ISSN 0966 – 7059

YSG

Jugopošta

Journal of

The Yugoslavia Study Group

www.yugosg.org



Number 135 **September 2020**

The Yugoslavia Study Group

Founded in 1984 to promote the study of the stamps and postal history of Yugoslavia, its predecessor and successor states

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Jugopošta





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From the President

As mentioned in the last magazine we are still under the shadow of the pandemic; and are able to catch up on mounting our collections, and the household and gardening jobs. Still no philatelic meetings, but we have some activity with my local club (Maidstone) whereby members are showing through email aspects of their collections or recent acquisitions from ebay and the like, and even seeking information about their material.

Major exhibitions and fairs such as London 2020, Stampex and overseas fairs are postponed until next year, but when they will actually start up again is a matter of speculation.

Meanwhile your Society is still looking for an Auction Manager to take over this very important post for the Society.

If you have anything to say of interest at this time please let me or the Editor know and we can all share, be it comments about collecting, queries on your material or items you wish to share with fellow members, thereby giving extra interest to all of us.

Also I know that Nick is always looking for articles to publish.

I hope you are all keeping well and continue to do so.

A J Bosworth FRPSL

From the Editor

In this edition of Jugopošta, there are three articles. This includes a further part of Henk Buitenkamp's excellent series on postage dues (which has been well received) and a further article by Milan Radovanović on the Serbian Relief Fund during WW1. Finally, there is an article by Derek Brinkley on the Yugoslav airlines, which I think is probably a first for Jugopošta.

Robert Lauer, who authored two articles in JP134, has let me know that he received some good feedback and also a request to publish one of these articles in another journal.

I flagged up my interest in NDH parcel cards in the last two editions of JP. I have been obtaining more material to work with. I did bid at an auction for a major lot of these parcel cards but was unsuccessful – I seem to have seriously underestimated the demand!

Postage due stamps used in time of turmoil and building a nation, SHS 1918 – 1921, Part 4

by Henk Buitenkamp, AEP

1.5 Parcel cards

Postage due stamps were compulsory for:

1.5.1 A parcel arriving at the post office

1.5.2 Delivering a parcel at home

1.5.3 Collecting in a post office box

1.5.4 Warehousing

1.5.5 Sending a parcel back

Of course, combinations were possible, for instance:

1.5.1 + 1.5.4 A parcel arriving at the post office + warehousing

1.5.1 + 1.5.2 + 1.5.4 A parcel arriving + delivery at home + warehousing

Sometimes, a post officer had his own special ideas and used postage due stamps at a moment that was not compulsory.

A parcel **had to** be franked. The only exception can be found in Bosnia-Herzegovina in the period up to 1-7-1919. Here, if a parcel was not pre-paid, the addressee had to pay the normal fee + an extra fee of 20 Helera. The addressee paid cash. There was no use of postage due stamps nor for the extra fee of 20 Hel.

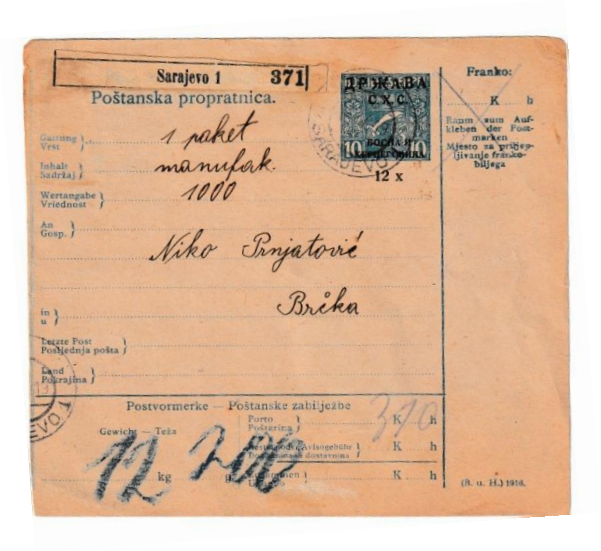


Figure 36 (reduced): Not pre-paid parcel from Sarajevo to Brčko, May 1919. Weight 12.2 kg = 270 + value 1000 Kr = 4 x 5 = 20 + extra tax 20. Total 310 paid cash by addressee.

If a parcel was not franked correctly then the receiving post office sent a special form in which the sending post office was asked to pay the deficit. This had to be paid with regular stamps too! And there was no extra tax as the post could not “fine” themselves.

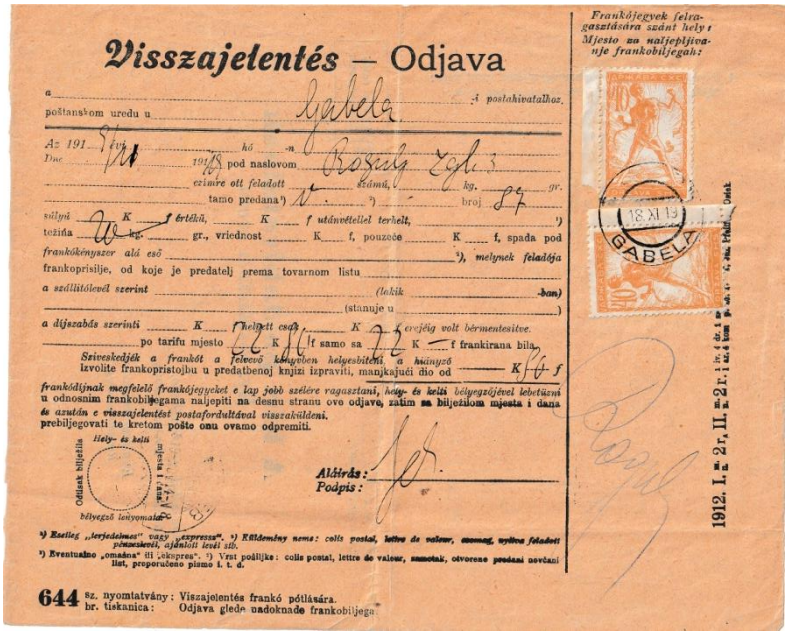


Figure 37 (reduced): Form for paying deficits. The parcel from Gabela to Zagreb was insufficiently pre-paid. Deficit 80 Filira. Gabela has paid the deficit and has sent the form back to Zagreb.

Sometimes parcel cards are found with a query. In Figure 38, I show such a card. One thing is quite clear: the addressee did not have to pay the deficit. A parcel **had** to be sent pre-paid so the sender was responsible for the franking and had to pay the deficit.



Figure 38a (reduced): Parcel from Kranischsfeld 10-7-1920 to Ptuj. Weight 5 kg = 200 + value 160 Kr (= 40 Para) = 30 + cash-on-deliver 80 + pay-out COD 20 + parcel arrival message 10. Total 340 Para= 1360 Vinar. 5 stamps of 2 Kron = 1000 Vinar were cancelled in Kranischsfeld. In Ptuj stamps to the value of 360 Vinar were cancelled on the reverse, but not as an extra charge.



Figure 38b (reduced): Reverse of 38a. There are now more possibilities:

- ***There is a deficit of 360 Vinar and Ptuj has covered this deficit with (emergency) postage due stamps. That was not forbidden but is strange. Normally, Ptuj should have sent a form for this deficit to Kranischsfeld. We cannot be sure if Ptuj had done that but there is no indication of it on the front of the card (usually the deficit would be written on the front with a code).***
- ***The stamps on the reverse were not cancelled by Kranischsfeld so that was done by Ptuj, who thought that these stamps should be regarded as postage dues. These emergency postage due stamps are not known in the manual of Čičerov (on postage due stamps).***

1.5.1 Parcel arriving at the post office

We must distinguish between the situation for Slovenia, Bosnia-Herzegovina and Dalmatia on the one hand and Croatia and Vojvodina on the other hand for the period up to 1-7-1919. In Slovenia, Bosnia-Herzegovina and Dalmatia the addressee had to pay for a parcel arrival message. The fee was 5 Vinar/Heler and had to be accounted for by a postage due stamp. In Croatia and Vojvodina the sender had to pay this fee and then it was accounted for by regular stamps. From 1-7-1919 in the whole of the SHS the sender had to pay this fee.

A big problem was the shortage of postage due stamps. A lot of emergency postage due stamps of 5 Vinar/Heler were used. An extra problem was that in Slovenia, the new postage due stamps were not available until mid-March. I show a few examples:



Figure 39 (reduced): Parcel to Hohenmauthen. STMK. 16-3-1919. Slovenia. Emergency postage due stamp of 5 Vinar.



Figure 40 (reduced): Parcel to Windisch-Feistritz. 30-1-1919. Slovenia. Bisected Austrian 10 Heller as emergency postage due stamp of 5 Vinar.



Figure 41 (reduced): Parcel to Bosanska Gradiška. 5-4-1919. Bosnia-Herzegovina. The new postage due stamp of 5 Helera has been used.

1.5.2 Parcel delivered at home

In Slovenia and Bosnia-Herzegovina the addressee had to pay for the delivery of a parcel at home in the period ending 1-7-1919. In Croatia and Vojvodina the sender paid this fee in that period. If the addressee paid the fee, it had to be accounted for by postage due stamps. From 1-7-1919 in all cases the sender paid the fee for home delivery and the payment of the fee was shown by franking with regular stamps.

The rates paid by the addressee for home delivery in the period 29-10-1918 to 1-7-1919 are shown in List 6.

List 6. The rates for the delivery at home to be paid by the addressee in the period

29-10-1918//1-7-1919

Slovenia		Bosnia-Herzegovina	
Fee for parcels without declared value or a declared value up to 1000 Kron:			
town <10000 inhabitants		town >10000 inhabitants	30
10000-50000 inhabitants	30	other towns	25
>50000 inhabitants	50		
If the declared value was higher than 1000 Kron then had to be paid for every 1000 Kr. extra:			
20		20	
in Vinar	‖	in Helera	

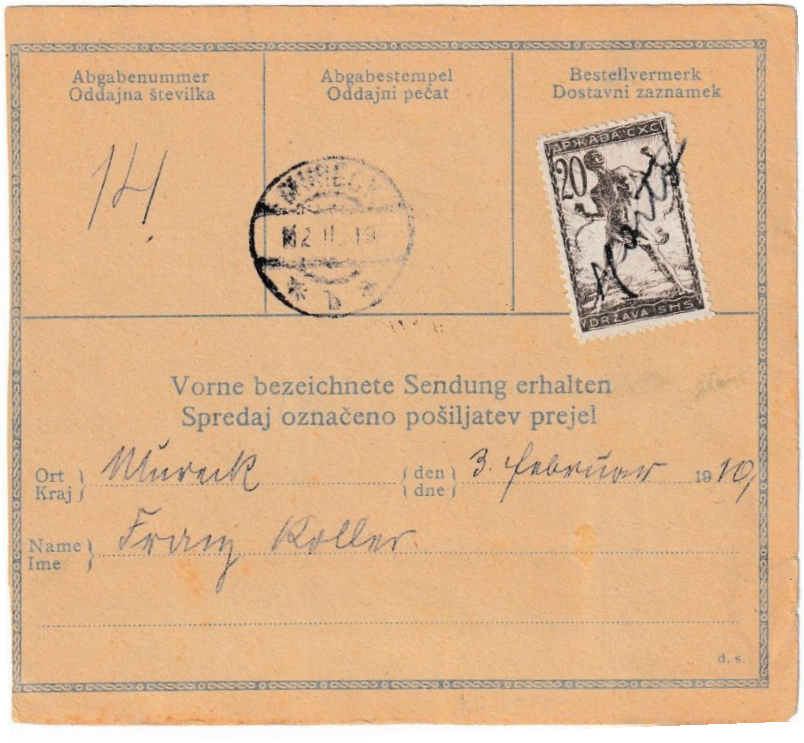


Figure 42: This parcel had to be delivered at home in Mureck 2-2-1919, a small town of <10000 inhabitants. Delivery fee = 20 Vinar. In the manual of Čičerov this postage due stamp is unknown for Mureck. To date, 2 such items have been recorded.

1.5.3 Collecting in a post office box

Some persons/business organisations had a post office box for mail/parcels. If so, a parcel was not delivered at home and no message of the arrival of a parcel was sent to the addressee.

List 7 shows the fees for parcels collected in a post box for the period 29-10-18 to 16-5-1920.

List 7. Fee for parcels collected in a post office box period 29-10-1918//16-5-2020

Slovenia	Bosnia-Herzegovina	
10 Vinar	Sarajevo + Mostar	10 Helera
	other towns	5 Helera

The following had to be paid for the post office box:

10 Kr. every month	Sarajevo +Mostar	10 Kr. every month
	other towns	5 Kr. every month



Figure 43 (reduced): Parcel collected in a post office box in Ljubljana 18-7-1919. Franked with a 10 Vinar postage due stamp for the post office box fee. The "M" indicates that the parcel must be collected in the post office box.

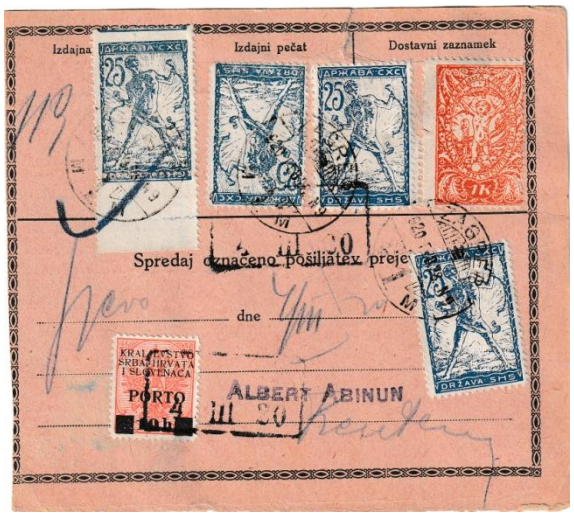


Figure 44 (reduced): Parcel collected in a post office box in Sarajevo 4-3.1920. The boxed handstamp ‖……./4 III 20‖ indicates that the parcel was collected in the post office box. The fee has been correctly accounted for with a postage due stamp. Sometimes the boxed handstamp is complete: then we would find in the first row ‖ AUSGEFOLGT ‖ and the date in the second row. Moreover, we find in combination with the boxed handstamp, the handstamp: FAHRPOSTABGABE SARAJEVO 1.

1.5.4 Warehousing

List 8. The warehousing fee per day in Vinar/Filir/Heler

	29-10-1918//1-7-1919 ‖	1-7-1919//1-11-1919 ‖	1-11-1919//16-5-1920 ‖	16-5-1920//1-5-1921
Slovenia	10	10	20	10[1]
Croatia	10	10	20	10[1]
Bosnia-Herzegovina				
Sarajevo + Mostar	10	10	20	10[1]
other towns	5	10	20	10[1]
Serbia	5[1]	5[1]	20[2]	10[1]

[1] rate in Para

[2] warehousing is justified in Para; 3 Vinar = 1 Para

- We have known that if a parcel was warehoused for a long time, the fee initially went up to 20 Vinar, later on to 30 Vinar and after a lot of days to 40 Vinar (in the period 1-11-1919 to 16-5-1920). Until now, there was no uniformity in the points at which higher rates came into force; no official data have been found until now.
- The first 3 days were free of the warehousing fee. Normally, the addressee was sent a message that a parcel had arrived and there was an allowed time in which to collect the parcel. The rule was that collection had to be done within 3 days of the message of arrival. If a parcel was to be delivered at home and the delivery was not possible, the parcel was warehoused at the post office. In this case, there were no three free days.

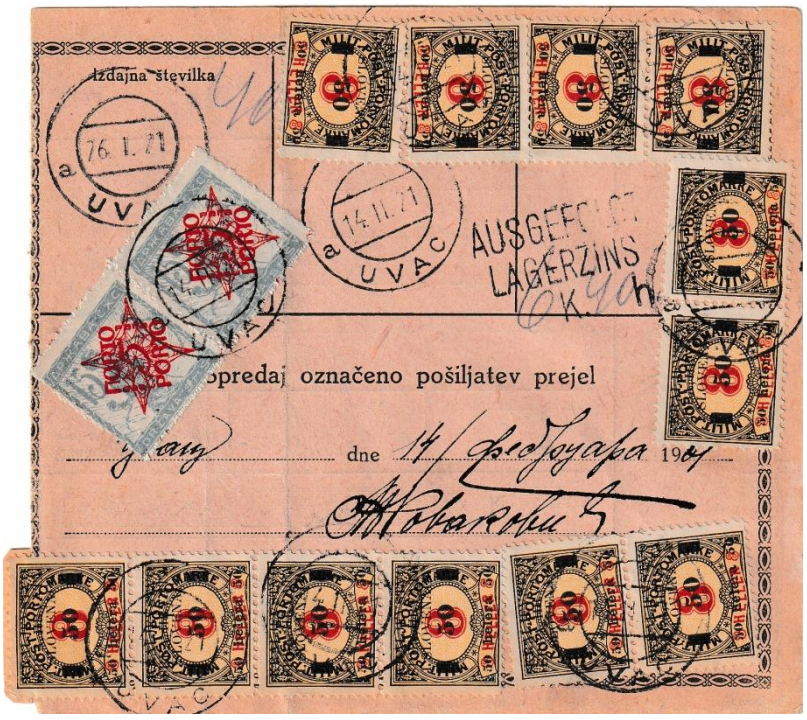


Figure 45: Parcel was warehoused in Uvac 26-1- to 14-2-1921. Total of 19 days of which the first 3 days were free → 16 days = 16x10 = 160 Para. Here it has been franked with a combination of old Bosnian postage due stamps: 600 Hel. = 600/4 = 150 Para + Slovenian postage due stamps of 10 Para.



Figure 46: Parcel was warehoused in Visoko 30-1 to 5-2-1920. Total 6 days. No free days as the parcel had to be delivered at home. Six days → 6x20 = 120 Helera. Here it has been franked with a combination of regular stamps without any indication (this was not correct) and a Bosnian postage due stamp.



Figure 47: Parcel was warehoused in Beograd 11-2 to 20-2-1920. Total 9 days. No free days as the parcel had to be delivered at home. Nine days → 9x20 = 180. Parity 1:3 → 180/3 = 60 Para. In Serbia there were no postage due stamps available so regular stamps were used.



Figure 48: Parcel was warehoused in Karlovac 4-3- to 31-3-1920. Total of 28 days of which 3 days were free → 25 days. First 14 days: 14x20 = 280; 10 days: 10x30 = 300; 1 day: 40. Total 620 Filira. Due to the lack of postage due stamps, regular stamps were used. (I am also aware of a tariff change after 30 days for another town. Why the difference?)

1.5.5 Sending a parcel back

Sometimes a parcel was not accepted or it could not be delivered and was returned to the sender. For those parcels returned, postage due stamps had to be used. The tariff was the same as for sending to the addressee with the exception of the cash-on-delivery fee, which did not have to be paid by the sender.



Figures 49a and b (reduced): Parcel was sent back to the sender. Weight 1 kg = 300 + delivery at home 180. Total 480 Vinar. No C.O.D. was paid. The sender had to pay the costs of sending back the parcel (Auction Philadria No 23, 20th June 2020)

The use of postage due stamps for more than one item

The use of postage due stamps in the first period (29-10-1918 to 1-7-1919) is difficult to analyse. I have selected two items to illustrate that.

1.5.1 + 1.5.4 Arriving parcel + warehousing



Figure 50: Parcel arrived at the post office 4-3-1919 and a message of arrival was sent to the addressee: 5 Helera. The addressee collected the parcel on 12-3-1919. So the parcel was warehoused 8 days of which three days were free: 5 days is 5x5 = 25 Helera. (Note the warehousing was in a small town: 5 Hel. every day.) Total 30 Helera.

1.5.1 + 1.5.2 + 1.5.4 Arriving parcel + delivery at home + warehousing



Figure 51 (reduced): Parcel arrived 14-5-1919 at the post office and a message of arrival was sent to the addressee: 5 Hel. The addressee wished the parcel to be delivered at home: for a small town or village 25 H. This request was dated 19-5 (written on the card by the country postman). (If a parcel/letter/message etc had to be delivered to an address (very) outside a village the country postman was responsible for the service. Sometimes he only came once a week in such areas.) The country postman had thought to come to this address on 26-5-1919 but for an unknown reason he brought the parcel on 21-5-1919. The parcel was then warehoused 14-5 to 21-5 = 8 days (the 14-5 was now inclusive): 8x10 = 80 Hel. (for a parcel that must be delivered at home, no free days.) Resumé: message 5, delivery 25 and warehousing 80; total 110 Helera. Franked with 5x20 Hel. original Bosnian postage due stamps and 10 H. of emergency postage due stamps. These are the only recorded postage due stamps for this village.

The Return of Lady Paget's Mission – First Hospital of the Serbian Relief Fund

by Prof. dr Milan Radovanović

The British medical missions have already been written about (1, 2, 3, 4) so that only a brief introduction is necessary.

The first unit of the SRF: the hospital with 600 beds arrived in Serbia in mid-November 1914 and was located in the vicinity of Skopje. At its head was Lady Leila Paget (Louise Margaret Leila Paget), wife of an English diplomat in Serbia (see Figure 1). Lady Leila Paget, despite a series of illnesses (fever, dysentery, typhus etc) where she was herself a victim, did not want to leave Serbia in 1915, neither did the staff and the patients and they preferred to await the arrival of the Bulgarian army. Despite the relatively tolerant behaviour of the Bulgarians, with the arrival of the German Army she had to be evacuated.



Figure 1: Lady Leila Paget



Figure 2: letter sent by Lady Paget from Skopje to Niš

Figure 2 shows an original letter sent by Lady Paget from Skopje (6 July 1915) to the wife of the Ministère des Affaires Etrangères, Serbia, in Niš, stamped with SERBIAN RELIEF FUND / UNIT, LADY / PAGET'S / HOSPITAL in purple. Handwritten in red at the top of the front of the letter is "On active service – Serbia". It has not been censored.

The mail from the members of Lady Paget's Hospital from this period also bears the administrative two-line mark in the Serbian language with Cyrillic letters: VI. REZERVNA BOLNICA / Misija Ledi Pedžet (Sixth Reserve Hospital / Mission Lady Paget.

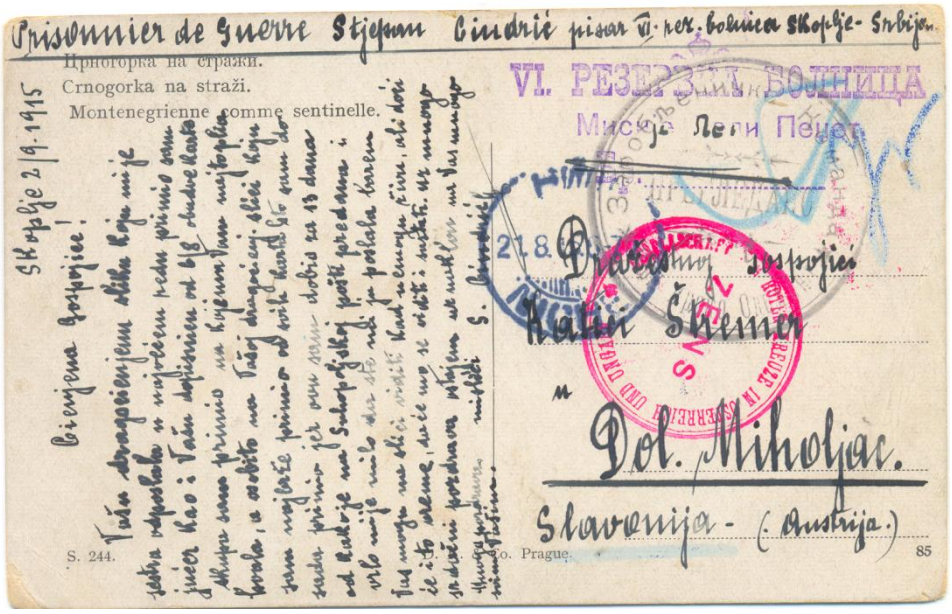


Figure 3: card sent from Skopje to Dol. Miholjac, Slavonia, Austria

The card shown in Figure 3 was sent from Skopje 2 September 1915 (Gregorian calendar) to Dol. Miholjac, Slavonia, Austria, stamped with the administrative mark VI. RESERVE HOSPITAL / Mission Lady Paget (in Serbian) via Niš on 21 August 1915 (Julian Calendar). There is a Serbian POW censor mark for officers: POW COMMAND / DEPARTMENT FOR OFFICERS in grey-black, as well as Austro-Hungarian Red Cross "Gesellschaften von Roten Kreuze in Österreich und Ungarn / ZENS" in red. A Serbian picture postcard, used as a POW card.



Figure 4: English and Serbian administrative marks of Lady Paget's Hospitals



More details:

"The outbreak of the First World War found Lady Paget on holiday in California, but she hastily came back and immersed herself in the Lord Mayor's Serbian Relief Fund (SRF), which…., purchased equipment for a war hospital. On 29 October 1914, the first SRF unit (of four doctors and sixteen nurses) sailed from Southampton, with Leila Paget in charge. They were making for Northern Serbia, near the front line but, on reaching Skoplje (Uskub) on 17 November, the SRF was invited by the Serbian Red Cross to take over the third reserve hospital in the town (a converted secondary school with 330 beds)…. Lady Paget as 'head SRF Skoplje' displayed dedication and leadership. Dysentery, sepsis, and gangrene were rife; the water supply proved unreliable; half the staff was usually off sick. Nevertheless the SRF hospital looked after not only Serbian wounded but also Austro-Hungarian prisoners."

"In February 1915 a typhus epidemic hit Skoplje. As the Serbian authorities did not seem to realise its seriousness, Lady Paget took the initiative in setting up an isolation hospital outside the town. She contracted typhus herself on 8 March and appeared near to death when Ralph Paget arrived as chief commissioner of British relief units in Serbia (which included the Red Cross and Scottish Women's Hospitals as well as the SRF). She recovered, however, and the advent of a second SRF unit at Skoplje allowed her to go to England in May 1915 for recuperation."



The New York Times
Published: April 11, 1915

LADY RALPH PAGET DEAD.

Berlin Hears That She Has Succumbed to Attack of Typhus.

BERLIN, March 25. (by Wireless to Sayville.)—Lady Paget, chief of the British Red Cross mission in Serbia, is reported by a Serbian daily newspaper to have died from spotted typhus fever, according to a news item given out today by the Overseas News Agency.

The New York Times

LADY RALPH PAGET ALIVE.

Her Mother Cables That Report of Daughter's Death Was False.

The report that Lady Ralph Paget, daughter of General Sir Arthur and Lady Mary Paget, had died while engaged in Red Cross work in Serbia was denied in a cablegram received yesterday by The Associated Press from her mother, who is in London. The telegram said:

Lady Paget is most touched by the

Figure 5: two New York Times items about Lady Paget: that she died of typhoid and her mother's denial

"The Bulgarians captured Skoplje on 22 October. Having nursed Bulgarians in the First Balkan War (and been received by Queen Eleanore of Bulgaria), Lady Paget seemed unafraid. Though shortages of food and fuel caused severe privation, she managed to keep the hospital open and to administer relief to thousands of refugees, while evading Bulgarian attempts to pressurise her into attesting to alleged Serbian atrocities. Her determination to supply humanitarian aid to all in need, wholly regardless of nationality, impressed the Bulgarians so much that they helped her ward off German plans to commandeer the hospital and intern the British staff, who did not leave until 17 February 1916, by which time Serbia

had been overrun. The International Red Cross arranged their repatriation via Sofia, Bucharest and Petrograd.



Figure 6: In Skopje: Bulgarians occupy the City – Lady Paget in the middle with a tape (English weekly – "The Sketch", 3 November 1915).



Figure 7: "The part of the English people who came to tell her 'Au revoir' just before she left Skopje" (English Weekly "The Sketch", 3 November 1915).

The return itself was described by Lady Paget herself in her book "With Our Serbian Allies" (6).

"One day in the middle of February we received the telegram from Colonel Batzaroff giving us permission to leave at once. By this time almost all of the refugees had been either sent to their homes or interned. The hospital was rapidly being evacuated of Bulgarian and Serbian patients alike. The staff was worn out, our stores were gone; we had done all we could for Serbia.

We left the hospital before the sun rose on the morning of February 17th. In ten motor ambulances, led by a large motor sent from Sofia for us, and we were accompanied by the staff officer and three others, to guard us against any surprises or difficulties by the way. It was not very easy to leave hospital, though it held for us the memory of some much pain and hard work. It had been brought forth in sorrow, when typhus held the land in its grip. It had risen up out of the filth and disease in which we found it, by the labours of a few, till by degrees it had become one of the finest and best-equipped hospitals in Serbia.

….and about 5pm the following afternoon we arrived at Sofia.

I found that we were ordered to be interned there for a fortnight, after which we were to be sent home through Austria and Switzerland….

While in Sofia we were comfortably installed in an hotel as guests of the Bulgarian Red Cross and nothing could exceed the kindness and consideration shown us while we were there." (Paget L., With our Serbian Allies – the Second Report, 1917?)

Three postal objects (downloaded from the internet in the last 6 years) sent from members of Lady Paget's Unit in Bulgaria will be shown (Figures 8 to 10).

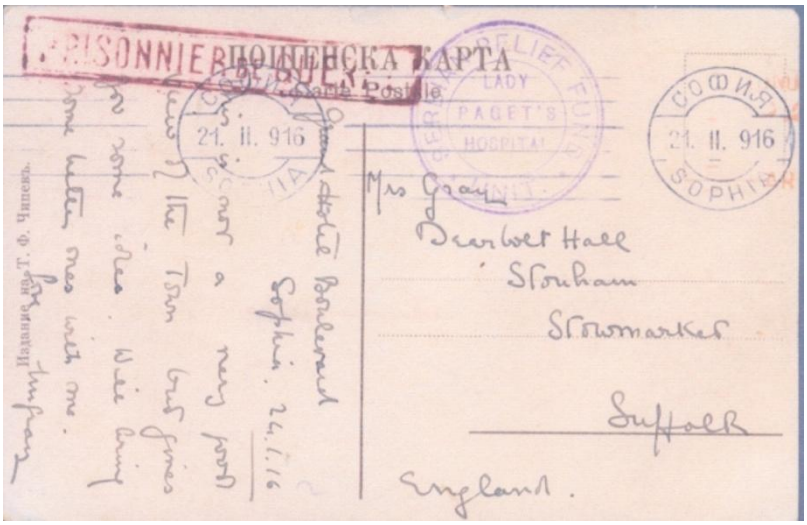


Figure 8: the back of a Bulgarian postcard sent by a member of the mission Lady Paget on 21 February, 1916 (according to the Julian calendar) from Sofia to England. On the card is the famous official stamp of the Serbian Relief Fund of the Lady Paget Mission in purple, as well as a Bulgarian rectangular stamp used to mark the prisoners of war: "Prisonnière de Guerre" in lipstick red. Courtesy Christoph Gärtner GmbH & Co.



Figure 9: Stampless cover from a member of Lady Paget's Hospital, posted on 21 February 1916 (Julian calendar) from Sophia to England with violet circular "SERBIAN RELIEF FUND / UNIT / LADY / PAGET'S / HOSPITAL" and red rectangular "PRISONNIER DE GUERRE", Sophia and London Paid machine cancels. Courtesy Argyll Etkin Ltd.



Figure 10: The back of a postcard sent from Sofia on 26 February 1916 to London. As with Figure 9, this card also features the same Serbian Relief Fund cachet in purple, as well as the rectangular stamp "PRISONNIER DE GUERRE" in red. Courtesy Christoph Gärtner CmbH & Co.

Conclusion

Hailed as a heroine, she received the grand cordon of the Order of St Sava from King Peter I of Serbia and a street in Belgrade was named Lady Paget St.

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We can't have a meeting at Stampex this year, but there is

VIRTUAL STAMPEX

1st – 3rd October 2020

According to the website there will be

- Dealers online
- 10 virtual talks
- 'Museum of Philately' featuring some of the world's best collections
- Virtual competitions and exhibitions

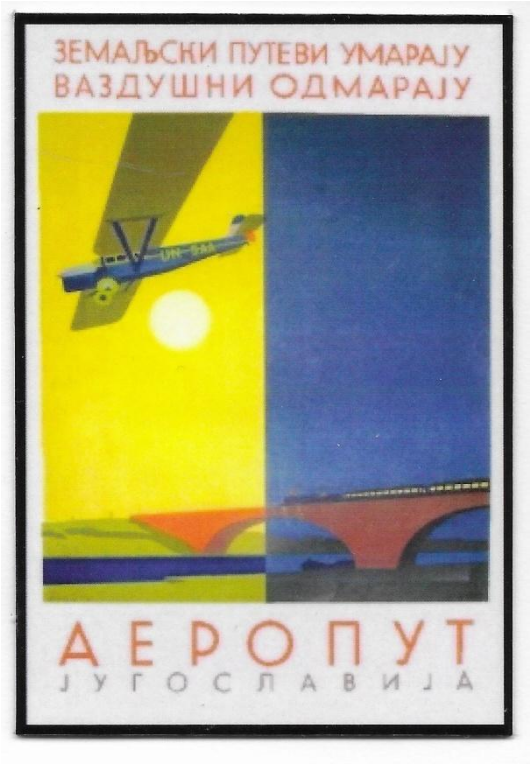
JAT v Pan Adria – air transportation competition in the Yugoslav Federal People's Republic

by Derek Brinkley

Background

There is a tendency to think of all industries in the former Socialist countries as being state monopolies. In fact, in the People's Federal Republic of Yugoslavia, there was more competition in air transport than had been the case under the monarchy.

In the early days of commercial aviation in Yugoslavia there was only one company. The government of Serbia had, before WW1, declared a government monopoly on air transport. This persisted after the foundation of SHS/Yugoslavia. The monopoly was held by the Government-owned Aeroput, founded on 27th June 1927.



Modern reproduction of a classic Aeroput poster. The slogan reads:

"Land travel is tiring.

Air travel is restful."



This unissued essay commemorates the first commercial mail flight by Aeroput on 15th Sept 1928.

All Aeroput's aircraft in the early years of the service were Potez 29/2 biplanes, as illustrated here.



Later they added a De Haviland Puss Moth monoplane, which was illustrated on Yugoslavia's first airmail set in 1934 (SG 303).



15-GODIŠNJICA OSNIVANJA JUGOSLOVENSKOG AEROTRANSPORTA

Jugoslovenski aerotransport osnovan je 1. aprila 1947. godine.
Prve godine postojanja u Jugoslaviji je prevezeno 32.717 putnika i 202.000 kilograma tereta preko 12. domaćih i međunarodnih linija čija je dužina iznosila 5.797 kilometara.

U 1961. godini JAT je prevezao 270.317 putnika i 2,914.000 kilograma tereta na ukupno 46 domaćih i međunarodnih linija čija je dužina iznosila 30.512 kilometara.

U svom petogodišnjem planu 1961—1965 godine JAT predviđa da će u 1965 godine prevesti 500.000 putnika. Na početku 1962. godine JAT je raspolagao sa 13. aviona tipa DC—3, 6 aviona tipa IL-14, 6 aviona tipa CV-440 Metropoliten. Početkom 1963. godine biće puštena u saobraćaj i 3 mlazna aviona tipa SE-210 Caravelle VI. N.

Od svog osnivanja Jugoslovenski aerotransport prevezao je preko 1,500.000 putnika, i 12,500.000 kilograma tereta, odnosno obavio oko 700,000.000 putničkih i preko 10,000.000 tonskih kilometara. U ovom periodu avioni JAT-a obavili su preko 100.000 letova i preleteli 45,000.000 avio kilometara a piloti JAT-a proveli su preko 170.000 časova u vazduhu.

JUGOSLOVENSKI TRANSPORT

1. aprila 1962. godine
Beograd

JAT

On 1st April 1947 Jugoslav Aerotransport (JAT) was given the monopoly for commercial aviation which had, under the monarchy, belonged to Aeroput. On the occasion of its 15th anniversary its press release claimed an enormous expansion in its commercial enterprises.

The company Jugoslav Aerotransport was founded on 1st April 1947.

In its first year JAT carried 32717 passengers and 202000 kg of cargo on 12 domestic and international flights up to 5797 km.

In 1961 JAT carried 270317 passengers and 2,914,000 kg of cargo on 46 domestic and international flights up to 30512 km.

In its 5 Year Plan 1961 - 65 JAT intends to carry 500,000 passengers by 1965. At the beginning of 1962 JAT had 13 DC-3s, 6 IL-14s and 6 CV-440s. In 1963they will also have 3 Caravelle SE-210 jet aircraft.

From its foundation JAT have carried over 1.5 million passengers and 12.5 million kg of cargo, which equals about 700 million passenger-kms and 10 million tonne-kms. During this period JAT performed over 100,000 flights and flew 45 million km. JAT pilots spent over 170,000 hours in the air.

Examples of the various aircraft and livery employed by JAT



Caravelle SE 210



Boeing 737

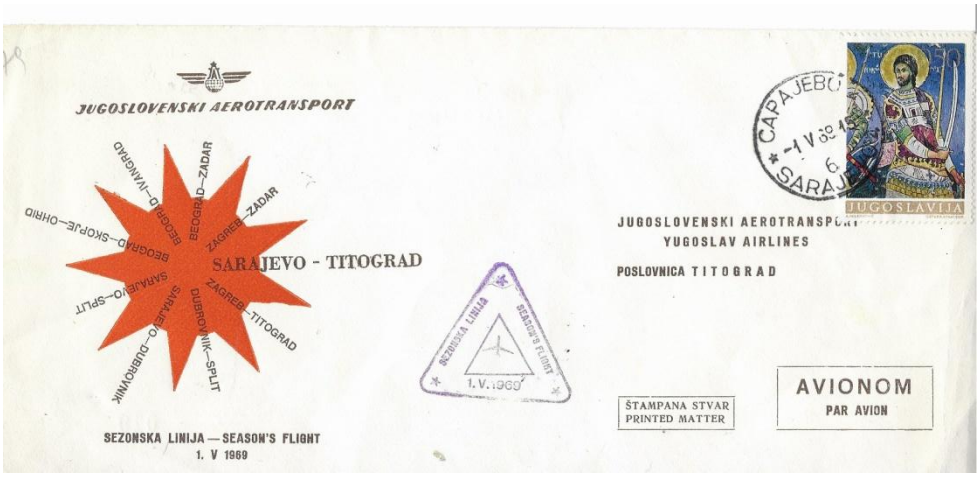


Aerospatiale ATR72



Advertising leaflet (reduced) showing JAT domestic routes in approx. 1955. (The route from Skopje to Ohrid was not yet shown as available. It opened in 1956.)

Below (reduced) is a cover showing JAT Seasonal Only routes for tourists 1969.
The documents above and below both illustrate the emphasis by JAT on flights in South and East Yugoslavia, and the paucity of service to the 'second city' of Zagreb



Pan Adria

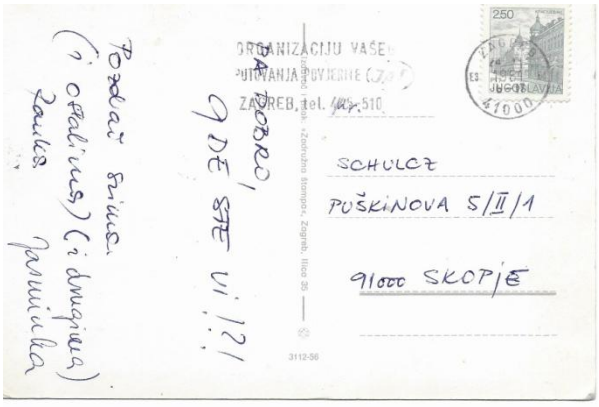
The tension between Croatia and the Serb-centred JAT led to the Government's withdrawal of the monopoly by allowing a Croatian-based organisation to compete on domestic routes from 1961.



First flight cover (reduced) on the Zagreb – Mostar, Bosnia route 12th October 1964 sent internally to the Pan Adria agency in Bosnia



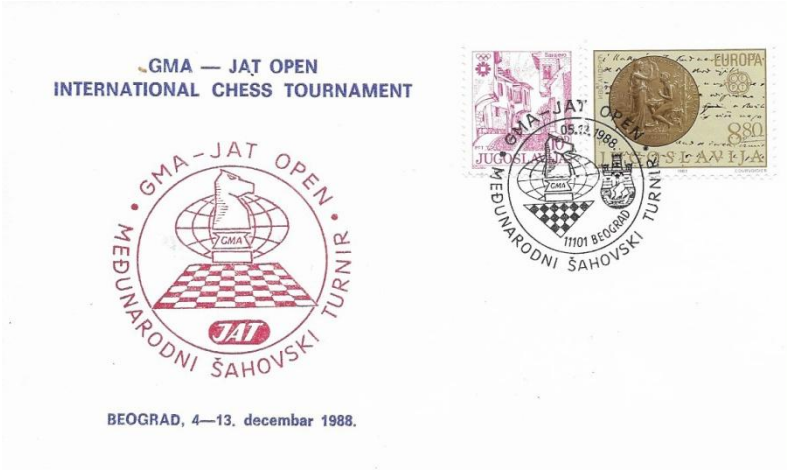
Pan Adria livery on a McDonnell Douglas DC9



Advertising flamme (reduced) on Zagreb machine cancel reading "Trust the Organisation of your Travel to JAT."



Advertising space bought on commercial view postcard (reduced), publicising the addition of Caravelles to the JAT fleet



Sponsorship of sporting and cultural events – in this case (reduced) an international chess competition

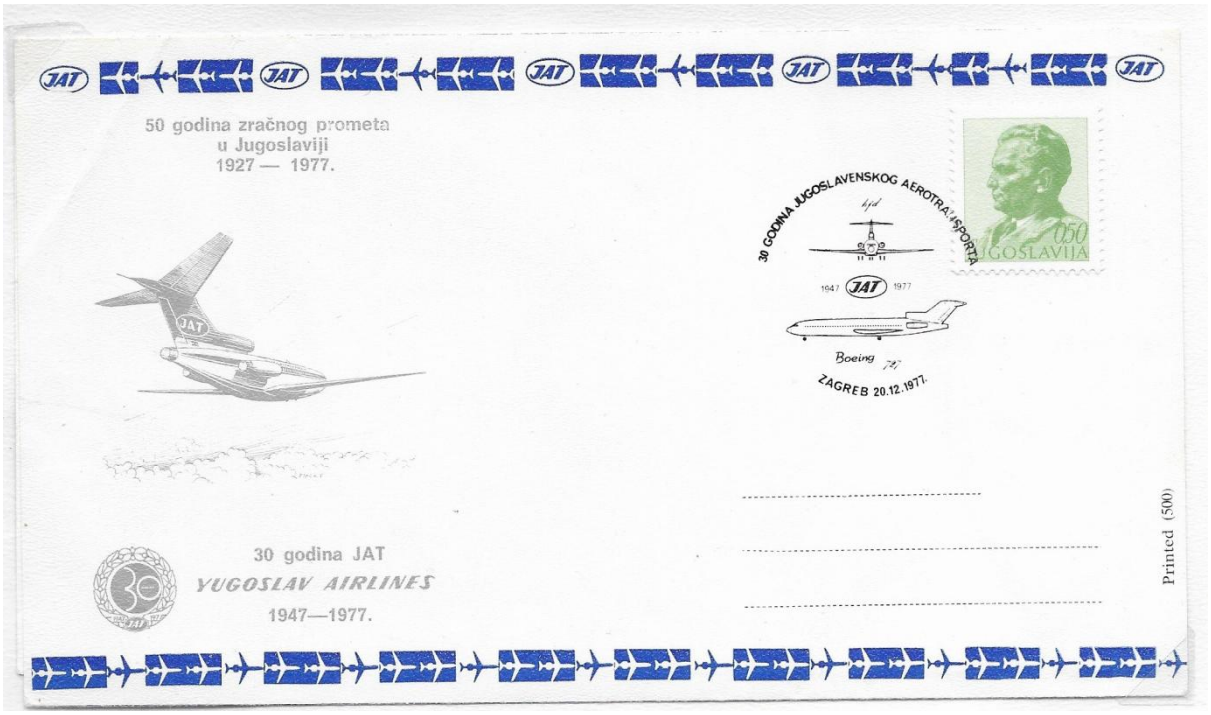


JAT branded souvenirs such as pins



20th/40th anniversaries 1967

JAT played on their 'history' of being the direct successor of Aeroput by always identifying their own anniversaries with the anniversary of Aeroput's foundation of commercial air services in Yugoslavia.



30th/50th anniversaries 1977



40th/60th anniversaries 1987

The rise and fall of Pan Adria

Generalnim planom izgradnje mreže poštanskog saobraćaja, donijetom 1964. godine, zacrtana je nova — naprednija organizacija mreže poštanskog saobraćaja.

Jedna od osnovnih postavki predviđa organiziranje centara za preradu poštanskih pošiljaka na određenom užem području, sa zadatkom, da prikuplja i otprema pošiljke s tog područja u polazu i dolazu.

U 1965. godini predviđeno je organiziranje 45 centara na području SFRJ.

Organizacija brzog transporta između pojedinih centara moguća je noćnim površinskim i zračnim sredstvima, a u cilju ostvarenja osnovne postavke Generalnog plana: »DANAS PRIMLJENA — SUTRA URUČENA POŠILJKA«.

U ostvarenju tog zadatka jedini mogući transport između centara udaljenijih područja je organizacija posebnog noćnog poštanskog avionskog saobraćaja.

U pripremi organizacije noćnog avionskog saobraćaja i sticanja potrebnih iskustava uvedena je 3. srpnja 1964. godine noćna avionska poštanska linija na relaciji Zagreb—Dubrovnik i obratno Dubrovnik—Zadar—Zagreb.

Transport poštanskih pošiljaka na ovoj liniji vrši Zrakoplovno poduzeće PAN ADRIA iz Zagreba.

Dana, 16. rujna 1965. godine uvađa se prva MAGISTRALNA NOĆNA AVIONSKA LINIJA na relaciji Zagreb—Beograd—Skopje i obratno. Organizacija transporta i na ovoj avionskoj liniji vršit će Zrakoplovno poduzeće PAN ADRIA iz Zagreba.

Red letenja:

22.15	Zagreb		00.15
23.55	Beograd		22.45
00.35			21.55
02.15	Skopje		20.15

Tom linijom, uz povezivanje avionske linije Zagreb—Dubrovnik i obratno, te linije Beograd—Titograd i obratno i povezivanjem površinskih veza do mjesta slijetanja aviona, bit će povezan najveći broj centara s područja SFRJ, izuzev područja SR B i H.

Na ovaj način će se već u ovoj godini ostvariti jedan veći dio Generalnog plana u ostvarenju osnovne postavke

»DANAS PRIMLJENA — SUTRA URUČENA POŠILJKA«.

FILATELISTIČKO DRUŠTVO »POŠTAR«
ZAGREB

Zagreb, 16. 9. 1965.

Above: 1965 official notice from the Zagreb postal authorities announcing that Pan Adria are extending their overnight flight/next morning delivery service to the Zagreb – Belgrade – Skopje route. The previous year they had pioneered this service on the Zagreb – Zadar – Dubrovnik route.



First flight cover (reduced) for the same service.

By 1969 the same service had been extended to Titograd, Split and Mostar.



Pan Adria celebrated its 10th anniversary in 1971 with this flame (below) on the Zagreb machine cancel. However, its commercial viability deteriorated shortly afterwards and in 1978 they rebranded as Trans Adria. This had little effect on the decline, and in 1982 JAT absorbed what remained of its services.



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