

**THE OTTOMAN POSTAL AND TELEGRAPH SERVICES
IN THE LAST QUARTER OF THE NINETEENTH CENTURY**

by

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**“The Ottoman Postal And Telegraph Services
in the Last Quarter of the Nineteenth Century”**

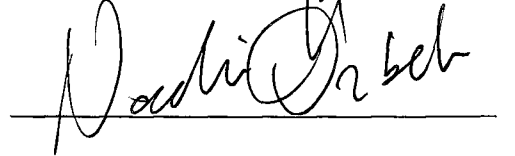
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in partial fulfillment of the requirements
for the degree of Master of Arts at
the Atatürk Institute for Modern Turkish History**

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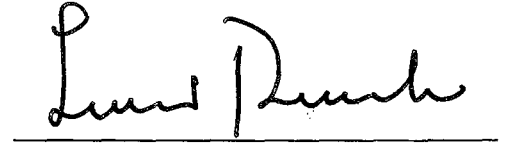
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SUMMARY

Public postal services were inaugurated in the Ottoman Empire with the establishment of the Ministry of Post in 1840. The institute was an extension of the new administrative approach which appeared especially with the *Tanzimat* Decree.

The first telegraph lines were installed in 1855, during the Crimean War. In time, the telegraphic network developed rapidly in the Empire. From 1871, the telegraph and postal services were managed from a single administrative center.

This thesis tells of the modernization process seen in the Ottoman postal and telegraph services in the last quarter of the nineteenth century. The process, which was begun with the membership of the Ottoman State in the Universal Postal Union in 1874 and continued under the reign of Abdülhamid II, created quantitative and qualitative changes in post and telegraph services. The system began to work much more efficiently than it had in the past. Another important finding of the thesis is that the sultan was not the only actor in the process; officials placed in the low ranks of the bureaucratic structure played significant roles in this improvement.

The thesis also examines the foreign post offices operating in the Empire. The state struggled with the foreign post offices to obtain its monopoly right over communication systems; although it did not reach certain results, the Ottomans did accomplish the modernization of their own system.

The survey depends mostly on primary sources.

ÖZET

Osmanlı Devleti'nde kamusal posta hizmeti 1840'da Posta Nezareti'nin kurulmasıyla başlamıştır. Bu kurum, özellikle Tanzimat Fermanı ile belirginleşen yeni yönetim anlayışının bir uzantısıdır.

Osmanlı Devleti'ne ilk telgraf hatları 1855'te, Kırım Savaşı sürecinde döşenmiş ve zamanla telgraf ağı ülke içinde hızla yaygınlaşmıştır. 1871'den itibaren telgraf ve posta teşkilatları tek elden yürütölmeye başlanmıştır.

Bu tez ondokuzuncu yüzyılın son çeyreğinde Osmanlı posta ve telgraf hizmetlerinde görölen modernleşme sürecini anlatmaktadır. Osmanlı Devleti'nin 1874'te Uluslararası Posta Birliği'ne üyeliği ile başlayıp II. Abdülhamit idaresi altında devam eden süreç, posta ve telgraf hizmetlerinde nicel ve nitel bir deęişim yaratmış, sistem eskisine oranla çok daha etkin bir şekilde işlemeye başlamıştır. Tezin önemli bir tespiti de sürecin tek aktörünün sultan olmadığı, bürokratik yapıda daha alt kademede yer alan memurların da bu gelişimde önemli bir rol oynadığıdır.

Tez, ayrıca, imparatorluk içinde hizmet veren yabancı posta ofislerini de konu edinmektedir. Devlet, iletişim sistemleri üzerindeki tekel hakkını sağlayabilmek için yabancı postalar ile mücadeleye girişmiş, kesin sonuca ulaşamamış olsa da, kendi sistemini modernleştirmeyi başarmıştır.

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CHAPTER ONE

INTRODUCTION

The modernization process, observed from the times of Sultans Selim III and Mahmut II, is a controversial subject for nineteenth-century Ottoman historiography. Its beginning, development, and practices have been explained differently by scholars. As a common point, these reforms, whether called modernization or Westernization, involved all social institutions throughout the nineteenth century, created radical changes in Ottoman political and social life, and thus prepared the ground of the second constitutional regime and the Turkish Republic. 1839 marked one of the most crucial peaks of the 1800s, generally accepted as the starting point of the modernization efforts. In November 1839, an imperial decree was proclaimed in Gülhane Park, ushering a new reform era called the *Tanzimat*.

The decree of 1839 clearly showed that the Ottoman State was determined to pursue its policy of change in the manner of governing in the direction of modern/Western/European style administrative practices. The decree, although it emphasized God and the Koran several times,¹ was an indication of the state's will to be secularized. It was the first time that the Sultan, the shadow of God on the earth, promised his subjects to protect their lives, honor, and property without discrimination and declared all Ottoman subjects equal under the law. Additionally, military conscription and taxation would be reorganized and become fair.²

Therefore, first, a step was taken to establish equality among the subjects of the Empire. Second, having a number of rights, the "subjects", unconditionally

¹ The Rescript of Gülhane. Available [online] at http://www.ata.boun.edu.tr/Department%20Webpages/ATA_517/resources.html

² Eric Van Zürcher, *Modernleşen Türkiye'nin Tarihi*, trans: Yasemin Saner Gönen (İstanbul: İletişim, 2001), p. 78; Roderic Davison, *Turkey: A Short History* (Huntingdon, England: Eothen Press, 1998), p. 91.

serving the Sultan, gradually became “citizens”, served by the ruler. Third, undertaking some responsibilities, the patriarchal power of the Sultan became a worldly authority. This simple but drastic decree altered the relationship between the ruler and his subjects, and naturally, the consequences were reflected in various social practices, such as law, education, and public works.

The reasons that paved the way to the *Tanzimat* reforms are still under debate. A credible one, at the first look, was the military defeat to the Egyptians in Nizip in June and the emerging necessity of foreign help. To provide European assistance, the Empire made a diplomatic attempt and, with the *Tanzimat* decree, tried to satisfy some of the demands that had been urged by foreign governments for a long time. Equal treatment for all Ottoman peoples would put an end to the complaints coming from outside and inside about better life conditions for non-Muslim subjects. Promising this, the Ottoman Empire was provided with foreign assistance, and thus, superiority against its own vassal, the khedive of Egypt.

The Egyptian question was clear motivation for the *Tanzimat*. A similar reasoning can be made for the proclamation decree of 1856, the *Islahat Fermanı*: the Ottomans were again in military trouble, wanted to be in an advantageous position at the peace table at the end of the Crimean War. These assumptions are correct to a certain extent, yet they remain insufficient in explaining the whole reform experience arising after 1839. The process was much more complex and it is hard to define all the incentives precipitating the change. Nevertheless, there is no need to hesitate to say that the will to change was based on domestic dynamics rather than originated from without, because the results of the reforms had a profound impact on the Empire, the new practices were rooted in society undeniably and were carried on by later governments, by Abdülhamid II, by the Committee of Union and Progress, and

by the Republican statesmen. If there had no been domestic demand for the reforms, they most likely would have remained on paper. Also, the success of the *Tanzimat* in cultivating the staff capable of carrying out fundamental modifications bears witness to this domestic tendency to modernize.

On the other hand, the transformation of the Ottoman State during the nineteenth century cannot be considered separately from events on the outside world. The world had changed; the balance of power had turned upside-down. The superiority of the European States was indisputable and their imperialist projects threatened other countries. Additionally, the winds of nationalism spreading after the French Revolution were pressuring the states, especially the traditional empires. In this respect, living in greatly wide lands, the Ottoman Empire fought to maintain its territorial integrity and use its own sovereignty rights over this territory. Therefore, change became unavoidable for the Sublime Porte. It had to adapt itself to the new world conditions if it wanted to survive. The direction of this adaptation was haphazard towards the West, because “the West was the best”. Acknowledging the Western methods was not an imitation, but a way to overcome the difficulties, to solve problems that had never before been met. The decision of change, as İlber Ortaylı says, was taken not out of admiration for the West, but out of compulsion, the result of domestic decision rather than pressure coming from outside.³

This kind of decision process explains why the reforms were not initially referred to as modernization or Westernization. The Ottomans did not define in advance what would change or to what extent. The modernization of the Ottoman Empire was not a consequence of a detailed plan. There was no clear “modernization project” in the minds of the Ottoman elite. The reforms were introduced as time

³ İlber Ortaylı, *İmparatorluğun En Uzun Yüzyılı* (İstanbul: İletişim, 1999), pp. 23-25.

passed, according to certain events and situations. In some cases they failed and were given up, but in other, continued more forcefully due to their success.⁴ The three leaders of the *Tanzimat*, Reşit, Ali, and Fuat, educated in the Ottoman schools,⁵ did not have a concrete plan to westernize the country; nevertheless, observing the West during their duties in European countries, they intended to undertake the necessary modifications to provide the adaptation of the Empire to the modern world.

The first step of the reforms emerging after the *Tanzimat* was to establish a new administrative system, one based on secular law, abandoning the religious and traditional characteristics of the state. The Sultan became an object of the law and shared his authority with the statesmen in the Sublime Porte. Thanks to the *Tanzimat* Decree, the power in the hands of the Sultan was taken from him in practice and given to the ministries, or *nezaret*, headed by the *Sadrızam*, the counterpart of Western prime minister. Actually, ministries had commenced to be opened before the *Tanzimat*, in the reign of Mahmut II, who had tried to form a Western style cabinet.⁶ During the *Tanzimat* period their number and effectiveness increased,⁷ thus, a strong central bureaucratic structure was established. The new system sought to penetrate the whole imperial territory, both the center and the provinces. By reorganizing the civil and military units entirely, the Sublime Porte tried to create a modern, efficient, and dominant government.

Education was one of requisites of this process, thus, the *Tanzimat* statesmen endeavored to refresh this basic institution. They knew that reforms would flourish only if new generations had the same vision. Therefore, in addition to the Western

⁴ Cemil Koçak, “Yeni Osmanlılar ve Birinci Meşrutiyet”, *Modern Türkiye’de Siyasi Düşünce, Tanzimat ve Meşrutiyet’in Birikimi*, vol. 1 (İstanbul: İletişim, 2001), p. 73.

⁵ Zürcher, pp. 486, 493, 503.

⁶ Davison, p. 88.

⁷ Stanford Shaw and Ezel Kural Shaw, *Osmanlı İmparatorluğu ve Modern Türkiye*, volume2, trans. Mehmet Harmancı (İstanbul: E, 2000), pp. 66-67, 107-109.

style military schools opened in earlier times, civil education was reorganized completely. Government responsibility for education was accepted after the 1840s and the system was re-created from the bottom to the top.⁸ Strengthened with the 1869 regulation, general reforms were made in order to raise the numbers of “new westernized citizens”, especially those who would work in administrative positions. Higher education was also considered. Schools educating civil officials had begun to be opened during the time of Mahmut II, but their real development came after 1839.⁹ Opened in 1859 to train civil officials for public and international affairs, the *Mekteb-i Mülkiye* was significant in this respect.¹⁰

In the post-Crimean War period, the transformation of the state speeded up. The European influence increased over the country in various ways. European intervention increased its pressure on the Empire’s political decisions. A noteworthy example was the decree of 1856, written by three European ambassadors together with Ottoman statesmen.¹¹ Moreover, European technological developments, particularly in transportation and communications, commenced to be used intensively. The construction of railways and telegraph wires was accomplished by European private companies. The competition among them and their relations with the Sublime Porte played significant roles in Ottoman political life. In addition, the dramatically increased expenditure of the government inevitably led to for European loans, which would end with the bankruptcy of the Treasury after twenty years.

Towards the last quarter of the nineteenth century the conditions became harder for the Ottoman Empire. Encountering difficulties in securing foreign loans,

⁸ Davison, “Westernized Education in Ottoman Turkey”, In *Essays in Ottoman and Turkish History 1774-1923: The Impact of the West* (Austin: University of Texas Press, 1990), p. 172.

⁹ Bernard Lewis, *Modern Türkiye'nin Doğuşu*, trans. Metin Kıratlı (Ankara: Türk Tarih Kurumu, 1996), p. 85.

¹⁰ Davison, “Westernized...”, p. 171.

¹¹ Davison, *Turkey: ...*, p. 94; Zürcher, p. 85.

the government declared that it would reduced its debt payments by half, and one year later were suspended them entirely.¹² When Abdülhamid II took the throne in 1876, a new political system, a constitutional regime, was proclaimed. After a short time, in April 1877, the Russian War broke out, the consequences of which were devastating for the Ottomans. The extent of territory losses was great. According to the Berlin Congress, held after the war, Serbia, Montenegro, and Romania became independent, Bosnia was occupied by Austria, and Bulgaria became a tributary principality. Cyprus was occupied by the British even before the Treaty.¹³ The Berlin Congress was the first alarm warning of the Empire's dissolution.¹⁴ Under these circumstances, the principal aim of the Ottoman elites was to protect the existence of the Sublime State.¹⁵

In this respect, the reign of Abdülhamid II was a continuation of the *Tanzimat*, not a break. As Stanford and Ezel Shaw put it, Abdülhamid was the last man of the *Tanzimat*.¹⁶ The implementations of both periods were essentially similar and the concentration of them was, by exaggerating, to be suited to the environment, and thus, to survive through the process of natural selection. The slogans written on commemorative medallions struck in 1850 summarized the intention, motivation and perception of the *Tanzimat* man and also the Hamidian. On one side: *Cet Etat Subsistera. Dieu le veut* was written. The slogans around it were: *Justice égale pour tous*, *Protection des faibles*, and *L'Etat relevé*.¹⁷

¹² Şevket Pamuk, *100 Soruda Osmanlı-Türkiye İktisat Tarihi: 1500-1914* (İstanbul: Gerçek, 1990), p. 188.

¹³ Shaw and Shaw, pp. 238-239.

¹⁴ Ortaylı, p. 81.

¹⁵ Orhan Koloğlu, "II. Abdülhamid'in Siyasal Düşüncesi", *Modern Türkiye'de Siyasi Düşünce, Tanzimat ve Meşrutiyet'in Birikimi*, vol.1 (İstanbul: İletişim, 2001), p. 275.

¹⁶ Shaw and Shaw, p. 264.

¹⁷ "The Empire will subsist, God wants this"; "Equal justice for everyone"; "Protection of the weak"; and "The State recovered". Selim Deringil, *The Well-Protected Domains: Ideology and the Legitimation of Power in the Ottoman Empire, 1876-1909* (London and New York: I.B.Tauris, 1998), p. 27.

Modernizing policies, therefore, became a tool for the Ottoman Empire to sustain itself both in the *Tanzimat* period and during the reign of Abdülhamid. They helped to re-build the state, to maintain its sovereignty throughout the country, strengthen it and increased its ability to resist foreign pressures. The reforms not only satisfied the Europeans, but even much more, they were suited the governments' interests. Take law, for example: it was one of the efficient apparatus used not only by the *Tanzimat* elite, but also by the Hamidian regime, while reorganizing the bureaucracy and adapting it to the new conditions. Plenty of regulations declared by the Sublime Porte were to provide an ordered and standardized series of rules in the administration. On the one hand, regulations guided officials, teaching them new rules; and on the other, they allowed the government to keep an eye on its employees and citizens. Rules defined duties and responsibilities, prizes and punishments. The ability to check civil and military officials and ordinary people with such a competent method -law- reinforced the dominance of the state.

Extending the bureaucratic organization, being a part of modernization is generally remembered together with the *Tanzimat*. In contrast, the Hamidian regime is a symbol of dictatorship: one man ruled the whole country. Except for the Sultan, there was no one authorized in the government decisions. Hamid himself said, "What difference does it make whether the *Sadrizam* is Kamil or Said? In fact, the *Sadrizam* is residing in Yıldız, who is me."¹⁸ However, it is not wrong to say that the bureaucratic organization kept growing in the course of the Hamidian era; other political actors and official positions continued to be important. A well-educated and organized bureaucracy, like an effective legal system, was helpful in strengthening the presence of the state. So, it is illogical to think that Hamid did not make use of

¹⁸ Enver Ziya Karal, *Osmanlı Tarihi*, v. VIII, TTK, quoted in Mehmet Aslanoğlu, "II. Abdülhamid'in İktisadi ve Mali Politikalar Üzerindeki Etkisi", *Toplumsal Tarih* 11, no. 63 (1999), p. 25.

this opportunity and eliminated the bureaucracy. Thus, the bureaucratic organization continued. It is further confirmed that the members of this organization were inevitably involved in the policies and decisions of the state. Moreover, the progress achieved in the education system made those working in the state administration more conscious, efficient and professional.

On the other hand, it is undeniable that Abdülhamid II took the power on himself and turned the administration system into what it had been before 1839. The *Yıldız Mabeyn Dairesi* (Secretary of Yıldız Palace) was working like the prime ministry,¹⁹ and of course, it was the Sultan, deciding and making the judgments. Nevertheless, what is claimed here is that Abdülhamid was not the sole architect of the Ottoman modernization in the last quarter of the nineteenth century. The bureaucrats and civil servants were also contributors to this process. Being heirs of the *Tanzimat* elites, they believed that change was necessary, the state had to be modernized, if it wanted to resist the foreign pressures. The officials in the Hamidian era saw that the Empire was able to maintain itself as long as it competed with the European powers. For instance, the priorities of Küçük Said Pasha, one of the *sadr azams* of Abdülhamid, coming seven times to office, were education, finance and economy, the organization of civil servants, and transportation, all of which formed the modern state. Ercümen Kuran writes that, “he strove throughout his long career to reform the Ottoman institutions with the aim of changing the old empire into a modern state.”²⁰ Needless to say, this tendency was not unique to Said Pasha.

The continuity between the *Tanzimat* and Hamidian eras can be seen also in communication policies, the main subject of this thesis. Communication and

¹⁹ Tahsin Paşa, *Sultan Abdülhamid: Tahsin Paşa'nın Yıldız Hatıraları* (İstanbul : Boğaziçi Yayınları, 1996), p.10.

²⁰ Ercümen Kuran, “Küçük Said Paşa (1840-1914) as a Turkish Modernist”, *International Journal of Middle East Studies* I, no. 2 (1970), p. 125.

transportation together were very influential tools for an efficient state administration, not only in the Ottoman Empire, as in all modern or modernizing countries. Moving troops easily over vast territories, establishing public buildings, such as schools, health centers and courts in remote corners of the country, and supervising those places with itinerant controllers could not be realized without developed roads and transportation vehicles. And the means of communication made sending instructions to officials easier. Also, the degree in excellence of internal communications was directly related to the ruler's control and influence over his subjects. The dissident elements in society could be forestalled. If it were possible to know everything in a country, almost nothing escaped the ruler's attention. Consequently, any deviation attracted notice the moment it began. With excellent communications, there was no place to hide, no place for basic but unwanted change to ferment.²¹ This motivation has recently been called the "to know to govern" approach. In reference to this, the modern state needs to control and interfere with its citizens' social life. While citizenship is improving with individual rights, the state activities extend with control mechanisms, such as the population census, bureaucracy, detailed reports, and police organization.²² Communication and transportation can be added to these.

This analysis conceptualized for explanation of Western modernizing can be adapted to the Ottoman modernization and it is definitely useful in understanding the reform process from a comprehensive perspective. However, it is also necessary to look at the local dynamics, motivations, and rationales, which made the Ottoman experience different from that of other parts of the world. Improving communication

²¹ Frederic W. Frey, "Political Development, Power, and Communications in Turkey", *Communications and Political Development*, ed. Lucian W. Pye (Princeton, N.J.: Princeton University Press, 1963), p. 307.

²² Cengiz Kırılı, "Kahvehaneler ve Hafiyeler: Osmanlı'da Sosyal Kontrol," *Toplum ve Bilim* 83 (Winter 1999/2000), pp. 73-74.

and transportation skills in the Ottoman Empire was among the efforts of Mahmut II. The *Tanzimat*'s men polished up the services, and then the trend continued during the reign of Abdülhamid. At this stage, evaluating the advance just as a control tool of the state would be unjust. It was actually related to many dynamics of the environment surrounding the Empire. It was related to the rights of the citizens, the improvement of public works, the increase in commercial activities, and also, with European interventions, the contention with foreign pressure, the struggle against imperialism, and the survival effort of the Sublime State.

An obvious paradigm is the foreign post services. Existing in the Empire from the eighteenth century and intensified after the mid-1800s, they were in confrontation with the sovereignty of the Sublime Porte. Similar institutions were absent in France, the United Kingdom, Russia, and Austria, which easily nationalized their own communication services during the second half of the nineteenth century.²³ But when the Ottoman Empire attempted to do the same, it met with resistance. The Europeans refused permission; Ottoman sovereignty was disregarded completely. Therefore, considering the Ottoman conditions as exactly similar to those of the West surely creates lots of missing points while construing the history.

Moreover, the advance of communication symbolizes modernization in a different way. Improvements in transportation and communication allow human to

²³ A nationalization process in communications, especially for the telegraph, spread throughout Europe in the second half of the nineteenth century. Continental Europe was the first to nationalize its systems. Funda Başaran, *İletişim ve Emperyalizm: Türkiye'de Telekomünikasyonun Ekonomi-Politiği* (Ütopya. Ankara: 2000), pp. 58-59.

In Britain, at the start, construction and operation of the telegraph were left to private companies. However, the competition created a very uneven structure on the main routes. As a result of increasing public dissatisfaction, in 1868, the British government studied the nationalized systems of Belgium, France and Switzerland. D.Eleanor Westney, *Imitation and Innovation: The Transfer of Western Organizational Patterns to Meiji Japan* (Massachusetts: Harvard University Press, 1987), p. 126.

By contrast, the telegraph remained under private control in the U.S. and Canada. However, the telegraph industry became the first industrial monopoly in the U.S. when the Western Union Telegraph Company swallowed up its rivals in 1866. Richard B. Du Boff, "The Telegraph in Nineteenth-Century America: Technology and Monopoly", *Comparative Studies in Society and History*, 26, no. 4 (October, 1984), p. 572.

learn about the land and to rule his area more easily. In this process certain applications, such as standardizing time by hour and calendar, drawing maps, numbering and classifying populations helped the individual. With these tools, modern man became self-confident to “govern” a piece of land.²⁴ In premodern societies it was difficult to reach remote places, but, with modern equipment, the extent of space lost its importance; instead, time, as speed, became the main focus. From now on, it was not important how far the next stop was, but rather how fast the ship or train was and how many minutes it would take. In other words, time and space were separated from each other; Anthony Giddens holds this to be the touchstone of the modernization process:

All pre-modern cultures possessed modes of the calculation of time. The calendar, for example, was as distinctive a feature of agrarian states as the invention of writing. But the time reckoning which formed the basis of day-to-day life, certainly for the majority of the population, always linked time with place -and was usually imprecise and variable... The invention of the mechanical clock and its diffusion to virtually all members of the population were of key significance in the separation of time from space. ...Time was still connected with space (and place) until the uniformity of time measurement by the mechanical clock was matched by uniformity in the social organization of time. This shift coincided with the expansion of modernity and was not completed until the current century.²⁵

Another dramatic change was experienced by the telegraph. James Carey writes of how, “it permitted for the first time the effective separation of communication from transportation. The telegraph not only allowed messages to be separated from the physical movement of objects; it also allowed communication to

²⁴ The life of Robinson Crusoe is a well-known story. In this respect, reading his life from Michel Tournier's *Friday*, rather than Daniel Defoe, is telling.

²⁵ Anthony Giddens, *The Consequences of Modernity* (Stanford, Calif.: Stanford University Press, 1991), pp. 17-18.

control physical processes actively and freed communication from the constraints of geography.”²⁶

The Ottoman Empire also witnessed this separation of time and space. The postal guides examined in the thesis are good examples. Especially, one published in 1892 gives detailed information about time measures between the post offices. The hours are given both in *alaturka* (the Turkish style hour, measuring according to the *ezan*, as reckoned from sunset) and in *alafanga* (the European style standardized time). Similarly, the guides help to draw a map of the Empire. All centers with post and telegraph offices are listed. The 1892 guide, additionally, indexes all towns (*belde*) in the Ottoman State. This kind of line-up had never been done before.

Furthermore, maps became more sophisticated in the late nineteenth century. Beginning with the establishment of the Military College in 1834, modern cartography improved in the 1880s, thanks to the 5th Office of the *Erkan-ı Harbiye* (General Staff). This office was responsible for preparing maps of the Turkish lands in Western Anatolia and the Balkans. Until 1895 the office made various maps in proportion to the necessities. In that year, with the collaboration of French cartographers, a map commission was held.²⁷

In addition to the usage of geography as a military instrument, topographic knowledge was used in public works. In 1865 the first postal map was drawn. In 1905, more detailed ones were made.²⁸ In a book published in the early years of the twentieth century,²⁹ referring to post and telegraph services in Turkey, the writer says, “for a well-organized postal service, it is necessary to know all of the routes,

²⁶ James W Carey, *Communication as Culture: Essays on Media and Society* (Boston : Unwin Hyman, 1989), pp. 203-204.

²⁷ Republic of Turkey, *Başbakanlık Osmanlı Arşivi Katalogları Rehberi* (Ankara: T .C. Başbakanlık, Devlet Arşivleri Genel Müdürlüğü, 1995).

²⁸ They are exhibited in the PTT Museum in Sirkeci.

²⁹ Aziz Akıncan, *Türkiye'de Posta ve Telgrafçılık* (Edirne: Ülktü, n.d.), p. 5. The book does not contain a publishing date. Roderic Davison gives the date as 1913.

and the centers that letters will follow and be cognizant the geography completely, *coğrafyaya tamamen vakıf olunmalı.*” This perception was exactly suited to the separation of time and space theory. Space is passive in front of the means of communication and transportation, or more accurately, in front of the user of communication and transportation. David Harvey writes that, “the conceptions of time and space are important instruments of sovereignty relationships in the society.”³⁰

Turning back to the Ottoman Empire in the late 1800’s from this point, the Sublime Porte was not sovereign over the instruments being used to rule the space. The foreign post offices and steamer companies were the gaps in the Ottoman sovereignty over the imperial territory. The developing/modernizing efforts in this field were primarily to prove itself and to get back its supremacy.

Briefly, the advance of communication in the Ottoman Empire during the last quarter of the nineteenth century should be evaluated regarding all of these points: the improvement of civil rights, the increase of commercial activities, a western-style centralized state, the growth of state control, a well-educated conscious bureaucracy, the state’s efforts to strengthen its ground, contention with Europeans for sovereignty rights, the adaptation to the modern world, and the endeavors of the Empire to sustain itself. Eventually, the emerging thing was a rational, efficient, and cognizant state, that is, a modern state.

Analyzing the advance of the communication system of the Ottoman Empire, this thesis concentrates on the Ottoman postal and telegraph services in the last quarter of the nineteenth century, when dramatic improvements were seen both institutionally and technologically. Discussion of the telephone is beyond the scope

³⁰ Quoted in Oğuz Işık, “Mekanın Politikleşmesi, Politikanın Mekansallaşması”, *Toplum ve Bilim* 64-65 (Fall/Winter 1994), p. 25.

of this thesis, because it was used in a very limited area. Coming in 1881 and prohibited in 1886, the telephone came into common use only after 1908, when the Second Constitution was declared.

The thesis consists of five chapters. After the introduction part, Chapter Two takes a picture of the early times of Ottoman post and telegraph services, and also of the foreign post offices in the Empire, between 1840 and 1875. Chapter Three focuses on the evolution of the postal service at the end of the nineteenth century. First of all, regulations, both international and domestic, are studied. Then the efforts of the bureaucrats are followed through documents such as memoranda and reports. The functioning of the postal service is evaluated by comparing the information given by the postal guides of the time (1884 and 1892), including how many new offices were opened, where were they opened, and how the service was modernized. The postal roads used in the conveying of mail are examined in detail. Also, a few words on the financial structure of the postal service are said. After that, foreign post offices serving in the Ottoman territory during the last decades of the 1800s are considered. The part relating the Ottoman contention and competition with those offices is important to completing the picture given in Chapter Three. In the following chapter, the telegraph system is the main focus. The perfection of the telegraph system is explained again by comparing the two postal guides, with detailed tables. The regulations, international and domestic, the education of telegraph officials, and the procurement of the machines are also discussed. Chapter Five, the conclusion, presents a framework for the Ottoman communication systems and explains its place in the modernization process.

The main sources used in the preparation of this paper were the aforementioned postal guides of 1884 and of 1892, documents from the archives, a book prepared by

Asaf Tanrıkt, making a rich collection of the relevant primary sources. As to place names, they are given as they appear in the Ottoman sources, with a few exceptions. Istanbul, for example, is called “*Dersaade*” in Turkish, and sources in French refer to the city as “Constantinople” and “Consple”. In the thesis, the most convenient “Istanbul” is used. Çanakkale is called “*Kale-i Sultaniye*” in the Ottoman sources. Because it is not well known today, “Dardanelles”, the English counterpart, is used regarding the time of the thesis. For the places beyond the borders of Turkey today, the English versions are preferred. Instead of “*Cebel-i Lübnan*”, “Mount Lebanon” is used, like *Sisam*-Samos and *Sakız*-Chio islands, and the city of *Kudüs*-Jerusalem. In addition, almost all Ottoman documents quoted in the thesis are given only in English translation; the original texts are presented in the Appendix. The secondary sources in Turkish are given not in their original form, but in translation. Translations are all mine, and therefore I am responsible for all mistakes.

CHAPTER TWO

HISTORY OF OTTOMAN POSTAL AND TELEGRAPH SERVICES

Postal Service

During the classic era of the Ottoman Empire correspondence was carried out with a relay system (*menzil sistemi*), established by grand vizier Lütü Pasha in the sixteenth century. Stopping at post-stages for rest, food and other needs, the messengers, generally called “*tatars*,”* conveyed dispatches throughout the country. All the post-stages on the postal roads were organized for the use of horses. This shows that the overland routes were the most important part of the system. The post-stages were under the administration of *menzil halifeliđi*, the supervisor of post-stages. The people of a region were responsible for their stages' financial needs and management.¹

Private correspondence was not a part of the relay system. Use of *tatars* was forbidden to ordinary people, to the *reaya*. In other words, the field of public correspondence was empty; it was not organized institutionally. The relay system satisfied only governmental needs. The *reaya* made use of the caravans, pilgrims, and private couriers called *ulaks*. Also, people called “*saî*” (a kind of a courier) provided the public communication.² However, the organization of *saîs* was not a very strong one, when compared to modern postal services.

* The messengers were classified according to their mission. In addition to *tatars*, there were also *ulaks*, *çavuşs* and *peyks* (couriers). Korkmaz Alemdar, *Türkiye 'de Çağdaş Haberleşmenin Tarihsel Kökenleri* (Ankara: Ankara İktisadi ve Ticari Bilimler Akademisi, 1981), pp. 61-67.

¹ Ibid., p. 70.

² Ibid., pp. 74-76.

The relay system was a continuation of the old communication systems in Anatolia, from the era of the Byzantines, Mongols and Selcuks.³ It was built on their experiences and developed convenient to the state's requirements. The basic aim of the Ottoman communication system was to gather information from all the events throughout the empire and to send the sultan's orders to his subjects. In the mid-sixteenth century, official corruption became observable in the relay system, like in many other areas of the Empire. By the nineteenth century a new communication system was seen as indispensable for the state.⁴

During the reign of Mahmut II the first attempt was made to establish a regular postal service⁵ as part of the centralist policy. Mahmut's first aim was to transmit his orders and instructions properly to the officials under his rule. This intention can be observed both in publishing the official gazette, *Takvim-i Vakayi*, Calendar of Events and his attempts to establish a postal service.⁶ In the Imperial Decree of 1832 Mahmut II defined four objectives of the postal service*: “to secure the regular exchange of correspondence between the capital (Istanbul) and the provinces, and to bring order into the service; to create new sources of revenue; to prevent conspiracy by means of correspondence; to give the same rights in respect to the exchange of correspondence to Muslims, non-Muslims and foreign subjects.”⁷

The second attempt was made in the same year by Ahmet Fevzi Pasha, Commander of the Imperial Guard, when he begged for a concession to build a road between Üsküdar and Izmit in order to operate it as a postal service. The concession

³ Ibid., pp. 53-56.

⁴ Ibid., pp. 61-74.

⁵ Bernard Lewis, *Modern Türkiye'nin Doğuşu*, trans. Metin Kıratlı (Ankara: Türk Tarih Kurumu, 1996), p. 96; *L'Union Postale*, “A Short History of the Turkish Posts” 69, no 11, Berne (November 1934), p. 323.

⁶ Lewis, p. 96.

* Actually, Mahmut II did not use the term “postal service.” He used “an exchange of correspondence” (*dersaadetimden taşraya gönderilen ve taşradan Dersaadetime gelen mekâtîp*). Nesimi Yazıcı, “Tanzimat Devri Osmanlı Posta Teşkilatı”, *İletişim* 2 (Ankara: Temmuz 1981), p. 20; Lewis, p. 96.

⁷ *L'Union Postale*, p. 323; also Yazıcı, p. 20.

was granted and the road was opened in 1834 by Mahmut II.⁸ It was used productively until it fell into bad repair in 1840. Although the route was not officially open for public correspondence, those who paid the requisite fees were able to employ the service for transporting.⁹

The Minister of War, Serasker Hüsrev Pasha, led another attempt at establishing a postal system in 1834. Applying to the Grandvizierate, or *Sadaret*, he offered to transform the relay system into the postal administration, making it more regular and faster. He planned first a road from Istanbul to Edirne and claimed that the state would receive benefits from the commercial dispatch on this route. Hüsrev Mehmed Pasha argued that there had to be a Director of Post, who would undertake the administration of the system. The *Sadaret* accepted these suggestions, but the plan could not be carried out effectively. Thus, until the *Tanzimat* period (1839), the demand for a regular postal system continued to rise.

One year after the Imperial Decree of 1839 was read at Gülhane, a special committee was appointed to form a European-style postal system. According to the memorandum of the committee, a postal service was vital for the state and organizing a new system and spending money for it were imperative. Post offices and roads needed to be built throughout the empire. The first experiment would be made on a system between Istanbul and Edirne. The financial responsibility would be taken over by the Ministry of Finance and the administrative part would belong to the Ministry of Commerce. The committee assigned Sami Efendi, a person

⁸ Lewis, p. 96; Asaf Tanrıku, *Türkiye Posta ve Telgraf ve Telefon Tarihi ve Teşkilat ve Mevzuâtı*, c. 1 (Ankara: Efem, 1984), p. 39; Ahmed Lütfi Efendi, *Vak'anüvis Ahmed Lütfi Efendi Tarihi*, 4 (İstanbul: Yapı Kredi, 1999), p. 821.

⁹ Yazıcı, p. 21.

knowledgeable about European methods and postal roads, to head of the postal administration.¹⁰

On 23 October 1840, as a result of these reorganization attempts, the Ministry of Post was established. The date was exactly one year after the Imperial decree at Gülhane. From that time, the exchange of correspondence became possible for the ordinary people. On 11 November 1840, the Ministry of Post made an announcement describing the postal service,* declaring that in order to facilitate communication among people, the General Postal Administration would undertake the conveyance of private correspondence as well as that of the state.”¹¹

The Ministry of Post was not in the same rank as the Ministry of Finance, Commerce, or Education. It was a subdivision of the Ministry of Commerce and attached to the Ministry of Finance for fiscal matters. In 1841, by an Imperial Decree, the Minister of Post began to take part in official ceremonies at the same protocol level as the responsible Accountant of the Ministry of Commerce. Later, in 1870, the Ministry of Post became a part of the Ministry of Public Works.¹²

The self-governance period for the postal administration was possible only when it was sub-contracted. In other words, the administration was given a person to operate for a certain period and money was taken in return. In 1842, the sub-contracting of the postal administration began to be discussed. Because of fiscal difficulties the Ottoman Empire principally already accepted the sub-contracting system in some areas of public administration. Not in 1842, but in 1852, the postal

¹⁰ “... bu posta nizamati ise her devlette cari olarak sefer ve hazarda mehamm-ı devlet ve mesalih-i kâffe-i tebea ve devletin teshilini mucib usul-i muktaziyyeden olduğuna nazaren şimdi bunun geriye bırakılması münasip olmadığı misillü hemen def’aten memalik-i mahrusenin her tarafına postahaneler inşası ve turuk ve Maabirin tanzim ve tesviyesi... Âmedi hulefasından Sami Efendi bendeleri Avrupa usulüne ve posta yoluna aşna olması ve erbab-ı dirayetten bulunması cihetiyle icabat-ı maslahatı tahkik ve müzakere için şimdiden maiyyet-i Nezaret-i ticarete memur kılınması...” Tanrıkut, p. 41.

* The first postal road was from Istanbul to Edirne.

¹¹ Tanrıkut, p. 43.

¹² L’*Union Postale*, p.326; Yazıcı, pp. 29-30.

service was sub-contracted for a term of four years and nine months. At the end of this term, it was seen that this system was unfavorable and the loss of income too great. So, the postal service was worked again as part of the state administration¹³ and this structure continued until the end of the empire. During the same year, in 1857, a specialist from London, Mr. Smith, was employed to form a committee that would define the required steps for better postal administration and bring the service up to date.¹⁴

The Ministry of Post worked with two different administrations: the center and the provinces. The center administration, covering the ministry itself and the staff of the Istanbul post office, was much stronger and well organized than the provinces'. In 1842 forty-seven officers were working at the center; in 1857 this number was over a hundred.¹⁵

The center administration was just provided with service between Istanbul and the other cities. In the light of Mr. Smith's advice, *Şehir Postaları* (city posts) were established in 1865 to serve in the city, among the quarters of Istanbul and *bilad-ı selâse* (three districts: Galata, Üsküdar, Eyüp). The first city post was sub-contracted to Lianos Efendi for a six-year period and the regulation of the Istanbul City Post, *Dersaadet Şehir Postası Nizamnamesi*, was approved. In 1869, the second city post was carried out by the state, the Ministry of Post, and another regulation was accepted. In 1875, the third one was organized. In the course of the *Tanzimat* period, with two exceptions, there was no city post service in other cities.¹⁶

In the provinces, especially at the outset, the organization of postal service was much slower. Naturally, the first post offices were opened in the big cities. In

¹³ Yazıcı, p. 38; *L'Union Postale*, p. 327; Tanrikut, p. 52.

¹⁴ *L'Union Postale*, p. 328; Tanrikut, p. 52.

¹⁵ Yazıcı, pp. 30-31.

¹⁶ *Ibid.*, pp. 43-45; Tanrikut, pp. 74-81.

1843, Baghdad, Sivas, Musul and Diyarbakır had post offices.¹⁷ The personnel were mainly old *tatars*, who had worked under *menzil* system before, and the roads were the old overland routes. In 1847 there were thirty-seven directors of post in the provinces, which was a very small number for the vast country. Nevertheless, this number cannot reflect the real number of staff. The postal administration of the provinces was divided into the categories of “regular” and “irregular” (*muntaẓam* and *gayrimuntaẓam*). The number of irregular staff could not be known exactly.¹⁸

The second Postal regulation declared that “in the regular areas, *tatars* carry the mails on *tatar* streets, the name of postal roads, whereas on irregular routes, *sürücü* provides the exchange of correspondence. While *tatar* has the right of conveyance of charge and goods, *sürücü* is only qualified for simple letters.”¹⁹ In time, “regular correspondence” meant the postal service between two offices headed by directors of post. However, delivery through the medium of *tatar* and *sürücü* did not change.²⁰

Not all of the *tatars* joined the official postal administration. Although the idea had been to make it a government monopoly when the Sublime Porte founded the postal service, the old *tatar* system continued its function independently from the state. There were not many details ordering the *tatars* and *saîs* in the first postal regulation of 1840.²¹ The later regulations filled this blank, prohibiting the

¹⁷ Ekmeleddin İhsanoğlu, “Osmanlı İmparatorluğu’nun Teknoloji Çağını Yakalama Gayretleri”, *Çağını Yakalayan Osmanlı*, ed. Ekmeleddin İhsanoğlu and Mustafa Kaçar (İstanbul: IRCICA, 1995), p. viii.

¹⁸ Yazıcı, pp. 32-33.

¹⁹ “Dahil-i memalik-i mahruse-i şahanede Posta işleyen mahaller muntazam ve gayr-i muntazam tebiriyle iki kısma münkasemdie muntazam tabir olunan mahaller tatar caddesi olandır ve gayr-i muntazam dahi tatar caddesi olmayub sürücü vasıtasıyla idare ettirilen yerlerdir. Tatar işleyen mahallerin cümlesinden emanet ve eşya kabul olunur, sürücü işleyen mahaller için yalnız mekâtib-i âdiye kabul olunup taahhütlü mektuplar ile emanat ve eşya kabul olunmaz.” Tanrıkut, p. 94.

²⁰ Yazıcı, p. 33.

²¹ Ibid., p. 39.

conveyance of letters by private persons and employing many *tatars* and *saîs* under the Ministry of Post.²²

Not only the messengers, but also the methods of conveyance were very similar to the old system. First of all, the old overland routes were still the main transportation canals. New roads were built as they had been in the past: they did not have connections among themselves. Moreover, in the relay system, one *tatar* was responsible for the mail. This characteristic continued in the new period. The only difference was that not the *tatar*, but the director of post was the responsible person.²³

Apart from that, the overland routes remained the most important way of transporting the mails in the first 20-25 years of the Ministry of Post.²⁴ With the Imperial Decree of 1856, the *Islahat Fermanı*, the Sublime Porte principally undertook the construction of roads for the first time. Actually, from the reign of Mahmut II, the government began to pay attention to the system of roads and during the *Tanzimat* period, this interest continued to grow. In 1869, a regulation regarding roads and passageways, *Turuk ve Maabir Nizamnamesi* (Regulation of Roads and Bridges), classified the roads according to their degree of importance. Additionally, people were obliged to work at the construction of roads or pay a fee, *bedel*, in lieu of it. In 1875, this obligation was withdrawn.²⁵ In spite of these efforts, the building and repair of overland routes could not improve as fast as was wanted.²⁶

In the course of time, railways and maritime lines developed and began to play significant roles in the postal service. In 1858 the government acquired two

²² Ibid., p. 45; Tanrikut, pp. 61-62; *L'Union Postale*, p. 326.

²³ Alemdar, pp. 104-105.

²⁴ Yazıcı, p. 40.

²⁵ Alemdar, pp. 102-103; İlber Ortaylı, *İmparatorluğun En Uzun Yüzyılı*, pp. 150-151; İhsanoğlu, p. xiv.

²⁶ Ortaylı, p. 151.

steamers for the service to which the names “Gemlik” and “Sürat” were given.²⁷ In 1863, *Sahil Postaları* (Shoreline Posts) were established to take advantage of the maritime lines.²⁸ They were run from Crete to Trieste, and Alexandria.²⁹ There were also regular routes between Istanbul, Izmir, Saloniki, Gemlik, and Trabzon. However, these lines could not satisfy the requirements of the empire and the superiority of foreign navigation companies became increasingly clear.³⁰

By contrast, railways improved at a faster rate in the Ottoman Empire. It was easy to find foreign investments to construct railway lines. Apart from the long-term commercial benefits, construction itself was profitable for Europeans. Moreover, the Ottoman Sultans were keen on railways for better control over the country.³¹ The first railway began operations in 1856, in the autonomous province of Egypt, between Cairo and Alexandria.³² In Rumelia, the line between Köstence and Çernova was the first railroad and was opened in 1860. The line of Varna-Ruscuk was completed in 1865. In Anatolia the construction began in the Aegean region. The railway between Izmir and Aydın began operations in 1865.³³

Although railway construction was advantageous and supported by the government, the total amounts of railway lines were still behind European standards.³⁴ While defining the place of the railway routes, the dominant determinant was European commercial interests. The Sublime Porte did not make a considered plan about the question. As a result, at the outset, the railroads did not constitute a

²⁷ *L'Union Postale*, 11 (November, 1934): p. 329.

²⁸ Yazıcı, p. 41.

²⁹ İhsanoğlu, p. xi.

³⁰ Alemdar, p. 104.

³¹ Ortaylı, p. 152.

³² Roderic H. Davison, “The Advent of the Electric Telegraph in the Ottoman Empire”, *Essays in Ottoman and Turkish History 1774-1923* (Austin: University of Texas Press, 1990), p. 133.

³³ İhsanoğlu, pp. xi-xii; Alemdar, p. 103.

³⁴ Alemdar, p. 103.

sufficient and rational transportation system.³⁵ Thus, the railways did not offer much to the postal service of the country or to other areas of public administration.

Due to the inadequate and insecure roads* and poor organized, at the beginning, the postal service was executed in a rather rudimentary and timorous fashion and concerned solely letters, newspapers, and other unbound printed matter. Later, it engaged in the conveyance of coins and other articles such as patterns and samples. Therefore, two sectors emerged, one the letter-post, the other the registered letter post.³⁶

In order to gain the full confidence of the public, special provisions concerning the violation of postal secrecy were added to the regulations.³⁷ Postal directors had to take an oath in this respect.³⁸

The Ottoman system was behind that of the Europeans. First, letters were charged according to distance. Second, postage was held at a high rate to bring in more profit. And third, collecting the postage was very difficult and open to abuses. In England these questions had been solved with the Rowland Hill reforms in 1840.

In order to make some progress in the Ottoman Postal Service, Agâh Efendi, who had been the secretary in the Translation Office, was appointed as the Minister of Post in 1861. Agâh Efendi had three suggestions to make the service more effective: First, the introduction of a uniform postage rate for letters regardless of distance; second, reducing postage rates; third, the introduction of postage stamps. The Accounting Committee entrusted with the examination of the report refused the

³⁵ Ortaylı, pp. 152-153.

* Especially the risk of robbery was high on the overland routes. Yazıcı, p. 41.

³⁶ *L'Union Postale*, 11 (November, 1934): pp. 325-326; Tanrikut, pp. 88, 91. On the other hand, because the senders of coins took advantage of the different rates of exchange from one town to another, it was decided that the public could send only small quantities of coin (*ibid.*, p. 328).

³⁷ *L'Union Postale*, pp. 325-326; Tanrikut, p. 89. See the 28th, 35th, and 36th articles of the first postal regulation.

³⁸ *L'Union Postale*, p. 326.

first and the second items, but accepted the proposal concerning postage stamps, for which an imperial decree was obtained.³⁹

An article in *L'Union Postale* recounts the events:

The first postage stamps were put into circulation in 1862. In 1865, the Ministry of Finance decided to have the postage stamps printed in Europe, and so they were printed in Paris. In 1869, an Armenian named Mühendisyan Efendi proposed to the Ministry of Finance to have the same stamps printed in the country itself at half the price they cost in Paris. The Ministry of Finance agreed to the proposal,⁴⁰ and until 1884 the Ministry printed the stamps.

All things considered it should be said that many steps were taken in the period of 1840-1876 to make a well-functioning postal service, but that the efforts were not adequate. There were still very serious difficulties in the exchange of correspondence. Due to the fact that a well-organized postal service required large amounts of capital, which the Sublime Porte could not cover, the cheaper and more effective communication means, the electric telegraph, emerged as a preferable alternative.

Telegraph Service

The telegraph spread throughout in the world quickly, more quickly than the railway. Coming in 1855, the electric telegraph reached the Ottoman realms at almost the same time as the railway. The first railway line of the world was thirty-one years old at that time, whereas the first telegraph line was only eighteen years old. The greater ease and lower cost of construction were the logic behind the rapidly developed telegraph lines.⁴¹

³⁹ *Ibid.*, p. 329; also in Yazıcı, p. 42.

⁴⁰ *L'Union Postale*, pp. 329-330.

⁴¹ Davison, p. 133.

In 1847, two Americans, Smith and Hamlin, did research into the construction of telegraph lines in the Ottoman Empire. Sultan Abdülmecid, persuaded, proposed a connection between Istanbul and Edirne. However, it would not be the first line of the Empire. The first telegraph line, constructed by the British, connected the Crimean peninsula to Varna, because of the requirements of the Crimean War. This was the longest submarine telegraph line in the world at that time. Shortly thereafter, another line was built between Varna and Istanbul, again by the British. In the course of time, the construction of telegraph lines was continued increasingly by European powers. Before the building of the line between Varna and Bucharest, in February 1855, conferring between Istanbul and London took just five or six days.⁴²

On the other hand, the Ottomans were not able to join in the construction of telegraph lines technically. All the engineers and technicians were French or British. In order to overcome this disadvantage, two telegraph specialists; Mustafa Efendi and Vuliç Efendi, were sent to work with the French in the beginning of the 1850s. Then they started to work for the Ottoman Telegraph Service. The aim of the Sublime Porte was to construct telegraph lines on its own account.⁴³

In September 1855 two Frenchmen, M. De La Rue and M. Blacque, constructed a line between Istanbul and Şumnu, through Edirne, thereby connecting Istanbul to the European capitals by wire. Meanwhile, the Sublime Porte intended to have more lines constructed in other parts of the Empire. The speedy adaptation of the telegraphic technology emerged not only because of the domestic exigency, but also because of the needs of the European powers, particularly the British.⁴⁴

⁴² Ibid., p. 135.

⁴³ Ibid.

⁴⁴ Davison, pp. 136-137; Başaran, pp. 66, 71.

The British government desired quick communication with India, a desire which increased especially after the Sepoy rebellion in 1857. Moreover, a line between London and Bombay would prevent the expansion of Russian influence. An Englishman, Mr. Gisbourne, in the name of the East India Company, in 1855 was granted the commission for the construction of a submarine cable between the Dardanelles and Alexandria. Gisbourne's attempt would be the first branch of the London-Bombay line. The second branch of this line was proposed again by the East India Company in 1856. It would go by way of the Adriatic, Crete, Alexandria, Syria, Iraq and the Persian Gulf, traversing much of the Ottoman Empire. The part of the line between Üsküdar and Baghdad was completed in 1861.⁴⁵

Furthermore, the Ottoman bureaucrats were not unaware of the British considerations regarding India and the crucial role of the Ottoman territory as part of the Indian route. The bureaucrats thought that cooperating with London would be in favor of the Ottoman Empire. While the British proposal about the line between London and Bombay was being discussed in the *Meclis-i Mahsusa* (the cabinet meeting), three interests were pointed out. First, all expenditures of constructing the line would belong to the British company; second, the Ottoman Empire would get the right to comment on world communication; third, the central authority would solidify its power in the country.⁴⁶ However, the Sublime Porte worried about the ownership and operating control of the lines.⁴⁷ Thus, as Davison writes, “from the beginning the telegraph was a branch of Ottoman government and a government monopoly,”⁴⁸ except for the East Indian Company, which was allowed to operate the

⁴⁵ Davison, pp. 136-137; Başaran, pp. 68-72.

⁴⁶ Mustafa Kaçar, “Osmanlı Telgraf İşletmesi” *Çağını Yakalayan Osmanlı*, p. 65.

⁴⁷ Ortaylı, pp. 151-152.

⁴⁸ Davison, p. 141.

line between Alexandria and Suez for ninety-nine years and the line between Malta and Alexandria for eighty-five years.⁴⁹

During the 1850s and 1860s the growth rate of telegraph lines reached its peak in the Empire: 16,490 kilometers of line were laid in 1863, 13,750 kilometers in 1866, and 25,137 kilometers in 1869.⁵⁰ About the efficiency of these lines there were different opinions. In 1860, while a British telegraph engineer described the lines as “moderately efficient”, an Austrian thought the Ottoman telegraph in “a state of anarchy.” Frequent breaks in the lines were the first reason for complaints; they caused irregularity in the telegraph service. Yet, the efficiency of the system developed in time.⁵¹

The administration of the telegraph system was reorganized several times. At the outset, a commission to oversee the telegraph system was founded to organize the construction and operation of the telegraph lines. This commission was attached to the Ministry of Internal Affairs in 1854. In 1855, the General Directorate of Telegraphs was established.⁵² In 1871, the Telegraph administration was merged with that of the Post and both made subordinate to the Ministry of Public Works, each with its own directory, the Directory of Post and the Directory of Telegraph.⁵³

The first regulation concerning the telegraph system was announced in 1859 and amplified its content in 1861. Public usage of the system was allowed in November 1855. The tariff of 1855 had not changed in ten years, while the costs of the Ottoman lines were more expensive than those of the European lines. Most probably the insufficiency of the lines required limited usage. Because of the high price, people generally preferred the European lines, so the revenues of the Ottoman

⁴⁹ Başaran, pp. 72-73.

⁵⁰ İhsanoğlu, p. ix.

⁵¹ Davison, pp. 138-139.

⁵² Kaçar, pp. 48-49; Davison, p. 141.

⁵³ *L'Union Postale*, p. 334; Tanrıku, p. 205.

service remained low. In 1862, the tariff was revised and the telegraph became a profitable public service. This tariff was first applied in Rumelia, due to the high demand there and the necessity of competition with the Austrian and Serbian lines. As a result of the success of this attempt, the same execution was launched in Anatolia. Additionally, the international telegraph conference in Paris of 1865 introduced regulations on tariffs between states. The Ottoman Empire signed the treaty and carried out its conditions.⁵⁴

Davison reports that, “under the director of telegraphs, the number of telegraph offices increased geometrically in the early years. In 1863, 52 offices were functioning, by 1866 there were 135, and by 1869 there were 320.” In 1871, Istanbul had nineteen, offices of which three were of considerable size: Dersaadet, Üsküdar, and Beyoğlu.⁵⁵

Many officials in the telegraph administration were either from the Translation Office or somehow related to Europe. They had to speak French well because all of the telegrams were in French, as French was the dominant language at that time, and telegrams had yet to be sent in Turkish. This meant that many of the employees in the administration were non-Muslims, and more importantly, people unable to speak French had difficulties while sending telegrams. A telegraph operator named Mustafa Efendi worked on the subject, yet he was not very successful. In 1877, the Minister of Post and Telegraph, İzzet Efendi, solved the problem, adapted telegrams into Turkish and his method was used throughout the Empire.⁵⁶

Another drawback of the Ottoman telegraph service was the lack of educated personnel. From 1857, courses in “telegraph dicking” started to be given. Telegraph

⁵⁴ Başaran, pp. 89-91; Davison, pp. 146-147.

⁵⁵ Ibid., pp. 141-142.

⁵⁶ Başaran, pp. 91-93; Davison, pp. 150-151.

school, *Fûnun-u Telgraftiye Mektebi*, in another source *Telgraf Memur Mülazımı Mektebi*, was established in 1861 in Istanbul.⁵⁷ Davison writes that, “this school enjoyed an intermittent existence; it was discontinued and then resurrected at least three times, but in its final incarnation it lasted through the Great War and into the Republican period. During one of the intervals in the school's life, courses in telegraphy were inaugurated in the Galatasaray Lycée and Darüşşafaka. The Galatasaray courses soon lapsed, but graduates of the Darüşşafaka for many years filled posts in the telegraph system, including posts of high level.”⁵⁸

In addition to qualified personnel, the telegraph system also required technical equipment, such as telegraph machines and batteries. Until 1869 all machines used in the Ottoman telegraph system were imported. In 1869 the administration began to establish a telegraph factory. Four years later it employed eleven people and, by 1915, over a hundred. The factory produced many telegraph instruments, batteries, and accessories.⁵⁹

To sum up, during the period between 1840 and 1875, the communication services progressed pretty well in the Ottoman Empire. First of all, the speed of communication services reached the highest level, not only for the telegraph, but for the postal service as well. The reorganization of roads and the *tatar* services, and especially the advances in railways and maritime lines, accelerated the postal service. Second, the security of communications was enhanced. People were less worried about the destiny of their mail or message than in the past. At least, they could ask someone, the post office, what had happened to their mail. Third, communication services were organized in a more systematic way. It was certain from where and how a message was sent, how and -theoretically- when it would reach its destination.

⁵⁷ Başaran, pp. 94-95; Osman Ergin, *Türk Maarif Tarihi*, vol.2 (İstanbul: Eser Matbaası, 1977), p. 491.

⁵⁸ Davison, p. 143; also in Tanrıkut, pp. 570-575; Ergin, p. 491.

⁵⁹ Başaran, p. 96; Tanrıkut, pp. 663-665; Davison, p. 144.

Initially, the ruling class enjoyed the advances in communications. The Sultan and the highest of the bureaucracy of the Ottoman Empire became able to send orders to the provinces in a very short time. Controlling officials and mobilizing soldiers became easy. It was also possible to learn instantly of movements against the government, and to take measures against them. Moreover, the centralization of the state and integrity of the people, which would be vital for the future political events of the country, would not have been possible without effective communication.

With time, the average citizen, especially merchants, gained access to and benefited from the progress in communications. The speed and security of correspondence gave momentum to commercial activities and enlarged the business capacity.

The improvements in the Postal and Telegraph Service led to a very satisfactory source of income for the state. Although increasing state revenues was initially of secondary purpose to the Sublime Porte, gradually it became an issue of importance.

Nevertheless, in the beginning of the last quarter it was impossible to say the steps made in communication field were sufficient. Technical and administrative problems plagued the system. The disorder of both the postal roads and the telegraph lines continued. In addition to technical requirements, the recognition of regulations and tariffs was needed to secure a dynamic and productive communication system. As it was, the service was far from the modern concept of public administration. Basically, the needs of state came first.

One other barrier prevented the development of the Ottoman Postal and Telegraph Service: the foreign postal services in the territories of the Empire.

Foreign Post Offices in the Ottoman Empire

From the first half of the eighteenth century, first Austria and then other European nations began to open post offices in the Ottoman Empire for their own use. Called “Levant Posts” or “*Şark Postaları*”, these offices were established on the basis of the capitulations. Mehmet Ali, who worked in the postal administration and then became the first postal historian of the Ottomans, explains that, “the existence of foreign postal services was a result of the abuse of the capitulations which were incompatible with our national independent law and hurt the feelings of the Ottomans. Taking the concession of “*haric ez memleket*” (extraterritorial), the foreigners wanted to appropriate for themselves the right of the conveyance of posts.”⁶⁰

In fact, the foreign post offices were a necessity for the Ottoman Empire. At the outset, not only the lack of a public correspondence service, but also disability of Ottoman postal service on corresponding with foreign countries was the main reasons that why the Sublime Porte welcomed the foreign post offices. Even after the establishment of the Ministry of Post, the government took over only the responsibility of the domestic correspondence, not the international post.⁶¹

The first foreign post office, opened by the Austrians, came after the Treaty of Pesarovitch, signed in 1718. The 18th article of the treaty said that a direct courier service would be established between the Austrian palace and its representative in Istanbul. Thus, in 1721 diplomatic postal service, however irregular, started between

⁶⁰ “*Ecnebi postalarının mevcudiyeti hukuk-u istiklaliye-i milliyemizle kâbil-i telif olmayan ve hissiyat-ı Osmaniye’yi şiddetle rencide eden kapitülasyonların intac edildiği sui-istimalinden biri idi. Ecnebler kapitülasyonlardan ‘haric ez memleket’ imtiyazını çıkararak bu meyanda postalarının naklinde kendilerine yine hasır etmek istemişlerdi.*” Mehmet Ali, *Posta Telgraf Mecmuası*, 162, p. 1883.

⁶¹ Bülent M. Varlık, “Bir Yarı-Sömürge Olma Simgesi: Yabancı Posta Örgütleri”, *Tanzimat’tan Cumhuriyete Türkiye Ansiklopedisi*, vol. 6 (İstanbul: İletişim, 1985), p. 1653; Yazıcı, p. 49.

Istanbul and Vienna. Mehmet Ali wrote, "In 1726 the Austrian post started accepting letters from the public."⁶² Yet, the service was still limited with diplomatic correspondence. In 1746, regular service began between two cities. In 1791, the Treaty of Zıřtovi guaranteed the security of couriers.⁶³

The Austrian post offices and later the other foreign posts, intensified through the coast, with the assistance of the Austrian navigation companies. These companies were The Austrian Lloyd Company, Lloyd Austriaco, and The Danube River Steamer Company, *Donau Dampschiffahrt Gesellschaft* (D.D.S.G.). Doing business in Turkish waters, they gradually increased the number of their agencies in Turkish ports and started using these agencies as post offices. The *Lloyd Austriaco* had over two hundred steamers carrying posts between 1837 and 1914. Beginning operations in 1830, the D.D.S.G. had fourteen post offices along the Bulgarian and Romanian coasts.⁶⁴ In the course of the time, the Austrian post offices extended their sphere of action and were obliged to open separate premises for the postal business.⁶⁵ In addition to the agencies of the navigator companies, Austria had seventy-eight offices in the Ottoman empire, in Avlonya, Aya Sarandi, Beirut, Tenedos, Burgaz, Dardanelles, Çeřme: Chio, Dedeağaç, Draç, Edirne, Filibe, Gelibolu, Giresun, Hanya, Haifa, İnebolu, İskenderun, Istanbul (3 offices), İřkodra, Izmir (2 offices), Kandiya, Kavala, Jerusalem, Lagos (Karaağaç Garbî), Larnaka (Cyprus), Lâzkiye, Leros, Mersin, Lesvos, Preveze, Resmo, Rodos, Ruřuk, Samsun, Selonika, Manastır, Mitroviça, Prizren, Üřküp, Serez, Sinop, Sofya, San Giovanni (řengin), Tekirdağ, Trablusřam, Trabzon, Varna (2 offices), Samos, Vidin, Volos, Jaffa,

⁶² *L'Union Postale*, p. 332.

⁶³ Varlık, p. 1653; *L'Union Postale*, p. 332; Salih Kuyaş, "Posta Tarihi ve Kapitülasyon Postahaneleri-1", *Tarih ve Toplum* (İstanbul: Ocak 1984), p. 51; Ali Nusret Pulhan, *Türk Pulları Katalođu VIII* (İstanbul: Beyođlu, 1959), p. 538; Yazıcı, "Osmanlı İmparatorluđuunda Yabancı Postalar ve Atatürk Türkiyesi'nde Postacılık", *İletişim* 3 (Ankara: Aralık 1981), p. 141.

⁶⁴ Kuyaş, p. 51.

⁶⁵ *L'Union Postale*, p. 332.

Janina. Also in Egypt: Alexandria and Port Sait; Montenegro: Bar and Ulsin; Serbia: Belgrad; Romania: Bakau, Birlat, Botoşani, Bucharest, Çernavoda, Fokşani, Kalas, Giurgivu, İbrail, Köstence, Piyatra, Ploesti, Roman, Sulina, Tekuşi, Tulça, and Yaş.⁶⁶

The Russian navigator firms followed the Austrians. “On the grounds of Article 76 of the treaty signed in 1783 between Turkey and Russia, which stipulates that ‘to facilitate business relations between the contracting parties, Turkey and Russia agree mutually to take the necessary steps to insure the response and security of the couriers of each of the contracting parties arriving at and leaving the respective frontiers’, the Russian government in 1799 established post offices in Turkey.”⁶⁷

In the beginning, there were only three, but as business grew this number increased, and all of the navigation agencies in the Turkish ports began to act as post offices.⁶⁸ In 1857, the Russian posts and navigation agency became a company called the Russian Steamer and Commerce Company, *Ruskoye Obşçiyestvo Parohodstva I Torgovli* (R.O.P.I.T.). Operating until 1914, the Russian posts were located in these centers: Akka, Ayranoz, Batum, Beirut, Dardanelles, Giresun, Haifa, İnebolu, Alexandria, Istanbul, Izmir, Kavala, Jerusalem, Lâzkiye, Mersin, Saloniki, Sinop, Tarsus, Tirebolu, Trablusşam, Trabzon, and Jaffa.⁶⁹

The first French post offices was opened in 1812 on the basis of a treaty signed in 1740 which gave France the rights of most favored nation.⁷⁰ The French navigation companies were the *Paquebots Méditerranéens* and *Proscaffi Postali Francesi*.⁷¹ The French posts were located in Aya Nikola (Crete), Beirut, Dardanelles, Dedeğaç, Enez, Gelibolu, Giresun, Hanya, İbrail, İnebolu, İskenderun,

⁶⁶ Kuyuş, p. 51; Yazıcı, “Osmanlı İmparatorluğunda...”, pp. 141-142. The ones in Dolçino, Çeşme, Leros and Tekirdağ were opened after 1876.

⁶⁷ *L'Union Postale*, p. 333; also in Pulhan, p. 538.

⁶⁸ *L'Union Postale*, p. 333.

⁶⁹ Salih Kuyuş, “Posta Tarihi ve Kapitülasyon Postahaneleri-2”, *Tarih ve Toplum* (İstanbul: Şubat 1984), pp. 52-53.

⁷⁰ *L'Union Postale*, p. 332; Varlık, p. 1654.

⁷¹ Kuyuş, “Posta Tarihi 2”, p. 13.

Istanbul (three offices), Izmir, Kalas, Kandiya, Kavala, Köstence, Jerusalem, Lagos (Karaağaç), Lâşit Yeniköyü (Crete), Lâzkiye, Lesvos, Manastır, Mersin, Ordu, Resmo, Rodos, Samsun, Selonika, Sinop, Sulina, Tripoli, Trablusşam, Trabzon, Tulça, Varna Volos, Jaffa, Yerepetra (Crete), in Egypt: Alexandria, Cairo, Port Sait, and Suez.⁷²

On the grounds that authorization had been granted to other countries, Great Britain also opened post offices in Turkey from 1812. There were only four British offices, in Istanbul, Izmir, Beirut and Selonika, the last of which was opened in 1900. The British were very active in telegraph offices. The postal administration of India had two offices, in Baghdad and Basra.⁷³

Greece also operated post offices in the Ottoman Empire, beginning in 1834. Its offices were located in Arda, Bucharest, İbrail, Alexandria, Istanbul, Izmir, Kalas, Lorissa, Preveze, Selonika, Volos, and Janina.⁷⁴

The postal administration of the Egyptian Khedivate started to open post offices in the Ottoman Empire from 1865.⁷⁵ Egyptian post offices served through the medium of the Khedivial Steamer Company, *Hıdivyal Vapur Kumpanyası* in Beirut, Cidde, Dardanelles, Gelibolu, İskenderun, Istanbul, Izmir, Kavala, Lagos (Karaağaç), Lâzkiye, Leros, Mersin, Lesvos, Rodos, Chio, Selonika, and Jaffa.⁷⁶

The Italians established regular lines of communication between Italy and Tripoli in 1869. Italian post offices, one of the most annoying subjects for the Ministry of Post during the reign of Abdülhamid II, will be examined in detail in the following chapters.

⁷² Kuyaş, "Posta Tarihi 1", p. 52.

⁷³ *Ibid.*, p. 53.

⁷⁴ *Ibid.*

⁷⁵ The date was 1873 according to Vardar, p. 1654.

⁷⁶ Kuyaş, *Posta Tarihi 1*, p. 53.

German post offices were opened in 1870, after the union of Germany. They were located in Beirut, Istanbul, Izmir, Jerusalem and Jaffa.⁷⁷

The foreign post offices were always a trouble for the Sublime Porte. At the outset, because the Imperial Postal Service was not effective enough in either the domestic or the international lines, the government excused them. But later, the Turkish postal administration improved itself and the government began to insist on its monopoly over communication, at least inside of the country. Several reasons fueled the desire for the government monopoly: the postal service was a good source of income and, naturally, the Ottomans did not want to share it with foreigners. The Imperial Treasury lost approximately 12 million 500 thousand Franks per year to the foreign posts.⁷⁸ If this amount of money had been recorded to the Ottoman account, the postal service of the empire would have improved healthier, faster, and more effective.

Apart from that, the navigation companies serving between Istanbul and the coast were doing a thriving business in smuggling printed materials, especially newspapers, against the Sublime Porte. For example, in 1867 and 1868, the Porte was annoyed with Greek newspapers about their opposition publications, which easily entered the country via the Greek posts. Therefore, in 1868, the Greek post office in Istanbul was closed. However, the entrance of the papers could not be prevented, because the postal administration of Greece had agreed with the French and Austrian navigator companies to convey them.⁷⁹

⁷⁷ Ibid, p. 53.

⁷⁸ Pulhan, p. 538.

⁷⁹ Yazıcı, "Osmanlı İmparatorluğu'nda...", p. 145.

Last, it is claimed that the foreign postal services became the effective instruments of the cultural and economic expansion of European capitalism.⁸⁰ They were a phenomenon that revealed the semi-colonial position of the empire.

Up to the Congress of Bern in 1874, the Ottoman Empire attempted several times to close the foreign post offices. Due to the insufficiency of the imperial postal administration these attempts failed. In 1864, during the period of Ali Pasha, new efforts were made. It was declared to the foreign embassies that the Ottoman postal administration had been reorganized and that the Sublime Porte required the closure of all foreign post offices. This proposal was met with much opposition from the Austrian and French governments. Only the Russians partly accepted and ended their postal service conducted through the medium of the embassy, although the Russian navigator companies did continue. Later, because of the attitude of the French and Austrians, Russia reinstated the system. In 1869, after the Italians started their de facto postal service, the Sublime Porte made new attempts, all of which failed, again.⁸¹ The efforts made beginning with the Congress of Bern will be discussed in the following chapters.

⁸⁰ Varlık, p. 1653.

⁸¹ *L'Union Postale*, pp. 333-334; Varlık, p. 1654.

CHAPTER THREE

OTTOMAN POSTAL SERVICE

DURING THE LAST QUARTER OF THE NINETEENTH CENTURY

Postal service requires reforms. Although it deserves special attention in the state revenues, it has not reached the target and remains primitive. The disorganization seen in correspondence does not need to be described.

In addition to the unsuitability of roads, the disorder of the administration, the unequal price policies, and the incompetence of the officials-- which make correspondence unsafe-- people in the provinces remain strangers to each other since they cannot find a way to communicate.¹

The newspaper *La Turquie* uses these words to describe the Ottoman postal organization in 1871. Despite thirty-years of existence, the postal administration had not gained trust of the people in the Empire yet. Karl Braun, a European traveler, confirms this in his memoirs, written in 1875. In a conversation with his Turkish servant, he observes the difference between the European and the Ottoman perception of public postal service:

(His servant said:) “When we want to send information to someone, we send it orally by the way of the *tatar* posts. *Tatar* posts carry written mail only for non-Muslims and *Frenks*. For us, the best way is orally. When the news is very important, we go along with the *tatar* on horseback.”

I did not remember how much more he talked rot. His philosophy of life and our perception are as far from each other as the stars. His expectations are quite humble when compared to ours: As high as the receivers of the service raise their demands, will the quality of the postal service be. Here, it is impossible to talk about a postal order, but in Germany, everything possible or impossible is expected from the director of post.²

This chapter examines how the understanding of the postal service, as a part of public services, underwent change in the eyes of the Ottoman state elites during the last quarter of the nineteenth century. This change was reflected inevitably in the eyes of ordinary people as well. Increased security, speed, and number of offices, and

¹ Tanrikut, p. 277.

² İlhan Pınar, “Osmanlı Postacılığı Üzerine”, *Tarih ve Toplum* 117 (Eylül 1993), p. 144.

decreased prices certainly pleased people and encouraged them to use the state system. The following parts examine the modernization, of the Ottoman postal service.

The Universal Postal Union

During the seventeenth and eighteenth centuries, the exchange of mail between countries was largely governed by bilateral postal agreements. By the nineteenth century, however, the web of bilateral agreements had become so complex that it began to impede the rapidly developing trade and commercial sectors. Order and simplification were needed to coordinate the international postal services.

The process was started by national postal reforms. In 1840 in England, Sir Rowland Hill introduced an improved system, according to which the postage on letters was prepaid and uniform rates were charged for all letters of a certain weight in the domestic service, regardless of the distance traveled. He also initiated the world's first postage stamp.

In 1863, the United States Postmaster General Montgomery Blair announced a conference in Paris. Fifteen delegates from Europe and America met to agreement on a number of general principles, although this attempt did not lead to an international postal agreement.

Eleven years later, in 1874, Heinrich von Stephan of Germany made a second attempt and suggested a plan for an international postal union. The Swiss government assembled an international conference in Bern on 15 September 1874.

Representatives from twenty-two nations,³ including the Ottoman Empire, attended the conference.

On 9 October 1874, those twenty-two countries signed the Treaty of Bern and the General Postal Union was established. Four years later, in June 1878 in Paris, its name was changed to the Universal Postal Union (UPU).⁴ Regular meetings were convened⁵ and with time the number of member countries increased.⁶ In 1885 and 1892, Bulgaria and Bosnia-Herzegovina, which had been a part of the Ottoman Empire, joined the Union independently.⁷

In 1878, at the Paris Congress, a revised text of the 1874 treaty was introduced. Similar to the first treaty, these two texts described the UPU and what it did. The Union, on the whole, unified what had been a confusing maze of international postal services. Williamson writes that indeed, “the principal reform of the Postal Union so far as the public [was] concerned was the establishment of uniform rates, uniform limits of size and weight, and uniform conditions of acceptance.”⁸

³ Austria-Hungary, Belgium, Denmark, Egypt, France, Germany, Great Britain, Greece, Italy, Luxembourg, Netherlands, Norway, Portugal, Romania, Russia, Serbia, Spain, Sweden, Switzerland, Turkey, and the United States.

“Three vassal states of the Ottoman Empire are mentioned as parties to the treaty: Egypt, Rumania and Serbia. However, their participation was quite in keeping with the competence granted to them by the Ottoman Empire to maintain relations and to enter treaties with foreign states.”

Benjamin Akzin, “Membership in the Universal Postal Union”, *American Journal of International Law* 27 (October 1933), p. 652.

⁴ Universal Postal Union. Available [online] at: <http://www.upu.int>.

⁵ A conference in Berne, 1876; a congress in Paris, 1878; a conference in Paris, 1880; a congress in Lisbon, 1885; a conference in Brussels, 1890; and congresses in Vienna, 1891, in Washington, 1897, and in Rome, 1906. Hubert Krains, *L'Union Postale Universelle: Sa Fondation et Son Développement* (Berne: Gustave Grunau, 1908), p. 129.

⁶ *Ibid.*, in 1878: Argentine, Brazil, the colonies of Denmark, Spain, France, the Netherlands, and Portugal, a group of British colonies, British India, Canada, Japan, Mexico, Montenegro, Peru, Persia, and Salvador. Universal of Postal Union. *Convention of Paris* (Universal of Postal Union: June 1878, pp.17-18).

In 1880: Another group of British colonies, the Dominican Republic, Equator, Uruguay, Venezuela, Chili, Colombia, Guatemala, Haiti, Nicaragua, Costa Rica; in 1891: Australia, Fiji Islands, New Zealand, Tasmania, Victoria; in 1887: Cameron, and Tunisia. Krains.

⁷ *Ibid.*, pp. 82, 99.

⁸ F.H. Williamson, “The International Postal Service and the Universal Postal Union”, *Journal of the Royal Institute of International Affairs* 9 (January, 1930), p. 72.

The first article of the Treaty, and also of the Convention, declared:

The countries between which the present Convention is concluded, as well as those which may join it here after, form, under the title of *Universal Postal Union*, a single postal territory for the reciprocal exchange of correspondence between their post offices.⁹

The following articles clarify technical aspects of international correspondence. For example, in the second article, objects that the Treaty involved are defined.¹⁰ The third and fourth articles are about the taxes collected by the governments. According to the fourth article, a government had the right of not transporting and distributing certain objects in its territory, if these objects were in violation of its law.¹¹ The fifth article, making decisions about registered letters, obliges the governments to pay an indemnity when a registered letter was lost in their territories.¹²

The fifteenth article established a central office, called the International Bureau of the UPU, “which [was] conducted under the superintendence of the Swiss Postal administration, and the expenses of which [were] borne by all the administrations of the Union,”¹³ in order to coordinate, publish and distribute

⁹ *Convention of Paris*, *ibid.*, Article One. The Convention, as signed, was in French only. The English translation was added in Washington.

¹⁰ Letters, post cards, printed matter of all kinds, commercial documents, and samples of merchandise.

¹¹ It was also the last paragraph of Article Eleven in Convention of Paris 1878:

There is, moreover, reserved to the Government of every country or the Union the right to refuse convey over its territory, or to deliver, as well articles liable to the reduced rate, in regard to which the laws, ordinances, or decrees which regulate the conditions of their publication or of their circulation in that country have not been complied with, as correspondence of every kind which evidently bears inscriptions forbidden by the legal enactments or regulations in force in the same country.

¹² Also Article 6 in the 1878 Convention:

“In case of the loss of a registered article, and except in case of *force majeure*, there is to be paid an indemnity of 50 francs to the sender, or, at his request, to the addressee, by the Administration upon whose territory or in whose maritime service the loss has occurred; that is to say, where the trace of the article has ceased.”

It is also said:

“As a temporary measure, the Administrations of the countries beyond Europe, whose legislation is at present opposed to the principle of responsibility, are permitted to postpone the application of the preceding clause until the time when they shall have obtained from the legislative power authority to subscribe to it.”

The Ottoman Empire accepted the principle of responsibility in its domestic legislation in 1871. Tannkut, p. 93.

¹³ Article 16 in the Convention of Paris 1878. *Ibid.*, p. 13.

information about international mail services. The eighteenth article states that a congress would be gathered at least every three years to improve the system of the union. Later, a five-year period was concurred.¹⁴ Each state was represented by one or several delegates, and had one vote.¹⁵

As a member of the Bern Congress, the Ottoman Empire was thus one of charter members of the UPU. At that time, “the postal communication of Turkey with the other countries of Europe as well as with the other parts of the world could only be effected through the medium of the foreign post offices”¹⁶ established in the Empire. Tanrikut writes this led England to oppose Ottoman attendance at the conference.¹⁷ However, the Ottoman representatives, İzzet Efendi, Vice-Minister of Post and Telegraph, and Dimitraki Efendi, representing the Director of the Ministry, attended the conference.¹⁸

According to Mehmet Ali, former Director of Post of Istanbul and the first historian of the postal service in Turkey, the reasons for Ottoman participation at the conference were that it was obvious that the Ottoman Empire could not remain isolated from the harmony of European countries and the settled bigotry of ignorance had to come to an end. Thus, the Ottoman government had to subject itself to the reorganization and unification of its postage tariffs, conforming to those of Europe. Second, the newly developed industrial sector in the Empire demanded the same facilities that foreigners had in order to assure their own correspondence and thus their competitive abilities. Third, the Bern congress was the best opportunity to abrogate the foreign post offices that were located in the Ottoman Empire and had

¹⁴ Article 19. *Ibid.*, p. 15.

¹⁵ For the full text of the 1874 Treaty, see the Appendix.

¹⁶ *L'Union Postale*, no. 3, Berne (1 December 1875), p. 49.

¹⁷ Tanrikut, p. 343.

¹⁸ *Posta Telgraf Mecmuası*, 161, (September 1330/1914).

developed monopolies on postal communications between the Empire and other countries.¹⁹

Mehmet Ali writes that, “on the other hand, accepting UPU standards about low postage and tax rates, the Ottoman government made sacrifices for the sake of not separating from the harmony of Europe.”²⁰ Most probably by “sacrifices”, Mehmet Ali means that it was not easy for the Empire to reduce postal taxes because it did not have transportation facilities as developed as those of the Europeans. On most of the overland routes, *tatars* carried letters on horseback;²¹ there was a definite foreign superiority in maritime lines;²² and the railroads improved only slowly.

Mehmet Ali’s words show that the adjustment of the Ottoman postal system to the international mail system was motivated by the internal demand for modernization. First, the Ottoman governors considered that “ignorance”, or the pre-modern structure of the state, had to be ended and replaced with “intelligence”, the main concept of modernity. To assimilate “intelligence,” the Ottomans had to look at Europe and be a part of “the harmonious European states.” In the Ottoman statesmen’s minds, the key to being a significant member of the world was to achieve the modernization level of the European powers.

¹⁹ “*Hükümet-i Osmaniye’yi mezkur kongreye iştirake sevk ve icbâr eden pek çok esbab var idi. Mezkur devirde hükümet-i Osmaniye’nin Avrupa’nın ahenk-i düveliyesinden tecerrüdü artık kabul olamadığı ve caygir olan taassub-ı cahilanenin kati surette kesri zamanı gelmiş bulunduğu anlaşılmış idi. İşte bu eelden Avrupa’yu posta ücretleri tarifelerini tensik ve tevhide sevk etmekte bulunan gayri kabul mukavemet-i cereyana tabi olmak lazım geliyordu.*”

Yeni zuhura başlayan sanayimiz, Avrupa ile olan ticaretimiz kendi muhaberatının temini için memalik-i ecnebiyedeki rakiplerinin nail olmakta buldukları teshilata müsavî bir muamelenin tatbikini istiyordu. Bahusus memalik-i Osmaniye’de yerleşmiş olup memalik-i saire ile olan muhaberatımızı yed-i gasplarına almış olan ecnebi postalarının lağvına teşebbüs için de bundan daha iyi bir fırsat tasavvur olunamıyordu.” Ibid.

²⁰ “*Bu sebeple kongrenin tenzil-i ücretleri ve saireye dair vermiş olduğu mukarreratı hükümet-i Osmaniye kabul etmiş ve ahenk düvelinden ayrılmamak emeliyle fedakarlık ihtiyarından ictinab etmemiştir.*” Ibid.

²¹ As Tekeli and İlkin observe, cart usage and road technology developed during the nineteenth century, but they also state that “although cart usage became common in Anatolia, the importance of horseback transportation did not decrease.” İlhan Tekeli and Selim İlkin, “Osmanlı İmparatorluğu’nda Ondokuzuncu Yüzyılda Araba Teknolojisinde ve Karayolu Yapımındaki Gelişmeler”, in *Çağın Yakalayan Osmanlı* (İstanbul: İrcica, 1995), p. 428.

²² Ercüment Kuran, “XIX. Yüzyılda Osmanlı Devleti’nde Deniz Ulaşımı: İdare-i Mahsusa’nın Kuruluşu ve Faaliyetleri” *Çağın Yakalayan Osmanlı*, p. 161.

Second, emphasizing the rise of new social groups, Mehmet Ali says that growth in commercial and manufacturing activities required an effective communication system. As a matter of fact, from the 1820's to 1914, total Ottoman foreign trade increased more than tenfold and Anatolian foreign trade rose about fifteen-fold.²³ As a peripheral economy, the Ottoman system underwent capitalist integration to the West and this caused a rise of new social groups, such as merchants, agents, petty traders, and moneylenders.²⁴ Naturally, effective communication facilities were indispensable for these groups.

Third, Mehmet Ali states that the attendance at the conference was also demanded by the state. In order to secure the state's monopoly on communication, the Ottomans had to prove that their imperial postal organization was sufficient. It had to be able to offer a well-organized domestic postal service that also carried letters abroad. In this way, the foreign post offices would have no basis for operating within the imperial borders. Signing the Treaty of Bern was a prerequisite for this aim.

The efforts at establishing an international mail service had begun before 1874. In 1864, Ali Pasha had attempted to set one up, and thus abolish the foreign post offices. But, he had failed. Then, at the Bern Conference, indicating that the Sublime Porte's intentions remained the same, the Ottoman delegates sought the support of the other nations' delegates.²⁵ Despite the lack of encouragement, the Ottoman postal administration renewed its efforts to establish the service on its own. First, the newspaper *La Turquie*, published in Istanbul, and then, the newspaper

²³ Şevket Pamuk, *100 soruda Osmanlı-Türkiye iktisadı tarihi, 1550-1914* (İstanbul: Gerçek, 1997), pp. 167-169.

²⁴ Çağlar Keyder, *State and Class in Turkey* (London; New York: Verso, 1987), p. 32; Reşat Kasaba, *Osmanlı İmparatorluğu ve Dünya Ekonomisi: Ondokuzuncu Yüzyıl*, trans: Kudret Emiroğlu (İstanbul: Belge, 1993) p. 44.

²⁵ Tanrikut, pp. 343-344.

L'Union Postale, published by the International Office of the General Postal Union, announced the following at the end of 1875:

The Turkish Postal Administration intends to establish, from the 1st of January 1876, an international mail service taking its route over Adrianople, Routschouk, and Giurgewo; and to accelerate that service so as to affect the transport of the correspondence from Constantinople to Vienna in no more time than three and a half days.

The details concerning the means by which the correspondence will have to be transported are: Letter bags sent by ordinary train from Constantinople to Adrianople; from Adrianople they will be forwarded by express train to Yamboli; from Yamboli to Cheitandjik they will be carried fourteen hours by Tartars on horseback; from Cheitandjik, the bags are taken by express train to Routschouk; from Routschouk by steamer to Giurgewo, and thence by rail via Bucharest, Galatz, Roman, and Czernowitz to Lemberg, where the exchange of mails will take place.²⁶

However, this plan also failed. In January 1876, *L'Union Postale* reported that, "it appears that it has not been possible to put this project into operation, the question as to the transit of the Turkish mails through Roumania having encountered difficulties which could as yet not be overruled. In the mean time, the postal communications of Turkey will be carried out, as hitherto, through the medium of the foreign post offices which are established in the Ottoman Empire."²⁷

Documents studied by Tanrikut reveal that the name of the Ottoman international mail service was the "*Aziziye Postasi*" (*Aziziye Posts*).²⁸ Another document explains the Romanian opposition: "The *Memleketeyn* Administration (Eflak and Bogdan) requires the usage of the word "Romania" in the mutual agreement arranging the transportation of daily posts. If it is not done, Romania will not consent to the delivery of post-bags over its territory." Thereupon, on 4/16 September 1876, the Ministry of Post and Telegraph sought permission from the

²⁶ *L'Union Postale*, 3 (December 1875), p. 49.

²⁷ *L'Union Postale* 4 (January 1876), p. 66.

²⁸ This service was to be performed by *Idare-i Aziziye*, which had been named, in the beginning *Fevaid-i Osmaniye*, later was renamed the *Idare-i Aziziye* with Sultan Abdulaziz. Kuran, p. 160.

Sublime Porte to use the name “Romania” in the agreement, as it was already given in various contracts involving the telegraph system.²⁹

The Porte’s reply is unknown, but, as Tanrikut writes, “because of Romanian opposition and the indifferent, even impeding, attitude of other states, the *Aziziye Posts* could not be carried out.” He also reports that on 15 September 1876, one day before the Ministry’s request, the Sublime Porte made an agreement with the Austrian Lloyd Company (*Lloyd Austriaco*), as all of the foreign post offices did, to carry the letters sent to abroad.³⁰ During the 1880 Paris Conference, it was confirmed that the Ottoman Empire and also Greece used the Austrian posts, preferably *Lloyd Austriaco*, in the mail transportation.³¹

Karl Braun, the German traveler mentioned at the beginning of the chapter, found two structural reasons behind the failure: First, the inability to formation of organize an administrative system; second, the scarcity of educated personnel. To these he added the mixture of languages, races and religions, vast lands with sparse populations, and difficulties in transportation.³²

15 September 1876 is also accepted as the beginning of the official delivery of international mail in the Ottoman Empire. This organization was administered by the International Post Service, established by one Mr. Schudamore, who had been appointed by the British government in response to the Ottoman government’s request for a specialist to oversee the reform efforts in the Ottoman postal service. The new service was attached to the Ministry of Postal and Telegraph Services, but it had a relatively autonomous position within the Ministry. Moreover, its personnel were mostly non-Muslims: the vice-director, Monsieur Vitalis, the French inspector

²⁹ Tanrikut, p. 338.

³⁰ *ibid*, p. 340.

³¹ Krains, p. 76.

³² Pinar, p. 146.

of city post; Monsieur Peter Matteohoff, the collector; Baptiste, the interpreter; Kirkor, the clerk; Panayotti Efendi; and twenty officials from various nations, a number of them transferred from the foreign post offices.³³

The center of the International Post was the post office in Galata. All the posts (letters with or without stamps, newspapers, books, business papers, and samples) to be mailed abroad were collected there, and then distributed to the foreign countries. In a decree dated February 1877, it is said that correspondence from Istanbul reached Paris in five days and London in six. Furthermore, the cost of letters sent to the UPU member countries was cheaper than those sent to non-member countries.*

In addition to establishment of the post office for international service, the Universal Postal Union supported the modernization of the Ottoman service. In the meetings organized, at least, once every five years, the member states discussed the plans that the administrations of various states had prepared regarding to the operation of the international mail system. The principles accepted at the meetings were then obligations for some countries, sometimes for all of them depending on the potential and infrastructure of the country.

The Ottoman Empire, in general, tried to adapt itself to the alterations. However, it was neither an active, locomotive member of the Union, nor did the government have the ability to carry out every new decision. For example, although answer-cards, which were used after the delivery of postcards, had been used and become a part in the Union since 1878,³⁴ was only applied by the Ottoman Postal

³³ Tanrikut, pp. 336-341.

* For member countries, the taxes of letters with stamps the weight of which did not exceed fifteen grams were, according to the distance, 50, 120 and 150 *para*; for non-member countries, they were 150 and 270 *para*. *Telgraf Mecmuası* (February 1877); Tanrikut, p. 377.

³⁴ *Ibid.*

Administration after 1906.³⁵ While the utilization of parcel posts was admitted in 1880 by the UPU,³⁶ they were not introduced by the Sublime Porte until 1901.³⁷ Similarly, money order transaction, which was always a subject of the Union's meetings, arose in 1900 in the Empire.³⁸

Furthermore, Williamson writes, "since the foundation of the Union, some subsidiary agreements, adhesion to which [was] optional, had been gradually introduced to cover such services as the insurance of letters, Parcel Post, the Money Order Service, etc."³⁹ The Ottoman Empire was keen on to achieve these UPU standards. For instance, the postal money order, introduced in 1880 in Paris and revised in 1885 in Lisbon, was added to the Ottoman system in a short time.⁴⁰ The Ministry of Post and Telegraph printed some booklets containing translations of the Union decisions and the Ottoman international post applications.⁴¹

Administration of Post and Telegraph

After the amalgamation in 1871, the Post and Telegraph Services started to be administrated under a single directory. This administrative style, however, caused some problems: Work and duties were confused and the officials became disorganized. In 1876, the Minister of Post and Telegraph Services, Tingirzade

³⁵ Tanrıkut, p. 360.

³⁶ Paris Congress in 1880, Article 13.

³⁷ Tanrıkut, p. 157. Tanrıkut quoted the news from *Posta ve Telgraf Mecmuası*, no: 9 (August 1317/1901). Yet, in the 1897 Congress in Washington, it was stressed that, "The maximum weight of parcel posts is fixed to 5 kilograms. This protocol leaves out Spain, Greece, Turkey and Venezuela, which do not admit parcels exceed 3 kilograms." Krains, p. 112. Even in 1880 in Paris, including the Ottoman Empire, nineteen countries authorized using parcel posts up to 3 kilograms. (ibid., p. 79.)

³⁸ In 1901, total number of money order was 114.000, the amount of payment 520.000 Ottoman gold and the profit was 2450 golds. Şekip Eskin, *Türk Posta Tarihi* (Ankara: Ulusal Matbaa, 1942), p. 24.

³⁹ Williamson, p. 73.

⁴⁰ Tanrıkut, pp. 115-117.

⁴¹ For details, see *İttihad Müraselatına Dair Talimat-ı Umumiye* (Dersaadet: Devlet-i Aliye-i Osmaniye Posta ve Telgraf İdaresi, 1312); *Posta İttihad-ı Umumiyesi* (Dersaadet: Posta ve Telgraf Nezareti Matbua-i Osmaniye, 1317); *Indicateur des Postes et Télégraphes de Turquie* (Dersaadet: Telgraf ve Posta Nezareti Matbua-i Osmaniye, 1884), pp. 131-179, 183-191.

Yaver Pasha, founded a commission. Schudamore and Vitalis were appointed to the commission, where they prepared a regulation, which was accepted in November 1876 by the government. Articles in the regulation included:

Article 1. The Administration of Posts and Telegraphs is placed under the high direction of a Director General.

Article 2. The Administration is divided into two different Departments: The Postal Department, and The Department of Telegraphs. Each of these Departments is placed under the direction of a special Director (*Başmüdür*).

Article 3. The special Director of Posts is charged with the management of the postal service, and the direction of its staff of officials; and the special Director of Telegraphs is charged with the management of the telegraph service, and the direction of its staff of officials.

Article 4. There shall be established at the seat of the General Direction, and under the name of Council of Posts and Telegraphs, a Council which shall be presided over by the Director General.

Article 8. A sufficient number of traveling inspectors shall be appointed, whose duty it shall be constantly to ensure the regular working of the postal and telegraph service. The surveyors, having charge of the maintenance of the lines, shall be stationed at a distance of three miles in mountainous regions of five miles in the plain and of eight miles on railroads.

Article 9. The post and telegraph officers shall be divided, according to their seniority and ability, into five classes in the capital, and into four classes in the provinces, in conformity with the table annexed to the present Regulations.

Article 12. The special Directors are responsible for the service to the Director General; the principle Directors and inspectors of *Vilayets* are responsible to the special Directors; the *müdürs* (superintendents) of the districts to the principle Directors; and the clerks of the cantons and communes to the *müdürs* of the districts. All the clerks, as well as the inspectors and surveyors of the lines shall, in one word, be accountable for the execution of their service to their immediate superiors in office.⁴²

The law about inspectors was a result of problems that had arisen in controlling routes and post officials. Tingirzade Yaver Pasha presented two memorandums to the *Sadaret*, one on 27 June 1876, and the other on 30 August 1876, in which he detailed the problems. Most of the existing inspectors were neglecting their responsibilities, rarely, leaving their offices and occupying themselves instead with official correspondence. Petty officials and sergeants (*çavuş*) had taken up the monitoring and controlling of the service instead. As such, these

⁴² *L'Union Postale*, 1 February 1877. The complete text can be found in the appendix.

officials were unable to intervene directly in the problems of the post and telegraph communications system. Yaver Pasha recommended that new officials be employed to rectify the problem. He added that despite the expense of the new employees, by making a classification among post officers, a certain amount of money could be saved.⁴³

Regulations

The first postal regulation was prepared in 1840⁴⁴ and in use until 1871. Consisting of forty-four articles, basically it organized the postal service with simple rules and described post offices and duties of the officers. It did not have any articles about the state postal monopoly,⁴⁵ although this was included in a later regulation. A public postal service was a new thing for the Ottoman Empire and the founders of the service were inexperienced. Thus, in the beginning, the postal administration behaved modestly and shared the work with the old elements of the public communications, such as *sai* and *ulak* (couriers), *sürücü* (drivers), and other free messengers.

Within thirty years, the Ottoman postal service progressed and become more experienced and proficient. The existing law was no longer met the needs that had emerged. The officers had become specialized in their jobs, the number of post offices and officers had increased and the service network had been expanded. The use of stamps had begun and was becoming widespread. In addition to the development of transportation facilities, the postal service had taken steps to secure a monopoly in the Empire by integrating the untidy messenger groups. However, the

⁴³ Tanrikut, pp. 263-265.

⁴⁴ Yazıcı, "Tanzimat Devri...", p. 25; Tanrikut, p. 87.

⁴⁵ Yazıcı, "Tanzimat Devri...", p. 39.

state was still unable to impose a full monopoly because of the foreign post offices. Thus, the necessity for a more comprehensive and sophisticated order and an effective administration appeared. In 1871, a new law was declared in July, and then, in September an administrative alteration, as described in Chapter Two, was effected.

The order of 1871 was the work of the new Ottoman bureaucracy, which had matured with the mentality of the *Tanzimat*. Detailed articles about the conveyance of letters, packages and other items, and the penalties for damage and unwanted situations were introduced, and the duties of officers were defined. The law declared that every type of mail was to be conveyed by the postal service of the Ottoman State exclusively.

A decade later, in 1882, the *Bâbüali* produced a new set of codes. Reflecting the communication policy of the Abdülhamid II period, it was used until 1909 with occasional modification. Between 1871 and 1882 not only the political atmosphere, but also communication technology had changed. Revolutionized transportation, railways construction accelerated in the empire. As a member of the UPU, the Ottoman postal organization had to meet certain standards of the treaty. Also, from 1875, the government recruited postal experts from abroad to modernize the postal system, such as one Mr. Schudamore from England, who worked for the Ottoman state from 1875 to 1880. The subject of foreign experts in the Ottoman postal system is discussed in greater detail below.

The writing styles of the two regulations are similar. The statute of 1871⁴⁶ is composed of fifty-seven articles, with seven chapters, titled “Documents and Goods”, “General Documents”, “Registered Letters”, “State Documents and Goods Sent Free of Charge”, “Chargeable Samples, Trusts and Other Things”, “Documents

⁴⁶ *Posta Nizamnamesidir* (Dersaadet: Matbua-yı Amire, 31 July 1871), twenty-two pages. This document is a copy of an *irade-i seniyye* dated 16 July 1871.

Held in Abeyance”, and “Postal Stamps and Envelopes with Stamps”. The 1882 regulation consists of sixty-seven articles, with an additional chapter: “Transportation Vehicles”.⁴⁷

The most significant thing for both documents is the emphasis on the state monopoly of the postal organization. The 1871 law says, “every kind of letter and newspaper and pamphlet published in a certain period and all document packages which do not exceed two *kıyye*⁴⁸ are exclusively conveyed by the Ottoman postal administration.” The 1882 order divides the article into two parts and, at the outset of the law, declares that, “the right of organizing a postal system exclusively belongs to the Ottoman Empire.” In the second article, the materials⁴⁹ subject to the postal monopoly are listed. While very similar, there was a slight difference in the later law: The measurement unit was changed, from “*kıyye*” to “kilogram”.⁵⁰

Both codes give post officers the right to investigate packages in order to ascertain whether they contained any documents or items deemed harmful to the monopoly or were subjected to different taxation. Article 6 of the 1871 code declares “things can be investigated by the police only if there is a reliable accusation, otherwise people cannot be harassed with investigations made haphazardly. If an official does so, he will be questioned.”

This order provides certain immunity for the mails. However, this was not implemented until after 1882. As a result, the Ottoman postal service became known

⁴⁷ Tanrıkut, pp. 31-96. He makes this transcription from *Birinci Tertip Düstur 3. Zeyl*, Except for two chapters (“transportation vehicles” and “important documents”), a copy of this text appeared in *Indicateur des Postes et Telegraphes de Turquie* in 1884.

The comparison between the regulations based on these two sources above (see note 150 and 151).

⁴⁸ Also *okka*, equal to 1282 grams.

⁴⁹ Formal documents of imperial edict and official orders and printed non-periodicals and fragments of all kinds of books; letters that had been stamped, and postcards; books of commerce, geographic maps, design paper; letters of recommendation and delegation, as well as files of trials, property title-deeds, rent and share; custom permits and boat and train and cart tickets as well as the date books of commissioners.

⁵⁰ These things were golden and silver coins, jewelry, all kinds of commercial samples, and last, papers, maps, pictures, and documents which did not exceed two kilograms.

as a “bully” administration from the 1880s.⁵¹ By opening envelopes on any suspicion, it behaved like a police mechanism.⁵²

The main reason for retreating from the principle of mail immunity was *evrak-ı muzır* (harmful papers), i.e. newspapers and documents from Europe in opposition to the reign of Abdülhamid II. Koloğlu writes that, with the year 1880, the number of publications that were considered harmful by the *Bâbüli* and Yıldız increased as a result of the process emerging from the Berlin Congress of 1878. In this period, the unification of Ottoman territory lost its importance. While Greece was insisting on Eastern Rumelia, France occupied Tunisia in 1881. In the same year, Mithat Pasha and his colleagues were put on trial in June, and in December, the Public Debt Administration was founded.⁵³ One year later, Egypt became a dominion of the British Empire. The state thus found itself in an uneasy position and started to see every kind of opposition idea as a threat that might cause to the collapse of the Empire.

In these conditions, the Ottoman postal administration behaved like a police organization and began to control rigidly all postal baggage coming from abroad. After a while this control became to include opening envelopes and examining documents. So, obviously, the sixth article of the 1871 regulation was not in force in 1882.

The first chapter of each regulation ends with an article ordering the punishment of any person who interrupted the postal service. In 1888, an addition was made to the 1882 law, saying, “*Emanetçiler* (depositories) and *poliçeciler* (transporters of bills)”, who carry mail may not serve as postmen.” This law shows the effort to establish a uniform type of postman working for the government.

⁵¹ Orhan Koloğlu, *Avrupa Kısılcığında Abdülhamid* (İstanbul: İletişim, 1998), pp. 146-156.

⁵² *Ibid.*, p. 155.

⁵³ *Ibid.*, p. 81.

Each regulation has a chapter about simple letters consisting of eleven articles. But while the 1871 regulation announced no decision about the setting of prices, the 1882 one presents a detailed description. According to Article 16, letters up to ten grams and transported overland routes cost two *kuruş*. Letters carried by ship or train cost twenty *para*. Each additional ten grams doubled the price. Only simple letters could be posted without stamps, in return for double payment by the receiving party.

This article was modified in 1888. According to the new decision, letters up to fifteen grams would cost forty *para*, regardless of the transportation route. This brought standardization to prices, which was an important international criterion. Letters sent without stamps were declared invalid. As this rule proved difficult to enforce, however, the former method was reinstated after four months. The most probable reason for this failure was the old habits.

The ninth article of the 1871 regulation describes how letters are delivered: “Each letter waits twenty-four hours in the post office. Owners come and take their letters from the office. If he does not come in one day, the letter is sent to the owner’s address by city post in Istanbul or by postman (*müvezzi*) in the provinces.” For this service, the city post charged forty *para*. In the provinces, for simple letters, postmen collected forty *para* for registered letters and twenty *para*.

This changed in 1882. In Article 19, the new regulation abolished the 24-hour wait and introduced immediate delivery at no extra charge. Despite this innovation, as Ali Onur writes, people continued to wait in front of the post offices. Tanrıkut says this was just out of habit.⁵⁴

⁵⁴ Ali Onur, “Geçmişte PTT’cilik”, quoted by Tanrıkut, p. 179.

Here it is necessary to digress from the immediate topic to discuss mail delivery within Istanbul. As mentioned in Chapter Two, Istanbul had a special postal service. Residents of the capital city used this service to communicate with each other and receive mail from outside the city. It took three tries to establish the city postal service to satisfaction, as Tanrikut writes. It became a functioning entity in 1875 as the result of a petition effort. There is no document proving how many years the third city posts existed, yet, quoting an article by Mehmet Ali in *Posta Telgraf Mecmuası*, Tanrikut says delivered mail for twenty years, until 1894 or 1895. In 1901, the fourth city posts was formed.⁵⁵

In this period, the pressure of Sultan Abdülhamid was felt deeply in the city posts administration. Post offices refused to accept sealed letters. In some cases, representatives of the Sultan in the administration went so far as to ban some post cards when they were deemed seem harmful to the government. Of course, such activities reduced the integrity of the city postal system, and thus its importance. Only after the period of the Second Constitutional Regime, in 1908, were sealed letters accepted.⁵⁶

In the chapters setting down the rules for registered mail, both laws banned the opening of the envelopes of registered mail. If any harm came to the mail, the state was to pay an indemnity to the victim (Article 25 in 1871, and Article 32 in 1882). The amount varied between one and five Ottoman Liras. The 1882 code also said that when damage emerged due to the actions of an official, the indemnity would be taken from him at twice the amount. In 1890, Article 32 was amended to

⁵⁵ Ali Nusret Pulhan, by examining postal stamps, says the city posts were closed in 1884. Pulhan, p. 512. But it had to have continued in a way, because the 1882 regulation brought some responsibilities to the city posts, as explained above. It is not sensible to think these rules were prepared just for a two-year period. Moreover, according to Şekip Eskin the establishment was in 1872 and it went on for fifteen years. Eskin, p. 29.

⁵⁶ Tanrikut, pp. 82-86. 177. Eskin, p. 29.

allow open correspondence documents, such as newspapers, to be sent by registered mail. This made it possible to send papers containing opposition ideas in closed envelopes without the fear of discovery. At least, on paper the rule appeared to allow this, but in the years of Abdülhamid II's reign, the principle of the sanctity of registered letters was ignored. The law reflected an ideal structure; the sanctity of registered mail was a requirement for the UPU (Article 5) and to be able to complete with the foreign post offices. In practice, however, state control over communications remained rigid. This subject is discussed in more detail below.

The 1882 code contains a chapter about transportation vehicles, which does not appear in the 1871 code. Article 33 declares the state would organize the postal delivery each day, according to the conditions. Article 34 says that, "both foreign and domestic ships have to carry Ottoman mail due to the treaty of the Universal Postal Union.⁵⁷ Moreover, those ships may not convey the mail sent within the Empire, except for Ottoman ships. The captains who infringe upon this prohibition will be fined."⁵⁸ When a captain caught disregarding this law was a foreigner, the related port administration would make a formal protest to his embassy. On the other hand, in actual fact, foreign steamers constantly transported mails within the Empire. Article 35 said that while all transportation companies would carry Ottoman posts without payment,⁵⁹ this would not apply to the posts of other individuals or organizations. Similarly, the transporters such as railways, company carts, *katırcı*

⁵⁷ Although the article claims that it stands on UPU, the treaty did not have that kind of sentence. In addition, the Sublime Porte often made treaties with the foreign navigation companies in order to transport its postal baggage at economical rates. This subject is examined under the title of "Transportation Vehicles".

⁵⁸ 5 Ottoman Liras for the first time, 10 for the second, and 15 for the third.

⁵⁹ There are evidences that show the foreign mail-steamers carried the Ottoman posts gratis. In 1871, Ministry of Public Works decided to give the Russians Mecidiye Orders since they undertook to transfer the Ottoman mails without cost and the packages of the Treasury with sixty percent reduced price. Tanrıkut, pp. 420-421 (A document from the office of grand vezirate. 12 Cemaziyelahir 1286)

(mulers), and *deveci* (camel drivers) were forbidden to carry anything but Ottoman posts (Article 38).⁶⁰

In the conclusion part, the 1882 code contains a few more articles. Article 65 says the transactions between the Ottoman postal service and foreign postal services were subject to intergovernmental treaties. The final article (67) decreed that, “the Ministry of the Interior has to execute this regulation.” Yet, as mentioned above, when the immunity of letters was considered this obligation remained on paper and was not applied.

The Efforts of Bureaucrats for Improved Administration

During the reign of Abdülhamid II, the Ottoman Empire improved its communication system, as well as it did in some other areas of government administration. Foreign postal experts were brought in to oversee the reformation of the postal system to increase efficiency, and thus, to be rid of the foreign post offices.

The first expert was one Mr. Smith, who filled his post from 1856 to 1859. Fifteen years, in April 1875, the Sublime Porte requested that the British government send another expert to organize the office of the postal union. The British accepted this application and charged the secondary clerk of the English Ministry of Post, Mr. Schudamore, with this task in August 1875. According to the contract, Schudamore would work under the Ottoman Minister of Post in charge of the organization, administration, and inspection of the postal union office and the shoreline post. In

⁶⁰ The penalty for those who disobeyed was twice the postal fee, plus 1-50 Ottoman Liras or double.

addition to his earnings of 2000 £ per year, he would receive 300 £ as travel allowance. He would also continue to receive his salary from his government.⁶¹

Four years later, on 30 October 1880, Mr. Schudamore was dismissed from his office on charges of a deficit in his accounts (273,003 *kuruş*). Tanrıkuť claims, based on a note by İzzet, Minister of Post and Telegraph, dated 28 December 1886, “Schudamore forgot fidelity to the Ottoman Ministry of Post and Telegraph and behaved like a general director in a foreign company.” Tanrıkuť does note, however, the “unforgettable” services provided by Schudamore during the establishment of the union posts.

Monsieur Vitalis, who had been the director of city and shoreline posts, was appointed to the position vacated by Mr. Schudamore.

On 12 June 1880, about four months before the dismissal of Mr. Schudamore, Murad Bey, who was the inspector of the *Postahane-i Amire* (Head of Post Offices), had written a memorandum outlining his views about the existing structure and the necessities of postal administration. He complained about Mr. Schudamore and suggested Vitalis as his replacement:

In order to seem sincere to the Europeans, Mr. Schudamore was employed. His monthly wage is 108 liras. But, actually, the Europeans want our salvation, not sincerity.* His contract has exceeded two years. In addition to his monthly salary of 108 liras, he spends whatever he wants and that makes the Treasury anxious. During last several years he has not declared his center’s accounts. He has not done anything in the order of the city posts, which had been directed by me for ten years and given to him seven months ago. In my time, the regulations were applied carefully and profit was declared every month. But now, even Mr. Schudamore himself does not know this.

Let’s say Mr. Schudamore continues his work and one more person like him is brought from Europe, but giving a 108-lira salary. Would our postal service be better? In other words, if a few captains more worked in ship number 4, which was famous for its oldness, would the ship ply better? In my opinion, it would be worse, because the more the ship weighed, the slower it would go.

⁶¹ A copy of the contract of Mr. Schudamore, 8 August 1875, Başbakanlık Arşivi, Hariciye 5031, quoted by Tanrıkuť, p. 345.

* “... *hulûsumuzdan evvel halâsımızı...* ”

Therefore, it is obvious that it is not the number of captains, but the engine of the ship that is important. Similarly, for a postal organization it is not the person leading, but the officials serving that are important. Giving someone 108 liras is not a necessity. Nevertheless, if, insistently, it is said that “the state has to employ a grand person like Mr. Schudamore in order to give the Europeans a guarantee for the purpose of security”, what is the reason for such a high salary which equals those of our ministers and other members of the cabinet? Standing on this point, when sacking him becomes a necessity, the proper person to make this decision is Mr. Schudamore himself, because of his position equal to that of minister. Thus, to protect postal law and save our postal system from foreign posts, employing a foreigner is not necessary. The need is to organize procedures and officials properly.

If Mr. Schudamore is absolutely indispensable for establishing an effective organization, protecting postal law, breaking the power of foreigners, and increasing postal income, there are several people who can compare to Mr. Schudamore. If a good one is being sought, there are many in our country.

Murad Bey then described Monsieur Vitalis:

If instead of paying Schudamore 108 liras, which harms the Treasury, the director of shoreline posts, Monsieur Vitalis, who is French and has worked as a director in the French postal offices for twenty years and served the Sublime Porte with fidelity for twenty years, is appointed, the reform process of the postal administration will progress better.⁶²

With this document, it is understood that not all bureaucrats had positive opinions about the foreign experts. In particular, their high salaries were perceived as a waste of money. Utilizing the indigenous potential* of the country was advanced as the remedy. However, the practice of calling in outsiders to solve problems, to implement reforms, and to compare the Empire to Europe continued.

On 29 November 1888, Monsieur Albert Kroll, who had been an inspector in the postal administration of Germany, was appointed to the position of Vice-Minister of Post and Telegraph. The primary aim was to unite the foreign post offices inside the Empire. In its agreement with Monsieur Kroll, this time the government behaved more carefully. Unlike the contract of Schudamore, Kroll’s contract was full of

⁶² Yıldız Parekende Evrakı Posta ve Telgraf Defteri, Dosya: 1, Gömlek: 28. 30 June 1296/12 July 1880.

* The word “indigenous potential” should be considered in a world of empires. It did not mean “Turkish” or even “Muslim”. Vitalis was also a foreigner, but unlike Schudamore, he had worked for the Sublime Porte for twenty years.

articles in favor of the Ottoman State. For example, the Sublime Porte could dismiss him whenever it deemed necessary. If Kroll committed a crime, he would be subject to Ottoman law. Because he was accepted by the Ottoman Empire, he could not use his German identity. In addition, while working for the Ottoman state, he could not draw a salary from the German government.⁶³

Another interesting point about Monsieur Kroll was his nationality. Whereas Schudamore, who had come to Istanbul in 1875, before the Abdülhamid II period, had been a subject of Great Britain, Kroll was German. This was no coincidence, Westney tells us: “In the development of the modern postal system, Great Britain was the acknowledged leader. The key innovations of modern post⁶⁴ were developed by the British General Post Office in the 1840s. It became a model that was quickly emulated by the United States and the other countries of Europe.”⁶⁵ However, in time, the German Post Office became superior. Especially, in the Postal Union, Williamson states, “as regards efficiency, the Germans take a very high place. Germany was really the founder of the Postal Union, and in knowledge of the infinitely complex details of postal services the German Delegation has very few rivals, and is always fruitful in suggestions for further reforms.”⁶⁶

Also, during the reign of Abdülhamid II, the Germans increased their influence and importance in the empire, which most likely also influenced this decision.⁶⁷ Close relations between the two countries showed themselves in the move to obtain technical assistance to improve the postal organization. When Monsieur

⁶³ Kroll ile mukavelename, 17 Teşrinisani 1304, quoted by Tanrıku, p.347. Şekip Eskin gives his coming date as 1890. He also adds that Kroll’s salary was 1000 *Kuruş* (100 Liras), which was lower than Schudamore’s one.

⁶⁴ “Postage stamps, a unified system of postal rates regardless of distance, the concept of the postal service as providing a necessary service and not just a mode of taxation... Money orders beginning in 1872, postal savings in 1861, and life insurance in 1864.”

⁶⁵ Westney, p. 145.

⁶⁶ Williamson, p. 75.

⁶⁷ See İlber Ortaylı, *İkinci Abdülhamid Döneminde Osmanlı İmparatorluğunda Alman Nüfuzu* (Ankara: Ankara Üniversitesi, 1981).

Kroll's duty finished in 1897, Mr. Hune, also from Germany, was employed in 1899. The choice of the Constitutional regime after 1908, however, was in favor of a Belgian.⁶⁸

Most probably, Monsieur Kroll did not cause a problem inside the postal administration. The former director of the Telegraph and Post in the İşkodra and Edirne railway, commissar Koper Efendi, in a memorandum, dated 30 May 1892, stressed the importance of foreign administrators, while suggesting a new organization plan in order to make foreign post offices ineffective:

Information about the reorganization of the Postal Administration

1. It is necessary to the rank postal director as superior to the Telegraph administrator, bind him directly to the Ministry of Post and Telegraph, and appoint someone skillful to lead the directory.
2. The director should be a foreigner who has worked for the Ottoman Empire for a long time.
3. Two foreign undersecretaries should be appointed in order to satisfy the Europeans and extend commercial activities. These two people will announce their opinions about postal reforms in the council that will collect in the *Mabeyin* (the private apartments of the palace where the Sultan usually received viziers, etc.). The council will work under the ministry.
4. The Sultan appoints the director and his assistants.
5. These officials are chosen for a term of two years. At the end of the term, the concerned countries select and appoint an official in turn.
6. If desire, the officials working in foreign post offices, are employed by the Ottoman postal service.⁶⁹

As seen, unlike Murad Bey, there were also some Ottoman bureaucrats in favor of employing foreign specialists in the postal administration. It is very probable that Monsieur Kroll favorably impressed the Ottoman statesmen. So that Koper Efendi advised the government employing foreign experts at the high rank of the administration.

Ottoman development efforts were not limited to European experts. The bureaucracy was continuously generating new solutions and suggestions. The postal

⁶⁸ Monsieur Sterpen, General Director of the Belgian Posts, and Monsieur Orth, councilor in Belgian Postal Service. 3 Kanunisani 1313, Posta Telgraf İrade Kayıt Defteri, quoted by Tanrıku, p. 348.

⁶⁹ Yıldız Parekende Evrakı Posta Telgraf Nezareti Mevzuatı Dosya: 8, Gömlek: 92, 18 May 1308/30 May 1892.

inspector of Istanbul, Murad Bey, in the memorandum mentioned above, counts reforms necessary for the postal system. As will be seen in the following section, some of his ideas become reality in the regulation of 1882. In a summary, he says:

While foreign postal organizations are earning big profits, the declared income of the Ottoman posts is dramatically low. I dare to write on this subject by taking courage from my successful past in the city posts.

Article One: Postal Reforms

The abolition of unskilled officials and their replacement with competent ones, and full obedience to the regulations.

Equal service to everyone.

Avoidance of wasteful expenditure.

Full responsibility of officials in their well-defined duties. In addition, a promotion and seniority system should be formed.

Application of the system of uniform tax. The method of uniform tax was accepted before, but it was not carried out. According to this, letters are carried at the same price throughout the country. For instance, 1 *kuruş* is changed for the coastal area, and 2 *kuruş* for inland. This application raises income and motivates people to use the Ottoman postal services.

Article Two:

Although the postal service is under government monopoly, some old conveyance systems, such as the *Emanetçiler* (depositories) and the *poliçeciler* (transporters of bills), have continued, not only in the provinces but also in Istanbul. In the past they were condoned due to the weakness of the service. Yet, today they are unnecessary and even harmful to the monopoly. Unfortunately, people prefer them to the state postal administration. The main reason for this is high prices. Even for a small letter, post offices charge people 3, 4, and 6 *kuruş* according to the road.

The solution to be rid of these unorganized messengers is first, the price policy should be changed. Prices should be reduced and standardized. Second, instead of trying to set up post offices in every village, by reaching an agreement with the local governors, a central post office would be adequate for a certain region. Third, by applying the commercial law exactly and convincing people of the ease of the Ottoman postal services, the service would become effective.

In order to raise postal income we must improve ourselves and correct the law before the abolition of the foreign post offices. If we are better, people will become comfortable, Treasury will reach a high income and this improvement is a warning signal for Europeans to retreat from the Ottoman Empire.

As a result, we have four kinds of post: land, shoreline, city, and union. This mixture makes us ridiculous in the eyes European and makes it difficult to use for the people. Except for the Ottoman Empire, every country has one postal service and one stamp. Why does it do this? A standard price as internal and external should be defined. Inside the empire one type stamp should be used.

...

There is a postal regulation, but it is insufficient. In addition to this one, there should be one more arranging officials and defining their duties and responsibilities clearly. Moreover, for disobedient officials certain penalties should be decided. Furthermore, an Ottoman post officer should know several languages. In the central post office in Yenice, the personnel should speak at least French and Greek. However, they cannot even speak Turkish correctly, let alone speak a foreign language. When these measures are taken, the organization will function much better.⁷⁰

Some of these suggestions were addressed in the 1882 regulation: Article 8 involves a warning about disorganized messengers; Article 16 the suggestion of one standard price; and Article 39, having a post office in every village by forming local postal centers. In Article 19, although the land and city posts are not merged, their united usage is declared. Last, Article 31 outlines penalties for officials who misbehave.

Obviously, the passage of a law did not instantly create the desired structure and the past elements of the administration survived for an uncertain time. For example, the *emanetçi*, *poliçeci*, *katırcı* or *komisyoncu*, referred to by Murat Bey in Article Two above, continued their activities. A document written in October 1892, ten years after of the regulation declared, confirms this continuation of old ways. Titled “A Sample of a Memorandum” and, unsigned,⁷¹ the memorandum contains eight articles concerning foreign post offices, disorganized messengers, harmful papers (*evrak-ı muzırca*), and the correlation among these three. The writer says:

The correspondence activities of the *poliçeci*, *katır*, etc. continue. When apprehended, they first, choose to lie (to the officers), and if that does not work, they apply to the Galata post offices -the quarter of the foreign post offices- for their help. In return, they carry harmful papers from those offices throughout the country. Thus they damage both the revenues of the postal administration and the government itself. The officials have to be more

⁷⁰ Yıldız Parekende Evrakı Posta Telgraf Defteri, Dosya: 1, Gömlek: 28.

⁷¹ The last paragraph of the document it says, “Although there are many more words to say on the subject, it cannot be dared. Until there is complete security, to step beyond this is dangerous for our lives. Thus, this many of words seem to be sufficient.” Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 8, Gömlek: 97.

careful about those people and the law of the Sublime Porte must be executed precisely.⁷²

Another bureaucrat who offered his views was Salih Efendi, the chief inspector of Post and Telegraph. He wrote a memorandum in June 1888 on an oral decree of the Ministry of Post and Telegraph that called for the suggestions of its officials about the necessities of the administration. He focused on two subjects: Saving Treasury revenue and competition with the foreign post offices, which will be examined in detail in the following parts. During the reform process made in governmental organizations, the Post and Telegraph services were neglected. A new modern building was needed and the arbitrary treatment in the area of personnel had to be ended. As in other areas of state administration, a categorization among officials should be carried out. The Post and Telegraph office in Galata should be closed and its duties transferred to the post office in Yeni Cami.

Furnishing detailed calculations, Salih Efendi showed how the administration would save money. He explained how replacing the inspectors in the provinces with officers in Istanbul who control those operations would also increase the income of the Treasury.⁷³

A postal commission, gathered in May 1901 under the monitoring of the Minister of Foreign Affairs to discuss the state of the postal service, produced a list of suggestions and a warning to the Sultan. Despite the fact that it is unclear whether the final decisions were applied or not, the commission's diagnoses are helpful in providing a picture of the Ottoman postal service at the beginning of the twentieth century:

The commission discussed: The agreement with two steamer companies to carry posts; classifying postmen and giving them promotion possibilities;

⁷² Ibid.

⁷³ Yıldız Perekende Evrakı Posta Telgraf Defteri Dosya: 3 Gömlek: 64, 11.L.1305.

organizing postal *tatars* and officials; and delivering mails to concerning addresses punctually and safely.

The Ottoman posts stamp mail with the year, month and day. The European and other foreign posts, additionally stamp the hour. This makes the postmen's work easier; so, we should begin stamping the hour, too. At the outset, this practice will be carried out in Istanbul and in the most commercial cities: Saloniki, Edirne, Üsküp, Manastır, Janina, Bursa, Izmir, Jerusalem, Damascus, Beirut, Aleppo, Baghdad, Konya, and Trabzon.

The mail coming to Istanbul from inside the country is collected in Yenicami post office and from abroad in the Galata office. Then, they are sent to the branch offices, and sometimes, sent again to smaller branches from the aforementioned offices. This causes a great waste of time. Therefore, the method of the post central, used in crowded European cities should be started in Istanbul. According to this method, after the mail is collected in a place, the postmen directly deliver them within the city. The post central must be implemented primarily for domestic mail. The international mail should continue to be distributed from Galata until the foreign post offices, which work much better than ours, are abolished.

In order to realize these reforms, it is necessary to employ new officials in Istanbul and the other fourteen cities.⁷⁴

Şekip Eskin writes that until its abolition in September 1903 this commission succeeded in some issues: Formation of money order office, education of new officials, sending peripatetic inspectors to provinces, re-forming of city posts, stamping date with hour, categorizing post officials, agreeing with oriental railways to carry parcel posts, manufacturing mailboxes and placing them in Istanbul.⁷⁵

On the other hand, Tanrıkut writes that the boxes were unproductive in the beginning. The detectives of Abdülhamid regime frequently controlled the boxes, even observed people who used these boxes. On a little doubt, anyone could be accused.⁷⁶ Moreover, in 1905 another commission assembled, but it was not accomplished as much as the former one.⁷⁷

⁷⁴ 23 Nisan 1317/1901, Tanrıkut, *ibid.*, pp. 83-85.

⁷⁵ Eskin, *ibid.*, pp. 29-30.

⁷⁶ Tanrıkut, *ibid.*, p. 176.

⁷⁷ Eskin, *ibid.*, p. 30.

Perfection

For domestic and international reasons, the Sublime Porte exerted intense effort to improve the communication systems. This can be seen first in the growth in the number of Post and Telegraph offices. The government published information about these statistics in several postal guides. Comparison of a guide published in 1884 with one published in year 1892 reveals meaningful data.

There were fifteen kinds of offices. Three were just for postal service, for domestic and international regular letters and documents (Ps); domestic and international regular and registered letters and documents (Pr); and all domestic and international papers and domestic trusts (Prt). Three gave telegraph service in Turkish (Tt), in foreign languages (Tf), and in both languages (Ttf). The remaining nine kinds of offices were various combinations of these six.

Table 1: Post Offices and the Percentage of Growth, 1884-1892⁷⁸

Offices	1884	1892	Growth (%)
Ps	356	434	22
Pr	89	140	57
Prt	25	35	40
Tt	43	28	-35
Tf	1	0	
Ttf	5	5	
Ps & Tt	45	26	-42
Ps & Tf	1	1	
Ps & Ttf	17	14	
Pr & Tt	86	201	133
Pr & Tf	15	1	
Pr & Ttf	18	28	56
Prt & Tt	243	293	21
Prt & Tf	18	0	
Prt & Ttf	71	82	15
TOTAL	1033	1288	225
Total number of towns (<i>belde</i>) in the Empire		2719	

⁷⁸ The table is based on the charts in Mustafa İhsan, *Posta Rehberi* (İstanbul: Mahmut Bey Matbaası 1308/1892), pp. 69-179; and *Indicateur des Postes et Télégraphes de Turquie* (Telgraf ve Posta Tarifesi) (Dersaadet: Telgraf ve Posta Nezareti Matbua-i Osmaniye, 1884), pp. 2-44.

As seen in table above, remarkable quantitative progress was made in a short period. Within the context of the economic difficulties faced by the Empire in this period,⁷⁹ this amount of progress becomes more significant. The government pointedly reserved money for new communication centers and improved their organization by employing new officials. This determination shows that the sultanate was aware of the yields of effective communications and that they could not be neglected.

The increasing importance of commercial activities⁸⁰ was another essential factor forcing investments in the Post and Telegraph. Commerce was the reason for the proliferation of foreign post offices around the Mediterranean as well. The competition with these offices prevented the Sublime Porte from introducing discount post offices. Stanford Shaw relates that the existence of those offices provided the Ottomans an organized postal service, which would never have come about within the existing conditions.⁸¹

The foreign post offices were located mostly in the port cities. Austria had twenty-eight offices in ports and fourteen in the interior, the most of any foreign state in the Ottoman Empire. By contrast, in the Ottoman case, the offices in the interior were the backbone of the postal service. In 1884, there were eight hundred and twenty-nine offices in the interior regions, whereas port cities had only two hundred and four. In 1892, more than four hundred offices were opened in the interior, while only fifty new offices were added in the coastal areas.

⁷⁹ Shaw writes, "in 1878 the debt of the Ottoman Empire had totally thirteen billion *kuruş*, and its one-year interest pay was forty-four percent of the budget of 1874." The result of this impasse was Public Debt Administration in 1881. Later on, according to the Shaw's tables, incomes raised. Yet, it was not sufficient and the reduction in public expenses continued. Shaw, pp. 277-278.

⁸⁰ *Ibid.*, p. 290.

⁸¹ *Ibid.*, p. 283.

Another difference between the foreign post offices and the Ottoman postal service was, not surprisingly, the regions of the Empire in which post offices were found. The foreign offices focused their efforts in Rumelia. Half of Austria's post offices were in the European part of the empire, and the fewest were in the Arabian provinces. However, Ottoman post offices could be found in every territory, with the majority in Anatolia. Among the newly opened offices from 1884 to 1892, about two hundred were located in Anatolia, a hundred and eighty in Rumelia, and almost a hundred in the Arab lands.⁸² More specifically, the provinces with the greatest increase in number of post offices were Janina (thirty-seven), Edirne (twenty-eight), Aydın and Tripoli (twenty-six), Hüdavendigâr (twenty-four), and Kosovo (twenty-two).*

While post offices were being established in some provinces, they were being closed down in others. Nearly four hundred new offices and about a hundred communication centers were closed or their location changed due to territorial losses. As a result of the Bulgarian annexation in 1885, the offices in the Eastern Rumelia do not appear in the 1892 postal guide. Similarly, while the 1884 guide shows offices in Cyprus, which was annexed by Great Britain in 1878, the 1892 guide does not.

Second, in some provinces there were serious losses or gains in population. Also, transportation routes underwent changes and as did the intensification of commercial interests. For example, the twenty-one districts in Saloniki seen in the

⁸² This classification of the provinces hypothetical. The division is as follows:

Rumelia: Cezair-i Bahr-ı Sefid, Edirne, Girit, İstanbul, İşkodra, Cyprus, Kosovo, Manastır, Eastern Rumelia, Saloniki, Samos, Janina;

Anatolia: Adana, Ankara, Aydın, Bitlis, Diyarbekir, Erzurum, Hakkari, Hüdavendigâr, Karasu, Kastamonu, Konya, Mamûret'ül-aziz, Sivas, Trabzon, Van;

Arabia: Baghdad, Basra, Beirut, Mount Lebanon, Aleppo, Hicaz, Mosul, Syria, Trablusgarb, Jaffa, Yemen.

* This does not mean that Janina had the most post offices in the Ottoman Empire. This comparison only shows from 1884 to 1892 in which cities the Sublime Porte made large investments.

1884 guide are not shown in the 1892 guide. Kastamonu lost half of its post offices; and Syria lost more than half.

On the other hand, in the provinces near Syria and Kastamonu, namely Beirut and Mount Lebanon, and Trabzon and Ankara, the number of post offices increased significantly.⁸³ Also, near Saloniki twenty-three new offices were put into operation.

Another point about this quantitative advance is quality. Obviously, most of these new offices, at least more than half, started services from scratch and just provided the conveyance of regular letters and documents. More qualified centers, nearly a hundred of them, also offered registered letter services and ninety had also telegraph facilities. Finally, many of the offices that existed in 1884 were improved, which led to the not only quantitative, but also qualitative advance of the Ottoman Empire public postal service.

Postal Roads and Transportation Vehicles

Postal roads and transportation vehicles were upgraded along with the post offices. The most important vehicles used in postal transportation were mail steamers. As mentioned in Chapter Two, foreign navigation companies played important roles in maritime traffic. Carrying Ottoman mail as well as their own, they were indispensable to the Ottoman government. However, in time the Ottoman state elite became aware of the need for a strong indigenous navigation company and reforms were made to the *İdare-i Mahsusa*.

The 1884 guide shows that the *İdare-i Mahsusa* had a small role in mail delivery. In the name of the *İdare-i Mahsusa*, only nine ships departed from Istanbul

⁸³ Beirut had nine, Lebanon had ten, Trabzon had nine and Ankara had fourteen new post offices. Of course, a few offices were closed in those provinces.

per week, at times similar to those of the foreign steamers. The remaining eighteen steamers belonged to foreign companies. The routes of the Ottoman ships were Gelibolu-Dardanelles-Izmir-Tripoli (Lebanon) or Benghazi; Mudanya-Gemlik; Bartın-Amasra; Bandırma; Inebolu, Ordu, Trabzon; Gelibolu-Lemnos-Saloniki; and Izmit. The foreign companies were Russian, Italian, Georgian, Egyptian, French (*Fraissinet* and *Messageries*) and Austrian (*Lloyd*).⁸⁴ Their routes intensified, first, from Gelibolu and Dardanelles to the North (Saloniki) and to the South (Izmir, Chio, Mersin, Iskenderun, Tripoli, Beirut, and Jaffa). *Messageries*, the Russian and the Austrian companies had also one such route each on the Black Sea. The international service was entirely carried out by these foreign companies. Moreover, these companies had to carry Ottoman postal baggage without payment. In a convention signed with the Russians in 1900, it is written that just for valuable letters and packages the government would pay a little amount money. The ordinary mail conveyance would be free.⁸⁵

By 1892, the *İdare-i Mahsusa* had expanded its itineraries remarkably. Seventeen new voyages had been added to its program, so that the total number reached twenty-six. Ten of the new routes were towards Yalova-Izmit and Tekirdağ.⁸⁶ Two new routes were begun between Gelibolu-Saloniki, one between in Izmir-Chio, one between Izmir-Tripoli, and one between Izmir-Beirut. Two runs were made to Bandırma. Moreover, to provide security of the postal baggage in the ships, the government charged a policeman and two gendarmes in each ship.⁸⁷

⁸⁴ Per week, the Russian and Austrian companies dispatched four steamers, the Italian and *Messageries* three, *Fraissinet* two, the Georgian one, and the Egyptian one.

⁸⁵ Tanrikut, *ibid.*, p. 434

⁸⁶ The 1884 guide shows them as tugboats.

⁸⁷ This decision was applied also in the ships of *Şirket-i Hayriye*, which carried city posts baggage in Istanbul. However, according to a document presented in Engin's book, there were problems to find officers in sufficient number. Vahdettin Engin, *Sultan Abdülhamid ve İstanbul'u* (İstanbul: Simurg, 2001), pp. 71-72.

Despite these additions, the number of foreign companies did not change the foreign superiority in the international lines continued. Although the 1892 guide only mentions the domestic lines, the subject can be seen in the later postal guides. In the 1913 guide published by the Ministry of Post and Telegraph and Telephone, all of the steamers plying the international lines belonged to foreign (Russian, Austrian Lloyd, Egyptian and Romanian) companies.⁸⁸

Another form of mail delivery employed the traditional relay system (*menzil* or *tatar*) post on overland routes, as described in Chapter Two. Traveling by horse, camel, or mule and stopping at way stations (*menzilhane*) for rest, the *tatars* carried mail across the interior parts of the Empire. In the last quarter of the nineteenth century, *menzilhanes* still existed, but some of them had been replaced with post offices and while others remained just buildings that served the *tatars*' needs.

The efficiency of the relay system depended on the quality of vehicles and roads. When the documents of the era are examined closely, it appears that the Ottoman Empire did not make significant advances in overland transportation. The developments lessening time among distances were in ships and railways. In the 1892 Postal Guide, Mustafa İhsan, arguing the importance of roads for the Empire described the hierarchy of importance among transportation vehicles:

Roads are the arteries of a country and transportation vehicles are the blood. Easy transportation of goods on roads increases the revenues of that country as flowing blood in the arteries provides the life.

There are many kinds of transportation vehicles. Steamers and trains are the most important ones. Small ships in rivers come second. Carts and horses are in the third rank.

In the past, all of our mail was transported by these third rank vehicles. After the Sultan's accession to the throne (that is, the year 1876, the beginning of the reign of Abdülhamid II), the primary vehicles, steamers and trains, started to be used mostly. Hopefully, all mail will be conveyed by those vehicles in the future.⁸⁹

⁸⁸ *Posta Rehberi* (İstanbul: Matbua-i Amire, 1913), p. 12.

⁸⁹ Mustafa İhsan, pp. 58-59.

Yusuf Halaçođlu describes the *menzil* system minutely in his book *Osmanlılarda Ulaşım ve Haberleşme (Menziller)* (Travel and communication in the Ottoman Empire: way stations). The latest dated document that he uses is the *Redif Askeri Talimatnamesi* (the Redif Military Instruction) from 1843. Describing the highways, he classifies two basic ways from Istanbul: to Anatolia and to Rumelia. The Anatolian route he divides into three parts: right, middle, and left. The right branch is between Üsküdar and Damascus; the middle one goes from Üsküdar to Baghdad; and the left one goes from Istanbul to Erzurum. Rumelia has similar branches: Istanbul-Özi is the right, Istanbul-Belgrade is in the middle, and Istanbul-Gördüs is on the left. He also provides the secondary roads among these.⁹⁰

The 1892 Postal Guide adds one more way to the Anatolian side, the road to Kayseri. Not talking about the secondary roads that Halaçođlu describes, İhsan counts five intermediary routes from Mudurnu to Amasya, Aleppo to Diyarbakir, Kütahya to Izmir, Gümüşhane to Ma'müretül-aziz, and Hasankale to Beyazid. In Rumelia, he makes no mention of the ways that Halaçođlu gives, but just lists the routes between Saloniki and Dedeagaç, Graçko and Manastır, Manastır and İşkodra, and Manastır and Janina.⁹¹

However, these routes were by no means new. According to the postal maps from 1864 that Bayındır presents, those secondary roads in Anatolia had already existed. Only the roads between Aleppo and Antep, and Erzincan and Eđin are not

⁹⁰ Yusuf Halaçođlu, *Osmanlılarda Ulaşım ve Haberleşme (Menziller)* (Ankara: PTT Genel Müdürlüğü, 2002), pp. 51-138. Also Mustafa Hilmi Bayındır, *Osmanlı-Türk Posta Mühür ve Damgaları 1840-1929*, vol.1 (İstanbul: N.P., 1992) for postal maps of 1864. There, the routes are a little different.

⁹¹ Mustafa İhsan, pp. 50-58.

shown in the maps.⁹² In addition to the maps, the guide contains the postal schedules of several provinces: Saloniki, Edirne, Yemen, Beirut and Aydın.⁹³

The most crucial overland delivery route was the one to Baghdad. According to Halaçoğlu in 1843, the distance between Istanbul-Baghdad took 445 hours, or more than nineteen days.⁹⁴ In 1875, traveler Karl Braun wrote that the Baghdad posts were carried by steamers until Samsun. About Baghdad-Istanbul line he says:

In convenient weather conditions, it takes fifteen or sixteen days. Being about 1640 kilometers, the route contains thirty-one stops, most of which are post offices. In order to transport the mail to Samsun from Istanbul, a Turkish steamer, departing once a week, is used.⁹⁵

The 1892 postal guide confirms this and describes the route going through “by steamer to Samsun, by cart to Harput, and by animal to Baghdad.”⁹⁶ In 1884, there were four Samsun passages a week. The companies were Russian, Austrian, French (*Messagerie*) and Ottoman (*Idare-i Mahsusa*). However, only one of them, the one belonging to *Messagerie* gives details about the Baghdad interior line.⁹⁷

The 1892 guide lists four different companies in its tables: Austrian, Russian, Ottoman (*Idare-i Mahsusa*), and Greek (*Panalenik*). Except for the last one, they all departed from Istanbul once a week. *Panalenik* went once in fifteen days. Similar to the *Indicateur*, only one of them, was the Russian company, provides a footnote about the Baghdad line.⁹⁸

Naturally, usage of ships shortened the time between Istanbul and Baghdad. According to the 1884 guide, the *Messagerie* steamer departed from Istanbul on Thursday morning at 05:30 and arrived at Trabzon on Friday morning. That means

⁹² Bayındır. About the Rumelian routes, no comparison is possible because of the superficial map.

⁹³ Mustafa İhsan, pp. 60-66. See the appendix for details.

⁹⁴ Halaçoğlu, p. 85.

⁹⁵ Pınar, pp. 116-117.

⁹⁶ Mustafa İhsan, p. 59.

⁹⁷ “*Inéboli, Samsun et toute la ligne de Bagdad, Kérassonde...*” in the appendix of the *Indicateur*.

⁹⁸ Mustafa İhsan, pp. 6,10,12,14.

the segment between Istanbul and Samsun took less than twenty-four hours. For the rest of the route to Baghdad, mail carriers went overland with animals and wheeled vehicles.⁹⁹ According to Quataert, “animals backs were more common than wheeled transport in most areas and during most of the period. Routes often were suitable only to animal-back transport. Generally, carts were restricted to travel within a village but became more common in later period.”¹⁰⁰

On the basis of 1892 guide, the distance between Samsun and Harput took 123 hours by cart and the road between Harput and Baghdad took 216 hours by animal.¹⁰¹ Comparing the numbers of 1843 and 1892 is meaningful:

Table 2: Baghdad Route Travel Times, 1843 and 1892¹⁰²

1843		1892	
Istanbul-Baghdad	445 h.	Istanbul-Baghdad	355-360 h.
Merzifon-Baghdad	300 h.	Samsun-Baghdad	339 h.
Amasya-Baghdad	292 h.	Amasya-Baghdad	324 h.

The table shows that the overland route not only did not improve with time, but also actually became worse in terms of time. Although there was no distinguishable change, negatively or positively, during the fifty years examined, the main reason for the increase in time was the addition of new stops along the way.¹⁰³ In spite of the fact that there was an advance in some distances,¹⁰⁴ probably because

⁹⁹ İlhan Tekeli-Selim İlkin, “Osmanlı İmparatorluğu’nda...”, *Çağını Yakalayan Osmanlı*, p. 426. For details about carts, see *ibid.*, p. 428.

¹⁰⁰ Donald Quataert, *An Economic and Social History of the Ottoman Empire, 1300-1914*, ed. Halil İncelik with Donald Quataert (Cambridge: Cambridge University Press, 1994), p. 817.

¹⁰¹ In the stops’ names, Harput does not exist. Instead of it, Ma’muret’ül-aziz was taken to consideration.

Mustafa İhsan, pp. 51-53.

¹⁰² Halaçoğlu, pp. 76, 85; and Mustafa İhsan, pp. 50-52.

¹⁰³ Between Nusaybin and Mosul, five new stops: Dirun, Cizre, Zaho, Basteke (باستکه), Simil (سيميل). While Halaçoğlu says it took forty-four hours, in the guide the total time is given as fifty-seven hours. Similarly, between Tuz Hurmatu and Baghdad stops’ names, and so, the time measurement is different.

¹⁰⁴ In 1595, it took nine hours to travel distance between Hacı Hamza to Tosya. This was eight hours in 1843 and seven hours in 1892. Halaçoğlu, p. 51; Mustafa İhsan, p. 53 *Kütahya-Gediz*: 18 hours in 1843, 16 hours in 1892; *Sivas-Deliklitaş*: 10 hours in 1843, 9 hours in 1892. On the other hand, in

of, as Quataert states, the expanded use of wheeled transport,¹⁰⁵ the general structure of the overland route did not change significantly.

The same thing is observed for the Aleppo route. Starting from Üsküdar, in 1843, *tatar* post reached Aleppo in 257 hours, or more than ten days. In 1892, mail was carried by ship to Mudanya and from there went overland but the time was only shortened by four hours.¹⁰⁶ Quataert writes, “Throughout the nineteenth century, the central state paid too little attention and gave too few sources. And so, the roads remained neglected and poor.”¹⁰⁷

On the other hand, some scholars argue that there was a clear tendency in the investments in overland routes, particularly after the 1880. Duran writes, “in 1885, the biggest amount of investment –81,852 *kuruş*- was realized, and until 1912, this level was not reached again.” He asserts that this money was invested directly in road construction. With 15,000 km macadamized road (*şose*) on the eve of Great War, the Ottomans made an outstanding advance.¹⁰⁸

Tekeli and İkin also report a road improvement plan prepared by Ministry of Public Works in 1880. According to the plan, a 2,535 km overland route would be built in Anatolia, connecting the hinterlands to the port cities, but not providing a road network within the country. Although this plan was never implemented, the work on the road system continued. Supporting Duran, Tekeli and İkin write, with the *Turuk-u Maabir Talimat-ı Umumiyesi* (General Instruction of Roads and Passes),

some places the time did not change, sometimes it was even worse: Turhal-Tokat: 10 h. in 1892, but 8 h. in 1843. Halaçoğlu, *ibid.*, p. 77, Mustafa İhsan, *ibid.*, p. 50.

¹⁰⁵ Quataert, p. 815.

¹⁰⁶ Halaçoğlu, p. 63; Mustafa İhsan, p. 53-54. Moreover, about the Istanbul to Erzurum line, it is hard to compare the years, due to the usage of maritime lines till Trabzon.

¹⁰⁷ Quataert, p. 818.

¹⁰⁸ Bünyamin Duran, “Osmanlı Devleti’nin Son Döneminde Türkiye’de Karayolu Ulaşımındaki Gelişmeler,” in *Çağın Yakalayan Osmanlı*, pp. 486-487.

recognized in 1889, a preference was stated for macadamized road construction. Towards the 1910s, 16,000-17,000 km were laid.¹⁰⁹

Another crucial subject about regarding the overland mail routes was security. According to Quataert, on the one hand, “security on highways improved as the century grows”, but on the other, “even after a half-century of sedentarization and extension of government control into the countryside, highway travelers remained in peril.”¹¹⁰ The *tatars* had to protect the mail themselves. In the PTT museum in Sirkeci, Istanbul, the big rifles of the *tatars* are exhibited. In 1848, the government decided that gendarmes would accompany *tatars* during their road. If an unwanted situation emerged because of insufficiency of gendarmes, the emerging harm will be paid by the officials of that location. This decision was applied until the Republican time.¹¹¹

Therefore, the improvements were not sufficient to make a noteworthy transformation in the Ottoman overland transportation system. As Quataert properly stresses, “in 1904, the entire Ottoman world contained only 24,000 km of roads, three-quarters of these were within the borders of modern Turkey, poor in quality and badly maintained.”¹¹² In regards to the subject of this thesis, mail delivery it is clear that few advances emerging with the capitalization process in Anatolia did not have a great impact on postal conveyance.

The final means of postal conveyance in our discussion was the railroads. The first railroad construction project in Anatolia was completed in 1866. However, the main growth was achieved after 1890. Excluding Egypt, 5,000 km of new line were

¹⁰⁹ Tekeli-İlkin, pp. 436-438.

¹¹⁰ Quataert, p. 817.

¹¹¹ Eskin, *ibid.*, p. 20.

¹¹² *Ibid.*, p. 818.

laid between 1890 and 1914.¹¹³ As is seen in the 1892 guide, the Ottoman postal administration used railways as often as possible. In Rumelia, the lines were Istanbul-Edirne, Edirne-Dedeağaç, Saloniki-Üsküp, Üsküp-Zibfoça, and Üsküp-Mitroviçe; in Anatolia, Izmir-Alaşehir, Izmir-Sarayköyü, Seydiköy-Ödemiş, and Adana-Mersin. In addition, as a part of the Haydarpaşa-Ankara line, between 1890 and 1895,¹¹⁴ the Haydarpaşa-Bilecik railroad was used in letter transportation.¹¹⁵ In time, the postal service took advantage of every new-built railway.¹¹⁶ Furthermore, the government was paying money to the railway companies for mail transportation, but the price was tried to keep in low rates, even abrogate.¹¹⁷

The Financial Structure of Postal Administration

From the beginning, the Sublime Porte was aware that postal service was a profitable activity for the Treasury. This consciousness can be easily seen not only in Mahmut II's imperial decree of 1832,¹¹⁸ but also in many memorandums, petitions, and reports written by government leaders at different times. For example, administrators were well aware that a unified postal system with fixed rates independent of distance would not only create an organized system, but also encourage people to use the system more often.

¹¹³ Donald Quataert, "19.yy'da Osmanlı İmparatorluğu'nda Demiryolları", *Tanzimat'tan Cumhuriyet'e Türkiye Ansiklopedisi*, vol. 6 (İstanbul: İletişim, 1985), p. 1631.

¹¹⁴ Quataert, *An Economic and Social History of the Ottoman Empire*, p. 808.

¹¹⁵ Mustafa İhsan, pp. 59-60.

¹¹⁶ Unfortunately, we do not have any source which shows the railway lines used in mail delivery during the last years of Abdülhamid II's reign. Nevertheless, while looking at the 1913 postal guide, it is easily seen that trains became indispensable for the postal administration. *1913 Postal Guide* pp. 6-7.

¹¹⁷ An official report in 1900 tells the convention made with Eastern Railway Company. Tanrıkut, *ibid.*, p. 433.

¹¹⁸ See Chapter Two.

Moreover, an important means of increasing postal revenues was the sale of stamps. Unfortunately, the state could not touch this income: “From 1884 to 1914, the printing of the stamps was undertaken, for the account of the Ministry of Finance, by the Stamp Office, which was subordinate to the Administration of the National Debt.”¹¹⁹

It is unknown how the newly opened post offices were financed. However, there is some evidence proving that the service benefited, and even helped, the Treasury and some other branches of the public administration. In a document written on 18 November 1895, the Minister of Post and Telegraph, Hüseyin Hasip Bey, wrote:

Today, a special official announced that, in the name of the Ministry of Finance, the Treasury was in difficulty and our possible assistance was required. Despite our unavoidable needs, one thousand liras were given to the Treasury immediately. Moreover, five thousands liras, given to a contractor two years ago to buy telegraph supplies, such as iron post and wire, but anyhow not spent yet, will be sent to the Treasury by taking it back from the contractor. Although the supplies are still required, a total of 6,000 liras will be given to the Treasury due to the gravity of the Treasury’s need.¹²⁰

One and a half year later, in 1897, the same minister wrote, “As 1,000 liras had been given from the ministry revenues in the past, this time 500 liras were sent to the Treasury.”¹²¹

According to a memorandum by Mabeyn Başkatıplığı (head clerk of the palace officials) dated, again, in 1897, the Ministry of Post and Telegraph were giving 600 liras a month for the government offices. From that September, this number rose to 1,000 liras. Another document shows that the postal organization gave 400 liras a week to the gas works administration, instead of the Istanbul

¹¹⁹ *L’Union Postale*, No: 11, November 1934, p. 330.

¹²⁰ Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 10, Gömlek: 24. 6 Teşrinisani 311/18 November 1895.

¹²¹ Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 11, Gömlek: 161. 30 Nisan 313/12 May 1897.

municipality. In 1901, Tanrikut reports, for general salary payments, the ministry was required to supply a certain amount of money to the Treasury.¹²²

These sums were not an important amount for the Treasury at the time. With the other government services, such as the Istanbul gas works, the bridge across the Golden Horn, steamships operating on the Tigris and Euphrates rivers, and forests, the Postal and Telegraph services were relatively small in proportion to the total.¹²³ The basic factor of the low income should be the undeniable superiority of the foreign post offices in international mail service.

Foreign Post Offices and The Ottomans' Contention

During the last quarter of the nineteenth century the Ottoman Postal Service improved, reached new standards, and relative to the past, organized its services throughout the Empire. However, this picture is misleading if it is considered solely to comprehend the correspondence network in the empire and how effective the Ottoman public service really was. For this aim, examining the foreign post offices operating in the imperial territory is necessity.

The foreign post offices, which started to be opened in the eighteenth century and intensified their activities in the course of the nineteenth century, were important actors in the Ottoman communication system. As discussed in Chapter Two, the countries that had post offices in the Ottoman Empire were: Austria, France, Great Britain, Germany, Russia, Italy, Greece, and Romania. Also, the Egyptian Khedivate

¹²² All these documents were transcribed by Asaf Tanrikut, pp. 262-263.

¹²³ Stanford J. Shaw, "The Nineteenth-Century Ottoman Tax Reforms and Revenue System", *International Journal of Middle East Studies* 6 (October, 1975), p. 448.

was providing postal service by its steamer company.¹²⁴ At the end of the century, there were thirty-three Austrian (plus thirty opened and closed), twenty-eight French, twenty Russian, seven British, six German, and three Italian –in total ninety-seven post offices in the Ottoman territory.¹²⁵

Concentrated in the port cities, the foreign offices coordinated their activities with the steamer companies of their respective countries. The demand for fast communication by indigenous businessmen, particularly the Armenians and Greeks, contributed to their expansion.¹²⁶ Until 1914, they supplied international correspondence service to the empire. In addition, foreign post offices also served domestic lines: Among the port cities, using their steamers, they transported mail baggage. For instance, people were able to send letters from Izmir to Dardanelles, Istanbul, Trabzon, Antakya or Beirut by the way of French posts, using the steamers of *Messageries Maritimes*.¹²⁷

In regard to the fact that communication services were mostly used by people working in commerce and commercial activities intensified mainly in port cities, it is not surprising there was feverish competition among the different postal services. According to the notes of Karl Von Scherzer, the consul of Austro-Hungarian Empire, in 1872, in Izmir, one of the most significant port-cities, the Austrian posts received and delivered 125,758 letters. Austrian steamers carried 98,000 letters and

¹²⁴ The Ottoman Empire was not the only country with foreign post offices in its territory. Japan has a similar history. “Among the institutions the Westerners brought to the treaty ports was the post office. In 1860 the British established postal agencies in Nagasaki and Yokohama; these handled all international mail until five years later, when the French and the American each opened a post office for mail to and from their respective countries.” Westney, p. 112. Also from a book that the German Post Office published in 1913, *Die Deutsche Post in Marocco, in der Turkei und in China*, it is seen that China and Morocco had foreign, at least German, post offices.

¹²⁵ Orhan Koloğlu, *Avrupa Kiskacında*, p. 78. According to a Ministry document the number was smaller, 73, and some of with having foreign post offices were: Beirut, Dardanelles, Edirne, Gelibolu, Giresun, Haifa, Inebolu, Iskenderun, Istanbul, Izmir, Kavala, Jerusalem, Mersin, Ordu, Preveze, Rodos, Chio, Samsun, Saloniki, Trablusşam, Trabzon, Yafa, and Janina. Tanrıkut, p. 370.

¹²⁶ Pınar, p. 145.

¹²⁷ A. Nedim Atilla, *İzmir Posta Tarihi 1841-2001* (İzmir: İzmir Büyükşehir Belediyesi, 2001), p. 42.

earned 12,752 silver Florins (10,201 Ottoman Liras).¹²⁸ The profit from post stamps was 13,000 Florins (10,400 Liras). The French Posts letters received and delivered 132,000. And profiting 338,516 *kuruş* (3,385 Liras), the Ottomans received 130,000 and delivered 110,000 letters.¹²⁹ As the numbers show, the Ottoman post took in a very small amount relatively to the foreign offices. German traveler Karl Braun wrote in 1875, “In the German post office in Istanbul the number of letter received and delivered was about 150,000 and in total 237,000 mail were processed.”¹³⁰ The numbers had to be much higher for the Austrian and French post offices in Istanbul, which were older offices than that of the Germans.¹³¹ As it is seen, when comparing the total capacity of the foreign post offices with that of the Ottomans, there was a big loss for the Ottoman Treasury. Ali Nusret Pulhan reports the amount lost was 12,500,000 Franks (500,000 Liras) per year.¹³²

Pulhan also describes the operations of the foreign post offices. Except the Russian postal service, the offices were administered by the relevant central postal service. The Russian offices were directed by a steamer company. Foreign post offices were opened in the daytime and accepted all kinds of goods able to be transported by the posts. The Austrian posts had mailboxes in all the best hotels and places. Recipients had to go to the office and pick up their mail, except for the German posts, which delivered mails to their addresses. Later, foreign post offices started to deliver mail to the addresses by the way of the Ottoman postal service. For

¹²⁸ The rate of exchange is calculated on the basis of Şevket Pamuk’s table in *Osmanlı İmparatorluğu’nda Paranın Tarihi* (İstanbul: Tarih Vakfı Yurt, 2000), p. 226.

¹²⁹ *Ibid.*, pp. 44-58.

¹³⁰ Pınar, p. 145.

¹³¹ On the basis of P.Hugounet’s book, *La Poste Des Califes et La Poste de Shah*, 1884, Yazıcı gives the total numbers of letters per year, carried by foreign steamers: 162 Austrian ships-100,000 letters; 95 French ships-140,000; 105 Egyptian-36,000; 53 Russian-6,000; and 22 Italian-4,000 letters. Yazıcı, “Osmanlı İmparatorluğunda...”, p. 144.

¹³² Pulhan, p. 538.

notification papers informing about such items as parcels and valuable letters, the Ottoman service charged (20 Para) from the recipients.¹³³

Karl Braun, too, describes of the foreign posts' operations. He writes that the German Post office in Galata worked similar to the ones in Germany. The office in Galata received German postal stamps and employed German officials. There were seven personnel: the director, three officials, two secretaries, and a servant, the only Turkish employee. The transportation of post between Istanbul and Germany was made by Russian and Austrian steamers. The Austrian posts were effective not only with maritime lines, but also with overland routes with line established between Istanbul-Edirne-Filibe-Sofia-Niş, and then to Belgrade-Budapest-Vienna.¹³⁴

In addition to the Austrian overland routes, the British and the French operated overland postal services within the imperial borders. According to a memorandum of the Ministry of Post in 1881, the British had a camel post between Baghdad and Damascus every fifteen-days. Mail was transported by ship from Istanbul to Beirut, by carts working regularly from Beirut to Damascus, and by camel from Damascus to Baghdad. The British founded this line because of the shortness of this route in contrast to the Istanbul-Samsun-Baghdad line. In addition to the British, the Ottomans immediately started to run a similar camel (*hecini*) post as an alternative to the British.¹³⁵ Additionally, the French operated a postal service between Iskenderun and Aleppo during the 1870's.¹³⁶ Needless to say, these lines frustrated the Ottoman *tatar* posts.

Ali Nusret Pulhan lists the prices of the foreign posts. When compared to the Ottoman post's prices, it is easy to understand why people preferred them. Letters up

¹³³ Ibid., pp. 540-541.

¹³⁴ Karl Braun, in Pınar, pp. 145-146.

¹³⁵ Tanrikut, p. 332.

¹³⁶ Ibid., p. 334.

to twenty grams cost one *kuruş*. Each additional twenty grams doubled the price. In the Ottoman posts, the weight was fixed at fifteen grams and its multiples.¹³⁷ Moreover, each foreign office applied the same schedule of prices, and presented fixed rates independent of distance. The Ottoman postal service tried for years to watch this, but only managed to after the 1882 regulation.¹³⁸

During the last quarter of the nineteenth century, the Sublime Porte made great efforts to abolish or at least to reduce the number of foreign post offices. The attempts had begun in 1864 and intensified with membership in the UPU in 1874. From the 1840's to the 1870's the Ottoman post focused mainly on organizing within the Empire and systematizing the domestic lines. Though there was a historical background, a postal system as a public service was a new thing for the empire. In these conditions, for a certain period, forsaking international mail service, which required a strong investment and an experienced organization, in favor of the foreign offices seemed sensible and practical to the Ottoman postal service. However, in time, the Ottoman State began to complain about foreign offices and tried to take them out of action. The grounds given for closing the foreign post offices was *evrak-ı muzır* (harmful documents).

For the Abdülhamid period, Yavuz Selim Karakışla defines the term *evrak-ı muzır*:

In the course of the absolutist Abdülhamid regime, which lasted thirty years between 1878 and 1908 and was called "*istibdad*" (despotism), political thought became a potential crime and all of the newspapers and magazines publishing free thoughts began to be accepted as *evrak-ı muzır*... *Evrak-ı muzır* meant both a document written by an undesirable person and one written by a sensible person to an undesirable magazine. All opposition papers and magazines were considered *evrak-ı muzır*, however, it was also very possible to see a course book in physics, chemistry or geography classified as *evrak-ı muzır*. A composition text written by a primary school child or a love letter with passion could be classified as *evrak-ı muzır*. It

¹³⁷ Mustafa İhsan, p. 181; and for the whole schedule of price: *ibid.*, p. 30.

¹³⁸ Pulhan, p. 541.

could be a general name for a picture of a naked European woman, political criticism, or the text of a play or papers published by the Young Turks.¹³⁹

Carrying out a rigid policy of censorship in regards to domestic newspapers,¹⁴⁰ the Abdülhamid regime approached all publications with deep suspicion. Orhan Koloğlu counts fifteen papers in 1880, ten in 1881, and nine in 1882 banned by the regime.¹⁴¹ According to a “regulation book” containing the prohibitions between 1881 and 1883, Koloğlu writes, besides Turkish, Arabic and Persian publications, some French and English newspapers and other printed matter were prohibited. The reason for the restrictions was not given,* but possibly because of their unwanted religious, political, humorous, illustrated content. Due to the strong desire of the government to apprehend *evrak-ı muzır*, officials, when they met a harmful document, were to burn it and inform the government. If they were not sure about the harmfulness, they were to keep it, send a copy to the Ministry of Education, and at according to the official decision. Because the criteria of being harmful was such a recondite expression as “confusing public opinion”, it was normal that officials, unable to speak any foreign languages and ignorant of different cultures and international events, were confused and afraid. If the officer decided that a document was innocent, he was obliged to put his signature on it. This made the officials timid and apprehensive, and they preferred to keep everything.¹⁴²

Memorandums produced by the Ministry of Internal Affairs through the 1890's warn officials to be very careful about *evrak-ı muzır* and even gave them the right to open letters. One in 1894 says, “The officials giving permission for the

¹³⁹ Yavuz Selim Karakışla, “Kızıl Sultan mı, Ulu Hakan mı?” *Toplumsal Tarih* 103 (Temmuz 2002), p. 17.

¹⁴⁰ Vahdettin Engin published a lot of documents regarding censorship over Istanbul papers that he found in Yıldız Başkıtabet Dairesi (head clerkship of Yıldız Palace). Engin, pp. 43-50.

¹⁴¹ Koloğlu, *Avrupa Kışkacında...*, p. 80.

* Koloğlu also gives a list of harmful news, *ibid.*, pp. 313-332.

¹⁴² *Ibid.*, pp. 132-133.

passage of *evrak-ı muzırra*, are labeled as members of the Committee (Committee of Union and Progress) and definitely held responsible for it.” In 1897, it was expressed this way: “Opening unstamped and questionable letters according to the post offices’ methods; when guilty, sending information to the Ministry, and when innocent, closing it smoothly and delivering it to its owner.” In 1901, it was declared that, “those tolerating access of *evrak-ı muzırra* are under suspicion of an actual participation, and thereupon under no circumstances let these documents in!”¹⁴³

While, on one side, the rulers, Abdülhamid II, his devoted statesmen, and other small officials tried to stop the entrance of *evrak-ı muzırra*, on the other side, the foreign post offices, as being the main way for the arriving documents,¹⁴⁴ resisted this control. Hüseyin Cahit Yalçın in his book *Edebî Hâtıralar* writes that the existence of the foreign post offices made invalid the attention of the Palace to prohibited journalists. They contributed much to distribution of these journals secretly. He says, “If they were not exist, any light of the truth, and the atmosphere of liberty could not enter this country.”¹⁴⁵

The foreign post offices could not deliver prohibited publications to the recipients openly. Because officers and inspectors watched their clients closely, a foreign intermediary was necessary to convey the documents to the recipient.¹⁴⁶ The offices, especially the ones in Galata, were raided incessantly and their post baggage was investigated rigorously. The Ottoman Archive of the Prime Ministry has many cases in point.¹⁴⁷ As stated above, practices escalated as far as opening envelopes, especially belonging to journalists, consuls and other suspicious people. Koloğlu

¹⁴³ Tanrıkut, p. 180.

¹⁴⁴ Nesimi Yazıcı, “Osmanlı İmparatorluğunda ...”, p. 145.

¹⁴⁵ Hüseyin Cahit Yalçın, *Edebiyat Anıları* (İstanbul: İş Bankası, 1999), p. 67.

¹⁴⁶ Ibid; Leskovikli Mehmet Rauf, *İttihad ve Terakki Ne İdi* (İstanbul: Arba, 1991), pp. 89-97.

¹⁴⁷ For example: Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya (D): 7, Gömlek (G): 8 1890; D: 8, G: 76 1893; D: 8, G: 77 1893; D: 9, G: 24 1894; D: 9, G: 81 1895; D: 9, G: 82 1895; D: 9, G: 84 1895; D: 10, G: 11 1896; D: 10, G: 19 1897.

claims that as describing telling the Ottoman postal works as a police mechanism, the Europeans were not wrong.¹⁴⁸ Detectives and sentries were placed around post offices. The employees who were Ottoman subjects and working in the foreign post offices were arrested on various charges and sent into exile.¹⁴⁹

In addition to the raids and sudden inspections, the Ottoman Empire tried to prevent *evrak-ı muzır* by consulting with the foreign embassies. Sometimes, these consultations had successful results and the entry of unwanted publications were blocked.¹⁵⁰ But, other times, discussions did not end in agreement and the Ottoman officials saw that they had to find a different solution, more radical, professional and realistic. The attempt to block the import of the newspaper *Hürriyet* in 1884 and later occurrences are good cases.

According to documents in the Archives, while attempting to prohibit *Hürriyet* was published in London, and during discussions with the English on 22 April 1894, the Sublime Porte applied to the French embassy to prevent the entry of that “nonsense paper”^{*} for the second time. The embassy replied: “No copies of this newspaper come to our post offices. There must be another way to provide its distribution.”¹⁵¹

Then, the Ottoman Minister of Foreign Affairs offered the answer to the Grand Vizierate,¹⁵² and it did the same thing to the Sultan. Later, on 26 April 1894, with a document written by the head clerk of Yıldız Palace the *Meclis-i Mahsus* (Cabinet) was ordered to examine ways to abolish the foreign post offices

¹⁴⁸ Koloğlu, *Avrupa Kışkacında...*, p. 155.

¹⁴⁹ Varlık, p. 1655.

¹⁵⁰ Koloğlu, *Avrupa Kışkacında...*, p. 80.

^{*} *Hürriyet nam hezeyanname...*

¹⁵¹ Yıldız Esas Evrakı, Dosya: 49, Gömlek: 10, Belge 3, 23 April 1894.

¹⁵² *Ibid*, Belge: 2, 30 Nisan 1894.

altogether.¹⁵³ Thereupon, the *Meclis-i Mahsus* collected and submitted the following report:

The French answer about the prohibition of the nonsense paper *Hürriyet* has been examined. As in every country, in the Ottoman Empire the authority of operating the postal service belongs solely to the Ottoman State and foreigners must not be allowed to run this service in the imperial territory. As long as they exist, it is impossible to prevent the importation of *evrak-ı muzır*. For this reason, the things that cause the presence of the foreign post offices must not be tolerated. As we understand from the surveys, the consultations done in the past with certain countries in order to close their offices remained unresolved, since our steamer transporting mail to Varna arrived late. Hence, they continue their operations. In order to find a solution a commission was convened, led by Artun Pasha, the undersecretary (*müsteşar*) of Foreign Affairs.¹⁵⁴ The consultations began with Austria, which has the most offices in the country, and an officer was called to explain our troubles. They answered, "Invite officials from the other embassies too. We cannot start discussions alone. Otherwise, write your difficulties in official format." In a collective debate the subject might turn into an argument, and even, we can lose the promises received from Austrians before. As to the second suggestion of the Austrian embassy, obviously, they answer us by reminding us of the troubles of the Ottoman postal service. At this point, by getting the embassy's approval, our improvements, our past and present should be expressed to the Austrian state comprehensively. The aforementioned commission also states that the dialogue should also begin with the other states.

The biggest hesitation and opposition point of the Austrians is whether the Ottoman posts will display sufficient speed and order in the mail and trust in receiving and delivery. If the practices made up to now and the reforms still trying to be done provide a relative satisfaction, and if the lacking operations, which the foreigners have, are completed, for example, the parcel post and money order applications are attached to the Ottoman postal service, they eventually cannot insist on their positions as in the past and face to the obligation of closing the offices.

In conclusion, abolishing foreign post offices might be tried by either doing these reforms or following official writings. The decision is made by your majesty.¹⁵⁵

As understood by this document, the Ottoman State officials were aware that the prohibitions did not and would not put an end to the domination of the foreign post offices in both the domestic and international communications of the empire. In

¹⁵³ Yıldız Esas Evrakı, Dosya: 49, Gömlek: 46. 8 April 1894.

¹⁵⁴ The commission's report was also found in the archive and its transcription was added to the Appendix. Its content is similar to the document above. Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 10, Gömlek: 70, without date.

¹⁵⁵ Yıldız Esas Evrakı, Dosya: 49, Gömlek: 29. Also Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 50, Gömlek: 97. (draft)

order to reach a real conclusion, the Sublime Porte had to eliminate the reasons necessitating the existence of the foreign offices. What were these reasons in the eyes of the foreigners? The failure to meet universal standards, insecure mail distribution, and the slowness and disorganization of the service. As for security, definitely, it was not possible to stop foreign objections until the era of the Second Constitution and regime. As to slowness and disorganization, actually these claims were not based on reality. The transportation of the Ottoman posts was carried out by the same steamers and trains the foreigners used. The Ottomans also had an overland mail transportation service which -without a few exception- the foreign states did not. The disorganization in the post offices was mostly overcome by the end of the century with the issuance of regulations, new control mechanisms, and the employment of more educated, conscious personnel.¹⁵⁶ And, when it came to international standards, as mentioned in the UPU part, the empire was making efforts to adapt itself to the external world.

The effect of *evrak-ı muzır* in these adaptation efforts is indisputably strong. Found in *Yıldız Esas Evrakı*, the document summarizing the attempts to abolish the foreign post offices is a good example of how the Ottoman elites made a connection between the standards of the UPU and getting rid of the foreign offices:

The attempts to abolish the foreign post offices was renewed in 1307 (1891) and the government decision that ordered the closing those offices with a month was declared to the embassies. Alleging that the time was too short, they required a few more months and it was given. Meanwhile, the government demanded their consent for opening foreign postal baggage in front of the Ottoman officials and distributing mails by these employees. The government also announced that if the foreigners did not give consent, the foreign postal baggage that they sent to Europe everyday, the Ottoman itinerants would be stopped. Because it was a costly job, they assented.

¹⁵⁶ Unfortunately, nothing was found showing the education level of postmen or how they were trained, except telegraphers. However, it is understood intuitively from their writings, the new-opened departments, and various practices that they were more cultivated and conscious about their duty and responsibility. Even the shift from a postal *tatar* working among *menzils* (station) into a postman in a post office required more education.

However, we neither did what was required as a consequence of their consent, nor stopped our itinerants' service.

A few years ago, a commission led by the undersecretary of Foreign Affairs [he possibly means Artun Pasha's commission] was formed to abolish the foreign post offices. This commission sought the required reforms in practices of the Bern Congress' items and the Internal and Foreign Affairs applied those items. Then, these reforms and our purpose to carry out the 1307 decision were reported to the embassies. But, later on, our officials opened foreign baggage, belonging to the Germans, by force and without seeking their consent. Many smuggled money orders, jewelry, and *evrak-ı muzırıra ve memmua* (prohibited papers), were found in the baggage.¹⁵⁷

The same document also mentions an offer made to the French to reduce the economic harm of the foreign post offices. The Ottomans suggested the French embassy use Ottoman postal stamps instead of French ones. Naturally, it was not accepted.

Another point that should be emphasized in time, not only the foreign post offices, but also the Ottoman post office in Galata became places for the entrance of *evrak-ı muzırıra* into the Empire. In 1892, a document referred to in Part "The Efforts of Bureaucrats" accused Petaci Efendi, Director of the Galata Post Office, which provided the Union postal service, of tolerating harmful newspapers and magazines and distributing them in Istanbul and Anatolia by way of non-official distributors (transporters of bills *-poliçecis-*, commissioners).¹⁵⁸

Competition with the Foreign Post Offices

To abolish or reduce the importance of the foreign post offices, the Ottoman Empire struggled with them in three areas. One, by force, that was the police, and prohibitions; two, on the basis of law, three, by using market mechanisms. It is obvious the first method did not bring anything positive to the Ottomans; instead it

¹⁵⁷ Yıldız Esas Evrakı, Dosya: 102, Gömlek: 4. (without date, but approximately 1311-12/1895-1896)

¹⁵⁸ Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 8, Gömlek: 97.

suffered a loss in prestige. The two other methods were more effective and led to the improvement of the Ottoman postal service.

The Ottomans used the tactic of prohibition especially in railway transportation, the only advantage of the state had in its hands to use against the foreign superiority in the maritime lines. Before 1888, the year that the railway connection between the Ottoman and European lines was completed at last, in 1880, the Ottomans tried to operate regular postal steamer itineraries to Varna, the last stop of the European railways at that time, instead of being obliged to the Austrian ships. However, because the Ottoman ship was slower than the Austrian –it arrived two hours later– the post missed the regular European train and the Ottomans had to give up the project.¹⁵⁹ In 1888, when the Eastern Railway Company started to run, the Ottoman government banned the conveyance of foreign postal baggage. Not surprisingly, this prompted the foreign embassies protests, especially the Austrian, who threatened to stop carrying the Ottoman mails by the steamers of the Lloyd Company. This would be a terrible blow to the imperial mail delivery system, so the risk was not taken and the foreign post offices also profited from the railway lines.¹⁶⁰

Similar attempts were made during the Abdülhamid regime. In the course of the opening of the Jaffa-Jerusalem railway line in 1892, the Ottoman Empire intended to prevent foreign postal conveyance and even declared as much to the relevant countries. As is understood from the documents published by Salih Kuyuş, the Austrian consulate immediately took measures and defeated the Ottomans.¹⁶¹ In 1901, state officials confiscated the baggage coming from Europe to the Sirkeci train station and they once more attempted to stop the conveyance of foreign baggage. But, it created strong disapproval among the foreign offices who retaliated by

¹⁵⁹ Eskin, p. 27; Varlık, p. 1654; Pulhan, p. 539.

¹⁶⁰ Pulhan, p. 539; Kuyuş, "Posta Tarihi II", p. 14.

¹⁶¹ Kuyuş, "Posta Tarihi II", pp. 14-15.

stopping the transportation of the Ottoman posts by foreign steamers. For fifteen days, the Ottoman mails were sent by foreign ships secretly as if they were merchants' goods and foreign mails were conveyed by railway in private baggage belonging to the embassies. Eventually, the Sublime Porte withdrew its decision with the great apologies of Tevfik Pasha, the Minister of Foreign Affairs.¹⁶² Then, in 1903, while signing the convention about Baghdad railway, the Sublime Porte added an article which stated that no postal material would be carried without Ottoman consent.¹⁶³

The contention on the basis of law was made by way of membership in the UPU. As mentioned before, the contention of the foreign post offices was one of the main reasons for the Empire to join the Union in 1874. That year, at the Bern Congress, the Ottoman ambassadors assigned to various European capitals tried to exert pressure on the countries operating postal services in the Empire. Yet, because the congress did not hold itself responsible, the Sublime Porte did not find the desired response. Later on, at almost every meetings of the UPU, the Ottoman delegates had the opportunity to express its uneasiness on an international platform. In 1891, Vienna Congress ambassador, Petaci Efendi, in 1897 the U.S. ambassador Mustafa Bey, in 1906 ambassador Fahri Bey objected to foreign post offices in general, and in particular, the Italian post office in Tripoli. Nevertheless, the attempts were insufficient.¹⁶⁴

In addition to these international efforts, in domestic regulations, the Sublime Porte always emphasized its monopoly over communications, and as shown several times, the rights of the states were repeated to the foreign embassies frequently in

¹⁶² Eskin, p.28; Pulhan, p. 539.

¹⁶³ Varlık, pp. 1655-1656.

¹⁶⁴ Posta Telgraf Mecmuası, Sayı 162, Ekim 1330/October 1914. The Italian post office had been recognized as a Union Post office at the 1874 Bern Congress.

official writings. The state officials, comparing the situation of the Ottoman Empire to that of other countries, saw clearly that the Ottoman rights were being violated. The efforts to reach the international level in domestic regulations, examined in this chapter in detail, were a part of this contention.

Through market mechanisms, the Ottoman Empire made efforts to encourage people to prefer its service to those of the foreigners. First of all, attaining international standards was important. In order to modernize its system, foreign expert were hired, transporting systems were improved and new practices that were already provided by foreign companies were launched. In this process, the Egyptian postal service became the ideal model in the eyes of the Ottoman bureaucrats. The service displayed outstanding advances in Egypt and also had the responsibility of the Union post service thanks to its steamers. In 1888, the High Commissioner of Egypt gave a detailed report to the Sultan about the state of the Egyptian postal service was, and then, by which methods it had improved:

Formerly, the Egyptian Post had several complaints about opening letters and not delivering letters on time. These problems caused the continuation of foreign post offices and their concessions. The preceding khedive was surely aware that the Egyptian Post had to be rehabilitated. First, he invited an expert from Italy and charged him with the postal service. This person made primary reforms, ended improprieties, and almost created the desired service. As a result, the foreign post offices launched closing. Now, the Egyptian Post is under the administration of Suriyeli Yusuf Efendi, who was educated by that Italian. He also takes pains to protect indigenous post offices against to the foreign ones and follows the decided way.

The effort to abolish the foreign offices does not consist of just delivering mails regularly. For example, it also includes carrying parcel up to 5 kilograms for an reasonable fee,* receiving money orders with little sum, in other words, receipt of a small amount *akçe* by post offices, taking from and sending money order to the European and American post offices, and minding other activities satisfying necessities and facilitating local trade. Realizing all of these implementations, the Egyptian Post has achieved putting an end to the foreign post offices.¹⁶⁵

* The Ottoman postal service carried packages up to 3 kg.

¹⁶⁵ Yıldız Esas Evrakı, Dosya: 130, Gömlek: 65. 19 April 1304/1 May 1888.

Executing similar techniques, the Ottomans also found new means in competition with the foreigners. The most noteworthy change was the reduction in the price of international postal stamps. The name of this practice was *beyyiye* (discount for vendors). In 1901, the Ottoman Empire printed new kind postal stamps, called *harici* (external), and began to compete with the foreign offices commercially. These stamps were sold at a twenty percent discount. After 1905, the Arabic letter “be: ب” was printed on these stamps, which was also the capital letter of the word *beyiyye*.¹⁶⁶

Another thing that the Ottoman used to attract people was related to the presentation of the service. In 1900, it was decided that postmen would wear a single type of clothing. Describing the cloths, a ministry document says that this new practice was a part of the competition with foreigners.¹⁶⁷ Since 1876, Latin numbers had been added to postal stamps, near the Arabic. This was also an attempt to attract clients from the foreign post offices.¹⁶⁸

The Ottoman postal service sometimes succeeded in creating sympathy among the people. In a telegraph, Petaci Efendi, a clerk in the Saloniki post office in 1888, stated that the merchants in Saloniki complained about the Austrian post office and there was a change in their correspondence in favor of the Ottoman post office. This situation was considered also by the Italian and British governments, which did not have offices in Saloniki.¹⁶⁹ On the other hand, these increasing complaints prompted the British to open their own office in Saloniki.¹⁷⁰

A similar event took place in Istanbul. The Iranian subjects of the empire, who had preferred the Austrian posts before, were supported for using the Ottoman

¹⁶⁶ Kuyuş, “Posta Tarihi II”, p. 13; Pulhan, p. 540.

¹⁶⁷ Tanrıkut, p. 311.

¹⁶⁸ Pulhan, from p. 70.

¹⁶⁹ Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 3, Gömlek: 70. 4 July 1888.

¹⁷⁰ Tanrıkut, p. 334.

posts in their correspondence. To encourage people, the Ottoman postal service opened an office in the district where the Iranians lived and transferred the man responsible for the Iranians in the Austrian Post before to that district. This was one of rare successes in attracting people to the imperial posts.¹⁷¹

As a result of all these efforts, the benefits to the Ottomans remained limited. In 1881, the Egyptian and Greek Post offices ceased their operations. In 1883, the Italian office in Tripoli and in 1896 the newly opened Romanian office in Istanbul were closed. However, the Italians unlocked the office in 1908.¹⁷² The other foreign offices remained open until 1 October 1914. After the Ottoman defeat in the First World War, they became active again. With the Lausanne Treaty, they were abrogated definitely.¹⁷³

¹⁷¹ Report of Mehmet Ali, Director of Istanbul Post Office, quoted by Tanrıkut, p. 337.

¹⁷² Varlık, p. 1654; Kuyaş, "Posta Tarihi I", p. 53.

¹⁷³ Kuyaş, "Posta Tarihi II", p. 14.

CHAPTER FOUR
OTTOMAN TELEGRAPH SERVICE
DURING THE LAST QUARTER OF THE NINETEENTH CENTURY

While the postal service was improved in the Ottoman Empire, another communication device, the telegraph, coming in the 1850's, was developed quickly and its communication lines covered the country like a cobweb. With this tremendous technology, distances lost their importance and taking and sending and receiving information from one place to another sped up enormously. Needless to say, the telegraph first brought many advantages to the rulers, the Sultan and his bureaucrats. However, the advent and advance of the electric telegraph in the Ottoman Empire was related to international factors as much as to domestic ones. Attempts to bring the telegraph to the Empire had commenced during the reign of Sultan Mahmut II, but they flourished only with the Crimean War, in which the European Powers were involved. The first line was constructed between Varna and Istanbul in February 1855, regarding the requirements of the War. Actually, the Edirne-Istanbul line had precedence for the Sublime Porte, yet it was opened six months later than the Varna line.

The later and bigger step was the Istanbul-Baghdad line. The existing sources give more information about the British desire for this route than the Ottoman. Definitely, the line had also a great importance for the Ottoman government, which had re-formed itself since the Tanzimat, 1839, as an effective central government. Nevertheless, it seems the Istanbul-Baghdad connection was more crucial for the British Empire, in order to provide the security of the Indian route. The Istanbul-Baghdad line, with its continuation to Basra over Mesopotamia became a priority

issue for British diplomacy, particularly after the outbreak of Indian Mutiny in 1857 and the failure of a submarine telegraph line through Red Sea, the other alternative to Istanbul-Basra telegraph line.¹

At the outset, the Ottomans did not have the knowledge of telegraph technology or sufficient money for the cost. It had to seek cooperation with a country with those facilities. Not surprisingly, the British were the most willing for the collaboration with the Ottomans, and construction began. As a result, the Istanbul-Baghdad line commenced operation in 1861 and the line between Baghdad-Basra completed in the beginning of 1865.²

In the course of this prominent project, one of the most important points that should be stressed is that the Ottoman State retained both ownership and operating control of the line. Despite difficulties in the construction of this new technology, the Sublime Porte its monopoly over construction and usage of the telegraph service³ by making considerable treaties with the European constructor companies. Towards the end of the nineteenth century, establishing a monopoly in communications, called the nationalization process was not only seen in the Ottoman State, it also became a certain tendency among European countries. In 1868 England, then in 1878 France, and in 1889 Italy nationalized all telegraph lines in their territories. This organization model was imported from central states to the periphery in a short time.⁴

The importance of telegraph line for the world system showed itself on 17 May 1865, in the establishment of International Telegraph Union (ITU). Including

¹ See for details Soli Shahvar, "Concession Hunting in the Age of Reform: British Companies and the Search for Government Guarantees: Telegraph Concessions through Ottoman Territories, 1855-58", *Middle Eastern Studies*, 38 no.4 (October 2002): pp. 169-193.

² Soli Shahvar, "Tribes and Telegraphs in Lower Iraq: The Muntafiq and the Baghdad-Basrah Telegraph Line of 1863-1865", *Middle Eastern Studies* 39, no.1 (2003), p. 109.

³ "General Manners of Telegraphic Correspondence", *Indicateur des Postes et Télégraphes de Turquie* (1884), p. 45; İlber Ortaylı, *İmparatorluğun En Uzun Yüzyılı*, p. 152; Davison, "The Advent...", p. 141.

⁴ Armand Mattelart, *Mapping World Communication* (Mineapolis, 1991); quoted by Başaran, p. 58; James Carey, p. 202.

the Ottoman Empire, twenty-two states,⁵ having the telegraph monopoly in their countries, became members the Union. In 1868, the 1865 convention was revised and the International Office of Telegraph Administrations was founded. It organized various conferences and published regulations through the end of the nineteenth century.⁶

According to International Telegraph Convention signed in 1875, in St. Petersburg, “The high contracting parties recognize that all persons have a right to correspond by international telegraph. They engage to make all necessary provisions to insure the secrecy and quick dispatch of such correspondence” (Articles One and Two).⁷ On the other hand, the member countries did not have to take any responsibility in respect to the international telegraph services.⁸ This makes the Telegraph Union more flexible in contrast to the Postal Union. The ITU only aims, as explained in Article Two, to provide orderly telegraph communications around the world, whereas, the UPU purposes to form a single territory among member countries, having uniform measures in the existing postal services. Therefore, membership in the ITU did not affect the members’ public administration as much as the UPU. In this respect, it is possible to say the Ottoman telegraphic administration formed mostly domestic regulations, created by indigenous requirements.

⁵ Austria-Hungary, Baviera, Belgium, Colony of India, Denmark, France, Germany, Great Britain, Greece, Iran, Italy, Netherlands, Norway, Ottoman Empire, Portugal, Romania, Royalty of Wurtember, Russia, Serbia, Spain, Sweden, Switzerland. *Documents De La Conference Télégraphique Internationale De Rome* (Berne: Rieder and Simmen, 1872). Despite its well-improved lines, the US membership was rejected because it gave permission to private companies for telegraph organizations. Başaran, p. 58.

⁶ 1872 Roma, 1875 Petersburg, 1879 London, 1885 Berlin, 1890 Paris, 1896 Budapest, 1903 London, 1908 Lisbon Conferences. Tanrıkut, p. 669.

⁷ “International Telegraph Convention”, *American Journal of Law* 7, no.4, Supplement: Official Documents (Oct. 1913), pp. 276-278. In the 1872 Rome Conference had accepted similar text in French.

⁸ *Ibid.* Also in Article 7: “The high contracting parties reserve the right to stop the transmission of any private telegram which may appear to be dangerous to the security of the state or which may be contrary to the laws of the country, public order, or good morals.”

Moreover, the domestic necessities and requirements acted an important role while telegraph lines were spreading in the Empire. After the construction of main routes between the East and the West, that the Europeans, especially the British, were interested in passionate about the foreign states were getting less involved in decisions defining locations of telegraph lines. They were worried primarily about maintaining and repairing. So, the Ottoman government progressed alone in building branch lines in the imperial territory and performed this in keeping with own needs.

The thing that made telegraph lines irreplaceable for the government was its great advantages as an effective control mechanism. As Davison stresses, “particularly Sultans welcomed the telegraph and promoted the extension of a system that gave them an additional instrument of control over their far-flung provinces.”⁹ Frequent checks on the situation in most localities were far easier than they had been before the telegraph.¹⁰ To orders and instructions of the Palace reached the relevant civil and military units in a short time. Also, the telegraph provided immediate response to the orders and the ability to transmit information rapidly about opposition movements, unrest or the demands of the people, and problems seen in administrative works. A document from 1890 says that delays and holds were being seen in telegraph correspondence because of the rigid control over telegrams.¹¹

Described as despotic or autocratic, the Abdülhamid II regime lasted thirty-three years thanks to the telegraph –and also collapsed because of it. Describing the central authority at the time, Niyazi Berkes mentions an expended “bureaucratic organization”. This bureaucracy was the most oppressive, and also the weakest, point of the regime, since it was deprived of the necessary personnel and rational methods to create a modern governmental system. Berkes says the telegraph was the only

⁹ Davison, p. 131.

¹⁰ Ibid., p. 147.

¹¹ Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 8, Gömlek: 95, 1894.

modern technology used and accepted easily by this central bureaucracy.¹² “Turkey was the first country to introduce telegraphic lines into places where roads and railways were as yet unknown.”¹³ Similarly, Erik Jan Zürcher states that centralization, the main concept of the Tanzimat, was achieved only with the Abdülhamid period thanks to outstanding advances in communications, particularly the telegraph. Telegraph lines reached every province, thus the central government to communicate and supervise its provincial divisions.¹⁴ Yavuz Selim Karakışla writes, “The country was governed from a telegraph machine.”¹⁵

About the total kilometers of telegraph lines during the last quarter of the nineteenth century, the sources give various numbers. Stanford and Ezel K. Shaw write, although not giving their source that there were 23,380 km telegraph lines in 1882 and 49,716 km in 1904. The submerged lines in the same years rose from 610 km to 621.¹⁶ According to an article published in the newspaper *Hakayikulvekayi*, in 1869, 25,137 km of telegraph line and 320 telegraph offices existed in the Empire.¹⁷ Comparing these numbers to Shaws’ numbers, a reduction of 2000-km emerged from 1869 to 1882. It might be explained by the loss of territory from the 1878 Berlin Congress. Likewise, there is another different number; using George Young’s figures, Roderic Davison mentions to 36,640 km telegraph line in 1904,¹⁸ over ten thousands km less than the Shaws’ 49,716 km. In any case, these numbers display a noteworthy increase in telegraph lines inside the Empire.

¹² Niyazi Berkes, p. 256.

¹³ Emile Lacoine, “*Elektriğin Memleketimizdeki Tefsilatı*”, *Tercüman-ı Hakikat ve Servet-i Fünun*, 1895, quoted in Niyazi Berkes, p. 257

¹⁴ Eric Jan Zürcher, pp. 117-118.

¹⁵ Karakışla, p. 14.

¹⁶ Shaw and Shaw, p. 281.

¹⁷ *Hakayikulvekayi*, December 1871, quoted in Tanrıkut, p. 615.

¹⁸ George Young, *Corps de Droit Ottoman* (Oxford: 1905-1906), 4:345, quoted in Davison, p. 138.

While the 1884 and 1892 postal guides are examined, it is seen that the total numbers of telegraph offices increased from 573 to 685. According to the data:*

Table 3: Telegraph Offices and the Percentage of Growth, 1884-1892¹⁹

Offices	1884	1892	Growth (%)
Tt	43	28	-35
Tf	1	0	
Ttf	5	5	
Ps & Tt	45	26	-42
Ps & Tf	1	1	
Ps & Ttf	17	14	
Pr & Tt	86	201	133
Pr & Tf	15	1	
Pr & Ttf	18	28	56
Prt & Tt	243	293	21
Prt & Tf	18	0	
Prt & Ttf	71	82	15
TOTAL	563	679	21

The decrease in Turkish telegraph offices was not because they were closed, but because they improved and became more qualified, thus necessitating only twenty-eight from forty-three. Actually, thirty-four of forty-three commenced to offer also postal service. Five of them do not exist in the guide for 1892, specifically the ones in İŝkodra, Diyarbakır, Mount Lebanon, Hüdavendigâr, and Ankara. Only four telegraph offices remained unchanged. Thus, twenty-four offices of twenty-eight placed in 1892 were new, five of them in Mount Lebanon, thirteen in Istanbul, three in Saloniki, one in Grete, Ankara, Aleppo, Jerusalem, Bağdad, Elazığ, and Kastamonu.

Similar progress can be followed in telegraph offices serving functioning in Turkish and foreign language. It seems that there were no new offices between 1884 and 1892 in this category, but in reality, all offices placed in 1892 were new. Two of

* Some parts are given in Chapter Three in Table One. Abbreviations: Telegraph office in Turkish (Tt), in foreign languages (Tf), and in both languages (Ttf). Domestic and international regular papers (Ps); domestic and international regular and registered papers (Pr); and all domestic and international papers and domestic trusts (Prt).

¹⁹ The table is based on the charts in Mustafa İhsan, *Posta Rehberi* 1892, pp. 69-179; and *Indicateur des Postes et Télégraphes de Turquie (Telgraf ve Posta Tarifesi)* 1884, pp. 2-44.

five seen in the guide 1884 are not shown in 1892. One of them is in Yıldız and the other is in the house of the *Sadrizam*. Most probably, they were still there in 1892. The other three offices were improved. Therefore, the five telegraph offices noted in 1892 were opened later. They were in Mount Lebanon (3), Aleppo, and Samos.

Table 4: Numbers of Telegraph Offices in proportion to Vilayets, 1884-1892²⁰

VILAYETS*	1884				1892			
	Tt	Tf	Ttf	total	Tt	Tf	Ttf	total
Adana	6		3	9	14		3	17
Aegean Archipelago			3	3			4	4
Aleppo	11		2	13	12		3	15
Ankara	11		2	13	15		3	18
Aydın	37		5	42	49		3	52
Baghdad	18		6	24	13		4	17
Basra					6		4	10
Beirut					10		9	19
Bitlis	3			3	3			3
Kosovo	20		3	23	30		6	36
Crete	2	1	3	6	6	1	3	10
Cyprus	1	6	2	9				
Diyarbakir	8		1	9	10		1	11
Eastern Rumelia		24	1	25				
Edirne	26		8	34	41		10	51
Erzurum	13		1	14	16		1	17
Hakkari	6		1	7				
Hejaz			2	2	1		3	4
Hüdavendigâr	18			18	24		4	28
Biga (<i>müstakil</i> -apart)					6		2	8
Istanbul	33	3	25	61	28	1	23	52
Çatalca (apart)					8		1	9
İzmit (apart)					6		1	7
İşkodra	8		2	10	6		2	8
Janina	22		3	25	22		3	25
Jerusalem					3		1	4
Karasu	13		3	16				
Kastamonu	23		1	24	23		2	25
Konya	14		2	16	21		2	23
Mamuret'ül-aziz	5			5	22			22
Manastır	13		1	14	29		1	30
Mosul	7		1	8	10		2	12
Mount Lebanon (apart)**	6		3	9	9		5	14

²⁰ Ibid.

* The offices in Basra are put into Baghdad vilayet in the 1884 guide, similarly, Beirut in Syria. The centers in Hakkari are added Van in the 1892 guide, and Karasu in Hüdavendigâr and Biga. Biga, in 1884, belongs to Karasu, but it is separated in 1892. The centers in Çatalca and Izmit are separated from Istanbul in 1892.

** According to Lebanon regulation on 9 June 1861, Mount Lebanon gained autonomy in civilian, judicial, and financial administration. İlber Ortaylı, *Tanzimat Devrinde Mahalli İdareler* (Ankara: TTK, 2000), pp. 51-52.

VILAYETS*	1884				1892			
	Tt	Tf	Ttf	total	Tt	Tf	Ttf	total
Saloniki	27		4	31	24		7	31
Samos			2	2			2	2
Sivas	16		1	17	23		1	24
Syria	21	1	12	34	14		1	15
Trabzon	13		3	16	15		4	19
Tripoli (African)	2		4	6	9		4	13
Van	2		1	3	6		3	9
Yemen	12			12	14			14
Total	417	35	111	563	548	2	129	679

According to the numbers above, excluding Cyprus and the Eastern Rumelia, where went out of the Ottoman possession respectively in 1878 and 1885, telegraph offices in the Empire increased approximately thirty percent from 1884 to 1892. The growth is clearer in the Turkish telegraph office. Quantitatively, Edirne, Mamuretülaziz, and Manastır are the place where the most offices were opened within eight years, followed by Kosovo. In Tripoli, Hejaz and Adana, the number of telegraph offices doubled. Regionally, the rise in Rumelia and Anatolia are close each other; over sixty offices commenced in each of them. In the Arab vilayets, including Tripoli, the amount was thirty-six.

Moreover, maintaining and repairing the telegraph wires in such a vast land was a complicated job for the empire. It required a well-organized control system. Both well-educated officials in sufficient number had to be employed and an efficient organization had to be established in order to provide the necessary work immediately. Moreover, weather conditions, vandalism and unruly Arab tribes made line maintenance more difficult.²¹ In Arab lands, they “may take down the poles for

* The offices in Basra are put into Baghdad vilayet in the 1884 guide, similarly, Beirut in Syria. The centers in Hakkari are added Van in the 1892 guide, and Karasu in Hüdavendigâr and Biga. Biga, in 1884, belongs to Karasu, but it is separated in 1892. The centers in Çatalca and İzmit are separated from İstanbul in 1892.

²¹ For the difficulties while constructing Baghdad-Basra lines because of the major tribes in lower Iraq, the Muntafiq, see Shahvar’s aforementioned article.

fuel in winter or to use for tent poles.” As late as 1904-5, severe complaints continued about interruptions on the lines.²²

To provide regular control and maintenance, the Ottoman telegraph service tried various methods, took new decisions, and produced practical laws. Examining the results of the advent of the telegraph in the nineteenth century, James Carey writes, “The telegraph was a new and distinctively different force of production that demanded a new body of law, political arrangements, management techniques, organizational structures, and scientific rationales.”²³ Despite not being as far developed as in the U.S., which Carey received more focus from, in the Ottoman Empire’s telegraph system were similar changes was experienced. First of all, as far general management of the telegraph service, the Sublime Porte undertook a special sub-unit attached to the Ministry of Post and Telegraph.

As we learn from the articles of Mehmet Ali, one of the high-ranking post officials at that time, after the amalgamation of the Post and Telegraph Services in 1871, foreign officials and inspectors in the telegraph service were replaced by native personnel gradually. On 9 November 1877,²⁴ the Headquarter of General Telegraph Affairs (*Telgraf Mesalih-i Umumiyesi Başmüdüriyeti*) was established; later on, it started to be called the Headquarters of General Correspondence (*Muhaberat-i Umumiye Müdüriyeti*). In the same period, settled inspectorships at the center and itinerants in the province were designed to test telegraph lines and offices. On the other hand, the economic crisis and bankruptcy of the Treasury negatively affected the telegraph service, as well as the other areas of public administrations. On 24 April 1880, for the sake of budget balancing the headquarters and its officials were

²² Davison, pp. 144-145.

²³ Carey, p. 205.

²⁴ The date passing in the texts twice, one of them gives the year as 1876 (1292), the other is 1877 (1293).

abrogated; the duty of the office was shared by the Board of Managers (*Meclis-i İrade*) and Foreign Secretariat (*Tahrirat-ı Ecnebiye Kalemi*). Moreover, the inspectorships were closed down and sergeant majors (*başçavuş*) took their place. However, less than a year later, thanks to İzzet Efendi, Minister of Post and Telegraph, inspectorships became valid again. He wrote a memorandum stressing that abolishing the sergeants, most of whom did not how to know read and write, and employing well-educated science inspectors (*fen müfettişi*) were necessary. Furthermore, in 1888, when a new minister, Hasan Ali Efendi, was appointed to the office, the General Directorate of Telegraph came into force once more, due to the valuable position of the telegraph communication in the eyes of the government.²⁵

Apart from that, the telegraph contributed new regulations to Ottoman law. The manner of correspondence via telegraph was described detail. As per a law published in 1884, everyone had the right to communicate by telegraph. Providing the secrecy of telegrams, the government did not take any responsibility for late or mistaken delivery. It had also the right to control or stop telegraph correspondences on the required lines if they seemed harmful to the security of the country or moral values of the public. Ciphred telegrams were prohibited to ordinary people.²⁶ Moreover, people could send telegrams in either Latin or Turkish letters in thirty-one different languages.²⁷

The requisites of the telegraph were not limited to organizational codes. Because of the widespread vandalism, the state made new additions into the criminal

²⁵ Mehmet Ali “Telgraf Umuru Müdüriyeti Hakkında Muhtasar Bir Tarihçe”, “Telgraf Umuru Fen Müfettişleri Hakkında Malumat-ı Tarihiye”, “Posta ve Telgraf Nezaretinde Müfettişlik Tarihçesi”, *Posta ve Telgraf Mecmuası*, p. 196, 198, 195, August, October, July 1333/1917, quoted in Tanrıkut, pp. 632-635.

²⁶ “Muhaberat-ı Telgrafiyeinin Suver-i Umumiyesi”, in *Indicateur des Postes et Télégraphes de Turquie*, 1884. The whole text is added to the Appendix.

²⁷ Arabic, Armenian, Bohemian, British, Bulgarian, Croatian, Danish, Dutch, Flemish, French, German, Greek, Hebraic, Hungarian, Illyrian, Italian, Japan, Latin, Norwegian, Persian, Polish, Portuguese, Romanian, Routhème (?), Russian, Serbian, Slovakian, Slovenian, Spanish, Swedish, Turkish. *Ibid*, p.46. This number rose thirty-seven in 1896, Davison, p. 150.

law and legal codes, and detailed instructions for line inspectors were prepared. Davison tells of varying fines and prison terms for those damaging the telegraph communications in the post-Crimean period and stressed that while most of the code's provisions were modeled after French penal law, the ones related to the telegraph lines and railways were based on the Ottomans' own experiences.²⁸

As a new technology, the telegraph service required a large, educated staff that would work on telegraph machines in hundreds of offices mushrooming throughout the country. In the early times, the government tried to solve the problem by employing foreign technicians. Yet, in time, the necessity emerged for native officials, in order to break the dependence on foreigners.²⁹ To this end, in 1861, the School for Novice Telegraph Officials (*Telgraf Memur Mülâzimi Mektebi*) was opened. Failing within a matter of years, it was reopened in 1871. However, it failed again after nine years. The reasons were various, such as disorganization and lack of interest, so that becoming useless. The government took more permanent steps by introducing lessons in the telegraph in the programs of schools in 1875, in the Imperial Lycée (*Mekteb-i Sultani*) and later on Galatasaray Lycée, and in 1880 in *Darüşşafaka*, the school for needy orphans in Istanbul. However, the program in Galatasaray was not productive enough. In a ministry document it is explained that the trainees of this school generally came from rich and polite dynastic families, hence, after they graduated, they were not interested in the telegraph. On the other hand, the poor and weak students of *Darüşşafaka* worked in the telegraph service devotedly.³⁰

To train skillful telegraph technicians, Ministry of Post and Telegraph was not satisfied with the education given in the Empire. In August 1883, the Ministry

²⁸ Davison, pp. 145-146.

²⁹ *Ibid.*, p. 143.

³⁰ 6 September 1883, quoted in Osman Ergin, p. 492.

demanded a budget to send a few young talented students abroad. When examined the memorandums, the reasons for this insistence were, briefly:

- Today, telegraph usage has become a special science. In civilized countries (*memalik-i mütemeddin*) separate courses are being organized to educate telegraph operators. The Ottoman Empire is behind in this process.
- There are two teachers in Darüşşafaka, the only successful place in training telegraph operators: Emile Lacoine Efendi [a famous French electrician and the director of the Science Office during the early 1880's]* and Raif Efendi. Emile Efendi, despite his very talented personality, does not know Turkish well; whereas Raif Efendi was capable of neither teaching, nor translating foreign publications into Turkish. In particular, when Emile stops work, a big difficulty waits for us. Instead of Emile, we will need to find another foreigner(s) immediately to teach in the school and to keep performing the telegraph service orderly since only they have the knowledge, and telegraphic skills. In addition, because foreigners demand high salaries to work here, the budget gets pressed.
- However, we can overcome those troubles. If we send a few students abroad, four people in the beginning, they will learn the telegraph and electric techniques and also foreign languages better. They will easily be able to follow new improvements on the subject. When they return to the country, they will be employed as both teachers and technicians in the Ministry.³¹

With this analysis, the Ministry of Post and Telegraph convinced the Ministry of Interior, in spite of the economic crisis, to send four students to the School of High Telegraph in Paris in 1883. Up to 1891, every two years, two students went to France. It was ceased in 1892 due to a demonstration made by a group of Darülfünun students, who joined the Young Turks in Paris. After that all students studying abroad were called back. Eventually, twelve telegraphers had to return to the country, but were employed in significant positions of the Ministry.³²

Another education method was on the job training. The Ministry of Post and Telegraph tried to instruct its personnel by using the mass communication means of that time, which resembles today's in-service training. For this sake, *Post and Telegraph Magazine* (Posta Telgraf Mecmuası) commenced to be published in 1901.

* Mehmet Ali, "Telgraf Fen Müfettişleri Hakkında Malumat-ı Tarihiye", *Posta Telgraf Mecmuası* (1917), quoted in Tanrıkut, p. 633.

³¹ 6 September 1883, quoted in Ergin, pp. 492-494.

³² Ibid., pp. 620-626; Tanrıkut, pp. 570-575.

The purpose, contents, and price policy of the magazine was explained in first number. As we learn there, two attempts had been made before to publish the magazine, accepted as very useful for officials both “spiritually and materially”. The first attempt was in 1874 and the other in 1889. The former existed for a long time, whereas the latter appeared just for four numbers. They were in both Turkish and French.

This time, consisting of sixteen pages, the monthly *Post and Telegraph Magazine* was published just in Turkish. A low price was required from the officials just to meet costs. It was formed of two parts, like the previous ones, as “official” and “unofficial.” In the first part, orders, regulations, and decisions about the post and telegraph affairs, rewards and penalties about officials were issued. In the unofficial part, scientific articles, especially information about electricity and the telegraph were given. In the past, Emile Lacoine Efendi had prepared the articles in unofficial the part by using a simple, comprehensible language. Now, the vice-director of Engineer Office, Mehmet Bey, and the director of the Telegraph Factory, Ferid Bey (both of whom had been in the student group sent to France)³³ were preparing that part and trying to be useful by both presenting enlightening articles and answering the questions coming from the telegraph employees.³⁴

In addition to the advances in telegraph education, the Ottoman government opened a factory in 1869 to produce the necessary equipments and machines for telegraph system. This provided independence from foreign products and saved money. In time, the factory moved several times and required additional space. During the Ottoman-Russian War in 1877-78, the demand for telegraph instruments

³³ Ergin gives the names of those students, p. 623.

³⁴ *Arz-ı Şükran* (Thanksgiving) and *İfade-i Mahsusa* (Special Statement) written by Acemiyan Efendi, the Director of Engineer Office *Posta Telgraf Mecmuası*, sayı: 1, 1317/1901, pp.1 and 16. For the whole text, see the appendix.

rose. Up to 1918, the factory worked productively; it was sufficient to manufacture and repair all kinds of instruments. Making over five thousand telegraph machines and lots of batteries and postal goods, the telegraph factory exhibited its productions at the world expositions of Vienna in 1884 and Chicago in 1893, and even won prizes.³⁵ It was, in short, a successful Ottoman institution during the modernization process of communications.

As to profiles of the telegraph employees in the telegraph service, although the majority were Turks, non-Muslims also held a considerable proportion of positions. As indicated by Davison, the necessity for knowledge of French might be the main reason for this, since those groups were more likely than Turks to know French. On the other hand, during the last quarter of the century, particularly after the amalgamation of the Post and Telegraph Services in 1871, no non-Muslim held the Ministry chair, until 1909.³⁶ Additionally, the archive documents show us from the mid-1890's doubts about Armenian officials emerged. The allegations were sometimes related with political issues, like entering harmful documents and sometimes about ordinary crimes, abusing state sources.³⁷

In conclusion, the telegraph was very welcomed by the Ottoman Empire. The government, the Sultan and his bureaucrats used it as much as possible to strengthen their positions. Also, Abdülhamid II utilized this new technique, similar to Hejaz railway, to further his Pan-Islamic policy by opening telegraph offices along the routes of the pilgrims. However, the opposition to regime also used the telegraph efficiently. Indeed, the people of Saloniki declared their demands in favor of the

³⁵ Hüsnü Sadık Durukal, *Posta Telgraf Mecmuası*, no: 220, May-June 1921, quoted in Tanrıku, pp.663-665; Davison, p. 144.

³⁶ Davison, p. 152.

³⁷ Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 9, Gömlek: 22, 1894; Dosya: 9, Gömlek: 78, 1895; Dosya: 9, Gömlek: 38, 1895.

Constitution by sending telegrams to the Sultan on 23 July 1908.³⁸ Mehmet Talat Pasha, a leader of the Committee of Union and Progress, had been a telegrapher, worked in Edirne and Saloniki Post and Telegraph Services during the last decades of the century.³⁹ Certainly, not only the civil ruling class and their competitors, but also military units, merchants, manufacturers, travelers, and individuals used the telegraph.

Nevertheless, while looking at in a long-term perspective, it is clear that the government failed to transform and adapt itself to the speed of telegrams. As Davison states very correctly, “hurry was the essence of the telegraph,”⁴⁰ but “the demand for speed was unwelcome for the Ottoman Empire, used to somewhat deliberate decisions arrived at by collegial discussion and agreement in the council of minister.”⁴¹ In other words, the premodern organization of the Ottoman State fell into difficulty in the face of the modern communication technology. When Paul Virilio’s theory is considered, accepting industrial revolution as *dromocratic revolution*, which means the revolution of the power on the road,⁴² and by giving importance to the speed claiming the West was the superior, because it was speedy, the failure of the Ottoman Empire in re-forming its organizational structure according to the requisites of the speedy communication technology becomes more meaningful while thinking about 1908. With the simple reasoning with the assist of Elias Canetti’s *Crowd and Power*, the moment of surviving is the moment of power; speed is an important part of power, all of the success of a governor depends on it.⁴³

³⁸ Shaw and Shaw, p. 323.

³⁹ Lewis, p. 203; Shaw and Shaw, p. 321; Davison, p. 153.

⁴⁰ Davison, p. 156.

⁴¹ *Ibid.*, p. 148.

⁴² Paul Virilio, *Hız ve Politika*, trans. Meltem Cansever (İstanbul: Metis, 1998), p. 11.

⁴³ Elias Canetti, *Kitle ve İktidar*, trans. Gülşat Aygen (İstanbul: Ayrıntı, 1998), pp. 225, 279-283.

CHAPTER FIVE

CONCLUSION

The first attempt to establish a public postal service was made by Mahmut II with the aims of securing the regular exchange of correspondence, creating new sources of revenue, and giving this individual right to his subjects. With the *Tanzimat* period, the requisites of these aims began to be realized step by step and, as in the other public works, the postal service was organized regarding the public necessities. After 1855, the entrance of the telegraph and railways to the country gave a new élan to the communication system.

In the last quarter of the nineteenth century, passing nearly under the reign of Abdülhamid II, the institutionalizing process of the post and telegraph services continued. First, the Ottoman postal service became a member of an international organization, the Universal Postal Union. In 1882, the postal regulations were modified and expanded, becoming more detailed. Next, foreign experts were called to Istanbul to make reforms in the system. Officials working in the post and telegraph services were educated; magazines for them were published. The bureaucratic organization improved and many new offices were opened. The telegraph lines were lengthened to reach the remotest points of the Empire. Steamers and trains started to be used more efficiently in mail delivery. Guides and indicators were published to make the use of post and telegraph services easier. Thus, towards the turn of the century, the Ottoman Empire had if not an excellent, at least an adequate public communication system.

At the base of this advance was the desire to rescue the postal service from dependency on foreign sources and to establish it as a monopoly in the country. This

is a kind of emancipation struggle, actually. Even today, in the “communication age”, some people defend state monopoly over “strategically important” communication means. Thus, it was very normal that in the circumstances of the nineteenth century, when colonialism turned into imperialism, that a communications monopoly became crucial for the state. To obtain freedom in the communications field, the Sublime Porte applied various methods.

One of those methods was education, which had successful results. Thanks to vocational training, the state’s dependency on foreign professional help came to an end. As a part of the new educational system beginning with the *Tanzimat*, the education of the officials became important in the communications system, especially after the telegraph entered the Ottoman State. During the last decades of the 1800s, both *Mekteb-i Sultani*, and in particular *Darüçşafaka* cultivated not only officials for post and telegraph services but also native trainers for the next generations. Moreover, these educated officials contributed to the administrative reforms by producing new projects and suggestions.

Furthermore, the Sublime Porte always insisted on state monopoly during the construction of the telegraph wires, and later on, in the operation of the lines. It tried to meet the demand for telegraph equipment, similar to personnel policy, with domestic sources. For this sake, a telegraph factory was established in 1869, rendering the importation of machines unnecessary.

The Porte also tried to found a similar monopoly in the postal service and to break the superiority of the foreign post offices. Although they have been generally overlooked by scholars, the foreign post offices are noteworthy to examine because of their special place in the awakening of imperial consciousness in the Ottoman mind. The Ottomans were growing increasingly irritated by those offices day by day;

they grew to be unable to stand even their symbols sometimes.¹ The government coped with the foreign offices by reducing the price of stamps and introducing new services. The vehicles used in transporting the mail were improved. Also, the principle reason for the membership of the UPU was to close the foreign post offices.

What had changed for the Ottomans so that the foreign post offices became unwelcome? The answer is because the characteristics of the state administration had changed. Foreign offices became unwanted because they represented the rival powers, quite unreliable in the eyes of the Ottomans, in particular after the Berlin Congress, and because they blocked one of the essential sovereign rights of the state, monopoly over its communications system and they considerably reduced the income of the Treasury, the main artery nourishing all kinds of public works.

On the other hand, the help of the foreign post offices in the entrance of harmful documents that threatened the Hamidian regime was another reason for closing those offices. Hamid hated them and the packages they carried. However, the struggle with the foreign offices was not simply a personal struggle by Abdülhamid. It was rather a matter of overall imperial contention, which had started before Abdülhamid, during the modernization policies of the *Tanzimat* and had intensified in the 1870s, as “the bells were tolling” for the Empire.

A debatable incident in the field of communications was the opposition of Yıldız to the telephone. The telephone entered the empire in a very limited form and was prohibited almost completely in 1886.² Only during the Second Constitutional Regime did the telephone become common, at least in the cities. Until then, only a

¹ In a document of 1892, the government sought to prevent foreign post packages carrying arms of a rival power, but Sadaret answered that there was no legal means by which the Ottomans could keep them out, otherwise the universal post and correspondence treaties would be infringed. Deringil, p. 28; Deringil, “Abdülhamid Dönemi Osmanlı İmparatorluğu’nda Simgesel ve Törensiz Doku: ‘Görünmeden Görünmek’”, *Toplum ve Bilim*, 62 (Summer/Fall: 1993), p. 39.

² The exceptions were the Galata Port administration and the Lifeboat Service in Kilyos; see Aliye Öney, “Türkiye’de Telefon Teşkilatı’nın Kuruluşu”, *Çağın Yakalayan Osmanlı*, p. 123.

few public places and some non-Muslim households had had this machine. Why the Hamidian regime rejected the telephone is not clear. H.C. Yalçın makes a connection between the prohibition of the telephone and “Abdülhamid’s fear of electricity.”³ Karakışla refers to the same fear and tells of the Sultan’s deliberation about electric technology in the palace.⁴ But, this explanation does not hold up when it is considered that the telegraph machines, which also worked with electricity, were used in Yıldız Palace and at the *Sadrızam Konağı*, the house of the grand vizier.⁵

Even if Hamid’s fear was real, this is not enough to explain how an authoritative ruler could pass up the chance and prohibit such an instrument, which indeed gives tremendous facilities to the central power. It perhaps was the fear of the unknown, or maybe, no persuasive demonstration was prepared to persuade Abdülhamid to accept the machine, as had been made to Abdülmecid about the telegraph. Whatever the reason was, this rejection of the telephone marked the only modern communication means that the Ottomans resisted for any amount of time during the reign of Abdülhamid II.

Disregarding telephone, this thesis asserts that there was an unbroken continuity between the *Tanzimat* and the Abdülhamid regime with respect to communication policies. First of all, both eras evolved in the same spirit. When the communication system was taken into account, there was no choice for the Ottoman State but to reform itself and become good enough to compete with foreigners in order to assert its control of in the country. Even if the Sultan had been someone else, instead of Hamid, during the last quarter of the nineteenth century, Chapters Three and Four, studying the improvements in post and telegraph services, could have been written in a similar way. In other words, developments were not dependent on the

³ Yalçın, p. 121.

⁴ Karakışla, p. 14.

⁵ *Indicateur*, 1884, p. 34, 43.

personality of the Sultan. As Davison states, “there is a cumulative effect of reform which the successive consideration of isolated periods will not show. The process of modernization, once well started, was not easy to arrest; after a certain point it probably became irreversible even without further external stimuli. After 1839 there was at any rate no possibility of return.”⁶

Moreover, the visible difference of the Hamidian era, the increase in the speed of the development, was not an unexpected or surprising change. The environment forced this. In the last years of the 1800s, the ascension of Hamid to the throne was not the only novelty for the Ottoman Empire. There were also signals of impending collapse with the great territory losses, rising foreign pressure, and acute economic crisis, all of which made a deep impact on the Sublime State. As Berkes writes, “the Hamidian regime took shape under conditions crying for its establishment”⁷ and warning that the Empire was coming to the end. Deringil concludes that, used in the reign of Abdülhamid, “the very name of the Ottoman State, *Memalik-i Mahrusa-i Şahane* (the well protected domains of His Imperial Majesty) was a monumental irony, because they were anything but well protected.”⁸

The modernization of communication was undertaken in these conditions.

⁶ Davison, “Foreign and Environmental Contributions to the Political Modernization of Turkey”, *Essays in Ottoman and Turkish History, 1774-1923: The Impact of the West*, p.83.

⁷ Berkes, p. 253.

⁸ Deringil, “Well...”, p. 42.



APPENDIX

ARCHIVE DOCUMENTS

Yıldız Esas Evrakı Dosya: 49 Gömlek: 46

Yıldız Saray-ı Hümâyûnu
Başkitâbet Dairesi
7557

Hürriyet nâm hezeyennâmenin memâlik-i şâhâneye men'-i idhâli zımında İngiltere sefareti ile beraber diğer sefaretlere dahi icrâ kılınan tebligat üzerine bu bâbda Fransa postahanesine yeniden talimat ita edileceğine dair Fransa sefaretinden gelen takririn tercümesi takdim olunduğunu hâvi şeref-vârid olan fi 24 Şevval sene 311 tarihli tezkire-i hususiye-i sadaretpenâhîleri lede'l-arz manzûr-ı âlî oldu. Ecnebi postalarının memâlik-i şâhânedede günden güne yerleşmekte olup halbuki ma'lûm-ı sâmi-i dâver-i efhamîleri olduğu üzere her memlekette olduğu gibi memalik-i şâhânedede dahi posta işletmek hakkı münhasıran devlete aid olmasıyla ecânibin burada posta idarehaneleri teşkiline ve postacılık vazifesini ifaya hiçbir hak ve salahiyeti olmadığından ve zaten işbu ecnebi postaları bir takım evrak-ı muzırının Memalik-i Şahaneye suhuletle nakl ve neşrini arzu edenlerin vaktiyle kendi menfaatleri iktizasınca izhar etmiş oldukları müsaadattan dolayı küşâd edilmiş ve ahîren Said Paşa hazretlerinin mesned-i celîl-i sadaret-i uzmada bulunduğu hengâmda taraf-ı hükümetten Varna'ya işletilen posta vapurunun oraya biraz geç vasıl olmasını ser-rişte ittihaz eden ecânibe hiçbir irade-i seniyyeye müstenid olmayarak verilen mezuniyet üzerine takarrür etmiş olmadığından taraf-ı devletten bunlara karşı muvafakatı tazammun edecek o yolda muamelât vukuuyla bilahire büsbütün yerleşmesi melhûz olan işbu ecnebi postalarının ref ve ilgası için bir çare bulunmak üzere meclisce icra-yı müzâkerât ile verilecek kararın arz-ı atebe-i ulyâ kılınması şeref-sûdur eden irâde-i seniyye-i cenâb-ı hilâfet-penâhî mantûk-ı münîfenden olmağın ol bâbda emr ü fermân hazret-i veliyyü'l-emrindir. Fi 3 Zilkade sene 311 fi 26 Nisan sene 310

Serkâtib-i hazret-i şehriyârî Süreyyâ

Yıldız Esas Evrakı Dosya: 49 Gömlek: 10

1)

Babîâlî
Daire-i Umur-u Dahiliye

Huzur-u Ali Hazret Sadaretpenahiye

Maruz-u çaker-i keminelidir.

Ecnebi postalarının evrak-ı muzırına ithaline vesatet etmekte olmalarından dolayı bir müddet muvakkate için olsun hariçten ecnebi postahanelerine gelen posta çantalarının li-ecli't-tevzi' Devlet-i Aliye postahanesinde tevdi ve hiç olmazsa mezkur çantaların küşadıyla evrak-ı mevcudenin hin-i tevziinde Devlet-i Aliye postahanesinde bir memur bulundurulması hakkında Trabzon vilayet-i aliyesinde vaki olan iş'ar üzerine telgraf ve posta nezaretiyle lede'l muhabere cevaben alınan 18 Haziran sene 310 tarih ve yetmiş yedi numarolu tezkerede ecnebi postalarının Memalik-i Mahrusa-i Şahaneden ref'i hususunda birkaç seneden beri berdevam olan teşebbüsât bir hüsn-ü neticeye iktiran etmezden evvel ne posta çantalarının kendilerinden ahz ve tevzii ve ne de postahanelerinde memur bulundurulması kabul olunmayacağı ityan ve teşebbüsât vakiinde neticeye iktiranı dahi Babîâlîce tedabir-i

lazıme ittihazına veyste bulunduđu dermeyan kılınmış ve Memalik-i Şahanede ecnebi postalarının devam-ı muamelatı hukuk-u hükümrani saltanat-ı seniyyeyi muhil ve uhud-u mevcude ahkamına da mugayir olmakla beraber bunların evrak-ı muzırıra ithaline vesatet ve binaenaleyh olbabda hükümetçe ittihaz olunan tedabirin hükm-ü tesirini ıskat eylemek suretiyle de menafi-i hükümet-i seniyyeye irat-ı mazarrat eylemekte bulunmalarına ve saye-i intizamvaye-i hazret-i şehriyarında Osmanlı postalarının anbean kesb-i intizam ve mükemmeliyet etmekte olması cihetiyle ecnebi sefaretlerinden bu yüzden de serdi-i itirazata hakları olmayacağına binaen mezkur postaların ilgası için sefaret-i ecnebiye nezdinde şu sırada dahi tecdid-i teşebbüs edilmesi münasip ve irade-i aliye-i hazret-i vekaletpenahilerine mütevakıf bulunmuş olmakla olbabda emr ü ferman hazret-i veliyyü'l-emrindir.

fi 24 Muharrem sene 312 ve fi 16 Temmuz sene 310

Nazır-ı Umur-u Dahiliye

2)

Babiâli
Daire-i Hariciye
Mektub-i Kalemî

Huzur-u maali ve fevr-i hazret-i sadaretpenahiye

Maruz-u çaker-i keminelere dir.

Mahud-u hürriyet gazetesinin Memalik-i Şahaneye men-i ithali zımında İngiltere sefiriyle icabet eden sefaretlere icra-i tebligat olunduđu ve sefir-i müşarünileyhin bu babda ittihaz eylediđi tedabire dair vuku bulan ifadat ve tebligatı tevarih-i muhtelifte arz ve izbar ve Londra sefaret-i seniyyesinden evvel ve ahir alınan telgrafnamelerin tercümeleri dahi takdim ve tesyar kılınmıştı. İşbu gazetenin men-i ithali hakkında Fransız postahanesine yeniden talimat-ı lazıme ita edileceđi ve olbabda bazı ifadatu mutazammın Fransa sefaretinden cevaben varid olan takririn tercümesi dahi leffen arz ve tesyir olunmuş olmađla emr ü ferman hazret-i veliyyü'l-emrindir.

fi 23 Şevval 1311 ve fi 17 Nisan 310

Hariciye Nazırı

3)

Babiâli
Nezaret-i Umur-u Hariciye
Tercüme Odası

Hariciye Nezaretine fi 23 Nisan sene 94 tarihli Fransa sefaretinden varid olan takrir-i şifahinin tercümesidir.

Nezaret-i hariciyenin dünkü tarihli ve 59 numarolu müzekkire-i umumiye-i şifahiyesine cevaben sefaret-i Londra'da neşr olunan "Hürriyet" gazetesinin men-i ithali hakkında Fransız postahanesine yeniden talimat-ı lazıme ita edeceđini iş'ar eyler tahkikat-ı vakaya göre zaten işbu memnuiyetle vaz' olunduđu vakit mezkur gazete nüshalarından hiçbirisi Dersaadet Fransız postahanesine gelmiyor idi. Binaenaleyh mezkur gazetenin diđer bir vasıtayla tevzi olunduđu melhuzdur.

Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 10 Gömlek: 24

Hazine-i celilenin şu sırada müzayakası bulunduğundan bahisle ana nezaretçe muavenet-i mümkünede bulunması bugün memur-u mahsus izamıyla maliye nezaret-i celilesi tarafından taraf-ı abidâneme vuku bulan müracaat üzerine nezaretin paraya mütevakıf ihtiyacat-ı mübreme nazar-ı dikkate alınmakla beraber veznedenden şimdi bin lira tedarik ve teslim kılındığı gibi demir direk ve tel vesaire gibi edevat-ı telgrafiye müteahidine bir iki sene evvel verilip nasılsa mukabiline henüz edevat alınmamış olan ve esbab-ı teferruatının tedkiki derdest bulunan beş bin bu kadar liranın istirdadına ait teşebbüsat-ı serîada bulunularak ve maliye nezaret-i celilesine de malumat itasıyla beraber muâveneti talep olunarak meblağ-ı mezbure dest-res olundukta her ne kadar zikr olunan edevatın tedarikine olan lüzum baki ise de hazine-i celilenin bu sırada malum olan müzayakası tehvin zımında meblağ-ı mezburun dahi oraya itasıyla teşyid vecibe-i muavenet olunacağı maruz-u mülukânemdir.

fi 6 Teşrinisani 311

kulları

Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 4 Gömlek: 98

Devletlü efendim hazretleri

Ecnebi postalarının küşad etmekte oldukları şubata karşı yalnız taşraya ve memalik-i ecnebiyeye mektup kabul etmek üzere Dersaadet'in bazı mevkillerinde birer posta şubesi küşadı hususunda Babîâli'den istizanı hakkında meclisten tanzim olunan mazbata nezarete ita olunmuş ise de bu makule yeni yapılacak şeyler için resmen Babîâli'ye müracaat olunmazdan evvel 'bi-hamdihi teala kaffe-i hususat-ı külliye ve cüziyede isabeti müselle-i âlem olan irade-i hikmet-âde-i hazret-i hilafetpenahiye istizanı derece-i vecdiyye olduğundan mezkur mazbatanın şimdilik bittevkif arz ve beyan-ı hale cür'et olunmuş olmağla olbabda emr ü ferman hazret-i men leh-ül-emrindir.

fi 25 Receb sene 306 ve fi 15 Mart sene 305

Telgraf Posta Nazırı

Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 3 Gömlek: 70

Postaların ıslah ahvali zımında maluren Selanik'te bulunan posta kalemi mümeyyizi Petaci efendinin mürud-u telgrafnamenin hulasaten tercümesidir.

İtalya ve İngiltere general konsolosları hükümetlerine göndermiş oldukları raporları tekid ve bizim postahanelerimiz lehinde tafsilat-ı takziye itasıyla Selanik'te bulunan tüccaranın günden güne başka bir renk kesb eden ve muhaberati-ı tüccariyeleri tehirat-ı azimeye duçar eyleyen Avusturya postası her hareketından müteşekki bulduklarını ve buna bir netice verilmesi lüzumunu dermeyan eylemişlerdir. Müşarünileyhabu babda hükümetlerinin yakinen cevab-ı muvafık ita edeceklerini emin ve ümitvardırlar.

fi 4 Temmuz sene 1888 ve fi 22 Haziran sene 1304

Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 11 Gömlek: 161

Posta ve Telgraf Nezareti

Saadetli efendim hazretleri

Geçende nezaret-i varidatından hazine-i celile-i maliyeye bin lira verildiği gibi bu kere dahi beş yüz lira irsal kılınmış olduğunun malumat olmak üzere arz ve beyanına cür'et kılınmağa olbabda emr ü irade hazret-i men leh-ül-emrindir.

fi 30 Nisan sene 313

Posta ve Telgraf Nazırı

Yıldız Esas Evrakı Dosya: 49 Gömlek: 29

Babâli

Meclis-i Mahsus

Hürriyet nam hezeyannamenin Memalik-i Şahaneye men-i idhali zımında icra kılınan tebligat üzerine Fransa sefaretinden verilen takririn tercümesi leffiyile arz ve takdim olunmuş olan tezkire-i hususiye karîn-i luhâza-i seniyye buyurularak her memlekette olduğu gibi Memalik-i Şahanede dahi posta işletmek hakkı münhasıran devlete ait olmasıyla ecânibin burada posta idarehaneleri teşkiline ve postacılık etmeye hakk u salahiyeti olmadığından ve zaten işbu ecnebi postaları Memalik-i Şahanede devam ettikçe birtakım evrat-ı muzırranın men-i idhali mümkün olamayacağından bu postaların bilahire büsbütün yerleşmesini müstelzim olacak muamelata mahal verilmeyerek bunların ref ve ilgası için bir çare bulunmak üzere keyfiyetin meclis-i kemteranemizce müzakeresiyle verilecek kararın arz-ı atebe-i ulyâ kılınması şeref-sâdır olan emr ü ferman-ı hümâyûn-ı hazret-i padişahi mantûk-ı münîfi idüğünü mübelliğ tezkire-i hususiye meyane-i âcizânemizde kıraat ve mütalaa ve keyfiyet teemmül ve müzakere edildi. Nezd-i meâli-vefd-i hazret-i hilafetpenahide arz ve izahtan müstağni olduğu üzere her memlekette posta işletmek o mülkün sahibi olan devletin hukuk-ı hükümransı cümlesinden olup işbu kaide-i umumiyeye binaen memalik-i Osmaniye'de posta işletmek salahiyetinin münhasıran devlet-i aliyyeye aidiyeti umûr-ı tabiiyeden bulunduğu gibi tedkikat ve tetebbuat-ı vâkıadan müstebân olduğuna göre Memalik-i Şahanede icra-yı muamelat etmekte bulunan ecnebi postalarının ref ve ilgası hakkında kaide ve hukuk-ı mezkureye istinâden mukaddemâ düvel-i malume ile cereyan eden müzakerat ve mübâhesatın hasıl ettiği netice üzerine hükümet-i seniyyece Varna'ya gönderilen posta vapurunun oraya biraz geç vasıl olmasından dolayı zikr olunan ecnebi postalarının külliyyen ilgası imkanı duçar-ı tehhür olmasına ve sâlifü'l-beyanecnebi postalarının devam-ı muamelatının hal ve maslahata adem-i muvafakati cihetiyle buna bir çare taharrisi lüzumuna mebni olbabda şeref-sünuh ve sudûr buyurulan emr ü ferman-ı hümâyûn-ı cenab-ı mülûkâne mantuk-ı münîfine tevfikân hariciye müsteşarı Artin Paşa'nın taht-ı riyasetinde olarak daire-i hariciyede teşekkül eyleyen komisyonca cereyan eden müzakerat sırasında Memalik-i Şahanede en ziyade posta muamelesi devam etmekte olan Avusturyalılar ile yeniden icra-yı müzakerat için Avusturya sefaretinden bir memur celb edilmesi tasvip olunarak vaki olan istimzac üzerine sefaret-i mezkureden alınan cevapta postası olan diğer devletler sefaretlerinden dahi memurlar celp olduğu halde müctemian müzakere-i keyfiyet edilmek üzerine memur gönderilip münferiden müzakereye girişilemeyeceği ve hükümet-i seniyyenin bir diyeceği varsa tahriren bildirilmesi lazım geleceği ifade olunmuş ve sefaretin iş talep ve ifadesinin

birinci şıkkı ihtiyar olursa işin keşâkeşe düşeceğinden başka belki bazı Avusturya postahanelerinin seddi hakkında mukaddema alınan vaadin icrasız kalması muhtemel ve ikinci şıkkın tercihi takdirinde dahi posta işinde Avusturyalılar ibtida-yı emirde dermeyeran ettikleri mebahis-i hukukiyeye dair olan fikirlerini teyid yolunda cevap alınarak maslahatın müşkilata tesadüfî melhuz bulunmuş olduğundan bu husus için Viyana Sefaret-i seniyyesi marifetiyle Avusturya hükümeti nezdinde teşebbüsât-ı mukteziye icra ettirilmesi sureti devletçe müreccah görünüyor ise sefaret-i müşarünileyhaya yazılacak tahriratta posta işinin evveliyatı hakkında izahat ve malumat-ı kâfiye itası ve postaidaresince icra kılınan ıslahatın sefaret-i seniyyece teyid-i müddeâ zımında dermeyeran olunmak üzere iş'arı ve Memalik-i Şahanede postası olan diğer devletlerle de iktiza-yı hale göre müzakereye girişilmesi mezkur komisyonca tezekkür olunarak mucibince icra edilen tebligat üzerine Viyana sefaret-i seniyyesinden alınan tahriratta Kont Kalnoki bu işin doğrudan doğruya kabinetolar arasında müzakerat icrası suretiyle yahut alakadar devletler memurlarından mürekkeb bir komisyon marifetiyle aynı zamanda tedkik edilecek bir mesele-i esasiye olduğunu bi'l-beyan esas-ı maddeye girmezden evvel hükümet-i seniyyenin diğer alakadar hükümetlere müracaat edip etmediğini bilmek arzusunu izhar eylediği gösterilip olbabda gerek mezkur komisyonca ve gerek melis-i kemterânemizce cereyan eden tedkikat neticesinde bu mesele hakkında düvel-i saireye ifa-yı tebligattan sarf-ı nazarla yalnız ber vech-i ma'rûz Memalik-i Şahanede posta muamelatıyla en ziyade meşgul olan Avusturya devleti olduğu cihetle ecnebi postalarının ilgası teşebbüsünde devlet-i müşarünileyhayı takdim etmek becâ olduğundan yalnız devlet-i müşarünileyha nezdinde icra kılınan teşebbüs-i sabıkın tekid ve takibi münasib görünerek icab-ı halin ifası hariciye nezaretine havale ve işar edildiği anlaşılmıştır. Bâlâda arz ve izah olduğu vechile Memalik-i Şahanede icra-yı muamelat etmekte olan ecnebi postalarının mazarratı cihetiyle men'i taht-ı vücûb ve elzemiyette olup ancak tecarib-i sabıkaya ve işin suret-i cereyanına nazaran tebligat-ı vakıanın sırf ve sadece takibinden hüsn-i netice husulü memul edilmekte ve ifadat-ı vakıaya göre bu meselede düvel-i müşarünileyha en ziyade bâis-i tereddüt ve itirazatı olan cihet hükümet-i seniyye posta idarelerince mekâtîb ve emânâtın ahz ve isalinde ve ashabına suret-i tevzi ve tesliminde layıkla sürat ve intizam husulüyle teshilat-ı mukteziyenin iraesî keyfiyeti idüğü anlaşılmakta olup eğerçi saye-i muvaffakiyet-vâye-i cenab-ı hilafetpenahide postahanece şimdiye kadar mevki-i icraya konulan ve bir taraftan icrasına çalışılan asar-ı ıslahat ahval-i sabıkaya nisbetle sayan-ı memnuniyet bir derecede bulunduğu derkâr ise de memalik-i sairedaki posta idarelerinin göstermekte olduğu asar-ı tesvilata nazaran noksandahi gayri münekker olduğundan ve ıslahat-ı matlub-u mukteziye ikmal ve itham edilir ve ezancümle henüz mevki-i tatbik konulamayan koli posta ve mandapost gibi şeylerde postahanece ilave-i muamelat olunur ise zaten bir hakk-ı ahdiye mukarin olmayıp mücerred noksan-ı muamelattan dolayı kendi postalarını ilgadan mücanebet eden düvel-i sairenin artık tekrar-i mutalebatına bittabi mahal kalmayacağından Memalik-i Şahanede icra-i muamelat etmekte olan ecnebi postalarının ilgası için ya bu tedbire müracaat edilmesi yahut tebligat-ı mezkurenin tekidiyle işin ol suretle takibinde devam ile bir hüsn-i netice husulüne sarf-ı mahderet kılınması şıklarından hangisi nezd-i ilham vefd-i hazret-i hilafetpenahide rehin-i tensib buyurulur ise ona göre icrayı icab-ı hale müsaraat olunacağı muhât-ı ilm-i âli buyurulduktaki olbabda ve katibe-i ahvalde emr ü ferman hazret-i veliyyü'l-emr efendimizindir.

Dahiliye Nazırı

Hariciye Nazırı ve Şura-ı Devlet Reisi vekili

Bahriye Nazırı

Adliye Nazırı Serasker Şeyhülislam Sadrazam ve yaver-i Ekrem
Sadarat müsteşarı Ticaret ve Nafia Nazırı Maarif Nazırı Maliye Nazırı
Evkaf-ı Hümayun Nazırı Tophane-i Amire Müşiri
Meclis-i vükelaya memur Cevdet ____ bulundu

Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 3 Gömlek: 64

1)
Telgraf ve Posta Nezaretinin ıslah-ı ahvaline dair iktiza eden mevâddın suret-i gayr-i resmîyede arz ve beyânı zımnında Dahiliye Nezaret-i Celîlesinin vaki olan emr-i şifâhîsine mebni sureti melfûf bulunan varaka takdim kılınmış olup hâkipây-i şâhâneye arz-ı hâl buyurulması vâbeste-i rey-i âlileri bulunduğu ve bugünkü postada şayan-ı ehemmiyet bir şey zuhur etmiş olduğu ma'rûzdur. Fi 9 Haziran sene 304

Telgraf ve Posta
Ser-müfettişi
(mühür)

İşbu jurnal melfûfu lâyiha suretiyle beraber maruzdur.
Fi 9 Haziran sene 304

Kulları (mühür)

2)
Devair-i hükümetin her birinde günbegün hâl-ı hazırlarınca tertibât ve ıslâhâtına himmet edilmekte olup ancak telgraf ve posta daireleri her nasılsa şimdiye kadar bu yüzden mahrum bırakılmış olduğu beyanıyla icrası herhalde taht-ı ihtiyacda bulunan ve esasen ıslahı lâzım gelen mevâddın arz ve beyanı hakkında şifâhen vaki olan emr ü irade-i aliyye-i nezaretpenâhîlerine iğtirâren bu bâbda olan mütalaat-ı kâsirânemin suret-i gayr-i resmîyede arz u inbâsına ictisâr olunur şöyle ki
Posta ve Telgraf daireleri ıslâh ve intizam cihetinden devâir-i sâirenin en son derecesinde kalması ve muamelat-ı dahiliyesi ise buna makîs bulunan cihetle ibtidâyı emirde bu cihetin nazar-ı dikkat ve itinaya alınmasıyla beraber yar u ağıyâr ve ecânibi karşı suret-i muntazama ve mükemmelede bir binanın inşası tahte'z-zemînde bulunduğu gibi memurin-i müstahdemesinin ümid-i terakkiyatını temin etmek ve bazı taraflara müracaatla maaşı derece-i kifâyede olsa bile yine zamm-ı maaş istidasında bulunmak misillu hâlâtın önü kesilmek üzere devâir-i sâirede olduğu vechile icab ve iktizasına göre sınıflar tertîbinin ittihâz ve icrası lüzûmu görülüyor.
Bu sırada Galata Telgraf ve Postahanesi lağv edilerek Yeni Cami Postahanesi mevkiinde birleştirildiği ve memurları hizmet-i mahsusalarına ilaveten yerleştirildiği halde Galata Telgraf ve Postahane için senevi verilmekte olan sekiz yüz bu kadar liranın nef-i hazine olarak tasarruf edilmiş olacağından başka postahane-i âmirenin ıslah ve tertibâtı yolunda hariçten memur tedarik ve istihdamına dahi lüzum kalmayacağı ve Fatih ve Aksaray ve Beşiktaş ve mevaki-i sairede olduğu Galata cihetinde dahi muntazamca şube küşad edildiği surette bununla da idare-i maslahat bittabi kabil olacağı vârid-i hatırdır.

Posta ve telgraf dairesi muamelatının teferruatı sür'at-i mümkinine ile muntazam bir surete vaz' olunup da ecnebi postalarının kabulü hakkında Selanik iltisak

şimendefirleri (velev muvakkat olsun) bu kere ita edilen müsaade Dersaadet iltisak şimendiferlerine ita edilmeyerek Devlet-i Aliyye umum postalarının bu yüzden hukuku muhafaza buyurulduğu takdirde postahane-i âmirenin memalik-i ecnebiye posta müvâredât ve mürâselâtını yoluyla ve kemâliyle ifa ve icraya kifâyeti ve bu sebepten umumun hoşnûdiyetine nailiyeti emr-i tabii bulunduğu gibi bu cihetten ileride ecnebi postahaneleri bi't-tedric tatil-i muameleye mecbur olunacakları derkâr ise de fakat ahvâl-i sabıkası malum olan bazı kesânın evrak-ı muzırta taharrisi zımında bu aralık postahaneye tayin ve i'zâm edilmesi zikr olunan intizam ümitlerinin külliyyen münkati' olmasına bâdi olacağı şüphesizdir. Zira memurin-i mahsusasından bahisle güyâ içinde muzır gazete var imiş mütalaasıyla şunun bunun ve bir takım tüccarâmı mektuplarını mücerred bir zan üzerine aleni açmaya ve bazısını li-ecli't-takdîm almaya kadar müsaade olunur ise artık halkın hazine-i esrâr-ı itikadıyla postahane-i âmireye edecekleri emniyet ve itimadın derecesi taayyün edeceği ve neticesinin neye müncer olacağı cüz'î bir mütalaa ile sabit olur.

Calib-i nazar-ı dikkat olan bir mesele var ise o da sefaretlere mahsus olan ve hatta kapıları üzerinde filan devlet sefreti postahanesi deyu yazılı bulunan Galata'da kâin ecnebi postahalarının bir suretle meydan almasıdır ki İstanbul'da Bahçekapısı civarında postahaneye karîb mahallere varıncaya kadar bir şube küşad eylediklerinden başka Memalik-i Şahanedan bulunan kâffe-i sevâhilde müteaddid postahaneleri bulunduğu ve bundan gayri bâis-i teessüf bir madde dahi İzmir vilayetinde Sisam postahanesi namıyla bir postahane açılmış olduğu meseleleri hakikaten şayan-ı dikkat bir keyfiyet olup eğerçi ittihad-ı posta muâhededesinin vücudu olmamış olsa idi ecânibin bu gûne vâki olan hareketleri dūr u dirâz söze badi olacağına meydan var ise de fakat ortada ittihad mukavelesi durdukça ve Memalik-i Mahrûse-i Şâhâne'den bulunan Sisam için Devlet-i Aliyye Postahanesinden çanta ile her an posta gönderildikçe Sisam postahanesinden Memalik-i Şahane'ye ve Avrupa'ya gönderilecek mekâtib çantalarının İzmir'de bulunan Devlet-i Aliyye Postahanesine gönderilmeyip de ber-minval-i ma'rûz İzmir'de namına küşad edilmiş olan postahaneye gönderilmekte olması hukuk-ı saltanat-ı seniyyeye taalluk eder bir şeydir.

Mamafih her bir umûrda hazine-i devletin muhafaza cihetiyle tasarrufatın gözetilmesi akdem vezaiften olduğundan ve taşrada müstahdem bulunan müfettişlere verilen maaşât ise fazla bir masraftan ibaret olduğundan zikr olunan müfettişliklerin dahi bu sırada lağvı derece-i elzemiyette olduğu âzâde-i arz ve tariftir. Çünkü müfettişlik vazife-i esasiyesi müşahedât ve malumatını bitarafane ve mütesaviyane arz ve beyandan ibaret olmağla taşra müfettişlerinin baş müdürler maiyetinde bulunması şu maksad-ı mühimmin husulünü temin edemediğinden ve Dersaadet'te bir telgraf ve diğeri posta için refakat-ı acizîde iki müfettiş bulunmakta idüğünden böyle başka başka müfettiş istihdam olunmaktan ve bu yolda külliyyetli masraf ihtiyar edilmekten ise merkez nezaretinde kifayeti derecede münasib maaşlar ile birkaç müfettiş bulundurulup iktizasına göre icap eden mahalle sevk ve izamı ve müddet-i gaybubetinden avdetine kadar harcırah mukabilinde maaş-ı hâlisine bir misli zam edilmesi Dersaadet ve taşralarca henüz müstahdem bulunan umum müfettiş muavinlerinin baş müdürler maiyetinde olarak fenn-i muayene memuru sıfatıyla telgraf hatları için kemâkân ibka ve teferruatının icra edilmesi teshil-i muamelâta ve bu cihetten epeyce tasarrufata badi olacağından arz ve beyanına cüret kılındı herhalde emr ü ferman hazret-i men lehü'l-emrindir.

5 Haziran sene 304

Yıldız Esas Evrakı Dosya: 130 G6mlek: 65

1)

Serkurenayı hazret-i Őehriyarı canib-i Aliyesine

Atufetlu efendim hazretleri

Atebe-i ulyayı meali ihtivayı hazret-i hilafetpenahiye takdim olunmak 6zere bir kıta arıza-i mahtume itare-i savb-ı vâlıyı kerimaneleri kılınmış olmađla olbabda emr 6 irade hazret-i menleh6l'emrindir.

fi 20 Őaban sene 305

fi 19 Nisan sene 304

Mısır fevkalade komiseri
İskenderiye'den

2)

Bug6nk6 tarih ve iki y6z kırk bir numeroyla makam-ı sadarete irsal olunan arıza-i 7akeranem manzur-u meal-i mevfur hazret-i hilafetpenahileri buyurulmak 6zere bervechi zir arz ve tahrir kılınđıđı muhat-ı ilm-i cihanŐ6m6l hazret-i hilafetpenahileri buyuruldukta olbabda emr 6 ferman ve bu abd-i musadakat-ı niŐan veliyy6l'emr vel'ihsan efendimiz hazretlerininindir.

fi 20 Őaban sene 305

fi 19 Nisan sene 304

Abd-i Memlukları
m6h6r

Mısır'da cari olan posta ahvalinin intizam-ı idaresiyle beraber havayic-i halkı teshil ve temin emrindeki muamelat-ı muttaridesi calib-i nazar-ı dikkat olduđundan idare-i mezkurenin suver-i tanzimiyesiyle ahval-i tarihiyesine atf-i nazar-ı dikkat olundu. Netice-i tedkikat huzur-u fahimanelerine arz olunacak kadar ehemmiyeti haiz olmasıyla bir ay muamelat bervechi âti icmal edilir. Vaktiyle Mısır'ın posta idaresinde mektup a7ılmak ve vaktiyle yerine verilmemek ve saire gibi imtiyaz-ı ahvalin devam vukuunu ve intizam-ı idarece meŐhur olan kusur ve noksanı ecnebi posta idarelerinin devamını mucib olmuŐ imiŐ hidiv-i sabık hazretleri ecnebi postalarının v6cudu posta varidatının tenakusunu ve ahval-i siyasiyece de tesirat-ı muzırrasını his ederek bunların kaldırılması tarikine gitmiŐ ise de taharri ettiđi esbab-ı mucibe arasında Mısır'ın yerli posta idaresi calib-i emniyet olacak bir halde tanzim edilmedik7e mezkur idarelerin ref'inin nakabul olacađı teyakkun ederek yerli posta idarelerini tanzim etmek 6zere İtalya'dan mahsusen bir memur getirmiŐ kutr-ı Mısırıye'deki postaların nezaret ve tanzimine memur eylemiŐ imiŐ mumaiyleh tanzimat-ı esasiyeye iptidai ve cereyan-ı ahvalce m6Őahede eylediđi yolsuzlukları ref-i kıyam ile tedricen posta idaresini matlub olan intizama takrib etmesiyle ecnebilerin nazar-ı rađbetlerini celb etmeđe muvaffak olması olduđundan bire birer ecnebi posta idareleri kendi kendilerine tatil-i muamelat ederek Mısır'daki posta idarelerini kapamıŐlardır. Őimdi umum-u hıttai Mısırıye posta umuru İtalyalı memurun talim-i usul ve kaide ile yetiŐtirdiđi Suriyeli Yusuf PaŐa namında birisinin zir-i idaresinde bulunuyor ki mumaiyleh Yusuf PaŐa dahi Őuabat-ı idaredeki ecnebilerin yerleri a7ıldıık7a yerlilerin tasabbuna ihtimam etmekte ve tayin ettiđi iŐbu hatt-ı harekete devam etmektedir. Ecnebi postalarının kaldırılmasını icab eden ahval meyanında yalnız mekâtib ve resailin temin-i h6sn-6 nakli kaziyesi olmayıp onların birisi de beŐ kilograma kadar 6cret-i c6z'iyeye ile posta paketi namıyla eŐya nakletmek

ve bir de küçük mikyasta havale verip kabul etmek yani postalarla ufak nisbette gönderilecek akçeleri kabz ile mukabiline bir ücret-i maktua ile şubeleri namına ve Avrupa ve Amerika'nın her postahanesine havalename vermek ve kabul etmek ve buna mümasil havayic-i nasi ve ticaret-i mahalliyeyi teshil edecek vesaitin ekserisini yoluyla ve sırasıyla vücuda getirmekte itina kılınmasıdır. İşte Mısır postası bu gibi muamelatın cümlesini deruhde ve ifa eylemesine mebni Avusturya ve Fransa'dan maada Mısır'la muamelesi olan kâffe-i düvel postaları kaldırılmış ve Avusturya posta idaresi dahi buradaki Avusturyalıların yirmi beş kiloya kadar eşyasını kabul etmekte ve her mahalden kitap ve gazete abone edip götürmek gibi siparişleri kabul ve icra eylemekte olmayla devlet-i müşarünileyhanın Mısır'da sakin olan tebaası vatanlarında ve burada bu muamele ile meluf olduklarından işbu melufiyeti bozmayacak surette Mısır posta idaresi zikr olunan iki maddeninde deruhde ve ilan eder ise o dahi postasını kaldırmak azminde imiş. Şimdi ara yerde bir Fransız posta idaresi kalıyor ki onunda muhalefeti hal-i hazır ecanibce ihtimal ki siyasi ve bulunduğu bir hikmete mebnidir. Şimdi Avrupa'nın her cihetiyle ve hatta hind ü çin ve Japon ve Amerika gibi bilad-ı baide sükkânıyla kemal-i suhûletle muameleye girişmekte olan Mısır Posta idaresi memalik-i saltanat-ı seniyyenin aksam-ı sairesi erbab-ı muamelatına o suhûleti irae edemeyip yalnız ittihad-ı postaların sebebiyle dersaadet ve memalik-i saire için nakl-i mekâftıpten başka büyük paket ve havale meselelerine girişemiyor. Halbuki Anadolu ve Kürdistan e mahal-i daire ahalisinden bir ay ticaret kutr-u Mısıriye'de hayli galebenin bulunduğu halde bunlardan birisi mesela Arabkir'e, Harput'a, Diyarbekir'e, Haleb'e, akçe gönderecek olsa bir türlü yolunu bulamadığından envai müşkülata uğruyor. Dünyada posta ve telgraflar mevcut değil iken cari olan sai göndermek ahvalini kırk elli kişi birden toplanarak ihtiyara mecbur oluyorlar ve şu zamanda halkın muamelatını teshil için Mısır'dan vakit vakit Anadolu'nun cihat-ı muhtelifesine sai çıkar büyürler ve bunlar Avrupalılar ve hususuyla Mısırlılar nazarında bir hüsn-ü halde telakki edilmiyor ve pek çok itiraz sedaları iştiliyor. Mücerred-i suret cereyan halin rehin-i ilm sami-i hazret-i sadaretpenahileri buyurulmak üzere arz ve tafsiline ictira olunmuş ise de olbabda (emr ü ferman...)

Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 8 Gömlek: 92

a)

Postaların Tensik ve Islahıyla Ecnebi Postalarının İlgasına Dair Layiha

Memalik-i Şahaneden ecnebi postalarının tesis ve teşkilini icap ettiren esbab-ı müteaddidenin buradan arz ve beyanına hacet göremem. Yalnız şunu arz edebilirim ki ecnebi vapurlarıyla rekâbet edebilecek milli bir vapur kumpanyasının henüz tesis ve teşkil olunmaması bu esbabın başlıcalarındandır.

Bu halin devamı ise hükümet-i Saniye-i Osmaniye'nin hukuk ve menafi-i mahsusa-i maliyesini ihlal etmekte bulunduğu mâlum olup ancak şu birkaç sene zarfında Memalik-i Mahrusa-i Şahanenin nikat-ı muhtelifesine temdid edilmiş şimendifer hututu muamelat-ı ticariye ve sinaiyeyi tevsî eylemekte olduğu gibi hukuk-u menafi-i devleti dahi halelden muhafaza ile bir kat daha tahkimye tarsinine hizmet etmeğe başlamıştır.

Avrupa ile payi taht-ı Saltanat-ı Seniyyenin şimendifer hatlarıyla rabt ve illsakından sonra bilcümle muraselat ve mekâftip berren bir suret-i muntazama ve

seriada sevk ve icra edilmekte ve Avrupa ile memalik-i şahane arasındaki münasebat bu suretle de tahakküm etmekte bulunmuştur.

Ecnebi postalarının derece-i muamelatına vukûf peyda eylemek için külliyevm Sirkeci İstasyonuna vürud eden mekâtip ve saire çantalarını bir kere nazar-ı tetkikten geçirmeli, devletimizin yalnız bu noktadan ne kadar mutazzır olduğu ol vakit tebeyyün eder. Müstan-ı arz ve beyan olduğu üzere postalar varidat-ı devletin en mühimlerini teşkil eylediği için eylevm Avrupa hükümetleri her bir işten evvel postalarının intizam ve mükemmeliyet halini temin için fevkalade fedakarlıkta bulunurlar.

Hükümet-i Seniye-i Osmaniye'nin bu hukuk-u hükümransı esbab-ı maruzadan naşi muvakkaten olsun eyadi-i ecanibe terk ve tevdi kılınmış olduğu mateessüf görülmektedir. Memalik-i Şahane dahilinde teessüs etmiş olan ecnebi postalarının ilgası şu günlerde-i resmi-i devleti işgal eylemekte olduğundan fırsatı ganimet addederek bu babta bazı maruzatta bulunmağlığı vazife-i ubudiyet addederim.

Mezkur postaların ilgası hakkında Babiali canip-i samisinden düvel-i ecnebiyeye vuku bulacak teklifte, doğrudan doğruya alakadar olan devletler İngiltere, Fransa, Almanya, Avusturya, Rusya ve İtalya olup bunlar böyle bir teklif vukuunda Osmanlı Postalarının adem-i mükemmeliyet ve intizamını ortaya koyarak bu babta bir takım mutalaatta bulunacaklar ise de buna karşı müdafaada bulunmak için edille-i mukniaya serd ve beyanı müşkil bir şey değildir.

Osmanlı postalarının tensik ve ıslahı hakkında maruzatı atiyem bu babta en ziyade alakadar olan devletleri bile memnun ve hoşnut bırakacağına emniyet-i acizanem ber-karar olduğundan bervechi zir arz ve tadatına mücaseret eylerim.

1869 senesi miladiyesinde devletlü Derviş ve Ömer Fevzi ve Esat Paşalar Hazeratının İşkodra Vilayeti valiliğinde buldukları bir zamanda çakerleri de mezkur vilayet posta müdürlüğünde müstahdem idim. Müşarunileyhüm hazeratının himem ve muavenet-ı ıslahat perveranelerine istinat onbeş seneden beri dahil-i daire-i vilayette tesis edilip umur-u muamelat-ı ticariye de fevkalade vüsat kesb etmiş olan İngiliz, Fransız, Avusturya ve İtalya postalarının külliyevm ilgasına saye-ü şahanede muvaffak olunmuş ve bu yüzden hazine-yi devlet külli zarardan vikaye edilmiş idi. (himem : gayretler ; vikaye: koruma ; vüsat: bolluk, genişlik)

b)

Postaların Tensik ve Islahı Hakkında Malumat ve Hulâsahât

- 1- Posta idaresini telgraf nezaretinden fevk ile doğrudan doğruya posta ve telgraf nezaret-i umumiyesine merbut olmak ve bilcümle umur ve muamelatında mezuniyet-i kamileyi haiz bulunmak üzere iyice bir müdürün idaresine ihalesi
- 2- Posta müdürü hizmet-i Devlet-i Aliye-i Osmaniye'den müddet-i medide bulunup ahval-i mahalliyeye vukufnamesi bulunmuş olan ecanipten tayin ve intihab olunması
- 3- Alakadar olan düvel-i ecnebiyenin nazar-ı hoşnudiyelerini celb eylemek ve muamelat-ı ticariyeyi tevsi' eylemek üzere posta müdürünün refâkatine müsteşar-ı safiyetle iki ecnebi memuru tayin olunarak bunlar bir zaman mabeynde akd-i ictima edecek olan mecliste hazır bulunup idarenin suver-i ıslahiyesine dair beyan-ı fikr-ü rey eyleyeceklerdir. İşbu posta meclisi telgraf ve posta nezaret-i umumiyesinin taht-ı nezaretinde bulunacak.
- 4- Posta müdürüyle müşâvirleri, ba-irâde-i seniye hazret-i padişah nasp ve tayin buyuracaktır.

- 5- Memurin-i mumaileyhüm iki sene müddetle intihâb ve tayin olunarak bu müddet inkizasında her devlet kendi tarafından alâ-tarik-il-münavebe memur-u mahsus tayin ve intihap edebileceklerdir.
- 6- Elyevm mevcut olan posta müşteşarlığının lağv edilmesi
- 7- Ecnebi posta idarelerinde elyevm müstahdem memurin arzu ve talepleri üzerine bittabi muamelatı tevsi' edecek olan Devlet-i Aliye posta idaresi hizmetlerine kabul olunarak bu suretlen hoşnudi-i umumiyenin celb edilmesi
- 8- Posta müdür-i umumisi mukabilinde müfettiş-i umumi ile diğer iki müfettiş daha bulunup bunlar posta muamelatını mütemadiyen nazar-ı tetkik ve teftişten geçirerek posta muamelatına aiden icap eden suver-i islahiyeyi bildireceklerdir.

Balada ve muhtasiran arz ve beyân kılınan maddeler müceddeden teşkil kılınarak hiç bir vakit devamı caiz görülemeyen vakûf-ı ılgada revaç bulmuş olan ecnebi postalarının muamelat ve müraselatına hitâm verecek olan müdüriyet idaresinin esas ve maksad teşkiline olup muamelat ve teferruat-ı sairesi idârenin vas'at haline göre tertip olunmak lâzım geleceğinden ve burada zıkr ve beyanı ziyade tafsilatı mucip olacağından sarf-ı nazar olundu. 18 Mayıs 308

İşkodra sabık telgraf ve posta
müdürü ve Edirne şimendifer komiseri
(Fuat)

Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 1 Gömlek: 28

Telgraf ve Posta Nezaretinde Müteşekkil Islahat Komisyonu Riyaset-i Aliyesine

Malum ali-i cenab-ı nezaretpenahileri buyurduğu üzere düvel-i ecnebiyenin en büyük varidatı postalar hasılatı olup da Devlet-i Aliye postaları varidatının miktar-ı malume derecesinde kalması şayan-ı ifade gelmiştir (?). Seksenbeş senesinde şehir postasının sermüdüriyetine tayin buyurulmuş ve o sırada miktarı ancak beş altı bin kuruştan ibaret bulunmuş olan hasılatını müddet-i memuriyeti kemteranem olan on sene zarfında bilafasıla çalışıp çabalayarak çendmah zarfında iki üç misline ve bir senede yirmi beşbin ve nihayet iki sene zarfında dahi otuz kırk bin kuruş ibla'ına muvaffak olmuş ve olvakit postahane nazırı bulunan saadetlü Yaver Paşa Hazretlerinin takrirleri üzerine bir de ufacık rütbeye mazhar olmuşum. Bu kere Avrupa posta-i muntazamalarının tertibat-ı hükümle ve nizamat-ı mahsusa ve esasiyesini bir suret-i fedakarane de mutalâa etmiş, postalarımızın dahi bu tarik-i intizamiyeye ircaası zımnında işbu layiha-yı ubeydanemin tanzim ve takdimini faydadan hali görememiş olduğumdan havi olduğu münderecatının noktası noktasına nazar-ı dikkate alınmasını kemal-i tevazuyla istirhama cesaret eyledim.

Kulları on sene müddet şehir postaları sermüdüriyeti vazifesini sadakat-ı kamile ile ifa etmiş ve saye-i seniye-i hazret-i padişahide yedi ay mukaddem postahane-i amire müfettişliğine tayin ve چراغ (?) buyurularak bu cihetle icra olunan hayırlı tedabirden naşi müddet-i memuriyet-i kemteranem olan ber minval-i muharrer yedi ay zarfında hasılat-ı postayı misline terfi ettirmiş ve varidat-ı masrufanın bir had-ı layıkına iblağı hakkında olan efkar ve mutalaa-yı acizanemin arz ve beyanı muktezayı vezaiften bulunmuş olduğundan bunun münderecatı tamamıyla mevki-i müzakere ve icraya ref'i buyurulduğu taktirde Devlet-i Aliye umum postalarının

varidatı hemen bir ay zarfında beş on misli terakki ve tezayüdüyle beraber müracaat edecek, ahali-i mecmuaya dahi pek büyük menfaat ve teshilat iraesine bais olacağına mebni buna olacak çare-i hasene-i mukteziye bervechiati iki maddeye taksim olunarak birine ıslahat ve diğerine muhafaza-ı hukuk posta namı verilerek arz ve beyana ibtidar kılınmıştır.

Madde-i Evvel Islahat-ı Posta

- 1- Postahane umur-u hususatının kemal-i suhuletle görülmesine mani olmaktan başka bir işe yaramayan liyakatsız birtakım fazla memurlar ile kezalik lüzumsuz olan canlarının lağvı ve mamafih ehliyet ve liyakati olanların mütaafi' (?) maaşla istihdamı ve nizamsız, kaidesiz usullerin (?) tarife-i nizamiyeye rabt buyurulması.
- 2- Ashab-ı muhatın (?) işleri vakit zaman sırasıyla görülerek ve büyük küçük tefrik edilmeyerek riayet-i hizmet-i mahsusa-i celilesi hakkında bir tutulması
- 3- Beyhude yere mesarife meydan verilmeyerek emval-i mirînin hüsn-ü muhafazası
- 4- Kanun-u esasi mucibince her memur kendi vazifesinden mesul olacağı gibi gayret ve sadakatten ayrılmayanların dahi hukuk-u memuriyetleriyle temini ve ezcümle teselsül-i kaide-i mühimmesine kemal-i hakla riayet edilmesi
- 5- Hukuk-ı varidata sekte irâs eden eşhas ve mevadın men edilmesi ve varidat-ı devletin terakkisine medar olabilecek hususatı meydana çıkarana mükafat olunması.
- 6- Düvel-i ecnebi postaları varidatının tezayüdüne sebep-i aslı olan posta ücret tarifesinin tadiline dair akdemce irade-i şeref taalluk eden taks uniform yani Memalik-i Mahrusa-i Şahanenin her tarafına bir fiyat olarak mesela bütün sevahile bir ve bunun gayrısı olan mahal-i mecmuaya dahi iki kuruş ücret istifa olunması maddesinin mevki-i icraya konulması ve mevad-ı mezkure bitamamiha icra edildiği halde böyle bir ıslahat yüzünden ahalinin tabii-i emniyeti istihsal olunduktan başka ecnebi postalarına lüzum görülmeyerek postalarımıza müracaat edeceklerinden hasılatın bir dereceye kadar tezayüd edeceği emr ve aşikar ise de atide beyan olunan madde-i saninin mevki-i icraya tensib görüldüğü halde varidat-ı mezkurun az zaman içinde beş on misline baliğ olacağı hesaben dahi muhakkaktır.

Madde-i Sani Muhafaza-yı Hukuk Posta

İşbu madde-i saniden maksat, nizamname-i mahsus mucibince taht-ı inhisarda bulunan posta muamelatıyla meşgul olmak bazı haberli cüzzi ve külli ücret ahzıyla şunun, bunun, mektuplarını toplayıp gerek posta ve gerek vasıta-ı aherle kimesnenin mektup paketi sevk ve irsal etmeği hak ve selahiyeti olamayacak iken ne çareki Memalik-i Mahrusa-i Şahanenin her cihetine henüz posta küşat olunmamasından dolayı taşralarda olduğu gibi dersaadette dahi doksanı ve yüz kişiden mütecaviz eşhas poliçecilik ve emanetçilik namlarıyla bir zaman hafi (?) iken şimdi alem olarak ve dirhem ve terazi (?) ile şekl-i tanzim de postacılık etmekte bulunan mühtekirlerin şu hareket-i gayr-i layıkları men olunmayarak göz kapanması posta merkezlerine beş on saat mesafesi olan posta işlemeyen nahiye ve karye ahalisinin ve hususuyla ahali-i mezkureden madûd bir takım bikes hatunların

mektupları güya kendi adamlarıyla mahallelerine irsal ve ahalinin kendi ellerine teslim etmekte olduklarını beyan etmelerine mebni olup halbuki bu gibilerin mektupları olsa bile ancak ayda bir kere vuku bulmakta ve ifade-i vakaları öyle nahiye ve karyelere sevk edecek asla adamları olmayıp binaberin dersaadete ve iadetan bir postahane heyetine girmiş olan mağazalarına ahali nasıl bizzat gidip mektuplarını istihsal etmekte ise taşralarda dahi postahanelere karip bulunan dükkanlarına bu kabilden olarak gidip bizzat almakta ve bununla beraber mektupların mukteza olan ücretleri buradan alındıktan başka mahallinde sahip-i mektuptan tekrar yirmişer para dahi almakta ve mumaileyh dükkanlarına müracaat edemeyen köylülerin mektupları dahi her hafta ahz ve ita zımında derun-u şehrel gelip gitmekte bulunan katırcılar ve sair bir takım pazarcıların marifet ve delaletiyle alınıp verilmekte olduğu cümle-i teklifat-ı mükmele-i kemteranemden bulunmuş ve bu suret ifade ve ilkalarının vahi olduğu derkar ise de halbuki bunlar tearüfat-ı meşruca misillü muamelelerde bulunarak oradan postanın iyiliğine bilmekte olduklarına iştibah kalmamış ve kendileri her ne vakit sıkıştırılsa şu mugayir nizam olan menfaat külliyelerine hanel gelmemek için ve tutmuş oldukları meslekten dolayı kadim ül evkat merhameti şayan görmeleri için yine mücedded fukara ve bikes hatunlar mektubu diye ısrar etmekte ve şu ısrarları doğru olsa bile gönderecekleri paket içinde o makuleler namına yüzde on aded bile olmayıp bunların kaffesi derun-u şehirde mütevattın ahali ve tüccaran mektubu da olduğu ve maahaza işin bu merkeze vasıl olması mahza postahanelerden ufak bir mektup için ber mucip-i tarife-i nizamiye mahallerine göre 3, 4 ve 6 kuruş ücret alınmakta ve bu da ahalinin gözüne çok görünmekten ibaret olduğundan buna olacak çare-i hasene atide muharrerdir.

Evvelen

Hem tarife-i postaya hanel gelmemek bilcümle ahaliye büyük bir suhuleti bais olmak ve artık postahanedan gayri mahalle müracaatlarının önü alınmak üzere berren nakil ve isal olacak mekâtipden üç dirheme kadar ahz olunan üç kuruş yerine badezin beher dirhemlik bir mektup için bir ve iki dirhemlik bir mektuba iki ve üç dirhemlik bir mektuba üç kuruş ücret istifa ve ondan yukarı olanlara dahi ücretinin bilhesap bu vechile muamele ve tarife-i nizamiyesinin dahi bu yolda tadil buyurulması

Saniyen

Muhtekiri merkumanın matlubları vechile her nahiye ve karyeye posta küşadı mesarifat-ı külliyeyi davet edeceğine ve bu ise şu zamanda mümkün olamayacağına binaen bu kere Rumeli-i şarkide cari olduğu gibi muntazam posta işletmekte bulunan mahallere civar nahiye müdür ve karyeler ihtiyar meclislerinin marifet ve delaletleriyle mahalline göre haftada bir veya iki haftada bir kere kendi karye ve nahiyelerine ait mektuplarını posta merkezlerine getirip götürmeleri zımında mahsusa bir adam tayin eylemeleri usulunun ittihazı

Salisen

Bunların hafi postacılıktan el çekmiş olmaları için badezin hem kanun-i ticarete muvaffak olmak ve hem de ahaliye suhuleti calip bulunmak üzere bu makule poliçeciler ve emanetçiler bilcümle kabil misüllü yalnız matbua koçanı defter ve ilmühaber muciplerince icra-yı muamele eylemeleri hususunun taht-ı ehemmiyete alınarak ilan buyurulması

Tafsilat-ı marufeden istifham buyrulacağı üzere posta varidatının tezâyüdü cihetinde her ağızda darb-ı mesel haline girmiş olan ecnebi postalarının lağvı kaziyesini azıcık terk edip de evvel emirde iktizası bigayet mühim ve elzem ve binaenaleyh ecnebiye de emsal olmak üzere dahili postalarımızın ıslahatıyla muhafaza-yı hukuku yoluna su-i gayrete mubaşeret olunması sair-i Padişahide hem ahaliye suhulet ve hem de hazineye azim menfaat ve bu ıslahat bilahere Avrupa'ya karşı güzel bir ibret olarak bittabi olzaman ecnebi postaları da artık insaf ederek kanun ve medeniyet muktezasınca kendi kendilerine çekilmezler mi, binaenaleyh dahili postalarımız ıslah edildiği ve hukuku muhafaza olunduğu taktirde varidat hemen bir kaç misline balığ olacağı kaziyesi de zirde muharrer muvazene ile dahi

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Şöyleki geçen doksana üç senesi sal-i muhasebesinin umum varidatı yekününde 7,864,077 kuruştan yalnız posta hasılatı olan 3,950,593 (?) kuruş ber mucib-i tarife ahz olunan bir, bir buçuk, iki, üç, dört ve altı kuruş ucûrâtın vasatı olan üçe taksim oldukta sene-yi merkume zarfında 1,316,864 adet mektup paketi teati olunmuş ve akdemce mükerreren edilen muayene ve tetkikat da mezkur paketlerde otuzdan ziyade ve yirmiden aşağı olmak üzere bir minval maruz ufak mekâtîp zuhur etmiş ise de bununda nısf miktarı olan onbeş ile darp olundukta 19,762,960 adede balığ olmuş balada arz edildiği üzere bunların ücretleri birer kuruştan hesap olundukta 3,950,593 kuruş hasılatın tamam beş misli birden fazla görüldüğü müsteban olmuştur.

Hülasa

Avrupa'ya karşı eğlenceyi mucip ve ahaliye suubeti olarak kara, sevahil, şehir, ittihad namlarıyla dört türlü posta ve dört nevi posta pulumuzun olması hakikaten mucib-i istigrab ve teessüf Her devletin pulu ve postası bir olduğu halde Devlet-i Aliye postaları acaba hangi sebebe mebni bir kaç türlü oluyor? Her şeyin kuvveti binaenaleyh intizam ve irtibatı dağınık olmakla mı meydana gelir? Yoksa bir heyet-i mecmuada olduğu taktirde daha kolay ve intizam hasene-yi calib olmaz mı? Hülasa postalarımız birleşip pullarımız bir nevi olarak ücretinin birine ücret-i dahili ve diğerine ücret-i harici itibarıyla yalnız iki isim itlak olunmalı ve memalik-i ecnebiyeden Memalik-i Mahrusa-i Şahanenin her tarafına gönderilen mektupların üzerlerinde ecnebi pul ve mmalik-i mahrusa-i şahanenin her tarafından memalik-i ecnebiyeye gönderilecek mektupların üzerinde dahi ber minval-i muharrer Osmanlı pulu mevzu olarak mesela Marsilya'dan Fransız puluyla Erzurum'a ve Erzurum'dan Osmanlı puluyla Marsilya ya gidip gelmesi ve bu vechile ecnebiden gelen mektupların hasılatı kendilerine ve bizden gidenlerinki de bize olanlara ücret harcı ve bundan başka derun-u Memalik-i Şahaneye gerek berren ve gerek bahren sevk ve teati olunacak mekatip için ücret dahili itlak olunması münasiptir.

Tezayüd-i varidat esbab-ı mucibesi madde-i saniyede serapa-i arz olunmuş ise de fakat madde-i evveli icra olunmadıkça bunun özürsüz kılınacağı emri aşıkardır. Zira ecnebiler gibi bizim de postamız var memur hurcu ve çantalarımız var. Postalarımızı dâim'ül-evkat gidip gelmekte olduğunu görenler dahi şahadet ederler. Halbuki ne postamız var ne de memurlarımız var ve ne de çanta ve hurçlara vaz olunan mekâtîp ve saire nasıl konulduğundan ve postalarımız bu suretle gidip gelmekte olduğundan kimsenin haberi var!

Teşkilat ve İntizam-ı Posta

Bir dairenin taht-ı inzibata vaz'ı başlıca üç şeyle meşrut olup, bundan birincisi ol dairenin mevki ve binası, ikincisi su-i mükemmelede bir nizamname-i mahsusanın tanzimi, üçüncüsü iyi iktidar-ı müselleme-i memurinin müstevfi maaşla istihdamı ve bunların sınıf üzerine tertibinden ibaret olduğundan ol babta bunlar hakkında icrasına merak olan tedabir, zirde muharrerdir.

Mevki ve Bina

Postanenin bulunduğu mevkinin gerek tüccaran ve ahaliye ve gerek devair-i resmiye ve iskelelere kurbiyet ve nezaketi derkar olup binaenaleyh geçen seksen sekiz tarihinde bunun üç katı üzerine yani alt katı postaya orta katı telgrafa ve üst katı dahili nezarete olmak üzere müceddeden bina ve inşası yoluna gidilmiş ve ol babta alınan rüsumlarla icra edilen keşf ve muayenede bulunan on bin lira masrafla vücuda geleceği anlaşılmış idi. Hazine-i celilenin muzayakat-ı malumesi arasında bunun suret-i inşası halen kabil olamayacağına binaen şu halde yalnız ashab-ı müracaatın umuru vakit ve zamanla görüldükten sonra herkesin emniyet ve hoşnudiyet etmesine... .. (bir insanın zengin olmasından ziyade o insana akıl daha elzemdir) meselince badi-i emriyatların intizamı olmayıp ancak idare ve muamelatın hüsn-ü cereyanı madde-i muknia olduğu cihetle ikisinin birleşmesi mümkün olsa bile elbette daha ala olacağı azadeyi kayd-ı iştihattır.

Nizamname-i Mahsus

Gerçi elde bir posta nizamnamesi mevcut ise de fakat nizamının ikmaliyle beraber şimdiye kadar vücudu görülmeyen bir dahili nizamnamenin dahi eşedd-i lüzum olup binaenaleyh nizamname-i musavvirin tanziminden sonra her memur mesul olacağı mevaddı bilip ona göre icra-yı vazifede tekâsül etmez ve etmiş olsalar dahi müretteb olan cezasını kemal-i mahcubiyetle kabul etmeye mecbur olurlar. Ve kâffe-i memurin hukuk ve memuriyetlerinin muhafazasını mutazammın olan nizamname-i mesbuk mucibince vazifesine dikkat ve memuriyetinin bekası yolunda ibraz-ı gayret ve sadakatte bulunduğu aşikar olduğundan bu cihetle ashab-ı mesalih bir dereceye kadar temin olunarak teshilat-ı irae edilmiş şu sorun dahi bittabi varidat-ı postanın terakkiyat-i külliyesine medâr olacağı azade-i iştihattır.

Memurin

Asıl noktayı nazar işbu memurin maddesi ise de buna şimdiye kadar kat'â riayet edilmedikten başka bilahare pek çok yanlış mutalada dahi bulunmuş ve meselâ düvel-i saire posta muamelatına yalnız bir lisan kafi olduğu halde bizim muamelat öteden beri bir kaç lisana muhtaç olup posta memurlarının alelhusus Memalik-i Mahrusa-i Şahanenin merci' ve başlıca merkezi bulunan Yenicami Postahanesi gibi bir dairedeki memurinin ekser lisanın hiç olmazsa Fransızca ve Rumca lisanda olsun aşına olması umur-u tabiyeden bulunmuş iken bu lisanlar şöyle dursun bazıları kendi lisanları olan Türkçeyi bile doğrudan doğru bilmeğe iktidatları olmadığı muayene buyurulduğu taktirde dahi müşahede buyurulacağını kemal-i teessüfle arz etmeye mecburum.

Hazine-i celileyi beyhude yere mütehazzir etmek veyahut Avrupa'ya karşı bir hulüs yapmak fikriyle yüz sekiz lira maaşla Mösyö Schumodore celb ettirilmiş

olmasından ibaret olup halbuki Avrupa hulûsumuzdan evvel bizim halâsımızı arzu etmekte ve mamafih mumaileyhüm Mösyö Schumodore'un müddet-i kontrotosu dahi hitam olalı iki seneyi mütecâviz etmiş ve mahiyye aldığı yüzsekiz liradan başka bila emr-ü istizan dilediği kadar masrafı ihtiyar ve hazineyi beyhude yere ahzâr etmekte ve hususuyla nezâret-i celileri muhasebesinden tahkik buyurulduğu halde malum-ı ali olacağı üzere bir kaç seneden beri merkezinin cedavili mukteziyesi layıkıyla tanzim ve takdim edememiş! Binaberin hazine-i celilece tahsisatı ve varidat ve mesarifatı başkaca mukayyed bulunan ve yedi aydan beri yedd-i idaresine tevdi' ve ilave kılınan şehir postalarının idare-i vezâfi uhde-i acizanemde bulunduğu müddet olan on sene zarfında bizzat tanzim vaz' etmiş olduğum tarife-i nizamiyenin acaba hangi cihetine tebdil ve tagayyürle ne yolda usul ve kaide ittihaz etmişler? Binaenaleyh elan (?) tarife-i meşruhanın noktası noktasına riayet etmekte olduğu ve hasılatın miktarı mâh-be-mâh malum bulunduğu halde bilakis şimdi miktar-ı hasılat kendisince dahi mechul bulunmuştur.

Faraza mumaileyh memurluğunda ibkâ ve ilâvat yüzsekiz lira maaşla Avrupa'dan yine kendisi gibi bir diğer zât daha celp ile tayin ve istihdam buyurulsun o halde acaba memurin hazirin ile postalarımız ıslah mı olur? Yani ihtiyarlıkla şöhet bulan şirket-i hayriyenin Üsküdar'a işletmekte olduğu 4 numaralı vapuruna bir kaç kaptan daha ilave olursa saadetine medar olur mu? Bendenize kalırsa medarı şöyle dursun bilakis muzırrdır çünkü o makule vapura nekadar kaptan alınsa yine o miktar siklete davetle daha yavaş gitmeye mecbur olur.

İşte şu halde bina-i vapurun sürat-i hareketine medar kaptan olmayıp ancak makinesinin iyiliğinden olacağı ve işte postahanelerinde makinası riyaset eden zat olmayıp bittabi içinde müstahdem memurin olduğundan o halde mumaileyh ber minval-i muharrer yüz sekiz lira maaş itâsına mecburiyet kalmayacağı derkâr olup fakat (emniyet zımında Avrupa'ya teminat için devlet-i mumaileyh gibi büyük bir zata muhtaçtır!) buyurulur ise büyüklük hususunda vukelâ-yı fiham-ı hazeratı ve zât-ı aliyi dirayetperverleri gibi hazır bir nâzırımız bulunduğu halde Mösyö Schumodore'un büyüklüğüne ve mamafih vukelâyâ mahzuz bir maaşın verilmesine sebep nedir? Ve hatta artık kendisinin lüzumu kalmadığından kendisinin affına hükm edecek hâkim yine kendisi olması caiz ve hakkı görmez mi? Mamafih postalarımız hukukunun ecnebi postaları elinden kurtarmak için ise şu suret düvel-i saire postaları hukukunun muhafazasına müdir zatın ecnebi tabasından bulunmasına mazhar olmayıp ancak muamelatının taht-ı inzibatta ve memurinin derece-i matlupta bulunmasına olduğundan ol vechile muamelat ve memurinin bir hal-i intizama vaz'ı pek elzemdir.

Eğer hususat-ı mezkurenin mevki-i fiile vaz'ı için ber-minvâl-i meşrûh mumâileyhin eşedd-i lüzumu dermiyân buyurulursa bir idare ve memurin nasıl teşkil olunur ve bunların nizâm ve tarifesi ne yolda tanzim kılınır, posta hukukunun muhafazası ve bunun ecnebiler yeddinden hâlası ve vâridatının tezayüdü velhasıl postacılığa aid bilcümle hususatla maharet ve liyakattan kendisiyle imtihan olmağa birkaç bendeleri hazırdır. Bu yok ise vatanımızda binlerle zat var. Yok riayet ve ümid ise beş sene kafi. İslahât ve tanzimât ise evvela onu tenkih ile muktedir memurin, meyuseye ibret ve habarat(?) ve hazine-i celileye menâfi gösterilmek elzem değil midir?

Levâzımât

İktizası bâlâda arz olunan mükemmel ve muntazam bir binanın hin-i inşasına değin postahaneye vücudu taht-el-zeminde olan levazımât ber-vech-i zir arz olunmuştur.

- 1- Maa-t-teessüf-ün-nazar-ı nâsda pek çirkin ve mandıra şeklinde görülmekte olan parmaklık yerine iktizâ eden kapının yaptırılması.
- 2- Mezkûr kapı üzerine Türkçe ile lisan-ı umûmi olan Fransızca "Postahane-i Amire" namıyla muharrer bir büyük levha ile hurufat ve numara üzre taksim olunmuş bilcümle dairelere dahi ebru ebru levhaların tanzimi.
- 3- Mezkûr daireleri eshâb-ı mürâcaata irae kapının iç tarafına ve elnazâr-ı nâs ta'lik olunmak üzere Türkçe, Fransızca, Rumca ve Ermenice lisanları şâmil-i fihrist kılıklı levhaların lüzumu olduğu.
- 4- Postaların hangisi gelip saat kaçta küşat olunacağı ve hangisi henüz gelmemiş olduğunu bildirmesi hem ahaliye sehviyi bais olmak ve hem de sabahtan akşamlara kadar cevap itâsından aciz kalan memurinin bu yüzden hizmet-i mahsusularına hâlel gelmemek üzere vakt ü saatin de harice ta'lik olunmak üzere hazırlanmış levhaların kezâlik lüzumu olduğundan yaptırılması.
- 5- Bilcümle memurin numara tahtında olmak ve iş arasında giyinmek üzere yakaları numaralı sibak-ı asr üzere birer ceket yaptırılmalı (bu suret ahali ile memurin beyinde vaki muamele-i gayr-ı layika bir netice verilmiş ve hususat-ı sairece teshili mucip bulunacağı)

Hatime

Bir idarenin suret-i intizâmına muktedir memurin ifası hüsn-i azimet etmesi mahaza müstevfi maaş verilmesi kaide-i cariyesine muhtaç bulunması ve işbu layiha-ı çakeranemin havi olduğu usul ve kaide fiiliyatının dahi icrası tensip ve tasvip buyurulduğu taktirde matlup olacak vâridatın üç-beş misline iblağa müteahhid bulunması ve bu cihetle varidat-ı marufeye vasıl oldukta münâsip bir mükâfata dahi muntazır bulunması ve mamafih muvaffak olamadığım halde hakk-ı kemteranemde iktiza eden muameleye hazır ve râzı bulunmuş olduğum ve Mösyö Schumodore'un işgüzarlığına böyle senelerce intizâr ve musâade olunduğu gibi yalnız iki üç ayda kemteranelerinin irae-i tarikine itibar buyurulmasını istirham ile tekrar eylerim ki mumâileyh Mösyö Schumodore'un kontrotosu müddeti iki seneyi geçmiş ve suret-i bekâsına ne bir irade ve ne de sair bir kayd-u kuyud bulunmamış iken hazinenin muzayâka-yı şedide-i hazırasında lüzumsuz yere böyle mahiyye yüzsekiz lira itasıyla bir kat daha mutazarrır etmekten ise onun yerine münâsip miktar maaşla yirmi sene Fransız postasında müdürlük hizmetlerinde bulunmuş ve yirmi seneden beri dahi Devlet-i Aliyesinde sıdk-u sadâkât-ı ibrâr-ı liyâkatla hizmeti sabıkan etmiş olan Fransa devleti teba'sından sevâhil postaları müdürü Vitalis Efendi bendeleri nasp ve tayin buyurulur ise bu husus şimdiye kadar meşhud olan asar-ı ıslahat perverlerine bir ilave-i hakkaniyet ve adâlet olarak bundan dahi bilcümle telgraf ve posta memurânını medar-ı atıfet etmiş olacaklarını arz ile icra-yı muktezâsı inâyet-i celile-i nezâret penahilerinden niyâz ve istida'ya cesaret eyledim ol babta emr-i ferman hazret-i veliy'ül-emrindir.

F 30 Haziran 96

Yıldız Parekende Evrakı Posta Telgraf Defteri Dosya: 10 Gömlek: 70

Memalik-i Şahanede bulunan ecnebi postahanelerinin ilgâsı tedabirini tezekkür hatıra getirme zımnında ba-irade-i seniye-i hazret-i padişahi teşekkül etmiş olan komisyon-ı acizanemiz bi-l-defaat ictimâ' eyleyerek icra-yı-tetkikât ve müzakerât olundu.

Ma'lum-ı ali olduğu üzere umumen kabul edilmiş olan kaide-i hukûkiye iktizasına bir memlekette posta işletmek selâhiyeti muhassıran sahip-i mülk olan hükümetin hukuk-u hükümrânisinden olmasıyla memâlik-i şahanede dahi posta hizmetinin devletin idâre-i resmiyesine hasrında ki hakk ve lüzum hükümet-i seniyece nazarı itibâre alınarak su-i istimâl suretiyle yerleşmiş olan ecnebi postalarının ilgâsı istihsâli için otuz seneden beri devletler nezdinde icrâ-yı teşebbüsâtta hâli kalınmamış iken işbu posta işinde en ziyade alâkadar olan Avusturya devletinin ve ba'zâde Rusya Hükümetinin gösterdiği muhalefete binaen şimdiye kadar semere-i matlube iktitâf olunamamıştır. Evrak-ı mevcudeden müstebân olduğuna göre devlet-i müşarünileyhümanın muhâlefet-i vakıalarında hukuk nokta-yı nazarınca isnât eyledikleri esası Bin yedi yüz seksen üç senesinde Saltanat-ı seniye ile Rusya arasında mûna'kid muahedenin yetmiş altıncı maddesi ve bir de ecnebi postalarının şimdiye kadar devam edip gitmesinden tahassul ettiği iddi'a kılınan hakk-ı te'amüldür. Avusturya devleti, Bin yedi yüz seksen dört tarihli sene ve Bin yedi yüz on sekiz ve Bin yedi yüz doksan bir mu'ahedâtı mucibince yalnız Memalik-i Şahanede en ziyade mazhar-ı müsa'ade olan millet muamelesinden hakk-ı istifadesi olduğu cihetle mezkûr yetmiş dokuzuncu madde hükmünden müstefit olduğunu beyân eylemektedir. İşbu madde de tarafeyn reayasının ticaretini teshil mealinde Devlet-i Aliye tarafından mükâtebe ve muhâberesini teshil için Rusya'nın reis-i hududuna âmed-ü şüd eden ulaklarının ve münzillerinin esbâb-ı saat ve lüzum-u emniyet ve istirahatlerinin ifâsını taahhüt ettiği ve bu hususun Rusya devleti dahi kendi tarafından ifâsını müteahhid bulunduğu muharrer olup ol zaman posta ahvalinin Memalik-i Şahanede ve Rusya' da teessüs ve tekemmül etmemiş olmasına göre tarafeyn tatarları hakkında işbu madde mucibince teshilat irâesi umur-ı tabi'yeden olarak muamele-i mütekâbile esasına müstenid bulunan bu madde hükmünün posta usul-u hazırasında kâbil-i tatbik olamayacağı ve ecnebilerin memâlik-i şahanede postahaneler küşadiyla mektup kabûl ve tevzi' eylemelerine salahiyet vermeyeceği teamül denilen keyfiyet ise izâlesine Hükümet-i seniyenin herbar teşebbüs eylediği su-i isti'malden mütevellit bir istimrâr-ı gayr-i meşruadden başka bir şey olmadığı cihetler ile bunların Saltanat-ı seniye' nin posta hizmetini kendi idaresine hasr etmek hususunda ki hak-u hükümrâniyesine irâs-ı halel veremeyeceği derkâr olup nezaret-i celile-i dâverilerine Avusturya ve Rusya sefâretlerine yalnız tekâirde bu babta etrâfiyla bast-ı delâil olunarak iddia-yı vakaları reddedilmiş ise de öte taraftan nokta-yı nazarlarında sebât gösterilmiştir. Bundan takriben dört sene akdem bir komisyon-u mahsus teşkiliyle Avusturya sefâretinden tayin olunan sefâret müsteşâr ve basın tercümanı ile işin tekrar müzâkeresine girişildiği zaman mumaileyhüma devlet-i metbualarının işin cihet-i hukukiyesine aid nokta-yı nazarını teyit etmekle beraber postalarımızda tüccarın tesviye-i ihtiyâcı için mukteza-yı intizâm-ı idâre mükemmeliyet-i usulden mahrumiyetini işrab ve Devlet-i Aliye postaları kesb-i intizâm eylediği zaman ecnebi postalarının kendiliğinden ta'til-i işgal edeceği beyân eylemelerine ve hukuk nokta-yı nazarından müdâfa'ada devamdan müşkülâtta başka netice hasıl olamayacağı muhâberât-ı sâbıka delâletiyle mâ'lum olmasına mebni meselenin hukuka art cihetine hükümet-i seniyenin suret-ı fikr ve nazarı mahfuz olduğu söylenmekle beraber icrâat

noktasınca takip-i müzâkere olunarak postalarımızca icra kılınan ıslahât ve posta havâlisi ve koli postâl gibi bazı hususlarında dört ayda mevki-i icraya konulacağı hakkında telgraf ve posta nezâret-i aliyesinden tahriren olunan tahahhüdât kendilerine tefhina ve isbât ve postalarımızın hizmet-i mevkulesini hüsn-ü ifâya iktidârını isbât yolunda iknaât lâzım-ı dermiyan olunarak Devlet-i Aliye postalarının Avusturya postahanelerinin gördüğü işi maziya deten ifa edebileceği hakkında fiilen kanaat geldiği zaman umum Avusturya postaları kapatılmak üzere bu babta bir usul-u tedriciye ittihazı ve bu usulu icra-ı İstanbul ve Selânik, Avusturya postahanelerinin şimdiden seddi talep edilmiş olduğu halde bu iki postahaneyi kapamak Devlet-i metbualarınca gayr-i mümkün olduğunu ve fakat melfûf pusulada isimleri muharrer on iki postahaneden şimdilik altısını ve badehu diğer altısını sedde muvafakat edebileceklerini suret-i dosthanede olarak ifade eylemelerine ve bu suret defa'ten büyük bir istifade-yi mucip olamaz ise de ileride Avusturya postahanelerinin seddine mukaddime olabileceğine keyfiyet makam-ı sami-i sadâret-i uz mâ olan ledel-istizân 7 Nisan (?) sene 309 tarihine tezkere-i samiye ile ita buyurulmuş olan ruhsata binaen mumaileyhümanın muvafakat ahirelerini suver-i icrâiyenin tayini ciheti mevki-i müzâkereye konulduktaki hükümet-i seniye'nin memâlik-i şahanede posta hizmetini munhasıran kendi postahanesine tevdi' eylemek hususunda ki hukukunu isti'mâle karar verdiğinden Bab-ı Ali'ye karşı olan hissiyât-ı dostanesinin bir delilini ibrâz etmek arzusunda bulunan Avusturya hükümetinin on iki Avusturya postahanesinin seddine muvafakat eylediği ve hükümet-i seniye diğer Avusturya postahanelerinde bir mühlet-i münâsibe zarfında bi-t-tedric seddi hakkında beyn-el-devleteyn bir itilâf hususuna intizâren Avusturya Devletinin bu babtaki beyânatını sened-i ittihaz eylediği surette beyn-el-terafeyn bir beyannâme imzası bizim taraftan teklif edilmiş ise de Avusturya memurları bu beyannamenin devlet-i metbualarının Memalik-i Şahanedeki Avusturya postahaneleri işlerinin cereyânı ve Avusturya posta çantalarının demir yolu ile nakli hususlarının her gün müşkülata karşı taht-ı teminde kalacağı ve beyn-el-devleteyn evvelce hasıl edilmiş bir itilâf neticesi olmayarak bir gün tebeddüle tabi' edilmeyeceği intizârıyla Osmanlı Posta idaresine karşı olan temâyülât-ı hasenesini ibrâz için bazı postahanelerin seddine muvâfakat ettiği ve hükümet-i seniye'nin bu beyânâtı kendi beyânına suret-i mutlakada muvâfık olmak üzere kabul eylediği zımında olmasını ve sâir postahanelerin tedricen seddi hakkında bir şey derc edilmemesini talep etmelerine ve bu talebin maksadı ehemmiyetsiz bir kaç postahaneyi sedd etmek suretinde bir ufak müsa'de mukabilinde meselenin hükümet-i seniye'nin taht-ı itirazında bulunan cihet-i hukukiyesini kullandırmak olduğu anlaşılmasına mebni kendilerini bundan vaz geçirmek için gayret edilmiş ve hatta makâm-ı sâmi-i sedaret-i uzemâ ile Avusturya sefiri arasında dahi bu babta mukâlemat cereyan etmiş ise de bir semere görülememiş ve mumaileyhuma Avusturya hükümeti Devlet-i Aliye posta idaresinin memâlik-i şahaneden posta hizmetini icrâya munhasıran hakkı olmasını hiç bir vakit kabul etmeyerek bilakis hükm-ü uhde-i teamül-i kadime-i mübteni olan hukukunu elyevm muhafaza etmekte bulunduğunu ve Bab-ı alinin Avusturya posta hizmetinin ez-her-cihet vakâyâ ve her gün mevânî'den muhafaza edeceği suret-ı vazihada temin eylemesi şartıyla va'ad olunan müsâ'adatta bulunacağını hükümet-i müşarünileyhümanın istinâd eylediği kavâid-i hukukiyeden ferâgat veyahut Memalik-i Şahanede ki postahanelerini bi-t-tedric sedd yolunda ber suret-i itilafın kabulü gayr-ı kabil olduğunu söylemeleriyle şu beyân-ı kat'i üzerine iş zaruri bir neticeye iktiran edememiş olduğu evrâk-ı mevcudeden ve şifâhen alınan malumattan müstebân olmasına ve komisyon-u acizanemizin teşkili hakkında ki ma'hiyet ifade-i haret-i zill-ullahın mantuk-u aliyesinden olduğu vechile ecnebi postalarının bekâsı

mucip-i mehâzir olarak bunların ilgâsına bezl-i mukadderatla istihsâl muvaffakiyet terettüp-i zimmet-i hamiyet bulunmasına mebni bu babta bir suret-i tesviye bulunmağa sarf-ı mesai olunmak üzere Avusturyalılarla bir kere daha müzâkereye girişilmesi meyân-ı acizanemizce bi-t-tensib bu husus için nezâret-i celilerine bir memur i'zâm sefâret-i müşarünileyhden suret-i hususiyede istinzâç ettirdikte postası olan diğer devletler sefâretlerinden de memur celb olduğu halde müctemi'an müzâkere-i keyfiyet olunmak üzere memur gönderileceği ve-illâ münferiden müzâkereye girişileceği ve hükümet-i seniyenin bir diyeceği var ise tecdiden bildirilmesi lazım geleceği cevabı alınmıştır.

İcab-ı keyfiyet lede-t-teemmül Avusturya sefaretinin ifade-i ahiresine nazaran ya postası olan sefaretlerin hepsinden memur toplanarak müzâkere-i keyfiyet edilmek veyahut Avusturya sefâretine nezâret-i celilerinden nota yazılarak Avusturya postahanelerinin seddi talebi dermiyan olunmak şıklarından birincisinin icrâsı hâlinde mu'arızların taaddüdünün, müşkilâtının tekessürünü intâc eylemesi ve belki bazı Avusturya postahanelerinin seddi hakkında evvelce alınan vaadin icrâsız kalması muhtemel ikinci şıkkın ihtiyârı ise posta işinde Avusturya'nın hukuk noktayı nazarınca olan fikrini tey'id yolunda cevap alınarak işin keş-â-keşe uğraması melhuz bulunmakla muallel olması cihetle bu husus hakkında Viyana sefâret-i seniyesi ma'rifetiyle Avusturya hükümeti nezdinde teşebbüsât-i muktezaya icrâ ettirilmesi sureti devletce de sarîh görüldüğü halde sefâret-i seniye-i müşarünileyhümaya tastir buyurulacak tahrirat-ı aliye-i hazret-i nezâretpenâhiden de işbu posta işinin evveliyatı hakkında izâhat ve malumat-ı kaffeye ita ve mezkur son komisyonun ictima'ından beri posta idaresince icrâ kılınan ve posta ve telgraf nezâret-i aliyesinin tezkere-i melfufasında ta'dâd olunan ıslahât ve icraât sefâret-i seniyece teyid-i müddeî zımında dermiyan olunmak üzere işâr ve inbâ olunarak müzâkerâtın suret-i cereyânına dair sefâret-i seniyeden peyderpey alınacak ecvibenin komisyon-u acizanemizce mevki-i müzâkereye konması ve lede'-l-iktizâ postası olan diğer devletler ile de müzâkereye girişilmesi münâsip olacağı ve henüz derdest muhabere olduğu verilen ma'lumât-ı şifahiyyeden müstebân olan posta havâlenâmesi koli postal gibi hususâtın dahî serian mevki-i icrâyaya vaz'ı ve büyük şu'belerde yapılacak postahanelerin bir an evvel ikmâl-i inşââtıyla itirâzât-ı muhtemelenin önünün alınması vâcibât-ı umurdan bulunmakla bu husûsât-ı mezkurenin devair-i aidesince nazar-ı dikkat ve ehemmiyete alınarak bilâ tehir icrâ-yı icâbıçün ve sayâ-yı mukteziye ifâsı mütevakkıf nezâretpenâhileri olduğu mütehadden tezekkür kılınmış olmağla....

Yıldız Esas Evrakı Dosya: 102 Gömlek: 4

Ecnebi postalarının lağvı hakkında cereyan eden teşebbüsât ve muamelatın pek muhtasar hülasasıdır.

Ecnebi postalarının lağvı hakkında Bab-ı Aliye icra olunagelen teşebbüsât Üç yüz yedi senesi ez ser-i nev tecdid olunmuş ve bu postahanelerin lağvı hususunun devletce katiyen takarrür etmiş olduğundan bahisle bir maha kadar kapattırılmaları tarihi mezkurda süfera- yı ecnebiyeye tebliğ kılınmıştır. Süfera bu müddeti az görmüş olduklarından çend mah istimhal istemişler. Bab-ı ali bu müddeti vermiş ise de muahharen icraatten işarı ahire dek tehirini posta nezaretine bildirmiştir. Ve fakat bu esnada cereyan eden muhaberatta süferân-ı ecnebiye, ecnebi posta çantalarının da memurlarımız muvacehesinde küşadına ve tevziatın müvezzilerimiz marifetiyle

icrasına muvâfakat etmedikleri taktirde seyyar memurlarımız marifetiyle Avrupa'ya nakil olunmakta olan ecnebi posta çantalarının bademâ memurlarımız marifetiyle nakil olmamasını sureti dahi karargir olmuştu. Süferât-ı ecnebiye postahanelerimiz ıslâh edilinceye dek küşâde kalacak ecnebi postahanelerine gelecek muharrerât-ı sairenin memurlarımız marifetiyle tevzii suretine muvafakat ve fakat her gün Avrupa'ya memur-u mahsus göndermek külfet ve mesarîfin azâde olmak için posta çantalarının kemâfi-s-sabık seyyar memurlarımız marifetiyle naklini talep ve iltimas etmişler bizim tarafta ise tevziât hakkında süferanın etmiş oldukları muvâfakatan istifade olunmayıp yalnız posta çantalarının nakli hakkında ki iltimaslarının terviciyle iktifâ olunmuştur. Ve iş burada da kalmıştır. Geçen sene ve daha evvelki senelerde posta işletmek hususunda hukuk-u hükümrân-i saltanat-ı seniye'nin muhafazası hakkında şeref sudür buyurulan irâdât hikmet-i ayan-ı saffet-i hilafetpenâhi-i münifine tevfikân icrâ kılınan teşebbüsât-ı resmiye neticesinde ecnebi postahanelerinin lağvını postahanelerimizce ıslahâtın icrasıçün hariciye nazırı müşîr hazretlerinin riyâseti tahtında bir komisyon teşkil kılınmış idi. Bu komisyon ıslahat-ı matlubeyi Bern kongresi müfredâtının tatbikinde aramış ve işbu müfredatı dahiliye ve hariciye tatbik etmiştir. Şu sırada ıslahatın icrâ olunmakta olduğundan bahisle ecnebi posta seferlerinin kapatılması hakkında süferâ-yı ecnebiyeye tebligât-ı cedide ve şedide icra olunmuş ve biryandan da üç yüz yedi tarihinde ittihâz kılınan karar ve istihsâl olunan muvâfakat vechile ecnebi posta çantalarının memurlarımız muvacehesinde küşâdına muvafakat olunmadığı takdirde ecnebi posta çantalarının memurlarımız marifetiyle Avrupa'ya nakil olunması hakkında posta nezaretine emir verilmiştir. Posta memurları işbu emri layıkıyla ve hakkıyla tefsir etmeyip ecnebi posta çantalarını muvâfakat-ı tabirine bakmayarak cebren küşâde-i kıyâm etmiş ve Almanya posta çantasını açmışlardı. Vakıa bu çanta derûnunda pek çok kaçak havale ve mücevherât ve esha (?) ve evrâk-ı muzırta ve memnua görülmüş ve Almanya posta memurlarına gösterilmiş olduğu gibi ol babta memurin-i tarafeyn canibinde tutulan zabıt varakası sefârete dahi irae olunmuş ise de itirazât-ı nahif-i (?) şeklinde Bab-ı Aliye başlamıştır. Bu sırada Fransa sefiri hukuk-u Saltanat-ı seniyeye dayanarak ve işin hüsn-i suretle tesviyesini arzu eyleyerek olbabta karar ittihâz olunmak üzere Mösyö Graneye (?) mülükâneme gönderilmişti. Mösyö Garaneye ile ol babta cereyan eden müzâkerât neticesinde ecnebi postalarının lağvı hakkında Devlet-i Aliyenin salahiyeti mahfuz kalmak ve tabir-i ihale ileride lağv eylemek üzere ecnebi çantalarının memurlarımız muvacehesinde küşâdına ve tebaaen Şahaneye aid mekâtîp vesairenin postahanelerimize teslimi ve alelumum evrak-ı muzırta'nın kezalik postahanelerimize itasına ve şube-i ecnebiye ait muharreratın emr-i tevzii kendi müvezzilerine raci olmak üzere bu muharrerat meyanında dâî-i şüphe ad olunacak mekâtîp-i sairin kezalik memurlarımız muvacehesinde küşâd olunarak asayiş-i memleketi muhil veya efal-i memnuadan birini müştamil görülecek evrakın Zabtiye Nezaretine teslimine ve böyle olmayıp yalnız dâî-i şüphe olan evrak zabtiyeye ve sahiplerine ita olunmayıp mevidlerine iadesine süferanın muvafakat edebileceklerini Mösyö Graneye söylemişti. İşin ne renk kesb etmiş olacağı malum olduğundan zahiren şu teklifata dahi muvâfakat sureti gösterilmeyip işin cihet-i maliyesiyle tazayyuk (?) ettirilmesi fikriyle bizim postahanelerden pul alınması ve bedellerinin canib-i Devlet-i Aliye'ye ita olunmasını sureti teklif olunduysa da Mösyö Graneye bu teklifin kabil-i kabul olamayacağını bilbeyan fakat ecnebi postahanelerinin kendi masraflarını bad-el'ihrac (?) fazla varidatın Osmanlı postahaneleri hesabına verdirilmesi cihetine süferanın ihalesi hususunun memur olduğunu ifade etmişti. Lakin bu müzakerat mevki-i tatbik konulamamıştır.

Layiha Suretidir

Birinci: Umur-ı meham-ı saltanat-ı seniyeden biri de Memalik-i Mahrusa-i Şahanede bulunan ecnebi postalarının ref ve ilgası olup ancak Rumeli Şimendifer katarlarına tayin olunmuş ve olunmakta olan posta seyyar memurlarının dahi postalarca asla istihdam olunmayıp hemen dolgunca maaşlar ile birtakım milel-i muhtelif gençlerinin kayırmaktan ibaret olduğu ve bu gençlerde ecnebilerin şefaathine istinad ve mizaclarına göre hizmet ve bu cihetle imtidat-ı memuriyet ve menafi-i zatiyelerini istihsal kılınmasına hizmet ederek ecanibin rızalarını tahsil yani postalarının bekasını arzudan başka fikirleri olmadığı cüz'î tahkikat-i mû-şikâfâne ve kendileri ile gayet hakimane mükâlemeler ile derece-i sübûta varacağı gibi Galata posta müdürü Petaci Efendi dahi bu fikirde bulunduğu gibi mühim noktalara dahi hem cinsinden bulunanları yerleştirip istihdam ettirdiği dahi cüz'î tahkikatte anlaşılır.

İkinci: Dahili posta idarelerimiz bahsine gelince bilcümle poliçeci ve katırcı ve komisyoncuların postacılık etmeleri yani şunun bunun mektuplarını toplayarak üçer beşer ve fırsat buldukça daha ziyade bir zarf-ı derununa koyarak teati eylediklerine mümanaat olundukça kâh gûnagûn azviyyat-ı tasannuyu ve buna da yol bulamadıkça salif'ül-arz Galata postalarına müracaat eyledikleri ve bu yolda posta varitdatına nakisa verdikten başka, İstanbulca bulunan evrak-ı muzırrayı bu poliçeciler vasıtaları ile Memalik-i Şahaneye isal ve neşriyat-ı muzırraya hadim oldukları kaviyyen zan olunmaktadır.

Üçüncü: Hudud-ı Hakaniye ecanibden vürud-ı melhuz bulunan bu gibi evrak-ı muzırranın Arabkir, Çemişkezek, Eğin, Kuruçay, Van, Sivas, Yanya, Niğde, Kayseri gibi mahallerde bulunan poliçeciler vasıtaları ile toplanılıp boğça tabir eyledikleri zarflara vaz ile mahal postahanelerine tevdi bi-s-suhûle derbar-ı şevket-karara gönderilmekte ve burada da abone kutularına konularak hadim-i neşr-i eracif denmeye sezâ olan poliçeciler vasıtaları ile tevzi olunmaktadır.

Dördüncü: Bu abone kutusu lafzı ise ecnebi postalarında mer'î ise de lacerem ve banker misillü tüccerana mahsus olup bu hisse-i senede iki üç lira ile postanın inhisar usulünü ve bilhusus varidat-ı devletin tenkihi arzusuyla inhisara sekte veren posta muhtekirlerine bu imtiyazın itası katien caiz olamayacağı aşikâr gibi bazı küçük memurini dahi istikamet sebatonda inhiraf ettirdiği kaviyyen zan olunur.

Beşinci: İşte postahane-i amire ile Galata postahanesinin yekdiğerine rekabet edercesine İstanbul cihetinde bulunan bilcümle poliçeci ve matbaacı ve kitapçı gibi esnafın köprüden geçmek ve birçok külfeti ihtiyad ile Galata postahanesine müracaat etmek esbabı delil-i kuvvidir.

Altıncı: Galata postahanesinin vazife-i asliyesi yalnız sahil olan iskeleler postahanelerine çanta yapmak ve teati etmek olup iskeleden ileri bulunan postahaneler mekâtîp ve evrak matbualarını Dersaadet postahanesine tevdi etmek olduğu halde hacatla ta Bağdat'a kadar ayrıca dahil çantalar yapmak ve hin-i sualde ittihad postası demekle iktifa etmek gayr-i caiz iken buralara postaca kadimden mensup ve mücerrib kimseler yok mudur ve var ise onlardan isti'nad ile hukuk-ı Saltanat-ı Seniye muhafazasına ne suretle bakılmaktadır.

Yedinci: İlâ eylevm ameliyat başında bulunan memurin usul-i postayı nerede tahsil etmişlerdir. Buraları suale hiç kimsenin hakkı yok mudur. Başbaşa veripte ecnaptan suhûletle postaları almak ve inhisarı hakkıyla muhafaza eylemek için posta memurlarından mürekkep sathice komisyonlar vemüzakereler olunmuş mudur. Ve yahut taksim-i ameliyaz, kazıye-i mültezeme hangi evliyayı umur-ı efendilerimiz

derpiş-i mütalaa etmiştir. VE bu komisyon ve müzakerede bulunan postacılar yani postaya aşına memur ve müdürler kimlerden ibaret olduğu sorup bilinmek mümkün olmaz mı. Ve daha ne kadar müddet postalarımız ecanibin taht-ı tahkirinde bulunacaktır. Zann-ı acizaneme göre vücudunu hidemat-ı şahaneye vakf etmiş de bulunsa gerektir.

Sekizinci: Bu yolda teati-i fikir edecek ve daha doğrusu söylenecek pek çok söz varsa da cesaret olunamadığı gibi emniyet-i tâmmeye dahi alınamadıkça ilerisine gitmek hayatımızı tehlikeye koymaktan daha mahuf bulunduğundan bu kadar hakla iktifa olundu.

Fi 26 Eylül 1308



POSTA TELGRAF MECMUASI

sayı: 1 1317/1901

Arz-ı Şükran

Cenab-ı hakim mutlak vekil-i peygamber zi-şân-ı şahriyar Alicah ve Şâhenşâh maarifpenah efendimiz hazretleri el-yevm-ül tenad erike-i pir-i ay makam-ı hilafet ve bilcümle teb'a-ı vezir destanlarını saye-i sema pirâye-i cenab cihanbanilerinde nail-i refah ve saadet buyursun, amin. Tabiat-ı mülükânelerinin her nev' terakkiyat-ı fenniye ve sınıyeden müstefid olmalarını lütfen arzu buyuran zat-ı melaiksemat hazret-i zıllullahları neyyir-i ilm ve maarifin memalik-i mahruse-i şahanelerinin her köşesinde lemeanı esbabını daima nazar-ı kimya eser-i şahanelerinden devr buyurmamakta ve refah ve saadet zirdestanlarını kafil en dakik tafsilat dahi fikr-i hikmet-i measir hümayunlarını işgal etmektedir.

İşte bu cümle-i celileden olmak üzere mukaddemleri iki defa intişar ile memurin için manen ve maddeten fevaid-i müteaddidesi görüldüğü halde her nasılsa devam edememiş olan telgraf ve posta mecmuasının bu kerde alelumum telgraf ve posta umur ve muamelatına ait nizamat ile fenni makalat müfideden bahs olarak şehri 16 sahifelik bir cüz'den müteşekkil bulunmak üzere mevken ve muntazaman neşri ile esmani olarak yalnız mesarif-i tabiyesine medar olmak için memurin-i müstahdemden cüzi bir meblağ tevkihi hakkında idare-i keramet iade-i hazret tâcdârı şerefiz sünûh ve sudûr buyurulmuştur.

Dilhah âfi daire-i necât-ı bahiresinde hüsn-ü ifayı vazaiife sai olan büyük küçük bilcümle memurin ve müstahdemnin kulları her nev' menafi ve terakkiyatı badi böyle bir emr-i ihsanın şu suretle teyessür nemayı husul olmasından fevkalhad müteşekkir ve minnettâr olarak temâdi-i eyyam amer ve afiyet cihankıymet hazret-i velinimet azami duayı vacibüledasını ref'-i bârgâh ile tezyin elsine-i musadakat ederler.

Kısm-ı Resmi

Taraf-ı nezaretten ba-posta verilen evamir-i umumiye

Her nev' mürâselâta tarih-i mühriyenin tatbiki hakkında

Postahanelere teslim olunan her nev' mürâselât üzerine tevdi merkezince tarih mührü vaz'ı lazım geldiği gibi bütür mevrîd merkezlerince dahi bu usule riayet olunması muktezâ iken bazı merakizce muhalif muamele icra edilmekte olduğundan her nev' mürâselât üzerine behemehal tarih mührü vaz'ına itina olunması ihtar olunur. 17 Kanunusani 316

ΛΛΛΛΛ

Telgraf ve Posta Evrak-ı Atikası Hakkında

Emanete ait defter vesairenin on beş sene müddetle hıfzı dahili posta nizamnamesi ahkamından bulunduğu ve gerek dahili gerek harici taahhüdlü mürâselâta ait ihbariye varakalarının ve iade ilmuhaberleriyle kuyûdat defatirinin ve

evrak-ı sairenin de üç sene müddetle hıfz olunması kararlaştırıldığı beyanıyla ona göre icrayı icabı otuz üç ve otuz altı numero ve fi 30 Nisan sene 312 ve fi 20 Haziran sene 314 tarihli muharrerât-ı umumiye ile bildirilmişti. Bazı taraftan vukubulan iş'ârâta nazaran sekiz dokuz senelik posta evrak ve defatiriyle makbuz ilmuhaberlerine ve postaya müteallik evrak-ı saire müracaat lüzumu tahakkuk etmesine binaen evrak ve defatir-i mezkurenin dahi telgraf muamelatına ait evrak misillü on beş sene müddetle muhafazası hakkında sebk eden iş'ara cevaben dahiliye nezaret-i celilesinden şer-i fetvadar eden altı yüz seksen yedi numero ve fi 29 Teşrinisani sene 316 tarihli tezkere-i aliyede posta muamelat ve muhaberatına ait evrakın dahi telgraf muamelatına müteallik evrak misillü on beş sene muhafaza olunması ve müddet-i mezkurenin mürûrundan sonra be-tekarrar sual-i muamele olunarak vukubulacak iş'ara göre icabete bakılması sureti münasip idüğü emr ve izbar buyurulmuş ve dahili ve harici ve resmi ve gayriresmi telgrafnamelerle bunların muamelatına ait defatir ve evrakın on beş sene muhafazası ve teferruatı altmış dokuz numero fi 3 Kanunuevvel sene 313 tarihli tahrirat-ı senaveri ile tebliğ olunduğu tedkikat-ı vakiadan anlaşılaraq keyfiyet sair baş müdürlere de iş'ar edilmiş olmakla müdüriyet-i behiyelerince de ber-mucib emr-i ikayı muamele olunması meclis kararıyla نميقة senaveri terkimine ibtidar kılındı.

ΛΛΛΛΛ

Tevcih-i cihat harçlarıyla taşradan mahakim-i adliyeye gönderilecek harçlardan ücret istifasına dair

ΛΛΛΛΛ

Sürücü ve menzildarlar küfelasının müddet-i muayeneden evvel istifalarının adem-i kabulüne dair

ΛΛΛΛΛ

Evamir-i Umumiye-i Telgrafiye

Merakizin esamisini mübeyyin risalede gösterildiği vechle Silifke merakizi dahilde bulunduğundan oraya ait olan mekâtîbin dahil itibariyle ücret ahz ve istifası lazım gelir.

10 Şubat 316

ΛΛΛΛΛ

Kırk para ücrete tabi bir mektubun üzerine bir adet kuruşluk pul yapıştırılmak lazım gelirken bazı merakizden on paralık pullardan ilsak edilmekte olduğu ve bu ise gayri caiz bulunduğu cihetle mukaddema dahi bildirildiği vechle fevkalade lazım görülmedikçe küçük büyük yerinde istimal edilebilmesi ihtar olunur. 14 Şubat 316

ΛΛΛΛΛ

Memurini tarafından üzerleri mühür resmi ile mahtum ve techizat-ı askeriye tertibi karşılığı makbuzları olduğu meşruh olarak hazine-i celile hesabına bank-i Osmani idaresine gönderilecek mektuplardan ücret alınmaması lazımdır. 19 Şubat 316

ΛΛΛΛΛ

Mükafat ve Mücazat

(maaş kesimleri, maaş bağlanması... vb.)

ΛΛΛΛΛ

Mukavelename

Saltanat-ı Seniyye posta ve telgraf nezaretiyle Odesa'da kain Rus seyr-i sefain ve ticaret Kumpanyası arasında mevadd-ı atıye karargir olunmuştur.

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ΛΛΛΛΛ

Kısm-ı Gayri Resmi

İfade-i Mahsus

Bundan yirmi yedi sene evvel müddet-i medide muntazaman münteşir bulunan ve ahiren 1305 senesinde dahi dört nüshası saha-i istifadeye konulup مؤجرا (elif, tenvinli) terk edilen telgraf ve posta mecmuasının telgraf ve posta umur ve muamelatına ait nizam ve evamir ve mukarrerat ile memurin-i nezaretin مواسات, mükafat ve mücazâtı ve makalat-ı fenniye ve bilhassa elektrik ve telgraf fenlerine ait malumat nafiadan bahs olarak bu kerede muntazaman neşrine ve şu suretle bilcümle memurinin istifazasına irade-i seniyye hazret-i zıllullahı merhamet efzayı sudûr buyurulmuştur.

Kudemayı memurinin hatr-ı nişanları olacağı üzere risale-i mezkure evvelce dahi makalat-ı nafia ve nizam-ı mevzuadan bahs ve şimdiki misillü resmi ve gayri resmi yani biri nizami ve diğeri fenni iki kısımdan müteşekkil ve fakat Türkçe ve Fransızca olarak iki lisan üzere neşr olunmuş idi. İkinci kısım nezaret-i celilenin fen kalemi ve bilhassa müddet-i medide kalem-i mezkur müdüriyetinde ve bilhare dahi fen müşavirliği hizmet-i aliyesinde bulunmuş olan müteveffa Emil Lakuvan Efendi tarafından tahrir ve idare olunuyor idi. Müteveffa müşarünileyh semerat-ı nafiası görülmek üzere telgraf ve elektrik hakkındaki makalat ve افغانه لرینی daima memurinin ve herkesin anlayacağı bir lisan-ı münasible tahrir e sai ve gayret etmişlerdi.

Mühendis kalemi müdür muavini izzetlü Mehmet ve fabrika müdür muavini izzetlü Ferid beylerle bazı memurlardan mürekkeb bir heyet-i muktedire mecmuanın cihet-i fennesini müfid ve semeredar bir surette tahrir çalışacağı ve bununla beraber memurinin fenni her nev' müşkilleri mecmuanın Es'ile serlevhalı kısm-ı mahsusunda hal edileceği cihetle efkâr-ı hümayûnları terakki mülk ve devlete matuf ve esas himem-i seniyyeleri ihyayı ulûm ve maarife masruf olan şehriyar-ı celil'ül-iktidar ve tâcdâr bülend asar efendimiz hazretlerinin mücerred saye-i feyzvaye-i hazret-i velinimetlerinden mecmuanın bu kere devam ve terakki ile bilcümle memurin kullarında yine o saye-i hümayvede her halde müstefid ve müterakki

olacakları bedihi bulunduđu beyanıyla duayı biriyayı hazret-i şehriyar azami ile tezyin-i lisan ve hatim-i kelim eylerim.

Mühendis kalemî müdürü
Acemiyan

ΛΛΛΛΛ

Elektrik

ΛΛΛΛΛ

Telgraf Elektrığı

ΛΛΛΛΛ

Derginin Sonundaki not:

İş bu nüshadan itibaren tahririne ibtidar olunmuş olan ‘Elektrik ve Mıknasiyet’ serlevhalı mevad ile ‘Telgraf Elektrığı’ serlevhalı mevadın memurin için oldukça mükemmel bir ders teşkil etmesi ve gayet sade vaz olması cihetlerine elden geldiği mertebe gayret olunmaktadır. Bu mevad bazı memurinin kısmen ya da tamamen malumu olsa da şu malumatın bir kere daha tekrarı her halde ihsandır. Bir kısım memurin için ilk evvel öğrenilmesi lazım gelen şeyler olduğundan şimdilik mucip istifadeleri olacak mevad-ı esasiyeyi teşkil edeceklerdir. Benaberin mevad-ı mezkurenin kemal-i dikkatle mütalaasını tavsiye ile beraber her memurun şu derslerden anlamadığı bir nokta hakkında mecmua komisyonundan daha ziyade tafsilat ve izahat isteyebileceği ve bu izahatin yine mecmua ile icabında doğrudan doğruya verileceğini velhasıl asıl bir şeyi bilmek istememek ayıp olduğundan hal-i müşekkel için müracaattan çekinmeye mahal olmadığını beyan etmeği vecibeden add eyledik.

TELGRAF VE POSTA TARİFNAMESİ
(Indicator of Post and Telegraph)

Telgraf ve Posta Nezareti maarifetiyle neşrolunmuştur.
Dersaadet: Matba-i Osmaniye Mart 1300/1884

MUHABERAT-I TELGRAFIYENİN SUVER-İ UMUMİYESİ

Memalik-i mahruse-i Osmaniye'de telgraf tesis ve istimali ve teferruat sairesi yalnız saltanat-ı seniyye münhasırdır.

Herkes telgrafla muhabere etmek salahiyetini haizdir.

Telgraf-ı muhaberatı esrarı temin edilmiştir.

Muhaberat-ı telgrafiyeye dair devlet bir güne mesuliyet kabul etmez yani bir telgrafın tehirinden veya bir ve birkaç kelimesinin ve yahut büsbütün tağayyür etmesinden naşi hiçbir mesuliyet yoktur.

Telgraf idaresi emniyet-i devleti münselib ve kavanin-i memlekette mugayir ve asayiş ve edeb-i umumiyeye mahal telgrafnameleri tevkif ve bir müddet gayri muayene tarafında muhaberatın gerek umumunu ve gerek bazı hatlarda bir kısım ve bazı nevi'ni lağv edebilir.

Telgrafnamelerin suret-i tahrir ve merkeze teslimi

Telgrafnamelere okunabilecek ve muharrer oldukları lisan üzere bir manai hakiki ifade edebilecek suretle yazılmalıdırlar.

Hurufat-ı Türkiyeden mürekkeb telgrafnameler yalnız lisan-ı Türki ve Arabi ve Farsi üzere tahrir olunur.

Latin hurufatıyla tereküb edecek olanlar ise Türk, Alman, İngiliz, Ermeni, Bohemya, Bulgar, Hırvat, Danuva, İspanyol, Flamand, Fransız, Rum, İbrani, Flenk, Portukal, Roman (Rumen), Routin (?), Rus, Sırp, Slovak, Sloven, İsveç lisanlarından hangisiyle isteniliyor ise yazılır.

Hurufat-ı Türkiyeden mürekkeb telgrafnameler yalnız memalik-i şahane ile İran ve Mısır merakizi beyninde teati olunur.

Elsine-i hafiyeye ve rumuziyeye veya şifre ile muharrer gayri resmi telgrafnamelerin dahilen ve haricen teatisi memnû'dur.

Telgrafnamelerin serlevhaları suret-i muhtasarada yazılabilir ise de buna mukabil idare-i merkeziyeye senevi yüz frank bir resim ita edilir.

İmzanın dahi suret-i muhtasarada tahriri veya külliyyen terki caiz isede merakizce muteber olmak üzere mürsil tarafından her halde telgrafnamenin bir kenarına vaz'ı muktezadır.

Muamelat-ı dahiliyede mürsilin vaz'-ı imza eylemesi mecburidir.

Telgrafnamelerin cevabi ücreti verildiğinde ve usulün ihbarına ve esna-i keşidesinde mukabelesi matlub müstacel olduğuna dair vuku bulacak ihbarat mürsil tarafından bir muterize derununa derc ve serlevhadan evvel vaz edilir.

İhtar-ı mezkure atide münderic suretle muhtasaran yazıldığı takdirde bir kelime addolunur.

cevaplı
ihbarlı
müstacel
mukabele

ve gayri resmi

Telgrafnameler dahilinde vukubulacak meşruhat, mahkûkat, zamaim ve iki satır arasındaki ilavet, mürsil veya vekili tarafından tasdik edilecektir.

Telgrafnamelerin sahibine teslimini temin için serlevhası izahat-ı lazımayı havi bulunmalı ve şu izahat mürselünileyhin ismi müstesna olarak fransızca veya mahalli lisani üzere yazılmalıdır.

Gayri resmi telgrafnamelerin serlevhası mahallerine hin tevziinde bir çok ticariyata meydan bırakacak ve bu babda öteden beriden istihsal malumata hacet-i mes ettirmeyecek suretle olmalıdır. Büyücek şehirlerde sokağın ismiyle numerosu ve olamadığı halde mürselünileyhin sanatı ve buna mümasil malumat ve istitaliat (?) serlevhaya ilave edilmedir.

Küçük şehirlerde bile telgrafname serlevhası mürselünileyhin isminin sehven tahavvülü halinde mahalli merkezini ikaz edebilmek üzere izahat-ı mümkinneyi müştemil olacaktır.

Telgrafnamenin cihet-i isalince tereddüdü müstelzim ahvalinde kaza veya karadan (?) birine yazılmış olan telgrafnamelerde tabi olacağı mevridin (memleket yahut vilayet) ismi ilave edilir.

Salif-üz-zikr fikaratta serlevhanın kifayetsizliğinden naşi terettüb edecek netaic-i mesuliyet her halde mürsile aittir.

Mürsil mahrec merkezinden bir davet vukuunda gayri resmi bir telgrafnamesini musaddak-ı imza ile merkeze teslim etmeye mecburdur.

İmzasının tasdik olunduğu ihtar yani telgrafname ibrasına dahil etmeye mürsilin hak ve salahiyeti olacaktır.

Merkez emr-i tasdik hakkında tahkikat icra eder. Telgrafname mürsilinin imzasını tasdik eyleyen zatın imzası merkezce malum olmadığı halde daire-i hükümetin resmi mührü tahtında musaddak olmadıkça sıhhate hükmedemez. Ve aksi takdirde tasdiki kabul olmaz.

Tayin-i Ücurat

Mürsil tarafından diğer bir tarik tayin edilmedikçe telgrafnamelerin ücuratı ehven-i tarike nisbet-i ahz edilir.

Mürsil tarafından tayin edilecek tariki mübeyyen kelimat-ı telgrafnamenin mukaddimesine derc olunarak ücretsiz keşide olunur. Bu kaide muhaberat-ı ecnebiye ve Cezair bahr-i sefidde şirket idaresinde bulunan merakizi şamildir.

Taaddüd-i Kelimat

Tayin-i ücurat hakkındaki maddede beyan olunan mevadd müstesna olacağı halde mürsilin keşide olunmak üzere telgrafnameye derc edeceği her bir kelime ücret hesabına dahil olur.

Telgrafnameyi gönderen merkezin ismiyle telgrafname tarihi ve işbu merkeze teslimi saat ve dakikasını merkez tarafından mürselünileyhe gönderilen telgrafname sureti üzerine mücanen işaret olunur.

Cezair, Tunus ve Trablusgarb dahil olacağı halde Avrupa ile vuku bulacak muhaberat Avrupa dahili usul ve nizamına tevfik icra edilecektir.

Avrupa haricinde bulunan memalike gönderilecek muhaberat ve alel'umum Avrupa harici memaliğinden birinin hududundan cereyan edecek muhaberat Avrupa harici nizamına tevfik ve muhaberat-ı dahiliye Avrupa dahili nizamına tatbik olunacaktır.

Avrupa dahili muhaberatı için bir kelime on beş harfi tecavüz etmeyecektir. Tecavüzü takdirde fazlası yine on beş harf itibariyle diğer bir kelime addolunur.

Avrupa harici muhaberat için işbu had kelime onuncu harfinde müntehidir.

Bir hat vasl ile yekdiğerine merbut olan terekkübat için terkinin terekkübat ettiği kelimatın adedi nisbetinde ücret ahz edilir.

Apostrof ile tefrikedilen kelimatın her biri müstakilen taaddüd olunur.

Lisanın suret-i istimaline muhalif olarak bir kelimenin yekdiğerine vasl veya suret-i uhra tahvili asla kabul olunamaz. Fakat şehir ve mahal ve eşhas isimleri, meydan ve caddeler, lakab ve şöhret ve her nevi huruf ile yazılan adâd-ı mürsil tarafından tahrir olunan suretle tadâd olunur.

Muhaberat-ı dahiliyede yalnız şehirlerin ismini yekdiğerine rabt etmeye mezuniyet vardır. Erkam-ı adediye beher beş rakamı bir kelime addolunduğu, fazlası diğer bir kelime sayılır. Ve şu kaide hurufat cümleleri hakkında hesabçada cari olur.

Avrupa harici muhaberat için erkam veya hurufattan mürekkebin cümleleri teşkil eden kelimatın adedi bir cümle dahilindeki erkamın üçte bir taksiminden hasıl olan neticeye müsavi ve küsürü keza bir kelimedenden maduddur.

Erkam ve hurufat-ı mücerridenin (?) her biri bir kelime addolunacak ve hatt-ı tahtaniler hakkında dahi bu yolda muamele edebilecektir.

Tenkis işaretleriyle hatt-ı vasl, apostrof,, muterize, alinea, işareti tadad olunmaz. Fakat terekkübat-ı adediye dahilinde bulunacak nokta ve virgüllerle taksim hatları birer rakam sayılır.

Bir mertebeye adediye tayin için rakamlara terfik olunacak hurufatın her biri birer rakamdan maduddur.

Şu edatın istimali caiz olan elsine üzere muharrer dahili ve harici telgrafnameleri şamildir.

Ahz-ı Ücurat

Ücurat-ı telgrafnameyi gönderen merkez tarafından ahz edilir ise de sürücü ücreti talep vukuunda mevruddan dahi istifa ve ahz olunan ücurata makabil mürsil yeddine bir ilmühaber ita olunur.

Sehven noksan olunan ve mürselünileyhin gaybubet veya adem-i kabulüne mebni tahsil edilemeyen ücurat ile mesarif-i saire mürsil tarafından ikmal ve tahsil olunacağı gibi bu yolda fazla alınan ücret dahi sahibine iade olunur.

Tevkif-i İsalat

Vakt-i müsaid olduğu halde mürsil isbat-ı vücud ile bir merkeze teslim ettiği telgrafnamesinin keşidesini tevkif ettirebilir.

Keşidesinden evvel mürsil tarafından tevkif veya iadesi talep edilecek telgrafnamelerin ücretinden mahal merkezine ait olmak üzere maktu olan yarım Frank tenzil edildikten sonra mütebakisi iade olunur.

Telgrafnamenin keşidesi halinde iptali mürsil tarafından ücreti verilecek gayri resmi telgrafname ile mümkün olabilir. İşbu telgrafname bir sürat-i mümkün ile derakab evvelki telgrafnamenin keşide edildiği merkeze yazılır.

Mürsil telgrafla cevap itasına ücret vermiş olduğu halde telgrafnameyi iptal eden merkez tarafından telgrafnameyi irsal eden merkeze telgrafla ve aksi takdirinde malumat ita olunur.

Salif-üz-zikr telgrafnamelerin matlub olan mahale vusullerinden evvel icabı icra edildiği takdirde ücretlerinden kattettikleri mesafe nisbetinde bir ücret tevkif ve mütebakisi mürsile iade olur. “Muhaberat ecnebiyede caridir” Muhaberat dahiliye de

Telgrafnamelerin Mahallerine Suret-i Teslimi

Telgrafnameler gerek doğruca mahallerine gönderilmek ve gerek telgraf veya posta merkezlerinde hafz edilmek üzere irsal olunabilir.

Bunlar ahz edildikleri zamana nisbeten mahallerine teslim veya sevk olunurlar.

Telgraf mekezi bulunan mahalde teslim edebilecek telgrafnameler derhal sahibine irsal olunur.

Posta merkezinde hafzı lazım gelen telgrafnameler tarafeynden bir güne ücret talep edilmeksizin telgraf merkezi tarafından postaya tevdi olunur.

Mürselünileyh telgrafnamesinin teslimi için bir vekil tayin ile tahiren beyan keyfiyet ettiği ve mürsil dahi telgrafnamesinin mürselünileyhin gayrusuna teslim edilmesi için bir talepte bulunmadığı halde telgrafnameler mürselünileyhe veya ailesinin büyüğüne ve gerek memurlarıyla müstecir ve misafirine ve gerek misafir hane veya adi bir hane kapısına teslim ve mürsilin şu talebi telgrafnamenin serlevhasından evvel derc ve ahz eden merkez tarafından zarfın üzerine nakl edilir.

Bir telgrafname sahibine teslim edilemediği takdirde işbu telgrafnamenin serlevhasını havi ve merkeze ait bir telgrafname ile mahrecine ihbar keyfiyet edilir.

Şu sırada mahrec merkezi gönderdiği telgraafnamenin serlevhasını tahkik ve tedkik ve mugayeret gönderdiği takdirde derhal tashih eder. Bir güne mübayenet görmez ise elli santim bir ücret talebiyle keyfiyeti mürsile ihbar ve mürsil dahi ücretli bir telgrafname ile serlevhayı tasdik veya itmam ve tashih eder.

Serlevhanın adem-i sıhhat veya kifayetsizliğine ve yahut mürselünileyhin gaybubet veya adem-i kabulüne mebni mevrüddan sai ücreti ahzi mümkün olamadığı takdirde mürsilden istifa edilmek üzere ücret-i mezkurenin mecmu mikdarı salif-üz-zikr ihbarnamede gösterilir.

Telgrafnameyi götüren adama hane kapusu açıldığı veya mürselünileyhe teslim etmek üzere telgrafnameyi kabul eder bir kimse bulunmadığı halde ibraz olunan mahale haber verilmek şartıyla telgrafname merkeze götürülerek mürselünileyhin talebinde kendisine verilir.

Telgrafnamenin merkezde hafzı matlub olduğu halde mürselünileyhden veya tahsis edeceği diğer şahısdan gayrusuna ve altı hafta nihayetine kadar sahibi tarafından istenilmez ise kendisine dahi verilemez.

Müstacel Gayri Resmi Telgrafnameler

Mürsil serlevhadan evvel (müstacel) lafzını derc ve göndereceği telgrafname ücretinin üç katını ita ile telgrafnamesinin sürat-i keşidesini talep edebilir.

Müstacel gayri resmi telgrafnamelerin cihet-i keşidelerince adilere hakk-ı rüchanı vardır.

Cevabi telgrafnameler

Mürsil telgrafnameyi göndereceği kimseden telgrafla cevap talep ettiği halde ücretini mahalli merkezine ita edebilecek ve şu ücret gönderilen telgrafnamenin adı otuz kelime ücretini tecavüz eyleyecektir.

Mürsil cevap için ücretini tediye edeceği kelimatın adedini tayin ettiği halde aynı tarikden imrar edilmek üzere adı on kelimelik bir telgrafname ücreti ahz edilir. Aksi takdirde mürsil cevap için ücretini ita edeceği kelimatın adedini “cevaplıdır” işareti sırasında zikr edecek ve bunun için icap eden ücreti tediye eyleyecektir.

Telgrafnamenin vürûd ettiği merkez mürselünileyhe bir ilmuhaber ita ile her istediği mahale tediye olunan ücret dahilinde meccanen telgrafname irsali salahiyetini verir.

İşbu ilmuhaberın ahkamı teslimi tarihinden altı hafta nihayetine kadar mer’i olup tecavüzü takdirinde asla muteber olmayarak ücret me’hûza ilmuhaberi ita eden merkez nezdinde kalır.

Mürselünileyh salif-üz-zikr ilmuhaberın ahkamını icra etmediği halde cevap için tediye olunan ücret mürsile iade olunur ise de bunun için mürselünileyh kırk iki gün zarfında mezkur ilmuhaberi ahz ettiği merkeze teslim ve cevap için verilen ücretin mürsile iadesini talep etmelidir.

Mürselünileyh cevap itası için irâe edilen suretin kabulunu red ettiği halde telgrafnameyi ahz eden merkez tarafından mürsile bu babda itayı malumat edilir. Ve şu iş’arı dahi cevap yerine kaim olur.

Muhaberat-ı ecnebiyeye ait ilmuhaberler dahilen ve muhaberat dahiliyeye müteallik bulunanlar dahi haricien cari olamaz.

Vusûlünün İhbarı Matlub Olan Telgrafnameler

Mürsil telgrafnamesinin mürselünileyh hangi saatte teslim edildiğinin kendisine teslimini müteakip telgrafla ihbarını talep edebilir.

Bunun için ahz edilecek ücret aynı tarikten irsal olunmak üzere on kelimelik adı bir telgrafname ücretine müsavidir.

Buna dair olan telgrafnameler ahz eden merkez tarafından ber vech-i ati yazılır ve bunlarda cihet-i keşidelerince telgrafnamelere tercih olunur.

Viyana’dan Dersaadet’e

1520 numaralı telgrafname mah-i halin on beşinci günü saat ikide filana teslim ve yahut mürselünileyhin gaybubetinden veya esbab-ı saireden dolayı tevkif olunmuştur.

Mürselünileyhi Takip Ettirilecek Telgrafnameler

Mürsil iktiza eden ihtararı serlevhadan derc ile telgrafnamesinin vürûd ettiği merkez tarafından Avrupa dahilinde mürselünileyhi takip ettirilmesini talep edebilir.

Bir telgrafname yalnız “mürselünileyhi takiben gönderilecektir” kelimatını havi olduğu halde ahz eden merkez tarafından evvelce iktiza eden mahale isal edildikten sonra icap eder ise oradan tayin edilecek mahale sevk olunur ve merkez

mezkur bu babda bir gûne malumata dest-res olamadığı halde telgrafnameyi nezdinde alıkor.

Şu nev' telgrafnamelerde mürselünileyh için müteaddid mahallere tayin edildiği halde telgrafname ayrıca her birine keşide ve bu babda son merkez tarafından fikra-i sabıka ahkamına tevfikana muamele olunur.

Mürselünileyhi takip ettirilecek telgrafnamelerin metn-i ibtidaileri sırasıyla zıkr olunan merakize tamamen keşide ve bunlar tarafından dahi mürselünileyhe gönderilecek suret üzerine nakl edilip ise de mukaddimedde "mürselünileyhi takiben gönderilecektir" kelimatından sonra her bir merkez yalnız telgrafnamenin irsal edileceği mahale dair olan serlevhayı derc eyler.

İşbu telgrafnameler için irsal eden merkez tarafından ahz edilecek ücurat-ı asliye (serlevhayı teşkil eden bilcümle kelimat hesaba dahil olduğu halde) telgrafnamenin evvelce irsal edileceği mahale nisbete mürselen ve ahiren alınacak ücret munzamma dahi mürselünileyhten istifa olunur.

Serlevhada zıkr olunan evvelki merkezden itibaren telgrafnamenin ahiren kat edeceği mesafeye kadar mürselünileyhten ahz edilecek ücuratın miktarı her defa keşidede beher merkez tarafından mukaddimeye derc edilir.

İşbu sevkiyat telgrafnamenin vürud ettiği merkezin tabi olduğu bir devlet hududu dahilinde icra edildiği takdirde mürselünileyhten ahz edilecek ücret munzamma her bir defa için işbu devletin tarife-i dahiliyesi mucibince tayin edilir ve her defa sevkiyat için ahz-i ücret telgrafnameyi sevk ve ahz eden merakiz beyninde teati olunan muhaberata mahsus tarifeye tatbik edilir.

Her bir kimesne teminat-ı lazimeyi ifa ettikten sonra kendisi için bir merkeze vürüd ile işbu merkezin daire-i tevzi dahilinde kendisine teslim edilecek telgrafnamelerin madde-i sabıka ahkamı mucibince irâe edeceği mahale sevk edilmelerini talebe salahiyeti vardır.

Sevkiyat hakkında vuku bulacak ihtarat tahriren icra edilir.

Telgraf merkezi bulunmayan mahallere gönderilecek telgrafnameler

Telgraf merkezi olmayan mahallere gönderilecek telgrafnameler mürsilin talep ve arzusuna göe saî veya posta ile mürselünileyhe gönderilir. Vürudun ismi nihayetinde zıkr olunmak üzere şu nev telgrafnamelerin serlevhaları bervech-i ati yazılır.

Mesela Neced(?) için gönderilecek telgraf Bağdad'a kaadr telgrafla Van'dan Neced'e posta ile gönderilmek murad olunur ise telgrafnamesinin serlevhasına Bağdad'dan ba-posta Neced'e yahut ba-saî Neced işaret olunur.

Postadan seri bir vasıta ile bir merkezden daha ileri gönderilecek telgrafnamelerin ücret nakliyeleri mürselünileyhden ahz olunur ise de mürsil (mikdarı mahrec merkezden tayin edilmek ve ücret sahiha mevrudunun ba-telgraf işarı üzerine tesviye olunmak üzere) emaneten bir mikdar meblağ bıraktığı halde ücret-i mezkureyi mahrec merkezine tediye edebilir.

Evrak

Telgraf idareleri nezdinde kalan telgrafnamelerin suret-i asliyeleriyle bunlara müteallik evrak sairenin serair mündericatı hakkında icab eden tedabirin ittihazıyla beraber merkeze teslimleri tarihlerinden itibaren lâakal altı ay hafzı muktezi ve şu müddet Avrupa harici telgrafnameleri için on sekiz ayda müntehidir. Telgrafnamelerin suret-i asliye ve müstahreceleri isbat vücud ettikleri halde yalnız

mürsil veya mürselünileyha ve yahut bunlar tarafından bir sıfat vekaleti haiz bir şahsa tebliğ olunabilir.

Bir telgrafname gerek mahrec ve gerek mevridi merkezler nezdinde nüsha-i asliyesi mahfuz ise o telgrafnamenin mürsil veya mürselünileyhi ve yahut bunlardan birinin vekili taraflarından bir suretinin merakiz-i mezkureden (aslına mutabık idüğü musaddak olmak üzere) kendisine itasını talep edebilir.

Ve işbu hak-ı talep muhafaza-i evrak için muayyen olan müddetten sonra sakıt olur.

İşbu madde mucibince verilecek telgrafname suretler için yüz kelime itibarıyla yarım frank bir ücret ahz ve tecavüzü takdirinde işbu ücrete her yüz kelime ve küsürü için yarımşar frank zam edilecektir. Muamelat-ı dahiliyede talep olunacak suret için beher yirmi kelimedenden yüz para alınır.

Mürsil veya mürselünileyhe veya bunlardan birinin vekili tarafından suret-i müstensiheleri istenilecek telgrafnamelerin taharrisince iktiza eden izahat ita edilmedikçe telgraf idaresi icrayı icabına mecbur değildir.



POSTA REHBERİ

Eser

Posta Müdürü Muavini Darüşşafaka'dan Mezun

Mustafa İhsan

Kısm-1 Evvel

Maarif Nezaret-i Celilesinin 138 numaralı ruhsatnamesi
Telgraf ve Posta Nezaret-i Aliyesinin 1362 numaralı tahsinnâmesi üzerine tab
olunmuştur.

Her hakkı sahib-i esere aittir.

İstanbul

Mahmut Bey Matbaası - Bab-1 Ali civarında Ebu'l-Avd (?) Caddesinde Numara 72

1308

Mühürsüz nüshalar sahtedir.

Mukaddime

Bad eda-yı mavecb-i aleyna

Serir-i şevket-masîr hükümlerine vuku bulan cülus-ı meyamin-i menus-ı mülûkânelerinden berr ü vatan-ı akdesimizin her köşesini bir mamure-i medeniyet şekline irca' ile kulûb-i Osmaniyeyi hissiyat-ı ubudiyetle mâl-â-mâl eyleyen padişah-ı felek-i bâr-gâh efendimiz hazretlerinin alâ-yı kadr-ı (*Âlî-kadr gibi değil*) memleket ve terfih-i tebaa-ı varidat emrinde بید ر یغ ve یکان را buyurageldikleri meser (مأثر) celile-i himem ve inayatın cümle-i cemile-i muhsinatından ('sin'li) biri de bugünkü günde postahane-i amirenin hattı intizam muamelatıyla şehîr olan Avrupa postahanelerine bile gıpta-resân terakki olacak derecede ıslah ve tecdid ve a'mâr-ı cihetidir. (?)

Asr-ı معالیحصر ('mim'le başlıyor) şehn-şâhilerine mahsus olan daha nice muvaffakiyat-ı azimeyi rü'yet-i şerefine mazhariyyetle karîr'ül-ayn mübâhât olan millet-i necibe-i Osmaniye efrad-ı umumiyesinin hissiyat-ı vicdaniyelerini şâh-râh-ı sadakat ve şükranda tecelli-şîâr etmekte bahir'ül-inayet olduklarına:

Bir padişah ki zatına hak desteğidir

Zıll-ullah vasfına şayan emirdir

Dava-yı hâlisânesinin merci'-i hâss'ül-hassı bulduklarına binaen taht-ı maâlibaht gibi) saltanatta bekâ-yı vücud-ı behbûd-ı mülûkâneleri dava-yı vacib'ül-edasına her bende-i sadık gibi kemal-i cülus ile muvâzabet-i akdem vezaif-i ubudiyet addeden çaker-i ahkar dahi Darüşşafakadan aldığım feyz ve terbiyeden ve gerekse her vechle nail olageldiğim nam-ı celileden mütevellid bulunan hissiyat-ı minnetdârânemin ilcâsıyla acizane ve naçizane olan vukuf-ı ubidanem dairesinde bir hizmet-i kemteranede bulunmak lüzumunu derpîş aldım.

Vâkıâ her köşesi tevfiyat-ı Yezdânî ve muvaffakiyat-ı celile-i hakanî netayic-i bâhiresinden (?) olarak rehin-i intizam ve tekemmûlat olan bir daire-i celilede nazır-ı maâliperver gibi) mekârim-güsterimiz hazretlerinin bâhir ve aşikâr bulunan meser (?) hüsne-i (?) ser-firâzaneleri - ale'l-husus postaların umumiyetle tevcihi ve ücuratının pek dûn mikyaslara kadar tenzil ve tehvini gibi her biri bürhan makasîd-i umranperverî olan - dah anice icraat-ı hayriye ve umur-ı meşkûre ile beraber afak-ı memalik-i mahrusede cilvenümâ-yı intişar ve taammüm olageldikte olmasıyla Abdülhamit II-i kembizâa ancak bu intizam-ı aliye ve himem-i mütevâliyenin fihrist-i umumiyesini teşkil edecek bir eser ve daha doğrusu postalar için bir rehber vücuda getirmekten başka vesile-i arz-ı ubudiyet olacak berca-yı hizmet ve meşguliyet göremiyorum. Binaenaleyh müsaid zamanlarımı nezaret-i celilemizin ilan-ı muvaffakiyatına ve rûfeka-yı mesleğimin bu suretle olsun teshil-i umur ve muamelatına hizmet edecek olan ve "Posta Rehberi" ünvanıyla tevsim kılınan şu eseri vücuda getirmek uğruna hasr eyledim.

Tevfik-i ilahi () ile itmamına muvaffak olduğum rehber-i mezkur vilayat-ı şahanenin sancak ve kazalarına ve nahiye ve karyelerine kadar kaffe-i aksam ve mülhakatını havi olup her kazanın sancaklara ve sancakların vilayete olan vaziyet-i coğrafyalarıyla bu'd ve mesafelerinin ve postaların hengâm-ı hareket ve avdetlerini müş'ir baş tarafta bir de cetvel yapıldığı gibi nihayetinde hurûf-ı hecâ sırasıyla tertip olunan cetvelde dahi her belde ve kazanın nereye mülhak olduğu ve hangilerinde telgraf ve posta merkezi bulunduğu gösterilmiş ve postahanelerimizin muamelat-ı cariyesi alâ-tarik-ül-icmal tasrih kılınmıştır.

Posta rehberi posta memurlarıyla coğrafya-yı Osmaniye kemâ-yenbagî vukuf-ı lüzumunu tasrik eden her Osmanlıya bir yol göstermek hükmünü haiz olup tafsilat-ı zaidenin ketb-i mufassala-i coğrafyaya ait bulunacağı tabidir.

Muvaffakiyet-i acizanem padişaha همز تر قیخو ا veli'ül-nimet biminnetimiz şevketlü kudretlü azimetlü efendimiz hazretlerinin tebaa-i sadakaları haklarında daima mebzul buyurulagelen avâtıf ve eltaf-ı zıll-ullahilerinin netice-i hissesi ve nazır-ı alişan-ı atıfetlü hüsn-i âlî efendi hazretlerinin efrad-ı maiyyet-i dâverânelerine olan teveccüh ve muhabbetlerinin semere-i nafiası hükmünde bulunmağla cenab-ı halâk kâinat şehriyar cemil'ül-asar ve hükümdar-ı celil'ül-iktidar efendimiz hazretlerini erike-i iclal ve saltanatlarında payidar ve nazır-ı müşarünileyh gibi asdika-yı rical-i devletlerinin himem-i sadıkane ve hidemat-ı meşkûrelerini ziver-i makam-ı tevfik ve itibar buyursun Amin.

İhsan

χ Postaların Dersaadet'ten hareketleriyle avdetlerini mübeyyin cetveldir. χ

İşbu cetvel devlet-i aliye-i Osmaniye postalarının vakt-i azimet ve avdetleriyle saatlerini ve esna-yı azimet ve avdetlerinde uğrayacakları iskeleleri ve bunlar vasıtasıyla posta çantaları sevk edilen - ve isimleri mu'terize içine alınan - dahili merkezlerini gösterecektir.

χ İfade-i Mahsusa χ

Gerçi azimet ve avdet edecek olan postalarımızın mezkur cetvelde bu suretle gün ve saatleri gösterilmiş ise de havaların tebeddülünden postalarımızın esna-yı râhda uğrayacakları bazı mevâni'den dolayı zikr olunan saatlerle günlerde vürud edememesi tabîi olmak cihetiyle bu misillü vakit ve zamanından birkaç saat yahut bir iki gün tehir edecek olan postalarımız için hâsseten postahane derûnunda levha-i mahsusalar ta'lîk olunarak enzâr-ı umumiyeye vaz' edilmekte bulunduğu cihetle eshab-ı müracaatın o levhalara atf-i nazar buyuracağı tabîidir.

(Mersûlat)

Cumartesi

Posta vapurlarının esna-yı azimetlerinde uğrayacakları iskeleler ve bunlar vasıtasıyla dahile sevk olunan posta çantaları	Müddet-i hareket	Posta vapurları	Postaların kapanacağı evkat			
			Alaturka		Alafranga	
			saat	dakika	saat	dakika
Gelibolu, Kale-i Sultaniye, Midilli (Edremit, Ayvalık), İzmir (Aydın, Manisa, Muğla, Denizli), Sakız, Hanya, Kandiye, Resmo, Derne, Bingazi, Trablusgarb	Fi 10 Temmuz sene 307'den itibaren on beş günde bir defa hareket eder.	İdare-i Mahsusa	9	30	0	0
Gelibolu, Kale-i Sultaniye, Midilli (Edremit, Ayvalık), İzmir (Aydın, Manisa, Muğla, Denizli), Sakız, Mersin (Adana, Tarsus), İskenderun (Haleb, Antakya), Rodos, Trablusşam, Antalya, Alanya, Silifke, Lazkiye, Beyrut (Şam-ı Şerif), Yafa (Kudüs-i Şerif, Nablus), Akka, Sayda	Fi 23 Temmuz sene 307'den itibaren on beş günde bir defa hareket eder.	İdare-i Mahsusa	9	30	0	0
Bandırma, (Karasu, Mihaliç, Kirmasti)	Beher hafta hareket eder.	İdare-i Mahsusa	10	0	0	0
Tekfurdağı, Selanik (Manastır, Serfiçe, Naslıç, Leskovik, Görice, Ohri, Debre-i Bâlâ, Alasonya, Kesriye, İbaban, Kozana, Pırlepe, Karaferye, Premedi, Tiran, Istranca, Katerin, Kolonya, Resne, Siroz, Cum'a-i Bâlâ, Zelhova, Razlık)	Beher hafta hareket eder.	Fresine (فره سينه)	0	0	3	30
Mudanya (Bursa), Gemlik	Beher hafta Pazar günü alessabah hareket eder.	İdare-i Mahsusa	12	0	0	0
Anadolu şimendiferiyle İzmid [*] (Kayseri, İncesu, Ürgüp, Nevşehir, Kırşehir, Denekmadeni, Yozgat, Ankara, Ayaş, Beypazarı, Nallıhan, Mudurnu, Gümüşhacıköy, Merzifon, Osmancık, İskilib, Tosya, Koçhisar, Kengiri, Karacaviran, Karacalar-قرجه, Çerkeş, Bayındır, Viranşehir, Gerede, Bolu, Arabsun, Göynük, Taraklı, Geyve, Sapanca) vasıtasıyla her hafta sevk olunur. İnebolu (Kastamonu), Samsun (Sivas, Amasya, Tokat), Giresun (Karahisar-ı Şarkî), Trabzon	Beher hafta Pazar günü alessabah hareket eder.	İdare-i Mahsusa	12	0	0	0
İnebolu (Kastamonu), Samsun (Sivas, Amasya, Tokat), Giresun (Karahisar-ı Şarkî), Trabzon,	Beher hafta hareket eder.	Nemçe	0	0	2	30
Edirne, Selanik, Kosova cihetlerine şimendifer vasıtasıyla posta çantaları sevk edilir ve İzmid'e günde iki defa posta çantası nakl olunur.						
[*] İzmid kelimesinin yazıca ekseriyetle "İzmir" ile karışmasından ihtirazen İstanbul postahanesince bilhassa İzmid için damga tertib edilmiş ise de taşralarca umumen bu damganın fıkdanından naşi ekseriya mezkur karışıklığın zuhuruyla bir takım tehirata sebebiyet verildiğinden "İzmid" kelimesinin 'dal'ı 're' harfinden tefrik edilecek surette yazılmak lüzumu şayan-ı dikkattir.						

Posta vapurlarının esna-yı avdetlerinde uğradıkları iskeleler ve bu iskeleler vasıtasıyla dahilden götürdükleri posta çantaları	Müddet-i Sefer	Posta Vapurları
Rize, Trabzon, Tirebolu, Giresun, Ordu, Ünye, Samsun, Sinop, İnebolu (Kastamonu), Ereğli	Her hafta avdet eder.	İdare-i Mahsusa
Bandırma (Balıkesir, Mihaliç, Kirmasti)	Her hafta avdet eder.	İdare-i Mahsusa
Yafa (Kudüs-i Şerif, Nablus), Beyrut (Şam-ı Şerif, Bağdad[*], Basra), Trablusşam, Lazkiye, İskenderun (Haleb, Antakya), Mersin (Adana, Tarsus), Sakız, İzmir (Aydın, Manisa, Muğla, Denizli), Kale-i Sultaniye	Fi 27 Temmuz sene 307' den itibaren on beş günde bir defa avdet eder.	Mesajri
Rize, Trabzon (Erzurum, Bayezid, Hakkari, Van, Bitlis, Siirt, Muş, Eleşkird, Erzincan, Eğin, Kemah, Kuruçay, Arabkir, Bayburt, Gümüşhane, Genç, Karakilise, Aşkale, Çölemerik), Giresun (Karahisar-ı Şarkî), Ordu, Samsun (Bağdad, Basra, Kerkük, Musul, Mardin, Diyarbekir, Ergani, Harput, Hozat, Dârende, Cizre, Sivas, Tokad, Amasya, Malatya, Keban Madeni, Divriği, Vezirköprüsü, Çermik, Gürün, Niksar, Zile, Çemişkezek, Çorum), Sinop, İnebolu (Kastamonu)	Beher hafta avdet eder.	Rusya
Silivri, Tekfurdağı, Ereğli	Beher hafta hareket eder.	Romörkör
İzmid, Adapazarı, Sapanca, Geyve, Lefke, Küplü, Bilecik, seyيار postası	Beher gün avdet eder.	
Edirne, Selanik, Kosova cihetlerinden şimendiferle posta geldiği gibi yevm-i mezkurda Geyve, Beypazarı, Taraklı, Sapanca, Nallıhan, Mudurnu, Ankara, Ayaş, Lefke'den dahi posta çantaları gelir.		
[*] Hecîn postası. - Hecîn postasıyla yalnız evrak-ı mühimme ile mekâtüb-i adiye ve taahhüdiye vürud eder. Gazete, numune ve matbuat-ı saire gelmez.		

(Mersûlat)

Pazar

Posta vapurlarının esna-yı azimetlerinde uğrayacakları iskeleler vasıtasıyla dahile sevk olunan posta çantaları	Müddet-i hareket	Posta vapurları	Postaların kapanacağı evkat			
			Alaturka		Alafranga	
			saat	Dakika	Saat	Dakika
Graçko-جراچكو, (Manastır, Pirlepe, Leskovik, İbasan, Ohri, Resne, Görice, Kesriye, Premed, Tiran, Filorina, Kolonya, Koniçe) vasıtasıyla sevk olunur.	Beher hafta hareket eder.	Şimendiferle				
Demirtaş (Dimetoka, Sofulu, Ferecik, Dedeagaç, İskeçe, Gümülcine) vasıtasıyla sevk olunur.	Beher hafta hareket eder.	Şimendiferle				
Edirne, Selanik, Kosova cihetlerine şimendiferle posta sevk edilir. İzmid, Adapazarı, Sapanca, Geyve, Lefke, Küplü, Bilecik'e beher gün şimendiferle posta çantaları sevk olunur.						
Pazartesi						
Kale-i Sultanıye, Selanik	Fi 29 Temmuz sene 307'den itibaren on beş günde bir defa hareket eder.	İtalya	0	0	3	30
Kale-i Sultanıye, İzmir (Aydın, Manisa, Denizli, Muğla), Sakız	Fi 5 Ağustos sene 307'den itibaren on beş günde bir defa hareket eder.	İtalya	0	0	3	30
Preveze, Avlonya (Perat-پرآت), Serandoz, (Yanya, Ergiri, Pogon, Zagor, Tepedelen, Premed), Draç, İşkodra, Korfu tarikiyle (Margiliç, İdonat-ایدونات, Filat)	Beher hafta hareket eder.	Lloyd	0	0	4	0
Tekfurdağı, Erdek, Mürefte, Şarköy, Karabiga, Paşalimanı, Marmara, Ganos, Havra mı Hora mı-اكنلك-كناك, Ekinlik-خورا	Beher hafta hareket eder.	İdare-i Mahsusa	9	30	0	0
Bandırma (Karasu, Mihaliç, Kirmeste)	Beher hafta hareket eder.	İdare-i Mahsusa	9	30	0	0
Mudanya (Bursa), Gemlik	Beher hafta Salı günü alessabah hareket eder.	İdare-i Mahsusa	12	0	0	0
Ereğli, İnebolu, Ordu, Giresun, Trabzon	Beher hafta hareket eder.	Gürcü	0	0	3	30
Bigados-بيغادوس, Silivri, Ereğli, Tekfur Dağı	Beher hafta Salı günü alessabah hareket eder.	İdare-i Mahsusa	12	0	0	0
Yalova, Darıca, Karamürsel, Değirmenderesi, Erikli, Kazaklı-قازقلى, Goncasekban-سكبان, İzmit غنجه	Beher hafta Salı günü alessabah hareket eder.	İdare-i Mahsusa	12	0	0	0
Edirne, Selanik, Kosova cihetlerine şimendifer vasıtasıyla posta çantaları sevk edilir ve İzmid'e günde iki defa posta çantası nakl olunduğu gibi سودیجی vasıtasıyla Geyve, Taraklı, Göynük, Mudurnu, Nallıhan, Beypazarı, Ayaş, Ankara, Lefke'ye dahi posta çantaları gönderilir.						

Pazar

(Mevrûdât)

Posta vapurlarının esna-yı avdetlerinde uğradıkları iskeleler ve bu iskeleler vasıtasıyla dahilden götürdükleri posta çantaları	Müddet-i Sefer	Posta Vapurları
Erdek, Paşalimanı, Karabiga, Şarköy, Mürefte, Bigados (?), Tekfurdağı, Marmara	Her hafta avdet eder.	İdare-i Mahsusa
Selanik (Manastır, Serfiçe, Naslıç, Leskovik, Ohri, Debre (?), Alasonya, Görice, İlbasan, Kozana, Resne, Pirlepe, Karaferye, Premed, Tiran, Istranca, Katerin, Istranca yeniden (?)- اسنر و مچہ , Siroz, Cum'a-i Bâlâ, Zelhova, Razlık), Kale-i Sultaniye.	Beher hafta avdet eder.	Fresine
Trabzon, Samsun, Giresun	Fi 18 Ağustos sene 307'den itibaren on beş günde bir defa avdet eder.	Panalanik (پانالانك)
Gemlik, Mudanya (Bursa)	Beher hafta avdet eder.	İdare-i Mahsusa
Edirne, Selanik, Kosova cihetleriyle Dimetoka, Dedeâğaç, Sofulu, Ferecik, Siroz, İskeçe, Kavala, Gümülcine, Drama, Cuma-i Bâlâ, Sarışaban, Zelhova' dan şimendiferle her hafta suret-i muntazamada posta çantaları gelir.		
Pazartesi		
Amasra, Bartın, (Zağferanbolu), Ereğli, Kale-i Sultaniye	Her hafta avdet eder.	İdare-i Mahsusa
İzmir (Aydın, Manisa, Muğla, Denizli), Kale-i Sultaniye	Beher hafta hareket eder.	Fresine
Preveze, Kale-i Sultaniye	Beher hafta hareket eder.	İtalya
İzmir (Aydın, Manisa, Muğla, Denizli, Silifke, Alanya, Antalya, Rodos, Sakız), Midilli (Ayvalık, Edremit, ve Kemer-i Edremit), Kale-i Sultaniye (Molova, Bozcaadası)	Beher hafta hareket eder.	Hidiviye
Edirne, Selanik, Kosova cihetlerinden şimendiferle her gün posta gelir. İzmid'den dahi günde iki defa posta çantaları vürud eder.		

(Mersûlat)

Salı

Posta vapurlarının esna-yı azimetlerinde uğrayacakları iskeleler ve bu iskeleler vasıtasıyla dahile sevk olunan posta çantaları	Müddet-i hareket	Posta vapurları	Postaların kapanacağı evkat			
			Alaturka		Alafranga	
			saat	dakika	saat	dakika
Kale-i Sultaniye, İzmir (Aydın, Manisa, Muğla, Denizli), Sakız, İskenderiye, ve avdetinde Yafa (Kudüs-i Şerif, Nablus), Beyrut (Akka, Şam-ı Şerif, Sayda), Trablusşam	Beher hafta hareket eder.	Rusya	0	0	3	30
Gelibolu, Kale-i Sultaniye, Midilli (Edremit, Ayvalık), İzmir (Aydın, Manisa, Muğla, Denizli), Sakız, Hanya, Kandiye, Resmo	Beher hafta hareket eder.	Gürcü	0	0	3	30
Tekfurdağı, İzmir (Aydın, Manisa, Muğla) yaz günlerine mahsustur.	Beher hafta hareket eder.	Fresine	0	0	4	30
Gelibolu, Kale-i Sultaniye, Bozcaadası, Molova, Midilli, Ayvalık, Edremit, Dikili, Çeşme, İzmir (Aydın, Manisa, Muğla, Denizli), Sakız	Fi 6 Haziran sene 307'den itibaren on beş günde bir defa hareket eder.	İdare-i Mahsusa	9	30	0	0
Yalova, Darıca, Karamürsel, Değirmenderesi, Ereğli, Kazaklı- قازاقلی , Goncacekban- سكبان غنجه , İzmid	Beher hafta Çarşamba günü alessabah hareket eder.	İdare-i Mahsusa	12	0	0	0
İnebolu (Kastamonu), Sinop, Samsun (Bağdad, Basra, Kerkük, Musul, Mardin, Cizre, Diyarbekir, Yenihan, Zile, Dârende, Niksar, Gürün, Ergani, Harput, Hozat, Çorum, Malatya, Keban Madeni, Divriği, Çemişkezek, Sivas, Tokat, Amasya, Vezirköprüsü, Çermik), Ordu, Giresun (Karahisar-i Şarkî), Trabzon (Erzurum, Bâyezid, Karakilise, Hakkari, Van, Bitlis, Siirt, Muş, Erzincan, Eğin, Kemah, Kuruçay, Arabkir, Bayburt, Aşkale, Çölemerik, Gümüşhane, Genç)	Beher hafta Çarşamba günü alessabah hareket eder.	Rusya	12	0	0	0
Edirne, Selanik, Kosova ve Graçko- اچفو , tarikiyle Manastır cihetlerine şimendife vasıtasıyla ve İzmid'e günde iki defa posta çantası nakl olunur.						

Sah

(Mevrûdât)

Posta vapurlarının esna-yı avdetlerinde uğradıkları iskeleler ve bu iskeleler vasıtasıyla dahilden götürdükleri posta çantaları	Müddet-i Sefer	Posta Vapurları
Bandırma (Balıkesir, Kirmasti, Mihaliç)	Her hafta avdet eder.	İdare-i Mahsusa
Selanik (Manastır, Serfiçe, Naslıç, Leskovik, Ohri, Debre (?), Alasonya, Kesriye, İbasan, Kozana, Pırlepe, Karaferye, Premed, Tiran, Istranca, Katerin, Kolonya, Razlık, Resne, Görice, Siroz, Cum'a-i Bâlâ, Zelhova, Kavalâ (Drama), Karaağaç (İskeçe, Gümülçine), Dedeağaç, Kale-i Sultaniye	Fi 13 Ağustos sene 307'den itibaren on beş günde bir defa avdet eder.	Nemçe
Gemlik, Mudanya (Bursa, Adana, Antakya, Urfa, Akşehir, Isparta, Iğın, Eğridir, Aksaray, Elmalı, Ulukışla, Burdur, Halep, Hums, Hama, Sandıklı, Tarsus, Ayntab, Konya, Karahisar-ı Sâhib, Şam, Karaman, Kozan, Maraş, Niğde, Yalvaç, Cebel-i Bereket, Alanya, Beyşehir, Ereğli-i Konya, İnegöl, Yenişehir, Bilecik, Lefke, Küplü, Söğüt, Eskişehir, Kütahya, Gedus {Gediz}, Uşak, Kula, Seferihisar)	Beher hafta avdet eder.	İdare-i Mahsusa
Trabzon, Giresun, Samsun, Sinop, İnebolu (Kastamonu), Ereğli	Beher hafta avdet eder.	Gürcü
Aynaroz, Selanik, Kale-i Sultaniye, Gelibolu	Fi 16 Ağustos sene 307'den itibaren on beş günde bir defa avdet eder.	Gürcü
Limni, Selanik, Kale-i Sultaniye, Gelibolu	Fi 13 Ağustos sene 307'den itibaren on beş günde bir defa avdet eder.	Gürcü
Yafa (Kudüs-i Şerif, Nablus), Beyrut (Şam-ı Şerif, Bağdad, [*] Basra), Rodos, İzmir (Aydın, Manisa, Muğla, Denizli), Sakız, Midilli, Bozcaadası, Kale-i Sultaniye, Gelibolu	Fi 13 Ağustos sene 307'den itibaren on beş günde bir defa avdet eder.	Nemçe
<p>Saye-i teshilatvaye-i cenab-ı padişahide Anadolu şimendifer hattı Bilecik'e kadar temdid kılındığından Konya ve Şam ciheti postalarının badema Mudanya tarihiyle gelmeyip mezkur Bilecik merkezi tavassutıyla gelmesinde bir gün kazanılacağından tesrihan elmaslaha-للمصلحة bu babda irade-i hazret-i nezaretpenahi taalluk eylemiş olmağla Konya ve Şam postaları her Pazartesi günü Dersaadet'e vürud edecektir.</p>		
[*] Hecîn vasıtasıyla.— Yevm-i mezkurda Edirne, Selanik, Kosova cihetlerinden şimendiferle ve Geyve, Taraklı, Sapanca, Beypazarı, Mudurnu, Ayaş, Ankara, Lefke'den dahi posta çantaları gelir.		

(Mersûlat)

Çarşamba

Posta vapurlarının esna-yı azimetlerinde uğrayacakları iskeleler ve bunlar vasıtasıyla dahile sevk olunan posta çantaları	Müddet-i hareket	Posta vapurları	Postaların kapanacağı evkat			
			Alaturka		Alafranga	
			saat	dakika	saat	dakika
Ereğli, İnebolu, Sinop, Samsun, Ünye, Ordu, Giresun, Tirebolu, Trabzon, Rize	Beher hafta hareket eder.	İdare-i Mahsusa	9	30	0	0
Gelibolu, Kale-i Sultaniye, Aynaroz, Selanik (Manastır, Serfiçe, Debre-i Bâlâ, Alasonya, Kozana, Karaferye, Istranca, Katerin)	Beher hafta hareket eder.	Gürcü	0	0	3	30
Gelibolu, Kale-i Sultaniye, Dedeoğaç, Karaoğaç (İskeçe, Gümülcine), Kavala (Drama), Selanik	Fi 9 Kanunisani sene 306'dan itibarenon beş günde bir defa hareket eder.	Nemçe	0	0	2	30
Trablusgarp	Beher hafta hareket eder.	İtalya	0	0	3	30
Bandırma (Karasu, Kirmasti, Mihaliç)	Beher hafta hareket eder.	İdare-i Mahsusa	10	0	0	0
Kale-i Sultaniye (Ayvalık, Edremit, Bozcaadası, Molova), Midilli (Limni), İzmir (Aydın, Manisa, Muğla, Denizli, Nazilli, Turgutlu, Salihli, Alaşehir, Akhisar, Kırkağaç, Demirci, Sakız, Rodos, Alanya, Antalya, Silifke, Hanya, Kandiye, Resmo), Cidde, (Mekke-i Mükerrerme, Medine-i Münevvere), Hudeyde (San'a)	Beher hafta Çarşamba günü alessabah hareket eder.	Hidiviye	12	0	0	0
Yalova, Darıca, Karamürsel, Değirmenderesi, Ereğli, Kazaklı- قازاقلى , Goncasekban- سكبان , غنجه , İzmid	Beher hafta Perşembe günü alessabah hareket eder.	İdare-i Mahsusa	12	0	0	0
Silivri, Tekfurdağı, Ereğli-i Marmara, Bigados (?)	Beher hafta Perşembe günü alessabah hareket eder.	İdare-i Mahsusa	12	0	0	0
Graçko- غراچكو , (Preveze, Yanya, Selhora, Meçova, Pogon, Tepedelen, Manastır, Nasliç, Leskovik, Ohri, Kesriye, İlbasan, Pirlepe, Premed, Tiran, Kolonya, Resne, Görice, Zagor)	Beher hafta hareket eder.	Şimendiferle	0	0	0	
<div style="border: 1px solid black; padding: 5px;"> <p>Edirne, Selanik, Kosova cihetlerine şimendifer vasıtasıyla posta çantaları sevk edilir. Ve İzmid'e günde iki defa posta çantası nakl olunur.</p> </div>						

Çarşamba

(Mevrûdât)

Posta vapurlarının esna-yı avdetlerinde uğradıkları iskeleler ve bu iskeleler vasıtasıyla dahilden götürdükleri posta çantaları	Müddet-i Sefer	Posta Vapurları
İzmid (Kayseri, İncesu, Ürgüp, Nevşehir, Kırşehir, Denekmadeni, Yozgat, Ankara, Ayaş, Beypazarı, Nallıhan, Mudurnu, Gümüşhacıköy, Merzifon, Osmancık, İskilib, Tosya, Koçhisar, Kengiri, Karacaviran, Karacalar-قرجه , Çerkeş, Bayındır, Viranşehir, Gerede, Bolu, Arabsun, Göynük, Taraklı, Geyve, Sapanca, Ayaş)	Beher hafta avdet eder.	İzmid şimediferiyle
Trabzon, Giresun (Çorum, Karahisar-ı Şarkî), Samsun (Bafra, Alaçam), İnebolu (Kastamonu)	Her hafta avdet eder.	Nemçe
Tekfurdağı, Silivri, Ereğli	Her hafta avdet eder.	Romörkör
Yafa (Kudüs-i Şerif, Nablus), Beyrut (Şam-ı Şerif, Bağdad, [*] Basra), Trablusşam, Lazkiye, İskenderun, (Halep, Antakya), Mersin, (Adana, Tarsus), Sakız, İzmir (Aydın, Manisa, Muğla, Denizli), Kale-i Sultaniye	Her hafta avdet eder.	Rusya
Selanik (Manastır, Serfiçe, Naslıç, Leskovik, Ohri, Debre (?), Alasonya, Kesriye, İlbasan, Kozana, Pirlepe, Karaferye, Premed, Tiran, Istranca, Katerin, Kolonya, Resne, Görice, Siroz, Cum'a-i Bâlâ, Zelhova, Razlık), Kale-i Sultaniye	Fi 7 Ağustos sene 307'den itibaren on beş günde bir defa avdet eder.	İtalya
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p>Yevm-i mezkurda Edirne, Selanik, Kosova cihetlerinden ve İzmid'den dahi günde iki defa posta çantası vürud eder.</p> </div>		
[*] Hecîn vasıtasıyla yalnız evrak-ı mühimme ile mekâtib-i adiyeye ve taahhüdiye gelir.		

(Mersûlat)

Perşembe

Posta vapurlarının esna-yı azimetlerinde uğrayacakları iskeleler ve bu iskeleler vasıtasıyla dahile sevk olunan posta çantaları	Müddet-i hareket	Posta vapurları	Postaların kapanacağı evkat			
			Alaturka		Alafranga	
			saat	dakika	saat	dakika
Kale-i Sultaniye, İzmir (Aydın, Manisa, Muğla, Denizli, Nazilli, Turgutlu, Salihli, Alaşehir, Akhisar, Kırkağaç, Demirci), Mersin (Adana, Tarsus), İskenderun, (Haleb, Antakya), Beyrut, (Haleb, Şam-ı Şerif), Yafa, (Kudüs-i Şerif, Nablus), Lazkiye, Trablusşam, Kale-i Sultaniye	Fi 18 Temmuz sene 307'den itibaren on beş günde bir defa hareket eder.	Mesajri	0	0	3	30
Kale-i Sultaniye	Fi 8 Ağustos sene 307'den itibaren on beş günde bir defa hareket eder.	Mesajri	0	0	3	30
Ereğli, Bartın (Zağferanbolu), Amasra	Beher hafta hareket eder.	İdare-i Mahsusa	9	30	0	0
Samsun, Giresun, Trabzon	Fi 8 Ağustos sene 307'den itibaren on beş günde bir defa hareket eder.	Panalanik	0	0	3	30
Tekfurdağı, Erdek, Mürefte, Şarköy, Paşalimanı, Karabiga, Marmara, Havra, Ekinlik- اكنك , Ganos	Beher hafta hareket eder.	İdare-i Mahsusa	10	0	0	0
Gemlik, Mudanya (Bursa, Adana, Antakya, Urfa, Akşehir, Isparta, Iğın, Eğridir, Aksaray, Elmalu, Burdur, Haleb, Hums, Hama, Şam, Sandıklı, Tarsus, Ayntab, Konya, Karahisar-ı Sâhib, Karaman, Kozan, Maraş, Niğde, Yalvaç, Ulukışla, Birecik, Cebel-i Bereket, Ereğli-i Konya, Beyşehir, Alanya, İnegöl, Yenişehir, Bilecik, Lefke, Küplü, Söğüt, Eskişehir, Kütahya, Gedus {Gediz}, Uşak, Kula, Seferihisar, Simav)	Beher hafta Cuma günü alessabah hareket eder.	İdare-i Mahsusa	12	0	0	0
Gelibolu, Kale-i Sultaniye, Dedeoğaç, Karaoğaç (İskeçe, Gümölcine), Kavala (Drama), Selanik	Fi 2 Ağustos sene 307'den itibaren on beş günde bir defa hareket eder.	İdare-i Mahsusa	9	30	0	0
Gelibolu, Kale-i Sultaniye, Midilli (Ayvalık, Edremit), Bozcaadası, Sakız, İzmir (Aydın, Manisa, Muğla, Denizli), Rodos, Beyrut (Akka, Şam-ı Şerif), Yafa (Kudüs, Nablus), Hayfa	Fi 1 Ağustos sene 307'den itibaren on beş günde bir defa hareket eder.	Lloyd	0	0	3	30
Yalova, Darica, Karamürsel, Değirmenderesi, Ereğli, Kazaklı- قازقلى , Goncasekban- سكبان غنجه , İzmid	Beher hafta Cuma günü alessabah hareket eder.	İdare-i Mahsusa	12	0	0	0
Demirtaş (Siroz, Zelhova, Cuma-i Bâlâ, Razlık, Dedeoğaç, Ferecik, Sofulu, İskeçe, Gümölcine, Drama, Dimetoka)	Beher hafta hareket eder.	Şimendiferle	0	0	0	0
<p>Edirne, Selanik, Kosova cihetlerine şimendifer vasıtasıyla posta çantaları sevk edilir ve İzmid'e günde iki defa posta çantası nakl olunduğu gibi sürücü vasıtasıyla Geyve, Taraklı, Göynük, Mudurnu, Nallıhan, Beypazarı, Ayaş, Ankara, Lefke'ye dahi posta çantaları gönderilir.</p>						

Perşembe

(Mevrûdât)

Posta vapurlarının esna-yı avdetlerinde uğradıkları iskeleler ve bu iskeleler vasıtasıyla dahilden götürdükleri posta çantaları	Müddet-i Sefer	Posta Vapurları
Erdek, Paşalimanı, Karabiga, Şarköy, Mürefte, Marmara, Ekinlik- كلك	Beher hafta avdet eder.	İrade-i Mahsusa
Gemlik, Mudanya (Bursa)	Beher hafta avdet eder.	İrade-i Mahsusa
Selanik, Kavala (Drama), Karaağaç (İskeçe, Gümölcine), Dedeağaç, Kale-i Sultaniye, Gelibolu	Fi 8 Ağustos sene 307'den itibaren on beş günde bir kere avdet eder.	İrade-i Mahsusa
Selanik, Limni, Kale-i Sultaniye, Gelibolu	Beher hafta avdet eder.	İrade-i Mahsusa
Selanik, Aynaroz, Limni, Kale-i Sultaniye, Gelibolu	Fi 15 Ağustos sene 307'den itibaren on beş günde bir defa avdet eder.	
Bandırma	Beher hafta avdet eder.	İrade-i Mahsusa
<div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Yevm-i mezkurda Edirne, Selanik, Kosova cihetinden şimendiferle posta gelir, İzmîd'den dahi günde iki defa posta çantası vürud eder.</p> </div>		

(Mersûlat)

Cuma

Posta vapurlarının esna-yı azimetlerinde uğrayacakları iskeleler ve bu iskeleler vasıtasıyla dahile sevk olunan posta çantaları	Müddet-i hareket	Posta vapurları	Postaların kapanacağı evkat			
			Alaturka		Alafranga	
			saat	dakika	saat	dakika
Gelibolu, Kale-i Sultaniye, Limni, Aynaroz, Selanik	Fi 26 Temmuz sene 307'den itibaren on beş günde bir defa hareket eder.	İdare-i Mahsusa	9	30	0	0
Gelibolu, Kale-i Sultaniye, Dedeğaç, Karağaç (İskeçe, Gümölcine), Kavala (Drama), Selanik	Fi 2 Ağustos sene 307'den itibaren on beş günde bir defa hareket eder.	İdare-i Mahsusa	9	30	0	0
Silivri, Tekfurdağı, Ereğli-i Marmara, Bigados (?)	Beher hafta Cumartesi günü alessabah hareket eder.	İdare-i Mahsusa	12	0	0	0
Yalova, Darıca, Karamürsel, Değirmenderesi, Ereğli, Kazaklı-قازقلى, Goncasekban-سكبان, İzmit	Beher hafta Cumartesi günü hareket eder.	İdare-i Mahsusa	2	0	0	0
Edirne, Selanik, Kosova, Manastır cihetlerine şimendifer vasıtasıyla posta çantaları sevk edilir ve İzmit'e günde iki defa posta çantası nakl olunur.						

Cuma

(Mevrûdât)

Posta vapurlarının esna-yı avdetlerinde uğradıkları iskeleler ve bu iskeleler vasıtasıyla dahilden götürdükleri posta çantaları	Müddet-i Sefer	Posta Vapurları
Preveze, Avlonya (Berat), Serandoz (Yanya, Ergiri, Pogon, Zagor, Tepedelen, Premed), Şenkin (İşkodra), Sakız	Her hafta avdet eder.	Nemçe
Hanya, Kandiye, Resmo, İzmir (Aydın, Manisa, Muğla, Denizli), Midilli, (Ayvalık, Edremit, Molova), Kale-i Sultaniye	Her hafta avdet eder.	Gürcü
Edirne, Selanik, Kosova cihetlerinden şimendiferle her gün posta çantaları geldiği gibi İzmit'den dahi günde iki defa posta çantası gelir.		

İC YERİNE ÇALIŞTIRILMIŞ
BİLGİLENDİRİLMİŞ İMZA

(Emanet Kısmı)

χ Mesafe Cetvelinin Suret-i İsti'mâli χ

Mesafe cetvelinin suret-i istimalini anlatmak için birkaç misal iradına lüzum görülmüştür şöyle ki: Mesela Musul vilayetinde kâin Kerkük'ten Trabzon vilayetinde kâin Gümüşhane'ye gönderilmek üzere Kerkük postahanesine tevdi edilen emanetten istifa olunacak ücret için mezkur cetvelde Musul kelimesi amûdî sütun ile Trabzon kelimesi muharrer olan ufkî sütunun yekdiğerini kat' eylediği noktada murakkam bulunan dört adedî aded daire-i mesafe ittihaz olunur.

Kezalik Diyarbeki vilayetinde kâin Mardin'den Edirne vilayetinde kâin Babayı Atîk'e gönderilmek üzere Mardin postahanesine tevdi edilen emanetten istifa olunacak ücret için mezkur cetvelde Diyarbekir kelimesi muharrer olan amûdî sütun ile Edirne kelimesi muharrer olan ufkî sütunun yekdiğerini kat' eylediği kıtada murakkam bulunan dört adedî aded daire-i mesafeyi gösterir.

Kezalik yine Mardin'den Selanik'e gönderilmek üzere Mardin postahanesine tevdi edilen emanetten istifa olunacak ücret için mezkur cetvelde Diyarbekir kelimesi muharrer olan amûdî sütun ile (Selanik Bahr-ı Sefid sahilinde bulunduğundan) Bahr-ı Sefid kelimesi muharrer olan ufkî sütunun yekdiğerini kat' ettiği noktada murakkam bulunan üç adedî aded daire-i mesafe ittihaz olunur.

Kezalik Bahr-ı Sefid sahilinde kâin Beyrut'tan Kastamonu vilayetinde ve Bahr-ı Siyah sahilinde kâin Sinop'a gönderilmek üzere Beyrut postahanesine tevdi edilen emanetten istifa olunacak ücret için dahi mezkur cetvelde Bahr-ı Sefid kelimesinin muharrer olduğu sütun-ı amûdî ile Bahr-ı Siyah kelimesinin muharrer olduğu sütun-ı ufkînin yekdiğerini kat' eylediği noktada murakkam olan iki adî aded daire-i mesafeyi gösterir.

Bundan başka Dersaadet'ten Diyarbekir'e gönderilmek üzere Dersaadet postahanesine verilen emanetten ahz olunacak ücret için Dersaadet Bahr-ı Siyah ve Bahr-i Sefid sahilinde ve Dersaadet mülhakatı vilayeti (İstanbul, Çatalca, İzmit mutasarrıflıkları) dahilinde kâin olduğundan ve Diyarbekir'le Bahr-ı Siyah arasında olan aded-i daire-i mesafe 4 ve Diyarbekir'le Bahr-ı Sefid arasında olan aded-i daire-i mesafe 3 ve Diyarbekir'le Dersaadet mülhakatı arasında olan aded-i daire-i mesafe 4 idüğünden 45inci sahifede münderic olduğu üzere dairelerin hesabı en az vilayeti kat' eden tarike göre takdir olunacağından müraselat-ı mezkûreden 3 numara ile murakkam aded-i daire-i mesafeye göre ücret alınır.

İşbu son misalden dahi anlaşılacağı vechle sevahil postahanelerinden çıkarılacak veya sevahil postahanelerine irsal olunacak olan müraselat için işbu postahanelerin sevahilinde buldukları denizlere nazaran daire-i mesafeler hesap olunup badehu bir kere de mezkur postahanelerin kâin oldukları vilayata nazaran dahi daire-i mezkureler hesap olunup ve bu iki hesaptan en az daireye nazaran ücret istifa kılınır. Mesela bir taraftan Kudüs-i Şerif mutasarrıflığı dahilinde ve Bahr-ı Sefid sahilinde kâin Yafa'dan Kastamonu'ya gönderilecek emanet için Bahr-ı Sefid sahiliyle Kastamonu vilayeti beyinde olan aded-i daire-i mesafe 3 ve diğer taraftan Kudüs-i Şerif mutasarrıflığı ile Kastamonu vilayeti arasında olan aded-i daire-i mesafe 4 idüğünden ahz-i ücret için 3 aded-i daire-i mesafe olur.

Kezalik Kosova vilayetinde kâin Üsküp'ten İşkodra vilayeti dahilinde ve Bahr-ı Sefid sahilinde bulunan Draç'a gönderilecek olan emanet için Kosova vilayetiyle Bahr-ı Sefid arasındaki aded-i daire-i mesafe 3 ve Kosova vilayetiyle İşkodra vilayeti arasındaki aded-i daire-i mesafe 2 olduğundan işbu iki aded-i daireye göre ücret istifa kılınır.

χ Emanet Hakkında İzahat χ

Altın ve gümüş külçesi yahut yine altın ve gümüş ve mağşûşe meskûkatı veya kavaim ve esham havi emanatla kıymet-i mukaddereli her nevi müraselattan mesafelerin bu'diyetine göre kıymet veya sıkletleri nisbetinde bilhesab ücret-i nakliyesi istifa olunur.

İşbu bu'd ve mesafe itibari beş daireye münkasım olup birinci daire bir vilayet dahilinde bulunan postahaneler, ikincisi iki hemhudud vilayette bulunan postahaneler, üçüncüsü bir vilayette tefrik olunan iki vilayetteki postahaneler, dördüncüsü iki vilayette tefrik olunan iki vilayetteki postahaneler, beşincisi dahi üç veya daha ziyade vilayette tefrik olunan iki vilayetteki postahanelerdir. Bahren olan nakliyat için Bahr-ı Siyah sevahiliyle beraber bir vilayet ve Marmara Denizi dahil olduğu halde Bahr-ı Sefid sevahiliyle beraber bir vilayet ve Bahr-ı Ahmer dahi sevahiliyle beraber bir vilayet itibar olunup ancak Dersaadet mevki' en Bahr-ı Siyah ve Bahr-ı Sefid meyanında bulunduğundan Bahr-ı Siyah tarikiyle olan nakliyatında Bahr-ı Siyah sevahilinden ve Bahr-ı Sefid tarikiyle olan müraselatla da Bahr-ı Sefid sevahilinden ma'dud bulunur.

Müstakill mutasarrıflıklardan Biga ve Bingazi ve Kudüs-i Şerif sancakları birer vilayet add olunarak yalnız Çatalca ve İzmid sancakları Dersaadet dahilinde add ve itibar olduğu gibi Zor sancağı Halep ve Cebel'i Lübnan sancağı dahi Beyrut vilayeti Muamelesine tabi ve dairelerin hesabı ise en az vilayeti kat' eden tarike göre takdir olunur.

Kıymet veya sıklete nisbeten istifa olunacak ücret-i nakliye makadir-i mütezâyide hesap olunarak bunlarda kıymet veya sıkletçe olan ücurattan herhangi ziyade ise ol miktara tabi olur.

Tarifeden müstesna olarak Bahr-ı Siyah veya Marmara denizi dahil olduğu halde Bahr-ı Sefid veya Bahr-ı Ahmer'den her birinin kendi sevahilinde bulunan iki postahane beyninde teati olunan emanat ve kıymet-i mukaddereli müraselatın sıkletlerine bakılmayıp yalnız kıymetlerinden beher bin kuruş için iki kuruş ücret-i nakliye istifa olduğu gibi bir kumpanya veya bir idarenin bir kol demiryolu üzerinde bulunan iki postahane beyninde teati olunan emanat ve kıymet-i mukaddereli müraselatın dahi beher bin kuruşu için ale'l-seviye üç kuruş ücret nakliye olunur.

Memalik-i Mahruse-i hazret-i padişahi postahanelerince kabul ve teati kılınacak altın ve gümüş külçesi yahut yine altın ve gümüş mağşûşe-i meskûkâti veya kavaim ve esham havi emanatla kıymet-i mukaddereli her nevi müraselatın mesafe-i hesabı 42 ve 43üncü sahifelerde tefriken ta'dâd olunan usul vechiyle tanzim kılınan mesafe cetveline ve ücuratı da bu mesafe cetvelinin irae eylediği birinci ve ikinci ve üçüncü ve dördüncü ve beşinci derecelerdeki bu'diyyet-i mahdudeye tevfiq olunarak beş daireye taksimen tanzim edilen cetvellere göre hesap ve istifa kılınacağından şu takdirde mesela Sivas postahanesine gönderilmek üzere Beyrut postahanesinden kabul ve sevk olunacak iki yüz mecdiyelik emanat veya iki yüz mecdiye takallütünde bir parça sim külçe yahut sıklet-i safiyyesi altına tessebbütte ziyade olan yine o sıkletteki sair meskûkâti havi bir parça emanat ve kıymetli numuneden sıkleti itibariyle ücret alınması muktezi olduğuna ve bunlar için mesafe cetveline bil-mürâcaa üçüncü vilayet hesabıyla ücret istifası lüzumu tayin edeceğine ve üçüncü vilayetin derecesi de cetvel mahsusunda irae olduğu üzere üçüncü daire add olduğuna mebni o kabîl emanat ve sairenin miktar ve sıkleti olan dört bin sekiz yüz gramın mezkur tarife cetvelinde hadd-i ekber gösterilen beş bin gram nisbetinde demek olduğu ve bu halde elli kuruş ücrete tabi bulunduğu

anlaşılacağı gibi bu miktar-ı sıklığı müteceviz olan ve yine bu nevi meskûkat ve numuneyi muhtevi bulunanların beş bin gramdan yukarı beher beş yüz gramdan kezalik üçüncü daire hesabıyla beşer kuruş ahz olunmak lazım geleceği tebeyün eder.

Kıymet üzerine ücuratının istifası icap eden altın ve sair sıklığı dîn olan emanat bahsine gelince mesela Manastır postahanesine gönderilmek üzere Diyarbekir postahanesinden kabul ve sevk olunacak yüz Osmanlı altınından veya yüz Osmanlı altını değerindeki numuneden yahut yüz Osmanlı altını sıklığında olan altın külçeden mesafe cetveline bi-l-mürâcaa beşinci vilayet ve beşinci vilayetin derecesi de cetvel mahsusunda gösterildiği üzere beşinci daire hesabıyla kıymeti olan on bin kuruşun seksen kuruş ücrete tabi olduğu anlaşılır.

Anıf-ül-beyan olduğu üzere sahilde merkezleri bulunan baş müdüriyetlere ait ve sahilinden sahilde bahren emanat teati eyleyen merkezlere mahsus olup sahilde bulunup da posta vapuru uğramamasından dolayı kabul ve sevk eylediği emanatı berren teatiye mecbur olan merakize ait değildir.

Binaenaleyh olabada memalik-i mahruse-i hazret-i padişahi sevahilinde bulunup bahren icra-yı müraselat eyleyen sevahil-i Osmaniye postahaneleri esamisini iş'ar etmek üzere ber-vech-i ati bir cetvel ilave kılınmıştır.

Memalik-i Mahruse-i Şahane sevahilinde bulunup bahren icra-yı müraselat eyleyen Osmanlı postahaneleri esamisi ile hangi bahr-i sahilinde kâin oldukları ve tâbi' oldukları vilayetleri mübeyyin cetveldir.

Esami-i Merakiz	Hangi bahir sahilinde kâin oldukları	Tâbi' oldukları vilayet	Esami-i Merakiz	Hangi bahir sahilinde kâin oldukları	Tâbi' oldukları vilayet
Atina	Bahr-ı Siyah	Trabzon	Anamur	Bahr-ı Sefid	Adana
İzmit	Marmara	Şehremaneti	Antalya	Bahr-ı Sefid	Konya
Erdek	Marmara	Hüdavendigar	Urla	Bahr-ı Sefid	Aydın
Ordu (Bucak)	Bahr-ı Siyah	Trabzon	Avlonya	Bahr-ı Sefid	Yanya
Ereğli-i Bahr-ı Siyah	Bahr-ı Siyah	Kastamonu	Ünye	Bahr-ı Siyah	Trabzon
Ereğli-i Marmara	Marmara	Edirne	İnebolu	Bahr-ı Siyah	Kastamonu
Armutlu	Marmara	Hüdavendigar	Aynaroz	Bahr-ı Sefid	Selanik
İzmir	Bahr-ı Sefid	Aydın	Ayvalık	Bahr-ı Sefid	Hüdavendigar
İstanköy	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid	Bartın	Bahr-ı Siyah	Kastamonu
İskenderun	Bahr-ı Sefid	Halep	Bandırma	Marmara	Hüdavendigar
Akçay İskelesi	Bahr-ı Sefid	Hüdavendigar	Bingazi	Bahr-ı Sefid	Bingazi
Bucak (Ordu)	Bahr-ı Siyah	Trabzon	Selanik	Bahr-ı Sefid	Selanik
Bodrum	Bahr-ı Sefid	Aydın	Selhora	Bahr-ı Sefid	Yanya
Bozcaada	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid	Silifke	Bahr-ı Sefid	Adana
Beyrut	Bahr-ı Sefid	Beyrut	Silivri	Marmara	Şehremaneti
Parga	Bahr-ı Sefid	Yanya	Sömbeki	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid
Paşalimanı	Marmara	Hüdavendigar	Sisam	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid
Preme (Perme?)	Marmara	Hüdavendigar	Sinop	Bahr-ı Siyah	Kastamonu
Preveze	Bahr-ı Sefid	Yanya	Şarköy	Marmara	Edirne
Tirilye	Marmara	Hüdavendigar	Şenkin	Bahr-ı Sefid	İşkodra
Tekfurdağı	Marmara	Edirne	Samsun	Bahr-ı Siyah	Trabzon
Tirebolu	Bahr-ı Siyah	Trabzon	Sayada?- صياده	Bahr-ı Sefid	Yanya
Cidde	Bahr-ı Ahmer	Hicaz	Taşucu	Bahr-ı Sefid	Adana

Esami-i Merakiz	Hangi bahir sahilinde kâin oldukları	Tâbi' oldukları vilayet	Esami-i Merakiz	Hangi bahir sahilinde kâin oldukları	Tâbi' oldukları vilayet
Çeşme	Bahr-ı Sefid	Aydın	Trablusşam	Bahr-ı Sefid	Beyrut
Çanakkale (Kale-i Sultaniye)	Marmara	Biga	Trabzon	Bahr-ı Siyah	Trabzon
Hanya	Bahr-ı Sefid	Girit	Alanya	Bahr-ı Sefid	Konya
Hudeyde	Bahr-ı Ahmer	Yemen	Ganos	Marmara	Edirne
Hayfa	Bahr-ı Sefid	Beyrut	Fenike	Bahr-ı Sefid	Konya
Hopa	Bahr-ı Siyah	Trabzon	Foça-i atik	Bahr-ı Sefid	Aydın
Havra?- خوره	Bahr-ı Sefid	Edirne	Kalimnos	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid
Dedeagaç	Bahr-ı Sefid	Edirne	Karaagaç	Bahr-ı Sefid	Edirne
Draç	Bahr-ı Sefid	İşkodra	Karabiga	Marmara	Biga
Dersaadet ve mülhakatı	Marmara ve Bahr-ı Siyah	Şehremaneti	Karamürsel	Marmara	Şehremaneti
Derne	Bahr-ı Sefid	Bingazi	Kale-i Sultaniye (Çanakkale)	Marmara	Biga
Değirmendere	Marmara	Şehremaneti	Kandiye	Bahr-ı Sefid	Girit
Dikili	Bahr-ı Sefid	Aydın	Kavala	Bahr-ı Sefid	Selanik
Rab' (Rabig-Rubu??)	Bahr-ı Ahmer	Hicaz	Kuşadası	Bahr-ı Sefid	Aydın
Rodos	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid	Kumkale	Bahr-ı Sefid	Biga
Resmo	Bahr-ı Sefid	Girit	Gerze-i Sinop	Bahr-ı Siyah	Kastamonu
Rize	Bahr-ı Siyah	Trabzon	Giresun	Bahr-ı Siyah	Trabzon
Sakız	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid	Gülner	Bahr-ı Sefid	Adana
Serandoz (Ayaseranda)	Bahr-ı Sefid	Yanya	Mersin	Bahr-ı Sefid	Adana
Gelibolu	Marmara	Edirne	Mürefte	Marmara	Edirne
Kemer	Bahr-ı Sefid	Hüdavendigâr	Marmara	Marmara	Biga
Gemlik	Marmara	Hüdavendigâr	Marmaris	Bahr-ı Sefid	Aydın
Görel	Bahr-ı Siyah	Trabzon	Meğri	Bahr-ı Sefid	Aydın
Güllük	Bahr-ı Sefid	Aydın	Morto	Bahr-ı Sefid	Yanya
Lapseki	Marmara	Biga	Molova	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid
Lazkiye	Bahr-ı Sefid	Beyrut	Mis adası (Rodos karibinde)	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid
Leryoz	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid	Yafa	Bahr-ı Sefid	Kudüs-i Şerif
Limni	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid	Yalova	Marmara	Şehremaneti
Leyyit (Ma'muretü'l-hamîd şubesi)	Bahr-ı Ahmer	Hicaz	Yenbu'	Bahr-ı Ahmer	Hicaz
Mudanya	Marmara	Hüdavendigâr	Yunda (Cunda)	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid
Midilli	Bahr-ı Sefid	Cezair-i Bahr-ı Sefid			

Emanat Sevkiyatı

Balada mekatib-i sevkiyatın usul ve kaidesinden bahsetmiştik. Burada tekrarımdan sarf-ı nazarla yalnız merkez-i esasinin mülhakatını iş'ar ile iktifa eyleyeceğiz:

Mustafa Paşa, Edirne, Lüleburgaz, Çatalca merkezleri muntazam çantalarına yalnız kendi emanetleri konulur ve Demir Taş merkezine Dimetoka, Sofulu, Ferecik merkezleri emanatı mal edildiği gibi Uzunköprü merkezine de Keşan, Gelibolu,

İpsala ve Çorlu merkezine Vize, Tekfurdağı, Malkara, Babaeski merkezine dahi Kırkkilise, Hayrabolu, Bigarhisar?- بیکار حصار merakizi emanatı mal edilir.

İskeçe emanat çantasına Eğridere, Darıdere, Kırcaali, ve Kavala çantasına Sarışaban merkezleri emaneti vaz' olunduğu gibi Drama, Dedeoğaç, Gümölcine çantalarına da yalnız kendi emanatı konur.

Trablusşam, Isparta, Bursa, Karaman, Mudanya, Söğüt merkezleri çantalarına yalnız kendi emanetleri konulur Şam çantasına Beyrut, ve İskenderun çantasına Antakya, ve Eskişehir çantasına Seferihisar, Adana çantasına dhi Cebel-i Bereket (Yarpuz), Silifke (İçel), Osmaniye, Kozan, Misis, Mut, ve Karahisar çantasına Sandıklı, ve Akşehir çantasına Iğın, ve Tarsus çantasına Mersin, ve Konya çantasına Aksaray, Mollaköy, ve Kütahya çantasına Simav, Uşak, Gedus ve Bilecik çantasına Lefke, Yenişehir, İnegöl, ve Ereğli-i Konya çantasına Pozantı, ve Burdur çantasına Antalya, ve Halep posta emanet çantasına Urfa, Birecik, Hama, Hums, Antep, Kilis, Ma'arre, Maraş, Elbistan, Nebek merakiz emanatı vaz' olunur.

Divriği, Eğin, Bayezit, Malatya, Kuruçay, Memah, Gümüşhane, Muş, Erzincan merkezleri muntazam çantalarına yalnız kendi emanatları konulur.

Diyarbakir çantasına Cizre, Zaho, Siverek, Mardin, ve Sivas çantasına Tenus (Şehirkişla), Alacahan, Hekimhanı, Delikitaş, Zara, Suşehiri - Aziziye, Koçhisar, ve Amasya çantasına Çorum, Zile, Niksar, Bayburt çantasına Aşkale, İspir, ve Bağdat çantasına Basra, Şatra, Aziziye, Alelgarbi, Amare, Kurna, Kûtü'l-amare, Kerbela, Hille, ve Kerkük çantasına Salahiye, Tuzhurmatu, ve Musul çantasına Erbil, Altınköprü, Bitlis çantasına Siirt, ve Van çantasına Mahmudi (Hoşab) Başkale, Çölemerik, Gevar, Dize, ve Erzurum çantasına Erciş, Aleskird (Toprakkale), Hasankale, Hınıs, Diyadin, Karakilise, ve Arabkir çantasına Keban madeni, ve Tokat çantasına Yenihan, ve Harput posta emanet çantasına Ergani madeni, Palu, Çemişkezek, Hozat, Mezraa merkezleri emanatı konur.

İzmit, Adapazarı, Sapanca, Taraklı, Ayaş, İncesu, Beypazarı, Arabsun, Kırcalar (?), Kırcaviran (?), Göynük, Geyve, Gümüşhacıköy, Mudurnu, Nallıhan, Çerkeş, Keskin (Denk madeni) merkezleri çantalarına yalnız kendi emanetleri konulur.

Ankara çantasına Kalecik, Alaca, Sivrihisar, ve Koçhisar çantasına Kengiri, ve Kayseri çantasına Enderlik-? اندرلك , Zencidere (?), Tavlasun-? طاولسون , Talas, Kermir-? کرمیر , ve Gerede çantasına Bayındır, ve Kırşehir çantasına Mecidiye, Ürgüp çantasına Avanos, Sinason-? سیناسون , ve Tosya çantasına İskilip ve Nevşehir çantasına Niğde, Mollaköy, Aksaray, ve Bolu çantasına Düzce, ve Yozgat posta emanet çantasına Muşali (?), Boğazlıyan merkezleri emanatı vaz' olunur.

Midilli, Rodos, Resmo, Sakız, Şarköy, Erdek, Mürefte, Ereğli-i Bahr-ı Siyah, Bartın, Kandiye, Gemlik, Cidde, Hanya, Hudeyde merkezlerine yalnız kendi emanetleri konulur.

Kale-i Sultaniye merkezine Biga, İzine, Molova, ve Sinop merkezine Boyabat, Gerze, ve Samsun çantasına Alaçam, Bafra, Terme, Çarşamba, Kavak, ve Trabzon çantasına Hopa, Rize, ve Trablusgarp merkezine Cebel-i garbi, Hims, Zaviye, Zevara, Acilat, Guryan, Mısırata, ve Ünye merkezine Fatsa, ve İnebolu çantasına Kastamonu, Araç, Zaferanbolu, Taşköprü, ve Bandırma merkezine Balıkesir (Karasu), Kirmasti, Mihaliç, ve Giresun merkezine Karahisar-ı şarki, Koyluhisar, ve Yafa merkezine Kudüs-i şerif, ve İzmir merkezine Acıbadem (Karaağaç-ı garbi), Eşme, Akhisar, Alaşehir, Ödemiş, Urla, Aydın, Ayvalık, Bayındır, Bergama, Bodrum, Buldan, Tire, Demirci, Çal, Çeşme, Denizli, Turgutlu (kasaba), Dikili, Sarayköy, Söke, Manisa, Salihli, Soma, Tavas (Yarangüme), Foçateyn, Kırkağaç, Karacasu, Kuşadası, Kavala, Gördüs, Dinar (Geyikli), Muğla,

Menemen, Nazilli, ve Selanik merkezine Üsküp, İşkodra, Palanga, Alasonya, Ohri, İpek, İlbasan, Prizren, Priştine, Pirlape, Premed, Preveze, Prepol, Tiran, Debre-i balâ, Drac, Delvino, Resne, Seçeşte, Serandoz (Ayasarande), Serfice, Senice, Taşlıca, Firzovik, Kalkandelen, Karaferye, Avrthisarı (Kılıkış), Kozana, Kolonya, Grebene, Kesriye, Köprülü, Görice, Gevgili, Leskovik, Leş, Loros, Mitroviçe, Manastır, Nasliç, Vulçitrin, Yanya, Yenipazar, Yenice, Vardar, Yakova, Behişte, Zibfice-? زيفجه merkezleri emanatı mal edilir. Derununa emanat vaz' olunan meşin çantalara (muntazam) evrak ve mekâtîp vaz' olunan bez çantalara da (gayri muntazam) tesmiye olunur.

Tatar Postası Yolları

Cetvel-i ati memalik-i mahrusse-i şahanede işleyen bilcümle posta tatarlarının hutut-ı hareket ve azimetleriyle uğradıkları merkez ve menzilhaneleri bunların yekdiğerine olan bu'd-ı mesafelerini ve merakiz ve menazil-i mezkureye vusulları eyyam ve saatini bervechi sıhhat-i iş'ara hizmet eder.

Mülahazathanelerinde dahi tatarların taklil ve posta teati ettikleri mahaller ile sürücü posta muvakkî'i gösterilmiştir.

Faraza Yenihan ile Sivas beynindeki mesafe dokuz saatten ibaret olup tatarın Yenihan'dan Pazar günü gündüz hareketle Pazartesi alessabah Sivas merkezine vasıl ve Diyarbekir tatarıyla merkez-i mezkurda mütekebil olduğu cetvelin ilk sütunlarına binnazar?- بالنظر istinbat edilir.

Bağdat Ciheti Tatar Postası

Merakiz ve menzilhaneler esamisi	Ve bunların yekdiğeri beynindeki bu'd ve mesafe	Tataranın merakiz ve menzilhanelere dahil olduğu		Menzilhaneler	Merakiz	Mülahazat
		eyyam	evkat			
Samsun ile Kavak arası [1]	8	Cuma	akşam	m	p-t	Dersaadet'ten çıkarılan posta Cuma günü Samsun'a vasıl olur.
Havsa	7	Cuma	gece	••	p	
Amasya	8	Cumartesi	gündüz	1	p-t	Amasya'dan Çorum'a ve Çorum'dan da Yozgat'a mükellef?- مكفل sürücü postası vardır. Amasya kolu buradan ayrılır.
Turhal	12	Cumartesi	gece	m	p	
Tokat	10	Pazar	alessabah	m	p-t	Tokat'tan Zile'ye مكفل sürücü postası vardır.
Yenihan	9	Pazar	gündüz	m	p-t	Yenihan'dan Yozgat ve Kayseri
Sivas [2]	9	Pazartesi	alessabah	m	p-t	cihetlerine sürücü vasıtasıyla posta nakl olunur.
Dikilitaş [3]	9	Pazartesi	gece	m	p-t	
Alacahan	9	Salı	gündüz	m	p-t	Alacahan'dan Divriği'ye مكفل sürücü işler.

[1] Samsun'dan Çarşamba'ya ve Çarşamba'dan da Terme, Fatsa, Ünye'ye, مكفل sürücü postası vardır. Yine mahal-i mezkurdan Bafra'ya tatar postası olup Bafra'dan da Alaçam'a مكفل sürücü postası vardır.

[2] Sivas'tan Hafik, Zara, Koyluhisar, Koçhisar, Suşehri, Karahisar-ı şarki, Hamidiye'ye مكفل sürücü ile ve Tenus'a zaptiye ile posta nakl olunur. Samsun'dan hareket eden tatar Sivas'a muvasalatında hamili olduğu postayı orada bulunan diğer tatarlara teslim ile kendisi Samsun cihetine ait postaları bi-l-istishâb avdet eder.

[3] Dikilitaş'tan Gürün'e ve Gürün'den de Aziziye'ye ve Aziziye'den de Darende'ye مكفل sürücü postaları vardır.

(m) menzilhane bulunan mahalleri (t) telgraf merkezlerini (p) posta merkezlerini işaret eder.

Merakiz ve menzilhaneler esamisi	Ve bunların yekdiğeri beyindeki bu'd ve mesafe	Tataranın merakiz ve menzilhanelere dahil olduğu		Menzilhaneler	Merakiz	Mülahazat
		eyyam	evkat			
Hekimhan	9	Salı	gündüz	m	p-t	
Hasanbadrik-? حسن بادريك	9	Salı	gece	m	**	
Malatya	6	Çarşamba	alessabah	m	p-t	Malatya'dan haftada bir defa sürücü-i mahsusla Hısnmansur, Behisni, Kahta, Arga, Sultanhuvya-? خويه... , posta çantaları sevk olunur.
Kömürhanı?- كمور خانى	9	Çarşamba	gündüz	m	**	
Mamuretü'l-aziz	9	Çarşamba	gece	m	p-t	Mamuretü'l-aziz'den Çemişkezek ve Hozat cihetlerine مكفل sürücü postası vardır.
Pernos?- پرنو س (Pernoshanı)	8	Perşembe	alessabah	m	**	
Ergani madeni	6	Perşembe	gündüz	**	p-t	
Ergani hanı	4	Perşembe	akşam	m	p-t	
Diyarbakir [2]	12	Cuma	alessabah	m	p-t	Buradan Halep'e ayrıca tatar postası vardır.
Aşağı hanik-? خانيك	8	Cuma	gece	m		
Mardin	10	Cumartesi	alessabah	m	p-t	Midyat ve Savur'a zaptiye vasıtasıyla posta sevk olunur.
Nusaybin	12	Cumartesi	gündüz	m	p	
Dirun?- د يرون	12	Cumartesi	gece	m	**	
Cizre	12	Pazar	gündüz	m	p-t	
Zaho	12	Pazar	gece	m	p	
Basteke?- باستكه	5	Pazar	gece	**	p-t	
Simil (Deyr-i simil)- سميل	4	Pazartesi	gündüz	m	**	
Musul	12	Salı	alessabah	m	p-t	Diyarbakir'den hareket eden tatar Musul'a vardığında hamili olduğu postayı o cihet tatarına teslim ederek kendisi Diyarbakir cihetine mahsus postayı alıp avdet eder.
Darb-ı kebir-? ضرب كبير	9	Salı	gece	m	**	
Erbil	7	Çarşamba	gündüz	m	p-t	
Altınköprü	12	Çarşamba	gündüz	m	p-t	
Kerkük	9	Çarşamba	gece	m	p-t	Süleymaniye'ye zaptiye vasıtasıyla evrak çantası sevk olunur.
Tavak-? طا و ق	9	Perşembe	gündüz	m	**	
Tuzhurmatu	7	Perşembe	gündüz	m	p-t	
Salahiye	9	Perşembe	gece	m	p-t	

[2] Sivas'tan kalkan tatar Diyarbakir'e hin-i muvasalatında hamil olduğu postasını orada mevcut bulunan tatar bitteslim kendisi Sivas cihetine ait postayı alıp tekrar Sivas'a gelir.

Zuhurat olarak her kim tarafından olursa olsun tatar ihracında avdeti dahil olduğu halde beher saatte yirmi beşer kuruş alınır. Tatarlar mahalline vusulleri kendinden itibaren cevap almak için üç gün bekleyip bu müddet kezzan?-
ك ز ا ن eyledikten sonra avdet etmekte muhtardır. Eğer sürücü vasıtasıyla posta çıkarılmak istenilirse tatarlar hakkında cari olan şeraite riayetle beraber saatte yalnız on kuruş ücret alınır.

Posta Yolları

Merakiz ve menzilhaneler esamisi	Ve bunların yekdiğeri beynindeki bu'd ve mesafe	Tataranın merakiz ve menzilhanelere dahil olduğu		Menzilhaneler	Merakiz	Mülahazat
		eyyam	evkat			
Karatepe	7	Cuma	alessabah	m	••	
Deli Abbas-? د لی عباس	9	Cuma	gündüz	m	••	
Nehrevan	9	Cuma	gündüz	m	••	
Ağalar Yenicesi-? اغالر یکیجه سی	6	Cuma	gece	m	••	
Bağdat [1]	6	Cumartesi	alessabah	m	p-t	Musul'dan kalkan tatar dahi bu vechle Bağdat'a dahil olur.
Kayseri Ciheti Tatar Postası						
Izmit ile Sapanca arası	6			••	p-t	Saye-i teshilat vaye-i cenab-ı padişahıde Anadolu şimendiferi Geyve'ye kadar temdit kılınmıştır.
Geyve	6			••	p-t	
Taraklı	6	Pazar	nısfü'l-leyl	••	p-t	
Gönin?- کو نیک	6	Pazartesi	alessabah	m	p-t	Darüssaadet'ten çıkan tatar Amasya ciheti postalarını bu merkezde o cihet tatarına teslim ile kendisi Kayseri cihetine doğru hareket eder.
Mudurnu	9	Pazartesi	gündüz	m	p-t	
Nallıhan	9	Pazartesi	gece	m	p-t	
Beypazarı	12	Salı	alessabah	m	p-t	
Ayaş	2	Salı	akşam	m	p-t	Sivrihisar ve Kengiri cihetlerine
Ankara	9	Çarşamba	alessabah	m	p-t	مکفل sürücü ile posta nakl olunur.
Yakşıhan?- یقشی خان	12	Perşembe	alessabah	m	••	
Denk madeni	4	Perşembe	gündüz	••	p	
Hamid?- حمید	6	Perşembe	akşam	m	••	Kırşehir'den Yozgat'a ve
Kırşehri [2]	9	Cuma	sabahleyin	m	p-t	Mecidiye'ye مکفل sürücü ve postası vardır.
Karaburun	9	Cuma	akşam	m	••	
Arabsun	7	Cumartesi	alessabah	m	p	Buradan Niğde'ye مکفل sürücü postası ardır.
Nevşehir	3	Cumartesi	gündüz	m	p-t	
Ürgüp	4	Cumartesi	akşam	m	p-t	
İncesu	6	Pazar	alessabah	m	p-t	
Kayseri	6	Pazartesi	alessabah	m	p-t	Aziziye ve Yenihan'a مکفل sürücü vasıtasıyla posta gönderilir.
<p>[1] Basra'dan Bağdat'a ve esna-yı rāhde olan mahallere posta nehren ve vapur vasıtasıyla ve müntefike?- منتفکه nehren meşhuf?- مشحوف tabir olunur. Ağaç ve ziften mamul küçük gemi ile ve Basra'dan Necd'e kadar hecîn develerle postalar nakl ve teati olunur.</p> <p>[2] Yozgat'tan Sungurlu'ya ve Alaca'ya uğrayarak Çorum'a ve Çorum'dan da Merzifon ve Havza'ya uğrayarak Samsun'a مکفل sürücü ile posta nakl olunur.</p>						

Posta Yolları

Merakiz ve menzilhaneler esamisi	Ve bunların yekdiğeri beyindeki bu'd ve mesafe	Tataranın merakiz ve menzilhanelere dahil olduđu		Menzilhaneler	Merakiz	Mülahazat
		eyyam	evkat			
Mudurnu ile Amasya arası Tatar Postası						
Mudurnu ile Bolu arası	12	Pazartesi	gece	m	p-t	Bolu'dan Düzce'ye مكفل sürücü postası olduđu gibi Düzce'den de Karadeniz Ereğli'sine sürücü ile posta çantası isâl olunur.
Gerede	9	Salı	gündüz	m	p-t	
Bayındır	9	Salı	akşam	m	p	
Çerkeş	8	Çarşamba	alessabah	m	p-t	
Karacalar	3	Çarşamba	gündüz	m	p	
Karacaviran	4	Çarşamba	akşam	m	p	
Koçhisar	8	Perşembe	alessabah	m	p	Kengirî'ya مكفل sürücü postası vardır.
Tosya	12	Perşembe	gündüz	m	p-t	Kastamonu'ya مكفل sürücü vasıtasıyla posta nakl olunur.
Hacıhamza	7	Perşembe	gece	m	p	
Osmancık	6	Cuma	alessabah	m	p	
Gümüşhacıköy	6	Cuma	gündüz	m	p-t	
Merzifon	4	Cuma	gündüz	m	p-t	
Amasya	7	Cuma	gece	m	p-t	Çorum'a مكفل sürücü ile posta nakl ve isâl olunur.
Şam ciheti Tatar Postası						
Mudanya ile Bursa arası	6	Cuma	akşam	m	p-t	Dersaadet'ten çıkarılan tatar postası Cuma günü Mudanya vasıl olur.
İnegöl	8	Cuma	gece	m	p-t	
Yenişehir	4	Cumartesi	gündüz	m	p-t	
Bilecik	8	Cumartesi	ikinci vakti	m	p-t	
Söğüt	6	Cumartesi	gece	m	p-t	
Eskişehir	9	Pazar	alessabah	m	p-t	Sivrihisar'a مكفل sürücü posta gönderilir.
Kütahya	12	Pazar	akşam	m	p-t	Buradan tatar ile Hacıköyü, Gedus, Uşak, Takmak, Kula, Alaşehir'e ve oradan İzmir'e posta çıkarılır.
Altıntaş	9	Pazar	gece	m	**	
Karahisar-ı sahib	9	Pazartesi	gündüz	m	p-t	Buradan Sandıklı ve Dinar'a ve Dinar'dan Burdur, Isparta'ya ve Isparta'dan Antalya'ya ayrıca tatar işler.
Çay	9	Pazartesi	ikinci vakti	m	**	
Akşehir	9	Pazartesi	gece	m	p-t	Burada Yalvaç Karaağacına مكفل sürücü vasıtasıyla posta nakl olunur.
İlgın	9	Salı	alessabah	m	p-t	
Ladin	9	Salı	gündüz	m	**	
Konya	9	Salı	akşam	m	p-t	mülhakatına postalar zaptiyeler marifetiyle sevk olunur.

Posta Yolları

Merakiz ve menzilhaneler esamisi	Ve bunların yekdiğeri beyindeki bu'd ve mesafe	Tataranın merakiz ve menzilhanelere dahil olduğu		Menzilhaneler	Merakiz	Mülahazat
		eyyam	evkat			
Kızılkaya	12	Çarşamba	gündüz	m	••	
Karaman	7	Çarşamba	ikinci vakti	••	p	Karaman'dan Mut'a ve Mut'tan da Silifke'ye ve Silifke'den de Mersin'e
Sadırova?- صدیر اووه	4	Çarşamba	akşam	m	••	مکفل sürücü postası vardır.
Ereğli-i Konya	12	Perşembe	alessabah	m	p-t	Buradan مکفل sürücü ile Niğde, Nevşehir'e, posta isâl olunur.
Ulukışla	9	Perşembe	ikinci vakti	m	p	
Çiftehane?-	7	Perşembe	akşam	m	••	Tatar Ulukışla çantasını burada zaptiyeye teslim eder.
Pozantı	7	Perşembe	gece	••	p-t	
Güllük boğazı	2	Cuma	alessabah	m	••	
Gavurcuk?- كاوووجق	6	Cuma	gündüz	m	••	
Tarsus	6	Cuma	ikinci vakti	m	p-t	İstanbul postasının Mersin'e olan çantasını tatar Tarsus'ta seyyara teslim eder.
Adana	9	Cuma	akşam	m	p-t	Tatarın Halep'ten avdetinde Mersin'e
Misis	6	Cuma	gece	m	p-t	mahsus olan çantası Adana'da seyyara teslim olunur. Mahal-i mezkur şimendiferle iki saattir. Ve Misis'ten Kozan'a ve Cebel-i Bereket'e مکفل sürücü postası çıkarılır.
Kurtkulağı	7	Cumartesi	alessabah	m	••	
Payas	9	Cumartesi	ikinci	m	p	
İskenderun	5	Cumartesi	akşam	m	p-t	İskenderun'dan Antakya'ya مکفل sürücü ile posta nakl olunur.
Kırıkhanı?- قريق خانى	7	Cumartesi	gece	m	••	
Hamam?- حمام	6	Pazar	alessabah	m	••	
Dana?- دانا	7	Pazar	akşam	m	••	
Halep	9	Pazartesi	alessabah	m	p-t	Konya'dan hareket eden tatar Halep'e
İdlip	12	Pazartesi	gece	m	p-t	kadar gidip orada hamil olduğu postasını diğer tatar devr ederek hafta-i atide avdet eder. Yine buradan Diyarbakir'e kadar bir tatar postası olup tafsilatı zirdeki cetvelde mündericdir.
Ma'arre	9	Salı	alessabah	m	p-t	
Hanşeyhun?- خان شيخون	5	Salı	gündüz	m	••	
Hama	9	Salı	akşam	m	p-t	
Hums	12	Salı	gece	m	p-t	
İkikapulu	9	Çarşamba	alessabah	m	••	
Karalar	7	Çarşamba	gündüz	m	••	
Nebek	4	Çarşamba	ikinci	m	p-t	
Kastel	3	Çarşamba	akşam	m	••	
Kuteyfe	7	Çarşamba	gece	m	••	
Şam-ı şerif [*]	9	Perşembe	alessabah	m	p-t	Mülhakatına postalar sürücü ve zaptiyeler vasıtasıyla sevki olunur.

[*] Şam'dan beher hafta Cuma günleri hecîn postası çıkarılır. Ve Şam ile Beyrut arasında her gün karvasa?- قاروصه nam araba ile posta çantaları teati olunur. ve her Pazartesi günleri Beyrut tarikiyle Kudüs-i şerif, Akka, Belka, Lazkiye sancaklarına süvari-i mahsusla yalnız evrak çantaları gönderilir.

Posta Yolları

Merakiz ve menzilhaneler esamisi	Ve bunların yekdiğeri heymindeki bu'd ve mesafe	Tataranın merakiz ve menzilhanelere dahil olduğu		Menzilhaneler	Merakiz	Mülahazat
		eyyam	evkat			
Halep ile Diyarbekir arası Tatar Postası						
Halep ile Kilis arası	12	Pazartesi	gece	m	p-t	
Antep [1]	12	Salı	alessabah	m	p-t	
Birecik	12	Salı	akşam	m	p-t	Rumkalesine zaptiye maarifetiyle posta çantası sevk olunur.
Çarmelik	9	Salı	gece	m	••	
Urfa	9	Çarşamba	alessabah	m	p-t	
Karacavirun?- قره جورون	10	Çarşamba	ikindi	m	••	
Siverek	8	Çarşamba	gece	m	p-t	
Karabahçe	9	Çarşamba	nıfsü'l-leyl	m	••	Diyarbekir'den Midyat, Silvan, Ilca'ya posta zaptiye ile gider.
Diyarbekir [2]	9	Perşembe	alessabah	m	p-t	
Kütahya ile İzmir arası Tatar Postası						
Kütahya ile Hacıköyü arası	8	Salı	gece	m	••	Dersaadet'ten çıkan tatar Pazar günü gece saat birde Kütahya merkezine vasil olup mustashibi bulunduğu postayı orada bulunan İzmir tatarına teslim ve İzmir tatarı da merkezde iki gün istirahatten sonra yola çıkar.
Gedus	8	Çarşamba	alessabah	m	p-t	
Uşak	8	Çarşamba	akşam	m	p-t	
Takmak	12	Perşembe	alessabah	m	p-t	
Kula	8	Perşembe	güdüz	m	p-t	
Alaşehir	6	Cuma	alessabah	m	p-t	Şimendiferle İzmir'e vasil olur.
Erzurum Ciheti Tatar Postası						
Trabzon ile Cevizlik arası	6	Cumartesi	gece	m	p	
Hamsiköyü	6	Cumartesi	nıfsü'l-leyl	m	••	
Zigana hanları	8	Pazar	alessabah	m	••	
Gümüşhane	8	Pazar	gündüz	m	p-t	Erzurum tatarı bu merkezde Erzincan ciheti tatarıyla birleşir ve her ikisi aynı günde yola çıkarlar.
Hadarık?- خده رقی	9	Pazar	akşam	m	••	
Bayburt	6	Pazar	nıfsü'l-leyl	m	p-t	İspir'e zaptiye marifetiyle posta çantası sevk olunur.

[1] Buradan Maraş'a ve Maraş'tan da Elbistan'a ve Elbistan'dan da Gürün'e ve Gürün'den de Darende'ye ve Darende'den de Sivas'a مکفل sürücü postaları vardır.

[2] Merkez-i mezkurdan Bağdat, Mamuretü'l-aziz, Sivas cihetlerine beher hafta tatar postası vardır.

Posta Yolları

Merakiz ve menzilhaneler esamisi	Ve bunların yekdiğeri beyindeki bu'd ve mesafe	Tataranın merakiz ve menzilhanelere dahil olduđu		Menzilhaneler	Merakiz	Mülahazat
		eyyam	evkat			
Kop hanları	6	Pazartesi	alessabah	m	••	
Pernekopan?- پر نه قه ن	6	Pazartesi	gündüz	m	••	
Aşkale	4	Pazartesi	gündüz	••	p-t	
Yenihan	4	Pazartesi	akşam	••	••	
Erzurum	7	Pazartesi	gece	m	p-t	Burada tatar hamili olduđu postayı diğeri tatara teslim ederek hafta-i atiyede avdet eder.
Hasankale	6	Salı	alessabah	m	p-t	Buradan Bayezit cihetine sürücü postası vardır ki tafsilatı zirde gösterildi.
Mescidli	8	Salı	gündüz	m	••	
Ağviran	8	Salı	akşam	m		Menzilhanenin ismi Gürsu'dur.
Hınıs	7	Salı	nıfsü'l-leyl	m	p-t	Buradan Muş ve Bitlis'e مكفل
Karaçoban	8	Çarşamba	alessabah	m	••	sürücü postası vardır. Ve Hınıs'tan Muş'a Muş'tan Bitlis'e on sekiz saattir.
Nureddin	7	Çarşamba	gündüz	m	••	
Kızılkaya	8	Çarşamba	akşam	m	••	
Norşin	9	Çarşamba	nıfsü'l-leyl	m	••	
Erciş	7	Perşembe	alessabah	m	p-t	
Karahan	6	Perşembe	gündüz	m	••	
Şahgeldi?-	8	Perşembe	gündüz	m	••	
Van	7	Perşembe	gece	m	p-t	Buradan Mahmudiye, Başkale'ye مكفل sürücü postası vardır. Ve Başkale'den Gevar, Çölemerik, Dize'ye zaptiye maarifetiyle posta nakl olunur.
Gümüşhane ile Ma'muretü'l-aziz arası Tatar Postası						
Gümüşhane ile Kırıklı?- arası	5	Pazar	akşam	m	••	
Havçoş?- خا و جوش	7	Pazar	gece	m	••	
Sipigür?- سپيگور	6	Pazar	nıfsü'l-leyl	m	••	
Erzincan	6	Pazartesi	alessabah	m	p-t	Mezkur tatarın postasını bir hafta akdem merkeze gelen tatar alarak Harput'a doğru gider, her hafta bir minval meşruh hareket ederler.
Kemah	10	Pazartesi	gece	m	p-t	
Nezgib?- نرگيب	6	Pazartesi	nıfsü'l-leyl	m	••	
Kuruçay	7	Salı	alessabah	m	p-t	
Pağactaş?- پاچاچ طاش	6	Salı	gündüz	m	••	
Eğın	8	Salı	akşam	m	p-t	
Arabkir	10	Çarşamba	alessabah	m	p-t	
Keban madeni	9	Çarşamba	gündüz	m	p-t	
Ma'muretü'l-aziz	10	Çarşamba	gece	m	p-t	Mülhakatına zaptiye ve sürücüler ile posta gönderilir.

Posta Yolları

Merakiz ve menzilhaneler esamisi	Ve bunların yekdiğeri beyindeki bu'd ve mesafe	Tataranın merakiz ve menzilhanelere dahil olduğu		Menzilhaneler	Merakiz	Mülahazat
		eyyam	evkat			
Hasankale ile Bayezid arası Tatar Postası						
Hasankale ile Velibaba arası	9	Salı	gece	m	**	Sürtücü akşam saat on ikide buradan postayı alarak Bayezid'e doğru hareket eder.
Eleşkird	10	Çarşamba	gündüz	m	p-t	Avdette yine o merkezlere uğrayarak Cumartesi günü alessaheer Hasankalesi'ne vasil olur.
Krakilise	5	Çarşamba	gündüz	**	p-t	
Taşlıçay	6	Çarşamba	ikindi	m	**	
Diyadin	6	Çarşamba	gece	**	p-t	
Bayezid	6	Çarşamba	gece	m	p-t	İran devleti postası bu merkezde İran çaparlarına teslim olunur.
Selanik ile Dedeğaç arası Tatar Postası						
Selanik ile Iraklı hanı?- arası عراقلی خانی	9	Salı	gece	m	**	Hamil posta tatar Salı günü akşamı gece saat ikide Selanik'ten hareket eder.
Siroz	9	Çarşamba	gündüz	m	p-t	Siroz'dan Cuma-i bâlâ, Nevrekop, Menlik'e مکفل sürücü postası vardır.
Zelhova	4	Çarşamba	gündüz	**	p-t	
Drama	8	Perşembe	alessabah	m	p-t	
Kavala	6	Perşembe	gündüz	m	p-t	
Sarışaban	4	Perşembe	ikindi	**	p-t	
İskeçe	4	Perşembe	gece	m	p-t	İskeçe'den Ahiçelebi, Daridere, Eğridir'e, Cebel, Karacaali, Sultanyeri'ne مکفل sürücü ile posta nakl olunur.
Gümölcine	8	Cuma	alessabah	m	p-t	
Dedeğaç	14	Cuma	akşam	m	p-t	Tatar burada postayı merkeze teslim ederek bir hafta durduktan sonra Selanik cihetine ait postayı ahz ederek avdet eder.
Graçko İstasyonu ile Manastır arası Tatar Postası						
Graçko ile Pirlepe arası	12	Çarşamba	alessabah	m	p-t	Tatar Selanik'ten gelen postayı Graçko istasyonunda seyyar memurlarından Salı günü akşamı saat on ikide ahz ile yoluna devam eder.
Manastır [*]	6	Çarşamba	gündüz	m	p-t	
Graçko İstasyonu ile Manastır arası Diğer Tatar Postası						
Graçko ile Pirlepe arası	12	Cumartesi	alessabah	m	p-t	Tatar Graçko'dan Cuma günü akşam saat on ikide hareket eder.
Manastır	6	Cumartesi	gündüz	m	p-t	
[1] Manastır'dan Perşembe akşamı ve Graçko'dan Salı günü hareket etmek üzere Manastır ile Graçko arasında haftada bir defa sürücü postası vardır ve Serfiçe'ye zaptiye ile gayri muntazam çantalar gönderilir.						

Posta Yolları

Merakiz ve menzilhaneler esamisi	Ve bunların yekdiğeri beyindeki bu'd ve mesafe	Tataranın merakiz ve menzilhanelere dahil olduğu		Menzilhaneler	Merakiz	Mülahazat
		eyyam	evkat			
Manastır ile İşkodra arası Tatar Postası						
Manastır ile Resmo arası	6	Cumartesi	gündüz	••	p-t	Yanya ve İşkodra ciheti tatarları Manastır'dan aynı günde yani Cumar-tesi günü alessabah hareket eder.
Ohri	6	Cumartesi	gece	m	p-t	Ohri'den Ustruga, Debre'ye?- دبره مكفل sürücü ile posta nakl olunur.
Kökes hanları	9	Pazar	gündüz	m	••	
İlbasan	9	Pazar	gece	m	p-t	
Tiran	12	Pazartesi	gündüz	m	p-t	
Leş	14	Pazartesi	ikindi	m	p-t	
İşkodra	8	Pazartesi	gece	m	p-t	
Manastır ile Yanya arası Tatar Postası						
Manastır ile Görice arası	18	Cumartesi	gündüz	m	p-t	Yanya ve İşkodra ciheti tatarları Cumartesi günü alessabah Manastır merkezinden çıkarlar ve Görice'den Behişte, Kesriye, Hurpişte, Nasliç'e مكفل sürücü postası vardır.
Kolonya	8	Cumartesi	gece	m	p-t	
Leskovik	8	Pazar	gündüz	m	p-t	Leskovik'ten Koniçe'ye adi
Yanya [*]	14	Pazar	gece	m	p-t	Premed'e مكفل sürücü ile posta gönderilir.
<p>İhtar : Baladaki posta cetvellerinde gösterilen saatler hükümet-i mahalliyenin tayin eylemiş olduğu mesafeden ibarettir.</p> <p>[*] Yanya ile Graçko arasında haftada iki defa sürücü postası işlediği gibi Delvine, Ergiri'ye, ve Preveze, Loros'a مكفل sürücü ile Zagor, Meçove'ye zaptiye ile posta sevk olunur.</p>						

Postaların Vesait-i Nakliyesi

Memalik-i mahrusa-i şahanede teati olunan postaların vesait-i nakliyesi hakkında birkaç söz söylemeyi münasip gördük:

Turuk ve maâbiri ecsam-ı memaliğın damarlarına teşbih eden bir zat yolların mahiyet-i fevaid-i bahşaseti?- hakkında pek büyük vukuf göstermiştir. Tarikler bir memleketin damarları makamında olunca vesait-i nakliyede o damarların demi mesabesinde add olunur. Damarlarda demin cereyanı bir vücudun nasıl hayatını temin eylerse bir memleketin tariklerinde vesait-i yesire-i (يسيرة?) nakliye ile mahsulat ve masnûâtın teatisi dahi o memleketin servet-i umumiyesini öylece tezyid ve ila eder.

Malumdur ki vesait-i nakliyenin envaîi vardır. Vapurlar, şimendiferler, vesait-i mezkurenin en mühimleri olduğu gibi nehirlerde işletilen güçük gemi ve vapurlar dahi ikinci derecede ehemmiyeti haizdir. Kira araba, ve bargirleri üçüncü derecede kalır. Zaman-ı sabıkda postalarımızın kaffesi üçüncü derecede olan vesait ile nakl olunduğu halde cülus-ı meyâmin-i me'nûs-i hazret-i padişahiden beri

tekessür ve taaddüd eden vesait-i nakliyeden bilistifade postalarımızın nisfi derecesi birinci derecede olan veasitle teati olunmakta ve saye-i imrân vaye-i (?) şehriyarilerinde karîben cümlesi birinci derecede olan vesaitle nakl olunabileceği ümidvar bulunmaktadır.

Vapurlar ile vuku bulan sevkiyatımız birinci sahifede arz olunduğu gibi araba ve hayvan ve şimendiferle teati olunan postalarımız dahi zirde tarif olunur.

Bağdat ciheti postası: Dersaadet'ten vapur ile Samsun'a Samsun'dan Harput'a kadar araba ile Harput'tan Bağdat'a kadar hayvan vasıtasıyla postalar nakl olunur.

Kayseri ciheti postası: Dersaadet'ten idare-i mahsusa vapurlarıyla Haydarpaşa'ya Haydarpaşa'dan Geyve'ye kadar şimendiferle Geyve'den Göynük'e kadar araba ile Göynük'ten Nallıhan'a kadar hayvan ile Nallıhan'dan Ankara'ya kadar araba ile Ankara'dan İncesu'ya kadar hayvan ile İncesu'dan Kayseri'ye kadar araba ile nakl olunur.

Amasya ciheti postası: Mudurnu'dan Hacıhamza'ya kadar hayvan ile Hacıhamza'dan Amasya'ya kadar araba ile nakl olunur.

Şam ciheti postası: Dersaadet'ten idare-i mahsusa vapurlarıyla Mudanya'ya Mudanya'dan Söğüt'e kadar araba ile Söğüt'ten Kütahya'ya kadar hayvan ile Kütahya'dan Konya'ya Konya'dan Adana'ya kadar araba ile Adana'dan İskenderun'a İskenderun'dan Halep'e Halep'ten Sam'a kadar da hayvan vasıtasıyla posta nakl olunur.

Halep ile Diyarbekir arası postası: Halep ile Diyarbekir arasında posta hayvan ile nakl olunur.

Kütahya ile İzmir arası postası: Kütahya ile İzmir arasında posta hayvan ile nakl olunur.

Erzurum ciheti postası: Dersaadet'ten vapur ile Trabzon'a Trabzon'tan Gümüşhane'ye kadar araba ile Gümüşhane'den Erzurum'a Erzurum'dan Van'a kadar hayvan vasıtasıyla nakl olunur.

Gümüşhane ile Harput arası postası: Gümüşhane ile Harput arasında posta hayvan ile nakl olunur.

Hasankale ile Bayezid arası postası: Hasankale ile Bayezid arasında posta hayvan ile nakl olunur.

Selanik ile Dedeğaç arası postası: Dersaadet'ten Edirne'ye Edirne'den Dedeğaç'a kadar şimendiferle Dedeğaç'tan Siroz'a kadar hayvan ile Sirozdan Selanik'e kadar araba ile posta nakl olunur.

Graçko ile Manastır arası postası: Graçko'dan Manastır'a posta araba ile nakl olunur.

Manastır ile İşkodra arası postası: Manastır ile İşkodra arasında posta hayvan ile nakl olunur.

Manastır ile Yanya arası postası: Manastır'dan Yanya'ya kadar posta araba vasıtasıyla nakl olunur.

Şimendiferle olan Nakliyatımız

Dersaadet ile Cisrimustafapaşa arasındaki istasyonlar: Sirkeci, Kumkapı, Yenikapı, Yedikale, Makriköyü, Ayastefanos, Küçük Çekmece, Ispartakale (?), Hadımköy, Çatalca, Kabakça, Sinekli, Çerkesköyü, Çorlu, Muratlı, Seyyidler çiftlikköyü (?), Lüleburgaz, Babaeski, Pavliköy, Uzunköprü, Kaleliburgaz, Uğurlu, Demirtaş (Edirne'nin istasyonudur), Mustafapaşa.

İhtar: Araba ve hayvan ile giden postalarımızı tataran nakl ettiği gibi şimendiferle olan postalarımızı da lisan-ı aşına ve posta muamelatına vâkıf seyyar memurları nakl eder.

Demirtaş ile Dedeâğaç arasındaki istasyonlar: Demirtaş, Dimetoka, Sofulu, Petekli, Ferecik, Dedeâğacı.

Haydarpaşa ile Bilecik arasındaki istasyonlar: Haydarpaşa, Kızıltoprak, Fenerbahçesi, Göztepe, Erenköyü, Bostancı, Maltepe, Kartal, Pendik, Tuzla, Gökbüze, Dil iskelesi (?), Tavşancıl (?), Hereke, Yarıca, Tütünçiftliği, Derince, İzmid, Büyük Derbend, Sapanca, Adapazarı, Geyve, Akhisar, Mekce (?), Lefke, Vezirhan, Bilecik.

Selanik ile Üsküp arasındaki istasyonlar: Selanik, Topşin (?), Amateve (?), Karasulu (?), Gömenice (?), Kefkeli (?), Mirüfçe (?), Ustrumca, Demirkapı, Karivolak (?), Veniçani Graçko (?), Köprülü, Zelniko (?), Üsküp.

Üsküp ile Zibfoça (?) arasındaki istasyonlar: Üsküp, Acarlar, Komanva, Tabanofca, Preşova, Buynifçe, Zibfoça. hepsi şüpheli.....

Üsküp ile Mitroviçe arasındaki istasyonlar: Üsküp, Elsahan, Kaçanik, v..... hepsi şüpheli.....

Adana ile Mersin arasındaki istasyonlar: Adana, Kahyaoğlu çiftliği, Zeytinli, Yenice, Güllük Boğazı, Tarsus, Hacitalib çiftliği, Güdbes (?), Mersin.

İzmir ile Alaşehir arasındaki istasyonlar: İzmir, Menemen, Manisa, Kasaba, Ahmetli, Sart, Salihli, Alaşehir

İzmir ile Sarayköyü arasındaki istasyonlar: İzmir, Seydiköy, Ayasluğ, Değirmencik, Aydın Nazilli, Kuyucuk, Sarayköy.

Seydiköy ile Ödemiş arasındaki istasyonlar: Seydiköy, Bayındır, Ödemiş.

Selanik Vilayeti Postaları

Selanik'ten her gün şimendifer tarihiyle Avrupa'ya Bulgaristan'a Edirne'ye İstanbul'a ve şimendifer rehğüzârında bulunan bilad ve kasabata posta çantası gönderildiği gibi mahal-i mezkureden her akşam Selanik'e posta gelir.

Cumartesi günleri: Graçko tarihiyle Manastır, İşkodra, Yanya cihetlerine Vidin'e, Yenice-i Vardar'a, posta gider. Serfiçe, Karaferye, Katerin ve civarı mahallerden posta çantası Selanik'e gelir.

Pazar günleri: Süvari-i mahsusi ile Poliroz ve Avrethisarı postaları gönderilir.

Pazartesi günleri: Graçko tarihiyle Manastır, Yanya cihetlerine posta gönderilir Siroz cihetiyle Yenice-i Vardar ve Vodina postaları Selanik'e vasil olur.

Salı günleri: Yenice-i Vardar, Vodina, Karaferye, Serfiçe, Alasonya, Seçeşte, Kozana'ya مكفل sürücü ile Katerin, Poliroz, Avrethisarı, Lankaza'ya zaptiye ile postalar gönderilir.

Çarşamba günleri: Graçko tarihiyle Manastır, İşkodra'dan postalar gelir, Vidin'e ve Yenice'ye postalar gönderilir.

Perşembe günleri: Graçko tarihiyle Manastır, İşkodra, Yanya cihetlerine postalar gönderilir. Siroz'a süvari-i mahsusi ile bir çanta gönderilir.

Cuma günleri: Siroz'dan süvari-i mahsus ile bir çanta gelir.

Bu postalardan mâ-adâ ekser bilad-ı meşhure ile Anadolu'ya ve mahal-i saireye Cuma günleri: Siroz'dan süvari-i mahsus ile bir çanta gelir.

Bu postalardan mâ-adâ ekser bilad-ı meşhure ile Anadolu'ya ve mahal-i saireye emed-i şed (?) eden posta vapurları vasıtasıyla da posta çantaları sevk ve ahz

olunmaktadır. İşbu vapurların dahi eyyam-ı muayene-i hareket ve azimetleri şu vechledir.

Cumartesi günleri: On beş günde bir idare-i mahsusa vapurları İzmir, Sakız, Şire-? شيره , Korfu, Avlonya, Drac, Şenkin, Triste, Limni, Kale-i Sultaniye, Gelibolu, Dersaadet'e, ve her hafta Mesajiri vapurları Pire ve Şire tarikiyle Marsilya'ya gider. On beş günde bir Mesajiri vapurları Kale-i Sultaniye, Karaağaç, Kavala, tarikiyle Dersaadet'ten ve Nemçe vapurları Pire, Şire, Galos-? غلوص tarikiyle Triste'den gelirler.

Pazar günleri: On beş günde bir Korcu/Kurcu-? قورجى vapurları Aynaroz, Kale-i Sultaniye, Gelibolu tarikiyle ve Nemçe vapurları Kavala, Karaağaç, Dedeğaç, Kale-i Sultaniye, Gelibolu tarikiyle Dersaadet'e giderler. Ve Korcu vapurları Galos'tan ve İtalya vapurları İtalya sevhili ile Galos'tan gelirler.

Pazartesi günleri: On beşte bir İtalya vapurları Kale-i Sultaniye tarikiyle Dersaadet'e, Nemçe vapurları Galos, Şire, Pire tarikiyle Triste'ye, her hafta Fresine vapurları Marsilya'ya gider.

On beşte bir İdare-i Mahsusa vapurları Gelibolu, Kale-i Sultaniye, Dedeğaç, Karaağaç, Kavala, Aynaroz tarikiyle, Nemçe vapurları Gelibolu, Kale-i Sultaniye, Dedeğaç, Karaağaç, Kavala tarikiyle Dersaadet'ten gelirler.

Salı günleri: Her on beşte bir İdare-i Mahsusa vapurları Aynaroz, Kavala, Karaağaç, Dedeğaç, Kale-i Sultaniye, Gelibolu tarikiyle Dersaadet'e giderler.

Çarşamba günleri: On beşte bir İtalya vapurları Pire'ye uğrayarak İtalya sevhiline, ve her hafta İngiliz vapurları Kavala, Karaağaç, Dedeğaç, Midilli, Ayvalı tarikiyle İzmir'e giderler. Her hafta İngiliz vapurları İzmir ve Limni'den, on beşte bir İskenderiye, Suriye sevhili, İzmir tarikiyle Marsilya'dan, İtalya vapurları Kale-i Sultaniye tarikiyle Dersaadet'ten gelirler.

Perşembe günleri: On beşte bir Mesajiri vapurları Kavala, Karaağaç, Kale-i Sultaniye tarikiyle Dersaadet'e, ve İzmir, Suriye sevhili, İskenderiye tarikiyle Marsilya'ya, ve her hafta Fresine vapurları Dedeğaç, Kale-i Sultaniye tarikiyle Dersaadet'e giderler. Her on beş günde bir Mesajiri vapurları Şire tarikiyle Marsilya'dan Nemçe vapurları Triste'den her hafta Fresine vapurları Pire, Şire tarikiyle Marsilya'dan gelirler.

Cuma günleri: Her on beş günde Nemçe vapurları Kale-i Sultaniye tarikiyle Dersaadet'e, Korcu vapurları Galos'a giderler. On beşte bir İdare-i Mahsusa vapurları Limni, Gelibolu, Kale-i Sultaniye tarikiyle ve Korcu vapurları Gelibolu, Kale-i Sultaniye, Aynaroz tarikiyle Dersaadet'ten, ve İdare-i Mahsusa vapurları Triste, Şenkin, Drac, Avlonya, Korfu, Şire, Sakız, İzmir iskelelerinden gelirler.

İhtar: Her on beşte bir aynı günde hareket ettiklerini yazdığımız iki vapurdan birisi bir diğeri öbür hafta fasıla ile hareket etmektedirler.

Edirne Vilayeti Postaları

Viyana ve Dersaadet treni namıyla Edirne'den her gece ve sabah mürur ve hareket eden posta katarıyla Dersaadet ve Filibe güzergahıyla Bulgaristan tarikileriyle İskodra, Manastır, Selanik, Yanya, Kosova cihetlerine beher gün mekâtîp sevk ve irsal edilir.

Edirne'den Dedeğaç ve Yanbolu hatlarına Dimetoka, Sofulu, İnöz kazalarıyla Ferecik ve İpsala nahiyelerine haftada üç defa yani Pazartesi Çarşamba ve Cuma günleri posta gelir.

Oralardan dahi Salı Perşembe ve Cumartesi günleri posta gelir.

Edirne'den beher hafta Perşembe ve Pazar günleri Cisriergene tarikiyle Gelibolu, Keşan ve Perşembe günleri Gümülcine, İskeçe, Darıdere, İskeçe Karaağacı, Eğridere, Karacaali, Kavala, Drama, Siroz Selanik, Yanya, İşkodra cihetlerine emanat ve mekâtîp kabul olunur.

Beher hafta Pazar günleri Gümülcine ve İskeçe için yalnız mekâtîp alınarak ertesi günü Dedeâğaç vasıtasıyla gönderilir.

Şarköy ve Mürefte için Dersaadet tarikiyle beher gün emanat ve mekâtîp teati olunur.

Yine Edirne'den Cumartesi günleri Ortaköy, Karacaali, Sultan yeri ve Salı günleri kezalik Ortaköy ve Pazar Perşembe Havsa kasabasıyla Zaluf ve Hacı Danışmend nahiyelerine posta vardır.

Beher gün Baba-yı Atik tarikiyle Kırkkilise, Vize, Pınarhisar, Ahtabolu, Midye, Tırnova kazalarına mekâtîp gönderilir.

Hayrabolu, Kırkkilise, Vize, Pınarhisar için alınan emanat Baba-yı Atik'ten Pazar ve Perşembe günleri Kırkkilise ve Hayrabolu'ya gönderilmektedir.

Dersaadet ile Edirne meyânında gündüz emed-i şed (?) eden trenlerle Cisriergene, Baba-yı Atik, Lüleburgaz, Çorlu, Çatalca, Makriköyü için mekâtîp ve emanat ve Çorlu tarikiyle Tekfurdağı ile beher gün mekâtîp teati olunur.

Yalnız Çorlu'dan Tekfurdağı'na Cuma ve Salı günleri gidip Tekfurdağı'ndan dahi Perşembe ve Pazartesi Çorlu'ya gelir bir emanet postası vardır.

Tekfurdağı'ndan Malkara'ya Pazar ve Çarşamba günleri gider Malkara'dan Cumartesi ve Salı günleri Tekfurdağı'na emanet postası gelir.

Kırkkilise'den haftada iki defa Salı ve Cuma günleri Pınarhisar, Vize, Midye, ve yalnız Salı günleri Tırnova ve Ahtabolu kazaları için posta çıkarılmaktadır.

İskeçe'den her hafta Pazartesi günleri Ahiçelebi, Darıdere, Eğridere, Cebel, Karacaali, Sultan yeri için sürücü postası çıkarılır.

Gelibolu'dan Şarköy ve Mürefte'ye Pazartesi günleri yalnız evrak çıkarılır ve Gelibolu'dan Keşan'a ve Uzunköprü tarikiyle Pazartesi ve Cuma günleri Edirne'den emanat ve mekâtîp sevk edilir.

Beyrut'a Emed-i Şed Eden Posta Vapurları

Pazar günleri: Haftada bir İngiliz kumpanyası vapurları Kıbrıs tarikiyle Beyrut'a gelerek yine Kıbrıs tarikiyle İskenderiye'ye gider.

Pazartesi günleri: Her iki haftada bir Lloyd nam Nemçe kumpanyası vapuru Truste'den İskenderiye, ve Yafa tarikiyle Beyrut'a gelerek o gün hareketle Kıbrıs, Rodos, Sakız, İzmir ve sair iskelelere uğrayarak Dersaadet'e gider.

Ve her iki haftada bir Rusya vapuru Odesa'dan hareketle Dersaadet'e ve sair iskelelere uğrayarak Beyrut'a bilusul Yevm-i mezkurda Yafa tarikiyle İskenderiye'ye gider.

Salı günleri: Her iki haftada bir Mesajiri Maritime nam Fransız kumpanyası vapuru Marsilya'dan hareketle İskenderiye, ve Yafa'ya uğrayarak Beyrut'a bilusul yine o gün Trablus ve Lazkiye ve sair Anadolu sevhili iskelelerine uğrayarak Dersaadet'e gider.

Çarşamba günleri: Her iki haftada bir Lloyd nam Nemçe kumpanyası vapur Dersaadet'ten hareketle ve Kıbrıs tarikiyle Beyrut'a varıp oradan Yevm-i mezkurda Yafa, ve İskenderiye yolundan Triste'ye avdet eder. Ve yine her iki haftada bir kere İskenderiye'den ayrılıp Yafa, ve Hayfa tarikiyle Beyrut'a muvasalat ve ertesi günü alessabah yine Yafa, ve Hayfa tarikiyle İskenderiye'ye avdet eder.

Ve her iki haftada bir Rusya vapuru İskenderiye'den bilhurûc Yafa tarikiyle Beyrut'a gelip yine o gün Trablus tarikiyle bir çok iskelelere uğrayarak Dersaadet'e ve oradan Odesa'ya avdet eder.

Perşembe günleri: Her iki haftada bir Mesajiri Maritime nam Fransız kumpanyası vapuru İzmir'den hareketle Anadolu sevahilinden inerek Lazkiye, ve Trablus'a uğrayarak Beyrut'a muvasalat ve yine o gün Yafa tarikiyle Marsilya'ya müteveccihen hareket eder.

Ve hir hafta Londra'dan Fransız ve İngiliz zuhûrât vapurlarından bir vapur gelir.

Trablus iskelesine emed-i şed eden posta vapurları: Her on beş günde bir Mesajiri vapuru Çarşamba günü Beyrut'tan gelerek Anadolu sahilinden Dersaadet'e gittiği gibi kezalik her on beş günde bir yine tarik-i mezkur ile Dersaadet'ten gelerek Beyrut'a gider. Rusya kumpanyası vapurları dahi Fransız postası gibi her on beş günde bir kere olmak üzere Pazar günleri emed-i şed ederler.

Lazkiye iskelesine emed şed eden posta vapurları: Her iki haftada bir Mesajiri vapuru Beyrut, ve Trablus tarikiyle Perşembe günü Lazkiye'ye gelerek sevahilden Dersaadet'e hareket ettiği gibi yine her iki haftada Marsilya'da bir vapur hareketle ve İskenderun tarikiyle Çarşamba günü Lazkiye'ye gelip oradan Trablus ve Beyrut'a gider.

Her iki haftada bir kere Odesa'dan hareketle Pazar günü Lazkiye'ye uğrayıp oradan Trablus ve Beyrut tarikiyle İskenderiye'ye gider.

Hayfa iskelesine emed-i şed eden posta vapurları: Her on beş günde bir Lloyd kumpansayı vapuru İskenderiye tarikiyle Pazartesi günü Hayfa'ya gelerek yine o gün Beyrut'a gittiği gibi oradan da Salı günü hareketle ertesi günü yine Hayfa'ya uğradıktan sonra İskenderiye'ye avdet eder.

Yemen Vilayeti Postaları

San'a'dan beher Perşembe günü vilayetin her tarafıyla Dersaadet ve sair cihete posta çıkarılır ve on beş günde bir defa Mısır vapuru geldikçe zuhûrât olarak Dersaadet postası Hudeyde'den San'a'ya çıkarılır.

Cuma günleri: Beytü'l-fakih ve Zeydiye'den beher hafta vilayetin her tarafın ave harice posta çıkarılır.

Cumartesi günleri: Hudeyde'den dahil vilayete beher hafta posta çıkarılır.

Pazar günleri: Bacil ve Muha'dan her hafta vilayetin her tarafına ve harice posta çıkarılır.

Salı günleri: Menaha'dan beher hafta dahil vilayete ve harice posta çıkarılır.

Çarşamba günleri: Vilayetin her tarafından Hudeyde'ye toplanan postalar yevm-i mezkurda Dersaadet'e çıkarılır.

Perşembe günleri: Zebid ve Luhayya'dan dahil vilayete ve harice posta çıkarılır.

Beher on beş günde bir kere Hudeyde'den Mısır vapuruyla Aden, Süveys, ve umum memalik-i şahaneye ve ecnebiyeye posta çıkarılır. Bundan başka Osmanlı ve sair zuhûrât vapurlarıyla posta çantaları sevk olunur. Taiz, Ebha, Mihail, Konfide'den haftada bir defa posta çıkarılır.

Basra vilayeti postaları: Basra'da iki hecinli posta olup biri Basra ile Ahsa beyninde emed-i şed postadır ki Levan'ın vilayet-i celile ile olan evrakının vasıta-i nakliyesidir ve diğeri Kuteyf'e kadardır Basra postasının yevm-i hareketi Salı ve Kuteyfe postasının yevm-i hareketi Pazardır. (Kuteyf/Kuteyfe ??? farklı yerler)

Bir de Katar'da yevmi muayyen olmayarak ind-el-iktizâ gider bir sa'i-yi mahsus vardır.

Vilayat-ı Şahane'de Tab' Olunan Gazeteler

Vilayat-ı şahane'de tab' olunan gazete idarehanelerinin yekdiğerleri ile ettikleri mübadalatta ekseriya doğrudan doğruya gazete namının diğeriyle iktifa edilerek mesela "Seyhan gazetesıyla mübadele" denildiği halde mezkur gazete idarehanesinin Adana'da mevcudiyeti teşrih edilmemekte ve yine ordu-yu hümayûnların nereleri işgal ettikleri dahi serd olunmaksızın mesela bazen "beşinci ordu-yu hümayûn müşîriyyet-i celilesine" yahut "ikinci ordu-yu hümayûn kumandanlığı canib-i âlîsine" ifadesiyle bunların muvakkî'leri tayin kılınmadığına ve bu misüllü ahvalin posta memurince dâi-i müşkilat olması tabîi bulunduğuna mebni vilayat-ı şahane gazetelerinin ne nam ile ve nerelerde intişar etmekte bulunduğunu ve ordu merkezlerinin hangi vilayat-ı şahane ittihaz buyurulmuş idiğini bissuhûle tayine hizmet etmek üzere bervech-i ati bir cetvel-i mahsus ilave kılınmıştır.

Esami-i Gazete	Mahreci	Esami-i Gazete	Mahreci	Esami-i Gazete	Mahreci
Nilüfer	Bursa	Kosova	Üsküp	Sivas	Sivas
Envâr-ı Şarkıyye	Erzurum	Suriye	Şam	Yanya	Yanya
Seyhan	Adana	Bahr-ı Sefid	Rodos	Manastır	Manastır
Hadîkatü'l-haber	Beyrut	Edirne	Edirne	Selanik	Selanik
Semeratü'l-fünûn	Beyrut	Trabzon	Trabzon	Konya	Konya
Elmusbah	Beyrut	Ma'muretü'l-aziz	Ma'muretü'l-aziz	Fırat	Halep
Zevra	Bağdat	Basra	Basra	Saadet	Deraliyye
Hidmet	İzmir	Ceride	Edirne	Tarik	Deraliyye
Aydın	İzmir	Ankara	Ankara	Tercüman-ı Hakikat	Deraliyye
Hakikat	Hanya	Musul	Musul	Sabah	Deraliyye
Girit	Hanya	Kastamonu	Kastamonu	Servet	Deraliyye
Hüdavendigâr	Bursa	Beyrut	Beyrut	Elhakayık	Deraliyye
San'a	Yemen	Bitlis	Bitlis		

Ordu-yu Hümayûn Merkezleri			
Birinci Ordu-i Hümayûn	Dersaadet	Beşinci Ordu-i Hümayûn	Şam-ı Şerif
İkinci Ordu-i Hümayûn	Edirne	Altıncı Ordu-i Hümayûn	Bağdat
Üçüncü Ordu-i Hümayûn	Manastır	Yedinci Ordu-i Hümayûn	San'a
Dördüncü Ordu-i Hümayûn	Erzincan		

Aydın Vilayeti Postaları

İzmir'den beher gün kasaba şimendiferi vasıtasıyla Karşıyaka, Cinli-? . Ulacık-?, Menemen, Emiralem-?, Gavurköyü, Hurus-? köyü, Manisa, Çobanaliya, Kasaba, Urganlı, Ahmedli, Sart, Salihli, Monmak-?, Kahve-?, Dereköy, Algan-?, Alaşehir, Kırkağaç, Saruhanlı, Mihailli, Kayışlar-?, Kabaklı, Akhisar, Süleymaniye, Harta-?, Boğazkahve, Soma'ya ve Aydın şimendiferi vasıtasıyla Bunta-?, Kemer, Baradası, Gaziemir, Cumaabad, Develi köyü, Kayas-?, Tiryanda, Torbalı, Cellad-?, Kuzbigar-?, Ayasluğ, Aziziye, Balatcık, Germencik, Erbeyli-?, Karabigar-?, Aydın, Umurlu-?, Köşk, Çiftkahve, Sultanhisarı, Atça, Nazilli, Kuyucak, Horsunlu-?,

Ortakçı, Sarayköy köyü, Şamlı, Goncaali-?, Bucalı-?, Kocabaş, Kızılkaklak-?, Hamidiye, Çardak, Apa-?, Evciler-?, Südlac-?, Dinar, Sundurlu-?, İnceköy, Civril, Korkor-?, Arıkbaşı-?, Cıblak-?, Bayındır, Çatal, Tire, Derebaşı, Hacılyas, Ödemiş, Moralı, Kemer, Söke, Kuşadası'na posta gönderildiği gibi beher gün maha-i mezkureden İzmir'e seyyaran maarifetiyle posta gelir.

Cumartesi günleri: İzmir'den Urla, Çeşme, Sakız, Marmaris, Mersin, Sisam, Preveze, Ayvalık, Hanya, Resmo, Beyrut (Bu tarikle sürücü postası kamilen götürülür), Yafa, Dedeağacı, Isparta, Antalya, Bergama, Tavas, Çal, Bozdoğan, Karacasu, 'ya berren posta gönderilir.

Pazar günleri: İzmir'den Urla'ya bahren Kula, Balıkesir (Karasu), Bigadiç, Gördüs, Demirci, Atla-?, Borlusu-?, Muğla, Milas, Marmaris, Köyceğiz'e berren posta sevk olunur.

Pazartesi günleri: Urla, Çeşme, Sakız, Rodos, Marmaris, Sisam, Ayvalık, Kasus-?, Karyot, İncirli adası, Leroz, Herket-?, nam-ı mahallere İzmir'den bahren posta irsal edilir.

Salı günleri: Urla, Sakız, Ayvalık, Edremit, Kemer-i Edremit, Dikili, Foça-i atik, Foça-i cedit, Karaburun-i sahib, Gelibolu, Boğça adası, Pilmar'a bahren Buldan, Sandıklı, Karahisar, Akşehir, Kuzine, Burdur, Isparta, Analya'ya tataran maarifetleriyle postalar gönderilir.

Çarşamba günleri: Urla, Selanik, (Kale-i Sultaniye'de aktarma suretiyle Rumeli postaları gönderilir) Gelibolu'ya bahren Kale, Eşme, Uşak, Gedus, Simav, Kütahya, Eskişehir'e tataran vasıtasıyla postalar sevk olunur.

Perşembe günleri: Urla, Sakız, Rodos, İstanköy, İskenderun, Antalya, Marmaris, Limni, İskenderiye, Meğri, Mersin, Alanya, Silifke, Batnoz, Kalimnoz, Sönbeki, Misadası, Kasos, Bodrum, Hanya, Resmo, Kandiye, Beyrut (Bu tarikle tekmil Suriye postaları verilir), Yafa, Leroz, Trablusşam, Herket-?, Finike, Lazkiye'ye bahren posta gönderilir.

Cuma günleri: Urla, Çeşme, Sakız, Rodos, İstanköy, Antalya, Marmaris, Limni, Meğri,

Mersin, Sisam, Alâiye, Silifke, Ayvalık, Edremit, Kemer-i Edremit, Dikili, Foça-i Atik, Foça-i Cedit, Karaburun-ı sahib, Mis Adası, Bodrum, Dedeağacı, Karaağaç, Kavala, Bilmar-?, Finike nam mahallere bahren Sandıklı, Karahisar'a berren posta sevk ve irsal edilir.

İhtar.- Dikili'ye dört saat mesafede bulunan Bergama'ya berren bir bahren ve Dikili tarihiyle haftada iki defa posta gönderilir.

Tavsiye-i Mahsusa

Zirdeki cetvelde gösterildiği misillü isimler müteaddid mahallere ilm olduğundan bunlardan birine irsal edilecek mekâtîp ve evrak-ı sairenin adres-i mahallerinde vilayet ve liva ve hatta iktizasına göre kaza layıkıyla yazılmadığı halde mersulâtın-? (müraselat değil, ilk elif yok) mahaline isalince posta memurini duçar-ı tereddüd ve müşkilat olduklarından bu babda dikkat-i mahsusada bulunması eshab-ı mekâtîp ve mersulâta ve bir de mektup ahz ve kabul eden posta memurinine tavsiye olunur.

Yekdiğerine Müşâbehet ve Mutâbakatı olan Merkezler

Esami-i Merakiz	Tabi olduđu vilayat	Esami-i Merakiz	Tabi olduđu vilayat	Esami-i Merakiz	Tabi olduđu vilayat
Eređli-i Bahr-ı Siyah	Kastamonu	Berat	Yanya	Develi	Ankara
Eređli-i Konya	Konya	Bilac	Manastır	Develi	Aydın
Eređli-i Marmara	Edirne	Bilac	Kosova	Dimetoka	Edirne
Erenköy	Şehremaneti	Billice (Razlık'ta)	Selanik	Dimetoka	Biga
Erenköy	Biga	Billice (Menlik'te)	Selanik	Zile	Trablusgarp
Adapazarı	Şehremaneti	Telvine-?	Cezair-i Bahr-ı Sefid	Zile	Sivas
Adapazarı	Aydın	Delvino	Yanya	Sarayköy mevkufu	Aydın
Akçaabad	Aydın	Tefen	Kastamonu	Saray nahiyesi	Edirne
Akçaabad	Trabzon	Tefenni	Konya	Seferihisar	Aydın
Aksaray	Şehremaneti	Cidde	Hicaz	Seferihisar	Ankara
Aksaray	Konya	Cidde	Kastamonu	Simav	Hüdavendigar
Antakya	Halep	Cedide	Cebel-i Lübnan	Semava	Bađdat
Antalya	Konya	Hudeyde	Yemen	Sukna	Trablusgarp
Ortaköy	Edirne	Cenin	Beyrut	Söke	Aydın
Ortaköy	Sivas	Çine	Aydın	Şenak-?	Van
Ortaköy	Şehremaneti	Hamidiye	Aydın	Sayak	İşkodra
İpsara	Cezair-i Bahr-ı Sefid	Hamidiye	Suriye	Tarsus	Adana
İpsala	Edirne	Hamidiye	Kastamonu	Tarsus	Beyrut
İnegöl	Aydın	Hamidabad	Konya	Torbalı	Ankara
İnegöl	Hüdavendigar	Havsa-?	Edirne	Torbalı	Aydın
Bayındır	Aydın	Havsa-?	Sivas	Aziziye	Aydın
Bayındır	Kastamonu	Drac	İşkodra	Aziziye	Bađdat
Brana	Kosova	Deraci	Bađdat	Aziziye	Hüdavendigar
Aziziye	Sivas	Koçhisar	Kastamonu	Kömence-?	Selanik
Aziziye	Trablusgarp	Koçhisar	Konya	Mezr'a	Suriye
Kadıköy	Aydın	Kozan	Adana	Mezr'a	Ma'muretti'l-aziz
Kadıköy	Edirne	Kozana	Manastır	Nâsıra	Beyrut
Kadıköy	Şehremaneti	Krenye (ya da Gerniye/ Girne?)	Kıbrıs	Nasriye	Basra
Karaağaç	Edirne	Grebene	Manastır	Yeniköy	Edirne
Karaağaç-ı Şarki	Konya	Kilisora	Rumeli-i Şarki	Yeniköy	Hüdavendigar
Karaağaç-ı Garbi	Konya	Kilisora	Manastır	Yeniköy	Şehremaneti
Koçhisar	Sivas	Gümülcine	Edirne		

Surre (?) Bend Meskûkât ile Zi-kiyem Eşyanın Suret Bend ve Tertibine dair

Meskûkât ve zi-kiyem eşya tubra-? طوره (torba?) veya meşin veya kavi bezden mamul kese ve yahut kutu ve sandık derununa konulup bunların mekâtîp ve muhabere-i şahsiye kabilinden el yazısıyla muharrer bir güne evrakı havi olmaması ve kese ve torba(?)ların yekpare olması ve dikişleri olduđu halde dikişlerinin kâmilen iç tarafında bulunması muktezi olduđu gibi mezkûr kese ve torba(?)ların dahi muntazam yani yırtılmamış ve yamalanmamış olması lazım gelir.

Torba(?) ve keselerin ağızları pürüzsüz ve düğümsüz olmak üzere bir ip veya sicimle bağlanır ve işbu ip veya sicimin uçları torba(?) veya keselerin boğazından geçirildikten ve güzelce bağlandıktan sonra bir veya iki mühür mumuyla bir levha üzerine ve yahut kalaydan mamul bir kapsulden geçirilerek mühür mumuyla mezkûr kapsule rabt ve tahtim edilir.

Torba ve keselerin sargıları kulak şeklinde uzanmış bir parçayı havi olmak ve işbu kulak üzerine mürsel-i ileyhlerinin isim ve şöhretleriyle postaya müteallik meşruhat-ı saire yazılmak lazımdır.

Mühür bulunmadığı takdirde ip veya sicim uçlarının düğüm yerine kadar bir kurşundan ithal edilmesi ve mezkûr kurşun üzerine alamet-i farikayı havi bir damga vurulması icap eder.

Kutu veya sandıkların iyice kapanmış veya mihlanmış olması lazım geleceği gibi gerek yek pare olsun ve gerek iç taraftan kamilen dikilmiş bulunsun bir bez veya muşemma veya meşin derununa vaz' ile bend edilebilecek ancak küçük kutuların ve suhuletle kayrılacak sandıkların behemahal muşemma ve meşine sarılmış bulunması lazım gelir.

Bu suretle tertip ve ben edilen paketler yekpare sicimle muhakkemce bağlanır ve işbu sicimin uçları ağaçdan mamul bir yafta veya kalaydan yapılmış bir kapsul üzerine konulup ve mühür mumuyla tahtim olarak bir kurşundan geçirilir.

Bundan maada sargının uçlarıyla dikiş mahallerine ve kutu veya sandıkların çatlak yerlerine ve sandıkların kapanması için istimal olunan çuvalların bir büyük kısmının başlarına mikdar-ı kâfi ve birbirlerine müsavi mühürler vaz' ve temhir kılınır ale-l-umum emanat ve zi-kıymet eşya zahiren tasyik görmüş olduğuna dair bir emare hasıl etmeksizin ve yahut sargı ve mühürlerinin haricen ve görünecek bir halde bozulmaksızın muhteviyatına halel getirilmeyecek surette bend edilmesi lazımdır.

Başmüdüriyet Cetveli

Memalik-i mahusetü'l-mesalik-i şahanede posta ve telgraf başmüdüârân kırâmının-? كرامتك hangi vilayetlerde buldukları ve kaç vilayat-ı celilesine posta ve telgraf umur ve hidmeti hüsn-i ifa ve icraya memur olduklarını göstermek bu cümleden olarak daire-i hidmetleri dahilinde bulunan müstakil sancakları dahi tayin eylemek üzere cetvel-i ati tertip edilmiştir.

Makarr-ı Başmüdüârân	Umurlarıyla meşgul buldukları vilayat ve müstakil sancaklar	Makarr-ı Başmüdüârân	Umurlarıyla meşgul buldukları vilayat ve müstakil sancaklar
İstanbul	Deraliyye, İzmid, Çatalca	Edirne	Edirne
Selanik	Selanik, Manastır, İşkodra	Üsküp	Kosova Vilayeti
Bursa	Hüdavendigâr vilayeti, Biga, Karasu	Yanya	Yanya, Serfice
İzmir	Aydın vilayeti, Girit, Cezair-i Bahr-ı Sefid	Ankara	Ankara
Diyarbakir	Diyarbakir, Sivas, Ma'muretti'l-aziz	Konya	Konya
Van	Van, Erzurum, Bitlis	Şam	Suriye vilayeti
Kastamonu	Kastamonu, Trabzon	Hicaz	Hicaz
Bağdat	Bağdat, Musul, Basra	San'a	Yemen
Trablusgarp	Trablusgarp	Beyrut	Beyrut, Kudüs-i Şerif
Halep	Halep, Adana, Zor		

Memalik-i Mahruset'ül-Mesalik-i Şahane'nin Usûl-i İdaresi

Zir liva-yı adalet ihtiva-yı hilafet uzemâda bulunan memalik-i mahrus-e-i şahanesi mümtaz ve gayri mümtaz vilayata taksim olunarak her vilayet-i celile canib-i seniyyü'l-cevânib saltanattan vali unvan-ı samisiyle nasb ve tayin buyurulan bir vezirin ve yine her vilayet-i şahane dahi ehemmiyet-i mevkiyesiyle cesameti nisbetinde müteaddid livalara (sancaklara) taksim edilerek her bir sancak bir mutasarrıfın taht-ı idaresinde bulunur.

Bazı sancaklar vilayata merbut olmayıp müstakilen idare edilmektedir.

Sancaklar ehemmiyetleri nisbetinde birinci veya ikinci, yahut üçüncü sınıf kaymakamlıklar vasıtasıyla idare olunmakta bulunan kazalara ve kazalar dahi kâr-âşnâ müdürler tarafından idare olunan nahiyelere taksim olunur.

Nevâhî kendilerine hem-civar olan karyeleri şamil olup yalnız bazı vilayat-ı şahanede yekdiğerine bir çâr-yekten bir buçuk saate kadar yakın bulunan küçük köylerden üç dört veya dah a ziyadesi "Divan" nam umumiyesi altında cem edilerek umur idaresi ihtiyarlar meclisine havale edilir.

Memalik-i şahanenin bazı aksamında halet-i bedeviyette yaşamakta olan aşâir ve kabail kendi içlerinden müntahab şüyûh ve rüesa maiyetlerinde bulunurlar.

Kitabımız postalarımıza ait muamelatın teshil icrası maksadına hadim olmak üzere tertip edilmiş olduğundan Bulgaristan, Hersek ve Bosna, Kıbrıs misillü umur-ı muhaberece ittihad-ı muamelesine muhtaç olan memleketlerin tarif aksamından sarf-ı nazar edilmiştir.

L'UNION POSTALE

1^{er} Décembre 1875

The Turkish Posts

The postal communications of Turkey with the other countries of Europe as well as with the other parts of the world, could up to the present, only be effected, as it is known, through the medium of the foreign Post Offices established in Turkey.

As we learn from the newspaper *La Turquie*, published in Constantinople, a copy of which has been sent to us, the Turkish Postal Administration intends to establish, from the 1st of January 1876, an international mail service taking its route over Adrianople, Routschouk, and Giurgewo; and to accelerate that service thus much, as to effect the transport of the correspondence from Constantinople to Vienna in no more time than three days and a half.

The following are the details given by the above mentioned paper, and concerning the means by which the correspondence will have to be transported:—

The letter bags will be sent by ordinary train from Constantinople to Adrianople; from Adrianople they will be forwarded by express train to Yamboli; from Yamboli to Cheitandjik they will be carried in 14 hours by Tartars on horseback; from Cheitandjik the bags are taken by express train to Routschouk; from Routschouk by steamer to Giurgewo and thence by rail via Bucharest, Galatz, Roman and Czernowitz to Lemberg, where the exchange of the mails will take place.

The merit of the whole organization is ascribed, by the article in question, to Mr. Scudamore, formerly an employé of the English Administration, and to a Mr. Vitalis who is, since a long time, in the service of the Imperial government of Turkey.

1^{er} Janvier 1876

Organization of the Posts in Turkey

We have announced in the preceding number of our Journal, that the Postal Administration of the Ottoman Empire had resolved the establishment of a regular international mail-service on the route of Adrianople-Rutschuk-Giurgewo, to commence from the 1st of January 1876.

It appears, however, from an article which has been recently published by the *Levant-Herald* and from a correspondence which has just appeared in the *Journal de Genève*, that it has not been possible to put this project into operation: the question as to the transit of the Turkish mails through Roumania having encountered difficulties which could, as yet, not be overruled.

Meanwhile the postal communications of Turkey will be carried on, as hitherto, through the medium of the foreign post-offices which are established in the Ottoman Empire.

1^{er} Février 1877

Reorganization of the Turkish Administration of Posts and Telegraphs

The "*Bulletin Télégraphique*" issued by the General Direction of the Turkish Posts and Telegraphs, lately (November 1876) published the Regulations concerning the reorganization of the Turkish Administration of Posts and Telegraphs. These Regulations have already come into force, and in compliance with a request addressed to us, we insert them in our periodical. They run as follows: —

Art. 1. The Administration of Posts and Telegraphs is placed under the high direction of a Director General.

Art. 2. The Administration is divided into two different Departments:—1° the Postal Department, 2° the Department of Telegraphs. Each of these two Departments is placed under the direction of a special Director (*Başmüdir*).

Art. 3. The special Director of Posts is charged with the management of the postal service, and the direction of its staff of officials; and the special Director of Telegraphs is charged with the management of the telegraphic service, and the direction of its staff of officials.

Art. 4. There shall be established at the seat of the General Direction, and under the name of Council of Posts and Telegraphs, a Council which shall be presided over by the Director General, and shall consist of the two special Directors, and the *Muhassébedji* (head of the department of accounts) and the *Mektoubdji* (head of the department of correspondence) of the General Direction.

Art. 5. The days on which the sessions of the Council of Posts and Telegraphs are to be held, shall be fixed by the Director General, and this Council shall deliberate on all questions concerning the postal or telegraphic service, which may be submitted to it. The chiefs of the sections and offices shall, whenever deemed necessary, be summoned to attend the Council in order to offer explanations concerning the affairs of their departments.

Art. 6. The decisions of the Council are taken by the majority of votes. In case of absence of the Director General the interim presidency shall devolve, by right, upon the elder of the two special Directors. In case of an equality of votes, the vote of the president shall constitute the majority.

Art. 7. A principal Director shall be nominated for every *Vilajet*, and reside in the chief-town of the *Vilajet*; a chief-clerk shall also be nominated in the chief-towns of the cantons, and a clerk in the communes where it may be deemed necessary.

Art. 8. A sufficient number of travelling inspectors shall be appointed, whose duty it shall be constantly to ensure the regular working of the postal and telegraphic service. The surveyors, having charge of the maintenance of the lines, shall be stationed at a distance of 3 miles in mountainous regions of 5 miles in the plain and of 8 miles on railroads.

Art. 9. The postal and telegraphic officers shall be divided, according to their seniority and ability, into five classes in the capital, and into four classes in the provinces, in conformity with the table annexed to the present Regulations.

Art. 10. The provincial officers shall be bound to serve at the same stations during a period of two to four years, according to the distance or nature of the country, and in conformity with the decisions of the Council. They shall, after this period only, be authorized to demand their displacement by way of permutation.

Art. 11. A map showing the postal routes and telegraphic lines existing in every *Vilajet*, and in the dependent *Sandjaks* and *Cazas* shall be prepared by the General Direction, and delivered to every principal Director.

Art. 12. The special Directors are responsible for the service to the Director General; the principal Directors and inspectors of *Vilajets* are responsible to the special Directors; the *mudirs* (superintendents) of the districts to the principal Directors; and the clerks of the cantons and communes to the *mudirs* of the districts. All the clerks as well as the inspectors and surveyors of the lines shall, in one word, be accountable for the execution of their service to their immediate superiors in office.

1^{er} Novembre 1934

A Short History of the Turkish Posts (Contributed by the Turkish Postal Administration)

First attempt to establish a postal service in Turkey

It was Sultan Mahmut II who first conceived the idea of creating a postal service in Turkey. The objects he aimed at were:

1. to secure regular exchange of correspondence between the capital (Istanbul) and the provinces and to bring order into the service;
2. to create new sources of revenue;
3. to prevent conspiracy by means of correspondence;
4. to give the same rights in respect of exchange of correspondence to Moslems, non-Moslems and foreign subjects.

It is not known what the result of this first attempt was. It is supposed that various circumstances, such as the state of the roads and the lack of order and security which made travelling by carriage both difficult and dangerous, may have proved insurmountable obstacles and prevented the plan being carried out.

Second attempt to establish a postal service

About this time, Ahmet Fevzi Paşa, Commander of the Imperial Guard, addressed a letter to the Sublime Porte in which he begged for a concession to work a postal service — the word “Post” being used for the first time to designate an exchange of correspondence — between Üsküdar and Izmit. The concession was to be granted for a fixed sum and for the duration of one year.

Ahmet Fevzi Paşa's idea was to improve the state of the road and to make use of mail carts instead of draught horses for the conveyance of correspondence.

The road between Üsküdar and Izmit was thereupon improved and made into a regular highroad. The system of relays then effected by the Tatar convoys was abolished and the mails were carried in carts or carriages which received the name of “Post”.

Abolition of the post system and return to that of relays

It is uncertain how long the new transport system established in the reign of Sultan Mahmut II lasted. It is however known that during the war of 1256/1840 the road between Üsküdar and Izmit had fallen into a very bad condition and had

become unpracticable for carriage traffic. The new system had consequently to be abandoned and replaced by the old one.

The foundation of the "Foyer des Tatars"

The persons intrusted with the conveyance of Government correspondence were called "Tatars", "Saïs" and "Oulaks". The qualifications requisite for becoming a Tatar were trustworthiness, and the ability to ride well and to bear fatigue. The Tatars were drawn from among the agas (officers) who had been many years in the service of the Grand Vizir, the Ministers and high government servants.

For the purpose of developing this system an institution called the "Foyer des Tatars" was organised in the reign of Sultan Abdulhamit I and maintained under successive sultans.

Third attempt to organise the Post Reforms

Although Sultan Mahmut II had several times expressed a wish to have a regular postal service organised in his reign, the obstacles to the realisation of this laudable desire were too numerous to be overcome.

By the Imperial Decree of 26 Şaban 1255/1839 read at "Gülhane", the question of a postal service figured among the other public institutions proposed as a result of the reforms of 1839. A special Committee was appointed to go into this question, and in 1256/1840 a Ministry of Posts was founded, at the head of which was Ahmet Bey, who thus had the honour of establishing a regular postal service.

The first post-office, "Posthane-i Amiré"

The first post-office in Turkey was opened at Istanbul under the name of "Postanei Amiré". The first clerks employed in it were Süleyman Aga and Agyazar Efendi.

Süleyman Aga received a salary of 1000 kurus; his duty was to collect the postage. Agyazar received 600 kurus and was intrusted with the translation into Turkish of the superscriptions in foreign languages.

The first postal service regulations

The first postal regulations contained 41 articles. It may be seen from these that the postal service was executed in a rather rudimentary and timorous fashion and concerned solely letters, newspapers and other unbound printed matter.

The post-offices consisted of a single room fitted up with recesses and shelves to hold the letters etc. Correspondence was of three kinds, ordinary, registered and official. The postage was reckoned according to distance.

In order to gain the full confidence of the public, special provisions concerning the violation of the postal secrecy were added to the regulations. Moreover, the Postal Directors had to take an oath in this respect.

Monopoly of the conveyance of letters by the Post

When the Government founded the postal service its idea was to make it a Government monopoly; but as no provision to that effect was included in the regulations the old system of exchange through the medium of private persons still continued.

This fact however attracted the attention of Ahmet Fethi Bey, Minister of Commerce, to which the Postal Administration was subordinate. New provisions were added to the Regulations and it was decided to attach to the post the Tatars

employed by the Sublime Porte and the other public Administrations on different missions, and at the same time to prohibit the conveyance of letters by private persons.

It was also decided that regular or non-regular mails should be despatched every Wednesday, and that in urgent cases a special Tatar messenger should be despatched with correspondence, the expenses of the journey being defrayed by the parties interested.

Transport of coin and packets by the post

The postal service, which at the outset was intended solely for the conveyance of letters, newspapers and unbound printed matter, had later on to undertake the conveyance of coin and light articles (packets), the need for the conveyance of such articles having been felt and the Government having taken several decisions to that effect.

Admission of the Ministry of Posts to the official ceremonies

The Postal Administration, attached to the Ministry of Commerce, hitherto took no part in the official ceremonies. An Imperial Decree signed in 1841 ordered that this ministry should take part in the official ceremonies in the same rank as the responsible Accountant of the said ministry.

Forming of the Post

About this time it became a principle of the Government to farm some of the public administrations and Ahmet Bey, the Minister of Posts, requested that the postal service be farmed to him. Scarcely had this requested been granted when Ahmet Bey was dismissed, and his successor Hüseyin Bey declared that he could not undertake to work the postal service on his own responsibility. In 1842 the Government decided that the postal service should again be worked as a State Administration.

The postal service in some *vilayets* that had not been included in the Reform of 1839 called "Tanzimati Hayriyé"

It having been found that the introduction of a postal service in the *vilayets* included in the Reform had given excellent results, the Imperial Decrees of 1843 ordered the non-reformed *vilayets* to introduce a postal service in their districts.

The Government established post-stages wherever necessary, so that their own officers, business men and postal officers as well as those of foreign countries stationed in Turkey could obtain the horses necessary for their own use and for that of their service.

New proposals for the farming of the Post

Hüseyin Bey having been transferred to another Ministry in 1852, the question of farming the posts was again raised and Ismail Paşa took over the posts on his own responsibility for a term of four years and nine months.

Farming abolished

The farming of the posts proving objectionable both from a financial and administrative point of view, the Cabinet Council in 1857 discussed the advisability of abolishing the system on the expiration of the existing contract, and submitted the question for the approval of H. I. Majesty. In the course of the same year an Imperial

Decree was obtained engaging a certain Mr. Smith of London as specialist for the purpose of forming a Committee, composed of competent members of the Ministry of Finance, which should examine the question and adopt suitable methods and draw up the regulations calculated to improve the postal service and bring it up to date.

Increase in Postage Rates. Abolition of the Registered Letter Service

After the letter post service had been regularly organised the Administration gradually began to carry coins, other articles and patterns and samples. There were thus two sections, one the letter-post the other the registered letter section. The postage paid by the senders did not however suffice to cover the cost of carriage. The Ministers of Post and Finance consequently appealed to the Cabinet Council for permission to double the postage on packets of coin and to retain this measure until such time as the means of communication had been brought to perfection and regular services for the carriage of registered articles could be re-established. The Council approved the proposal, which received the imperial sanction in 1858.

On the other hand, the senders of coin taking advantage of the different rates of exchange from one town to another and the fact that the large quantities of coin they sent caused a great deal of work, justified the increase of postage as it disturbed the regular work of service. As a remedy to this state of things it was decided to abolish this kind of conveyance for the time being and to resume it later on under better conditions.

An exception was however made for all Government despatches and for those of the public that contained but small quantities of coin.

Steamers Used for the Postal Service

In 1858 the Government acquired two steamers for the postal service to which the names of *Gemlik* and *Surat* were given.

Agâh Efendi Minister of Posts

It was hoped that if certain improvements could be carried out there would be an increase in the postal receipts. In order to enable these hopes to be realized it was deemed advisable to appoint Agâh Efendi Minister of Posts. He was at that time secretary in the Translations Office and was reputed to be very well versed in postal matters.

Introduction of Postage Stamps

Agâh Efendi's first thought on becoming Minister was how best to improve the postal service. Influenced by the reforms made in England in 1840, and seeing that the manner of collecting the postage made a control very difficult and lent itself easily to abuses, to the detriment of the finances, he proposed, in the report he drew up for the purpose, to make three principal reforms.

The first was the introduction of a uniform postage rate for letters regardless of distance. (Letters were at that time charged according to distance.)

The second aimed at continuing the reduced postage rates.

The third concerned the introduction of postage stamps.

The Accountant Committee however intrusted with the examination of the report not only refused to lower the postage rates but found it advisable to make six distance zones as basis for reckoning the postage, the letters that had to be carried to the most distant zone being charged the highest postage.

The committee however accepted the proposal concerning postage stamps, for which an imperial decree was obtained.

The first postage stamps were put into circulation in 1862. They were rectangular in shape and bore the imperial cipher (*Tugra*) within a crescent. On the lower part there were the words *Nezareti Celilei Maliyé* (the Sublime Ministry of Finance). They were not perforated.

These stamps were printed in the lithograph printing-office of the Ministry of Finance, and for the purpose of control were stamped in red and blue ink with the words *Hazinei Celilei Maliyé* (Treasury of the Sublime Ministry of Finance) just where each one had to be detached. There were only four values of these stamps.

In 1865 the Ministry of Finance decided to have the postage stamps printed in Europe, and the second issue was consequently printed in Paris. The stamps of this series had the Crescent and Star in the centre and the inscription *Posta Devleti Osmaniyé* (Post of the Ottoman Empire) on the edge. A good quality of paper was used for these stamps.

In 1869 an Armenian named Mühendisyan Efendi proposed to the Ministry of Finance to have the same stamps printed in the country itself at half the price they cost in Paris. The Ministry of Finance agreed to the proposal, and from 1869 to 1875 the series with the Crescent and Star was printed by Mühendisyan Efendi.

In 1876, the stamps with the Crescent and Star were replaced by another series that bore the inscription *Postay Devleti Osmaniyé* (Posts of the Ottoman Empire). These stamps, called Empire Stamps, were also printed by Mühendisyan Efendi.

Until 1884 Mühendisyan Efendi made himself a reputation in the printing of stamps. From 1884 to 1914 the printing of the stamps was undertaken, for the account of the Ministry of Finance, by the Stamp Office, which was subordinate to the Administration of the National Debt.

In 1865, special stamps reserved for the sole use of the postal service of Istanbul were manufactured by the Liyanos Co. who held the monopoly of the service. These stamps were blue, green and pink with a perforated edge and had on the face a black crescent with a star, likewise black.

This service having passed into the hands of the Government in 1872, the stamps were overprinted *Sehir* (city) in lozenge.

The postal services of Constanta and Cernavoda were worked by a private company. In 1867 the stamps used for it were perforated and had in the centre a crescent and star on the summit of a mountain close to the sea. They were printed in black on a green back-ground.

The stamps issued at the beginning of 1914 were of 21 denominations and various designs. They were printed by the firm of Bradbury in London.

In 1914, 22 denominations were on the whole issued and 43 in 1915 including those overprinted and the postage-due stamps. In 1916, 20 other new stamps and 15 postage-due stamps were issued. In the course of the same year a new series was printed in Austria which in 1916 were overprinted *Kanal Hatirasi* (Souvenir of the Canal). These are the last stamps of the Ottoman Government.

After the rupture of official relations with the Government of Istanbul the lack of stamps was severely felt. It was proposed to overcome the difficulty by cutting the existing ones in two, but as this would have been insufficient to meet the need, the only way was to rake up all the different sorts of stamps belonging to official and semi-official establishments such as the Notariat, the Marine Board, the Law Courts, etc., and to overprint them, at first with an ordinary stamp and subsequently in print (*Yeni Gün*). Later on this measure too proved insufficient and the new government

had a series of stamps printed in Italy representing the religious formula called *Kelime-i tevhit*.

In 1863 a service resembling the Money Order Service was organized and the Administration received the right to publish maps of the various mail lines for sale to persons desiring to possess them.

In spite of the monopoly, the navigation companies doing the service between Istanbul and the coast had continued to do a thriving business in smuggling letters. With a view to put an end to this illicit trade the Ministry of Finance and the Cabinet Council decided to open a post-office at Galata (Istanbul) the principal commercial centre, and considerable reductions were made in the postage on correspondence for the towns on the coast. These reductions were also extended to newspapers in general.

Foreign post-offices are opened in Turkey. Their operations until the Treaty of Lausanne

Austrian post-offices. In 1719 a direct courier was established between the Austrian palace and its representative in Istanbul, as a result of the Treaty of Pesarovitch signed in 1718. In 1726 the Austrian posts had started accepting letters from the public. At that time the Ottoman Empire had no post-offices open to the public; the Ottoman post only carried government correspondence. The Austrian navigation companies doing business in Turkish waters had gradually increased the number of their agencies in Turkish ports and started using these agencies as post-offices.

The Turkish Government, having the interests of the public at heart, made no objection to his proceeding. As time went on, the Austrian post-offices extended their sphere of action and were obliged to open separate premises for the postal business. It is in this way that the Austrian post-offices properly so-called were established in Turkey.

French post-offices. By the treaty signed with France in 1740, Turkey gave to France the rights of the most favoured nation and France opened post-offices in Turkey.

Russian post-offices. On the ground of article 76 of the treaty signed in 1783 between Turkey and Russia, which stipulates that "to facilitate business relations between the contracting parties, Turkey and Russia agree mutually to take the necessary steps to insure the repose and security of the couriers of each of the contracting parties arriving at and leaving the respective frontiers", the Russian Government in 1799 established post-offices in Turkey.

At the outset there were only three, but as business grew their number increased, and all the navigation agencies in the Turkish ports also acted as post-offices. In this way Turkey likewise benefited from the aforesaid treaty.

English post-offices. On the ground that authorisation had been granted to other countries, England also opened post-offices in Turkey.

Italian post-offices. When Italy established regular lines of communication between Italy and Tripoli with a view to consolidating her influence in the latter country, the maritime agencies which were founded here and there at once started a postal service. At the Congress of Berne in 1874, Italy was able to have the post-office of Tripoli recognised by the Postal Union as an independent administration.

In 1902, Italy also expressed a wish to open a post-office at Bengazi. The Porte at first objected, but recognising what the consequence of such objection might be, it

finally gave its consent to the opening of post-offices not only at Bengazi but also at Istanbul, Izmir, Saloniki, Jerusalem and Avlona.

Attempts to Close the Foreign Post-Offices

The first attempts to close the foreign post offices were made under Ali Paşa in 1864. They met however with so much opposition from the Austrian, French and Russian Governments, that nothing came of them. A further attempt was made at the Congress of Berne in 1874, but the Turkish delegates were advised to arrange the matter through the diplomatic channel as it was not of a nature to enter into the deliberations of the Congress.

The same efforts were renewed at the Congresses of Vienna in 1891, Washington in 1897 and Rome in 1906, but without success.

The third effort made by the Turkish Government was founded on the provisions of the Universal Postal Convention touching the question of the franking of correspondence with the stamps of the country of origin, and an attempt was made to force the foreign post-offices to use Turkish stamps. The fourth effort was based on reasons of national security. None of these efforts met with success; and it was not till the Treaty of Lausanne that Turkey was able to have the foreign post-offices on her territory closed.

The honour of having brought about this happy result belongs to the Republic, a result which the government of the Empire had tried in vain for 60 years to obtain.

Amalgamation of the Post and Telegraph Administration

The Telegraph Administration, which had existed as an independent administration since 1842, was amalgamated with that of the Post and both made subordinate to the Ministry of Public Works.

Davut Efendi, who was at the head of that ministry, obtained the imperial permission to place a director-general at the head of each.

Nazif Efendi, Deputy Director of Telegraphs, was nominated Director-General of Telegraphs, and Tingir Zade Yaver Efendi became Director-General of Posts.

The Postal Administration as it now is

The actual Postal Administration of Turkey forms, with that of the telegraph and telephone, one Direction-General subordinate to the Ministry of Public Works and under the immediate control of a Director-General.

The Central Direction comprises the Postal Division, the Telegraph Division, the Personnel Division to which the Direction of the P.T.T. School is subordinate, the Buildings and Stores Division to which is attached the P.T.T. factory and the section of the museum, the Accountant Division, President of the Inspector Section, the section of Consulting Engineers, the Solicitors' Section, the Record and Statistics Division, the Direction of the Telephones of Ankara.

In the provinces of the Republic the control of the post and telegraph services is intrusted to Head Directions which act as intermediary between the Central Administration and the post-offices of their districts. They are answerable for the direction and superintendence of the work of the post-offices. They pool their receipts and control their expenses, provide for the maintenance of the lines and buildings, and make proposals for any needful improvements.

The post-offices of the republic are divided into three classes according to the work they perform.

The first-class offices perform inland and international letter-post services, parcels post service and the service of insured letters and boxes, etc.

The second-class offices perform the inland and international letter-post services and inland parcels post, etc. services.

The third-class offices only perform the inland and international letter-post services.

The right of working the postal service in the Republic belongs exclusively to the government.



TRAITÉ

CONCERNANT

LA CRÉATION

D'UNE UNION GÉNÉRALE DES POSTES.

TRAITÉ

CONCERNANT

LA CRÉATION D'UNE UNION GÉNÉRALE DES POSTES,

CONCLU ENTRE

l'ALLEMAGNE, l'AUTRICHE-HONGRIE, la BELGIQUE,
le DANEMARK, l'EGYPTE, l'ESPAGNE, les ÉTATS-UNIS d'AMÉRIQUE, la
FRANCE, la GRANDE-BRETAGNE, la GRÈCE, l'ITALIE, le LUXEMBOURG,
la NORVÈGE, les PAYS-BAS, le PORTUGAL, la ROUMANIE, la RUSSIE,
la SERBIE, la SUÈDE, la SUISSE et la TURQUIE.



Les soussignés, plénipotentiaires des Gouvernements des pays ci-dessus énumérés, ont d'un commun accord, et sous réserve de ratification, arrêté la Convention suivante :

ARTICLE 1.

Les pays entre lesquels est conclu le présent traité formeront, sous la désignation de *Union générale des postes*, un seul territoire postal pour l'échange réciproque des correspondances entre leurs bureaux de poste.

ART. 2.

Les dispositions de ce traité s'étendront aux lettres, aux cartes-correspondance, aux livres, aux journaux et autres imprimés, aux échantillons de marchandises et aux papiers d'affaires originaires de l'un des pays de l'Union et à destination d'un autre de ces pays. Elles s'appliqueront également à l'échange postal des objets ci-dessus entre les pays de l'Union et les pays étrangers à l'Union toutes les fois que cet échange emprunte le territoire de deux des parties contractantes au moins.

ART. 3.

La taxe générale de l'Union est fixée à 25 centimes pour la lettre simple affranchie.

Toutefois, comme mesure de transition, il est réservé à chaque pays, pour tenir compte de ses convenances monétaires ou autres, la faculté de percevoir une taxe supérieure ou inférieure à ce chiffre, moyennant qu'elle ne dépasse pas 32 centimes et ne descende pas au-dessous de 20 centimes.

Sera considérée comme lettre simple toute lettre dont le poids ne dépasse pas 15 grammes. La taxe des lettres dépassant ce poids sera d'un port simple par 15 grammes ou fraction de 15 grammes.

Le port des lettres non affranchies sera le double de la taxe du pays de destination pour les lettres affranchies.

L'affranchissement des cartes-correspondance est obligatoire. Leur taxe est fixée à la moitié de celle des lettres affranchies, avec faculté d'arrondir les fractions.

Pour tout transport maritime de plus de 300 milles marins dans le ressort de l'Union, il pourra être ajouté au port ordinaire une surtaxe qui ne pourra pas dépasser la moitié de la taxe générale de l'Union fixée pour la lettre affranchie.

ART. 4.

La taxe générale de l'Union pour les papiers d'affaires, les échantillons de marchandises, les journaux, les livres brochés ou reliés, les brochures, les papiers de musique, les cartes de visite, les catalogues, les prospectus, annonces

et avis divers, imprimés, gravés, lithographiés ou autographiés, ainsi que les photographies, est fixée à 7 centimes pour chaque envoi simple.

Toutefois, comme mesure de transition, il est réservé à chaque pays, pour tenir compte de ses convenances monétaires ou autres, la faculté de percevoir une taxe supérieure ou inférieure à ce chiffre, moyennant qu'elle ne dépasse pas 11 centimes et ne descende pas au-dessous de 5 centimes.

Sera considéré comme envoi simple tout envoi dont le poids ne dépasse pas 50 grammes. La taxe des envois dépassant ce poids sera d'un port simple par 50 grammes ou fraction de 50 grammes.

Pour tout transport maritime de plus de 300 milles marins dans le ressort de l'Union, il pourra être ajouté au port ordinaire une surtaxe qui ne pourra pas dépasser la moitié de la taxe générale de l'Union fixée pour les objets de cette catégorie.

Le poids maximum des objets mentionnés ci-dessus est fixé à 250 grammes pour les échantillons et à 1000 grammes pour tous les autres.

Est réservé le droit du Gouvernement de chaque pays de l'Union de ne pas effectuer sur son territoire le transport et la distribution des objets désignés dans le présent article, à l'égard desquels il n'aurait pas été satisfait aux lois, ordonnances et décrets qui règlent les conditions de leur publication et de leur circulation.

ART. 5.

Les objets désignés dans l'article 2 pourront être expédiés sous recommandation.

Tout envoi recommandé doit être affranchi.

Le port d'affranchissement des envois recommandés est le même que celui des envois non recommandés.

La taxe à percevoir pour la recommandation et pour les avis de réception ne devra pas dépasser celle admise dans le service interne du pays d'origine.

En cas de perte d'un envoi recommandé et sauf le cas de force majeure, il sera payé une indemnité de 50 francs à l'expéditeur ou, sur la demande de celui-ci, au destinataire, par l'Administration dans le territoire ou dans le service maritime de laquelle la perte a eu lieu, c'est-à-dire où la trace de l'objet

a disparu, à moins que, d'après la législation de son pays, cette Administration ne soit pas responsable pour la perte d'envois recommandés à l'intérieur.

Le paiement de cette indemnité aura lieu dans le plus bref délai possible et, au plus tard, dans le délai d'un an, à partir du jour de la réclamation.

Toute réclamation d'indemnité est prescrite, si elle n'a pas été formulée dans le délai d'un an, à partir de la remise à la poste de l'envoi recommandé.

ART. 6.

L'affranchissement de tout envoi quelconque ne peut être opéré qu'au moyen de timbres-poste ou d'enveloppes timbrées valables dans le pays d'origine.

Il ne sera pas donné cours aux journaux et autres imprimés non affranchis ou insuffisamment affranchis. Les autres envois non affranchis ou insuffisamment affranchis seront taxés comme lettres non affranchies, sauf déduction, s'il y a lieu, de la valeur des enveloppes timbrées ou des timbres-poste employés.

ART. 7.

Aucun port supplémentaire ne sera perçu pour la réexpédition d'envois postaux dans l'intérieur de l'Union.

Seulement, dans le cas où un envoi du service interne de l'un des pays de l'Union entrerait, par suite d'une réexpédition, dans le service d'un autre pays de l'Union, l'Administration du lieu de destination ajoutera sa taxe interne.

ART. 8.

Les correspondances officielles relatives au service des postes sont exemptes du port. Sauf cette exception, il n'est admis ni franchise, ni modération de port.

ART. 9.

Chaque Administration gardera en entier les sommes qu'elle aura perçues en vertu des articles 3, 4, 5, 6 et 7 ci-dessus. En conséquence, il n'y aura pas lieu de ce chef à un décompte entre les diverses Administrations de l'Union.

Les lettres et les autres envois postaux ne pourront, dans le pays d'origine comme dans celui de destination, être frappés à la charge des expéditeurs ou des destinataires, d'aucune taxe ni d'aucun droit postal autres que ceux prévus par les articles sus-mentionnés.

ART. 10.

La liberté du transit est garantie dans le territoire entier de l'Union.

En conséquence, il y aura pleine et entière liberté d'échange, les diverses Administrations postales de l'Union pouvant s'expédier réciproquement, en transit par les pays intermédiaires, tant des dépêches closes que des correspondances à découvert, suivant les besoins du trafic et les convenances du service postal.

Les dépêches closes et les correspondances à découvert doivent toujours être dirigées par les voies les plus rapides dont les Administrations postales disposent.

Lorsque plusieurs routes présentent les mêmes conditions de célérité, l'Administration expéditrice a le choix de la route à suivre.

Il est obligatoire d'expédier en dépêches closes toutes les fois que le nombre des lettres et autres envois postaux est de nature à entraver les opérations du bureau réexpéditeur, d'après les déclarations de l'Administration intéressée.

L'Office expéditeur paiera à l'Administration du territoire de transit une bonification de 2 francs par kilogramme pour les lettres et de 25 centimes par kilogramme pour les envois spécifiés à l'art. 4, poids net, soit que le transit ait lieu en dépêches closes, soit qu'il se fasse à découvert.

Cette bonification peut être portée à 4 francs pour les lettres et à 50 centimes pour les envois spécifiés à l'art. 4, lorsqu'il s'agit d'un transit de plus de 750 kilomètres sur le territoire d'une même Administration.

Il est entendu toutefois que partout où le transit est déjà actuellement gratuit ou soumis à des taxes moins élevées, ces conditions seront maintenues.

Dans les cas où le transit aurait lieu *par mer* sur un parcours de plus de 300 milles marins dans le ressort de l'Union, l'Administration par les soins de laquelle ce service maritime est organisé aura droit à la bonification des frais de ce transport.

Les membres de l'Union s'engagent à réduire ces frais dans la mesure du possible. La bonification que l'Office qui pourvoit au transport maritime pourra

réclamer de ce chef de l'Office expéditeur ne devra pas dépasser 6 francs 50 centimes par kilogramme pour les lettres, et 50 centimes par kilogramme pour les envois spécifiés à l'article 4, (poids net).

Dans aucun cas ces frais ne pourront être supérieurs à ceux bonifiés maintenant. En conséquence, il ne sera payé aucune bonification sur les routes postales maritimes où il n'en est pas payé actuellement.

Pour établir le poids des correspondances transitant, soit en dépêches closes, soit à découvert, il sera fait à des époques qui seront déterminées d'un commun accord une statistique de ces envois pendant deux semaines. Jusqu'à révision, le résultat de ce travail servira de base aux comptes des Administrations entre elles.

Chaque Office pourra demander la révision :

- 1° En cas de modification importante dans le cours des correspondances ;
- 2° A l'expiration d'une année après la date de la dernière constatation.

Les dispositions du présent article ne sont pas applicables à la Malle des Indes, ni aux transports à effectuer à travers le territoire des Etats-Unis d'Amérique par les chemins de fer entre New-York et San-Francisco. Ces services continueront à faire l'objet d'arrangements particuliers entre les Administrations intéressées.

ART. II.

Les relations des pays de l'Union avec des pays étrangers à celle-ci seront régies par les conventions particulières qui existent actuellement ou qui seront conclues entre eux.

Les taxes à percevoir pour le transport au-delà des limites de l'Union seront déterminées par ces conventions ; elles seront ajoutées, le cas échéant, à la taxe de l'Union.

En conformité des dispositions de l'article 9, la taxe de l'Union sera attribuée de la manière suivante :

- 1° L'Office expéditeur de l'Union gardera en entier la taxe de l'Union pour les correspondances affranchies à destination des pays étrangers.
- 2° L'Office destinataire de l'Union gardera en entier la taxe de l'Union pour les correspondances non affranchies originaires des pays étrangers.

3° L'Office de l'Union qui échange des dépêches closes avec des pays étrangers gardera en entier la taxe de l'Union pour les correspondances affranchies originaires des pays étrangers et pour les correspondances non affranchies à destination des pays étrangers.

Dans les cas désignés sous les Nos 1, 2 et 3, l'Office qui échange les dépêches n'a droit à aucune bonification pour le transit. Dans tous les autres cas, les frais de transit seront payés d'après les dispositions de l'art. 10.

ART. 12.

Le service des lettres avec valeur déclarée et celui des mandats de poste feront l'objet d'arrangements ultérieurs entre les divers pays ou groupes de pays de l'Union.

ART. 13.

Les Administrations postales des divers pays qui composent l'Union sont compétentes pour arrêter d'un commun accord, dans un règlement, toutes les mesures d'ordre et de détail nécessaires en vue de l'exécution du présent traité. Il est entendu que les dispositions de ce règlement pourront toujours être modifiées d'un commun accord entre les Administrations de l'Union.

Les différentes Administrations peuvent prendre entre elles les arrangements nécessaires au sujet des questions qui ne concernent pas l'ensemble de l'Union, comme le règlement des rapports à la frontière, la fixation de rayons limitrophes avec taxe réduite, les conditions de l'échange des mandats de poste et des lettres avec valeur déclarée, etc. etc.

ART. 14.

Les stipulations du présent traité ne portent ni altération à la législation postale interne de chaque pays, ni restriction au droit des parties contractantes de maintenir et de conclure des traités, ainsi que de maintenir et d'établir des unions plus restreintes en vue d'une amélioration progressive des relations postales.

ART. 15.

Il sera organisé, sous le nom de Bureau international de l'Union générale des postes, un office central qui fonctionnera sous la haute surveillance d'une Administration postale désignée par le Congrès, et dont les frais seront supportés par toutes les Administrations des États contractants.

Ce bureau sera chargé de coordonner, de publier et de distribuer les renseignements de toute nature qui intéressent le service international des postes, d'émettre, à la demande des parties en cause, un avis sur les questions litigieuses, d'instruire les demandes de modification au règlement d'exécution, de notifier les changements adoptés, de faciliter les opérations de la comptabilité internationale, notamment dans les relations prévues à l'art. 10 ci-dessus et, en général, de procéder aux études et aux travaux dont il serait saisi dans l'intérêt de l'Union postale.

ART. 16.

En cas de dissentiment entre deux ou plusieurs membres de l'Union relativement à l'interprétation du présent traité, la question en litige devra être réglée par jugement arbitral; à cet effet, chacune des Administrations en cause choisira un autre membre de l'Union qui ne soit pas intéressé dans l'affaire.

La décision des arbitres sera donnée à la majorité absolue des voix.

En cas de partage des voix, les arbitres choisiront, pour trancher le différend, une autre Administration également désintéressée dans le litige.

ART. 17.

L'entrée dans l'Union des pays d'outre-mer n'en faisant pas encore partie sera admise aux conditions suivantes:

1° Ils déposeront leur déclaration entre les mains de l'Administration chargée de la gestion du Bureau international de l'Union.

2° Ils se soumettront aux stipulations du traité de l'Union, sauf entente ultérieure au sujet des frais de transport maritime.

3° Leur adhésion à l'Union doit être précédée d'une entente entre les Administrations ayant des conventions postales ou des relations directes avec eux.

4° Pour amener cette entente, l'Administration gérante convoquera, le cas échéant, une réunion des Administrations intéressées et de l'Administration qui demande l'accès.

5° L'entente établie, l'Administration gérante en avisera tous les membres de l'Union générale des postes.

6° Si dans un délai de six semaines, à partir de la date de cette communication, des objections ne sont pas présentées, l'adhésion sera considérée comme accomplie et il en sera fait communication par l'Administration gérante à l'Administration adhérente. — L'adhésion définitive sera constatée par un acte diplomatique entre le Gouvernement de l'Administration gérante et le Gouvernement de l'Administration admise dans l'Union.

ART. 18.

Tous les trois ans au moins, un Congrès de plénipotentiaires des pays participant au traité sera réuni en vue de perfectionner le système de l'Union, d'y introduire les améliorations jugées nécessaires et de discuter les affaires communes.

Chaque pays a une voix.

Chaque pays peut se faire représenter, soit par un ou par plusieurs délégués, soit par la délégation d'un autre pays.

Toutefois, il est entendu que le délégué ou les délégués d'un pays ne pourront être chargés que de la représentation de deux pays, y compris celui qu'ils représentent.

La prochaine réunion aura lieu à Paris en 1877.

Toutefois, l'époque de cette réunion sera avancée, si la demande en est faite par le tiers au moins des membres de l'Union.

ART. 19.

Le présent traité entrera en vigueur le 1^{er} juillet 1875.

Il est conclu pour trois ans à partir de cette date. Passé ce terme, il sera considéré comme indéfiniment prolongé, mais chaque partie contractante aura le droit de se retirer de l'Union, moyennant un avertissement donné une année à l'avance.

ART. 20.

Sont abrogées, à partir du jour de la mise à exécution du présent traité, toutes les dispositions des traités spéciaux conclus entre les divers pays et Administrations, pour autant qu'elles ne seraient pas conciliables avec les termes du présent traité et sans préjudice des dispositions de l'art. 14.

Le présent traité sera ratifié aussitôt que faire se pourra et, au plus tard, trois mois avant la date de sa mise à exécution. Les actes de ratification seront échangés à Berne.

En foi de quoi les plénipotentiaires des Gouvernements des pays ci-dessus énumérés l'ont signé à Berne, le 9 Octobre 1874.

Pour la Suisse:

Engelhard
Rapp
D. J. Beer.

Pour la Hongrie:

Alföldy
D. Heim

Pour l'Allemagne:

Jungfer
Günther

Pour la Belgique:

Linniers
Mutens
J. F. F. F.

Pour l'Autriche:

Le Baron de Kallherg
Gillay

Pour le Danemark:

Treger

Pour l'Égypte:

Muzji Bey

Pour la Grande-Bretagne:

M. M. Sir S. G. G.

Pour l'Espagne:

Angel Muriel

Emilio L. de Navarrete

Pour la Grèce:

Manolag

Atsétant

Pour les États-Unis d'Amérique:

Joseph H. Blackfan

Pour l'Italie:

M. M. M.

Pour la France:

3 Mai 1845

N. S. Harcourt

Pour le Luxembourg:

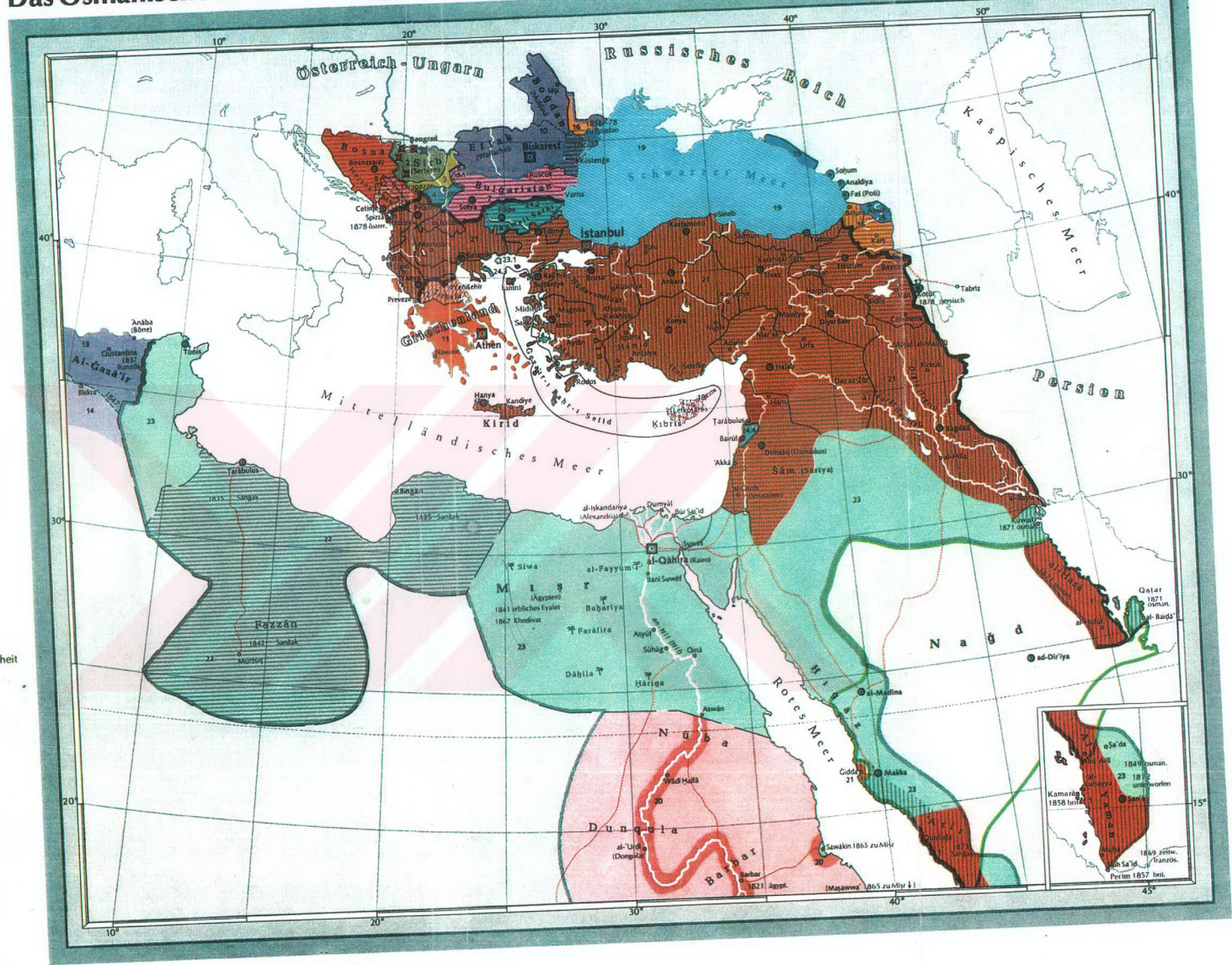
F. M. M.



Le bâtiment de la Diète suisse à Berne où fut signé, le 9 octobre 1874, le Traité concernant la création de l'Union postale universelle (UPU)

16 m

- Territoriale Entwicklung**
Territorial development
- 1 wiedereroberte Provinzen
reconquered provinces
 - 2 Wahhabitenstaat 1814, bis 1818 erobert, 1824 aufgegeben
Wahhabite state 1814, conquered by 1818, 1824 given up
 - 3 Serbien 1815 tributpflichtiges Fürstentum
Serbia 1815 tributary principality
 - 4 bis 1867 osmanische Festungen
Ottoman fortress until 1867
 - 5 1834 an Serbien
1834 to Serbia
 - 6 1878 Serbien unabhängig
1878 Serbia independent
 - 7 Vasallenstaat Montenegro
Vassal state Montenegro
 - 8 1878 Montenegro unabhängig
1878 Montenegro independent
 - 9 Bulgarien 1878 tributpflichtiges Fürstentum
Bulgaria 1878 tributary principality
 - 10 Grenzen des Friedens von San Stefano 1878, im Vertrag von Berlin revidiert
boundaries of the Peace of San Stefano 1878, revised in the Treaty of Berlin
 - 11 Bosnien 1878 unter österr. Besetzung und Verwaltung
Bosnia 1878 under Austrian occupation and administration
 - 12 1878 unter österreichischer Besetzung
1878 under Austrian occupation
 - 13 Rumänien 1878 unabhängig
Rumania 1878 independent
 - 14 Griechenland 1830 unabhängig
Greece 1830 independent
 - 15 1881 griechisch
1881 Greek
 - 16 ab 1830 von Frankreich erobert, osmanische Oberhoheit weiterhin beansprucht
from 1830 conquered by France, continued Ottoman claim to sovereignty
 - 17 1829 russisch
1829 Russian
 - 18 1878 russisch
1878 Russian
 - 19 1878 persisch
1878 Persian
 - 20 Zypern 1878 unter britischer Besetzung und Verwaltung
Cyprus 1878 under British occupation and administration
 - 21 Donau 1856 internationalisiert
Danube internationalized 1856
 - 22 Schwarzes Meer 1856–71 neutralisiert
Black Sea neutralized 1856–71
 - 23 ägyptische Eroberungen ab 1820
Egyptian conquests from 1820
- Osmanisches Reich 1864–81**
Ottoman Empire 1864–81
- Einführung der modernen Verwaltung in den Provinzen (Vilayetgesetz)
Introduction of modern administration in the provinces (vilayet statute)
- ab 1864
from 1864
 - ab 1867
from 1867

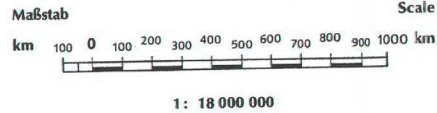
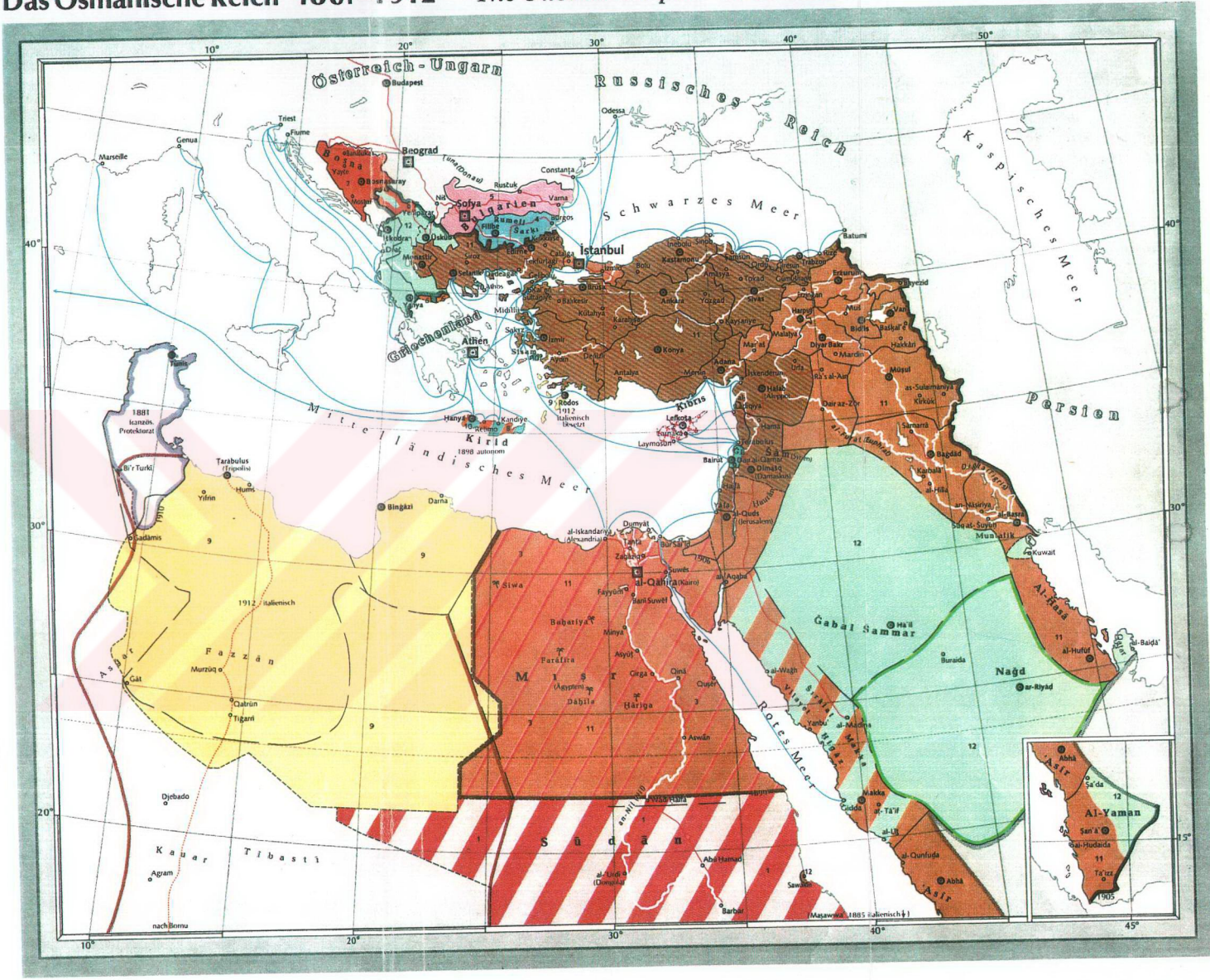


- 21 ordentliche Provinzen
Ordinary provinces
- 22 Vasallenstaat Tripolis ab 1835/42 wieder ordentliche Provinz
vassal state Tripolis from 1835/42 again autonomous province
- 23 Vasallenstaaten
vassal states
- 24 autonome Provinzen
autonomous provinces
- 24.1 Sisam (Samos) 1832 autonomes Fürstentum
- 24.2 Ostrumelien 1878 autonom
- 24.3 Aynaroz (Athos) autonom
- 24.4 Čabal Lubnän (Libanon) 1861 privilegierte Provinz
- Eisenbahnen
railways
- wichtige Karawanenstraßen
important caravan routes
- Mo. - Montenegro

- Territoriale Veränderungen**
Territorial changes
-  1881 französisches Protektorat
1881 French protectorate
 -  1881 Aufstand des Mahdi im Sudan,
1899 ägyptisch-britisches Kondominium
1881 revolt of the Mahdi in the Sudan,
1899 Anglo-Egyptian condominium
 -  seit 1878 von Großbritannien besetzt und verwaltet
from 1878 occupied and administered by Great Britain
 -  1882 britisch besetzt
1882 British occupied
 -  (Maşawwa')
1885 italienisch
1885 Italian
 -  Ostrumelien 1885 an Bulgarien
Eastern Roumelia 1885 to Bulgaria
 -  1909 Bulgarien unabhängig
1909 Bulgaria independent
 -  1890 osmanischer Anspruch auf das Gebiet bis zur
Kongowasserscheide als Hinterland von Libyen
1890 Ottoman claim to territory up to congo watershed
as hinterland of Libya
 -  1897 von Griechenland zurückgewonnen
1897 retaken from Greece
 -  1908 durch Österreich annektiert
1908 annexed by Austria
 -  1909 österr. Besetzung zurückgezogen
1909 Austrian occupation withdrawn
 -  1908/13 an Griechenland
1908/13 to Greece
 -  Wahhabitenstaat 1901/06,
1911 osmanische Oberhoheit
Wahhabite state 1901/06, 1911 Ottoman sovereignty
 -  1912 italienisch
1912 Italian
 -  **Osmanisches Reich 1912**
Ottoman Empire 1912
 -  Provinzen, in denen Zehnten und Zölle von der Internationalen
Schuldenverwaltung eingezogen wurden
provinces in which tithes and duties were collected by the
International Debt Administration
 -  autonome Provinzen
autonomous provinces
 -  übrige Provinzen
other provinces
 -  Vasallenstaaten
vassal states
 -  Grenzen der Vilayets um 1900
boundaries of the vilayets around 1900
 -  Eisenbahnen
railways
 - direkte Dampferverbindungen nach Istanbul
direct steamer routes to Istanbul
 - Karawanenstraße in den mittleren Sudan
caravan route in the middle Sudan

Der Oberhoheitsanspruch über Tunesien und Libyen wurde nicht aufgegeben.
The claim to sovereignty over Tunisia and Libya was not given up.

ÜL - Gabal Lubnaan



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