

THE CZECHOSLOVAK SPECIALIST



Official publication of the Czechoslovak Philatelic Society

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Vol. XXVII

April 1966

No. 262

MAIL DELIVERY IN SOUTHERN BOHEMIA

V. Konstant

Translated from Filatelie by Henry Hahn



Southern Bohemia, in particular the region of "Prácheň" is noted for its early courier activities and, later, for its mail service. We may trace its beginning from antiquity, during the conquests of Emperor Tiberius, at which time his military base at Carnantur, in Austria, was established. From thence the Romans launched their conquest of the fortified strongholds of the Marcomani king Marobud, located in the region above Lcovice. Following his de-

feat, the Romans advanced toward Swatobor, through the region of Prácheň, all the way to Písek. Their traces in these regions remain in the form of ruins of their dwellings and in traces of their activities in connection with the panning of gold. Even to these far corners extended the marvelous Roman system—the mails—whose name “cursus publicus” has established a place in the annals of postal service. The mails came to the Prácheň region from the Salzburg region, across Bavaria, around Kužvard, across the peaks of Pržmo, through Leovice, and further through the Prácheň region and the watersheds of the Otava river.

In the days of the Empire, the Prácheň region was administered from the castle Prácheň near Horaždovice. The region was large, consisting of the districts of Prácheň, Bozen and Netolice. In the 13th century there was established in the town of Písek the office of the royal administrator. During the reign of Charles IV Písek obtained a royal charter and assumed administrative leadership in the Prácheň region. During that period messages were delivered by occasional mounted or foot messengers while important messages emanating from high Government offices were transmitted by special mounted couriers.

The first attempts to organize a regular mail service in Bohemia started only in the first half of the 16th century. Emperor Ferdinand even before his election as King of Bohemia, issued an edict on October 15, 1526, establishing postal service between Praha and Vienna. The first mail route in Bohemia led from Praha along the old Linz road. In spite of limited means of travel by horse and later by stage, the route encompassed the following postal stations: Praha, Kosteletz am Creuz, Nespeky, Votice, Tábor, Soběslav, Samosoly, Člunek (Hosterschlag), Slavonice, Vratěmín (Fratting), Pulkau, Hollabrun, Stockerau and Vienna. Since the Emperor and his court often resided in Linz, it was also necessary to establish service between Praha and Linz. This happened successively in 1530 and had a profound effect upon southern Bohemia.

The author of this translation as well as the second half of Padělky, received his B. S. degree in metallurgy from MIT and his Masters degree in metallurgical engineering from Rensselaer Polytechnic Institute. He expects shortly to receive his Doctor of Engineering science degree from Columbia University. After a research position at Curtiss-Wright he joined Melpar, Inc., where he is supervisor, metallurgy and ceramics branch, Research Division. He has written numerous scientific articles and is an ardent collector of Czechoslovak philatelic and pre-adhesive (fore-runner) material. In his early youth he collected all kinds of stamps and actually started a serious study of Czechoslovak philately three years ago. We are indeed fortunate that this busy young man is willing to give his precious free time to aid in the publication of the Specialist.



Henry Hahn

The route to Linz deviated from the established route to Vienna after the passing of the town of Tábor, at the village of Košice, and led toward Soběslav, Veselí, Budějovice (Budweis), Kaplice and Cáhlov (Freistadt) to Linz. The first route between Praha and Linz (today's regular route) by way of Písek was established in 1640 and included the following stations: Praha, Zbraslav, Mníšek, Dobříš, Milín, Čimelice, Písek, Vodňany, Budějovice, Kaplice, Cáhlov and Linz. In accordance with a postal edict of March 24, 1645, this route was altered to pass through Zbraslav to Písek toward Prachatice and to Pasov. Administrators were stationed at several of the postal stations. However the courriers continued using the old route from Písek to Budějovice and Cáhlov as a result of which the administrators of the stations remained long without revenue until finally the new route was abandoned.

Additional changes took place in 1744. Prussian armies endangered postal service by way of Jesenice and Tábor to Jindřichuv Hradec and thus the regular postal route was changed to include Zbraslav, Čimelice, Písek, Protivín and Nákří to Budějovice. In the year of 1640 a postal station is known to have existed in Písek though the extent of its activities is not known. The first written record concerning the mails in Písek dates from 1743; listed as the postal station is the building at the old stone bridge, No. 35, known since ancient times as "U Konička" ("at the little horse"). The first postmaster was Vaclav Jireš (1785). A permanent post office in Písek was later established via imperial decree on January 28, 1799. According to an imperial decree of June 23, 1758, the use of postmarks was ordered, so that it is assumed that at that time the Písek post office already had postal marking devices, though postmarks of that period are not known to exist today. Since the end of the 18th century there appears on letters an imprint of the first Písek postal marking device, in black and in manuscript, decorative style.

The second postmaster in Písek was František Simoni and later his heirs, up to the time when the state repurchased their charter to operate the mails.

In Tyrolia a decree was issued on November 1, 1789, establishing the postal rate for domestic letters at 4 Kreuzer and foreign at 8 Kreuzer. The town of Písek is also associated directly with the history of field posts in our territory. The domestic infantry regiment No. 11 (whose owner was the viceroy of Italy, Archduke Rainer) occupied toward the end of June 1847, the Imperial Federal Fortress of Mainz (Mohuč). From that time on the official mail between the two cities carried a "field post" postmark. This arrangement ended September 25, 1856. An earlier "field post" postmark is known to have been used in Praha: "Mil. Post. Relais Prag-Wien". The postmarks of Písek and those of the Prácheň region were eventually changed in style and shape.

In the years of 1680 and 1681, while Praha was in the midst of the plague, a temporary service was established between Linz and Pilsen by way of Budějovice (Budweis) and Strakonice.

By special order of the postmaster of Praha in 1780, there was established regular service along the route Týn nad Vltavou—Písek—Strakonice from whence there was a connection with Zelená Hora (Grünberg) Horaždovice to Pilsen. The route Týn nad Vltavou—Písek—Strakonice was maintained by the Písek post office. Later this service became popularly known as "kariolka". In some instances there were found in written records the names of the first administrators of the postal stations. Thus in Budweis it was Pavel Kheiser (1533-62), in Bystřice, Pavel Lang (1612), in Člunek (Hosterschlag) Simon Schrek (1565), in Jindřichuv Hradec Mates Weidt, in Jesenice Martin de Taxis (1565), in Kaplice Ondřej Lambrecht (1612-1622), in Klatovy Filip Jakub Voříšek (1684), in Košice Mikulaš Kammermayer (to 1622), in Kunžak Samuel Angermayer (1647), in Milčín Kryštof Pachmayer (1577), in Nespeky Jakub Habenstreit (1564), in Samosoly Řehoř Pošta (so called) (1573), etc. The

highest (royal) household postmaster in Vienna between 1526 and 1548 was Antonio de Taxis, and the principal postmaster for Bohemia in Praha from 1527 was Ambrož de Taxis (a cousin of the (royal) household postmaster in Vienna.)

According to an official proclamation issued in 1850 the sorting of mail at the Praha post office took place daily at 4 p.m. The mail left Praha on the mixed Praha-Pisek post (Mahllepost), at 6 p.m. which carried both mail and passengers by way of Zbraslav, Mníšek, Dobříš, Příbram, Milín, Březnice, Blatná, Písek, Vodňany, Netolice, Prachalice, Strakonice, Vimperk, Kunžvart, Horaždovice, Sušice and Kašperské Hory. The fare per passenger and up to 30 pounds of baggage was 7 Gulden, 84 Kreuzer.

Some of this data and brief description of the early era of postal service in southern Bohemia constitutes a rewarding field of specialization, resulting from its richness and fascinating postal records.

References:

Dr. F. Roubik: Development of postal communications in Bohemia to 1748.
Dr. Augustin Sedláček: History of the Royal City of Písek.
Richard Chumarn: Postmarks of the Pre-stamp Period of the Prácheň region.

Editor's Note: Due to the fact that we are quite familiar with the 11th regiment's postal service while it was stationed at Mainz in 1847-56, we wish to make some pertinent remarks. The regular two-lined Austrian postal marking was used by the regiment as its field postmark on official mail to all cities of Austria until October 1, 1852, when the Thurn and Taxis postal service took over the handling of all mail. There are covers available from Mainz of other occupying regiments of Austria with the two-lined field post marking dating back to 1840 and other types of field post markings date back to 1819. The name of the regiment was changed in 1854 to that of Crown Prince Albert von Sachsen.

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SO 1920 OVERPRINTS ON CZECH HRADCANY STAMPS

By Oldrich Tovacovsky

Translated By G. R. Skopecek

Reprinted from Linn's

After studying SO 1920 overprints on Hradcany stamps for several years and having access to a number of mint sheets and blocks of various denominations, I offer my observations on this very significant segment of Czechoslovak stamp production, especially the overprints on the Hradcany stamps.

The introduction to the Plebiscite section of the Forgeries of the Czechoslovak stamps states that, because of a large printing of these stamps, the overprint plates were subject to much wear, producing a good many defects on much of the production.

Even though the number of these defects is great—it is possible to follow the pattern of the defects as they are repeated on most of the overprinted stamps, and the gradual deterioration of the plates.

We have three important varieties of plate 1 and 2. Unlike the "Padelky," I list the varieties of Hradcany overprints "A," "B," "C," finding it more suitable. This method was used by engraver J. Weiss of Ostrava.

However, it should be remembered that although the plates for newspaper stamps were typeset, they had to be reduced in size, to fit the stamps and for that reason don't agree with the Hradcany overprints.

The overprint without the date on the Newspaper stamps 8 heller and 30h mentioned on page 339 of "Padelky" is on the 49th stamp of plate "C" (3), and the damaged numerals 192 are on the 19th stamp of plate A-2 (1).

The overprint plate "A" has three forms—A-1, A-2 and A-3. The initial plate corresponds with the copy of plate 1 (Padelky page 424). This plate was used to overprint the following Hradcany values:

Imperforate—1h., 3h., 5h., 20h. green, 25h., 40h., 50h. violet, 75h., 80h., 100h., 120h., 200h., 500h. black overprint.

Perforated—15h., 25h., 200h. (comb $13\frac{3}{4} \times 13\frac{1}{2}$), 5h., 10h. (line $13\frac{3}{4}$), 25h. (comb $11\frac{3}{4}$), 15h., 25h. (line $13\frac{3}{4} \times 11\frac{1}{2}$), 15h. (line $11\frac{1}{2} \times 10\frac{3}{4}$). The 1h., 3h.,



G. R. Skopecek

Came to the United States in 1898 and for nearly forty years he traveled the seven seas. He went to the Pa-

cific coast, traveled to the Philippines and up and down the China coast. He also went to Egypt and visited most of the South American countries. He finally wound up in Colfax, California as foreman of a railroad roundhouse. In the United States he worked as a draftsman and as a machinist. He was purveyor of construction, mostly on railroads. Members have had the opportunity to see some of the results of his hobby which is decorative book-binding. He is very good at wood cuts also. We are pleased to reproduce a fairly recent photo of member Skopecek. He is our oldest member and has the steadiest writing hand we have ever seen at his age. As many of our members know, he has done much for our Society and especially for the Specialist.

and 100h. imperforate and 10h. perf line 13%, have the heel of numeral 1 sliced off on the 91st stamp. On panes of 76h., 120h., 400h. and particularly the 30h. olive are considerably more defects.

Most important defects (if not corrected during the printing) are as follows:

			O						
11			SO			O			
21			SO			SO ₂			
31			O			O			S
41				S					
51				SO					
61							2		
		2					O		
71			O					O	
81									
		1920							1920
91		O							
		1920							
99									
100									

Plate A-1

- | | |
|--------------------------------------|--|
| 4—Deformed O, broken open top. | 58—2 is damaged. |
| 14—Narrow O. | 62—2 is defective. |
| 16—O with a white spot. | 68—Top of O is sliced off. |
| 24—O sliced top, S and O spaced wide | 74—O is sliced off left side. |
| 27—O is narrow, 2 is damaged. | 79—O is sliced off top. |
| 34—Top of O broken on top. | 82—2 and 0 without a space between. |
| 36—O is sliced off bottom. | 89—2 and 0 shifted down. |
| 40—Top of S is damaged. | 91—O sliced off top and 1 at the bottom. |
| 45—S is damaged in the middle. | 92—2 and zero spaced wide. |
| 55—O shifted up. | |

Plate A-2

This is a corrected plate A-1 which was used for overprinting the Hradčany issues. It differs from the plate A-1 in changes on the 19th and 90th stamps on which the date was changed and has three forms. The stamps overprinted with this plate appear with two or all three forms of the date. Authenticated overprints of Hradčany with this plate are:

Imperforate—1h., 3h., 5h., 15h., 20h. green, 20h. red, 25h., 40h., 50h. violet, 50h. blue, 75h., 80h., 100h. 120h. carmine overprint 300h., 400h., 500h. blue overprint, 500h., 1000h. black overprint, and 1000h. blue overprint.

Perforated—20h., 200h. (comb 13¾ x 13½), 1h., 5h., 10h., 15h., 20h. (line is 13¾), 30h., 60h. (comb 11¾). Sometimes the seventh has a broken O at

Padělky Československých Poštovních Známek

Translated by Henry Hahn

Continued

Page 249

Airmail stamps of the 1st issue.

24 Kč/500 h red-brown

Overprint dark blue with metallic luster.

Validity: imperforate, August 11, 1920-April 30, 1921

perforated, September 14, 1920-April 30, 1921

(Catalog numbers listed)

Imperforate — Perforated 13% — Perforated 13% x 13½

Overprint produced by typography overprint dimensions: a) 26.3 mm
b) 25.7 mm
c) 4.5 mm

Illustration

Genuine

1. Head of pilot is joined to aircraft wing by means of a vertical line.
2. Supporting strut intersects four lines in the wing.
3. Below white area in rudder there are 3 white dots.
4. The wheels of the landing gear are oval in shape, the thicker left side forms a notch inside, at the center of the right wheel there is a small dot.
5. The upper portion of the rudder forms a step.
6. The lower portion of the hook over the letter c is rounded.
7. The center of the propeller is shaded.

Page 250

Counterfeit of overprint A (to defraud collectors)

24 Kc / 500 h red-brown

Overprint blue, dull.

The counterfeited overprint exhibits many variations in design. We shall recall mainly the head of the pilot, differing design of numerals, and we shall place increased attention to used stamps.

Overprint produced by typography. Design dimensions: a) 27.0 mm
b) 25.3 mm
c) 4.2 mm

Illustration

Counterfeit

1. The head of the pilot consists of a small dot.
2. Crooked supporting strut terminates in the wing.
3. The three dots in the rudder beneath the white area are lacking.
4. The wheels in the landing gear lack the characteristic line thickening and notches, the dot in the right wheel is enlarged, the skew cross-bars between the wheels are lacking and a horizontal cross bar is substituted.
5. The rudder contains a larger rectangular area.
6. The hook in the letter C is larger, cut off in the lower portion. The number 24 is thinner, and of differing design.
7. The center of the propeller is not shaded.

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Counterfeit of overprint B (to defraud collectors)

24 Kč / 500 h red-brown

By permission of the Czechoslovak Theatrical and Literary Agency, DILIA.

Overprint dirty blue, without luster.

We are concerned with a clumsy, crude counterfeit of the overprint, which we can distinguish by its crude and inked-over design, its most distinguishing feature being the enlarged head of the pilot.

Overprint produced by typography. Overprint dimensions: a) 26.5 mm
b) 24.0 mm
c) 4.2 mm

Illustration

Counterfeit

1. The malformed head of the pilot is extended to join the wing by means of a short, heavy line.
2. Extension of the supporting strut into the wing is indistinct.
3. The white dots in the rudder are lacking.
4. The internal slanted tie-line between the wheels is not completed.
5. The upper portion of the rudder is virtually straight.
6. The hook in the letter C is more closed, the outlines are unclear.
7. At the center of the propeller there is a small white dot, the right propeller is incomplete.

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Counterfeit C (to defraud collectors)

Counterfeited genuine stamp 500 h Hradčany (for description see chapter Hradčany, counterfeit A).

24 Kč / 500 h brown in many shades

Overprint dirty blue, dull.

We are concerned with a counterfeit of the overprint which on first sight appears rather successful, appearing only on complete counterfeits of the genuine stamps, which we have described in the "Hradčany" chapter. The principal distinguishing feature is the design of the pilot, which is smaller, and whose head is not joined to the wing.

Overprint produced by typography. Overprint dimensions: a) 27.5 mm
b) 25.5 mm
c) 4.5 mm

Illustration

Counterfeit

1. Pilot's small head is not joined to the wing.
2. Supporting strut pierces four lines in the wing.
3. White dots are lacking.
4. Oval wheels in the landing gear lack characteristic line thickening and notches.
5. The upper portion of the rudder forms a small step.
6. The hook in the letter C is more closed.
7. Skew lines are interrupted.

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Counterfeit D (to defraud collectors)

Counterfeited genuine stamp 500 h Hradčany (for description see chapter Hradčany, counterfeit A).

24 Kč / 500 h brown in many shades

Overprint dark blue, dull.

New counterfeit of overprint on counterfeited original "Hradčany" stamps has numerous distinguishing design features, in spite of the fact that the counterfeiters intended it as an improvement over the counterfeit C.

Overprint produced by typography. Design dimensions: a) 26.6 mm
b) 25.0 mm
c) 4.2 mm

Illustration

Counterfeit

1. Pilot's head is egg-shaped.
2. Supporting strut pierces four lines in the wing.
3. The three white dots in the rudder are distinguishable, the center one is joined to the upper white area.
4. The dot in the right wheel of the landing gear is more pronounced than in the genuine.
5. The upper outline of the rudder is wavy.
6. The hook in the letter C is more closed and blunt.
7. The center of the propeller is shaded.

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Airmail stamps of the 1st issue

28 Kč / 1000 h red-violet

Overprint dark green

Validity: imperforate, August 11, 1920-April 30, 1921

perforated, August 14, 1920-April 30, 1921

(Catalog numbers listed)

Imperforate — Perforated 13% — Perforated 13% x 13½

Overprint performed by typography. Overprint dimensions: a) 26.9 mm
b) 25.2 mm
c) 4.5 mm

Illustration

Genuine

1. The pilot's round head is joined to the wing by means of a line.
2. Supporting strut pierces four lines in the wing.
3. Under the white area in the rudder there are three white dots.
4. The wheels of the landing gear are of oval shape, the heavier left side forms a notch inside, in the right wheel there is a larger dot.
5. The upper portion of the rudder forms a step.
6. The lower portion of the hook in the letter C is rounded.
7. The center of the propeller is shaded

Page 255

Counterfeit of overprint A (to defraud collectors)

28 Kč / 1000 h red-violet

Overprint dark green.

The design of the counterfeited overprint of the airplane is similar to counterfeit A of the 24 Kč denomination. The shape of the pilot's head and the differing design of the numbers are its main distinguishing features. Counterfeited overprints appear most frequently on used stamps.

Overprint performed by typography. Overprint dimensions: a) 27.0 mm
b) 25.5 mm
c) 4.2 mm

Illustration

Counterfeit

1. The pilot's head is represented by a small dot.
2. An interrupted supporting strut terminates in the second line of the wing.
3. The dots under the white area in the rudder are lacking.
4. The wheels in the landing gear lack the characteristic strengthening and notch, between them there is a horizontal line.
5. In the rudder there is a larger rectangular area.
6. The hook in the letter C is larger and cut off in the lower portion.
7. The center of the propeller is not shaded.

Page 256

Counterfeit of overprint B (to defraud collectors)

28 Kč / 1000 h red-violet

Overprint blue-green, dull.

The counterfeiters succeeded in producing an overprint which, due to its quality is somewhat dangerous. It is most frequently found on used stamps, and to a lesser extent on mint copies.

Overprint performed by typography. Overprint dimensions: a) 26.5 mm
b) 25.0 mm
c) 4.2 mm

Illustration**Counterfeit**

1. The line between the pilot's head and the wing is somewhat to the left.
2. The supporting strut terminates in the wing in a shovel-like shape.
3. The white dots in the rudder are lacking.
4. The wheels in the landing gear lack the characteristic strengthening and notch, the wheels are connected by means of a heavier line.
5. The upper portion of the rudder forms a shallower step.
6. The number 2 is rounded at the bottom.
7. The center of the propeller is shaded.

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Counterfeit C (to defraud collectors)

Counterfeited original stamp 1000 h Hradčany (for description see chapter Hradčany counterfeit A).

28 Kč / 1000 h red-violet in many shades

Overprint dirty green.

The counterfeited overprint is of the same manufacture as that of the 24 Kč denomination, type C. It appears on totally counterfeited stamps. We again recall the smaller shape of the pilot and his head, which is not joined to the wing as it is in the original.

Overprint performed by typography. Overprint dimensions: a) 27.5 mm
b) 25.3 mm
c) 4.5 mm

Illustration**Counterfeit**

1. The pilot's small head is not joined to the wing.
2. Supporting strut pierces four lines in the wing.
3. White dots are lacking.
4. Oval wheels in the landing gear lack the characteristic strengthening and notch.
5. The upper portion of the rudder forms a small step.
6. The hook in the letter C is shallow and blunt.
7. The center of the propeller is not shaded.

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Counterfeit D (to defraud collectors)

Counterfeited basic stamp 1000 h Hradčany (for description see chapter Hradčany counterfeit A).

28 Kč / 1000 h red-violet in many shades

Overprint grassy green.

In comparing the counterfeited overprint with the genuine, we note only small variations in the design, which could easily escape the inexperienced collector. The overprint appears on counterfeits of the basic stamps. It is therefore essential that one be thoroughly familiar with the Hradčany issue counterfeits. An important distinguishing feature is the pilot's head, which is larger in comparison with the genuine.

Overprint performed by typography. Overprint dimensions: a) 26.5 mm
 b) 25.0 mm
 c) 4.3 mm

Illustration

Counterfeit

1. The pilot's head is egg-shaped.
2. The termination of the supporting strut in the wing is smeared.
3. The three white dots in the rudder are distinguishable.
4. The wheels in the landing gear are oval in shape, the center of the right wheel is represented by an irregular dot.
5. The upper outline of the rudder forms a small step.
6. The hook in the letter C is more closed, blunt.
7. Inside the propeller there is a small white dot.

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Total counterfeit E (to defraud collectors)

Basic stamp is counterfeit A, 1000 h Hradčany.

28 Kč / 1000 h red-violet

Overprint bright green, shiny.

All counterfeits of overprints on counterfeited basic stamps of the Hradčany issue come from the same workshop. They were produced for collectors in considerable quantities. We therefore suggest that upon determination of a counterfeit, collectors mark such copies on the back in indelible letters "Padělek." As a proof of its dangers to collectors, and as a proof of the improved manufacture, we present the illustrated counterfeit, in which the design of the overprint is rather close to the genuine.

Overprint performed by typography. Overprint dimensions: a) 26.5 mm
 b) 25.2 mm
 c) 4.3 mm

Illustration

Counterfeit

1. Head similar to genuine, bottom line of airplane fuselage is interrupted.
2. Adapted to the genuine.
3. Three white dots are inked over, which resulted in an enlarged white area.
4. Wheels resemble the genuine, the dot is round.
5. The design of the rudder and white area differ.
6. The design of the number 2 is broken inside, the horizontal bar is sliced more closely.
7. The center of the propeller is adapted to the genuine.

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Illustration of counterfeits of airmail stamps of the 1st issue on cover.

Illustration

Forgeries

All three denominations of the airmail stamps of the 1st issue, perforated and imperforate, belong among the valuable Czechoslovak stamps. Differences in pricing between imperforate and perforated stamps gives rise to the appearance of forgeries, particularly in the instance of rare perforations. In expertizing perforations we are guided by the same principles which pertain to other stamps having the Hradčany design. As a summary, we present the text and prices according to the POFIS 1962 catalogue.

Imperf. A line 13%. B comb 13% x 13½

- | | | |
|----|---------------------------|---------------------------------|
| 1 | 14 Kč / 200 ultramarine | |
| 2 | 24 Kč / 500 h red-brown | listed herein are prices in Kčs |
| 3 | 28 Kč / 1000 h red-violet | |
| 3a | pinkish paper | |

Page 261**Airmail Stamps, IInd issue.**

Considerable reduction of airmail rates required the issuance of new airmail stamps, which were placed in circulation on June 15, 1922. Current denominations of 100h, 200h and 400h of the 1920 issue of "Hospodářství a věda" (Agriculture and Science) were provided with an overprint showing an airplane and new denomination marking. The original denomination was covered by two propellers. The overprint was produced by means of typography by the "Česká Grafická Unie" (Czech Graphic Union) in Prague.

The validity of the stamps ended on March 31, 1931.

Counterfeits of the overprint on mint stamps, and to a greater extent on used stamps.

Overprints were produced on white paper and on other denominations in the style of trial printings.

Illustration

Illustration

overprint dimensions:

- a) length of airplane
- b) height of numbers

Illustration

Illustration

Page 262**Airmail Stamps, IInd Issue**

Overprint on regular issue Agriculture and Science of 1920

50 / 100 h green

Black overprint

Validity: June 15, 1922-March 31, 1931

(Catalog numbers listed)

Line perforated: 13%.

Overprint performed by typography.

Overprint dimensions: a) 26.7 mm
b) 4.5 mm

Illustration

Genuine

1. The pilot's head is joined to the wing by means of a vertical line, in the head there is a white spot (which is often covered by ink).
2. Supporting strut pierces four lines in the wing.
3. Under the white area in the rudder there are 3 dots.
4. The wheels of the landing gear are oval in shape, the heavier left side forms a notch inside.
5. The upper portion of the rudder forms a step.
6. The right side of the lower propeller is rounded.

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Counterfeit of overprint A (to defraud collectors)

50 / 100 h green

Overprint gray-black

This type of counterfeit occurs mostly on used stamps. Its main distinguishing feature is the round wheel in the landing gear (point 4) and straight upper portion of the rudder, which lacks the typical step (point 5).

Overprint performed by typography.

Overprint dimensions: a) 27.0 mm
b) 5.5 mm

Illustration

Counterfeit

1. The pilot's head is not joined to the wing, the white dot is lacking.
2. The supporting strut does not reach the wing, directly below the line in the fuselage is interrupted.

3. Three white dots are barely perceptible, in the design above the rear undercarriage, the lower horizontal area is divided.
4. The wheels of the landing gear are rounded, the left side is drawn more heavily.
5. The upper portion of the rudder is straight, without a step.
6. The right portion of the lower propeller is not rounded.

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Counterfeit of overprint B (to defraud collectors)
50 / 100 h green

Overprint black, shiny

The counterfeit of the overprint is similar to the latter. There is therefore justification in the opinion that it originates from the same producer. Some details are improved, however, the main differences in the design, mainly the interrupted fuselage beneath the pilot and the straight upper portion of the rudder remain.

Overprint performed by typography. Overprint dimensions: a) 26.6 mm
b) 5.5 mm

Illustration

Counterfeit

1. The pilot's head is not joined to the wing by means of a line, the white dot is lacking.
2. Supporting strut does not reach the wing.
3. Three white dots are barely perceptible.
4. The landing gear wheels are rounded, the strengthening of the left side is lesser—without notching.
5. The upper portion of the rudder is straight.
6. The right side of the lower propeller is not rounded.

Page 265

Counterfeit of overprint C (to defraud collectors)
50 / 100 h green

Overprint black, dull

The execution of the counterfeit overprint is crude, the design lacks clarity, and is smeared. Under close examination we detect many differences in detail.

Overprint performed by typography. Overprint dimensions: a) 26.8 mm
b) 5.0 mm

Illustration

Counterfeit

1. The pilot's head is joined to the wing by means of a smeared line, the white dot is lacking.
2. The supporting strut terminates in the wing indistinctly.
3. Three white dots are lacking.
4. The landing gear wheels are malformed, without notches.
5. The upper portion of the rudder is not straight and lacks the distinctive step.
6. The right portion of the lower propeller is lighter, less rounded.

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Airmail Stamps, IInd Issue

Overprint on regular stamps of the Agriculture and Science issue of 1920.

100 / 200 h violet

Black overprint.

Validity: June 15, 1922-March 31, 1931.

(Catalog numbers listed)

Line perforated: 13¾.

Overprint performed by typography.

Overprint dimensions: a) 26.7 mm
b) 4.5 mm

Illustration

Genuine

1. The pilot's head is joined to the wing by means of a vertical line, the head contains a white, often barely visible, dot.
2. The supporting strut pierces four lines in the wing.
3. 3-4 white dots under the white area in the rudder.
4. The wheels in the landing gear are oval, strengthened at the left, a notch on the inside.
5. The upper portion of the rudder forms a step.
6. The right side of the lower propeller is rounded.

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Counterfeit of overprint A (to defraud collectors)

100 h / 200 h violet

Black overprint, shiny.

The counterfeiter used a black, shiny color, which produced an uneven deposit. Important points include the design of the pilot's head (point 1) and the upper portion of the rudder (point 5). The counterfeit has been seen on used as well as on mint stamps.

Overprint performed by typography.

Overprint dimensions: a) 26.6 mm
b) 4.5 mm

Illustration

Counterfeit

1. The pilot's head is not joined to the wing by means of a line, the white dot is lacking.
 2. The supporting strut terminates in the outline of the wing.
 3. Under the white area in the rudder there are three white dots, the upper framing of the white area is skew.
 4. The landing gear wheels are rounded, the notches are lacking.
 5. The upper portion of the rudder lacks the step.
 6. The right side of the lower propeller is not rounded.
- (Note: differing shape of the number 100.)

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Counterfeit of overprint B (to defraud collectors)

100 / 200 h violet

Overprint gray-black, dull.

In this particularly differing counterfeit of the overprint, the dull and in various places smudged ink are particularly notable. The over-all design is crude. Important distinguishing features include lack of straightness of the upper portion of the rudder (point 5) and rounded portion of the lower propeller (point 6). The counterfeit has been demonstrated on used as well as on mint stamps.

Overprint performed by typography.

Overprint dimensions: a) 26.2 mm
b) 4.5 mm

Illustration

Counterfeit

1. The pilot's head is joined to the wing by means of a skew line, the white dot is lacking.
2. The supporting strut terminates in the outline of the wing.
3. The white area in the rudder is of uneven shape, the three white dots beneath are lacking.

(to be continued)

1	2	3	4	5	6	7	8	9	10
	2		9	O				9	1920
11	12	13	14	15	16	17	18	19	20
0	0		SO				O	1920 1920 1920	92
21	22	23	24	25	26	27	28	29	30
			SO			SO ₂		c	
31	32	33	34	35	36	37	38	39	40
S		S	O	S	SO			20	S
41	42	43	44	45	46	47	48	49	50
O	S			O	O ₀		S	S	
51	52	53	54	55	56	57	58	59	60
	9			SO ₁	S ₁		2		S
61	62	63	64	65	66	67	68	69	70
	2		9		O	9	1920		O
71	72	73	74	75	76	77	78	79	80
0			O		S	9	O	O	O
81	82	83	84	85	86	87	88	89	90
	1920	O	2		S	S ₉	S ₁₉		1920 1920 1920
91	92	93	94	95	96	97	98	99	100
O	1920		S						

Plate A-2

1	2	3	4	5	6	7	8	9	10
	2		O				S		O
11	12	13	14	15	16	17	18	19	20
0	0		SO		1 O		O	9	92
21	22	23	24	25	26	27	28	29	30
O			SO			SO ₂			
31	32	33	34	35	36	37	38	39	40
S		S	O	S	SO ₉	O	S	0	S
41	42	43	44	45	46	47	48	49	50
O	SO		O	O	O ₀	S	9	S	
51	52	53	54	55	56	57	58	59	60
	9	0		SO ₁	S ₁		2	SO	S
61	62	63	64	65	66	67	68	69	70
	2		9		O	9	1920		SO
71	72	73	74	75	76	77	78	79	80
			O	1	SO	9	SO	O	O
81	82	83	84	85	86	87	88	89	90
	1920	O	20		S	S ₂₀	19		
91	92	93	94	95	96	97	98	99	100
O	1920				2				SO 1920

Plate A-3

the bottom and damaged date. These defects are known on 500h. and 1000h. values with the blue overprint.

Plate defects—The defects on the 29th, 31st, 71st, and 94th stamps do not appear on all values. They are as follows:

- | | |
|--|---|
| 1—Chipped 2. | 52—9 damaged, left. |
| 3—9 open bottom. | 55—As A-1, S and 1 damaged more. |
| 4—As A-1. | 56—S broken, bottom. |
| 9—9 sliced off bottom. | 58—As A-1. |
| 10—O with a white dot, 1 and 9 spaced close. | 60—S broken, top left. |
| 11—Inside of zero damaged. | 62—As A-1. |
| 12—A white dot inside of zero. | 64—9 with a white spot. |
| 14—As A-1. | 66—Zero damaged inside. |
| 18—O chipped inside right. | 67—9 damaged. |
| 19—1 and 2 damaged, three forms of date arrangement. | 68—As A-1, 9 and 1 spaced close. |
| 20—9 and 2 damaged. | 70—O broken open, left. |
| 24—As A-1, but S and O spaced narrow. | 71—Zero chipped, left. |
| 27—As A-1. | 74—As A-1. |
| 29—9 with a white spot. | 76—S damaged in the middle. |
| 31—S chipped top. | 77—9 open, bottom. |
| 33—Top of S damaged. | 78—Top of O sliced off. |
| 34—As A-1, but not so prominent. | 79—As A-1. |
| 35—Top of S damaged. | 80—O chipped off, bottom left. |
| 36—As A-1, S chipped inside. | 82—As A-1. |
| 39—2 and zero damaged. | 83—O chipped, left center. |
| 40—As A-1. | 84—2 damaged. |
| 41—O chipped, left top. | 86—S with a dot in top. |
| 42—S damaged, lower right. | 87—S damaged, head of 9 sliced. |
| 45—O chipped, bottom left. | 88—Top of S chipped, damaged 1 and the heel of 9. |
| 46—O and zero chipped inside. | 90—Three forms of date. |
| 49—S chipped right. | 91—As A-1. |
| | 92—As A-1. |
| | 94—S damaged. |

Plate A-3

The plate was used up, final condition. Used to overprint only a few Hradčany values:

Imperforate—3h., 20h. green, 40h., 50h. violet, and 100h.

Perforated—10h. (comb $13\frac{3}{4} \times 13\frac{1}{2}$), 1h. (line $13\frac{3}{4}$), 10h (comb $11\frac{3}{4}$).

Because there was a big demand for the Hradčany overprints and the plate "A" was practically worn out, a new plate "B" (2) was speedily set up. This plate was also used on a large printing, and consequently was very much worn. Because many defects were regularly repeated, we recognize three forms of the overprint B-1, B-2 and B-3.

The defects on the whole printing are similar, except on the 10h. (comb perf. $13\frac{1}{2} \times 13\frac{3}{4}$) and 10h. comb perf $11\frac{3}{4}$. The 24th stamp of these values differ from the others by wide spacing between S and O. The date is as originally on the tenth stamp. On the 10h. perf comb $13\frac{3}{4} \times 13\frac{1}{2}$ is missing the filled in zero on the fourth stamp and other defects are on the twelfth, 52nd, 80th, 83rd, and 86th stamp.

Particular defects on this plate are as follows:

- | | |
|---------------------------|--------------------------|
| 1—As A-2. | 11—As A-2. |
| 4—As A-2, zero filled in. | 12—As A-2. |
| 8—S has two dots. | 14—As A-1. |
| 10—As A-2, normal date. | 16—As A-1, 1 is damaged. |

- 18—As A-2.
 19—9 is chipped.
 20—As A-2.
 21—O chipped, left side.
 23—As A-2.
 27—As A-2.
 31—S chipped, top left.
 33—As A-2.
 34—As A-2.
 35—As A-2.
 36—As A-2 and zero is damaged.
 37—O is chipped, top left.
 38—A white dot in the middle of S.
 39—Zero is damaged.
 40—As A-2.
 41—As A-2.
 42—As A-2 and O is chipped.
 44—O is damaged, bottom left.
 45—As A-2.
 46—As A-2.
 47—S chipped, top.
 48—9 is damaged, bottom.
 49—As A-2.
 52—As A-2.
 53—Zero open, top.
 55—As A-1 and 1 is damaged.
 56—As A-2.
 58—As A-2.
- 59—S is damaged and O is chipped.
 60—As A-2.
 62—As A-2.
 64—As A-2.
 66—As A-2.
 67—As A-2.
 68—As A-2.
 70—As A-2 and S is damaged.
 74—As A-1 and A-2.
 75—A white dot in 1.
 76—As A-2 and a white dot in O.
 77—As A-2.
 78—As A-2 and S is damaged.
 79—As A-1 and A-2 and O is damaged.
 80—As A-2.
 82—As A-2.
 83—As A-2.
 84—As A-2.
 86—As A-2, but not as prominent.
 87—S broken, 2 and zero damaged.
 88—1 is damaged, heel of 9 is sliced off.
 91—As A-1 and A-2.
 92—As A-1 and A-2.
 96—A dot in 2.
 100—Date shifted to the left, zero is damaged.

(to be continued)

EXTRACT FROM THE PROTOCOL ON THE MEETING OF THE JURY FOR AWARDING PRIZES FOR STAMP CREATION

The jury met in the conference room of the Union of Czechoslovak Journalists. All thirteen members—representatives of the Union of Czechoslovak Artists, the Union of Czechoslovak Journalists, the Directorate of the Ministry of Communications and the Union of Czechoslovak Philatelists—were present.

Following a broad discussion, the jury named the Flower series by national artist Karel Svolinský as the best issue of 1964. It pointed out that stamp designs of Mr. Svolinský represent the classical concept of the typical Czechoslovak stamp creation. The author's masterful blend of motif and legend and his personal approach are especially valued. Although this series of designs, in comparison with his previous creations, does not represent a completely new conceptual approach, it is an example of perfection in stamp design. National artist Karel Svolinský was awarded the first prize of 2,500 Kčs.

Second prize of 1500 was divided between Albin Brunovský and Jaroslav Šváb without naming the order of precedence. The design of stamp marking the 20th anniversary of the battle of Dukla Pass was given an award because the designer succeeded in solving the problem of lending an artistically valuable and unconventional form to an important political event. The design of the commemorative stamp marking the 150th anniversary of the founding of the Silesian Museum at Opava, a work of Jaroslav Šváb, represents a new, progressive expression in Czechoslovak stamp design. The artist succeeded in symbolizing the given motif in a graphic abbreviation, including the script.

Third prize of 1,000 crowns was also divided without naming the order of precedence between Josef Liesler and Jiří Švengsbír for the designs of the commemoratives Cultural Personalities of UNESCO. The jury emphasized the expressive qualities of the stamps and the unique personal solution. The jury evaluated three designs by J. Liesler (Michelangelo, Shakespeare, Galileo) and one design of J. Švengsbír (George of Poděbrady) in which it stressed Švengsbír's own magnificent engraving.

The jury also awarded a prize of 1,000 Kčs. for engraving to Bedřich Housa for his excellent graphic work in 1964, in which he cooperated closely with the designers. The jury especially appreciated this cooperation in the case of the series of designs by Jaroslav Lukavský and the commemorative stamp marking the 150th anniversary of the Silesian Museum by Jaroslav Šváb.

The jury expressed honorable recognition to Jaroslav Lukavský for his entire complex of stamp designs for 1964 (series and sheet on cosmonauts, sheet of Prague castle) and Ladislav Jirka for his engraving of 1964 commemoratives, especially the series on flowers by Karel Svolinský and part of the series marking the Tokyo Olympics designed by Anna Podzemná.

The decisions on the prizes were made unanimously. The jury pointed out that in comparison to 1963, characterized by a more extensive production in which the work of a few authors was conspicuous, the creation of stamps in 1964 showed greater balance. As a consequence, the jury was forced to evaluate a greater number of stamps. The exhibitions of the 1964 stamps were held in Bratislava, beginning December 18th, in Prague last January, and Ostrava, beginning February 15th. A catalog was issued for these exhibitions.

EDITORIAL

It seems to us our members like the change in appearance of the Specialist. This should induce the slow-paying ones to send their dues very promptly after the issuance of this number, to Joseph Stein, 585 East 21st St., Brooklyn, N. Y. 11226. Do send him \$5.00 for sustaining membership! We have some interesting plans and we will need the extra few dollars! If you were to send it in the form of an increased membership class our concern as to management of additional presentations would be greatly relieved.

Our Secretary wishes all of our members to know that he would be very happy to receive their visits to his home. The most important thing is, however, to let him know ahead of time, which would assure his presence. His most recent visitor, in February, was member Chesloe from Willow Springs. We understand they spent a couple of very pleasant hours together.

All the other officers would also welcome visits of members.

We received a fine article from a new contributor to our publication. He is Mr. Bohumin Matějka from Prague. We are extremely pleased that he decided to give us some articles of great interest to our readers. We believe this will be published first in a journal of one of the leading philatelic societies and then reprinted by us. There is nothing more pleasing to an editor than the willingness of members to participate in the production of his journal. In the last seven years we have had the opportunity to contact many collectors of all types of special material, requesting them to send us articles for another journal we are connected with. The outstanding support of collectors is simply fantastic. We know only too well how much time it takes to write a medium-sized article and we cannot get over our surprise that so many very busy people are ready to spend their free time, which is actually quite limited, in

working on an interesting treatise. In our society we have now a large group working for the Specialist and among those a number of younger men which is to our mind an important factor pointing toward a continuing active future.

We earnestly hope that we will have the opportunity to meet many of our members at SIPEX.

NEW MEMBER

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