

THE CZECHOSLOVAK SPECIALIST



(USPS 808300)

Official Monthly Journal of the

Society for Czechoslovak Philately, Inc.

Silver Award Interphil '76 — Silver Award Capex '78 — Silver-Bronze Praga '78

A.P.S. Unit 18

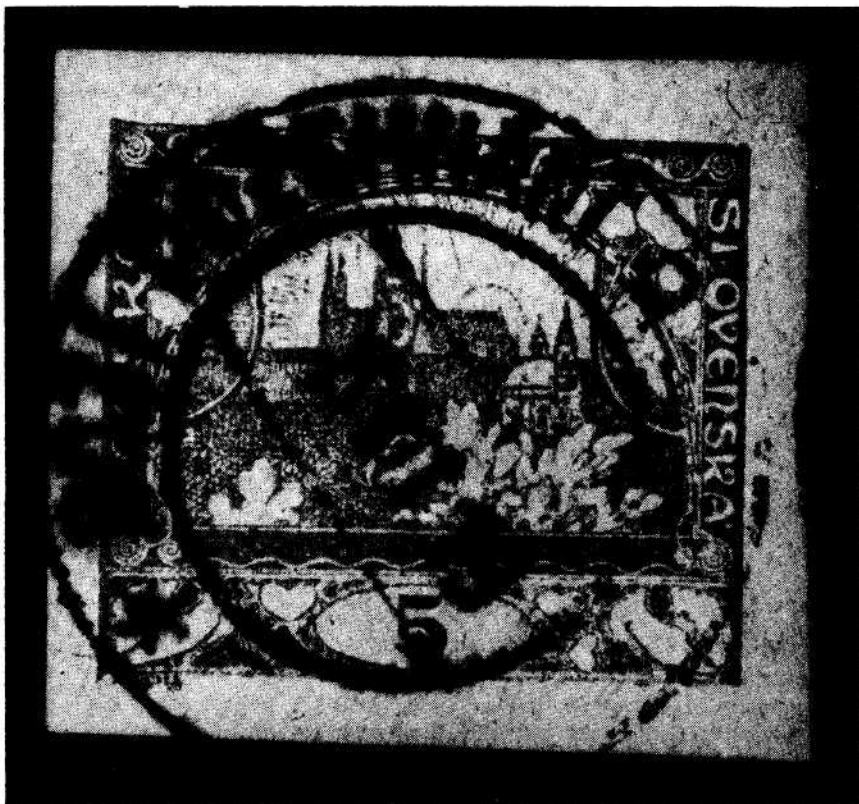
S.P.A. Branch 284

Vol. XXXXII

January, 1980

No. 1, Whole No. 396

Bozi Pozehnani — Lord's Blessing — In 1980!



The lovely philatelic greeting shown on page 1 has been sent to the SPECIALIST by Mr. V. Hanak of Czechoslovakia through RNDr. M. Vostatek who has recently joined the ranks of our outstanding Czechoslovak authors.

The postmark shown — to those who indulge themselves in this aspect of our hobby — is a "Vacek M9a"* postmark, which is also known with identifying letters a and c, all of which are fairly common. Originally a bilingual (Austrian) post mark, the German name — SEGENGOTTES — has been removed as was customary shortly after liberation and prior to the issuance of regular Czechoslovak Republic canceling devices. Another bilingual cancel, considerably rarer than the M9a is the Vacek type R3 (frame type). But whichever the type, the message is "loud 'n clear".

* Vacek, J., Poprevratova Razitka byvaleho Ceskoslovenska, Prague, 1940.

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What has NOT become more expensive this year? YOUR MEMBERSHIP IN THE SOCIETY! We're trying to hold the line — but we're counting on every one to pay his dues NOW, using the mailing envelope enclosed in this issue. And while you're at it, why not become a Patron Member if you're not one already and/or throw in an extra few bucks to help defray increasing costs of printing and mailing the Specialist.

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New Fakes of Hradcany Gutter Pairs Uncovered

by Jan Karasek

Translation and Commentary by Jaroslav J. Verner, SCP

As is generally known, with the exception of the Posta Ceskoslovenska 1919, the most frequently counterfeited stamps of Czechoslovakia were the Hradcany series. These counterfeits include complete counterfeits of some of the imperforated values, all of the more valuable perforations, and joined types of some of the more sought after values; all of them aimed at the gullible collector. In addition, the so-called "Vejprty" counterfeits are well known and were intended to defraud the post office.

In the past we have known that various values of gutter pairs were created by joining the selvage of two stamps and thus "creating" gutter pairs. Such "created" gutter pairs are known in all the better values. And finally we have known of the 10 heller total counterfeit gutter pair (see Karasek, Kvasnicka and Paulicek PADELKY CESKOSLOVENSKYCH POSTOVNICH ZNAMEK 1918-1939, Praha 1963, page 30-31). The main distinguishing points of the counterfeits are a series of minor deviations in the design and the distance of the stamps from each other — 33.8 mm in the original and 43.5 mm in the fakes. Perhaps the most important distinguishing feature is that under a silicon lamp the paper of the original is pure white and the fake appears brownish grey and is without gum.

In April 1978 a series of gutter pairs was submitted to me for expertization, values that had been officially issued by the post office. These were vertical gutter pairs of the 3 and 10 heller stamps and vertical tete-beche gutter pairs of the 3, 5, 10, 20, 25, and 30 heller values. The slightly brownish paper immediately struck me. The gum was very light, almost giving the impression there was none. Upon closer examination of the gutter pairs, I had to conclude that I had in front of me something unique, something not mentioned in any philatelic literature, or in the unpublished notes of some of our best experts before World War II, i.e. Hirsch, Franek and Mrnak. This realization greatly amazed me at first. The seven items that had been submitted to me represented relatively very well done fakes, completely counterfeited gutter pairs. Magnifying the design three to four times, it is possible to determine that the printing technique used to reproduce these counterfeits was the same as the originals — letter press — but that there are slight variations from the original design in some details. The design of the counterfeits is the same in all values except for the value numbers themselves. The color of all values is almost identical to the original stamps.

As an example let us consider the 10 and 25 heller stamps. The counterfeits differ in:

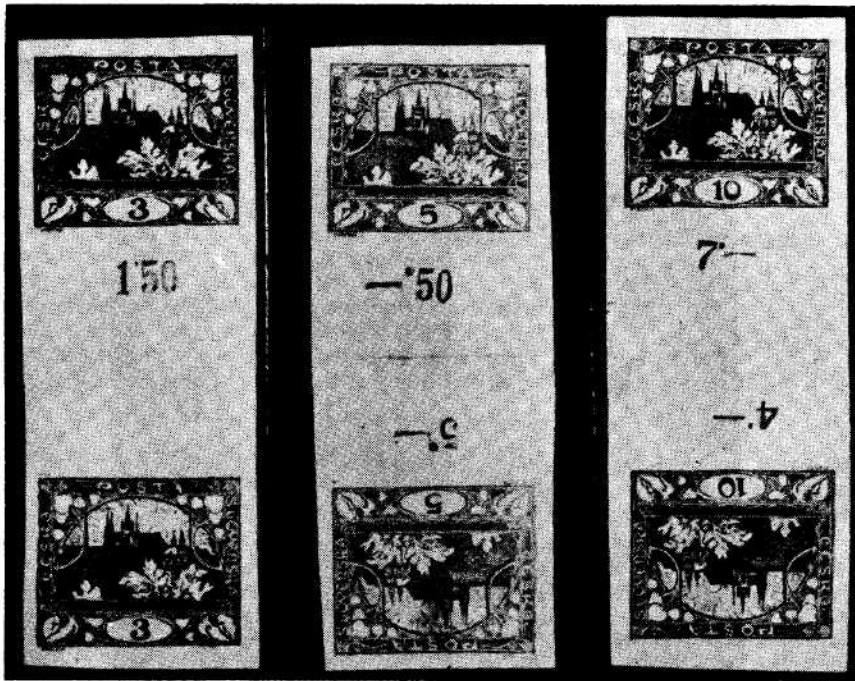
- The steeples of St. Nicholas cathedral, which on original designs have characteristic markings.
- The drawing of the large and small bushes in the foreground.
- The upper framing in the spirals and the word POSTA.
- The lower frame including the value tablet.

The counterfeits of the various values are essentially the same with the exception of the value tablets, that is, the numerals are of a different type than those in the original stamps of the same value. It is, therefore, probable that the counterfeiters used the same die for all values, changing the value tablets and doing some touch-up work on them during the printing process. The differences in the numerals are clearly discernible with larger magnification.



Figure 1 and 2 depict the originals of the 10 and 25 heller stamps, while figures 3 and 4 depict the counterfeits of the same values. In addition to the basic distinguishing features already mentioned above, the design of the 1 and the 0 differ considerably from the original. The numerals are slightly thicker and their base is angled rather than straight. The frame under the value tablet and the design around it are poorly done. The differences in the numerals in the 25 heller counterfeit are even more striking. Both numerals are bumpy in design and are not set on the same plane. The same can be said of the lower part of the design as was noted in the 10 heller counterfeit.

The six vertical gutter pairs illustrated in this article are all counterfeit. In addition to the differences in the numerals of the value tablets, the control numbers between the stamps also differ from the originals. While variations are present in all numbers, the numerals 1, 2, 4, 7, and 0 in the control numbers are those most at variance with the originals.



The material presented above is basically a translation from articles that appeared in **FILATELIE** earlier this year. Jan Karasek goes on to speculate regarding the origin of these counterfeits. It seems that the current owner inherited them upon the death of his father and so they are obviously not newly arrived on the philatelic market. Since these particular counterfeits have only been identified in 1978, we must conclude that there are not many of them. Whether they were produced before World War II as Karasek speculates in his first article or during the period 1954-1960 as he suggests in his second, must remain in dispute — at least for the present. Also it is not clear whether they were manufactured in Czechoslovakia or elsewhere. What is important here is that they have been identified and their existence made public. Hopefully collectors will look at their holdings and if they find similar material, they will speak out. What we need to know is when and where such material was acquired. With sufficient information of this kind we may be able to establish where and when the counterfeits were produced and perhaps even get some idea of how many of them are around.

LIBRARY — The finest collection of Czecho philatelic literature is at your fingertips. Contact the librarian by mail (see masthead) for index of books and rules of our mail borrowing service.

FROM THE EDITOR'S STOCK BOOK

Tentative arrangements have been made to hold the Society's 1980 Convention and Show in conjunction with **BALPEX '80**, which will take place over Labor Day weekend at the Hunt Valley Inn, located just off the Baltimore Beltway, north of Baltimore, Maryland. Those members attending the last Society convention at **BALPEX** (in 1977) generally agreed that **BALPEX** is probably the best organized of the major U.S. shows, not to mention the beautiful location and excellent facilities of the Hunt Valley Inn. The Washington Branch will handle arrangements for the Society, under the chairmanship of Lou Svoboda. According to **BALPEX** officials, two APS accredited judges from Czechoslovakia will serve on the jury; George Blizil and Henry Hahn. The show will house 364 frames, of which one quarter will be reserved for SCP members' exhibits. The Society plans to hold a seminar, man a table, host a banquet or breakfast, publish a major paper in the show catalogue, and come up with an appropriate cachet. Watch the **SPECIALIST** for further news — but mark your calendar NOW.

Hradcany specialist Tom Austin of Costa Rica writes:

"I have just been studying the article by Ing. Jan Karasek in the November **SPECIALIST** and find that it leaves me very much confused. Referring to the bottom of p. 143 and top of p. 144 — surely if a stamp is overinked or has colour added artificially, this would tend to transform a closed spiral into an open spiral, and not the opposite as stated in the article".

Ed. So it would indeed appear. We are contacting Ing. Karasek for comment.

Successful applicants for frames at **LONDON 1980**, Britain's International Stamp Exhibition, 6th — 14th May, 1980, should have received word of acceptance by this time. The **SPECIALIST** will publish a listing of SCP participants and requests that accepted exhibitors notify us by mail (at our Editorial office) listing the exhibitor's name, title or subject of the exhibit and number of frames.

hh

WANTED

CZECHOSLOVAKIA

(Scott Nos.)

I a II Revolucni
Maresovo
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Srobarovo

Tete-Beche Hradcany:

3h stejnosmerne
20 a 30h protismerne
Hradcany 15h line perf. 11 ½:13¾
25h line perf. 13¾:10¾

Legion B124-5:

50h Line 11½:13¾
15h, 25h, 50h, 75h, 10½
25h LIGHT Brown imperf.
73 60h Tete-Beche Pair
67 15h Line perf. 13¾

S.O.

500h Hradcany Black ovpt.
15h Hradcany 11½:10¾
B139 Congress 2Kcs Wmk. 5
Masaryk 101A Wmk. 1
102A Wmk. 1 and 2
103A Wmk. 1, 2, and 3
Masaryk 1K s pruhu Wmk. 7
176 Masaryk 3k with coupon UP
C6b Airmail 28/1000 Perf. Line 13¾
P1 and P4 Tete-Beche
J21 and J40
J38 Perf. 13¾:11½

COUPONS: Mint

383 and 384 Down
370 and 371 Left
B163 and B165 Left and Right
B156 Right, B157 Left

COUPONS: Used

305-6 L and R
B156-7 Right only
315 L and R
322 L and R; 323 R, 324 R.
334-5 L and R
329-31 L and R
336 Down, 337 Down and Up
343-5 L and R
361-2 Up and Down
366 L and R
346-349 L and R
351-4 L and R
373 L and R
355-6 L and R
357-9 L and R
369 Up and Down
370-1 L and R
383-5 Up and Down
C28-35 Up and Down
C19-27 Up and Down

Miniature Sheets:

556, 707-10, 814, 832-5, 882-6, 887-9, 942-8, 1013-8, 1080, 1082-90, 1129a, 1133, 1134 perf. and imperf., 1144-9, 1175, 1196-1201, 1211-6, 1241-6, 1247, 1258-63, 1264, 1307-11, 1354-6, 1391-6, 1400-6, 1435-9, 1460-5, 1466, 1489, 1507-11, 1515, 1578, 1589-93, 1626-7, 1637, 1640-5, 1651, 1659, 1661, 1677-9, 1711-5, 1722-5, 1752-3, 1779-83, 1785-90, Error 60h, 1810, 1818, 1847-51, 1852-7, 1874-9, 1884-1885, 1890-5 MS4 and MS10, 1906, 1908-13, 1931-5, 1936, 1937-38, 1953, 1955, 1956-61, 1980-4, 1996-9, 2028, 2040-1, 2042 perf. and imperf. 2043-7, 2051, 2070, 2075, 2080, 2081-2, 2090-3, 2116-9, 2126-9 MS10, 2147-51, 2152-3, 2174-5, 2196, 2197, C53-6, C77-82.

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More on German POW Camps on Territories of Bohemia and Moravia During World War II

No sooner had we put the December issue of the SPECIALIST to bed than we received a letter from Dr. M. Vostatek, author of the major article in that issue. The letter was in response to our request for more illustrations of the interesting censor markings mentioned in the article, which are reproduced below. Though the location of the majority of Stalags and Oflags was given in the original article, it is repeated under each illustration.



Vidnava



Vidnava



Tessin

Sovinec



Sovinec



Mor. Trebova



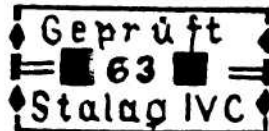
Horni Dlouha Loucka



Tessin



Horni Douha Loucka



Bystrice u Teplic



Bystrice u Teplic



Bystrice u Teplic



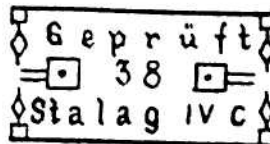
Bystrice u Teplic



Bystrice u Teplic



Bystrice u Teplic



Bystrice u Teplic



Bystrice u Teplic



Bystrice u Teplic

QUESTION AND ANSWERS by Lou Svoboda

Dear Lou: I collect the break-up of the Austro Hungarian Empire. I have several Czech-sounding postmarks but can't find the towns listed in the Specialist listing, the Vacek book, the Monografie book or in Muller. Can you help?

Dear Jim: Try the "Post Habsburg Index" which was published in G.B. a few years ago. Our library has a copy waiting for you. The town may be Polish, Slovenian or some other Slavic. If that doesn't do it, send us a Xerox of the post mark.

KEEP THOSE QUESTIONS COMING!

Commemorative Postage Stamps

"Historical Clocks"

Time is said to be a steadfast walker, a tireless runner. Depending on the immediate circumstances time flows, runs, flies or drags on interminably. Time is measured objectively by clocks, instruments that measure it in specific units — hours, minutes, seconds and fractions of seconds. An hour is one of the 24 parts of a day. Dividing the day into hours became common usage in the fourteenth century — before that only astronomers had done so. Up until then it had been divided into 12 two-hours units — a system used by the ancient Babylonians, Chinese, Japanese, Egyptians and Greeks.

The oldest time measuring instrument is the sundial — the simplest form of astronomical clock. In medieval days the vernal and autumnal equinox were determined by the length and position of the shadow cast on the face of the dial by the stile or gnomon. Besides the sundial there were also instruments that measured time by the trickling of water, sand, mercury, etc.



The fourteenth century marked the appearance of clocks with cogged wheels run by weights. In the mid-seventeenth century Charles Huygens, the man who discovered the pendulum, built the pendulum clock. The seventeenth century also brought another discovery — the coiled spring — which made possible the manufacture of pocket and later wrist watches.

There is another aspect, however, that considers the aesthetic — the exterior, the ornamentation, the beauty of the time-piece. Clocks of this kind are to be found in museum collections, old castles and palaces, and even in private collections, for old, historically precious time-pieces are avidly collected by some people in much the same way as stamps. One such lovely collection of historical clocks is to be found in the Museum of Applied Arts of Prague.

On 1 October 1979 the Federal Ministry of Posts and Telecommunications of Czechoslovakia issued a set of commemoratives entitled "Historical Clocks" and comprising the following five stamps:

40 h — Historical Clock, Engraved by Bedrich Housa. Colors: black, grey, brown.

60 h — Historical Clock, Engraved by Bedrich Housa. Colors: Black, yellow, red, blue.

80 h — Historical Clock, Engraved by Bedrich Housa. Colors: black, yellow, blue, grey.

1 Kcs — Historical Clock, Engraved by Bedrich Housa. Colors: black, yellow, red, blue.

2 Kcs — Historical Clock, Engraved by Bedrich Housa. Colors: black, yellow, grey, pink.

Each stamp bears the emblem of the Museum of Applied Arts in Prague.

The stamps were printed by rotary recess print combined with multicolor photogravure in sheets of 25 at the Post Printing Office in Prague. The dimensions of the stamp picture are 30 x 49 mm.

Issued with the set are two First Day Covers with cachets depicting:

- a. an early baroque horizontal table clock
- b. a baroque portable alarm clock

The set, consisting of five stamps and two First Day Covers, was designed and engraved by Bedrich Housa. The first stamp with a face value of 40 h shows a baroque grandfather clock made by Jan Kraus for the former Benedictine Monastery in Brevnov.

The second, 60 h stamp, shows a rococo clock from Paris. The third, 80 h stamp depicts a classicist clock made in Prague about 1790. The fourth stamp, with a face value of 1 Kcs, shows a beautiful rococo porcelain clock made in Meissen in 1770-1780 by J. Kandler.

The fifth stamp, with a face value of 2 Kcs, depicts a classicist clock shaped like a vase with a lid. The time-keeping mechanism is inside the vase. This unique clock dates from the late eighteen century and was made by Master Duraud.

The cachet on the first of the two First Day Covers shows an early baroque horizontal table clock made in the late seventeenth century in Tilsit, Prussia, now Sovetok, Poland. The cachet on the second First Day Cover shows a baroque portable alarm clock from the eighteen century.

Our admiration for the art of the old masters who fashioned these beautiful, historically precious pieces is great. The cases containing the clockwork are all elaborately ornamented, particularly those from the rococo period. The vase-shaped clock shown in the stamp with the highest denomination furthermore has an ornamental base. The hours on all the clock faces are designated by Roman numerals. The "Historical Clocks" set is sure to be a hit with all philatelists and collectors of old clocks particularly those who are interested in historical art objects.

CORRECTION

Listed in 1979 membership roster as REGULAR MEMBER should be PATRON MEMBER.

330 Stein, Joseph, 1110 Petree. Apt. 56, El Cajon, CA 92020

543 Koplowitz, George, P. O. Box 183, Brooklyn, N.Y. 11218

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Eighth page _____	5.75	16.00	26.00	49.00

The Course of Postal Service Through History

by Jaromir Schmied

Modern philately, unless it insists upon continuing on a conservative path, should explore fields of study and knowledge of postally historical values. In the spirit of such an understanding there is coming to the forefront in the world as well as in Czechoslovakia a branch of postal history dealing with logistics and related fields. After all, stamps, covers and cancelations are evidence of this postal activity and document the origin and development of the various postal services. As a consequence philatelists are, to a degree, keepers of archives and historians of postal service. It is to be expected that this tendency will continue and develop an interesting combination of history and philately. Of course, collection of philatelic material will always retain its traditional mission despite the fact that its philatelic documentation capabilities would contribute much to historical research.

Postal history has been frequently written up. Usually it consisted of newspaper articles and feature stories directed at the general reading public. There is a scarcity of serious scientific publications because Czech and Slovak historians concentrated on more popular subjects. It is no wonder philatelists or postal officials were derided and ridiculed for their attempts to accumulate original material for a thorough study. Writers that attempted to put such material together were satisfied with a mechanical description and did not coordinate their subject matter with the evolution of society. Despite this, their books and articles were valuable forerunners of the coming trend in writing postal history.

One of the first pioneers in the field is the well known Czech philatelist, Jan Nepomuk Cermak, a professor of classic philology who first published a series of studies in 1897-1899 on the postal system of old Romans and on medieval postal logistics in the "Czech Philatelist." Valuable material on the subject was accumulated by Vaclav Dragoun, a former Director of the Postal Museum. In an extensive collection of notes and documents, he traced the origin and development of post offices in the Czech area; but his writings never reached a point where he could systematize and work out in detail all accumulated material. For this reason all we have from him are several essays on postal logistics. Several others, Vaclav Zabehticky, Alois Lustig, Jiri Karasek, have contributed important work and articles in this area. A most important work on the history of the postal system was published by historian Frantisek Roubik. He also left a manuscript on postal transportation methods in Bohemia during the years 1527-1850. Since these individuals only the younger generation of historians have begun to pay more attention to the problems of postal history.

This small group of historians was recently joined by the new Director of the Postal Museum, Dr. Pavel Cvrtnik, a graduate of Charles University with a degree in history. His book was released by the Library of Popular Technical Literature and Transportation under the somewhat ponderous title "The Historical Course of Postal Service on Roads, Railroads, and Airplanes," 212 pages, hardcover, price 30 Kcs. The author attempts to trace the origin and development of postal service from antiquity to the present through the three postal stages — the receipt of the dispatch, its transportation, and then its delivery.

His introductory remarks are directed to the methods of transfer and delivery of postal matter in days of old. He develops in great detail the old Roman State institution known as "cursus publicus" and identifies how amazingly well it functioned as did so many functions of the Roman Empire. In explaining the transportation of people and the mail during the middle ages, Dr. Cvrtnik pays a great deal of attention to the situation that then existed in present Czechoslovakia, and brings out a wealth of data on the surface roads connecting population centers in Bohemia, Moravia and Slovakia.

The origin of an organized postal system is closely associated with reforms initiated by the Hapsburgs in the first quarter of the Sixteenth Century. In 1500 Emperor Maximilian I appointed Franz von Taxis general postmaster for the empire. In 1526 this organization was extended into Bohemia under the urgings of King Ferdinand I before his election and coronation as the King of Bohemia. The first postal service relied heavily on an already well-established system of postal stations which supplied fresh horses for both rider and coach. Such posts were usually established every 15 kilometers along the route. In the middle of the Eighteenth Century, Bohemia had five basic routes functioning with a total of 46 stations. Connections were maintained to the East with Ostrihom (Esztergom) and Kosice (Kassa); to the West with Lipsko (Leipzig), Drazdany (Dresden) and Norinmberk (Nuernberg); to the North with Vratislava (Breslau); and to the South, understandably, with Vienna. In 1743, as part of her reforms, Empress Maria Theresa removed the postal system from private hands and made it into a state operated enterprise and thus introduced a definite improvement in the service. At the end of this period Bohemia had a total of 90 post offices and 65 collection points for mail. By the times of Josef Kajetan Tyl and Karel Hynek Macha, around the year 1830, the number of post offices increased to 107. In addition, "imperial" highways were constructed usually following the pattern of the old roads; many of these are in existence to this day. To give an idea of the scope of postal service of that time, consider that in Prague about 300 letters were processed daily and that 5,300 copies of newspapers from abroad were received and processed annually. In the middle of the Nineteenth Century there were 40 postal officials in Prague and a similar number of mailmen who, according to the author, were scheduled to deliver letters four times daily.

Dr. Cvrtnik devotes the second part of his work to construction and development of mail service by railroads. Although the first attempts at this method of service were vigorously opposed by postmasters, teamsters and owners of taverns along the postal routes (who attempted to sabotage the undertaking), the modernization of the postal system could not be halted. The first forms of transfer by railroad were established from Olomouc to Prague in 1845. Again it took some time before special mail cars, based upon British models, were built for the service to accomodate both mail and parcel service. The first postal service was inaugurated by rail in August 1850 from Vienna through Breclav and Prerov to Bohumin, and in less than a year similar service was established on the line Prague-Brunn-Vienna. By 1875 there were 41 railroad post offices in the empire. In this part of his book, Dr. Cvrtnik also deals with the growth of rail post in the pre-Munich and post-1945 periods. He pays particular attention to technical development, the construction of postal coaches of various types, and points out the importance of this phase of activities today.

Another conveyance utilized by the postal service was and is the automobile. It has been in service for seventy years. In 1905 the military authorities in Bosnia utilized the automobile for postal service. There were Czechs in the service and they participated in the initial stages of the autopost.

Three years later, May 13, 1908, the first route for automobile postal service was opened in present Czechoslovakia on the line Pardubice-Bohdanec-Holice. The vehicles were manufactured by the firm of Laurin & Kliment in Mlada Boleslav and their products became famous for quality. Motorcycles, also made at Mlada Boleslav, were utilized in collecting mail from deposit boxes. The author devotes much time and attention to this phase of service, especially its growth after 1918 and its increased importance after 1945.

In the fourth part of his book Cvrtnik delves into the circumstances of the first postal flights from the days of pigeon posts, flights by balloons out of besieged Paris in 1870, to the first plane transporting mail from London to Windsor in 1911. He also notes the flight of engineer Jan Kaspar, the delivery of postal matter by air from Torino to Rome in May 1917, the experimental flights during World War I, and the development of the route from Vienna to Lwow in March 1918 with Budapest added in July. It was a year of pioneer daring befitting the pen of a romance writer rather than the sober historian. Despite this we read with particular excitement the chapters dealing with first flights in Czechoslovakia which are interesting because of the desire and will of the country not to lag behind the world in perfecting a reliable system of aerial postal delivery. "Most likely the first successful trial flight with postal matter was made in Czechoslovakia on July 13, 1919 . . . a flight of plane "Aero" from Prague to Chrudim . . . The plane carried letters and several newspapers . . . On the return flight, it is said, several issues of the Chrudim paper were carried." The author also details some other air delivery of postal matter by the Czechoslovak Army from Prague to Slovakia (Lucenec) and to Subcarpathian Russia (Uzhorod). These flights apparently occurred in October 1919 and carried mostly official mail and some daily newspapers. The first official flight was accomplished much later, on March 5, 1920, from Prague to Bratislava and return. The plane carried about 30 kilograms of postal matter.

Philatelists will pay special attention to the next part of Cvrtnik's work on airmail during the twenties and thirties, on international air mail delivery, on airmail companies and on the rapid changes which occurred in the development of this branch of service, when Czechoslovakia became an active partner in the international transfer of mail by air to all continents. Airmail service was established between the western and eastern part of the Republic, and daily deliveries of mail and newspapers became a matter of course.

In his concluding chapters Cvrtnik offers a short resume of what the future holds for modern postal service in Czechoslovakia. Postal service exists because from the beginning it served man to shorten distances between people and to aid in establishing satisfactory and reliable communications. This truly humanitarian purpose can only be sustained if it keeps step with the technical and scientific development of our era. All the traditional facilities of the postal system have survived to this day, such as work by human hands and the participation of man in all modes of transportation whether by automobile, sail, rail or plane. But nothing in this world is at a standstill, nothing in the area of technicalities is once and for all definite and unchangeable. As indicated by the author, definite qualitative improvements are in the offing in Czechoslovakia. The automatization of certain phases of work is definitely in the program.

Cvrtnik's book is illustrated with numerous black and white pictures, and with several in color, and should appeal to a wide range of readers. Philatelists and philatelic authors should also note the methods employed by the author. He does not visualize postal history separated from social development and he pays special attention to basic economic aspects with which he reconciles the changes and improvements in the postal system. He adheres steadfastly to this method. P.S.

REINSTATED

Dues for 1979 received too late for publication in membership roster.

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