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(to be read together with the original German version,
no illustrations)



"Onward to Mars!" – Friedrich A. Zander

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Greeting / Editorial

Dear collector friends,

The second year without any major philatelic events is drawing to a close. Fortunately, this does not mean that we are condemned to inactivity in our hobby. On the contrary, the restrictions of public life are intensifying philatelic life and leading it onto new paths. This can be seen in international auctions as well as in the establishment of new forms of digital meetings at all levels. Our working group is actively leading the way: monthly ZOOM meetings since May, biannual digital board meetings, participation in the BDPH's digital " Philately marketplace " in November or the further development of our website www.arge-baltikum.de are just a few examples.

We welcome five new members to our working group:

- Simon Schütt from Achern (DEU), collecting area (ca) Latvia, January 11, 2021.
- Christoph Meister from Hamburg (DEU), ca Baltic States, January 15, 2021
- Lars Böttger from Beaufort (LUX), ca and examiner BPP Ostland, May 19, 2021
- Daumantas Kiulkys from Klaipėda (LIT), ca Lithuania August 4, 2021
- Mr Martin Orbe from Västerås (SWE), ca Latvia and WW I+II occupation, August 5, 2021.

Mr Hans-Jörg Föll will leave the Community at the end of the year. All the best to him.

What will the coming months bring? Subject to pandemic developments, we finally want to meet in person again:

- May 13–15, 2022, General Assembly ArGe Baltikum e.V. in Hennef (DEU).
- May 18–22, 2022, World Stamp Exhibition in Lugano (CH)
- June 30–July 3, 2022, OSTROPA in Berlin (DEU).

After almost ten years as Chairman of the Arbeitsgemeinschaft Estland e.V. since 2013, the merger of the three working and research communities Estonia, Latvia, and Lithuania 2013–2016, and as Chairman of the Arbeitsgemeinschaft Baltikum e.V. since then, I will not stand for re-election at the GM 2022 for health reasons. The same applies to our Executive Director Michael Wieneke. We are all the more pleased that Torsten Berndt and Martin Bechstedt, two very competent successors, are standing for election. Both will introduce themselves to you at the end of this issue.

I hope you enjoy reading BALTIKUM No. 12 / 2021, which contains a wealth of interesting topics, and I wish you all the best for your health.

Yours, Thomas Löbberring

Holzappel, November 2021

Foreign mail franked with stamps from the Baltic States before the foundation of the General Postal Union (Part 2)

between July 10, 1864 and June 18, 1875 (Julian)

Hannes Westendorf, Septfontaines (LUX)

Part 1 of the article can be found in Baltikum No. 9 / 2020 on pages 4 to 14.

Part 2: Mail to France

Until June 1864, letters from Russia to foreign countries had to be franked in **cash** if the postage was paid by the sender.

The imperial decree of April 13/25, 1863, for the first time allowed **postage for foreign mail** to be paid by **postage stamps**.

However, this regulation only came into force with a circular of July 1864¹, which also announced the issue of new stamps of 1, 3 and 5 kopecks on July 10, 1864². Initially, the franking option applied only to single letters, banded items and sample wafers.

In the following, only the **postage for simple letters** will be discussed. It should also be noted that the postage rates indicated are always those for a simple letter of the first postage rate up to a weight of 15 grams, whereby the conversion for "1 Loth" in grams varied slightly between the individual postal contracts. For heavier letters, the postage was to be calculated as follows:

Second weight step - double postage, third weight step - triple postage, etc.

The **unified postage rates** for mail to the signatory states of the treaty "concerning the establishment of a general postal union" of October 9, 1874 came into force on **July 1, 1875** of the Gregorian calendar. In Russia, they thus became valid on **June 19, 1875** of the Julian calendar.

However, the Postal Union Treaty did not come into force for **France until December 20, 1875 / January 1, 1876** and the unified postage rates for France thus only became valid from that date.

In principle, mail from the Baltic States to France was generally³ always routed through Germany⁴. A distinction should be made here between sufficiently franked (I.) and insufficiently franked (II.) mail.

I. Sufficiently franked mail

Up to **December 20, 1875 / January 1, 1876**, **four different postage periods** can be roughly distinguished in postal traffic with France.

¹ Von Bochmann, E. 1895: *Die Postmarken des Russischen Kaiserreichs*. Leipzig: Hugo Krötzsch. S. 18.

² Kupec, Hans 2007: *Postgeschichte Kaiserreich Russland, Band III, 1862-1914*. Sinzing: Eigenverlag, S. 27.

³ Theoretically, the mail could also be routed via Austria. This route was more expensive, and so far no such cover from the Baltic States has become known.

⁴ the states of the German Postal Association, the North German Postal District and the German Reich.

First Period: Additional-Post Treaty between Prussia and Russia of December 12 / 24, 1851.

According to Article 48 of the Additional Post Treaty between Prussia and Russia of December 12 / 24, 1851, it came into force on April 1 / 13, 1852. Article 20 distinguishes between mail to the member states of the German Postal Union and mail to other states for correspondence from Russia routed through the Prussian postal district. Article 22 sets out the more detailed provisions for mail to other states.

The transit postage from the Prussian-Russian border to the point where the correspondence leaves the Prussian postal district or the Postverein territory shall not exceed 3 Sgr. for a single letter.

"In addition to the Prussian or the association transit postage, the Russian postal administration must also reimburse for [this] correspondence the postage which, according to the tariffs applicable in the foreign states concerned or according to the existing contracts, is to be paid for carriage from the point of departure from Prussia or the postal association area to the destination, and vice versa from the point of departure to the point of entry into Prussia or the postal association area.

For franked letter post items from the Russian Empire to the foreign states as well as for unfranked letter post items from the foreign states to the Russian Empire, average rates will be determined for the remuneration of the foreign post, based on the letter weight progression stipulated in Article 15, the amount of which will be agreed upon by the postal administrations of both countries in accordance with the tariffs of the foreign states.

If the letter rate of one or other of the foreign countries should change in such a way that the average rate determined no longer corresponds to the changed rate, a new average rate will be jointly determined and established in accordance with the changed circumstances."

According to Article 15 of the Additional Post Treaty, a simple letter was considered to be "*one that weighed no more than **a Prussian loth***".

The letter postage from Russia to France of **37 kopecks for a simple letter** consisted of four parts until December 31, 1865:

- The Russian domestic postage: 10 kopecks / 3 Sgr.

Prussia in principle handwrote **8 Sgr.** on the covers, which corresponded to the rates for the Postal Union, Belgium and France.

- The "German" transit postage: 10 kopecks / 3 sgr.

- The Belgian transit postage: $\frac{3}{4}$ Sgr / 10 Centimes (according to Article 30 of the Postal Treaty between Prussia and Belgium of 17 January 1852, in force on 1 March 1852, and Article 14 of the Additional Postal Treaty between Prussia and Belgium of 8 May 1863, in force on 1 July 1863: 20 Centimes per 30 g).

- French postage: 4 $\frac{1}{2}$ Sgr. (Article 7 of the Postal Treaty between Prussia and France of May 21, 1858 provides for a French share of 2 $\frac{1}{4}$ Sgr. per 7 $\frac{1}{2}$ g).

Up to now, no letter from the Baltic States and from this postage period has become known. For this reason, a cover of a different provenance from Russia is shown here as an example (Picture 1a/1b).

Second period: Postal Treaty between Prussia and Russia of August 10 / 22, 1865

According to Article 39 of the postal treaty between Prussia and Russia of August 10/22, 1865, it came into force on January 1/13, 1866. According to Article 21, the postage rates for a letter sent from Russia through the Prussian postal territory to France were as follows:

"The Imperial Russian Postal Administration shall have the right to exchange the following closed letter packets through the Prussian or the relevant German Association postal area.

1. *for letters between Russia and France on the routes Kibarty / Eydtkuhnen and Alexan-drowo / Otloczyn.*

The transit fee to be paid to the Prussian Post Office for these letter packets shall amount to 8 Sgr. or 1 Franc for every 30 Grammes of letters, 1/3 Sgr. or 4 Centimes for every 40 Grammes of newspapers, printed matter under cover and samples of goods.

From these amounts, the Prussian postal administration also pays the compensation to be paid to intermediate German association administrations. However, the above rates do not include the transit postage incurred for the transit of the letter packets through Belgium."

The letter postage from Russia to France of **28 kopecks for the single letter** was also made up of four parts here:

- The Russian domestic postage: 10 kopecks / 3 Sgr.

Prussia always **handwrote 5 ½ Sgr. in red** on the covers, which corresponded to the rate of 18 Kopecks for the Postal Union, Belgium and France.

- The transit postage through the Postal Union was 4 Sgr. (Article 12 of the Additional Postal Treaty between Prussia and France of July 3, 1865 also provides for a transit fee of 1 franc - corresponding to 8 Sgr. - per 30 g for letters to Russia).

- The Belgian transit postage was ¾ Sgr. / 10 Centimes (Article 14 of the Additional Postal Treaty between Prussia and Belgium of May 8, 1863, which came into force on July 1, 1863: 20 Centimes per 30 g).

- This left only ¾ Sgr. / 10 Centimes for France (Picture 2a/2b).

The highest known franking from this postage period from Russia to France is shown in Picture 3.

The **printed matter postage** from Russia to France of **4 kopecks for the first weight step** was again made up of four parts:

- The Russian domestic postage: 1 kopek / ¼ Sgr.

Prussia always **handwrote ¾ Sgr** on the covers **in red**, which corresponded to the rate of 3 kopecks for the Postal Union, Belgium and France.

- The transit postage through the Postal Union was 1/3 Sgr. (Article 12 of the Additional Postal Treaty between Prussia and France of July 3, 1865 also provided for a transit fee of 4 centimes - corresponding to 1/3 Sgr. - per 40 g for letters to Russia).

- The Belgian transit postage was 1/12 Sgr. / 1 centime (Article 18 of the postal treaty between the North German Confederation and Belgium of May 29, 1868: 1 centime per 40 g).
- This left ¼ Sgr. / 3 Centimes for France (Picture 4).

These **Russian postage rates** for franked letters to France were valid until June 30 / July 12, 1872.

Third Period: Additional-Post Treaty between the German Empire and Russia of May 14 / 26, 1872.

According to Article III of the Additional Post Treaty between the German Empire and Russia of May 14/26, 1872, this came into force on July 1/13, 1872. This postal treaty greatly reduced the German transit fee. Article II of the Additional Post Treaty read:

"The Imperial Russian Postal Administration shall be entitled to exchange closed letter packages with foreign countries in transit through German postal territory.

The Imperial Russian Postal Administration will pay the following remuneration to the German Reichs-Post-Verwaltung for the transit of letter packets through German territory, namely

- a) *For letter packets to and from [...] France [...].*
2 Groschen for each 30 grammes net weight of the letters
1/3 Groschen for each 50 grammes net weight of newspapers, printed matter under cover and samples of goods [...]".

Article 13 of the postal treaty between the German Empire and France of February 12, 1872 (which came into force on July 1/13, 1872), which refers to Annex B of the treaty, was added.

"Table containing the conditions under which the exchange of letters, newspapers and other printed matter carried in single transit Germany, as well as samples of goods, can take place from France to such foreign countries to which Germany serves as an intermediary, and vice versa.

Russia / Ordinary letters / Weight of a simple letter / 15 grammes / Foreign postage to be paid to Germany / Franked letters from France / 1 groschen.

Russia / Newspapers and other printed matter / Weight of single item 40 grammes / Foreign postage to be paid to Germany / ¼ groschen."

The letter postage from Russia to France of **20 kopecks for the single letter** now consisted of only three parts:

- The Russian domestic postage: 7 kopecks / 2 gr.

Prussia always **handwrote 4 Sgr in red** on the covers, which corresponded to the rate of 13 Kopecks for the Postal Union and France.

- The "German" transit postage was 1 Gr / 4 Kopecks.

- France therefore theoretically received the remaining 3 Gr / 37 ½ centimes (Pictures 5+6).

However, reference must also be made to Article 14 of the Postal Treaty between the German Empire and France of February 12, 1872:

"The German postal administration and the French postal administration will mutually transport the closed letter packages which one administration sends or receives through the territory of the other.

In order to bring about a fair compensation for the transit provided by both parts, the administration which in the course of a quarter of a year sends or receives a greater quantum by weight of letters and printed matter than the other administration shall pay the latter administration the following amounts for the excess weight as compensation:

Six francs for each kilogramme of letters, and one franc for each kilogramme of newspapers and other items subject to a reduced rate".

This shows that the German Reich was certainly able to keep most of the 4 Groschen. This Russian postage rate for franked letters to France (per 15 g weight) was valid until March 19 / 31, 1874.

Fourth period: Postal Treaty between France and Russia of October 20 / November 1, 1872

The above-quoted Article 14 of the postal treaty between the German Empire and France of February 12, 1872, made it possible for postage to be greatly reduced by the postal treaty between France and Russia of October 20 / November 1, 1872.

However, the postage rates resulting from this postal treaty did not come into force until March 20 / April 1, 1874.

According to Article 2, the postage rates for a letter sent from Russia through the Prussian postal territory to France were as follows:

"Persons wishing to send ordinary letters, i.e. non-registered letters, either from France and Algeria to Russia (including the Grand Duchy of Finland) or from Russia (including the Grand Duchy of Finland) to France and Algeria may, at their discretion, pay the postage of such letters to their destination or leave the payment of postage to the addressee.

The price of postage for the letters referred to in the preceding paragraph is fixed, namely:

- 1. at fifty centimes per ten grammes or fraction of ten grammes in the case of franked letters;*
- 2. at seventy centimes per ten grammes or fraction of ten grammes in the case of letters not franked."*

For the conversion, Article 12 of the Postal Treaty resulted in the following:

"The sums to be collected or paid in Russia, fixed by this Agreement in French currency, shall be converted into Russian currency on the basis of a quarter of a rouble of silver for a franc and a quarter of a silver kopek for a centime. Where the taxes or duties to be collected amount to a fraction of a kopek or a décime, a whole kopek or a whole décime, as the case may be, shall be levied in respect of such fractions."⁵

⁵ Original French text: „Les sommes à percevoir ou à payer en Russie, et qui sont fixées par la présente Convention en monnaie de France, seront converties en monnaie russe, sur le pied de un quart de rouble argent pour un franc et de un quart de kopek argent pour un centime. Lorsque les taxes ou droits à percevoir donneront une fraction de kopek ou de décime, il sera perçu pour ces fractions un kopek ou un décime entier, suivant le cas.“

This resulted in a postage of $50 / 4 = 12.5$ kopecks for franked letters from Russia to France, which were then rounded up to 13 kopecks. According to Article 10 of the postal treaty, the postage was divided equally between Russia and France.

This postage rate was valid until December 20, 1875 / January 1, 1876, as France only became a member of the General Postal Union on this date and thus the unified postage rates only came into effect for France from this date (Picture 7).

II. Insufficiently franked mail

According to Jean-Pierre Magne⁶, two periods can be distinguished here.

First period: Before the postal treaty between France and Russia of October 20 / November 1, 1872.

Until March 31, 1874, **partially franked letters** from Russia were **treated as unstamped letters** in France. Postal customers were doubly penalised here: on the one hand, they lost the value of the franked stamps, on the other hand, the higher French postage rate for unstamped letters to Russia was also charged here as postage due.

For example, a franked letter of the first French weight grade (up to 10 g) from France to Russia cost 80 centimes (8 décimes) from January 1, 1866. An unstamped letter cost 110 centimes (11 décimes). For an insufficiently franked letter from Russia, the recipient therefore had to pay a postage of 110 centimes (11 décimes).

Here is an unstamped and an insufficiently stamped letter (Picture 8, Picture 9a/9b).

Second period: Postal Treaty between France and Russia of October 20 / November 1, 1872.

From March 20 / April 1, 1874, the regulations changed. The articles of the regulation implementing the postal treaty quoted in excerpts in the article by Jean-Pierre Magne are reproduced here:

Article 6

"For letters weighing more than the first weight step (10 grams), the weight step of the letter shall be noted on the upper-left corner of the address."

Article 7

"The French Post Office shall receive (from the addressee) 70 centimes per 10 grammes or fractions of 10 grammes for each ordinary, unstamped letter sent from Russia to France and Algeria."

Insufficiently franked letters with Russian stamps will be considered unfranked and will be taxed accordingly, with credit for the price of the stamps already affixed. However, if the additional assessment by the

⁶ Magne, Jean-Pierre 2013: Postbeziehungen zwischen Russland und Frankreich – Taxierung bei unzureichender Freimachung (1. April 1874 – 31. Dezember 1875). In: Deutsche Zeitschrift für Russland-Philatelie (Fachzeitschrift der ArGe Russland/UdSSR), 98 (2013), S. 4 ff. In the following, the translations of the original French text into English are taken from there.

addressee of an understamped letter is a fraction of a décime, it will be rounded up to the nearest décime. [...] On the above-mentioned under-franked letters, the sender's exchange office notes the sum of the stamps or value stamps already used [for postal stationery] in francs and centimes on the right above the address."

From January 1, 1866, a franked letter of the first French weight category (up to 10 g) from France to Russia cost 50 centimes (5 décimes). An unstamped letter cost 70 centimes (7 décimes).

The new regulation made postage cheaper, as the postage already paid was taken into account. However, the basis for the calculation was not the Russian weight (15 g), but the French weight (10 g). Furthermore, it was not the postage for franked letters that was used as a basis, but that for unfranked letters.

Thus, an amount of 1 kopek could lead to an additional postage of 40 centimes. J.-P. Magne showed in his article (not illustrated in this article) a letter of the second weight grade franked with 25 kopecks instead of 26 kopecks. 25 kopecks corresponded to 100 centimes, but an unstamped letter in the second weight category cost 140 centimes. So 40 centimes had to be paid in addition.

There are three examples from Riga (pictures 10, 11, 12).

Special thanks to the auction house LE TIMBRE CLASSIQUE, Geneva, which provided the illustrations 1, 3, 7, 10, 11 and 12 for this article and agreed to their publication here.

Articles on other destinations are to follow. Therefore, the author would be very grateful for further images of franked foreign covers to anywhere in the world from this period. You can reach him at hwestendorf@gmx.net.

Pictures

Fig. 1a/1b: Foreign cover of first weight from Tbilisi 23 SEP 1864, with routing mark "France par St. Petersburg", routed via Paris 23 OCT 1864 to Libourne 24 OCT 64.

Fig. 2a/2b shows a foreign letter of the first weight step from РЕВЕЛЬ (Reval) 22 NOV 1868, routed via Riga 25 NOV 1868, Bromberg-Berlin 20.10., Berlin-Breslau 20.10. to **Paris** 10 DEZ 1868. Handwritten notation in **red 5 ½ Sgr.**

Fig. 3: Foreign letter of the fourth weight category, franked with 1 rouble 12 kopecks, from РИГА (Riga) on 16 OCT 1871 to Bordeaux 1 NOV 71. Handwritten notation in red **22 Sgr.**

Fig. 4 shows a foreign printed matter of the first weight grade from РЕВЕЛЬ (Reval) 15 JUL 1871, routed via S Petersburg 17 JUL 1871 to **Marseille** 2 AUG 1871; handwritten notation in red **¾ Sgr.** This is one of 4 known printed matters from Russia to France from the time before the General Postal Union Treaty came into force and the only known one from Estonia.

Fig. 5: Foreign letter of the first weight grade from Reval ПОЧТОВЫИ БАГОНЫ (railway post) № 39-40 on 30 MAR 1873 (the "18" next to the date is the number of the railway station of Reval, the code in brackets is the train number "5") routed via railway post Eydtkuhnen-Bromberg FROM RUSSIA via BUR. XI EDK BRG FRANCO 14 4 73 to **Paris** 16 AVR 1873; handwritten notation in red **4 Sgr.**

Fig. 6: Foreign cover of first weight from РЕВЕЛЬ (Reval) 22 AUG 1873, routed via railway post Eydtkuhnen- Bromberg FROM RUSSIA via BUR. XI EDK BRG FRANCO 5 9 73 to **Paris** 7 SEPT 1873. Handwritten notation in red **4 Sgr.**

Fig. 7: Foreign letter of the first weight category, franked with 13 kopecks, from ПИГА (Riga) on 1 FEB 1875 to Montpellier 17 FÉVR 75.

Fig. 8: First grade foreign letter dated Reval, 4 May 1866, to **Paris** 23 MAY 1866. The Prussian exchange offices BP 10 Köln-Verviers and Saarbrücken used the contract cancel **P.38.** for postage letters routed through Prussia to France. Prussia had to pay **3 Sgr.** to Russia and France **2 Sgr. 8 Pf.** to Prussia, which corresponded to the amount of 5 Sgr. 8 Pf. = 70 Centimes (7 Décimes) provided for in Article 4 of the Additional Postal Treaty between Prussia and France of July 3, 1865. France stamped the usual amount of **11** décimes for single-weight postage letters, of which it then kept 4 décimes and passed on 7 décimes to Prussia.

Fig. 9a/9b: Insufficiently franked foreign letter, franked with 14 kopecks, sent from РЕБЕЛЬ (Reval) 17 JUL 1872, via ПОЧТОВЫЙ ВАГОНЪ (railway post) № 39-40 on 18 JUL 1872. The 18 next to the date is the Reval station number; the lower code in brackets is train number 4 on the St Petersburg-Reval line (in the opposite direction), via St Petersburg 19 JUL 1872, routed via Bahnpost Eydtkuhnen-Bromberg FROM RUSSIA via BUR. XI EDK BRG PORTO 2 8 73. On the front are the postmarks "НЕДОСТАТОЧНО ФРАНКИРОВАНО" and "Insufficiently franked." of the Prussian railway post. The letter arrived in Reims on 4 August 1872. The German Empire quoted **4 Sgr.** in red, and France quoted **11** Décimes for a single heavy postage letter as postage due.

Fig. 10: Foreign letter of the first grade, franked with 10 kopecks instead of 13 kopecks, from ПИГА (Riga) on 6 FEB 1875 to Montpellier 22 FÉVR 75. The exchange office noted 40 (centimes) to the left of the stamp in red, which corresponded to the 10 kopecks. An unstamped letter cost 70 centimes. Taking the **40** centimes into account, **3** décimes (30 centimes) additional postage had to be paid.

Fig. 11: Foreign letter of the second weight category, franked with 20 kopecks instead of 26 kopecks, from РИЖСК.П.О. (Riga railway station) on 4 SEP 1874 to Bordeaux 20 SEPT 74. The exchange office noted on the right above the address (under the stamps) in red **80** (centimes), which corresponded to 40 kopecks. An unstamped second weight letter cost 140 centimes. Taking the 80 centimes into account, 6 décimes (60 centimes) of additional postage had to be paid (not noted in writing).

Fig. 12: Foreign letter of the fourth weight category, franked with 40 kopecks instead of 52 kopecks, from РИЖСК.П.О. (Riga railway station) on 17 JUL 1875 to Bordeaux 2 AOÛT 74. The exchange office noted **1 f 60** (centimes) to the left of the stamps in red, which corresponded to 40 kopecks. An unstamped letter cost 280 centimes. Taking the 160 centimes into account, there was still **12** décimes (120 centimes) in additional postage to be paid.

A disinfection letter from 1831

Erika Feustel, Hamburg

In Dr. Peter Feustel's collection of disinfected letters from the cholera pandemic of 1826 and the following years, the letter presented here occupies a special position, as at first glance it has no reference to the Baltic States, but on closer inspection it probably does.

The letter was sent from Lima (Peru) to "Hernhut" (Saxony). It is dated December 24, 1831 and was received twice, on May 4, 1832 and June 6, 1832, cf. the picture on the following page.

The double date of receipt is confusing. An explanation is perhaps offered by the note "Engeland over Brielle", which can be seen diagonally below or next to the cut-out caused by the seal in the adjacent picture.

At the time of the cholera epidemic, Brielle (or "Den Briel", province of Zuid-Holland) was the Dutch port of call for ships arriving from America: this is where the disinfection of ship, cargo and crew took place.

The disinfection is documented on this letter by the usual stamp "GEZUIVERD" above the address. The only traces of disinfection are two relatively inconspicuous slits, each about 20 mm long. The left slit is between the upper and middle stain diagonally left above the "M" of "Messieurs". The right slit extends between the "D" of "Durninger" and the "D" of "GEZUIVERD". It seems that with the help of these slits, the upper paper layer has been lifted a little to allow smoke to penetrate the inside of the letter as well.

Compared to other "GEZUIVERD" letters, this kind of treatment is very moderate. It can perhaps be explained by the fact that South America was still free of cholera in 1831. It may also have played a role that the letter was to go on to "Engeland", i.e. did not remain on the continent. But why should a letter to Saxony be sent to "Engeland" at all?

The company "Gibbs Crawley & Cie. in Lima had been founded in 1822 - immediately after Peru's independence a year earlier - as a branch of the London firm Antony Gibbs & Sons, in order to enable the colonial trade, which had previously been conducted via Spain, to be conducted directly on the spot. I suspect that Lima did not know all the addresses of the traders with whom Gibbs in London traded on the continent. Therefore, they sent this letter to Gibbs in London, where it arrived on May 4, 1832, and only there received the recipient's address on the continent. An indication of this is the different handwriting in the letter and on the address. With a new address, the letter then arrived in Herrnhut in June 1832, handwritten under "May 32", see Fig. 2, and identified by the round stamp "E 6 32", see Fig. 1. Since there are no further postal and GEZUIVERD notes for the "second delivery" from London to Herrnhut, it is likely that the letter found its way from London to the Brethren congregation by courier.

The recipient company "Messrs. A Durninger Cie. Herrnhut" is correctly named Abraham Dürninger and still exists today in Herrnhut. The name giver had come to Herrnhut in the middle of the 18th century and had taken over the village shop there, which belonged and still belongs to the Brethren congregation. At his death, the village shop had become the largest trading company in Saxony with a focus on the linen trade.

And this is where the Baltic States finally come into play: the Herrnhuters had and have close contacts in the Baltic States. Their aim was and is to promote the education and way of life of the simple people of Latvia and Estonia. Count Zinzendorf, the founder and bishop of the Herrnhut Brethren, succeeded in winning over a number of Baltic nobles to his ideas. A considerable part of the Baltic linen trade in particular went through Herrnhut.

In this letter, of which unfortunately one page is missing, the company in Lima writes which goods, partly also in which concrete quantities, it would like to purchase regularly. Among them are the typical Baltic products linen, flax, tow and printed linen. In the closing phrase, the company hopes for good cooperation.

So how did the London Gibbs company come to Herrnhut of all places? William Gibbs (born Madrid May 22, 1790 – died North Somerset April 3, 1875, English philanthropist and entrepreneur), the head of the company, was close to the "Moravians". The "Bohemian Brethren" formed the nucleus of the Herrnhut Brethren. William Gibbs implemented the humanistic-philanthropic ideas of the Brethren

community on his estates and for his people and thus also promoted the Herrnhut Brethren community.

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The World Writes Estonia - Estonia Writes the World: Rare Destinations (Part 2)

Thomas Löbbbering, Holzappel (D)

Baltikum No. 10 / 2020 brought some examples of "The world writes Estonia" on pages 28 ff. Today we will go in the opposite direction: "Estonia writes to the world". The journey leads from Europe via the Americas to Asia and Australia. Again, the focus is on the destination, on the addressee and / or sender, on interesting messages, in short, on the social environment of the stamp.

First it goes from Voldi to **Funchal on Madeira** (Fig. 1). The picture postcard takes less than a week to reach its destination, from June 15 to 21, 1922. Highly modern for the time, it shows an aerial view of Tallinn's city centre with the **Estonia National Opera** (Estonia MiNo. Block 25, Fig. 2) and the now defunct old market hall, in front of which there is lively market activity.

Mr Hartmann, the sender, explains in handwriting "**View of Tallinn (Reval) from Aeropil**", an old-fashioned word for "flying machine" from the then as now much-read romances of the father of science fiction literature, Herbert George Wells (1866-1946; War of the Worlds, 1898). Teacher Hartmann continues: "*Received your card yesterday. Please continue (sic!). As a teacher I need pictures to teach geography to children.*"

Back then there was a lack of visual material, today there is a lack of laptops.

On we go to the Americas. Does the name **Guantanamo** mean anything to you? That's right, the infamous US prison camp in Cuba, then as now extraterritorial territory of the USA since the Spanish-American War in 1898.

Manuel Gallinar Marcos, the addressee (Fig. 3), was the owner of one of the largest coffee plantations in Guantanamo at the time and obviously collected stamps and postcards. The sender writes "**Tacamahaca V.**". I wonder if he meant the resin of the beach pine shown (picture side not shown)?

The sender/producer of the original photograph (Fig. 4) is also no stranger. **The brothers J. & P. Perikas** ran the country's largest "photographic laboratory" in Tallinn until the Second World War. Numerous state portraits of the time, of the prime ministers and presidents of Estonia, were taken there, including the design photographs for the "President Päts" edition.

We stay in Central America: **Balboa Heights**, Canal Zone, Panama, is the address of the letter (Fig. 5). Registered, it set off from Tartu on January 9, 1922, reached New York by ship on January 31, and likewise on to Balboa Heights, Cl. Z., where it arrived on February 9, 1922. Balboa Heights, now a district of Panama City, was at that time the residential area of the US personnel of the American operating company of the Panama Canal at its outlet to the Pacific Ocean. J.H. Stilson Sr. worked for the canal company. Stilson Jr. collected stamps.

Now it's off to South America, more precisely "**Via England British South America**" to "**Demerara Vreed en Hoop W.B.**". With this destination, some people, then as now, will certainly dare to reach for the atlas or the computer keyboard, Dutch friends excepted, of course. Think of the three Guyanas - French, Dutch, British - from east to west, the western part of the country. There, the Demerara River flows into the South Atlantic. On both sides of its mouth lay Vreed en Hoop (Peace and Hope), "W.B." West Bound, i.e. on the west bank. Vreed en Hoop refers to the Dutch settlers who colonised the coastal region in the 18th century. From 1752 to 1814, Vreed en Hoop was the capital of the Dutch **colony of Demerara**, before the British took over. Today, Vreed en Hoop is part of the capital of the independent Republic of Guyana, Georgetown (*Figure 6: Outline of Demerara*).

Both the sender (Fig. 8) and the addressee (Fig. 7) were interested in philately, the latter, "Mr. A. Buksch", as "Dealer in postage stamps for collection". It took fourteen days, from 17 February to 11 March, to send the registered letter from the Baltic Sea beach in Narva to the Caribbean coast in South America. Today, some priority letters by airmail do not manage that.

The following picture postcard (Fig. 9) takes us further south: "**Cochabamba, Rep. Bolivia**" is the destination. It took considerably longer to get there from Tallinn, namely from January 24 to February 28, 1928. The address "**Lloyd Aero Boliviano**" is interesting. The Bolivian airline, Lloyd Aéreo Boliviano S.A. (LAB), was founded on September 15, 1925 by German businessmen with headquarters in Cochabamba. To this day, it is the oldest Latin American airline still in existence under its founding name, and is unfortunately currently insolvent.

Harald "Harry" Stunde (Fig. 11), the addressee, served as a pilot in the Estonian Air Force from 1919 to 1925 before joining the Estonian airline AERONAUT. As a pilot, he survived the crash of his F 13 on February 24, 1926, while flying from Helsinki to Tallinn. He then served with various South American airlines before becoming chief pilot of the Brazilian airline VARIG in 1932. On February 28, 1942, he was killed when his Ju 52/3m crashed near Porto Alegre.

The sender of the picture postcard (Fig. 10) should also not be an unknown person: **Jüri Ots** (1889 to 1972), director and chief pilot of the airline **Aeronaut**, captain on numerous philatelically interesting postal flights in the Baltic States. With so much aviation, it is not surprising that the view side of the card shows an aerial photograph: the then new sports stadium in Tallinn, better known to us today as the venue of the traditional dance events during the song festivals.

Now we take a big leap to the other side of the globe to Asia and start with a registered letter from Tartu to **Bombay in British India** from 1921 (Fig. 12). At that time, today's Mumbai had about one million inhabitants. Today, with 16 million city dwellers and about 30 million inhabitants of the Mumbai district, more people live there than in some European states. **Dr. R.D. Bilimoria's private clinics** (R.D. Registered Dietician) were then as now one of the largest and most modern houses of traditional Indian medicine according to the three basic Ayurvedic principles of Vata, Pitta and Kapha.

The handwritten note "**Coblis**" next to the address reveals the sender's interest in why he contacted R.D. Bilimoria in Bombay from Tartu. Coblis is the abbreviation for "**colour blindness simulator**", i.e. a device by means of which a person with normal vision can imagine how a person with defective vision perceives his or her coloured environment. Ophthalmologists and opticians use Coblis. What the sender of our letter, the well-known philatelist and "**veterinarian M. Sieger**, Dorpat, Eesti (Estonia), P.O.B. No 71" used Coblis for (Fig. 13), we of course do not know. Let your imagination run wild.

On the other hand, veterinarian Dr. M. Sieger clearly shows philatelic interest with the registered printed matter he sent from Tartu to the stamp dealer "**M. Kunbiraman Kuala Lumpur Federated Malay States via London**" on July 18, 1920 (photo 14).

The reverse (Fig. 15) reveals much about the veteran's wide-ranging business interests, his multilingualism and, incidentally, the daily exchange rate of the Estonian mark against the pound sterling. "E. Mk. 100.-- = 12/.", i.e. 12 shillings. Dr. M. Sieger was already trading "for cash" in 1920 on the basis of the gold standard and detached from the inflationary German and Estonian paper mark currencies.

At that time, 1 sovereign at 20 shillings was equivalent to 20.43 gold marks (German). 100 Estonian marks were equivalent to 12.258 gold marks (German). I wonder what the doctor's main income was, the stamp trade or his profession as a veterinarian?

The journey continues through Southeast Asia to **Bandoeng, Java**, Dutch East Indies (Fig. 16). The business letter is addressed to Mr "**M de Rooy Jvasche Bank**" Bandoeng. Today's Bandung had been the seat of the private bank of the same name since 1826. Among other things, it financed the expansion of plantations and, in the early 20th century, their mechanisation. This explains both the sender and the addressee of the letter. The Dutch de Rooy family is still prominent today as a transport, construction and trading company for trucks, construction machinery and tractors. **Heinrich Lanz**, the Mannheim family business with an eastern division in Reval, produced agricultural machinery and locomobiles under its own name until 1955. Both therefore found turnover and sales for their products via the Jvasche Bank in the Dutch East Indies.

Our journey ends "Down Under" in Australia's west, more precisely in **Fremantle** (Fig. 17). The city was only founded in 1829 as part of the Swan River Colony and achieved dubious fame as the site of one of the British Empire's most notorious prisons. Around 1920 it had a population of about 5,000; today, as a port town for Perth in the hinterland, it has about 25,000. **Laimjala on Saaremaa (Laimjall on Ösel)**, from where the map set out on its journey on New Year's Day 1923, had then, as now,

barely 100 inhabitants. It is not unusual in such a small island village for many of the inhabitants to be descended from one family, in Laimjala's case the **Käo family**. But it is unusual when this village in the middle of nowhere produces people of national and international importance over many generations. Laimjala is such a village.

Aleksander Käo (1896 - presumably 1944), the sender of our postcard (Fig. 18), was a prominent Esperanto activist in Estonia after the First World War. With this card he ordered a copy of the Australian Esperanto magazine "**La Unismo**" (The Unity) from its temporary editor **Colin Unwin** (1879-?, "Unven"), an Australian journalist and **pioneer of the Esperanto movement there**. The magazine Unismo was part of the worldwide Esperanto movement, which sought to strengthen world peace and the common reconstruction of nations through the promotion of the common artistic language Esperanto.

The sender of our card is related to, but not to be confused with, his **namesake**, the **Estonian rally driver Aleksander Käo**.

Another scion of the Käo family from Laimjala, Tõnis Käo (1940-2016), achieved fame as an **industrial designer** in Germany and worldwide. As head of the Siemens design office, he designed, among other things, the first mass-produced push-button telephone for the German Federal Post Office (Fig. 19).

Great things come out of inconspicuous mail items when you appreciate small things ... and look closely.

Pictures:

Fig. 1: Picture postcard Voldi - Funchal / Madeira, Porto 5 Mk., MiNr. 37A

Fig. 2: MiNr. souvenir sheet 25 national opera ESTONIA 1906 - 2006

Fig. 3: Foreign stationery Kuressaar - Guantanamo 1926, postage 4 Mk, addressee Manual Marcos

Fig. 4: "Original Perikas", official portrait of State President Konstantin Päts (reduced size)

Fig. 5: Registered letter Tartu-Bilboa Heights, Canal Zone, Panama 1922, postage 10 Mk. foreign letter plus 10 Mk. registered letter, MiNr. 17(2), 23B, 27

Fig. 6: Outline of Demerara

Fig. 7: Registered foreign letter Narva - Demarara Vreed en Hoop 1931

Fig. 8: Postage 20 senti letter abroad plus 20 senti registered postage, MiNr. 74, 80 (2), 81

Fig. 9: Picture postcard Tallinn- Cochabamba 1928, postage 12 Mk. equals 12 Senti, MiNr. 57

Fig. 10: Sports stadium Tallinn

Fig. 11: Harald Stunde (1899 to 1942) (ex Kitvel, Toivo & Tilk, Johannes 2003: Eesti lennukroonika - TEKSTE JA PILTE AASTANI 1940. Tallinn. S. 86)

Fig. 12: Registered letter Tartu-Bombay / India 1921, postage 2.50 Mk. foreign letter plus 2.50 Mk. registered fee; MiNr. 15 (4), 17 (2)

Fig. 13: Through postmark London Reg. C37 29 MR 21

Fig. 14, 15 (reverse side): Registered printed matter Tartu-Kuala Lumpur, Federated Malay States 1920; postage printed matter 0.50 Mk. plus registered fee 2.50 Mk.

Fig. 16 The registered letter from Tallinn dated 23 August 1924 went via London 28 August to Bandoeng, where it arrived on 25.9.24.2-3N. The postage was 15 Mk. for the foreign letter plus 15 Mk. registered postage, paid with MiNr. 23A, 37A (3).

Fig. 17: International postcard Laimjala - Fremantle Western Australia 1923, postage 9 Mk.; MiNr. 34A (2), 37A

Fig. 18: Running and processing time January 1 to February 9, 1921

Fig. 19: Postal telephone FeTAp 751 (ex Wikipedia)

„Forward to Mars!“ – Friedrich A. Zander

Thomas Löbbeling, Holzappel (D) & Manfred Mrotzek, Oberzent (D)

This is the current goal of all space-faring nations. Whether it is the USA, the People's Republic of China, the Russian Federation, the European Union or the United Arab Emirates, to name just the most prominent, they are all taking part in the race. The current constellation of the planets in our solar system favours the journey of 104 million kilometres from Mother Earth to our red neighbouring planet. But what does this have to do with a picture postcard (Fig. 1) that is pretty, but at first glance only of limited philatelic interest, and which made its way from Riga to Braunschweig 111 years ago? You will see – and be amazed!

First the short description of the obvious: Visually appealing franked as a foreign postcard with 4x1 kopek, Russia MiNr. 63IAa, it started its journey on March 16 (29) 1910 from the I. City Post Office of Riga to Германия / Germania. Somewhat confusingly described, it should actually have been franked as a foreign letter with 7 kopecks in accordance with the regulations of the Universal Postal Union, and penalty postage should have been levied. But so be it; it passed unobjected as a postcard.

The address is: Stud. **Georges Weber** Braunschweig Eschenburgerstr 7. A look at the city map of Braunschweig shows that the address and residence still exist today and border directly on the grounds of the Technical University (**TU**) **Braunschweig**. Today's TU goes back to the Collegium Carolinum, founded in 1745, and thus has the longest tradition among Germany's technical universities.

Studiosus Georges Weber thus had only a few steps from his student digs to his alma mater, the TU. He must have successfully completed his technical studies, because the directory of the Braunschweig Chamber of Industry and Commerce still shows prominent entries under his name, right up to the local Georg Weber Stadium of football fans.

Who was the sender? "Abs: **W. Jaegermann** Riga Postfach 812" is the information topside down in the address field in the header. A little more criminalistic work was required to identify him. But juggling the German and Russian spelling - exchanging "V" and "W", "ae" and "ä" - led to the goal. Wolodja alias Vladimir Jaegermann / Jägermann was born on November 17, 1888 in Fellin / Viljandi (today Estonia). Between 1908 and 1912, he studied mechanical engineering at the **Riga Technical College**. The Riga Polytechnic Institute (Latvian: Rīgas Politehniskais institūts - RPI), founded in 1862 by the German-Baltic merchants of Riga on the model of German technical colleges, remained a privately run educational institution until it was nationalised in 1896. The language of instruction was initially German, from 1896 Russian, and from 1920 Latvian. After several intermediate steps, the institute evolved into today's Riga University of Technology (Latvian: Rīgas Tehniskā universitāte, RTU for short).

Non-corporate students at the Riga Polytechnic (Fig. 2) initially organised themselves in the so-called "**Wildenverband**" („savages' association"). After long struggles, this united with the long-established **Fraternitas Baltica** (the background to the struggles between "Balts" and "savages" should not be of interest here). Together they formed the **General Polytechnic Convention**, whose statutes were valid until the 1920s. The sender of our card, Wolodja Jaegermann, was an active member of the convention on the side of the "savages". Incidentally, he remained true to his academic career and moved to the University of Tartu as a lecturer in 1929. The reason for this short excursion into the world of student associations will become clear when we now turn to the text and image of the picture postcard.

Wolodja Jaegermann from the Riga Polytechnic writes to Stud. Georges Weber at the TU Braunschweig:

"Dear Georges!

Riga 16/III 10.

*I received your card these days. Thank you very much! I have not yet received the **Freistudentische Blätter** and a letter. On the card you can see **Zander's legs** hanging out of our self-made **biplane** during a gliding flight. When are you coming to Russia? Waiting for detailed news from you, I remain with greetings, your friend Volodya!!*

Wikipedia explains: "**Freistudentenschaft**" (also: free student body, "Finkenschaft" or "Wildenschaft") was the name given to the associations of non-corporated students that spread increasingly from the 1890s onwards under the influence of the youth movement at the German-speaking universities of Europe. The Freistudentische movement is regarded - after the Urburschenschaft and the liberal "Progress" of the 1840s - as the third important reform movement within the student body of the 19th century and at the same time as the forerunner of today's student self-administration.

The publication organs of the Wildenschaften were called "**Freistudentische Blätter**", the exchange of which is the subject of this text. Well-known Freistudent fellow students of Wolodja Jaegermann and Georges Weber were, for example, the writers and philosophers Romano Guardini (1885-1968), Arnold Zweig (1887-1968) and Walter Benjamin (1892-1940) or the later Governing Mayor of Berlin, Otto Suhr (1894-1957).

Die Karte belegt somit den regen Austausch freistudentischen Gedankenguts zwischen dem Polytechnikum Riga und der Technischen Universität Braunschweig ungeachtet der seit 1896 verordneten "Russifizierung" der Universitäten in den baltischen Provinzen des Reiches. Ob die "Freistudent. Blätter" auf dem Postweg von Braunschweig nach Riga dem Zensor in die Hände gefallen sind, bleibt ungewiss.

But now to the heart of the matter: "*On the card you can see **Zander's legs** hanging out of our self-built biplane during a gliding flight.*" A "**biplan**", French for "double-decker", was the name given in the early days of aviation in the German-speaking world to those initially non-powered flying machines by means of which aviation pioneers took to the air for short "hops".

The original photograph from Manfred Mrotzek's collection depicts just such a person. We can therefore rightly assume that we are dealing with the correspondence of two European aviation pioneers. But what are "Zander's legs" doing in it? It gets even better:

The legs belong to **Georg Arthur Constantin Friedrich Zander** (Latvian: Frīdrihs Candērs, Russian: Фридрих Артурович Цандер, Fridrich Arturowitsch Zander), **the first Soviet space engineer and one of the world's most important rocket pioneers ever.**

It is no exaggeration to place him on a par in the history of space travel with the Rumanian-German physicist and rocket pioneer Hermann Oberth (1894-1989) and the Polish-Russian space pioneer Konstantin Eduardovich Tsiolkovsky (Russian: Константин Эдуардович Циолковский, Polish: Konstanty Edward Ciołkowski, 1857-1935).

Friedrich Zander was born in Riga on August 23, 1887. As the son of a Baltic German doctor's household, he grew up trilingual German-Latvian-Russian in a cosmopolitan family interested in science. After graduating from high school, he began studying mechanical engineering at the Polytechnic Institute in Riga in 1907, which he had to interrupt due to "revolutionary activities" and continued in the meantime with a second degree at the Royal Prussian Technical University in Gdansk.

"Zander's legs" and flight experiments can thus be dated to the early days of his studies at the Riga Polytechnic between 1908 and 1910. In 1914, before the start of the war, he was able to graduate from the Riga Polytechnic again and worked in the development department of a Riga rubber factory. When the company was closed down due to the war, he also moved to Moscow in 1915.

From 1908 to 1918, he kept a **workbook** under the title "***The world ships** (aether ships), which were to enable traffic between the stars. **The Movement in Space***". In it he formulated in German the theoretical considerations for most of his groundbreaking **ideas**, many of which could only be realised decades later, namely and exemplarily for

- the use of gravitational force for acceleration in space (swing-by effect)
- a space glider (the "winged rocket", model for the Buran and Challenger space shuttles)
- combined (liquid-, oxygen- and solar-based) rocket and spacecraft propulsion systems
- solar sails for energy supply in space
- plant cultivation in space ships
- the avoidance of space rubbish.

With the end of the Russian Civil War in 1921, Friedrich Zander began an active lecture and practical research activity within the Soviet Union. He published his first works. In 1931, he was a founding member of the "**Group for the Research of Reactive Drives**" ((Russian Группа изучения реактивного движения (ГИРД), GIRD)) in Moscow with him as its first leader. In 1932, it merged with the "**Voluntary Defence Organisation**", which became the first Soviet state institution for the study and creation of rocket technology.

Sergei Korolyev (Сергей Павлович Королёв, 30.12.1906 / 12.01.1907-14.01.1966), the future father and head of the Soviet space projects of the 1950s and 1960s, became their first director with Friedrich Zander as chief engineer. Friedrich Zander had previously been a teacher of Korolyev, who was a generation younger.

By then, Friedrich Zander had advanced the development of engine technology to such an extent that the construction of the first Soviet liquid-fuel rocket, the **GIRD-X**, was completed in January 1933 and it could be tested on November 25 of that year.

Friedrich Zander did not live to see this success. During a cure in Kislovodsk on the northern edge of the Caucasus, he contracted typhus and died of the consequences of the infection on March 28, 1933, at the age of only 45.

You see: An inconspicuous picture postcard turns into a **showpiece of European research and space history**. "Zander's legs" take you all the way to Mars - and beyond. You don't have to go that far. If you want to find out more on your next visit to Riga, visit the home and museum of Friedrich Zanders at No. 1 Street of the same name. His motto "**Forward to Mars!**" is more topical than ever.

Pictures:

Fig. 1: Picture postcard with 4x Russia MiNo. 63IAa

Fig 2 Polytechnic Riga

Fig 3: Wildenshaft University of Zurich around 1908

Fig 4: Otto Suhr, DBP Berlin MiNr. 181

Fig 5: Biplan Friedrich A. Zanders, Riga around 1908

Fig 6: Georg Arthur Constantin Friedrich Zander, Riga around 1914

Fig 7: Riga, Friedrich Zander street 1, Zander's house 1893 to 1913 and today's museum

Fig 8: Buran on Antonov 225, Le Bourget 1989

Fig 9: GIRD 1931

Fig 10: Sergei Pavlovich Korolyov (1906-1966), SU MiNr. 3606

Fig 11: GIRD-X

Fig. 12: "Forward to Mars!", SU MiNr. 2899A

Fig. 13: Latvia MiNr. 840

Fig. 14: Biplan of Otto Lilienthal (1848-1896)

Literature

Romanovski, Tomass & Schienke, Horst 1990: "Vorwärts zum Mars!" – Zum Lebenswerk des Raumfahrt-pioniers Friedrich A. Zander. In: Sterne und Weltraum 5/1990, S. 314 ff.

Wikipedia on the persons mentioned by name

Fig. 1 and 5: Manfred Mrotzek,

Fig. 2–4, 6–12: Wikipedia

Fig. 14: Otto Lilienthal Museum

Abrene - the county, the city and the territory (part 2)

Ruud van Wijnen, Arnhem (NDL)

Part 1 of the article can be found in BALTIKUM No. 11 /2021 on pages 39 to 47. The maps 2, 3 and 4 shown there stand for figs. 14, 15 and 16.

Part 2: The Search for Katchanova – Pokrova – Pokrava – Kacēni – Pokrowo – Kacēni and Katschanowa

Until the Second World War, there were a total of 25 towns, villages, hamlets and patches with postal facilities in the six municipalities that were annexed to the RSFSR in 1945: in Abrene a "real" post office and "around it" postal agencies, often no more than the counter at the local grocer, supplied with a few stamps and a stamp in the drawer.

When I was researching for this article, I was not too hopeful of finding postal items in my own collection that could prove the existence of these remote postal locations. But to my surprise, the first thing I found was a greeting card "Happy Easter" with a postmark from KACĒNI (fig. 17).

A little later, the card shown in fig 18a/b appeared. The text ATKLĀTNE - ПОЧТОВАЯ КАРТОЧКА printed in two languages, Latvian and Russian, and the other printing notes caught my attention. The card, which was printed in an edition of 50,000 copies by the Latvian state publishing house, must therefore date from the time of the first Soviet occupation in 1940/41 and describes the fig on the front as "Latgales ainava", landscape in Latgale.

The stamps are "genuinely" Soviet: a hard worker and a proud peasant woman. The year 1950 can undoubtedly be read in both date stamps and the large bilingual arrival stamp makes it clear that the card is addressed to СМИЛТЕНЕ-SMILTENE in Latvia. From which place? КАЧАНОВО ПСКОВ ОБЛ., Katchanovo in Pskov oblast. With that, the duo was clear: Kacēni 1933 had become Katchanovo 1950. Jānis, the sender, addressed his card to Smiltene in Russian, understandably. In Latvian he wished the recipient a good harvest festival and punctuated this with a poem about autumn, "Ir rudens". Jānis was probably one of the last Latvians in the former Kacēni, because Latvians were forced to leave the area "by choice".

The overviews of Latvian daily postmarks show that the KACENI postmark did not come into use until 1927. The Latvian post office opened on March 16, 1921, when the town was still called POKROVA. Then, in 1924, the spelling POKRAVA appeared in the postmark, adapted in the Latin spelling to the Russian pronunciation. Both postmarks remained in use side by side until 1927, when they were replaced by the postmarks KACENI / KACĒNI.

Looking for another postmark, I found the card shown in Fig. 19 in a pile of duplicates with the postmark POKROVA A. The biggest surprise, however, was on the back of a registered letter from Pokrova to Balvi: both stamps were cancelled on March 24, 1927 with the POKROVA A postmark. Because the letter could not be mailed until two days later, it was re-dated on 26 March, this time with the POKRAVA B postmark (fig. 20).

In BALTIKUM No. 8 / 2019 and No. 9 / 2019, we asked the question "Where is Pokrowo (today)"?

On a scrap of paper we saw a 12 Rpf. Hitler stamp without Ostland overprint, cancelled with a long cancel POKROWO and handwritten dated "9.III-42" (Fig. 21). Research by several collectors led to the conclusion that the stamp could be attributed to Kacēni. But was the stamp really used as needed on cards and letters? Or was it perhaps a "gimmick" by or for collectors? We were waiting for the discovery of "real" demand mail with the POKROWO oblong cancel.

Whether by chance or not, "clicking on" on a dealer's website I found three registered letters from 1942, from Pokrowo / Kacēni addressed in German to the "district farmer" in Abrene. One of the senders addresses the district farmer as a "petitioner" with his request. This German official, hired after Reich Commissioner Lohse reversed the Soviet-era agricultural reform on 13 September 1941, oversaw its progress in the German sense and the desired growth of the harvests.

The earliest letter of the trio (fig. 22a) was sent from POKROWO on 30 MAR 1942 and arrived in ABRENE one day later. Because of the space-consuming addressing on the front, the stamps were affixed on the back and cancelled with the long cancel POKROWO, with the separately cancelled date below. The Latvian registered postmark on the front of the cover (Fig. 22b) provides undoubted proof that this is Kacēni.

The second registered letter from POKROWO (Fig. 23) is dated 12 MAY 1942 and fell into the second weight category at 24+30=54 Rpf. Instead of the Latvian registered postmark, a German type registered label with the place name Pokrowo was used. The letter arrived in Abrehnen on May 13.

There is no long cancel POKROWO on the third letter (Fig. 24), but rather the German standard cancel KACĒNI a 31.8.42.-12. On the German type registered slip with the place name Pokrowo, this has been crossed out and replaced by hand with "Kacēni".

Both in the date stamp and on the note, the place name is written in correct Latvian with an expansion stroke above the Ē/ē. The sender (the "petitioner") states exactly where he lives: "Vasily Kornilov, Abrehnen district, Kazeni municipality, Goroncharovo farm - Kazeni post office". (Latvian R stamp - German R label - Handwritten altered German R label).

The Latvian standard cancel KACĒNI B is known to have been in use during the first Soviet occupation of Latvia until at least the end of May 1941. The German Wehrmacht occupied the area as early as July 5, 1941, so I assume that no new bilingual Soviet stamp was put into use during this short period, at least I have not found any evidence of this.

Why was the place name Pokrova / Pokrava, which had already been replaced by Kaceni / Kacēni in 1927, initially used with the long stamp POKROWO during the German occupation? And why was this stamp replaced again in the summer of 1942 by the German standard stamp KACĒNI a?

From mid-1942 onwards, standard postmarks were cut for about 70 Latvian localities in Germany according to the design of the German Reichspost. These postmarks, which were intended for use by the Latvian national post office, were predominantly bilingual German-Latvian. Only one stamp, KACĒNI a, appeared in monolingual German and one in monolingual Latvian.

The reason for these two exceptions to the rule will probably remain hidden forever. The advance of the Soviet army in the summer of 1944 also marked the end of the use of these conspicuous postmarks (Map 5: Road Map of Latvia von 1940).

Epilogue

In May 2003 I travelled by night train from Saint Petersburg to Riga. I did not notice the border, nor was I aware of the special history of this area. 18 years later I wrote this article using my post-historical collection of the Abrene area and found in my old passport this customs stamp (fig. 25) from ПЫТАЛОВО ...

POKROVA/POKRAVA KACĒNI	Place name in atlases	Daily stamps used	Proven time of use
Andrees Hand atlas 1914	Katschanowa-Sloboda (Pskov Governorate in Russia)		
Latwija's map Sihm. W. Kruhnšch 1920	Katschanowa-Sloboda (1920 still part of Russia)		
Map of Latvia A.A. Ošiņš and P. Mantnieks um 1927	Kačano, and Pokrova	POKROVA A POKRAVA B	16.III.21–21.IV.27 18.XII.24–30.IV.27
Latvijas Auto Ceļu map – Carte Routiere de Let- tonie Riga, 1929	Kačanova	KACENI A B KACĒNI	9.V.27–24.XI.38 4.VII.27–22.XII.38
Latvijas Ceļu map 1940	KACĒNI, also PAKRAVA and KAČANA	A B	28.XII.38–31.I.41 22.II.39–26.IV.41
Postal Routing Card of the General District of Latvia 1942	KATZEHNEN Kacēni	POKROWO Long stamp KACĒNI <i>a</i>	30.03.42–12.05.42 31.08.42–22.06.44
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Traditional costumes on Latvian stamps - just traditional costumes, or is there more to it?

Olav Petri, Zeist (NDL)

Old-fashioned

Since their renewed independence in 1990, all three Baltic states have issued a series of stamps dedicated to traditional costumes. Attractive images, but at the same time somewhat old-fashioned for the modern Dutch. In the Netherlands we have to go back decades to find comparable stamp issues. In Volendam, as a tourist, you can still see traditional costumes in everyday life. In beautiful Spakenburg or on the island of Walcheren, the time when you could see traditional costumes on the street without folkloric intent is far behind us. On "Koningsdag", the traditional birthday of the king, the clog dance has given way to jazz ballet and hip-hop.

After some hesitation, I tried to find out if there is more to say about **Latvian traditional costumes** (fig. 1) than that they are colourful and were probably worn a lot on festive occasions in the 19th century. No, I am not going to list ties and all kinds of embroidery. I found other things more interesting.

Design

First a comparison: All three Baltic states dedicated special stamps to their traditional costumes early on. Each country chose a different design. The three postal administrations opted for coloured images on a white background, without landscape or farm.

The Latvians put the man and woman in a grey frame and chose a dark background for the block. They drew their figures with a kind of black outline, the "clear line". The Lithuanians (fig. 2) looked classic, a bit boring.

To my taste, the Estonians were the most successful in terms of design (fig. 3). The figures appeared slightly stylised and often tended towards "lots of body mass index"; they seemed to be "well-fed". It often appeared as if the viewer was looking from a slightly lower perspective compared to the other two countries. The drawings all had a baseline or plinth, which perhaps created this effect. I felt this less with the Latvians.

Symbols and a selection

In the years of the first independence after the end of 1918, the Baltic states often depicted symbols on their stamps such as the shining sun, the light driving away the darkness, burgeoning green or stars for the three regions of Latvia. The sea with seagull or petrel stood for freedom, space, fresh wind. Estonia also showed the sun: birth and life, beginning and warmth. In addition, there was the almost iconic silhouette of Tallinn and the Viking ship. Lithuania reminded us of the past and showed national symbols such as the coat of arms with the Vytis emblem, princes and the double cross. Only Latvia used an element of traditional costume already in the early years of the republic. For this reason, and also because a three-volume reference book on Latvian costumes and traditions was available, "Latviju Rasti", I searched further on the internet for "Latvia" and "traditional costumes".

Latvia and its costume(s)

Latvia depicted a woman in traditional costume, "Latvija", already three times on stamps in the early years of its first independence; the designs came from the Latvian graphic artist Rihards Zariņš (1869–1939). In the introduction to his three-volume handbook from 1931, he emphasised the importance that Latvians attached to traditional dress. This interest would have led him to present the original Latvian mother goddess Māra as "Mother Latvia". She appeared in 1919 to commemorate one year of independence. She wears a cap with three stars, a sword as a symbol of the will to defend the country, a wreath and oak leaves (fig. 4).

In 1920 she reappears, now as Mother Latvia, welcoming the return of her daughter Lettgallen together with her daughters Livonia and Courland (MiNo. 40/41, fig. 5). In the same year, the opening of the National Assembly is celebrated with the same Mother Latvia at the helm of the ship of state (MiNo. 42/45 A/B). Hair fluttering in the wind, hands clasping the rudder. Latvia's ship of state roars towards the future under full sails - you have to think about them. Involuntarily I see the girl from Volendam, Mrs Antje, who is so often used as a symbol of the Netherlands.

The nice thing is that the three asterisks on Mother Latvia's cap refer to the regions. They can be traced back to the name of an ancient Latvian tribe called "star-bearers" (fig. 6). The star motif already appears in ancient times as a decorative element on clothing. Estonia and Lithuania, unlike Latvia, do not have a woman in traditional costume as a symbol of the nation.

Collectioning

Traditional costume is not something that, once created, is worn more or less unchanged for centuries. Rather, it was created and, in the case of Latvia – but not only – changed over a long period of time using the materials that peasant society produced. It was not until the 19th century that the mystical period of freedom between 700 A.D. and 1300 A.D. was idealised as style-forming and its supposed clothing declared to be decisive for the "national costume" of the young nation. Scarves, wide cloaks and tunics are the oldest of these forms of dress (fig. 7).

We recognise them again with Mother Latvia on the 1919 stamps: ribbons, sashes and belts complete the picture and serve as storage instead of bags (fig. 8).

In particular, knitted gloves form part of the winter clothing. Their patterns remain popular.

In past centuries, what one wore was a question of gender, social status, profession or other criteria such as whether or not a man and woman were married. Clothing was flexible; it could be adjusted and loosened at work. Clothes also developed in technical terms (manufacture, fabrics used, methods of weaving and attaching parts), and only later in terms of fashion. Over the centuries, bronze ornaments gradually disappeared. Under German influence, more and more embroidery appeared as a component of clothing. Separate items of clothing were combined to form a larger whole. The blouse and the wrap skirt became the dress.

The three-volume handbook "Latviju Rasti" (English: the becoming of Latvia) must have been Latvia's first comprehensive work on this subject. Rihards Zariņš, the designer of Latvia's first traditional costume brands, had already begun collecting data for this in St. Petersburg before the First World War. In the introduction, he wrote in 1924 that he expected clothes that were still commonly worn around 1889 to disappear quickly. But he also pointed out the emotional value that Latvians attached to old traditions, to what was "their own" (fig. 9).

Zariņš also mentioned "dainas", traditional Latvian songs and poems, as highly valued cultural elements. Dainas have been carefully collected and recorded for a long time. The National Centre for Costumes in Latvia points out that the first Latvian General Song Festival in Riga in 1873 was attended by a large number of people in traditional costumes. This gave an additional 'boost' to the national cause and encouraged the wearing of traditional costumes on festive occasions far beyond the Song Festival.

Traditional costume(s) and politics

The collecting of "folk art" had already begun in the 19th century. Everywhere in Europe, traditional costumes were carefully collected, described and preserved. During the 20th century, this collecting sometimes got into troubled political waters. Especially during the two Soviet occupations, "Latvian" and with it the traditional costumes took on a special function. On the one hand, the ideology of Marxism-Leninism emphasised the people as the masses and the proletariat. Old clothes, work traditions, the music of the people were first placed in the politically "right" corner. However, this ended quickly as soon as "the people" rebelled against Soviet centralism and Russian nationalism. The Latvians themselves loved their traditional costumes all the more, the more they enabled them to make visible "their own against the occupiers" (fig. 10).

In the public eye of those years, the wearing of Latvian traditional costume developed like the "double lottery": the wearers of the costume valued the national idea, the Soviet rulers the people without a nation. The Soviets promoted the singing festivals as an expression of "proletarian folk art". The Latvians attended them in "traditional costume" as a manifestation of national self-confidence. The compulsory part in the sense of proletarian internationalism was followed by folk dancing in national (single) costume. Thus stamps and postal stationery from the Soviet period also show Latvian costumes. What has been said about the Latvians and their costume(s) probably also applies *mutatis mutandis* to the other two Baltic peoples. Please feel invited to find out!

Pictures

Fig.1: Latvia MiNr. 480, Block 3, 1998; traditional costume couple from the Krustpils region at midsummer

Fig.2: Lithuania, MiNr. 509, 1992; pair of traditional costumes from the Suvalkija region (19th century)

Fig.3: Estonia, MiNr. 472, 2003; woman and girl from Äksi

Fig.4: Latvia MiNr. 33, 1919; Latvija with sword and oak wreath

Fig.5: Latvia MiNr. 40, 1920; Mother Latvija with her three daughters Livonia, Courland and Latgallen.

Fig.6: Latvia MiNr. 43A, 1920; Latvija at the helm

Fig. 7: Female traditional costume group

Fig.8: Latvia MiNo. 648, 2005; mitten, finger glove, traditional costume pair from south-west Latvia.

Fig.9: Soviet Union MiNr. 2709, 1962; Latvian traditional costume group

Fig.10: Soviet traditional costume envelope, used up in 1992; Registered Prioritaire; Latvia MiNo. 339, 345(2), 347

Fig.11: Soviet traditional costume cover, used up in 1992; Latvia MiNr. 336

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Roberts Kļaviņš and Brūno Kalniņš - Patriots in Twilight

Olav Petri, Zeist (NDL) and Thomas Löbbbering, Holzappel (D).

The Corona period offered Olav Petri and Thomas Löbbbering the opportunity to deal with an envelope that had hitherto led its existence in a grab box as not worth collecting because of its unsightliness. The occupational therapy led to surprising results.

Philatelic

The envelope (fig. 1), heavily trimmed on one side and somewhat creased, was mailed on 23 July 1927 as a registered local letter within Riga and enclosed. Postage paid with 21 Santīmi, Michel no. 89 and 95, with 6 Santīmi for the local letter and 15 Santīmi for the additional registered service, it bears the handwritten notes "Ierakstit!" for "registered" and "Steidzīgi!" for "urgent". The authors consider the numbers "3" and "137" noted in red crayon to be administrative notes. An express dispatch as an additional service subject to postage is not recognisable due to the lack of postal notes, and so the matter was almost settled when one took a look at the address.

Questions

It contains the word "pulka", whose nominative "pulkas" in Latvian refers to the military unit of a regiment, led by a "pulkvedis", a colonel. The address thus reads "**To Colonel Kļaviņš, Commander of the 4th Wolmar Regiment in Riga**". This raised questions as to what role this colonel played in the young republic and whether there was a regiment in each region of Latvia bearing their name. We know the surcharge stamps in favour of the Latvian self-defence organisation "**Aizsargi**" from 1931/32, Michel No. 190–205, which also show its founding father and long-time Minister of War Jānis Balodis (born 20.2.1881 in Trikāta / Trikaten, died 8.8.1965 in Saulkrasti / Neuhof). Did the Aizsargi form the Latvian armed forces? How were they organised, given the name?

"**Roberts Kļaviņš**" (fig. 2, born 10.11.1885 in the Madona / Modohn district, shot 16.10.1941 near Moscow), also written as "Robert Klawin(t)sch" in the contemporary German spelling, belonged to that generation of Latvian officers who had still enjoyed their training in the Tsarist Empire before they fought in the Latvian regiments of Russia against the troops of the Central Powers Germany and Austria-Hungary during the First World War. During the Russian Civil War of 1918-1920, the majority of these regiments were deployed on the side of the Bolsheviks. For example, the first commander-in-chief of the Red Army in 1918/19, **Jukums Vācietis** (born 11/23 November 1873 in Jaunmuižā / Neuhof, executed 28 July 1938 in Moscow), came from them.

Unlike Vācietis, Kļaviņš did not continue his career in the Soviet Union after the First World War, but in Latvia. Promoted to colonel, he took command of the **4th Valmiera Infantry Regiment** in 1922, and with promotion to major general in 1931, first as deputy and then as commander of the **Vidzeme Division** in 1934 (fig. 3). The Livonian Division also included the troops around the capital Riga and was of great domestic importance.

With the authoritarian coup d'état under **Prime Minister Kārlis Ulmanis** (b. 23.8./4.9.1877 in Bērze / Behrshof, d. 20.9.1942 in exile in Türkmenbaşy, today Turkmenistan) and **War Minister General Jānis Balodis** (fig. 4) on May 15, 1934, Kļaviņš, who was close to the Social Democrats, was relieved of his command and put into temporary retirement.

This ended with the Soviet occupation of Latvia in 1940 as a result of the German-Soviet Non-Aggression Pact of 23 August 1939. Major General Kļaviņš was reactivated and promoted to lieutenant general. As such, he briefly assumed the **supreme command** of the now so-called "**Latvian People's Army**" from 21 June 1940 to 27 September 1940. In fact, he organised its integration into the Soviet Army. Consequently, he subsequently took command of what was now the XXIV Territorial Corps of the Soviet Army, based in Riga, from 27 September 1940 to 22 June 1941.

Kļaviņš was temporarily supported and supervised by his political deputy, **Brūno Kalniņš** (fig. 5, b. 7/19.5.1899 in Tukums / Tuckum, d. 26.3.1990 in Stockholm), who as the highest "**politruk**", as a political commissar with the rank of major general, had taken on the task of "cleansing the Latvian People's Army of politically unreliable elements" in the sense of the new rulers. Kalniņš had been a leading figure in Latvian social democracy and an elected member of parliament until the coup d'état in 1934, before Ulmanis forced him into exile in Sweden. Returning to Latvia from there in 1940, his short military career ended after only a few months in the autumn of 1940 when he was discharged. After a brief interlude as a university lecturer at the Soviet-era University of Riga, he was imprisoned for political activities under German occupation from 1941 to 1944. After his release, he managed to escape to Sweden, where after the war he became, among other things, **party leader of the Latvian Social Democratic Party in Exile**. Both Kļaviņš and Kalniņš's co-responsibility for the crimes they committed under Soviet leadership still leave them in political twilight today.

The picture of the swearing-in ceremony of the last class of Latvian officer students on 27 July 1940, at which Brūno Kalniņš, as a political deputy in uniform, gave the speech, seems significant (fig. 6). Also visible in the picture is **Augusts Kirhenšteins** (also spelled August Kirchenstein in German; born September 6/18, 1872 in Mazsalaca / Salisburg, died November 3, 1963 in Riga), who succeeded Ulmanis as Prime Minister from 20 June to 25 August 1940. In this capacity, he officially requested Latvia's accession to the Soviet Union on 5 August. Subsequently, as a member of the CPSU, the former Social Democrat held the position of "Chairman of the Presidium of the Supreme Soviet of the LSSR", i.e. the President of the Soviet Republic, from 1940 to 1952.

To the right of Kirhenšteins are Roberts Kļaviņš and War Minister **Roberts Dambītis** (fig. 7, also Damītis or Dambōtis; b. May 2/14, 1881 in Trikāta / Trikatēn, d. March 27, 1957 *ibid*), General Balodis's successor as War Minister in 1940/41. Under German occupation, Dambītis served time in various prisons and in the Sachsenhausen concentration camp from 1941 to 1945. After liberation, he spent the last years of his life in his native Trikāta / Trikatēn.

General Kļaviņš was caught up in the great wave of arrests and deportations with which the Soviets swept the entire Baltic States in mid-June 1941, a few days before the German invasion of the Soviet Union on 22 June. Under the pretext of a commander's meeting, he was ordered to Moscow together with numerous comrades from all three Baltic states, imprisoned there and sentenced to death on 29 July. A short time later, on 16 October 1941, he was executed. His fate, like that of several persons mentioned in this article, is representative of the tragedy of numerous Baltic patriots who became victims of political repression from 1940 onwards.

The Latvian Armed Forces

It remains, then, to briefly address the structure of the Latvian armed forces: In the interwar period, the army was divided into 13 infantry regiments, all of which bore the names of cities. The regiments, in turn, were divided into four divisions, which bore the names of the four regions of Latvia. In addition, there were the air force and the navy, which, however, were of little importance in terms of size and numbers.

The **Latvian armed forces** were joined by the so-called "**Aizsargi**", literally "guards" or "home guard". This militia emerged from the Latvian War of Independence and was founded on March 20, 1919. Initially intended as a reserve for the Latvian armed forces in the 1920s, the Aizsargi developed, through the inclusion of women and young people, into a general people's army that included all Latvian residents between the ages of 16 and 60. Under Kārlis Ulmanis from 1934, the Aizsargi were given preferential financial and political resources and grew into a militarily structured and fully equipped parallel army by the beginning of World War II. The authoritarian state of President Ulmanis did not rely primarily on the Latvian armed forces for domestic policy, but on the Aizsargi.

In 1940, with more than 60,000 young men and women divided into 19 regiments, they comprised considerably more personnel and material than the Latvian armed forces. Accordingly, in all three Baltic states, the Soviets were the first to destroy not the armed forces but the home defence forces in 1940. About 80% of the Aizsargi officer corps were immediately imprisoned and deported, many of them liquidated. Even for Finland, the USSR arranged for the dissolution of the home guard, Suojeluskunta, at the Paris Peace Conference in 1946.

Pictures

Fig. 1 cover (see text)

Fig. 2: Colonel Roberts Kļaviņš around 1925.

Fig. 3: Lieutenant General Roberts Kļaviņš around 1940.

Fig. 4 General Jānis Balodis, Latvian Minister of War 1931 to 1940.

Fig. 5: Brūno Kalniņš around 1936.

Fig. 7: Roberts Dambītis, Latvian Minister of War 1940-1941

Fig. 8: Contemporary Poster of August Kirhenšteins's government, Latvian SSR, August 1940.

Fig. 9: Breast emblem of the Aizsargi

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Picture credits Fig. 2 to 9: Wikipedia

One country of destination – different paths

Michael Wieneke, Cologne (D)

Today, we simply take the carriage of mail by air for granted and it is no longer a topic worth discussing. In the second half of the twenties and thirties of the last century, however, the transport of mail by air was still a topic that "moved the world". The mainly land-based aircraft types at that time had maximum ranges of about 650 km (Junkers F 13) to about 1500 km (JU 52, DC 2). Transporting cargo or passengers across the oceans was thus impossible.

The technical problems of ocean crossings were solved in very different ways by Germany, the USA and Great Britain. Germany relied on flying boats (e.g. DO 18, twin-engined, range approx. 3,500 km), which landed at quay ships – firmly anchored in the North or South Atlantic – and then flew on from there to the USA or South America. Another "leg" was the zeppelin, which also crossed the North and South Atlantic in regular service, without any stopovers.

In the USA and Great Britain, on the other hand, large – four-engined – flying boats from Sikorsky or Short were used, which had a range of 1200 to 1900 km with passengers and cargo. The Boeing 314 could even reach a range of up to 4800 km. Transporting cargo and passengers across the oceans and the Pacific was no longer a dream, but a reality. The transport of mail from Europe to Australia (fig. 1), for example, no longer took several weeks, but only 10 to 15 days and could be carried out in a regular liner service.

The colonial power Great Britain had to supply its colonies and areas of interest in the Middle and Far East, in Africa and in Australia. For this reason, the airline IMPERIAL AIRWAYS was founded on March 31, 1924. In November 1925 it made an experimental flight to South Africa and in June 1926 one to Australia. The first experimental flight for airmail to Australia took place in April 1931 and lasted 26 days.

Imperial Airways' first scheduled airmail flight from London to Brisbane, Australia, took off on December 8, 1934, travelling from London, Paris, Rome, Brindisi, Athens, Alexandria, Cairo, Karachi,

Calcutta, Singapore and via Dutch India to Darwin, Australia, terminating in Brisbane (carriage from Singapore to the line's terminus in Brisbane was the responsibility of the Australian airline QUANTAS). From 1936, Imperial Airways used Short S 23 flying boats on this route.

Some companies from Lithuania maintained extensive business relations with companies in Australia. One Lithuanian company even sent a representative there (Erwin Edel with address Waverley near Sidney).

Apparently, some of this mail traffic was so intensive that the Lithuanian postal administration had an agreement with Imperial Airways to send mail from Kaunas for Australia in a sealed bag addressed to the Imperial Airways station in Athens.

Somewhat surprising is the fact that **the mail from Kaunas to the Imperial Airways station was carried by two different routes.**

The letter shown (fig. 2+3) first flew from Kaunas to Berlin on February 11, 1938 (transit stamp Berlin-Zentralflughafen of February 12, 1938). **From Berlin** it went with the "**Reichspostflug**" to Athens, where it was handed over to the Imperial Airways station.

The Melbourne arrival postmark of February 25, 1938, allows us to calculate the transport route from Athens. On February 14 or 15, 1938, the letter with flight no. IE 627 (flying boat COOGEE, type Short S 23) went from Athens on the route already described via Darwin (transit on February 22/23) and Brisbane (transit on February 24) to Melbourne.

The **second way** led from Kaunas **via Berlin and Rome to Imperial Airways Station in Brindisi**. This letter (fig. 4+5) is impressive not only because of its high franking, but also because of the many and significant transit cancellations.

It was posted in Kaunas on February 2, 1939 with destination Canberra/Australia. The registered letter is franked with 18.70 Litai postage (1.30 Litai foreign letter postage up to 60 g plus 6 x 2.80 Litai airmail surcharge plus 60 Centų R letter) and shows the transit postmark "Berlin-Zentralflughafen" with date of February 4, 1939 – 18:00.

The letter was not routed to Athens on the "Reichspostflug", but via Rome to the Imperial Airways station in Brindisi (Brindisi arrival postmark of February 6, 1939). Based on the Brindisi arrival postmark, it is clear that the letter was forwarded on Imperial Airways flight SE 84 (flying boat CERES, type Short S 23) via Athens and Cairo to Karachi (arrival on February 9, 1939). In Karachi it was then transferred to the flying boat CHALLENGER (fig. 6, departure Karachi on February 9, 1939). The letter passed Darwin/Australia on February 12, 1939, continued via Sidney (transit on February 15, 1939) and reached its destination Canberra on the same day.

Were all letters from Lithuania to Australia now forwarded via Kaunas and Berlin to the Imperial Airways stations? Apparently this is not the case, as the following correspondence shows: Letters to this address in Australia were always posted in Klaipėda, but not forwarded from there to Kaunas for onward carriage.

According to the railway postmarks of the train "Z 18 Marienburg - Eydtkuhnen", the **airmail from the Memel region** was transported by the so-called "**Corridor Express**" from Klaipėda via Insterburg to Königsberg and then only from there by airmail or further by railway mail to Berlin (fig. 7+8).

The letter to Erwin Edel in Waverley/Sidney was posted as an airmail letter in Kaunas on 7 May 1938. The letter is postage paid at 4,-- Litai (0,40 foreign postage + 0,60 R-letter surcharge + 3,-- Litai airmail surcharge). The railway postmark of train Z 18 dated May 11, 1938, shows that the letter was brought to Königsberg or Berlin by the "Corridor Express". From Berlin it then went by "Reichspostflug" to the

Imperial Airways Station in Athens. Based on the transit postmark from Darwin dated May 22, 1938, it can be determined that this letter was flown from Athens to Australia on Imperial Airways flight IE (flying boat CERES) on the usual flight route. The letter reached the recipient Edel in Waverley on May 23, 1938.

Pictures

Fig. 1: Main flight routes of Imperial Airways and associated airlines

Fig. 2 and 3: Letter from Kaunas via Berlin and Athens to Melbourne, February 1938

Fig. 4 and 5: Letter from Kaunas via Berlin, Rome and Brindisi to Canberra, February 1939.

Fig. 6: Flying boat CHALLENGER, type Short S 23

Fig. 7 and 8: Letter from Klaipėda by rail to Königsberg, from there by air, May 1938.

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Read for you: New publications in literature

Thomas Löbbeling, Holzappel (D)

The title could not be more inappropriate. For the literature I would like to present to you today I have neither read nor is it a new publication. It is written in Lithuanian, which I do not speak, and it was published in 2014.

They are two heavy volumes on the postal history of Lithuania from the 18th century to 1940. Not only do they weigh 4.8 kg together, but their high-quality and vivid layout makes you want to delve into them and not put them down until you have worked through them.

Both volumes are published in the series "muziejus ir kolekcininkas" of the Lithuanian National Museum, Lietuvos Nacionalinis Muziejus, in Vilnius. They combine the exhibits and the knowledge of postal history from the collections of our member Vygintas Bubnys and the holdings of the National Museum under Julija Normantienė. Rich illustrations and their concise descriptions do not require any knowledge of Lithuanian. They speak for themselves. In addition, for both volumes there is a summary of the contents both in English and Russian at the end.

Volume 1, "Paštas Lietuvoje iki 1918 metų: siuntos, antspaudai, žymos", "The Postal Service in Lithuania until 1918: Parcels, Postmarks and Postal Notices", covers the postal history of the present-day territory of Lithuania from the end of the 18th century, the third partition of Poland in 1795, to the proclamation of the independent state of Lithuania in 1918. In four chapters on 340 pages, the diversity of the different postal conditions unfolds.

This ranges from the post

- of the Russian Empire from 1795 to 1915 – this is the main focus,
- the postal service in the Užnemunė region from 1815 to 1866, which belonged to the Congress of Poland.
- and the postal service in the Klaipėda region – which belonged to the Kingdom of Prussia until 1920 and to the German Empire from 1871 onwards.

to the postal conditions during the First World War 1915 to 1918 under Russian and German domination – field posts, censorships, postal area of the Commander-in-Chief East.

Volume 2, "Paštas Lietuvoje 1918-1940 metais: valstybės pašto kūrimas ir veikla, ženklų leidyba", (The Postal Service in Lithuania 1918-1940: Structure and Operation of the State Postal Service and its Stamps), contains 582 pages and provides an overview of the development of the Lithuanian state postal service from December 1918 until the occupation by the Soviet Union in 1940. The postal history section is based on documents from the Lithuanian Central State Archives and the analysis of contemporary press releases. The focus of the second volume, however, is clearly the comprehensive presentation of the stamp issues. As far as possible, these are presented in richly illustrated form from their design phase through printing, distribution and postal use and placed in their historical context.

Volume 2 also follows the guidelines of volume 1, i.e. to present the different postal jurisdictions on the present-day territory of Lithuania. The volume is divided into the following chapters

- the Lithuanian postal service from 1918 to 1940 – this is the main focus,
- the postal service in the Vilnius area 1918 to 1939 – both the Soviet and the Polish periods and the "Central Lithuania" period are dealt with, and
- the mail of the Memel area 1920 to 1923/25 and 1939.

Volume 2 includes in its tabular part not only for the first time the list of the first ten Lithuanian post offices and their superintendents in 1919, but also the list of Soviet post offices of the Vilnius area in 1919/20 together with detailed postage tables for the above postal areas over the entire period.

Why am I presenting both volumes from 2014 to you now? Well, the edition of 600 copies each is running out and the remaining stock is currently available at a fraction of the original price. For little money you get the cosmos of Lithuanian philately in an almost bibliophilic presentation. While stocks last, you can order the volumes: digitally via www.humanitas.lit (search for 'pastas') and analogue via UAB "Humanitas", Butrimonių g. 9, 50220 Kaunas, Lietuva; Tel. / Fax: (+37) 220 333 / (+37) 423 653. Volume 1 is available for € 13.30, Volume 2 for € 19.95, plus shipping costs within EU Europe as an insured parcel of € 14.00. For a total of 47,25 € you will receive an ideal gift for every enthusiastic philatelist. First come, first served.

The new EMS catalogue 2021 is available

The catalogue includes stamps and postal stationery issued in the Republic of Estonia in 1918–40 and from 1991 onwards, as well as those used in Estonia during the German occupation in 1918 and 1941–44. Various local issues are also listed.

The catalogue numbers largely follow the chronological order of the issues, but here and there they have been combined into series. The same applies to the various issues of definitive stamps. The

souvenir sheets are listed chronologically but have their own enumeration. However, the catalogue numbers of stamps issued in souvenir sheets appear in italics in the catalogue listings.

Only the best-known varieties and errors are listed. They are marked as follows: Paper variants with the last letters of the Latin alphabet (x, y, z), colour variants with the first letters of the Latin alphabet (a, b). Differences in perforation are indicated with the letters g, h, i and in gumming with m and n. Capital letters (A, B) indicate differences in design.

You can obtain the printed catalogue at a price of 25,- € plus 14,- € shipping costs from our member Oliver Hanschmidt at URL: <https://forms.gle/qttLRZHj8fZZY52U8>.

Digital Regulars' Table of the ArGe Baltikum

Friedhelm Doell, Aschheim (D)

Since the beginning of the Corona pandemic, many members of the Baltic Working Group have missed the personal meetings in Hennef. In addition to the necessary club formalities, these meetings thrive on personal exchange, showing and discussing new covers with like-minded people and the prepared "expert lectures" by members on philatelic topics.

There is no substitute for this without a face-to-face meeting. However, we initiated a "digital" regulars' table from May 2021 for all interested parties, whereby people who are not ArGe members are also welcome. The virtual meeting will take place monthly on the first Saturday at 17:00 Berlin time (18:00 Baltic time), duration about one hour. All you need to participate is internet access, a screen and speakers. The access link is published in the web of the ArGe: simply click on the link shown there under arge-baltikum.de on the page Activities -> Events. If necessary, the ArGe webmaster Friedhelm Doell can help (please contact him before the start of the event).

Most of the meetings so far have been attended by 6 to 9 people (in September only 3), including ArGe members from Germany, the Netherlands and Estonia as well as guests from the USA, South Africa and Lithuania. Whether announced topics or spontaneous information, questions and answers – it was always an interesting hour for everyone. Why don't you come and visit us!

Fig.: This is what the "video chat" looks like for the participants when no document is shown. Whoever is speaking at the moment has a yellow border around his picture.

Board elections 2022

Chief Editor:

In preparation for the 2022 board elections, the chairman wrote to six members of the Baltic Working Group in May 2021 to find out whether they were willing to stand for election as chairman and editor-in-chief as well as managing director of the Working Group. After numerous discussions, we are pleased to announce that Torsten Berndt as Chairman and Editor-in-Chief and Martin Bechstedt as Managing Director are two qualified and long-standing members of the Association. It is also gratifying that Michael Haslau as treasurer and Friedhelm Doell as webmaster want to stand for re-election. In the following, Torsten Berndt and Martin Bechstedt briefly introduce themselves with their philatelic CVs.

Torsten Berndt, Constance (D)

When Martin Bechstedt called me in early summer and asked me if I would be willing to take responsibility for the working group, I was initially surprised for two reasons. Firstly, not only was I not a member of the board, but I had also only found my way to Hennef once or twice. Secondly, I do not necessarily consider myself a Baltic specialist.

Of course, I agreed to take on tasks in the board, regardless of the position. Since not all members know me, the chairman asked me for a short philatelic curriculum vitae.

Born on December 11, 1967, in the American sector of Berlin, I washed my first stamp at the age of a good six and a quarter at the end of April 1974. Fortunately, my father was able to teach me the philatelic basics. Of course, at first, I collected Berlin and Bund (Bundesrepublik = Federal Republic of Germany), and from 1978 I was a subscriber to the mail-order office in Goethestraße. But I was soon more convinced by the Saarland, Sweden and Norway than by the Bund. I also collected the Faroe Islands and Åland.

I came to Estonian philately at the beginning of the new millennium through two children. I had been donating regularly to the SOS Children's Villages for about 15 years before I decided to take over the sponsorship of two children. They grew up in the SOS Children's Village Keila in Estonia. Besides philately, I was also interested in the history of Estonian railways. I did get a connection to Latvia and Lithuania after my godchildren had grown out of the Keila Children's Village. For professional reasons, however, I did not have the time for a more intensive study of both countries and their philately.

Philately and railway history are the two hobbies that I have also made my profession. After a short stint on the local editorial staff of the Berliner Zeitung, I worked for railway magazines for ten years before moving to Philapress Publishers in Göttingen in 2005. Eberhard Cölle, editor-in-chief of the DBZ (Deutsche Briefmarken Zeitung = German Stamp Magazine), then asked me if I wanted to succeed him. From April 1, 2009, I was in charge of the DBZ editorial team, and from September 1, 2013, I was also in charge of the Briefmarken-Spiegel ("Stamp Mirror", another philatelic magazine) editorial team. Twelve years are enough, however, which is why I decided in 2020 to leave Philapress Publishers at the end of the first quarter of 2021 and join Thomas Schantl's group of companies as philately project manager.

In addition to the Baltic Working Group, I belong to the Filatelistengroep Het Baltische Gebied, the Federal Working Group for Railway Mail, the Research Association Berlin, the International Railway Motif Group, the Israel Interest Group, the Nordic States Research Group, the Saar Federal Working Group, the Hanover Stamp Club, the AIJP Professional Journalists' Association, the Philatelic Libraries of Hamburg and Wuppertal, the German Society for the History of Post and Telecommunications as well as the Royal Philatelic Society London, each as an ordinary member.

I also support the Young Stamp Friends Support Group of the German Philatelic Youth. The Federation of Philatelic Associations, one of the member associations of the Federation of German Philatelists, elected me as its managing director at its annual general meeting in autumn 2020. I took up the post only after leaving the DBZ, as it functions as the organ of the federation.

I am, of course, always available for questions.

Yours sincerely, Torsten Berndt

Martin Bechstedt, Bargteheide (D)

- married, 2 children

- born on May 27, 1953 in Lüneburg
- 1972 school leaving examination
- 1972–1979 studied chemistry and history at the University of Hamburg, two years of scientific work in the field of history of science
- 1981–2018 Teacher of chemistry and history at a secondary school in Hamburg,
- Retired since 2018

Philatelic

- From 1995 trips to the Baltic States, building up own collections
- 2005–2017 Chairman of the Research Association Lithuania e.V., editor of the journal LITUANIA
- 2005 Publication of the 1st volume of the Lithuanian Handbook of Philately and Postal History ("The stamps of the Auksinas currency 1918–1922"); Vermeil at the Mare Balticum in Mariehamn / Åland 2005, Gold Medal in Kaunas 2007 and Grand-Vermeil at the LIPSIA 2007 in Leipzig
- 2011 Publication of the 2nd volume of the handbook ("The stamps of the litas currency 1922–1940/41"); Vermeil at the IPhLA 2012 in Mainz and Grand Gold in Kaunas 2015
- 2015 Publication of the 3rd edition of the stamp handbook "Postmarks in Lithuania" in cooperation with Witold Fugalewitsch.
- Since 2016 Member of the Arbeitsgemeinschaft Baltikum e.V.; specialist editor Lithuania of the journal BALTIKUM
- 2018 Publication of the handbook "The date stamps of independent Estonia since 1991"; Grand Silver at ESTONIA 2018 in Tallinn
- 2021 Publication of the handbook "The date stamps of the independent republic of Lithuania since 1990" together with Bernhard Fels; collaboration in the development of a digital database of modern Lithuanian postmarks.

Preview of BALTIKUM No. 13 / 2022

What can you look forward to? Here is a first selection of planned articles:

- Provisional Russian stamp issues from GDOV 1919
- 100 Years of Civil Aviation in Estonia 1921–2021
- 5 Senti Päts, Michel no. 115 (part 1)
- Money and insured letter dispatch in the Baltic States

- Latvia: still plenty of space for your item ...
- Lithuania: still plenty of room for your item ...

Please send your article for BALTIKUM No. 13 / 2022 by the end of March 2022.

Fig. "good luck in the new year"

... wishes you the editors of the magazine "Baltikum"

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