarities, Budapest, 1956, pages 16-17 and 59-79.

The typical flaws of raster intaglio printing were the following:

- *Stripes left by the ink removing knife*. These were slanting ink stripes which run from the top to the bottom of the print. This type of flaw was usually caused by some hard particle on the knife used to clear the ink away. Staying between the ink removing knife and the roller, such particles prevented proper removal of the ink (figure 158).

- *White stripes left by the ink removing knife*, which appear when paper dust was jammed under the knife (figure 159).

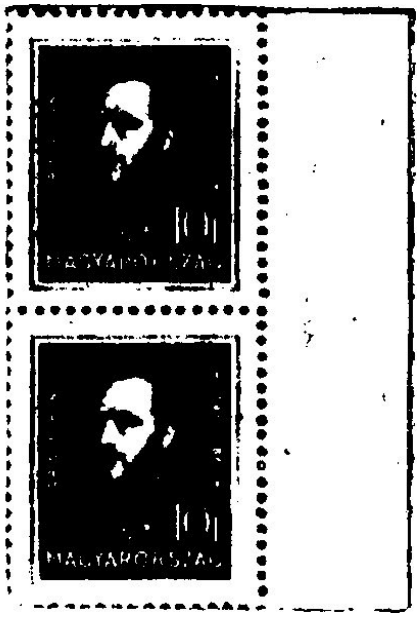
- *Coloured stripes* when bigger piece of paper gets under the ink removing knife, spreading the ink in the form of a wider stripe (figure 160).



159. White “rasping” stripe



157. Carving corrections



158. Colour stripes left by the ink removing knife (on the sheet edge)



160. "Coloured ribbon" happening because of dye maculation

- *Scratch on the roller*, which at first appears similarly to the stripes left by the ink removing knife. However, it remains also on the consequent print. It was also caused by a hard particle stuck to the knife, which damages the surface of the platen. The recessed part thus formed also contains ink, which was then printed onto the paper along with the drawing (figure 161).

- *Comet*, which happens when some hard particle sticks to the roller. The ink removing knife every time bumps into it. However, in the course of further movement, the knife regains its proper condition.



161. Roller scratch (on the edge of the sheet)

During this, however, it damages the roller, creating delicate scratches on it, which converge to a single point (figure 162).

- *Vibration stripes*, which form a regularly repetitive system of darker or lighter stripes running parallel with the blade of the ink removing knife, 1−2 millimetres away from it. The reason of this flaw is the permanent vibration, which occurs when the ink removing knife is at too long distance from the support, and the angle between it and the roller is too sharp (figure 163).

- *Shades*. Depending on the intended colour of the postage stamp, there were several reasons why the paper got a base tone. It might happen when paper is too dry, or its surface is too rough, it creates shallow recessed parts on the soft copper surface, which impede the ink. Further reasons might be a blunt ink removing knife or too dense ink.

- *Ink stripes*. These occur when some cloth or paper dust gets under the ink removing knife, raising a little bit but not damaging it. The knife then carries this cloth along. In such cases, 1−1,5 millimetres wide ink stripes of several lengths occur (figure 164).



162. „Comet" (fine scratches running into one point)



163. “Vibration stripes” caused by the vibration of the ink removal knife



164. Ink stripes caused by dust getting under the ink removal knife

- Yet another type of flaws are the *tiny ink stains*, their size ranging between one and ten millimetres. They appear parallel to the axis of the roller on different parts of the figure. The reason of this deficiency is the loosely set ink removing knife, due to which a rough ink particle is enough to raise the blade (figure 165).



165. Ink stain caused by an ink particle lifting the loosely set ink removal knife

- *Fuzziness*, when the lines of figures lose their sharpness, double, or the

ink gets lose on the paper. Normally this occurs when the copper is etched too deeply, or when the paper is wavy. Another reason for this phenomenon may be the loosely set rubber cloth, which wrinkles under the pressure (figure 166).



166. Fuzziness (on the right hand side stamp)

- Sometimes, at the moments of pressure, *diluted ink converges* in more densely dotted darker places, resulting in nice deep-colour figures. However, sometimes too much ink converges, and the figure becomes fuzzy (figure 167).

- At the stage of pigment copying, especially when the paper is dry and does not stick perfectly to the platen at the time of raster or diapositive copying, light stains with fuzzy boundaries might occur (figure 168).



167. Ink dilution



168. Boundary formation (Round white stain on the pediment of the edifice)

Visually the same result is produced when some dust gets in between pigment paper and raster (diapositive), elevating the paper. The only difference is a small dot in the middle of the light stain.

- *Dots*. There are two types of flaws of the pigment gelatine layer: insufficient thickness of this layer or, on the contrary, too thick material, usually on a tiny area. The first flaw, if not corrected, manifested itself in a black dot, while the second – in a white one. When this layer was too thick, ferric chloride was not able to work itself through it, so the surface of the roller remained untouched (figure 169).



169. Dots originating from the pouring mistake of the pigment gelatine layer

C) Flat Printing Techniques

In case of these techniques, the lines of the drawing neither protrude from the surface, nor are groves created, as in intaglio printing technique. The paper absorbs ink from a flat surface. This technique was relatively rarely used for postage stamps in Hungary.

a) Lithography

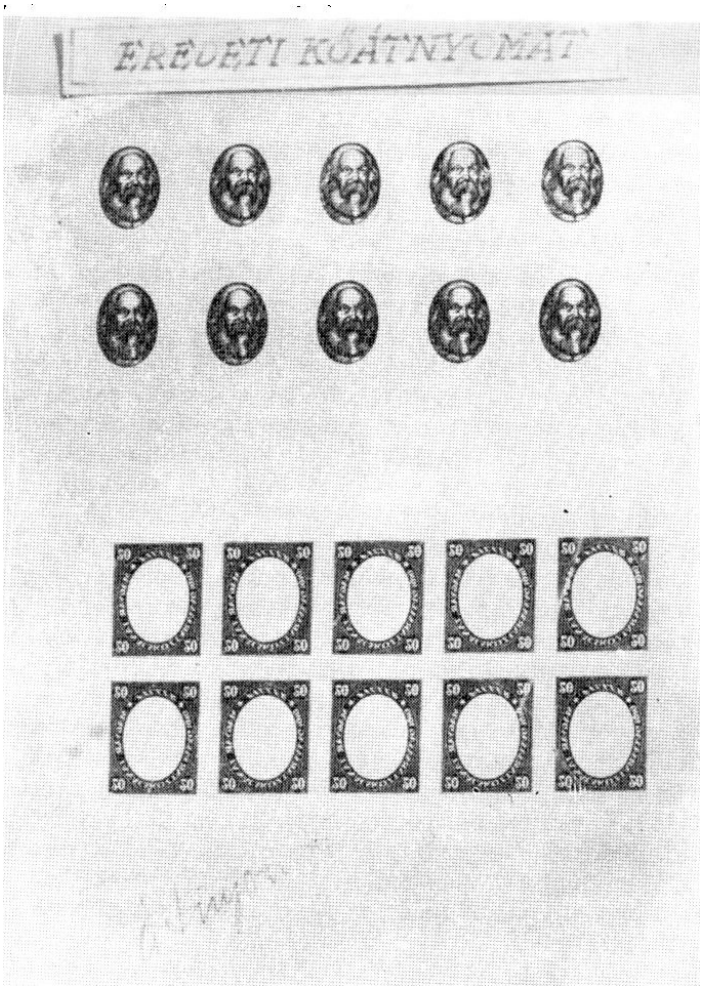
The mirror figure of the figure to be multiplied is fixed on a stone surface. The best type of stone for lithography is lithographic limestone, its best types mined in Bavaria, Solnhofen. This stone can be covered by both water and material containing grease. The technique is based on the principle that water and grease do not mix with each other. The surface covered with one of these materials does not absorb the other one.

The stone is cut to the right size and its surface polished smooth. The mirror figure of the figure to appear on the prints is put on the stone with a material containing grease, usually lithographic ink. The stone is then etched with nitric acid solution, which does not dilute grease, only the rest of the surface. As a next step, gum solution is put on the stone, which again does not dilute the grease containing ink, only the surface not covered with it. When after this printing ink is put on the stone, it is absorbed only by the surface treated by gum solution, but repulsed by the one treated with grease containing ink.

However, the stone prepared in such a way gets worn off very quickly. For this reason, printing usually does not take place using the original stone (figure 170). Several copies of the original stone are made, their number depending on the amount of prints to be produced. Thus the original stone is always there to produce new, good quality copies. These copies are produced with a procedure called “putting through”. Putting through means that the picture of the original stone is printed with transfer paint on a transfer paper and then this print is printed on another stone with an appropriate procedure. Then this new stone is made suitable for printing with the already described method.

This procedure is applied to produce single figures. For postage stamps, the stones usually contained a hundred of figures, since postage stamps were printed in sheets of a hundred pieces. This would need one hundred copies of the original stone which is a huge task. Therefore they include a method similar to multiplication. First some (say 10) copies are produced from the original stone, and they together are then printed on a next stone, made suitable for printing. Now this stone, containing already 10 copies of the original stone is copied in 10 new copies, enabling the printer to produce a sheet of 100.

The 10 stones containing 10 pictures are printed to the final printing stone not one by one, but all together at once. Then the printing stone is prepared for printing.



170. Original printing transfer stone form the Stamp Museum

The printing itself happens by pulling through the whole form containing the paper sheet to be printed plus a crust paper above it under a sharp muller, the pressure of which causes the paper to pick up the paint from the stone. All this happens on a quick press.

For the Hungarian lithographic postage stamps of 1871, original stones were not prepared. Instead, galvanised copies of the engraved prints already under preparation were used. At each transfer to the stone, the postage stamp figure was modified in some way. This is how the types of the Hungarian lithographic postage stamps were created. Lithography was also used for the newspaper postage stamp of 1871, the telegram series of 1873, the portrait series of the Hungarian-Soviet Republic of 1919, as well as the military

prisoners' series from 1920.

b) Offset Printing

Basically, the principle of offset technique is identical to that of lithography. The difference is that instead of stone aluminium or zinc plates adapted to absorb wax and water are used. Applying zinc in printing is a special feature itself since zinc platen(as well as aluminium) is flexible, therefore adjustable to rollers. In offset printing, the ink is not transferred directly to the printing surface, but from a plate to a rubber blanket first, and only after this to the printing surface. This technique is especially advantageous when the paper is rough, and several colours are employed. However, the colours are paler than in case of other printing techniques.

In Hungary, the first offset printed postage stamps appeared in 1923 (I. Petőfi issue). When book printing gradually became obsolete, but the more modern raster intaglio printing was not yet introduced, postage stamps printed by offset printing technique were released (Jókai I., Sport I., 1925, Porto 1929, Horthy, Saint Imre 1930). Later, this technique was applied only occasionally (Airmail 1957, Transportation Museum, FIP II., Tale I 1959, Halasi Laces, FIP III., Portraits II. 60 f., 1960, Chile Block, Predator Birds 1962). Sometimes, these postage stamps were produced by offset printing combined with engraved printing (see there), since the latter is capable of brightening the relatively dim colours of offset printing.

1. Colouration of stamps

Stamps have been usually printed in colours. Moreover, recently they have been printed using several colours. Colours play important role firstly because they draw attention to postage stamps, and secondly, to differentiate between postage stamps of different denominations. As the time passed, propaganda and aesthetic reasons started to play important role too.

In certain countries, using certain colours became tradition. For this reason, as we have already mentioned, the Austrian series which were in use also in Hungary, at the beginning used yellow, black (green), red, brown, and blue colours. To correspond to the internationally accepted system, the order of the last two colours was later changed. A sixth, purple colour was added to the five unchanged base colours in 1867. The Hungarian postage stamps of 1871 (lithograph and engraved prints) also followed this system. Between 1874 and 1888, Hungarian postage stamps had only five denominations (leaving out the brown colour). In this period, yellow postage stamps turned purple, while purple – grey. After 1888, much more denominations entered circulation. From that time on, international postal standards were used only for the kinds of mail used in international circulation most frequently and to which the agreement of the International Postal Association referred. The agreement provided for applying special colour standards, according to which:

- for forms sent internationally green postage stamps,
- for postcards sent internationally red postage stamps,
- for letters sent internationally blue postage stamps had to be used (base fee for all three types).

In Hungary, the base fee for internationally sent forms corresponded to

the fee for postcards sent domestically, while the fee for postcards sent abroad – to that of letters sent domestically.

When postage fee was modified, the colour of the corresponding postage stamps was modified too. For example, this was the reason why at the beginning of 1920 the 20-filler brown postage stamp issued by the Hungarian Postal Service changed to green, the 40-filler oily green postage stamp to red, and the 1-korona red postage stamp to blue.

For postage stamp colouration, different inks and different printing techniques have been used in different periods. All of them belong to two most general categories – natural inks and artificial inks. Among natural ones, we can make further divisions – mineral and vegetative inks. In 1856, the first artificial paint, aniline, was invented. From 1870s, aniline was used for printing postage stamps as well. This new ink almost totally expelled natural inks from postage stamp printing.

Paint can be used for printing when finely grinded and mixed with binding material. As binder, oil or lacquer was used. When quick drying was required, essential oils have been used.

For lithography, for already mentioned reasons, special greasy inks have been used.

In book or offset printing, inks dry as binders turn into resin. In case of intaglio printing, dense inks are used because after the ink fills the grooves, it is wiped away from the surface. Only dense ink can resist this wiping and remain in the grooves.

When ink removing knife is used, inks are liquid. They dry due to the absorption and evaporation of the solvent of the binder. The liquidity of the ink in the case of this technique is essential, because it had to enter each single tiny 'well'. When paper touches the ink in the wells, it had to dry immediately in order not to flow on the paper. The proper liquidity is insured by adding toluene. Because of the solvent, raster intaglio postage stamps should be treated very carefully. Watermarks should not be checked in petrol, since the latter dilutes the ink.

Flaws of colouration process result in colour deficiencies on postage stamps. These were especially frequent long time ago, at the time of book printing, since the quality of inks was very poor then. If paints were not mixed properly, tiny dark dots appeared on postage stamp figures (figure 171), or printing was grainy (figure 172).



171. Tiny dark dots caused by improper paint mixing





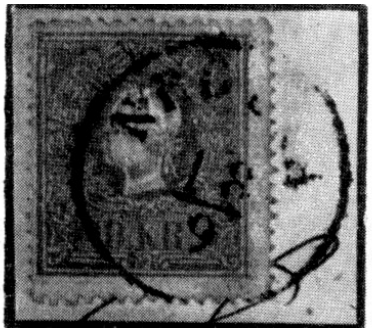
172. Grainy printing

When excessive ink was applied, prints were discoloured (figure 173). When relief plates were worn, the leaking-in ink caused discolouration (figure 174). In case of several binding materials, the greasy figure of the post-

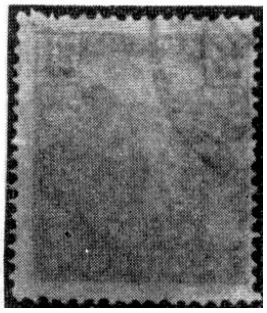
age stamp appears on the rear (figure 175).



173. Discolouration



174. Discolouration caused by a worn relief plate (on the head)

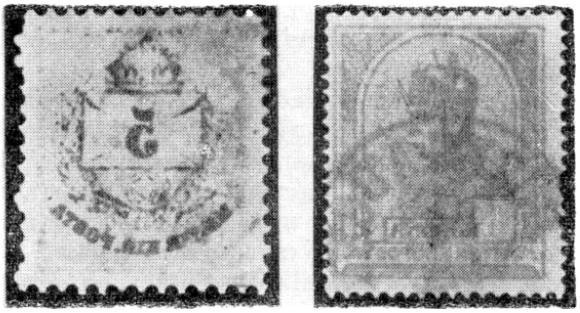


175. Rear colouration

If inks are too dense, they run to edges when pressed, resulting in so called plain prints (figure 176). Some easily soluble inks after some time penetrate to the rear of the postage stamps. The most widely known example of this phenomenon is the 1-korona postage stamp of the 'Turul' series. In case of these postage stamps, the red colour does not only penetrate to the back side of the postage stamp but also colours the next postage stamp against which it is pressed in the postage stamp album (figure 177).



176. „Plain" print



177. Colour transfer

When figures were printed in two colours, sometimes the second ink did not adhere to the first, finally falling down. In such cases the impression is that the printing stages took place in inverse order (first the figures, and then the figure). In the case of black postage stamps, it seems that the drawing of the envelope is above the number (figure 178).



178. An optical illusion caused by „fallen down" second colour: the crossing of the envelope is above the number

(We should mention that in the case of Kreuzer postage stamps with black numbers, especially those printed strongly, it is only optical illusion that the base print is above the postage stamp figure.)

Printing inks were rarely used in the same form as they arrived from the factory. To get the required shade, they were mixed. Theoretically, colours

were mixed from three base colours: red, yellow, and blue; they allow obtaining all colours. For printing, however, not absolutely clean but commercial inks are used. Since colours have been always gained from mixing inks, it has been very difficult to obtain the same shade again and again. It was especially so in case of postage stamps released several times, sometimes for years. This is why one and the same postage stamp appears in different shades.

In case of older postage stamp releases, different shades were also caused by the intention of the producer to make improvements in aniline ink production. Often when new versions of aniline ink were invented, the old ones ceased to exist. Taking into account the differences of paper or light, as well as fading of the already completed postage stamps, we should not get surprised at different shades of the postage stamps which were in use for longer period.

The impression the colour produced depends not only on the printing technique but on the postage stamp figure too. One and the same colour produces different impression when covering larger surface or used for contours. This is why colour range is used in the printing house on the plate sides. It is also important whether much or little ink is used. The shade of the paper influences the final results too.

Another important factor is that inks differ according to their durability.The most durable inks are mineral ones (earth inks), while the most sensitive ones are vegetal based and aniline inks.

Some colours fade in the water; they almost get dissolved there. After being treated in warm water, the colour shade changes. Especially sensitive from this point of view are the 5-Kreuzer postage stamps of the coloured Kreuzer release.

Before being treated with water, postage stamps give the impression of being printed recently. After being dipped in water, they lose this quality.

Certain colours become darker, oxidize. We see this in case of the red colour of the copper in gravure prints of the 5-kretzer postage stamps issued in 1871, 1874−81, and sometimes on those issued in 1891. Oxidation was stronger where post mark postage stamp contained more grease.

Stamp colours are also sensitive to chemical impact. For example, the green colour of 3-Kreuzer postage stamps released between 1874 and 1881 turned into stronger bluish green shade when treated by harder, weakly alkaline water. It was especially obvious in case of prints produced by the 2nd platen. In case of the postage stamps released between 1874 and 1881, the ink was removed from the printing plates with alkaline, and then cold water. If the last step was not thorough, and some alkaline water remained on the plate, the inscription ‘Magyar Kir. Posta’ was surrounded by bluish green area. Usually, acidic or alkaline solution influence many colours of the postage stamps.

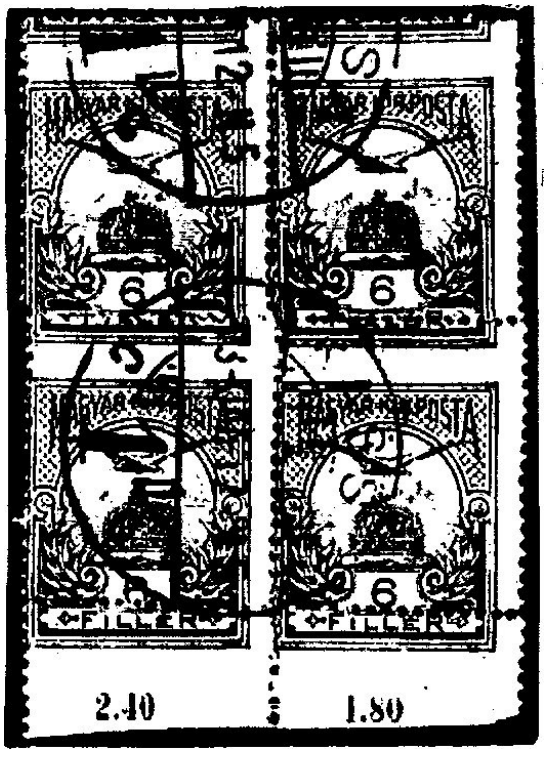
Certain inks are very sensitive to light. Purple colour turns grey, and fades very strongly (for example, the purple colour of 25-Kreuzer lithography postage stamps or some shades of the 2-Kreuzer postage stamps released in 1874). It is safe to say that the majority of postage stamps are sensitive to light. In case of two-colour postage stamps, sometimes one of the colours disappeared completely as a result of the impact of light.

One of the greatest problems that philatelists face is the identification and uniform indication of postage stamp colours. They try to do so using certain colour ranges, with no great success so far. The difficulty of the problem lies not only in the fact that our perception of colours is different, but also because it is difficult to name many thousands of possible colour shades, because accurate names are missing. This is why one and the same shade is often called by several names.

To grasp the reality most accurately, such adjectives are used as light, dark, pale, deep, dull, rich, pale, and bright. For the same reason, the world of animals (deer-brown, salmon-red, canary-yellow), the world of plants (grass-green, straw-yellow), the world of minerals (brick-red), food (milk-blue, wine-red), elements (sky-blue, sea-green, fire-red) were involved, to insure the clear understanding of the colours.

To avoid misunderstanding, the best is to attach samples of each releases to philatelic researches, and then to refer the shades of these.

To identify the colour shades, we might use quartz lamps. These lamps often strengthen the shade differences as compared to the normal daylight. Sometimes postage stamp ink even fluoresces. However, we should take into account the wave frequency of the light used (there are many kinds of quartz lamps).



179. Misperforation caused by the mixing of an upper and a lower sheet pair

2. Size of stamp sheets

Stamp sheets usually contain postage stamps of the same denomination. In 1850, the Austrian postage stamps used in Hungary, since 1 forint equalled to 60 old Kreuzers, were issued in 8x8 sheets. Instead of four postage stamp figures, there was a St. Andrew's cross. From 1858, 1 forint equalled to 100 new Kreuzers, so postage stamp sheets contained 100 pieces of postage stamps. The lithography and engraved editions of 1871 were printed by plates containing 100 postage stamp figures; the sheets therefore contained 100 postage stamps. The postage stamps released in 1874 at first were printed by plates containing 100 figures; later, however, in order to accelerate the process, these plates were exchanged for 200-figure plates. Thus, a printing sheet contained two postal sheets.

In 1888, for book-printed postage stamps, plates containing 4x100 postage stamp figures were introduced. Prior to perforation, these sheets were cut along the two middle lines. After perforation, they were cut into two halves again; these halves were the postal sheets. After 1900, the size of the printing plate remained the same, with the exception of rarely used de-

nominations (denominations expressed in korona). These were printed using plates containing 2x100 postage stamp figures. Where the printing sheet contained 4x100 postage stamps (one-Kreuzer postage stamps with black numbers, Turul postage stamps, Harvester postage stamps, and the first issues of Pengő-fillér postage stamps), it was divided into 2x100 perforation sheets. When five sheets or sheet pairs were perforated simultaneously, only top and bottom sheet pairs were to be put into the perforation equipment at the same time, because only these covered each other accurately (figure 179).

Since better prints could be produced by printing plates containing 2x100 postage stamp figures, from the issue of 1926 only such plates were used for printing. Only in 1944, during the war, were 4x100 printing plates used again.

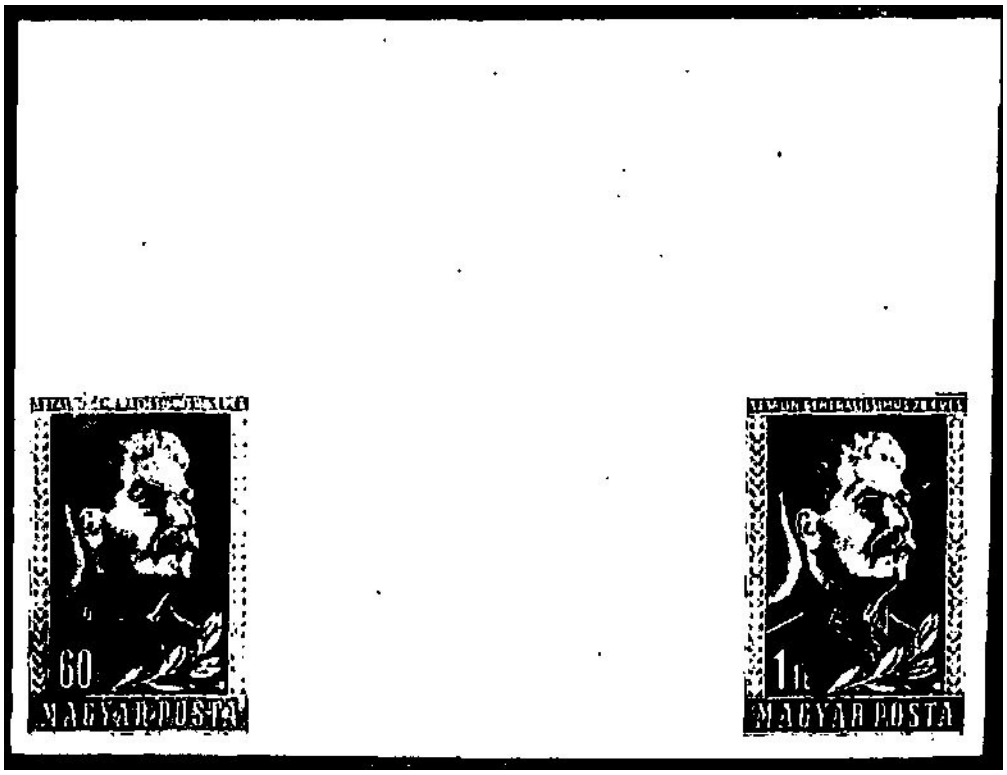
After 1945, the tradition to produce only sheets with 100 postage stamp figures was abandoned, especially in case of commemorative postage stamps. The new kind of sheets contained 10 to 100 commemorative postage stamps, for stamps of bigger size.

The size of the paper sheet usually corresponds to the plate size. There were such cases though when the paper was twice as big as the printing plate. Then printing took place in two steps. Firstly, at the left side of the sheet, and then, turning 180 degrees, on the other side. (E.g. in case of the Large Madonna set of 1932 or the bigger sized stamps of the 1933 Airmail set). In 1945, the sheets of Reconstruction series containing 100 figures were printed this way, in two steps, because the plate, which contained 50 figures, was rather small (figure 180).



180. Stamp pair printed in two steps

When small amounts of postage stamps were printed, in order to make better use of the printing equipment, two plates printing different colours were soldered together (figure 181).



181. The print of two plates printing different colours soldered together

5. Prints on sheet borders

On the borders of printing sheets, different prints and indications can be found. The pieces of such borders (and the prints on them) only rarely stayed together with the postage stamps from which they were separated. Even more rarely did the parts of such prints or indications remained attached to the postage stamp after separation along the perforation line or cutting. We are going to deal with these prints not only because they represent philatelic value but because they are connected to the postage stamp printing process.



182. Part of St. Andrew's Cross on the lower margin of the stamp

We can distinguish three types of such prints or indications: those connected to the printing process; those containing instructions regarding separation of printing sheets into perforation sheets, or any instructions regarding perforation process; those connected to the accounting for the postage stamps already in trade.

Between 1850 and 1858, the sheets containing 60 postage stamp figures (arrangement 8x8) had four empty spaces in the bottom line. On these, *St. Andrew's crosses* were printed. Only very rarely remained these St. Andrews crosses linked to their corresponding postage stamps.

The first real border prints were of those sidebars, put in use in 1860, whose function was to counterbalance the extra wearing of the side types of the printing plates. At first, they appeared

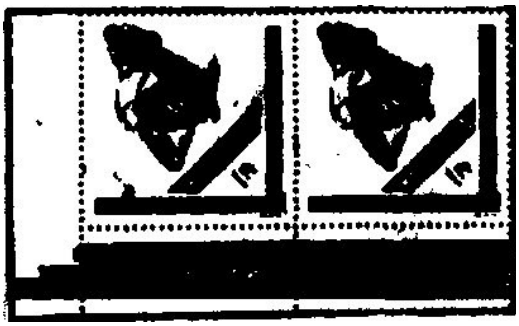
on the late prints of newspaper stamps issued in 1858, later always appearing on relief prints. However, these borders fell off the postage stamp

sheets during perforation process; and if the postage stamps were then sold without the borders, they have been annihilated. Usually, their format were more or less wide stripes or several parallel lines. A little part of these remained attached to postage stamps only when perforation was very poor (figure 183).



183. Lower print of a sidebar

The so-called colour bar looks very similar to the previously discussed sidebar. Before printing, usually trial prints were made. On the colour bars, where colours appeared continuously, the colour quality was seen much better than on postage stamp figures, where rare lines or bigger light areas might have dis-distorted the impression (figure 184).



184. Print of a colour bar

When postage stamps were printed in several phases, *fitting crosses* were put on the borders (figure 185).

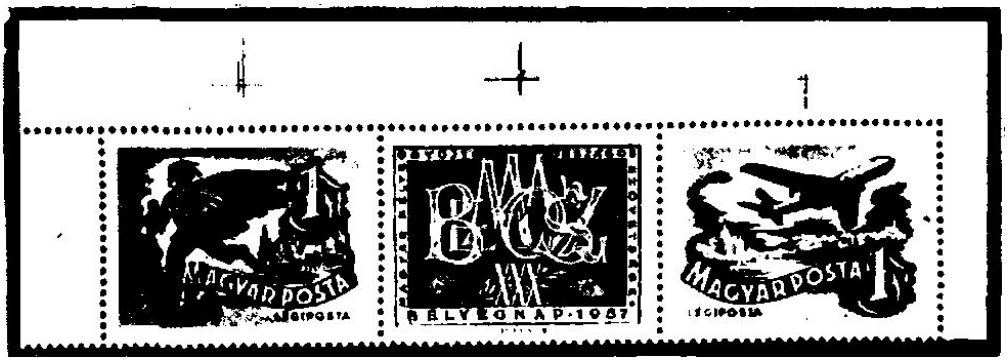


Figure 185. Fitting crosses on the sheet border

There was also a *pull sign,* which instructed the operator on how to feed the sheet in. When sheets were fed in erroneously but remained usable, a *gradual pull sign* was used. On the basis of these, it is possible to categorise and process the sheets which were fed in different ways (figure 186).

After 1924, plates used for engraved postage stamps were marked by numbers. These numbers were carved on plate sides, far from postage stamp figures. Therefore, when the borders were cut off the sheet, these numbers fell off. In other cases, some little parts of these numbers remained attached to postage stamps. Recently, numbers have appeared also on the edges of Lace Series I and II printed by offset technology (Figure 187).

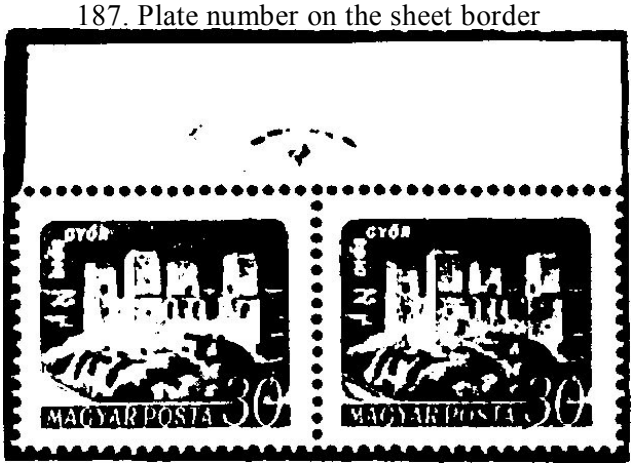
To indicate where sheets were to be cut or perforated, at first small, coloured *punctuation signs* were used, which were transfixed for the purpose of fixing the paper (therefore they are called *needle points* as well). Later, smaller sheets were fixed by one such sign on one border, while bigger sheets – by two signs, on two borders. Fixed in such way, sheets were forwarded to the perforation equipment. In order to facilitate the job, circles or semi-circles around these signs indicated where the latter were found (Figure 188). The transfixed coloured signs themselves are often not visible.



Figure 186. Pull signs on the sheet border



187. Plate number on the sheet border



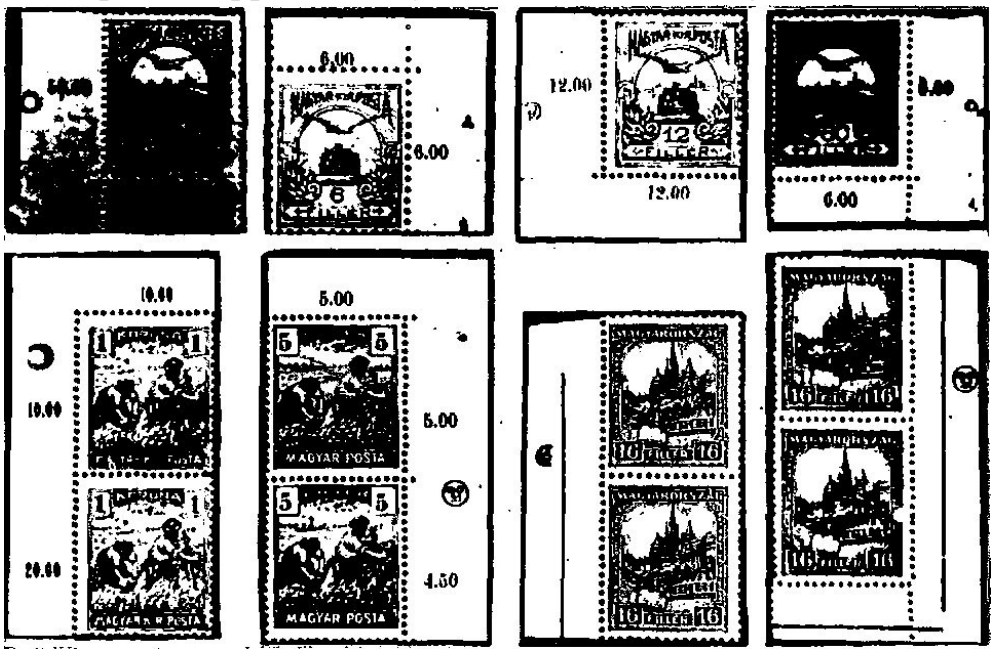
188. Punctuation sign (needle point) on the sheet border

There were also tiny coloured marks on the sheet borders, to indicate where sheets had to be cut apart (Figure 189).



189. Coloured marks on the sheet borders, to indicate where sheets had to be cut apart

When printing sheets were cut into top and bottom halves, it was vital to deficient. However, when printing Kreuzer postage stamps with black numbers, the borders were removed in the State Printing House. Today, we do not know what kind of indication was then used *to distinguish between the top and the bottom of the sheets*. After 1900, signs have been put on the edges of sheets. In case of 'Turul' postage stamps, such indications, along with denominations, were printed in black in the top or bottom corners of the sheets. Their specific shapes varied for each release. In case of postage stamps featuring Harvesters and the Parliament, as well as the first Pengő-fillér postage stamps, these signs were of the same colour as the postage stamps, but appeared only on 4x100 sheets (Figure 190).



190. Signs on the sheet border with the purpose of differentiating the upper and lower sheet pairs

The signs aiming at facilitating counting of postage stamps appeared in 1900. From that year, the edges were not torn off any more (at the request of the Chamber of Commerce and Industry, to facilitate adhering postage stamps in case of response mail; in such cases postage stamps were adhered using edges). This was when the summation numbers appeared on the sheet borders.



192. Mixed up summation number order on the street border



191. Sheet border without summation number for stamp booklet

In case of 10-filler postage stamps, these numbers appeared arranged as follows:

1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	
1.00										10.00
2.00										9.00
3.00										8.00
4.00										7.00
5.00										6.00
6.00										5.00
7.00										4.00
8.00										3.00
9.00										2.00
10.00										1.00
10.00	9.00	8.00	7.00	6.00	5.00	4.00	3.00	2.00	1.00	

When the first three lines were torn off, the number at the end of the fourth row showed that the value of the remaining postage stamps was 7.00 koronas. If four *columns* were removed, then on the bottom line it could be seen that the value of the remaining postage stamps was 6.00 koronas. When postage stamp sheets were joined together as booklets, there was no sense of these figures. The borders of these sheets remained white (Figure 191).

The arrangement of these numbers remained always the same. During the war, in case of the urgent postage stamps of 1916, most probably by mistake, these numbers were arranged differently on the 15-filler denominations of the Military Aid III set.

The arrangement for some of the Urgent mail postage stamps was the following:

0.20	0.40	0.60	0.80	1.00	1.20	1.40	1.60	1.80	2.00	
0.20										0.20
0.40										0.40
0.60										0.60
0.80										0.80
1.00										1.00
1.20										1.20
1.40										1.40
1.60										1.60
1.80										1.80
2.00										2.00
0.20	0.40	0.60	0.80	1.00	1.20	1.40	1.60	1.80	2.00	

On some of the 15-filler postage stamps of the Military Aid III set, the arrangement was as follows:

15.00 13.50 12.00 10.50 9.00 7.50 6.00 4.50 3.00 1.50

1.50	15.00
3.00	13.50
4.50	12.00
6.00	10.50
7.50	9.00
9.00	7.50
10.50	6.00
12.00	4.50
13.50	3.00
15.00	1.50

15.00 13.50 12.00 10.50 9.00 7.50 6.00 4.50 3.00 1.50

The arrangement of numbers on some sheets of the 2-filler postage stamps featuring Harvesters with the overprint KÖZTÁRSASÁG (Republic) was exactly the opposite of the traditional one:

2.00 1.80 1.60 1.40 1.20 1.00 0.80 0.60 0.40 0.20

2.00	0.20
1.80	0.40
1.60	0.60
1.40	0.80
1.20	1.00
1.00	1.20
0.80	1.40
0.60	1.60
0.40	1.80
0.20	2.00

0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00

Not only koronas but also fillers were indicated. If there were no fillers, it was indicated by two zeros.

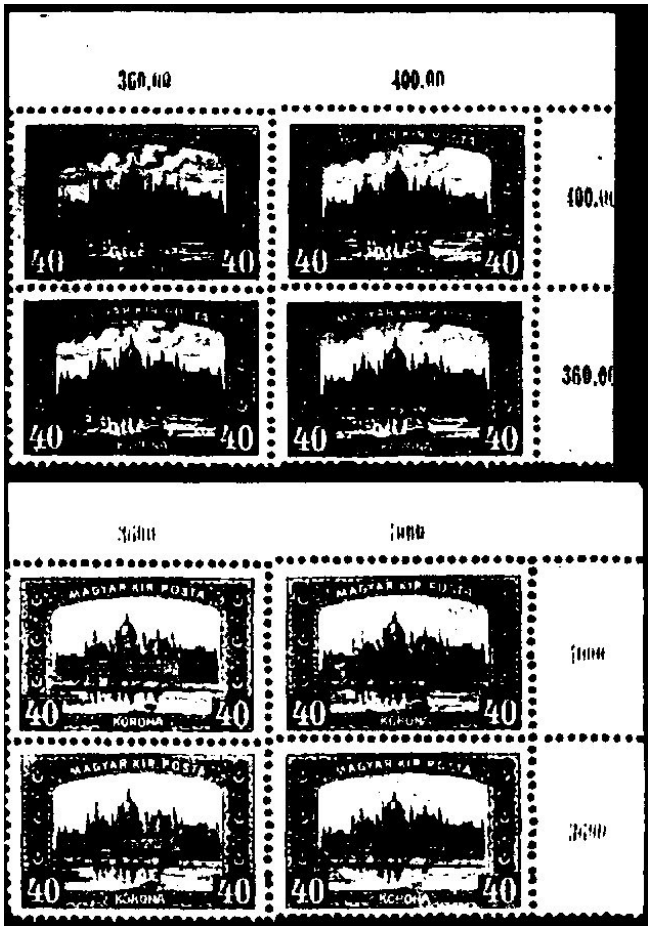
This habit remained in place even at the time of the first inflation, when 40-korona postage stamps still featured the Parliament, and indicating fillers did not have any sense. Finally, fillers were omitted.

Sometimes, as in case of the 5-filler Magyar Posta postage stamp, the order of the digits was mixed up (Figure 192). In case of the 95-filler Magyar Posta postage stamp, one digit appeared twice, while another was omitted (Figure 193).



193. Repetitive summation numbers on the sheet border

In case of 40-korona postage stamps featuring the Parliament, at first the same digits were set as for the 4-korona sheets. Thus on ten postage stamps denomination 40.00 appeared, instead of the correct 400.00. When printed repeatedly, this error was corrected (Figure 194).



194. Erroneous summation numbers on the sheet border

Printing totals on the edges did not already take place on the late releases of the Harvester postage stamps. Exceptionally, it appeared on the sheets of offset and book printed postage stamps issued in 1926 and 1928, and again, experimentally, on one individual release of 40- and 60-filler postage stamps issued in 1948 to commemorate the Hungarian War of Independence (Figure 195).



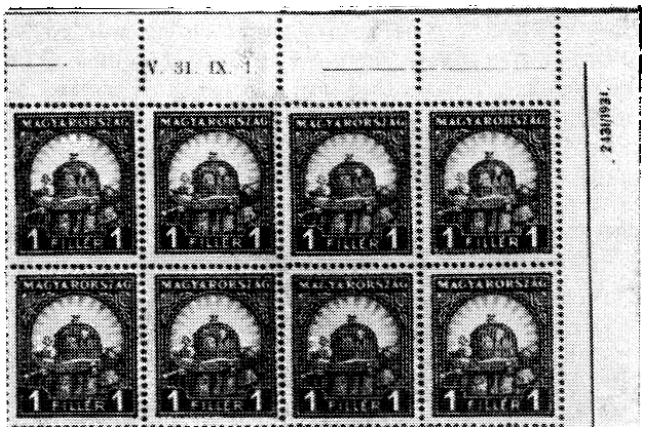
195. Summation numbers on the sheet border

For a while, the borders remained absolutely white. Later, when not only full sheets but also blocks of twenty-five stamps were available, there were four indications of the production year, month and day, as well as the specific number of the printing equipment on each sheet. In case of portrait-shaped postage stamps, this information was printed on the bottom and top edge, while for landscape-shaped postage stamps – on the two side edges (Figure 196).



196. Production order and date on the sheet border

In case of the sheets issued in the period between 1928 and 1931, the registration number of the order, combined with the year was seen (Figure 197).



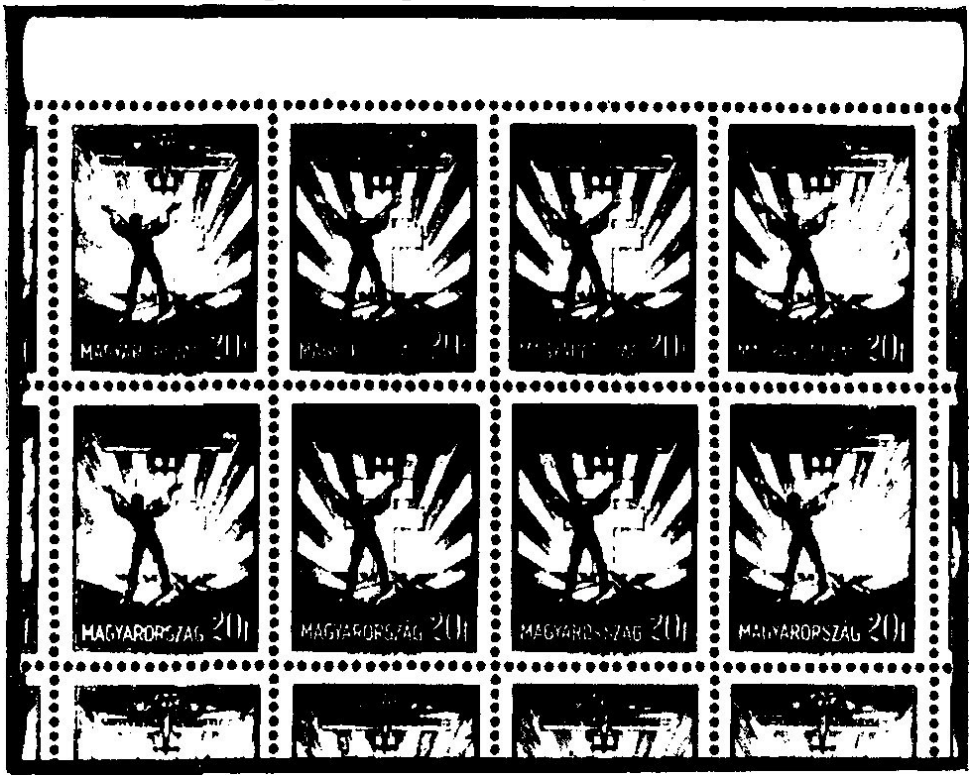
197. Place of the order number on the sheet border

In case of raster intaglio printed postage stamps, which appeared in 1932, and which were printed in 2x100 sheets, the production date can be seen on the left side of the left sheet and on the right side of the right sheet (Figure 198).



198. Production date on the sheet border

Large-size postage stamps were printed in sheets of a hundred pieces; numbers were usually found on the bottom border (for landscape-shaped postage stamps, naturally on the side border). On the sheets of Madonna postage stamps and those containing airmail postage stamps of 1933, the date was 1933, the date was indicated both on the bottom and on the top edge. However, the latter was printed upside down (Figure 199).

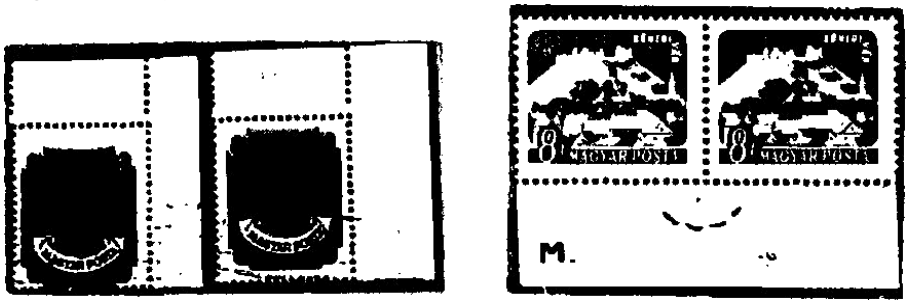


199. Production date (on both lower and upper) sheet border

The items for which the demand was large (forms, postcards, letter postage); several plates were printed each month. Thus, one and the same date might have appeared two or three times. We might distinguish these dates by the size of the digits, their distance from the postage stamp figure, or their position in the context of the height of the postage stamp figure.

In case of less frequently used postage stamp values, when plates were used for longer time, the first date was crossed out, and the next was indicated. This procedure took place as many times as many times the given plate was used for printing.

After 1945, the indication of the date on the sheet border was very rare. When there was such indication, it usually contained the month and the day. The Building Series was the first one where letters appeared on the sheet borders (Figure 201).



201. Production date and letter sign on the sheet border

CHAPTER III
TYPES OF PAPER USED FOR STAMPS AND WATERMARKS

1. Papers

Most generally postage stamps were printed on paper. In some exceptional cases, they were printed on textile (e.g., silk) or very thin metal plates (e.g., Hungarian postage stamps printed on aluminium foil). However, the physical end chemical properties make paper the best material for postage stamp printing.

A) Manually Produced Paper

Paper was invented by Chinese more than 2000 years ago. To Europe it was brought by the Arabs in 11th century. As raw material, linen and cotton were used. The production procedures remained almost the same for about 1000 years. The manually produced 'rag paper' (on which Austrian postage stamps used also in Hungary were printed until 1854) was produced by macerating rags, placing them in large pits with lime water. By this, contamination was removed from fibres, and materials which glued the cells together were loosened. After this, the wet rags were macerated. Beginning from the 17th century, the equipment called 'Hollander' was used for this step. Then the macerated material was put into big containers, and dissolved to the required extent.

Paper sheets were made manually. Some amount of this material was taken out with a wire mesh, through which the surplus of water drained off. The craftsman spread the material on the wire mesh with appropriate movements. After spreading, the fibres hardened. During this time, the pulp lost all surplus water. For watermarks, an figure from wire was inserted in the wire mesh. When pulp was spread on the wire mesh, its layer was thinner and transparent on the wire. (The earliest paper was called cloth parchment but it often contained wood and straw in addition to cloth. All these raw materials were beaten to a fine pulp and mixed with water. Sheets of paper were then pressed, dried and hardened.)

At the beginning of the 19th century, the demand for paper grew so high that manual production could not satisfy it. At this time a new raw material appeared – cellulose. As regards quality, machine paper could never catch up with manual paper. The cloth and the manual procedure rendered manual paper both hard and flexible, the properties which machine paper could never acquire.

Manually produced paper is harder and more flexible, if compared to the softer and more easily ravelling machine paper. On the other hand, the sur-

face of manually produced paper is relatively rough, never reaching the evenness of machine paper. If examined by the magnifying glass, the surface of the manually produced paper is grainy. However, there is great variety of production methods of both kinds of paper. It is sometimes very difficult to tell the difference between the softest manually produced paper and the roughest machine paper. For example, Hungarian philatelists face great difficulty when they try to identify early and late pieces of the first Austrian postage stamp series. In such cases, not only paper properties (hardness, smoothness, evenness) but also differences between postage stamp types and sub-types should be considered.

Apart from having watermarks, the paper of the first Austrian postage stamp series was either ribbed (gerippt), or (more rarely) laid (gestäbt). In both cases parallel lines were vertical. Distinction is also made between laid or ribbed paper and wove paper. Wove paper shows only few differences in texture and thickness when held to light. A separate category is established for paper with the thickness between 0.045 and 0.15 mm and the paper of 0.07 mm or thinner.

Paper thickness should be examined very carefully. When touched, soft paper always seems thinner hard one. The best instruments for measuring thickness are those used in motor coils, because they are capable of measuring 0.01 mm. Instruments of such precision are appropriate for measuring paper thickness.

B) Paper Poduced by machines

Originally, for paper machines, which were invented in the 18th century and became popular in the middle of 19th century, cloth was used as raw material. Beginning from 1840, saw-mill scrap was added to the cloth, due to which paper production became cheaper. Also cellulose was used in this period, which was even better than saw-mill scrap. Cellulose was produced in a way that the material gluing wood fibres together (lignin) was dissolved chemically. This way, all fibres were separated, and paper pulp was created. Finished pulp looked like a mushy, watery solution, in which all fibres were separated. By the middle of 19th century, rags were used as raw materials only for special kinds of paper (for example bank notes). For postage stamps, usually cellulose paper was used.

Products with the weight under 180 grams per square metre are called paper. The weight of the thinnest paper, for example cigarette paper, is 8−15 grams. The weight of the ordinary paper used for writing is 60−70 grams per square metre, while wrapping paper weighs 70−180 grams per square metre.

Regarding its raw material, paper is divided into following categories:

1/ Raw materials include rags; or rags are the sole raw material. Examples of such paper are maps and bank notes.

2/ Wood-free paper, which is created exclusively from chemical pulp rather than mechanical pulp. Chemical pulp is normally made from pulpwood, but is not considered wood, since most of the lignin is removed and separated from the cellulose fibres during processing, whereas mechanical pulp retains most of its wood components and can therefore be described as wood. Wood-free paper is not as prone to yellowing as paper containing mechanical pulp. The example of such paper is wood-free postage stamp paper.

3/ Partly wood-free paper is made of whitened cellulose and mechanical pulp (saw-mill scrap).

4/ Paper containing wood is produced from cellulose and wood dust. An example is office paper containing wood.

5/ Kraft paper is wood free, but different from any other types of paper due to its brown colour and high tensile strength (e.g. sacks for concrete).

a) Producing Paper by Machines

At first, fibres are separated by a special beater machine (Hollander). The amount and size of fibres in the wood-fibre soup will determine the quality and properties of the paper. Addition of materials and tub-sizing are done at this stage.

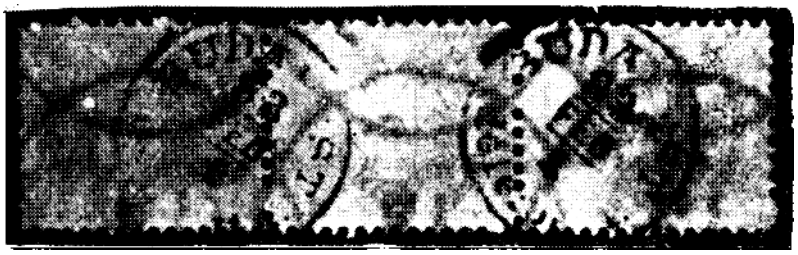
Then paper pulp is poured into big containers, where water is added to it. The amount of water in the solution depends on the paper quality to be produced. But water is also important to rinse away dirt and other impurities. The different contaminations, raw material batches, sand are eliminated by leading the strongly diluted material through a sand- and batch-capturing machine.

Then, in the forming section, which is commonly called the wet end, the pulp of fibres is filtered out on a continuous fabric wire mesh to form a wet web of fibre. The length of the wire mesh usually varies between 14 and 32 metres, depending on the kind of paper to be produced. The width is always larger than that of the finished paper, because it will shrink. The extent of shrinking depends on the material components, the size of the pulp particles, the speed of the machine, etc. It usually varies between 0.5 and 17 percent.

Different methods of draining water are used in different sections of paper machine, which has wet and dry ends. The proportion of dry material continuously grows as the pulp is being processed by the paper making machine. After the drying section, the dry material constitutes 95% of the paper.

The wet end consists of two parts: the forming section and the press section. When the fibres are fed on the wire mesh, which is shaking, they try to take position parallel to the movement of the wire mesh. In the second part of the forming section, the water is being removed by suction boxes. Apart from extracting water from the sheet of pulp, watermarks are produced between suction boxes.

The wire mesh is continuous. Earlier its ends were connected by regular stitches. Their imprints were seen on the paper, and were called *wire mesh stitches* by philatelists (or Ladurner stitches, after the person who discovered them) (Figure 203).



206/a. Traces of dandy-roller soldering

The high friction caused by suction boxes, as well as the different inclination and high tension of the breast rollers, the couch roller, and the guiding rollers

at the lower part of the wire mesh result in breakage of the wires. Smaller breakages could be fixed by wires. The stitches could not be perpendicular on the direction of the movement of the machine. Otherwise, they wore off within hours (Figure 203).



203. Stitch of wire-mesh void



204. Watermark-like imprint of the wire-mesh

There were cases when the pattern of the wire mesh was visible on the paper. It happened on the postage stamps featuring 'Turul' or, at the beginning, on the postage stamps featuring Harvesters. On the postage stamps from the period after the liberation of the country from the Nazis, this pattern could be seen on the sheet edges of engraved postage stamps, where the printing plate did not touch the paper (figure 204).

In order that the upper side of the paper becomes even too, a relatively light so-called *dandy roller* is mounted. It is empty inside, and consists of rough. wires of the same size as the wire mesh. The wire mesh stitch has to be very fine, otherwise it dents int othe paper and leaves a visible trace.

The dandy roller not only smoothens the surface but imprints the *watermark* in the paper too.

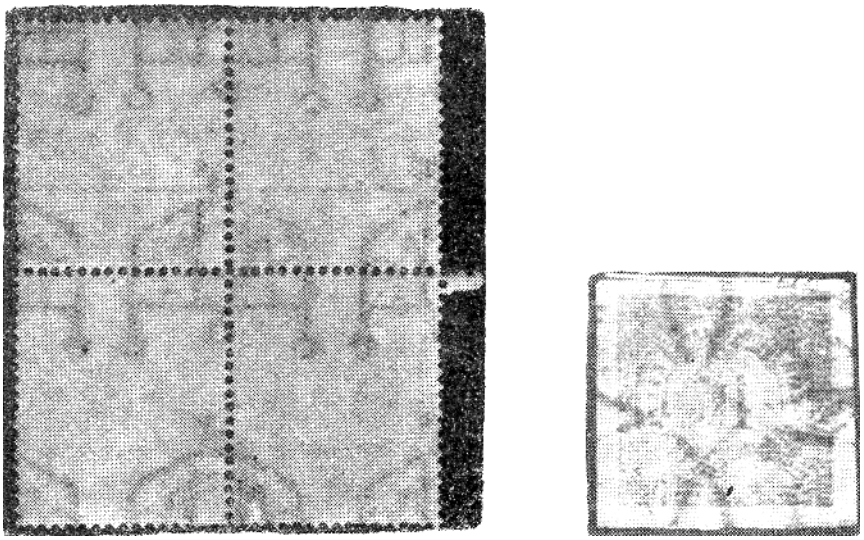
A watermark is recognisable figure or pattern in paper which shows as various shades of lightness/darkness when viewed by transmitted light, caused by thickness or density variations in paper. A watermark is made by impressing the dandy roller onto the paper during manufacturing. Dandy roll is a light roller with a pattern. Faint lines are made by laid wires that run parallel to the axes of the dandy roll, and the bold lines are made by chain wires, that run around the circumference to secure the laid wires to the roll from the outside. Because the chain wires are located on the outside of the laid wires, they have a greater influence on the impression in the pulp, hence their more emphasized appearance than the laid wire lines. This embossing is transferred to the pulp fibres, compressing and reducing their thickness in that area. Considering the fact that the wet paper is already 8-9% moisture free in this phase, the pulps leaving the dandy roll do not flow together again.

Even though later the surface of the paper is pressed even, there remains less materials in the imprinted parts, hence their better transparency. To get laid paper, wires parallel to the axis of the dandy roll are mounted on it. Thus the imprinted lines will be parallel to the movement of the mesh.

The last roller of the wire mesh section is the couch roller.

Next starts wet press section, where paper passes cast iron rollers coated in rubber or rubber mixed with sand. There are three such pairs of rollers. The third pair is an inverse press, so paper is pressed from below. These rollers do not only dry the paper, but also make it smoother and more even.

Thin thread is lead through the paper to prevent spreading of breakages. If a breakage starts on the edge of a paper roll, it stops when reaching the thread. The threads were placed at certain distance from each other (at 10−15 cm at the first pair of rollers, at 25−30 cm at the second, and at 50−80 cm at he third one). The disadvantage of such threads is that they leave a mark resembling watermarks on paper (Figure 205).



205. Watermark-like imprint of press thread

The next section is called dryer section. It consists of mirror-smooth, glossy rollers, which are heated from inside. This heat helps to evaporate the remaining moisture. After drying and before coiling, the paper is cooled down extensively.

To obtain extra smooth paper, the already dried and cooled paper is moistened again and fed into the so-called finishing mill consisting of several steel rollers. After passing the dryer section, it is guided directly to the winding machine.

If even smoother paper is required, it is done by the calendar section.

To get coated paper, paper is impregnated in caoline and barium sulphate. The binders are casein or size. The coating covers the paper absolutely. If only one side of the paper is coated, it is called chromo paper; if both sides are coated, the name of the paper is glossy paper.

Paper imitating plastic is made of whitened cellulose, with many additives. It is very strongly pressed. When scratching the surface, the paper becomes fluffy, but there is no dust.

The whiter the colour of the paper, the more strongly it reflects the light. Usually paper is of yellowish colour, its whiteness recently obtained by optical whitening materials, such as Optimol. An example of such technique is the recently produced postage stamp paper without watermarks, which produces nice blue fluorescent light if illuminated by a quartz lamp.

Paper coils produced on the paper machine are taken to special rewinding equipment. To rewind paper coils is necessary because there might be breakages in them, or, sometimes, there is need for some samples to be torn out. While rewinding, breakages are fixed and damaged parts removed. Paper in these rewound coils is continuous. Sometimes, when postage stamps are made from paper where two pieces were glued together, they split into two parts when macerated.

To obtain smoother paper, calendar equipment is used. The glossier paper we wish to produce, the more it has to be macerated before finishing.

b) Quality of Paper, Shape Variations

Except for extraordinary periods when there was shortage of raw material, the quality of paper does not depend on the components but on the following aspects: grinding, sizing (these two determine the absorbing quality of the paper – the finer the grinding, the more transparent the paper), grammage for square meter (thickness), and filler content. When absorbing capacity is the same, transparency (how white the rear of the paper is) is influenced by the thickness and the filler content. The four aspects mentioned above can be combined in any way. Moreover, sometimes several factors strengthen one and the same property of the paper. For example, combination of several factors can result in turning opaque paper into absolutely transparent.

Special features of quality which are necessary for any given type of paper are reached by adding special fillers. These can:

1/ fill the space between fibres, thus contributing to the smoothness, gloss, and pressure resistance of the paper;

2/ reduce translucency of the paper, in order to increase the pressure resistance of its both sides, and to make both sides capable of being written on;

3/ increase the softness and smoothness of the paper;

4/ depending on the colour of the filler, affect the colour of the paper;

5/ fulfil other purposes, for example to control the burning of the paper (for cigarette paper).

Fillers can be: silicates (caoline, talc), sulphates (gypsum and barium sulphate), carbonates (chalk, magnesium, barium carbonate), and oxides (titanium oxide).

To increase the ability of paper to absorb ink, sizing is applied to it. At first, sizes of animal origin were used in Europe. Though today wax or resin is used, which are mixed with fibres, and then precipitated by alum, the method is still called ‘sizing’.

The ink seeps through soft weakly sized (slack-sized) paper (postage stamps of 1875). Thick and hard-sized paper with a lot of fillers does not absorb ink easily, colouring other sheets it gets in touch with. (Though rarely, such paper was used for postage stamps issued in 1876-77.) The translucent paper from 1887 and 1899 did not absorb ink very easily and was made of very thoroughly grinded stock containing short fibres. It significantly shrank in 1887, when copper engraving was applied to it.

12-, 50-, and 60-filler postage stamps from 1913 were coloured when printed; they were not printed on coloured paper. Coloured paper was used for following series: 1952: Kossuth, Piece Congress; 1953: 1 May, In the Memory of Marx, Rákóczi; 1954: 3rd MDP Congress, Scientists; 1956: Hunyadi; 1957: Stamp Day; 1958: Sport; 1956: Values of Lake Balaton; 1960: Values of Castles.

Sometimes, during World War I, horizontally striped paper occurred.

After 1945, probably due to the shortage of raw materials, some series were released on grey paper instead of white. Sometimes thick and soft paper

was used. Following postage stamps were released on grey paper: 1947: Airplane, Heroes of Liberty, Post Office Savings Bank. The postage stamps printed on paper of varying thickness: 1948: Centenarium, Inventors, Poets; 1950: 1st Plan.

Due to its fibre structure, paper is an excellent water absorbent material. The temperature and humidity of the space where it is stored always affects it. The relative humidity of paper always has to match the relative humidity of the printing house, which should be 60%. Maximum deviation might be 5−8% upwards.

Alternations of relative humidity result in changes in paper shape. If a pile of fresh paper with relatively high humidity is taken to the production floor of a printing house where the temperature is relatively high and the humidity low, the paper will start to dry. The process will start at the edges of the paper, because it is filed up. As a consequence, the edges will shrink, while inner parts will stay the same. The sheet will become 'humped'.

Another kind of deformation occurs when well-dried paper is taken to a humid space. The edges of paper sheets absorb moisture, while the middle stays the same. As a result, the edges stretch and become wavy.

Both 'humpedness' and 'waviness' result in wrinkled sheets, because deformation generates modification of sizes, sometimes not visible to the naked eye. Such paper, with shrunk or stretched parts, cannot be spread evenly on the printing platen. Printing roller generates wrinkles on it. Such wrinkles can be found on all kinds of printed postage stamps, though most frequently they occur on engraved postage stamps, because they require paper with high water absorbing quality, which is further macerated prior to printing. These paper features sometimes result in inappropriate fitting. For example, if printing takes place in several phases, figures printed in these phases do not match (figure 137). Also wrinkling might occur due to the wrong set up of the equipment.

For the reasons mentioned above, paper is always thermically conditioned after being transported to the printing house. Usually it is kept for 6−8 days on the production floor packed, until its temperature does not reach that of the printing facilities.

2. Watermark

Watermarks used in Hungary belong to two major categories: Austrian and Hungarian watermarks. Austrian watermarks occurred on the postage stamps issued in 1850 (manually produced paper), 1864, 1867, as well as the Hungarian newspaper revenue postage stamps from 1868, which were produced in Austria. Hungarian watermarks are those produced in Hungary after 1871.

A) Categorisation of Watermarks

For further categorisation, the mission and the reason of watermarks should be considered. Their most general mission is to prevent forgery or to make it easily recognisable. Other watermarks indicate the quality of the paper, or the brand of the paper mill. All these are created during paper production process. Sometimes non-intentional watermarks occur (consequences of certain technical solutions during paper production). The examples for the latter are when the wire mash is fixed, or when a thread lead in the

paper coil leaves a mark. We call these watermarks secondary, and will deal with them when discussing specific postage stamp releases.

Following intentional watermarks can be distinguished on postage postage stamps:

a) *Postage Stamp Sheet Watermarks*. The mission of these was to prevent the abuse of postage stamp paper in the printing house (printing extra amount of postage stamps on watermark-free paper). On a single paper sheet, one or two such watermarks were done. Consequently, not all postage stamps contained such watermarks. They can be found on the postage stamps from 1850, which were printed on manual paper; from 1 June 1864, they were found on both letter postage postage stamps and newspaper revenue postage stamps. On the newspaper revenue postage stamps of 1868, we can find the watermarks of the Austrian newspaper revenue postage stamps.

b) *Whole Watermarks*. Their mission was to prevent forgery of postage stationaries, postcards or forms with any kinds of valuable items attached to them. They first appeared on the envelopes of the Austrian Post in 1864. Hungarian Postal Service continued to apply these watermarks until 1920. On postcards, they were applied between 1874 and 1882, on postal forms to which valuable items were adhered – between 1875 and 1920.

c) *Postage Stamp Watermarks*. The function of this kind of watermark was to prevent postage stamp forgery. This kind of watermark was spread on the whole paper sheet, its repetitive patterns appearing on each postage stamp. This watermark type was introduced by the Hungarian Postal Service in 1881, and remained in use, with only few exceptions, until 1961. The exceptions are: Jókai I; Sport I; Constitution of 1949 II; Liberation II; Aluminium 20 Ft Airmail; Flower Booklet. Further exceptions were engraved postage stamps released between 1949 and 1952: Petőfi II; Petőfi III; Sztálin; Flower I, 1950, Airmail; Bem; Bem Booklet; Gorkij; 80th Anniversary of the Hungarian Stamp; 80th Anniversary of the Hungarian postage stamp Booklets; Flower II; Rákosi Mátyás; 15th March; the Day of People's Army II. In 1961, only four series with watermarks were released: Conference of Ministers Responsible for Postal Affairs in Warsaw, Conference of Ministers of Transportation in Budapest, Medicinal and Industrial Plants, Portraits III. Then postage postage stamp watermarks ceased to exist. The watermarks occurring on postage postage stamps are called simply watermarks.

d) *Number Watermarks*. This kind of watermark indicated the quality of paper. It was a roman number, which occurred only with postage postage stamp watermarks, at regular distances. Such watermarks were applied in watermarks featuring the Crown between 1899 and 1908, as well as in the watermark featuring big pentacles. The grade of the paper used for postage stamps was *IV*. However, this roman number occurred on the watermarks from 1899 and 1904 when the cross of the Crown was inclined to the right; when it was inclined to the left, the number was *VI*. The reason for this mistake was either the heraldically erroneous figure of the Crown, or, when the Crown was shown correctly, it was erroneously accompanied by the number *VI*. Independently of what was shown correctly (the Crown or the roman number), the basis for orientation categorization is always the heraldically correct figure of the Crown. This error of the relative position of the Crown and the roman number was otherwise corrected in 1908 – from that time *IV* occurred with the Crown with the cross inclined to the left.

e) *Mill Watermark*. These watermarks featured the brand of the paper mill. In Hungary, there were three plants to produce such watermarks: the one in Nagyszlabos, in Diósgyőr and in Hermanec. The brand of the mill in Nagyszlabos appeared in two watermarks, one from 1899, and another one, which featured the crown, from 1908. The brand of the mill in Diósgyőr appeared on the paper which otherwise did not have any other watermark, while the brand of Hermanec was applied to postcards. These brand watermarks were set on the paper at certain distance from each other.

Watermarks are arranged on paper sheets either horizontally or vertically, depending on the shape of the sheet and that of postage postage stamps. Therefore, watermarks will appear either horizontally or vertically on the postage postage stamps. Sometimes, the same postage stamp might occur with both vertical and horizontal watermarks. It will depend on whether the longer or the shorter side of the sheet was fed into the paper machine; in both cases, four combinations are possible. Consequently, watermarks on postage postage stamps can be non-rotated (horizontal), sideways (vertical), as well as the combination of the two. There are other possible watermark orientations too. Orientations of watermarks should be defined based on the figure side of the postage postage stamp. Orientations are indicated as follows:

'Portrait' layout	A	
	1 or a	Vertical normal orientation
	2 or b	Vertical reverse
	3 or c	Upside down
	4 or d	Reversed upside down
'Landscape' layout	B	
	1 or a	Rotated left
	2 or b	Reversed rotated left
	3 or c	Rotated right
	4 or d	Reversed rotated right

Hungarian postage postage stamp watermarks, with regard to orientation, can be divided into two categories. In the first category, the figures appear in repetitive pattern in the same position and orientation, either overlapping each other or separated from each other (I-VI, VIII and the watermark featuring acorn). For this category, any part of the watermark reveals the orientation and the position of the watermark. The other category comprises watermarks the figures of which are rotated 180°, or 90° and 180° from each other (IX and X). The position and orientation of these figures can be discovered only on the basis of certain groups of figures.

How symmetrical the figures of watermarks are greatly influences the identification of watermark position and orientation. If different figures of various orientations appear simultaneously, this identification is even more complicated. We are going to look at the occurrence of different positions and orientations, when discussing specific watermarks.

B) Sheet Watermarks

I. *K K H M watermark*

Double-line horizontal inscription KKHM (Kaiserlich Königliches Handels Ministerium) (235 mm long and 35 mm wide) in the middle of the paper sheet, arranged vertically. Either on the right or on the left side, it might overlap with the postage stamp figure. In case paper was fed into the paper machine dislocated, the letters might appear on the whole postage stamp figure. Out of 240 postage stamps of a sheet, maximum 20 show any part of this watermark.

Depending on how the sheets were fed into the paper machine, all four orientations of the watermark occurred.

This watermark was used exclusively on the manually produced paper of 1850, thus occurring on the postage postage stamps released until 20 July 1854 (when the provision to use machine paper was issued). Since paper was supplied by several manufacturers, there were certain deviations, sometimes even damages in this watermark.

II. *BRIEF-MARKEN watermark*

These words appear in five lines, each 250 mm below the other. The inscription is as wide as the paper sheet, the fonts are antiqua, and the contours are doubled. The length of the inscription is 428 mm, the height of the letters - 33 mm, to make the cutting of the continuous paper into sheets easier; between inscriptions, in the middle, there is a watermark line to indicate where cutting should take place. Since postage stamps were printed on 4x100 sheets, the inscription occurred twice on each individual sheet, while the watermark line on the top and on the bottom once, and the one in the middle - twice. Out of a hundred postage stamps, forty had any parts of the letters on them, while the watermark line was visible only if the sheet was fed into the paper machine significantly dislocated. There were certain deviations between the five inscriptions on the wire mash.

All four orientations occurred.

This watermark was applied after 1 June 1864, so it occurred both on 1863 and 1867 postage stamp releases.

III. *ZEITUNGS-MARKEN watermark*

Similarly to the previous watermark, this one was double-contoured, and had antiqua fonts. The length of the inscription is 445 mm; the height of the letters is 24 mm. There are certain deviations between the five inscriptions.

All four orientations occurred.

This watermark was applied for the newspaper postage stamps of 1863 and 1867, the Austrian newspaper revenue postage stamps and the Hungarian ones of 1868 (after 1 June 1864).

C) Postal Stationary Watermarks

I. *BRIEF-COÜVERTS watermark*

Double-contoured, about 520 mm long, repetitive inscription BRIEF-COUVERTS with spaces of 50 mm. The height of the letters is 25 mm. Positioned diagonally on letter envelopes, maximum 4−5 letters on individual envelopes. Known in four sizes.

All four orientations occurred.

This watermark was applied on the Austrian and Hungarian-Austrian letter envelopes of the years 1863 and 1867, on all denominations, from 1 June 1864.

II/a *MAGYAR KIR. POSTA watermark*

Richly decorated, overlapping, capital letter inscription MAGYAR KIR. POSTA. The length is 150 mm; the height of the letters is 25 mm. The inscription occurs on envelopes bearing postage postage stamps, and is positioned diagonally from the top left corner. The inscription appears as a whole on every individual envelope.

Only 'normal' orientation.

This watermark occurred on the postage stamps featuring envelopes from 1874, releases I and II.

II/b *MAGYAR KIR. POSTA watermark*

MAGYAR KIR. in Antiqua fonts, below double-contoured POSTA in Antiqua fonts. The length is 93 mm; the height is 30 mm. Occurred once, in the middle of postcards.

Only 'normal' orientation have been found.

This watermark occurred on postcards from 1874 featuring letter envelopes with imprinted postage stamps on them.

II/c *MAGYAR KIR. POSTA watermark*

Looks like the previous one but the upper line is curved. Occurred once on transfer forms.

Inverse orientation also possible.

Occurred on postal transfer forms (1874, release I; 1876, release I).

II/d *MAGYAR KIR. POSTA watermark*

Double-contoured grotesque capital-letter inscription MAGYAR KIR. POSTA. The length is 150 mm; the height of letters is 20 mm. Appears on postal stationaries featuring letter envelopes from 1878.

Only 'normal' orientation.

III. *M. K. POSTA watermark*

Double-contoured grotesque capital-letter inscription. 88 mm long; the height of letters is 15 mm. Continuously repeated inscription M. K. POSTA (the distance between every two inscriptions 8 or 22 mm). Orientation: on postcards vertical, on postal transfer form horizontal, on letter envelopes diagonal.

Both 'landscape' and 'portrait' arrangements occurred.

Appears on postcards and postal transfer forms (II) from 1876 which bore letter envelope figure, as well as on letter envelopes from 1877.

IV. *KINCSTÁRI JÖVEDÉK auxiliary watermark*

Double-contoured, capital-letter inscription KINCSTÁRI JÖVEDÉK in Antiqua fonts. About 350 mm long; the height of letters is 45 mm. Originally, it used to be the watermark of postal shipping documents on which the revenue postage stamp was pre-printed. For postage postage stamps it was

used only temporarily. Orientation: on cash on delivery forms vertical, on letter envelopes diagonal.

Inverse orientation possible.

On cash on delivery forms it appeared from 1876; on letter envelopes – from 1880.

V. *M. K. POSTA watermark*

Double-contoured, cursive, capital-letter inscription M. K. POSTA. 100 mm long; the height of letters is 18 mm; spaces within the inscription are 20 mm. Arranged diagonally, on various parts of the envelope. All orientations occurred.

Appeared on letter envelopes with postage postage stamps from 1881.

VI/a *MPT watermark*

Double-contoured, grotesque, capital-letter inscription MPT. The inscription is embedded in continuous wavy line which runs in an 80 mm wide stripe. There is a postal horn below, and a stylised telegraph post on the upper part of the wavy line. It appeared on telegram forms from 1906.

VI/b *MPT watermark*

Double-contoured, grotesque, capital-letter inscription. The arrangement is similar to the previous one. The inscription MPT appears continuously, and is surrounded by decoration and postal horns. It appeared on postal transfer and other postal order forms from 1908.

D) Stamp Watermarks

I. *Kr. Watermark*

Kr. stands for *Kreuzer*. The inscription appears in the middle of overlapping ellipses. The ellipses are of 36−37x32−33 mm size; the letter 'K' is about 13 mm high, the letter 'r' 9 mm.

It appeared only in 'landscape' arrangement, in four orientations. The orientation of the watermark can be identified from any letter.

Possible positions and orientations:

B1 rotated left, 'Kr.' in 'landscape' arrangement

B2 rotated to left, 'Kr.' reversed

B3 rotated to right, 'Kr.' in 'landscape' arrangement

B4 rotated to right, 'Kr.' reversed

This watermark occurred on:

1-Kreuzer postage stamps with coloured numbers, plate I, 1881

Newspaper postage stamps, 1881

I/a *Kr Watermark*

This watermark is similar to the previous one, though its dimensions are different. The size of the ellipses: 36−39x32−33 mm; the height of the letter 'K' 13−15 mm, of the letter 'r' 9−10 mm.

On postage postage stamps it appeared only in 'landscape' arrangement, while on newspaper revenue postage stamps very rarely also in 'portrait' arrangement. In both cases, four orientations occurred. The orientation can be

identified from any single letter or part of a letter.

Possible orientations and positions.

A1 'portrait' arrangement of the inscription 'Kr.'
A2 'portrait' arrangement, reversed
A3 upside down
A4 upside down reversed
B1 rotated to left, 'landscape'
B2 rotated to left, 'landscape', reversed
B3 rotated to right, 'landscape'
B4 rotated to right, 'landscape', reversed

This inscription occurred on the following postage stamps: 1-Kreuzer postage stamps with coloured numbers from 1881, platenI; 1- Kreuzer postage stamps with coloured numbers from 1881, platenII; newspaper postage stamps from 1881; 1- Kreuzer postage stamps with black numbers from 1888; newspaper revenue postage stamps from 1889.

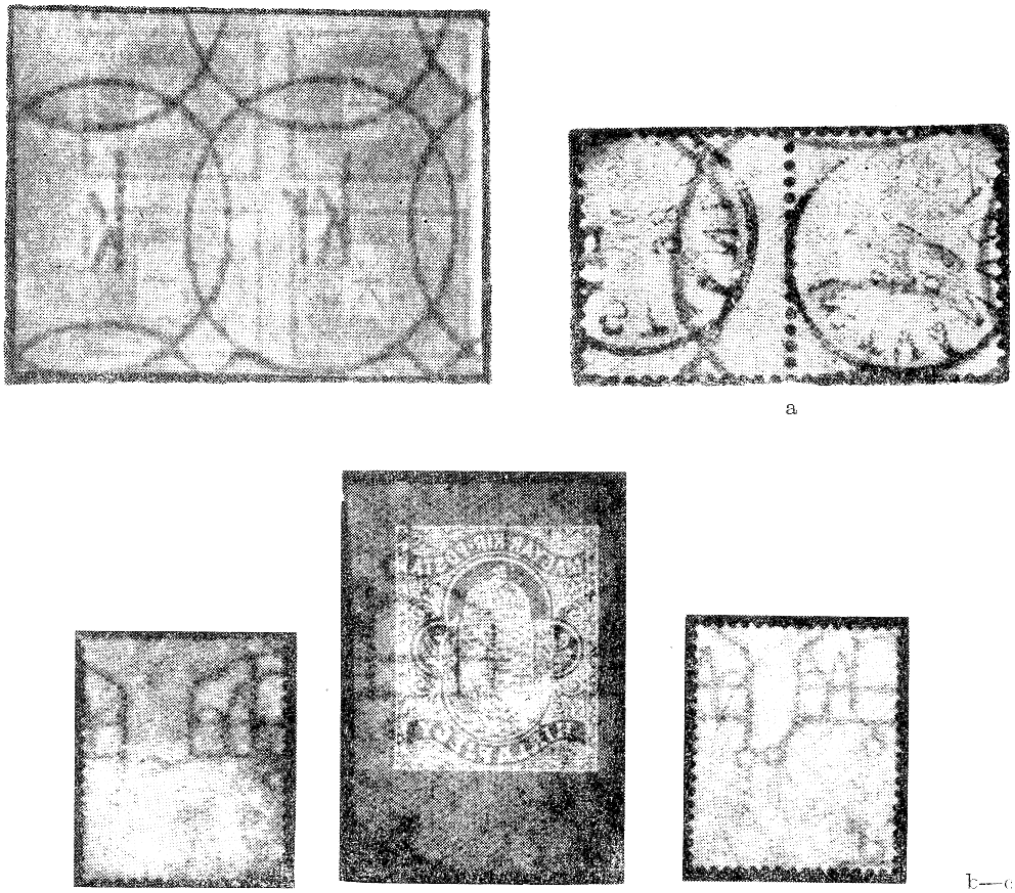
The reason why watermarks I and I/a were of different sizes was that every three years the postal service reviewed its suppliers. In 1887, a new supplier, a paper mill in Trieste, received the order, instead of the plant in Nagyszlabos. However, the paper machine of the new supplier was narrower, so it had to have a new dandy roller prepared, instead of using the old one. The difference between watermarks I and I/a can be told only when examining the whole figure, or at least the whole letters 'K' and 'r'. Therefore, coherent samples or booklets are required for such identification. In certain cases, it is still possible to do identification on the basis of single samples. For example, the postage stamps postmarked before 1887, or those with dense or mixed perforation represent the group I; where the letter 'K' is 14−15 mm, the postage stamps belong to the group I/a.

Watermarks produced at the mill in Nagyszlabos have another typical feature. The ellipses and letters were soldered to the wire mesh of the 2-meter long dandy roller. When the ellipses were soldered, one line after the other, the shapes of the last line did not intersect the shapes of the first line, meaning that 1−3 mm stripe remained empty at the full length of the roller. The two shapes, which had to intersect each other, deviate to some extent sideways as well. A wire was soldered into this 1−3 mm gap at the full length of the roller. This straight line between the different intersecting shapes can be seen only on the postage stamps from the paper produced in Nagyszlabos (Figure 206/A).

Ellipses were soldered from different pieces, depending on intersections. Certain pieces fell off the mash, especially on the sides of the lens shape. Less frequently, letters or their pieces fell off (Figure 206/B). Sometimes soldered parts got loose or deformed or, especially in case of certain watermarks, got clogged around the letters (Figure 206/C).

II. Big Crown in Ellipse

Hungarian Crown, bottom view, in overlapping ellipses. The size of the ellipses: about 47x43 mm; the biggest width of the Crown 27−28 mm. The distance between the centres of ellipses horizontally is about 40, vertically about 44 mm.



206. Traces of damaged dandy-roller

Only ‘landscape’ arrangement occurred. Due to the slanted cross, the figure is asymmetric. The orientation is identified on the basis of the cross angle. Therefore, the identification can be made only on the postage stamps featuring the cross.

Orientations and position possible:

B1 the Crown rotated left, ‘landscape’ the cross inclined to the left

B2 the Crown rotated left, ‘landscape’ the cross inclined to right

B3 the Crown rotated right, ‘landscape’, the cross inclined left

B4 the Crown rotated to right, ‘landscape’, the cross inclined right

This watermark occurred on: 1-Kreuzer postage stamps with black numbers from 1898, newspaper postage stamps from 1898, newspaper revenue postage stamps from 1898.

III. Big Crown in Circle

Hungarian Crown, bottom view, in overlapping circles. The diameter of circles is about 45 mm; the biggest width of the Crown – about 30 mm. The circles are arranged at about 42 mm distance from each other, both horizontally and vertically. The intersections of overlapping circles form a rectangular shape, which contains the trademark of the paper plant or a roman number indicating the quality of paper. These watermarks recur in further shapes at the certain distance.

On postage and newspaper postage stamps, this watermark appears in ‘landscape’ arrangement, while on postage fee postage stamps and trial prints of postage postage stamps – in ‘portrait’ arrangement. In both arrangements, just as in case of the watermark II, there are four orientations,

with respect to the inclination of the cross on the Crown. The position can be identified even from small pieces of the Crown figure, while the orientation – from the Crown cross or the number watermark. For orientation categorisation, the reference is the heraldically correct Crown figure, where the cross inclines left, and the watermark number is VI

Orientations and positions possible:

A1 ‘portrait’ Crown, the cross inclined left

A2 ‘portrait’ Crown, the cross inclined right

A3 Crown upside down, the cross inclined left

A4 Crown upside down, the cross inclined right

B1 the Crown rotated left, ‘landscape’, the cross inclined to left

B2 the Crown rotated left, ‘landscape’, the cross inclined to right

B3 the Crown rotated right, ‘landscape’, the cross inclined left

B4 the Crown rotated to right, ‘landscape’, the cross inclined right

This watermark occurred on: black numbers 1899, newspaper 1899, ‘Turul’ 1900, newspaper 1900, green postage due 1903, and auxiliary postage due 1915.

The reason for the difference between this watermark and the watermark II was that one year after the dandy roller for the watermark II was prepared in 1899; it was again the paper mill in Nagyszlabos to be assigned to supply paper. The watermarks had to be adjusted to the wider paper machine of this paper mill.

To tell the difference between watermarks II and III on one-Kreuzer postage stamps with black numbers is possible on the basis of the following features:

– The two side bands of the Crown are narrower in the watermark II than in the watermark III;

– The bottom line of the band starts at the outer side of the second pediment in the watermark II; it starts on the top of the second pediment in the watermark III;

– the two outer pediments are of similar shape and height in the watermark II; the outer pediment is low and narrow as compared to the higher and wider one next to it in the watermark III;

– The pointed pediment is narrow and of about the same height as the two outer ones in watermark II; it is wide, and lower than those around it in the watermark III;

– the lower curved line of the bottom view meets the ends of the upper curved line of the bottom view in the watermark II, while in the watermark III, the ends of the lower line meet the upper line not at its end but inside, where the hooks symbolising Crown chains start;

– The distance between the hooks is 23 mm in the watermark II, and 26 mm in the watermark III.

– The lines of the watermark II are sharper and more visible than those of the watermark III. Not only watermark figures but the paper quality and the colour of the postage stamps might help to differentiate between the 1-Kreuzer postage stamps with black numbers and with the watermark featuring the large Crown.

IV. Small Crown watermark

Top view, asymmetric figure of the Crown; individual postage postage stamps contained full figures of the Crown. The distance between these figures was such as to allow a complete figure to fit on every postage stamp. However, it happened only rarely that a complete figure of the Crown matched a single postage stamp. Instead, single postage stamps bore two or more parts of the figure. There were also number watermarks positioned among four figures of the Crown.

This watermark occurred on letter and newspaper postage stamps in 'landscape' layout, while on postage postage stamps in 'portrait' layout. In both layouts, all four positions occurred. Both the layout and orientation can be identified from any single detail, because not only the cross of the crown but other details of the asymmetric crown are enough for such identification. Heraldically correct figure of the crown should be considered as the basic position.

Positions and orientations:

A1 'portrait' Crown, the cross inclined to left

A2 'portrait' Crown, the cross inclined to right

A3 the Crown upside down, the cross inclined to left

A4 the Crown upside down, the cross inclined to right

B1 the Crown rotated to left, 'landscape', the cross inclined to the left

B2 the Crown rotated to left, 'landscape', the cross inclined to right

B3 the Crown rotated to right, 'landscape', the cross inclined left

B4 the Crown rotated to right, 'landscape', the cross inclined right

This watermark occurred on: postage stamps with 'Turul' from 1904 (1906); Newspaper Stamps from 1904; Green Postage Due from 1905 (1906); Auxiliary Postage Due from 1915.

V. Cross-section of the Crown, 1908

As in case of the previous watermark, this watermark figure was also intended to fit individual postage stamps; the distance between figures was such as to make the distribution of complete watermark figures on postage stamps possible. As in case of the previous watermark, it rarely happened. Instead, details of several figures can be found on single postage stamps. Number watermarks appear among four Crown figures.

For letter and newspaper postage stamps, the arrangement was 'portrait', for postage fee postage stamps – 'landscape'. The position can be identified on each postage stamp, while the orientation of the watermark – only on the postage stamps where the watermark contains the cross. Heraldically, the basic orientation was correct. The inclination and the angle of the cross were probably corrected, as compared to the previous Crown watermarks.

Possible positions and orientations:

A1 'portrait' Crown, the cross inclined to left

A2 'portrait' Crown, the cross inclined to right

A3 the Crown upside down, the cross inclined to left

A4 the Crown upside down, the cross inclined to right

B1 the Crown rotated to left, 'landscape', the cross inclined to the left

B2 the Crown rotated to left, ‘landscape’, the cross inclined to right

B3 the Crown rotated to right, ‘landscape’, the cross inclined left

B4 the Crown rotated to right, ‘landscape’, the cross inclined right

This watermark occurred on: postage stamps featuring ‘Turul’ from 1908; newspaper postage stamps from 1908; Green Postage Due from 1908.

VI. Cross-section of the Crown, 1909

As in case of the previous watermark, this watermark figure was also intended to fit individual postage stamps; the distance between figures was such as to make the distribution of complete watermark figures on postage stamps possible. As in the case of the previous watermark, it rarely happened. Instead, details of several figures can be found on single postage stamps. Number watermarks appear among four Crown figures.

For letter and newspaper postage stamps, the arrangement was ‘portrait’, for postage fee postage stamps – ‘landscape’. The position can be identified from each postage stamp, while the orientation of the watermark – only on those, where the watermark contains the cross. Heraldically, the basic orientation was correct.

Possible positions and orientations:

A1 ‘portrait’ Crown, the cross inclined to left

A2 ‘portrait’ Crown, the cross inclined to right

A3 the Crown upside down, the cross inclined to left

A4 the Crown upside down, the cross inclined to right

B1 the Crown rotated to left, ‘landscape’, the cross inclined to the left

B2 the Crown rotated to left, ‘landscape’, the cross inclined to right

B3 the Crown rotated to right, ‘landscape’, the cross inclined left

B4 the Crown rotated to right, ‘landscape’, the cross inclined right

This watermark occurred on: postage stamps featuring ‘Turul’ from 1908; newspaper postage stamps from 1908; Green Postage Due from 1908.

VII. Double-barred Cross

A sequence of normal and upside down double-barred crosses with the wavy line symbolising the triple power.

Occurred both in ‘portrait’ and ‘landscape’ layout. The position usually depends on the shape of the postage stamp, though sometimes both positions appeared in case of the same figure. The position can be identified on each postage stamp. This was the first symmetric watermark; since it had two symmetry axes, the orientation cannot be identified.

Possible watermark positions:

A/ normal and upside down double barred crosses

B/ horizontally positioned double barred crosses rotated to left and right.

This watermark occurred on the following postage stamps: Flood Stamps I; Harvester stamps 1916−1924; postage stamps featuring Parliament, Urgent, 1916−1923; Military Aid III, Coronation, Charles-Zita, Hungarian Postal Service, Portraits of the Hungarian Soviet Republic, War Prisoners, Madonna with the Crown, 50 and 100K, Petőfi I, Ikarus 100−2000K; Green Postage due 1914; Green Postage due with Red Numbers; Hungarian

Postal Service Postage Due; Official 1921−1924; Postal Savings Bank (and naturally on any postage stamps overprinted on these).

VIII. Groups of Four Double-barred Crosses (Star Crosses)

The figure contains a globus cruciger (cross-bearing orb) and four double-barred crosses starting from it in four directions. The horizontal distance between figures is the same as on the postage stamps featuring harvesters; vertically, the distance is smaller. The dimensions of the figure are 17.5x19 mm.

The watermark occurs in both 'portrait' and 'landscape' layout, which can be identified on each postage stamp. Due to the two axes of symmetry, the orientation cannot be identified.

Possible orientations:

A 'portrait' layout

B 'landscape' layout.

This watermark occurred on the following postage stamps: Madonna with the Crown, 200−10000K; Ikarus, 5000 and 10000K; Charity; Stamps Featuring Harvesters and the Parliament, 1924; Pengő-filler I; Narrow Madonna; Airmail 1927; Saint Stephan I; Saint Stephan II; Zeppelin; Pengo-filler Postage I; Official 500 and 1000K, 1924.

IX. Pattern of Detached Double-barred Crosses

Regular pattern of normal, upside down, rotated to left and right double-barred crosses. Horizontally, it is either a sequence of vertical crosses and those rotated to right, or upside down crosses and those rotated to left. These two types of horizontal lines alternate. The horizontal lines are arranged in such a way that the bottom lines of rotated crosses are in line. The watermark occurred both in 'portrait' and 'landscape' arrangement. The layout usually depended on the shape of the postage stamp, though sometimes both layouts occurred for one and the same postage stamp. There were two orientations: normal and reversed. The layout and orientation can be identified on small postage stamps only very rarely.

Positions and orientations possible:

A1 the bottom lines of crosses rotated to left and right are all in line; the bottom of the rotated crosses near the vertical ones is oriented to right

A2 the bottom lines of crosses rotated to left and right are all in line; the bottom of the rotated crosses near vertical ones is oriented to left

B1 the bottom lines of normal and upside down crosses is in horizontal line; the bottom of the rotated crosses near vertical ones is oriented to right

B2 the bottom lines of normal and upside down crosses is in horizontal line; the bottom of the rotated crosses near vertical ones is oriented to left.

This watermark occurred on the following postage stamps: Pengő-filler II; Horthy, 1930; Saint Imre, 1932−1949; Artists' Booklet; Aircraft II; South Land; Series of Portraits; Széchenyi; Millions; Million Pengő; Billion; Trillion; Tax Pengő; Forint-filler; Airmail 1947; Hungarian Liberty Heroes; SAS; Roosevelt and the Booklet; Postal Savings Bank; Pengő-filler Postage Due II; Blue Postage Due; Brown Postage Due I; Forint-filler Postage Due I.

X. Coat of Arms with Double-Barred Cross

Regular pattern of vertical, upside down, rotated to left and rotated to right coat of arms with the Crown. Depending on the shape of the postage stamp, these figures appear in 'portrait' or 'landscape' arrangement. The orientation can be identified on the basis of how the coats of arms relate to each other *and* the inclination of the Cross on the Crown. The identification is possible on the postage stamps bearing sufficient watermark figures. For both layouts, there were two orientations, the normal and reversed.

Possible layouts and orientations:

A1 vertical coat of arms on the left side of the upside down coat of arms, the coat of arms rotated to left above the coat of arms rotated to right, *and* the crosses of the Crowns inclined to left

A2 vertical coat of arms on the right side of the upside down coat of arms, the coat of arms rotated to left under the coat of arms rotated to right, *and* the crosses of the Crowns inclined to right

B1 vertical coat of arms on the right side of the upside down coat of arms, the coat of arms rotated to left under the coat of arms rotated to right, *and* the crosses of the Crowns inclined to left

B2 vertical coat of arms on the left side of the upside down coat of arms, the coat of arms rotated to left above the coat of arms rotated to right, *and* the crosses of the Crowns inclined to right

This watermark occurred on the following postage stamps: Churches II; Katona; Series of Portraits; Aircraft III; Red Cross I; Red Cross II; Mourning; Kings; Churches III; The Leaders; Military Health Care; Aircraft IV; Aircraft V; Christmas; Saint Margit; Red Cross III; Kossuth I; Our Lady; Bajcsy-Zsilinszky; Trade Union I; Martyrs; Reconstruction; Memory of the Republic; Courier on Horse; Anniversary of Stamp; Anniversary of Railway; Days of Peasants; Peace II; Brown postage due II.

XI. Kossuth Coat of Arms

Vertical and upside down coat of arms, vertical columns alternate. The postage stamps have either 'landscape' or 'portrait' layout. The only exception was the Chain Bridge Booklet III, for which both layouts occurred. The layout can be identified on all postage stamps. In both layouts, there were normal and reversed orientations, taking the double-barred cross as reference.

Possible orientations and positions:

A1 normal and upside down coat of arms, the double-barred cross on the right

A2 normal and upside down coat of arms, the double-barred cross on the left

B1 horizontal coats of arms rotated to left and right, the double-barred cross on the right

B2 horizontal coats of arms rotated to left and right, the double-barred cross on the left.

The watermark occurred on the following postage stamps: 30th Anniversary of the Soviet Union, Liberator; Day of Stamp, 1947; Centenarium; Inventors, Discoverers; Chain Bridge I; Ötvös; Poets, Writers; Trade Union II; Day of Stamp 1947; Women's Day; The Soviet Republic; Puskin; Trade union III; Petőfi II; VIT; Constitution; UPU; Chain Bridge II, III; The Day of the Stamp 1949; 5-year Plan I; The Museum of the Stamp.

XII. (So far referred to as XIII) Big Pentacle

Vertical and upside down pentacles*; vertical columns alternate. At certain distance, roman numbers appear, which indicate refer to the quality of the paper.

Depending on the shape of the postage stamp, this watermark occurred in both vertical and horizontal arrangement. Each figure could occur in both arrangements. The orientation of the watermark can be identified only on the basis of the roman number, which had eight positions.

Possible orientations:

A vertical and upside down pentacles

B pentacles rotated to left and right.

The watermark occurred on the following postage stamps: Chess; 1st May I; Trade Union IV; Child I; DIS I; UPU II and the Booklet; Innovators; Sport II; Peace III; Lenin; Insects (with the exception of 40f and 60f denominations); Mother and Child Protection; Memory of the Hungarian Soviet Republic II; 1st May V; ;3rd Congress of MNP; 5th Anniversary of Constitution 1ft; Scientists (with the exception of 8f, 20f, 40f, 2Ft face values); Winter Sport 40−80f; State Publishing House; Work 8f, 10f, 20f, 40f, 60f, 70f, 1 Ft, 1.70 Ft, 2 Ft, 2.60 Ft, 3 Ft; Poets; Transportation 1 Ft and 2 Ft; Sport III 40f; Forint-filler Postage Due II; Brown Postage Due III; 50th Anniversary of Hungarian Postage Due Stamp.

XIII. Small Pentacle

Similar to the previous one: vertical or upside down stars in vertical columns. At certain distance, roman numbers appear, which indicate refer to the quality of the paper.

Depending on the shape of the postage stamp, this watermark occurred in both vertical and horizontal arrangement. Each figure could occur in both arrangements. The orientation of the watermark can be identified only on the basis of the roman number, which had eight positions.

Possible orientations:

A vertical and upside down pentacles

B pentacles rotated to left and right.

The watermark occurred on the following postage stamps: Buildings I 7 November I 1 Ft; 5-year plan II 8f−1 Ft; Birds I 40f and 2,50 Ft; Olympics I 30f – 1 Ft; Stalingrad 60f; Mourning for Stalin; Summer Resorts (with the exception of 1 Ft face value); Buildings II; People's Stadium (with the exception of 5 Ft face value); National Costumes (with the exception of 2,50 Ft face value); Day of Stamp 1953; Composers 30f and 1 Ft; Lenin; Insects (with the exception of 2 Ft face value); Day of Flying; 5th Anniversary of Constitution; Fruits; Jókai and Booklet; Scientists; Forint-filler Postage Due II; Brown Postage Due III; 50th Anniversary of Hungarian Postage Stamp; Red-black Postage due.

There are several differences between the big and the small pentacles. The distance between pentacles is not always the same, which is especially

* At vertical and upside-down pentacles one branch is vertical, at the pentacles rotated to the left or right one branch is horizontal. Stamps standing on their corner or triangle-shaped ones should be rotated by 45° to produce the correct watermark position.

true for big pentacles. Generally, big pentacles are closer to each other horizontally; while vertically the distance between them is little bit longer than in case of small pentacles. The ends of big pentacles are more pointed than those of small pentacles. Naturally, the presence of watermark numbers clearly identifies the big pentacles.

E) Number Watermarks

III. Number watermark VI

Watermarks VI and IV occur in big Crown watermark of 1899, in the rectangular shape formed by four circles. Horizontally it appeared in every fourth, vertically in every third shape. In the shape next to the one with the number (to the left from the number VI, and to the right from the number IV), the trademark took place. Actually, the quality of the paper was IV; however, considering the heraldically correct position of the Crown (as already discussed above), VI should be considered the basic philatelic position of this watermark.:

Possible layouts and orientations:

Aa	standing VI	Ba	rotated to left VI
Ab	standing IV	Bb	rotated to left IV
Ac	upside down VI	Bc	rotated to right VI
Ad	upside down IV	Bd	rotated to right IV.

IV. Number watermark VI

This number appeared in the small Crown watermark from 1904, among four figures of the Crown. It occurred both as VI and as IV, appearing only once on each printing sheet. But sometimes it was printed on the edge of the paper sheet, due to which not each 400 postage stamps were watermarked. The paper quality was IV for heraldic reasons; number VI became its basic philatelic position.

Possible positions and orientations:

Aa	standing VI	Ba	rotated to left VI
Ab	standing IV	Bb	rotated to left IV
Ac	upside down VI	Bc	rotated to right VI
Ad	upside down IV	Bd	rotated to right IV.

V. *Number watermark IV in Rhomb*

Roman numbers *IV* and *VI* among four figures, featuring side view of the Crown from 1908. Only one number on each sheet. This number was printed on sheet edges relatively frequently, meaning that it is even more difficult to find than the one from 1904. The philatelic basic position of this watermark corresponds to the real paper quality grade.

Possible positions and orientations:

Aa	standing VI	Ba	rotated to left VI
Ab	standing IV	Bb	rotated to left IV
Ac	upside down VI	Bc	rotated to right VI
Ad	upside down IV	Bd	rotated to right IV.

XII. *Number watermark IV*

Occurred with big pentacles, at certain distance from each other. This watermark occurred in every 7th column. In the columns, every 16th or 17th pentacle contained this number, which means that on average there was one number for every 230 pentacles. Though for pentacles only positions differed, the number, just as other number watermarks, had four orientations for both positions.

Possible positions and orientations:

Aa	standing VI	Ba	rotated to left VI
Ab	standing IV	Bb	rotated to left IV
Ac	upside down VI	Bc	rotated to right VI
Ad	upside down IV	Bd	rotated to right IV.

F/ Plant watermarks

I. *Star watermark*

A colour shape with concave sides. It was the trademark of the paper mill in Nagyszlabos, which occurred in the big Crown watermark from 1899. Similarly to the number watermark *III*, it occurred in the rectangular shapes formed by four circles. Horizontally, it appeared in each fourth, while vertically in each third shape. In the shape next to the one containing the trademark, a number watermark can be found (VI to the right of the pentacle, IV – to the left). Complete watermarks can be rarely found on single postage stamps; instead, generally only parts of it are seen on them. Neither position nor orientation can be identified.

II. *Rhombus watermark*

A rhombus with concave sides, the trademark of the paper mill in Nagyszlabos, which occurred in the watermark composed of the side view figures of the Crown from 1908. It was also a frame for number watermarks. On each printing sheet it appeared only once. It can be rarely seen on postage stamps because it was relatively often printed on sheet edges. Complete rhombi on postage stamps are especially rare. Their position and the corresponding four orientations can be identified from the number watermark in the rhombus.

III. *Acorn watermark (so far called XII)*

Vertical, two-leaf branch of oak, a leaf with scalloped edges on the left, and with smooth edges on the right. On the left of the branch, there are two acorns, on the right – an oak-apple. Trademark of the paper mill in Diósgyőr, occurring on the paper where postage stamp watermarks were missing. The watermark appeared every 190 mm horizontally, and every 280 mm vertically. This relatively large watermark (47x50) fitted only four big or six small postage stamps. It occurred in both ‘portrait’ and ‘landscape’ layout, depending on the shape of the postage stamp. In each layout, four orientations occurred. Generally, it is not possible to tell the orientation in case of small postage stamps, but the relative position of the two leaves or the relative position of two acorns to the branch on big postage stamps make this identification possible.

Possible positions and orientations:

A1 normal vertical leaves, scalloped-edge leaf on the left, acorns on the

left of the branch

A2 normally positioned leaves, scalloped-edge leaf on the right, acorns on the right side of the branch

A3 leaves upside down, scalloped-edge leaf on the left, acorns on the left side of the branch

A4 leaves upside down, scalloped-edge leaf on the right, acorns on the right side of the branch

B1 leaves rotated to left, scalloped-edge leaf on the left, acorns on the left side of the branch

B2 letters rotated to left, scalloped-edge leaf on the right, acorns on the right side of the branch

B3 leaves rotated to right, scalloped-edge leaf on the left, acorns on the left side of the branch

B4 leaves rotated to right, scalloped-edge leaf on the right, acorns on the right side of the branch.

This watermark occurred on the following postage stamps: Constitution II 1949; Liberation 60f 1950; Auxiliary Postage Fee 1951.

Occurrence: 1949 Alkotmány II, 1950 Liberation 60 f, 1951 Auxiliary postage due.

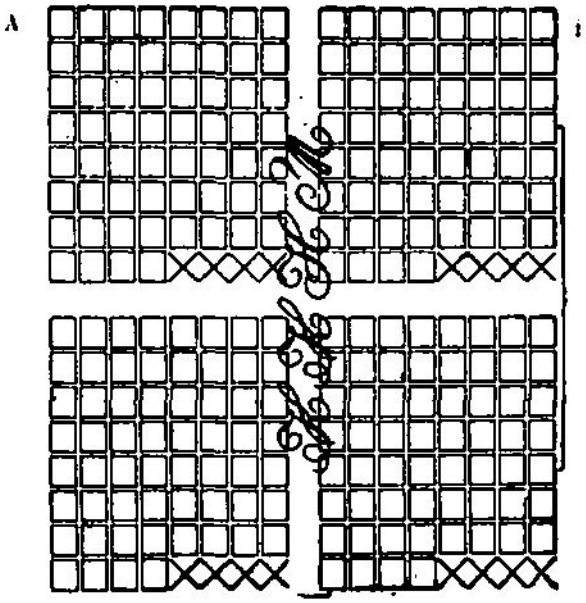
IV. *Swan watermark*

This trademark was printed on the paper of postcards with postage stamps in the paper mill of Hermanec. There were two versions of how this figure occurred: in 1904, inscription HERMANECZ on the paper of closed postcards, the figure of a swan, and the year 1829; on simple postcards issued in 1907 – fancy coat of arms with a swan. This watermark can be found on postcards issued between 1904 and 1920.

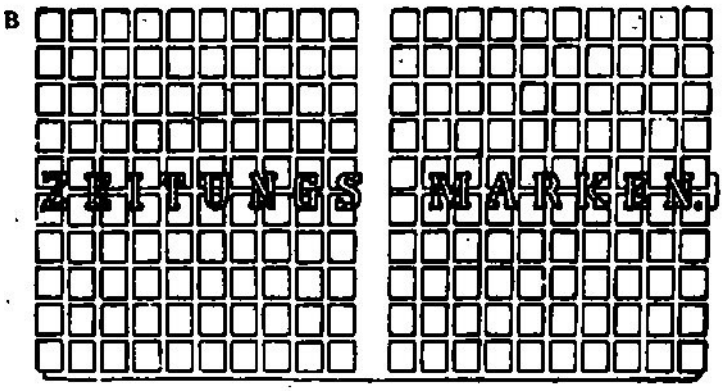
Watermark Illustrations

AUSTRIAN WATERMARKS (I. II. III.)

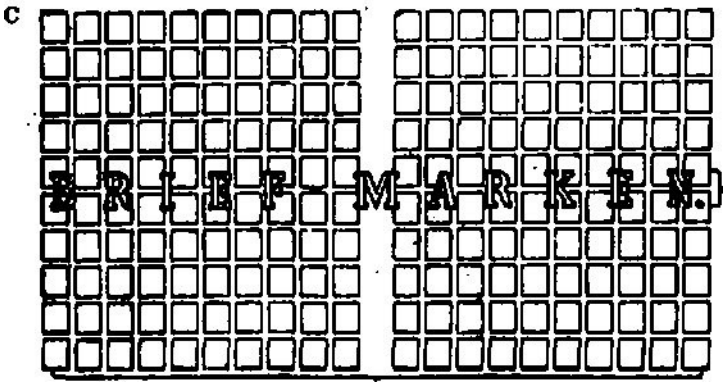
A



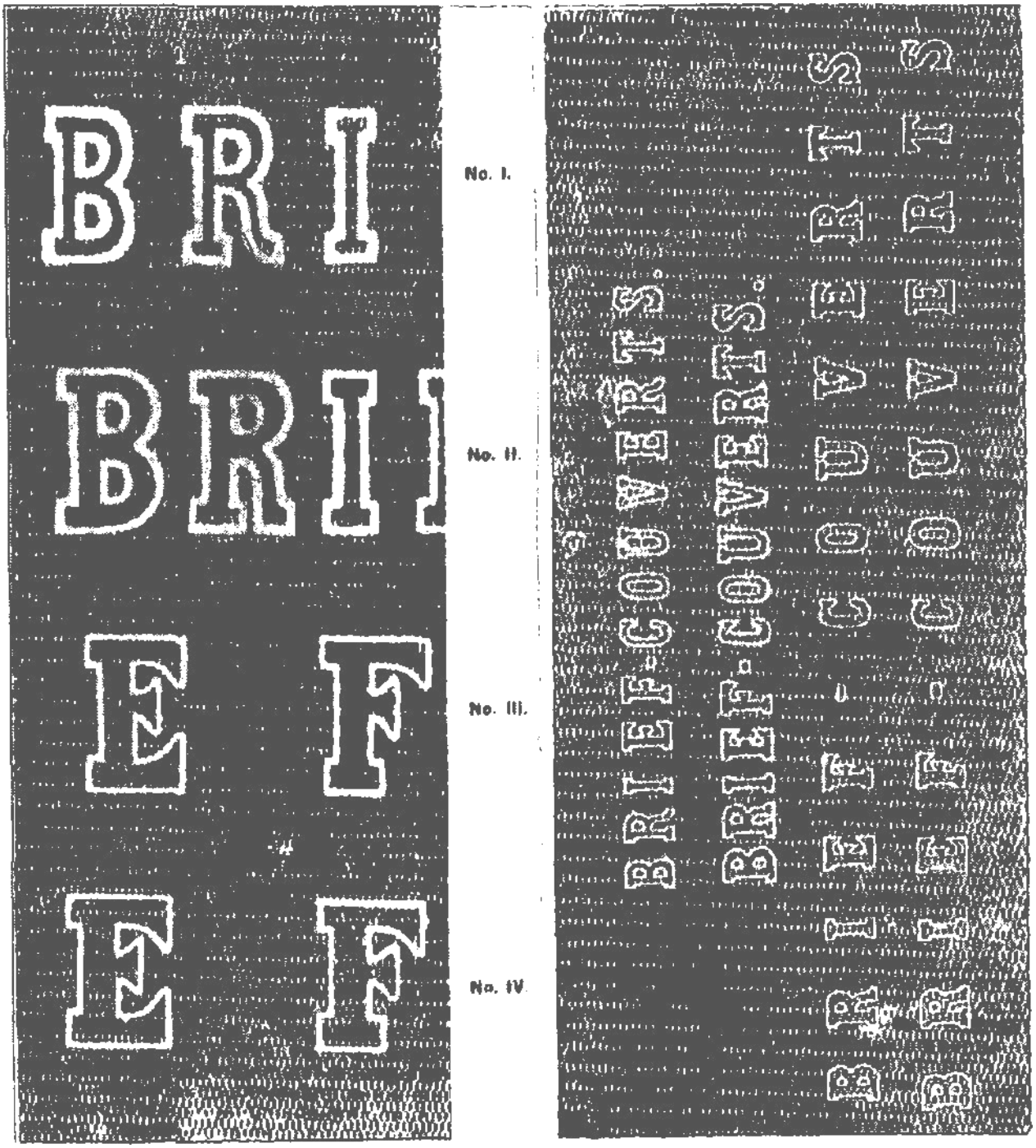
B



C

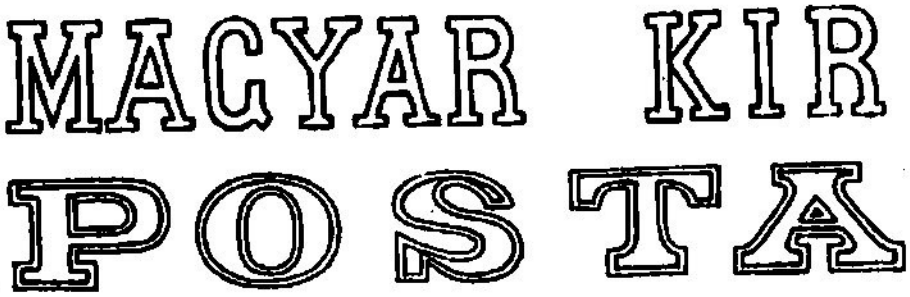


Austrian Postal Stationary Watermarks





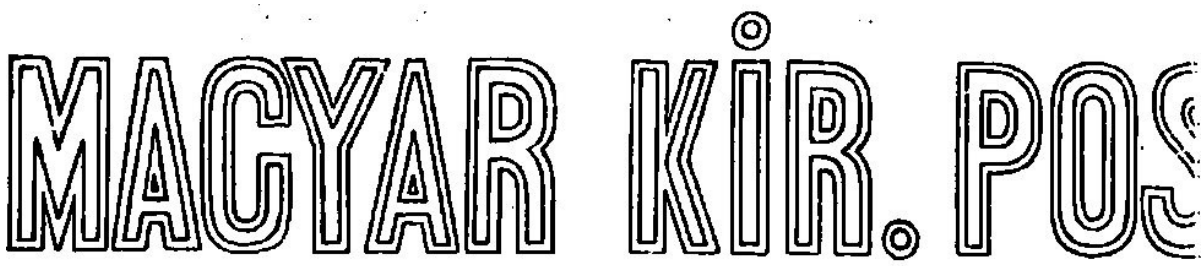
II. a.



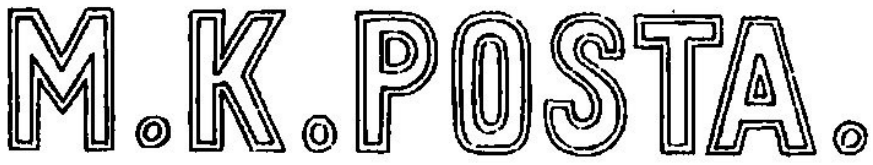
II. b.



II. c.



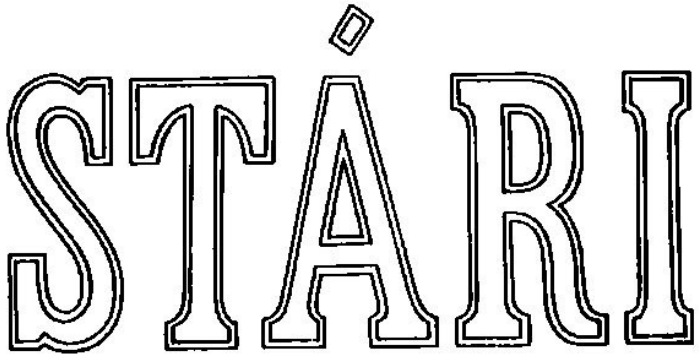
II. d.



III.

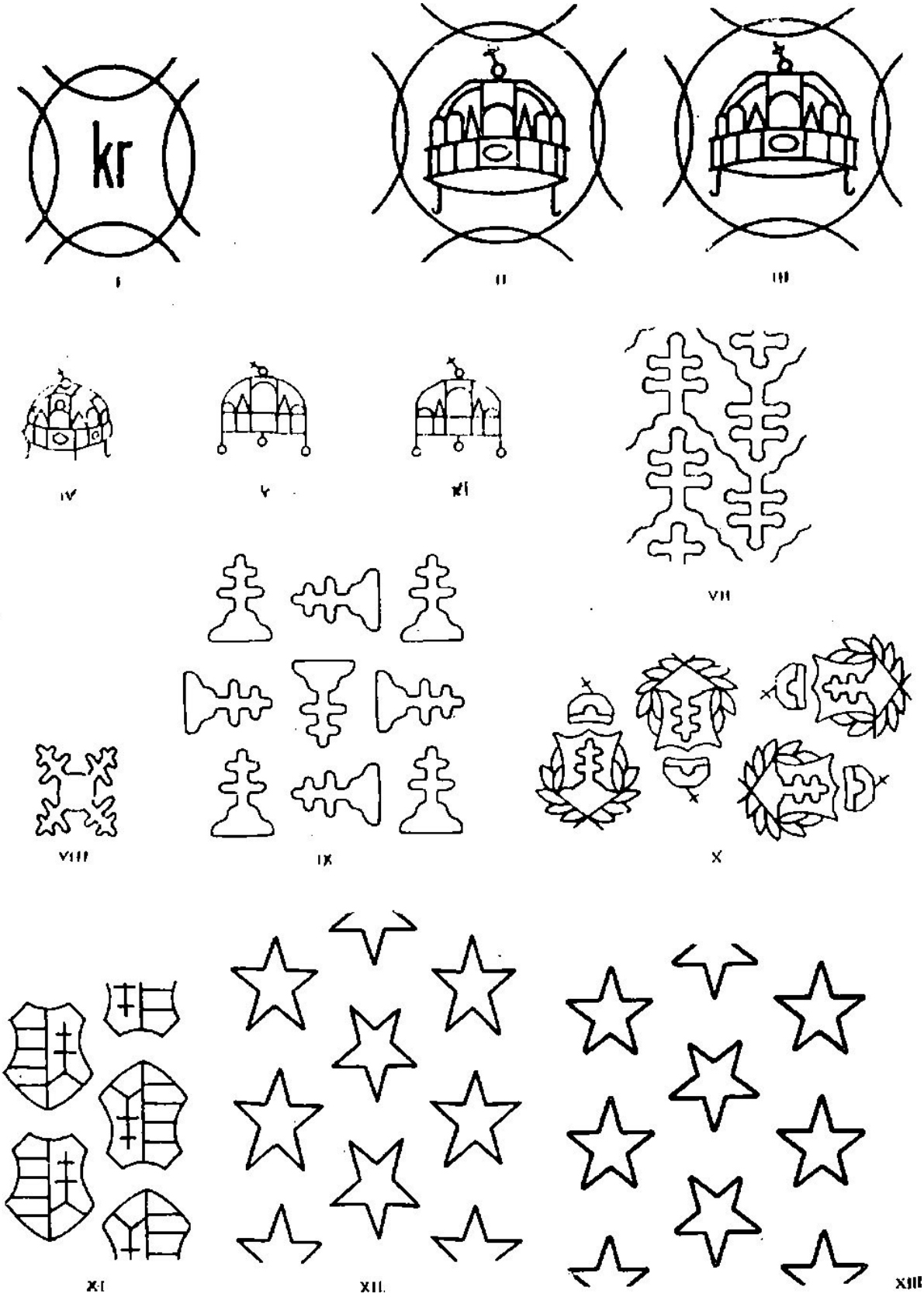


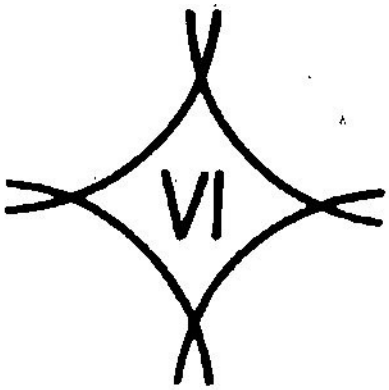
IV.

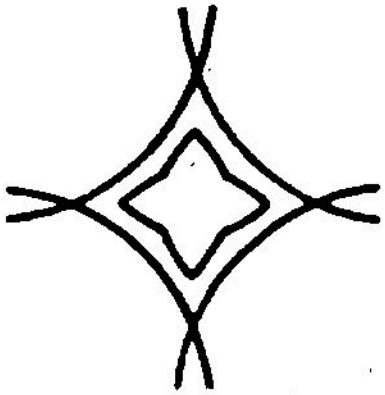


V.

Hungarian Stamp Watermarks







VI

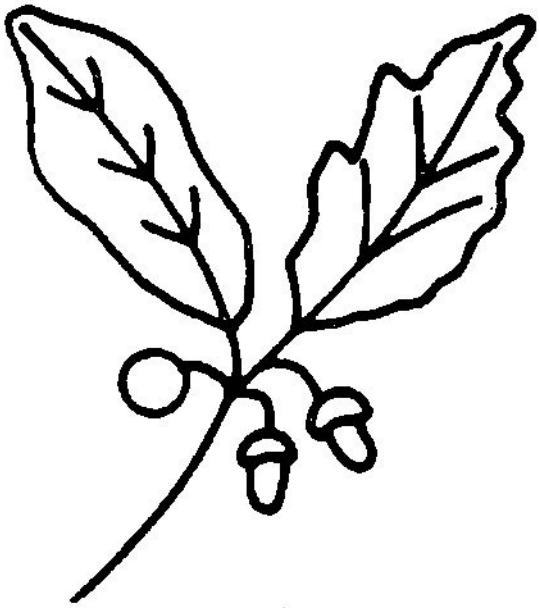
IV sz



V sz



XIII sz



XII

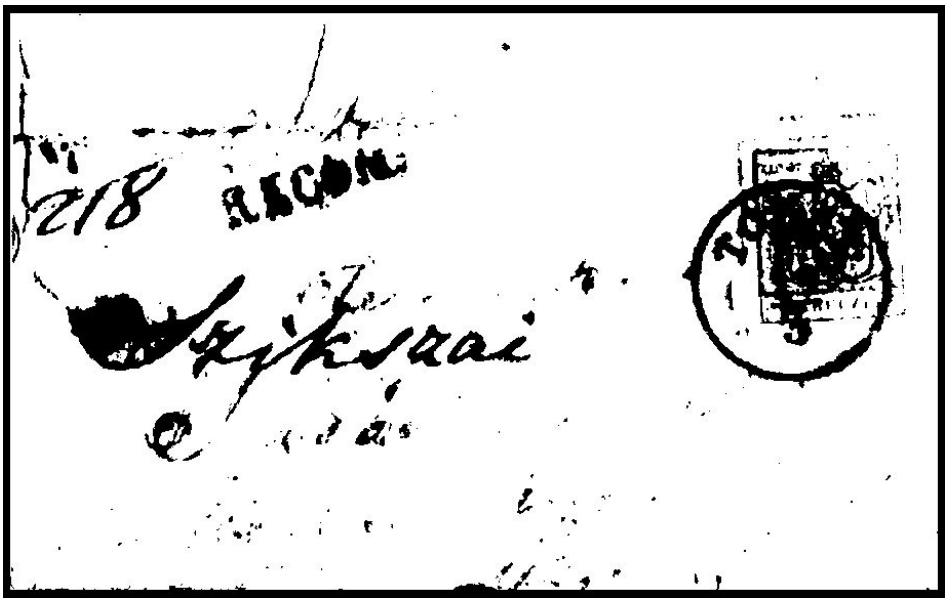
CHAPTER IV
PERFORATION AND SIZING OF STAMPS

Stamp sheets printed in one round are called *printing sheets*, which are different from *commercial sheets*, those that enter commerce. Usually, a printing sheet comprises several commercial sheets. Later printing sheets are cut into commercial ones. The latter serve as commercial units to account for the traded amount, and usually comprise ten postage stamps both vertically and horizontally.

1. WAYS TO SEPARATE STAMPS

At the beginning, postage stamps were separated by scissors, knifes or simply by tearing. However, soon the way to simplify this procedure was found. The new discovery was perforation – punching rows and columns of small holes between postage stamps. To tear postage stamps apart along the perforation line became very easy. The machine used to this end is called *perforating machine*, its punching roller – *perforation pins*.

To ease postage stamp separation, another method was also invented in the 60s, which, however, proved less effective than perforation. Not holes but cuts were made between postage stamps, either continuous or dashed. Stamps could be separated along these lines as well, though not as easily. We should keep in mind that such cutting was applied by a postmaster in Tokaj as early as 1852 on the first Austrian sheets. Today these examples of individual resourcefulness represent great value (figure 207).



207. Tokaj „cutting”

Otherwise, this cutting method was not applied on Hungarian postage stamps. There is no proper Hungarian word for this method either. The literal translation of the German word ‘Durchstich’ is punching, which does not cover the point of this procedure.

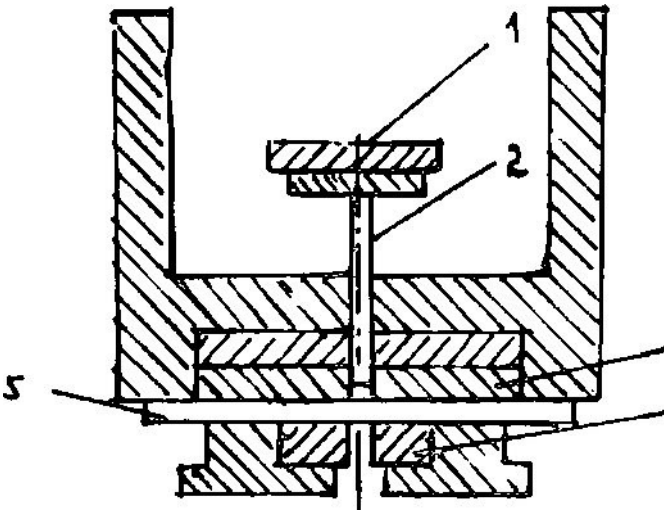
There are three ways to perforate postage stamps – *frame perforation*, *line perforation* and *comb perforation*.

Out of Austrian postage stamps, only those issued in 1850 entered trade imperforate. Perforation was introduced in 1858, and also all Hungarian postage stamps underwent this procedure. On the other hand, philatelists today may purchase imperforated varieties of postage stamps released after 1909, in small quantities. We know also examples ofpostage stamps which were not perforated by mistake (denomination of 25 filler from 1900 and denomination of 30 filler from 1909). Newspaper and newspaper revenue postage stamps were always released imperforate. Sometimes they went through perforation by individuals.

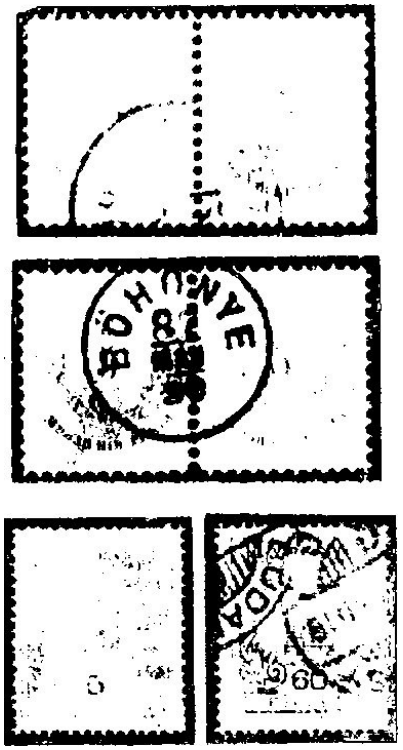
2. OPERATION OF PERFORATING MACHINES, PERFORATION DENSITY

Whatever the type of a perforating machine, it will function along the same principle. All such machines have an insert punching unit, seen schematically on our illustration below. The parts of this mechanism are the following: bar, in which punches are inserted (1); punches, which are cylindrical rods with concave points capable to cut out small circles from paper (2); Counterdie for each punch set in the surface of a table (3); Counterdies and punches have to match absolutely, hence they are drilled simultaneously;. Paper sheets fed between the guide and the die. The punches move along the guide bar, enter the die, and cut out small circles from the paper. Then they push these small circles out.

At the beginning, counterdies were of poor metal quality. As the small paper circles exerted friction on them, they got worn, and the punches bent. For this, the mechanism was improved. The dimensions of the punches and the dies were increased. Thus the punches cut out bigger paper circles, and perforation became more pointed. This procedure was applied already for the release of 1858, and then was twice repeated for the release of 1881 for 11½ perforation. Also later dies were quite often drilled bigger. Thus perforation called *needle perforation* by philatelists (figure 208) emerged.



Scheme of a perforation machine



208. Upper row: blunt (normal) perforation; middle row: needle perforation; lower row: pointed perforation

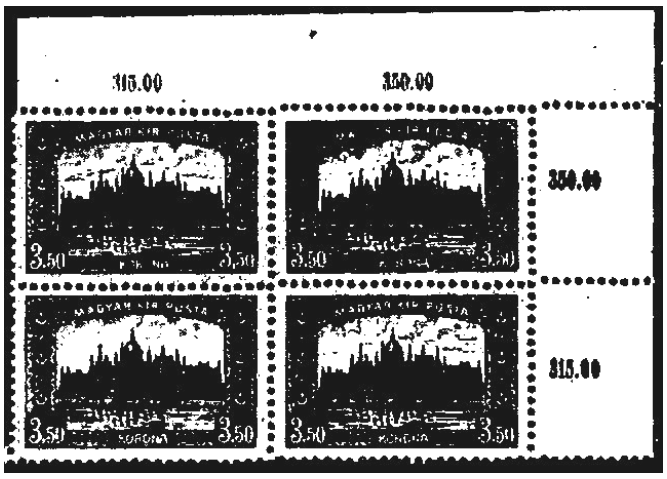
In postage stamp sheet perforation all possible perforation deviations may occur.

When punches are blunt, they do nor penetrate the paper, but intrude only partially. Since sheets were perforated not one by one but in piles, this phenomenon can be especially seen on the sheets which were at the bottom of the piles. This so called *'blind' perforation* does not impede postage stamps separation, though the small paper circles do not fall out when postage stamps are separated (figure 209).

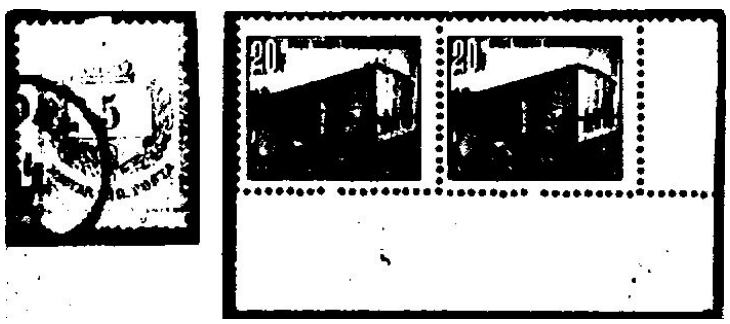


209. Blind perforation

Another possible defect of *punches* occurs when they *bend*. In such cases, the little holes produced do not form a straight line; neither the distance between them is the same. Consequently, the gauge of perforation changes (figure 210). *Broken punches* result in absolutely missing perforation (figure 211).



210. Irregular perforation caused by bent punches



211. Missing perforation caused by broken punch

A completely different kind of defect occurs when the equipment is perfect, but the paper sheet is *wrinkled* or its corners *bent*. When these sheetsare spread after perforation, perforation lines sometimes run through the postage

stamp figures, or there is no perforation whatsoever on certain postage stamps (see figure 206). A great number of such defectively perforated postage stamps come from the sheets which entered commerce but were qualified as waste.

Sometimes the punching bar penetrates a sheet twice. In such cases, double perforation is made. Such double perforation lines are usually very close to each other, and get torn as soon as the postage stamps are separated. When double perforated postage stamps are safely separated, their perforation is prone to damages. They usually remain complete only on letters or if two postage stamps stay together. This is why double perforated postage stamps remain undamaged only very rarely (figure 212).



212. Kettős fogazás

When punch adjustment is incorrect, or the sheets are fed improperly, perforation is *deficient*, *decentralized*, or *runs on the figure* of the postage stamp. Such postage stamps, since they do not look nice (figure 213), are much less in demand than their undamaged counterparts.





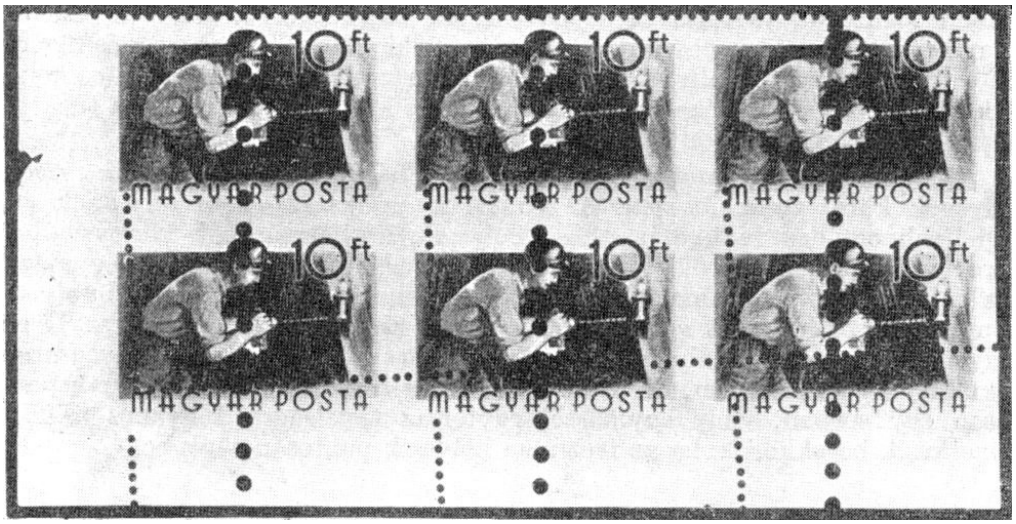
213. Stamp perforated in the figure (misperforation)



214. Misperforated stamp cut right

On the other hand, this phenomenon on the postage stamps issued without sheet borders represent great philatelic value, since they make the identification of the sheet side postage stamps possible. When postage stamps are very strongly decentralized, their *edges are sometimes cut*, which represents a great philatelic curiosity. Some postmasters, to ensure that the postage stamps are nice, separated them not along the defective perforation, but cut them on two parallel or on all four sides, leaving the figure of the postage stamp intact (figure 214).

When postage stamp sheets are about to leave the State Printing House, they are thoroughly checked, and if any defect in perforation is found, the sheets are demolished, usually by punching big holes along postage stamps lines (figure 215). In spite of this procedure, it sometimes occurred, especially when the work load was too big, that deficient sheets entered commercial circulation.



215. Annihilation perforation of a misperforated stampsheet

If we know the length of the punching bar and the number of punches, we can acquire accurate information on how *dense the perforation* is. From this, we can deduce the number of 'teeth' in a 2-centimeter span. Otherwise, the gauge of perforating machine is measured on postage stamps perforation. The precision of such measuring is the one fourth of a 'tooth'. The instrument to measure density is a perforation meter. But the real differences of perforation are even smaller. The suppliers of perforating machines produce punches of 10 centimetres, and provide perforation gauge for them. Pierron & Dehaitre, which supplies equipment also to Hungary, use 68 punches for 10 centimetres, while Hogenforst – 64. Philatelists measure the gauge on 2 centimetres, so the usual gauge can be easily deduced by dividing by five. Thus, in the first case the gauge is 13.6, while in the second 12.8. The results measured by the philatelic equipment (13½ and 12¾) would be approximate. This is the reason why the measuring instrument with the precision of 0.1 is becoming more and more popular, expelling the one with the precision of one-fourth. With this new instrument, the instruments of the equipment suppliers and those of philatelists will be in line.

Perforation density is not identical on each side of a postage stamp. This deviation is minute in case of comb perforation and 4-side perforation, not larger than one quarter of a tooth. In case of line perforation, the difference might be more significant, if the punch density of the machines performing the perforation of the sheet deviates significantly. Perforation density is defined by a single number, if the density is the same everywhere. If the density of parallel lines is identical, the density of the whole postage stamp is defined by two numbers (e.g.: 12:11½), where the first number refers to the bottom and top lines, while the second to the side ones. When the density of all four lines is different, it is expressed by four numbers, the first referring to the top, the second to the right, the third the bottom, while the last the left side (e.g. 12½: 12½: 11½: 10) . This is usually the result of applying two or more perforating machines, and is called *mixed perforation* (figure 216).



216. Mixed perforation

A) Frame Perforation

The punching mechanism of cross perforating machines consists of several perpendicular lines of punches. The number of these lines depends on the number of postage stamp lines and postage stamp columns (for example, if there are ten postage stamps in the horizontal lines and ten ones in vertical columns of the sheet, eleven perforation lines are needed both vertically and horizontally). The length of these perforation lines is determined by the length of the lines and columns of the postage stamp sheet. The distance between the lines of punches and the spaces between postage stamps should correspond. This type of mechanism pierces the whole sheet at once.

The lines of punches form identical rectangular shapes corresponding to the size of the postage stamps and containing identical number of punches. However, when individual punches were repaired, the size of individual rectangular shapes or the number of punches might have changed. The density of vertical and horizontal lines is usually not the same, though the difference is minute. The degree of this difference usually depends on the ratio between the density of punches and the postage stamp frame.

Frame perforation is performed on the edges of postage stamp sheets and spaces between individual postage stamps. The holes are not punched on the very edge of the sheet unless it facilitates separation of the side postage stamps. Vertical and horizontal perforation lines intersect in one hole. If pin sets of the punching equipment and the distance between postage stamps do not correspond to each other, perforation will be decentralized (run across figures). The same deficiency will occur if the sheet is not positioned properly in the equipment.

The corners of the frame perforated postage stamps are identical and regular, because the perpendicular lines meet in one point (figure 217). Exceptions from this rule may be such perforation lines with smaller density which were made with bent pins. It is so because when density is smaller, bent pins result in bigger deficiencies. Stamps of the same release and perforated by the same machine are usually of the same size. The number of 'teeth' is the same on the vertical and the same on the horizontal sides. However, there are also exceptions from this rule, which occur due to inaccurate adjustment of pins or their repair. Re-perforation is a relatively rare phenomenon for frame perforation.

While in Austria, for the postage stamps produced with book printing methods on high quality paper, these frame perforating machines were reliably used until 1890s, in Hungary the equipment supplied by the company Gotthard did not prove proper for the postage stamps of 1871, which were produced by engraving. For engraving, paper of much higher absorbency and with less glue is used; it is macerated much more excessively than for usual book printing. The printing plate, along with the wet paper on it, is put between card papers and strongly pressed between rollers. After drying, the sheet is perforated. Technologically it is impossible to produce paper that behaves in the same way both before and after printing. Furthermore, paper coils produced by machines are much less prone to stretching in the direction where the production line runs, as opposed to the direction perpendicular to it. When paper is watermarked, it is possible to cut it into identical shapes fit for printing. Watermarks also provide help to check if cutting into sheets is

proper. When there are no watermarks on paper, as it happened in case of engraved postage stamps released in 1881, there is no such help, so paper was cut once horizontally, and once vertically. Naturally, these sheets cut in different directions stretch differently when printed on, pressed, and dried (figure 217).



217. Frame perforation and frame misperforation caused by the varying stretching of the paper

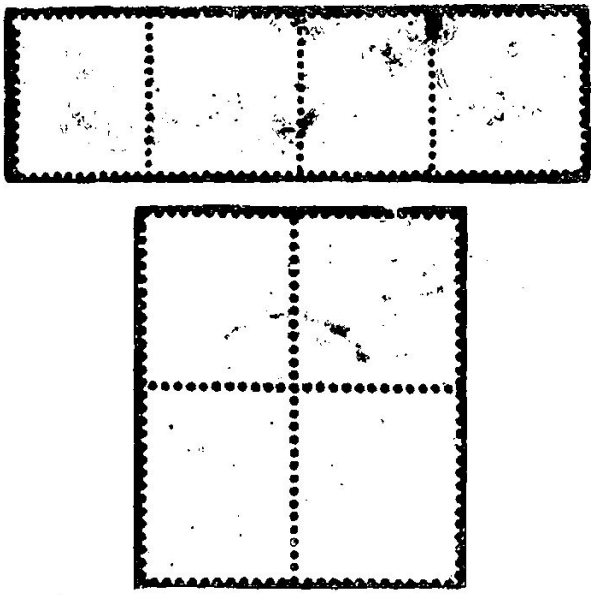
Engraved printing technique, poor paper quality and inappropriate cutting of sheets resulted in perforation deficiencies of the postage stamps released in 1871, even if work was otherwise done with extreme diligence. This was the reason why the Hungarian Postal Service switched to perforating lines instead of frames. The manager of the State Printing House wrote the following in his letter of 16-06-1874 (no. 5710/615):

"To go on using the former kind of perforation would have baffled the attempt and intention to catch up with the more advanced western European countries in the field of the postage stamp, exposed to the whole world. This kind of perforation would have ruined the efforts of one and a half year."

B) Line Perforation

The punch set of a line perforation machine consists of a single pin set (sometimes we talk about one-line perforation), which is longer than the line or column of postage stamps. At each movement a single line is pierced. The sheet is moved forward either manually or by a machine. On the sheets perforated in such a way not only the spaces between postage stamps and the sides of the sheets are perforated but also the borders of the sheets, in all four directions.

Usually this type of perforation is done by two machines – one carries out vertical, the other horizontal perforation. If the gauge of the two machines is different, so will be the perforation of the vertical and horizontal line of the sheet. At the corners of postage stamps two holes usually partially overlap – complete overlap is very rare. This is the reason why the corners of such postage stamps are various and irregular. Great variety of shapes is created whenever two holes overlap (figure 218).



218. Different corners and corner shapes of line perforation

In those cases when the

holes completely overlap, perforation looks as if it was done by comb or frame perforating machine. The postage stamps of the same release might differ in size from each other (which does not occur in case of frame or comb perforation), due to which even if the gauge is identical, the number of 'teeth' is not the same on the corresponding sides of these postage stamps. If the gauge of the perforating machines is identical, the perforation gauge is the same all around the postage stamp. If the two machines have different gauge, the postage stamps will have *mixed perforation*. We call this mixed perforation *regular* if the parallel sides have the same parameters, while the *irregular* mixed postage stamps are those which have four different sides. It occurs in those cases when a line is left without perforation by mistake, and then later perforated by a machine the perforation gauge of which was different from the original one. All postage stamps perforated with this kind of equipment have irregular corners. Therefore, a single postage stamp is enough to identify line perforation.

This perforation method debuted in Hungary in 1874. It was exclusive until one-Kreuzer postage stamps with black numbers were issued. The State Printing House has always had a line perforating machine (it has been used for trial prints and as auxiliary equipment). The János Hunyadi series released in 1956 was perforated by this machine, skipping the middle line of each sheet. Last time the booklet FIP I (flower) was perforated by this equipment.

Until 1880, the State Printing House used machines with the gauge 12½−13½. In 1880, it got new machines, their teeth at grater distance from each other. Their gauge was 11½, and they were called low density machines. High density machines remained in use for some time. Sometimes two types of machines were combined, resulting in already mentioned regular mixed perforation (11½:13 and 13:11½). For the stamps without watermarks, high density perforation was more usual until 1880; low density is less frequent for the paper missing watermarks. After 1881, watermarks became general, and high density perforation less frequent.

At the beginning, the State Printing House purchased perforating machines from foreign companies. Equipment, both new machines and parts required for repair, arrived from Vienna, Leipzig, and later Berlin. Different brands had different gauges; therefore there is great variety of high density perforation. Moreover, the technical background of the time was such that the distance between the pins of the same bar was not always equal. Sometimes the deviation reached ¼, or even½ of a tooth (figure 221).



221. Differences in density caused by the inaccurate boring of the perforation bar

When sheets were moved forward manually, they could slightly be moved sideways. Then not only parallel sides, but the third side deviated (figure 222). Inaccurate moving forward of the sheet could also result in varying dimensions of the postage stamps, which occurred quite frequently.

Until 1900, the edges were separated from the sheets in the State Printing House. It was good also because then missing perforation lines could be detected. In such cases, the missing perforation was done by a machine with the gauge 11½. In spite of this procedure, it sometimes occurred that on some sheets there was no perforation between two lines or columns of postage stamps. Later, when comb perforation was used, if the sheet left the machine earlier than required and the last perforation was not done, the correction was done by a machine with the gauge 11½ (figure 223).



222. Deviation of perforation on three sides 223. Comb perforation corrected by line perforation

At the beginning, these machines were driven manually; later they got powered. In both cases, sheets were fed and moved forward manually. If this movement was inaccurate, the pins pierced the same space for the second time. When such re-perforation took place, the holes of the two lines were not exactly one in front of the other. If the sheet was moved only a little bit between the two strikes, then the second perforation cut the edges of the holes made at first. Such edges look as if chewed by a mouse. Thus such perforation is called *mouse-chewed* (figure 224).



224. Mouse-chewed perforation

C) Comb Perforation

The punching mechanism of comb perforating machine consists of a longer pin bar as long as the length of the postage stamp lines and shorter ones. The number of the latter depends on the number of postage stamp columns (e.g. for ten columns eleven short pin bars are needed). The length

of these short pin bars equals the distance between the horizontal spaces between the postage stamp lines. The section of this mechanism resembles a comb; at every strike it pierces three sides of single postage stamps. The first strike will perforate the upper line of the sheet and the vertical spaces of the first postage stamp line. The next strike will do the same with the second postage stamp line; the upper horizontal line would also be the bottom perforation for the postage stamp line above. Perforating goes on line by line like this; when the bottom perforation line is pierced, also the edge of the sheet is pierced by the short pin bars.

With this machine, perforation of a sheet starts with perforating the upper border, in order to position the sheet properly. Only the second line pierces the upper postage stamp line. Therefore, there is always some space between the perforation line on the border and the upper perforation of the postage stamps. It would be possible to spare a strike, if the first perforating strike was done exactly on the top line of the upper postage stamp line. However, this could be done only by very skilled operators. Sometimes, when operators undertook this, deficiencies occurred (figure 225). All in all, either one or two borders of the sheets perforated with this equipment were perforated.

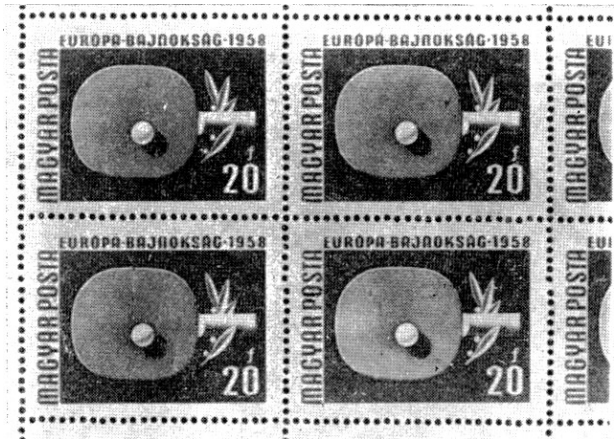


225. Perforation error happening at the positioning of the sheet

Between strikes, sheets are moved forward by an automatic mechanism. If postage stamp figures have ‘landscape’ layout, and the sheets are fed accordingly, perforating takes place not line by line, but column by column (for such cases, in the description of the process above ‘lines’ mean ‘columns’, and vice versa). Comb perforating is carried out on printing sheets, which are then separated into commercial sheets.

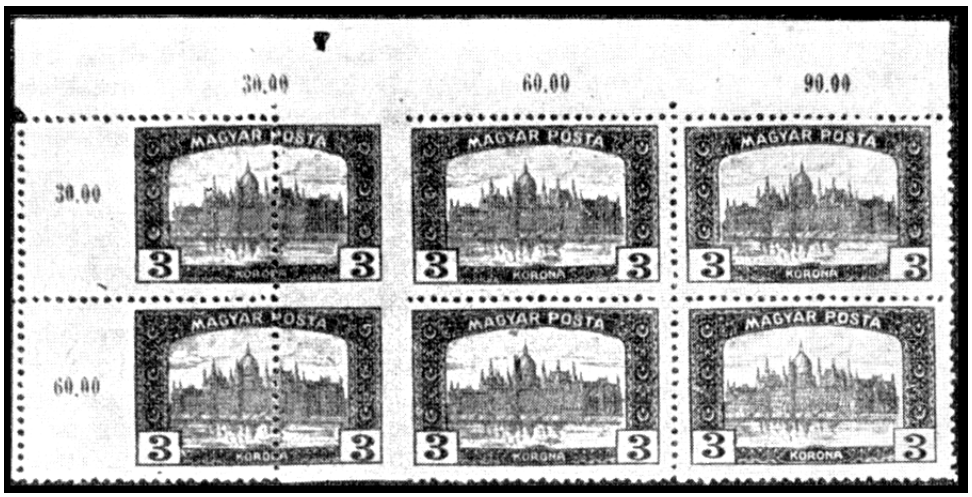
The gauge of perpendicular pin bars is not absolutely equal, just as in the case of frame equipment.

In the comb perforating machines, vertical and horizontal perforating lines meet in one point, and divide the sheet into identical shapes. The corners of the postage stamps perforated in such a way are regular, just as in case of frame perforation. Therefore, when a postage stamp is separated form the sheet, it is impossible to tell the difference between the frame and the comb perforation. It can be done only when postage stamps are deficient.



226. Crossperforation

Sheets were moved forward by an automatic forwarding mechanism. However, sometimes there were irregularities in its operation. One such irregularity was a longer 'jump', which usually occurred at the end of sheets, on their edges. In such cases, longer postage stamps were created (figure 227).



227. Perforation error caused by the jumping of the perforating machine

In other cases, the machine punched at shorter distance, resulting in irregular corner 'teeth' (figure 228).



228. Perforation error caused by the jumping of the perforating machinet



229. Irregular (upper) coerner teeth caused by missing perforation



230. Missing perforation of the sheet end

We can also observe that at the beginning sheets were fed and fixed in the forwarding mechanism the other way round: first the bottom line was perforated, and last the top. This is the reason why the deficiencies mentioned above occurred on the top of sheets, and therefore on the top of postage stamps (figure 229). These phenomena are much less frequent on the bottom parts of postage stamps. These defects might occur also when accidentally the last perforation is not performed (figure 230); to make up for this, the sheet is fed into the equipment repeatedly but inaccurately (figure 231).



231. Wider tooth caused by the jumping of the perforating machine

Sometimes, to make up for such missing perforation line, line perforating equipment was used. In these cases we talk about mixed (line and comb) perforation. Such technique was used for the triangle-shaped postage stamps. Perpendicular lines of the sheets of these postage stamps were perforated by comb perforating equipment, while the slanting ones – by the line perforating machine. Such perforation is mixed not only regarding its technique but the gauge.

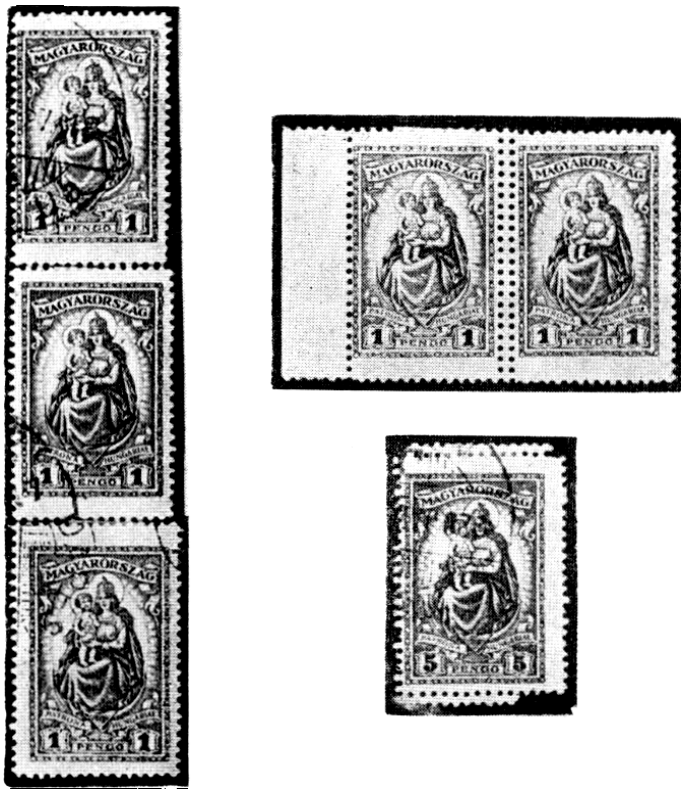
In case any of short pin bars were missing, whatever the reason, the space between two columns or lines of a sheet remained imperforate. Such phenomenon happened in case of certain denominations of 'Turul' postage stamps issued in 1900 (pair of postage stamps with missing perforation between them). Most of them rrmained unused, but some of them have been used, postmarked *Sáromberke*. Since not only casual spaces were left imperforate but every second space was left so, we may safely say that it was done intentionally. It might have been a misinterpreted attempt to eliminate deficiencies of postage stamp booklet cutting. However, to that end each odd line should have been left imperforate, as it correctly happened in case of UPU postage stamps booklets.

The machine might have also done double perforation, if the sheet was not moved forward. Inaccurate positioning resulted in decentralization or perforation lines running across postage stamp figures.

The State Printing House introduced comb perforating in 1888. The reason was the fact that it was then that copper engraving, which deformed paper excessively, was replaced by the book printing method, which allowed more rigid perforating technology. Moreover, paper making technology had improved by that time too, so comb perforation was applied not only to the book-printed one-Kreuzer postage stamps with black numbers, but to engraved one-Kreuzer postage stamps with coloured numbers printed on higher quality paper. The gauge of machines used between 1888 and 1905 was 12:11½ and 12:11 ¾. Later denser perforation was introduced.

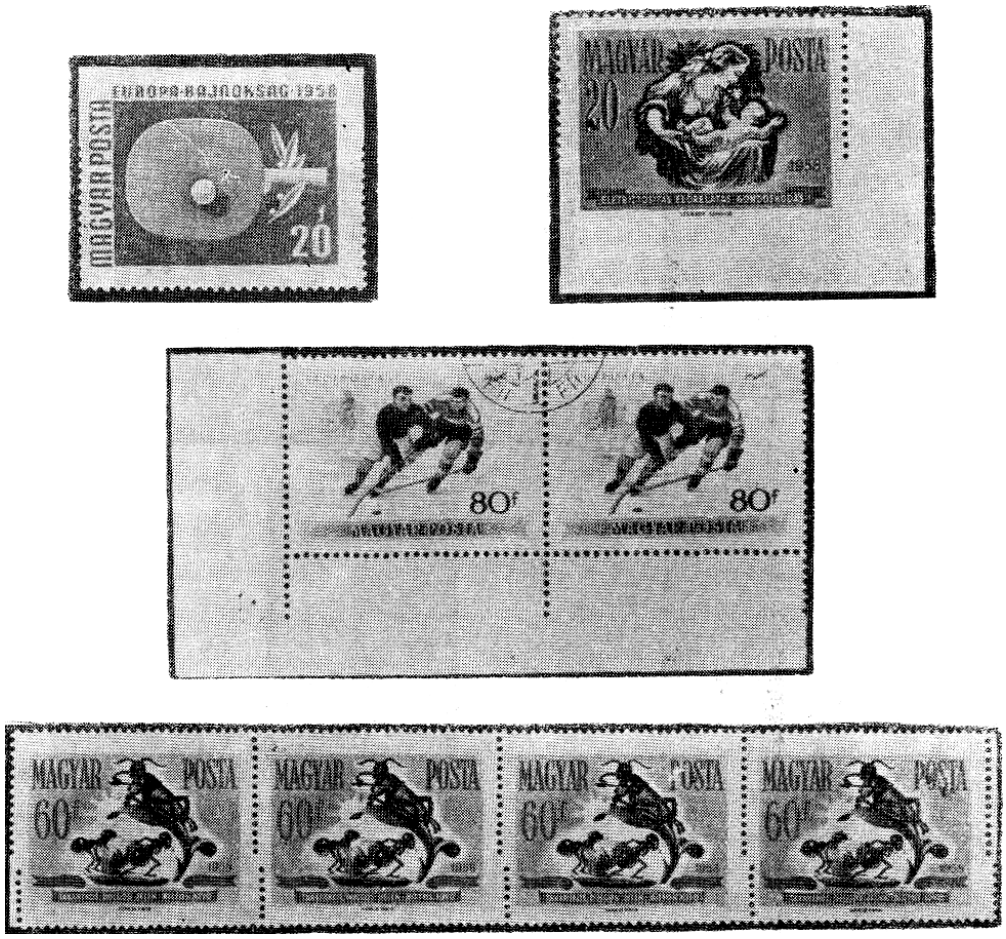
Neither should we forget the two *experimental perforations* of the State Publishing House. The first was applied to the small Madonna postage stamps in 1926. It was done by a comb perforating machine with a special forwarding mechanism, which could be adjusted during perforation process forward, backward, or sideways. Madonna postage stamps were made by engraving method, when the shape of the paper underwent deformation. This special procedure allowed making up for this deformation. Consequently, sometimes there were 14, and sometimes 15 perfs on the shorter side of postage stamps. On the longer side, sometimes double perforation occurs,

which was due to the re-adjustment of the pin bar. If adjustment was done sideways, on the shorter side double perforation might have occurred. Otherwise, such postage stamp pairs might have been produced where one postage stamp's upper perforation was lower by the width of one perf, while its bottom perforation line was lower by the distance between two perfs (figure 232).



232. Perforation error caused by adjustable comb perforating machine

Another kind of experimental perforation was *cross-perforating*. In this, the shorter pin bars are connected to the longer one in both directions ('double comb'). Firstly, this technique was applied to the Winter Sports series in 1955, later to other postage stamps of identical sizes. One side of the shooter bars contained 6, the other 13 pins. Thus, the sheet edges are not completely perforated, as in case of the line-perforating machine, but have only 6 perfs on the longer side. The jerk typical of comb perforation produces a wider perf after the seventh hole (the corner hole included), instead of the corner hole of the postage stamp. When the last strike of the equipment did not take place, not only the last line of the sheet but the shorter sides of the last line remained imperforate (figure 233).



233. Cross-perforation

3. GLUING OF STAMPS

There were three ways to glue postage stamps:

- To press the postage stamps against glued paper;
- Warm gluing procedure;
- Cold gluing procedure.

The simplest method is the first one, though it can be applied only to rotating machines, since such paper curls and is very sensitive to moisture, and the sheets stick and adhere to each other.

At first, heated bone glue from Cologne was applied to Hungarian and Austrian postage stamps. The glue from Cologne is very sticky. Moreover, it saturated softer types of paper, adhering to it inseparably. However, it had disadvantages too: it is prone to cracking and breaking, hence the attempts to prevent these by adding glycerine. It also goes off at higher temperatures, producing unpleasant smell. All this, and also the fact that the paper treated with it deformed, resulted in another type of glue coming into picture in 1890 – the American Arabic gum.

Recently, dextrose has been used, which is applied cold. Dissolved in the cold water, it is put on paper without any heating. The drawback of dextrose is its ability to dissolve very quickly. When exposed to moisture, it sometimes dissolves completely.

Back in the past, glue was applied manually; today it is done by rollers of special machines. Instead of hanging the sheets in order to dry them, they

are fed into a continuous drying line, where they are processed through heaters on a special continuous felt. At the end, the glue layer comes out completely dry.

HANDSTAMPS

by:
ÁKOS KOSTYÁN

CHAPTER I
BIRTH, DEVELOPMENT AND CATEGORISATION OF HANDSTAMPS

1. BIRTH AND PRINCIPLES OF CATEGORISATION

Our monograph intends to cover all information and concepts relevant to stamp collecting. Later on we are going to list and categorise all postmarks produced by handstamps beginning from 1752. We are going to do so on the basis of general collectors' guidelines, regardless whether given postmarks were produced in the period preceding the postage stamp or during it. We are not taking into account whether a postmark was produced on a postage stamp or on an envelope itself, or whether the postal service was managed by Austrians or Hungarians. Neither do we narrow the scope of our examination to letters, because postmarks quite frequently occurred on other types of mail items – shipping documents of parcels, money transfers, telegrams, etc. The only requirement for a handstamp to be included into this research is its having been used by a Hungarian post office.

When designing categorisation guidelines, we tried to create an easy-to-handle system. Within certain groups or types of postmarks, we can easily identify those that come from the pre-postage stamp period. The philatelists who collect certain series of postage stamps can easily identify postmarks produced in the period when those postage stamps were in circulation. Naturally, this also stands for collectors of specific items (for example, those collecting postmarks of militart border district post offices or postmarks of the Hungarian Soviet Republic, etc.).

Prior to discussing basic concepts and categories, we have to present those Hungarian and foreign collectors, who laid the foundation and further developed this system of categorisation. The names of the following three Hungarian and two Austrian pioneers of postmark collecting should stand here: Béla Térfi, József Rácz-Rónay, László Menténi, Edwin Müller, and Kumpf Mikuli.

Béla Térfi concentrated on very a special field – postmarks of the

pre-postage stamp period (1752−1850), which he studied and categorised. Our research of location and location-date handstamps of this period is based on his study; of course we have also considered the research conducted in the past 25 years. Austrian collector Kumpf Mikuli's study basically dealt with Austrian postmarks; however, it is also valid for similar Hungarian postmarks.

The Austrian collector and researcher Edwin Müller wrote a two-volume research on postmarks produced by handstamps. The first volume embraced the period between 1850 and 1867, the second – between 1867 and 1871. The major deficiency of his study was the fact that he looked only at the postmarks which occurred on postage stamps, ignoring all others. Thus, he did not consider the handstamps of the twelve railway station post offices which at that time were involved only in forwarding official mail, for which they did not need to use postage stamps. One part of these handstamps disappeared before this period ended. By today, it has become impossible to find them, since they were produced in Vienna.

Müller's way to deal with postmarks differed from Térfi's method. Térfi attached figures of all postmarks. Müller, on the other hand, set up postmark categories (it was necessary because of the large number of postmarks in that period). By this, he laid foundation for a concise system. According to his principle, which later became the general principle of categorisation, postmarks with the same carving (location not considered) belonged to the same type. In his research he published single figures of complete types, to which he allocated special signs. Thus, the list contained only the names of post offices and type signs.

The three studies mentioned above constitute the entire pool of sources from where we can gain data on handstamps. Handstamps from before 1871 constitute only about 5% of all handstamps produced until today. The study of this vast material could proceed in three directions (the entire amount of handstamps is estimated at 200,000−250,000). Rácz-Rónay represented the first one. He was an employee of the Első Magyar Bélyegzőgyár Co. (First Hungarian Handstamp Factory) (Klassohn Company), later, due to his marriage, becoming also one of its owners. Thus, he had access to the company's (and its predecessor's) books, copies of shipping documents and trial postmarks by handstamps produced for the Post. His activity was twofold. On the one hand, he set up categories for handstamp collecting, established basic terminology, and created a system of signs to designate categories. On the other hand, he also processed the trial postmarks on his disposal, categorising them on the basis of collecting aspects and types. To make up for the missing data, he used the data on invoices and shipping documents. He also had his research on categorisation and some specific areas published in professional periodicals. When he died at young age, there was only one small step left before a complete system was shaped – the creation of type signs. Unfortunately, we do not know much about his collection and manuscripts. It is only the categorisation method and principles that he could pass on to us.

However, we should be cautious when working with Rácz-Rónay's data. He relied exclusively on the archive of the factory, including in his research only those handstamps which were actually supplied to the Post. However, there were many handstamps which were finally not used, let the reason be military or other. These handstamps were later either demolished by the

postal service or, for reasons of economy, re-carved.

Rácz-Rónay erroneously considered only the handstamps produced by Klassohn Company as Hungarian. In our view, all handstamps produced after 1 May 1867 which were ordered by the Hungarian Post, independently from where they were manufactured, should be considered as those belonging to the independent Hungarian postal service. For example, the postal administration in Sopron ordered handstamps both from Vienna, and from local craftsmen between 1867 and 1869, each time making a sovereign decision. The same was done by the postal administration in Zagreb between 1867 and 1871. There were also further inaccuracies and deficiencies in Rácz-Rónay's system. However, these did not involve methodology, but names, signs, and, to some extent, categories.

László Menténi continued the work started by Rácz-Rónay. He implemented several corrections to Rácz-Rónay's system but was unable to complete it, since he died during the World War II. His was the biggest collection of postmarks produced by the Hungarian Post (Rácz-Rónay's collection contained postmarks produced at the factory). Unfortunately, this collection disappeared without trace.

In our categorisation, we have fully adopted Rácz-Rónay's and Menténi's principles, complementing their system by handstamps produced since 1946 on the one hand, and postmarks from the period between 1752 and 1867 on the other. On the basis of Müller's method, we also set up signs for type groups and types, which had been missing. Mostly, we continue to use their terminology, introducing only terms *bélyegző* (*handstamp)* and *bélyegzés (postmark)* instead of the Hungarian words *lebetűző* and *lebetűzés,* which are incomprehensible today. Even when some signs are not entirely logical, we continue to use them in our categorisation. For example, such are the signs *B* (the first letter of the Hungarian word *betétrendszer* = insert system) for handstamps with inserts and *Kr* (*kerékrendszer* = wheel system) for wheel-and-band handstamps. The logical solution would have been either *B* and *K*, or *Br* and *Kr*.

The first way out of the three ones mentioned proved inadaptable to compile lists of handstamps produced after 1871. It could be used only for setting categories.

Unfortunately, the second way, which is based on considering the postmark collection of the Stamp Museum as reference (this would have been the easiest solution), cannot bring absolutely reliable results either. At the Materials Managing Department of the Hungarian Post, trial postmarks have always been produced upon receiving handstamps, in order to check if they were of good quality. Until 1924, these trial postmarks were produced on sheets arranged in alphabetic order; within each single sheet, postmarks were arranged chronologically. From 1925, in addition to these sheets, postmarks were also produced on blank postcards (three postmarks on a postcard). From 1934, following the example of the Austrian Museum of Stamps, three postmarks were produced not on postcards but on white cardboards. The Stamp Museum received both these and the trial sheets. On the cardboards, postmarks were arranged chronologically, not alphabetically. Before 1934, such trial postmarks produced upon acceptance were made only between 1912 and 1922. This is why – as regards handstamps produced between 1912

and 1922, and those produced after 1925 – we know of only the date of their acceptance by the Post. Eventually, it is this date which is relevant for handstamps, since it designates the time when they started to actually be used. To have a complete list, we have to know of the postmarks produced by handstamps created from 1871 to 1912 and those from 1922 to 1925. Reviewing materials of the Stamp Museum, of private collections, and contemporary correspondence and documents is not sufficient. Though doing so we may reduce the number of unknown postmarks significantly, we still need to apply the method of assumption. This method is based on the fact that in any given period of time, handstamps of identical system and types are produced. In other words, handstamps produced in the same period share the same type. (The period, during which handstamps are produced, should not be confused with the period, when they are used, since the latter was sometimes by decades longer than the former.)

To apply this method of assumption, we first had to discover when certain post offices operated. As the first step, we have created a card-index of all postal points in Hungary and Croatia. For each postal point, we have created a separate card, on which we recorded the following data, if relevant: the name of the postal institution, the county where it operated, the date when it opened, the date when operations finished, the date of being transformed to other type of postal institution, change of location within the given community, name change, and, finally, if the territory had been handed over to a neighbouring country, or temporarily had become a part of Hungary again, the data on these historic events. This way, almost 150,000 data items were collected on 12,000 cards. On the basis of this pool of data, the amount of unknown handstamps could be reduced to 5%. The unknown postmarks, almost in all cases, were those produced by little postal institutions (postmasters' offices of categories III and IV). These offices generally used only one, or maximum two handstamps at the same time. Below, we are presenting some examples of the assumption method.

The period when handstamps of system *B3* were produced lasted between 17 May 1867 and 25 January 1892. If we try to learn about a small postal point opened during that period whose handstamp is missing, we at least can safely say that it was a *B3* handstamp. As another example, let us take a handstamp *B1* with the check letter *A* produced in 1915 for the office of a postmaster of category *III*. If this post office opened on 10 October 1897, then there must have been another handstamp without a check letter. Yet another example is when we know of that there was a post office with a handstamp *B3* without a check letter and a handstamp *Kr9* with check letters *A* and *C*. If in 1926 a handstamp *Kr8* with a check letter *B* was produced for this post office, then we know of that it must have had a handstamp *Kr9* with the same check letter.

As we have already mentioned, we have completed Rácz-Rónay's and Menténi's system with the concept of type and the way of marking it. When we say 'type', we think of handstamps of the same shape, system, arrangement of decorative elements typical of a given period. Handstamps with such typical features were not produced prior or after the period in question. The name of this span of time is 'production period'. If we compare handstamp types to postage stamp releases or series, we can observe that while for postage stamps the period of circulation and not the release time was rele-

vant, for handstamps it was vice versa. Although handstamps which belong to the same type group comprise a series, which calls for using terms like 'series' or 'release', we still find it more justified to apply the term 'type group' for them. In our system, type groups are marked by capital letters. Type groups followed each other in chronological order; letters were allocated to them in alphabetical order.

Within single type groups, not all handstamps were carved identically; nor were all the words arranged in the same way. Within a group, different handstamps are called types, and are marked by numbers beginning with the Roman number *I*.

In addition to post offices, smaller postal points also used handstamps. Their shape, text, and, quite frequently, their system were different from the handstamps used by post offices. For these, we always indicate the sign of the postal point prior to the sign of the type group. For example, for postal agencies we use letters *Pü* (abbreviation for Hungarian word *postaügynökségek=postal agencies*). As far as group signs are concerned, if a postal agency applied a handstamp similar to that of post offices, we use the same capital letter for it as for the post office type group. For different handstamps, the group sign is created by combining the two letters of the post office groups. The method of categorisation will be discussed later.

When presenting handstamps of post offices and postal institutions, we are not discussing the history of the postal service. When necessary for the purpose of handstamp categorisation, we will only briefly mention the historic events or organisational data.

We should especially underline how important the data on the operation of postal institutions are, since they are essential to the identification of the period during which certain handstamps were in use. On the other hand, certain modifications of operations resulted in changes of the wording of handstamps. Because county names changed between 1900 and 1912, location names which had been formed from two or three words and had been written either separately or with a hyphen, now were spelled as one word. This measure affected several thousand handstamps of several hundred postal points. Naturally enough, these handstamps were not exchanged, but hyphens were removed. Quite often, railway post offices, which had the abbreviation '*P.U.*' (pályaudvar=railway station) on their handstamps, were moved to a different area of the town. In such cases, the abbreviation '*P.U.*' was removed too. The procedure applied to branch offices today is also remarkable. Beginning from 15 May 1957, branch offices also received circular handstamps, just as post offices had done earlier. From this time, when a branch was turned into a post office, the abbreviation 'F.P.' (fiókposta=branch office) was removed from the circular handstamp, while when a post office was transformed into a branch, the abbreviation was added. In these cases, since a new handstamp was not produced, official trial was not performed. Until we do not come across such new postmarks, we can learn about them only from the data on the operations of postal institutions.

When discussing basic terms and categories, we will often refer to official regulations, which were published in the Official Journal. The Official Journal has been released for more than a hundred years, though its name has changed several times. The list of these names and their corresponding periods are listed below. When referring to the Official Journal, we are not going to use the com-

plete name but its abbreviation. Following names have been used:

1/1/1850 − 30/4/1867 Verordnungsblatt (VOB), in the Germany language;

1/5/1867 – 31/12/1870 Regulations (Rendeletek = R) in the Hungarian and in the German language;

1/1/1871 – 30/8/1887 Postal Regulations (Postai Rendeletek Tára = PRT) in the German and in the Hungarian language;

15/9/1887 – 31/12/1922 Regulations Referring to Postal and Telegraph Services (Postai és Távirda Rendeletek Tára = PTRT). Already only in the Hungarian language;

1/1/1923 – 2/8/1952 Postal Regulations ((Postai Rendeletek Tára = PRT);

From 2/8/1952, Postal Bulletin (Postai Értesítő = Po.É).

However, many regulations or provisions were not published in the Official Journal. In 1896 and in 1910, a collection of regulations and provisions referring to postal service and embracing all legal acts not published in the Official Journal but effective at the time of publication was issued. When we refer to the data from this source, we will use the abbreviation 'Sz.Gy.' (Szabályrendeletek Gyűjteménye – Compilation of Rules and Regulations), and indicate the number of the volume and edition, as well as the serial number within the volume.

2. DEFINITION AND CATEGORISATION OF POSTAL HANDSTAMPS

Handstamps (also cancellers or killers or just stamps) are means by which postal institutions cancel postage stamps; if there is no postage stamp, they are used to produce postmarks designating that postage has been prepaid. They may also be used to communicate certain mail handling information. Handstamps can be manual, automotive, or stamping machines. The sign produced by handstamps is called *postmark*.

Regulation No. 9629/2439 issued on 24 June 1868 on claims books and cancelling of location-date postage stamps provided for the function and legibility of postmarks (R. number 15, 1868.VII.8.). The relevant part is quoted below unabridged:

'All postal institutions are called upon producing their postmarks clear and legible, in order to provide clear information on sending and arrival of mail items'. We have already discussed the reasons why handstamps were invented, how first samples looked like, as well as their history in the chapter 'Mail Items'. Regardless of the period of time when they were produced, handstamps can be divided into two categories: assembled and carved ones. First Hungarian handstamps contained only the name of the postal point they were used. We call them location handstamps, and use sign 'h' (helybélyegző – location handstamp) for them.

As postal traffic increased, a new requirement for the date on mail items was imposed. We call these handstamps date handstamps, and use sign *k* (keletbélyegző – date handstamp) for them.

We have already talked about handstamps which displayed both location and date. In 1840, numbers and letters were fixed by clamping screws. This way, the handstamp type still used today was invented – we call it *location-date handstamps*. Their sign is *hk (location-date)* (hely- és keletbé-

lyegző = location-date handstamps).

Our system of handstamps is based on *hk (location-date)* handstamps. We consider location handstamps as predecessors of *hk (location-date)* ones.

During the more than two-hundred-year history of handstamps, there was need not only for location-date handstamps but for some other kinds too (for example, to communicate mail handling instructions). We are going to deal with these and their development later, to the possible extent.

So far, we have talked about handstamps, not postmarks. However, it is postmarks that collectors collect, not handstamps. In fact, the two are inseparable from each other. Postmarks do not have system, while handstamps do. This is why we have chosen to categorise handstamps, since their categorisation throws light on postmarks.

In our system, handstamps are categorised partly on the basis of the postal institution where they were used, partly on the basis of their function; the two features are related to each other.

Postal points may have been permanent or temporary, operating on one location or mobile. All of them were authorised to use permanent or temporary location or location-date handstamps, or handstamps referring to mail handling. The last group included all kinds of indication, check, and document handling handstamps. We will deal with them partly for the sake of completeness, partly because they were quite frequently used for cancelling postage stamps. On the basis of what was said above, we can categorise handstamps in the following way:

I. Location and location-date handstamps used by permanent postal points on fixed location. The following institutions belong here:

1 post offices
2 mail collecting points
3 branches of post offices
4 mail collecting points at railway stations and railway telegraph offices authorised to collect mail
5 postal agencies
6 mail collecting points
7 mail handling points
8 central postal institutions

II. Location and location-date handstamps of permanent mobile postal institutions. Location and location-date handstamps of the following institutions belong here

1 mobile post offices
2 official couriers, including postal officials and parcel couriers
3 interim couriers
4 management offices of mobile post offices
5 mobile newspaper postal points
6 maritime postal service
7 automobile postal service

III. Temporarily used location and location-date handstamps of permanent

post offices either operating on fixed location or mobile. In this category, we find following types of location and location-date handstamps of post offices, postal agencies, branches, mobile post offices, and official couriers

1 additional date
2 auxiliary, used exclusively by post offices or their branches
3 commemorative
4 commemorative announcement
5 announcement.

IV. Location and location-date handstamps of permanent postal points operating on fixed locations. Location and location-date handstamps for following functions belong here

A/ mail handling
1 registered mail
2 mail carried by mail carriages
a/ parcels
b/ value letters
3 letter mail
4 newspapers
5 money
a/ vouchers
b/ vouchers for small amounts
c/ vouchers for big amounts
d/ money registration
6 telegrams
7 air mail
8 prepaid mail
9 handstamps for bills of exchange over-stamping

B/ Internal mail handling:
1 handstamps for mail from railway station mailboxes
2 handstamps for mail from mailboxes
3 handstamps for radio service
4 handstamps for address search

V./ Location and location-date handstamps of special temporary and mobile postal institutions. Date handstamps of the following institutions belong here:

1 military field post offices
2 military post offices
3 mobile post offices of military camps
4 military mobile post offices.

VI. Other handstamps used by post offices.

A/ Following indication handstamps belong here:
1 letter handling
2 exempt from postage fee

3 handstamps for dispatching and designating air mail
4 check number
5 first-day indication

B/ Official handstamps are:

1 managerial or document
2 official headers
3 other administration
4 official seals.

Prior to discussing specific groups, we are going to lay down the principles of categorisation based on location and location-date handstamps of post offices. The structures of other groups are based on this system too, and will be discussed as categories follow each other. This is the only method possible to embrace the vast material we have to include in our system.

3. HANDSTAMP PARTS

Handstamps are composed of handles and heads. Handles are made of wood, while heads – of metal, with the exception of some very early handstamps, where heads were also made of wood. The carving is fixed to the surface of the head. The mechanism to indicate date is also incorporated in the head, usually in the geometrical centre of its surface. The numbers of this mechanism are replaceable.

Carving consists of two parts: decoration and text. Decoration comprises a frame, dividing lines, decorative elements, and elements dividing text chunks. The text usually comprises the name of the office, sometimes the geographical region, check letters, and the time of the day.

Certain distinctive marks, depending on their character, may belong either to the decoration, or to the text. Such marks are, for example, pairs of stars, numbers or letters. We should also mention marks pertaining to forwarding, which occurred rather rarely, on the 19th century handstamps of certain bigger post offices. They were usually integrated into the date, or, exceptionally, into the text. We are going to deal with them when discussing specific type groups, since they occurred rather rarely.

A) Decoration of Handstamps

a) Frame Lines, Dividing Lines, Main Shape Types

The line bordering the carved part of a handstamp is called *frame line*. It usually corresponds to the cross-section of the head. However, it can differ from it too. The shape of the postmark, on the other hand, is defined exclusively by the frame line, since it is this line that leaves the visible imprint on the postmark. For this reason, when we talk about the shape of a handstamp, we always mean the shape of the imprint the frame line leaves. It is usually a continuous line, though sometimes it may be also dashed. Sometimes, though rarely, it might be composed of two parallel lines. In these cases, it is called *double frame line*.

With respect to the frame line, we distinguish six main shape types of handstamps: missing frame line, rectangle, ellipsis, hexagon, circle, circle with double frame, and circle with stripe.

h (location) and *hk (location-date)* handstamps without a frame line usually have digits and letters arranged in a line (figure 1), though they may have also had other shapes (figure 124). In the period between 1752 and 1846, this arrangement and layout were the most frequent and general. From 1846, handstamps without a frame line appeared only exceptionally, on handstamps of some mobile post offices and some commemorative stamps.

Rectangular frame appeared as early as 1753. This shape has been in use even until today, for mail handling instructions. Most frequently, it appeared as a horizontally lying rectangle (figure 18), or had a double frame line (figure 70). In the latter, the inner frame line was usually narrower than the outer one. The corners were rounded (figure 16), or cut off with a slanting line (figure 74). Rectangles arranged vertically (figure 649) occurred only rarely, just as squares, whose corners were usually cut off (figure 769).

In the era of postmasters' handstamps, rectangles and ellipses were not always geometrically correct. Instead, there was a great range of different shapes, which could be viewed as transitions between rectangles and ellipses. As a rule, we can say that all shapes where at least two sides were parallel or almost parallel (the other two might have been even curved), and at the meeting point of the sides angles were formed, were rectangles. However, these angles could be rounded to. The most characteristic of all transition shapes was the shape called 'razor blade'; we nonetheless categorise it as rectangular shape (figure 17).

When considering these groups, we do not think only of handstamps with continuous frame line but also of those where the frame line consisted of dots (figure 24), tiny geometrical shapes (figure 25), etc.

Handstamps with elliptical shape came into use in 1818. When round-shaped handstamps were introduced, the popularity of the former decreased dramatically. However, as late as 1892, the post office in Zagreb was still using elliptical handstamps, probably because the text of these bilingual handstamps was too long.

Elliptical handstamps were usually arranged horizontally (figure 27), sometimes with a double frame line (figure 28). Quite often, deviations from regular ellipses occurred (figures 88 and 32). Just as in case of rectangular shapes, not only continuous frames occurred but those consisting of dots, dashed, or composed of any kinds of geometrical shapes (figures 37, 38, 39, 40, 41, 42). The most interesting example of elliptical handstamps was the already mentioned Croatian handstamp with a ring shape and a traverse stripe (figure 775)

First circular handstamps appeared in 1845. Their shape became almost exclusive in the period between 1850 and 1892 for location-date handstamps. The frame line was usually single (figure 100), though sporadically double frame line also occurred (figures 126 and 127).

Before discussing further shapes, we need to scrutinise *dividing lines*. These lines were to separate certain text chunks from each other or other symbols. They could be straight or curved.

Circular handstamps with a ring are those whose dividing line is an inner circle parallel to the frame. The area between the two circles is called a *ring*, while the area inside – the *inner circle*. Sometimes these handstamps are also called *double-circle circular handstamps* (figures 95−107). This shape was

in use between 1846 and 1850. Though only rarely, it also occurred at the end of the 19th century (figures 108 and 109). If two dividing circles were used, the result was a *two-ring three-circle circular handstamp*. This was the shape of only very few commemorative handstamps.

When a horizontal stripe took place in the middle of the circle (or sometimes a vertical stripe ran out of the horizontal one downwards) (figures 178, 186), we talk about circular handstamps with a stripe (stripes). The two horizontal dividing lines divide the inner area into three parts. The middle part, the one bordered by the two horizontal lines, is called *horizontal stripe*. The upper area is called *upper semi-circle*, while the area below – the *lower semi-circle*. If two dividing lines run downwards from the bottom horizontal dividing line, the lower part of the circle gets divided into three parts. The middle part of the lower semi-circle is called *vertical stripe*, while the two other areas – *left semi-circle and right semi-circle*. All above mentioned postmarks are called *postmarks with stripes*.

Horizontal stripes can be of three shapes. If both horizontal lines are in the inner circle, we talk about a *horizontal semi-stripe* (figure 187); if the upper horizontal line ends at the inner circle but the bottom one – at the frame line, we talk about an *incomplete horizontal stripe* (figure 856); if both dividing lines reach the frame line, we talk about a *complete horizontal stripe* (figure 178). In case of incomplete horizontal stripes, the parts of the rings are called in the same way as those of single-ring circular handstamps. For handstamps with a horizontal semi-stripe and a complete horizontal stripe, the part above the dividing line is called *upper semi-ring*, while the part below the dividing line is called *lower semi-ring*.

Therefore, we have identified six shape types for circular handstamps with stripes. We mark them with Roman numbers, and call them in the following way:

I. Handstamps with a complete horizontal stripe (figure 178)

II. Handstamps with a horizontal semi-stripe (figure 187)

III. Handstamps with an incomplete horizontal stripe (figure 856)

IV. Two-stripe circular handstamps with a complete horizontal stripe (figure 186)

V. Two-stripe circular handstamps with a vertical semi-stripe (figure 189)

VI. Two-stripe circular handstamps with an incomplete horizontal stripe (figure 867)

All shapes listed above are used also today for location-date handstamps. Most frequently handstamps *I* and *IV* are used; *II, III,* and *V* occur less frequently; *VI* occurs sporadically. In terms of chronology, the shape *I* was used for an experimental handstamp in 1868; from 1890, it was used regularly. Later it was followed by the shape *II*, used experimentally for a handstamp series between 1873 and 1884; from 1892, it became regular for location-date handstamps of smaller postmasters' offices. From 1898, when serial number system was introduced for post offices, shapes *IV* and *V* came into use; from 1920, when handstamps designating prepayment of postage fee were ordered, the shape *III* was introduced; finally, shape *VI* was introduced in 1928.

The hexagonal shape was used only in two instances: mail handling lo-

cation-date handstamps in 1889 (figure 793) and a location-date handstamp of a post office in 1896.

b) Decoration and Text Separation Marks on Handstamps

To render postmarks more attractive, handstamps had decoration carved on the surface of their heads. Individual parts of this decoration are called *decorative elements.* The decorative elements typical of all types of a group are called *major decorative elements*. Such major decorative elements were the Crown and the layout of lines – both occurred exclusively on circular handstamps with stripes. The Crown was in use in the periods 1892−1918 and 1920−1946. Its figure was always in the upper semi-circle. Lines were there not only for decoration but to visibly cancel the postage stamps. To this end, they had to leave imprints which were difficult to remove so that the repeated usage of the postage would be hindered. First they were used between 1873 and 1884, and later between 1890 and 1927. It is interesting that as late as 1955, two *location-date* handstamps with lines were still produced for two post offices in Abádszalók.

Decorative elements were of very wide range. Most frequently, they were stylised palm leaves, pentacles, six-pointed stars, eight-pointed stars, either filled or outwith lines, star-like motives and rosettes, postal horns, tendrils, geometrical elements, dots, little circles, lines, and parts of circles, etc. Others featured also Hungarian folk motives, steam ships, airplanes, and many other figures. On postmasters' handstamps, decorative elements could be found in a great variety of arrangements and shapes. On one-circle circular handstamps, decoration occurred only very rarely. If it did, it was always in the bottom part of the carving. On one-ring circular handstamps, decoration was placed in the lower part of the ring. On circular handstamps with stripes, decoration was usual; most frequently, it could be found in the lower semi-ring; in the upper semi-circle it occurred only exceptionally.

For better legibility, longer texts have not been written along the circle line continuously. Instead, the text has been divided into two chunks. The first one was to be read from bottom to the top, while the second – from the top to the bottom. From this point of view, we call texts either continuous or divided. To clearly show where the chunks of divided texts start and end, text separation marks have been used. These marks have been always used in pairs. Although their shape is identical to other decorative elements, we do not consider them decorative elements, because their mission was not esthetical but functional – to separate different chunks of the text, which otherwise would have merged. Such division marks were dots, stars, crosses, Maltese Crosses, small circles, etc.

B) Texts on Handstamps

a) Post Office Name

If there was only one post office in a township, only the geographical name of the location was indicated on the handstamp. If there were several postal institutions, the geographical name was complemented with the specific name of the postal institution. Such names included for example the words *railway station, town, castle, baths, factory, district, street, or square, etc.* These words were either written out completely, or abbreviated, depending on the space available.

Simple names of post offices usually ran along a curved invisible line in the upper part of handstamps of rectangular, hexagonal, elliptical, and circular (either bordered with a line or a ring) shape (parallel to the frame line). When the name was too long, it was written also in the lower parts of the handstamp, or in the lower semi-ring. In our study, we use slashes to separate text chunks. For example, when we quote a continuous inscription located in the upper part, it looks like *'Arad P.Udv.'*; if the text was divided into chunks and written both in the upper and lower parts, it looks like '*Gyulafehérvár/Vár'*. This will apply not only to the names of post offices but to any other text chunks.

At the end of the 19th century, post office names of bigger locations where there were several postal institutions changed profoundly. For Budapest, the Regulation No. 51649 released on 26 November 1897 (PTRT. 10/12/1897, No. 33) was relevant, while for other towns – the Regulation 80245/1899 released on 9 January 1900 (PTRT. 30/1/1900, No. 8). These regulations provided for serial numbering of post offices. For Budapest, a system based on districts was applied. The oldest post office of a district received the same number as the number of the district. Numbers of other post offices contained two digits, the first being the number of the district. When there were more than eleven post offices in a district, as in case of districts V, VI, VII, their numbers were composed of three digits. For example, the post offices of district V were 5, 50, 51, ..., 59, 500, 501, etc. In other towns, the biggest post office received number 1, the post office operating on the railway station – number 2. Further numbers were given following the chronological order. Post offices operating on railway stations received number 2 even if they were the oldest ones in a given city.

The system applied in Budapest was later modified. The explanation was the confusion which these large numbers might have caused for foreigners. The legal act providing for this issue was Regulation No. 85594/3 (PRT. 9/6/1933, No. 23). The already existing post offices could retain their numbers, but new ones were given the still available two-digit numbers. Although the regulation provided for exchanging all three-digit numbers to two-digit ones, it was not fully implemented.

When Great Budapest was formed on 1 April 1955, the Regulation 1131−33/8b (Po.É 23/4/1955, No. 16) put back in place the number system based on districts, but only for the Budapest districts I−III and V−XIV. For these districts, the first digit (if the number contained two digits), or the first two digits (if the number contains three digits) referred to the district. When the district borders were modified, it involved several post offices. Their numbers, however, were not changed.

From 1898, numbers of post offices were written, with only few exceptions, in the vertical stripe (figure 189). The exceptions were the handstamps where the name of the location follows the number of the office in the upper (figure 240), or, rarely, in the lower semi-ring (figure 241). Sometimes exceptions were also handstamps with complete horizontal or horizontal semi-stripe, where the number of the office took place in the lower part of the ring in the middle of decoration, though there was no obvious reason to this arrangement (figure 217).

Great Budapest brought along yet another change. The offices of outer districts were not included in the number system based on districts. These

post offices retained their previous numbers and names of locations. The problem was though that there was nothing to show that these post offices belonged to Great Budapest. Finally, on 1 January 1960, the names of location of these offices were transformed into double (compound) ones. These double names contained '*Budapest'* and the name of the district, which was the same as the name of the location prior to its merger with Budapest. Such handstamps always had one stripe. The name of Budapest was written in the upper semi-ring, while the name of the district – in the lower one; the number of the office took place in the lower part of the circle (figure 266).

b) Geographical Location Identification

Between 1900 and 1912, a standard system of geographical location names was introduced. Prior to this period, much confusion was caused by identical names of different locations. In the 19th century many attempts were made to differentiate between such locations.

To avoid confusion, in addition to the name of the location, handstamps included further geographical identification. For this, such features were used as the country, the part of the country, the province, the next big township, or sometimes the river. However, the most generally used feature was the county.

In the 19th century, indicating the county was very general. It was much more frequent on location-date handstamps than it was actually justified by identical location names. When the system of geographical identification was set up in 1912, this additional information became unnecessary. But even after this year, names of counties were often found on handstamps. The last occurrence of a county was found on a handstamp produced in 1931.

c) Check Letters

As postal traffic increased, ever more offices were using more than one location-date handstamps. Usually, one handstamp belonged to each working station. For each mail handling operation, there was a specific indication on handstamps, such as 'registered mail', 'letter', 'money transfer', etc. But in most post offices, the majority of handstamps were identical, especially after their unification. A non-numbered regulation (PRT. 12/10/1871, No. 18) referred to the unification of handstamps with the following statement: 'non-royal post offices will receive types and official handstamps free of charge from the Royal Postal Treasury, through the postal directorates they belong to'.

With these identical handstamps, within single offices, individual responsibility could not be identified. For this reason, if there were several identical handstamps at an office, they were differentiated by letters (small and capital) which followed each other in alphabetical order. Regulation 26.521/1898 of 13 April 1893 cancelled indication of mail handling instructions on location-date handstamps, but provided for the use of check letters. The regulation declared that no other information but the information necessary for identification of the office should appear on handstamps.

The first handstamp of a post office did not contain a check letter, the second one received letter *A*, the third *B,* and so on, in alphabetic order. Check letters have been almost always capital letters. When some big offices used the entire alphabet, they continued the sequence with either small letters

or combinations of two letters. When two letters were used, they were either both small, or the first was capital and the second small. Very rarely, both letters were small. The first letter usually remained the same until the entire alphabet was used for the second letter. Therefore, regular check letter sequences were the following: no check letter, *A, B, C……, Y*; *AA, AB, AC, …… AY; BA, BB, BC, …..... BY,* etc.*

The practice of applying check letters was modified by the Regulation 756v/1912 (PTRT. 20/1/1912, No. 7) in 1912. According to this regulation, capital letter *I* should have been omitted, because it was easily confusable with the roman number I. The regulation also provided re-carving of this letter on existing handstamps. However, this provision was not fulfilled.

After the World War I, usually from 1924, this letter appeared again on newly produced handstamps too. From 1950, the capital letter *I* has always followed the capital letter *H* when a post office received a new handstamp.

On circular handstamps with two stripes there were always two check letters; on all other kinds there was only one. Their arrangement on the handstamp was very different; hence our focus on the layout later, when discussing individual type groups.

When handstamps deteriorated, they were replaced by new ones with the same check letter as the one on the replaced handstamp.

Deviations from this system occurred only during two periods. First it happened between 1938 and 1941, when new post offices opened on the newly accessed territories. Already the first handstamp of these got the check letter *A*, the second – *B,* and so on. Therefore, when only a single handstamp was used, it was also marked with a check letter.

The second period was the one which started after the World War II and lasted until 1950. The war brought along such devastation of handstamps that applying distinctive marks on handstamps replacing the lost ones did not seem sensible. For this reason, when an office used less than five handstamps, replacement handstamps were marked with the capital letter *E*; when a post office used more than five handstamps, marking started with the following letter of the alphabet. For example, if a post office originally had three handstamps without check letter and two handstamps with check letters *A* and *B*, and during the war, the handstamp without a check letter and the one with *B* were lost, after receiving two new handstamps, the marked handstamps of this post office bore check letters *A*, *E*, and *F*. After 1960, when an office got a new handstamp, it was marked by a check letter following the existing letters in alphabetical order. To demonstrate this logic on the previous example, the post office first would have received handstamps without check letters and then with the check letter *B*. However, many years had to pass until there were no gaps in the alphabetic sequence of handstamps of single post offices.

d)Period of the Day and Time Indication

As postal traffic increased, more and more post offices needed to extend working hours, and later introduce day and night shifts. At the same time, the demand for knowing the time of when certain mail items were accepted by the postal service grew. The location-date handstamps of the time, however,

* The handstamps which contained letter *I* continued to be used.

contained only the month and the day or the year, the month, and the day. First post offices in Sopron, later Pest, and later, after Buda and Pest merged, of Budapest introduced indication of the period of the day. At the beginning, this information was carved. For each period of the day, different handstamps were used. We call these indications *permanent indications of the period of the day*; they were written parallel to the frame line in the lower part of the handstamp, exclusively on one-circle handstamps. In our categorisation, they constituted the part of the text.

The indications in question were the following: *early morning, morning, afternoon, evening, daytime,* and *night.* These words were written in whatever the official language of the area was – either Hungarian, or German, or Croatian, or Italian. The permanent indication of the period of the day was carved in either small letters with a capital initial letter (figure 18), only small letters (figure 162) or only capital letters (figure 161).

In 1871, post offices in Pest and some other big post offices in the country introduced indication of the time of the day (clock), instead of the period, on their location-date handstamps. From 1873, a mechanism to adjust the exact time of the day was inserted into handstamps. The time was indicated with numbers up to 12. For daytime Arabic, while for night Roman numbers were used. The period of the day was on these handstamps was not really essential. In the area belonging to the postal directorate of Sopron, the time of the day (clock) was preceded by an abbreviation referring to the period of the day (*V* = Vormittag (morning), *N* = Nachmittag (afternoon)). Whatever the method of indication of the period of the day, we call it *built-in or adjustable indication of the period of the day*. Production of such handstamps ceased in 1884. On 7 July 1890, a provision for the use of handstamps indicating precise time at all royal post offices and bigger postmasters' offices was issued.

From 1890, only smaller post offices were not indicating the exact time. In fact, it was not justified by their procedures, since the indication of the period of the day was sufficient. However, on 25 January 1892, a provision for the use of handstamps indicating the period of the day with adjustable letters (we call this part *insert)* was issued for these post offices too. To this end, the use of two capital letters was provided – N (nappal = daytime) and É (éjjel = night time) (figures 187 and 190). Letter *N* was to be used from 6 o'clock in the morning until 6 o'clock in the evening, while letter *É* – from 6 o'clock in the evening until 6 o'clock in the morning. The use of inserts was finally terminated in 1924. From that year, smaller post offices have used location-date handstamps without indication of the period of the day.

e) The Distinguishing Mark

In case there was a fire, a robbery, a burglary, or war events, post offices might have lost their handstamps. In such cases, from 1870, lost handstamps were declared invalid in PRT, to avoid abuses. All mail items which bore postmarks produced by these invalid handstamps were considered forgery. Replacement handstamps were marked by a special mark, indicating that they were copies of the original ones. We call this mark a *distinguishing mark*. To designate copies, the Roman number *II* was used, which seemed logical because it referred to the (second) copy of the original. Instead of *II*, number *I* started to appear after 1880, becoming ever more popular from

1900. At the beginning of the 20th century, letter *A* started to spread. To distinguish it from check letters, it always appeared as combination *AA*.

At smaller postal points, a pair of stars had been used for long; it was introduced for the location-date handstamps in 1945. Regulation 133 301/P No. 4 (PRT, volume 35 of 1945) stipulated that handstamps produced to replace those lost in the war and identical to them, had to bear either a different check letter or be marked by a star. The positions of distinguishing marks were as various as those of check letters. We are going to deal with them at individual type groups.

During the World War II, a very rare distinguishing mark was used – small letter *a*, which followed the check letter. Today we should not confuse it with double check letters, though there are no visible differences; only logical conclusion might help us to understand which of these we have come across. For example, the inscription *Beszterce 1 Na* does not mean that this was the 36th handstamp of the post office, but that it was the copy of the 15th handstamp of this post office, its original lost in the war.

There was another interesting feature of applying such distinguishing marks. Handstamps produced in different periods look so differently that even laymen can tell the difference between them very quickly. These differences, however, were not taken into account when carving check letters. The only thing that was important was whether the lost handstamp had a check letter or not, and what it was exactly. Consequently, if we find a handstamp with a distinguishing mark in one group, it does not mean that this kind of handstamp will not occur in the same group without a distinguishing mark.

4. SYSTEM OF DATE AND LOCATION-DATE HANDSTAMPS

The most important feature of a handstamp is its mechanism (system) to change the date. If a handstamp has a replaceable insert part with numbers and letters, it is called an *insert handstamp*; these handstamps are marked with *B* (*betét* (Hungarian)=insert). We have already briefly mentioned them, when discussing location-date handstamps. On other types, letters and numbers were fixed to bands adjusted by wheels. Such handstamps are called *wheel-system handstamps*, their mark being *Kr (kerékrendszer=wheel system)*.

Until 1890, the vast majority of location-date handstamps had an insert, the exception being a few handstamps produced between 1873 and 1884. Later, handstamps with wheels and bands were produced for royal post offices and bigger postmasters' offices, while smaller offices continued to use handstamps with inserts. Until 1920, both types were used. From 1920, the production of insert-type handstamps ceased. Today, hardly 50 pieces are in use. It is quite easy to see whether a postmark produced before 1892 was produced by a handstamp with an insert or wheels and bands, because even the shape of these postmarks was different. For postmarks from the period between 1890 and 1920, telling the difference is much more difficult. Their shape was identical, and the differences were minute. The major difference was the numbers of the date. While the fonts of handstamps with inserts were always Antiqua, the fonts of wheel-and-band handstamps were always exclusively Grotesque.

a) Location-date Handstamps with Inserts (B)

On these handstamps, the date consists of the year, month, day, hour, and a forwarding mark. The type and arrangement of these five elements determine the content and layout of handstamps with inserts. We should look at postmasters' handstamps and official handstamps separately, because for the latter, application of regulations was out of question, while for the former these regulations were applied only if they were pertinent. It happened this way because from 1867 all handstamps ordered by the Post Treasury were produced at one particular company, while postmasters could have their handstamps produced at various places. As a consequence, in each individual period, the handstamps ordered by the Post Treasury were of the same structure and layout; those of postmasters were all different. This is why we are going to give up chronological order when discussing these handstamps, first looking at centrally ordered handstamps.

Handstamps where the month and the day were arranged in two lines are called *two-line insert stamps*; they are marked by *B2* (figures 71, 95, 113). These cancellers were used from 1837 to 1867.

When the year, the month, and the day were arranged in three lines, the stamps are called *three-line insert stamps*; they are marked with *B3* (figures 77, 91, 109, and 138). These cancellers were in use from 1867 to 1892. If the year on a handstamp was 1899 or any year before this, its indication contained two digits; beginning from 1900 this indication contained three digits. At the beginning, four-digit indication of the year occurred too. The digits indicating the year appeared as fraction. Consequently, stamps *B3* have three sub-groups – B3/2 (figure 149), B3/3 (figure 150), and B3/4 (figure 135).

At some post offices, the period of the day or the time of forwarding the mail item was incorporated into the date, forming a new line. Thus, the type *B2* started to look as *B3*. To avoid confusion, these extra lines are marked as follows: when there was an extra line on a *B2* handstamp, it is expressed as *B2+1*; if it appears on a *B3* handstamp, its indication is *B3+1*.

B3+1 handstamp contained the day, the month, the period of the day, and the year. Later, the exact time was sometimes indicated with Arabic or Roman numbers instead of the period of the day. Arabic numbers were used for the daytime, from 6 in the morning until 6 in the evening (figure 165), while Roman numbers referred to the night, from 6 in the evening until 6 in the morning (figure 166). In Croatia, similar handstamps featured the hour and the period of the day. Usually, the third line contained the Arabic numbers for hours and the abbreviations *JUT* or *VEČ* (figures 168 and 133). In Croatian *JUTROM* means morning, and *VEČERA* – evening.

Between different lines referring to the date, we can find a 5-8 millimetres long straight *dividing line*. On *B2* handstamps, we usually find one (figure 113), on *B3* – two of such lines (figure 162). However, these lines can be missing on both types (figure 141). On some erroneous handstamps, we can find such lines in irregular places. For example, above the first text line on handstamps *B2*, or under the second one on *B3* (figure 148). On handstamps *B3*, the dividing line might be missing partially: either between the first two text lines (figure 149), or between the second and the third text line.

Regarding their shape, handstamps *B2* mostly had one ring and one circle, while handstamps *B3* – one circle and hexagonal (rarely rectangular or

elliptical) shape.

When wheel-and-band handstamps were introduced for royal and bigger postmasters' offices in 1890, the use of circular handstamps with a stripe set off instead of the single-circle shape. In 1892, this new kind was introduced for smaller postmasters' offices too; by this move, the production of circular handstamps with a single circle ceased. Naturally enough, the change of shape brought along the change in the layout of handstamps *B3*. The date could not be arranged in three lines anymore, so it was written in the horizontal stripe. This was how the last version of handstamps with inserts appeared, the *one-line insert handstamps*, their mark being *B1* (figure 187). Until 31 December 1899, the year was indicated by two digits, while after 1 January 1900 – by three digits. Therefore, the whole date contained either five or six signs, which were all but one digits; the only letter was to abbreviate the month. These handstamps are marked *B1/2* and *B1/3* (figures 192 and 193). The handstamps already in use were modified in such a way that the groove for the insert was carved a little longer, and a piece with the number *9* was added to the number set. Modifications were carried out in the last two years of the 19th century. Postmarks produced by such handstamps occurred both with the date *B1/2* and *B1/3*. Those produced later were naturally all *B1/3*.

Logically enough, we divide postmasters' handstamps into *B1, B2*, and *B3*, according to whether the date was arranged in one, two, or three lines. For *B1* and *B2*, it was important if all three parts of the date (year, month, day), or only two parts (month and day) occurred. Accordingly, we distinguish *B1*/year, *B2*/year, *B1*/month, and *B2*/month layouts. The elements of the date appeared in many different versions. The year could be indicated by two, three, or four digits. The month could be written as a full word, as an abbreviation, using only capital letters, using only small letters, or using small letters and a capital initial letter. Most generally Arabic numbers were used, though Roman numbers also occurred. The day was indicated by Arabic numbers. The sequence of the date could be German (day, month, year) or Hungarian (year, month, day). The fonts were Antiqua, Grotesque or Gothic.

b) Wheel-and-Band Location-Date Handstamps (Kr.)

The first wheel-and-band handstamp was produced in 1868 for a post office of Pest, most probably for experimental purposes. It was a circular handstamp with a complete vertical stripe (figures 173−177). To adjust the date, there were six bands on six wheels. On these, the day, the month, and the year were fixed in Arabic numbers in Antiqua. We have not yet found postmarks produced by this handstamp from later years. The experience with it might have been very positive because in 1873 the Post ordered a large amount of them. However, production of these handstamps terminated in 1884. More precisely, the handstamp factory did not receive more orders for them after this date. We have not managed to find any data on the shape, purpose, use, or reasons for termination of the production of these handstamps, neither for those produced in 1868, nor for those produced in 1873. On the basis of the postmarks that we have found, we can say that the number of these handstamps was not larger than a hundred. They were actually predecessors of *Kr* handstamps, which gradually entered from 1890, becom-

ing exclusive from 1924. This is the reason why we have included them in the present study (their mark is *Krő*. (abbreviation of the Hungarian '*kerék rendszer őse'*='predecessor of wheelband system').

There were two versions of *Krő* handstamps: those without any indication of the period of the day and those with its symbolic indication. When there was no such indication, the handstamps had five wheels. Therefore, we mark them *Krő5* (figure 176). When there was indication of the period of the day, the handstamps had seven wheels; so their mark is *Krő7* (figure 173). The exact time was indicated by both Arabic and Roman numbers, just as in case of *B3+1*. Numbers for exact time took place on two bands, after the day. On the sixth band, a dash and Roman numbers, on the seventh, a dash and Arabic numbers took place. For daytime, the sixth band was adjusted, while for night – the seventh one. We often come across postmarks where exact time adjustment was not done (figure 172). *Krő* handstamps are the only group within *Kr* type where the fonts of the date are Antiqua, not Grotesque, just as in case of handstamps *B*.

Six years after the production of *Krő* handstamps terminated, at the beginning of 1890, the Hungarian Post introduced *Kr* handstamps for royal and bigger postmasters' post offices, probably following foreign examples. These handstamps are being used even today, with more or less modifications. On these, the indication of the period of the day finally became a permanent part of the date integrated in the same line in the horizontal stripe. For complete dates, 8 bands were used: on the first two the year, on the third the month, on the fourth and the fifth the day, on the sixth the sign of the period of the day, and on the last two the exact time took place. To indicate the period of the day, the same letters were applied as for *B1 – N* and *É*. For time, numbers from 1 to 12 were used. Since these handstamps had 8 wheels, their mark is *Kr8*. Later we will see that such 8-wheel *Kr* handstamps on which the period of the day was missing also existed (*Kr8n*) (figure 178).

Nearing the turn of the century a solution had to be found for the indication of the year 1900. After 1900, two numbers were not enough to indicate the year. For this reason, three wheels instead of two were used to indicate the year – *nine-wheel handstamps* were born (figure 211). Their sign in our system is *Kr9*. New handstamps produced after the turn of the century were designed as nine-wheel ones, while an additional wheel and band were mounted on the old ones. On these additional bands, only two numbers, *8* or *9* were moulded. On very busy work stations, the life cycle of handstamps lasted any period from two to five years, while on less frequented ones, it could last fifty or even sixty years. The average handstamp life cycle was 20−30 years. This fact was taken into account when a cheaper method of production was invented. During the average life cycle, on average three, maximum four numbers of the middle stripe (decimal numbers) were used before the handstamp broke down. Thus the other digits remained unused, were superfluous. This is why after some time 8-wheel handstamps were produced again, instead of 9-wheel ones; their first band was wider than the other two, and featured two numbers, which were the first two digits of the three-digit indication of the year. These were digit combinations e.g. 90, 91, and 92, enabling the setting of the year from January 1 1900 to December 31 1929. Postmarks produced by these 8-wheel handstamps handstamps do not differ from those produced by 9-wheel handstamps, therefore we do not

differentiate them. This means we do not count the physical number of wheels, but the number of signs visible and countable on the postmark.

From 1912, royal and bigger postmasters' post offices where indication of the period of the day was not needed, started to use *Kr* handstamps along with *B1* ones. Mobile post offices started to use them too from the same year. These handstamps were *6-wheel ones* (figure 489). Their sign in our system is *Kr6*. It took nine years for this handstamp to start to be used at all such postal institutions where there was no *Kr9*. Thus, from 1921 the *Kr* type became the only one to be produced.

There was another important change to take place in 1921. This was the year when 24-hour system replaced the 12-hour one for time notation. With this change, the indication of the period of the day (daytime or night) became unnecessary. Instead numbers 0–24 were used (for example, 16 o'clock instead of *N4* (*N* = nappal = daytime)). Due to this omission, *Kr9* handstamps turned to *Kr8* again (figures 225 and 229). To distinguish between *Kr8* of 1890 and 1921, we use sign *Kr8* for the latter (because it did not contain the indication of the period of the day), while sign *Kr8n* is used for the former (it included the period of the day).

The last change in the handstamp system came in 1938. From that time, the year was again indicated with two digits instead of three. Therefore, the first band was omitted, and *Kr8* turned to *Kr7* (figure 255), while *Kr6* into *Kr5* (figure 263). To indicate the month, abbreviations were replaced by Roman numbers.

In certain cases such technical solutions typical of previous periods were applied. In other cases, an older and a newer system were combined. Since the number of such handstamps was very little, we do not establish a separate type group for them but include them, as a separate version, into the type groups of the corresponding production period. Apart from economic reasons, there were two other for such handstamps to be produced. When a new postal institution was in shaping, the materials management of the Post provided for the production of specific handstamps for it. It may have occurred that during production period some unexpected circumstances emerged (modifications of the borders of the country due to peace agreements; change in the name of the geographical location), due to which this institution never opened, or opened under a different name. Then the handstamps produced stayed at the storage of the Post. Handstamps were returned to the Materials Storage, where they were destroyed, also when a postal institution closed after short existence. From about 1940, the unused stamps were re-carved, or their wheel and band mechanism was mounted into other handstamps. This is the reason for such curiosity as we can sometimes see today: even nowadays such *Kr7* or *Kr5* handstamps are produced, where the month is indicated by an abbreviation instead of a Roman numbers. Moreover, the opposite can also occur: a *Kr8* handstamp of the type from before 1938 is created, but the month is indicated by Roman numbers.

5. LANGUAGE OF HANDSTAMPS AND COLOUR OF POSTMARKS

When we talk about the language of handstamps, we mean the language of the geographical location and any other text. It was most often determined by political circumstances – by the degree of the dependence from Austria

and the relationship with Croatia. Accordingly, we distinguish one-, two-, and three-language handstamps. The name of the geographical location could be Latin, German, Hungarian, and Italian; there was also one instance when the French language was used. When more than one language was used, the most frequent combinations were: Hungarian-German, Hungarian-Croatian, Hungarian-Italian, Hungarian-Latin, and Hungarian-Ruthenian (Cyrillic letters), German-Croatian, and Hungarian-German-Croatian. The rest of the text was in German, Hungarian, or Italian; when there was more than one language – Hungarian-Croatian, Hungarian-German, Hungarian-Ruthenian, or German-Croatian.

Chronological periods for certain languages to be used do not have sharp boundaries. At the beginning, several languages occurred; from 1867, period boundaries became clearer. The Latin language accompanied German and Hungarian in the 18th century.

German prevailed until the middle of 1840s, and later, between 1850 and 1867.

The Hungarian language appeared on handstamps from the very beginning. The number of such handstamps started to increase from 1847. On 4 May 1847, the Governing Council provided for the official use of the Hungarian language. On 24 May 1848, after the first Hungarian government was formed, the Minister of Agriculture, Industry, and Commerce provided for Hungarian signboards, seals, and handstamps. As a curiosity, let us quote an extract from this provision: '… *postage stamps* should contain geographical names in Hungarian' ('Postage stamp' means location-date postmark in this context). We have to point at an error made by Térfi. In his work, he wrote that this Governing Council regulation was issued in 1847, while the correct date is 1848.

This was the period when the greatest number of Hungarian-German handstamps was produced. After 1 May 1867, the independent Hungarian Postal Administration (at least on paper) provided for exclusively Hungarian language handstamps. However, bilingual (Hungarian-German) handstamps continued to be produced until 1871. The reason of this phenomenon will be discussed when looking at permanent and temporary location and location-date handstamps.

Italian language handstamps or those combining Italian with some other language were used in Fiume, until the end of the 19th century. In Croatia, German language, later Croatian and German language handstamps were used until 1871; from 1871, the Croatian name of the location was indicated. The exceptions were such bigger cities or towns, which had both Hungarian and Croatian names. For these, all kinds of language combinations were used: only Hungarian, only Croatian, Hungarian-Croatian, and Croatian-Hungarian. The only handstamp with inscription in French was used in Sopron, at the city post office. The Hungarian-Ruthenian handstamps were used on the autonomous territory of Transcarpathia, from 7 July 1939 until the end of the World War II.

The ink of postmarks was usually black. At the beginning, different colours were also used. For location and location-date handstamps, such colours as red, green, blue, violet (reddish and bluish shades), and yellow were used. Today, mostly black is used, with the exception of the mail paid

for in cash and urgent telegrams, for which red colour is used. Otherwise, all location-date postmarks are black. For commemorative postmarks, even today coloured ink is popular.

6. ELEMENTS CONSTITUTING CATEGORY FEATURES

The shape of handstamps (postmarks), their text, decoration, date, as well as their mechanism (system) are all features which create the basis for their categorisation. Elements which determine to which category certain handstamps belong are called *category features*. Elements which determine the type group within a category are called *type group features*. These are such elements as shape type or major decoration elements.

Within a type group, deviations typical of the production period might occur. For example, from 1890, some circular handstamps with stripes featured the Crown, while others did not. In such cases, we create a sub-group, which we mark with an extra small letter or in any other way. We are dealing with this, when discussing specific type groups.

Within a type group, handstamps with different carving constitute *types* (location names, of course, are not considered here). Elements typical of these types are called *type elements*.

Such type elements include shape type, office name components, the way of location indication, geographical location identification, indication of the period of the day, type of fonts, position of check letters, as well as distinguishing marks.

Sometimes certain division is necessary even within types. In such cases, we identify *versions*. Versions occur in two cases. The first case is when the already existing handstamps had to be modified. As a result of such modification, the handstamp remained the old one, solely the postmark it produced changed.

The second case is when on especially busy work stations, a handstamp with the same check letter broke. The postmark produced by the replacement handstamp was identical to the old one, so their type is the same. However, there are still some differences in carving. In this case, we are talking about different handstamps but almost identical postmarks. Consequently, versions do not have standard criteria (as opposed to types).

Carving modification can happen in three ways. The simplest way is when some part of the carving is removed. These are the *carved-out handstamps*. In other cases, some parts are removed, while new elements added. These are the *recarved handstamps*. Finally, the mechanism/system for date indication might be modified and the result is a *reshaped handstamp*.

Replacement handstamps may differ in their frame line, letters size, digit shape and size within the date, or the space between words, the distance between the first and last letter of the inscription, and the placement of the letters of the text relative to each other, or the ornament or the dividing lines. We are going to point at only one or two most typical differences instead of mentioning all of them. When looking at size differences, the precision will be one or half a millimetre – smaller differences might result from specific features of paper, ink, or stamping technique.

The reasons for handstamp modifications could be following:

After the German language ceased to be the official one, and when the autonomous territory of Transcarpathia was legally regulated, the parts of the text on handstamps which were in languages other than Hungarian were removed (German and Ruthenian)

When the name of a post office was modified (e.g. the reference to the railway station was removed, or a numerically identified office got a non-numerical name), the inscription *P.U.* (pályaudvar = railway station) or a number were removed.

As a result of historic/political changes, the Crown was removed.

When new spelling rules for geographical location names were introduced, hyphens in compound location names were removed.

To the handstamps produced in the periods 1890−1892 and 1918−1920, the Crown was added.

At offices, which had simple names, but later were also numbered, handstamps were modified to accommodate for both the name and the number: the decoration in the lower semi-ring was removed; instead, dividing lines of a new, vertical stripe were carved. In new sections the number of the office and check letters (two of them) were written. For *B1/2* and *Kr8n* handstamps, the two-digit indication of the year was modified to the three-digit one on the turn of the century; the date mechanism was modified accordingly.

After getting acquainted with the principles of categorisation, we are now going to have a closer look on handstamps and postmarks of Hungarian post offices.

CHAPTER II
HANDSTAMPS OF POST OFFICES

As regards the origin of the handstamps used at Hungarian post offices, we can divide the period from 1752 until today into three sub-periods, which are: Austrian postal management, postmasters' handstamps; Austrian postal management, official handstamps; Hungarian postal management. However, the precise identification of the boundaries of these sub-periods would have been rather difficult. Although Austrian postal management provided for certain shape in 1840, and then in 1850, and had location-date handstamps centrally produced, only new post offices were equipped with these. The already existing postmasters' offices got them only in case they specifically applied for them. This was the reason why certain postmasters' offices had their own handstamps produced individually many years after 1850.

Similar situation happened when Austrian and Hungarian postal management separated. Until 1 January 1871, handstamps for certain postal institutions operating in Hungary were produced in Vienna.

The question 'Why were Hungarian handstamps produced in Vienna as long as four years after gaining independence?' is really justified. To understand the answer, we have to look at the historical background.

When Austrian-Hungarian compromise was concluded, the contemporary Hungary and Transylvania fell under the scope of responsibility of Hungarian postal administration. The so-called Frontier Region (Határőrvidék) remained under the scope of responsibility of Austrian postal administration. This region included Croatia, Slovakia, Srem, as well as German and Romanian provinces (Bánság). Law XXX. of 1868, regulating the Hungarian-Croatian relations orders the 11. border patrol regiment belonging to Dalmatia, all the other parts to Hungary. The law without number (R. 1868.III.31, number 9) dealing with the transfer of the post offices writes:

"From 1 April 1868 the K.u.K. Postal Directorate of Zagreb and the post offices and postal instuitutes belonging to it will not belong to the K.u.K. Ministry of Trade any more. The post offices in the civil part of Croatia and Slavonia (listed in List A) will stay under the direct management of the Zagreb Postal Directorate and together with their personnel they will belong to

the Hungarian Royal Trade Ministry. On the other hand the post offices in the Croatian, Slavonian and Serbian Banat Military Border Districts (listed in List B), together with their personnel and also from 1 April on will belong to the newly established Postal Directorate of Zimony (Semlin), which in turn will belong to the K.u.K. Ministry of Defense." This is why the Zagreb Postal Directorate ordered the cancellers from 1 May 1867 to 1 April 1868 in Vienna.

Post offices of this region joined Hungarian postal administration only on 1 January 1871. For this reason, handstamps for the post offices of this region were produced in Vienna from 1 May 1867 until 31 December 1870. The related order No. 24.541/4619 (R. 1870.XII.24, No.21) states the following:

"From 1 January 1871 the direction and high level management of the Croatian-Slavonian and Serbian Banat Military Border District postal matters will be taken over by the Hungarian Royal Ministry of Agriculture, Industry and Trade. The Postal Directorate of Zimony (Semlin) will be closed on 31 December 1870, and the post offices and postal institutes belonging to it (listed below) will be placed under the direct maangement of the Zagreb Postal Diectorate for Croatia-Slavonia together with those belonging to the regiments of Petervarad, and under the direct management of the Temesvar (Timisoara) Postal Directorate for the Serbian Banat and the the Titel ones." This is why the cancellers of the post offices belonging to the Military Border District have been manufactured, from 1 May 1867 to 31 December 1870, upon the order of the Austrian Postal Directorate, in Vienna.

We should point out that Hungarian postal administration was the first one to use *B3* handstamps, doing so several months before its Austrian counterpart. Later, Austrian postal administration followed the Hungarian one, thus handstamps produced in Vienna were similar to those produced in Pest.

Although the information above is very important, we are going to discuss handstamps along type group element categorisation guidelines, instead of applying chronological or historic criteria.

We should draw attention to a remarkable fact regarding the life cycle of location and location-date handstamps. Although ordering Hungarian handstamps was one of the first steps of the Hungarian postal administration after it had broken free from the Austrian one, the already existing handstamps were not withdrawn. Consequently, the newly opened post offices were equipped with purely Hungarian handstamps; the latter were also used to replace those which had broken. However, during a relatively long period, both kinds of handstamps were in use. The handstamp which was used for longest comes from Babócsa – this *hB* handstamp produced in 1840 was applied to parcel shipping documents until some years after 1920, to replace a mail handling handstamp for postmarks on the rear side.

It took a quarter of a century to regulate how bad handstamps should be returned. Regulation 30.547/V.9. (PTRT. 16/5/1892, volume 28) stipulated that when getting new location-date or other handstamps, the old ones had to be returned to the Materials Management Department of the Post Office, where they were destroyed.

From 1871, purchasing of new handstamps was carried out centrally,

which means it was the responsibility of the Postal Directorate. This explains why handstamps produced during the same period shared similarities. When Post Office was restructured in 1951, ordering handstamps was delegated to postal directorates. Consequently, since then handstamps have not been so much similar to each other, though their shape mechanism and the arrangement of the text have not changed.

In the period between 1867 and 1871, there were some other postal directorates apart from the one in Zagreb which ordered location-date handstamps on their own. This was the background for several Hungarian-German or Hungarian/German bilingual handstamps, which strongly resembled those of the Austrian postal administration. Apart from the already mentioned elliptical handstamps ordered by the postal directorate in Sopron, these were *B3* location-date handstamps. Beginning from 1871, either the German language location name was removed from them, or they were withdrawn from circulation.

Out of the capital letters which mark type groups, we have to especially emphasise eight ones: *A* stands for handstamps where the text is arranged in a line; *B* stands for rectangular handstamps; *C* – for elliptical ones; *D* – for one-ring circular ones; *I* for hexagonal ones; *E* – for B2 one-circle ones; *F* – for B3 one-circle ones; *J* – for B1 two-stripe circular handstamps. The letters listed above indicate the mechanism/system in the first place, while the shape only in the second. Within type groups, there are sub-groups, which are indicated by combination of letters. For example, if a post office used an elliptical location handstamp, it belonged to the type group *hC (h=helynév=location)*. In Levice, for example, an elliptical location-date handstamp was used, so location *(h)* should be omitted: the type group of this handstamp is *C*. The date mechanism of the handstamp was *B3*, therefore, within the type group, it belonged to *CF* sub-group.

Type groups of post offices are marked chronologically with letters *A* to *R*. For handstamps of extraordinary shape or function, we have created a separate group called *special handstamps*; their sign is *W*. For mobile post or official couriers, such handstamps were often designed which differed from the usual ones not only as regards their mechanism but also marks integrated into the date. We are going to look at these types when discussing mobile post offices; for marking their group we use letters from *S* to *Y*.

When describing a type group, we will always start with the group sign. For location handstamps, the letter *h (h=helynév=location)* will always precede the capital letter pertaining to the group. For location-date handstamps, we will not use any abbreviation. Then, the production time follows. For the handstamps used in postmasters' offices, we do not know the date of production; in their case, the two dates indicate the earliest occurrence and the time when the handstamp started to be used for the last time. Then we define the kind of the shape, and, for location-date handstamps, their system/mechanism. Later, we discuss the type group in detail and, if relevant, some important historic data. Finally, we indicate the number of pieces produced during the production period. When we do not have data on his, we use probability method or estimation. Finally, taking into account all versions, the estimated number of postmarks follows and, as a historic curiosity, the oldest and the latest postmarks produced by the first and the last handstamps of a given type group.

1. Permanent Location and Location-Date Handstamps of Post Offices

a) Location Handstamps (h- = helynév)

h handstamps, without exception, were produced by the Austrian postal administration. All of them were used at postmasters' offices. There were following type groups:

Type Group hA, 1752–1849 Text arranged in a line or lines; as regards manufacturing method, these handstamps were either assembled from letters (figure 2) or carved (figure 1); most frequently fonts were Antiqua; the name of the location was most frequently written in capital letters, though often in capital initial letter and small letters (figures 2 and 5); less frequently, between 1765 and 1848, fonts were Grotesque (figure 3). As early as 1759, also Gothic letters emerged (figure 4); they became popular only after 1781. At the end of the century (after 1792), they were hardly ever used. Written letters became popular on handstamps at the beginning of the 19th century, for the first time appearing as early as 1763 (figure 5). Letters in Italics were used between 1818 and 1847 (figure 6). For all types, the size of letters varied from 2 to 11 millimetres. The length of handstamps depended on the length of the location name.

Sometimes the word *von* (figure 7) or its abbreviation *v* (figure 9), more rarely the French word *de* or its abbreviation *d* appeared on handstamps, referring to the origin the mail item, for example, from Kőszeg, from Pozsony, etc.



1—3. ábra



4—6. ábra



Figures 7–9.

However, we also know of such handstamps where the letter *V* does not mean *von* but refers to the first part of a compound location name. *V tepla* meant *Vágtepla*; *V újhely* meant *Vágújhely*; *V falva* meant *Vámosfalva*. Most interesting was the abbreviation of the Latin name of the town Pécs. The Latin name of the town was Quinque Ecclesiae, where Quinque means *five*. On handstamps, it was abbreviated as *V Eclesie* (Roman *V* for 5).







10—12. ábra







Figures 13–15.

Most frequently, these handstamps contained one line, but there were also those with two lines of text (figures 8 and 9), especially when a broader geographical region was also indicated (figures 10 and 11). When there were two lines, they were sometimes separated by a dividing line (figure 9).

On these stamps, decoration occurred only rarely. The rudimentary decoration elements were an figure of a postal horn and a lying letter *S* (S-shape) (figure 13). Térfi's study presented an interesting ornament at the bottom of the handstamp '*KEREPES'* (figure 12). However, it was not carved in the handstamp, but drawn on paper later; therefore, it was not the part of the postmark.

To indicate the country or larger region, there were such words as Magyarország (Hungary), Illyria, and Határőrvidék abbreviated in following ways: 'in.U.', 'in.Ung.', 'In Ungarn', 'Ungarn', 'Illyrie', 'Illyrien', and 'in Millit'.

Sometimes the word '*Post'* or abbreviation '*P.*' preceded the name of the post office (figure 14).

459 Hungarian and 41 Croatian such handstamps were in use, all in all 500 pieces. The first featured *Debreczin* (1752), the last – *Raszlavicz* (10/2/1850). All in all 536 postmarks including the coloured one are known today.

Type Group hB, 1753–1849 Rectangular location handstamps, rarely with a double frame line. During the production time, the fonts of most of them were either Antiqua capital letters (figures 15–17, 24, 25), or a combination of capital initial and small letters (figure 18). The text was usually arranged in one line; when the shape type was razor blade – in two lines (figure 17); very rarely, the text may have been arranged also in three lines. Between 1753 and 1842, also Grotesque fonts (figure 19), in 1779, written fonts (figure 21), and in 1838, Italic fonts (figure 20) appeared. Gothic fonts did not occur in this type group, though in written texts Latin and gothic letters sometimes appeared together (figure 22). Negative letters appeared for the first time in this type group. Usually they appeared without a separate frame line (figure 23), though frame lines might have also occurred (figure 26).

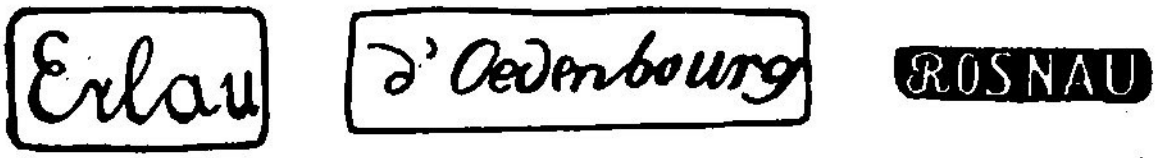
The words 'von' and 'de' appeared as abbreviations '*v*' and '*d*' (figure 22).



16—18. ábra



19—20. ábra



21—23. ábra



Figures 24–26.

Inside the frame line, there was no decoration. However, the frame line itself might have been composed from tiny decoration elements (18 kinds of such elements are known) (figures 24, 25).

112 Hungarian and 2 Croatian handstamps were used, all in all 114 pieces. The first featured *v.tyrnau* (1753), while the last – *zombor* (1849); With coloured postmarks included, we know of 130 such postmarks.

Type Group hC, 1758–1819

Elliptical location handstamps, usually with a simple frame line (figure 27), rarely with a double one (figure 28); the frame line was often decorated. From 1818, this shape was the most popular. On both simple (figure 35) and double frame line (figure 36) handstamps, the most ancient horizontal stripes occurred.

With the exception of Gothic fonts, we can find almost all fonts on these handstamps. During the whole production period, Antiqua fonts were the most popular (figures 27, 28 and 32). Grotesque fonts appeared between 1818 and 1839 (figures 29, 38), Italic fonts between 1818 and 1846 (figure 31), while written ones between 1818 and 1848 (figures 31, 35, 37). Handstamps with negative letters (figure 39) were produced between 1822 and 1845. Some of these had a frame line, while some did not. The fonts of negative letters were Antiqua, Grotesque, Italic, or written. For all letters types, two-line arrangement of the text was frequent (figures 33, 45, 46).



27—29. ábra



30—32. ábra



33—35. ábra



Figures 36−38.

Very often, a decorative frame line was used (figures 37−42, 48). All in all, we know of 22 such lines. Decorative elements were also used to fill the empty spaces of handstamp surface (figures 30, 35, 42). Out of 46 known decoration types, the so-called 'moustache' might be called official, which was either straight (figure 43) or strongly curved (figure 44). Quite often, there was one only above or under the text (figure 45).



39—41. ábra



42—44. ábra



Figures 45−47.

For the word 'von' only abbreviation '*v*' was used (figure 41). It was on these handstamps that the word '*aus'* was used instead of '*von'*, only as abbreviation '*A*' (figure 36).

For large geographical areas, only preposition '*in'* was used, or '*im Banat'*(figure 40).

Quite often abbreviations were used for *post office;* these were *P*, *PA* (postamt, Post (figure 47), *O.P.A.* (ober postamt), K.K. postamt as *K.K.T.P.A.* (Kaiserliche Königliche Territorial Postamt (figure 48)).

345 Hungarian and 41 Croatian handstamps were used, totally 386 pieces. The first one was *Alba Regalis* (1818), the last one *Csany* (1849). All in all we known of 473 such postmarks, coloured postmarks included.

Type Group hW, 1828−1848

Special shape location handstamps. The shape deviated from the usual ones so profoundly that they cannot be classified in any of the categories (figures 49−52).

All in all 14 pieces of such handstamps were used. The first was *Werschetz* (1818), the last *Dorogh* 1862.



Figures 48−60.







Figures 51–53.

b) Location and Date Handstamps (Hk = Hely-kelet)

Naturally, first location-date handstamps were produced under Austrian postal administration. Térfi, in his work, erroneously believed that first such handstamp came from 1806. He misinterpreted the postmark on the letter coming from the post office in Nagymihály. In fact, we do not know of postmarks produced by such handstamps before 1822. Therefore, we consider the year 1822 as the date when these handstamps started to occur. Type groups:

Type Group A, 1822–1869 The text on these handstamps was arranged in lines; letters and digits of the date were inserted. At the beginning of the production period, this type group was typical of handstamps which were assembled from letters. From 1842, handstamps were usually manufactured in such a way that the head embedded a special part where letters and numbers for date indication could be inserted. Instead of wedging, they were fixed with screws. Thus these handstamps had the same mechanism as the one used for insert handstamps today. Assembled handstamps are also classified into this category, because when stamping, the name of the location and the date were stamped simultaneously. We distinguish two sub-groups: *B1* and *B2*, depending on whether the text of a handstamp was arranged in one or two lines.

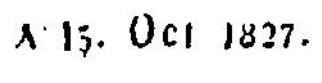
Sub-Group AJ B1 location-date handstamps. These handstamps were produced during the whole production cycle of the type group. Between 1822 and 1861, the fonts of the location name were Antiqua (figures 53–59); between 1832 and 1861 – Italic (figures 60, 62); between 1839 and 1845 –







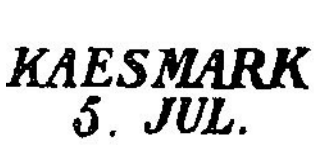
Figures 54–56.







Figures 57–59.







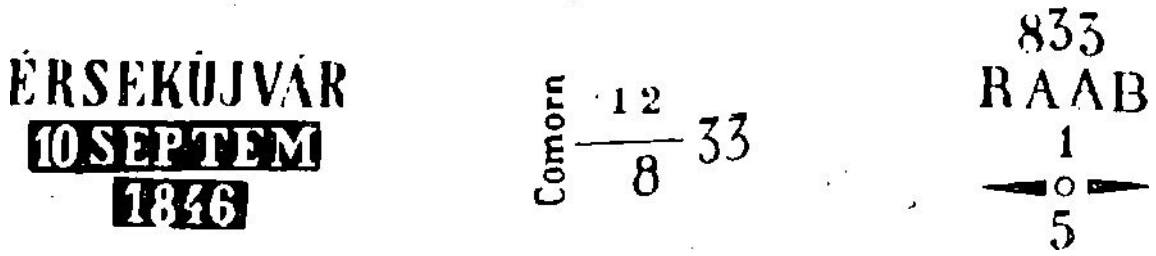
Figures 60–62.

written (figure 61); in 1867 – Grotesque. The name of the location was usually written in capital letters. When letters were of written type, capital initial

letters and small letters were always used (figures 59, 61). For other font types, this also occurred from time to time. The text was most usually arranged in two lines – the first containing the name of the location, the second – the date. However, one-line arrangement was still frequent (figures 57−59).



Figures 63−65.



Figures 60−68.

To differentiate between the two ways to indicate the date, when the text was arranged in two lines, the sign of the type is *AJ,* when the text was arranged in one line, we use the type sign *A*.

The date usually contained two parts, the month and the day, though sometimes also three parts – the year, the month and the day. The former format therefore belongs to the *B1/*month group (figures 53−55 and 58−64), while the latter to the *B1/*year group (figures 56, 57). The fonts of the date were sometimes different from those of the name of the location; the same font type started to appear from 1842, on the handstamps manufactured in Vienna (figure 60). On handstamps *B1/*month, either both the month and the day were indicated by Arabic numbers (figure 53), or the month was written in letters (or abbreviated), and the day – in Arabic number (figures 54, 58, 60−62). On handstamps *B1/*year, the month and the day were indicated as for the previous sub-group, while the year was indicated by two (figure 56), three, or four digits (figure 57). The month was always written in capital letters (figures 54, 55, 60−64), or in small letters with capital initial letters (figures 57−59).

The larger region was indicated only in a single case; the text was arranged in three lines on that handstamp (figure 62).

Sometimes the name of the location was arranged in a curved shape (figures 63, 64). The Latin language was only very rare on these handstamps; usually German or Hungarian was used; sometimes bilingual Hungarian-German versions also occurred (figure 64). The handstamp featuring the shortest location name in Hungary belongs to this category, and is a curiosity. It was used by a post office in Székesfehérvár – the location was indicated solely by the capital letter *A*, which stood for the Latin name of the town *Alba* (figure 58).

Sub-group AE These were *B2* location-date handstamps. The date, which was arranged in two lines, took place either after the name of the location (figure 65), or below it (figure 66). An interesting solution was when the location name was arranged vertically, with the date next to it (figure 67). As regards the date components, everything mentioned above for the

sub-group *AJ* also stands for this sub-group. The date containing three components was quite often arranged in two lines – logically, these handstamps belong to the category *B2*/year (figures 66, 67).

In our typology, when the date was arranged below the name of the location, the type is marked by *AE;* when the date followed the name of the location, the mark is *AEJ*.

211 Hungarian, 68 Croatian, all in all 279 pieces of such handstamps were used. The first was *Kronstadt* (1822), the last – *Segzart* (1867). We known 327 postmarks produced by these handstamps, coloured postmarks included.

Type Group WAF. The most interesting handstamp of this category, which may be categorized only in the special type group *W*, was the *B3* handstamp of the town of Győr (figure 68).

Type Group B, 1830−1885 These were rectangular location-date handstamps. Depending on the date mechanism, three sub-groups can be identified:

Sub-group BJ. B1 location-date handstamps*;* rounded frame (figure 69), cut corners or double frame line with sharp angles (figure 70); Antiqua fonts; two (figure 61) or three (figure 70) components of the date (*B1/*month or *B1/*year). Indication of the period of the day also occurred. The exact time was indicated by digits and letters *W* (Wormittag=morning) or *N* (Nacthsmittag=afternoon).

Handstamps with the indication of the period of the day are marked *BEJ*.

On Croatian handstamps, abbreviations for *railway station* occurred – *K.D/P.U.* (bilingual, Grotesque, Antiqua fonts).

Sub-group BE. B2 location-date handstamps; the frame was square or rectangular, arranged as 'landscape'; the corners were cut (figures 71, 73, 74) or rounded (figures 72, 75). Sometimes double line was used for frames. The fonts of location names were usually Antiqua (figures 71, 73−76), rarely Grotesque (figure 72). Location names were often curved (figures 71, 74).



Figures 69−71.



Figures 72−74.

The month and the day were often indicated by Arabic numbers, usually separated by a line. The hour and the time of the day were indicated before or under the date (figure 75). The latter occurred on *B2+1* handstamps. Interestingly enough, sometimes a six-hour period was indicated, which was

then followed by capital letters *W* or *N* to indicate the period of the day. On bilingual Hungarian/German handstamps, the date consisted of three parts – two-digit Arabic number for the year, then the month and the day in two separate lines (figure 76). In our typology, handstamps with indication of the period of the day are marked *BEF*.

Sub-group BF. B3 location-date handstamps. Some are of rectangular shape, arranged as 'landscape', with cut corners, while others – of almost square shape with sharp corners. On some of them the year was indicated by two digits, the month – by a three-letter abbreviation, while the day – by Arabic numbers (figure 78). On others, the year contained four digits; the month and the day were indicated by Arabic numbers (figure 77). Therefore, the former handstamps are *B3/2*, while the latter – *B3/4*. The fonts were Grotesque.







Figures 75–77.

16 Hungarian and 4 Croatian handstamps belong to this type, altogether 20 pieces. The first features location *Pesth* (1830), while the last – *Budapest/Akadémia utcza* (1885).

Type Group W.B This special group of angular handstamps includes a handstamp featuring *Pesth*, of T-shape and a handstamp featuring *Goschpich* with dragonheads. The first (figure 79) was a *B2* handstamp with alternating indication of the period of the day – *Früch* and *Abends*. The second was *B1* (figure 80) with the date containing three parts. Its letter indication is *WJ*.







Figures 78–80.

There was one Hungarian and one Croatian handstamp in this group, altogether two pieces. Altogether four postmarks are known (coloured postmarks included).

Type Group C, 1828–1891. Location-date handstamps of elliptical shape with a single-line frame. The elliptical shape was usually regular, though sometimes irregular versions also occurred (figures 82, 88). The ellipsis was always arranged as 'landscape', with a single exception (figure 92). The fonts of the name of the location were usually Antiqua, with two Grotesque exceptions (figures 86, 87). For decoration, styles or floral decorations were used (figures 89, 88). As regards their system, handstamps can be divided into three sub-groups.

Sub-group CJ, 1829–1848. B1 handstamps with the date consisting of two (figures 81, 83, 84) or three parts (figure 82), which means that they are either *B1*/month or *B1*/year. When the date contained two parts, Arabic numbers were used; when it contained three parts, the months was written in letters and abbreviated, while the year contained four digits. At the post office of Kőszeg, a clever solution was found: a metal piece was fixed to the lower part of the frame of the location handstamp which belonged to *hC* type group. This metal piece contained a one-line, two-part frame for replaceable date in Gothic letters (figure 84).



Figures 81–83.

Sub-group CE, 1850–1869. B2 location-date handstamps. The name of the location arranged in curved shape, the date in Arabic numbers, with a division line below (figures 85–87). When the date consisted of three parts, the year contained only two digits (figures 89, 90), with the month above and the day below, in Arabic numbers.



Figures 84–86.



Figures 87–89.

When handstamps were bilingual, the name of the location was either in Hungarian and German (figure 90), or in Croatian and German (figure 86). In both cases, the arrangement followed the curved line of the frame. In 1872, the German language location names were removed from all handstamps.

To mark handstamps where the date consisted of three parts, we use abbreviation *CEJ* in our typology.

Sub-Group CF, 1867–1891 B3 location-date handstamps. This group includes two unique handstamps: one is a three-language handstamp (figure 91), with Grotesque and Antiqua fonts, the other – a standing ellipsis (figure 92). Bilingual handstamps contained Hungarian and Croatian inscriptions.

Out of all elliptical handstamps, two pieces were used on the turn of the centuries. On these, the two-digit indication of the year was changed to the three-digit one, turning these *B3/2* handstamps into *B3/3* (figure 93).

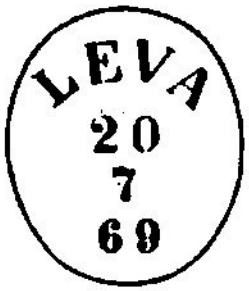
29 Hungarian and 5 Croatian handstamps belonged to this type group, totally 34 pieces. The first featured *Agram* (1829), while the last – Ruma (1891). With the coloured postmarks included, we know of 52 postmarks by these handstamps.

Sub-Group WCE. This Hungarian and Latin *B2* location-date handstamp (figure 94) was a unique solution found in Székesfehérvár. The two-digit indication of the year was carved; thus only the month and the day were replaceable.

Type Group D, 1837−1850 and 187? – 1891. Two-circle, one-ring B2 *location-date* handstamps. The ones decorated with palm leaves (figure 95) belonged to the first official series of handstamps centrally ordered by Austrian postal administration, while those with star decoration (figure 96) belonged to the second such series. The production period of the first series was 1840−1858; of the second – 1848−1850. The size of the handstamps was 23−24 millimetres. In this group, we can find the last occurrence of the letter '*V'* for the German '*von'* (figure 97). There were also several handstamps, mainly those of postmasters, to be produced without decoration between 1847 and 1863 (figures 98−100). When the name of the office was too long, it was divided into parts (figure 98). On official handstamps, the two-line date always had Arabic numbers and there was usually a line to separate the parts of the date. Between 1847 and 1870, postmasters sometimes had two-circle location-date handstamps prepared themselves, on top of those ordered for







Figures 90−92.





Figures 93−94.

them officially. On these, fonts were sometimes Grotesque (figure 100). Their decoration bore similarities to palm leaves, but there were always differences (figures 102−105). In this type group, sometimes larger spaces between location name letters occurred, similar to the handstamps from Tyrol

(figure 101). Also in this group, the castle county appeared without indication of the country (figure 106).



Figures 95–97.



Figures 98–100.



Figures 101–103.

For several larger offices, interesting two-circle handstamps were produced as early as 1837. On these, the year was carved in the bottom part of the ring (figure 107). Thus, one digit (and on one occasion two digits) were to be re-carved. The month was always indicated by an abbreviation. The size of these handstamps was always 26 millimetres.

Handstamps of the type group *D* were still in use when handstamps *B2*, though with year indication, were produced again (figure 108). The first line of the date contained two digits, while the second – the month and the day. The reason for the digit *6* in a separate circle still remains a mystery.

Finally, we have to remember the *B3* sub-group of this type group.

Sub-Group DF, 1891. A *B3* location-date handstamp. The fonts were Grotesque, the fonts of the date digits Antiqua (figure 109). The size of this handstamp was 33 millimetres.



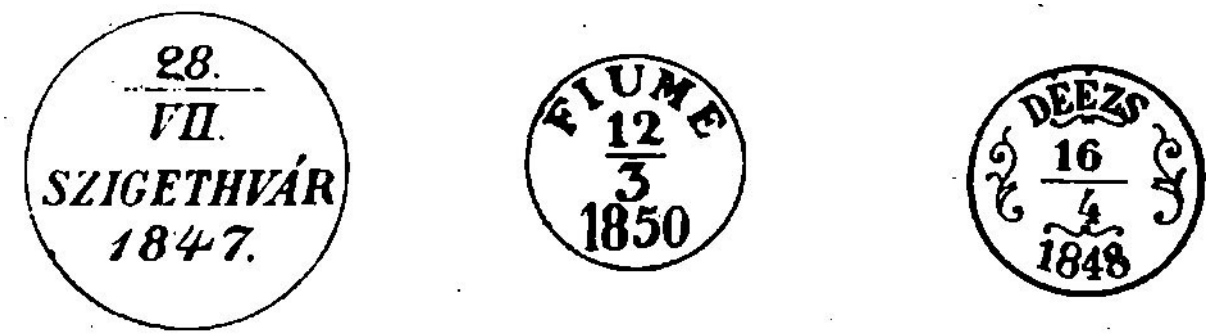
Figures 104–106.



Figures 107−109.

309 Hungarian and 45 Croatian handstamps belonged to this type group, 354 pieces altogether. The first was a postmaster's handstamp in Oedenburg (1837); the first officially acquired one comes from Bihar (1844), while the last featured Budapest/Rovatoló Postahivatal (Post Office) (20/8/1891). With the coloured postmarks included, we know of 404 postmarks by these handstamps.

Type Group E, 1845−1867. B2 one-circle circular handstamps. Postmasters' one-circle handstamps preceded the official ones; this was the last time, when such phenomenon occurred. The diameter was between 21 and 32 millimetres. Similar to the type group *D*, the year was carved on these handstamps. For the location name, either Antiqua (figure 111) or cursive (figure 110) fonts were used. For the date, Arabic digits were used, though for months, sometimes Roman numbers occurred too (figure 110). Division line was always used. Sometimes floral decoration appeared (figure 112). The period for production of these handstamps was 1845−1850.



Figures 110−112.

Austrian postal administration started to produce centrally one-circle *B2* location-date official handstamps in 1850 in Vienna. The production period of these handstamps was 1850−1867. Their size was 23−24 millimetres. Until 1851, the fonts were exclusively Antiqua, while later, Grotesque fonts were also applied (figure 114). From 1865, Grotesque fonts became general.

In this period, only 33% of post offices had German names in Hungary. Only six bilingual handstamps were produced in this period (figure 115). When location names were too long, they were divided (figure 116). The date was written in Arabic numbers; letter abbreviations for months occurred only rarely (figure 117). The line to separate text lines was sometimes missing.



Figures 113–115.

For some post offices, handstamps with the periods of the day carved in them were produced (figures 118, 125). The periods of the day were always indicated by German words *Abends, Früh, Mittags*, and abbreviations *Nachm*. and *Vorm*.



Figures 116–118.



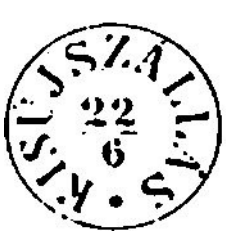
Figures 119–121.

Some handstamps had built-in indications of the period of the day. In their case, the combination of the hour and the period of the day occurred rarely: it was then indicated by either capital letter '*A*' (Abends), or '*F*' (Früh). In a single case, mailing indication occurred too, which contained replaceable digits and a carved letter *E*. For all three versions, the system was *B2+1*, so their indication is *EF*.

At railway post offices, independently on whether they had Hungarian or German names, the indication of the railway station was always in the German language. Most often it was the abbreviation '*B.H.*' (Bahnhof). These letters were positioned on the left and the right side of the date, horizontally (figure 119). Sometimes, this abbreviation was written before the location name. When the word '*Bahnhof*' was written fully, only the initial letter was capital. The location name/*Bahnhof* was carved in Antiqua or Grotesque letters (figure 120). Sometimes Antiqua and Grotesque fonts were combined. The location name and the word *Bahnhof* were arranged continuously only rarely; in such cases *Bahnhof* preceded the location name.

Often larger geographical locations were indicated, their language being always German. For Hungary, the following were used: 'In.Ung.', 'in Ungarn'; for Croatia: 'In.Slavonien'; for Transylvania: 'In.Siebenb.', 'In.Siebenbürgen'; for locations near some city: 'B.Pesth' or 'b.Waitzen'; for locations near a river: 'on der Donau', 'am Begacanal'. It was for the first time that an indication for castle counties occurred on an official Austrian

handstamp:‘im Groner Comitat’ (in the county of Esztergom)



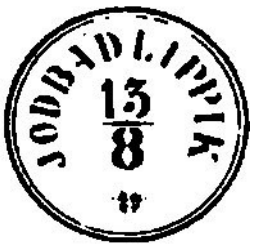




Figures 122–124.

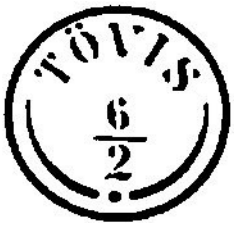






Figures 125–127.







Figures 128–130.

At first, handstamps had no decoration; between 1853 and 1857, they received leaf decoration (figure 121). Already in the period when official circular stamps were in use, postmasters sometimes had handstamps made themselves, occasionally with a double frame line (figures 126, 127). Their decoration was always somehow different from that of the official handstamps. There were nineteen decorative elements altogether, which included dots (figure 122), stars (figure 128), a simple arch (figure 130), a double arch, a dashed arch, a horn shape with a dot in the middle (figure 129), a branch with leafs (figure 123), and a rosette (figure 127), etc.

1083 Hungarian and 146 Croatian handstamps belonged to this type group, 1229 pieces altogether. The first comes from *Szigetvár* (1845), while the last – from *Hévíz* (1868). With the coloured postmarks included, we know of 1389 postmarks altogether.

WE Type Group, 1848–1851. B2 *location-date* handstamps without a frame line, with the inscription arranged in a circular way. The fonts of these handstamps were Antiqua (figure 124). For the date, Arabic numbers and division line to separate text lines were used. The part of the handstamps where there was no text was decorated by geometrical elements or leafs.

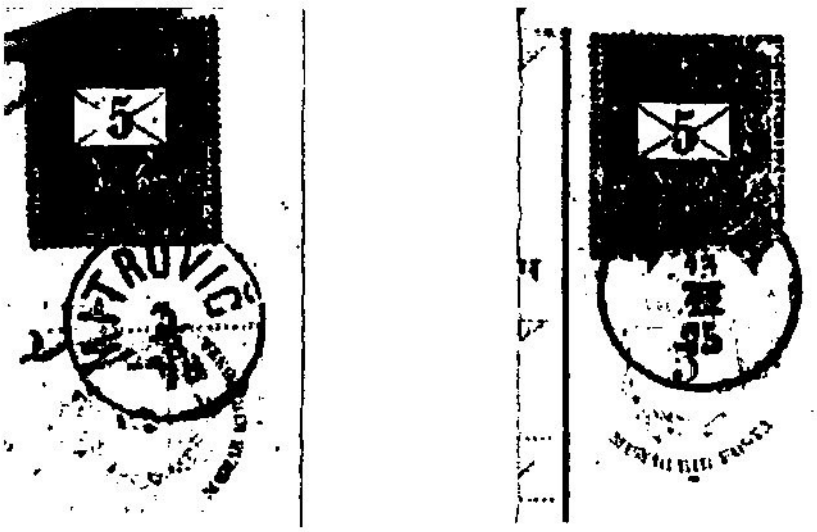
Altogether three handstamps of this type were used. Four postmarks are known.

Type group *E* was practically the last one of the Austrian postal administration period. After overcoming certain initial difficulties, the Hungarian Post Office started to grow constantly. New offices kept opening, this trend reaching its climax at the beginning of 1880s. Each year several hundreds of new offices opened. Not only permanent but temporary post offices appeared

too, at such townships where population grew dramatically in certain seasons or periods. For example, such temporary post offices opened near spas or summer resorts. Another temporary post office was opened near the Hippodrome of Budapest, and kept open only on the days of races. As these locations grew more and more populated, the temporary character of the post offices disappeared. The location-date handstamps of post offices did not include any indication of whether the post offices where they were used were permanent or temporary. Therefore, we discuss the location-date handstamps of temporary post offices together with those of permanent ones.

Type Group F, 1867–1892. B3 one-circle circular handstamps. These were the first official handstamps of the Hungarian postal administration. However, not only the handstamps produced in Pest belong to this group, but also those which were produced by the Austrian postal administration and that of Zagreb for frontier regions until 1 January 1871 in Vienna, since they were of the similar shape and system.

We have to point out that researchers Rácz-Rónay and Menényi were mistaken to state that the Hungarian *B3* handstamps were all between 20 and 33 millimetres. They believed that all smaller handstamps were of Austrian origin, and were produced in Vienna. Although it is true that for frontier regions 42 pieces of minute handstamps were produced, only 41 of them were produced in Vienna – one, that of the post office of Dubica, was produced in Budapest. Consequently, handstamps smaller than 20 millimetres were produced in Hungary too. On top of this, figures 131 and 132 show two handstamps – one from a frontier region, and another from Hungary, their size absolutely identical. Based on this we can safely say that the smallest size produced in Hungary was 18 millimetres. Neither was the largest size 33 millimetres, but 36.



Figures 131–132.

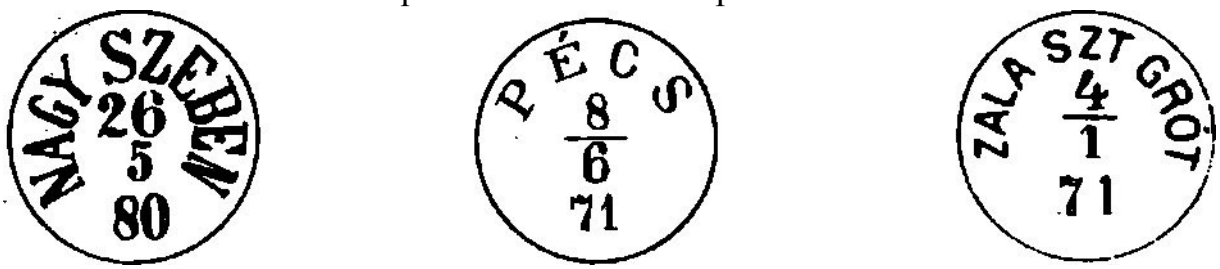
In this temporary period when it was unclear where the frontier region would belong, the handstamps produced in Pest were of 26–27 millimetres. For geographical identification, there were such larger regions as 'Németbánság', 'Határőrvidék' (Frontier Region), or 'Hat.őrvidék'. Handstamps produced by the Austrian postal administration in Vienna were 18 mm in 1868, 16–17 mm in 1869, and 18–19 mm in 1870. For the frontier region, the German abbreviation 'Milit. Grenze' was always used. When the postal administration in Zagreb ordered handstamps to be produced in Vienna, those

for frontier regions were in the Croatian and in the Hungarian language, while those for post offices in Croatia were in the German and the Croatian language (figure 134), or in the Croatian and the German language (figure 134, 167). Their size ranged between 18 and 26 millimetres.



Figures 133–135.

Until 1880s, the fonts of the carved part of the text were usually Antiqua, while later – Grotesque. It is impossible to sharply identify when Antiqua was abandoned for Grotesque. To represent the trend, we can say that at the beginning of the period, the occurrence of Grotesque was about the same as the occurrence of Antiqua at the end of the period.

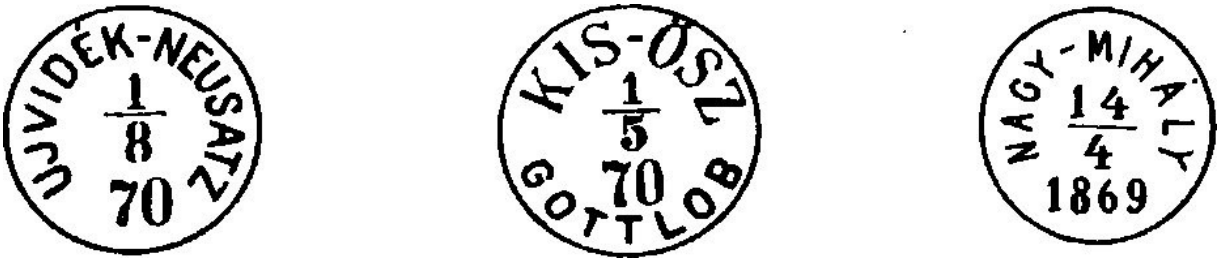


Figures 136–138.

When the text was divided somehow, the combination of Antiqua and Grotesque was readily applied (Antiqua / Grotesque – figures 139, 143; Grotesque / Antiqua — figure 140).



Figures 139–141.



Figures 142–144.

For Antiqua fonts, at the beginning 5 mm high letters were carved (figure 136); later their size decreased to 3+3.5 mm (figures 137, 158, 162). The size of Grotesque fonts ranged between 3 and 5 mm (figures 138,144, 168).

In the period between 1867 and 1871, a few Hungarian-German bilin-

gual handstamps were produced too. Their text was arranged in four ways. On some, the location was written continuously as *'Buda+Ofen'* (figure 141) or '*Újvidék-Neusatz'* (figures 142, 143); on others, the text was divided into chunks as on the handstamps *'Kismarton/Eisenstadt'*, or '*Pozsony/Pressburg'* (on the latter, the two names of the location were arranged in two lines in the upper part of the handstamp). The names of Croatian post offices were written in Croatian, following Croatian spelling. Occasionally, Croatian/Hungarian bilingual indication of a location occurred.

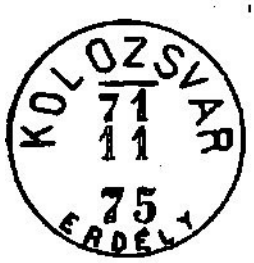
In the date, until 1880, Antique Arabic numbers were used (figures 136−143); later Grotesque letters were used to this end (figures 156, 159). In this period, the year was indicated by two digits (figures 136-143). However, many Croatian and certain Transylvanian offices applied four-digit numbers (figures 135, 144, 145). After 1900, two-digit indications of the year were replaced by three-digit ones (figures 150, 160). When handstamps were used for long, replaceable inserts were the first parts to break. At smaller post offices, replacement of whole handstamps did not seem sensible; instead, only the broken parts were ordered. Thus, the same handstamps continued to be used but with a different date mechanism. This resulted in new postmark versions. When the date was indicated solely by numbers, the postmarks are marked with the letter '*a*' in our typology; when it was indicated by a combination of numbers and letters for the month, the postmarks are marked '*b*'. When the year was indicated by two digits, we mark it as '*a2'* (figures 136−144); when it was indicated by three or four digits, the mark is '*a3'* and '*a4'* respectively (figures 144, 145). The same logic is applied to handstamps – *'b',* see examples for *b2* (figures 156−159), *b3* (figure 160), and *b4*. On *a2* and *a4* handstamps, separation line between the day and the month was always used (figures 137−140, 142−146); it was generally used also on *b2* and stamps between the year and the month, and the month and the day (figures 158, 162). On *a3, b3*, and *b4* handstamps, most generally there was no division line.







Figures 145−147.







Figures 148−150.

Indication of a bigger geographical or political entity was rather rare at the beginning. Such geographical names were used as '*Magyar ország'* (Hungary) (figure 146), '*Erdély'* (Transylvania) (figure 147), '*Erdélyben'* (In

Transylvania) and '*X ... mellett'* (near … X); on Croatian handstamps: '*nad Slavonia*' or '*Kod Helynév'*. Indication of bigger geographical areas was rather interesting: '*N. Kunság'* (figure 147) or '*Fogar vidék'*, etc. (for Hungarian and Slovakian geographical names Nagykunság, Fogarasvidék). However, castle counties soon started to appear. These names always contained the name of the castle county and the abbreviation of or the full version of the word '*megye'* (megye=county) (figure 151). The abbreviation of county (megye) was '*M'* (figure 149); the abbreviation of castle county (vármegye) was '*VN'* (figure 150). The abbreviation '*Megy*.' also occurred. The solution seen on the figure 152 was rather rare: both the name of the county and the word '*megye*' were abbreviated and positioned horizontally on two sides of the date '*TEM ...MEGY'* OR '*ESZT...MEGY'*. In Transylvania, another word was used for 'county'. Instead of '*megye'*, they used the word '*szék'* – for example Csíkszék, Háromszék, Segesvárszék, etc. Postmarks featuring the already non-existing counties are in high demand: Közép-Szolnok county, Zaránd county, etc. At Croatian post offices, the word *county* was always indicated in Croatian, with the abbreviation '*ŽUP'*. However, on certain postmarks it is followed by the abbreviation of the Hungarian word 'castle county' – '*VM'*.

There was also a broad variety of indications of railway station post offices. At the beginning of the manufacturing period, between 1867 and 1872, the most general way was to separate the text into two chunks – the location name and the Hungarian word or its abbreviation for *railway* (*Vaspálya* or *Vasp*.) (figure 153). Figure 154 features an exceptional arrangement – the word *vaspálya* is separated into two parts, which are arranged vertically on the two sides of the date. Most probably, it is Austrian influence that shows on this postmark. It was in this period that the abbreviation '*P.U.*' (pályaudvar=railway station) appeared for the first time. It was arranged horizontally, on the two sides of the date (figure 155). The Hungarian word '*pályaudvar*' (railway station) expelled '*vaspálya*' (railway) in the period between 1872 and 1880. Following arrangements occurred: location name, *P.UDV*. (continuously) (figure 156); separate text chunks for the location







Figures 151–153.







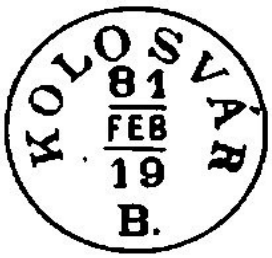
Figures 143–156.

name and '*P.UDV*. (figure 157); the location name and *PÁLY.UDV*., location name and *PÁLYAUDVAR*. From 1880 until the end of the period, both writing the location name and the word or abbreviation for railway station as separate text chunks, and writing them as continuous text appeared. On Croatian handstamps, this content was expressed in the following ways: 'location name/*P.UDV.KOLODVOR'*, 'location name/*P.U.KOLODVOR'*, or 'location name/*K.D./P.U.'*.

At larger post offices, check letters started to appear in this period. When the name of the post office was relatively simple, the most usual place for these check letters was in the middle of the bottom part of the handstamp (figure 158); less frequently it occurred after the name of the post office. If the name of the post office was compound, or larger geographical area was also indicated, the check letter came at the end of the curved text at the bottom (figures 159, 162). A handstamp of the post office in Gödöllő was very interesting, since the check letter on it was doubled (figure 160). It happened because when Gödöllő received its fourth handstamp (after the uniform system of check letters was established), it still had two pieces of usable *B3* handstamps. Then the double check letter '*D*' was carved into the one of them, following the example of two-line handstamps.

For some larger post offices, handstamps with both carved indications of the period of the day (figures 161-165), and those integrated into the date were produced. When handstamps were carved, following Hungarian words were used for indication: '*Reggel'* (Morning), '*Este'* (Evening), '*Nappal'* (Daytime), '*Éjjel'* (Night time), '*Délelőtt'* (Before midday) and '*Délután'* (Afternoon). Most often, they were carved in capital letters (figure 161); less frequently small letters also occurred (figure 162).







Figures 157–159.







Figures 160–162.

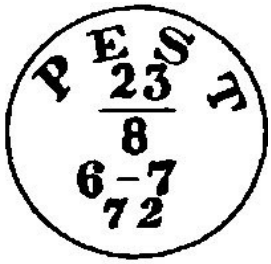
When the date was close to the bottom part of the frame, the words '*Délelőtt'* and '*Délután'* were divided into two parts, appearing on the left and on the right of the date (figure 163). Abbreviations *'DÉLE*.' and '*DÉLU*.' were also frequent. The word '*ESTVE'* is also interesting, since it is a dialect version of the Hungarian word 'este' (evening) (figure 164). When the period of the day was integrated into the date, both Arabic and Roman numbers were used (figures 165, 166). On Croatian handstamps, after the exact time

abbreviations '*JUT'* for morning (figure 168) or '*VEČ'* for evening (figure 133) were used. In Trieste, abbreviations '*AM'* and '*PM'* were used (figure 169) for the words '*ante meridiem'* (morning) and '*post meridiem'* (afternoon). When the period of the day was integrated into the date, the data followed each other in the following sequence: day/month/period of the day/year. Exceptionally, the period of the day could appear on the fourth place (figure 168).

When handstamps were lost, and new ones were produced to replace them, these new ones, without exception, were marked with the Roman number *II*. It stood under the date, close to the frame line, near the middle of its bottom. The arrangement of the check letters and the Roman number *II* was rather interesting on a replacement handstamp used at the main post office of Budapest: *B.-B.II* (figure 170).



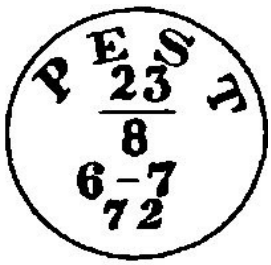




Figures 163–165.





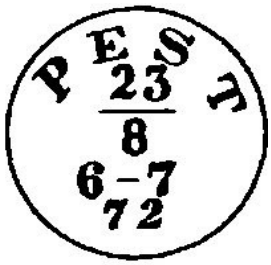


Figures 166–168.

It is an interesting question which was the first handstamp of the independent Hungarian postal administration. In 1867, it seemed that the long negotiations on forming such independent administration would







Figures 169–171.

bring results. Therefore, the postal administration in Pest had two handstamps produced at the company Klassohn: one featuring a simple and another – a compound post office name, both *B3*. According to the trial prints at the plant, the one with the inscription '*NAGY-KANIZSA/PÁLYA-UDVAR'* was completed on 7/2/1867, while the one featuring '*LAKOMPAK'* was completed on 5/3/1867. We do not know when these handstamps were handed over to the Post; what we know is that the smaller post office received the new handstamp first (17/5/1867). In our opinion, the relevant

fact is the date when the handstamp started to be used. Therefore, the handstamp featuring *LAKOMPAK* should be considered the first one used by the independent Hungarian postal administration.

The estimated number of handstamps in this type group, with the handstamps of the frontier regions and Croatia, is 14−15,000 pieces. The first was *LAKOMPAK* (17/5/1867), while the last came from *Tisza-Örs* (20/1/1892). The number of different postmarks (with the versions of the date discussed and the versions deriving from eliminating hyphens in the names of geographical location included) was 22−23,000.

Type Group G. 1868 and 1873−1880. One-stripe circular handstamps. In 1868, they were made with a complete horizontal stripe (figure 63), while from 1873 – with semi-stripe. In 1868, the semi-circles were empty, while from 1873 always with lines. Sometimes the stripe in the middle had bordering lines (figure 173); most frequently they were missing (figures 172, 175−177).







Figures 172−174.







Figures 175−177.

The size of these handstamps was 20, 23−24, and in one case 29 mm. In 1868, the fonts were Antiqua; otherwise they were always Grotesque. The text was almost always divided, since at that time post office names were usually long. When the text was continuous, in the bottom part of the ring there was a dot and two horizontally arranged S-shapes (figure 175). As regards the date, there were two sub-groups:

Sub-group GP. Seven-band Krö7 handstamps with precise indication of the time. The month was usually indicated by abbreviation (figures 172−174), less frequently – by Roman numbers. Most generally these handstamps were used by the offices in Budapest; only two post offices in the country are known where these handstamps were used. For handstamps where the text was divided into chunks, eight-pointed stars to separate these chunks were used only once (figure 174). To indicate the railway station, the abbreviation '*VASP'* was always used (figure 177).

Sub-group GR. Five-band *Krö5* handstamps without indication of the exact time (figures 175−177). The month was usually indicated by abbreviation (figure 175); less frequently, Roman numbers were used (figure 176). Mainly post offices in the country used these handstamps, though sometimes

they occurred in Budapest as well.

Probably 80−90 pieces constitute this type group. The first was *Pest/Város* (1868), while the last *Szerencs* (21/11/1880).

Type Group H, 1890−1899. Kr8n circular handstamps, with lines and stripes. They were designed for Treasury post offices, as well as for post-masters' offices of the categories I and II (Regulation 27.5196/1890) (Sz.G. part VI, addition 2, number. 68). As regards the use of the Crown figure for decoration, we can identify two sub-groups:

Sub-group Hx, 1890−1892. There was no figure of the Crown on these handstamps. These handstamps were produced only in the shape type *I*. Both semi-circles had carved lines in them. These lines, similar to *Krö* handstamps, were usually dense and delicate. The size of these handstamps was usually in the range between 25 and 27 mm. When the name of the post office was short, it took place in the upper semi-circle (figure 179); the lower semi-circle was filled with decoration elements in such cases. When the name was compound or long (figure 178), or in case of bilingual Croatian handstamps (figure 180), the text was divided into chunks. In these cases, there was no decoration. Before all post offices were numbered (1898), both in the capital and in some towns in the country there were certain post offices which were identified also by numbers (only Roman numbers *I* and *II*). When a post office bore such number, the Roman number took place in the upper semi-circle, and the abbreviation 'Sz.' (number) – in the bottom semi-circle. In these cases, some lines in the semi-circles were missing, to leave space for the number and the abbreviation (figure 181).

At first, check letters took place in the middle of the decoration (figure 182), while later – in the bottom semi-circle. At the beginning of the period, the lines bordering the empty space left for the check letter touched the dividing lines of the handstamp (figure 183). Later, the lines did not touch these dividing lines.







Figures 178−180.

For the post offices operating at railway stations abbreviation '*P.O.*' was always used; it always took place in the bottom semi-circle, with leaf decoration on both its sides. After the name of the castle county, there was always the abbreviation '*VM.*' (vármegye=castle county).

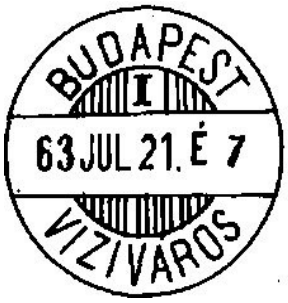
The figure of the Crown for decoration was introduced on handstamps *B1* (see type group *J*), but only on the handstamps produced after 25 January 1892. Handstamps produced before that date remained as they were. Handstamps which remained in use after 1900 were equipped with an additional band, to ensure the three-digit indication of the year. Therefore, their mechanism turned to *Kr9* (figure 182).

Sub-group Hy, 1892−1899. The figure of the Crown took place in the upper semi-circle (figures 184−186); otherwise, this group was identical to

the sub-group *Hx*. The bottom of the Crown always consisted of two carved lines, arranged lens-like. The lines were at a little bit longer distance and rougher. The maximum size was 29 mm; handstamps smaller than 27 mm hardly ever occurred.

The arrangement of the text and the indications of the railway station (figure 185) and castle county where identical to the sub-group *Hx*.

When numerical system was introduced for post offices in Budapest on 26 November 1897, the 4th shape-type for numbered post offices was introduced (figure 186).







Figures 181–183.







Figures 184–186.

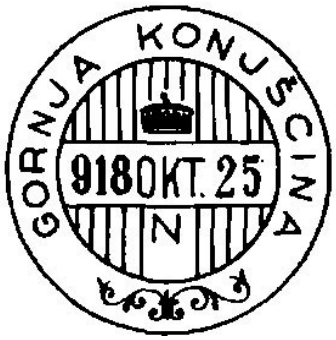
After 1900, the date system of this sub-group turned to *Kr9*, just as it happened in the case of the sub-group *Hx*.

The estimated number of handstamps in this sub-group is 1,900–2,000 pieces. The first featured *Budapest/Lánczhíd* (12/5/1890), while the last has not been identified yet.

Type Group J. 1892–1920. B1 with lines circular handstamps with stripes. These handstamps were provided for by the Regulation 5114/1892 (PTRTA. number 6 issued on 3/2/1892), which became effective on 25 January. From this time on, handstamps for Treasury post offices of category II, smaller work stations of category I, and postmasters' offices could be produced only in this layout. A sample of such handstamps was produced as early as 6 January 1891, for the railway station post office in Balla in the Heves County (figure 187). It was used by this post office until 13 September 1901, when its name changed to Mátraballa. However, more than one year had to pass before it became generally used. During the whole production period, it was produced in the shape type *II*, though from 1 January 1898, similarly to the type group *Hy,* for numbered post offices shape type *V* was introduced (figure 189). Because of its system, we have categorised the handstamp produced on 25 October 1918 into this group (figure 188). The shape type of this handstamp differed profoundly from all other circular handstamps with stripes. It was a circular handstamp with a ring, the horizontal stripe positioned inside the inner circle. It was a unique case among all other Hungarian postal handstamps.

The period of the day — capital letters '*N*' (nappal=daytime) and '*É*' (éjjel=night) — was indicated by replaceable letters in the bottom semi-circle, unlike *Kr* handstamps. As a result, the indication of the period of the day was missing in the shape type *V* (figure 189). The year was expressed by two digits until 1899, and by three digits from 1900; thus the system was *B1/2* and *D1/3* respectively.







Figures 187−189.

As regards the use of the Crown as a decoration element, we identify two sub-groups:

Sub-group Jy, 1892−1918 and 1920. Lines and the Crown, the type of the Crown was hollow, just as in case of the sub-group *Hy*. The so-called straight-bottomed Crown started to appear from 1905 (figures 197, 198). Its bottom is parallel to the horizontal stripe. However, the hollow Crown occurred until the end of the production period too.

The use of the horizontal semi-stripe made it possible to write the text around continuously. Thus, the text divided into chunks became much less frequent in this type group than in previous type groups. It is difficult to find a rule for the occurrence of the text divided into chunks. At the beginning of 1890s, even relatively short post office names were arranged this way. This new shape made it possible to write the name of the castle county in both languages (figure 191). Between the different language inscriptions, indications of railway station took place. The text could be continuous (figure 197), or could contain different text chunks (figures 192, 193). On Croatian bilingual postmarks, the text most frequently consisted of chunks, and the abbreviation for railway station was usually *P.U. – KLDV*. (figure 194).

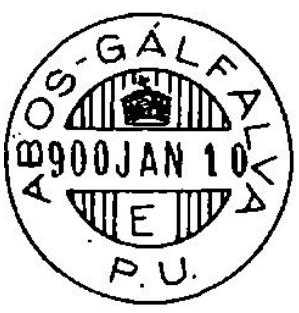
The empty bottom part of the ring was filled with decoration. Altogether we know of 19 such decoration elements. After the Crown with the base was introduced, the decoration became uniform – six-pointed filled star with lying S-shape on its both sides (figure 195). In spite of this, though more and more rarely, the old elements also occurred, or sometimes these new elements were missing.



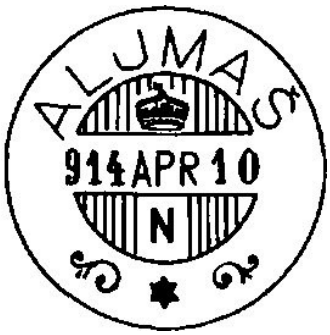




Figures 190−192.



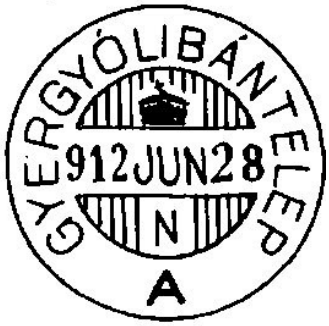




Figures 193–195.







Figures 196–198.

The letters '*P.U.*' were positioned in the middle of the decoration when the text consisted of chunks (figure 192); in such cases the decoration was sometimes missing (figure 193).

On handstamps with continuous text, the check letter was in the middle of the decoration (figure 196); from 1905 it took the place of the star (figure 197); when the text consisted of text chunks, the check letter followed the text at the bottom (figures 199, 200, 201). When there was a railway station indication or the location name was too long on handstamps with continuous text, decoration was sometimes omitted (figures 198 and 201).







Figures 199–201.

On replacement handstamps the letter '*A*' was carved. It followed the name of the geographical location (figure 202), later appearing in a pair, on both sides of the date (figure 203).

When there were two stripes on a handstamp, the number of the post office took place in the vertical stripe in Antiqua fonts (figures 204, 205). Usually there was no decoration on such stamps. Sometimes we can find a lying S-shape on the sides of the post office number, or very rarely – two stars composed of four letters '*v*' (figure 204).







Figures 202−204.







Figures 205−207.

Check letters always took place on both sides of the post office number, there were always two of them (figure 205). When one of the two post offices of a township ceased to exist or became a smaller postal point (postal agency or a branch), the old one got back its old name which had not contained a number. For economy reasons, from about the middle of the production period of the type group *J*, new handstamps were not produced in such cases. Instead, the numbers of the post office was removed from the old handstamp (figures 206, 207). As a result, the vertical stripe remained empty. After the World War I, but especially after the World War II, this solution became general.

The estimated number of the handstamps which belonged to this sub-group is 8−9,000 pieces. The first was *Balla P.O*. (6/1/1891), while the last *Szeklencze A (*22/7/1920). The number of postmarks, due to the versions *B1/2* and *B1/3*, and to those from which hyphens were removed, is 12−13,000.

Sub-group Jx, 1918−1920. This sub-group was almost totally identical to the sub-group *Jy*, though without the Crown (figure 208). Exceptionally, division into text chunks also occurred, which was marked by cross-shaped signs (figure 209).

Handstamps produced before the production period of the sub-group *Jx*, and used also earlier, on which the Crown was removed during the *Jx* production period (figure 210), are categorised into this sub-group too. The place formerly occupied by the Crown remained empty, or, quite often lines were carved there. The imprints of these handstamps show very clearly that the lines were carved afterwards. Therefore, these handstamps cannot be considered new, but versions of the already existing ones.







Figures 208–210.

In this sub-group, 19 handstamps were produced. The first was from *Ómoldova* (30/9/1918), while the last *Kocs A* (30/3/1920). The number of modified handstamps is almost fifty.

Type Group K, 1899–1921. Kr9 system circular handstamps with lines and stripes (figures 211, 212). Since the demand for the three-digit indication of the year arose, an additional wheel and band were added to the handstamps of the type group *H.* These handstamps were produced for Treasury post offices, and later for postmasters' offices of the 1st category. The shape types, the text arrangement, the indication of the railway station or castle county, as well as the use of check letters were identical to those of the type group *H.*

After the numerical system for post offices was introduced, the majority of long post office names disappeared. For the few remaining ones, the shape type *II* was used (figure 218). The same was the reason for railway station indications to become very rare. It happened because the Treasury post offices or postmasters' offices of the 1st category which operated on railway stations were located mostly in big cities, bearing therefore number 2 in their name.If the indication of the railway station still remained, it was always *'P.U.'*, and followed the name of the location. The division of the text into chunks also became very rare. With the exception of certain location handstamps (figure 214), it appeared exclusively on castle county handstamps (figure 215) or on bilingual Croatian handstamps. Except for a single handstamp, all contained the name of the castle county (figure 216). The size of these handstamps was usually 29–30 mm, but exceptionally they could be as large as 34 mm (figure 218).







Figures 211–213.







Figures 214–216.

As regards the Crown as the major decoration element, we can distinguish two sub-groups.

Sub-group Ky, 1899–1918 and 1920–1921. Just as in case of sub-group *Jy,* the Crown might have been hollow, or with a straight base. Until 1905, the decoration elements of the type group *H* were used for decoration; later uniform ivy decoration was used (figure 211). Handstamps with two stripes usually did not have decoration on them (figure 213), or there were two lying S-shapes on the two sides of the name of the post office.







Figures 217–219.

The probable number of handstamps in this sub-group is 9–10,000 pieces. The first has not yet been defined, while the last was *Ricse* (3/5/1921). The number of known postmarks including those produced by handstamps from which the Crown was removed and those were the *Kr8n* mechanism was turned into *Kr9* is 12,500.

Sub-group Kx, 1918–1920. Handstamps identical to the sub-group *Ky* but without the Crown (figure 219). Two differences can be found. The first one was unprecedented – two-stripe shape went together with the check letter placed in the vertical stripe (figure 220). In such cases, the decoration typical of 1905 took place in the bottom part of the ring. Another, a less significant difference was the full stop after the check letter (figure 221).







Figures 220–222.

Similar to sub-group Jx, handstamps Ky from 1918−1920 and 1946−1947 from which the Crown was removed are categorised into this category (figure 222). When some part of a handstamp was removed, lines were usually carved into the new empty space. Curiously enough, there were such handstamps which were modified three times. Originally, they featured a hollow Crown; in 1919, the Crown was removed and lines were carved; in 1921, the Crown with straight base was carved; in 1947, the Crown was removed but no lines were carved. When the Crown was removed in 1946 and 1947, its place always remained empty. We know of about 500 re-carved handstamps.

In this sub-group, there are 113 handstamps. The first one is *Babót A* (19/11/1918), while the last is *Vácz H* (30/3/1920).

Type Group L, 1912−1925. Kr6 circular stamps with the Crown, lines and stripes (figure 223, 224). These handstamps were meant for mobile post offices, and were provided for by the regulation 17.706.v issued on 28 September 1911 (PTRT. 5/10/1911, volume 45), which became effective on 1 January 1912. Some of these handstamps were also used by some Treasury post offices in Budapest. Some were also used by postmasters'offices, probably to replace *B1* (Type Group *J*) handstamps. The former were produced in shape type *IV* (figure 224), while the letter in shape type *II* (figure 223) and *III*, due to the long text. Usually the size of these handstamps was 28−29 mm, exceptionally – 33 mm.







Figures 223−225.

Altogether 26 pieces of such handstamps were produced. The first one was *Budapest* 41 ap (5/1/1912), while the last *Petőházi Cukorgyár* (Sugar Plant of Petőháza) (2/10/1925).

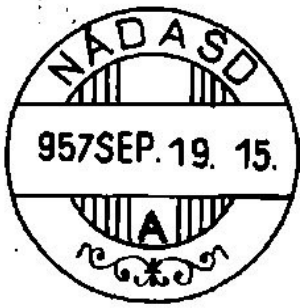
Type Group M, 1921−1927. Kr8 circular handstamps with the Crown, lines, and a stripe or stripes. Because the 24-hour system was used, the indication of the period of the day became unnecessary. Thus, the 7th wheel and band were removed, turning the K type group *Kr9* mechanism into a Kr8 mechanism handstamp of type group M. (On the 7th wheel capital letters '*N*' (Nappal=Daytime) and '*É*' (Éjjel=Night) took place originally) (figure 225). The arrangement of the text, the shape types, the number of the post office, the check letters, and the decoration were all identical to those of the type group *K*.

When handstamps contained the name of the location, they were of the shape type *I* (figure 225), while when they contained the number of the post office, their shape type was *IV* (figure 226). For major decorative element, exclusively the Crown with the straight base was used. The name of the office took place in the upper semi-circle. The exceptions were the handstamps

with railway station indication or those containing the name of the castle county. One-stripe handstamps and those containing the name of the castle county were always decorated with the uniform ivy decoration of 1905. Two-stripe handstamps without check letters never had decoration on them. The indication of the railway station was always '*P.U.*' with lying S-shape on both sides (mechanism *B1*, type group *J*, 1905, figure 227).







Figures 226–228.

During the production period of this type group, the spelling of the letters 'cz' was reduced to 'c'. We should not forget that Croatian words had not been written with 'cz' until that time, but according to the Croatian spelling.

From 1924, on all handstamps produced in Hungary the letter 'c' was written without 'z'.

In 1946–1947, where there had still been the Crown on handstamps, it was removed (figure 228).

All in all, 532 pieces of such handstamps were produced. The first was *Békéscsaba 2D* (20/5/1921), the last *Kisvárda J* (26/7/1927). The number of all postmarks is 658, with the postmarks produced by handstamps where the Crown was removed included.

Type Group N, 1927–1938. Kr8. circular handstamps with the Crown, without lines, and with a stripe or stripes. The first sample (for the post office in Lenti with the check letter '*B*') was produced as early as 16 May 1927, though the production started only in August. Among other reasons, economy played important role in the introduction of these handstamps. Their size was reduced – 23–24 mm, and omission of lines reduced the carved surface. Largest handstamps of this group reached 27–28 mm, which was the smallest size of other groups of handstamps. There were only very few handstamps of the biggest size. Some other reasons also played an important role in omitting lines. In this period, the aspects of postage stamp collecting were already significant. To cancel postage stamps, it was enough to leave postmarks on one-third of their surface, leaving the rest intact. Thus, the lines left marks not on postage stamps but on the packaging, which was irrelevant.

It is remarkable that while much attention was paid to the size of handstamps, the size of the stripes did not attract a fraction of this attention. At the beginning of the period the stripes were 5–9 mm wide, while by the end, width was reduced to 6 mm. The most general shape types were *I* (figure 229) and *IV* (figure 230), just like all previous groups of *Kr* circular handstamps with a stripe or stripes.







Figures 229–231.

When the name of the post office was too long, shape type *II* (figure 231) was used, to avoid breaking the text into chunks; when the castle county was indicated, shape type *III* (figure 232) was used, though it was absolutely unjustified. When there were two stripes, also shape types *V* (figure 233) and *VI* (figure 234) were used. Therefore, it was the first type group, where all six shape types were used.

When a handstamp contained a horizontal stripe, the decoration typical of 1905 always took place in the bottom semi-ring, though reduced in size to correspond to the smaller handstamp dimensions. For semi-stripe handstamps, the same decoration (figure 231), a six-pointed star (figure 235), an eight-pointed star (figure 236), or dots (figure 237) were used. On the two-stripe handstamps without check letters there was usually no decoration (figure 238), though a lying S-shape often occurred.







Figures 232––234.







Figures 235–237.

The way to use check letters (figures 229, 230) or signs to separate text was identical to the circular handstamp type groups with a stripe or stripes discussed above.

Most usually *railway station* (*pályaudva*r) was abbreviated as '*P.U.*', though new spelling also started to appear – '*PU.*' In any case, it followed the name of the location. This was the last occurrence of the arrangement

location name/railway station for handstamps where the text was broken into chunks.

Almost 30 years after the numerical system was introduced, it was in this period that not only the number of the post office but its name appeared on handstamps for the first time. It happened only in case of post offices in Budapest: '*Hűvösvölgy*' (figure 239), *Országház* and '*Ország Háza*' (figures 240, 241), as well as '*Repülőtér*' (Airport). Division of the text into chunks occurred only on the handstamps with location or castle county names (figure 242).







Figures 238–240.

There were only eight cases with indication of the castle county. On these, the text was usually divided into chunks; continuous text was exceptional (figure 243).







Figures 241–243.

When numbered offices changed their names, instead of producing new handstamps, the number of the office was removed (figure 244)

The most interesting time within the given period was the time between 10/12/1931 and 10/4/1932. During this sub-period, the handstamps of this sub-group were produced in a special way (for post offices in the country and a single post office in Budapest). The thickness of the frame line and dividing lines was 1 mm, instead of the usual one quarter or one half of a millimetre. For this reason, the letters in the spaces enclosed by these lines were exeptionally small (figure 245). We have not come across any written records as regards the production or the termination of the production of such handstamps. In scientific studies, these handstamps have been referred to as thick-line handstamps.







Figures 244–246.

Because of the high demand for handstamps in the autumn of 1938, when the production of this type group terminated, twelve pieces of handstamps without location name were used nine months after the type group *Py* was introduced. These 12 pieces were supplied mainly to the post offices of the Highlands (Felvidék) on 3/11/1938.

In 1946 and 1947, the Crown was removed from the handstamps where it had still been seen (figure 246). Actually, the postmarks produced by these handstamps during this time should have belonged to the sub-group *Nx*. However, since they were produced by previously existing handstamps, they are considered only versions.

All in all 2,266 pieces of such handstamps were produced. The first was *Fonyód A* (13/8/1927) (the sample piece not taken into account), while the last – *Enying* (26/2/1938). The number of known postmarks, the versions deriving from removals mentioned above included, was 3,248.

Type Group O, 1928−1938. Circular *Kr6* handstamp with the Crown, without lines, with a stripe or stripes. Except for the mechanism/system of these handstamps (they did not indicate the hour), they were identical to those which belonged to the type group *N*. All information pertaining to that type group stands for this one too. However, the smallest size decreased to 21.5 mm. These handstamps were practically the heirs of *B1* (*J* Type Group) and *Kr6* handstamps (*L* Type Group and stamps) designed for smaller post offices.







Figures 247−249.







Figures 250−252.





Figures 253−254.

These handstamps were produced in the following shape types: *I* (figure 250), *II* (figure 248), *III* (figure 249), *IV* (figure 247), and *V* (figure 251). Thick-line types were also produced (figure 252). For these handstamps, trial samples with location names were not produced anymore; instead, handstamps featuring the word '*minta'* (trial sample) with proposed parameters were made, in shape types *I* (figure 253) and *V* (figure 254).

All in all 579 pieces were produced. The first was *Hódmezővásárhely* 2 (4/1/1928), while the last one *Sur* (29/1/1938). Including postmarks by the handstamps from which the Crown was removed in 1946 and 1947, we know of 958 postmarks produced by these handstamps.

Type Group Py, 1938−1946. Kr7 circular handstamps with the Crown, without lines, with a stripe or stripes. This type group was developed from the type group *N* with mechanism *Kr8*, by reducing the number of digits for the indication of the year from three to two. Except for the mechanism of the handstamp and the indication of the month by Roman numbers, all other details were identical. However, the width of the horizontal stripe became permanent – about 6 mm.



Figures 255−257.

When the horizontal stripe was complete, the size of the handstamps was 24−25 mm; when there was only a semi-stripe or a partial stripe, the size was 27−28 mm. The shape types were *I* (figure 255), *II* (figure 256), *III* (figure 257), and *IV* (figure 258. 259).

When there was no check letter, usually a lying S-shape decoration was found on two-stripe handstamps.

Some pieces had letter abbreviations for months (figure 260).

One-language handstamps always had continuous text on them; bilingual handstamps (Hungarian/Ruthenian) were always divided into text chunks (figure 261). When the public administration of Kárpátalja (Transcarpathia) in 1941 was re-organised, Ruthenian location names were removed from 20 handstamps of 6 post offices. The emerging empty spaces were filled with lines (figure 262).



Figures 258−260.







Figures 261–263.

Indication of castle counties has not occurred since this period. For railway stations, the abbreviation '*PU*.' was used, which followed the location name.

4,480 Hungarian and 148 Hungarian/Ruthenian pieces were produced, all in all 4,658 pieces. The first Hungarian handstamp was *Agárd* (12/3/1938), while the last – *Szombathely 1W* (25/4/1946). The first bilingual one was *Huszt/Chuszt* (15/7/A/1939), while the last was *Kerecke/Kerecki* (8/2/1944). We know of totally 5,733 postmarks, the versions were Ruthenian names were removed in 1946 and 1947 included.

Type Group Ry, 1938–1941. Kr5 circular handstamps with the Crown, without lines, with a horizontal stripe. This type group derived from the type group *O* in the same way as the type group *N* from the type group *P*. In other words, the three-digit indication of the year was modified to the two-digit one (figure 263). These handstamps were produced in shape type *I*, without exception.

25 pieces were produced. The first was *Padrag* (23/11/1938), while the last *Vágkirályfa* (30/8/1941). We know of 45 postmarks, with the versions where the Crown had been removed included.

Type Group Nx, 1946–1953. Kr8 circular handstamps without the Crown or lines, with a stripe or stripes. In the Chapter II, we have already discussed the reasons why certain handstamps were produced repeatedly after the World War II, following long breaks. Naturally, when such re-occurrence took place, they bore features typical of the new production period and featured elements typical of the given type group. These were exactly the circumstances of this type group. *Kr8* mechanism ceased to exist in 1938. In this period, it re-emerged again, bearing typical features of the production period and without major decoration elements. Two most general shape types of circular handstamps with stripes were used: *I* (figure 264) and *VI* (figure 265)





Figures 264–265.

When a handstamp was produced to replace a lost one or the one destroyed during the war, a star was put in the bottom semi-circle (see also Type Group *Px*).

9 pieces of such handstamps were made. The first was *Vizsoly* (8/5/1946), while the last *Szolnok 5* (25/8/1953).

Type Group Px, from 1946. Kr7 circular handstamps without the Crown or lines, with a stripe or stripes. Together with the type group *Rx*, these were the handstamps of the period when the present research was written. These handstamps were practically direct successors of the type group *Px,* with a single difference – the second major decorative element, the Crown, is also missing. The size range also increased: from 24 mm to 28 mm. The text has been usually arranged continuously, though the number of handstamps where the text is divided into chunks keeps increasing, due to more and more compound post office names, especially in the outer districts of Budapest (figure 266). The words '*posta'* (post) (figure 267) and '*postahivatal'* (post office) re-appear again. An interesting variation of this phenomenon is when a temporary post office, which is a branch of a permanent one, receives a handstamp with the name of both (figure 268). In the bottom semi-circle, the name of the mother office appeared. For railway station indication, '*PU.*' was used, always after the location name.







Figures 266–268.







Figures 269–271.

One-stripe handstamps appeared in all three shape types: *I* (figures 266, 267), *II* (figure 269), and *III* (figure 270). Two-stripe ones were made in the shape types *IV* (figures 271–275) and *VI* (figure 272). The period between 1950 and 1965 can be safely called 'the period of ugly handstamps'. The horizontal stripe was quite often 8–12 mm (figure 273), which resulted in distorted overall shape of the handstamp. Two stripes occurred even when the name of the post office was short and simple (figure 274). In such cases, the vertical stripe and the bottom semi-ring remained empty. Sometimes the shape of a handstamp was not circle but ellipsis.

After 1905, the decoration of handstamps was most often uniform. When there was no check letter on two-stripe handstamps, usually there was no decoration at all. Occasionally, lying S-shape took place on the both sides of the check letter. However, two curved decoration lines occurred quite frequently (figure 275).

Check letters have been usually positioned conventionally. In outer districts of Budapest, they have been put in the upper semi-circle (figure 272). When there is a check letter on a handstamp, quite often two stripes are used. In such cases, the check letter is either very big, just like the number of the

post office (figure 277), or it is put into the horizontal stripe, leaving the bottom semi-ring for usual decoration (figure 278).







Figures 272–274.







Figures 275–277.







Figures 278–280.

Because a great number of handstamps was destroyed in the war, a special regulation provided for the rules applying to the marks distinguishing replacement handstamps. We have already discussed this regulation in Chapter II. It is important to add here that when a check letter and such distinguishing mark had to occur simultaneously, the star took place in the top semi-circle; otherwise it took place in the bottom semi-circle (figure 279).

When a post office number ceased to exist, it was removed just as in cases described previously (figure 280).

Because of the reasons already discussed at sub-group *Nx*, an interesting sub-group emerged within this type group too, the one produced between 1952 and 1954. These were handstamps *Kr7* with the month expressed in word abbreviation. Their mark in our topology is *Kr7b*, where '*b*' refers to the word abbreviation of the name of the month. Accordingly, the mark of the sub-group is '*Pxb*'. The shape types were *I* (figure 281) and *IV* (figure 282).





Figures 281–282.

Until the end of 1963, 2657 pieces of such handstamps were produced. The first was *Encs A* with a pair of stars (2/5/1946). In the sub-group *Pxb* 13 pieces were made. The first was *Hetényegyháza* (28/11/1952), the last *Hajdúsámson C* (30/3/1954).

Type Group Rx, from 1946. Kr5 circular handstamps without the Crown or lines, with a stripe or stripes. This type group derived from the type group *O* just like the previous type group from the type group *N*. Everything discussed at the type group *Px* stands for these handstamps as well. Their most general shape type is *I* (figure 283) and *IV* (figure 284).







Figures 283–285.

Quite rarely, shape type *II* occurs too. During the production period of the sub-group *Pxb* the compound mechanism version occurs as well. However, since only one piece was created, we have established neither a group, nor a sub-group. The handstamp in question actually has *Kr6* mechanism, since the indication of the year contains 3 digits (figure 285), but the month is indicated by a Roman number, which is typical of group *R*. This is why, since there are no *Kr6* handstamps without the Crown or lines, we categorised this handstamp into this group, since its mechanism is *Kr5+1*, where *+1* means that the indication of the year has one more digit.

Prior to this time, handstamps without hour indication were produced only for smaller post offices; in this period, this principle was abandoned.For example, for the post office number one of Pécs, a complete series of such handstamps were produced. While between 1927 and 1946 the overall amount of handstamps without hour indication was 9% of all handstamps, at the time of the present research they reached 15% of all handstamps.

Until the end of 1963, 397 pieces of handstamps were produced, the first one was *Barbacs* (15/5/1946).

c) Cancelling Machines and Machine Postmarks

By the beginning of 1900s, the staff of post offices, and especially of those in Budapest and other large cities, had become overloaded because of the rapid increase in the number of simple letters sent. Not only the mail from mailboxes but the letters to be forwarded were to be postmarked. Naturally enough, this overload was most obvious at the post office nr. 72 of Budapest. In foreign countries, cancelling machines of large capacity were already used at that time. Under these circumstances, the postal directorate in Budapest decided to try out such machine. The experience gained was positive, which resulted in acquisition of such machine in 1907.

Regulation No. 67.864/1907 issued on 11 September 1907 (Sz.G. Volume VI, 2nd edition, No. 86) opened up the possibility to use this first, Krag-system machine for the post office nr. 72 in Budapest. At the same time, the trial use of the Hadik-Grünwald machine was also permitted. The

fate of the latter is unknown, we will not meet it any more among the many different types of cancelling machines. However, the Krag equipment proved to be excellent; many post offices were equipped with it. Moreover, some offices got two or three such machines.

Later, in 1927, Standard, and then in 1940, Universal machines were also introduced. Their performance was 40,000 mail items an hour.

As regards their mechanism, cancelling machines were of two types – with rollers or with inserts. In case of roller equipment, postmarks were carved on the roller, which turned within the equipment. The postmark contained two parts – the date and the figure. The date was carved on the roller twice, at 180° from each other. Thus, the date was postmarked on the mail at every eight centimetres. It happened so partly because postage stamps were adhered in irregular manner, and partly because the size of mail items was different, so it was difficult to ensure that the date was marked on every single postage stamp. Thus if the users of the Post would stick the stamp, according to the regulations on exactly the desigmnated place, the cancellation would still miss some of the stamps. For this reason, between the two date inscriptions, wavy or horizontal lines were carved on the roller. The number of horizontal lines was 4, 5, 6, or 8; the number of wavy lines was 5, 7, or 9. The cancellation of the roller type cancelling machines runs along the whole letter like a ribbon. The Krag machine was equipped with a roller (figure 286, 287).

Worn rollers were replaced in the same way as manual location-date handstamps. The layout of the date imprinted by cancelling machines always corresponded to the handstamps of the period. For example, the rollers of the machines produced between 1907 and 1921 belonged to the type group *K*, and had the system *Kr9*; rollers produced between 1921 and 1927 belonged to the type group *M*, system *Kr8*; rollers produced between 1927 and 1938 belonged

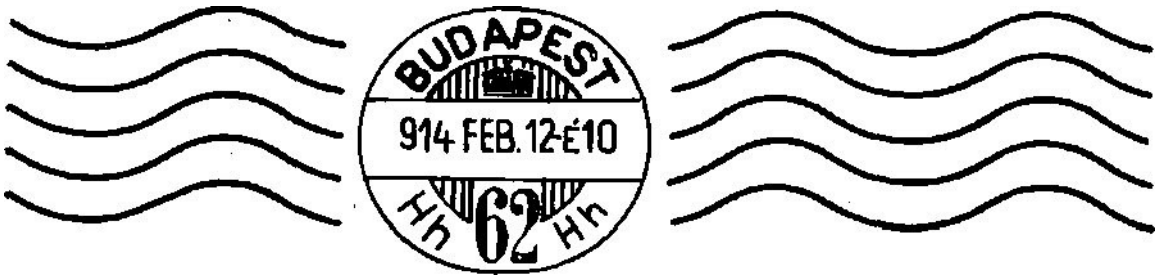


Figure. 286.



Figure 287.

to the type group *N*, system *Kr8*, without lines; beginning from 1938, rollers belonged to the type group *P*, system *Kr7*. The shape type of the date was *IV*.

In case of equipment with inserts, the postmark figure was carved on a roller-shaped insert. These postmarks were marked on mail items only once.

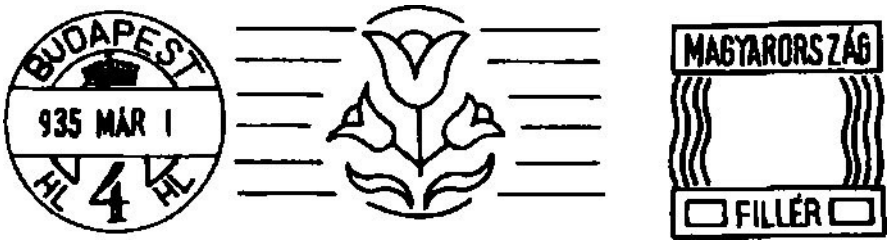


Figure 288.

The date postmark produced by the Standard equipment also belonged to the shape type *IV*, though without lines, correspondingly to the production period. There was no indication of the hour; therefore, these postmarks corresponded to *Kr6* location-date handstamps of the type group *O*. The drawing consisted of a tulip and long horizontal lines on its sides (figure 288). Standard machines were universal, because they could be used for both cancelling and franking. If the machine was capable of indicating the postage fee, but was used for cancellation, the space for machine postage stamp was left empty. In such case, the amount of the postage fee is not indicated on the machine stamp, which has already been discussed when describing postage fee machines; the colour of such postmark is of course black, instead of red.

The Universal equipment also has inserts. The decorative figure part is similar to that of Standard machines. The part indicating date, however, is completely different – it contains one circle with three-line date (figure 289). At first glance, these postmarks very closely resemble B3 postmarks of the

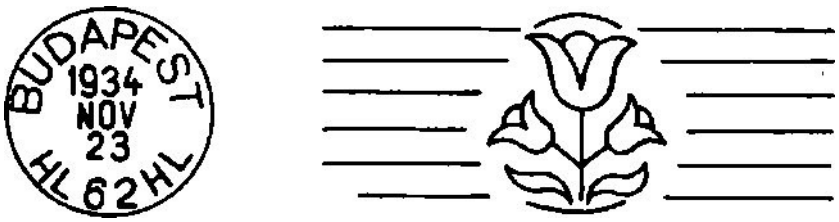


Figure 289.

19th century (type group *F*). The first line is the four-digit year, the second – abbreviation of the month, while the third – the day. Sometimes four-line date postmarks are used. In such cases, in the third line, the day and the hour appear, with a dot between them. E.g. "19.24." – on the nineteenth, at midnight.

Also Francotyp equipment, which was originally designed to indicate the postage fee collected, was sometimes used for cancelling. In such cases, the space for fee amount was set to zero (figure 343).

2. Location and Location-Date Handstamps Used Temporarily at Post Offices

a) Replacement Handstamps (Pt = Pótbélyegző)

Repair of damaged handstamps caused problems even for the post offices where two or three handstamps were in use. Smaller post offices where there was only one handstamp faced even bigger problems. Similar difficulties arose until the production of the new handstamp when the canceller of a post office has been lost or damaged. Quite frequently, new handstamps had not been produced by the time a new office was opened. In all these cases,

postal institutions were made to use replacement handstamps for long decades. All handstamps which belonged to this replacement group are called auxiliary handstamps. (They are discussed in detail in the *b/* part of this Chapter.) Their diversity and inevitable breaches of regulations made the administration regulate this issue. When discussing auxiliary handstamps, we see that sometimes provisions were not sufficient to avoid the use of auxiliary handstamps.

The solution was born in 1925, when the so-called replacement handstamps were introduced. To distinguish them from the regular ones, these handstamps had numbers on them instead of office names. Thus, postal directorates could control which replacement handstamps were used by which postal institutions.



Figures 200–292.

The mechanism and the dominant decorative element always corresponded to the location-date handstamps produced in the given period. Therefore, to mark the type group, the same capital letter was used as for the corresponding type group of the post office, with the abbreviation '*Pt*' and a hyphen.

Post offices received replacement handstamps from the postal directorates they belonged to. Replacement handstamps were used by post offices, postal agencies, and later branches, which were their successors from 1951, as well as mobile post offices. For all these institutions but mobile post offices, the same kind of replacement handstamps was produced. The kind produced for mobile post offices will be discussed when looking at mobile post offices.

According to the provision, when replacement handstamps were used, the name of the post office also had to be indicated. At smaller post offices, it was added in handwriting under the date (figure 291). Quite often, there were manually manufactured handstamps (figure 290), or rubber stamps produced especially to this end (figure 292). Header stamps or even check number stamps were used too. The latter could not replace the name of the location, and went against regulations anyway.

Regulation 133.301/B4 (PRT. 3/11/1945, Volume 35) provided for serial numbering of replacement handstamps; the regulation became effective on 15 November 1945. After the postal directorates of Budapest and those of the agglomeration merged, and the postal directorate in Miskolc became in-

dependent from the one in Debrecen, the numerical system was modified again on 10 January 1953; new numbers were added too. According to the regulation, postal directorates had to exchange replacement stamps among themselves in order to comply with the distribution of number groups provided for in the regulation; they also had to order new handstamps to replace the still missing ones. Following numbers were allocated to following post offices: Budapest postal directorate 1−100 (1−87); postal directorate in Debrecen – 101−200 (101−200); postal directorate in Pécs – 201−300 and 601−650 (201−300 and 600−649); postal directorate in Sopron – 301−400 (301−400); postal directorate in Szeged – 401−500 (401−480); postal directorate in Miskolc – 501−600 (501−540). In brackets, the previously used serial numbers are seen.

Type groups: Until the end of the World War II, handstamps of a single type group always constituted a closed group as regards their numbers. Because 364 handstamps were lost or destroyed during the war, replacement handstamps may belong or do belong to all kinds of different type groups.

Type Group Pt – L. 1925−1927. Kr6 circular handstamps with the Crown, with lines, with a semi-stripe (figure 293). The size of these handstamps was 28−29 mm. In the upper part of the ring, there was the inscription '*M. Kir. Posta'*; in the lower part of the ring, there was a serial number and a lying S-shape on its both sides. After the war, 8 pieces remained. In 1946, the Crown and the inscription '*KIR'* was removed from them, sometimes even the indication '*M'* (figure 294).



Figures 293−295.

22 such handstamps were produced. The first was *M. Kir. Posta 1* (10/1/1925), while the last *M. Kir. Posta 22* (16/7/1927). All in all, 30 postmarks by these handstamps are known, the postmarks by the handstamps from which certain elements were removed included.

Type Group Pt – N, 1927−1928. Kr6 circular handstamps with the Crown, without lines (figure 295). The size of these handstamps was 23−24 mm. The first two pieces of the group were produced at the end of 1926 with the serial number 23 and 24, with the text similar to the type group *L*. As opposed to the research of Rácz-Rónay, these first samples were not used. All pieces of the type group bore the instription '*Magy. Kir. Posta'*. The upper part of the decoration inclines lines inwards, both on these handstamps and those produced until the end of 1944. There were only two exceptions where the decoration inclines outwards (figure 296). The serial number was always Grotesque, with a single Antiqua exception (figure 296). The Crown and the inscription '*Kir.*' were removed from the remaining 8 handstamps.

Altogether, 22 pieces were produced. The first was *Magy. Kir. Posta 23*

*(*10/12/1927), while the last *Magy. Kir. Posta 36* (30/10/1929). We should note that in case of these handstamps, serial numbering did not correspond to the order of production. All in all, we know of 30 postmarks, with those produced by the handstamps from which certain elements were carved out.

Type Group Pt – Ry, 1938–1945. Kr5 circular handstamps with the Crown, without lines. The size of these handstamps was 24–25 mm. We distinguish two sub-groups:

Pt – Ry sub-group I, 1938–1940. The upper text again '*M. Kir. Posta'* (figure 297). In 1946, the Crown and the inscription '*Kir.*' was removed from the remaining 208 handstamps (figure 298); sometimes the abbreviation '*M.*' was also removed. Very rarely, violet or green postmarks occurred.







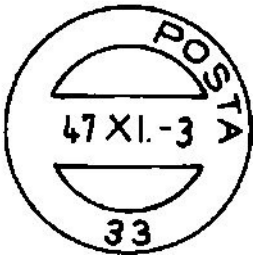
Figures 296–298.

All in all, 320 pieces were produced. The first was *M. Kir. Posta 101* (1/12/1938), while the last *M.Kir.Posta 420* (9/9/1940). We know of 532 postmarks, with those produced by the handstamps from which some elements were removed and coloured postmarks included.

Pt – Ry sub-group II, 1945. The text and decoration changed. The new text was '*Magyar Posta'*, while the decoration – two 6-pointed stars (figure 299). In May 1946, the Crown was removed (figure 299). Postmarks with the Crown are the best ones produced by replacement handstamps, because the period when these handstamps were used was limited to only few months.







Figures 299–301.

30 pieces of such handstamps were produced. The first was *Magyar Posta 441* (16/10/1945), while the last – *Magyar Posta 470* (5/11/1945). All in all, we know of 60 postmarks produced by these handstamps, with those from which certain elements were carved out included.

Pt – Rx Type Group, 1946. Kr5 handstamps without the Crown or lines, with a semi-stripe (figure 300). The size of these handstamps was 24–25 mm. Their inscriptions were identical to the sub-group *Ry II*, though they did not feature the Crown or any decoration. The word '*Magyar'* (Hungarian) was removed from some of the handstamps in 1947 (figure 301).

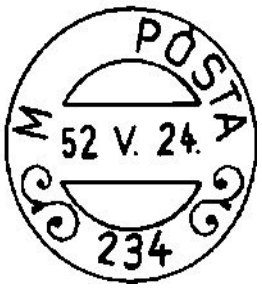
41 pieces were produced. The first was *Magyar Posta 401* (4/10/1946), while the last *Magyar Posta 36* (21/11/1946). There are 42 postmarks known, with those produced by the handstamps from which certain elements

were removed included.

Type Group Pt – Px from 1947. Kr7 circular handstamps without the Crown or lines. They were produced in three shape types. At the beginning of the production period, the shape type *IV* was used (figure 302−304). The





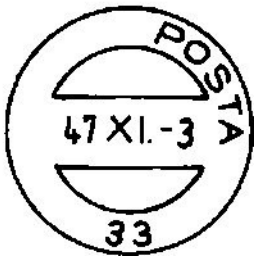


Figures 302−304.

decoration took place on the two sides of the serial number; it was two little lines used for decoration also on the numbered handstamps without check letters which belonged to the type group *Px* (figure 303). The size of these handstamps was 24−25 mm until 9 June 1947; the text was '*Posta'*. As we have already mentioned, not only the Crown and the abbreviation '*Kir*.' was removed but also the letter '*M'* or the word '*Magyar'*, with only the word '*Posta'* left. (During the same period, new handstamps with the single word '*Posta'* were also produced.) From 9 June 1947, it was again '*Magyar Posta'* to appear on handstamps (figure 304). The mark to distinguish handstamps which replaced the lost ones was *'a - a'* (figure 307).







Figures 305−307.

From 1959, only handstamps with one stripe were produced. Usually they belonged to the shape type *I* (figure 305), while exceptionally – to shape type *II* (figure 306). The size of the handstamps was 24−26.5 mm. Decoration was always missing.

Until the end of 1963, 253 pieces were made. The first was *Posta 501* (9/4/1946).

We should also mention the ways replacement handstamps have been collected. These handstamps have been always used by different post offices, usually for some days or weeks. In the 1950s, however, there were cases, when such handstamps were used for 1−2 years. An interesting way of collecting is when a collector collects mail items postmarked by a certain handstamp at different post offices. It is rather difficult, if not impossible, because at most post offices the beginning of use was not recorded or the location name was not indicated, making it impossible to see where mail items entered the mailstream. Another, most general way of collecting is when postmarks produced by different replacement handstamps are collected. The number of postmarks which follows the description of type groups refers to

this kind of collecting.

b) Auxiliary Handstamps (Ks = Kisegítő)

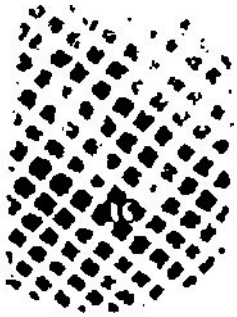
We have already listed the circumstances which resulted in the use of auxiliary handstamps. Before such handstamps were introduced, post offices cancelled postage stamps by ink. Later, header stamps or other official handstamps were used for cancelling. Even the official seal was used to this end quite often. Postmarks produced by these were always negative (the figure stood out from the background) – the background was always black, while the figure white. We are going to list the above mentioned handstamp types in the part 3 of this Chapter.

The so-called '*dumb handstamps*' also belong to auxiliary handstamps. They did not contain either the date, or the name of the location. They were mostly used to kill the postage stamps of letters which arrived uncancelled (figure 83). Though rarely, dumb handstamps have been used until today.

There were two periods when dumb handstamps were used excessively: before the World War I and during the World War II and immediately after it. After the heir of the throne was murdered but before the World War I was announced, at the time of utmost political tension, the armed unit VIII of the Monarchy deployed in the southern region against Serbia. At that time, military post offices did not operate yet. Thus in the deployment districts both the doldiers and the commanding offices used civil post offices to senrtheir private and official mail. However, to conceal the location of where the army was deployed, the army-corps command instructed all the post offices and postal agencies operating in the deployment area to terminate the usage of location-date handstamps. Postage stamps were cancelled with coloured ink. First military post offices opened in August 1914 – number 91 and 151. These post offices probably accepted properly franked civil mail too, which explains the large number of mail with postage stamps.

After the war was declared, the frontier region remained military operations area for several months. This explains the regulation issued by the postal directorate in Timisoara on 3 September 1914, which provided that post offices 'cancel postage stamps with number handstamps for money transfers or a piece of wood punched exactly for this purpose instead of location-date handstamps'. Handstamps for money transfers were the same as check number handstamps (this stands also for the time of the present research) (see the handling of money mail in Chapter IV). The regulation also provided for tearing out of the location name from adhesive labels (labels for registered mail and for parcels). This was the only instance when the use of check number handstamps was not only allowed but provided for. After the military zone moved farther, on 26 March 1915, the regulation lost its effect. Apart from check number handstamps (figure 313), the regulation provided for the use of other kinds of dumb handstamps – different geometrical shapes carved into metal, rubber or wood (figures 308−310).



Figures 308–310.







Figures 311–313.

After the World War II, partly because the territory of the state had shrunk, and partly because a huge number of handstamps had been destroyed, auxiliary handstamps were officially re-introduced. For the first time this measure was taken when the territory of the state changed – the relatively small number of auxiliary handstamps was replaced by the ones produced from rubber. The majority of these broke very quickly. New ones were not ordered to replace these. After the war ended, rubber handstamps were made to replace the broken location-date handstamps. They were mostly numbered but many had location names on them. When the location name was indicated, proper space was left for the date. Certain post office managers had rubber auxiliary handstamps with location names prepared on their own, partly relying on the knowledge they had on replacement handstamps, partly on the basis of their own concepts. The way mail was postmarked by auxiliary handstamps strongly resembled the way postmasters did so at the end of the 18th and at the beginning of the 19th century when processing mail.

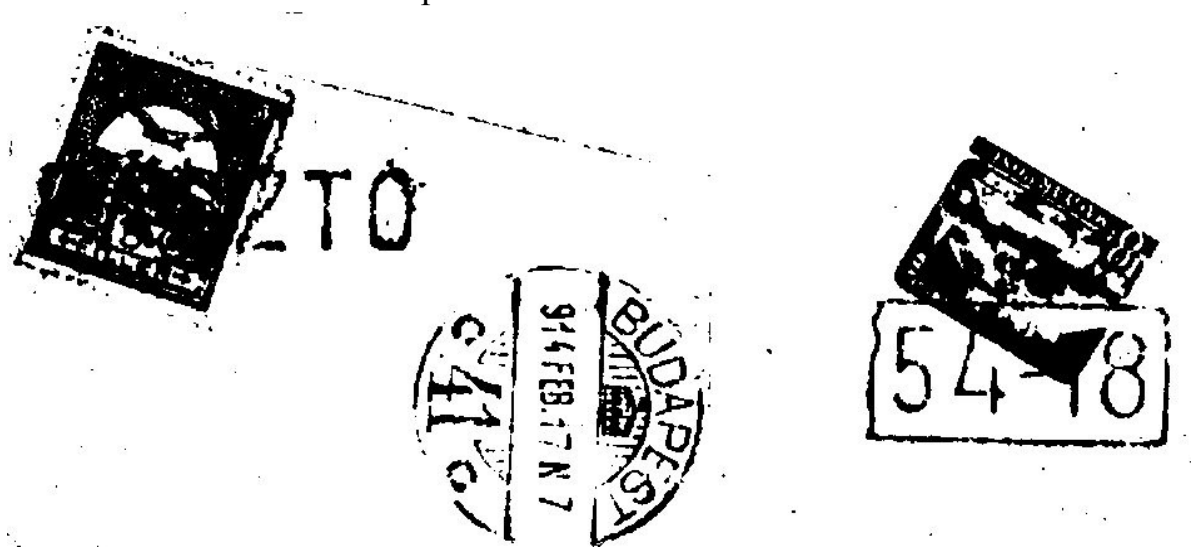
When creating the typology, the following two factors were considered important: the shape of the handstamp and whether the handstamp was ordered for the post office itself or supplied to it centrally. Type Groups:

Type Group Ks - hW, 1778–1948. Special handstamps which replaced location or location-date handstamps in certain periods belong to the special type group *W*. On the basis of their types, these handstamps are divided into sub-groups.

Sub-group Ks – Hip. Official seals used as handstamps. In the period of the Austrian postal administration, sometimes seals were already used as location handstamps. Térfi in his research erroneously called them negative location handstamps. Though it is true that they were not used as auxiliary handstamps, we have still categorised them into this group because their number was very small, and they above any doubt bore characteristics of handstamps (figure 311). We know of only three such postmarks from the period between 1778 and 1830. After the World War II, such handstamps occurred at mobile post offices (see the description of mobile post offices); finally after the World War II, until 1948, official seals were used as loca-

tion-date handstamps sporadically.

The number of known postmarks is 6.



Figures 314–315.

Sub-group Ks – Föb. Managerial, elliptical handstamps were relatively frequently used as location-date handstamps. For certain kinds of mail (mail forwarded by mail carriages, telegrams, etc.), these were used almost exclusively at the beginning of the period. Managerial handstamps were used for auxiliary purposes as early as 1890s. Even some state post offices which operated for a long period used these (figure 316).

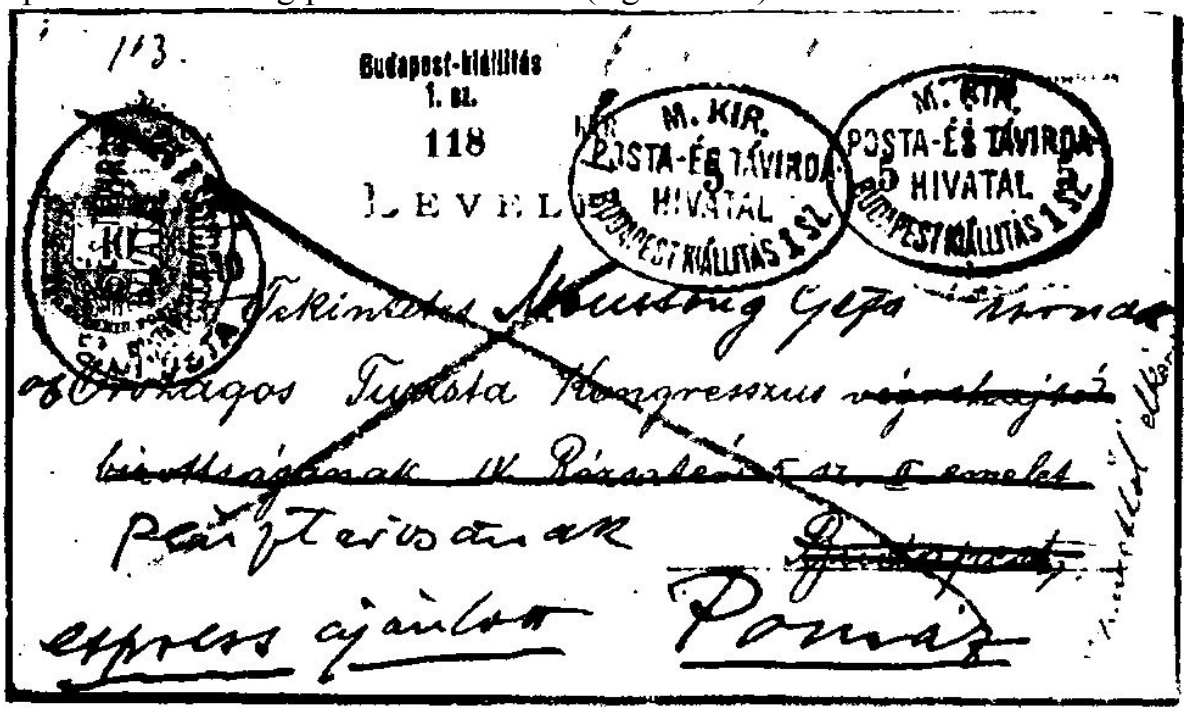


Figure 316.

We know of almost 300 postmarks on mail items with postage stamps.

Sub-group Ks – Hfb. Official header stamps used as auxiliary handstamps. These handstamps either contained a frame line or not; they featured only the name of the location in Antiqua or Grotesque fonts; the inscription was arranged in one line (figure 314).

We know of 25 kinds of such postmarks on the mail with postage stamps.

Sub-group Ks – Eb, 1914−1915. Check number handstamps used as auxiliary handstamps (figure 313, 315). We know of 23 postmarks by these handstamps, which come from 1914 from the southern region (where their usage was obligatory for a short period).

Type Group Ks – Pt – hE, 1938−1945. Circular rubber handstamps. Regarding their text and decoration, we distinguish two sub-groups:

Sub-group Ks – Pt – hE I, 1938−1940. Cast rubber stamps produced by different companies. Their size, when new, was 28−30 mm. Usually, they had a double frame line, or the outer frame was somehow thicker than the inner circle (figure 317). However, they occurred also with a single circle (frame) (figure 318). In the middle, the coat of arms with the Crown took place; the text '*Magyar Kir. Posta*' curved around; the serial number was placed at the bottom. To separate the text, a pair of eight-pointed (figure 317) or six-pointed starts (figure 318) were used. The fonts of the text were always Grotesque, while those of the serial number Antiqua (figure 317) or Grotesque (figure 319).







Figures 317−319.

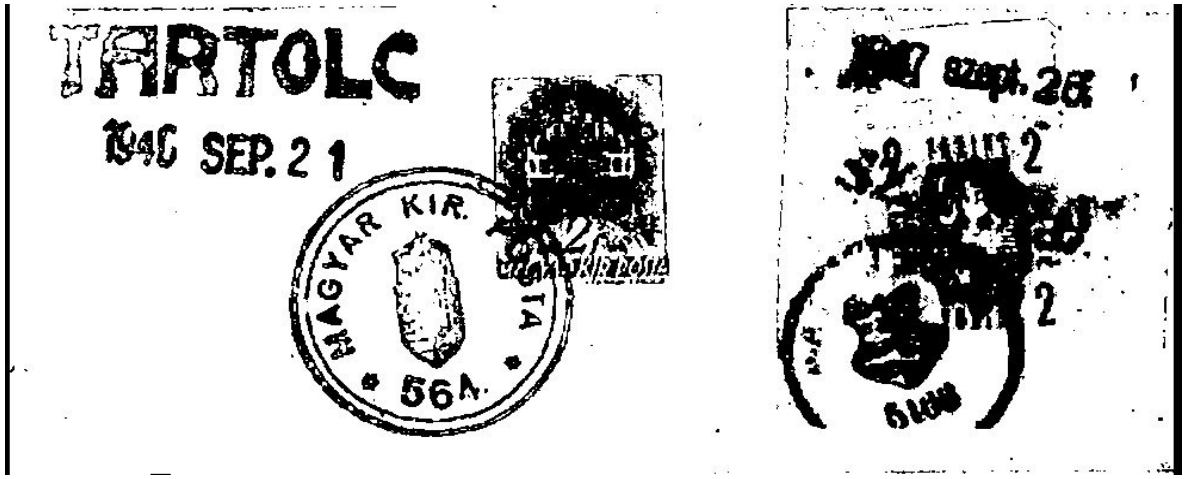
On top of the indication of the location, which was obligatory for auxiliary handstamps, the indication of the date was also obligatory for this sub-group. The date was indicated in ink, on the two-sides of the coat of arms, or by a handstamp especially prepared for this reason. However, both ways occurred very rarely, since most often the date was not indicated.



Figure 320.

Sometimes also official headers were used (figure 320), or one-line rubber handstamps acquired especially to this end. There were also cases when

postmasters carved such handstamps from rubber themselves (figure 321).



Figures 321–322.

Generally, the ink pad for Dötsch ink were used. However, this ink was designed for steel handstamps. It damaged rubber handstamps very soon. Personnel were also used to strong movements they applied when working with steel handstamps. For these two reasons, rubber stamps became softer and extended in size. Postmarks became more and more illegible, their diameter sometimes exceeding 35 mm.

This must be the reason that such handstamps could be handed out repeatedly. On the other hand, officers at many post offices were aware of these properties of rubber handstamps and of those of the black ink. This is why from the very beginning they used ink pads designed for offices. This ink came in the following colours, in the order frequency: violet, blue, red, and green. These postmarks were always very clean and legible. All rubber handstamps (used and not yet used) were destroyed at the end of 1941. By that time, the required amount of steel handstamps was already available.

All in all 428 pieces of such handstamps were made; 374 pieces were used. The number of known postmarks is 416, with coloured postmarks included.

Sub-group Ks – pt – hE, 1945. One-circle circular rubber stamps (figure 322). The size of new handstamps was 24–25 mm. These handstamps were produced immediately after the war in 1945, to replace the large amount of steel replacement handstamps lost. The coat of arms of Kossuth took place in the middle; the inscription '*Magyar Posta'* curved around. The serial number was at the bottom, arranged in one line; the number contained four digits. The numbers and letters were Antiqua. These handstamps were ordered centrally by the Chief Post Office Directorate, and distributed among post office directorates. The Post Office Directorate in Budapest got numbers beginning with 1000, the one in Sopron – numbers beginning with 2000, the one in Pécs – numbers beginning with 3000, the one in Szeged – numbers beginning with 4000, and the one in Debrecen – numbers beginning with 5000.

450 pieces were made. By the time new steal replacement handstamps were produced, most had broken; by the end of 1947, all were withdrawn.

Type groups Ks – hC., Ks-hD., and Ks-hE, 1945. These handstamps were introduced by certain post office directorates immediately after the war, before any centralised measures were taken. They contained the location name and the name of the office, and were designed to replace the lost or

destroyed location-date handstamps quickly and temporarily. For the date, most usually a separate rubber handstamp was used. For the type group *hD,* the date was written in ink or not indicated at all.

The handstamps of the type group *Ks-hC* were ordered for the Post Directorate in Budapest. They had elliptical shape, two frame lines, and featured the name of the location. The text might have been arranged in two ways on these handstamps. One way was when the name of the location appeared curved to the top of the dial, with a postal horn below. The rest of the postmark remained empty. When the post office was numbered, the number of the post office and the check letter appeared curved to the (figure 324). Another arrangement was when the name of the post office took place at the bottom part, with two six-pointed stars on its both sides. The rest of the postmark remained empty.

Type Group *Ks-hE* was prepared by the Post Directorate in Pécs. These were circular handstamps with a double frame line (figure 325) at the top, with the location name curved to it; below, the Crown took place. The date took place in a horizontal stripe.

Type Group *Ks-hD* was produced by the Post Directorate in Debrecen. On these one-ring circular stamps the following text was written in the ring: the name of the post office/the Hungarian word '*posta*' (post). To separate the text chunks, six-pointed stars were used (figure 323). In the inner circle, there was a Crown in the upper section; the rest of the space was left empty for the date.



Figures 323- 325.

The last three sub-groups, as well as the sub-group *II* of *Ks-Pt-hE* type group are interesting historical relics of the period when Hungary was liberated from the Nazis. Unfortunately, trial postmarks were not made by these handstamps. Thus, there is much work left before the approximate list of these interesting handstamps is compiled by the collectors.

c) Commemorative Handstamps

Handstamps bearing any special features related to any outstanding event, such as an exhibition, a fair, a congress, a sport contest or any other social or political event, are called '*commemorative*'. They could be used by either temporary post offices set up especially for these events, or by permanent post offices. The postmarks produced by such commemorative handstamps are called '*commemorative postmarks*'.

When temporary post offices were set up, they were always branches of local post offices. If there were several post offices operating at a location, the 'mother' office was always the one which had the world 'város' (city) incorporated its official name. After 1900, the mother office was always the

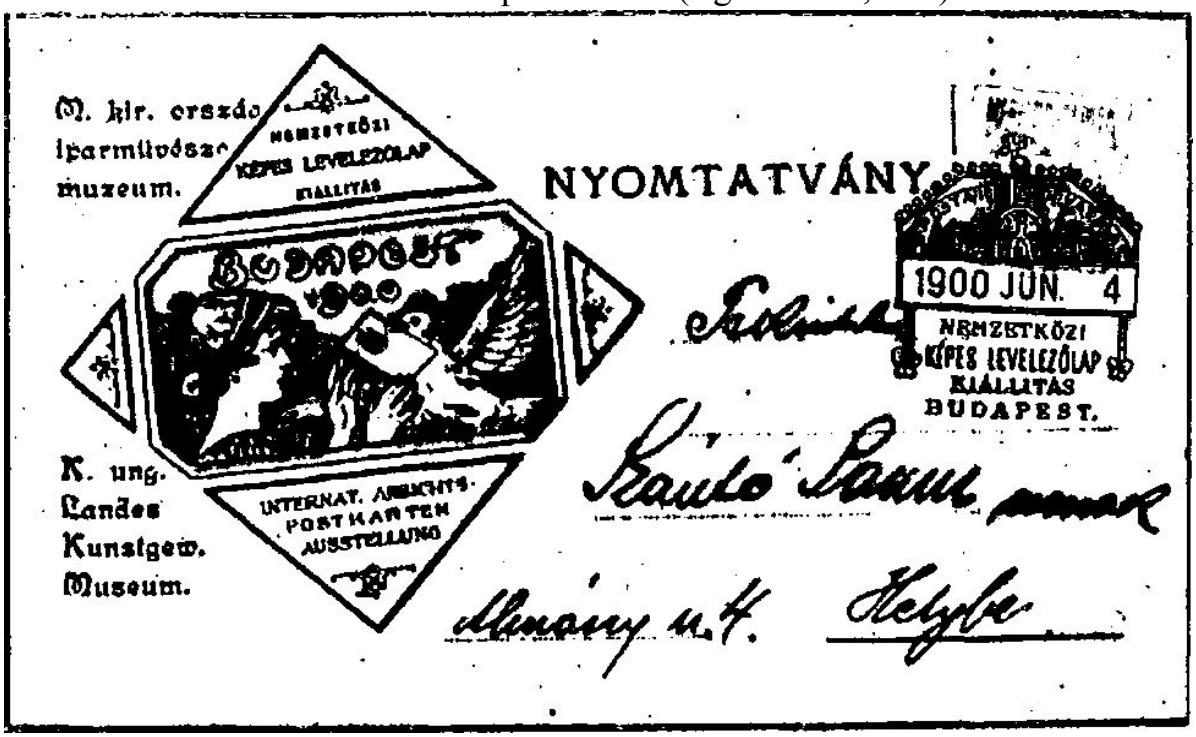
one which bore the number 1. In Budapest, until 1947, the mother post office was always the biggest one of the district; from 1947, it was always the post office number 72; from 1955, it has always been the post office number 4. Postmarks produced by machines (see Chapter I) are also classified as commemorative if the postmark contains any reference to any special event, or if such machines were set up on the location of any event to replace a temporary post office.

The first commemorative postmark comes from 1878, from Székesfehérvár. It was produced at the National Industrial Exhibition, at the temporary post office, which was a branch of the city post office of Székesfehérvár (figure 326). Two commemorative handstamps were produced, with different diameters. However, so far we have only known of trial postmarks by this equipment. Mail items with these postmarks had not yet been found. Until 1900, all commemorative handstamps were produced in the same shape type and with the same mechanism as the regular location-date handstamps typical of the production period. The commemorative character showed only in the wording. Therefore, in this period commemorative hand tamps belonged to the type group *F*, *Hy* and *J*.



326. ábra

The year 1900 brought along a significant change in the area of commemorative postmarks. Between 4 and 25 July, an International Picture Post Card Exhibition was organised in Budapest. For the temporary post office set up on the location, the first commemorative handstamp with a decorative figure produced especially for the event was created. The handstamp differed profoundly from all previous shapes. The figure of the Crown was 24x35 mm, and had a four-line text between pendulums (figures 327, 328).



Figures 327.

The date was written into the base of the Crown, with the four-digit year and month carved and the day replaceable. Therefore, its system was *B1*/day. The combination of carved and replaceable elements was a pioneering feature that occurred on these handstamps. And there is still another curiosity associated with this handstamp. The exhibition was opened at 10 o'clock by a member of the royal family. After viewing the exhibition, he expressed the opinion that 'His Majesty would resent such emphasised appearance of the Hungarian Crown'. Therefore, the organisers withdrew the handstamp immediately. By the next morning a new one was produced by the company Klassohn. Only one mail item postmarked with this handstamp has been found until today. In the afternoon of the first day, from 12 o'clock, the handstamp of the mother post office, the post office number 9 of Budapest, which was *Kr9* handstamp with the check letter *H*, and belonged to the type group *Ky*, was used with green ink. This is why the postmarks of this handstamp featuring '*1900. jún. - 4N12 – É8*' are considered commemorative postmarks.

Commemorative stamps could be used for several weeks or, sometimes, for only a couple of days. Their production costs were not in proportion with their life cycle. The costs were paid by the organisers in the first place, but this decreased the demand for them, plus at the postmarks initiated by state organizations the production costs belonged to the Post Treasury. Therefore soon the efforts to decrease the production costs appeared. As an almost natural phenomenon the commemorative handstamps, which were almost brand new after being used for a short period, were re-carved, thus reducing the production costs significantly. This procedure was first applied in 1910, when the handstamp of the First Hungarian Postage Stamp Exhibition organised in 1909 was re-carved to become the handstamp of Airplane competitions. This solution, which is capable of saving significant costs, has been still applied very frequently. To save expenses for the Post Treasury, when a handstamp was to be used for only one day, the date was simply carved, instead of mounting a special mechanism making it possible to change the date. Thus the cost of the date changing mechanism is spared. For the first time, this solution was used in 1916 for coronation handstamps.

Coronation handstamps are associated with yet another curiosity. Half a year after the event, these handstamps were allowed to be used again; the post offices using them got half a month to apply these them. The original postmarks and their repeated occurrence could be compared to a release of postage stamps and their repeated release some time later. This measure had an interesting background. On the day of the coronation, on 30 December 1916, a race to acquire postmarks produced by 51 handstamps started.







Figures 328- 330.



Figures 331- 332.



Figure 333.

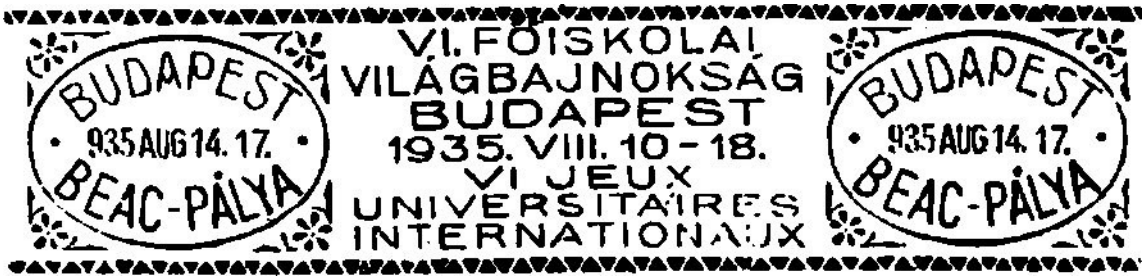


Figure 334.

Naturally enough, it was not philatelists but traffickers who entered in this race. To acquire a complete series of coronation postage stamps with a complete coronation postmark series became almost impossible, the price rising to the sky. This phenomenon resulted in two consequences. The first was the appearance of the first forgeries of commemorative postmarks. Some of these were so poor that simple visual observation revealed that they were forgeries (figure 329). Others were more sophisticated (figure 330).

The second consequence was a step by the Post, which tried to combine the fulfilment of the demand with a good cause. The Regulation 35.389/1917 (PTRT.9/5/1917, Volume 60) opened up a possibility to postmark coronation postage stamps posteriorly. The mail had to be handed over to the Post Office Number 1 of Budapest between 1 and 16 May 1917; later, over nine-day periods, it had to be submitted to the following post offices of Budapest: 2, 4, 9, 10, 57, 62, and 72 (until 31 July), and to the post office number 100 of Budapest between 1 May and 31 July. Then the mail, for which receipts were issued to the senders, was forwarded to the Post Office Number 4 of Budapest, were it was postmarked. From there, the mail was sent back to the post

offices where it was collected. People could pick their mail at those offices upon receipts. The price was the following: 25 Crowns for the postmark by the handstamp featuring angels of the Post Office Number 1 in Budapest, 20 Crowns for the postmark produced at the Post Office Number 100 of Budapest, while at other post offices it cost 15 Crowns. Other kinds of postage stamps could be also postmarked, for 15, 10, or 5 Crowns. These prices referred to single stamps; when a booklet of four stamps was postmarked, at the Post Office Number 1 in Budapest, for example, it cost 100 Crowns. Postmarking of the complete coronation series cost 800 Crowns; when these postmarks were applied to other kinds of postage stamps, it cost 300 Crowns. To give the feeling of how much money it was, the salary of a teacher was 180−200 Crowns at that time. The regulation provided for the abbreviation '*P.J.B.*' (Postás Jóléti Bizottság = Welfare Committee of Postmen) to be postmarked in the left top corner of the postage stamp (figure 331). Sometimes this abbreviation appeared in the right corner.

In the period between 1900 and 1920, the number of handstamps with decorative shapes on them increased. However, there were still commemorative handstamps which belonged to the Type Groups *J*, *Ky*, and *L*. Moreover, on the military exhibition of 1918, elliptical handstamps with a ring and a horizontal stripe, which was used by the Postal Directorate of Zagreb in 1890s, appeared again. Another interesting change happened in 1924. From this time and until the end of 1926, in most cases a 28x28 cm plate bearing the commemorative text was produced, which was then fixed to the regular location-date handstamp, to the left of the date (figure 332). This is the so called handstamp overlay.

The same year saw a new kind of manual handstamps. On these, the figure and the text were carved not on a flat but on a cylindrical surface. These handstamps were called *manual cylindrical handstamps*. Since the cylindrical surface was rotated on the paper, the postmark was a continuous line with repeatedly appearing text and figures. Postmarks consisted of two major parts – a date and a text. The date was usually identical to the regular location-date handstamps, but was always *B1* (figure 323). Occasionally it was of a different shape (figure 334), but in any case contained an insert. The advantage of such manual cylindrical handstamps was that they could be modified. The commemorative text could be removed, and a new insert could be mounted. Sometimes, such changes were made after 20-25 years.

The number of commemorative handstamps with decorative shapes has been increasing rapidly. However, even today commemorative handstamps similar to location-date handstamps occur. Thus, from 1927, we have been able to find handstamps which belong to type groups *M, N, O, P*, and *R,* and in the sub-groups *x* and *y*. Handstamps with wheels and stripes have been prepared only for the offices where they were used for long, or where certain occasions re-occurred. In other cases, when such handstamps were used for at least two days, the year and the month were carved; when a handstamp was used during two calendar months, only the year was carved. Therefore, the mechanism was *B1*/day or *B1*/month.

From the beginning of the independence of the Hungarian Post, the handstamps without date have been called *indication handstamps*. Only those indication handstamps belong to the group of commemorative handstamps which were used instead of the latter. It happened when the demand

for commemorative handstamps arose so late that there was not enough time to have a proper commemorative stamp produced. Then the so-called indication handstamps were used. For the first time, such phenomenon occurred in 1938, and it has been re-occurring even until today. In accordance with effective regulations, postage stamps have to be postmarked with regular location and date handstamps, while commemorative indication stamps have been to be applied near the postage stamp. For example, all handstamps featuring the text '... *visszatért'* (returned, i.e. occupied territories) before and after the World War II where such commemorative indication handstamps. We should note, however, that breaching these regulations was rather frequent, so commemorative indication postmarks can be very often found on the postage stamps.

For big post offices, several commemorative handstamps were produced. To distinguish them, check letters, or later check numbers have been used. However, they have been frequently missing. In such cases, signs to separate text chunks might help, which were different on each single handstamp with a decorative figure. When even these signs were identical, carving differences might help to identify different handstamps with decorative figures. Both at temporary and permanent post offices, coloured ink was sometimes used for commemorative handstamps, either during the whole period, or on the first and the last days, and sometimes on some other day over the period of use. The colours applied were red, green, violet, and blue. In 1946 and 1947, on certain occasions, handstamps with the two-colour mechanism were used (Czechoslovakian system). These handstamps operated in two steps. When the red and the green colours were used on the white paper, all three colours of the Hungarian tricolour appeared on the postmark.

When collecting coloured commemorative postmarks, we should be very careful. About three or four times as many coloured postmarks circulate than were actually allowed. Though a part of these was produced at post offices, it was a 'favour' to philatelists. The usual excuse was that the black ink pad was missing at the post office, and the coloured ink pads were used until the black one was acquired. An interesting statistical fact is, that the coloured ink pad was always there, never left back in the office….

When discussing commemorative postmarks, we cannot go so deep as in case of location and date handstamps, since their number is too big, while their text very often too long. For these reasons, we are going to discuss them at other places of this monograph.

Until the end of 1963, 2,318 pieces of commemorative handstamps were produced. All in all, we know of 3,408 postmarks, with the postmarks produced by the modified, re-carved handstamps included, as well as those produced on repeated occasions or with coloured ink.

d) Promotional Handstamps

Promotional handstamps are the ones used prior to the events listed above, with the purpose to promote those. The first was produced for the Budapest Fair in 1922 (figure 325). For effective promotion, a large number of such postmarks was required. This was why the Post Offices 62 and 72 of Budapest were chosen to this end. They were equipped with Krag postmarking machines, which were capable of postmarking as many as ten thousand items of mail a day. The text of promotion was carved in the space

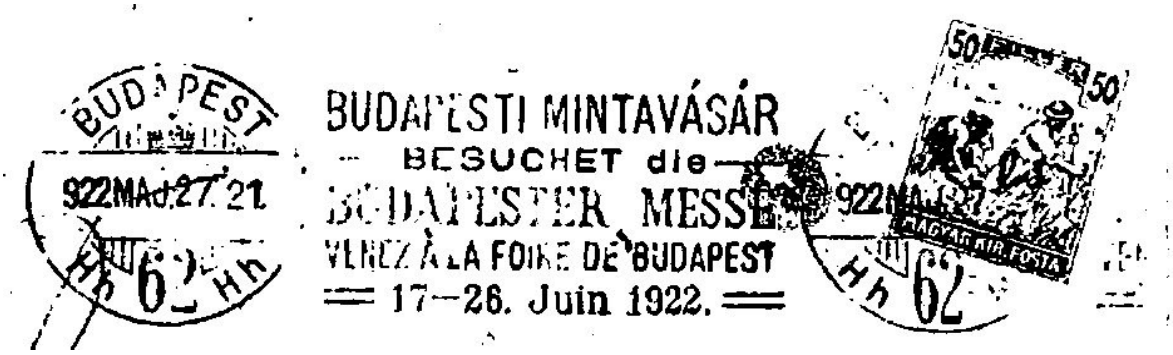


Figure 335.

falling between the sections for the date, where originally wavy lines had taken place. This was the first instance when promotional texts were incorporated in postmarks. This solution has lived until today.

There was a significant difference between promotional postmarks produced by manual cylindrical handstamps and those produced by machines. Imprints produced by cylindrical equipment were arranged in a line, and ran over the packaging of the mail. The parts falling between the two indications of the date were very often different. While one space may have contained a decorative figure, the other might have featured a text; both spaces could have featured texts; even when both spaces contained identical figures, those could still have differences. If we mark the date sections as '*Kbr'*, one of the spaces falling between them '*x*', and the other '*y*', the

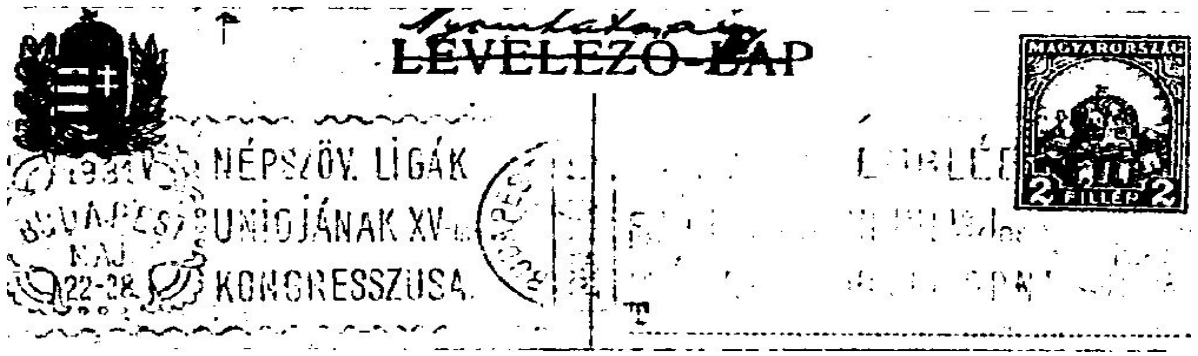


Figure 336.

structure of postmarks can be expressed as '*x+Kbr+y*'. Since mail items were of different length, after being handled by the machine, postmarks could have arrangements '*Kbr+x+Kbr*' or '*Kbr+y+Kbr',* or many other versions. It occurred quite often that either the space *x* or the space *y* and the date were postmarked on mail items. Many collectors erroneously believe



Figure 337.

that for example postmarks *'y+Kbr'* and '*Kbr+y*' were two different ones. For this reason, we should always try to acquire postmarks 'x+Kbr+y' (figure 336).

Most frequently, either complete *x* or complete *y* could be seen on the mail in the following arrangement: '*y+Kbr'* or '*Kbr+y'*.

From 1924 until the end of 1926, exclusively handstamps overlays were produced for promotional purposes. The original handstamps could have been both those indicating the location and the date (figure 337), or featuring the text '*paid in cash*' (see Chapter V). From the end of 1926, manual circular handstamps started to be used for occasional promotion purposes. This was also the time when rollers for Krag machines with occasional promotional texts started to be produced. The last appendix was produced in September of 1927. When the use of red ink for the mail paid for in cash was provided, the use of rollers with occasional promotional texts on Krag machines was extended to such mail too. On Standard machines, appendices with promotionals were used from 1930, while on Universal machines – from 1941. Beginning from these years, these promotional postmarks occurred both in black and in red ink. The exceptions were the postmarks produced at the post office No. 741 in Budapest, which were always black. At this post office, cash was not collected for sending mail, rendering postmarks for such letters unnecessary.

For the postage fee machines of the Post, promotional rollers for the first time were used in 1932 (see Chapter I). At first, they were produced for Francotyp, then for Standard, and finally for the Hesler devices. Postmarks produced by these machines were always red, as was usual for machine stamps. However, when dials produced by these machines were used exclusively for cancelling, they were black. In such cases, the value indication was set to zero or left empty.

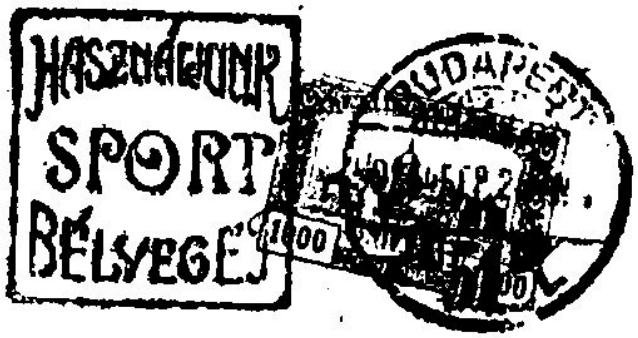
The majority of promotional postmarks was produced by machines, though manual location-date handstamps with decorative figures were also usual, similar to manual cylinder and commemorative postmarks.

Until the end of 1963, 635 handstamps, promotional rollers, and appendices were produced. The number of postmarks which we know of is 781, the red ones included.

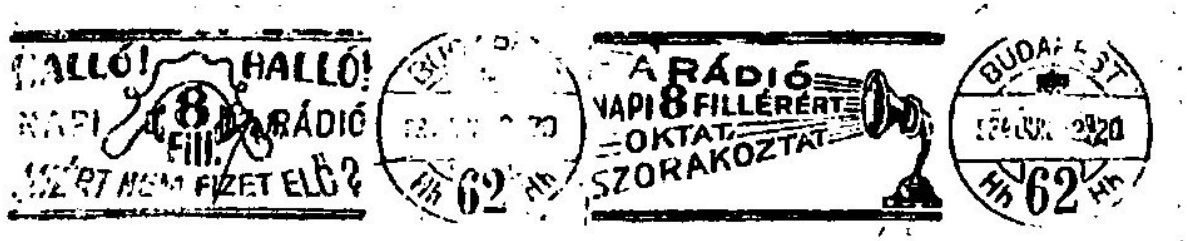
e) Advertising Handstamps

Handstamps which pursued promotional purposes but are not associated with any specific event are called *advertising handstamps*. First such handstamp was used by the post office No. 72 of Budapest in 1921, exclusively on the mail being sent to the United States of America. The postmark did not contain the date but the text of the promotion. It was applied next to the location-date handstamp. When mail going to the USA was collected at other post offices, and then sent to the post office No. 72 of Budapest for forwarding, the handstamp was applied on the rear side of the mail. The handstamp had a diameter of 36 mm and a single-line frame. A dividing line with a dot in the middle divided it in two sections. In the top semi-circle, the text was in English, in the bottom – in Hungarian: 'Help Hungary's Children!/Address:/American/Relief Administration/43 Broadway New York' and 'Budapest/IV. Váczi u. 31./Segítsetek/A Magyar Gyermekeken!'.

The use of advertising rollers (figure 341) and inserts on postmarking machines, promotional inserts (figure 342, 343) on postage machines, handstamp appendices (figure 338), and manual cylindrical handstamps (figure 340) was similar and took place in the same periods as in case of their promotional counterparts.



338. ábra



339. ábra



340. ábra



341. ábra



Figure 342.

All described above on the two spaces (x and y) of cylindrical postmarking machines stands for these machines as well (figure 339). Manual handstamps were very rare. Probably this was the reason of the erroneous concept of certain philatelists, who thought that promotional handstamps were only manual, while postmarks produced by manual cylinders and postmarking machines were all advertising postmarks. More than once, these erroneous views appeared in professional periodicals too. Moreover, special postmarks quite often appeared instead of promotional ones. This was the reason why we presented postmarks of the similar shape, layout and system/mechanism on the figures 332, 337, 338, when discussing promotional, occasional promotional, and advertising postmarks. By this, we wanted to underline that it was not the shape or the mechanism of the handstamps but exclusively their text and the period of their use that determined to which group they should belong (see also the section on special handstamps).

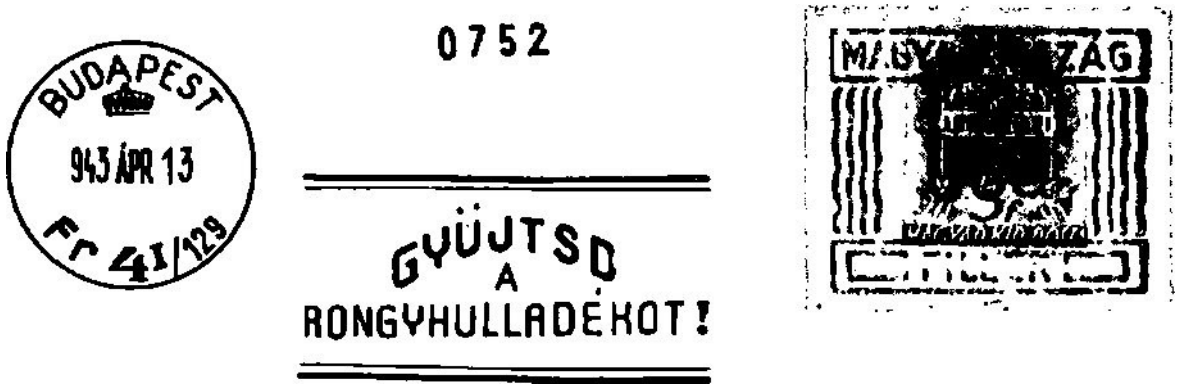


Figure 343.

By the end of 1963, 248 pieces of advertising postmarks, rollers and inserts were produced. The number of known postmarks is 322, with the red postmarks included.

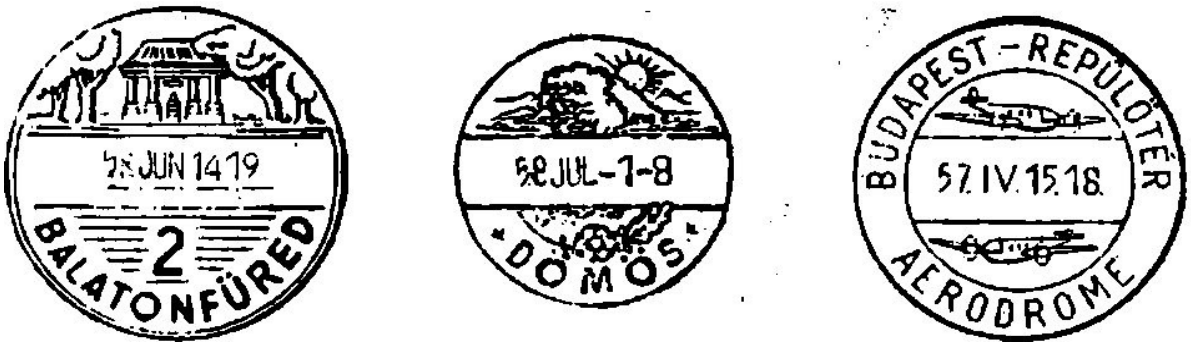
f) Special Location-Date Handstamps (Klgs = Különleges)

Handstamps which belong to this last group are very different from any other handstamps typical of the given period. For these, we always created a special group marked with the letter W. Among location-date handstamps, we can always find those which resemble promotional/commemorative handstamps due to their abundant decoration. However, these handstamps constitute a separate group. In fact, their decoration differed profoundly from the location-date handstamps of their period; on the other hand, they did not meet the criteria for commemorative handstamps. Their function was the same as that of location-date handstamps. But they also fulfil some additional purpose – that of commercial, promotional, or more rarely, philatelic nature. This secondary function, however, did not show in the text, which consisted only of the name of the office. It was not the text but the shape and the decoration of these handstamps that helped them to fulfil their mission. We call these handstamps *special handstamps*, and mark them with the letter combination '*Klgs'*.

First special handstamps were the following: the handstamp of the post office of the Free Port of Budapest (Budapest 88) (figure 344); the post office of the airport in Budaörs (Budapest 20) (figure 346). These handstamps featured a ship and an airplane respectively.



344—346. ábra



Figures 347–349.

Before the Philatelic Company was set up, the Postage Stamp Office of the Hungarian Post carried out sales for philatelic purposes, with export included. This Postage Stamp Office operated in the frame of the postage stamp storage. Because of the correspondence with foreign countries and the introduction of the first-day of issue stamping, the Postage Stamp Office got its own special location-date handstamps on 1 February 1947 (for philatelic and commercial purposes). After the Philatelic Company was set up, its post office in Budapest called Philately received a similar location-date hand stamp. The same applies for the location-date handstamps of the MABEOSZ post office in Budapest.

Finally, promotional handstamps with decorative figures of the following post offices belong here: Airport in Ferihegy (figure 349), Post Office 57 in Budapest (figure 345), Post Office 112 in Budapest, Post Office in Balatonvidék (figure 347), post offices in holiday resorts of Dunakanyar (Danube Bend) (figure 348) and Dunántúl (Transdanubia).

Some handstamps produced illegible postmarks because of their too big surface or excessive use. To eliminate the errors deriving from these phenomena, these handstamps were re-carved.

33 such handstamps were made. 51 postmarks are known, with the postmarks produced by re-carved handstamps included.

3. Internal Handling Postmarks

Internal handling postmarks are those which offices used for internal administration, and which are other than mail processing postmarks. Out of these, we are going to deal with such handstamps, which were regularly applied to mail, either because of regulations or because there were no regulations prohibiting such procedure. We are going to look at them in the depth

corresponding to the frequency of their occurrence. In this section, we are going to look at three types: managerial handstamps, official headers, and official seals. The seals, as it is reflected in their name, are completely different from handstamps, and cannot be categorised as handstamps. The only reason why we have to include them as well is the fact that very rarely they were used instead of location or location-date handstamps.

a) Managerial or Document Handstamps
(Föb = Főnöki vagy iratbélyegzők)

Managerial handstamps were already introduced by the Austrian postal management in 1850. They were steal handstamps of horizontally arranged elliptical shape, had a single frame line, and were worded in the German language. On the top, the inscription referring to the post office was arranged horizontally ('K.K./Postamt'); under this inscription, the name of the location, curved to the bottom part of the frame took place (figure 350). The fonts were Antiqua. The mission of these handstamps was similar to the circular handstamps of governmental offices, which included coats of arms – to authenticate documents. They were successors of seals used at governmental offices, which had been very difficult to handle. From 1867, managerial handstamps were produced in the Hungarian language. At first, their text was '*M.K./Post Office/Location Name*' (figures 351−353); from 1875 – '*Magy. Kir./Post Office/Location Name'* (figure 354). The lines on the sides were curved; the one in the middle – horizontal. Antiqua fonts occurred very rarely; usually they were Antiqua and Grotesque combined; from 1885, only Grotesque fonts occurred. When telegraph and telephone service was introduced, the names of offices were modified from '*Postahivatal'* (post office) to '*Posta- és Távirda-Hivatal'* (Post and Telegraph Office) (figure 355) and '*Posta-Távirda és Távbeszélő Hivatal'* (Post, Telegraph, and Telephone Office) (figure 356). '*Magy. Kir.*' was modified to '*M.Kir.*'. Managerial handstamps at Croatian post offices were originally in German/



350 – 352. ábra



353 – 355. ábra







Figures 356–358.

Croatian, then, beginning from 1871, in Hungarian and Croatian (figure 357) languages. With the modification of 1946–1947, the abbreviation '*Kir.*' was removed (figure 358).

For handstamps produced to replace lost ones distinguishing mark '*I*' was used.

Managerial handstamps were supplied to all post offices and postmasters' offices, certain departments of big offices, the management of mobile posts, and all central postal organs.

For handstamps, Dötsch ink was used, independently on whether a handstamp was used for mail items or documents. Occasionally, coloured ink was used. To see details on the use of such handstamps as location-date ones, see the section on auxiliary handstamps of post offices and on the handling of the carriage mail and telegrams.

To terminate the use of managerial handstamps as location and date handstamps, Regulation 232.355/Gazd. Csop. (PRT. 13/11/1948, volume 49) was issued. To express more eloquently the mission of these handstamps, from this time they were called '*document handstamps'*. Their wording remained the same; solely the word '*Postahivatal'* (post office) was modified to '*Körzeti/Postahivatal'* (Local Post Office) (figure 359) and '*Magyar/Postahivatal'* (Hungarian/Post Office) (figure 360). From this time on, document handstamps were permitted to be used only by central and distributing post offices and postmasters' offices of class I. The regulation banned cancelling postage stamps by these handstamps. All other institutions had to return their document handstamps. For these handstamps, violet ink has been used from this time on.







Figures 359–361.

b) Official Header Handstamps (Hfb = Hivatali fejbélyegzők)

These were introduced by the Hungarian Postal Administration in 1870. They have been partly used as headers on documents, partly on processing forms to indicate the name of the office. Their layout has not changed until today. The frame usually consisted of one line; the height of the handstamp has been 8–12 mm; the length has depended on the length of the name of the

location. They have had horizontal rectangular shape (figures 362, 363).





Figures 362–363.

The only variation in these handstamps has been their shape – rectangular or elliptical. Apart from very few instances when Antiqua fonts were used, these handstamps have always featured Grotesque fonts. For offices with serial numbers, the numbers have always been Antiqua. For handstamps used at railway station offices, abbreviations '*P.UDV.*' and '*P.U.*' have been used. At Croatian post offices, Croatian spelling was always used. Bilingual inscriptions occurred only on handstamps used at railway station offices, which referred to the railway station: '*P.U.-KLDV'*.

The mark to distinguish replacement handstamps has been '*A*', which followed the location name and a dash, in brackets (figure 364); from 1920, the dash and the brackets were omitted.

For post offices of the Treasury, very similar but two-line, 12–18 mm high handstamps were produced (figure 365), with the text '*M. Kir. Postahivatal / Hivatalnév'* (Hungarian Royal Post Office/Post Office name).





Figures 364–363.

For the use of official header handstamps as location-date handstamps, see the sections on auxiliary handstamps and processing of mail collected from railway station mailboxes.

c) Official Seals (Hip = Hivatali pecsétnymók)

When sending money was introduced, value letters were used. The money had to be counted in front of the postmaster, put inside the letter, and sealed with his help. For sealing, heated wax and seals were used. This is why the rear side of letters was called seal side at that time. During the time of Austrian postal administration, postmasters' seals were diverse. Usually, they contained the Austrian coat of arms, some other decoration, and the name of the post office in the German language. After the revolution of 1848, the Hungarian coat of arms appeared on seals; it disappeared again after the suppression of the revolution. From 1850, the Austrian coat of arms came back. After the administration of the Post turned Hungarian, seals were unified. The diameter of the frame line was 23–25 mm in the period 1867–1900; it has been 34–36 since 1900. In the middle, there was a small coat of arms with the Crown; from 1946, it was replaced by Kossuth's coat of arms. Around, there were text chunks containing the name of the postal institution and that of the location. On replacement handstamps, two letters '*I*' took place on the both sides of the coat of arms.

Regulation 26.521/1893 (Sz.G. 1896, release II, Volume VI, serial number 72) provided for check numbers on the seals of post offices where several seals were used, similar to how check letters were used on location-date handstamps. The numbers were *I*, *II*, etc., depending on the number

of pieces. The number was carved after the name of the location.

To see information on the use of these seals as location-date hand-stamps, see the section on auxiliary handstamps of post offices.

CHAPTER III
LOCATION AND LOCATION-DATE HANDSTAMPS USED BY OTHER KINDS OF PERMANENT POSTAL INSTITUTIONS

All postal institutions which are involved in mail collecting, forwarding, or sometimes delivering are categorised into *other postal institutions* group. We also include central postal institutions here, in order to avoid setting up yet another category. These are institutions fulfilling special tasks, or controlling special branches of postal service.

We categorise the location and date-location handstamps of these institutions along the same guidelines as we did in case of post offices. In the mark of every group, the first letter refers to the type of the postal point. For example, the abbreviation '*Pgy'* refers to the Hungarian word *Postagyűjtőhely* (postal collecting point); '*Fp* = Fiókposta' (branch); '*Lfvá* = Levél felvételre feljogosított vasúti távirda és levélfelvevő vasútállomás' (Railway telegraphs and railway stations authorised to collect mail); '*Pü* = Postaügynökség' (Postal Agency); '*Lfh* = Levélfelvevőhely' (Letter collecting point); '*Pkh* = Postakezelőhely' (Mail processing point). The list above is arranged according to the chronological order of setting up.

1. LOCATION AND DATE-LOCATION HANDSTAMPS OF MAIL COLLECTING POINTS (1837−1937)

We are dealing only with those mail collecting points which used location and date-location handstamps revealing the nature of the institution they belonged to. The first known handstamp of a mail collecting point comes from 1837. The year in the title of this section refers to this handstamp, and not to the date when the first mail collecting point was set up (mail collecting points operated already in the 18th century). During the hundred year of their existence, their name changed quite frequently. Since the function of these institutions remained almost always the same, we refer to them as mail collecting points.

At the end of 18th century, the so-called letter collecting points (literarum collectores) were set up, to collect and deliver letters in very small communities where setting up a post office would not have been possible. The letters collected were then taken on foot or on horseback to the nearest post office. These mail collecting points were called Brief Sammlung in the German language, their abbreviation being *B.S.* These points both collected and delivered letters.

Between 1837 and 1850, we do not know of such handstamps at mail collecting points. Between 1850 and 1861, mail collecting points were set up again in three cities – Buda, Pest, and Székesfehérvár. When more than one mail collecting point was used in a city, they were numbered starting from 1. These were the first numbered postal institutions in the history of the Hungarian Post.

Before the independent Hungarian Post Office was set up, all these had German names: Stadtbriefsammlung or Briefsammlung, their abbreviations being '*B:S:*'. From 1863, they were called by such Hungarian names as *Levélgyűjde*, *Városi Gyűjtés*, *Levélgyűjtő*. As the time passed and their mail volume increased, two such points merged into post offices, while the need for others disappeared due to the increasing number of post offices. In the middle of the 1880s, the last such mail collecting point disappeared.

At the time when Hungary celebrated its millennium, the importance of the Tourist Office increased. Due to this, it was licensed the right to operate as letter mail service office where telegrams could also be sent. At the end of the 19th century, it remained the single mail collecting point in Hungary.

Some years later, starting from the spring of 1900, mail collecting points were set up again at tobacco stock exchanges and other business facilities of Budapest and other bigger cities. Their name was *Gyűjtőhely*, which was always abbreviated as '*Gy.*' on location-date handstamps. In this period, all mail collecting points were numbered. In Budapest, the numbering was similar to the way post offices were numbered on the basis of districts. For example, in the District *V*, the sequence of these points was 5, 50, 51, …, 59, 500, 501, in chronological order.

Partly post offices, partly postal agencies, which were set up beginning from 1902, rendered these mail collecting points unnecessary. They started to close in 1917, the last closing at the end of 1918. For touristic reasons, a mail collecting point was set up in Budapest at Carlton Hotel in 1929, operating, with some breaks, until 1941. Its name was *Postai Gyűjtőhely* (Postal Collecting Point).

The location and location-date handstamps of these institutions were identical to those of post offices; from 1900, they were identical to the handstamps of postal agencies. The only difference was the reference to the postal institution type (mail collecting point). The type groups were:

Type Group Pgy-hA, 1837. Location handstamps with the text arranged in a line, without the date (figure 366). Mail collecting point indicated as *'B.S.'* (German abbreviation). The fonts were Antiqua.

One such handstamp was used.

Type Group Pgy-E., 1850−1867. B2 location-date handstamps with one circle. The name of the location was written either in the Latin (figure 367), German (figure 369), or Hungarian (figure 370) languages. The fonts were An-

tiqua. When the text was divided into chunks, it featured either '*STADTBRIEFSAMMLUNG'* in Antiqua fonts (figure 367) or '*BRIEF-SAMMLUNG'* in Grotesque fonts (figure 368). When the text was continuous, the abbreviation '*B:S:*' in Antiqua fonts was used to refer to the type of the institution (mail collecting point) (figure 369). Another solution was: '*LEV*. Helynév *GYŰJDE'* (Letter-Location Name-Collecting Point) in Grotesque fonts (figure 370). The number of the collecting point was indicated only when the text was arranged continuously. When the language was German, the reference to the mail collecting point was followed by the number, for example '№ 3' (figures 368, 369); when the language was Hungarian, '5k' preceded the Hungarian abbreviation for mail collecting point (figure 370).



Figures 366–368.

The indication of the month and the day usually featured Arabic numbers in two lines, often with a dividing line. A mark expressing forwarding was usually incorporated into the date. Therefore, these handstamps were of the *B2+1* system. On the German language handstamps, the mark expressing forwarding was arranged in the third line. The Arabic number within the mark was replaceable, while the capital letter *'E'* (standing for *Expedition*) was carved (figure 369). When handstamps were in the Hungarian language, the number referring to forwarding was always Roman (figure 370). The abbreviation '*IND'* (indítás = mailing) took place under the date, parallel to the frame line.

The size of these handstamps was 22-28 mm. Their colour was black, occasionally blue.

22 such handstamps were produced. The first was Alba (1850), while the last Buda 6 (1867). We know of 24 postmarks by these handstamps, coloured postmarks included.



Figures 369–371.

Type Group Pgy-F, 1867–1875. B3 one-circle location-date handstamps. The two layouts, both with the text divided into text chunks, were the following: 'Reference to mail connecting point/name of location/whereabouts' (figure 371), or 'Name of location/reference to mail collecting point'. In the first type, the reference to the mail collecting point was '*LEVÉLGYŰJTŐ'* (mail collecting point), while in the second – '*VÁROSI GYŰJTÉS'* (city mail collecting). The fonts were Grotesque. The size of the

handstamps was 23 mm.

For the date, Arabic numbers were used; the year contained two digits (system *B3/2*). The month and the day were separated by a dividing line. The colour was black.

Two such handstamps were produced. The first was Székesfehérvár (1867), while the last Budapest, Üllői út (1875).

Type Group Pgy-I, 1895. B2/year location-date standing hexagonal shaped handstamp (figure 372). In the top part, the inscription '*IDEGEN-FORGALMI IRODA'* (Tourist Office) took place, arranged in a semi-circle; the inscription *BUDAPEST* was arranged horizontally. In the middle, the date arranged in two lines took place. The year was indicated by four digits, the month as abbreviation, the day expressed in Arabic numbers. The size of the handstamp was 30 mm. Under the name of the location, an ivy decoration took place. The ink was black or violet.

One single piece of this type was produced. The number of known post-marks is 2.

Type Group Pgy-J, 1900−1918. B1 location-date handstamps with cut corners and lying rectangular shape (figure 373). The fonts were Grotesque. The text was always arranged in three lines. The first line was the name of the location, the second was the date, while the third – the reference to the mail collecting point on the left, and the number of the mail collecting point on the right. To indicate that the institution was a mail collecting point, the abbreviation '*Gy'* was used (Grotesque; only single exception was in Antiqua) (figure 374). The number of the mail collecting point was also written in Antiqua fonts, with two Grotesque exceptions. The last part of the one-line date was '*d.e.*' (morning) or '*d.u.*' (afternoon) (figure 373).







Figures 372−374.

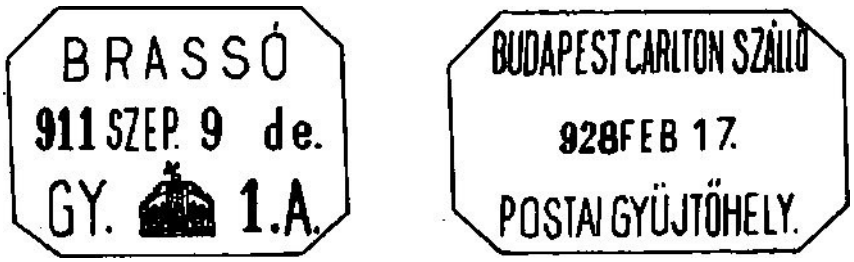
Sometimes the initial letter was capital: '*D.e.*' or '*D.u.*'. Very rarely both letters were capital: '*D.E.*' or '*D.U.*'. Sometimes the indication of the period of the day was missing, with the space remaining empty. In such cases, the post-marks were disproportional . Handstamps of Kaposvár 1 and Ungvár 1 mail collecting points were produced without indication of the period of the day.

These handstamps were decorated by the figure of the Crown, which took place in the middle of the third line. The hollow Crown was more frequent than the Crown with the linear base.

When several handstamps were used at one point, the check letters, which always followed the number of the mail collecting point, were always capital and Grotesque (figure 375). The size of these handstamps was 29-39 x 22-26 mm. During the period when *BJ* type group was in use, 143 mail

collecting points operated. In Budapest, we have information about the mail collecting point number 602, which means that there were also numbers 600 and 601, on the basis of the numbering system based on districts. However, neither their location-date postmarks, nor the registered mail labels survived until today. So far, we have considered them as ones which did not open.

The colour of the ink was black; during the war it was violet and blue. Replacement handstamps were similar to original ones, though of different size. In most cases this difference was several millimetres, which makes their recognition easy. When the original and replacement handstamps were of the same size (very rarely), the carved serial number clearly showed the difference.



Figures 375–376.

182 pieces of such handstamps were made. Neither the first, nor the last ones are known. The number of postmarks is 187, the coloured ones included.

Type Group Pgy-BL, 1929. *Kr6* handstamp of the shape identical to the previous type group. To indicate mail collecting point, the inscription '*Postai Gyűjtőhely'* (Mail collecting point) was used. The size was 40 x 23.5 mm. The Crown was missing (figure 376).

One piece was made.

For mail collecting points, totally 209 handstamps were produced. The number of known postmarks is 217, different versions included.

2. LOCATION-DATE HANDSTAMPS OF BRANCH OFFICES (1870?–1903 AND THE BEGINNING OF 1951)

Branch post offices include three distinct sub-groups, as regards their type, scope of responsibility, and the handstamps used. The first sub-group includes such postal points which are branches in today's understanding. The period of existence of this group was 1870–1882.

The second sub-group existed in the period 1884–1903. These were partly temporary branch offices, partly like the later postal agencies for smaller locations.

After almost half a century, from 1951, the third group appeared, their function similar to that of former postal agencies.

As regards the first group, after 1870s, when there were no post offices in some outer parts of bigger cities, the post office of the city established its own branch there. Their location-date handstamps were identical to those of the mother offices, without any reference to the branch. The last instance when such branches were mentioned was in PRT 1 December 1882, volume 43, when the branch of the industrial quarter in Timisoara was authorised to collect the so-called 'big money transfer'. The location-date handstamps of

these points belong to the category of post office handstamps.

The predecessors of the second sub-group appeared at the beginning of 1880s. For the most such branches, we know only of the date when they ceased to exist or were transformed into post offices. It was believed for long that these branches used location-date handstamps of their mother offices, as did the ones of the previous period. However, this concept proved erroneous, when registered mail labels of Hódmezővásárhely1, Cluj I were found in 1935, and those of Pécs Sátortábor (Tent Camp) two years later. Even after this discovery, many believed that these branches did not have their own handstamps. The clear evidence was the two copies of the postmarks produced by the handstamp *B3* from Szombathely 1. The first was on a piece of letter, while the second on a complete shipping document. These postmarks were found in 1958. Not very long after this, two copies of postmarks produced by *B1/3* handstamps used at the branch Kolozsvár (Cluj-Napoca) II were found. One was a location-date postmark, while the other a fraction of such postmark on a postage stamp featuring 'Turul'. We can safely say, therefore, that the branches of the second period used their own handstamps and registered mail labels. To find these is one of the most beautiful tasks for collectors. To render this task easier, we are providing the list of these branches below (there were only twenty of them). We should not forget that the majority of branches were permanent, though there were some which were temporary. The latter were set up on venues where military operations took place.

Permanent branches were always numbered (most usually with Arabic, sometimes with Roman numbers), even when there was only one branch in the town. Temporary branches did not have numbers.

When numerical system for post offices was introduced, busiest branches were transformed into postmasters' offices, and were given a number. The rest were gradually closed until 1903, because their tasks had been fulfilled by postal agencies set up in 1901 and post collecting points set up in 1900.

Below we give the list of the names of branch offices, consisting of the name of the location and the number of the branch, plus in brackets the year of opening, if known, and from which postal organisation it became a branch office. After the opening date, separated with a hyphen, we also give the closing date or the date of their transformation. If the name has changed, we also give the new name. At the temporary offices we only show the known periods of functioning.

1/ Fiume 1 (Trieste)

2/ Fiume 3 (Trieste)

3/ Hódmező Vásárhely 1 (14/1/1898−1/1/1900; the name modified to Post Office of Hódmező-Vásárhely 2)

4/ Kassa Tent Camp

5/ Kolozsvár I (Cluj-Napoca) (? – 1/1/1900; name changed to Post Office of Kolozsvár 3)

6/ Kolozsvár II (Cluj-Napoca) (? – 1/1/1900; name changed to Post Office of Kolozsvár 4)

7/ Komárom 1

8/ Komárom 2

9/ Miskolcz 1 (? – 1/1/1900; name changed to Post Office of Miskolcz 4)

10/ Nyitra 1 (transformed from the post office Nyitra-Párutcza; 12/12/1888 – 1/1/1900; name changed to Post Office of Nyitra 2)

11/ Nyitra Tent Camp

12/ Pécs Tent Camp (17/8/1883 – 19/9/1883; 6/4/1884−15/6/1884; 6/4/1886−15/6/1886 and 1/8/1886−30/9/1886)

13/ Pozsony 1

14/ Pozsony 2 (29/7/1884−23/3/1889; ceased to exist)

15/ Sopron I (5/5/1889−1/1/1900; name changed to post office Sopron 2)

16/ Sopron II (?−1/5/1902; name changed to Post Office of Sopron 3)

17/ Szatmár 1 (Satu Mare) (22/11/1898-1/1/1900; name changed to Post Office of Szatmár 3)

18/ Szeged 1

19/ Szeged 2 (?−27/4/1903; name changed to Post Office of Szeged 9)

20/ Szombathely I (transformed from post office O-Perint; 10/11/1886−19/1/1900; name changed to Post Office of Szombathely 3)

Type groups:

Type Group Fp-F, 1883 (?) - 1892. Location-date handstamps identical to *B3* one-circle handstamps of post offices. Text divided into chunks arranged as location/branch. To indicate that the postal institution was a branch, the Hódmező-Vásárhely, fiókposta 1. 724 A Magyar Tört. Társulat Titk. Tek. dr. Schönherr Gyula urnak Pest Nemz. Muzeum

Figure 377.

One piece survived; their total number was probably 12−14 pieces.

Type Group Fp-J, 1892−1898. Location-date handstamps identical to *B1* circular handstamps with a horizontal stripe like that of post offices (figure

377). Text divided into chunks, arranged as location/branch. To indicate that the postal institution was a branch, the Hungarian word '*fiókposta'* (branch) or *'Fiókhiv.'* was followed by the number of the branch (either Roman or Arabic number). On the handstamps which were still used at the beginning of the 20th century, the year was indicated by three digits, so they were *B1/2* and/or *B1/3*.

We know of three such handstamps; probably, their number was 6-8 pieces. The number of possible postmarks was 8-10, the postmarks produced by modified handstamps included.

As we have already mentioned, the third group of branches were transformed from postal agencies; they operated until 1 January 1951. Their location-date handstamps at the beginning were similar to the *Pü-BR* type group of postal agencies, with the only difference that they featured the word '*Fiókposta'* (branch) instead of postal agency.

We may observe an interesting phenomenon regarding rectangular branch handstamps produced between 1951 and 1957. During the almost fifty years' history of postal agencies, several thousand handstamps were produced, but only two of them featured erroneous location names. As regards handstamps of branches, 329 pieces were produced during two years, 9 of them erroneous. Some mistakes were minor spelling ones (Pacsony instead of Pácsony; Szapár instead of Szápár, etc.), but sometimes there were extra or missing letters too (Kollontár instead of Kolontár; Kopánmonostor instead of Koppánmonostor; Surján instead of Surjány; etc.).

We have already mentioned that there were some *Kr6* handstamps among location-date handstamps of post offices.

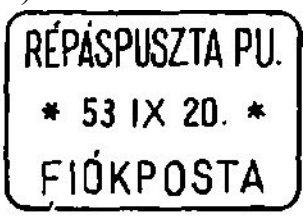
The increase of postal traffic resulted in many transformations: postal agencies turned into post offices or vice versa. In such cases, handstamps had to be replaced, because it was impossible to modify circular handstamps into rectangular or vice versa. In 1958, for economical reasons, branches were authorised to use *Px* or *Rx* handstamps. The only difference was that the decoration in the bottom semi-circle was missing on their handstamps; instead, the abbreviation '*FP'* (fiókposta = branch) referred to the fact that it was a handstamp of a branch. This measure made it possible to re-carve and use former handstamps. From this time, when a branch turned into post office, the abbreviation '*FP'* was removed; when a post office turned into a branch, the decoration was removed, and the abbreviation '*FP'* carved.

Type Group Fp-BR, 1951–1957. Kr5 location-date handstamps with cut corners, of horizontally arranged rectangular shape (figure 378). The text was arranged in three lines. The indication '*fiókposta'* (branch) took place in the third line. When a branch operated on a railway station, the abbreviation '*PU'* followed the name of the location (figure 380). When several handstamps were used at a branch, check letters were applied; they followed the name of the location (figure 379). To distinguish replacement handstamps from the original ones, two letters '*A*' were used on the both sides of the date (figure 381). Other distinguishing marks were also frequent: a pair of 6-pointed stars (only contours) (figure 382), a pair of 6-pointed stars filled with ink (figure 380), a pair of 8-pointed stars filled with ink (figure 383). There were some instances (just as in case of the contemporary location-date handstamps of post offices) when the month was indicated by abbreviations

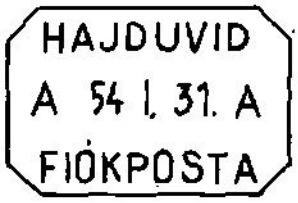
instead of Roman numbers on Kr5. handstamps (figure 384.)



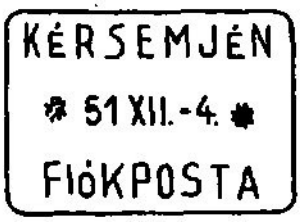




378—380. ábra







Figures 378–380.

305 pieces were produced; 37 of these were re-carved from handstamps of postal agencies or handstamps which were meant for postal agencies but were never used as such. The first was *Antalmajor* (27/2/1951), while the last *Gyopárosfürdő* (30/11/1957).

Type Group Fp-BL, 1951–1953. Kr6 location-date handstamps with cut corners and of horizontally arranged rectangular shape (figure 385). They were re-carved from the handstamps of postal agencies or handstamps meant for postal agencies but which had never been used as such. The indication of a branch or a railway station was just like in the case of the type *BR*.





Figures 384–385.

24 pieces were produced. The first was *Fejércse* (10/1/1951), while the last *Zagyvaszántó* (1/9/1953).

Type Group Fp-Rx, from 1958. Kr5 circular handstamps without the Crown or lines, with a stripe. Most usually, the shape type *I* occurred (figure 386). When the name of the location was too long, the shape type *III* was used (figure 387). The text was always divided into chunks, arranged as: the name of the location/branch. To indicate the branch, the abbreviation *'FP'* was used. When the branch operated at a railway station, the abbreviation *'PU'* was used, in the bottom semi-circle, prior to 'FP' (figure 388). Occasionally, it took place after the name of the location (figure 390). Very few branches used more than one handstamps; on these, the check letter was always in the bottom part of the circle (figure 389).



386 – 388. ábra

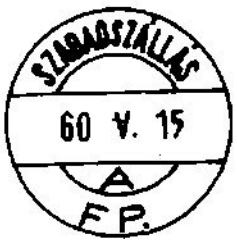


Figure 389.

On about 10% of handstamps, the inscription to indicate the branch erroneously appeared as 'F.P.' (figure 392), instead of the correct Hungarian spelling '*FP'*. The correct spelling of the Hungarian word '*fiókposta'* is when it is written as one word (as opposed to separating it into two words *fiók posta*).

922 pieces were produced. The first was *Bihardancsháza* (31/1/1958).

Type Group Fp-Px, from 1959. Kr7 circular handstamps without the



Figures 390–392.

Crown or lines, with stripes. Usually the shape type *I* was used (figure 392), though occasionally the shape type *III* occurred too (figure 391). Apart from their system, they are identical to the type group *Rx*. We have not yet been able to understand why certain branches have recently received handstamps with exact time indication. It is even more interesting that such handstamps have been produced not only for new branches. So far it occurred in nine cases that a handstamp *Kr5* used at a branch was exchanged for *Kr7*.

39 pieces were produced. The first was *Érd-ófalu* (31/3/1959).

For all branches, 1310 pieces were produced, the probable ones included.

3. LOCATION AND LOCATION-DATE HANDSTAMPS OF TELEGRAPH SERVICES AND RAILWAY STATIONS AUTHORISED TO COLLECT LETTERS (1879?–1944)

When the number of telegrams rapidly increased, the Hungarian Post was forced to authorise the telegraph services operating at railway stations to collect private telegrams, especially on locations where there were no other tele-

graph services. In the 19th century, the fee for telegrams was payable in postage stamps, due to which these institutions were supplied with postage stamps. To cancel these postage stamps, their own railway handstamps were used, since there were no other ones at their disposal. For this reason, we categorise these postmarks as postal ones. The authorisation mentioned above was extended to such railway stations in 1890s where there were postal and telegraph services, but they did not operate at night. Therefore, these railway telegraph services operated only between 8 p.m. until 8 a.m.

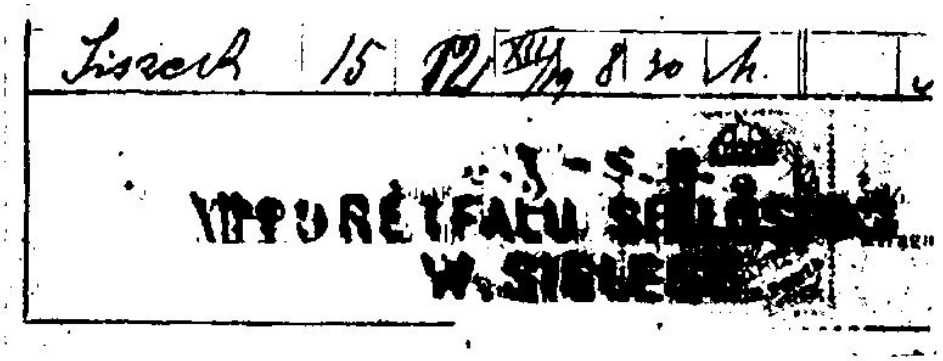


Figures 393−394.

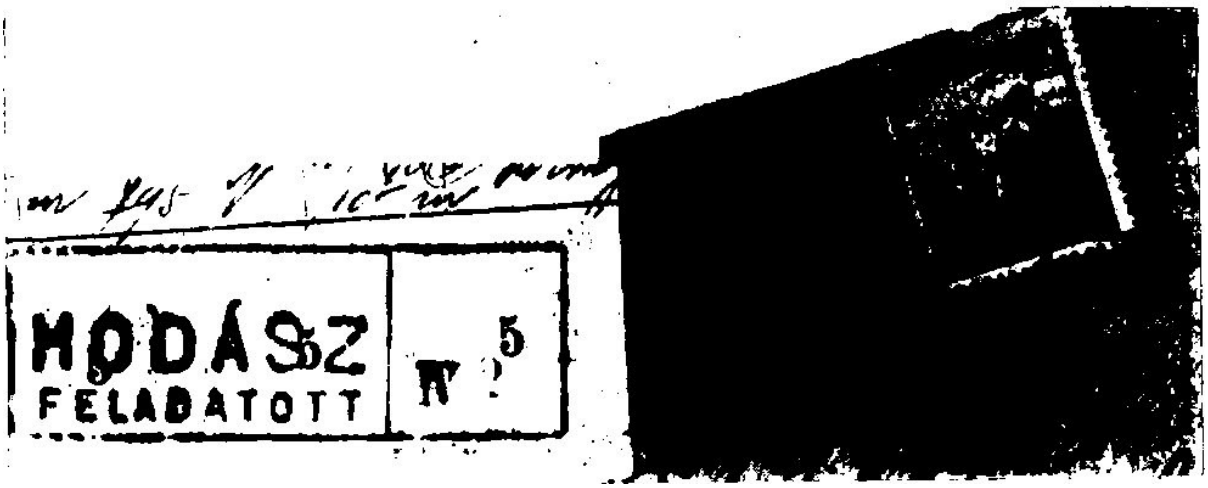
Since the amount of letter mail increased too, these railway telegraph services were also instructed to collect letters. Some time later, this duty was extended to registered mail. From 1892, the mail collected at such points was marked with the name of the railway station and the word '*vasútállomás'* (railway station).

The first period of the life cycle of these telegram services set up at railway stations and assigned to collect letters ended in 1914. Most frequent handstamps at such points were handstamps where the text was arranged in a line, and did not contain the date. They were used on mail and to cancel postage stamps. At bigger railway stations, location-date handstamps of lying rectangular shape were used. All handstamps of the offices that belonged to the Hungarian state railway company featured Antiqua fonts, capital initial and otherwise small letters (figure 393). The height of letters ranged between 5 and 10 mm. The handstamps of the Southern Line (déli vasút) contained two (figure 394) or three (figure 395) lines; the date was B1 and divided into parts. The first line of the text always referred to the railway company: 'D.V. – S.B.' (déli vasút, Südbahn = Southern Railway). The second line contained the name of the railway station in the German language. On the two sides of it, the date divided into two parts took place. First came the day in Arabic numbers, and then the month in Roman numbers. Finally, the indication of the year (two digits) came. When there were three lines, the second line contained the name of the railway station in the Hungarian, while the third – in the German language.

The size of rectangular handstamps was 50-70/20 mm; their frame line was simple. *B2* handstamps featured also the period of the day, while *B1* ones did not. Accordingly, the space within the frame was divided by either one dividing line into two, or by two dividing lines into three fields. The length of the first depended on the length of the location name. The text contained two lines: the name of the location/*Feladatott* (accepted into mail stream); the fonts were Grotesque. When there were three fields (figure 397), the middle field was 10 mm wide. Here, the replaceable date took place, in two lines. The month was indicated in Roman numbers, while the day – in Arabic ones; the fonts were Antiqua. The third field was 13 mm wide, and contained two lines. The Hungarian words for *morning* and *afternoon* are *délelőtt* and *délután*. Therefore, the syllable '*dél*' was carved in the first line, while in the second – removable word chunks '*előtt'* and '*után'* took place. At the beginning, the date was carved in Antiqua letters; from 1900, the fonts were



395. ábra



Figures 396–397.

most usually Grotesque. Worn inserts were often replaced during the period when Grotesque fonts were used. This is why the following versions were quite frequent: '*dél-/előtt'*, '*DÉL-/ELŐTT'*, '*dél-/ELŐTT'*. Naturally, in the first case, the fonts were Antiqua/Antiqua, in the second – Grotesque-/Grotesque, and in the third – Antiqua/Grotesque.

When there were two fields (figure 396), the second field was 18 mm long. Here, the date arranged in one line took place (with replaceable numbers). The month was indicated in Roman, while the day in Arabic numbers; the fonts were Antiqua.

The list of such telegraph offices operating at railway stations is difficult to compile. The authorisations were not announced in PRT. It was postal directorates which provided for the set up of such offices, by means of internal regulations. The only records are '*Irányítási füzetek*' (Managing notebooks). Unfortunately, neither these data can be considered complete, because not all volumes are available; neither there are enough data on the periods between the releases of this publication. On the basis of the research done so far, we know of almost 500 such telegraph offices operating at railway stations. About 150-160 were licensed to collect letters. The number of cancels produced by railway station handstamps was about 500-600.

After the World War I, the right to collect telegrams and letters was withdrawn from the telegraph offices operating at railway stations. There were two reasons for this: firstly, the majority of such telegraph offices operated in the towns which were on the territories taken away from Hungary;

secondly, the working hours of post offices were prolonged, rendering these telegraph offices unnecessary. Some years later, it turned out that areas falling far away from the existing post offices were still existing; in these areas there was still demand for such services. For this reason, certain railway stations were instructed to again collect letters in 1922. The name of these railway stations became *letter collecting railway stations (lfvá=levélfelvevő vasútállomás)*.

Letters posted at these letter collecting railway stations was collected by an employee of the MÁV (Magyar Államvasutak = Hungarian Public Railways), and was postmarked by the elliptical location-date handstamp of the MÁV, otherwise used for postmarking shipping documents (figure 399). Because of the function of these marks, we classify them as postmarks. Tied in bulks, this mail was forwarded to the nearest post office, mobile post or courier. These railway stations were supplied with postage stamps.

The number of known postmarks produced by the handstamps of the MÁV is 12. In 1936, some railway station offices were authorised to collect registered mail too. For these, special location-date handstamps were produced, which were similar to the handstamps of letter collecting points which had operated since 1931. Their text was arranged in three lines: the name of the location/date/reference to the type of the postal institution. The fonts were Grotesque. The type of the postal institution was indicated by the following inscription: '*LEVÉL FELV. V. Á.*' (letter collecting railway station).

This kind of postal institutions operated until the beginning of 1944, when they were replaced by postal processing points. Type groups:

Type Group Lfvá-BO, 1936−1938. Kr6 location-date handstamp of lying rectangular shape (figure 398). The middle parts of the vertical sides of the frame were concave. The size was 29 x 20 mm.

One such handstamp was produced: Bugac v. á. (26/7/1937).

Type Group Lfvá-BR, 1938−1942. Kr5 handstamp, otherwise identical to the type group *BO* (figure 400)

2 pieces of such handstamps were produced. The first was *Gerendás v. á*. (28/10/1938), while the last *Máriakönnye v. á.* (7/1/1942).



Figures 398−400.

4. LOCATION-DATE HANDSTAMPS OF POSTAL AGENCIES (1902−1951)

Postal agencies were set up by the regulation 40.292 issued on 30 July 1901 (PTRT 15/8/1901, volume 43). However, first such agencies opened in the March of 1902. Postal agencies were in fact smaller post offices, which were set up — at far-away smaller railwaystations, or in busy residential areas or communities, which were still not busy enough to supply a complete post office there. When the volume of activities of these postal agencies reliably reached that of a post office of category IV, the agency was transformed into a post office. On the other hand, when a post office maintained fewer operations for a certain period of time, it was transformed into a postal agency.

Postal agents were not employees of the Post – they were assigned to their task. According to the regulation, such persons to be assigned as postal agents could be teachers, priests, notaries, businessmen, tradesmen, farmers, or any other governmental or railways employees, who could be capable of fulfilling this mission due to their intelligence. The assignment could be acquired only if a bail was paid.

These postal agents' scope of responsibility included collecting and delivering mail. If there was demand, further types of services could be included (such as transportation or regular collecting and delivery). Postal agents were responsible to the nearest post office. Post offices controlling postal agents were called controlling offices.

When the Hungarian Post was re-organised in 1950, all agencies became state-owned, their name turning into *branch post offices* from 1 January 1951. Postal agencies existed for almost fifty years, their total number being 3,057 (38 in Transcarpathia, 2,832 Hungarian and 225 Croatian ones).

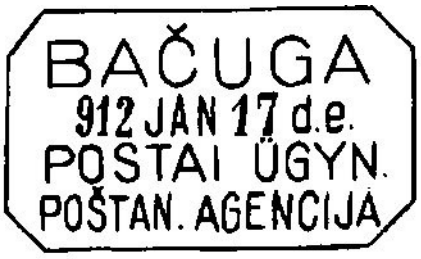
To clearly distinguish postal agencies from post offices, characteristic handstamps were designed for them. The regulation provided for the reference to the postal agency. The date was to be written along the horizontal axis of handstamps. Their shape had to be octagonal. The frame was a lying rectangle with cut corners. At certain periods, the corners were cut so heavily that the shape was rather octagonal than rectangular. The extent of how much corners were cut differed in each period. Gradually, it was getting smaller and smaller; after the World War II, corners were rounded with an ark of one-millimetre radius.

However, not only the shape of these handstamps was different from the location-date handstamps of post offices. The other difference was the abbreviation of the Hungarian word *Postai ügynökség* (postal agency). Between 1902 and 1934, it was '*POSTAI ÜGYN.*'; from 1934, it became '*Postaügyn'*. On bilingual handstamps, apart from the abbreviations listed above, there was the inscription '*poštanagencia'* on Hungarian-Croatian handstamps, and '*postagent'* on Hungarian-Ruthenian handstamps, in Cyrillic letters.

Type Group Pü-BJ, 1902−1921 (1902−1918). The period in brackets refers to the period when the handstamps of Croatian agencies were produced. These were *B1* location-date handstamps (figures 401, 402). We distinguish them from *Kr* handstamps in the same way as we did in case of

post office handstamps. The period of the day was incorporated into the date, as opposed to post office handstamps. It was indicated by the following abbreviations: *'d.e.'* (morning) or *'d.u.'* (afternoon). Very rarely, the letters in these abbreviations were capital: *'D.E.', 'D.U.'*. Quite often, we come across postmarks where the indication of the day is missing, which





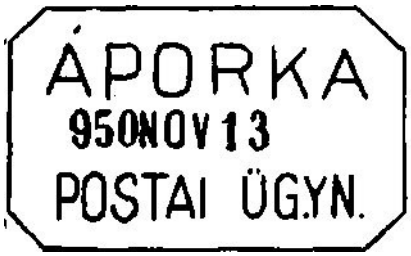


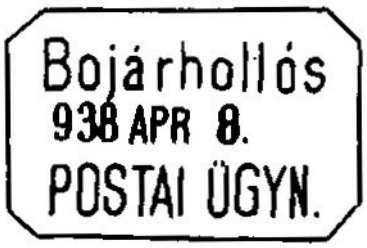
Figures 401–403.

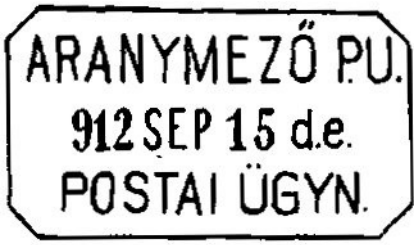
happened when appropriate replaceable letters were lost. However, it is easy to identify these handstamps, because the space left empty rendered them disproportional (figure 404). Furthermore, the replaceable numbers were Antiqua without exception, and were much larger than the Grotesque numbers of *Kr* handstamps.

The size of these handstamps was 34-42 x 22-25 mm.

The text was usually arranged in three lines; on Croatian handstamps it was arranged in four lines. When the name of the location was too long, Hungarian handstamps had four lines too (figure 403). The fonts were usually Grotesque, with two exceptions: the first handstamps of Kék and Sall, where they were Antiqua. The location-date handstamp of Bojárhollós was very exceptional (figure 405) – only the initial letter of the location name was a capital one; all other letters were small. When an agency operated at a railway station, the location name was followed by the abbreviation '*P.U.*' (figure 406). In Croatia, the abbreviation was '*P.U. KLDV.*'. Very rarely the abbreviation of the Hungarian word was missing on Croatian handstamps; in such cases, the abbreviation '*KOL.*' could be found there (figure 407).

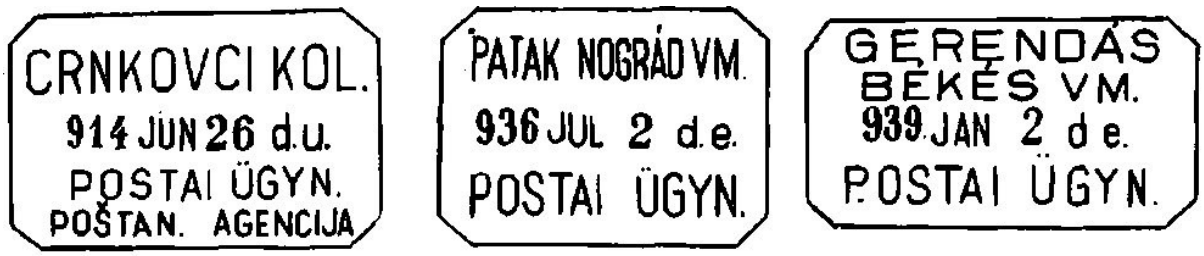




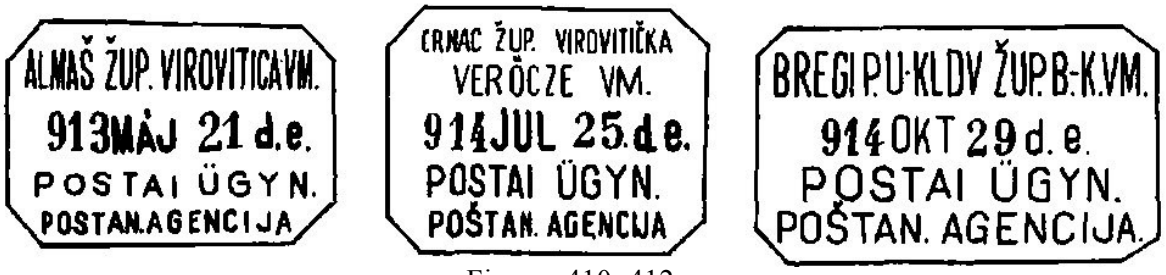


Figures 404–406.

The name of the castle county occurred very frequently in this period. When the text was arranged in three lines, the name of the county and the abbreviation '*VM'* took place after the location name (figure 408). When the text was arranged in four lines, we find these in the second line (figure 409). On Croatian handstamps, which consisted of four lines, the name of the county followed the name of the location, usually in the Croatian language.



407–409. ábra



Figures 410–412.

The Croatian abbreviation '*ŽUP*' preceded, while the Hungarian one '*VM*' followed the name of the county (figure 410). On handstamps with the text arranged in five lines, the Croatian abbreviation followed the location name, while the Hungarian one took place in the second line (figure 411). Handstamps of agencies operating at railway stations were very interesting, if they contained the name of the county. On these, the name of the county was also abbreviated (figure 412) between the bilingual abbreviations, e.g. „B.–K.", meaning Belovár-Kőrös.

When there were several postal agencies in a town (which was quite rare), they were numbered just as post offices (figure 413). Postal agencies in Budapest were numbered according to the district numbering system.

To distinguish replacement handstamps from the original ones, two letters 'A' were carved on both sides of the date. In the first period, these turning outwards (figure 415), while later inwards (figure 414).

During the relatively long life cycle of this type group, handstamps of many agencies broke. New handstamps were of the same type. Still it is very easy to identify them, because the frame dimensions differed by several millimetres, and the letters were of different size too. Therefore, simple visual observation is enough to tell the difference. So far, we have learnt about 78 Hungarian and 2 Croatian postal agencies, which used two handstamps, and about one Hungarian agency, which used three handstamps.

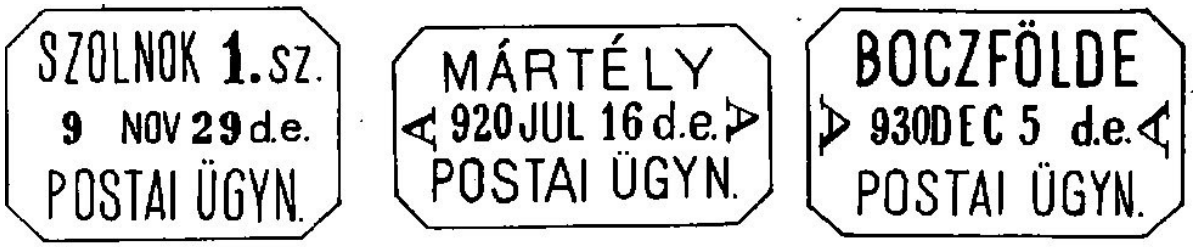
The assumed number of Hungarian handstamps is 1,762; of Croatian ones – 232; totally 2,094 pieces. The first Hungarian was *Aba-Lehota* (5/2/1902), while the last *Alsóbeled* (10/5/1921); the first Croatian was *Bedenik* (30/5/1903), while the last was *Šemovec* (10/1/1918). The probable number of existing postmarks is 2,142, postmarks produced by the handstamps re-carved when location names were changed included.

Type Group Pü-K, 1909 (figure 414). This was a unique exception among handstamps of postal agencies. It might have been an experimental piece; it was completely identical to *Kr9* location-date handstamps of type group *K*, produced for Treasury post offices and larger postmasters' offices. The only difference was the abbreviation '*POSTAI ÜGYN.*' (postal agency) instead of the regular decoration in the bottom semi-circle. This handstamp

was used by the agency in Újléta, from when it was set up until it was transformed into a post office (23/12/1909-1/2/1941).

One piece was produced.

Type Group Pü-BL, 1922−1938. Kr6 location-date handstamps; as regards the abbreviation of the Hungarian word for *postal agency*, we distinguish two sub-groups:



413—415. ábra



Figure 416.

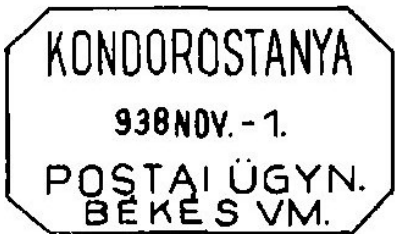
Pü-BL sub-group I, 1922−1933. The abbreviation reads as '*POSTAI ÜGYN.*' (figure 417). At the beginning of the production period, the frame was 40x24; later it changed according to the length of the text. At the end of the production period, it became 28.5-29 x 19.5-20 millimetres (figure 418). Within this range, almost all sizes can be found. The last size became standard from 1933. Deviations occurred only very rarely.



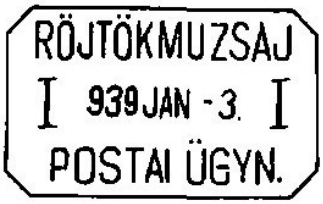
417—419. ábra



420—422. ábra







Figures 423 –425.

Similar to the type group *BJ*, the text was arranged either in three or four lines. Very rarely, five lines occurred (figure 419), when the location name was very long. Then the name of the agency took place in the first, second, and fourth lines. The indication of the agencies operating at railway stations was similar. In more recent versions, the abbreviation '*PU.*' (railway station) came before the abbreviation of the Hungarian word for postal agency (figure 420). The text, just as in case of type group *BJ*, was arranged in three or four lines. For this type group, a new solution was introduced, taken into usage also at today's branches. When a postal agency operating at a railway station was moved to the town, up to this time it received a new handstamp. From this time on, the abbreviation 'PU' was simply carved out (figures 421, 422).

Indication of the castle county occurred much less frequently than in the type group *BJ*, though the arrangement was similar. Sometimes a new solution occurred: the name of the castle county took place below the abbreviation of the Hungarian word for postal agency (figure 423).

Undoubtedly, the most interesting piece of the sub-group is the handstamp used at the postal agency in Sajóecseg (figure 424). Just as the handstamp from Nagyléta, it might have been an experimental piece. Even the arrangement of the text was reverse on this handstamp. It did not contain the abbreviation of the Hungarian word for postal agency; its first line read as follows: '*M.Kir.*Posta (Hungarian Royal Post Office)/*Location name*. For this reason, this handstamp has been usually considered as one used at a post office, which was not correct. It was used by a postal agency, the one in Sajóecseg, from the moment it was set up in 1922 until 1 December 1941, when it was transformed into a post office. Then this handstamp was withdrawn, and an official circular handstamp was supplied instead.

To indicate the difference between the regional and replacement handstamps, following marks were used, on the two sides of the date: a pair of letters '*I*' (figure 425); a pair of letters '*A*' (figure 426); a pair of stars (figure 427).

334 pieces were produced. The first was *Ipolydomásd* (17/8/1921), while the last *Belvárdgyula* (10/8/1933). Two late descendents of this type group were handstamps from *Ihráz* (27/7/1935) and *Ihráz PU.* (railway station) (28/3/1946), the first being produced during the production period of type group *BL* sub-group *II*, while the second during the production period of type group *BR*. 339 postmarks are known, with those produced by handstamps form which some parts had been eliminated.

PÜ – BL sub-group II, 1933−1938. These handstamps were identical to the previous sub-group, with the only difference in the Hungarian word indicating postal agency: '*POSTAÜGYN.*' (figure 428). When the text was arranged in five lines, there was another difference – '*P.U.*' took place in the

fourth line (figure 429).







Figures 426–428.

214 pieces were produced. The first was *Csengele* (24/4/1933), while the last *Sajópüspöki* (25/2/1938). 215 postmarks are known, including those produced by handstamps were some parts had been carved out.







Figures 429–431.

Type Group PÜ-BR, 1938–1951. Kr5 location-date handstamps with the layout identical to the sub-group BL *II* (figure 430). The only handstamp where the location name was curved was Békéscsaba – Felsőnyomás (figure 431). The marks to distinguish replacement handstamps always took place on the two sides of the date. These marks were either two letters '*A*' or a pair of six-pointed starts (figure 434). Exceptionally, these marks could take place on the two sides of the location name (figure 435). It was in this type group that the abbreviation '*PU*' was added to the handstamp when an agency moved from the town to the railway station (figures 432, 433).

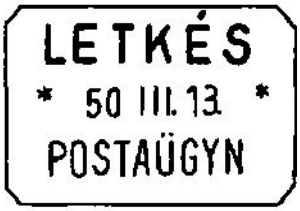
Handstamps produced for Transcarpathia were bilingual (Hungarian/Ruthenian); their text was arranged in five lines (figure 436). When the administrative status of the territory changed, the Ruthenian text was eliminated (figure 437). The size of the handstamps from Transcarpathia was 29x21 mm.

1063 Hungarian and 38 Ruthenian handstamps were produced; their total number was 1101. The first Hungarian was *Szuhogy* (9/3/1938), while the last *Zselicszentpál* (1/2/1951). The first Ruthenian was *Duszina/Dusziná* (27/9/1939), while the last was *Alsókalocsa/Kalocsa Horbi K. Laz* (20/10/1942). 1112 postmarks are known, with those produced by handstamps from which some parts were eliminated included.

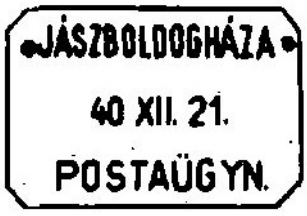
The total number of handstamps used by postal agencies was 3744; the total number of postmarks, including those produced by re-carved handstamps was 3771.

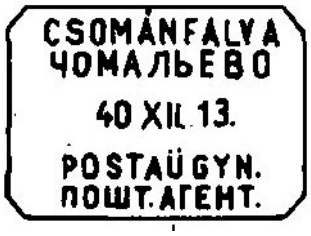


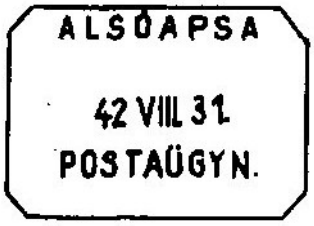




432–434. ábra







Figures 435–437.

5. LOCATION-DATE HANDSTAMPS OF LETTER COLLECTING POINTS

Regulation 74.384/3 (PRT 26/2/1931, volume 10) provided for setting up letter collecting points at locations where at certain seasons many tourists appeared. Their scope of responsibility embraced solely collecting mail. Letter collecting points in Gárdony and Velence (beaches on Lake Velence) operated only in the summer. It seems that these points were not too successful, for which they were gradually closed. The two last such points operated in the summer of 1941 for the last time.

Because of the short production period, all handstamps of these points belong to one type group.

Type Group Lfh-BL, 1921 – 1936. Kr6 location-date handstamps of lying rectangular shape (figure 438), produced with most interesting frame line. The two vertical sides had a concave stretch in the middle. Their text, which was arranged in three or four lines, contained solely the name of the postal point. The indication of the type of the postal point was missing. The fonts were Grotesque. The size of these handstamps was 29-31 x 19-25 mm. Though very few handstamps belong to this group, there were still two exceptional ones. One had corners cut in the manner of handstamps used at postal agencies; its dimensions were 40 x 24 mm (figure 439). The other one had corners cut by a quarter of a circle, which was similar to handstamps used at mail handling points, which came later; its size was 31 x 18 mm (figure 440). A special regulation provided for production of handstamps







Figures 438–440.

similar to those of postal agencies, with the only difference to be found at the corners – they had to be cut by a concave arc. It is curious that solely one such piece was produced.

10 pieces of such handstamps were produced. The first was *Budapest B.T.E. Csúcshegyi Menedékház* (29/4/1926), while the last *Visegrád BOTE Ház Nagyvillámhegy* (27/6/1936).

6. LOCATION-DATE HANDSTAMPS OF MAIL HANDLING POINTS (FROM 1944)

At the end of 1943, all smaller postal points got a new, unified name. The regulation 213.735/4-1943 (PRT.29/10/1943, volume 52) provided for calling all diverse kinds of postal points *mail handling points* (postakezelő hely). All these smaller institutions conducted very similar operations. Mail handling points were involved in operations which so far had been conducted by mail collection points, letter collection points, railway stations involved in letter collecting, and collection and forwarding services of districts in the outskirts. The majority of these mail handling points was temporary, and only a smaller part of them was set up as permanent institution. Later, some of them ceased to exist, others remained, yet others were transformed into branches from 1951.

Handstamps produced for mail handling points were of lying rectangular shape, and contained the location name and the date. The four corners of the frame were rounded with quarter-circles. The fonts were Grotesque. The texts were arranged in three or four lines. The reference to the type of the institution was '*POSTAKEZELŐ HELY*' (MAIL HANDLING POINT). Type groups:

Type Group Pkh-BR, from 1944. Kr5 location-date handstamps (figure 441). Their size was 29x19 or 31x21 mm. When more than one handstamps were used at a mail handling point, check letters took place on the two sides of the date (figure 442). The indication of the type of the institution sometimes deviated from those provided for: *'KEZELŐHELY'* (HANDLING POINT) (figure 443) or '*FELVEVŐHELY*' (COLLECTING POINT) (figure 444). In case of the latter, the frame deviated from the one provided for too, since it was angular.

30 pieces were produced. The first was *Bugac PU.* (7/1/1944).



441. ábra







Figures 442–444.

Type Group Pkh-BL, 1949. Kr6 location-date handstamp. This type group was similar to the type group *BR*; only the mechanism was different.

Its size was 33 x 21 mm.

One such handstamp was produced.

Type Group Pkh-WB, 1951. Kr5 location-date handstamp with a decora-

tive figure. Its size was 37x26 mm.

One piece of this type was produced.

In addition to permanent mail handling points, Regulation 7904/B/83/2C of the Hungarian Post (PRT. 9/9/1950, volume 51) introduced occasional mail handling in 1950. Though indirectly, the wording allows concluding that the purpose of the measure was to stop setting up relatively expensive occasional post offices and producing costly commemorative handstamps. The relevant part of the regulation read as follows:

'On the location where such occasional agricultural, cultural, industrial, or any other kind of social events take place, and where the amount of people increases significantly, occasional handling points shall meet the demand for postal service. If the event is of national importance, or exceeds local scale, a commemorative date handstamp might be applied for. Special date handstamps shall be produced with four kinds of decorative figure, depending on the nature of the event.

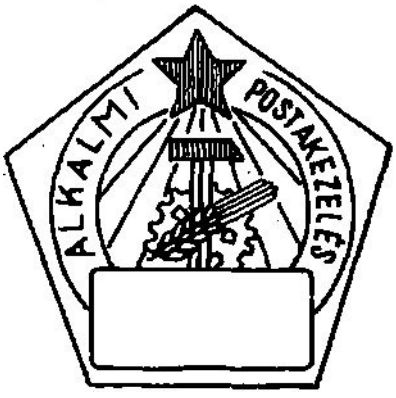
These handstamps shall contain a five-pointed star, and an inscription '*ALKALMI POSTAKEZELÉS*' (COMMEMORATIVE MAIL HANDLING), as well as the location name and the date'.

The regulation above was actually applied only in cases when setting up a temporary post office could not take place, or when there was no sufficient time for having a commemorative handstamp produced. In many cases, orders arrived so late that there was no way to incorporate the location name into a handstamp. In other cases, the budget of the event was so limited that organisers did not have funds for having an insert with the location name produced. For these two reasons, smaller communities very often used commemorative handstamps without the name of the location.

We have numbered the four types of these handstamps with numbers 1 to 4.

Handstamp 1 (figure 445). This handstamp featured a hammer, a wheatear, and a gear wheel (symbols of industry and agriculture). Its shape was a regular pentacle, with the inscription '*ALKALMI POSTAKEZLÉS*' (COMMEMORATIVE MAIL HANDLING) in the upper semi-circle.

Handstamp 2 (figure 446). In the left part of this handstamp there were a hammer and wheatear, in the right part – a violin, a book, and a mask, while in the bottom part – a sports field (symbols of industry, agriculture, art, literature and sport). On the top of the barrel-shaped frame the word '*alkalmi'* (commemorative), below – the world '*postakezelés'* (mail handling) took place.





Figures 445–446.

Handstamp 3 (figure 447). The handstamp featured a sports field with

the seats for spectators (symbol of sport). Otherwise, this handstamp was identical to the handstamp 1.

Handstamp 4 (figure 448). The handstamp featured a violin, a mask, a palette, and a book (symbols of art and literature). Otherwise, it was identical to the handstamp 1.





Figures 447- 448.

The first instance of occasional mail handling took place on 20/8/1952 in Székesfehérvár. Since then until the end of 1963, these handstamps were used on 77 occasions. 40 commemorative handstamps with location names and 37 ones without location names are known.

7. LOCATION-DATE HANDSTAMPS OF THE CENTRAL POSTAL ADMINISTRATION

We are going to include only those central offices which used their own location-date handstamps, and, sometimes, adhesive labels for registered mail. Usually, their shape and mechanism/system was similar to those used by regular post offices of the production period. The most significant



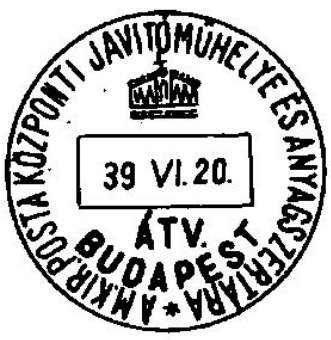




449—451. ábra







Figures 452−454.

difference was featuring the name of the office, above the name of the loca-

tion. Thus, the text on these handstamps was much longer than on handstamps used by post offices. The size of handstamps used by central administration offices could exceed the size of their regular counterparts by 5-8 mm. The text was placed either in all spaces left for the text (figure 452), or arranged along several circular lines (figure 454); sometimes some of the words were arranged horizontally (figure 460). Finally, the shape types changed within type groups too. On circular handstamps with stripes, the upper semi-circle disappeared, along with the lines (figure 460). When dividing lines were omitted too, meaning that there was no inner circle or horizontal stripe on the handstamp, the shape types of *Kr* handstamps turned into one-circle type group *F* (figure 452). The transition between one-circle handstamps and handstamps with horizontal stripes were such circular handstamps where the date in the middle was framed by a rectangle (figures 453, 454). As regards circular handstamps with stripes, the shape type *II* was dominant, since long continuous round inscriptions fitted in them in the best way.

Location-date handstamps of central organs usually did not have indication of the hour or of the period of the day, which means their system was *B3* (figure 451), *B1* (figure 453), *Kr6* (figures 452 and 458), and *Kr5* (figure 456). Though in fewer cases, but indication of the hour or of the period of the day also appeared. The mechanism of these handstamps was *Kr8* (figure 457), *Kr9* (figure 460), and *Kr7* (figure 449). Therefore, these handstamps belonged to type groups *F, H, J, K, L, M, N, O, P, R, S*, into sub-groups both *x* and *y*.

As regards major decoration elements, check letters, marks dividing text chunks, these handstamps were the same as the handstamps of other post offices. In the years 1918-1919 and 1946-1947, the Crown was removed. Since the space on handstamps was usually almost completely taken by the text, decoration was really very rare. In such cases, decorative elements were dots, small circles, or stars.



455—457. ábra



Figures 458–460.

Following institutions belonged to this last group of postal stations:

Main Directorate of the Post, ‘Pvi’

Postal Directorates ‘Pi’ (figures 449, 450),

Hungarian Post Central Repair Workshop and Material Warehouse, as well as its predecessor, the National Postal Management Office ‘KJA’ (figures 451−454)

Hungarian Post Postage Stamp Warehouse ‘Ér’ (figures 455, 456)

Hungarian Post Postage Stamp Sales Office ‘BI’ (figure 457)

Central Vehicle Yard of the Post ‘KJt’

Money Transfers Managing Office ‘ULH’(figure 458)

Cheques Managing Office ‘CsH’ (figure 459)

Telephone Service Fee Managing Office ‘TDH’ (figure 460).

Probably 250 pieces of such handstamps were produced. The probable number of postmarks is 300, with those produced by modified handstamps included.

CHAPTER IV
LOCATION CHANGING POSTAL INSTITUTIONS OF PERMANENT CHARACTER AND SPECIAL MISSION; HANDSTAMPS OF THESE INSTITUTIONS

Both permanent and temporary postal institutions discussed so far always operated on the same premises. This is why we call them as located. The other group of institutions, which we are going to discuss now, was involved in transportation of mail to its destination. Logically enough, these postal institutions were mobile. For them we chose the name location changers, as the official language of the post already used the name mobile for a certain group of them. From our point of view, these institutions bear importance from when they started to use their typical location-date handstamps.

When such location changing postal institutions were set up on trains, they were called *mobile post offices;* when they were set up on vehicles, they were called *car post offices*; finally, when they were set up on any means of water transportation, they were called *sea or ship post offices.* So that we don't have to build a new group, we finally include in this chapter, as special mission postal organizations, the "*field and war catering posts*", plus the "*mobile military and mobile war catering post offices"* (serving as their transportation service). The mobile character of the latters is out of question. However, also the field and war catering post offices cannot be considered as those operating on permanent premises. In peacetime they only operate temporarily, during maneuvers, but in wartime, during the whole war period their operation is permanent. Apart from the main field post offices though they do not operate at a fixed place, they move along together with the army. Therefore, although their operation is different from the previous ones, they still operate in movement, therefore according to our opinion it is not a mistake to include them among, or rather to the end of the location changing post offices.

Mobile post offices were usually those which were set in railway carriages, with the mission to transport or dispatch mail. To some extent, they were always involved in mail collecting and forwarding, as well as selling postage stamps.

Apart from these, other trains were also involved in transporting closed boxes containing mail. These were called *means transporting mail containers;* this cargo could be sealed containers or just bulks of mail. On these vehicles, certain mail handling activities were carried out.

Mobile post offices and other means transporting mail were controlled by certain post offices. After the Hungarian mobile post service became independent, the management of mobile post offices was set up in Pest in 1868 – at the beginning, it rented premises at the inn *London.* Later, managerial units of the mobile postal service was set up at the railway stations of Budapest. In the country, post offices assigned to control mobile postal service was usually those operating on railway stations; from 1900, they were railway post offices bearing number 2.

1. MOBILE POST OFFICES AND THEIR HANDSTAMPS (FROM 1863)

At the beginning of March of 1863, the first yellow-coloured mobile post office train car started for Budapest, with two black beheaded falcons and inscriptions *'K.K.Post-Amt*' on its both sides. Beginning from this event, every day two Austrian mobile post offices (number 10 and 11) arrived at and started from the railway station of the Austrian state railways (today Nyugati railway station) (every morning and evening). Almost one year after Hungarian Post Office gained its independence, the control over the mobile postal service was taken over too. The last day when Austrian crew was on board was 15 February 1868; on the next day, the offices set off with the Hungarian crew on board, being numbered as mobile post offices 1 and 2. The number of mobile post offices constantly grew: in 1869 there were 6 of them, in 1870 – 8, in 1871 – 10, while in 1889, when the schedule was announced in PTRT (the Postal Orders), the number of mobile post offices was 111. At the time of World War I this number increased to almost 500.

Apart from transportation, the mission of mobile post offices embraced collecting, forwarding, and dispatching services. To handle registered mail, labels *'mozgóposta főnökség/helynév*' (Mobile Post Office Managing Office/location name) registered mail labels were used. Mobile post offices were authorised to collect, process, and dispatch this kind of mail too.

The increase of the number of mobile post offices came as the consequence of the railway network growth. Consequently, mobile posts running between larger towns or cities were much busier than those running between smaller communities. To handle this larger amount of mail, they needed more workers.

If the personnel of an office included officers and non-commissioned officers, the name of the post office was *mobile post office*; if only non-commissioned officers carried out work, it was called *conductor post office*. These names existed from 1878 until 1932. Regulation 94.003/3 (PRT29/9/1932, Volume 38) provided for the change of these names into *officers' post office and non-commissioned post officers' post office'.* When the Post was profoundly re-organised in 1950, all offices fulfilling the same function were called mobile post offices; independently from who were the staff.

To define a mobile post office, the initial station and the terminal, its number, and the day when it set off were indicated. For example, '*a 10.-i keltű Budapest-Hegyeshalom 42. sz. mozgóposta*' (Mobile Post Office number 42,

Budapest-Hegyeshalom, set off on the 10th). Abbreviated version was also allowed: *'10.-i BuHe42.*' (BuHe = the first syllabus of the two locations). When talking the initial station and the terminal, we are going to refer to them as '*location names'*. When a mobile post office set off from the initial station, the direction is indicated by *M* (menetirány = way); when it started from the terminal to the initial station, the indication is *T* (tértiút = return).

At first, mobile post offices were numbered in chronological order. Later, to facilitate dispatching activities, numbers were grouped according to line groups. There were five groups of numbers. Mobile post offices starting from Budapest were numbered with numbers 1 to 99; those circulating in the northern part of the country got numbers 100-199; on the eastern territories – 200-299; on the southern territories – 300-399; and on the west – 400-499. Within these, line groups were formed, with 10-30 mobile post offices in a line group. Within each line group, even numbers were allocated to the mobile post offices starting in the morning, while odd ones – to those starting in the afternoon and evening.

From 1873 to 1944, it was typical of mobile post office location and location-date handstamps that they included the initial station, the terminal, and the mobile post office number. Therefore, these handstamps had to provide space for quite long texts. To find the proper way to arrange text and the optimal handstamp types took much longer for these handstamps than for their counterparts used at regular post offices. Even before circular handstamps with stripes were introduced, much more type groups of these handstamps emerged. As another consequence, the size of these handstamps kept increasing because of the longer text. In case of certain shape types, for example the shape with two stripes and a vertical semi-stripe, the size increased only slightly. However, this slight increase was not sufficient for all mobile post office handstamps. At certain periods, very special location-date handstamps were produced for mobile post offices, which were absolutely different from those used at regular post offices, and which were much larger in size.

At the beginning, mobile post office handstamps were arranged in lines or were ring-shaped; these kinds of arrangement had not been used by regular post offices for long by that time. For the reference to the kind of postal institution, they contained only the mobile post office number. Some years later, in 1873, location-date handstamps were introduced for mobile post offices too. However, they were still different from contemporary had stamps, because they were arranged in lines or were of rectangular shape, while the system of the date was *B1*. By introducing *Krö* handstamps in 1874 and *B3* handstamps in 1884 (type groups *G* and *F*), handstamps used at mobile post offices became similar to those of regular post offices. From 1890, mobile post offices, (just as treasury post offices) were equipped with *Kr8n*, *Kr9*, and *Kr8* handstamps (type groups *H, K, N*). Therefore, they had indication of the hour and the period of the day on them. Conductors' offices, just as smaller postmasters' offices, were equipped with *B1* handstamps with indication of the period of the day (Type Group *J*) in 1892. For conductors' post offices, further change came in 1912. It was the year when *Kr6* location-date handstamps without hour indication (type group *L*) were introduced for them; these were followed by a version developed at small postmasters' offices in 1927 (Type Group *O*), and then by *Kr5* handstamps (Type Group *R*) at non-commissioned officers' mobile post offices from 1938. When mobile post offices were re-organised in 1936, the indication of the hour was removed also from the handstamps of officers' mobile post offices. Instead, they were equipped by handstamps which featured both the date of sending and

that of arrival. The date of the arrival took place on six stripes; this system was general at that time. Between the mailing date and the year, two marks to separate text chunks (six-pointed starts) were carved (figure 502). So, the six stripes had to be replaced by nine ones. This resulted in handstamp size increase. To control this increase, Roman numbers were used again to indicate the month, instead of word abbreviations. Therefore, these handstamps had nine wheels. However, we cannot use '*Kr9'* for them, to avoid confusion with the *Kr9* handstamps of the type group *K* from 1899. This is why we use '+' between the number of wheels of the two parts of the date – *Kr3+6*. When *Kr7* was introduced for regular post offices, the officers' mobile post offices received handstamps where the year was indicated by two digits. In the second part of the date, the number of wheels decreased from six to five. Therefore, we mark it as *Kr3+5*. This mark means that *Kr5* date follows the indication of the month and the day, the two parts separated by a star.

Mobile post office numbering remained the same on single railway lines for long. Railway company schedule changes (even within the same year) had serious consequences as regards mobile post offices. Though the initial station always remained the same, the destination often changed. In all such cases, new handstamps had to be produced. This was the major reason why Regulation 223.000/3 (PRT9/7/1943, volume 35) provided for profound changes in the wording of mobile post office handstamps. The indication of both departure points and destinations was cancelled, with the exception of mobile post offices headed for foreign countries. Instead, between 1943 and 1946 the inscription '*M. Kir. Mozgóposta*' (Hungarian Royal Mobile Post Office), in 1947 the inscription '*Magyar Mozgóposta*' (Hungarian Mobile Post Office), and in 1948 the inscription '*Mozgóposta'* (Mobile Post Office) was prescribed for. The number of the mobile post office remained where it had been. By this, the location-date handstamps of mobile post offices turned into number-date handstamps. The difference between officers' and non-commissioned officers' mobile post offices still remained. Further advantage of this system was that a single handstamp was sufficient for a mobile post office, instead of the former two ones. To differentiate between single and return directions, an additional wheel was mounted instead of the star. On the new band, letters *M* (way) and *T* (return) were fixed. Thus, the handstamps turned into nine-wheel ones. If we mark the direction with the letter '*U'* (útirány = direction), the mark of these handstamps within our categorisation would be *Kr3+U+5*. The handstamps of non-commissioned officers' mobile post offices were modified in the similar way: the band for the direction was mounted prior to the date on the *Kr5* handstamps, which belonged to the Type Group *R*. The mark therefore is *Kr-U+5*.

Application or omission of most typical decorative elements, the use of check letters, distinguishing marks or further decorative elements was identical to those on the handstamps of regular post offices produced in the same production period.

The same was true for the changes carried out in 1918-−919 and 1946−1947, when the figure of the Crown and the inscriptions '*Kir.*' (Royal) and '*M.Kir.*' (Hungarian Royal) were removed.

Just as in case of regular post offices, the location-date and number-date handstamps of mobile post offices were permanent, replacement or auxiliary.

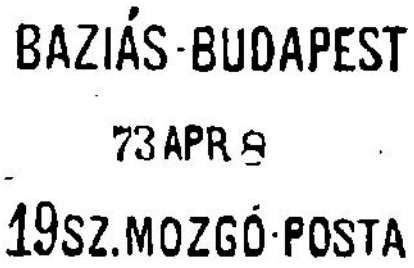
A) PERMANENT TYPE LOCATION AND LOCATION-DATE HANDSTAMPS OF MOBILE POST OFFICES AND CONDUCTORS' POST OFFICES

Forming type groups has been based on post office type groups. When their shape and system was similar, we use the same capital letter to mark them. In case of deviations, when the typical elements of a type group were identical to those of office handstamps, with the only difference in content, we use the corresponding combination of two capital letters. In case most typical type group elements are different too, we apply new capital letters which have not been used so far to create a new type group.

For number-date type group we use abbreviation *Mps* (Mobilposta = Mobile Post Office = *Mp*), to express that these handstamps contained only numbers. Type groups:

Type Group Mp-hA, 1863−1868. The text on these handstamps was arranged in lines (figure 461). When handstamps were produced in Austria, they were in the German language; when they were produced in Pest, they were in the Hungarian language: *'1.S. M.K. MOZGÓ/POSTA-HIVATAL'* (HUNGARIAN ROYAL MOBILE POST OFFICE NO. 1).





Figures 461−463.

4 pieces were produced. The first was '*10*' (1863), while the last '*2'* (1/2/1868).

Type Group Mp-hD, 1869−1871. One-ring location handstamps with a double frame line (figure 462). The text was arranged in chunks, and read as follows: '*MOZGÓPOSTA* (MOBILE POST OFFICE)/Names of Locations. The signs to divide text chunks were two dots. The number of the mobile post took place in the inner circle; fonts of the number were Antiqua, while the numbers were Arabic. Their size was 25 mm.

8 pieces were produced. The first was *Mp. Pest – Bazias 3* (10/2/1868), while the last *Mp. Pest – Kassa 10* (Kassa) (5/1/1871).

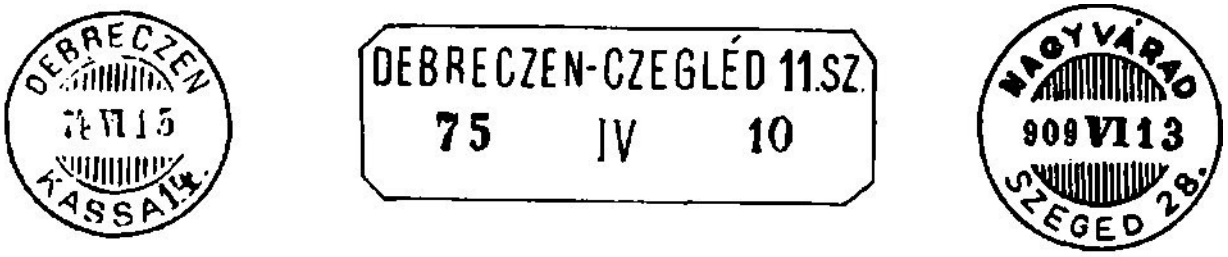
Type Group Mp-AJ, 1873. The text on these *B1* handstamps was arranged in three lines (figure 463). The arrangement of the text was the following: names of locations (date) 19. SZ. MOZGÓ-POSTA' (MOBILE POST OFFICE NUMBER 19). The size was 40x23 mm. The date contained two digits for the year, the abbreviation of the name of the month, and the day in Arabic numbers. The fonts were Grotesque, except the month, which was Antiqua. With this kind of handstamps the indication of the Hungarian word for mobile post offices (*mozgóposta*) disappeared for long.

2 pieces were produced: Mp.Baziás - Budapest 19 and Budapest - Baziás 19 (8/4/1873).

Type Group Mp – BJ, 1873−1875. B1 lying rectangular location-date handstamps with cut corners (figure 465). The text was arranged in two lines as follows: names of locations, number of the mobile post office/date. The numbers of the two-digit year and day were Arabic, while the month was indicated in Roman numbers. The size was 50−55x17 mm.

20 pieces were produced. The first was *Budapest-Arad 5* (10/12/1873), while the last *Zimony-Budapest 18* (15/4/1875).

Type Group Mp – G, 1874−1884. Krö5 circular handstamps with a semi-stripe (figure 464). This was the first type group, which was identical to the location-date handstamps of regular post offices, both regarding their shape and system/mechanism. During the production period, they were produced solely in *Krö5* system. Those still in use at the turn of the century were transformed into *Krö6*, to accommodate for the three-digit indication of the year (figure 466). The month was usually expressed in Roman numbers, exceptionally abbreviated by three letters (figure 467). The names of locations were separated, and placed in the top and bottom parts of the ring. The number of the mobile post office always followed the name of the location in the bottom semi-ring. The fonts were Grotesque, except the number of the mobile post office, which was Antiqua. The size was 22−24 mm.



464–466. ábra



467–469. ábra



Figures 470−472.

48 pieces were produced. 7 pieces out of them were modified in 1900, to turn them into *Krö6*. The first was *Budapest – Pragerhof 7* (17/3/1874). The last one has not been identified. The number of possible postmarks is 55, with those produced by modified handstamps included.

Type Group Mp – F, 1884−1892. B3 location-date handstamps with one ring (figure 468). When the production of the first version of wheel handstamps terminated, handstamps for mobile post offices were necessarily modified. From that time on, their shape and system/mechanism was identical with the contemporary location-date handstamps of regular post offices. Naturally enough, when *B3* handstamps, type group *F*, where adopted for mobile post offices, their size increased profoundly. The size of these handstamps was 30−32 mm.

Within the text, location names were connected by hyphens. Hyphens were also used in long location names, which today are spelled as one word. The arrangement of the text was the following: location names/number of the mobile post office, or location name/location name, mobile post office number. After the number, a small letter 'sz' (szám = number) took place; exceptionally, it could be omitted (figure 472). The fonts were Grotesque; very rarely, the number was Antiqua (figure 472). First handstamps did not have marks to divide text chunks. However, they soon appeared. They were six-pointed stars (figure 469), eight-pointed stars (figure 471), Maltese crosses (figure 479), or simple dots (figure 472).

When the system of the date was B3, the month was always indicated by an abbreviation of three letters. There was no dividing line. At the turn of the century, the handstamps in use were transformed into *B3/3*, to accommodate for the three-digit year.

From 1890, when type group *H* was introduced, handstamps of the type group *F* were produced only for non-commissioned officers' post offices; in 1892 they disappeared for good, leaving place for the type group *J*. However, for unknown reasons, two *B3* handstamps were produced for a mobile post office as late as 1926.

Probably, 288 handstamps were produced. The first has not yet been identified, while the last was *Zalaegerszeg - Sárvár 112* (15/3/1926). The probable number of postmarks was 320, with those produced by modified handstamps included.

Type Group Mp – h, 1890−1899. Kr8 circular handstamps with horizontal stripes. These handstamps were produced for officers' mobile post offices. According to their major decoration elements, we divide them into three sub-groups.

Sub-group Mp – Hz, 1890−1891. Location-date handstamps without the Crown or lines (figure 473). The names of the locations were in the bottom and top semi-rings. The number of the mobile post office was in the upper semi-circle, while the abbreviation for the Hungarian word *szám* (number), ('sz') – in the bottom semi-circle.





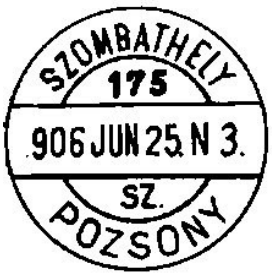


Figures 473−475.

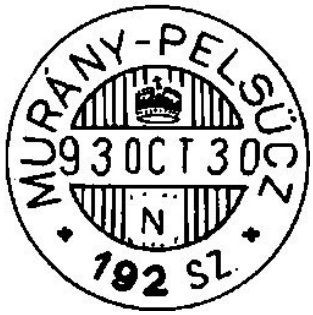
Sub-group Mp – Hx, 1891–1892. Location-date handstamp with lines, without the Crown. The names of the location were in the top and in the bottom semi-rings. The number of the mobile post office and the abbreviation 'sz' for the Hungarian word meaning *number* followed the name of the location in the bottom semi-ring. Check letters were used for the first time for this sub-group, their place being in the bottom semi-circle (figure 474).

Sub-group Mp – Hy, 1892–1899. Location-date handstamps with the Crown and lines. The text on these handstamps was arranged in two ways. When there was no check letter, the arrangement was location name/location name in the semi-rings, while the number of the post office took place in the bottom semi-circle (figure 477). On these handstamps, the abbreviation 'sz' for the Hungarian word *szám* (number) was omitted. When there was a check letter on handstamps, the names of the locations were in the upper semi-ring, while the number of the post office and the abbreviation '*sz'* – in the bottom semi-ring (figure 475).

All three sub-groups were turned into *Kr9* after 1900, to accommodate for the three-digit indication of the year (figures 474, 476, 477). Thus, the postmarks produced by these handstamps belong to the type group *K*.







Figures 476–478.

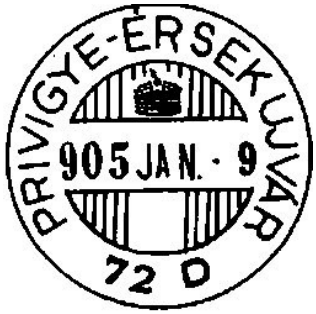
106 pieces were produced, 38 out of which belonged to the sub-group *z*, 12 to *x,* while 56 to *y*. The first was *Szeged – Eszék 162* (17/9/1890), while the last *Arad – Brád 69* (15/11/1898).

Type Group Mp – J, 1892–1926. B1 circular handstamps for non-commissioned officers' post offices with the Crown, lines, and a stripe. In the first part of the production period they were produced in shape type *II* (until 1899) (figure 478). After the turn of the century the indication of the year was extended by one more digit, turning the system of these handstamps into *B1/2* and *B1/3*.

The text was always arranged in the following way: names of locations/number of the mobile post office, abbreviation '*sz'*. After 1897, the







Figures 479–481.

latter was omitted (figure 479). Marks to divide text chunks were applied very rarely. In these rare cases these marks were usually two Maltese crosses (figure 478). Check letter usually took place in the bottom part of the ring, following the abbreviation '*sz'* (figure 480). If there was no such abbreviation, the check letter followed the number of the mobile post office (figure 481). Exceptionally, it could go in the bottom semi-circle too, on the place where otherwise the period of the day was indicated (figure 482). The size was 29.5-32 mm.

After the type group *L of Kr6* handstamps was introduced in 1912, the production of *B1* handstamps should have been terminated. However, they were still produced until as late as 1926, though in small quantities. Their shape type was identical to *Kr6* handstamps of mobile post offices, which was shape type *V*. The names of locations were carved continuously, while the number of the mobile post office always took place in the horizontal stripe (figure 483).

When a mobile post office had a name both in the Hungarian and Croatian languages, the Croatian version was put in brackets (figure 484).

There were always two check letters, on both sides of the mobile post office number, in the bottom part of the ring (figure 485). These handstamps never had decoration on them. Their size was 31-32 mm.



482 – 484. ábra



Figures 485–487.

252 pieces were produced, with the handstamps the existence of which is only anticipated included. The first has not yet been identified, while the last was Barcs – Siklós 154 (15/8/1926). The number of known postmarks is 350, with those produced by modified handstamps included.

Type Group Mp-k, 1899–1926. Kr9 circular handstamps with the Crown, lines and stripes (figure 486). This type group derived from type group H, by inserting an extra wheel for three-digit year indication. With handstamps which were turned into Kr9 from type group H, we distinguish three sub-groups:

Sub-group Mp-Kz (figure 476). Handstamps transformed from sub-group *Hz.*

Sub-group Mp-Kx (figure 474). Handstamps transformed from sub-group *Hx.*

Sub-group Mp-Ky (figure 477). Partly handstamps transformed from *Hy*, partly new handstamps. For those which were new, the shape type changed from 1899. The shape type *IV* introduced for numbered post office was introduced for mobile post office handstamps too (figure 487). There were always two check letters on the two sides of the post office number (figure 488).

As we can see, type group *L* was introduced equally for mobile post office and non-commissioned officers' post offices. As a result, the production of the handstamps which belonged to the type group *K* terminated in 1912. In 1921, *Kr9* handstamps of post offices were replaced by the type group *M* of *Kr8*. With the information above in mind, it is even more interesting that in 1925 and 1926 further 26 pieces of *Kr9* handstamps were produced for mobile post offices. On the other hand, the type group *M* of *Kr8* was not produced for them anymore.

210 pieces were produced, with modified handstamps included. The first one has not been identified, while the last one was *Baja – Csikéria 230* (15/8/1926).

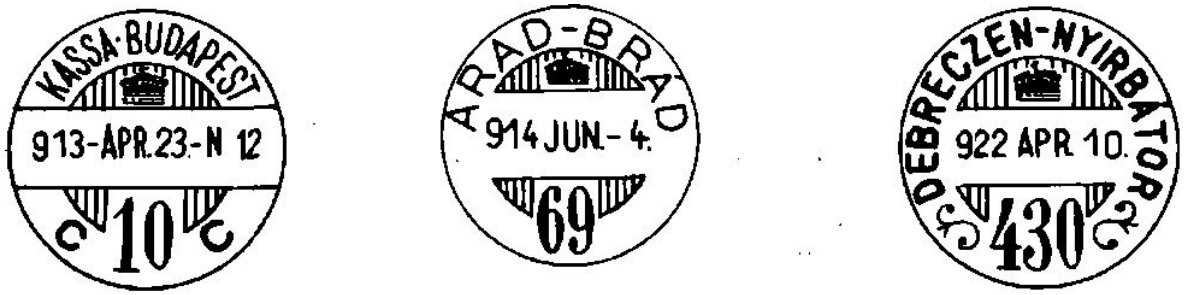
Type Group Mp-L, 1912−1927. Kr6 circular handstamps with lines and two stripes (figure 489). Regulation 17.706/v (PTRT 5/10/1911, volume 45) again provided for the unified shape, system and wording of location-date handstamps. The same regulation provided for unified two-stripe handstamps without the indication of the hour or the period of the day for mobile post offices and non-commissioned officers' post offices. From that time on, the location-date handstamps of mobile post offices were *B1*, shape type *V*, which were otherwise produced for smaller numbered post offices.

We have identified two sub-groups of these handstamps, according to whether they featured the Crown or not.

Sub-group Mp – Ly, 1912−1918 and 1920−1927. The handstamps in this sub-group contained the figure of the Crown. The names of the locations were written continuously; the fonts were Grotesque in the top part of the ring. When location names were long, they often started in the part of the ring below the vertical stripe. The mobile post office number always took place in the vertical stripe. In the first part of the production period, decoration was not applied. In the second part, the lying S-shape sometimes occurred (this kind of decoration was general on location-date handstamps of regular post offices). It took place on the both sides of the number of the mobile post office (figure 490). Check letters were in their usual place (figure 491).

It seems that there were exceptions from all regulations. In spite of the fact that the shape had been standardised, two pieces of shape type *IV* (figure 492) and six pieces of shape type *III* (figure 493) were produced. The latter were even more interesting because they were identical to the handstamps of the type group *MP-J* produced in the period 1892−1912. To separate text chunks, two Maltese crosses were used, which were general at that time. The fonts of numbers were Grotesque. Finally, letters look at the two most deviating handstamps. We have already mentioned that beginning from 1873, the Hungarian word for *mobile post office* (*mozgóposta*) was not indicated on handstamps. At the end of the World War I and immediately after it, four such handstamps were produced where the word *'KALAUZPOSTA'* (NON-COMMISSIONED OFFICERS' POST OFFICE) was indicated to de-

fine the type of the postal institution. One of them had even a different shape type (shape type *III*) (figure 494), while the shape of the other remained usual (figure 495). Most probably, these handstamps resulted from an error. Before 1912, there were indications of whether a handstamp was meant for a mobile post office or a non-commissioned officers' post office. Based on this information, workers in the factory could know whether they had to produce *Kr9* or *B1* handstamps. After *Kr6* handstamps were introduced, such



488—490. ábra



491—493. ábra



Figures 494–496.

differentiation became unnecessary, because all handstamps were the same. On the two occasions in question, in 1918 and 1921 (six and nine years later), most probably orders worded in the old fashion were placed. In the factory, however, this differentiation had been forgotten by that time. As a result, the word '*kalauzposta'* (non-commissioned officers' post office) was carved on these handstamps.

With the Croatian handstamps included, 352 pieces were produced in sub-group. The first was *Jutas – Újdombóvár 226A* (17/5/1912), while the last *Baja – Újdombóvár 43* (10/8/1927).

Sub-group Mp-Lx, 1919–1920. These handstamps were identical to the sub-group *Ly*, the only difference being the lack of the Crown. Therefore, the

top semi-circle was with lines everywhere (figure 496).

We have already warned that the data in the study by Rácz-Rónai should be considered very carefully. Out of eight pieces of *Kr6* mobile post office stamps listed in his study, none were produced during the Soviet Republic. On the other hand, two of them were produced during the Hungarian Republic, which he had not mentioned. Therefore, the collectors who collect postmarks of this revolutionary period, should take into account only these two postmarks (Budapest-Pragerhof *8E*). Actually, handstamps listed by Rácz-Rónai were produced and introduced much time after the Soviet Republic collapsed. As regards other four handstamps on his list, even if they originally had not featured the Crown, at the end of March Materials Warehouse could not accept them this way, providing for the Crown to be added. Even if trial postmarks had not featured the Crown, they were never used without the Crown carved on them.

6 pieces were produced. The fist was *Budapest – Pragerhof 8E* (10/1/1919), while the last was *Komárom – Székesfehérvár 79A* (27/2/1920).

Type group Mp – N, 1931−1933. Kr8 circular handstamps with the Crown, without lines, with stripes (figure 497). When in 1927 small *Kr8* location-date







Figures 497−499.

handstamps of the type group *N* were provided for regular post offices, they were provided for officers' mobile post offices too. The provision, however, referred only to production, not to the immediate change of the handstamps in use. Thus, the first such handstamps were produced in 1931. They were produced in two shaped types. The more frequent was the shape type *V*. The only decoration was the Crown. Check letters were positioned in the usual way. The size was 27−28 mm. Less frequently the type shape *I* was used (figure 497). Location names were arranged separately, in the top and bottom semi-rings. The number of the mobile post office always took place in the bottom semi-circle. The size was 23 mm.

7 pieces were produced. The first was Kisújszállás – Kistereny 78 (10/2/1931), while the last Budapest – Lökösháza 5A (21/9/1933).

Type group Mp – O, 1927−1938. Kr6 circular handstamps with the Crown, without lines, with two stripes (figure 498). This type group was introduced for non-commissioned officers' post offices along with the handstamps of the type group *N*. The standard shape type was *IV*. The size was 23−27 mm. When there was no check letter, decoration was also missing. At the beginning of the production period, occasionally lying S-shape occurred (figure 499); later exceptionally two six-pointed stars occurred on mobile post office handstamps (figure 500). Two dots on handstamps with check letters were rather unique. Also in this group we come across a curiosity: yet

another handstamp featured the abbreviation for the Hungarian word '*kalauzposta'* (conductors' post office) (figure 501), though by that time this term had already been astripeoned. Instead, the name *non-commissioned officers' post office* was introduced. Also the shape was different – shape type *V*. The abbreviation for *kalauzposta* (non-commissioned officers' post office) was '*K.POSTA'*. The assumption that this handstamp was produced by mistake seems realistic because two years later a regular handstamp with indication of direction *M* (menetirány = single way) was produced.

182 pieces were produced. The first was *Debrecen – Tiszalök 117* (2/9/1927), while the last *Újdombóvár – Komló 208* (18/9/1937).

Type group Mp-S, 1937−1938. Kr.3+6 circular stamps with the Crown, without lines, with a complete horizontal stripe, shape type *I* (figure 502)







Figures 500 - 502.

These handstamps were introduced in 1936 for officers' mobile post offices, when mobile post offices were re-organised. Not only the production, but also the use of these handstamps was obligatory. Soon, as new handstamps were produced, the old ones were withdrawn. The names of the two locations were separated; the number of the post office followed the location name at the bottom. The fonts were Grotesque, while the post office number was always Antiqua. With a single exception, all had check letters which always took place in the bottom semi-circle. The size was 30 mm. This group was the first to become standard for all mobile post offices, instead of the wide range which had been used before.

41 pieces were produced. The first was *Budapest-Decebal 5A* (19/8/1937), while the last *Baja-Újdombóvár 43A* (22/1/1938).

Type group Mp – T, 1938−1943. Except for the system/mechanism, these handstamps were identical to the type group *S*. The handstamps of the mobile post offices running to Transcarpathia were bilingual; Ruthenian names were in Cyrillic letters (figure 504).

52 pieces were produced. The first was *Budapest – Kassa 9A* (25/2/1939), while the last *Nagykanizsa – Budapest 29* (23/6/1943).

Type Group Mp – Ry, 1938−1943. Kr5 circular handstamps with the Crown, without lines, for non-commissioned officers' mobile post offices (figure 505). Except for their system/mechanism, these handstamps were identical to the type group *O*. Their size was 25 mm. The handstamps of the post offices running to Transcarpathia were bilingual, just as in the case of the type group *T* (figure 506). Usually, they did not have check letters; if they still did, the check letters were on their usual places.





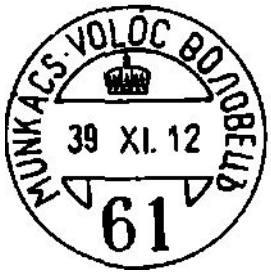


Figures 503–505.

323 pieces were produced. The first was *Komárom – Székesfehérvár 80* (1/4/1938), while the last *Budapest – Curtici 66C* (20/10/1943).

Type Group Mp – Rx, from 1947

Kr5 circular handstamps without the Crown or lines, with two stripes (figure 507). Location-date handstamps produced for mobile post offices







Figures 506–508.

running abroad after number handstamps were introduced. Their layout was identical to that of the type group *Ry*. Typically of the period after the war, carving was rather superficial. For example, on the figure presented, the two vertical dividing lines of the vertical stripe are missing.

6 pieces were produced. The first was *Curtici – Budapest 66Aa* (23/1/1947).

Type Group Mp – Xx, from 1947. Kr-U+5 circular handstamps without the Crown or lines, with two stripes (figure 508). The shape type was *V*. For domestic use, the introduction of number handstamps rendered location-date handstamps unnecessary. After the World War I, such handstamps were still produced. Moreover, they even had the indication of the direction on them, which was usual for number handstamps only.

2 pieces were produced. The first was *Kecskemét – Tiszaug 302* (18/10/1947).

This was the last type group of mobile post office location-date handstamps. Mobile post office handstamps with numbers and the date will be discussed at the type groups *Mps*.

Type Group Mps-XY, 1943–1944. Kr-U+5 number handstamps with the Crown, without lines (figure 509). Their shape type was *V*. The inscription '*M.KIR.MOZGÓPOSTA*' (HUNGARIAN ROYAL MOBILE POST OFFICE) took place in the top semi-ring. Except for the Crown, there were no decorative elements. Post office numbers and occasionally occurring check letters appeared in their usual places. These handstamps were produced for non-commissioned officers' mobile post offices. This and the next type group (*V*) were last type groups to be produced in the standard way common for all

post offices. The size of these handstamps was 26 mm.







Figures 509–511.

In 1946, from the handstamps which survived the war, the inscription *'Kir.*' (Royal) was removed; in 1947, the same happened with the abbreviation '*M'* (Magyar = Hungarian) (figure 510). Sometimes, the abbreviation '*M'* was supplemented to become '*MAGY'* (figure 511).

269 pieces were produced. The first was *M.Kir.Mozgóposta 1A* (12/10/1943), while the last was *M.Kir.Mozgóposta 290* (17/5/1944). 402 postmarks are known, with those produced by modified handstamps included.

Type Group Mps – Vy, 1944. Kr3+U+5 number handstamps with the Crown, without lines (figure 512). Their shape type was *V*, while the size 30 mm. The text layout and the arrangement of other marks (the ones removed after the war too) was identical to the type group *Xy* (figure 513). These handstamps were produced for officers' mobile post offices.







Figures 512–514.

17 pieces were produced. The first was *M.Kir.Mozgóposta 15C* (20/5/1944), while the last *M.Kir.Mozgóposta 1A* (25/5/1944). The number of known postmarks is 21, the ones produced by modified handstamps included.

Type Group Mps – Rx, 1945–1947. Kr5 number handstamps, without the Crown or lines. Their shape type was *II*. The Hungarian word *Mozgóposta* took place in the upper part of the ring. If there were check letters, they were in the bottom part of this circle. Exceptionally, shape type *V* also occurred.

14 pieces were produced. The first was *Magyar Mozgóposta 210* (9/11/1945), while the last *Magyar Mozgóposta 458* (23/1/1947).

Type Group Mps – Xx, from 1945. Kr-U+5 number handstamps without the Crown or lines. These handstamps were produced in various shape types and with various texts. Moreover, these handstamps are produced even today (at the time this research was written). At first, they appeared in 1945, in the shape type *VI*, which had not yet been used previously. These handstamps

featured the inscription '*MAGYAR MOZGÓPOSTA'* (HUNGARIAN MOBILE POST OFFICE).



Figures 515–517.

Then shape types *II* (figure 514) and *V* (figure 515) followed in 1947; in 1954, shape type *III* appeared (figure 522). The abbreviation of the Hungarian word for *mobile post office* was '*Mp'*. If there were check letters, they were in usual places (figure 515). Handstamps with the month expressed by abbreviation occurred too (abbreviations had not been used since 1937) (figure 516). The order of the date changed in many cases – the direction indication did not precede but followed the date (figure 517). The mark of these handstamps is therefore *Kr5+O*. The Hungarian inscription referring to the type of the postal institution was often '*M.MOZGÓPOSTA'* (HUNGARIAN MOBILE POST OFFICE) (figure 518). From 1948, the shape type *V* featured inscription '*MOZGÓPOSTA'* (MOBILE POST OFFICE), without any decoration (figure 519), with a lying S-shape (figure 520) and check letters (figure 521).



518–520. ábra



Figures 521–523.

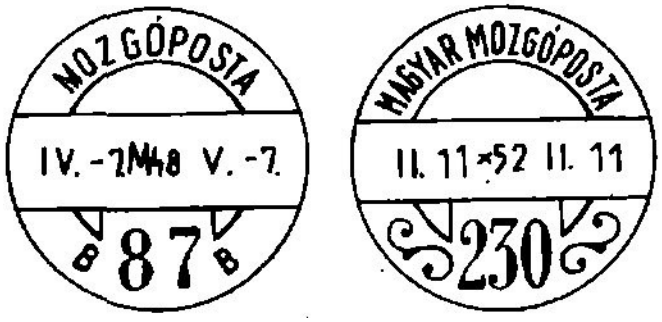
These handstamps came also with the mechanism/system *Kr5+U* (figure 519). Finally in 1954 the shape type *II* emerged (figure 523). The last shape type in this sequence was *VI,* which re-appeared in 1961, with the inscription '*MOZGÓPOSTA'* (MOBILE POST OFFICE) (figure 524). Due to the variety of shape types, the range of sizes was also relatively wide: 24–28 mm.

Until the end of 1963, 89 pieces were produced. The first was *Magyar Mozgóposta 214* (24/10/1945).

Type Group Mps – Vx, from 1945. Kr3+U+5 number handstamps without the Crown or lines. The shape type was *IV* (figure 525). The reference to the mobile post office was found in the upper semi-ring: the inscription read '*MAGYAR MOZGÓPOSTA'* (HUNGARIAN MOBILE POST OFFICE); from 1948 it read '*MOZGÓPOSTA'* (MOBILE POST OFFICE) (figure 527). On the both sides of the post office number, a decoration formed from lines (figure 252) or check letters (figure 526) took place. The size was 27-30 mm.



524—526. ábra



Figures 527–528.

43 pieces were produced. The first was *Magyar Mozgóposta 58* (16/11/1945).

Type Group Mps – Tx, 1952. Kr3+5 number handstamps without the Crown or lines. The shape type of these handstamps was *II* (figure 528). An important feature of number handstamps was the omission of the letter indicating the direction; its space was taken by a star. Lying S-shape was a constant decorative element of these handstamps.

2 pieces were produced. The first was *Magyar Mozgóposta 230* (11/2/1952).

b) Auxiliary Handstamps of Mobile Post Offices (Mp. Pt)

Auxiliary handstamps, which were introduced for regular post offices in 1925, were also introduced for mobile post offices in 1937, for similar reasons. They were produced in type group *S,* and were similar to location date handstamps, with the difference that the first three digits referred to the number of the post office instead of the mailing date. Thus, mobile post offices did not have to indicate the name and number next to the postmark, as it had to be done at regular post offices. Each band contained 11 links. The links of the first band contained a hyphen and digits from 1 to 9. On the second band, a hyphen and digits from 0 to 9 were fixed. Finally, on the third band digits from 0 to 9 were mounted. Thus, on the fist and on the third band there was an empty (dumb) link. The fourth band had direction indication of

the on it. This band was followed by as many bands as were sufficient for date indication typical of the production period. The number of these bands was either 5 or 6. Therefore, these had stamps had 10 or 9 bands in total. Their categorisation mark would have been *Kr3+U+5*. However, in order not to confuse them with location-date handstamps of mobile post offices, which have similar category mark, in which the first three signs referred to the mailing date, we also use a letter '*s*' (szám = number) for this group, to indicate that the first three digits refer to the number of the mobile post office. Therefore, the category mark of these handstamps is *Kr3s+U+6* or *Kr3s+U+5*.

At regular post offices handstamps were numbered. At mobile post offices this method was not applied, since indicating yet another number on top of the number of the mobile post office would have caused confusion. For this reason, handstamps were marked by capital letters of the alphabet. We do not call these letters check letters deliberately, though their shape and position, at least at the beginning, were similar to those of check letters. However, their mission was not to differentiate between working stations but to facilitate the register of the handstamps in use. Due to this, we call these letters handstamp letter signs.

The growing demand for auxiliary handstamps required production of more and more handstamps. Thus, using a single letter for signing was used up by 1939. From that year, combinations of two letters appeared on handstamps to this end. The first letter was capital, while the second small, for example: *Aa, Ab*, etc. The first three handstamps of the series '*A*' were produced with an interesting defect – their system was *Kr3+5*. The letter indicating direction was omitted, instead a six-pointed star took place between the post office number and the year, just as in case of the location-date handstamps of mobile post offices. The deficiency was noticed only when first pieces were handed over for use. When mobile post offices noticed the defect, they returned these handstamps to the factory to fix the problem. Thus, the postmarks produced by these handstamps when their system had been Kr3+5, are extreme rarities.

New rules regarding auxiliary handstamps issued in 1945 and 1953 (see the Section *Auxiliary Handstamps of Post Offices*) profoundly changed the use of letter signs on them. Certain capital letters were allocated to certain areas – letter signs on handstamps in these areas had to start with these. For Budapest, it was the letter '*B'*, for Debrecen – '*D'*, for Miskolc – '*M'*, for Pécs – '*P'*, for Sopron – '*S'*, and for Szeged – '*Z'*. Handstamps which were not listed, started with a different capital letter, or contained only one letter were withdrawn. Handstamps withdrawn were modified in such a way that existing letters were eliminated, and letter combinations starting with *'Bb'* for Budapest were carved. These were *Bba*, *Bbb*, etc. For other postal directorates, new handstamps were produced. On these, the capital letter was constant, while the small ones changed, for example *Sa*, *Sb*, etc. (figure 532). 1953 brought along further changes: the letter pertaining to the administrative area went to the upper semi-circle, while in the bottom semi-circle two capital letters took place, such as AA, AB, etc., following the order of production (figure 533). Yet another change came along in 1929, when two capital letters were written into the bottom semi-ring. The first one referred to the directorate (figure 535).







529—531. ábra







Figures 532−534.

Yet another modification should be mentioned. From the handstamps still in use in 1946 and 1947, the figure of the Crown and the word '*Királyi'* (Royal) were removed. Type groups:

Type Group Mp. Pt – Uy, 1937. Kr3s+U+6 number handstamps with the Crown, without lines (figure 530). These handstamps were produced in shape type *I*. The inscription referring to the type of the institution ('*MAGYAR KIRÁLYI/MOZGÓPOSTA*' = HUNGARIAN ROYAL/MOBILE POST OFFICE) took place in the semi-rings; the text was divided into chunks. The letter sign took place in the bottom semi-circle. The size was 29 mm.

14 pieces were produced (19/4/1937). 17 postmarks are known, with those produced by modified handstamps included.

Type Group Mp. Pt – Vy, 1938−1944. Kr3s+U+5 number handstamps with the Crown, without lines (figure 529). Apart from the difference in the mechanism, these handstamps were identical to the type group *Uy*. The switch to double-letter signs took place during the production period of these handstamps.

39 pieces were produced. The first was *P* (13/5/1939), while the last *Bv* (7/6/1943). In 1946, when the Crown and the word '*Királyi'* were removed, letter signs started to include three letters. 17 handstamps were modified this way. Therefore, the number of known postmarks is 56, those produced by modified handstamps included.

Type Group Mp. Pt – Vx, from 1946. Kr3s+U+5 number handstamps with the Crown, without lines (figure 531). There were many modifications during this production period. Usually, the shape type was *I* (figures 531−534). From 1959, shape type *II* also occurred (figure 535). To refer to the type of the institution, between 1946 and 1949 the inscription '*MAGYAR MOZGÓPOSTA'* (HUNGARIAN MOBILE POST OFFICE) was written in the upper semi-ring continuously (figure 531); from 1947 this inscription appeared in two semi-rings (figures 532−534); from 1959 the inscription read *'MOZGÓPOSTA'* (MOBILE POST OFFICE) (figure 535). In 1953, there was

yet another change in the order of the date, which later proved impractical. The indication of the direction preceded the number of the post office and the two-digit indication of the year, forming a five-digit number (*Kr-U+3s+5*) (figure 534). The most profound change took place in 1959, when the system *Kr3+U+5* was introduced, which meant that the date unusual for auxiliary handstamps appeared (figure 535). The number of the post office had



Figures 535.

to be added into these postmarks. Decoration, which was a very nicely carved ivy motive, took place in the bottom semi-ring only when the text was written continuously.

16 pieces were produced by the end of 1963. The first was *Da* (16/4/1946).

c) Relief Handstamps of Mobile Post Offices (Mp-Ks)

Relief handstamps were made of rubber, just as those of regular post offices, and were destroyed immediately after the constant location-date handstamps were produced. The exceptions were replacement relief handstamps, which were used until they were worn off. The first relief handstamp at a mobile post office was provided for in 1915 (PTRT, 26/3/1915, volume 35), when both handstamps of *Csacza – Trencsénmakó 478* had been lost (one-way and return location-date handstamps).

Before new handstamps were produced, three-line rubber handstamps without the date had been used.

Just as in case of regular post offices, the demand for relief handstamps grew dramatically during the World War II, for the reasons already discussed. Consequently, relief replacement handstamps were produced and marked by Roman numbers. Their use was terminated in 1941, and those which were still in use were destroyed. The use of these handstamps was rather difficult, because the name of the mobile post office had to be written near the postmark (for example, Bu – Kr 305). For this reason, the mobile post office number, and later the names of locations were integrated into relief handstamps from 1940. After permanent handstamps were completed, these temporary ones were destroyed. Finally, we should mention that very rarely official seals were also used as relief handstamps. Type groups:

Type Group Mp.Ks – hA, 1915. Rubber handstamps, text arranged in lines, without date. The text was arranged in three lines: mobile post office/names of locations/number of the mobile post office. The reference to the type of the post office was '*K.P.*' (Kalauzposta = non-commissioned officers' post office). The life cycle of these handstamps was three weeks.

2 pieces were produced (15/3/1915).

Type Group Mps.Ks – hE, 1938−1941. Circular rubber handstamps with double frame line without date (figure 536). In the middle, the coat of arms with a wreath took place; the inscription '*M.KIR.MOZGÓPOSTA*' (HUNGARIAN ROYAL MOBILE POST OFFICE) ran around. The serial number,

which took place under the coat of arms, was Roman. Two stars were used to separate text chunks. Broken handstamps were replaced with the handstamps with the same serial number but different symbols to separate text chunks – crosses (figure 537). A handstamp without a frame line or a serial number was also produced (figure 538). In 1940, Roman numbers were removed from the handstamps still in use (figure 539); the mobile post office number was written in the empty space.



536 – 538. ábra



Figures 539–541.

The size of new handstamps, as measured on the postmarks, was 29-31 mm. As we have already mentioned, the size of rubber handstamps extended as the time passed; by the end of their life cycle it could reach 35 mm. The colour of postmarks was usually black, though violet ink was also general.

35 pieces were produced. 42 postmarks are known, with those produced by modified handstamps included.

Type Group Mp.Ks-hE, 1940. Location handstamps similar to the previous group as regards their layout. However, the coat of arms did not contain the wreath (figure 540). Instead of the serial number, these handstamps contained the number of the mobile post office. Later, the Hungarian word or words meaning *mobile post office* disappeared. Instead, handstamps featured the names of locations (figure 541). For larger mobile post offices, several handstamps of this kind were produced; to differentiate between them, they had check letters on both sides of the mobile post office number (figure 542).

12 pieces of such handstamps were produced.

Type Group Mp.Ks-hW. This group includes those handstamps of mobile post offices, which were used as relief handstamps (originally their mission was different) instead of location-date ones. We know of only one such sub-group (for regular post offices there were several sub-groups).

Sub-group Mp.Ks-Hip, 1941−1942. Official seals used as relief handstamps (figure 543). To produce metal seals took much smaller effort than producing a location-date handstamp with the mechanism to change the date. This might have been the reason why official seals were produced much faster than permanent handstamps. For this, many mobile post offices used their official seals to replace permanent location-date handstamps.





Figures 542−543.

We know of 3 such postmarks.

All in all, 2479 handstamps were produced for Hungarian mobile post offices in the period 1868−1963. The number of known postmarks is 2763.

2. OTHER MEANS TRANSPORTING MAIL CONTAINERS AND THEIR HANDSTAMPS

We have to shortly summarise mail transportation means, since it is indispensible to fully understand the use of handstamps on them.

Mail shipping course means shipped mail containers, letter containers, and parcel containers. Usually a postal official travelling in a mail carriage secured these. He travelled in the carriage of the train master, in a compartment of a train, or in a car. These containers could be handled also by train drivers. All these are called railway mail shipping means. The official accompanying these containers distributed mail on the way, keeping record of the items. The list of offices where mail items had to be distributed was provided to this person by the mailing post office. If this mail cargo was taken by a mobile post office, some limited mail collecting or mail distributing functions could be also fulfilled.

Letter cargos contained only letters, which they shipped exclusively to Budapest or other bigger. On the way, these letters were processed and prepared for immediate delivery upon arrival.

Where mobile post offices alone were not capable of processing parcel traffic, special parcel shipping service operated in postal carriages. Just like mobile post offices, they were involved, to a limited extent, in collecting and distributing letters and official parcels, as well as letter handling.

On certain routes, employees of railway, maritime, or automobile companies were involved in handling or forwarding mail cargos or parcels. These were intermediary operators.

The employee of the Post Office escorting the cargo on any means except mobile post office carriages had to accept regular or urgent mail at any station he passed. He had to postmark this mail and forward it to the mobile

post office or regular post office capable of forwarding it in the most favourable way. This is a very important piece of information explaining why certain mail with postage stamps had postmarks produced by handstamps of intermediary couriers on them.

Mail shipping service operating in mobile post office carriages was authorised to collect registered mail – it forwarded this mail to the mobile post office or a regular office on the way, along with a handover list. This is the reason why this service was supplied with their own registered mail labels, just as mobile post offices were. On the other hand, when an employee escorted mail pouches in railway carriages, and when he collected registered mail either from customers or from a mailbox, he forwarded these to the postal institutions mentioned above without any processing. Therefore, these employees did not receive any adhesive labels.

Only postal employees received location or location-date handstamps when they were escorting mail cargo; when mail cargo was escorted by persons who were not employed by Post Office, these persons did not have such handstamps. The Hungarian abbreviation for mail shipping service is '*jm'* (handover course); for parcel shipping service – '*csm'* (parcel shipping course); for intermediary shipping service – '*km'* (intermediary course).

a) Permanent Location and Location-Date Handstamps of Mail Shipping Service (handover courses) from 1910(?)

To collect data on this service and its handstamps is very difficult because indication referring to such mail shipping service occurred on handstamps for the first time in 1927. Records of mobile post offices embraced mail shipping service only from 1928 (PRT. 23/6/1928, Volume 22). This reference was either '*jp'* (postai jegyzékelő menet = postal mail shipping service) or '*jv'* (vasúti jegyzékelő menet = railway mail shipping service). Beginning from 1910, mobile post office records contained the following standard sentence at the end: 'Detailed Railway Guidelines contain information on the way each given train can contribute to postal transportation (mobile post office, conductors' post office, parcel shipping service, mail shipping service, intermediary means)'. This is why all handstamps coming from the period before 1927 which contain any indication or feature not typical of the handstamps of mobile post offices are considered those of mail shipping service. In accordance with this principle, all handstamps featuring the inscriptions '*postaközeg'* (employee of the post office) or 'posta *kalauz*' (conductor of the post office), as well as angular handstamps without these inscriptions produced after 1900 are considered as those belonging to mail shipping service. The first handstamp containing reference to mail shipping service was a *Kr6* handstamp of the type group *L*, and was produced in 1927. When the Post Office was reorganised in 1936, the Directive for mobile post offices '*A.7.*' provided for introduction of *Kr6* handstamps of the type group *O* with the reference '*j.m.*' for shipping mail services. These handstamps had to contain the names of the departure point and destination, the order of these locations should correspond to the direction of the train. Both these handstamps and their successors (*Kr5*) were produced in two ways. The first way was to produce regular *Kr6* and *Kr5* handstamps with the date. The second was similar to how mobile post offices inserted the indication of the direction in their handstamps. In this case, the indication referred to the train. On the seventh or sixth band four capital letters were fixed: *A*, *B, C,* or *D*. Menténi believed these were check letters, which was obviously

an erroneous view. The role of check letters was to differentiate between several handstamps used at the same work station. In this case, each shipping service had only one handstamp. When there were several trains running on the same route, the departure and the destination of these trains was the same. The four capital letters were used to differentiate between mailing services on each of these trains. (Mail shipping services were not yet numbered at that time.) In case of trains running at long distance, when it was impossible to wait for the handstamp to return before the next one set out, several handstamps were produced, and the train number was indicated by a Roman number, which preceded the inscription '*j.m.*'. In our categorisation system, we mark this train number *'J'* (similar to *'U'* of mobile post offices). Therefore, the mark of these handstamps is *Kr6+J* and *Kr5+J.*

When mobile post offices received number handstamps, mail shipping services also got similar ones. Instead of the former train number, these new numbers were designated from the numbers 1−499, which referred to the route groups of mobile post offices. To distinguish between the handstamps of mobile post offices and those of the shipping service, the handstamps of the latter had the inscription '*M.Kir.Posta J.M.*' (Hungarian Royal Post Office Mail Shipping Service). During the World War II, this provision was modified in such a way that when handstamps of mail shipping service bore the same number as those of mobile postal service, they had to be distinguished by check letters, and registered at Mobile Post Office Directorate (Directive on Mobile Post Offices No. 2). At the same time, some mail shipping services got handstamps with location names. When mail cargo was transported on a train in a carriage other than the one belonging to a mobile post office, and was escorted by a postal employee, handstamps on which the train number was integrated into the date were used. Usually it was a 3 or 4-digit number, which meant that further four bands with nine digits (on the last three bands there was a zero too) were inserted before the direction indication. The train number was also the number of the mail shipping service, so in our categorisation system, we mark these handstamps as *Kr4s+U+5*. Also handstamps without direction indication were produced; their sign is *Kr4s+5*. Postmarks produced by these handstamps were rather confusing because the date starts with a 6-digit number, the first four of it being the number of the mail shipping service, while the last 2 – the year indication.

Number-date handstamps, just as in case of those of the mobile post office, were distinguished by two letters or such letter combinations where the first (capital) letter referred to the postal directorate of the area (see the section on the auxiliary handstamps of mobile post offices). Their position on the postmark was similar to that of mobile post office postmarks too: either in the bottom semi-circle, or in both semi-circles. Type groups:

Type Group Jm-hB, 190?−1916. Lying rectangular shape location handstamps without the date. Their text was arranged in two or three lines: reference to mail shipping service / location names + *között* (Hungarian word *között* means *between*; it always goes after location names), or: reference to mail shipping service / location names / *között*. The reference to the mail shipping service was '*Postaközeg'* (employee of the post office) (figure 514) or '*Postakalauz'* (postal conductor) (figure 546). Different trains on the same route were distinguished by capital letters (figure 545). The size was 50-70 x 10-15 mm.



544. ábra



545. ábra



Figure 546.

The number of handstamps produced is unknown. The last one was *Budapest – Belgrád postaközeg* (3/11/1916). The number of postmarks found so far is 18.

Type Group JM-hC, 190?−191? Location handstamps of lying elliptical shape, without date. The text was arranged in three lines: reference to mail shipping service / location name / location name + *között* (between). The top and the bottom line were parallel to the frame (therefore, curved), while the middle line was horizontal. The size was 35-40 x 25-30 mm. Neither the production period, nor the numbers of handstamps are known.

The number of postmarks found is 5.

Type Group Jm-BJ. The period of production is unknown. *B1* location-date handstamps of lying rectangular shape. The text was arranged in two lines: names of locations / date. There was no reference to the fact that these handstamps belonged to a mail shipping service. The replaceable one-line date did not contain the indication of the period of the day (figure 548). The number of handstamps produced is unknown.

2 postmarks have been found.





Figures 547−548.

Type Group Jm – BL, 1924−1928. Kr6 location-date handstamps of lying rectangular shape (figure 547). Apart from their system/mechanism, they were identical to type group *BJ*. When the names of locations were too long, 3-line arrangement also occurred. The size was 42-45 x 18-20 mm.

4 pieces were produced. The first has not yet been identified, while the last was *Dorog – Annavölgyi Bánya – Sárisáp* (22/8/1928).

Type Group Jm – L, 1927. Kr6 circular handstamps with the Crown,



Figure 549.

lines, and a stripe (figure 549). The shape type was *II*. The text was separated into chunks: location names / reference to mail shipping service. The text chunks were separated by two 8-pointed stars. The reference to the mail shipping service read: '*JEGYZ. MENET'* (handover course).

4 pieces were produced.

Type Group Jm-O, 1936−1938. Kr6 circular handstamps with the Crown, without lines, with a stripe (figure 551). The shape type was *II*. The text was arranged as in the type group *L*. The reference to the type of service was '*jm'*. The signs to separate text chunks were two six-pointed stars on the







Figures 550−552.

two sides of the inscription *'jm'*. The size of these handstamps was 24−25 mm. Their predecessor was produced as early as 1963 (figure 550), though without '*jm'*. Only a single handstamp without this inscription was produced, for which we categorise it in this group.

59 pieces were produced. The first was *Hódmezővásárhely – Szentes* (17/8/1936), while the last *Fonyód – Kaposvár* (18/12/1937).

Type Group Jm-Z, 1937−1938. Kr6+J circular handstamps with the Crown, without lines, with a stripe (stripes) (figure 552). Except for the mark denoting the train and integrated into the date, these handstamps were identical to the *Type Group O*. To separate text chunks, two dots were used (figure 553).

15 pieces were produced. The first was *Zalaszentiván - Zalaegerszeg* (23/9/1936), while the last *Mezőtúr - Túrkeve* (1/10/1937).

Type Group Jm-R, 1938−1944. Kr5 circular stamps with the Crown, without lines, with a stripe (stripes) (figure 554). Apart from the difference in the system/mechanism, these handstamps were identical to the *Type Group O*, the shape type of the Hungarian mail shipping service was *II*. When a service was running to Transcarpathia, they used bilingual handstamps (figures 555, 556). To accommodate for the longer text, sometimes shape type *V* was used, with the location names separated and the text in the Hungarian and Ruthenian languages (Ruthenian inscriptions were in Cyrillic

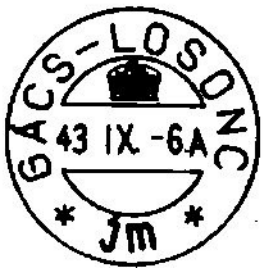






553–555. ábra







Figures 553–555.

letters). Abbreviation '*jm'* took place in the vertical stripe (figure 555); Roman numbers were applied to differentiate between trains of the same route (figure 556). The size of the handstamps produced in shape type *V* was 26-27 mm. In this shape type no signs to separate text chunks were used; for the shape type *II* two 8-pointed starts or dots were used.

103 pieces were produced. The first was *Óhat – Pusztakócs – Polgár* (22/5/1938), while the last *Zalaegerszeg – Nagykanizsa* (27/9/1944).

Type Group Jm-Xy, 1939–1941. Kr5+J circular stamps with the Crown without lines, with a stripe (stripes) (figure 557). These handstamps were similar to the type group *R*, with the sign referring to the train integrated into the date. Bilingual version of these handstamps did not exist. Text chunks were separated by two 6-pointed stars and two dots. The size of these handstamps was 25 mm 20 such handstamps were produced. The first was *Kiskunfélegyháza – Szeged* (5/5/1939), while the last *Kézdivásárhely – Sepsiszentgyörgy* (4/12/1941).

Type Group Jm-Xx, 1946–1948. Kr-U+5 circular handstamps without the Crown or lines, with a stripe (stripes) (figure 558). As regards their shape, these handstamps were similar to the type group *Xy*. However, they did not have the Crown on them, and the letters indicating direction (*M* = menetirány = one-way and *T* = térti = return) were integrated into the date. This way, producing handstamps with the reverse sequence of location names for return direction indication could be spared.

5 pieces were produced. The first was *Orosháza – Szentes* (27/11/1946), while the last *Sárospatak - Kenézlő* (5/2/1948).

This type group was the last one of mail shipping carriers to contain location names. Handstamps containing the date and the number will be marked *Jms* (s = szám = number), just as in case of mobile post offices.

Jms-Xy Type Group, 1943–1944. Kr-U+5 number-date handstamps with the Crown, without lines. These handstamps were similar to the same type group of mobile post offices, with the difference that the abbreviation '*jm'* appeared as part of the following inscription: '*M.KIR.POSTA J.M.*'. In 1946, the Crown and the abbreviation '*KIR.*' were removed.

11 pieces were produced. The first was *JM 98* (28/10/1943), while the last *JM 60* (17/5/1944). 14 postmarks are known, with those produced by modified handstamps included.

Type Group Jms-Yx, 1948. Kr4s+5 circular handstamps without the Crown or lines, with a horizontal stripe (figure 559). These handstamps were produced for mail cargos in mobile post office carriages. The word '*JEGYZÉKELŐMENET*' (MAIL CARRIAGE) took place in the upper semi-

Figures 559−561.

ring. In the bottom semi-ring, an ivy decoration from 1934 took place. The indication of the direction was missing. As a letter sign, a capital letter in the bottom semi-circle was used. The first piece of the series did not have letter sign on it. The size of these handstamps was 27-28 mm.

15 pieces were produced. The first one did not have a letter sign on in (31/3/1948).

Type Group Jms-Uy, from 1953. Kr3+U+6 circular handstamps without the Crown or lines, with a semi-stripe (figure 560). These handstamps were produced for mail cargos in mobile post office carriages. These handstamps were similar to the 1937 handstamps of officers' mobile post offices – the date of the departure was adjustable, though the direction was mounted. The letter sign always consisted of two capital letters in the bottom semi-ring. The size was 26-27 mm.

7 pieces were produced. The first was *AA* (26/4/1953)

Type Group Jms-Vx, from 1957. Kr4s+U+5 circular handstamps without the Crown or lines, with a semi-stripe (figure 561). These handstamps were designed for mail cargos shipped in mail carriages. In the bottom semi-ring, there was the mail carrier number, which was based on the route group; a replaceable 4-digit train number was integrated into the date. The reference to the mail carrier was either usual, or the word *'JEGYZÉKELŐJÁRAT'* (figure 562). On the two sides of the mail carrier number sometimes a lying S-shape took place. The size was 26−27 mm.

14 pieces were produced. The first was *Jj.41* (17/9/957) and *Jm7* (5/10/1961).

Type Group Jms-Xx, from 1961. Kr-U+5 circular handstamps without the Crown or lines (figure 563). Apart from their system/mechanism, they were identical to the type group *Vx*. The size was 25 mm.

2 pieces were produced. The first was *Ji22* (21/3/1961).

Type Group Jms-Wx, 1953. We categorise this handstamp as unique, and include it into the type group *Wb* because its system/mechanism is different from that of the handstamps of both mobile post offices and mail carriers (figure 564). The train number on three wheels followed the date, which included also the indication of the hour. Therefore, the mark of this handstamp is *Kr7+3s*. The type group was *II*; the text and its layout were identical to the type group *Vx*. The size was 27 mm.

1 piece was produced, *Jm24* (29/1/1953).



Figures 562−564.

b) Relief and Auxiliary Handstamps of Handover Courses (Jm.Pt. and Jm.Ks.) from 1930

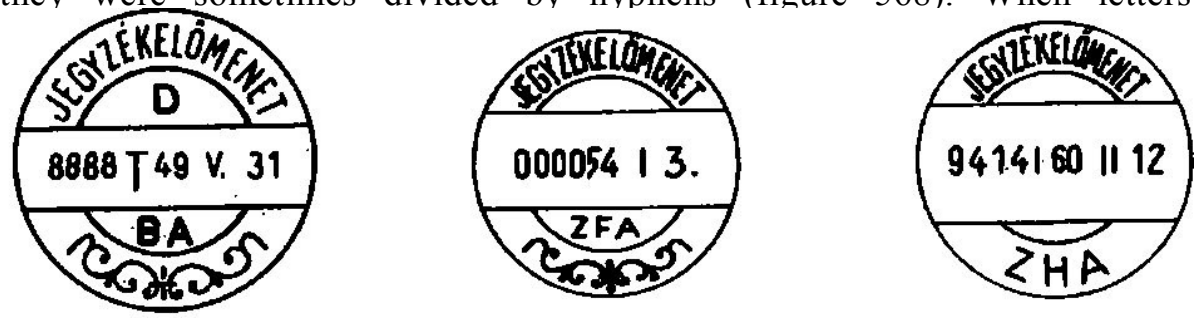
When the use of auxiliary handstamps was regulated, mail carries did not receive their own auxiliary handstamps. When they needed such handstamps, they used the auxiliary handstamps of mobile post offices. After the World War II, the production of auxiliary handstamps for mail carriers started. These handstamps were usually similar to the auxiliary stamps of the type group *Vx* for mobile post offices, with the only difference that the reference was made to mail carriers instead of mobile post offices. As we have already mentioned, only those mail carriers were authorised to use number-date handstamps since the new numbering system or mobile post offices was introduced which were escorted by an employee of the Post in a mail carriage. When a mail cargo was taken by a postal employee in a railway carriage, he was authorised to use such stamp only if his responsibilities included some limited form of mail collecting. The number of such mail carriers was much smaller than the number of mobile post offices; still, 41 pieces of auxiliary handstamps were produced for the former, while 36 pieces for the latter. This amount was almost larger than the number of permanent number-date handstamps for mail carriers. The explanation for this strange phenomenon was the increase of temporary employment of post office staff as mail carriers during peak periods. These were equipped by the handstamps of check offices or those of the respective mobile post office directorate.

Letter and letter combination signs were identical to those on auxiliary handstamps of mobile post offices. However, on the handstamps for the directorate of Budapest and its surroundings, the letter combination was ‘BVP’; for the postal directorate in Szeged it was ‘SzI’.

The system was usually *Kr4s+U+5*, which meant that they corresponded to the type group *V* of mobile post offices. Mail carrier handstamps had an extra band because train numbers could contain four digits, while the numbers of mobile post offices never contained more than three digits. At the beginning of the production period, some handstamps were produced as *Kr4s+5* (without direction indication). It was rather confusing because the train number and the 2-digit indication of the year merged. Soon, this arrangement was terminated. Because there were so few of these handstamps, they do not constitute a separate type group, but are included into the type group of all replacement handstamps.

Type Group Jms.Pt-Vx , from 1949. Kr4s+U+5 circular handstamps without the Crown or lines, with a horizontal stripe (figure 565). Some handstamps were *Kr4s+5* (figure 566). The reference to the mail carrier was always ‘JEGYZÉKELŐMENET’, which took place in the upper semi-ring.

The letter combination was divided: letters were written into both parts of the circle (figure 565), in the bottom semi-circle (figure 566) or in the bottom semi-ring (figure 567). When the letters were in the bottom-semi-ring, they were sometimes divided by hyphens (figure 568). When letters



565 – 567. ábra



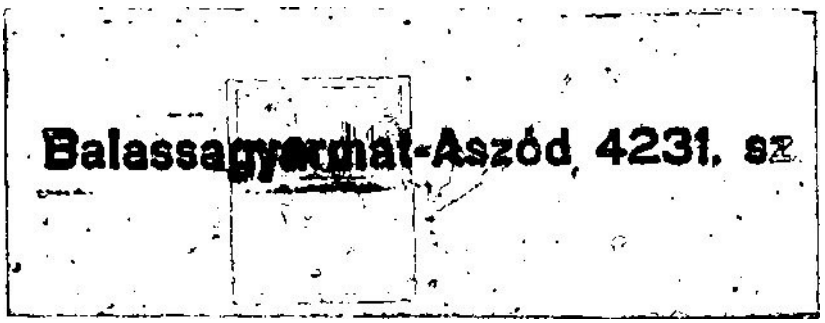
Figures 568–570.

were in the sections of the circle, there was sometimes the decorative motive typical of the year 1934. When letters took place in the bottom semi-ring, there was usually no decoration; very rarely lying S-shape occurred (figure 569). In this type group, the most interesting deviation of shape types can be found. It was a 2-stripe shape, but the vertical stripe took place above the horizontal one, and included the abbreviation '*BVP'* (figure 570). The size was 26–30 mm.

41 pieces were produced. The first was *Jm.Z/CA* (15/1/1949).

First relief handstamps turned up in 1830s, and later when after the World War II the territory of Hungary was modified. They were arranged as a line or were made of rubber and had rectangular shapes. Type groups:

Type Group Jm.Ks – hA, 193?-? One-line rubber handstamps, carved or composed of letters (figure 571). The text included departure location,



Figures 571.

destination, and the abbreviation '*sz*.' (szám = number). Their colour was usually black, rarely violet.

6 postmarks have been found so far, with the coloured ones included.

Type Group Jm.Ks – hB , 1938. Rectangular-shaped rubber location handstamps (figure 572). The text was arranged in one curved and one horizontal line: '*M.KIR.POSTA/JEGYZÉKELŐMENET'* (HUNGARIAN ROYAL POST OFFICE/HANDOVER COURSE). Below in the middle, a coat of arms with a laurel wreath and the Crown took place. In the two bottom corners, there was a handstamp serial number. The fonts were



Figure 572.

Grotesque. The date was written by hand into postmarks. The size was 40x23 mm, measured on new postmarks. The colour was usually black though violet also occurred quite often. These handstamps were withdrawn and destroyed at the end of 1939.

18 pieces were produced. 13 postmarks have been found so far, with the coloured ones included.

Until the end of 1963, 349 handstamps were produced for mail carriers. 349 postmarks have been found, with the postmarks produced by modified handstamps included.

c) Location-Date Handstamps of Mail Carriers, Parcel Carriers and Intermediary Carriers (1926−1939)

Handstamps of other types of mail carriers emerged after the handstamps discussed above. We define three types of these: parcel carrier (Csm = csomagszállító menet), intermediary carrier (Km = közvetítő menet), and postal carrier (Pm = postamenet). The shape and system/mechanism of these handstamps is usually identical to those of mobile post offices of the given period; the only difference was usually the reference to the type of the carrier. The so-called postal carriers were actually letter carriers; the Hungarian word *'postamenet'* (postal carrier) was simply shorter than the Hungarian words for *letter carrier.* When standard handstamps for mail carriers were introduced in 1936, all types of such carriers were equipped with these. The only exceptions were intermediary carriers, which got handstamps with the abbreviation '*km'* (közvetítő menet = intermediary carrier). These handstamps were used until 1943. Type groups:

Type Group Gsm – O, 1926-1928. Kr6 circular handstamp with the Crown, without lines, with a semi-stripe (figure 573). The text was separated into chunks: location names/reference to the type of the currier. The letter was '*CS.SZM'*. Text chunks were separated two small crosses. The size was 23-24 mm.

7 pieces were produced. The first was Budapest – Debrecen (1/5/1926), while the last Baja – Újdombóvár (12/6/1928).

Type Group Km – O, 1929-1937. Kr+ circular handstamps with the Crown, without lines, with a semi-stripe (figure 574). The text was separated into chunks or continuous (figure 574). When the text was continuous, the reference to the currier was '*KÖZVETÍTŐMENET'*; otherwise it was '*k.m.*'. On the latter, there was no decoration, while on other handstamps there were decorative crosses in the bottom semi-ring (figure 574). When the text was separated into chunks, the separation elements were two 6-pointed stars. Check letter took place in the bottom semi-circle (figure 575). The size was 23−24 mm.

7 pieces were produced. The first was *Budapest – Hegyeshalom B* (1/7/1929), while the last *Gyékényes – Újdombóvár* (30/9/1937).

Type Group Km – R, 1939. Kr5 circular handstamp with the Crown, without lines, with two stripes and a horizontal semi-stripe. These handstamps were bilingual (Hungarian and Ruthenian); the text was divided into chunks. The inscription *'km'* (intermediary carrier) took place in the vertical stripe, following the Roman number, which indicated the number of the carrier. The size was 26 mm.







Figures 573−576.

3 pieces were produced. Kőrösmező – Taracköz/Jaszinyá – Teresvá I, II, III (28/11/1939).

Type Group Pm – N, 1930-1932. Kr8 circular handstamp with the Crown, without lines, with a stripe. The shape type was *I* (figure 576) or *II* (figure 577). The text was divided into chunks: location names/reference to







Figures 576−578.

the carrier. The latter was '*POSTAMENET'* (POSTAL CARRIER). When there was a semi-stripe, the text was separated by two little circles. The size was 22−28 mm.

4 pieces were produced. The first was *Eger – Füzesabony* (10/6/1930), while the last *Gyöngyös – Vámosgyörk* (12/11/1932).

Type Group Pm – O, 1930. Kr6 circular handstamps with the Crown without lines, with a semi-stripe (figure 578). Apart from the difference in the system/mechanism, these handstamps were identical to the shape type *II* of the type group *N*.

2 pieces were produced: *Gyöngyös – Vámosgyörk* (10/12/1930).

Altogether, 23 pieces were produced for these mail shipping services.

3. Handstamps of mobile post office directorates (mpf) from 1868

When discussing the organisation of the Mobile Post Office, we already mentioned the Mobile Post Office Headquarters in Pest. As the number of mobile post offices kept increasing, single headquarters could not control and check them. Due to this, more centres had to be set up. In 1873, mobile post office centres were set up at three railway stations in Budapest: the southern, the eastern, and the western ones. Larger post offices operating at railway stations of other towns were assigned to control mobile post offices in the country. They were called ***controlling post offices***. Beginning from 1880s, special mobile post office centres were set up on busy mobile post office routes, which were independent from the regular post offices operating on those locations. The number of such centres reached 9 in 1890, those operating in the capital included. Nevertheless, this increase was not steady. For example, after the re-organisation of the Mobile Mail Service in 1936, independent centres were left to operate only in Budapest; in the country, the already mentioned controlling offices fulfilled the mission of coordination and supervision of mobile post offices. The situation has remained in Budapest unchanged until today; in the country, this function is being fulfilled by the centres at railway stations or, if there are several post offices in the town, by the one which bears number 2. Naturally, when a mobile post office was very small, it was controlled by its mother office.

From the very beginning, Mobile Mail Service centres were equipped with managerial handstamps. Just as postal traffic increased, more and more letters without cancellation of postage stamps were forwarded to mobile post offices. At the beginning, managerial handstamps were used to cancel these postage stamps. Later, these centres were equipped with location-date handstamps to this end.

The turnover of managerial handstamps was rather large, because the names of railway stations changed frequently; moreover, they were all replaced when Buda and Pest merged. The size of first such handstamps was 30-32 x 27-28 mm. Later, the dimensions grew to 35-38 x 27-28 mm. On first managerial handstamps, the text was arranged in five lines in the following way: M. Kir. (Hungarian Royal)/Mozgó (Mobile)/Postahivatalok (Post Offices)/Főnöksége (Management Office)/location (figure 579). The second and the third lines were Grotesque, while the rest was Antiqua. The top and the bottom lines were curved. This feature was typical of all production periods. From 1874, the text was arranged in three lines: M. K. Mozgóposták (Royal Hungarian Mobile Post Offices)/Főnöksége (Management Office)/location and the name of the railway station (figure 580). The fonts were Grotesque. From 1900, the text was arranged in four lines, and included M. Kir. Mozgóposta Főnökség (Royal Hungarian Management Office of Mobile Mail Service). This handstamp was produced in two versions: one for Budapest (figure 581), and another for the country (figure 582). On mail items with postage stamps both versions occur.



579—581. ábra



Figures 582.

The first management offices to get location-date handstamps were those in Budapest; they received these handstamps in 1873-1874. These handstamps were Kr5, and did not contain the name of the location; the text on them was divided into chunks: Mozgóposta Főnökség (Mobile Mail Service Management)/the name of the railway station (figure 583). We do not know if management offices in the country had location-date handstamps then. Beginning from that time and until 1948, location-date handstamps were not produced for the management centres of Mobile Mail Service. Controlling offices used their own handstamps, while those management centres which operated within railway or regular post offices bearing number 2 used their own location-date handstamps. Management centres were supplied again with location-date handstamps after the World War II. They were *Kr7*, without the Crown or stripes, with a semi-band (figure 858). The text of the mobile post office handstamps operating at railway stations, which was separated into chunks, contained the *Mozgóposta Főnökség* (Management Office of Mobile Post Offices) and the name of the office within which it operated (figure 584).

Based on the data known so far, 21 managerial and 8 location-date handstamps were produced for the management centres of Mobile Mail Service.



Figures 583–585.

4. Location and Location/Date handstamps of Maritime Post Offices (1892-1915)

Though maritime post offices had very few handstamps on their disposal, their postmarks produced by their handstamps is one of the most challenging areas of collecting. Although our knowledge of maritime post offices is more complete than that of any other group of postal institutions, to compile a more or less complete collection is almost impossible, due to the specific character of these post offices and the relatively small number of mail items processed by them.

The foundation for operation of these post offices was laid down by the Contract XXXI of 1891 concluded between the Post and the Hungarian Maritime Corporation ADRIA. In accordance with this contract, the ships running on the route Fiume – Malta – Tunisia were made fit to transport mail cargo and perform, to a limited extent, some duties connected to mail collecting. Before arriving in Fiume, the commander of the ship or his deputy had to empty the mailboxes. Then he postmarked the mail items with a special numbered handstamp (it did not contain the date), and cancelled the postage stamps. Upon arrival, he handed over these letters, along with the sealed cargo, to the post office operating within the customs office, which was called *Fiume Punto Franco* (after 1900 – *Fiume 3*). At the post office, all mail items (both those from cargo containers and letters collected from the mailbox) were postmarked to record sea shipping. Actually, these handstamps were indication ones, though they also marked the arrival and mailing of the items. Their shape and layout were very similar to post office headers. We should mention that processing the mail from ship mailboxes was very similar to that of railway station mailboxes (see Chapter V).

From the beginning of the 20th century and until the World War I, the successor of the Hungarian Maritime Shipping Corporation *ADRIA* was the shipping company *Ungaro-Croata;* during this period this company was involved in mail transportation. It did so by forty ships on three routes. The routes were: Fiume – Croatian coastline – Dalmatian coastline – Italian coastline; Fiume – Malta – Tunisia; Fiume – South America. At the beginning of the period, ship commanders had handstamps of different layout and wording, produced from rubber and metal. Some creative captains frequently exchanged their handstamps, or used inks of different colours, thus increasing the number of postmark versions. We can safely say that very often there was financial drive for this in the background. These handstamps were actually private ones, for which we are not dealing with them.

Mail transportation and processing, launching and accepting mail cargo happened on the ships of *Ungaro-Croata* in the same way as on the ships of its predecessor. Private handstamps resulted in many complications; this circumstance urged the Post to introduce standard handstamps for the mail shipped by sea. In 1905, finally, *Kr9* location-date handstamps, which belonged to the type group *Ky,* were introduced for the ships.

1905 saw the first Hungarian maritime mobile post office, which was running between Fiume and Cattaro. Ships were running back and forth eight times a week. The location-date handstamps of this mobile post office were similar to those of contemporary mobile post offices, though the former were *Kr6* and *Kr9*. Also the scope of responsibility of this mobile post office was

similar to that of other mobile post offices. It was also supplied by adhesive labels for registered mail.

The last Hungarian mail route was created at the end of the first decade of 20th century. The ships belonged to the company *Cunard Line*, and ran between Fiume and New York. They were involved in transportation and some tasks related to mail collecting. Mail processing was similar to that on the ships of *Ungaro-Croata*. The handstamps were *Kr6* and *Kr9* location-date ones.

When the war broke out, overseas service immediately ceased to exist; Hungarian ships running along coastlines were withdrawn gradually. The year 1915 can be considered as the end of the Hungarian maritime postal history. Type Groups:

Type Group Tp-hB, 1892. These location handstamps had almost rectangular shape (figure 587). The text contained two lines arranged in the following way: Adria/UNGHERESE, with the ship number in Antiqua fonts below, instead of the name of the ship. The size was 27x24 mm.

4 pieces were produced.

Type Group Tp.Jb-b, 1892–189? Indication maritime mail service handstamps of horizontally arranged rectangular shape (figure 586). The text was arranged in one line: ARRIVATA PER MARE or PAQUEBOT (figure 588). On the latter, there was always a check number (Roman). The size was 33-40 x 9-9.5 mm.

14 pieces of such handstamps were produced.



Figure 586.

Type Group Tp-K, 1905–1914. Kr9 circular handstamps with the Crown and a striped horizontal band. As regards their text, these handstamps can be divided into three sub-groups.

*Sub-group Tp-K. I, 1905–1914. T*he text was divided into chunks: UNGARO-CROATA/name of the ship (figure 589). The size was 28-30 mm. 42 pieces were produced. The first was Abbazia (24/11/1905), while the last – the second handstamp of Pannonia (30/6/1914).







Figures 587–589.

Sub-group Tp-K II, 1910. The text was arranged in the following way: names of departure and destination ports/TENGERI-POSTA (Maritime Mail Service). The check letter took place in the bottom semi-circle. Two pieces of such handstamps were produced: Fiume – Cattaro *A* and the other way around (1910) (Fiume=Rijeka).

Sub-group Tp – K III, 1914. This sub-group was similar to the sub-group *II*. The only difference was the word POSTAHAJÓ (mail ship), which stood instead of TENGERI-POSTA (Maritime Mail Service). The check letter took place in the bottom semi-circle.

1 such handstamp was produced, Fiume – New York B (2/3/1914). (Fiume=Rijeka)

Tp – L Type Group, 1906−1909. Kr6 handstamps. The layout of the text was otherwise identical to the type group *K*. As regards its text, we can identify two sub-groups:

Sub-group Tp – L I, 1906. Apart from its system, it was identical to the sub-group *K II* (figure 590).

6 such handstamps were produced (20/6/1906).

Sub-group Tp – L II, 1909−1911. Apart from its system, it was identical to the sub-group *K III* (figure 592).

6 such handstamps were produced. The first was Fiume – New York *A* (1909), while the last Fiume – New York *B* (17/8/1911) (Fiume=Rijeka).

75 such handstamps were produced for maritime post offices in all.



Figures 690- 592.

5. Location-date handstamps of automobile and mobile automobile mail carriers (Ap and amp) from 1958

Immediately after MÁVAUT (long-distance buses) service was launched, on the basis of the contract with MÁV (Hungarian Railways), its means started to be used to transport mail cargo, without performing any duties connected to mail collecting. After World War II, mail cargo carriers or even mobile post offices were set, which were always escorted by a postal employee. Moblie automobile post offices (*Amp*.) were equipped with *Kr-O+5* and *Kr7* location-date handstamps from 1961. These were the same handstamps as the ones regular mobile post offices used. Mobile post office numbers started from 500; there were several ways to refer to the type of the postal institution.

In 1958, a temporary automobile post office (*Ap*.) was set up. It was used to replace temporary post offices, and was controlled by the post office No. 4 of Budapest. When operating, it performed only mail collecting, which included regular or registered mail, money, parcels, or telegrams. Then it forwarded the collected mail to the controlling post office. From 1958, when commemorative handstamps ceased to exist, it was equipped by a special circular handstamp. Type groups:

Ap – WN Type Group, from 1958. Kr8 circular handstamp with a complete horizontal band (figure 593).





Figures 593−594.

The inner circle was missing. In the upper part of the circle, the word AUTOPOSTA (automobile mail service) was written, while in the bottom part, the curved inscription BUDAPEST 4 took place. The check letter was above the name of the office. The decorative element (a car wheel) took place in the middle of the upper text chunk.

2 such handstamps were produced (30/9/1958).

Type Group Amp – Px, from 1961. Kr7 number-date handstamps without the Crown or stripes. Interestingly enough, this handstamp did not include direction. The date included the indication of the hour, which had not been used at mobile post offices for long. To indicate the type of the mail service, the word AUTOMOZGÓPOSTA (mobile automobile mail service) was written. There was no decoration on the handstamp.

So far one piece has been produced: Amp. 558 (31/8/1961).

Type Group Amp – Xx, from 1961. Kr-O+5 handstamps, otherwise identical to the type group *Px* (figure 594). Direction indicated. So far one handstamp has been produced: Amp. 559 (13/9/1961).

Until the end of 1963, four handstamps were produced for the automobile mail service.

6. Handstamps of the field- and military catering post offices (táb) (1878-1945)

In Chapter II, we have already discussed which handstamps should be considered Hungarian and which should not. However, when talking about military handstamps, the situation is much more complex.

In the Monarchy, Hungary preserved a certain degree of independence. Military issues, however, fell completely within the scope of the Austrian administration. For purely Hungarian troops, Hungarian language commands were issued, and Hungarian officers were sent. Otherwise, Hungarian troops were fully controlled by Austria.

When troops were deployed, post offices operating at military camps (*Feldpostamt*) were set up. All mail items were to be paid for from 1850. From 30 June 1859, soldiers (sergeants or those whose rank was lower) were allowed to send mail free of postage fee. After Bosnia-Herzegovina was occupied in 1879, only mail which military authorities marked *Franco* could be sent free of charge. When occupation ended, it was unclear to which country Bosnia and Herzegovina belonged. In any case, in Herzegovina Austrian, while in Bosnia, Hungarian postal administration was set up. Consequently, in Bosnia, Hungarian postage stamps from the 1874 release were used. Postmarks on Hungarian stamps were very rare, because money transfers started only on 1 December 1878. When introduced, this service opened for civilians too. From 9 January 1879, civil population was allowed to use letter

service provided by the military mail service, though within strict limitations. This service became widely accessible for general public on 1 July 1879. However, Bosnian postage stamps had appeared and spread by then, expelling Hungarian ones from circulation.

Law VI of 1889 provided for setting up Hungarian military, though without any implications to field post offices. Thus, German language handstamps remained in use as long as the beginning of World War I. Apart from the period and cases discussed above, there was another relatively long period when, under specific circumstances, military handstamps were used for postmarking mail: military exercises occurring from 1891 until 1913, which were held once a year, all in all twenty-three times in different countries of the Monarchy. There were usually two military post offices at the location of such exercises; if an exercise was of a large scale, there were more post offices. They always moved along with the troops, and passed the mail on to the nearest regular post office. Only official mail and the correspondence of deployed solders qualified for this service. These offices did not include money transfer, only collecting, forwarding, and delivering associated with letter mail. In Hungary Hungarian, while in Austria Austrian postage stamps were to be used to pay for postage.

At the outbreak of World War I, Hungarian military post offices already existed, their number doubling by the end of the war.

In our view, Hungarian military mail handstamps of the period 1850−1918 include both Austrian handstamps with the wording in German which were used to produce postmarks on Hungarian postage stamps, and Hungarian handstamps used during World War I. Nevertheless, we are not suggesting excluding military postmarks from the Austrian-Hungarian period from Hungarian collections. Simply, we do not include them into our typology of Hungarian postmarks.

Handstamps of military post offices were always similar to the contemporary handstamps of regular post offices. The only difference was the indication of the military nature of the post office and its number, instead of the name of the location. Except for few central offices, these handstamps never referred to the time or the period of the day, meaning they were *B3, Kr6,* or *Kr5*. Handstamps of mobile post offices were always *Kr3+O+5*. The position of check letters was also similar to that of regular post offices.

Handstamps which were used during World War I were *Kr6*, of the type group *L*, which appeared in 1911. It means that the handstamps used during the War were produced between 1911 and 1914. We know only their number but no further production details. Most typical feature of these handstamps was the omission of the figure of the Crown. As regards handstamps produced after 1914, we are familiar with their production data. Few remaining handstamps were used by the Red Army in the fights on Highlands (Felvidék). Few similar pieces were produced later in 1919.

These handstamps were then taken over by the so-called National Army; few new handstamps were produced for the commandment only.

Handstamps produced in the period 1922−1938 followed the principles of the Piece Treaty concluded in Trianon. These handstamps were *Kr6*, belonged to the type group *Ly* or *O*, and featured the Crown. We know only their numbers but no further production details. Offices of larger military

units received three handstamps with letters *A* or *B* but without check letters, while offices of troops received two pieces of handstamps with letters *A*, also without check letters. In cases when handstamps which had survived World War I did not correspond to this principle, replacement handstamps were produced. This was why some of military post offices used both new handstamps and those produced during World War I simultaneously.

The numbering system of military post offices was modified twice during World War II. First such modification took place in 1942. For both armies, major camp post offices were set up (post offices no. 1 and 2). For numbering, three-digit numbers were used, where the first digit referred to the army, while the last two ones were the same as the number used previously. To produce these three-digit numbers, additional pieces with numbers *1* or *2* to be mounted on handstamps were produced. The imprint of these numbers appeared on the vertical axis above the Crown, outside the frame. New handstamps manufactured from this time followed this layout.

Until 1943, the numbering system of military post offices had been based on the structure of armed forces. Later these principles were abandoned. Instead of numbers, combinations of two or three letters separated by separation signs were carved on handstamps. There were always two of such combinations on a handstamp. In our typology, we call these ***letter signs***. After producing sufficient amount of such handstamps, the old ones were withdrawn. After eliminating numbers and carving letter combinations on them, they were brought back into use.

At this point, we have arrived to the most shameful chapter of Hungarian history – the Fascist period. The Fascist Army fled from the Soviet Army to Transdanubia and North Hungary. Many handstamps which belonged to the post offices of the Fascist Army were lost. To replace these, circular rubber handstamps were produced in Szombathely, following the examples of the auxiliary handstamps of post offices. We call them ***auxiliary military handstamps***.

We would like to point at another interesting feature of military handstamps of the period between the two world wars, which involved marking replacement handstamps. Probably to maintain military security, there were always two or three identical copies of handstamps produced. When a handstamp was lost, its copy was brought into use. These copies bore identical numbers and featured identical check letters; only minor differences of carving revealed the fact that they were different handstamps. Such minor differences included different occurrence of capital and small letters or, when there were no check letters, the presence or absence of decoration. All these differences were occasional; they were not meant to identify replacement copies. During World War *II*, only one copy of handstamps was produced. Lost ones were declared invalid in PRT, just as in case of handstamps which belonged to post offices; new handstamps received check letters starting from letter *C*. Thus all handstamps with check letters starting from *C* were second copies. This statement does not refer to central military mail organisations.

In our typology, which is based on the Hungarian language and, therefore, Hungarian abbreviations, we are going to use following abbreviations:

Field post offices (Tábori Postahivatalok - *Tph*)

Major post offices of military camps (Tábori Főpostahivatalok - *Tfph*)

Tent camps (Sátortáborok - *Sát*)

Post offices of military catering service (Hadtáp Postahivatalok - *Hph*)

Central organisations of military camps (Központi Tábori Postaszervek-*Ktp*)

Military camp mail couriers (Tábori Postamenetek - *Tpm*)

Mobile field post offices (Tábori Mozgóposták - *Tmp*)

Postmark versions produced by second and third copies of handstamps should be subject of a different study. When indicating the number of pieces produced, the number in brackets refers to the total amount. When dealing with handstamps which had undergone modifications (elimination of numbers or additional carving), we included them into type groups on the basis of their final appearance, since it would have been impossible to identify their original layout.

Type Group Táb-F, 1878−1913. Postmarks produced by these handstamps occurred on Hungarian postage stamps; handstamps could be both Austrian and Hungarian.

I/ Handstamps of Austrian origin:

We have divided these stamps into two groups, according to the time and location of their use.

1/ Handstamps used in Bosnia:

Sub-group Tph-F, 1878−1879. B3 one-circle location-date handstamp. The text was K. u. K. FELDPOSTAMPT/SARAJEVO

In the given period, one piece was used.

Sub-group Hph-F, 1878−1879

Handstamps similar to the previous sub-group with the text *K. u. K. ETAPPEN-POSTAMPT/*number. These handstamps were numbered I-XXXI.

31 pieces were used.

2/ Handstamps used during military operations:

Sub-group Tph-F and K, 1891−1913. Numbered handstamps of military post offices without location names, with the following arrangement: *K. u. K. FELDPOSTLEITUNG/*number (military camp postal management), *K. u. K. FELDPOSTEXPOSITUR/* number (military post office branch), or *K. u. K. FELDPOSTAMPT/*number; the text was always divided into chunks.

8 postmarks on Hungarian postage stamps are known.

Out of these, three pieces were produced in Hungary, and belonged partly to type group *F*: *K. u. K. Feldpostleitung*/*no. 4* (20/9/1875), *K. u. K. Feldpostexpositur*/*no. 14* (11/10/1875); and to type group *K*: *K.u.K. Feldpost/Expositur no. 72* (20/4/1912). On the latter, the *Kr9* date format was German, though the indication of the period of the date (*N* and *É*) was Hungarian. For example: *20.APR.912 N 12*.

II/ Hungarian handstamps:

Sub-group Sát-F, 1883−1888. The layout of these handstamps was similar to those of Austrian origin; the text *HELYNÉV – SÁTORTÁBOR* was continuous. Fonts were Grotesque; the size was 25 mm.

3 pieces were produced. The first was *Pécs* (1/5/1883), while the last *Kassa* (Kosice) (10/6/1888).

Sub-group Sát-H, 1895. Circular *B1* handstamp with a stripe and the Crown; the text was arranged as location name/*SÁTORTÁBOR* (divided into chunks). Fonts were Grotesque, while the size – 30 mm.

1 piece was produced: *Lugos* (25/5/1895).

Type Group Táb. Lx., 1912?−1919. Circular *Kr6* handstamps without the Crown, strips and a stripe. Sub-groups:

Sub-group Tph – Lx I, 1912?−1919. Handstamps with two stripes; shape type *V*. Military camp indication: *TÁBORI POSTAHIVATAL* (Military Camp Post Office). The number took place in the vertical stripe, written in Antiqua fonts (figure 595). On both sides of the number, decorative lying S-shapes typical of the year 1905 took place. Sometimes this decoration was missing (figure 596). The two check letters were usually capital ones, though sometimes small letters also occurred (figures 597 and 598). The size was 28-30 mm.

Before the war started, 90 handstamps had been produced; during the war 108 pieces were created. Out of these, 167 pieces were finally used. All handstamps which were not used and three of those which were (all in all 32 pieces) were taken to Hungary. A part of them was used by the Red Army; during World War II, all 32 pieces were used.

198 pieces (392) were produced. The first is unknown, while the last was *Tph 618b* (13/5/1919).

Sub-group Tph-Lx II, 1942. Sub-group *Lx I* was modified, when three-digit numbers were introduced at the beginning the year. The modification was carried out by mounting an additional piece with a number (figure 599).

27 pieces were modified.

Sub-group Tfph-Lx, 1912?−1914. These handstamps were similar to the previous sub-group, though with the text *TÁBORI FŐPOSTA HIVATAL* (Military Camp Main Post Office).

7 pieces were produced (14).

Sub-group Hph-Lx, 1912?−1918. These handstamps were identical to the sup-group *Tph*; only the indication of the military character was different: *Hadtáp Postahivatal* (Military Catering Post Office) (figure 600).

37 pieces had been produced before the war; during the war, 15 pieces were produced and brought into use.

52 pieces (104) were produced. The first is unknown, the last was *Hph 448C* (10/2/1918).

Sub-group Ktp-Lx, 1919. These handstamps were produced for four central military organisations. Their decoration consisted of a cross and a star. Their layout was usually identical to the sup-group *Tph*. There were several versions of the text:

a/ *TÁBORI FŐPOSTA HIVATAL* (Military Camp Main Post Office) (figure 601); 5 pieces were produced (3/5/1919).

b/ *HADTÁP POSTAHIVATAL* (Military Catering Post Office) (figure 602); 2 pieces were produced (3/5/1919).

c/ *POSTAÁLLOMÁS/BUDAPEST* (Postal Station/Budapest) (figure 603); shape type *III*. The fonts in the bottom semi-circle were Antiqua, with Roman numbers I-V. 5 pieces were produced (24/7/1919).

d/ *POSTAHIVATAL HADSEREG FŐVEZÉRLET* (Military General Management Post Office) (figure 604). 3 pieces were produced (16/11/1919).

Sub-group Tpm-Lx, 1917. The text was divided into chunks: *Tábori Postamenet*/departure station, via …, destination (Military Camp Postal Cou-

rier) (figure 605). To separate text chunks, two 6-pointed stars were used.

4 pieces (16) were produced. The first was *Tpm. Brasso* (Brasow) – *Arad* (Oradea) -*Budapest* (30/5/1917) while the last was *Tpm. Székelykocsárd-Budapest (15/6/1917).*







595—597. ábra







598—600. ábra







601—603. ábra







Figures 604–606.

Type Group Táb-Ly, 1920−1925, Circular *Kr6* handstamps with the Crown, with strips and two stripes. The shape type was *V*. Apart from the Crown, these handstamps were identical to the type group *Lx*. Since an additional piece was mounted on these handstamps, we identify two sub-groups:

Sub-group Tph-Ly I, (figure 606) , The text referring to the type of the post office was *Tábori Postahivatal* (Military Camp Post Office). The size was 29−30 mm.

8 pieces were produced. Production data are unknown.

Sub-group Tph-Ly II, 1942, Sub-group *I* was modified by mounting an additional piece to create three-digit numbers.

8 pieces were produced.

Type Group Táb-N, 1930−1938, Circular *Kr8* handstamps with the Crown, without strips, with a semi-stripe. Multi-pointed stars as text chunk separation marks. Check letters in the bottom semi-circle.

Sub-group Ktp-N, Reference to the type of the institution: *KÖZPONTI TÁBORI POSTAHIVATAL* (Central Military Camp Post Office) (figure 607). The size was 27−28 mm.

4 pieces were produced. Production data are unknown.

Type Group Táb-O, 1930−1938, Circular *Kr6* handstamps with the Crown, without strips, with two stripes. The shape type was *V*. The size was 26−27 mm. With regard to the additional piece mounted and the newly introduced letter signs, three sub-groups can be identified:

Sub-group Tph-O.I. , Reference to the type of the institution: *TÁBORI POSTAHIVATAL* (Military Field Post Office) (figure 608). For each military field post office, one handstamp without check letters, with a lying *S*-shape decoration was produced, and another one with the check letter *A* (figure 609).

38 pieces were produced. Production data are unknown.

Sub-group Tph-O. II, 1942, After 3-digit numbering was introduced, the sub-group *I* was modified by mounting an additional piece at the beginning of 1942 (figure 610).

38 pieces were modified.

Sub-group Tph-O. III, 1943, After letter signs instead of numbers were introduced for military field post offices, the additional pieces were removed from the still surviving handstamps of sub-group *Tph O. II.* Instead, letter signs were carved. 22 pieces were re-carved.

Type Group Táb-P, 1942−1943, Circular *Kr7* handstamps with the Crown, without strips, with a semi-stripe. Apart from their new system, they were identical to the type group *N*.

Sub-group Ktp-P, The reference to the type of the institution was *KÖZPONTI TÁBORI POSTAHIVATAL* (Central Military Field Post Office). The size was 27 mm.

4 pieces were produced. The first was *Ktph. D* (12/10/1942), while the last *Ktph. G.* (25/3/1943).

Type Group Táb-R, 1938−1944, Circular *Kr5* handstamps with the Crown, without strips, with a stripe. The size was 27 mm. With regard to the use of the additional part mounted on handstamps and number or letter identification of military post offices, we identify three sub-groups of these handstamps. We should keep in mind though, that during World War II, military procurement post offices did not have any specific wording on their

handstamps. Instead, they had numbers starting with 500.

Sub-group Tph-R. I, 1938−1942, Apart form the system change, this sub group was identical to the sub-group *Tph.-O*; on handstamps without check letters, there was no decoration (figure 611).



607 – 609. ábra



610 – 612. ábra



613 – 615. ábra



Figure 616.

82 pieces *were* produced. The first was *Tph. 1* (28/3/1938), while the last *Tph. 99A* (9/2/1942).

Sub-group Tph-R. II, 1942−1943, For handstamps with the serial number from 10 to 99, additional plates with numbers 1 and 2 were produced. For the post offices where the last two digits of the serial number were the same (for example, 116 and 216), new handstamps were produced with the check letter *B* (figure 612).

35 pieces were produced. The first was *Tph. 212 B* (12/10/1942), while the last *Tph. 257 D* (12/4/1943). 44 pieces from the sub-group *I* were modified. 79 pieces were used.

Sub-group Tph-R. III, 1943−1944, Circular handstamps with a horizontal semi-stripe; the shape type was *II*. Letter combinations replaced post office numbers (figure 613). The series started with *aa.aa*, and finished with *xyz.xyz*. The size was 28 mm. As far as our knowledge goes, 23 handstamps from sub-group *II* were modified by removing the additional piece and re-carving. These handstamps and the postmarks produced by these handstamps are easily recognisable, because they have two stripes; after removal of carved numbers, the vertical stripe remained empty.

176 pieces were produced. The first was *Tph. BR* (14/5/1943), while the last was *Tph. lo* (24/10/1944). 69 handstamps from the sub-group *R II* were modified. 245 pieces were used.

Sub-group Tfph-R., 1942, This sub-group was identical to the sub-group *Tph.-R I*, the only difference being the reference to the institution type: *TÁBORI FŐPOSTAHIVATAL* (Main Military Field Post Office) (figure 614). The size was 28 mm.

10 pieces were produced. The first was *Tfph. I* (28/2/1942), while the last was *Tpfh. II E* (12/10/1942).

Sub-group Ktp-R, 1938−1943, Handstamps with a horizontal semi-stripe. The reference to the type of the institution was *TÁBORI POSTAIGAZGATÓSÁG* (Military Field Postal Directorate) (figure 615) and *KÖZPONTI TÁBORI POSTAHIVATAL* (Central Military Field Post Office).

5 pieces were produced. The first was *TÁBORI POSTAIGAZGATÓSÁG* (Military Camp Postal Directorate) (19/9/1938), while the last – *KÖZPONTI TÁBORI POSTAHIVATAL G* (Central Military Field Post Office G) (23/3/1943).

Type Group Tmp-V, 1942, Circular *Kr3+U+5* handstamps with the Crown, without strips. These handstamps were identical to the type group *V* of mobile post office replacement handstamps, as regards their shape and system. The text was divided into chunks: *MAGYAR KIRÁLYI/TÁBORI MOZGÓPOSTA* (Hungarian Royal/Military Field Mobile Post Office). The size was 29 mm. The mobile post office number took place on the first three bands of the date. The letter signs were capital letters; they took place in the bottom section of the circle.

24 pieces were produced. The first was *Tmp. A* (5/1/1942), while the last – *Tmp. Z* (21/7/1942).

Type Group Tph. Ks-hF, 1944−1945, Auxiliary rubber handstamps without the date, with one circle. These handstamps were manufactured in

Szombathely during the last months of the liberation fights, to replace those destroyed in the war. The inscription was arranged as *TÁBORI POSTA-HIVATAL* (Military Field Post Office) (figure 616) or *HADTÁP POSTA-HIVATAL* (Military Catering Post Office)/location name. In the middle of these handstamps, there was a coat of arms with the Crown. To separate text chunks, two crosses were used. Letter signs were always the same as on the lost original handstamps. However, between these letters crosses were used, instead of the formerly used dots. The tasks of military camp post offices were delegated to larger civil post offices of the military procurement area. The above mentioned auxiliary handstamps were manufactured exactly for these post offices; the handstamps always featured the names of these post offices instead of letter signs.

We do not know the number of manufactured and used handstamps.

877 pieces of military field handstamps were produced, with modified and re-carved ones included. However, this number does not include postmarks produced by Austrian military field or auxiliary military field handstamps on Hungarian postage stamps. Second, or sometimes third copies produced during World War I amounted to 311 pieces. The larger part of these hand-stamps was never used.

CHAPTER V
MAIL HANDLING AND HANDSTAMPS USED FOR MAIL HANDLING PROCEDURES

As postal traffic increased, more and more new types of mail appeared which required new ways of mail handling. Different procedures and rates applied, for example, to registered mail, ordinary mail, transfers, letters collected from letter boxes at railway stations etc. *Registered* mail was the kind of mail for which the Post had to pay compensation if it was lost. These items got registration numbers, and were handled with special care. The sender of such mail always received a receipt upon sending. Other kind of mail was called *ordinary* mail.

To record the acceptance of the postage fee and other surcharges for different kinds of mail items, as well as to perform the administration required during mailing, different marks were applied. Their function was to cancel postage stamps, indicate the type of mail, or communicate certain identification details or those required for supervision.

All this brought about different mail handling procedures, with their specific marks and indications. To apply them quickly, handstamps and adhesive labels were created.

At the beginning, these handstamps were solely *indicative* ones, without any reference to the date or location. Later, other post office handstamps were used for indication purposes: official headers or managerial handstamps. After this, location and location-date handstamps containing also reference to the mail handling procedure were used. To replace handstamps referring solely to mail handling, adhesive labels were introduced. Such were, for example, 'air mail', 'registered mail' labels, labels containing registration numbers of parcels etc.

The use of location-date handstamps for mail procedure indication, or including the reference to the mail handling procedure in such handstamps was banned in 1893 (Regulation 26.521 of 13 April 1893 published in Sz.R., edi-

tion of 1896, volume VI, serial number 71). However, numerous such handstamps already in use were not destroyed. This was why hexagonal-shaped location-date postmarks with reference to registered money transfer were produced as late as 1926 on parcel shipping documents (Körmend, Mezőtúr), or location-date postmarks containing reference to money transfer on regular and registered mail in 1930 (Túrkeve etc.). This is the reason why we include all mail handling handstamps in our study. Even if at the time when they were produced they were not used for postage stamps, they later might have been used for cancelling them. After the above mentioned regulation was released, at some large post offices mail handling instructions were sometimes removed from handstamps; this way they turned into simple location-date handstamps. This happened, for example, with the handstamp for registered mail at Budapest-Főposta (Main Post Office of Budapest) (figure 617), the handstamp for money transfer at the post office in Balassagyarmat (figure 618), and the handstamp for carriage mail at the post office in Pinkafő (figure 619), etc. However, the number of these modified handstamps was minute; the majority of post offices continued to use the handstamps containing both mail handling instructions and location and date unchanged.



Figures 617–619.

Later there were periods again when handstamps integrating both pieces of information spread, though not as excessively as in the period before 1893. Some of these were later banned too, for example, the location-date air mail handstamps. On the other hand, location-date handstamps with mail handling instructions for the mail collected from mail boxes at railway stations are in use even today.

Integrated handstamps belonged to the same type group as the contemporary handstamps of post offices, the only difference being the indication of the handling instruction. Therefore, our principles for their categorisation remain the same. An abbreviation referring to the mail handling instruction will precede the letters marking the type group.

Mail handling procedures can be divided into two groups – those where customers know what procedure will be applied to the mail (registered mail, air mail, parcels, etc.) (*special procedures*), and those where customers are unaware of the procedure applied (for example, mail collected from the mail boxes at railway stations) (*internal procedures*).

A.) Special procedures and their handstamps

For special procedures surcharge was payable (for internal procedures it was not). Regular processing stages as collecting, forwarding, dispatching, and delivering were integral parts of all procedures. Along with the name of the procedure, the stage (collecting, forwarding, dispatching, etc.) was also indi-

cated on handstamps, using abbreviations (delivering stage was exception).

At the main post office of Budapest, which turned into post office No. 4 after post offices were numbered, the number of handstamps used was very large. The range of services provided in this office was very broad, and the office was open around the clock. This was the reason why special check letter combinations were permitted – the first letter indicated the type of the procedure, while the second – the stage within that procedure, if necessary. The actual check letters followed only after these one or two letters. Since these handstamps provided information on the mail handling procedure, we consider them successors of mail handling handstamps, and therefore include them into the corresponding groups of mail handling handstamps.

First letters of these letter combinations referred to the procedure: *C* search of the addressee, *Cs* parcel, *É* insured letter, *F* branch, *L* letter, *P* poste restante, *T* telegram and *U* money orders. Letters which followed referred to the stage within the procedure: *F* mailing, *K* handing out, *L* depositing and *T* distributing. These letters were almost always capital, while check letters were almost always small (exceptions occurred). Over the period 1899−1938, following letter combinations preceded check letters: *C, CsF, CsL, É, F, LF, LK, LL, LT, P, TF, TK* and *U*. This system ceased to exist at the Post office no. 4 of Budapest in 1938. When the handstamps of the system described above wore, the new ones supplied had regular check letters on them.

At the turn of the century, the indication of the year on these handstamps was modified in the same way as on regular location-date handstamps. *B3/2* and *B1/2* were turned into *B3/3* and *B1/3*, while *Kr8n* – into *Kr9*. The Crown was added (to handstamps produced between 1918−1920, subgroups *x*) or removed (in periods 1918−1920 and 1946−1947) in the same way as in case of regular post office location-date handstamps. When discussing specific type groups, and providing details on the numbers of known or possible postmarks, we will include into the category '*versions'* both postmarks of different colours (different inks were used at early stage of procedures) and different postmark versions resulting from the abovementioned modifications, when the Crown was either added or removed.

1. Registered mail and registered mail handstamps (aj)

Registered mail included letters, packets, or other postal documents considered valuable and requiring more control than regular mail. The posted item had its details recorded in a register to enable its location to be tracked, sometimes with added insurance to cover loss. Traditionally, registered mail was handled manually, which gave rise to a great variety of distinctiveh ndstamps and registration labels. Generally, items were pre-paid according to the normal postage rate, on top of which an additional charge known as a registration fee was to be paid. Upon payment of this fee, the sender was given a receipt; a registration label with a unique number was (usually) attached to the mail item. As mail items were travelling from one post office to another, through sorting offices, records had to be entered in a ledger. The procedure ended when the mail item was delivered and the receiver confirmed it with a signature. Originally, this type of correspondence was used for summoning to the Court, only later becoming popular among private persons. People started to use it for sending money (these letters were called *money letters*). In the 18th century, letter stealing and robberies of entire

mail cargos became frequent. Consequently, the Post had to cover for loss in all those cases. All this resulted in a twofold decision of the postal administration: insured item sending was banned, and covering for losses suspended. All this brought about dramatic decrease in registered mail. Therefore compensation for losses was soon re-introduced.

Details of mail items were included in a register, and a serial number and an indication 'N.B.' were written on the letter. The sender (or the postmaster, if the former failed to do so) had to indicate on the cover, whether he had issued a deposit slip, or was expecting an acknowledgement of receipt. This is where the indication E.R. (*Erga recepisse*) derives from. Even when the postage was covered by the recipient, additional registration fees were to be paid by the sender. At the beginning, detailed breakdown of charges had to be written on the rear of the letter. Later, as postage stamps appeared, the detailed breakdown was gone. Instead, both postage and registration were covered in postage stamps. As mailstream grew, registration started to be indicated by handstamps; finally this method became general at all post offices. The first indication handstamp which we know of comes from Brasov (Brassó), from 1829. The text on such registration handstamps was usually arranged in a straight line (figure 620), though sometimes curved arrangement occurred (figures 621 and 622). Seldom,elliptical shape (figure 623) or horizontally arranged rectangular shape with cut corners also turned up. The fonts were usually Antiqua, though also Cursive (figure 625) and written ones appeared (figure 623). The text contained numerous versions of the abbreviation of the German word of French origin Rekommandiert: Recom., Recoman., Recomand., Recomdt, Recommand., Recomando, Recomandirt, Recommandirt. The Hungarian translation of this word (*Ajánlott)* appeared in 1848 for the first time.

At first, registration handstamps were used only at bigger post offices; by the time Hungarian postal administration became independent, their use had become general. Between 1828 and 1850, the ink was mostly black, but often red; by 1867, the red colour became prevalent. In 1872, a regulation (PRT., 30/5/1872, volume 16) provided for the use of the colour – it had to be black. The reference for this decision was the contract signed in Berlin on 23 November 1867. Two years later it was stipulated that postmarks had to take place in the top right corner of mail items, the registration number taking place below it (PRT., 17/4/1874, volume 14). The two-line Hungarian (*Ajánlott/…*(figure 526) and Croatian (*Properučeno/br…*) registration handstamps were created on the basis of this provision. A newer regulation, which became effective on 20 November 1882 (PRT., 7 November 1882, volume 40), provided for uniform registration handstamps at all post offices, their layout being *R...sz* or *R.br...* Regulation no. 60.817/1889, issued on 4 February 1890 (PTRT.24 February1890, volume 10), put an end to registration handstamps, providing for the use of adhesive labels for registered mail. However, it did not mean that registration handstamps disappeared for good. During the World War I, constant military conscriptions resulted in severe shortage of labour in printing industry. When post offices ran out of labels, they resumed using their registration handstamps, if there had remained any. The Materials Management Department of the Post was forced to issue an order for the production of such handstamps in 1917, which resulted in massive production of them in 1918; the type produced was designed in 1882

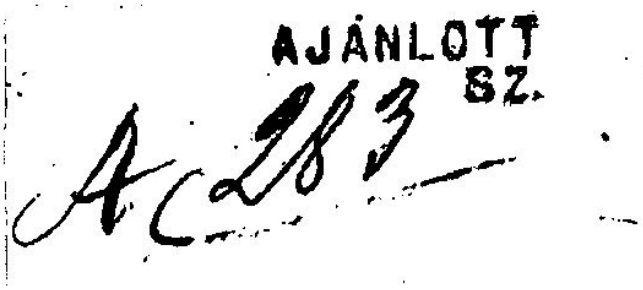
(figures 627 and 628).



620 – 622. ábra



623 – 625. ábra



626. ábra



Figures 627–628.

When post offices received adhesive labels again, they withdrew these handstamps. Similar situation occurred after World War II. Moreover, several postmasters ordered or manufactured registration handstamps themselves.

At the beginning of the 1830s, several years after the first registration handstamps appeared, handstamps where indication of registration was incorporated into location handstamps emerged. They were usually excessively decorated and had unusual shape, at first produced by post offices in Pest, and later by those of bigger towns in the country. The year of their appearance was 1832 for the type group *hW*, and 1842 for the type group *hD*. After location-date handstamps were introduced, the first integrated handstamps appeared in 1847, and belonged to the type group *B*. Soon type group *C* followed, their system at first being *B2*, then, from 1868, *B3*. From 1850s, integrated handstamps of type *E*, and from 1874 – of type *G* started to be used. The most interesting was the handstamp of Kolozsvár (Cluj), which belonged to the type group *B* (figure 650). On it, empty space was provided for the serial number right after the instruction for registration. After 1874, location-date registration handstamps were not produced any more, their function taken partly by location-date handstamps, partly by registration handstamps with serial numbers.

Due to the intention to simplify postal procedures, marking mail upon arrival was gradually renounced. For registered mail, which was the last in a

row, it happened in 1958.

We should also remember a pioneering attempt of the Hungarian Post, which has remained hidden for collectors and researchers alike for nearly half century. In 1949, a regulation no. 13.041 (PTRT., 4/4/1906, volume 17) was discovered. It provided for automated collecting of registered mail. A couple of months later three letters sent this way were found, and three more letters or cover parts over the next fifteen years, meaning we know 6 items now.

In accordance with the abovementioned regulation, the Main post office in Budapest (no. 4) and the Post office no. 6 of Budapest were using special machines (see figure on page 193) for collecting registered mail directed to Austria, Bosnia, Herzegovina, Germany and Hungary. The maximum

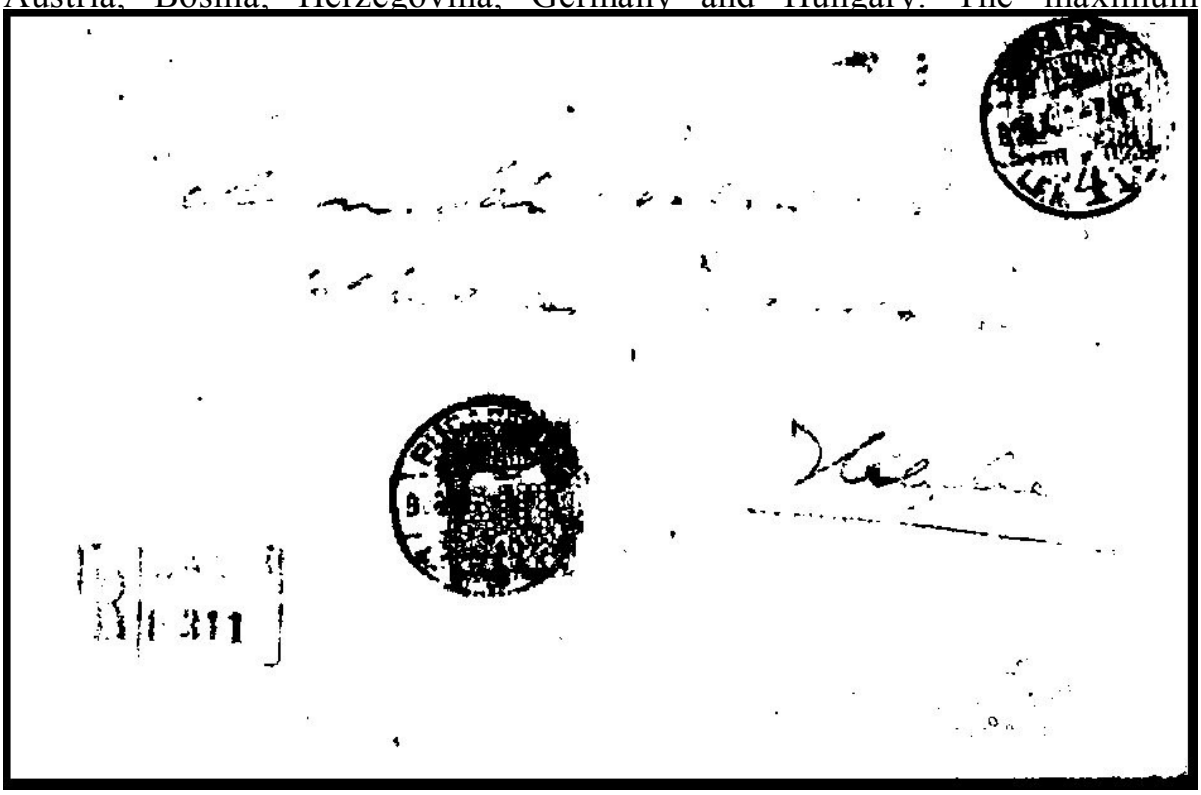


Figure 629.

dimensions of the mail that could be sent this way were 18 cm for length, 15 cm for width, and 3,5 cm for thickness. The fee was payable in two parts: to get the machine work, 10 fillers were to be dropped, the part of the fee exceeding 10 fillers was to be covered in postage stamps adhered to the mail item (this was done by the sender). For example, if the total fee was 16 fillers, the sender had to stick 6 fillers worth of postage stamps to the letter, and drop 10 fillers into the machine upon sending. The machine marked the piece with a red postmark resembling the adhesive label for registered mail (figure 629) – a horizontally arranged rectangular shape divided into two parts. A capital letter *R* took place in the smaller left-side space; in the right-side space the name of the office appeared above, while a Roman number representing the serial number of the machine, a hyphen, and an Arab number indicating the register number took place below. The range of serial numbers stretched form 1 to 1000; when numbering reached 1000, it automatically returned to 1. After being marked, the piece fell into a closed cabinet below, while the sender received a receipt which contained the name of the office, the date of sending, the number of the machine, and the registration number.



630–632. ábra



633–635. ábra



636–638. ábra



639–641. ábra



Figures 642–644.

After emptying the machine, the postal employee stuck a label to the mail item to acknowledge the payment of 10 fillers, entered a record into the register, and cancelled all postage stamps on the cover. The regulation, for the purposes of supervision, provided also for specially punched postage stamps with the inscription AUT, their sales or use strictly banned on other types of

mail. For the production of these adhesive stamps, 10-filler face value postage stamps were used; they featured Turul, had 15 perforation teeth, and their watermark featured the small Crown of 1906. This Hungarian postage stamp was officially perforated and introduced as a registration postage stamp – these features render it unique in the world.

The machines did not meet the expectations. Though they spared sticking a label and filling in a registration form, the collecting of the fee in two parts, the need to sort the mail after emptying the machine, the processing of *AUT* postage stamps as a separate step all rendered this way of mail processing difficult-to-handle. Because of the aversions of the inexperienced public, a special postal employee was assigned to help people to handle the machine in the first months. Though we have not found any regulation terminating the use of these machines, most probably it happened as early as the beginning of 1907. The last such postmark known to us comes from 25 February 1907.

Presenting registration handstamp type groups, we will follow the sequence of post office types. For the sake of briefness, we will point out the differences only. Type groups:

a) Location handstamps (h = helynév = location)

Type Group Aj-hA, 1834−185? On these handstamps, the text was usually arranged in one line, seldom in two. One-line arrangement: reference to registered mail (*N.B.*)/location name; two-line arrangement: location name/reference to registered mail (*Recomandirt*). Fonts: one-line arrangement – written (figure 630), two-line arrangement – location name Antiqua, *Recomandirt* – written fonts with the capital initial letter (figure 631). Occasionally, both lines featured Antiqua capital letters; text lines could be straight (figure 632) or curved (figure 633). The colour of postmarks was black.

8 pieces were used. The first was *Caschau* (1834), while the last *Comorn* (185?).

Type Group Aj-hB, 1838. Rectangular shape with cut corners; arrangement: location name/reference to registered mail (*Recomend.*) Fonts were Antiqua/written. The colour of postmarks was black (figure 634).

1 piece was used: Ofen (1838)

Type Group Aj-hC, 1833−1848. All versions of elliptical shape occurred. Exceptionally, the frame could be composed of two lines (figure 635).

The text was always divided into chunks, most often as location name/reference to registered mail, or seldom reference to registered mail/reference to registered mail /location name. The registered mail indication was *RECOMANDO/NB* (figure 636), *Recomendirt* (figure 637), *RECOMANDIRT* (figure 638), *Recommandirt* (figure 635), and *recomandirt* (figure 639).

Location names were usually horizontal, straight (figures 638 and 639), with the reference to registered mail curved (figures 635 and 638); seldom both inscriptions were curved. The fonts of the reference to registered mail were usually the same as those of the location name, though there were cases when its fonts were written (figures 637) or cursive (figure 639). In this type group, we have come across decoration only once (figure 635). Apart from black, red, green, and blue inks were used.

11 pieces were used. The first was *Pesth* (1833), the last – *Apathin* (1848). 14 postmarks by these handstamps are known, with the coloured versions included.







645 – 647. ábra







648 – 650. ábra







651 – 653. ábra







Figures 654–656.

Type Group Aj-hD, 1842. A one-ring handstamp. In the upper part of the handstamp, the reference to registered mail (*RECOMENDIRT*) took place, while in the bottom – moustache-shaped decoration (figure 640). The name of the location was arranged horizontally, in the inner circle.

1 piece of this type was used – *Pesth* (1843). 3 postmarks by this handstamp are known, with the coloured versions included.

Type Group Aj-hW, 1832–1845. The special group includes handstamps producing postmarks of an incomplete oval shape, its ends string-like (figure 641); dragon head-shaped postmarks (figure 642); snake head-shaped post-

marks (figure 644); very special pictorial frames (figure 645); and location postmarks featuring sword-shaped coat-of-arms. The text was usually arranged in two lines, but when the reference to registered mail and *FRANCO* were combined, the inscription was arranged in four lines (figure 642). The fonts were Antiqua, with the initial letters cursive, and in one case Grotesque/written (figure 645). The reference to registered mail was *RECOMANDIRT*, often with double *M*, or *RECOMMENDIRT*. Black, red, green, and blue inks were used.

This is where we would like to present postmarks of registered letters from Rimaszombat (figure 643). For long, quite a few respected collectors and researchers (Térfi among them) considered these postmarks as those produced by a single handstamp. New postmarks acquired since then provide sufficient evidence that they were produced by two handstamps adjusted very close to each other – postmarks sometimes overlap, while in other cases there are gaps between them.

10 pieces were used. The first was *Zeng* (1832), just as was the last (1845). 12 postmarks by these handstamps are known, with the coloured versions included.

b) Location-Date Handstamps

Type Group Aj-B, 1847−185? Rectangular location-date handstamps exclusively with *B2* system; the layout was usually vertical (figure 646), exceptionally horizontal (figure 647), with cut corners and a frame. Lines of the date were always divided by a separation line. The month and the sign of the day were always in Arabic numbers and Antiqua fonts. The text was always divided into chunks: location name/reference to registered mail. The fonts were usually Antiqua/Grotesque, or sometimes Grotesque/Antiqua (figure 646). Text lines could be curved/straight (figure 646) angular/straight (figure 648), straight/curved (figure 647), and finally both text lines could be horizontal (figure 649). To indicate that a mail item was registered, following abbreviations were used: *RECOM, RECOMMAND, RECOMAN*, and *AJÁNLOTT* (registered). The already discussed handstamp from Kolozsvár (Cluj) with a serial number also belongs to this group (figure 650).

10 pieces were produced. The first was *Hermannstadt* (1847), while the last has not yet been identified. 12 postmarks are known.

Type Group Aj-C, 1850−1869. Uniform registered location-date handstamps. The text was divided into chunks: location name/reference to registered mail. The fonts were Antiqua/Grotesque (figure 652), though sometimes only Antiqua (figure 651). As regards the system, two sub-groups can be identified.

Sub-group Aj-CE, 1850−1867. B2 handstamps. The month and the day were always in Arabic numbers and Antiqua fonts, always with a line to separate text lines. The reference to the type of mail was *RECOMMANDIRT* (figures 651 and 652). At the end of the period, the word *AJÁNLOTT* (registered) (figure 653) also occurred. The fonts were usually Antiqua, though sometimes Antiqua/Grotesque also occurred (figure 652).

6 pieces were used. Production data are unknown.

Sub-group Aj-CF, 1868−1869. B3 handstamps, which featured the word *AJÁNLOTT* (registered). Otherwise, these handstamps were identical to the sub-group *CE*. The line to separate text lines was sometimes missing (figure 654).

2 pieces were produced: *Temesvár* (12/3/1868) and *Debreczen* (18/11/1869). 3 postmarks are known.

Sub-group Aj-WCE, 1847. A handstamp from Székesfehérvár, with the word *RECOMEND,* without year indication belongs here.

1 piece was used.

Type Group Aj-E, 1850−1867. The text chunks of these location and date handstamps were separated: location name/reference to registered mail. The reference to the registered character was either *Recommandirt* or *RECOMMANDIRT*. The fonts were Antiqua (figure 656) or Antiqua/Grotesque (figure 657).

3 pieces were produced. Production data are unknown.







Figures 657−659.

Type Group Aj-F, 1867−1890. B3 location-date handstamps. The text was arranged as location name/*AJÁNLOTT* (registered). The fonts were Antiqua/Grotesque. The date usually featured Antiqua Arabic numbers (figure 658); occasionally, the month was a word abbreviation.

7 postmarks are known. Production data are unknown.

Type Group Aj-G, 1874. We know only a single *Kr5* handstamp for registered mail (figure 659). The arrangement of the text was similar to the Group *F*.

1 handstamp was produced: *Nagyvárad-Város* (1874).

All in all, 61 pieces of location and location-date handstamps for registered mail were used. 75 postmarks are known, with variations included.

2. Carriage Mail and Handstamps Used (Kop)

The origins of the carriage mail go back to the middle of 18th century. It was set up by Maria Teresa in 1749. Originally, it used to be a regular transportation service running according a timetable, which transported both passengers and mail. A century later, in 1850, Cariole mail carriages were introduced, which transported mail cargoes but not passengers. However, railway soon expelled this kind of transportation, turning into the exclusive means of mail shipment. It was only the name *'carriage mail'* that continued to live on until as long as 1900. In cases when carriage mail handstamps were used for mail processing after this date, location-date handstamps featured the word *'levélposta'* (letter mail).

When a carriage mail item was accepted into mail stream, a receipt was issued to the sender. Since there was weight limit in place for a single item, quite often several items were sent to the same recipient. In such cases, a so-called 'bulk receipt' was issued. In Budapest, there was a special post office which accepted such bulk mail; this mail was marked *'CS.V.'*. We have included these handstamps into this group because of their function.



Figures 669-671.

The origins of the first carriage mail location-date handstamp are not entirely clear. The shape and system of this handstamps were absolutely identical to the *B2* handstamps of type group *E* produced during the period when Austrian postal administration was in charge in Hungary (figure 660). Such location-date handstamps had been used by postmasters' offices before the postage stamp was invented. However, Térfi did not mention mail carriage handstamps in his study, which means that they were produced after 1850. Neither Müller mentioned them in his work. On the other hand, in the period, when Hungarian postal administration was in charge, *B2* handstamps were not produced. All this means that this handstamp must have been produced between 1850 and 1/5/1867. It contained a reference to the mail carriage service, for which we can rightfully consider it the first mail carriage handstamp.

The post office of Szatmár started to use special handstamps which belonged to type group *F* from 1872 (figure 661). On these, Roman numbers *I* or *II* took place on the left, and the abbreviation *'IN'* (Indítás=mailing) – on the right of the date. It is still unclear whether the Roman numerals referred

to the first and second mailing (in the morning and in the afternoon), or to the two types of carriage mail: parcels and insured letters. Though these handstamps did not contain any clear-cut reference to carriage mail, we classify them into these groups because they were applied only to this type of mail.

After the Hungarian mail service gained independence, offices which processed exclusively carriage mail were supplied by managerial handstamps. It happened at the beginning of 1880s, just when post offices with several work stations were supplied with carriage mail handstamps too. Handstamps produced before 1890 were *F*; those produced until 1892 belonged to the type group *Hx*. Type group *Hy* was not produced for this purpose, because at the beginning of its production period mail processing marks were excluded from location-date handstamps. This regulation, however, did not mean that the outdated name '*Kocsiposta*' (carriage mail) disappeared too. Such words as *'Csomag'* (parcel), *'Csomagküldemény'* (parcel shippment), and *'Értéklevél'* (insured letter) were used along with the old name. Officially, the latter was abandoned on 1 January 1900, though not by a regulation.

Carriage mail handstamps were still being produced in full swing, when mail processing handstamps featuring the letter combination *P.L.* (pénzeslevél=insured letter, letter containing money) were produced for the Main Post Office of Budapest (figure 678). It was the first sign of the future division between the two types of carriage mail. As the amount of money orders and bills grew, mailing money became less and less popular. In 1899, only one location-date handstamp featuring the letter *É* (értéklevél=insured letter) was ordered for the post office No. 4 of Budapest. At the beginning of the 20th century, even at the post office No. 4 of Budapest there was already no work station dealing with mailing money. Nor were any more handstamps with the abbreviation *P.L.* (pénzeslevél=money mail) or *É* (értéklevél=insured letter) produced for it.

At the end of 1890s, a new group of handstamps was supplied to this post office. When accepting parcels, post offices had to weigh them. To avoid weighing errors, the scales were numbered, and these numbers were incorporated into the rectangular location-date handstamps with cut corners to be used by each employee involved in weighing parcels. The weight was recorded on both the parcel and the shipping document, after which the postal employee postmarked the revenue stamp printed on the shipping document. Another post officer charged the postage fee, and then postmarked the shipping document with the official location-date handstamp.

Finally, this group includes those mail processing handstamps of the post office No. 4 of Budapest which featured check letter combinations '*Cs.F.*' or '*Cs. L.*'.

We should also mention several mail processing handstamps used exclusively by the Main Post Office of Budapest for collect packages. They were used for mail items for which the recipient paid upon receiving them. The price was then returned to the sender, along with the shipping document, which was postmarked by a handstamp of this group. Some of these handstamps featured the name of the post office, while others did not.

On the basis of what was written above, we have identified five groups

of carriage mail handstamps. The Hungarian abbreviations to mark these groups are the following: location-date handstamps of carriage mail – ***Kop***; managerial handstamps of carriage mail – ***Kop – Föb***; parcel processing – ***Csm***; money mailing – ***Pl***; special processing – ***Kok***. Type groups:

a) Carriage Mail Location-date Handstamps (Kop)

Type Group Kop – E, after 1850? The text was divided into chunks: location name/reference to carriage mail (figure 660). The reference to carriage mail was '*F.P.*', which was the abbreviation of the German word *Fahrpost*. The fonts were Antiqua.

One piece was used.



660 – 662. ábra



663 – 665. ábra



666 – 668. ábra



Figures 669-671.

Type Group Kop – F, 1872–1890. The text was separated into chunks: location name/reference to carriage mail. The fonts were always Grotesque. The reference to carriage mail was '*IN*' (figure 661), '*KOCSIPOSTA*' (carriage mail) (figure 662), '*KOCSIPOSTA FELADÁS*' (sending as carriage mail) (figure 663), and '*KOCSIPOSTA LEADÁS*' (receiving as carriage mail). The month was usually indicated by a 3-letter abbreviation; at the be-

ginning of the production period, Arabic numbers also occurred (figure 663). At post offices where several handstamps were used, Arabic or Roman numbers were used as check numbers. The size was 23−28 mm.

23 pieces were produced. The first was *Szatmár I* (1872), while the last *Komárom* (10/1/1891). The number of known postmarks, with variations included, is 31.

Type Group Kop – Hx, 1890. The text was divided into chunks: location name/reference to carriage mail (figure 663). The reference to carriage mail was '*KOCSIPOSTA*' (carriage mail).

1 piece was produced.

b) Managerial Carriage Mail Handstamps (Kop-Föb)

Type Group Kop – Föb, 1868? These handstamps always contained four lines. The top and the bottom line were curved, while the two ones in the middle – straight. Depending on their function, they read: '*FELADÁSI'* (mailing) (figure 665), '*KIADÁSI'* (handing out) (figure 666), '*LEADÁSI HIVATAL'* (office of acceptance) (figure 667). The words '*Magyar Királyi*' (Hungarian Royal) were abbreviated in the following way: '*M.K.*', '*M.Kir.*', or '*Magy.Kir.*'. The name of the location always took place in the fourth line; at the beginning it contained a suffix (meaning the same as the English preposition '*in'*); later the suffix was omitted (figure 668). If the office was involved in money mailing too, handstamps featured also the word '*PÉNZES LEVÉL*' (money mail or insured letter). Later, these handstamps were replaced by those expressing the type of service: '*FELADATOTT'* (sent), '*KIADATOTT'* (handed over) (figure 668), and '*LEADATOTT'* (accepted).

12 pieces were produced.

c) Location-Date Handstamps for Parcel Processing (Csm)

Type Group Csm-BE, 189? The text was separated into chunks: name of the post office/… *SZ. MÉRLEG* (scales No.) (figure 670). *B2/3* location-date handstamps. The first line of the date contained the 2-digit indication of the year, while the second – the abbreviation of the month and the day expressed in Arabic numbers.

12 pieces were produced. 24 postmarks are known, with variations included.

Type Group Csm – BF, ? - ? B3 location-date handstamps of vertical rectangular shape, with rounded corners. The text was arranged in chunks: post office name/reference to parcel processing (figure 669). The reference to the parcel processing service was *Cs.V.* The size was 23x25. Production data are unknown.

1 piece was produced.

Type Group Csm – Ky, 1899−1911. The reference to the parcel processing service was *Cs.F.* (figure 671) or *Cs.L.* (figure 672). These were abbreviations of the Hungarian words '*CSOMAGFELVÉTEL'* (parcel acceptance) and '*CSOMAGLEADÁS'* (parcel handover). The check letters of the group *Cs.F.* used up all alphabet; the next series of check letters contained double letters: *AA, AB, AC*, etc. (figure 673). The only exception was the 12th handstamp of the series, which had capital check letters. It was so probably because the small letter *l* could be easily confused with the small letter *i*; this is why capital *L* was used. From the handstamps which were still used after 1946, the Crown was removed (figure 673).

33 handstamps were produced. The first was *Budapest 4 Cs.F.a.* (1/6/1899), while the last *Budapest 4 Cs.F.af.* (20/11/1911). 41 postmarks are

known, with variations included.

Type Group Csm-M, 1923, (figure 674)

One piece was produced: *Budapest 4 Cs.f.g.* (1923)

Type Group Cs-N, 1935−1936 (figure 675)

5 pieces were produced. The first was *Budapest 4 CsFt.* (27/11/1935), while the last *Budapest 4 CsFy.* (13/2/1936). 9 postmarks are known, with variations included.

Type Group Cs-Px, 1947 (figure 676)

1 piece was produced: Budapest 4 CsFd (4/4/1947).

d) Location-Date Handstamps for Money Mailing (Pl)

Type Group Pl-F, 1875−188? B3 location-date handstamps. The text was divided into chunks: "post office name/post office name, with reference to money mailing". When fonts were Antiqua, there was always a separation line between the lines of the date; when fonts were Grotesque, there was no separation line.

2 pieces were produced.



672—674. ábra



675—677. ábra



Figures 678−680.

Type Group Pl-Ky, 1899. This handstamp was identical to the Type Group Csm-Ky, with the difference that the reference to the carriage mail was *É* (értéklevél=insured mail).

1 piece was produced: Budapest 4 Éa.

e) Special Mail Processing Handstamps of Carriage Mail (Kok = Különleges kezelés)

Type Group Kok-CE and CJ, 1880? The indication referring to the mail processing mode was '*VISSZAÉRKEZETT'* (returned) or '*BEÉRK. UTALV.*' (arrived money transfer). In both cases, the date contained 3 parts, which means that the period of the day was missing.

4 pieces were produced.

95 pieces were produced for the carriage mail, with predecessor and successor handstamps included. 127 postmarks are known, with the variations included.

3. Letter mail service and it's handstamps

Letter mail included also postcards, postcards featuring figures, forms, samples without value assigned, as well as goods samples. All of them could be ordinary or registered. We are going to deal with the latter separately, due to its special character. For both, the sender could ask for urgent (express) forwarding. Ordinary express mail items were not registered – their processing and shipping was identical to the ordinary letter mail. Only after arrival at the destination post office did their handling differ from that of ordinary mail.

About a decade before carriage mail handstamps were introduced, the Post Office of Budapest had been equipped with such handstamps which referred to the two possible mail handling procedures applicable to letters: handstamps which read '*L.f.*' (levélfelvétel=letter acceptance) and '*L.r.*' (level rovatolás=letter registering). Buda and Pest were unified in 1873 – it was then that the Post Office of Pest became that of Budapest, and later, from 1 January 1874, the Main Post Office of Budapest. Thus, the production time of the first letter mail processing handstamps should be 1873; from 1874, the Post Office of Budapest was always referred to as Main Post Office. Little later, the handstamps of Pozsony (Bratislava) which read '*L.P.*' (levélposta) started to be used. Both these and the handstamps of Budapest included carved indication of the period of the day. At the same time when carriage mail service of Pest received managerial handstamps, the letter mail department of the Post Office of Pest also received managerial handstamps which read '*M.K. Levélposta*' (Royal Hungarian Letter Mail), and included the name of the mail processing mode. We have already mentioned that the carriage mail location-date handstamps designed for letter mail read '*Levélposta'* (Letter Mail), and included the way of processing. Though the Main Post Office of Budapest did not have handstamps referring to carriage mail, it did have some with the reference to letter mail. We should draw special attention to the handstamp of the railway station in Lőcse featuring the word '*levélfeladás'* (letter sending), which is very special not only within this group, but within the whole field of location-date handstamps. In 1888, further mail processing handstamps were introduced for the Main Post Office: *poste restante* for mail items to be collected at the destination post office and handstamps which read '*L.K.*' (levelkiadás=handing out letters) (these appeared in 1892).

Out of mail processing handstamps with check letter combinations used at the Budapest Post Office no. 4, we consider those which start with *F, LF, LK, LL, LT*, and *P* as descendants of letter mail handstamps.

Similar to carriage mail handstamps, we find special mail processing handstamps in this group too, though naturally these are of completely different character. If mail items did not reach their destination, were sent to a different destination, were lost, or seemed to be lost because of the deliberately erroneous information provided by the recipient, the sender could make an inquiry on the basis of the receipt he/she received upon sending. For this, the postal employee filled in a postal inquiry form, adhering postage stamps to it as fee. To cancel these stamps, special handling location-date handstamps were used. When forwarding of mail exceeded the required time limit, special handstamps were applied to mail items, which informed that the delay had happened due to the delay of the mobile postal service, which in fact was the delay of trains.

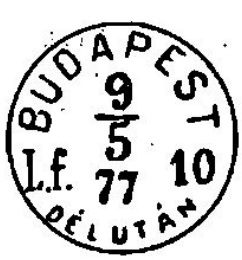
On the basis of what has been stated above, we have identified four groups of letter mail handstamps (their Hungarian-based abbreviation in brackets): location-date handstamps (*Lep*), managerial handstamps (*Lep-Főn*), special handling handstamps (*Lek*), and indication handstamps for letter mail (*Lep. jb.*) Type groups:

a) Letter Mail Location-Date Handstamps (Lep)

Type Group Lep-F, 1873−1890. Since the reference to the letter mail was diverse, so was the layout of the text. Chronologically, first handstamps read '*L.f*' (levélfeladás=letter sending) and '*L.r.*' (levelrovatolás=letter registering). Both types received serial numbers. The serial number and the abbreviation referring to the letter mail item took place either in the horizontal line on the side of the date (figure 681), or in the curved line, on the side of the period of the day (figure 682). Later, the arrangement became: location name/reference to letter mail/period of the day/check letter. The reference to the letter mail was '*L.P.*'. The period of the day was carved – *DÉLELŐTT* (morning) on one half of handstamps, or *DÉLUTÁN* (afternoon), on the other. The indications of the month and the day were separated by a dividing line. All three parts of the date were expressed in numbers. The fonts were Grotesque, while the abbreviations '*L.f.*' and '*L.r.*' and the number of the handstamp were Antiqua. Most handstamps of the group *F* were produced during 1880s, their arrangement being location name/reference to letter mail; their inscription was '*LEVÉLPOSTA*' (letter mail) (figure 683). The month was always abbreviated; the dividing line was always missing. At the same time, newer types of letter acceptance handstamps were introduced – those with the arrangement location name/*L.F.* These were also numbered, though not by Arabic numbers, as were the handstamps of the previous group, but by Roman ones (figure 684). The fonts were Grotesque, except the check letters, which were Antiqua. The arrangement and the reference to the letter mail service could be the following: location name/post office name *L.K.* (figure 685), with Antiqua/Grotesque fonts; post office name/POSTE RESTANTE (figure 686); location name/*LEVÉLFELADÁS* (letter sending) (figure 687). We should especially mention the handstamp *BUDAPEST/FŐPOSTA* (Main Post Office) /*LEVÉLFÖLADÁS* (Letter sending). The word *Levélföladás* is a dialect version of the Hungarian *Levélfeladás*, which renders this handstamp special (figure 689). The indication of the month was always expressed in letter abbreviations. Generally, separation line was missing. When it was not, two separation lines were always used (figure 685). The size was 26−28 mm.

46 pieces were produced. The first was *Budapest L.f. 1.* (1873), while the last has not yet been identified. 61 postmarks are known, with variations included.

Type Group Lep-BJ, 18?? A *B2* location-date handstamp of horizontal rectangular shape, with a simple frame line. The first line of the two-line date contained three parts, which was identical to *B1* handstamps. In the second line, replaceable indications of the period of the day took place – *d.e. (délelőtt=morning)* and *d.u. (délután=afternoon)* (figure 688).







681 – 683. ábra







684 – 686. ábra







687 – 689. ábra







Figures 690−692.

For decoration, the same figure of the Crown was used as the one which later occurred at mail collecting points. Only its position was different: it took place between the post office name and the date, not in the middle of the third text line. The reference to the letter mail service was '*LEVÉLFE-LADÁS'* (letter sending). The size was 42x25 mm.

1 piece was produced. 2 postmarks are known, with variations included.

Type Group Lep-H, 1891−1892. The text divided into chunks took place in the two semi-rings, and followed the arrangement location name/*LEVÉLPOSTA* (letter mail) (figure 690) or *LEVÉL LEADÁS* (letter handover) (figure 691). These handstamps mainly belonged to the sub-group *Hx*, though some belonged to the sub-group *Hy* (figure 692), which was a difference compared to the carriage mail location-date handstamps. Check letters occurred very rarely; when they did, they always took place in the bottom semi-circle (figure 692).

5 pieces were produced. The first was *Pozsony Levélleadás* (letter handover) (14/5/1891), while the last *Pozsony-Város Levélposta I* (Bratislava Letter mail) (20/10/1892). 9 postmarks are known, with variations included.

Type Group Lep-J, 1892. A *B1* location-date handstamp decorated with the hollow Crown, with the text divided into chunks. The reference to the letter mail service was '*L.K.*' (figure 693).

1 piece was produced. 2 postmarks are known, with variations included.

Type Group Lep-K, 1898−1921. This type group, just as the following four ones, was identical to the location-date handstamps of the corresponding production period; the only difference was the reference to the letter mail service. This is the reason why we are highlighting only this type group. Following references to letter mail service occurred: *L.F.* (levélfeladás=letter sending) (figure 694), *L.K.* (levélkiadás=letter handing out), *L.L.* (levél-lleadás=letter handover) (figure 695), with one or two check letters (figure 696), *L.T.* (levél továbbítás=letter forwarding) (figure 697), *F.* (fiókbér-let=rented post office box) (figure 698), and *P.* (poste restante) (figure 699). Most of handstamps belonged to the sub-group *y*; there was only one piece which belonged to *x*. We should especially mention the handstamp with the letter combination *LV,* which was used at the Main Post Office upon accep-tance of mail for which return receipt was issued. The name of the post of-fice was divided into chunks (figure 700); the reference to letter mail service took place in the bottom semi-circle.

125 pieces were produced. In the sub-group *y*, the first was *Buda-pest/Főposta* (Main Post Office), *LV* (1898?), while the last *Budapest 4 L.L.V.* (16/4/1921). The handstamp of the sub-group *x* was *Budapest 4 LF.n.* (27/2/1920). 132 postmarks are known, with variations included.

Type Group Lep-L, 1912−1913. The reference to letter mail service was '*L.F.'* and *'L.L.'*

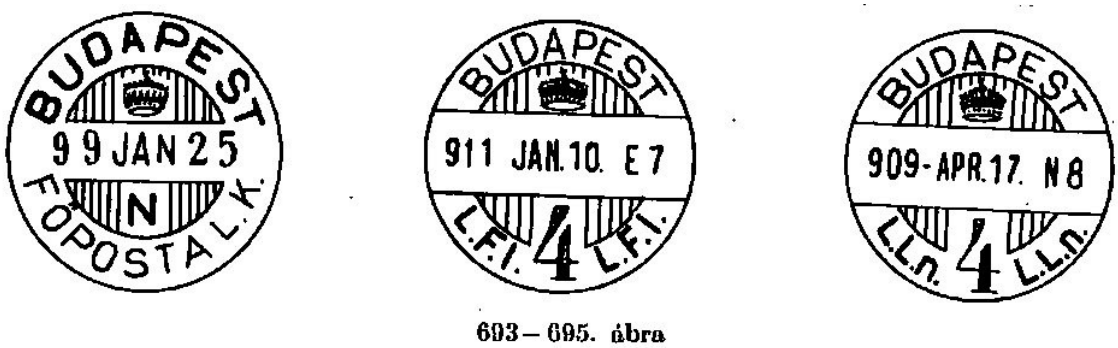
3 pieces were produced. Production data are unknown. There were no variations of postmarks.

Type Group Lep-M, 1926. References to letter mail service were *F, L.L,* and *L.T.* In case of the latter, the check letter was capital.

Type Group Lep-N, 1928−1936. References to letter mail service were the same as for the type group K (all 6 versions occurred). Combinations of a small and a capital letter *Lf* and *Lk* occurred once; combination *Ll* occurred twice. A capital check letter occurred once, on the handstamp featuring *LF.*

47 pieces were produced. The first was *Budapest 4 LTf* (20/9/1928), while

the last *Budapest 4 Pa* (28/7/1936). 56 postmarks are known, with variations included.



693 – 695. ábra



696 – 698. Ábra



699 – 701. ábra



Figures 702–704.

Type Group Lep-P, 1938. These handstamps included *F, LK,* and *P* as the reference to letter mail service.

3 pieces were produced. The first was *Budapest 4 Fd* (26/4/1938), while

the last *Budapest 4 Pf* (13/5/1938). 4 postmarks are known, with variations included.

b) Managerial Handstamps of Letter Mail Service (Lep-Főb /)

Type Group Lep-Főb, 1969? These handstamps featured '*M.K. levélposta'* (Hungarian Royal Letter Mail) and the words referring to the type of activity completed: *FELADÁSI* (acceptance) (figure 701), *KIADÁSI* (handing out), or *LEADÁSI* (handover). The fonts in the curved lines were Antiqua, while in the horizontal ones – Grotesque. 3 pieces were produced.

c) Special Mail Handling Handstamps of Letter Mail Service Lek)

These handstamps were exclusively location-date ones, which was a difference as compared to the special mail handling handstamps of the carriage mail. Handstamps used for postal inquiries belonged to the type groups *Lek-CJ* (figure 702) and *Lek-F* (figure 703). To indicate the activity, the former read *BEÉRK/TUDAKOZVÁNYOK* (incoming inquiries), while the latter – *ÉRK* (incoming). Handstamps used for marking delayed mail belonged to the type group *Lek-CF* (figure 704). Their system was *B3+1*; the indication of the hour featured Arabic and Roman numbers. On the two sides of the hour, there were words *VONAT* (train) and *KÉSÉS* (delay). Check numbers took place on the main axis, in small circles.

6 pieces were produced. 7 postmarks are known, with variations included.

246 pieces of location-date handstamps were produced for letter mail service processing. 285 postmarks are known, with variations included.

d) Indication Handstamps for Letter Mail Handling (Lep. jb. /levélposta kezelési jelzőbélyegzők/)

These were handstamps which did not contain the location name or the date, but expressed that given mail items were not compliant with the conditions required for forwarding, or referred to unusual handling of compliant mail items. Most often these referred to the registered mail, which was dropped into mail boxes. In cases, when registered letters were paid for as required, following handstamps were applied: *Levél gyűjtőszekrény útján/adatott fel* (Sent by dropping into a mailbox) (figure 705) or *LEVÉLSZEKRÉNY/ÚTJÁN ADATOTT FEL* (same meaning, figure 706). When the payment was not sufficient, the letter was handled as an ordinary one; to express this, a special handstamp was used (figure 707).

When payment was insufficient or missing, postmarks referring to the insufficient postage fee were applied, usually at the post office of departure or, sometimes, at the post office of destination. These postmarks were: *P, T* (figure 708), in a circular or rectangular frame (figures 708 and 709).



705–706. ábra



707. ábra



708–710. ábra



711–713. ábra



Figures 714–715.

Sometimes the indication of the missing amount was included in the postmark (figure 711). Postmarks of angular shape sometimes featured the word *FILLÉR* (figure 713). Sometimes the amount of the fee was totally erroneous; in such cases, handstamps featuring the word *ÉRVÉNYTELEN* (invalid) were applied.

Before adhesive labels were introduced, and also when these were missing, special mail handling handstamps were used for urgent, registered, and air mail items (figure 712).

When registered or urgent mail was accepted after bulk carriers had departed, mail items got a postmark *INDÍTÁS UTÁN* (after forwarding), to express the probable delay of these items (figure 715).

Handstamps featuring following inscriptions also belonged to this type group: *CZÍM NÉLKÜL ÉRKEZETT, SÉRÜLTEN ÉRKEZETT, ETC.*, and *Első nap* (first day), which was used from 1947. The latter was used on the first day of postage stamp releases. Since these were handling postmarks, they were never stamped on postage stamps but somewhere else on mail items. At first, first-day-of-issue handstamps were managed centrally, and were sent to selected post offices only prior to being used. From 31 January 1957, first-day-of-issue handstamps were distributed to post offices. Only some samples were retained, in the same way as were replacement copies of location-date handstamps. These handstamps had the shape of rhombus, and had a frame. In the frame, the text 'first day of issue' was written in the Hungarian, French, English and Russian languages. These inscriptions, which were separated by dots, took place in the frame around the handstamp. The size of handstamps was 18−19 mm, measured at any side of the rhombus. Though the wording and visual figure within each production period were the same, smaller or bigger carving differences allow for differentiation.

Decoration took place in the field inside the inner rhombus. From 5 March 1947 until 14 August 1949, it was the coat-of-arms of Kossuth with a laurel branch and a postal horn above (figure 716). From 20 August 1949 until 7 October 1956, these handstamps featured the first coat-of-arms of the Peoples' Republic, again with a postal horn (figure 717). From 31 January 1957, the decoration was the postal horn (figure 718). To register handstamps, Roman numbers were carved on their head (consequently, these



716−718. Figure

numbers were not visible on postmarks). In the above mentioned first production period, 4 pieces of handstamps with the coat-of-arms of Kossuth were produced; in the second period, 18 pieces with the coat-of-arms of the Peoples' Republic were produced, while the former 4 handstamps were re-carved; finally, in the third period, 18 pieces of handstamps featuring postal horns were produced, while handstamps manufactured earlier were re-carved. Therefore, all in all 50 pieces were manufactured. 65 postmarks are known, with those produced by modified handstamps included.

4. Newspaper processing and it's handstamps (hir)

First newspapers in Hungary were issued in the Latin and German languages, at the beginning and in the first half of the 18th century. When first newspapers appeared, the Post did not have a uniform price list for such items. Therefore, the price was set in each particular case separately, but was usually less than the price for ordinary letters. When the first Hungarian language newspaper *Magyar Hírmondó* appeared in 1780, there was already a special newspaper tariff for newspapers: one forint for a copy for half a year. After the French revolution in 1794, several foreign newspapers were not allowed to be shipped in Hungary.

In the first part of the 19th century, it was possible to subscribe for newspapers both at the publisher's and at a post office. For shipment, postal service charged 10-15% of the subscription fee. Subscription fees were forwarded by the postal service to the publisher's free of charge. In exchange for the appropriate number of free copies, the forwarding post office had to pack and address the newspapers.

1852 saw big changes in both shipment fee and newspaper processing. Newspaper tickets were issued for publishing houses to cover the postage fee, their price being 1 Ft 5 kr for 100 pieces. At the same time, it was announced that to subscribe for Hungarian newspapers was possible exclusively at publishing houses; mail service was only forwarding the subscription fee. To subscribe for foreign newspapers was still possible only at post offices. The price of newspaper tickets was reduced to 1 Ft for 100 pieces in 1868. From 1897, publishing houses started to distribute newspapers in Budapest; in the country, it still remained the task of the mail service.

This system remained in place until 1951, when distribution of all printed media was included into the scope of responsibility of the Post. From then, subscription for periodicals took place at post offices. It meant that mail service embraced subscription fee collection, shipment, distribution, and sales of the printed media. To get newspapers to the country quicker, newspaper mobile post offices were set up. Their numbers always started with 9; the last number was 99. These mobile post offices started from Budapest at night or early in the morning, supplying the country with newspapers only couple of hours after their release.

At the time when Austrian postal administration was in charge, newspaper publishing offices (Zeitungs Expedition) were established in Pest, Nagyszeben and Pozsony (Bratislava). When Hungarian postal administration took over, a newspaper department was set up at the Main Post Office of Budapest. In 1912, it was proclaimed an independent organisation named Foreign Newspaper Office of the Post. From 1936, it continued its work as Foreign Newspaper Department of the Post. In 1940, due to the increased mail traffic, a branch of this Department was set up at the post office no. 741 of Budapest. In 1951, the tasks were much bigger and complex than during any other historic period. It was then that the Central Newspaper Office of the Post was set up; in the counties, County Newspaper Offices of the Post were established. In 1956, to meet the growing demand in Budapest, Newspaper Distribution Plant of Main Post Office of Budapest was set up. We should keep in mind that at that time *Main Post Office* did not mean post office no. 4 of Budapest, but was the name of the

Budapest postal administration. After the re-structuring of 1957, the name of this plant was changed to Newspaper Distribution Plant. In 1961, Newspaper Offices of Counties merged with the post offices of counties (usually with the post office no. 1 of the capital of the county). From then, these organisations have been operating as Newspaper Departments.

The location and location-date handstamps of the institutions mentioned above were identical to the contemporary post office location and location-date handstamps. The difference was in their wording. Since the text was much longer, the general shape type of these handstamps was exactly the one which was exceptional for location-date handstamps at post offices. We have divided these handstamps into two groups. The first includes location and location-date handstamps which contain any kind of wording referring to newspapers (‘*hírlap’*) or their handling. The second group includes handstamps used by newspaper mobile post offices. In our typology, we use abbreviation *Hír* for the first group, while *Hír.Np.* for the second one. Type groups:

a) Location and Location-Date Handstamps for Newspaper Processing

Type Group Hír-hC, 1850. German language oval location handstamps with three- or four-line text, similar to managerial handstamps (figure 719). Their text read: ‘*K. K. ZEITUNGS EXPED’ or ‘EXPEDITION’* and the name of the location*, or ‘IN’* and *the* name of the location. The fonts were Antiqua/Grotesque. 3 pieces are known.

Type Group Hír-BE, 1852? B2 location-date handstamps. Their shape was almost a square; the corners were cut (figure 720). The text took place above the date, and contained two-line location name/*ZEITG. EXP.*

1 piece is known (Pest).

Type Group Hír-CE, 1867. B2 oval location-date handstamps (figure 721). The text was divided into chunks: *M. K. POST. HIRL. KIADÓHIV.* (Hungarian Royal Post Office Newspaper Publishing Office)/location name. The fonts were Antiuqa. 1 piece is known.

Type Group Hír-E, 1859−1867. B2 location-date handstamps with one circle. The text included reference to newspaper processing/location name. The fonts were Antiqua/Grotesque or Grotesque/Antiqua. At the beginning, the reference to newspaper processing was ‘*ZEITUNGS-EXPED’* (figure 722) or ‘*K. K. P. A. ZEIT. EXP.’* Later it occurred in Hungarian: ‘*M. K. HÍRLAPKEZELŐ POSTAHIVATAL’* (Hungarian Royal Newspaper Processing Post Office) or *M. K. POSTA HÍRLAP KIAD. H.* (figure 723).

4 pieces are known.

Type Group Hír-G, 1874. Krö5 location-date handstamps. The text was divided into chunks: ‘*BUDAPEST FŐPOSTA’* (Main Post Office of Budapest)/’*HÍRLAP KIADÁS’* (Newspaper Delivery) (figure 724).

1 piece was produced. (10/3/1874)

Type Group Hír-F, 188? B3 one-circle location-date handstamps. The text was continuous: ‘*BUDAPEST FŐPOSTA HÍRLAPOSZTÁLY’* (Newspaper Department of the Main Post Office of Budapest) (figure 725). 6-pointed star as an element to divide text.

1 piece was produced. Two postmarks are known.







719 – 721. ábra







722 – 724. ábra







725 – 727. ábra







Figures 728–730.

The shape type of the handstamps listed below was usually circular, with continuous text, and a semi-stripe.

Type Group Hír-Ky, 190? Kr9 location-date handstamps. The text read as follows: *'M. KIR. POSTA KÜLFÖLDI HÍRLAP HIVATALA BUDAPEST'* (Foreign Newspaper Office of Budapest of the Hungarian Royal Post Office). 6-pointed stars served as text separation elements. If there was a check letter, it was in the bottom semi-circle.

2 pieces were produced. Production data are unknown.

Type Group Hír-L, 1912. Kr6 handstamps, otherwise identical to the type group *Ky* (figure 726). These handstamps were produced with check letters only. 2 pieces were produced (11/1/1912).

Type Group Hír-O, 1936. Kr6 handstamps with the Crown, without strips, with the text divided into chunks. They were produced only with check letters. The text read as follows: '*M. KIR. POSTA KÜLFÖLDI HÍRLAP-OSZTÁLYA/BUDAPEST'* (Foreign Newspaper Department of the Hungarian Royal Post Office/Budapest). 2 dots as a text separation element (figure 727). 2 pieces were produced (10/3/1936). 4 postmarks are known, with variations included.

Type Group Hír-Py, 1940. Kr7 location-date handstamps. Their text read as follows: *'KÜLFÖLDI HÍRLAPOSZTÁLY KIRENDELTSÉGE BUDAPEST 741'* (Foreign Newspaper Department Branch Budapest 741) (figure 728). A dot as a text separation element.

1 piece was produced (7/9/1940). 2 postmarks are known.

Type Group Hír-Px, 1950. Kr7 location-date handstamps without the Crown. Most general shape type was *III*. The text was usually divided into chunks, though continuous arrangement occurred quite often too. There were very many versions of the text: *'MEGYEI HÍRLAP HIVATAL'*/the name of the location (County Newspaper Office/Location name) (figure 729), two dots as text separation elements; *'POSTA MEGYEI HÍRLAP HIVATAL'*/the name of the location (County Newspaper Office of the Post Office/location name) (figure 730), two dots as text separation elements; *'A POSTA KÖZPONTI HÍRLAP IRODÁJA'* (Central Newspaper Office of the Post Office), a dot as a text separation element (if there was a check letter, the dot took place in the bottom semi-circle) (figure 731); *'POSTA KÖZPONTI HÍRLAP IRODÁJA'* (Central Newspaper Office of the Post Office), check letter(s) were either a capital letter (figure 732) or a combination of a capital and a small letter (figure 733); in any case they took place in the middle of the bottom part of the ring; *'MEGYEI POSTAHIV. HIRLAP OSZT.'* (Newspaper Department of the County Post Office)/location name, the number of the office in the bottom section of the circle (figure 734), two dots as a text separation elements. The type shape *I* was used since 1960. The text was arranged as reference to newspaper handling/name of the post office (figure 735) or location name/reference to newspaper handling; the number of the post office took place in the bottom section of the circle (figure 736). The reference to newspaper handling was always *HÍRLAP* (Newspaper). Finally, from 1956 the shape type *IV* started to spread. Some of these handstamps had system *Kr7b*, which means they belonged to the sub-group *Pxb* of the type group. The text was divided into chunks: '*BUDAPESTI FŐPOSTA'* (Main Post Office of Budapest)/'*HÍRLAPTERJESZTŐ ÜZEM'* (Newspaper Distribution Plant); the number of the plant took place n the vertical stripe (figure 737). Other part of these handstamps was produced with regular *Kr7* system, with the text '*HÍRLAPTERJESZTŐ ÜZEM'* (Newspaper Distribution Plant) (figure 738).

53 pieces were produced (until 1963). The first was *Megyei Hírlaphivatal Pécs* (26/10/1950). There were no versions of these handstamps.

Type Group Hír-Rx, from 1958. Kr5 circular handstamps which belonged to the shape type *III*. The text was either '*POSTA KÖZPONTI HÍRLAPIRODÁJA'* (Central Newspaper Office of the Post Office) (figure 739) or '*POSTA KÖZP. HÍRLAPIRODA'* (figure 740). There were always one or two capital check letters.

15 pieces were produced (until 1963). The first had check letter *F* (1/3/1958).



731 – 733. ábra



734 – 736. ábra



737 – 739. ábra



Figures 740–742.

b) Location-Date Handstamps of Mobile Newspaper Post Offices (Hír. Mp. = Hírlap mozgóposták)

Type Group Hír-Mp-Xx, from 1950. Kr-O+5 handstamps. Their shape type was usually *V* (figure 741); from 1961, shape type *VI* also occurred, though very rarely (figure 742). The text was continuous: '*HÍRLAP MOZGÓPOSTA'* (Newspaper Mobile Post Office) (sometimes there was a hyphen too). There were always check letters, which took place on the two sides of the mobile post office number.

22 pieces were produced. The first was *Hír. Mp. 39A* (26/10/1950).

For newspaper processing, 107 pieces of handstamps were produced altogether; we know 111 postmarks produced by these handstamps.

5. Money mailing and handstamps used

As the volume of industry and commerce kept growing, the number of financial operations was increasing as well. For long, money had been transported in letters, both by regular and carriage mail services. However, this form did not correspond to the new demand. As a result, in 1850 Austrian postal administration introduced money transfers. At the first glance, this solution seems easier, because it was not the money but a transfer form that had to be forwarded to the recipient. In reality, this way was not too simple either. After a postal employee had filled the form for the money transfer, he/she returned it to the sender, who then had to send this form by mail to the recipient. Simultaneously, the postal employee sent a notification to the post office of the destination. When the recipient presented the transfer form to the destination post office, it was compared to the notification. Once the data matched, the money was paid to the recipient. 38 post offices were assigned to carry out such transactions on the whole territory of the Monarchy; they could carry out these transactions only among themselves. Only seven of these were on the territory of Hungary: Kassa (Kosice), Nagyvárad (Oradea), Nagyszeben (Sibiu), Pest, Pozsony (Bratislava), Sopron, and Temesvár (Timisoara). At the beginning, the limit of such transfers was set at 50 Ft., which in 1852 was risen to 100 Ft., in 1853 – to 500 Ft., and in 1855 – to 1000 Ft.

These relatively limited conditions were in place until 1867. Some months after the Hungarian postal administration was set up, Regulation No. 3614−440 (VOB 4/3/1867, volume 9) was issued. According to this Regulation, from 15 March 1867 all post offices were entitled to carry out money transfers up to 25 Ft. The number of post offices authorised to carry out transactions of up to 1000 Ft was increased to 19. 2 Hungarian post offices (Nagyszombat and Pétervárad) were authorised to carry out transactions with Vienna, the upper limit of these transactions being 5000 Ft. There were two interesting provisions in this Regulation. The first was the introduction of money transfers forwarded by the post office, which differed from modern postal transfers in a single way (only in principle of course): the form did not have a coupon for the sender to retain; instead, a separate sending document had to be filed for him/her. An other interesting feature was the provision to introduce new location-date handstamps for money orders (Geld-Anweisung), for the post offices authorised to process transfers limited at 1000 or 5000 Ft. These handstamps were regular one-ring location-date handstamps of the Austrian postal administration. They were the first handstamps for which the indication of the year was made obligatory. In other words, they were the first *B3* handstamps. Of course, the use of *B3* system was very limited on these money mailing handstamps – only few such handstamps were produced. The system became general only in Hungary two months later, when *B3* one-circle handstamps were supplied to great many post offices. Interestingly enough, first two Hungarian *B3* handstamps were manufactured even before the time in question (see location-date handstamps of post offices, type group *F*).

The first independent Hungarian postal administration took quick steps

to promote money order operations. The upper limit of the amount transferable by any post office was increased to 50 Ft on 1 January 1868, to 100 Ft on 1 May 1870, and to 200 Ft in 1871. Another interesting event took place in 1871. It was the year, when the first money order form with a pre-printed brown-red 5kr stamp on it was introduced. In this period, which lasted until 1885, all post offices responsible to the Treasury were authorised to carry out transfers up to 1000 Ft. When transfers involved other post offices, the latter naturally could not exceed their limits. Special money transfer handling handstamps were supplied only to big post offices or those responsible to the Treasury. Based on whether there was a cash counter at the post office, these handstamps had following words on them: *Pénzutalvány* (money order), *Utalvány* (order), *Postautalvány* (postal money order), *Utalvány pénztár* (order cash counter), and *Postautalvány pénztár* (postal money order cash counter).

Since there were two types of transfers, as regards their value, two corresponding ways of processing were developed. When a transfer involved an amount larger than 200 Ft, two employees carried out the operation. In case of smaller amounts, the postmaster or, at larger post offices, his/her assignee did the job alone. The former were called 'big transfers', while the latter – 'small transfers'. These procedures governed the design of the corresponding location-date handstamps.

Royal post offices of the category *II* received handstamps for small transfers, while the post offices of the category *I* – handstamps for both types of transfers. However, not all large post offices got handstamps for large transfers – those which had already had handstamps described above, continued to use them for the transfers of large amounts.

In 1885, the value limit of small transfers rose to 300 Ft. The year 1888 saw crucial changes. Regulation No. 32.491 of 18 July (PTRT 1/8/1888, volume 38) provided for immediate ban on large transfers, setting the limit at 500 Ft. This new kind of transfer could be made at all post offices. Consequently, the exclusive right of large post offices to carry out transfers of large amounts disappeared. However, handstamps which had been used remained. To replace broken handstamps or to supply some royal post offices, further money transfer processing handstamps were produced until 1893. These again incorporated such words as *Postaultalvány* (postal transfer) or *Utalvány pénztár* (transfer cash counter). To render handstamps uniform, those with the word *Pénzrovátolás* (money transfer recording) were supplied to royal post offices. At royal post offices of the category *I*, there was a special employee to keep records of money transfers. It was in this year that the first, though also the last, 136 pieces of such handstamps were produced. Settling the issue of the handstamps used for mail handling, which took place in 1893, put an end to the production of these handstamps.

The Main Post Office of Budapest (Budapest – Főposta) used only two kinds of handstamps for money transfer processing: *P.U.*, *Utalványpénztár* (transfer cash counter) and *Pénzrovátolás* (money transfer recording). Upon acceptance, handstamps featuring *P.F.* (Pénzfelvétel=money acceptance) were used. In our view, the handstamps of the Main Post Office produced after 1899 and marked with letter combinations starting with *U* are late successors of the handstamps produced for money transfer processing.

Besides location-date handstamps for money handling, managerial and check handstamps should be also mentioned. When money transfers were introduced, post offices authorised to carry out such operations received managerial handstamps, which at first bore inscription in the German language, while from 1867 – in Hungarian. Especially at the beginning these handstamps were often used as location-date handstamps.

To increase transfer operations, processing was automated as early as 1906. First postmarking machines appeared at post offices no. 4, 5, and 6 of Budapest – from 16 July for transfers within Hungary, while from 1 August – for transfers destined to foreign countries. Legal background for this was provided by the Regulation No. 44.772 (PTRT 4/7/1906, volume 33). The new equipment cancelled postage stamps adhered, produced a location-date handstamp on the sender's coupon, and stamped the number of the post office of acceptance or its work station, the date of acceptance, and a registration number into appropriate columns. For cancellation, regular *Kr6*



Figure 744.

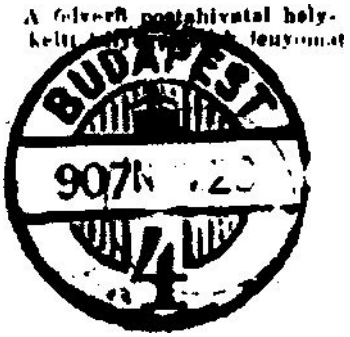


Figure 743.

location-date postmark and dense curved lines above and below it were produced. These lines ran along the whole width of the mail item, to make sure all postage stamps adhered were cancelled (figure 744). On the sender's coupon, the same rounded postmark was produced, though without lines. Thus, this postmark was absolutely identical to the official *Kr6* location-date postmarks produced by handstamps of the type group *L*, which were introduced in 1912 (figure 443). The same equipment was supplied to the post offices no. 51 and 62 in 1907. However, after the World War I, in the middle of 1920s, they disappeared without any legal provision. A few years later, in 1932, post offices no. 4 and 51 of Budapest were supplied by such machines for a trial period (PRT 28/10/1932, Volume 42). These machines collected fee in cash, instead of postage stamps. Their postmarks were similar to the location-date handstamps of offices, without any wavy lines. For the machine used at the post office no. 4 of Budapest, check letter *a* was introduced; for the machine used at the post office no. 51 the newly introduced check letter was *B*.

Money transfer processing was the most complex out of all internal handling procedures. There were many changes, all of them aiming at more simplicity. All these changes resulted in newer and newer handstamps. For better

transparency, we have grouped transfer handling handstamps according to their function. Within these groups, we have set up type groups, naturally enough, along the guidelines used so far. When setting up typology, we were looking at the progress in the field of these handstamps, which in general corresponded to the chronological order. We will deviate from this principle only for the categories of *other* and *indication* handstamps; these will be discussed after location-date handstamps, as usual. First abbreviation will refer to branches, function and classification of handstamps: *Put* (pénzutalvány=money transfer), *Pou* (postautalvány=postal transfer), *Ut* (utalvány=transfer), *Upt* (utalvány pénztár=transfer pay office), *Kut* (kis utalvány=small transfer), *Nut* (nagy utalvány=big transfer), *Pro* (pénzrovátolás=money recording), *U* (utalványkezelés és utódbélyegzők=transfer handling handstamps and), *Pk-Föb* (főnöki bélyegzők=managerial handstamps), and finally *Ujb* (utalvány jelzőszám bélyegző=transfer identification number handstamp). Type groups:

a) Money Transfer Handstamp (Put)



745—747. ábra



748—750. ábra



751—753. ábra

Type Group Put-DF, 1867−1872. The text was always divided into

chunks: reference to money processing/location name. The reference to money processing was either *GELD-ANWEISUNG*, or, most often, *GELD-ANWSNG* (figure 745). The fonts were Antiqua (figure 747), Grotesque (figure 745), or Grotesque/Antiqua (figure 746). The size was 25–27 mm. The month and the day were also separated by a line. To divide text into parts, a star composed of geometrical elements or a cross was used. The name of the location was always in the German language.

3 pieces of Hungarian and 7 pieces of Croatian handstamps were produced, all in all 10 pieces. Only a part of the production data is known: these handstamps were mostly produced in Vienna, though some pieces were produced in Pest. The first one produced in Hungary was Sissek (20/5/1868), while the last Esseg (11/7/1872). 11 postmarks are known, with variations included.

Type Group Put-F, 1868–1881 and 1888–1892. The text was usually reference to money handling/location name (figure 751), though occasionally location name/reference to money handling (figure 753). When the name of the office was long, the text was arranged in three lines. In the upper line, reference to money handling/location name took place, while in the bottom one – the identification of the post office (figure 754). The arrangement where the reference to money handling took place in the upper line, while location name/post office identification – in the bottom one also occurred (figure 755). At the beginning, the fonts were Grotesque (figure 752), though later both Antiqua/Grotesque (figure 749) and Grotesque/Antiqua (figure 748) appeared.

In the second period, the fonts were usually Grotesque, though when there were three lines, the arrangement Grotesque/Antiqua/Grotesque also occurred. In the second period, the fonts were exclusively Grotesque. The reference to money handling was at first *PÉNZ-UTALVÁNY* (money transfer) (figure 756), later *PÉNZUTALVÁNY*; rarely *PÉNZ. UTALV.* (figure 757)

The inscription on exclusively Croatian language handstamps was *NOVČSANA-DOZNAKA* (figure 758). Exceptionally, *GELD-ANWEISUNG* (figure 748) also turned up. Few bilingual handstamps were also manufactured – Hungarian-German (figure 757) and Hungarian-Croatian ones. On Hungarian-German language handstamps, only the name of the location was written in two languages, while on Hungarian-Croatian ones, the reference to money handling was bilingual too. Since there was not much room for it, a shorter version was used – *DOZNAČSNYICA* (figure 750). On Italian language handstamps of Fiume, the reference to money handling was *ASSEGNO POSTALE*. One or two lines to separate the day, the month, and the year were often used. The versions of the date were *a2* (figure 748), *b2* (figure 753), and *b3* (figure 752).







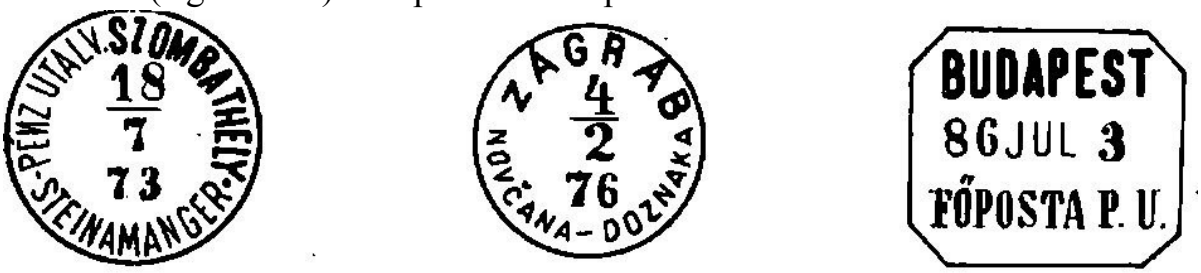
Figures 748–750.

108 Hungarian and 8 Croatian pieces were produced (the probable ones included), all in all 116 pieces. 155 postmarks are probable, with variations included.

Type Group Put-B, 1874−1880. Handstamps of horizontal rectangular or square shape, with rounded or cut corners. The name of the office was always divided into chunks, followed by the abbreviation *P.U.* (pénzutalvány=money transfer). As regards the system of handstamps, two sub-groups can be identified.

Sub-group Put-BJ. B1 handstamps, their size 16−27x14−23 mm (figure 759).

Sub-group Put-BG. Krö5 handstamps of square shape. Their size was 17 x 17 mm (figure 760). 4 pieces were produced.



757 – 759. ábra



Figures 760−762.

Type Group Put-G, 1873. Krö5 handstamps with the office name divided into chunks. The office name always followed by the abbreviation *P.U.* (pénzutalvány=money order) (figure 761).

1 piece was produced.

Type Group Put-Hx, 1891−1892. The office name always took place in the upper semi-ring, while the reference to money handling, which was always *PÉNZUTALVÁNY,* in the bottom semi-ring. If a handstamp featured the number of the office, the Roman number took place in the upper, while the abbreviation *SZ* (szám=number) took place in the bottom circle section (figure 762).

3 pieces were produced. The first was *Viziváros I. sz.* (16/2/1891), while the last – *Budapest Vár* (10/3/1892).

b) Postal Transfer Handstamps (Pou)

Type Group Pou-F, 1870−1872 and 1888. The layout was usually reference to money handling/location name, sometimes location name/reference to money handling. The reference to money handling was either *POSTAUTALVÁNY* (figure 763) or *POSTA UTALVÁNY* (figure 764). The fonts were Grotesque or Grotesque/Antiqua.

6 pieces were produced. The first was *K. Fehérvár* (15/9/1870), while the last *Miskolcz (1/11/1880)*.

Type Group Pou-G, 1878. Krö5 location-date handstamps featuring *POSTA-UTALVÁNY* (figure 765).

1 piece was produced: *Budapest – Vár* (23/5/1878).

c) Transfer Handstamps (Ut)

Type Group Ut-F, 1875−1890. The text was arranged location name/reference to money handling; occasionally it was continuous: location name-reference to money handling (figure 766). The reference to money handling was *UTALVÁNY* (transfer) (figure 767) or *UTALV*. Croatian handstamps incorporated four lines of text: location name/*UTALVÁNY* in the upper part of the postmark, and location name/*DOZNAČSNYICA* in its bottom part (figure 768), or *NOVČSANA DOZNAKA*. The size was 26−36 mm.

6 Hungarian and 6 Croatian pieces were produced, all in all 12 pieces. The first was *Kassa* (24/1/1875), while the last *Kőrös-Križsevac* (31/12/1890). The possible number of postmarks, with variation included, is 16 pieces.

Type Group Ut-B, 1874−1876. Location-date handstamps of horizontal or vertical rectangular shape with cut corners. As regards the system of these handstamps, we can identify two groups:

Sub-group Ut-BF. B3 location-date handstamps. The text was separated into chunks, which ran around, parallel to the frame (figure 769). The arrangement bilingual handstamps was the same. On these, the Hungarian location name and the reference to transfer was curved (figure 770).

These handstamps incorporated words *UTALVÁNY* (transfer) or *UTALV*. The size was 21−23 x 23−24 mm.

Sub-group Ut-BJ. B1 location-date handstamps. The text was separated into chunks: location name/*UTALVÁNY* (transfer).

All in all, 5 pieces were produced. The first was *Eszék Osiek gornij grad* (1/12/1874), while the last *Budapest délk. vasp.* (19/6/1876).

Type Group Ut-H, 1890−1893. As opposed to location-date handstamps of post offices, there were four sub-groups in this type group (there were two sub-groups of official handstamps as regards the figure of the Crown: *x* and *y*). For post offices in Croatia, oval handstamps with rings and vertical strips were produced too, because of the longer bilingual text. In this type group, we distinguish sub-groups *Hx, HCx, Hy,* and *HCy*. The arrangement of the sub-group *x* was: Hungarian location name-*UTALVÁNY* (transfer)/Croatian location name-*DOZNAČSNYICA* (figure 771) or location name/*UTALVÁNY* (transfer)-*DOZNAČSNYICA* (figure 772). In the sub-group *y,* the name of the location usually took place in the upper semi-ring, while in the bottom semi-ring, there was the word *UTALVÁNY* (transfer) and the check number in Arabic (figure 773) or Roman numbers (figure 774). The arrangement of the sub-group *HB*, both *x* or *y*, was always *Hungarian-Croatian* location name/*UTALVÁNY* (transfer) – *DOZNAČSNYICA* (figure 775).

4 Hungarian and 8 Croatian pieces were produced, 12 pieces totally. The first was *Zágráb/Zagrab A* (16/12/1890), while the last Zágráb Magyar állam p. udv./Zagreb držs. col. A (15/3/1893). The number of probable postmarks, with variations included, is 14.







763—765. ábra

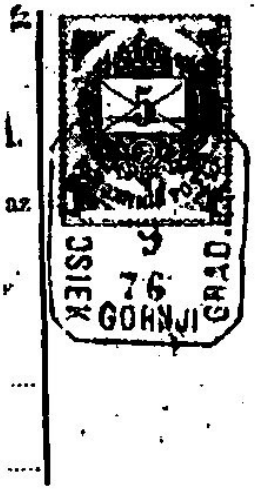






766—768. ábra







769—771. ábra







Figures 772–774.

Type Group Ut-J, 1892. UTALVÁNY (transfer) took place in the bottom semi-ring; the check number was Arabic (figures 776 and 777). 4 pieces were produced. The probable number of postmarks is 8, with variations included.







775 – 777. ábra







778 – 780. ábra







781 – 783. ábra







Figures 784-786.

d) Money order cash counter Handstamps for Transfers (Upt.)

Type Group Upt-F, 1867−1889. The usual arrangement of the text was reference to money transfer/location name. The former was *M. KIR. POSTAUTALVÁNYI PÉNZTÁR* (voucher desk of the Hungarian Royal Post Office) (figure 778) or *POSTA-UTALV. PÉNZTÁR* (money transfer desk of the Hungarian Post Office) (figure 779). When the name of the location was too long, sometimes only the word *PÉNZTÁR* (money transfer desk) followed it (figure 780). The fonts were Grotesque or Grotesque / Antiqua.

5 pieces were produced. The first was *Kassa* (2/5/1867), while the last *Budapest Kézbesítő Phév*. (20/12/1889).

Type Group Upt-G, 1877. UTALV. PÉNZTÁR (money transfer desk) words referred to the function (figure 781). One piece was produced: *Budapest Főposta* (18/1/1877).

Type Group Upt-H, 1890 - 1893. Mostly, these handstamps belonged to the sub-group *x*; there were only two pieces which belonged to the sub-group *y*. To refer to the function, *UTALVÁNY-PÉNZTÁR* (transfer cashier) took place in the bottom semi-ring. All handstamps featured check numbers, which usually took place in the bottom section of the circle (figure 782), though rarely they followed the location name (figure 783). Check numbers were always Roman numerals. The size was 27 mm.

9 pieces were produced. The number of known postmarks, with versions included, is 14.

e) Handstamps for the Transfers of Small Amounts (Kut)

Type Group Kut-F, 187?−1888. We do not know when these handstamps started to be produced. The arrangement of the text was always location name/reference to the function. The fonts were usually Grotesque, though exceptionally Antiqua/Grotesque also occurred (figure 784). The reference to the function was always *kisutalvány* (small transfer), but five abbreviations of this word also turned up: KIS UTALV. (figure 784) KISUTALV. (figure 785), KIS UTALVÁNY (figure 786), KIS-UTALVÁNY and KISUTALVÁNY (figure 787). On bilingual handstamps, the Croatian text read MAL. DOZNACNICA. The size was 24−27 mm.

81 pieces were produced, probable ones included. The last was *Rózsahegy* (30/1/1888). The probable number of postmarks, with variations included, is 108.

Type Group Kut-BJ, 1871−1885. B1 location-date handstamps with rounded corners, of horizontal rectangular shape. On the handstamps used by the Hungarian post offices, the text contained three or four lines; on those used in Croatia, it contained four or five lines. On three-line Hungarian handstamps, the name of the location took place above the date in Antiqua fonts; the inscription KISUTALVÁNY in Grotesque fonts took place below; on four-line handstamps, the name of the post office was written in Grotesque fonts, and took place above the date, while below, the reference to the function read KIS UTALV. (figure 788). On three-line handstamps, the date took place in the second line, while on four-line ones – in the third. Though Croatian handstamps did not contain any version of the word kis utalvány (small transfer) but inscriptions ‘utalvány 200 Frtig’ or ‘Doznacnica Do 200 Frt’ (figure 789), we still include them in this group because the value of the transfers reveals that they were used for small amounts. The size was 17−30x14−17 mm. According to some sources, these handstamps were produced for several post offices in Croatia. However, we know of only two post offices – Vukovár and Zimony. Production data are unknown.

2 Hungarian and 2 Croatian pieces were produced, all in all 4 pieces.

Type Group Kut-CF, 187?−1888. These handstamps were produced exclusively for Croatian post offices, and were bilingual. The text was arranged in four lines: two lines above contained Hungarian location name / *KISUTALVÁNY*, while below Croatian location name / MAL. DOZNACNICA (figure 790). The size was 35x31.

3 handstamps are known. 6 postmarks are known, with versions included.

f) Handstamps for the Transfers of Large Amounts (Nut)

Hungarian handstamps belonged to the type group *F* (figure 791), while Croatian ones to the type group *CF* (figure 792). On Hungarian handstamps, the reference to the function was *NAGY UTALVÁNY* (big transfer), while on Croatian ones, *NAGY UTALVÁNY / VEL. DOZNACNICA*. Production data and size were the same as those of the handstamps for the transfers of small amounts. 6 handstamps are known. 9 postmarks are known, with versions included.

g) Handstamps for Money Registering (Pro)

Type Group Pro-J, 1889. These handstamps were the most uniform group of all money transfer handstamps. The shape of regular hexagon was used exclusively for this group. The text, which was divided into chunks, ran around. It read the name of post office/PÉNZROVATOLÁS (money registering) (figure 793). These were the only handstamps of the period before the World War I where exclusively Hungarian was used for handstamps used in Croatia. The arrangement of the date was identical to B3 location-date handstamps of type group F of post offices of that period. It means that the month was expressed by a three-letter abbreviation; there was no line to separate the parts of the date; the year contained two digits. Their system was therefore B3/2, while after modifications of 1899 – B3/3. The fonts were Grotesque. The size was (when measured between parallel sides) 24-25 mm. If there was a check number, it was expressed in Roman numerals. 116 Hungarian and 19 Croatian handstamps were produced, all of them in 1889. We know of 231 postmarks, versions included.

h) Handstamps for Money Acceptance and Processing (U/utódbélyegzők/)

Type Group U-F, 1868−1890. The text was always divided into chunks: location name / money acceptance (figure 794) or P.f. (abbreviation for *money acceptance)* and a check number after the name of the post office (figure 795). For the first version, the fonts were Antiqua/Grotesque, for the second – only Grotesque. The size was 23-25 mm.

5 pieces were produced. The first was *Pest/Pénz feladás* (1868), while the last Budapest *Főposta P.f.2* (1890).

Type Group U-Jy, 1892. The reference to the function took place in the bottom section of the circle: *P.F.* (figure 796). The size was 27 mm.

2 pieces were produced, both in 1892.

Type Group U-Ky, 1889−1918. These handstamps were produced for the post office No. 4 of Budapest, for the work stations where money transfer orders were accepted. The reference to the function was *U*, which took place on both sides of the post office number (figure 797). These handstamps always had check letters on them, which were always a small letter immediately after the reference to the function.

16 pieces were produced. The first was *Ua* (1/12/1899), while the last *Ue* secondary handstamp (15/6/1918). The number of probable postmarks, along with versions, is 26.

Type Group U-N, 1933−1935. Apart from the modification of the system, this type group was identical to the type group *K* (figure 798).

8 pieces were produced. The first was *Uh* (10/1/1933), while the last *Uv* (28/1/1935). The number of known postmarks, along with versions, was 12.



787 – 789. ábra



790 – 792. ábra



793 – 795. ábra



Figures 796–798.

i) Managerial Money Processing Handstamps

Pk-Föb. Austrian postal administration supplied these handstamps to the offices where a cash desk operated too. From 1850 until 1867, they were produced in the German language, arranged in four lines, and read: *K.K./POSTKASSE/IN/location name*. The last line was curved to the frame (figure 799). Hungarian postal administration supplied these handstamps to the post offices of category *I*, where a special department dealt with money processing. On these, the text was arranged in three (figure 800) or four lines

(figure 801).

8−11 postmarks on postage stamps are known.







Figures 799−801.

k) Transfer Number Handstamps (Ujb)

Type Group Ujb-B, from 1906. The shape of these handstamps was horizontal rectangular, their size being 20−28x11 (figure 802). The length varied depending on the total length of the number and the check letter. To distinguish replacement stamps, a triangle with approximately seven-millimetre long sides was carved on the top of the rectangular shape (figure 803). Handstamps with such triangles were therefore always copies. Check letter were most frequently small (figure 803), though capital letters also occurred (figure 804). Though these handstamps were in use for more







Figures 802-S04.

than half a century, the only variation was their corners – they could be rounded or not. From 1951, when check numbers were reconsidered again, groups of numbers were divided by a hyphen, for example: 23−44 (figure 315).

Post offices received as many transfer number handstamps as many check numbers they had. Transfer number handstamps were used together with auxiliary handstamps (see the section *Auxiliary handstamps of post offices)*.

426 pieces of money processing location-date handstamps were produced, the number of their probable postmarks, along with versions, is 643.

6. Telegram Processing and Handstamps Used

The first telegraphstation opened in Hungary in 1850. Until 1887, telegraph operated as a separate institution; in 1887, the telegraph merged with the Post. The period when telegraph operated as a separate organisation was rather special. Apart from the offices in the capital and some bigger offices in the country, it usually operated in the same building as the post office. Moreover, telegraph and post offices were usually managed by one and the same person. The handstamps supplied to telegraph offices by Austrian administration were similar to the managerial handstamps of post offices (figure 805). One of the first measures implemented by the Hungarian postal administration was related to handstamps. New, Hungarian language uniform

handstamps were delivered to offices in 1868. Their shape was similar to Austrian handstamps; exceptions were some handstamps of Croatian telegraph offices, which were of circular shape. Almost all of these handstamps were location handstamps. The name of the location usually took place in a horizontal line in the middle, while the name of the telegraph office took place above and below it. Examples are M.K.TÁVIRDAI (Hungarian Royal telegraph) / ÁLLOMÁS (station) (figure 806); M.K.TÁVIRDA / ÁLLOMÁS (Hungarian Royal telegraph station) (figure 807); M.KIR.TÁVIRDAI/ÁLLOMÁS (Hungarian Royal telegraph station) (figure 808); Croatian handstamps read K.TÁVIRDAI (Royal telegraph)/ÁLLOMÁS (station) /K. BRZOJAVNA-STANICA (figures 809 and 810).



805—807. ábra



808—810. ábra



811—813. ábra



Figures 814–810.

The fonts of the location name were usually Grotesque, though Antiqua occurred too (figure 810); the top and the bottom lines were usually Antiqua or Grotesque, though combination of the two also occurred. The first location-date handstamp was produced for the Central Telegraph Office in 1874. It was a one-ring oval location-date handstamp of *B1* system, with the date consisting of three parts (figure 811). At the same time, this office got a managerial handstamp without the name of the location (figure 812). During the period of use of telegraph stamps (1873−28 February 1879) all location handstamps of the telegraph offices can be found on these stamps. From that time until 30 May 1888, telegrams were paid for in cash; later postage stamps were introduced again.

1887, the year when the Post and the telegraph service merged, brought about the end of telegraph handstamps. From then, location-date handstamps with reference to the telegraph service started to be used.

Between 1887 and 1890, *B3* location-date handstamps of type group *F* were produced for the telegraph service. The text was either continuous (figure 814), or divided into chunks (figure 813). The arrangement was either location name, reference to telegraph services, or location name / reference to telegraph services. The reference to telegraph services read *TÁVIRDA* (figure 813); in Croatia – *TÁVIRDA* / *BRZOJAV*. After this, between 1890 and 1892, *Kr.8n* handstamps of type group *H* with the text divided into chunks were produced (figure 815).

After the merge, still some stations which specialised only in telegram collecting (Central Telegraph Office being the biggest of these) remained. They were the stations at the stock exchange, the hippodrome of Budapest, the locations where the President spent his summer holidays, and finally such was the telegraph service of the Ministry of Exterior. From 1898, the Central Post Office of Budapest started to apply handstamps with indication *TV* for registered telegrams (figure 816). On 1 March 1900, the Central Telegraph Office merged into the Post Office No. 4 of Budapest. It was then that the location-date handstamps with letter combination *TV., TF.,* and *TK.* (figure 817) were introduced. The first two abbreviations were used upon acceptance of telegrams, while the last – when they were delivered to the recipient. *TB* was used when telegrams were accepted on the telephone. All above mentioned handstamps were similar to the contemporary location-date handstamps of post offices, the only exception being the words *TÁVIRDA* (telegraph services) or *TÁVIRDA HIVATAL* (telegraph service office) (figure 822). Handstamps of the type group *F* (figure 813) were manufactured between 1887 and 1890. For many handstamps, the Hungarian abbreviation '*sz*' and the check number followed the name of the office (figure 818). Between 1890 and 1892, type group *Hx* was produced (figure 819); between 1892 and 1899 – *Hy* (figure 820); finally, in 1921 – *L* (figure 822). Telegraph service location-date handstamps of the Post Office No. 4 of Budapest were all manufactured at the beginning of the 20th century, and belonged to the type group *Ky* (figure 826); to replace broken ones in 1935 and 1938, handstamps of the type group *N* (figure 828) and *P* respectively were produced. In 1920, the Central Telegraph Office became independent once again. Its first handstamps belonged to the type group *K*, though they did not contain the name of the location. They were produced on 12 September 1920 (figure 823); they had a complete horizontal strip. On 1 December 1921, less than a year later, these handstamps were withdrawn, and handstamps with location

names were produced instead (figure 824). From this time on, semi-strip shape was used for the type group *N* produced in 1934 (figure 824), the type group *P* produced in 1841 (figure 827), and for type group *Py* produced in 1956.

There was yet another interesting circumstance to be taken into consideration. If the recipient was a resident of a location where there was no telegraph service or telegraph office, the telegraph office nearest to that location sent the telegram as registered mail to the post office of the location. Similar situation occurred when a telegram was sent at a location where there was no telegram service. Then the post office of the location sent the telegram as registered mail to the nearest telegram collecting point. For this, additional 10 kr. were charged, in postage stamps attached to the mail. Thus, all location or location-date handstamps of telegraph services may have occurred on postage stamps of the 19th century, even in the periods when telegraph fee was otherwise payable in cash.

Another important circumstance was that from 1950, the Central Telegraph Office used red ink for postmarking urgent telegrams. Thus the red colour was not used exclusively for the mail paid for in cash anymore.

We have already mentioned the handstamps of railway station telegraph services which were also used for letter acceptance. Postmarks by these handstamps can be found on all telegrams accepted at those offices. We are not setting up specific type groups for telegraph service handstamps, because there were too many type groups which included only very few handstamps. This is why we are providing only comprehensive data on these handstamps.

80 pieces of telegraph and telegram processing handstamps were manufactured. The number of known postmarks, with versions included, is 96. To collect location handstamps used at telegraph service stations between 1868 and 1887 is a mission impossible today. The most we can do is to publish the list of operating telegraph service stations. All of them used to have handstamps, which means that their postmarks could have been stamped on postage stamps too.

7. Airmail Processing and the Handstamps Used (Lp)

The first Austro-Hungarian airmail courier started to run between Budapest and Vienna, and from here with a connection to Krakkó (Krakow) and Lemberg (Lvov) on 4 July 1918. However, it had ceased to exist even before the war was over. Soon after the end of the war, on 7 November 1920, the flight between Budapest and Szombathely, and later, in December, between Budapest and Szeged started. Neither did these flights exist longer than a couple of months. It was from 1924 that the significance of postal transportation grew both within the country and abroad. As a consequence, initial limitations (acceptance of airmail only at certain post offices, using exclusively air mail postage stamps for postage, etc.) started to disappear, finally resulting in the situation where all post offices were authorised to accept airmail. Mail transported by regular flights was of no interest for philatelists. We can safely say that all kinds of experimental flights, initial flights, first flights and other kinds of extraordinary flights were organised to satisfy philatelists' desire for commemorative stamps. There were such first flights which were never followed by the second one. The scope and nature of this

monograph does not allow for detailed discussion of the Hungarian airmail and all its aspects. It would have been possible only in a separate catalogue. Therefore, we are constricted to the classification of postmarks occurring on airmail, and will be trying to identify where they belong. Within this classification, we are going to look in detail at the handstamps used for processing airmail delivered by regular flights. These handstamps are called *airmail handling* handstamps. According to their function, we identify three groups of them. *Airmail location-date handstamps* or those which featured the name of the office and an adjustable date served to cancel postage stamps. *Airmail indication handstamps* were those which did not contain the name of the office or the date, but referred to air transportation. *Airmail flight identification handstamps* were those which informed on the flight which would transport the mail item. Handstamps used for the already mentioned occasional, experimental, first, or any other special flights, and which contained the date and were used to cancel postage stamps are called *commemorative airmail handstamps* (figure 830). The first commemorative stamp was issued on 7 November 1920, when the air flight between Budapest and Szombathely was opened on the Aeroplane Day in Rákos. *Commemorative airmail indication handstamps* were those which were stamped anywhere on the mail item except the postage stamp, and contained inscriptions referring to the occasion, or sometimes even the date (*Lp*. air). These items were postmarked by location-date or airmail location-date handstamps at the post offices of acceptance. The first commemorative flight identification handstamp was used on 25 September 1924 on the 1st Hungarian Day of Philately arranged at the post office of the commemorative flight between Budapest and Esztergom (figure 829). The first commemorative indication handstamp was issued for the event of 29 March 1931. It was the first round flight of Zeppelin I in Hungary.

As regards the handstamps used for processing airmail transported by regular flights, we identify *location-date handstamps*, *airmail indication handstamps*, and *flight identification* handstamps.

a) Lp location-date handstamps

These were airmail location-date handstamps belonging to the type groups *KN*, accordingly to their production time. The arrangement of the text was either reference to airmail/location name or the name of the office. The reference to airmail read *REPÜLŐPOSTA (airplane mail)* (figure 831) in 1918, and *LÉGIPOSTA (*airmail*)* (figure 832) from 1920 on. When handstamps read *REPÜLŐPOSTA*, in the bottom section of the circle there were abbreviations *IRK* (arrived) or *IND*. (forwarded). When the inscription was *LÉGIPOSTA*, the bottom semi-ring contained the name of the location and the number of the office, while the bottom section of the circle was striped and either empty or contained a check letter (figure 833). The only exception was a handstamp used by the post office no. 4 of Budapest, or the number of the office took place in the bottom section of the circle (figure 834).

Type group Lp-K, 1918−1920. 5 pieces were produced. The first was *Repülőposta Budapest Irk.* (10/6/1918), while the last *Légiposta Szombathely 2* (25/10/1920).

Type group Lp-N, 1931−1935. 5 pieces were produced. The fist was *Légiposta Budapest 4* (12/1/1931), while the last *Légiposta Budapest 4A* (9/6/1935).



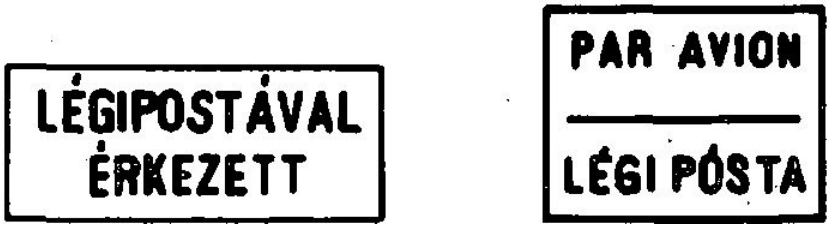
329–331. ábra



832–834. ábra



835. ábra



Figures 836–837.

All-in-all 10 pieces of airmail location-date handstamps were produced. The number of known postmarks, with re-carved and modified ones included, is 15.

b)Airmail Indication Handstamps

These handstamps were used for postmarking airmail transported by regular flights. Apart from some few offices in the countryside, these handstamps were used regularly only by the post office no. 72 of Budapest, which was a dispatch point for all bulks of airmail. These handstamps had horizontal rectangular shape, and read *LÉGIPOSTÁVAL ÉRKEZETT* (arrived by airmail) (figure 835), later *LÉGIPOSTÁVAL/ÉRKEZETT* (arranged in two lines) (figure 836). In the 1930s, the frame disappeared, while the text remained unchanged – arranged in a single or two lines.

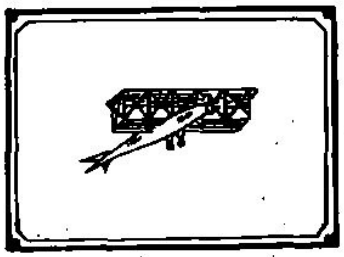
c) Airmail Flight Identification Handstamps

These handstamps were manufactured exclusively for the post office no. 72 of Budapest. The first one entered use on 1 May 1924. It was of horizon-

tal rectangular shape with the dimensions 31x23, with a simple frame. The text was arranged in two lines: *PAR AVION/LÉGI POSTA* (figure 837).Between the upper and the bottom lines of the text, there was an empty line where the name of the flight which took the airmail bulk was written in by hand. The colour of the ink was always red. In 1924, and then in 1926, these handstamps were followed by 35x25 mm large flight identification handstamps with double frame and the inscription *LÉGIPOSTA/BUDAPEST* (figure 838). A symbolic drawing of an aeroplane took place between the two horizontal lines of the inscription. There were two versions of this figure: an airplane without clouds, and an airplane coming out of the clouds, with the fuzzy figure of a postage stamp in the background (figure 839). These handstamps were produced only for the flights to foreign countries. It is understandable that to acquire such postmarks has become one of the most difficult tasks. Out of 31 manufactured handstamps, we know of only 16 ones whose postmarks lived on until today. We should note here that for domestic use, 5 pieces were produced too; however, they were used only on certain occasions and only once, for which we classified them into commemorative flight identification handstamps category. Handstamps discussed so far were all steel handstamps. For the Zeppelin, which regularly transported mail, a rubber handstamp reading *ZEPPELIN ÚTJÁN* (by Zeppelin) was manufactured. It contained a drawing with a Zeppelin in the clouds; its dimensions were 38x18 mm. The colour of postmarks was always violet.







Figures 838–840.

After the World War II, the text was eliminated from the remaining flight identification handstamp. Containing only a drawing of an airplane (figure 840), it was used by the post office no. 72 of Budapest for ordinary and registered mail. The reason why these postmarks without any informative value were used has remained unclear so far. Its use terminated in 1954.

8. Processing of Mail Paid for in Cash and Handstamps Used for it (Kpb)

In this section, we are going to deal with the location and location-date handstamps of the mail items paid for in cash. Before setting up groups, we should consider several criteria. Just as in case of office handstamps, there were manual and machine stamps. Manual handstamps could be permanent or temporary. The latter were replacement ones. The mail acceptance system introduced in 1920 involved only mail sent in bulk. It is natural to consider the handstamps with the word *FRANCO* (used before the postage stamp was invented, and applied to the mail for which the sender paid the postage fee, naturally in cash) as predecessors of *kpb-handstamps.* Based on this consideration, we included these handstamps, as well as the handstamps from Lippa featuring the word *PORTÓ* (figure 853) into this category. *Franco* and registered mail location handstamps have already been discussed in the sec-

tion dealing with handstamps for registered mail. The area of these handstamps referring directly to the postage covered in cash is called cash payment indication. Cancelling machines were those which stamped indication of the postage fee covered; the equipment which also indicated the amount charged is called postage fee collecting equipment.

Let us have a brief look at the Hungarian abbreviations used in this typology. Postage fee covered in cash, post offices – *Kpb-h*, Location and location-date handstamps and indication of the postage fee covered – *Kpb*, Location-date replacement handstamps and indication of the postage fee covered – *Kpb – Pt*, Cancelling machines – *Kpb-Gb*, and Postage fee covered – *Kpb-Bg*.

a) Location Handstamps with Postage Fee Indication Used at Post Offices

Type group Kpb-hA, 1833−1837. Two-line handstamps with the text arrangement location name/indication of *Kpb* (figure 841). The fonts were Antiqua. The reference to *Kpb* was *FRANCO*. The ink was usually red, though black also appeared quite often. 2 Hungarian and 2 Croatian pieces were used. The first was *Caschau* (1833), while the last *Karlstadt* (1837). 6 postmarks are known, with coloured one included.

Type group Kpb-hB, 1834−1837. Rectangular location handstamps with a single (figure 842) or double frame (figure 843). The fonts were Antiqua or Antiqua/Grotesque, the letters were capital. The reference to *Kpb* was *FRANCO*. The ink was red.

One Hungarian and one Croatian piece were used, the first was *Gran* (1834), while the last *Zengg* (1837).

Type group Kpb-hC, 1820−1845. Oval location handstamps, usually with a regular frame. Exceptionally, the frame deviated from the oval shape (figure 844). The reference to *Kpb* was *FRANCO* (figure 845). The fonts were Antiqua, Antiqua/Italic (figure 842), Antiqua/written (figure 847), written with capital initial letter, and finally written with all letters small (figure 848). Sometimes, double frame occurred (figure 846). For the name of the office, the word '*VON'* occurred for the first time (figure 849). Red postmarks were a little bit more frequent than black ones.

10 Hungarian and 2 Croatian pieces were used. The first was *Gross Canisa* (1820), while the last *Borosjenő* (1845). The number of known postmarks, with the coloured ones included, is 15.

Type group Kpb-hW, 1834−1839. Location handstamps of special shape. The indication of *Kpb* was *FRANCO* or *FRANCIRT* (figure 850). The arrangement of the text was usual, though reference to *Kpb*/location name (figure 851) also occurred. The fonts were Antiqua (figure 852) or Antiqua/written (figure 851). The colour of postmarks was always black.

2 Hungarian and 1 Croatian pieces were used. The first was *Bellovar* (1834), while the last *Körmend* (1839).

Type group Kpb.Jb-A, 1920. Two-line indication handstamps manufactured for the post offices no. 62 and 72 of Budapest, for the period after the system of location-date *kpb* handstamps was provided for in 1920 and their actual appearance. The text read: *KÉSZPÉNZBEN/BÉRMENTESÍTVE* (covered in cash) (figure 854). The two lines of the text were separated by a line. 2 pieces were produced.

b) Location-date kpb Handstamps of Post Offices (Kpb)

In 1920, the Post introduced the shape type *III* (circular handstamps with a strip) for *Kpb* handstamps. The upper part of the ring included the reference to *Kpb*, while the bottom part – the name of the office. The reference to *Kpb* was always *KÉSZPÉNZBEN BÉRMENTESÍTVE* (covered in cash).



841 – 843. ábra



844 – 846. ábra



847 – 849. ábra



850 – 852. ábra



Figure 853.

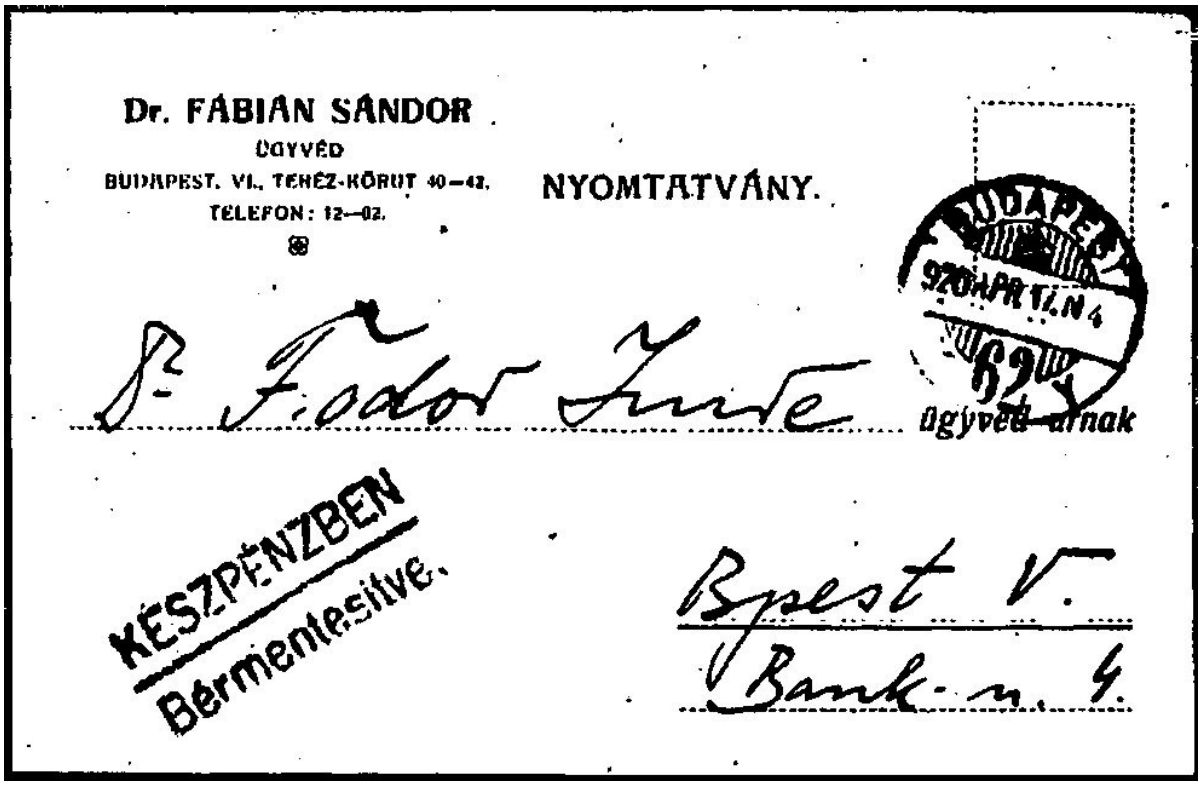


Figure 854.

When post offices were numbered, the number most usually followed the name of the location. From 1920 until 1950, all *Kpb* handstamps had this uniform layout. The only modifications were those resulting from system changes, which happened during different production periods in the field of location-date handstamps. The already mentioned frequent changes of 1950s brought about consequences in this field too. The shape and the position of the office number changed quite frequently. Beginning from 1930, the reference to *Kpb* often included a hyphen.

As a consequence, handstamps and postmarks in this area are the most diverse. Until 1927, all postmarks occurred both in red and black ink. In the period between 1945 and 1947, the black ink was temporarily allowed again – consequently, postmarks grew black. From 1948, they became red again. This was also the period when the Crown was eliminated from handstamps. All these versions occurred in back and red inks. Type groups:

Type Group Kpb-W, 1847. B2 location-date handstamp of a special shape, with carved year (figure 855). The fonts were Antiqua/written; the reference to the postage in cash *Franco*.

One piece was used: *Albageria* (1847). 2 postmarks are known.

Type Group Kpb-L, 1920−1926. Location-date *Kr6* handstamps with the Crown, with stripes. When there was a check letter, it took place in the bottom section of the circle. As regards the number of the office, there was only one exception – it took place in the bottom section of the circle (figure 857). We should keep in mind though, that this exceptional layout was produced when the name of the office was modified in 1939, and the handstamp was re-carved. The size was 28-31 mm.

128 pieces were produced. The first was *Budapest 62* (2/5/1920), while the last *Budapest 114* (12/4/1926). The number of known postmarks, with versions included, is 329.

Type Group Kpb-O, 1927. Location-date *Kr6* handstamps with the Crown, without stripes (figure 858). Exactly when these handstamps were introduced, indication of the hour became obligatory on handstamps. Consequently, only few pieces of these handstamps were produced. Their size was 23 mm.

4 pieces were produced. The first was *Budapest 10A* (10/1/1927), while the last *Budapest 82A* (31/1/1927). We know of 14 postmarks, with variations included.

Type Group Kpb-N, 1928−1937. Location-date *Kr8* handstamps with the Crown, without stripes (figure 859). Two interesting exceptions can be found in this group. It was the first time that the shape type *IV* was used, probably by mistake. Correspondingly to the shape, the number of the office took place in the vertical strip. Another curiosity was that instead of the check letter, Roman numeral *II* was used (figure 860), which otherwise was used to distinguish replacement handstamps were used instead of lost ones. The size was 28-29 mm.

42 pirces were produced. The first was *Budapest 78A* (29/2/1928), while the last *Újpest 1A* (16/9/1937). We know of 92 postmarks, with variations included.

Type Group Kpb-Py, 1938−1945. Location-date Kr7 handstamps with the Crown, without stripes (figure 861). On two handstamps of this group, the number of the office was already carved in the bottom section of the circle. This did not happen as a result of re-carving some time after the production but in the production process. Undoubtedly, the most precious piece of the type group is the Hungarian/Ruthenien bilingual handstamp (figure 865). The reference to cash coverage took place in the upper part, both in the Hungarian and Ruthenian languages (the latter in Cyrillic), while in the bottom semi-ring, the name of the location took place, again in two languages. The site of this handstamp was 34 mm, which was significantly larger than the usual size of this type group, which was 27-28 mm.

72 Hungarian and 1 Ruthenian handstamps were produced. The first was *Kassa 1* (31/12/1938), while the first bilingual one was *Huszt* (30/10/1939). The last was *Hatvan 1* (14/12/1945), we know of 91 postmarks, with variations included.

Type Group Kpb-Px, from 1946. These handstamps were practically identical to the type group *Py*, apart from the missing Crown (figure 863). Deviations include the post office number carved in the bottom section of the circle (figure 864) and spaces in the lower line of the horizontal strip (this way it consists of three parts) (figure 865). Shape types *II* (figure 866) and *VI* (figure 867) appeared which so far had not been used for *Kpb* handstamps. On the handstamps of the shape type *II*, the number of the office was a little bit diminished, to fit into the space; on the type group *V*, it took place in the vertical strip, though under the name of the location. For the regular type group *III*, and the otherwise not used *II*, text separation signs were used – rosettas composed of four dots (figure 868).

For the mail destined to foreign countries, the Main Post Office of Budapest introduced Hungarian/French *Kpb* handstamps in 1949. Below the usual upper line a line in French was inserted. It read TAXE PERÇUE







855 – 857. ábra







858 – 860. ábra







861 – 863. ábra







Figures 804–866.

(figure 869). At the same time, the abbreviation *TP* was carved into some handstamps used by the Post Office no. 72 of Budapest (figure 870).

171 pieces were produced (until the end of 1963). The first was *Kisvárda A* (21/5/1946). We know of 346 postmarks, with versions included.

After the war, few handstamps of the types not produced after 1927 or 1937 were manufactured again, naturally without the Crown. Therefore, they belonged to the sub-group *y*. One of them had *Kr6* system, which means that it belonged to *Ox* (figure 871). The other one was *Kr8*; therefore, it belonged to the type group *Nx* (figure 872).

2 pieces were produced, 4 postmarks are known.

442 pieces of constant location and location-date handstamps were produced for post offices; we know of 897 postmarks produced by them.

c) Kpb Replacement Date Handstamps (Kpb.Pt)

After replacement handstamps for post offices were introduced, handstamps to replace *kpb* handstamps were introduced too. Since at the beginning their number was very small, only one piece was manufactured in 1932. Its layout, as well as the layout of its successors, corresponded to *kpb* location-date handstamps. However, instead of the name of the office, the inscription M.KIR.POSTA took place, while in the bottom section of the circle – the number of the handstamp (figure 873). The system and the type groups of these handstamps was always identical to the location-date handstamps of post offices typical of the given production period. The first handstamp was managed by the Postal Directorate in Budapest. As the number of these handstamps started to grow, the directorates were indicated by Roman numerals, and for further distinction handstamps got check letters too. When the already mentioned measures pertaining to replacement stamps took place in 1945, the Roman numeral *I* was ascribed to the Postal Directorate of Budapest, *II* – to the Postal Directorate in Debrecen, *III* – to the Postal Directorate in Pécs, *IV* – to the Postal Directorate in Sopron, *V* – to the Postal Directorate in Szeged, and *VI* – to the Postal Directorate in Miskolc. When the Crown was removed, the inscription KIR. was removed too (figure 874). Moreover, check letters were carved (figure 878). Handstamps produced later got such inscriptions as *M.Posta* (figure 875), while from 1948 – MAGYAR POSTA (figure 876). Following check letter combinations were possible: a Roman numeral, a slash, a small letter (figure 875); a Roman numeral, a capital letter (figure 877); two capital letters on two sides of a Roman numeral (figure 876). We should also note the Roman numerals applied in pairs (figure 879). Their appearance was the result of a mistake. In the factory, check letter were carved where a Roman numeral was supposed to take place, while the Roman numeral was missing. The Post Office first accepted them, but later returned to the factory for correction. In the factory, to avoid disproportional layout, the numeral was carved twice. The year 1955 brought about new changes. The reference to the cash payment was unchanged, but the text in the bottom semi-ring disappeared. Instead, a Roman numeral with check letters on its sides appeared (figure 880). Type groups:

Type Group Kpb-Pt-N, 1932. One piece was produced: *I* (10/5/1932). We know of 4 postmarks, with variations included.

Type Group Kpb-Pt-Py, 1939. 5 pieces were produced. The first was *II*

(5/6/1939), while the last *VI* (6/7/1939). We know of 22 postmarks, with variations included.



867 – 869. Ábra



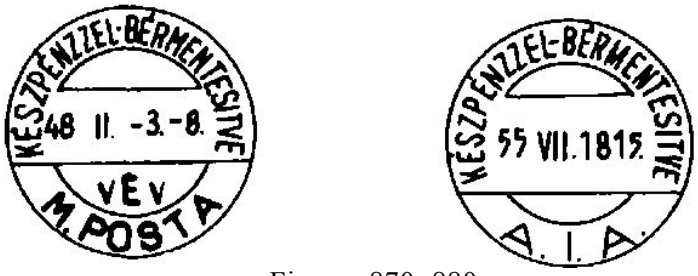
870 – 872. ábra



873 – 875. ábra



876 – 878. ábra



Figures 870–880.

Type Group Kpb-Pt-Px, from 1946. 13 pieces were produced until the end of 1963. The first was *VA* (4/10/1946). We know of 26 postmarks, with variations included.

Altogether 19 pieces of *Kpb* handstamps were produced. 52 postmarks are known, with those, where indication handstamps of the offices were used jointly excluded.

d) Kpb Stamping Machines.

Out of the post offices equipped with stamping machines, at first the post offices no. 62 and 72 of Budapest in 1920, and later, from 1930, the Post Office no. 4 of Budapest received such rollers or inserts which were fit to produce *Kpb* indication. We are not considering commemorative or promotional rollers here, but only those which contained reference to the postage covered in cash. When worn rollers were replaced by new ones, these new ones always contained some carving differences as compared to their predecessors (versions!). Since the length of these postmarks always differed, depending on the actual angle of the roller and the item of mail, versions were identified solely on the basis of how different lines of the postmark correspond to each other.

On the rollers of Krag machines, on which wavy lines were carved, two-line inscription KÉSZPÉNZZEL / BÉRMENTESÍTVE (covered in cash) was carved too. The date of the postmark was the following: *Kr9*, type group *Kx* (figure 881) – 1920; Kr8, type group *M* (figure 882) from 1922; *Kr8* or



881. ábra



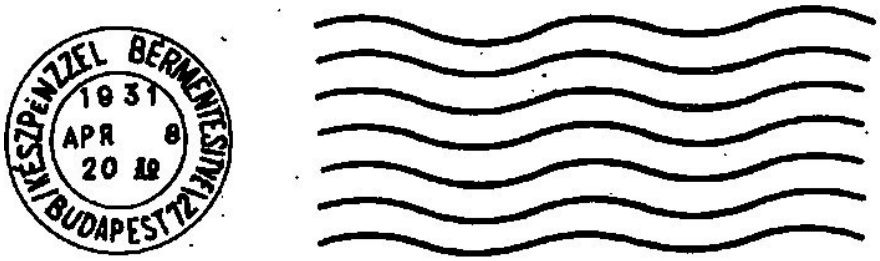
Figure 882.

Kr6, type groups *N* and *O* (figure 883) from 1928. In the last version, also the date part of the postmark contained information on the postage covered in cash. It happened because these rollers were also used for promotional purposes; then the horizontal part contained promotional text instead of *kpb* indication.



Figure 883.

Undoubtedly, one of the most interesting and beautiful machine postmarks is the one produced in 1931 for experimental purposes by a stamping machine of unknown system. The date contained three lines: four-digit year took place in the first line, a three-letter month abbreviation and the day in Arabic numerals took place in the second line, while the hour and the minute – in the third line (figure 884). The text separated into chunks contained information on cash payment and the name of the office put in brackets. The rest of the postmark surface was filled in with seven wavy lines.



884. ábra

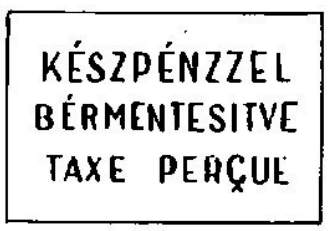


Figure 885.

Standard and Universal machines were multifunctional. We have already discussed them when looking at postmarking machines. When this equipment was used for the mail paid for in cash, a special head was inserted to the right of the decoration. The size of the stamping part of the head was 20x20 mm, and it included a four-line inscription: KÉSZPÉNZ-/ZEL/BÉR/MENTESÍTVE (covered in cash) (figure 885). From 1948, this inscription became bilingual, in the Hungarian and French languages: KÉSZ-/PÉNZZEL/BÉR-/ MENTESÍTVE/TAXE *PERÇUE* (figure 886).



886. ábra





Figures 887.

From 1959, Krag stamping machines received new rollers. The date part was *Kr7*, with two strips, and belonged to the type group *Px*. To postmark *kpb* mail items, a 34x22 mm horizontal rectangular frame with the following inscription was used: KÉSZPÉNZZEL/BÉRMENTESÍTVE/TAXE PERÇUE (figure 887).

14 stamping machines were used (until the end of 1963), with 36 *kpb* rollers or inserts. We know of 92 postmarks, with variations included.

e) Postage Fee Collecting Equipments



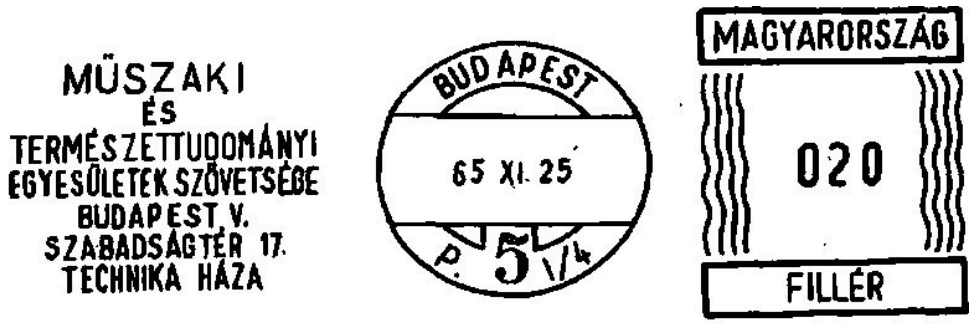
Figures 890.

We have already talked about multifunctional Standard and Universal equipment. These machines were capable of printing machine postage stamps on mail items too. Standard machines were introduced in 1928, while Universal – in 1936, but exclusively in largest post offices of Budapest. These machines were capable of postmarking 40,000 pieces an hour. One year before the Standard equipment was introduced, the Post allowed to use postage fee machines for private companies, and later, government offices. The advantage of these for the Post was that it received mail already post-marked, its postage fee already covered. The only duty of the Post was to check the accuracy of this postmarking and paying, as well as classifying registered mail. The values of postage stamps printed on mail items were

added up by the equipment; the total amounts were from time to time payable to the Post.

On 15 February 1928, German Francotyp machines were allowed to enter the market; these were followed by Midget (British), Hasler Switzerland), and from 1964, Postalia (German) equipment. Postmarks produced by these machines contained two parts: the date and the postage stamp (to the right of the date). In case of Francotyp and Hasler, the amount of the postage could be changed. Midget had several values, and the amount to be printed on the mail item could be set. The total amount payable for a mail item was the sum of the values of the postage stamps printed on it.

The date always contained the name of the post office which was in charge for the equipment. To the left of the office number, the check letter of the equipment, while to the right – the number of the equipment took place (serial number of the licence). For Francotyp equipment, the letter sign was *Fr* (figure 888); for Midget equipment – *M*; for Hasler equipment – *H* (figure 890), and for Postalia equipment – *P* (figure 891). Serial numbering was modified at the end of 1929 (after machine Pr. 41 was licensed), due to increasin number of machines. Licences were issued by the Postal Directorate in charge. From that time on, the machine number was a combination of Roman and Arabic numerals, for example, *V/3*. In the area belonging to the Postal Directorate in Sopron, machine no. 3 was allowed too. Therefore, the Roman numeral referred to the Postal Directorate.



891. ábra



892. ábra

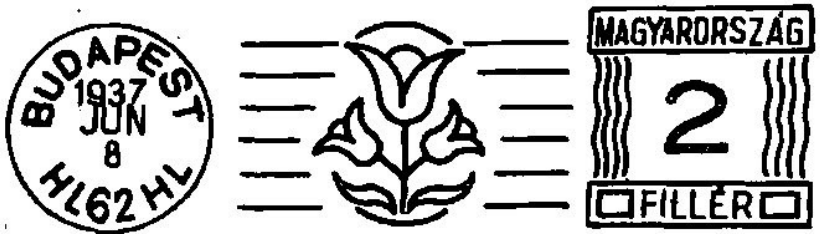


Figure 893.

Sometimes there was also a third part – an inscription. It contained the company which was using the equipment, its name, address, and sometimes a promotional text. The organisation renting every given piece of equipment acquired permission from the Post to exchange the promotional insert or roller. As a consequence, the number of versions of such text increased dramatically. The list these versions in itself would have exceeded the scope of this monograph.

When this kind of equipment was used at post offices, the date did not contain the sign or number of the machine, but a letter or a letter combination, similar to location-date handstamps: one capital letter (figure 892); two capital letters (figure 893); a capital letter and a small letter (figure 895). These check letter took place on the both sides of the post office number. Postmarks produced by Standard equipment contained the Crown, which was removed after 1947. Postmarks produced by Universal equipment never featured the Crown. Sometimes there were small numbers next to postmarks. They indicated the number of mail items, since the counting equipment printed serial numbers on mail items (figures 888 and 892). Worn heads and inserts were replaced. Replacement equipment always deviated from the original one as regards carving details.

In 1935, post offices No. 4 and 5 of Budapest were equipped with Francotyp equipment.

From 1960s, the number of postage collecting machines increased at post offices of Budapest. The first one was supplied to the post office no. 62, for registered mail. This equipment was in no way more advanced than previous machines, though it printed a machine postage stamp, a date postmark, and an figure with a serial number similar to the adhesive label of registered mail. For the first time, the figure with the serial number was inserted between the postage stamp and the date in the Francotyp machine no. 129 in the district for which the Postal Directorate of Budapest was in charge (figure 889).

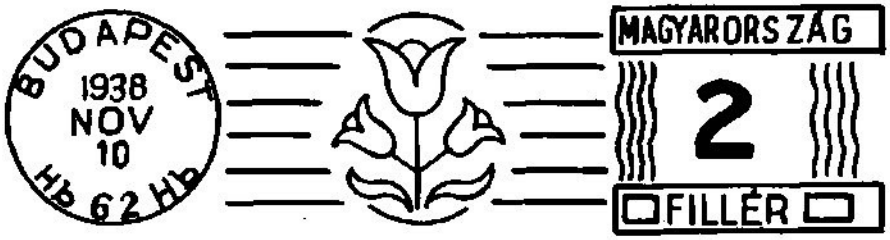
In 1963, several post offices of Budapest were supplied by the German equipment Postalia. The figure of the postage stamp was usual. Immediately next to the postage stamp, to the left side of it, the date postmark took place, which was unusual if compared to other machines. The shape type was very different from all other shape types. It was a circular one-ring postmark with a horizontal strip (figure 896). Its system was Kr5; interestingly enough, it was used by such workstations of larger post offices where bulk and corporate mail was handled. Big portion of this mail was registered or urgent. So far, handstamps without accurate time indication had not been used for processing this kind of mail. In the upper part of the ring, the name of the location took place, while in the bottom part, in the middle – the number of the post office. The position of the machine sign *P* and the number of the machine *I/...* was as usual. To the left of the date, promotional part of the handstamp was fixed; it usually contained instructions or any other information regarding postal procedures.

The first equipment to accept letters was commissioned at the post office no. 114 of Budapest in the same year. The machine printed 36x26 mm horizontal rectangular shape in the top right corner of the mail item; the frame of the rectangular shape imitated postage stamp perforation; it included location and date, as well as denomination (figure 894). Postmarks were divided by a

vertical line into two parts. The arrangement of the text was the following: BUDAPEST / date / a114a in the left part of the postmark, and 60/filler in the right part of it. The system of the date was *Kr5*. The ink was black.



894. ábra



895. ábra



Figures 896.

9. Bill Of Exchange Postmarks (Vf)

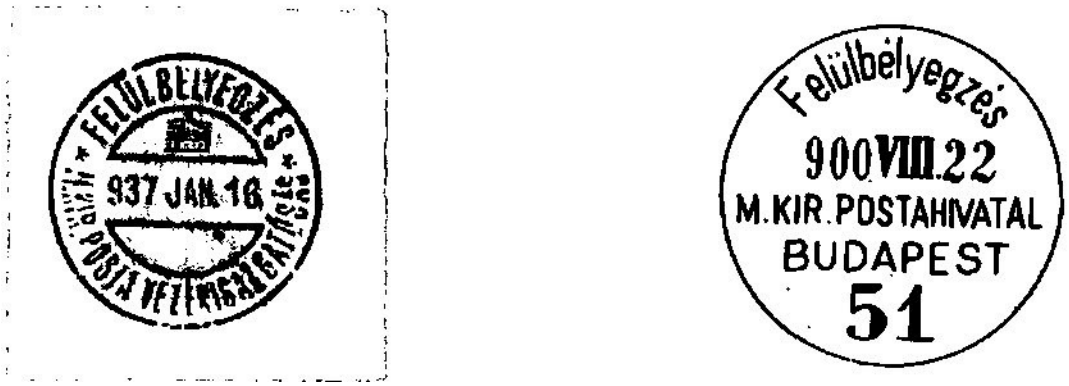
The Act on Bills of Exchange (Law No. XXVI of 1881) gave the right of postmarking bills of exchange in Budapest to the Post. (This act became effective on 15 June 1882.). The list of the post offices authorised to postmark bills of exchange was constructed by the Postasl Directorate. Implementation instructions were issued in 1883 (instructions No. 15.594; PRT.27/4/1883, volume 27.). Post Office Treasury supplied special handstamps to these selected post offices to fulfil this mission. Until 1926, the shape, dimensions, and the layout of the text of these stamps deviated from those of location-date handstamps of post offices. In 1926, all offices became authorised to postmark bills of exchange, for which they had to use their location-date handstamps. Therefore, further production of special bill of exchange handstamps became unnecessary.

Managing and using bill of exchange handstamps was done exclusively by the manager of the office or a person to whom he/she delegated this task. Handstamps were not allowed to be used for any other purpose but post-

marking adhered revenue and, later, bill of exchange stamps. However, very rarely, we can still find postmarks produced by these handstamps on postage stamps adhered to internal forms, for example to inquiry forms (figure 898).



897 – 898. ábra



Figures 899–900.

At first, five post offices of Budapest were granted the right to use bill of exchange handstamps in 1882; from 1883, further offices in the country followed. From 1900 to 1926, 15 post offices were fulfilling this task. However, the number of post office names was much larger, due to which the number of handstamps with different post office names grew too. It happened because quite a few post office names modified in 1890s. For example, Budapest-Terézváros post office turned into Budapest-Király utza in 1892. In 1898 and in 1900, the post offices of Budapest and in the country received serial numbers – the number of licensed post offices increased from 15 to 27. All these changes resulted in replacements of handstamps. Before the World War I, the system of handstamps was always *B1*; the month was expressed in Roman numerals, while the year and the day in Arabic ones. The year was expressed by a two-digit number. At the turn of the century, three digits were needed to express the year. Consequently, these handstamps were *B1/2* or *B1/3*. Further versions resulted from removing the hyphen from compound location names. The fonts of the text were always Grotesque, while the date – Antiqua. The handstamps manufactured after the World War I, in 1926, were identical to the type group *L* of location-date handstamps, of course regardless their text. Type groups:

Type Group Vf-BJ, 1882−1883. B1 Location-date handstamps of horizontal rectangular shape and 38x28 mm (figure 897). The arrangement of the text was the following: reference to bills of exchange/date/M.K.POSTA HIVARAL (Royal Hungarian Post Office/name of the post office). The reference to bills of exchange was: *Felülbélyegzés*.

8 pieces were produced. The first was *Budapest Főposta* (20/5/1882), while the last *Zay-Ugrócz* (1/6/1883). 10 post marks are known, with variations included.

Type Group Vf-EJ, 1887−1899. B1 location-date handstamps with the diameter of 33 mm. The handstamps of offices which had short names was such that the reference of the bill of exchange took place above the date in a curved line; below the date, in two curved lines, the inscription M.KIR.POSTAHIVATAL (Royal Hungarian Post Office)/name of the post office took place (figure 898). When the office was numbered, both the top and the bottom parts were the same, but in the two horizontal lines and below them 6-7 mm high Antiqua office number took place (figure 900). The reference to bills of exchange was *Felülbélyegzés*.

19 pieces were produced. The first was Nagy-Várad-Újváros (5/10/1887), while the last Mező-Telegd 1 (2/1/1900). 32 postmarks are known, with versions included.

Type Group Vf-L, 1926. Circular *Kr6* handstamps with the Crown, stripes and a horizontal semi-strip. In the segments of the ring, the following inscription was written: VÁLTÓFELÜLBÉLYEGZÉS M.KIR. POSTHIVATAL (Royal Hungarian Post Office, bill of exchange post mark/location name). To separate text chunks, two dots were used.

One piece was produced: *Budapest 5* (5/2/1926).

Type Group Vf-O, 1937. Circular *Kr6* handstamp with the Cown, without strips, with a semi-stripe (figure 899). The text, separated into two chunks, read: FELÜLBÉLYEGZÉS (postmarking)/M.KIR.POSTA VEZÉRIGAZGATÓSÁG (Royal Hungarian Post Office General Directorate). Most probably, this handstamp was produced for documents submitted to the General Directorate which were subject to revenue payment. However, we have included it in this group because its inscription is identical to the handstamps used for postmarking bills of exchange. Another reason for including this handstamp into this category is the occurrence of this postmark on postage stamps.

One piece was produced (5/1/1937).

All in all 29 pieces of bill of exchange handstamps were produced for post offices authorised to carry out this operation. 44 postmarks are known.

B) INTERNAL PROCESSING AND ITS HANDSTAMPS

We have already defined the term ‘internal processing’ when discussing different kinds of processing. Procedures not discussed so far were those for: mail collected from mailboxes at railway stations (*Pusz*); mail from mailboxes (*Lsz*); recipients’ address investigation (*Cny*); and finally, radio news service, subscription for radio, and fee collecting service (*Rá*). The latter is discussed to the extent handstamps are involved.

1. Processing Mail from Mailboxes at Railway Stations and Handstamps Used for it (from 1880)

At bigger railway stations where there were no post offices, mailboxes were mounted. Mail items, for which the postage was covered in advance, were dropped into these mailboxes. Employees of post offices responsible for such mailboxes emptied them at regular time intervals. It was always the employee who carried the mail bulk to the station to send it. As regards processing of this mail, we identify three periods, their boundaries being not too sharp.

The first period started when these mailboxes were mounted, from 1868 to the 1880s. In this period, the mail from mailboxes, along with the sacks containing bulk mail, was handed over to the mobile post office. It was the mobile post office where mail items were processed and dispatched, for example added to another bulk destined to some nearby destination. The disadvantage of this way of dispatching was the fact that there was no trace of the location where mail items entered mail stream. This disadvantage had legal, economic, and other implications. Mobile post offices used handstamps which contained only the initial and the final locations of the route; it was for this reason that at the beginning of 1880s the Post Office introduced special handstamps for the mail collected from railway station mailboxes.

First handstamps for this kind of mail had the same shape and layout as header handstamps of post offices. They were location handstamps of rectangular shape with a simple frame. The inscription contained the name of the responsible post office, which was then followed by such abbreviations as P.UDV., P.U., or sometimes in full: PÁLYAUDVAR (all of these abbreviations mean *railway station*). Consequently, they were the same as the handstamps used for documents at railway station post offices.

During the second period, which lasted from the beginning of the 1880s until the end of March of 1937, the processing of this mail involved extra work. The employee emptying the mailbox postmarked the mail items and tied them in piles. After this, he handed these piles to the mobile post office. The procedures of the mobile post offices remained unchanged. It was there that the stamps were postmarked and the items dispatched. Figure 901 presents a regularly processed mail item. However, even at the beginning of the period, some postal employees applied a different procedure, postmarking postage stamps with their handstamp referring to the railway station mailbox. In such cases, the mobile post office employee did not postmark the postage stamp repeatedly. As mail stream kept increasing, and because during World War I many Post Office employees were unqualified, this way of mail handling became more and more popular. Gradually, mailbox emptying post offices started to use date handstamps along with the ones referring to the railway station mailboxes (figure 908). This mail handling method was strikingly similar to the one applied in the first decades of the 19th century.

There were two more irregularities in this second period. However, neither of the breaches was deliberate. They may have occurred because at the time when mailboxes were mounted, responsible post offices had not yet received location handstamps to process mail from them. In such cases, these offices used their official headers (figure 913) or location handstamps

used for register mail receipts (figure 910) until the new handstamps arrived. The same happened when handstamps indicating railway station mailboxes were lost or broken. This was the period when the first *B1* location-date handstamp appeared (figure 914). It may have been an experimental piece or handstamp designed from any other purpose, but so far we have not found data on its function, time of production, or the time when it started to be used.

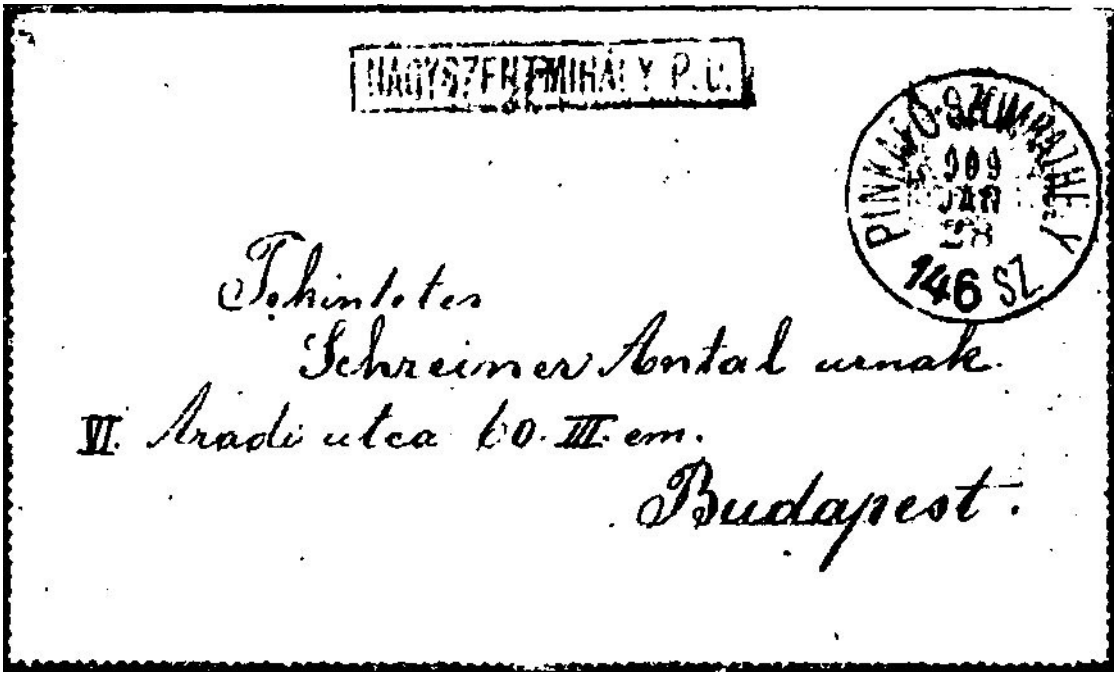


Figure 901.

The third period started in April 1937, when location-date handstamps were introduced for railway station mailbox mail. The employee who emptied the mailbox was the one who also cancelled the postage stamp with a location-date handstamp. Then he handed over the piles to the mobile post office, whose sole function was dispatching.

These location-date handstamps were similar to the contemporary handstamps of Postal Directorates – until 1950 their corners were rounded, while later they were not. When the inscription was in the Hungarian language only, the handstamps contained three lines, when they were in the Hungarian and Ruthenian language – five lines. At the beginning, the name of the office was curved. From 1945, it was frequently written along a straight line, while after 1948 it was always curved.

We need to mention that where there was a post office at a railway station (either agency, or branch), mailboxes had been emptied before bulks were packed, and the mail was processed with regular location-date handstamps. *It means that railway station mailbox handstamps (location and location-date) were supplied only to the railway stations where there was no post office.* However, from 1948, the Post seemed to implement changes to this situation. It was the year when the first handstamp designed for a post office operating at a railway station was produced. The curiosity of that handstamp was the fact that the reference to railway station (PU) occurred twice in the inscription – in the post office name, as a reference to the location where it operated, and in the mail processing indication, which was the reference to the fact that the mailbox was mounted at a railway station. We

are taking about the handstamp (30/3/48) *Marcali pu.* (railway station at Marcali) (figure 925). It seems that this solution was not final: today 58 post offices operate at railway stations (in 1965), but only two such handstamps have been produced. We should pay attention to another interesting phenomenon. On some handstamps, the abbreviation *PU* followed the name of the location, while the word *LEVÉLSZEKRÉNYBŐL (from mailbox*) stood separately. These handstamps may seem to belong to post offices operating at railway stations, whereas they were used for handling mail from mailboxes at railway stations where there was no post office (figure 926).

The ink was usually black. During the war, violet occurred occasionally, and, exceptionally, green. Type groups:

Type Group Pusz-hB, 1880−1937. Location handstamps with a simple frame, of horizontal rectangular shape, 9-12 mm high and 35-60 mm wide, depending on the length of the location name. The abbreviation P.UDV. (figure 902) or the word PÁLYAUDVAR (railway station) (figure 903) referred to the railway station. Later, only the abbreviation *P.U.* was used (figure 904). At Croatian offices the abbreviation was *P.U.KLD.* (figure 905), or, occasionally, *P.U.KLDV.* (figure 906). In the period when post office names changed in Croatia, the inscriptions of handstamps turned bilingual – Hungarian-Croatian or Croatian-Hungarian (figure 907). Apart from the period 1912−1922, production data are unknown.

233 post marks are known.





902 – 903. Ábra





904 – 905. Ábra





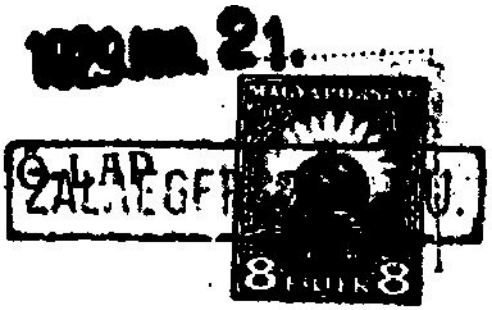
Figure 906−907.

Type Group Pusz-hC. Production data and period are unknown. Location handstamps with a simple frame, 18−22x20−30 mm, of the horizontally arranged oval shape. Railway station reference was *P.U.* Sometimes, decoration of strips and dots was used. When a handstamp contained one line, the arrangement was horizontal (figure 909); when there were two lines, they were curved.

3 postmarks are known.

hA handstamps used instead of railway station mailbox handstamps. Production period and data are unknown. The majority of handstamps had Grotesque fonts (figure 910); some of them had Antiqua fonts (figure 911). No reference to the way of mail processing.

17 post marks are known.



908. ábra



909 – 911. ábra



Figure 912.

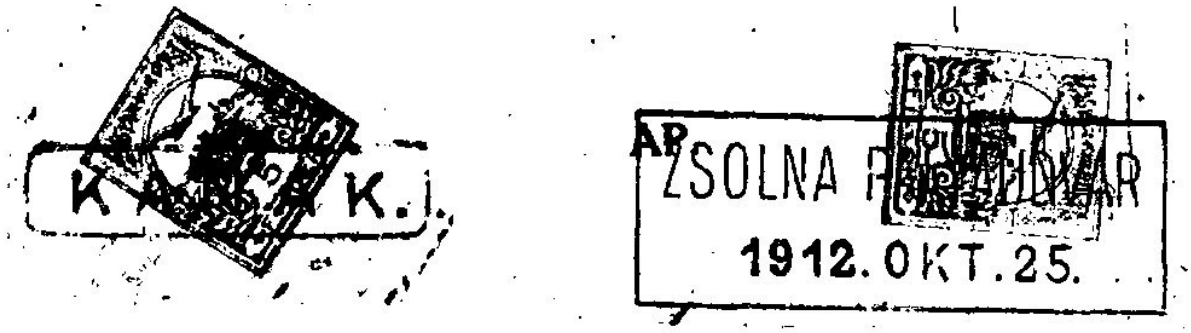
hB handstamps used instead of railway station mailbox handstamps (official headers). The fonts were usually Grotesque (figure 913), though rarely Antiqua (figure 912). No reference to the way of mail processing.

7 postmarks are known.

Type Group Pusz-BJ. B1 location-date handstamps, 55x20 mm, with a simple frame, of horizontal rectangular shape (figure 914). The date contained three parts; the year was expressed with four digits.

One piece was produced.

Type Group Pusz-BO, 1937−1938. Kr6 location-date handstamps with rounded corners, of horizontal rectangular shape. We have identified two sub-groups on the basis of text arrangement and the reference to the way of mail processing.



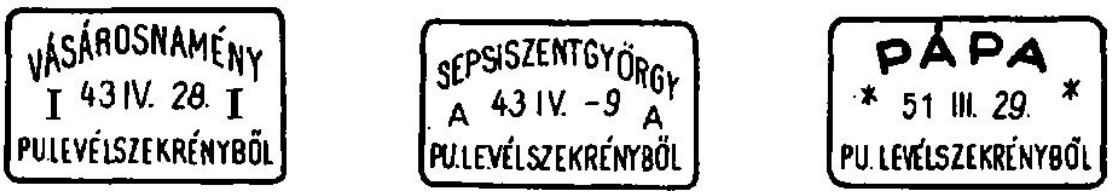
913–914. ábra



915–917. ábra



918–920. ábra



Figures 921–923.

Sub-group Pusz-BO.I, 1937. The text read: name of the office/reference to the railway station mailbox/date (figure 915). The reference to the railway station mailbox was *P.U.SZEKRÉNYBŐL (from railway station mailbox).* The name of the office was carved. The size was 28.5x16 mm. These handstamps were modified when post office were numbered.

141 pieces were produced. The first was *Kunszentmiklós* (10/4/1937), while the last *Kistelek* (15/12/1937). 142 postmarks are known.

Sub-group Pusz-BO.II, 1937–1938. The inscription read: name of the office/date/reference to railway station mailbox (figure 916). The reference to the railway station mailbox was *P.-U.LEVÉLSZEKRÉNYBŐL from railway station mailbox).* Otherwise, these handstamps were identical to the sub-group *I.* Their size was 29x17.5 mm.

11 pieces were produced. The first was *Pécsvárad* (15/12/1937), while the last *Zalaegereszeg* (10/2/1938). There were no versions.

Type Group Pusz-BR, from 1938. Kr5 location-date handstamps, their layout similar to the sub-group *BO.I* (figure 917). From 1945, the name of the office was written more and more often horizontally; from 3 November

1948, horizontal arrangement became exclusive (figure 918). The size was 29x18 mm. For the offices in Transcarpathia, handstamps with five-line inscriptions (in the Hungarian and Ruthenian language) were produced (figure 919). After Transcarpathia was re-structured in terms of public administration, the Ruthenian language words were eliminated (figure 920). The size was 29x20 mm. To distinguish replacement handstamps, the Roman numeral *I* (figure 921), the letter *A* (figure 922), numbers, two letters, six-pointed stars (figure 923) or five-pointed empty stars (figure 924) were carved on the both sides of the date. One of the most interesting handstamps of this group was the handstamp of the post office in Lábatlan. Abbreviation *PH (posta-hivatal = post office)* followed the name of the location, which was very unusual for these handstamps at that time. Another interesting handstamp was the one of the post office no. 1 of Hódmezővásárhely, where the number of the post office was carved on the two sides of the date (figure 927).



924–926. ábra

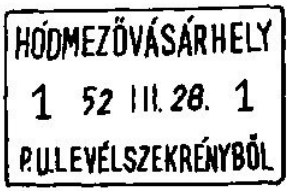


Figure 927.

302 pieces were produced (until the end of 1963). The first was *Szerencs* (19/3/1938). The first one in Transcarpathia was *Szojva/Szvályává* (16/10/1939), while the last *Perecseny/Perecsiny* (19/8/1944). 308 postmarks are known, with the coloured one and versions included.

All in all, 715 railway station mailbox handstamps were produced (at least to our knowledge). 722 postmarks are known, with versions included.

2. Processing of Mail From Mailboxes (Lsz)

We have already mentioned the indication handstamps featuring inscriptions '*levélszekrény útján adatott fel' (sent by dropping into a mailbox).* From the time when mailboxes were first mounted, only regular mail could be sent by dropping it into these mailboxes. Mail emptied from these mailboxes was processed in the same way as if it was accepted into mail stream at a post office. To accommodate to the customers' demand, posting registered mail by dropping it into a mailbox and then later (within 30 days) getting the receipt from the post office was made possible; this measure was introduced in 1913. To this end, special envelopes were introduced, to distinguish registered mail visually. To avoid double postmarking (location-date postmark on the postage stamp and indication postmark on the front side of the mail item), special location-date handstamps were introduced in 1955. Postmarks produced by these handstamps were very similar to those on railway station mailbox mail, the only difference being the omission

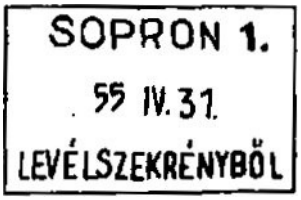


Figure 928.

of the abbreviation *P.U.* Therefore, their inscription read: location name/*LEVÉLSZEKRÉNYBŐL (from mailbox)* (figure 929). This kind of handstamps was produced for two post offices in the country; later their production terminated. All of these handstamps belong to a single type group.

Type Group Lsz-BR, from 1955. Kr5 location-date handstamps.

2 pieces were produced. The first was *Sopron 1* (31/4/1955).

3. Address Investigation Service and Handstamps Used (Cny)

At the beginning of the history of the Post, errors in recipients' addresses did not cause significant problems. Postmasters usually had sufficient local knowledge to find out who or where the recipient was. If it was not possible, the mail item was usually sent back to the sender. As mail stream increased, the number of such items increased too. There were also more and more mail items from foreign countries, which did not contain sufficient data on the recipients. Finally, at the end of the 19th century, an Investigation Organisation was set up in Budapest. Apart from this organisation, there were address investigation units at all post offices involved in mail delivery. At the post office no. 4 of Budapest, an address investigation department was set up. The Investigation Organisation merged into the post office no. 70 of Budapest in 1923, becoming its address investigation department.

Location-date handstamps of the Investigation Organisation were identical to the contemporary handstamps of other post offices. We have categorised these, as well as the postmarks with two letters *C* of the post office no. 4 of Budapest, into the group called *address investigation handstamps* (*CNY*). Post offices involved in mail delivery in Budapest, the post office no. 741 in Budapest, as well as their departments involved in address investigation were supplied by special handstamps. These handstamps were in use until the end of the World War II. Type Groups:

Predecessors of Cny handstamps, 189?−1900. For the Investigation Organisation, *Kr8n* location-date handstamps of the type group *Hy* were produced first; later they were followed by *Kr9* handstamps of the type group *Ky* (figure 929); for the post office no. 4 of Budapest *Kr9* location-date handstamps of the type group *Ky* with the signs C.a., C.b., etc. (figure 930) were manufactured.



929. ábra







Figures 930–932.

7 pieces were produced. Probably, there were 9 postmarks.

Type Group Cny-BN, 1937. Kr8 location-date handstamps, upper corners cut, horizontal rectangular shape (figure 931). The layout of the text was post office name/CÍMNYOMOZÓ (address investigation). The size was 25x20mm. At the post office no. 741 of Budapest, each work station in the address investigation department was supplied by a 10x10 mm handstamp with a number. It had to be mounted on the location-date handstamp (figure 932). 21 was the largest number stamped this way. Though we have not come across all numbers, it is probable that all of them were used.

7 pieces were produced (18/9/1937). There were 27 possible postmarks; the postmarks produced by mounted number plate included.

4. Radio Service and its Location-Date Handstamps

The first Hungarian radio station was set up in October of 1914, at the beginning of the World War I in Csepel, a district in Budapest. Radio connection was meant to replace the broken telegraph connection between Hungary and Bulgaria, Turkey, and later Spain and Sweden. The second radio station was set in Temesvár (Timisoara) at the beginning of 1916, for the internal purposes of the military. At both radio stations, telegraph services were set up too; they were clearly distinguished by the managerial handstamps used (figure 933). Official headers (figure 934) and location-date handstamps (figure 935), on the other hand, referred exclusively to the radio.

After the war, radio services developed significantly. The telegraph office of the radio in Budapest way re-named, becoming Radio News Service.

When Radio started to broadcast programmes, it was the Post Office which kept account of subscribers and collected subscription fee. To this end, Radio Subscription Fee Office was set up, as well as radio offices at the post offices belonging to the central government. Later, at larger post offices, radio departments set off to manage all issues connected to the radio. For these, location-date handstamps featuring the word *Rádió* (Radio) were produced. Currently (in 1963), location-date handstamps with the check letter *R*

are planned to be produced for the work stations where issues related to the radio are managed. The type groups of location-date handstamps used for the radio service are the following:

Type Group Rá-K, 1914−1916. Kr9 location date handstamps with the text location name/RÁDIÓ (radio) (figure 935).



933—935. ábra



Figures 936−938.

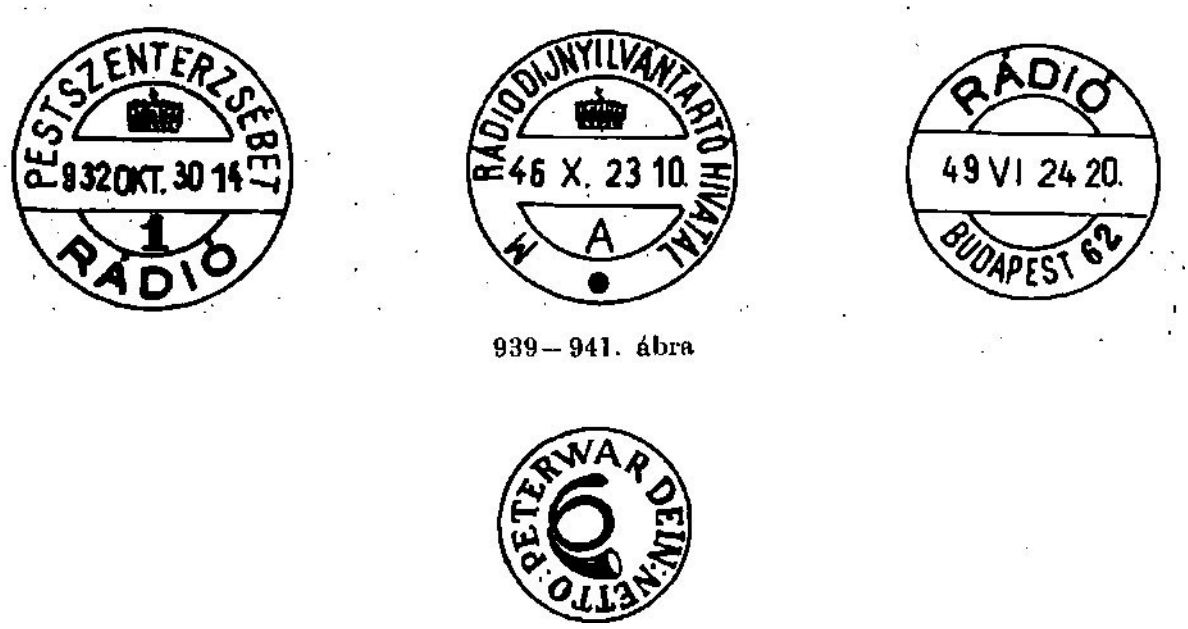
2 pieces were produced. The first was *Budapest* (19/10/1914), while the other *Temesvár* (2/2/1916).

Type Group Rá-M, 1922−1924. Kr8 location-date handstamps with the Crown, with stripes. The wording was reference to the radio service/location name. The reference to the radio service read *M.KIR.POSTA RÁDIÓ HÍRSZOLGÁLAT (Royal Hungarian Post Office Radio News Service*) (figure 936) or *RÁDIÓKIRENDELTSÉGE (Radio Office/Agency).* In 1947, when the Crown was removed, the inscription *M.KIR. (Royal Hungarian)* was replaced by *MAGYAR (Hungarian)* (figure 937).

3 pieces were produced. The first was *Rádió Hírszolgálat* (Radio News Service) (9/6/1932). The production data for the other two handstamps are unknown. Five postmarks are known, with versions included.

Type Group Rá-N, 1928−1937. Kr8 location-date handstamps with the Crown, without stripes. Usually, their shape type was *I* (figure 938), rarely *III* (figure 939). The text was arranged as location name/RÁDIÓ (radio). The office number took place in the bottom section of the circle, though its occurrence following the location name was also frequent. The size was 22-28 mm.

Ten pieces were produced. The first was *Újpest 1* (14/12/1928), while the last *Miskolc 1* (25/11/1937). 15 postmarks are known with those from where some parts were removed included.



939—941. ábra

Figure 942.

Type Group Rá−Py, 1939. Kr7 location-date handstamps; the text arranged as *M.KIR.RÁDIÓ DÍJNYILVÁNTARTÓ HIVATAL (Royal Hungarian Radio Subscription Fee Office)*/location name. The size was 27 mm, while the shape type II. After the war, in 1946, the abbreviation *KIR. (Royal)* and the location name were removed (figure 940). In 1947, the Crown was removed too.

2 pieces were produced: *Kassa* and *Kassa* A (8/8/1939). 6 postmarks are known, with those from which some parts were removed included.

Type Group Rá−Px, from 1946. Apart from omitting the Crown, this type group was identical to the type group *Py*. However, sometimes the sequence of the text was reverse: *RÁDIÓ (Radio)/*name of the office (figure 941). Also a very special shape occurred in this group: the horizontal strip was incomplete, and below the bottom line of the strip, the inner circle was missing; in other words, the complete bottom section of the circle was missing. In the upper part of the ring the inscription *MAGYAR POSTA KÖZIGAZGATÁSI RÁDIÓ HÍRSZOLGÁLATA Official Radio News Service of the Hungarian Post Office)* took place. In the area were otherwise the bottom section of the circle should have been found, the name of the location was written horizontally. The size was 24-27 mm.

5 pieces were produced (until the end of 1963). The first was *Budapest Rádióhírszolgálat* (6/7/1946).

All in all 22 handstamps were produced for the radio service; 33 postmarks were produced by them.

Out of the huge number of handstamps used in Hungary, there is one handstamp, which we may not include in any of categories. We should, however, deal with it.

At the time when there were large epidemics (plague, cholera), quarantine stations were set up on busy transportation routes. On these, people were kept for some time and underwent disinfecting procedures. Not only people but their luggage and mail were disinfected as well, which was done by 'fumigation'. This was the period when punched mail was produced. Mail items were punched to make it possible for the smoke to penetrate their inside part. After this procedure was applied, the commissar (the official in charge of the

quarantine station) applied a special, usually blue, handstamp to the mail item, to express that it was safe. One of the biggest quarantine stations operated in Pétervárad. In 1795−1796, at the time of a very heavy plague epidemic, the mail in Pétervárad was postmarked by a location-date handstamp featuring the word *NETTÓ (*figure 942). 'Nettó' meant *clean*, *disinfected*, and referred to the fact that the mail item was safe.

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