

انجمن مطالعات تبرشناسی ایران

Iran Philatelic Study Circle Bulletin No. 204 August 2017



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NEXT MEETING

The next meeting will be held Congleton (directions on back page) on **Saturday 2nd September 2017** at 2 p.m. when the Pharos Press Printings 1902, 1903 and 1906 will be displayed and discussed.

REMAINING MEETING FOR 2017-

2nd December 2017: In London. Items from the Enschede Archives.

IRAN PHILATELIC STUDY CIRCLE

CONGRATULATIONS

At Spring Stampex, London, February 15-18th 2017 the following Members achieved success. Our congratulations to them

Rainer Fuchs

Overland Mail Baghdad-Haifa 1923-1948 Gold Medal (88 Points)

Bjorn Sohrne

The Postal History of Yemen 1870s-1930s including the Kamaran Island. Large Vermeil (82 points)

Minutes of the annual general meeting and members' meeting held on Saturday 6 May 2017 at 1-30pm at 97 Burton Stone Lane, York.

Mr N R N Gooch was in the chair and Messrs S Dunn, R Jack J Stone and D Tanner were in attendance. Apologies were received from Mr B Lucas.

As a novelty the chairman showed a cover posted at APO 523 in October 1943 which had been censored by the sender!

As a recent acquisition Robert Jack showed a selection of items on piece all franked with the Persian Consular Bacou mark. Additionally Jeremy Stone produced a cover with content from a banker in Meched with a Dozdab transit.

The minutes of the meeting held on 3 December 2016 were taken as read and approved by the meeting. There were no matters arising.

The secretary's report was read to the meeting. This indicated a UK membership of 51 at the end of 2015 – an increase of three. The average attendance at meetings had been four and two successful meetings had been held outside London in addition to a further two in London. Bulletins numbers 200 to 202 were published during the year.

The accounts of the Study Circle for 2015 had been prepared by Jeremy Stone. Total funds (outside the American Chapter) exceed £4,000 and it was noted that the present level of subscription was sufficient.

The current officers were re-appointed by the meeting.

The bulletin editor advised that he was short of material without which he was unable to publish a regular bulletin.

Members then showed a variety of stamps and covers illustrating the use of the issues of Iran from 1960 to 1965.

The chairman closed the meeting at about 4-30pm and thanked Robert Jack for his hospitality in providing a "fish and chip" lunch and the members for their attendance. He indicated that the next meeting would be held at Midpex on 8 July to consider the 1935 definitive issue.

Secretary's Report for 2016

The membership of the study circle outside the American Chapter was 48 at the start of 2016.

We have welcomed three new members in the UK but am very open to correction by either the treasurer or the bulletin editor if there is anyone I have missed! This leaves a roll of 51 at 31 December 2016.

The chairman met a large number of overseas members in New York at the World Stamp Show where the society had hired a booth. This was manned almost continuously by Mehdi Esmaili who hosted a constant stream of colleagues and a few visitors. The society held a well-attended formal meeting with two guest speakers, Sasan Baharaeen and Behruz Nassre. In addition a meal was arranged at a local Persian restaurant.

Two of the society's regular meetings were held in Central London in a room provided gratis by the Trades Union Congress. A further two were held at members' homes in York and Congleton.

A variety of subject matters, requested by members regularly attending meetings, were discussed and these led to interesting and enjoyable afternoons.

The attendance at meetings is usually four or five.

The editor of the bulletin, Robert Jack, produced three editions (200 - 202) during the year and is always interested in receiving both articles and comments for future publication.

I would express my thanks to members for their continued support during 2016 and hope that you will join me at meetings in 2017.

Treasurer's Report for 2016

With a slightly reduced membership compared to 2015 the accounts show a slight increase in surplus of income over expenditure of £217.87, mainly because the expenditure is approximately half that of the previous year as only two *Bulletin* costs are included in the accounts. The costs of *Bulletin 200* were generously donated by Bernard Lucas, our President, for which we are very grateful.

With a balance at the bank of £4,084 the present subscription of £15 would appear sufficient at present mainly because our only expenditure is the *Bulletin* and ABPS Membership.

The financial statement does not include the American Chapter.

Iran Philatelic Study Circle
Financial Statement for 2016

Income

Subscriptions/Donations	£499.68
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Expenditure

Bulletin (Stationary/Postage)	£251.81
ABPS Subscription	<u>£30.80</u>
	£281.81

Surplus for the year	<u>£217.87</u>
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Balance at Bank b/f December 2015	£3865.83
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Balance at Bank 31st December 2016	£4083.70
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Bulletin Editor's Report for 2016

Last year we produced Bulletins 200, 201 and 202. This was unfortunately only three issues rather than the usual four. The number of pages issued were—

Bulletin 200 (February):	28
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Bulletin 201 (June):	16
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Bulletin 202 (August):	<u>16</u>
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	60
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The Bulletin due in December 2016 was cancelled as there was insufficient material to make an issue. Although I was able to put together a Bulletin 203 in February 2017, I have very little material on hand for Bulletin 204 which is due imminently.

I am very grateful to those members who do regularly write material and would urge everyone to give it a go! Articles do not need to be lengthy or scholarly: a scan/photocopy of an interesting cover and a few lines about it are sufficient to make an interesting page or half page. If sending electronically, for scans jpeg format is best, and for text Word documents are preferred. Please avoid sending pdf documents if at all possible. If you don't have access to email, a good old-fashioned written/typed article and a photocopy of an illustration is fine!

Articles should be sent to: robajack@aol.com

or by post to: Robert Jack
97 Burton Stone Lane
York
YO30 6BZ
United Kingdom

I can only produce a Bulletin if there is material to go in it: if I have no material there will be no Bulletin.

IRAN PHILATELIC STUDY CIRCLE

Minutes of the meeting held on Saturday 8 July 2017 at 2pm at MIDPEX, Leamington Spa.

Mr R Jack was in the chair and Messrs D Davies, T Hare-Walker, J Stone, and D Tanner were in attendance. Apologies were received from Mr N R N Gooch.

Although the Reza Shah Pahlavi 1935 Definitive issue was listed as being the subject of discussion for the meeting, Mr T. Hare-Walker had brought along a display of experimental and early flight material to, from and through Persia/Iran covering the period 1919-1933 and it was unanimously agreed to view and discuss this material instead.

Mr Hare-Walker then proceeded to give a display covering all aspects of the subject commencing with material from the Persian leg of the 1919 Ross Smith England to Australia flight, followed by material from the Blake-MacMillan-Milans attempted World Flight of 1922, the RAF Cairo-Baghdad Desert Service of 1921-27, The Imperial Airways flights from 1929, and Junkers experimental flights, including many covers signed by Walter Mittelholzer who had been invited by the Persian Government, through the agency of Junkers, to carry out a survey with a view to introducing a regular service. One cover was carried from Zurich to Teheran by Mittelholzer and took back with him to Switzerland on his return journey. A letter dated November 1932 was shown from him, offering the cover for sale for the sum of £1-00 !. Later material included a cover from the inauguration of the Air Orient Service (1930), and another from the Australia-England-Australia flight by Charles Ulm in 1933 with cachets of Rangoon, Calcutta, Karachi and Jask.

Those present were unanimous in thanking Mr Hare-Walker for a display of such wonderful material much of which was rarely seen if not, like the Mittelholzer signed covers, unique.

The meeting closed at 3pm. The next meeting is due to be held in Congleton on the 2nd September when the Pharos Press Printings 1902, 1903 and 1906 will be displayed and discussed.

As well as holding a meeting, the Study Circle had a stand at Midpex, where two new members were recruited.



Messrs Stone and Tanner at Midpex

The next few pages contain a selection of some of the items displayed by Mr Hare-Walker at the July Meeting.

INDIA - WORLD FLIERS HALFWAY HOUSE

England - Australia

By Captain Ross Smith and Lieutenant Smith 1919

On 12 November 1919, Ross and Keith Smith took off from Houndslow in their Vickers Vimy biplane G-EAOU fitted with two 350 hp Rolls Royce engines. They were accompanied by two mechanics, Sergeants James M. Bennett and Walter Shiers.

Their pioneering first flight to Australia was via Lyons, Pisa, Rome, Toronto, Suda Bay (Crete), Cairo, Damascus, Ramadi, Basra, Bandar Abbas, Karachi, Delhi, Allahabad, Calcutta, Akyab, Rangoon, Bangkok, Sengora, Singapore and Timor.



Cover flown from Bandar Abbas to Karachi by Ross Smith 24 November 1919.
Backstamped KARACHI/25 NOV 19/10.30A.M.

Three line cachet applied in violet ink by Keith Smith

PER
VICKERS "VIMY" AEROPLANE
TO AUSTRALIA

Darwin was reached on 10 December after a journey of 11,340 miles and 340 flying hours.
Completed in 27 days and 21 hours.

They won the Australian Government's £10,000 prize for the first flight to Australia.
Both pilots were knighted for their achievement.

THE R.A.F. CAIRO - BAGHDAD AIR MAIL SERVICE 1921 - 1927

FOREIGN ACCEPTANCES

IRAN

This is the earliest recorded item of mail from Iran (Persia)
flown on the R.A.F. Cairo-Baghdad Air Mail Service.

It is unusual because it is a postcard and the destination is Czechoslovakia.

Prior to this, the earliest recorded item was 24 July 1922



Postcard from Teheran to Czechoslovakia dated 26 June 1922.

The postcard was sent to Baghdad and flown to Cairo.

Baghdad despatch stamp on reverse of 8 July 1922.

It bears the official two-line framed cachet "POSTE AERIENNE BAGDAD-CAIRO"
stamped in purple ink.

The postage charged was 2 krans, 4 chahis.

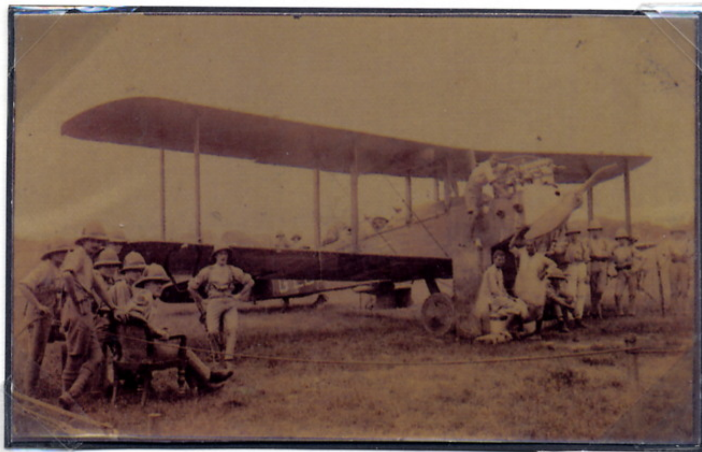
INDIA - WORLD FLIERS HALFWAY HOUSE

Attempted World Flight
By Blake, Macmillan and Malins 1922

On 24 May 1922, Major Wilfred T. Blake and Captain Norman Macmillan with Captain Geoffrey Malins as photographer left Croydon to attempt a round the world flight. Three aeroplanes were used. The first one crashed at Marseilles, the second one was auctioned off at Calcutta, and the third one crashed at Lakhidi Char in the tidal forest of Sunderban on 19 August 1922.



One of 5 recorded Postcards flown from Chahbar to Karachi on 19 July 1922.
Postmarked Chahbar, Persian Gulf 19 JUL.22 and Karachi 20 JUL.22
Signed by Captain Geoffrey Malins.



Photograph taken by Captain Malins showing Major Blake with his plane under repair at Agra.

PERSIAN AIRMAILS

Zurich - Teheran 1924-5

Walter Mittelholzer

The Swiss flight pioneer Walter Mittelholzer was invited by the Persian Government, through the agency of Junker's Aviation Works, to carry out a survey with the view of introducing regular aerial transport.

He left Zurich on 18 December 1924, for Teheran. On landing at Smyrna he was held up by the Turkish Authorities through violating what was still considered to be a "War Zone" and twenty five days elapsed before the necessary permission to leave was obtained.

Halts were made at Aleppo and Baghdad after which on 27 January 1925, he left Baghdad for Teheran. After landing twenty-five miles from Teheran his undercarriage was damaged. After repairs, he flew the aeroplane to the aerodrome.



An official mail was flown from Zurich to Teheran.
Letters bore the inscription "Premier vol postal/ Zurich-Teheran" in two lines.
Zurich postmark of 18.XII.24, and Teheran arrival postmark of 31.1.25

One of the few covers autographed by the pilot.

PERSIAN AIRMAILS

Isfahan - Teheran 1925

Walter Mittelholzer

On the return flight from Bushire, Walter Mittelholzer made a halt at Isfahan as he wished to fly over the heights of Demavend before returning to Teheran. He left Isfahan on 10 March, and after flying over Demavend at a height of 18,700 feet, he returned to Teheran by a less hazardous route and landed after a flight of four hours.

This flight completed his aerial survey work and he returned to Switzerland. He wrote in his diary "The 10th March 1925, the last day of my flying activity in Persia dawned with a cloudless deep blue sky and brilliant sunshine. It could hardly be otherwise.

During my 43 days sojourn in Persia, two days only were dull and rainy, an ideal country for air traffic"



A small official mail had been handed in on 6 March at Isfahan in readiness for Mittelholzer and was duly carried on this flight from Isfahan to Teheran on 10 March 1925.

Letters bore the inscription "Premier Vol Postal/Isfahan - Teheran".

A cachet reading "PAR AVION" in French and Arabic was applied to mail. Only a small mail was carried on this flight.

Cover autographed by the pilot.

PERSIAN AIRMAILS

Persia - England 1929

Imperial Airways

With the establishment of the Imperial Airways Bushire, Lingeh, Jask service in April 1929,
Mail was flown weekly from these towns to England taking on average 6 days.



Registered cover postmarked Djask 14 July 1929 flown on Imperial Airways
flight number IW15 departing on 15 July to England.

Manuscript instruction 'By Air Mail/Registered'

Arriving in England on 21 July and at its' destination on 22 July 1929.

Franked 15 chahis air stamps and 3 krans 16 chahis new 'Riza' portrait stamps.

Later in 1929, these overprinted air stamps were not allowed to be used on
Imperial Airways mail, but were reserved for the Junkers air route.

PERSIAN AIRMAILS

sia - England 1929

Imperial Airways

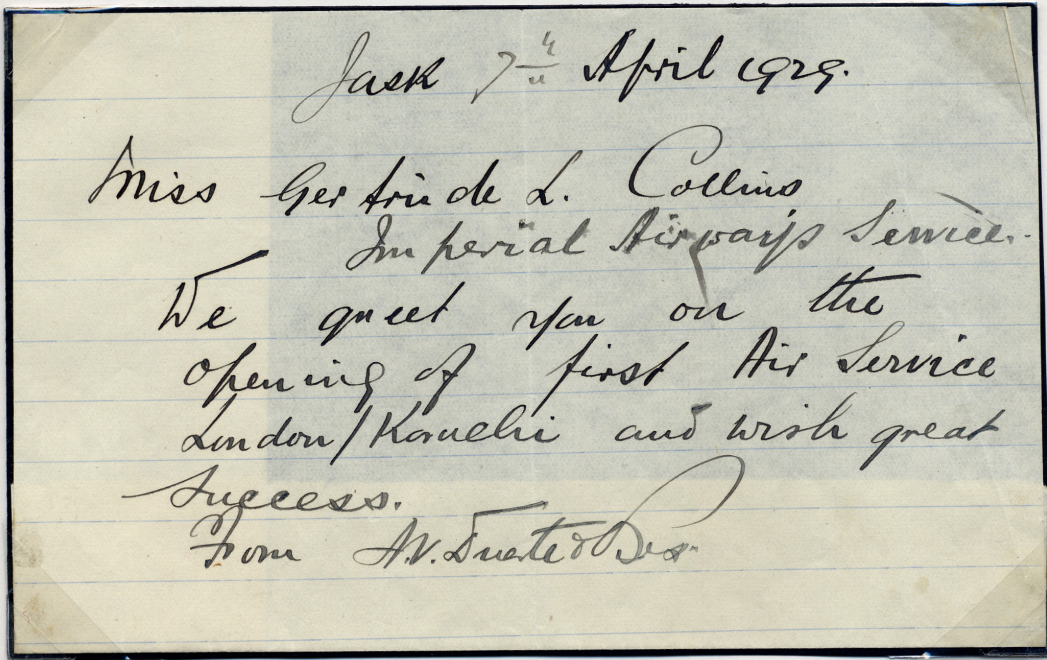
Mail was carried from Jask addressed to England on the first return service on the opening of the London - Karachi route.

Covers bear a rectangular first flight cachet inscribed in Farsi and French.



Cover addressed to England posted at Jask 7 April 1929.

Flown on Imperial Airways first service (IW 1) to London.



PEKSIAN AIRMAILS

Marseilles - Saigon Service, January 1930

Inauguration of Air Orient

On 18 January 1931 Air Orient inaugurated a fortnightly service from Marseilles to Saigon. Agreement had been reached with Persia and India for landing rights.



Cover from the Indo-European Telegraph Department posted at Jask 23 January 1931. Flown to Karachi by the first Air Orient service to Saigon. Backstamped at Karachi on 23 January 1931.

Bushire, Persia: Incoming GB Wrapper

Dr John K. Curtis FRPSL, acapjajc@friends.cityu.edu.hk

Bushire or Bushehr was the main trading seaport of Persia, located on the east coast of the Persian Gulf and also the capital city of Bushehr Province. Civilization of the area can be traced back 2,000 years BCE owing to its strategic location. The British and Dutch transferred their regional commercial offices to Bushehr at the end of the 1700s. The East India Company had set up a residency there in 1763 and built a base and trading post. It was used as a base by the British Royal Navy and in the 1800s it became an important commercial port.

Bushire was occupied by the British in 1856-57 as a result of the Anglo-Persian War. It was important enough to become the seat of the British Political Resident in the Persian Gulf, the most senior British official in the Gulf and the most powerful man in the region. British influence continued until 1913.



Early View of Bushire Port

The post office at Bushire was opened 1 May 1864. Bushire was the main post office in the Gulf and collected mail for land transport to Tehran. It was called the most prominent of the growing steamer ports in the Gulf and the gateway to the interior of Persia. Growth in exports from the port meant that it evolved into an entrepot to its hinterland as well as a market for British goods. Exports from Bushire rose from 39 million rupees to 68 million rupees between 1873-1898. Because its imports always outweighed the exports, the British decided by the mid-1860s to encourage opium

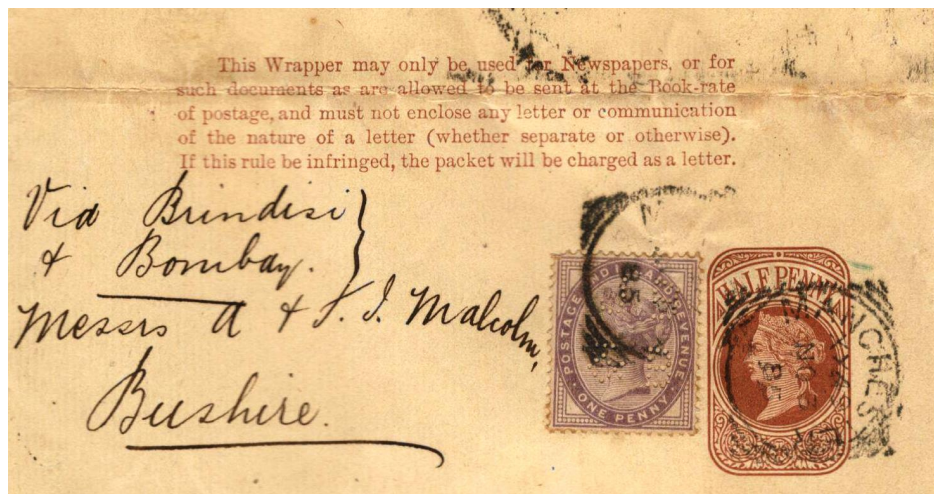
plantation in Bushire for export to Southeast Asia; by the turn of the century this trade had become significant (worth more than £200,000).



British residents on horseback outside the British Post Office and Residency in the Port of Bushire. (Photo by Hulton Archive/Getty Images), c 1894

GB Wrapper to Bushire

The author's image library of almost 50,000 examples of worldwide used post office postal stationery and stamped-to-order wrappers has been hand-collected daily since September 2003 from listings on the internet site eBay. There are more than 10,000 examples of Great Britain. The illustrated uprated 1d wrapper to Bushire postmarked with a pair of squared circle MANCHESTER XX49 NO 3 86 is the only known recorded example of a Great Britain wrapper addressed to this destination. The XX series of Manchester squared circles were used between 1886-96 on specialised duties (Cohen 1987).



GB Wrapper: Only recorded example of Bushire destination

The 1d stamp is perfinned JB/&B (9,15/13,15). Perfin stamps were used by some firms as a security device to prevent the pilferage of stamps by employees. These initials appear in McKee and Tomkins (type 55.2; 1977) but the user is not identified. However, according to the 1886 edition of Slater's Directory of Manchester and

Salford, the initials J. B. & B. are the only ones that match the firm of Jackson, Brierley and Briggs, commission merchants, 62 and 64 Cannon St.

The Addressee

The wrapper is addressed to Messrs. A. & T. J. Malcolm, Bushire. The surname has been Anglicized from the Armenian Malkomian family. It is likely that A. L. and T. J. Malcolm were related but there is no record explaining this. Prior to establishment of the firm, Mr. A. Malcolm was a British merchant in Bushire. There is a record of a letter from him written 18 November 1850 to Samuel Hennell (India Office Records and Private Papers IOR/R/15/1/124). The letter's contents are summarized thus:

In this letter Mr. A. Malcolm refers to a notification from Prince Feroze Mirza, Governor of Shiraz, that he intends to take Bushire by assault and is allowing all those under British protection fifteen days to leave Bushire. Malcolm expresses his concern that fifteen days is insufficient time to remove all of his cargo from the town and also gives reasons of expense, the unsettled state of the sea and weather, and the lack of available vessels in the Bushire harbour. He goes on to write that he and other merchants would be willing to leave Bushire on the condition that Mostafa Ghooly Khan, the Sartip, should furnish them with as many copies of a notification which prohibits the surbaz [soldiers] and the irregular troops from plundering their houses and warehouses. He suggests that the Sartip ought to be responsible for any damage happening through the disobedience of the surbaz and the irregular troops.

Another letter written 17 October 1873 by Arsham L. Malcolm, Bushire to Lewis Pelly, political resident in Bushire (India Office Records and Private Papers F126/45 is summarized).

The letter thanks Pelly for all his work and assistance in Bushire during his time as Resident and details the troubles that have befallen his family since Pelly's departure, asks for his assistance in acquiring Residency protection from them and explains that they may have to sell up and leave Bushire and would require assistance to ensure a fair sale at a public auction. The letter goes on to give news of Malcolm's family and give some general information on travel, trade and finances in Bushire.

T. J. Malcolm was a Partner in the Bushire firm of Messrs. A and T. J. Malcolm. He appears to have been an employee of the Persian Telegraph Company. He lived at Sabzabad on the Bushire peninsula. The archeologist Budge (By Nile and Tigris, London 1920, vol. I, p. 331) describes how he visited him in March 1888 as part of a more extensive trip to Egypt and Mesopotamia and "*on whose property the antiquities had been found, and he welcomed us most kindly, and offered to afford every facility if the British Museum would excavate the whole site. He gave me for the Museum a small Parthian coffin, containing burnt human remains.*" T. J. Malcolm was well known for his interest in education and a letter addressed by him to Sir Albert Sassoon concerning the official protection afforded by the government to the local Jewish community is preserved in the Special Collections in the University of Southampton (MS137/AJ95/150) (British Museum).



A red wax seal (difficult to read from an internet image) that was affixed to an envelope posted from Bushire dated 14 October 1915 establishes that this firm was still in existence at the outbreak of WWI.

The tombstone of Arsham L. Malcolm reads: *In loving memory of Arsham J. Malcolm. Born 31st October 1839. Died 20th June 1906. Blessed are the dead that die in the Lord for they shall rest from their labours.*

His wife Sarah Malcolm died 20 November 1902 (Armenian Graves in Bushire).

While these diverse records establish the presence of the firm of A. & T. J. Malcolm in Bushire they do not identify the specific nature of the firm's business, although it is reasonable to assume that they were associated with the commission merchants of Jackson, Brierley and Briggs in Manchester.

The Route

Manchester appears in the postmark so the wrapper originated from this textile manufacturing area, the contents arguably being a catalogue or price list. The uprating of 1d means that postage was paid to the third weight scale of 4-6oz. The route to Bushire can be established because the via directional markings indicate that it was requested that the route of the wrapper be via Brindisi, Italy and Bombay, India. By 1885, the Suez Canal route had been operating for 16 years. One difficulty in determining the route of newspaper wrappers is that there are no in-transit markings to corroborate the route and timing, newspapers being sent by closed bag. Newspapers were bulky and the post office would have sent them at the cheapest cost despite the via directional markings.

Assuming the desired routing was followed, the wrapper would have travelled by rail from Manchester to London on Nov. 3 where it was sorted and then sent by rail across France to Brindisi where it arrived two days later on 5 November. Mails for Persia along with mails for China and Australia were loaded on the *Peninsular & Oriental Steam Navigation S.S. Kih* on 12 November which sailed through the Suez Canal and arrived at Bombay on 22 November. Persian mail together with mail for Bahrain, Kuwait and Basra was removed from the other mails and there was a wait for a *British India Steam Navigation Company* steamer to take the mail on the final leg from Bombay to Bushire, Persia via Karachi, Dubai and Abbas. There is a 25mm arrival backstamp BUSHIRE 6 DEC 85, indicating the wrapper was in-transit for 34 days.



References

- Cohen Stanley F. (1987), *Collecting British Squared Circle Postmarks*, self-published, Spain, pp. 428.
- Kirk R., (c1981), *British Maritime Postal History Vol. 1: The P&O Bombay & Australian Lines – 1852-1914*, Proud-Bailey, England, pp. 166.
- McKee Robert & Tomkins Basil (1977), *Great Britain Perfins Catalogue* in three volumes.
- Parsons Alan (2001), *The Indian Postal Agencies in the Persian Gulf Area*, Sahara Publications Ltd., England, pp.64.
- Slater's Royal National Commercial Directory of Manchester and Salford with Their Vicinities*, 1886, pp. 456.

Gazoran, by Farzin Mossavar-Rahmani

In my recent conversation with Mr. Massoud Farahbakhsh regarding GAZORAN shield postmark. I wondered why only a shield type exist and used from 1905 to 1913, so what happened to this post office after 1913. He told me that he believes the postmark Gazoran actually is from Kazeroun, spelled with a different pronunciation of Kazeroun.

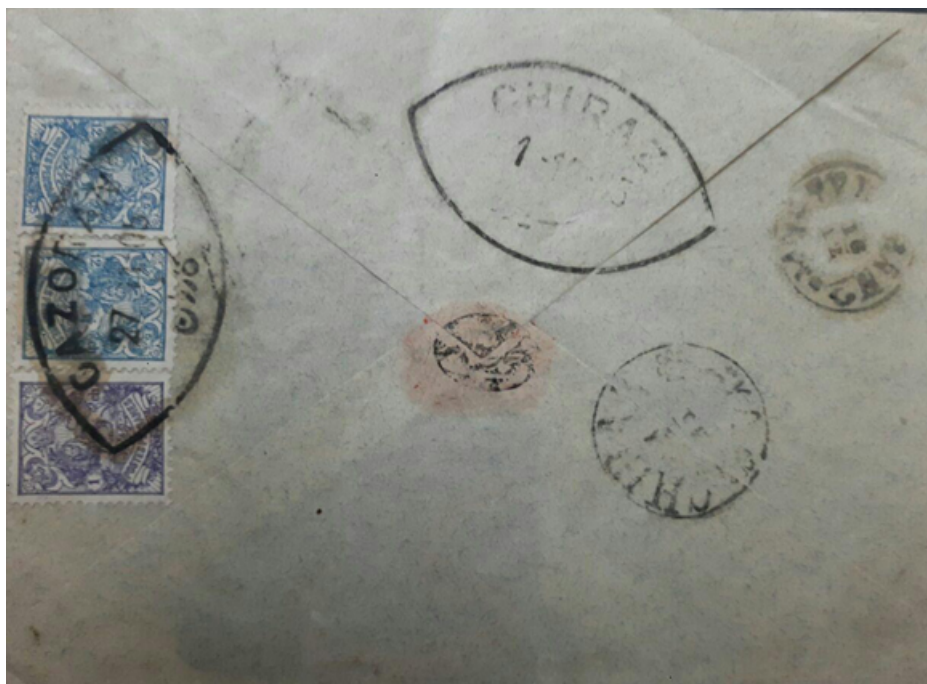
I asked the members of Iran Philatelic Study Circle Telegram group in Iran to show any covers they have, in total 8 covers the group showed and what i had recorded before 4 covers a total of 12 covers. Also it should be noted that since there was no shield postmark with Kazeroun spelling hardly any cover from Kazeroun is recorded between 1905 to 1910.

Below a short list of earliest and latest usage. 2 covers from Gazoran to Teheran with Chiraz transit postmark, indicates that Chiraz should have be on the postal route Gazoran to Teheran; while Gazoran on all catalogues on Iran's postmarks indicate a city between Saveh an Koum*.

- 1: Gazoran to Teheran November 1905 via Chiraz
- 2: Gazoran to Bouchir June 1906
- 3: Gazoran to Teheran October 1906 via Chiraz
- 4: Boushir to Gazoran 1907
- 5: Chiraz to Gazoran July 1913

It would be nice if members check their collection and report any cover from or to Gazoran with a transit postmark.

*Gazoran in Farahbakhsh Postmark Catalogue, H. Shaida Postal Markings of Iran, Iran Philatelic Study Circle postmark catalogue by B. Lucas and Illustrated postmarks of Iran 1876-1924 is mentioned as a city in Koum province between Saveh and Koum.





The Overland Route, by Jeremy Stone

I have recently completed reading *Adventures in Persia* by Reginald Teague-Jones (alias Ronald Sinclair). It is a fascinating account of his journey by car in 1926 (an A-Model Ford named Zobeida) through Syria, Iraq, Persia and Baluchistan. Apart from the general interest there are some parts which may be of particular interest regarding the postal history of Persia.

He actually met Norman Nairn who started the Overland Route. Nairn put him in touch with a garage in Beirut where he purchased the car. He also arranged for him to join a convoy across the desert to Baghdad as it was safer to travel in convoy with sandstorms and Bedouin attacks being the main problems for individual travellers. The book states—

“A serious setback to Nairn was the loss early last year [1925] of the Syrian mail contract. The organisation that won this contract away from Nairn was the Eastern Transport Company, run by Syrians and subsidised by the French government in order to compete with Nairn. The ETC usually run their cars

over the Palmyra-Kubaisa route, where there were hotels, but on occasion used the more direct Rutba route. In addition they held a monopoly of the motor route beyond Baghdad and ran a fortnightly passenger service to the Persian capital, Teheran.”

The book does not say, but this would presumably include mail?

Nairn and the ETC later amalgamated to form the Nairn Eastern Transport Company, with Nairn having a major interest. Teague-Jones describes the state of the roads in some detail. Motor traffic would seem to have suffered because of the need for farmers to dig irrigation ditches or joobs across the roads: this caused problems for motor traffic, although the normal traffic of horses, donkeys and camels seemed to cope fine. Metalled roads do not seem to have existed and even what had been a good toll road constructed by the Russians between Qazvin and Teheran was now in a sorry state owing to many years of neglect. No wonder at the UPU Rome Congress in 1906 Persia was provisionally empowered to decline the transport of parcels to and from other countries owing to the undeveloped state of the transport system.

The final part of Teague-Jones' journey was on the railway between Zahedan (Dozdab) and Quetta, which would have linked in to the main Indian rail network.

Persian Mail via Dozdab

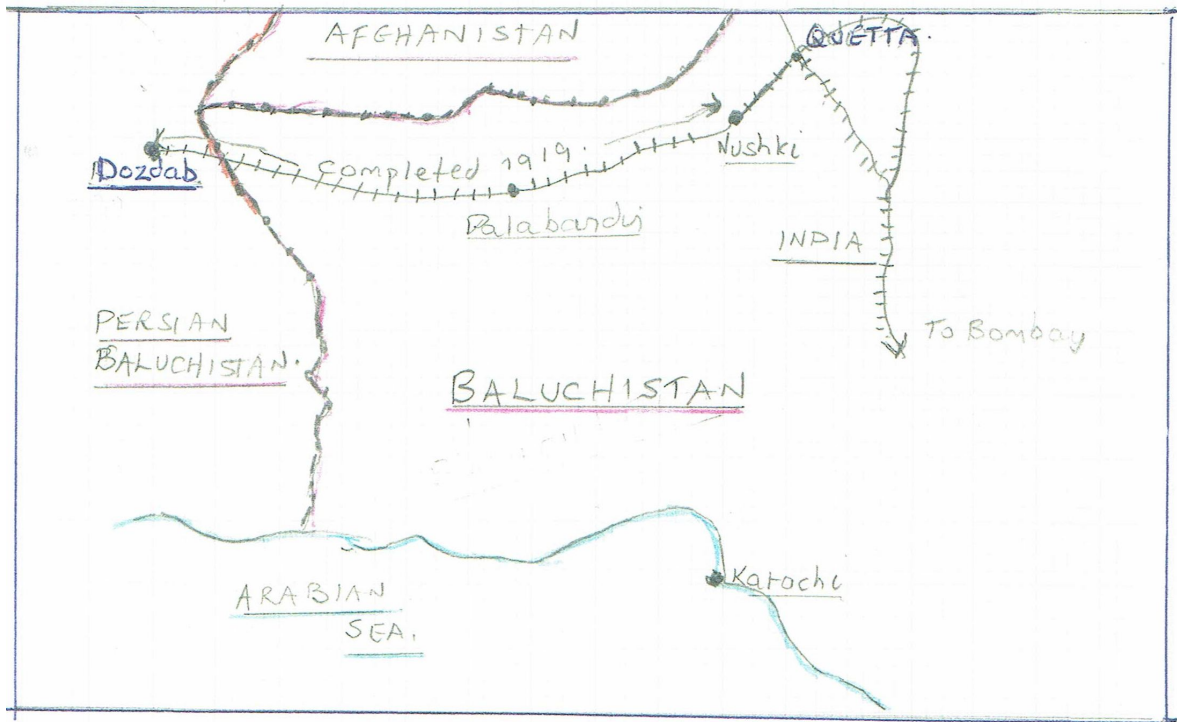
The south of Persia was under British influence prior to World War I, mainly because of its proximity to India. Thus during the War it was deemed necessary to continue the railway from Quetta – which had reached Nushki – to Zahedan (Dozdab) which was reached in February 1919. Mail could then go by rail from Dozdab in Persia via Quetta to Bombay, and thence to Europe. The railway provided an alternative to the route by steamer.

Further reading

Another interesting account entitled *The Nairn Brothers and Overland Mail* is given by Dr C. T. Wahby in OPAL Journal No. 214. He comments that the Nairn Brothers also opened a line from Baghdad to Teheran sometime in the late 1920's across the high and treacherous Zagros Mountains and says that the ensuing adventures are highly entertaining to read, but outside the scope of his article. Unfortunately Dr Wahby does not say where these interesting adventures are detailed. Does any member know of a book or article which gives further information?

A more detailed account of the Overland Mail is given in a 1990 monograph published by the Holyland Philatelic Society entitled *Overland Mail via the Syro-Iraqi Great. Desert* by Norman J Collins FRPSL with Zvi Alexander FRPSL and Norman Gladstone. The route instruction handstamps listed there are of interest. The ones from Iran seem particularly rare and if anyone has one it would be interesting to see it illustrated in a future Bulletin.

The rail connection between Dozdab and Quetta-



A few examples of mail from/via Dozdab-

Cover from Dozdab (22nd August) to the UK (14th September, 1925). Transit time approximately three weeks.



Back of a registered letter (1 Kran postage, 1 Kran registration) from Kerman (?) via Dozdab, to the UK. London arrival of 6th December and of Bexley, 8th December 1924.



Letter from a bank employee at Meched (17th June) via Dozdab Indian Exchange (4th July) to London (28th July, 1924). A transit time of 41 days.



Westbex 2017, by Dave Tanner

March 25th 2017 saw three members of the IPSC, Jeremy Stone, Dave Tanner and Steve Dunn venture to the hitherto uncharted territory of Thatcham in deepest West Berkshire in order to “show the flag” at the West Berkshire Stamp Fair and Exhibition. This is an annual event organised by Thatcham and District Philatelic Society.

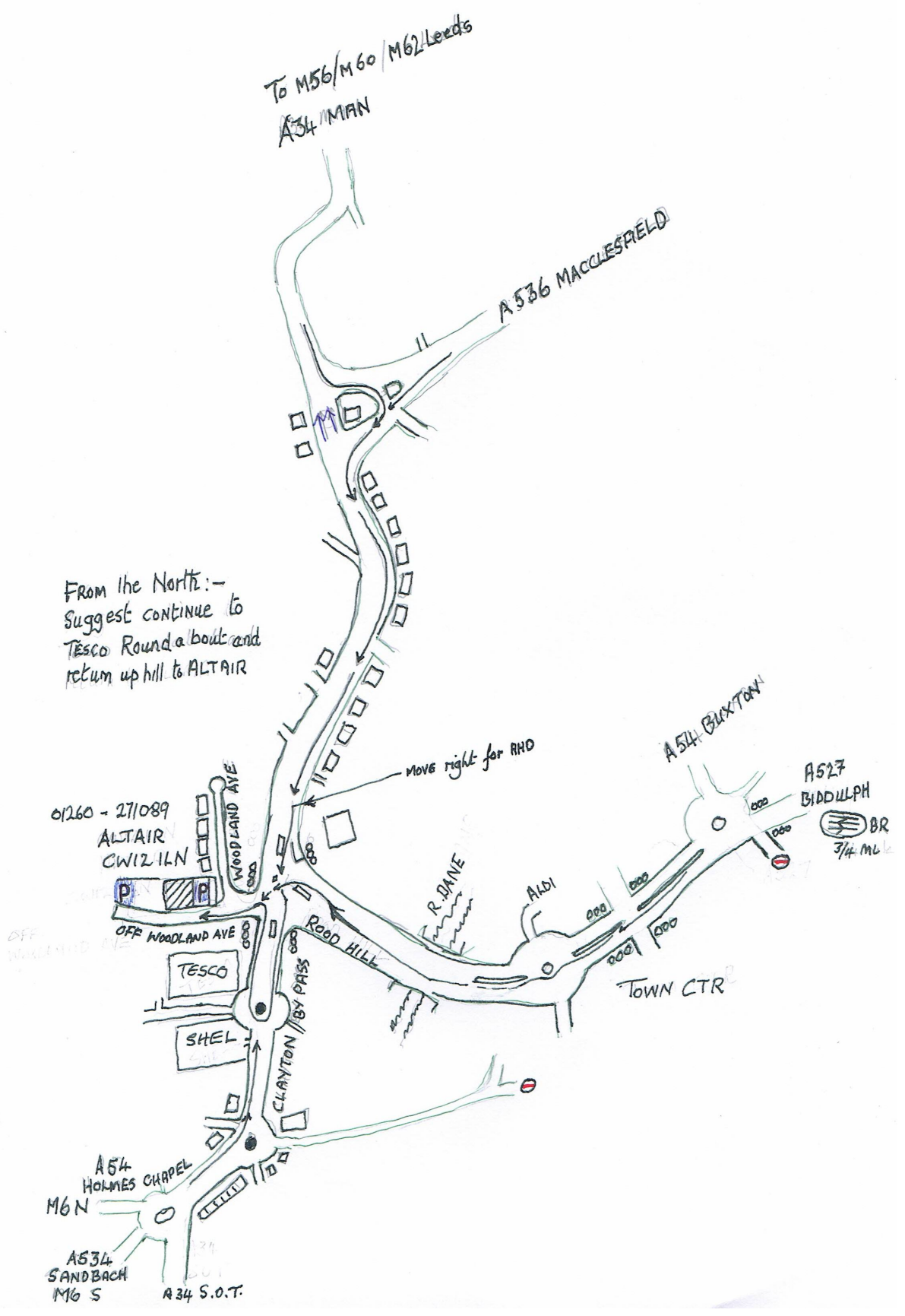
It had been proposed at a previous IPSC meeting that we should attempt to raise awareness of the Study Circle among the philatelic fraternity by having a presence at Westbex, and later hopefully at Midpex (at Leamington Spa on 8th July).

The Thatcham and District Philatelic Society were kind enough to reserve space at this year’s event in order that IPSC could put on a small exhibition promoting the Study Circle. Exhibits were prepared by Jeremy Stone regarding the mail routes from Persia to Europe, and by Dave Tanner on Reza Khan’s 60th Birthday issue and (courtesy of Werner Iade and the IPSC website) the Compulsory Hospital Tax. Also on display were many publications including *Early Lion Stamps* by F. N. Farahbakhsh, *Postmarks of Iran* by Hassan Shaida, *The Stamps of Iran* by Brigadier Lewis, and *Revenue Stamps of Iran* by Sasan Baharaeen and Gordon Brooks together with various articles from the *IPSC Bulletin*.

The show was set up on Friday evening with final touches by Jeremy and Dave on Saturday morning and by 09.30 we had our first visitor in the form of Jeremy’s wife who promptly decided that shopping in nearby Newbury was a better option! However, during the day we had a good number of interested visitors. If this produces any new members remains to be seen – fingers crossed!



Directions by road to the meeting on Saturday 2nd September, 2017, to be held at Altair, off Woodland Avenue, Congleton CW12 1LN.



From the North:-
Suggest continue to
Tesco Round a bout and
return up hill to ALTAIR