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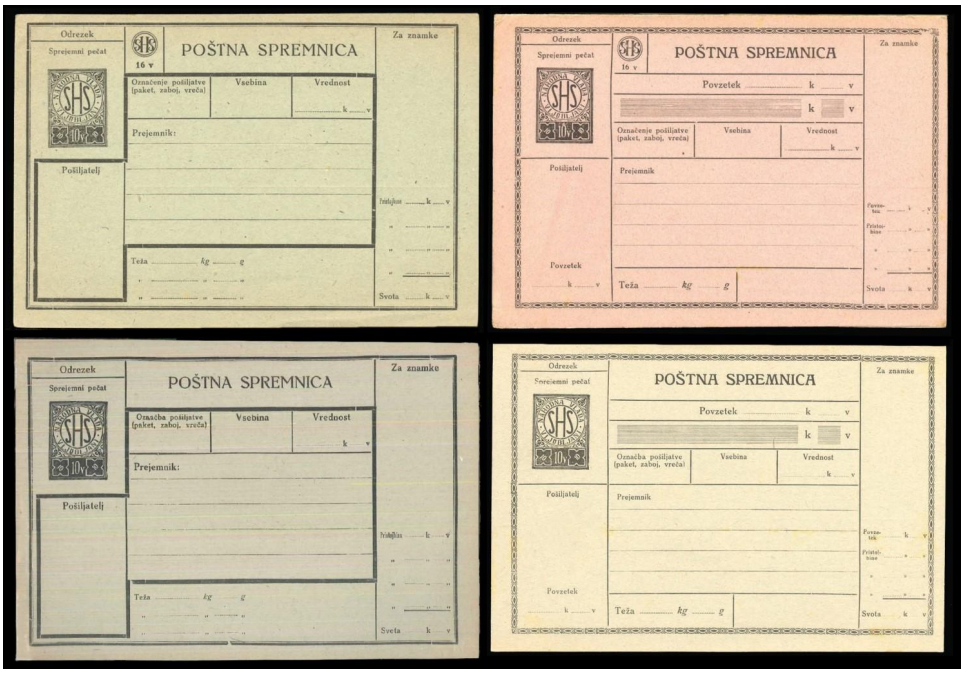
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The Yugoslavia Study Group

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

Membership

From 1 January 2025, YSG will no longer have formal membership and no subscriptions will be paid. Nick Coverdale will continue to produce Jugopošta on a quarterly basis as an electronic journal and this will be sent free of charge to anyone who requests it and provides their name and email address to the Editor. Therefore, should you wish to be added to the list to receive Jugopošta, please get in touch (editor@yugosg.org). Of course, as always, Jugopošta will continue to function only if readers and others are prepared to submit articles.

Eventually (timescale not specified at the moment), all editions of Jugopošta will be freely available in a public archive. In the meantime, some editions of Jugopošta from 101 onwards will be made freely available on the **yugosg.org** website and sales of 1 – 100 and monographs will continue to be on offer, with any money received going to a philatelic charity.

Editor: Nick Coverdale editor@yugosg.org

Webmaster: David Studholme webmaster@yugosg.org

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Jugopošta





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From the Editor

This is the first edition of Jugopošta since we have no longer required subscriptions to YSG. It is now free to anyone on request. Over 40 people have subscribed so far. The website has now been updated by David Studholme to reflect the new arrangements (**yugosg.org**). This is a 'bumper' edition of 48 pages and includes the first part of an article on the use of Hungarian parcel cards in the early days of the SHS by Tamyas Megyaszai. The second part will be in the June edition. There is also an article by Boštjan Petauer on the early postal stationery of Bosnia and Herzegovina. Any comments and questions regarding articles in Jugopošta are always welcome.

Below, you will see the details of a meeting organised by the Austrian Philatelic Society at Europhilex in Birmingham. Any of you with an interest in the former Yugoslavia and its predecessor states are welcome to attend the meeting and also to display. Please note that if you want to display you need to contact Andy Taylor (details below). There is no charge for this meeting.

The Europhilex International Exhibition is to be held in Birmingham from 7 to 11 May 2025. A 40-seat room has been reserved for the afternoon of **Friday 9 May, 1pm to 5pm**. There will be a meet'n'greet session from 1pm, with displays being shown from 1:30pm onwards. Anybody and everybody is welcome!

The room will have two tables, electric power, and 4 double-sided 16-A4-sheet display frames. These are standard 4x4 International frames; a row will take two A3 sheets sideways so presumably takes three "square A4". The meeting is free.

The meeting is intended for collectors of the Austro-Hungarian Empire and its successor states. Members or former members (as they will be then) are welcome. Preference in the displaying-queue will be given to visitors from outside the UK. Displays of top-quality copies of your actual sheets will be equally welcome, and might avoid Irritating Difficulties with His Majesty King Charles III's Revenue and Customs. Book your slot with Andy Taylor andy@kitzbuhel.co.uk.

The use of Hungarian parcel cards in the early SHS period (1918–1921)

by Tamas Megyaszai

Part I

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1. Introduction

The work is being published in two parts. This first part deals with a short historical overview, the forms used together with the revenue fee and selling price, as well as the tariffs applied during the period concerned.

The purpose of this study is to provide an insight into the postal history of the new states (primarily the Kingdom of SHS and its sub-territories) and the occupied territories, which previously belonged to the Hungarian postal administration and were formed in the southern areas after the dissolution of the Austro-Hungarian Monarchy at the end of the First World War, based specifically on the parcel cards / postal delivery notes (*hereinafter I will use both terms alternatively, so less repetitions would occur. The meaning of both terms applies to the same imprinted revenue forms*).

The study is based on the former Hungarian parcel cards, which continued to be used, but I will also cover the newly introduced (Slovenian, Croatian and common SHS) forms used in the same period to a certain extent.

The current work takes into account the studies published in the last three decades and the results of my research over several years.

Based on the separation of the tariff eras, the period covered in this study is **between October 1918** (October 29, 1918 – the date of the independence of the Croats and Slovenes from the Monarchy and the proclamation of the State of Slovenes Croats and Serbs in Zagreb) **and April 1921** (April 30, 1921 – the date of introduction of central postal tariffs with denomination in dinar only in the Kingdom of Serbs, Croats and Slovenes was May 1, 1921).

Where I do not indicate otherwise, the images are from my own collection.

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The collection and research of postal delivery notes is still a neglected branch of philately, even considering stationeries and revenues. There are several reasons for this.

The evaluation of parcel cards is much more difficult than that of many other postal history documents. For parcel cards, it is necessary to know the tariffs used in the given period, which are composed of a series of elements, making them much more complex than, for example, the tariffs used for letters and postcards in the same period.

Of course, in order to correctly interpret the tariffs and understand the fee applied to a given parcel card, it is essential to have at least the entire front page (with or without the coupon) of the parcel card, as the information on it (package weight, place of dispatch and arrival, other characteristics of the package, declaration of value, cash on delivery, other special services, etc.) is essential for accurate evaluation. Unfortunately, many parcel cards were cut up during postal scrapping, and the parts having stamps were put into collector circulation as kiloware, so their accurate evaluation and interpretation is often no longer possible afterwards.

Despite the above, I personally believe that delivery notes are often more interesting and valuable from a postal historical perspective than a letter of a similar age or other more commonly collected documents. There are also several reasons for this. First of all, it is worth quoting the editorial note written before Glatz's study [**7**, p. 17.]:

> *"The stamps were placed on the delivery notes in internal processing and remained the property of the post office even after the parcel was delivered. This is a fundamental difference compared to the stamps used in mail circulation. Neither the recipient nor the sender was affected by what stamps were used for postage. Perhaps this is why delivery note postages remained in the background for a very long time. However, the lack of direct stamp collecting implications also had a great advantage: delivery note postages have remained free from collector manipulations to this day, preserving the signs of classic stamp usage, thus providing an accurate picture of the usage rates of the stamps used at that time in every period. That is why not only complete delivery notes are important, but also delivery note fragments that can contribute to the expansion of our knowledge with any minimal philatelic data."*

Thus

- Postal delivery notes are documents created between the sender and the recipient, just like most other postal items, and therefore deserve the same place as letters and postcards.

- Delivery notes often reflect the postal practice of a given period more faithfully than other philatelic materials. As documents appearing in the internal postal processing, they are mostly free from the disturbing factors that we see so often with letters, postcards and others. There are no philatelically motivated frankings (at most, the postmaster's sense of beauty resulted in, for example, multi-coloured frankings, see *Figure 1*), fabrications, or forgeries. Delivery notes are, in the true sense of the word, documents of everyday postal traffic.
- In the case of stamp frankings, the use of a given stamp issue (actual postal circulation time, quantity ratios) is often shown more accurately than other documents – of course, if there are an adequate number of pieces in the respective collection.
- Many high-denomination stamps are most often found on delivery notes as actual everyday use.
- The use of postmarks (e.g. the time of their use) can also be traced more precisely in many cases than elsewhere and can provide a lot of interesting information too.
- In addition – considering that there were rarely two identical parcels sent – the postage stamps appearing on the delivery notes and thus the stamps used are also extremely diverse, much more varied than those of other postal items of the given era. If we add to this the difficulties of the period covered by this study, e.g. the lack of forms and stamps, which resulted in forced solutions and, with them, philatelic curiosities and real rarities, then the delivery notes are more diverse than a number of other, currently more sought-after and higher valued postal items.



Figure 1. *Nice six-colour franking on a small-format Hungarian-Croatian cash on delivery parcel card, sent from Savski Marof to Dugaresa on March 12, 1919.*

These facts have already been recognized by many, but regardless of this, we find few publications and studies, especially by Hungarian authors, that specifically deal with parcel cards. A good example of an exception is Hodobay's catalogue published in 2016 [**9**], but before and since then very few works have evaluated parcel cards, and even those are mostly tangential, e.g. in the context of a certain locality or another period, together with other postal history documents.

Also among the exceptions is Artel's recent exhibition material [1], which covers a broader range of the relevant material used in the Kingdom of SHS.

2. Historical overview

The events following the end of World War I are discussed in sufficient detail in the literature [**11**, **21**], here I will list only those major dates and events that had an impact and influence on the postal management and organization of the emerging states and consequently on the postal documents used. At this point I also recommend the short historical summaries of Horváth [**12**] and Perneczky [**18**], with postal history additions.

The main events are the following (up till the end of April, 1921):

- On October 29, 1918, the Zagreb National Council declared Croatia's secession from the Austro-Hungarian Monarchy and proclaimed the SHS State (Država SHS in Croatian) - together with Slovenia, which had declared its independence the day before.

- Early November 1918 – the Zagreb General Postal Directorate is established, its operational area included the whole of Croatia, Slavonia, Srem and the Mura region. The General Directorate is abolished on 6 February 1919 and continues to function only as a postal directorate [**23**, p. 86].

- On November 11, 1918, Cezar Akačić, the newly appointed Minister of Post by the Croatian National Assembly, ordered the post offices to submit their available Hungarian stamps to the valuables warehouse of the Zagreb main post office for overprinting. The first overprinted stamps (SHS overprint) appearing on November 18 are the first SHS state (and at the same time Croatian) stamps.

- By mid-November 1918, Serbian troops occupied Bácska, a significant part of the Banat, and advanced north to Baja, Pécs, and Barcs.

- On November 24, 1918, the Sremska Council (almost exclusively with Serbian representatives) declared the Srem region's accession to Serbia. The act was symbolic, but important in that it was a precursor to the decision of the National Assembly in Novi Sad. From a postal administration perspective, it did not mean any change, as the entire territory of Srem region continued to belong to the Zagreb Postal Directorate until December 31, 1921. On the same day, the parliament of the Slovene-Croatian-Serbian State, which was formed from the Zagreb National Council, also declared the unification of the South Slavic lands with regard to Vojvodina.

- In turn, on November 25, 1918, the Great National Assembly at Novi Sad declared the secession of Bácska, Bánát and Baranya and their direct accession to the Kingdom of Serbia.

- On November 29, 1918, the first independent Croatian stamp series (Listopad, commemorating October 29) was issued. The stamps of the Listopad series were sold for one day only in certain designated post offices for collection and commemorative purposes, and, with rare exceptions, were not used in regular circulation.

- On 1 December 1918, with the accession of the Kingdom of Serbia and the Kingdom of Montenegro, the SHS Royal State (Kraljevstvo) was proclaimed, which became the Kingdom of SHS (Kraljevina) from the constitution of 28 June 1921. For the sake of

simplicity in the text, I will hereinafter use the term "Kingdom of SHS" for both state entities.

- On December 7, 1918, the Central Post and Telegraph Ministry of the Kingdom of SHS was established in Belgrade.

- On January 3, 1919, the first Slovenian stamp (Verigarji – Chainbreaker) was issued, and on January 15, 1919, the first unoverprinted Croatian regular circulation stamp series was issued.

- From January 1919, as an order of the Minister of Post (see *Zastava*, 23.01.1919), and as a decree on April 16, 1919, the organizational structure of the state post of the Kingdom of SHS was issued, within the framework of which 9 postal directorates operated in the territory of the state: Belgrade, Niš, Skopje, Zagreb, Split, Sarajevo, Ljubljana, Cetinje, Timişoara. Regardless of this, the Timişoara postal administration remained in contact with the Budapest general administration until March 1919, when it received the last supply of postal valuables.

- From 1 July 1919, except for Bánát, Bácska and Baranya, the postal administration was unified with the involvement of the Serbian administration, with headquarters in Belgrade (14201/1919 (VI.15.) Ministry of Post and Telegraph [PTM] decree).

- From 27 July 1919, the Serbian troops withdrew from Timişoara and the parts of Banat assigned to Romania. The Timişoara postal directorate was transferred to Veliki Bečkerek (Zrenjanin) in July-August 1919, and later to Novi Sad.

- From December 10, 1919, normal parcels, and from January 1, 1920, cash on delivery parcels could be sent to the occupied Bácska territories (to the territory of the Veliki Bečkerek (Zrenjanin) postal directorate) from the territory of other directorates (26758/1919 PTM decree), which was not possible before.

- From January 1, 1920, Bánát, Bácska and Baranya were also placed under the unified SHS postal administration.

- January 16, 1921 – With the centralization of postal administration and the first unified SHS stamp issue, the previous independence of the individual postal directorates within the kingdom came to an end. From April 16, 1921, only dinar/para denomination stamps could be used in the kingdom.

In addition to the above events, it is very important to clarify the financial and legal affiliation of the parcel cards used in the period under review. The parcel cards that were previously in force in the Hungarian postal administration were all forms with an imprinted revenue stamp. The issue of the legal affiliation of the forms and their history were first detailed by Monus [**26**] but see also the work of Hodobay [**9**].

Regarding the postal history of the southern region, the Serbian Kingdom had a tax and revenue law adopted on March 30, 1911, according to which postal delivery notes were also considered having an imprinted revenue. With the establishment of the Kingdom of SHS, it was questionable what would happen to the collection of duties in areas previously operating in the duty law environment of other countries, and what the officials should do in the event of differences in Serbian and, for example, Hungarian duties. According to the decrees 2088/1918

(XII.15.) and 2368/1918 (XII.31.) of the newly established joint Ministry of Finance, the previous duty values are valid in all areas, if they have been collected, no separate duty is to be paid. According to the instruction 175/1919 (IV.15), the previous (Serbian) duty law was valid throughout the entire territory of the kingdom, but the decree 15295/1919 (VII.28) of the Ministry of Posts and Telecommunications confirmed that the previous local duties were to be collected regardless. A fully centralized duty law regulation in the kingdom came into force only well after 1921.

According to the above, the used e.g. Hungarian forms continued to be considered as imprinted revenue forms as before, during the Hungarian postal administration. This was true as well for the newly introduced Slovenian and Croatian parcel cards and other forms, e.g. railway waybills [**25**].

Parcel delivery services in the newly formed states only gradually resumed (*Figure 2* shows a delivery note for a parcel sent the day before the declaration of independence, which did not reach its destination).

Domestic parcel delivery was restored first – mainly in Croatia and Slovenia, of course, to the extent possible. The lack of forms and stamps, as well as the general shortage of labour, all made operations difficult. Domestic home delivery initially only worked in some larger cities, and parcels could not be sent or delivered everywhere.

After the establishment of the Kingdom of SHS, Serbia and Montenegro were initially still considered separate in terms of parcel delivery. The weight of parcels sent to these areas was generally capped at 5 kg.

It was not possible to send parcels abroad for a while. Postal cooperation with the surrounding states was only gradually restored, first with Austria.

Parcel traffic with Hungary was also restored from 1 February 1919, based on PTM Act 2526/1919, but also in the Official Repository of the Orders of Post and Telegraph [PTRT] issue of 18 February 1919 (dated 16 February 1919), the ministry already reported the suspension of postal, telegraph and telephone traffic. This was confirmed on 28 February 1919 (PTRT 1919/19, no. 5890/1919 PTM order), and then on 20 March (PTRT 1919/24).

Parcel traffic was officially restored between the two countries only by September 1, 1921 (see PTRT 1921/70, 24.115/1921 PTM order), while other postal items (letters, postcards, etc.) could be sent from the end of 1919. The parcel exchange office on the Hungarian side was the 70th post office in Budapest, while on the side of the Kingdom of SHS it became the 2nd post office in Subotica.

In the occupied territories (Bácska, Bánát, Baranya, the latter separately), parcel delivery was initially only possible within the territory, but there were also delays due to labour shortages, strikes and other factors. Parcels had to be posted open for inspection and only a few types of goods and items could be sent. In the Kingdom of SHS, full parcel service was restored from November 1, 1919, but e.g. parcels/cash on delivery packages to Bácska could only be sent with a slight delay (see above).



Figure 2. *Parcel card of a parcel (content: candle wick) sent from Dugaresa to Drohobycz in Galicia, posted on October 28, 1918, one day before (!) the declaration of independence. It did not reach the recipient due to the suspension of postal traffic, it was returned to the sender (large arrow in crayon on the front)*

At the end of the historical overview, let me make a small clarification regarding the currency of the forms, stamps, etc. used in the area. This is because these were incorrectly used in several publications, and the authors – especially in the case of Slovenian stamps – mixed up the currencies.

After the dissolution of the Monarchy, the successor states followed the previous ones with their own currencies, as follows:

- In Slovenia, the Kron/vinar became the official currency. The Chainbreaker series was first issued in this currency, the definitive series in Dinar/para currency was only issued on June 24, 1920.
- In Croatia, the currency was the Krun(a)/filir(a), and all their stamp issues during the period were issued in this currency.
- In Bosnia and Herzegovina, the Kron/heler became the currency.

These currencies could be used until April 30, 1921. Their exchange rate (see later) against the Serbian Dinar/para currency was applied uniformly to all the currencies listed above. The above currencies were equivalent to each other in value.

3. Forms used

a) Types of forms

The postal administrations of the newly independent territories were of course not prepared to design and produce the appropriate postage stamps and forms for the rapidly changing state structures in a timely manner - just think about the fact that, for example, the SHS state existed for just over a month (October 29 - November 30, 1918), and on December 1, 1918, it was transformed into the Kingdom of SHS as a result of the unification with Serbia and Montenegro.

At the end of the war, the post offices were already struggling with a shortage of money, workforce and even more so of raw materials (paper), so it was natural that in each postal administration they would use the forms that were currently available, and this was also permitted by a decree of the Minister of Post. That is why the previously used parcel cards of the Austro-Hungarian Monarchy can be found widely, the 10-filler Hungarian Hungarian-Croatian or Hungarian-French parcel cards (*Figure 3*) in the areas of the Zagreb and Timişoara (later Veliki Bečkerek (Zrenjanin) / Novi Sad) postal administrations, while in the areas of the Ljubljana (Slovenian) and Split (Dalmatian) postal administrations the German-Slovenian or German-Dalmatian(-Italian) parcel cards of the former Austrian postal administration can be found. These forms could be used until they ran out, but no later than April 30, 1921.

The Hungarian delivery notes were only gradually replaced by newer ones, first by the Slovenian delivery notes with a 10-vinar imprinted revenue (*Figure 4*). These were issued by the Ljubljana Post Directorate in early 1919, and first appeared in the territory of the Zagreb Post Directorate in mid-1919 and spread further, at the latest to the post offices of Vojvodina. We know of two main types of these delivery notes, both the normal and the COD forms (the Michel Ganzsachen Katalog lists only one type, with the year of issue 1920). The first type has a 16v price mark at the top left of the title page, the normal delivery note is on grey cardboard, while the COD form is on pink cardboard. The second type (production started in 1920) no longer has a price mark, and the COD form is printed on greyish/cream cardboard. There is quite a lot of variation in the colours of the forms.

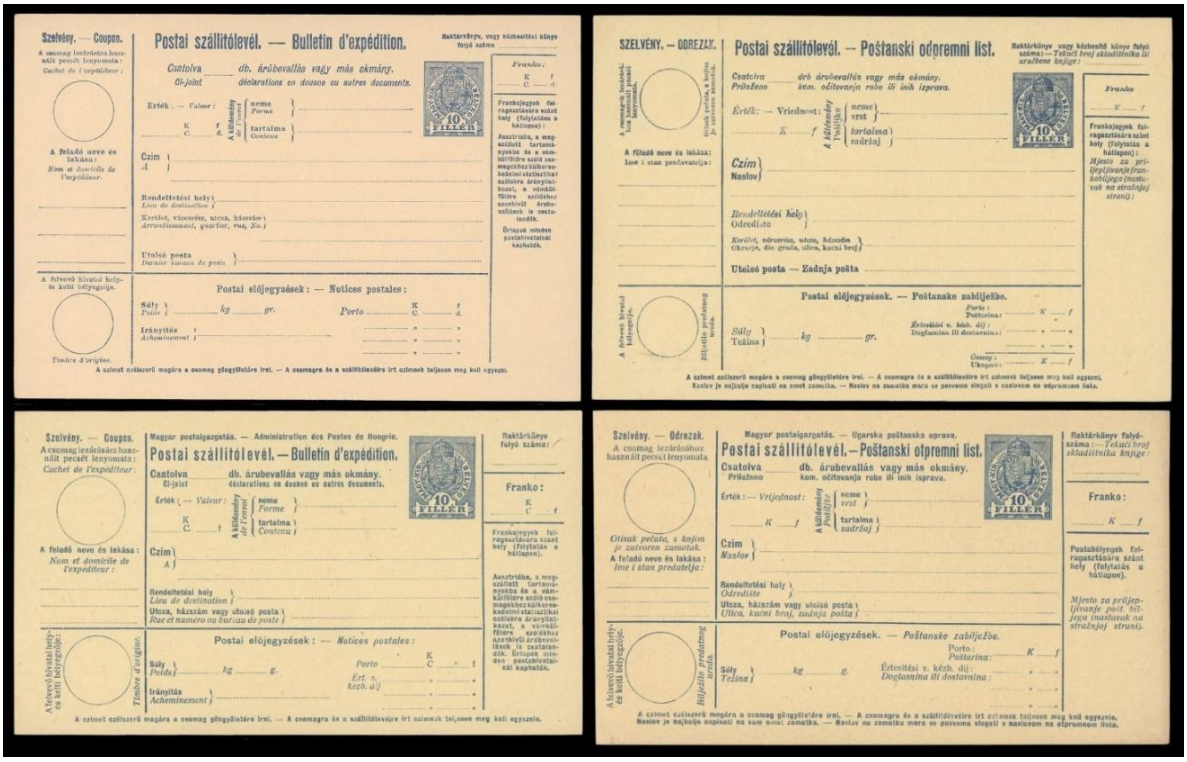


Figure 3. *Examples of the Hungarian parcel cards used in the period concerned: large format (top row) and small format (bottom row) Hungarian-French (left side) and Hungarian-Croatian (right side) normal (non-COD) forms. Hod 28, Hod 31* ***[9]****. Reduced size.*

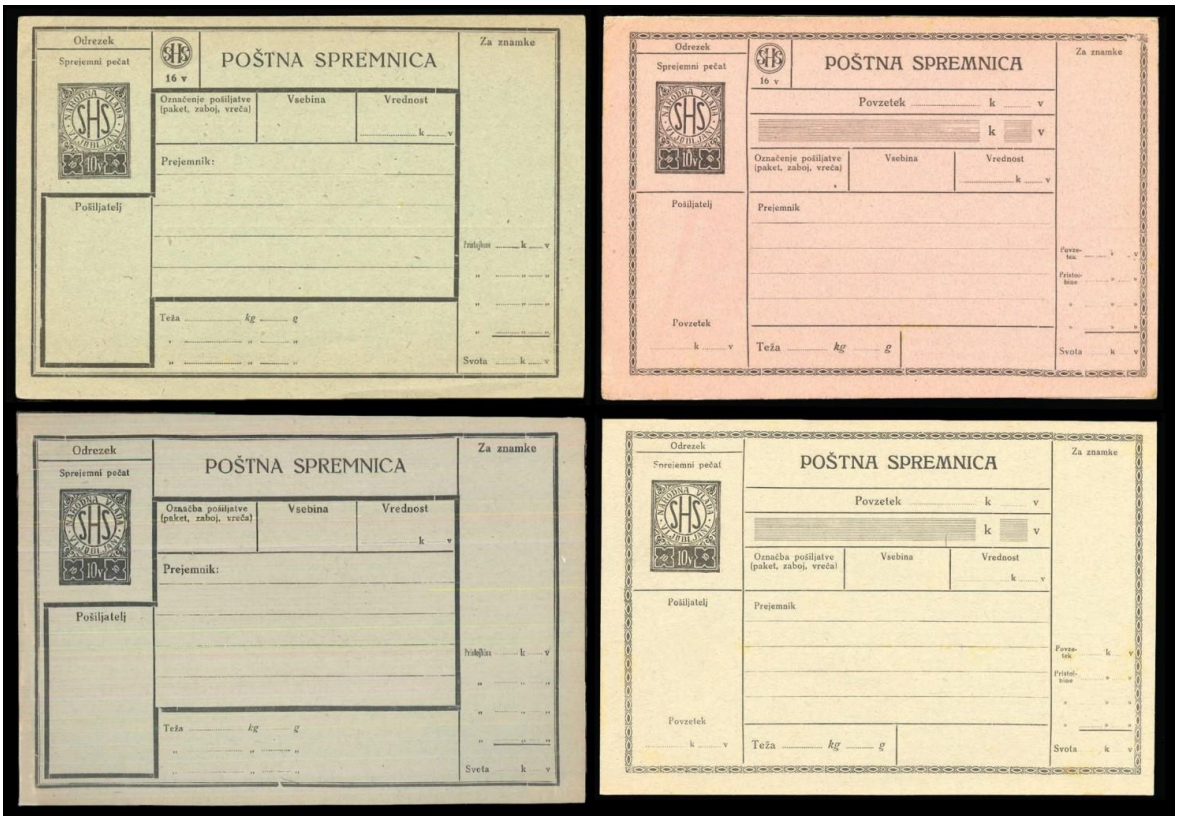


Figure 4. *The first Slovenian parcel cards. The top row shows the standard and COD forms with price marking, while the bottom row shows the standard and COD forms without price marking. (Reduced, the size of the forms is ~176x118 mm)*

The first Croatian-language delivery notes issued by the Zagreb Post Directorate appeared in the second half of 1919, but only in the area of operation of the Directorate (Croatia + Slavonia + Srem). These delivery notes were also issued in 2 types, the first type has a wide imprinted stamp, while the second type, issued in 1920, has a narrow and smaller stamp (*Figure 5*). The two types have in common that, similarly to the previous Hungarian forms, the normal delivery notes were printed on yellow cardboard, while the COD forms were printed on grayish blue/blueish-gray cardboard.



Figure 5. *The first two editions of the Croatian forms. On the left are the normal forms, on the right are the cash on delivery forms. (Reduced, the size of the forms is ~150x90 mm.)*

As can be seen in the figures, the Zagreb and Ljubljana postal administrations almost entirely based their new forms on the format and layout of the forms previously in circulation and use, the Slovenian forms faithfully follow the previous Austrian forms, while the Croatian forms of the Zagreb postal administration were entirely based on the colour, size and layout characteristics of the small format Hungarian 10-filler forms. The COD forms always included a postal money order, without a value indication. The postal money order could be detached either by cutting (Slovenian forms) or along the perforation (Croatian forms).

Due to the similar timing, we know of the use of all three types of delivery notes during the period under discussion, especially in larger post offices. Good examples of this are Zagreb, Osijek, and Zemun.

The first common SHS forms, whose uniform use was made mandatory throughout the kingdom by a postal minister's order, were not widely used until mid-1921, with some early exceptions (see *Figure 6*). These forms were modelled after the earlier Serbian delivery notes [**24**], with a fee of 20 para for the normal one and 40 para for the COD form and text always in red colour. The COD forms were initially only in Serbian (with Cyrillic and Latin inscriptions), while the Serbian-French international COD forms with black text and with a fee of 40 para appeared only in 1924.

Regardless of this, the above-mentioned Slovenian and Croatian forms, since they were also issued as part of and under the name of the SHS kingdom, were used until 1926. The Slovenian forms were used everywhere except Serbia and Montenegro, while the Croatian forms were only used in the territory of the Zagreb postal administration.

I am not aware of the use of earlier Serbian forms in the areas previously under Hungarian postal administration, the reason for this may be the Cyrillic inscription (normal Serbian forms had Serbian-Cyrillic and French inscriptions, while domestic COD forms have Serbian Cyrillic inscriptions only).

In addition to the above, however, there were still quite a few Hungarian forms in stock and in individual post offices, so their use was completely common, especially until mid-1919, and they were only gradually replaced by the new forms detailed above. At the beginning of 1920, Hungarian forms were still used in many places, but by the end of 1920 this had become a rarity. The latest Hungarian form (small Hungarian-Croatian) in my collection to be used regularly was sent from Jastrebarsko to Sarajevo on 21 March 1921 (*Figure 7*).



Figure 6. *Early use of the first common SHS form (normal, 20 para duty) in the area under discussion, sent from Zagreb to Kapela kod Bjelovara on 16 March 1921. The package was returned to Zagreb undelivered. The stamps have H.F.S. perfin (see later).*



Figure 7. *Parcel card of a package sent from Jastrebarsko to Sarajevo on March 21, 1921, is now only in para/dinar denomination, but still with mixed (Slovenian/SHS) postage.*

It is an absolute rarity if a Hungarian form was used later in a post office. The use was irregular in such cases, due to the invalidity of the 10f duty stamp and the relevant decree (see above). At that time, the duty was usually charged with a stamp supplement. I have in my collection a delivery note of a parcel sent from Banova Jaruga to Vranje in Serbia on April 8,

1922 (*Figure 8*). A large Hungarian-Croatian cash on delivery note was used, for handling a simple (not COD) parcel (!). The then valid 20 para duty was charged with a stamp.



Figure 8. *Delivery note for a parcel sent from Banova Jaruga to Vranje on April 8, 1922, irregularly on the old 10f large-format Hungarian-Croatian form. The 10f fee was no longer in force, the 20 para fee – in addition to the 8 Dinar weight fee – was charged with a 20 para stamp. Such late use of a Hungarian form is extremely rare, and was certainly due to a lack of forms, which is also confirmed by the fact that a COD form was used to send a non-cash on delivery parcel. Nevertheless, the parcel reached its destination.*

Among the 10-f Hungarian parcel cards in use, both large and small format, Hungarian-French and Hungarian-Croatian language forms can be found (Hodobay 28D, 29D, 31, 32; see [**9**]) and we can also encounter plate flaws and printing errors that occur with greater or lesser frequency in the forms printed in large numbers (*Figure 9*).



Figure 9. *Large format Hungarian-French COD delivery note of a parcel sent from Novi Sad to Sid on August 30, 1920, with a known plate flaw affecting the imprinted revenue (see [**9**], p. 52). Nice mixed crown/dinar postage, with 10K ultramarine Chainbreaker. Fee: 22K 90f. 16K weight fee + 3.20K COD + 80f COD payment fee + 1.20K declaration of value + 40f arrival notification. +1.30K fee supplement, not yet with separate stamps (see later on).*

It is very important to mention that Hungarian delivery notes were not overprinted with the inscription SHS, unlike many stationeries (for the latter see [**10**], pp. 183–186). Very rarely can we find the text "SHS" handwritten on the imprinted revenue – as a result of the overzealousness of the nationalist postmaster.

By studying the usage times of the 10-filler Hungarian forms and their distribution in the annexed areas, we can make several important findings:

- The proportion of large-format forms that have been in circulation for a long time is much higher than that of small-format forms that only appeared in 1918 and were thus distributed in smaller quantities.
- I myself know of Hungarian-Croatian language forms (both large-format and small-format) only from the area of the Zagreb postal administration – including Srem – and I do not know of their occurrence in other areas (e.g. Vojvodina, Baranya) during the examined period.
- Hungarian-French forms, especially cash on delivery ones are much rarer than Hungarian-Croatian ones. The rarest form type, to my knowledge, is the small-format Hungarian-French cash on delivery. These phenomena can be explained by the fact that while postal services, and within this, at least domestic parcel delivery, including cash on delivery were quickly resumed in Croatia, which was relatively calm; while in the areas occupied by the Serbian army, even simple parcel traffic was disrupted for a long time, and cash on delivery (along with other additional postal services, such as sending value letters, etc.) was not possible for a long time. And although Hungarian-French forms (mostly large-format ones) are known from Croatian areas too, their use there is also rare.
- There are hardly any known delivery notes from Baranya, which is primarily a consequence of the fact that parcel traffic was suspended for a long time (e.g. due to strikes affecting the Pécs postal administration several times) or was hampered, both within the occupied territory and towards Hungary or other areas of the SHS kingdom. Parcels could only be sent open for a long time and only certain things could be sent, and even then only within the territory, which further reduced the quantity of parcels sent. The forms I know are all of the small-format Hungarian-French type.

As I detailed earlier, the use of Hungarian forms was completely common until mid-1919, and newer forms only gradually replaced them, depending on the amount of Hungarian forms still available, but often also on the postal clerk. During 1919-1920, the Hungarian management or staff of many post offices were removed, and the newly appointed "patriotic" officials preferred those postal items with which they could propagate the new South Slavic state, including stamps and postal forms. Of course, there were still quite a few Hungarian officials who continued to use Hungarian forms with preference.

There is a Hungarian 10-filler COD parcel card in my collection, which is different from the previously known Hungarian forms, but is also a large format one. It is likely to be identical to one of the previously unknown forms listed in Hodobay's 2016 catalogue under cat. no. 30 ([**9**], page 53) (see also [**8**], p. 637). The form, printed on greenish-blue cardboard, was used, and the cash on delivery page was detached, so it is not known whether there was a 2f imprinted charge on the cash on delivery page. However, certain features of the form are completely different from those of the other 10f forms. The most striking difference is the footnote part of the Hungarian-French form, both on the front and back, where the reference numbers in the texts to be filled in can be read as their Croatian equivalent. C is always written as cz (e.g. Czim), the weight indication is kg and g. Preprinted date is 191… The text "*Átvevő nyugtája – Quittance du destinataire.*" on the back is in one line. The form was posted on February 26, 1920 from Mitrovica to an address in Novi Sad (*Figure 10*).



Figure 10. *Parcel card of a package sent from Mitrovica on February 26, 1920. Probably the previously unknown type of cash on delivery note. There is a halved 20v Chainbreaker on the back. The fee deduction is also interesting: 9K weight fee + 1.50K declaration of value + 20f cash on delivery + 15f arrival notification (=10K 85f). As only 10K 10f was franked, 75f postage due ('Porto 75f') obligation is indicated in red on the front!*

In addition to the above, among the earlier Hungarian forms, we can find much less frequently the official postal delivery notes (Hivatalos postai szállítólevél / Službeni poštanski otpremni list, see *Figure 11*), military postal delivery notes (Tábori postai szállítólevél / Feldpost Begleitaddresse / Vojni poštanski otpremni list), and other forms related to delivery notes used in the period under discussion. Just for note: the above mentioned two forms and the two ones below are without an imprinted revenue (exempt from charges) and all are very rare. These special parcel cards were used sometimes instead of the normal forms in case of their shortage and not for the original purpose of these special forms.



Figure 11. *Official delivery note for a package sent from Nova Gradiska to Nova Kapela on February 11, 1919. The package was sent by one local authority to the other. As such, the form was used for the original purpose.*

Examples of the other forms related to parcel cards are the Return Report forms (Visszajelentés / Odjava) and replacement parcel cards.

The Return Report form was filled out by the destination station and sent back to the sending station in cases where some kind of error or deficiency was detected in the parcel delivery form or regarding the parcel itself. Such cases included, among others, insufficient postage, inadequate packaging, lack of a delivery note, or if the parcel was undeliverable for any reason. On the form, the possible fee to be paid (e.g. the difference in insufficient postage, 25f fee in case of undeliverability, etc.) was usually paid by the sender, in some cases by the recipient.

The substitute / replacement parcel cards (Pótszállítólevél / Naknadna propratnica / Bulletin d'expédition supplémentaire) were studied in detail by Buitenkamp [**6**]. The form was filled out when

- the original delivery note was damaged or lost,
- the package arrived at its destination earlier than its corresponding delivery note (this could happen rarely, as the package itself and the delivery note were not forwarded together),
- in certain cases, if the package was returned,
- if a delivery note, which should normally be filled out, was not available at the time of dispatch.

b) Revenue fee and selling price of forms

The selling price of the 10 f (or in Slovenian territory the former 10 heller revenue, 12h price mark) forms was raised uniformly to 16 fillér / vinar from 1 May 1919 (see *Uradni List, Ljubljana*, 7 May 1919 issue), and from 1 March 1920 (see *Privredni Glasnik, Bjelovar*, 25 March 1920 issue) for all in use to 20 (normal forms) and 30 (cash on delivery forms) fillér due to rising postal costs, a shortage of forms and a general shortage of paper. The revenue remained 10 fillér / vinar everywhere.

The raised prices were very rarely marked on the forms by overwriting the original "10" number of the imprinted stamp image (see *Figure 12.*)



Figure 12. *Price amended to 20f (normal form) or 30f (COD form) on the original imprinted stamp. Such amendments are very rare, usually were not marked separately. (Close-ups of complete forms.)*

It is interesting to note that on both new Croatian forms the stamp shows 10 para as revenue, but the selling price is 20 fillér ("*Cijena 20 filira*"). Since the exchange rate at the time the forms were actually issued was already 1:4 dinar : korona, it is not entirely clear what exact amount the person who purchased the form paid (most likely 10 para fee (= 40f) + 20f price = 60f / 15 para in total).

In parallel, in Hungary, from July 1, 1920, the selling price of delivery notes became 30 (normal form) and 40 fillér (COD form) (15.001/1920 PTM order, see [**9**], p. 557), of which the duty remained 10 f, the latter was only increased to 1 korona on October 1, 1920.

The previous Serbian forms had a 10-para stamp, but the PTM increased their fee to 20 (normal) and 40 (COD) para by resolution 13125/1920 on 4 May 1920. However, the first central cash on delivery forms with a 40-para stamp, intended to be uniform throughout the Kingdom of SHS, were only issued on 16 September 1920, and the normal forms with a 20 para stamp only at the beginning of 1921 (see PTV 1920/10). These new forms were initially introduced only in the Serbian part of the country (Belgrade Postal Directorate).

However, this new 20/40 para tariff was also introduced in Serbian-occupied Vojvodina (sometime in August 1920) and a surcharge / revenue addition was applied to the previous value of the forms in use (20 or 30 f).

Therefore, a stamp with a value of 60 fillér/vinar was affixed to the normal forms (due to the 1:4 dinar/koruna exchange rate, 20 f = 5 para, i.e., a 60 f = 15 para surcharge was required to sum up to the value of 20 para = 80 f), while a stamp with a value of 1K 30f was affixed to the COD forms (40 para = 1K 60f).

I do not know the specific date of the introduction, it was probably an internal postal instruction, of which I have not found any written trace so far. However, based on the forms I know, I would estimate the above date.

This stamp surcharge was applied exclusively in the occupied Bácska and Bánát (territory of the Veliki Bečkerek (Zrenjanin) / Novi Sad postal directorate), I do not know of any other postal directorates where it was used and the previous tariff remained there.

Previous works [e.g. **19**] dealing with the delivery notes and tariffs of the era did not recognize this surcharge and tried to add the value of the stamps to the tariff, but especially in the case of cash on delivery cards this never gives an accurate result, since the 1K 30f surcharge cannot be converted to a round para value due to the 1:4 exchange rate (32.5 para). Since the postmaster usually indicated the exact amount to be paid on many forms, the fact of the surcharge can also be identified based on this.

For a while, no separate stamps were used for the above surcharge, but it was added to the total amount of the fee and this total was paid with stamps. Later, however – probably to separate which stamps were used to pay the parcel delivery fee and which were used to pay the surcharge – separate stamps were used for the latter, which in most cases are different from the other stamps at first glance. These stamps were often affixed to the top of the front page of the form (i.e. not to the original place of the franking) and the same stamps/combinations were used quite consistently. The surcharges I have seen so far were paid with the following stamps, in decreasing order of frequency:

Normal form, 60f surcharge (see *Figs. 13-15*)
- 4x15v Chainbreaker
- 15p Chainbreaker
- 2x30v Chainbreaker
- 15p SHS first definitive

COD form, 1K 30f surcharge (see *Figs. 16-18*)
- 2x15v + 25p Chainbreaker
- 30v + 25p Chainbreaker
- 2x15v + 10p + 15p Chainbreaker
- 2x15v + 2x50v Chainbreaker
- 30v + 10p Chainbreaker + 15p SHS first definitive
- 15p Chainbreaker + 20p SHS first definitive (10f overpayment)

Based on the examples I have seen so far (auction portals, literature, my collection), the surcharge marked with separate stamps was used until the autumn of 1921, with a few later exceptions, and almost exclusively on Slovenian forms. I have seen such a surcharge on a Hungarian (small format Hungarian-French) form so far only once on an online auction portal.

And last, the stamps used for the surcharge were often affixed to the parcel cards after separating (cutting off) the coupon part. The postmaster sometimes folded the stamps (see Figures *13* and *18* below).

Surcharged **normal** parcel cards (surcharge: 60f, exchange rate of dinar/korona is always 1:4)



Figure 13. *Novi Sad - October 13, 1920. The clerk marked the total payable (9.60K) with a pencil. Surcharge: 4x15v Chainbreaker.*



Figure 14. *Sombor, January 9, 1921. Fee: 8K 40f (indicated on the front). The 15 para face value stamp (=60f) on the front is a surcharge.*



Figure 15. *Pančevo, January 15, 1921. Fee – 6K 40f (indicated by handwriting on the front. The 4x15 vinar Chainbreaker is also a surcharge.*

Surcharged **cash on delivery** parcel cards (surcharge: 1K 30f, exchange rate of dinar/korona is always 1:4)



Figure 16. *(Bačka) Palanka, December 10, 1920. Fee 40K 40f (marked on upper right of the front page). 2x50 + 2x15 vinar surcharge on back.*



Figure 17. *Novi Sad, January 8, 1921. Fee 33K 20f (marked on lower right of the front page), paid with stamps on the back. 25p + 30v surcharge on the front page.*



Figure 18. *Veliki Bečkerek, March 22, 1921. Fee 36K 40f (marked on front), paid with SHS definitives (9D 10p). 10p + 15p + 2x15v surcharge on top of front page.*

4. Tariffs

For the accurate interpretation of the stamp charges on parcel cards, the most fundamental part is the correct knowledge of the tariffs applied. One of the difficulties of the period under discussion is that the individual postal administrations (successor states) applied certain tariffs in several smaller intervals, first separately, and then together in various formations, and a completely uniform tariff valid for the entire territory of the Kingdom of SHS came into effect only on May 16, 1920. And then we still have to discuss the parcel tariffs of certain occupied territories (Bácska-Bánát and Baranya) separately.

The above is further complicated by the fact that the unified tariffs and those determined in dinar/para values had to be converted into korona-fillér values at various exchange rates, and since most of the charges were made in korona-fillér values in the area in question, it is good to know exactly what exchange rate the postal clerk was counting on.

Nevertheless, the picture regarding the applied tariffs has become much clearer in the last three decades, thanks to the work of Buitenkamp [**2**, **3**, **4**, **5**], Morrell [**14**, **15**], Novaković [**16**, **17**], Wieland [**26**, **27**, **28**] and others. However, even in recent times there have been areas of uncertainty and possible misinterpretations. For this reason, I summarize below and clarify the work of the above researchers with the new information I have identified.

a) General information and detailed description of tariffs

First of all, it is worth dividing the changes in the tariffs of parcel delivery into periods, as this makes it easier to oversee and makes the evaluation of a given form faster.

I will not go into detail about the definitions of the individual charges appearing on delivery notes (weight charge, value declaration, cash on delivery, arrival notification, home delivery, etc.), these are adequately described in Hodobay's catalog [**9**].

1. Hungarian tariffs

First, I will list the **Hungarian tariffs** applied during the period discussed, as these provide a good basis for the other tariffs:

		15/JUN/1918 – 31/DEC/1919**		01/JAN/1920 – 31/MAY1920		01/JUN/1920 – 30/JUN/1921	
		Fillér		Fillér (food cheaper)		Fillér (food cheaper)	
Weight fee	0-3 kg	70	+20 f war surcharge	300	500	500	800
	3-5 kg						
	5-10 kg	150		600	1000	1000	1600
	10-15 kg	250		900	1500	1500	2400
	15-20 kg	350		1200	2000	2000	3200
Registration fee		25		100		250	
Express fee		(50)		300 / 500		1000	
Acknowledgement		25		-		-	
Home delivery*		25/20 50 100/80		200 / 150		500 / 400	
Arrival notification		5		30		30	
Storage fee (daily – the first 3 days were usually free)		10		30		60	
Value declaration		10 f / 300 K		60 f / 1000 K		1K / 1000 K	
Extra fee (value, >1000 K)		+10 f / 1000 K		-		-	
Cash on delivery (COD)		10		40		80	
COD payment fee		-		-		-	
Oversized package		+50% of the weight fee		+50% of the weight fee		+50% of the weight fee	

***** The delivery fee (home delivery) was changed several times during the first main tariff period and depended on whether the delivery was made in Budapest or in the countryside, as well as on the value declared on the delivery note. The delivery fee was higher for parcels sent in Budapest than to the countryside (!).
** Parcel traffic was suspended from August 14 to November 22, 1919.

Notes:

- oversized package (applies to the rates listed below too): this category included not only packages that were not standard size for some reason, but the same extra fee was also charged for perishable, fragile packages, or ones requiring special handling for other reasons.

Weight fee: in the tariffs described below, there is no uniform way of calculating the limits. That is, 5-10 kg was understood to be exactly 5.00 – 9.99 kg, or maybe 5.01 – 10.00 kg, or even between 5.00 – 10.00 kg, this often depended on the interpretation of the given postmaster.

Based on the changes in the rates, we can distinguish the following main periods in the southern region:

2. October 29, 1918 – June 30, 1919

The postal administrations of the successor states that became independent continued to use the rates they had previously applied, with only minor modifications. Thus, in the area of the Zagreb postal administration (together with Slavonia and Srem), the previously valid Hungarian rates were applied, in the area of Ljubljana (including Dalmatia) the former Austrian rates were applied, and in the area of Sarajevo the Bosnian (formerly Austrian military) rates were applied.

It is important to know that each postal administration applied different rates for parcels sent within the area of the given administration and to the area of the other administration, the most fundamental difference being in the weight charges.

Start date: previous tariff came into effect		Croatia (HR)		Slovenia (SI) + Dalmatia	Bosnia & Herzegovina (BiH)	
		Internal (+Slavonia, Srem)	To Slovenia, Dalmatia and Bosnia & Herzegovina	Uniform tariff	Internal	To Slovenia (+Dalmatia) and Croatia
		15/JUN/1918 – 30/JUN/1919		01/SEP/1918 – 30/JUN/1919	01/SEP/1918 – 30/JUN/1919	
		Fillér (Filir)		Vinar	Heler	
Weight fee	0-5 kg	90	100	100	80	100
	5-10 kg	170	220	220	170	220
	10-15 kg	270	320	320	270	320
	15-20 kg	370	420	420	370	420
Registration fee		25		25	25	
Express fee		100	200	100	100	200
Acknowledgement		25		25	25	
Home delivery*		20 / 25 / 50		20 / 30	25 / 30	
Arrival notification		5	10	5	5	10
Storage fee (daily – the first 3 days were usually free)		10		10	5 / 10	
Value declaration		10 f / 300 K		10 v / 300 K	5 h / 300 K, 10 h minimum	10 h / 300 K, 15 h minimum
Extra fee (value, >1000 K)		+10 f / 1000 K		+20 v / 1000 K	20 h / 1000 K	
Cash on delivery (COD)		10		10	10	
Oversized package		+50% of the weight fee		1-5 kg: +40 v 5-10 kg: +100 v 10-15 kg: +150 v 15-20 kg: +200 v ‡	+50% of the weight fee	

* Home delivery was only available in a few cities and the fee depended on the size of the settlement (population) and/or the value declaration. In Croatia, the PTM order No. 60.029/1916 published in PTRT 1916/124 was still in force, which listed the post offices delivering parcels. For example, the fee was 50f for packages sent to Zagreb, Osijek or Varazdin. The higher fee in Slovenia applied only to Ljubljana and Celje, as far as we currently

know, and the lower fee was applied generally for packages below 3 kg in weight and <1000 K in declared value. For other details of home delivery (e.g. Slovenia, Bosnia and Herzegovina), see Buitenkamp's detailed studies [**3**, **4**]. The fee was paid by the sender for parcels sent in Croatia, and by the recipient elsewhere.

‡ Artel [**1**] mentions +40% in his work for oversized packages posted from the Ljubljana postal directorate. However, as calculation often ended in partial values, most post offices used the tariff of fixed values listed above.

In addition, in Slovenia, the Ljubljana and Celje post offices charged the recipient a unit fee of 10 vinar for packages held at the recipient's request due to a collection reservation. The recipient had to pay the same fee (10 heler) for this service in Sarajevo, while in other cities in Bosnia and Herzegovina it was 5 heler. This fee is not equal to the storage fee.

3. July 1, 1919 – October 31, 1919

The first common tariff was introduced in the territory of the Kingdom of SHS, but it did not yet include the territories of the former Kingdom of Serbia, i.e. it was only valid in the territories of Bosnia + Croatia + Slovenia. In terms of postal administration, Slavonia and Srem continued to be considered part of Croatia, and Dalmatia was considered with Slovenia.

		HR + SI + BiH
		01/JUL/1919 – 31/OCT/1919
		14.418/1919 (VI. 18.) PTM decree
		Fillér / Vinar / Heler
Weight fee*	0-5 kg	150
	5-20 kg	+ 60 / kg
Registration fee		60
Express fee		250
Acknowledgement		100
Home delivery (paid uniformly by the sender)		100
Arrival notification		10
Storage fee (daily – the first 3 days were usually free)		10
Value declaration		0 - 100 K: 25 100 - 500 K: 50 500 - 1000 K: 100 + 1000 K: 20
Extra fee (value, >1000 K)		+10 f / 1000 K
Cash on delivery (COD)		20
Oversized package		+50% of the weight fee

* Weight fee: applied to every kg started, over 5 kg.

4. November 1, 1919 – May 15, 1920

Tariff change in the previously described common tariff. Its validity is still without Serbia and Montenegro, but together with Vojvodina (Veliki Bečkerek postal directorate).

For the sake of simplicity, I also include the values specified in para with the different exchange rates in fillér, the postal minister's decree itself described the rates in korona with an exchange rate of 1:3 in addition to the dinar/para values.

		SHS (excluding Serbia + Montenegro) 01/NOV/1919 – 15/MAY/1920 48.668-II/1919 PTM. decree			
		Para	Fillér (1:3)	Fillér (1:3.5)	Fillér (1:4)
Weight fee	0-3 kg	100	300	350	400
	3-5 kg	150	450	525	600
	5-10 kg	300	900	1050	1200
	10-15 kg	450	1350	1575	1800
	15-20 kg	600	1800	2100	2400
Registration fee		20	60	70	80
Express fee		–	250	250	250
Acknowledgement		50	150	175	200
Home delivery		60	180	210	240
Arrival notification		5	15	15	20
Storage fee		10 (the first 3 days are free if an arrival notification has been sent, +10 daily after 14 days in Croatia / after 30 days in Slovenia)	30 (+30)	35 (+35)	40 (+40)
Value declaration		0 - 100 D: 25 100 - 500 D: 50 500 - 1000 D: 100 + 500 D: 50	0 - 300 K: 75 300 - 1500 K: 150 1500 - 3000 K: 300 + 1500 K: 150	0 – 350 K: 100 (87.5) 350 – 1750 K: 175 1750 – 3500 K: 350 + 1750 K: 175	0 - 400 K: 100 400 - 2000 K: 200 2000 - 4000 K: 400 + 2000 K: 200
Extra fee (value, >1000 K)		–	–	–	–
Cash on delivery (COD)		–	20	20	20
Oversized package		+50% of the weight fee	+50% of the weight fee	+50% of the weight fee	+50% of the weight fee

The express fee and the cash on delivery rate did not change, they were calculated with the same fee regardless of the exchange rate.

At the 1:3.5 exchange rate (see later), the minimum fee for the declaration of value would have been 87.5 fillér, in the delivery notes I have seen so far, a fee of 100 f was applied.

5. 16 May 1920 – 30 April 1921

Common tariff, which was valid throughout the entire territory of the Kingdom of SHS, including the territories of all postal directorates. The postage fee could be paid in korona-filler until 30 April 1921. From 16 May 1920, a uniform exchange rate of 1:4 dinar/korona was applied at the post offices.

		All territories in SHS	
		16/MAY/1920 – 30/APR/1921	
		11.035/1920 PTM decree	
		Para	Fillér (1:4)
Weight fee	0-3 kg	150	600
	3-5 kg	200	800
	5-10 kg	400	1600
	10-15 kg	600	2400
	15-20 kg	800	3200
Registration fee		20	80
Express fee		100	400
Acknowledgement		20	80
Home delivery		60	240
Arrival notification		10	40
Storage fee (the first 3 days are free if an arrival notification has been sent)		10	40
Value declaration		30 p / 300 D	120 f / 1200 K
Extra fee (value, >1000 K)		–	–
Cash on delivery (max. 1000 D)		*80 p up to 200 D,* *140 p between 200-1000 D*	*320 f up to 800 K,* *560 f between 800-4000 K*
COD payment fee		20	80
Oversized package		*+50% of the weight fee*	*+50% of the weight fee*

Starting with May 1, 1921, only a single dinar/para denomination system was in effect. The parcel delivery rates of the Kingdom of SHS and early Yugoslavia after this date were discussed by Novaković in his works [**16**, **17**].

As I indicated earlier, some areas have applied rates that differ from the main tariff periods above. Three areas should be mentioned separately here:

6. Serbia (with Montenegro)

A separate tariff was in force in the former Serbian Kingdom until May 15, 1920, with two partial periods. Although I do not know of any parcel card using either of these tariffs from the occupied territories, I am describing these tariffs nonetheless. I am also providing the para/filler values calculated with a 1:3 exchange rate for convenience, but only for the first period. Since the uniform tariff was already applied in the occupied Vojvodina by November 1, 1919, the occurrence of a parcel card with the second Serbian tariff and with a korona-fillér denomination is very unlikely.

Weight fees are basically the same as the ones in the tariff corresponding periods of the other territories of the Kingdom of SHS. Differences are in the supplementary fees, and it was possible to send parcels up to 50 kg within the territories of Serbia and Montenegro. Parcel traffic between Serbia (+Montenegro) and the remaining territories of the kingdom was fully restored only by early 1920.

		Serbia			
		01/DEC/1918 – 15/SEP/1919*		16/SEP/1919 – 15/MAY/1920	
		Para	Fillér (1:3) (calculated value)	Para	Fillér (1:3) (calculated value)
Weight fee	0-1 kg	50	150	100 1 kg-ig up to 1 kg	300
	1-5 kg			150	450
	5-10 kg	+ 20 / kg	+ 60 / kg	300	900
	10-15 kg			450	1350
	15-20 kg			600	1800
Registration fee		20	60	20	60
Express fee		100	300	100	300
Acknowledgement		50	150	50	150
Home delivery		60	180	60	180
Arrival notification		5	15	5	15
Storage fee		5	15	5 (first 3 days are free)	15
Value declaration		0 - 100 D: 25 100 - 500 D: 50 500 - 1000 D: 100 + 1000 D: 20	0 - 300 K: 75 300 - 1500 K: 150 1500 - 3000 K: 300 + 3000 K: 60	0 - 100 D: 25 100 - 500 D: 50 500 - 1000 D: 100 + 1000 D: 50	0 - 300 K: 75 300 - 1500 K: 150 1500 - 3000 K: 300 + 3000 K: 60
Extra fee (value, >1000 K)		–	–	–	–
Cash on delivery (COD)		0 - 25 D: 25 25 - 50 D: 50 50 - 100 D: 60 100 - 300 D: 80 300 - 500 D: 100	0 - 75 K: 75 75 - 150 K: 150 150 - 300 K: 180 300 - 900 K: 240 900 - 1500 K: 300	10	30
Oversized package		+50% of the weight fee	+50% of the weight fee	+50% of the weight fee	+50% of the weight fee

* Serbia was under Austrian (+ German / Bulgarian / Italian) occupation from mid-1915 until November 1918. During the occupation, the postal regulations of the Austrian military administration were in force and pre-war Serbian regulations were reinstated after the end of the occupation. In terms of parcel rates, this brought back the regulations and rates of 1912.

7. The area of the Temesvár (Timişoara) postal directorate

A separate tariff was in force in the entire area of the postal directorate under Serbian occupation (including the areas of the former Temes, Torontál, Krassó-Szörény, Bács-Bodrog counties under Serbian administration) from 1 July 1919 to 31 October 1919. This was a much higher occupation tariff than in the other areas, see the postal directorate decree cited in Surányi's work [**22**], and the issue of the Novi Sad daily newspaper *Zastava* of 3 July 1919, which describes the same decree among the news.

Before 1 July 1919, the relevant Hungarian tariffs were applied in the area of the directorate, while from 1 November 1919, the unified SHS tariff was applied in the areas still occupied by the Serbs. I have not yet seen a complete delivery note from the July-October period, only from later ones, so I cannot yet accurately determine the further details of the above tariff.

		Until June 30, 1919, the then valid Hungarian tariff	Temesvár postal directorate (Temes, Torontál, Krassó-Szörény, Bács-Bodrog counties) 01/JUL/1919 – 31/OCT/1919 23.973/1919 postal dir. order Fillér	Unified SHS tariff from November 1, 1919
Weight fee	0-5 kg		300	
	5-10 kg		500	
	10-15 kg		700	
	15-20 kg		900 / 1000*	
Registration fee			100	
Express fee			200	
Acknowledgement			?	
Home delivery			100	
Arrival notification			15	
Storage fee (daily, the first 3 days were usually free)			?	
Value declaration			30 f / 300 K	
Cash on delivery			20	
Oversized package			+50% of the weight fee	

* Surányi quotes the weight fee between 15-20 kg as 9 K, while in the *Zastava* article it is 10 K. Since I do not know the original text of the decree, I mention both tariffs, although 9 K is more likely. Some values are not included in any of the sources citing the decree, so there is a question mark there.

8. Baranya

A Serbian occupation tariff was also applied in the area of the Pécs postal directorate, from October 1, 1919 to March 31, 1920 (see the Pécs newspaper *Dunántúl*, issue of September 28, 1919). The tariff is completely identical to the occupation tariff of Timişoara. Before October 1, 1919, and from April 1, 1920, the Pécs postal directorate applied the effective Hungarian tariff (the latter is also reported in the *Dunántúl* newspaper, issue of March 21, 1920).

		Up till September 30, 1919 – the then valid Hungarian tariff *	Baranya (Pécs pt. dir.) 01/OCT/1919 – 31/MAR/1920 Fillér	From April 1, 1920 – the then valid Hungarian tariff *
Weight fee	0-5 kg		300	
	5-10 kg		500	
	10-15 kg		700	
	15-20 kg		900	
Registration fee			100	
Express fee			200	
Acknowledgement			?	
Home delivery			100	
Arrival notification			15	
Storage fee (daily, the first 3 days were usually free)			?	
Value declaration			30 f / 300 K	
Cash on delivery			20	
Oversized package			+50% of the weight fee	

* See the valid Hungarian tariffs above.

I do not know of a parcel card with the above tariff. During most of the occupation of Baranya, parcels could only be sent within the area, so any type of parcel card is very rare. In my collection there is one parcel card, dated August 22, 1919, with the Hungarian tariff in force at the time (*Figure 19*).

Baja and its region belonged to the occupation administration of Bácska. To my knowledge, most of the very few remaining parcel cards are Hungarian, a few Slovenian, and I am aware of 1-2 SHS forms from around the end of the occupation. I also have one of these in my collection (*Figure 20*). Of course, these are all rarities.



Figure 19. *Delivery note for stationery sent from Pécs to Szebény, posted on August 22, 1919, with Palatobozsok arrival stamps. Franked with Baranya overprint stamps, and for the 10f Károly stamps with both overprint types (antique and grotesque). Fee: 90f weight fee + 10f cash on delivery + 5f arrival notification. Rarity.*



Figure 20. *Delivery note of a package sent from Baja on June 30, 1921, during the last period of the occupation, already on the SHS form, but filled out in Hungarian. Handicrafts were sent to Szentfülöp in Bácska (formerly Filipovo, today Bački Gračac). The then valid uniform tariff was correctly applied (5D weight fee + 1D value declaration + 0.20D arrival notification = 6.20D), the postal clerk still counted in korona (! – in the upper right corner of the front page in pencil 24.80, which is 6.20 with a 1:4 exchange rate). The postmarks all have the uniform Cyrillic-Latin inscription, including those from Baja too.*

b) Exchange rates

Settlement and deduction of fees in the korona-filler currency was permitted by the central Ministry of Finance in Belgrade until April 30, 1921, but with an increasing exchange rate due to the devaluation of the korona against the dinar. Based on the decrees (d.) and orders (o.) of the Minister of Finance, we can distinguish the following main periods:

Till 1918.12.28	**1:2**
1918.12.29 – 1919.05.31	**1:2.5** (5.735/1918 PM d.)
1919.06.01 – 1919.11.30	**1:3** (44.060/1919 PM o.)
1919.12.01 – 1919.12.31	**1:3.5** (3.345/1919 PM d.)
1920.01.01 – 1921.04.30	**1:4** (148.315/1919 PM o.)

From April 16, 1921, only stamps with the dinar/para value could be used for any frankings, while other stamps (Hungarian, Slovenian, Croatian, fillér/vinar/filir, and korona/krona/kruna) were no longer valid.

Regarding the above exchange rates, it is important to emphasize that the exchange rates of postal services did not exactly follow these exchange rates, at least not in terms of periods. In most postal administrations, based on the Minister of Post's decree on tariffs, the dinar/para value was converted to the korona/fillér value at a ratio of 1:3 from July 1, 1919 until the tariff change on May 16, 1920. There are basically only a few random exceptions to this, where e.g. the 1:4 ratio was introduced at the beginning of 1920 (see *Figure 21*), but later, based on an internal order from the Postal Directorate, they returned to the 1:3 exchange ratio. From May 16, 1920, all offices uniformly applied a 1:4 ratio (see also above under tariffs).



Figure 21. *Parcel card for a package sent from Pakrac to Maribor on March 13, 1920. According to the valid tariff, the charges (in dinars/para): weight charge – 450 para, declaration of value – 50 para, home delivery – 60 para, total 5D 60p. Based on the applicable exchange rate of 1:3, this would be 16K 80f, while the postage here is 22K 40f, which corresponds exactly to the exchange rate of 1:4.*

There is, however, a very interesting exception, where the ratios of 1:3, 1:3.5, then 1:4 (based on the decrees of the Ministry of Finance), and then again the ratio of 1:3 (! – on the order of the Minister of Post) were actually applied and announced, and this was the Veliki Bečkerek / Novi Sad postal directorate.

This fact was unknown to collectors and researchers previously and several incorrect tariff interpretations resulted from this [**20**]. During my research, while searching for the correct

interpretation of certain delivery notes in my collection, which were sent from Novi Sad or the surrounding area, I found the answer to the mystery in some issues of the Serbian-language daily newspaper *Zastava* published in Novi Sad. Among the small news items, announcements by Pavel Silič, the postmaster of Novi Sad were regularly published as well as the postal service's news. For example, in the issue of December 12, 1919, the newspaper listed in detail all the tariffs to be calculated with the 1:3.5 exchange rate.

However, due to the rapidly changing exchange rates and the confusing communication, the conversions were not uniform everywhere, even within the directorate, and in some places the application of a certain exchange rate was started or ended late.

In this area, especially for parcels sent between the end of 1919 and March-April 1920, it is always worth calculating the applicable fee in dinar/para based on the data shown on the delivery note, and then apply it to the various exchange rates above to match the franking.

In my collection, there is a very nice example of three forms with completely identical rates, sent from Novi Sad, where the above confusion is clearly visible (first 1:3.5, then 1:4, and later only 1:3 exchange rate, see *Figures 22–24*).



Figure 22. *Delivery note for a package sent in Novi Sad on January 9, 1920. The total amount of the surcharge was 4D 60p, which, due to the* ***1:3.5*** *exchange rate, became 14K 35f (10.50K weight fee + 1.75K value declaration + 2.10K home delivery).*



Figure 23. *Delivery note for a package sent in Novi Sad on January 22, 1920. The total surcharge is again 4D 60p, which, due to the* ***1:4*** *exchange rate, becomes 16K 40f (12K weight fee + 2K value declaration + 2.40K home delivery).*



Figure 24. *Delivery note for a parcel sent in Novi Sad on 7 February 1920. The surcharge here is also 4D 60p, which, due to the* ***1:3*** *exchange rate, becomes 12K 30f (9K weight fee + 1.50K value declaration + 1.80K home delivery). All three parcels were sent by the same soap maker in Novi Sad, and the first and third parcels were sent to the same addressee.*

Abbreviations

COD Cash on delivery
MBK Catalogue of the Hungarian stamps
MBM Monograph of the Hungarian stamps
PTM Ministry of Post and Telegraph Services
PTRT Repository of the Decrees of the Hungarian Royal Post and Telegraph Services
PTV Postansko-Telegrafski Vesnik

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- Arcanum (https://adt.arcanum.com)
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- Pretraživa Digitalna Biblioteka (https://pretraziva.rs)
- Stare Hrvatske Novine (https://dnc.nsk.hr)

Postal Stationery of Bosnia and Herzegovina 1879-1896

by Boštjan Petauer FRPSL

Shortly after the issue of the first Bosnian-Herzegovinian stamps, on July 1, 1879, the country, which had been occupied by the Austro-Hungarian army in 1878, began issuing postal stationery, which continued until the collapse of the monarchy at the end of 1918. The issue of stationery followed the models of the mother country (e.g., in terms of cardboard, formats, internal decorations and watermarks), that is, the Austro-Hungarian Monarchy, only the embossed stamps were of course not Austrian, but those with Bosnian-Herzegovinian motifs. All stationery was printed by the State Printing House (Staatsdruckerei) in Vienna.

The postal stationery discussed can be divided into three main groups:

- postcards,
- envelopes and
- letter cards

In addition, various other types of stationery are known, such as stationery for sending telegrams and others.

In this article, we will only discuss the stationery issued in the 19th century in the kreuzer currency (hereinafter: kr); the even more picturesque stationery in the heller currency will come up next time.

Since we only want to give a general outline of the topic in this article, we will not provide all the details, but will only point out some of them; interested readers can find more about them in specialised literature, some of which is listed at the end of this article.

All the stamps issued in the period under review, feature a stamp with the Bosnian-Herzegovinian coat of arms (a double-headed eagle), i.e. with the same motif as on stamps issued at the same time.

Postcards

In 1879 ordinary postcards for domestic traffic were the first to be issued. They were embossed with a 2 kreuzer stamp in brown (there are several shades) on the right side, the Bosnian-Herzegovinian coat of arms on the left, and were bordered with 28 horizontal and 16 vertical rosettes. On some types the lines for writing addresses consist of dots, on others of dashes. Nothing was written on the back, the colour of the cardboard is light to dark brown, and its size is 140x84 mm.



Figure 1: first issue of the 2 heller postcard

Four years later, in 1883, a double postcard for domestic traffic was issued, which consisted of a "normal" postcard and a reply postcard.

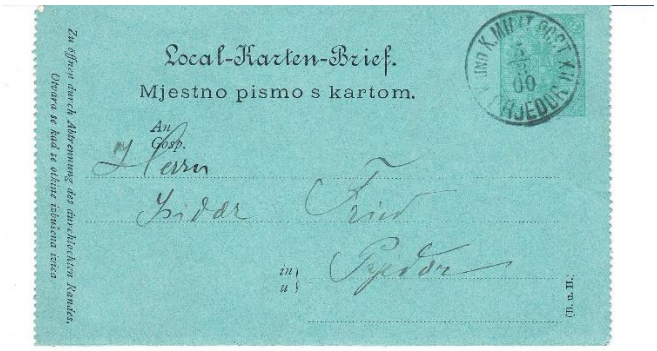


Figure 2: double letter card for domestic traffic

The set of issued 2 kr postcards ended in 1891/2, when a similar postcard to the one in 1879 was issued; the only difference is that it is vertically bordered with 17 rosettes (the previous one with 16). Furthermore, the gap between the stamp and the rosettes is 3 mm on some postcards, 4 mm on others. Two types of these postcards are known, one of which has only German text on the reply part, the other also Croatian.

In the same period, that is, in 1891/2, two types of postcards for foreign use were also issued; a 5 kr stamp was printed in red. The other features are the same as the previously discussed 2 kr postcards. There are also two types of these postcards: ordinary and those with a paid reply. All postcards have French text in addition to German and Croatian.

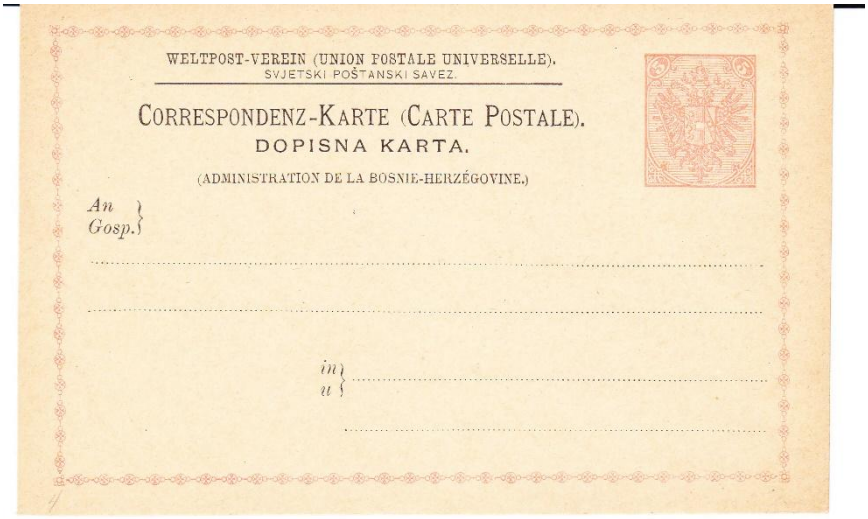


Figure 3: postcard for foreign mail

During the transition from the Kreuzer currency to the Heller currency, or from the Gulden currency to the Kroner currency (from 1.1.1900), 2 heller postcards were officially abridged with 1 heller stamps and sold together for 5 hellers, which was the price of the postcard at the time (1 kreuzer = 2 hellers).

As an interesting fact, in the early 1900s it was possible for a while to attach a ½ kr stamp to a 2 kr postcard, which had previously only been intended for sending newspapers, and use it as a 5 heller postcard. Such postcards are quite rare.



Figure 4: stationery, franked with a ½ kr. stamp, March 1900 and sent as a 5 heller stationery from Mostar to Sarajevo (business correspondence)

Envelopes

Envelopes appeared somewhat later than postcards in 1882. They were embossed with a 5 Kr stamp in red, the same colour as the postage stamps in circulation at the time. They were printed on white paper, both with and without a watermark. There are three types of envelopes, one

measuring 154 x 84 mm, and the other two measuring 132 x 108 mm. The latter two differ in the way the pages are glued on the back. The selling price was 6 Kr.



Figure 5: a 5kr envelope sent from Sarajevo to Linz. A 10kr stamp is affixed to the back, representing the fee for the registered mail.

Envelopes with cut-out stamps of stationery that have travelled are known. Such examples are quite rare.

Unlike postcards, there are no envelopes for international mail.

Letter cards

Letter cards are a kind of crossing between postcards and envelopes. On postcards, the text is usually written on the back, while in letter cards, the text is written on two sides, which are subsequently glued together. The addressee opens the postcard after perforation on three sides and reads the contents. In envelopes, they insert a sheet with a message and close the envelope. Letter cards are most similar to today's aerogrammes, although of course there are also differences between these types of envelopes.

We distinguish two types of letter cards:

- for long distance and
- local traffic

Letter cards for intercity traffic have a 5 kr stamp (i.e. the same as the envelopes) in red. They were issued relatively late: first in 1886 and then again in 1888. They differ from each other in the colour of the paper on which they are printed (dark and light grey) and small differences in the text. There are differences in the perforation of the edges (from line perforation 9 to 11 and comb perforation 12).



Figure 6: letter card for intercity traffic (exterior)

Local letter cards were issued only in 1888 and were intended for local traffic only. The paper on which they are printed varies from light to dark green or blue-green, and the value of 3 kreuzer is embossed in green (i.e. the same colour as the postage stamp of the time). There are also differences in the perforation of the edges, similar to that of a 5 kreuzer

While such unused postcards can be obtained for small money, the situation is different with used ones. Their use was very small (in many places, with the exception of Sarajevo, it was much easier and cheaper to hire a messenger than to use the postal service) and, according to references in the literature (Ferchenbauer, Pongratz - Lippit), only those used in Sarajevo are known, and even they are very rare. The most common ones are those used on 18.2.1889 (on this date, quite a few were used with various Sarajevo cancels, so that, according to references in the literature, the question arises whether this is not perhaps some philatelic-inspired use); cancels from other dates are much rarer.



Figure 7: rare letter card for local traffic, used in Sarajevo on 12. 12. 1886

Their use in other places is reportedly unknown.

But, as it is often the case that in philately, a conclusion is rarely final for all times. So, I show a postcard card used locally in Prjedor (today's Prijedor). It is undoubtedly a very rare, perhaps even unique, use in a smaller place - that is, outside Sarajevo.



Figure 8: letter card for local traffic, used in Prjedor on March 3, 1900, that is, after the currency change – perhaps unique. In the literature, the use of letter cards is known only in Sarajevo, and even there very rarely.

Several of these letter cards are known to have been used in intercity traffic, for which a 2 kr additional stamp was required. This is also the only Bosnian letter that is worth less with the stamps attached than without them - except perhaps in the case of use as a registered local card letter, for which a 5 kr stamp was required - (see next chapter).

Envelopes with cut-out stamps of letter cards that travelled are also known here. Such examples are also quite rare in this case.



Figure 9: card letter for local traffic, sent from Dolnji Vakuf to Banja Luka (return cancel on the back, additionally franked with 2 kr.)

Additional franking on postal stationery

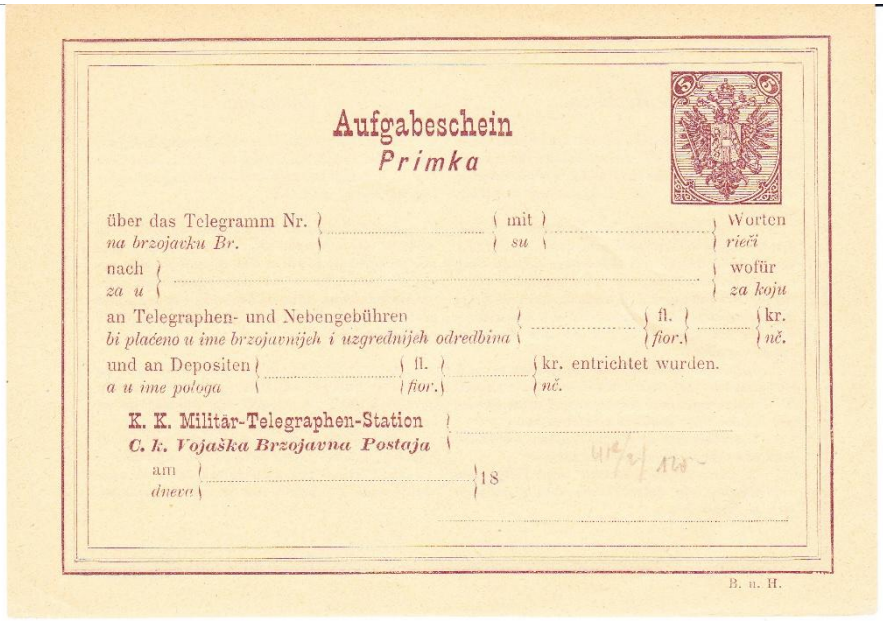
It was also possible to use other postal services for the envelopes – registered mail, express mail or to send them abroad (the latter applies to envelopes intended for domestic traffic), for which it was necessary to pay the appropriate postage and affix stamps of the appropriate value to the envelope. Such use was not very common, which is why in almost all cases envelopes with additional franking are much rarer than those without them; in some cases, we can speak of great rarities.



Figure 10: a postcard sent from Mostar to Berlin, franked with additional 3 kr stamp; 5 kr was the postage rate for international postcards at the time

Telegram delivery forms

Of the other stationery, we should mention the stationery for sending telegrams. There are four editions, two in 1882 and the other two in 1890. There are minor differences in the text between them.



Aufgabeschein
Primka

über das Telegramm Nr. / *na brzojavku Br.* ..... mit / *su* ..... Worten / *rieči*
nach / *za u* ..... wofür / *za koju*
an Telegraphen- und Nebengebühren / *bi plaćeno u ime brzojavnijeh i uzgrednijeh odredbina* ..... fl. / *fior.* ..... kr. / *nč.*
und an Depositen / *a u ime pologa* ..... fl. / *fior.* ..... kr. entrichtet wurden. / *nč.*

K. K. Militär-Telegraphen-Station / *C. k. Vojaška Brzojavna Postaja* .....
am / *dneva* 18

B. u. H.

Figure 11: telegram form

Conclusion

Collecting the discussed stamps is possible as an additional collection for collectors of stamps from Bosnia and Herzegovina or as an additional collection for those who collect stamps or postal stationery from other areas. The basic types of stationery are accessible to the average philatelist, and the collection of this material (this also applies to material issued after the period we are discussing) is not excessively extensive and expensive. Who knows, you might find a rarer copy for a rather symbolic price. I myself got both of the mentioned rare copies of local used postcards very cheaply online, although it is true that they were from sellers from distant lands.

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