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THE PHILATELIC SOCIETY OF MALTA

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EDITORIAL

It is a real pity that members keep on refraining from attending monthly meetings and at the same time expect the Committee of the Association to do everything for them.

On the other hand, the articles submitted for publication in the Magazine keep becoming scarcer and scarcer with time.

It has, therefore, been quite an onerous job on the part of the Editor to select what is considered interesting and pleasant. The best has been done to produce what is included in this number, to the satisfaction of the "bona fide" reader.

Needless to stress the fact that the greater the selection, the richer the publication. Do not be afraid to write what comes your way in an interesting manner.

FR

MALTA NAPOLEONTIC OCCUPATION 1798-1800

For 268 years (1530-1798) Malta had been ruled by the Knights of St. John. When, at the close of the 18th century, Napoleon was planning the conquest of the world he determined to use Malta as the starting point of his Expedition to Egypt, and thence to India, to shatter the British power in the East.

On the 9th June 1798 Bonaparte, with an overwhelming naval and Military force, appeared off the Island and on the flimsiest of pretexts, attacked it. The timidity of the Grand Master, the treachery of most of the Knights, and several other circumstances greatly favoured his plan, and within three days of his arrival, the island which his expert eye had discerned as "la place plus forte de l'Europe", was in his hands.

After publishing new laws, through which breathed the spirit of the French Revolution, Napoleon proceeded on the 16th June on his expedition to Egypt, leaving the Island guarded by a garrison of 3000 under General Vaubois.

For three months the people bore in silence the yoke of the first French Republic, but when their religion was attacked and their churches plundered they rose like one man against the French and compelled the garrison to shut themselves up within the fortifications. This was on the 3rd September 1798 and, with the help of the English who blocked the harbours, and later sent troops, they (the Maltese) kept the garrison closely besieged for two years. until the 4th September 1800, when Vaubois surrendered to General Pigot, commanding the British and allied forces.

FRENCH SOLDIER'S LETTER OF 1798

From Valletta, Island of Malta this 6th Messidore (June 24th) 6th Year of Republic.

Dear Father, Mother and Sister,

I have my pen in hand to enquire as to your state of health and that of As regards myself, I am fairly well, apart from very severe toothache, which I think is exacerbated by the fact that we suffer from very severe heat here, which flattens us to the shape of our hats.

I wrote you three letters from Corsica but have had none from you. We left the Island of Corsica on the 26th Floreal (15th May) arriving in

Malta on 21st Praireal (June 9th). We were 25 days afloat, but tied up in the Port of Madalena six days after leaving Corsica. The distance between Corsica and Malta is 300 leagues, so we are separated from each other by some 500 leagues, dear Father and Mother and Sister. I wonder when we shall have the joy of seeing each other again as we seem to be separated by such a great distance.

We captured the Island of Malta with a loss of not even 30 men, which is a victory for us as it is an impregnable fortress. They surrendered as they did not have enough troops to guard the fortress. The Island of Malta is not large as it only has a circumference of 20 leagues. It is flat and thickly populated but produces very little wheat, also some cats. Their main products are cotton and figs and they get their main supply from Sicily. We are some 30 leagues to the North of Barbary and the Island depends on Africa.

As soon as Malta was captured the Squadron left for Sicily where they found the English had landed. Both the English and ourselves landed in Sicily and I think we shall soon be going there ourselves.

I am writing this letter so that you may have news from me but I fear you may not receive it. Frankly I don't know where we shall be going.

All my compliments to the whole family whom I embrace with all my heart. Please pass on my news to my godfather Delime and convey my compiment to Nicolas Bouclie and all friends in our neighbourhood.

Dear father, mother and sister, I will now conclude by embracing you with all my heart.

Your son for life,

ANTOINE CHARIEZ.

Baptiste Bouclie sends you his regards and is keeping well.

We don't know where we are going. My address remains the same: In garrison at Valletta, Island of Malta.

THE SOVEREIGN MILITARY ORDER OF MALTA

(S.M.O.M.)

(Published by kind permission of Messrs E. SAID, Stamp Dealers, Valletta)

The origin of the Order dates back to the 10th Century, when some of the Merchants from Amalfi (Italy) founded a 'hospital' in Jerusalem to take care of the weary and tired pilgrims visiting the Holy Land. Then, under the leadership of Raimondo De Podio (its first Grand Master) it became a Military Order, intimately linked with a number of victories and military occurrences until 1291 when it was forced to leave the Holy Land and take refuge in Limassal Cyprus. In 1310 it moved over to Rhodes where it settled for the next two centuries.

In 1522, however, it was forced to surrender to Suleiman (the Magnificent) and after a short stay at Viterbo, Charles V of Spain leased the Islands of Malta to the Knights.

Settlement in Malta was effected in 1530 and remained uninterrupted up to 1798 when the Order was again forced to leave by an all conquering and greedy Napoleon.

Partial disbandment followed, but in 1814 what remained of the Knights, took up a temporary seat in Catania (Sicily), whence in 1834 they transferred to Rome where they took up their present residence.

Unlike its predecessors, the S.M.O.M. is today a purely a non belligerent body totally dedicated to deeds of philanthropic nature. Its activities revolving around such work, have given rise to the establishment of Blood Banks, and the free administration of medicine to the poor and needy.

The main seat of the Order is nowadays in Rome in Via Dei Condotti with its substation at the Aventino (one of the Hills of Rome). In other parts of the world, the S.M.O.M. runs clinics whose functions of a merciful nature have already been referred to.

In Malta, the year 1968 saw the opening of both a seat (of an Ambassadorial nature) in St. John's Cavalier, and of a blood clinic in St. Ursula Street, Valletta. To help in its fund raising drive the Order issues for the present, two to three sets of stamps every year. The value tablet of these is based on the old coinage system of *Grani*, *Tari* and *Scudi*.

Worthwhile noting that all the issues (though limited in number) have been printed by that London Firm of International Fame: Messrs. Thomas de la Rue. Besides, to add to the seriousness of these emissions, every sheet has a serial number. Unfortunately such stamps are not given official recognition by the U.P.U.

It is thus a real pity to one and all, that the stamps of the Order have not been officially recognised by the Italian Government, as valid for postal purposes. This factor would certainly have afforded a greater degree of income to be distributed to those in need. Perhaps this would have not been too much out of place, considering the fact that the S.M.O.M. in 1966 had reached agreement with the Italian Authorities on the Attainment of International Status, an Independent Body fully autonomous both in its Headquarters and its branches overseas. It has a deputation with the U.N.O. (O.M.S.) and keeps diplomatic relations with more than 35 countries.

Up to the time of writing, the series of stamps of the Order is 9 sets, all highly artistic, full of meaning and in short, a model of philatelic delight.

Following the Magisterial Decree on the 20th May, 1966, the S.M.O.M. started the running of a postal service valid throughout its "territories" by emitting the first set on the 15th November of the same year. It consisted of nine stamps, portraying Coats-of-Arms, Insigna and reproductions of famous works of art.

Then on the 15th May of the following year, the second set, also of nine stamps was placed for circulation. Each stamp depicted a flag of one of the langues of the Order Castille, Germany, Provence, Aragon, England, Alvernia, France and Italy, while the ninth showed the two flags of the Order in general.

The third set was issued on the 15th November of the same year and depicted four (one of each value) different works of art figuring the bust of St. John the Baptist (Patron Saint of the Order) by Tiziano, Donatello, Pinturicchio and Botticelli.

On the 5th March 1968, another set of 4 stamps came out. It represented maps showing the different seats of the Order: on the 5 Grani Jerusalem and Cyprus, Rhodes on the 15th Grani, Malta on the 2 Tari and Rome on the 1 Scudo.

The fifth set was issued on the 5th October 1968 and showed six different Galleons of the Order, one for each denomination. It was only fair that these vessels should have been represented, as during the 16th and 17th Century, the most powerful fleet in the Mediterranean was that of the Order of St. John, which had inflicted quite a number of defeats on the Turkish Navy — the pride of the Ottoman Empire, the terror of Christendom.

The last of the 1968 issues was a Christmas one, coming out on the 2nd December, also in miniature sheets. It consisted of three values, the 10 Grani showing the Annunciation, the ½ Scudo portraying the actual Nativity Scene, and the 1 Tari describing the Adoration by the Magi. The

designs are a faithful reproduction of the invaluable 17th Century Flemish Tapestry, found in the museum of St. John's Co-Cathedral, Valletta.

The 1969 issue on the 2nd May, reproduced 18th and 19th Century Military Uniforms worn by the 'Top Brass' of the Order. The 4 Grani, an Artillery Officer of the 18th Century; the 6 Grani, an Infantry Officer of the 'Falconieri' 18th Century; the 10 Grani, an Officer of the Marines 18th Century; the 2 Tari, a Professed Knight of the 18th Century; and the 1 Scudo, a 19th Century 'Commendatore', a sort of a high ranking Administrative Officer.

The second 1969 issue on October 5th, featured the busts of six of the most internationally known Grand Masters. The 4 Grani showed G. M. Pinto, the 5 Grani De Vilhena, the 6 Grani Caraffa, the 25 Grani L'Isle Adam, the 1 Tari La Valette and the 1 Scudo Raymondo du Puy.

THE S.M.O.M. STAMPS

All printed by Messrs. De La Rue, London.

1966 (November 15): Coats-of-Arms, No Watermark, Perf. 13 by $12\frac{1}{2}$ Nos. 1 - 9.

1967 (May 15): Langue Flags, Malta Cross Wmk., Perf. 13 by $12\frac{1}{2}$, Nos. 10 - 18.

1967 (November 15): St. John Baptist, Malta Cross Wmk, Perf. 13 by $12\frac{1}{2}$, Nos. 19 - 22.

1968 (March 5): Seats of the Order, Malta Cross Wmk., Perf. 13 by $12\frac{1}{2}$, Nos. 23 - 26.

1968 (October 5): Galleons of the Order, Malta Cross Wmk., Perf. 13 by $12\frac{1}{2}$ for the horizontal, and vice versa for vertical, Nos. 27 - 32.

1968 (December 2): Christmas, Malta Cross Wmk., Perf. 13 by $12\frac{1}{2}$ (vert.), $13\frac{1}{2}$ (horiz.), Nos. 33 - 35.

1969 (May 5): Military Uniforms, Malta Cross Wmk., Perf. 13 by $12\frac{1}{2}$, Nos. 36 - 40.

1969 (October 5): Prominent Grand Masters, Malta Cross Wmk., Perf. 13 by $12\frac{1}{2}$, Nos. 41 - 46.

PHILATELIC NEWS

The following letter was received by the Editor, who considered it of paramount importance, both from the patriotic as well as from the philatelic viewpoints.

It is published *in toto* for information to all members and non members:

Dear Dr. Aquilina,

In one of the Stamps Magazines, a Belgium Monthly, "*De Postzegel*" which my friend, Drs M. van Meensel, regularly sent I noticed an interesting article about the Popularity of the different countries issuing stamps, under which Malta appears to be the 11th. I have translated this article for our "Newsletter", and hope you will have it reprinted in our next issue.

"In the Monthly for Vlamish Stampcollectors *De Postzegel* we noticed an interesting article, concerning the popularity of MALTA stamps in Germany, and we have this article translated for your Popularity Test. The German firm Sieger from Lorch/Wurtt, has more than 40,000 subscriptions for new issues of the European Countries. On the strength of this large amount is a list made up, according to the popularity of the different countries. For understandable reasons the countries of East and West Germany are not included in this list, but order of popularity we give you hereunder the following countries:

| No. | No. | No. |
|------------------|---------------|-------------------|
| 1 Austria | 13 Denmark | 25 Russia |
| 2 Vatican | 14 Iceland | 26 Andorra |
| 3 Liechtenstein | 15 Finland | 27 Portugal |
| 4 Switzerland | 16 Greenland | 28 Czechoslovakia |
| 5 France | 17 San Marino | 29 Hungary |
| 6 Luxembourg | 18 Norway | 30 Poland |
| 7 Netherlands | 19 Cyprus | 31 Jougoslavia |
| 8 Belgium | 20 Monaco | 32 Turkey |
| 9 Italy | 21 Greece | 33 Roumenia |
| 10 Great Britain | 22 Sweden | 34 Bulgaria |
| 11 MALTA | 23 Ireland | 35 Albania |
| 12 Spain | 24 Gibraltar | |

Malta number 11 is not bad for a small country!!!

With kind regards,

Yours,

L. FRANK.

HISTORY OF THE POST AND STAMP

By L. FRANK, F.R.P.S.L.

It is a wellknown fact that every person, next to his daily work, is looking for something that can interest him after his work, thus looking for a "hobby".

Some do painting, others fishing, others woodwork, but from all "hobbies" Philately is the "KING OF HOBBIES" and hobby of Kings, as well.

Philately gives every person the enjoyment to collect what he wants. Some collect a particular country, some only the postmarks of a certain field, some a Thematic collection with the subject they like most.

Philately is so large, that every one can find his particular interest in stamps. But it is of great interest that everyone knows about the History of stamps and what happened with the POST, before stamps were invented.

It is mainly for "beginners" that these notes have been compiled, mainly extracted from the handbook of Dr. J. D. von den Brink, and from Die Post magazines.

Before we discuss the different phases of Philately, it is most interesting to learn what came before stamps came into being, and how the transport of messages and the writing of letters was done.

The first information about the transmitting of messages was made known to us from the Chinese and Assyrian Civilisations. The Egyptians about 4000 years B.C. have also had a more or less organised delivery system of messages, as well as the Greeks and Romans.

The antique letter first written on a tablet of clay, was then baked to become hard; a skin of animal was also used or a piece of bark of a tree. Also in old Egypt wax tablets have been used. The Chinese did write on wood, metal or silk, while the Hindus have used palm leaves. Later on the Papyrus leaves were used and for ink, a mixture of gum and sect. After the invention of paper in the middle ages, a great progress was made and the communication between people by way of transmitting messages came a step forward. But still something was missing, and that was the cover, to put the letter in it. That was not before the middle of the 19th century; before that, letters were folded or rolled up, and were sealed with a seal of wax.

That about the development of the letter, and now about the transmitting of the messages. The first mentioning of a postal Service came from the oldest History of the Asiatic peoples. After conquering the countries, it was necessary for the conquerer to make roads to facilitate

the transport of troops and war materials without too much delay, and also a sort of postal service was organised to bring messages and orders over to the different parts of the occupying forces.

In the large Indian States it was done by foot runners, who were running in "relays" from post to post and the messages were taken over by the next runner; this was contrary to the Egyptian system, where the runners were running the complete distance and sometimes weeks or months staying underway and had to bring back the answer as well. They were called "Faishat". Before going on their journey, they bequeath their belongings to their sons or family, because they were not sure to come back out of fear of wild animals or hostile tribes.

The founder of the real organised postal System was CYRUS, who established the Persian World Empire. On his orders, runners were replaced by mounted Couriers and on different places along the main roads "stations" or "haltes" were established. On these halts, passengers could spend the night and rest and horses were changed. These couriers made distances of 400 km. a day, while in old Greece during the time of Alexander the Greek runners on foot, made distances of over 200 km. a day.

The Romans also realised that a good organised Postal Service was needed and they made roads between Rome and the conquered part of their large Empire. When the Roman Empire was on top of its might, it possessed a large network of roads with a length of about 80,000 km.

It was Emperor Augustus who organised a regular service of messages, but also the transport of travellers from one place to the other in special carriages or coaches. This was naturally restricted only for important personages, but the "CURSUS PUBLICUS", under which name this service became known, was of great importance and improvement in the delivery of messages and transport of travellers.

In the course of time, two services developed from this: the "Cursus Clabularis" or heavy or slow Post, and the "Cursus Velox" or speedy post. The Cursus Clabularis had for transport heavy carriages with oxes drawing and for the Cursus Velox or speed Post, mules were used.

Along the main roads on distances of 5 to 10 km. stations called "Mutaticnes" were established where the animals were exchanged and so it was possible to travel speedily and it was not unusual that 200 km. a day were travelled in such a way.

After the decline of the Roman Empire in about 500 A.D. also the Postal organisations deteriorated, even Charles the Great tried to bring it to new life again, but without success.

But by the advance of civilisation and the development of business, the people interested, started to fill the gap and started their own way of communications. All sorts of people became carriers of mail. Pedlars,

Monks, Pilgrims and others took charge of delivery of letters and messages and delivered them to their destinations. Princes of the land, had their own couriers and also Monasteries, had their own couriers in their services.

When Universities were established and studying young people were attending the Universities in Paris, Bologna, Naples and Montpellier, there was a necessity for a regular postal service between these places, and the Universities had their own carriers; especially in Paris, they had a good organised Postal System.

In the South of Germany there was a so called "Butchers Post" where travelling Butchers and cattle dealers took the post with them. This service was highly valued and they did get priveleges in the form of Freedom of Taxes. This form of Post even held out till the 17th century in Wurtemberg. Another important Postal Service was kept in working by the German Chevaliers (Ritter Orden) and maintained a good postal service between the members of the Order. They also had a service between the Baltic Sea Ports, as Hamburg, Bremen and Lubeck and was called the "Hanze Post".

But it was not before 1500 that a well organised regular Service was established by Emperor Maximilian in nominating a nobleman of Bergamo Francois de Tassis, later called of Thurn & Taxis, as Postmaster of the whole Holy Roman Empire. This Francois de Tassis established his headquarter in Mechelen near Brussels and from there organised a good services with Stations and overnight places for passengers and exchanges of Horses along the road. His sons and members of his families were appointed postmasters in the different countries and they organised the Post so successfull that they were given the hereditary right of delivery of the Post in the Western World. Post connections were established between Brussels and Vienna, to Rome, Madrid and Hamburg and all principal Cities. In 1615 the House of Thurn & Taxis, as it was called then by the Germans, was elevated to the Princes of Thurn & Taxis, with a Castle given in Regensburg and a seat in the German Reichstag.

The Kings of France and Napoleon and later also Holland, took the postal service in their countries in their own hand, but even up to 1867 the Post of Thurn & Taxis continued to function and issued in 1852 their first adhesive stamps. In 1867 the post of T & T was taken over by the Prussian Postal Administration for an indebture of 3 million Thaler.

Up to now the delivery of a letter or message was always charged to the receiver; in England in 1840 a great Postal reformation took place with the introduction of the "One Penny Post", by which letters could be pre-paid and delivered free to the receiver.

It was Rowland Hill who introduced the first adhesive stamp in Great Britain, even the idea was originally from James Chalmers, a bookprinter

of Dundee, Scotland, who already in 1834 reported to the Government on the necessity of the use of a franking mark for letters.

Rowland Hill was born in Kidderminster in Worcester on the 3rd December, 1795. His father started in 1803 in Birmingham a boarding-school where also Rowland was educated. Later he took the leading over of the school with his brother Matthias. A few years later Rowland Hill became Secretary of the Committee for Colonisation of South Australia.

Many people in England protested against the high cost of the Postal deliveries and the slow service and in 1836 Rowland Hill made a commotion in the country by issuing a pamphlet "Post reform, its Importance and Practicability". He demonstrated clearly the great shortcomings from the present system and showed the way to improvement. The Penny Post Law was accepted by the Government on the 17th August 1839.

Rowland Hill contacted the printers Perkins, Bacon & Petch, well-known engravers and Printers to make "adhesive Labels".

As model they selected the s.c. city medal, made by the chief engraver Wyon of the Royal Mint, for the occasion of the entry of Queen Victoria in London on "Lord-Mayor-Day". After this Henry Corbould made the design, and the engraving was done by Charles & Frederik Heath (Father and Son). The stamps 1 penny black and 2 pence blue were for the first time available on the 6th May 1840.

The British example was followed by the whole world with great interest, but it was not before 1843 that one of the first Postal Administration of Zurich, Switzerland, followed, and issued the two now famous Cantonale stamps the 4 and 6 Rappen. The following countries followed soon and issued their first stamps; Bavaria 1849, France 1849, Spain 1850, Austria 1850, Baden 1851, Netherland 1852, Belgium 1852, Luxemburg 1852, Vatican State 1856, Portugal 1853, Mexico 1856, being the first non European Country to issue stamps. It is interesting to see the result in England of the increase in handling of letters during the first years of the new Penny Post invention:

| | | | | |
|------|-----|---------|---------|-------------|
| 1839 | 82 | million | letters | transported |
| 1840 | 168 | " | " | " |
| 1841 | 196 | " | " | " |
| 1842 | 204 | " | " | " |
| 1843 | 220 | " | " | " |
| 1844 | 242 | " | " | " |
| 1848 | 339 | " | " | " |

This innovation of stamps to be put on letters, and so make the letter pre-paid, brought a new system in working; whereas before, the receiver of the letter had to pay the carrier or postman, with the new system, the cost of carrying the letter was already done. Still it was allowed to sent

letters without stamps and then a postal due was charged, as it is still the case.

The British example was accepted by all countries, and soon after the first stamps had been issued there were people who started collecting these pieces of paper, and already in 1862 there was a monthly completely dedicated to Philately, n. 1. The Monthly ADVERTISER. The word 'Philately' came in use in the year 1864, lanced by the French Stamp dealer Herpin from the Greek word "Philas", meaning "friend" and the word "Ateleia" freedom of paying taxation. The word Philately now has a broader meaning, and means the scientific arrangement of the stamp issues, studying the varieties, printings, postal history and postmarks; while a stamp collector is a person who just sticks the stamps in his album, or collects them in some way or another.

It was not before 1874 that a more intimate contact between the different countries issuing stamps came into being. It was the Director General of the German Postal Administration, Ernest Heinrich Wilhelm Von Stephan on whose initiative on the 15th September 1874 the representatives of 22 Countries came together in Bern, Switzerland, to create the Union General de Poste, later on called the "Union Postal Universale", U.P.U., and Von Stephan became the first President.

This Congress also created the International Bureaux and permanent Secretariat, which bureaux is still sending to all postal administrations in the world the stamps from and to all the different countries.

In the course of time, many rules and regulations have been established, extended and changed, but the right of transit of mail through each country has been unchanged.

THE POSTAL HISTORY OF THURN AND TAXIS

Some 500 years ago, the family of Thurn & Taxis, or de Tour et Tassis, as they were known then, originated the postal services of Western Europe. The seat of their organisation was in Brussels, then the Capital of the Southern Netherlands, whence Francois de Tassis established a network of postal services to many towns in the Western European Countries.

Francois de Tassis had been commissioned by Philippe le Beaux of Spain as Captain and Master of the Post in the Low Countries to ensure the speedy and safe delivery of his messages for a fixed sum of money. As the Royal Treasury was often short of money and this payment could not always be made, Francois obtained permission from the King to carry private mail and extract a fee therefrom. In this manner he made enormous profits, whilst establishing a permanent and dependable postal service.

In 1512 Emperor Maximilian of Austria made the dignity of Postmaster General an hereditary privilege in recognition of these excellent services. In this manner a real Postal Dynasty came into being which ended only on the 30th of June in 1867.

In 1516 the following postal services were in operation:

Brussels — Paris: 36 hours (summer); 40 hours (winter).

— Lyon: 3½ days (summer); 4 days (winter).

— Burgos, Spain: 7 days (summer); 8 days (winter).

— Innsbruck, Germany: 5 days (summer); 6 days (winter).

— Rome, via Germany: 10½ days (summer); 12 days (winter).

— Naples: 14 days (winter).

Francois de Tassis (1450-1517) was succeeded by the following members of the Thurn & Taxis Family:

Johann Baptista de la Tour et Tassis (1476-1541)

Leonhard I de Tassis (1523-1612)

Lamoral de Tassis (1567-1624).

Leonhard Francis de la Tour et Tassis (1594-1628)

Lamoral Claude Fernande la Tour et Tassis (1621-1676).

Eugene Alexander de la Tour et Tassis (1652-1714)

Anselm Francis de la Tour et Tassis (1681-1739)

Alexander Ferdinand de Tassis (1704-1773)

Carol Anselm de la Tour et Tassis (1733-1805)

Carol Alexander de Tassis (1770-1827)

The French Revolution deprived the Thurn & Taxis Family of the postal benefits from the Netherlands, France, Spain and those German States on the left bank of the Rhine. The further wars of the First Reich so dislocated the postal services that Austria, Baden, Bavaria, Brunswick, Hannover, Luxembourg, Mecklenburg-Schwerin, Oldenburg, Prussia and Saxony withdrew or purchased their freedom, and formed their own postal administrations. The postal services of the House of Thurn & Taxis were

then confined to those parts of Northern Germany comprised:

The Protectorate of Hessen

The Grand Duchy of Saxon-Weimar

The Duchies of Saxon-Gotha

The Principalities of Reuss

„ „ of Schwarzburg-Sondershausen

„ „ of Lippe-Detmold

„ „ of Lippe-Schaumburg

The Grand Duchy of Meclenburg-Sterlitz

and the Hanseatic Towns of Hamburg, Bremen, and Lubeck, in each of which there was an office.

In Southern Germany, its monopoly extended to:

The Grand Duchy of Hessen-Darmstadt

The Duchy of Nassau

The Landgraviat of Hessen-Homburg

The Duchies of Saxon-Meiningen, Saxon-Coburg,

The Principalities of Schwarzberg-Rudelstadt, Hohenzollern-Hechingen, and Hohenzollern-Sigmaringen, and the Freestadt Frankfort A/Main,

On the 1st of January, 1852, the first adhesive stamps were made and issued by Thurn & Taxis as a member of the German-Austrian Post Treaty.

The currency for the Northern States was in Silbergrosschen, 30 of which 1 Thaler, approximately equal to 3 shillings. The currency for the Southern States was in Florins and Kreuzer, 60 Kreuzer being 1 Florin, or about 1/8d.

The general headquarters was in Frankfort a/M.

But the days of the great Old Postmasters were numbered. The unifying tendency of the Prussians could not tolerate, in the midst of the German Confederated States, this independent Sovereignty without a country; a real unicum in the postal history of the world.

On the 28th of January, 1867, Prince Maximilian Charles of Thurn & Taxis relinquished all rights to the privilege of the postal services in all countries for himself and all his dependents. As compensation they were awarded 3 million Thalers, about £450,000 Sterling. The stamps of Thurn & Taxis were withdrawn and ceased to be issued on the 30th June, 1867.

So ended a postal regime which had organised the postal services in Europe for over 400 years. The task, considering the difficulties of communication in early days, was a gigantic one, and the accomplishment of it proved how important a part the members of the house of de Tour et Tassis, or Thurn & Taxis, had played in the postal history over the preceding 400 years.

Sources of information: "Memorial Philatelique" by Octave le Maire; "Die Poste" by Major H. van Rudolphi; "Oosthoek's Encyclopedie"; W.A.S. Westoby in "Postage Stamp".

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