



THE CZECHOSLOVAK SPECIALIST



(USPS 808300)

Official Quarterly Journal of the Society for Czechoslovak Philately,
an Incorporated Non-Profit Organization
Winner of Numerous Philatelic Literature Awards

A.P.S. Unit 18

ISSN: 0526-5843

Vol. 75

FALL 2013

No. 4, Whole No.634

*** MEMBERSHIP RENEWAL TIME ***

AND THERE ARE SOME BIG CHANGES!!!

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2. A *SPECIALIST* ONLINE-ONLY MEMBERSHIP FOR \$20 IS AVAILABLE.

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THE RENEWAL FORM IS INCLUDED IN THIS ISSUE ATTACHED TO THE GREETING CARD.

TABLE OF CONTENTS

ARTICLES	AUTHOR	PAGE
1. 19 th Century Travel in the Former Crownlands of the Austrian Monarchy	Franz Gerhard Soural.....	3
2. Continuation of Forgeries of Pošta Československá 1919	Ing. Milan Kračmar.....	15
3. The Czechoslovak Philatelic Society of Great Britain (CPSGB) celebrates its Sixtieth Anniversary.....	Mark Wilson.....	21
 COLUMNS		
4. Letters to Editor and Philatelic News & Views.....		11
5. Expert's Column: Hradčany - Mixed Perforations and Forgery	Ing. Milan Kračmar.....	13
6. New Issues	Ludvik Svoboda.....	20

MEMBERSHIP BENEFITS

Here is a list of all benefits to which S.C.P. members in good standing are entitled.

1. A sales circuit is operated by H. Alan Hoover. However, the circuit is currently not operating because of a lack of materials from members. When this situation is remedied we will notify you in the Specialist.
2. A book sales division is run by Sam Horvath. A listing of philatelic books for sale appears regularly in the SPECIALIST. For further information, contact Sam Horvath, S8207 - US Hwy 61, Readstown, WI 54652-7056, or email: cancelcek@mwt.net
3. A Society library is housed with Ludvik Svoboda, librarian. For inquiries on borrowing books, buying past SPECIALISTS or making book donations, contact Ludvik Svoboda, 4766 S. Helena Way, Aurora, CO 80015, or email: Lousvoboda@comcast.net
4. An expertization committee operates under the direction of Ludvik Z. Svoboda. Depending on the nature or substance of the item to be expertized, he will direct you to the appropriate source for expertization. Please contact Ludvik Z. Svoboda. (see address/email above).
5. THE CZECHOSLOVAK SPECIALIST is the official bi-monthly publication of the Society. For inquiries on obtaining back issues, contributing original articles, advertising rates, and bound copies, contact Ludvik Z. Svoboda (see address/email above).
6. Our web site (www.csphilately.org) on the Internet provides Society information on Membership, History, Education, Auctions, Exhibits, Book Reviews, Contacting other members via email, and more. The site is maintained by Marisa Galitz, 199 East Flagler Street #1660, Miami, FL 33131, email: mmgalitz@gmail.com.

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(ISSN 0526-5843)

Official Journal of the Society for Czechoslovak Philately, Inc.

A.P.S. Unit 18

Vol. 75

Fall 2013

No. 4, Whole No. 634

Published quarterly - \$25.00 per year

Membership inquiries to Secretary (address below)

Periodical paid at Shippensburg, PA 17257

POSTMASTER: Send address changes to

THE CZECHOSLOVAK SPECIALIST

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19th CENTURY TRAVEL IN THE FORMER CROWNLANDS OF THE AUSTRIAN MONARCHY

by Franz Gerhard Soural



Fig. 1: Express post Vienna -- Brno 1750

At the turn of the 19th century, when the Provinces of Bohemia, Moravia, and Galicia were still part of the Hapsburg Imperium, personal travel was, as it has always been, limited to the privileged society. This stratum consisted primarily of the nobility, moneyed burgher landowners, civil administrators, clergy, military and wealthy merchants who plied their trade with neighboring countries, and the monarchy in Vienna. Some rode in elegant coaches pulled by well-groomed horses (Fig. 1, Sc3398); others set out on their own fine steeds (Fig. 2, Sc2119).

In those days, anyone who labored on a farm or worked at a trade and who secretly harbored a penchant for travel to distant places was perpetually condemned to do it, as the poet proclaims in the Latin vernacular: *con jambus paedicus*, on their own two feet. Walking was an accepted mode of travel for serfs, tradesmen and the poor. Many a traveling poet or incurable romantic set out at the crack of dawn to walk the distance to his heart's desire. If he was lucky, he could hitch a ride on a stagecoach as a stow-away, or hire himself out as a deckhand on the many vessels plying the rivers.

The movement of goods, people and the military throughout the northern provinces of Bohemia and Moravia had always depended on the network of roads that branched out in all of Bohemia and Moravia in all directions from a central hub in Prague. An



Fig. 2: Postal rider 18th century

THE CZECHOSLOVAK SPECIALIST

old 15th Century map shows these as *Viae Postarum*, the postal roads, connecting various markets in the provinces with the golden city of Prague.

This region was blessed with another mode of travel. Its many mountain ranges provided excellent watersheds that filled the rivers and made them navigable for the most part of their natural runs. River travel, compared to existing land transport, was cheap. The river's natural flow, assisted by sail, provided slow but steady headway in a north/south direction, which is where the goods and people had to go to reach the important markets in the Austrian Empire and overseas.

River Systems, Natural Transport

The Moldau (Vltava) provided a commercial waterway supplying downstream settlements and the capital city of Prague with agrarian and commercial products like lumber and firewood, wheat, fruit, glass and iron, as well as salt, which was in short supply, for humans and animals alike.

Since time immemorial, the waterways were the arteries of the Austrian Crownlands. Their economy depended on them. You never needed to go much more than 60 miles in any direction to find a tributary which emptied into the Labe, the Sazava, Morava, or Vltava that could be used to ship goods or to fulfill your own personal travel dreams.

Ships and Steamships

Several important developments during the first half of the 19th century helped to make marine travel on the Elbe, within the country and downstream to the emigration port of Hamburg, much more convenient. In 1822 the Prague Sailing Company was founded utilizing sailing vessels and barges plying the Vltava and the Elbe.

North of the border in Germany was the Dresden Steamship Company which put the first commercial steamer "Koenigin Maria" into service on the Elbe in 1838. Another ship, the paddle wheeler "Bohemia" launched in May 1841 at Prague's Karlinsky shipyards (Fig. 3). Five years later, the "Germania" was launched. With the new steamers, travel time from Prague to Dresden was reduced to 11 hours 45 minutes from the normal three days required by sail (Fig. 4, Sc2422). A scheduled service was now possible between the two cities with five trips a week going in both directions.



Fig. 3: Side paddle-wheeler

First mentioned in documents dating back to 950 AD, Usti nad Labem, was the center of Bohemian marine traffic. Once known as the "Bohemian Hamburg", it saw much of the commercial and human cargo pass before its gates and under its bridges.

Once past Usti, the Elbe passes through a mountainous region known as the Bohemian Switzerland. It took the river a millennium to cut its path through the



Fig. 4: Steamship on the Danube

chalk hills. Blessed by a mild climate, this was and still is a soul-uplifting region in a beautiful land; a favored vacation spot for poets and the Bohemian aristocracy alike; rumor has it that Wagner, Goethe, and Beethoven visited.

In the spring, when the fruit trees are in full bloom the passengers on a barge or steamer going downriver to Dresden or all the way to Hamburg would rejoice in nature's delights with their hearts, all the while, saying goodbye to their native land for a while or perhaps forever.

Traveling Post Roads

Since time immemorial roads underpinned the existing economy in the three provinces of Bohemia, Moravia, and Silesia and connected various markets and religious centers. The monarchy in Vienna had seen fit to build roads to defend its interests, if not for reasons of commerce then for state or ecclesiastical purposes and military deployment. Out of this need came a network of reinforced roads able to withstand heavy traffic without turning into quagmires at the next downpour. Primitive by modern standards but nevertheless hard and sturdy, the roads could sustain the weight of a fully loaded transport or a postal coach drawn at full speed by a rested team of four horses. The Czech word *silnice* aptly fits this description since *sila* means strength.

The old 15th century map shows four main postal roads emanating from the capital city of Prague: the Dresden road heading north to connect with the German industrial complexes and shipping lanes, the Passau road heading to the southwest into Bavaria, the Linz road linking the main Austrian highways which leads towards Vienna, and the Silesian road heading east to the frontiers of Silesia and Moravia with direct connections to western and eastern Galicia (Fig. 5, Sc1970).

Traveling by postal coach was more than an adventure (Fig. 1). Most drivers were affable people who accommodated the traveling public but, when pressed by a tight schedule or hampered by bad weather, they became cantankerous wretches. The coaches, part of the postal system, were often in need of repair. Drivers were contracted for a given stretch of the road; with the change of horses came a new driver.

A contemporary traveler once described his nocturnal trip by express coach at the onset of the 19th century. Starting at the post station, passengers collected in the smoke-filled waiting



Fig. 5
Postal rider
19th century



Fig. 6
Loaded daily coach with postilion rider

THE CZECHOSLOVAK SPECIALIST

room until the conductor called out the departure. Men, with large tobacco pouches slung around their necks, got up, extinguished their long pipes, and stored them in their massive overcoats. Women, surrounded by wide-eyed children herded them together and carried their possessions to the exit. A number was called out and the holder was assigned a seat. The coaches were broad and solid with room for four across in three rows. Cargo and baggage were tied down on the roof and on the back. The more adventuresome travelers took their places with the driver in the protected cabriolet up front; younger men were put in back seats over the luggage compartment (Fig. 6).

Short haul coaches usually set out by mid-day. A final destination had to be reached by 10 p.m. as the city gates closed at this time; any vehicle arriving late had to wait outside until morning.

The long-distance express coaches usually left in the late afternoon and traveled overnight to reach the next scheduled postal stop in the morning. There were several reasons for the overnight runs: roads were empty; horses ran well in the cool night air; and a run through the towns and villages was unencumbered by local activities.

On dark nights, without the help of moonlight, the voyage proceeded at a slower pace. The road was lit up only by flickering oil or carbide lamps with reflective mirrors to guide driver and horse over familiar terrain they had often traveled. Since the driver's pay depended on keeping a punctual arrival at a scheduled destination, speed and distance covered were his most important considerations.

Once outside the city gates, the driver turned up the speed, often causing passengers who were not used to the sway and the noise of the road to succumb to motion sickness. The first night out was the worst. Sleep was hard to come by and the clatter of the road kept most of the passengers awake. Relief stops were made when the driver pulled up at a rest stop to water the horses. For those who were awake, it was time to step outside for a stretch, accommodate nature and then quickly climb back into the coach for the remainder of the night. Sunrise revealed a dismal picture inside the coach; people still asleep, their heads bobbing without support, hats and shawls out of place, hair disheveled. The sudden loud clatter across cobblestones woke everyone as the next postal stop came into view.

Breakfast was served at the hotel post. A neatly appointed breakfast table with clean dishes and inviting food in the center was eagerly attended by the hostess and her maids. Hearty shouts of "Good Morning" convinced everyone that it could not be otherwise.

For those who traveled on, recalling the horrors of the night before, the thought of another night's travel raised a specter of fear but to everyone's surprise, sleep overcame them readily with



Fig. 7
Postal rider in full uniform with
announce-horn



Fig. 8
Postal coach in full winter regalia
with runners

the rattle of the wheels serving as a sleeping aid to their tired bodies.

Traveling by postal coach was strenuous for passengers, driver and horses alike. The “Postilion”, the owner of the horses, treated them as if they were his children. Once during a bad nocturnal ride a horse took a misstep, fell and was dragged for a distance before the driver could stop the carriage. The despondent driver comforted the dying horse and refused to leave it or hand it over to the veterinarian in the next village, much to the chagrin of the passengers.

Postal stations and rest stops were placed along the road at distances that were devised for the comfort of animals and passengers alike (Fig. 7, Sc2117). Judging by available descriptions, a set of rested horses would last for about 75 kilometers on reasonably level terrain before they would have to be changed. Often an extra pair of animals was hitched to the front of the beam to help out in particularly difficult situations or steep terrain.

With steady traffic, roads were used year-round. In winter iron runners were fitted replacing the wheels allowing the carriage to glide easily over the snow (Fig. 8, Sc2345).

The Age of Railroads Begins

Unlike the commercial and postal road network, which took more than three hundred years of costly development, the network of railroads took less than 75 years to replace the many disadvantages of road travel. While not the cheapest mode of travel, it became the fastest.

The first concepts of building a railroad were established early in the century. J.A. Michels first-hand account tells us that: “The first rail line on the European Continent was conceptualized by Franz Joseph von Gerstner from Chomutov to carry salt from the mines near Linz in Austria to Budweis [Budějovice] on the Vltava waterway”. The actual railroad was built by his son Franz Anton von Gerstner.

The first track was completed in 1832 between Mauthausen in Austria and Budweis and soon after passenger coaches were placed into service. This contraption was drawn by horses throughout its journey of 60 kilometers (40 miles)(Fig. 9, Sc1556). It proved so successful that the horses kept working until its last run September 31, 1872. Today tourists can still enjoy a ride on the surviving sections of the track.



Fig. 10
Open cab locomotive “Zbraslav” 1846



Fig. 9:
Coach on rails drawn by two horses in trail

Steam powered railroads had major advantages over the horse drawn stagecoaches. They were not seriously hindered by inclement weather, nor did they need to travel at night to cover distance. They offered plenty of space for the travelers and their belongings and improved the distance covered by 40%. Although considered a masterstroke by our standards, the general public, at first, took exception to the spewing and hissing iron horse as they considered it the work of the devil.

Laying the Tracks

On July 7, 1839, the first steam locomotive train service on Kaiser Ferdinand's "Nordbahn" was inaugurated between Vienna and Brünn (Brno). An engine with the ominous name "Gigant" pulled that first train. It must have been a glorious sight, people gathering at crossings and in the fields, waving and shouting as the hissing behemoth passed them by (Fig. 10, Sc770).

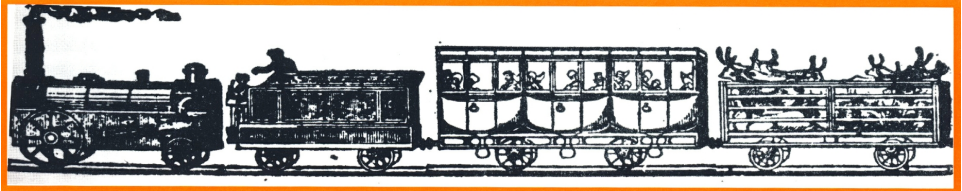


Fig. 11. Early locomotive with primitive passenger and cattle cars

The train's engine was built by Stephenson in England arriving in Vienna in 9 large crates, accompanied by a British engineer who would assemble and operate it until local crews were trained. A short 6 years later the Nordbahn's original tracks to Brünn were extended to Krakow, Poland. Expansion quickly followed throughout the country (Fig. 11). By 1845 additional tracks were opened between Prague and Vienna, and internationally between Katowice, Poland and Breslau to Dresden and Hanover in Germany.

Carl Spitzweg, a noted Bavarian artist, often visited Prague. He was known to have kept copious notes and sketches of what he saw. You would see him at the railroad station at 4 p.m. when the train from Vienna was expected to arrive. The cars and the big engines fascinated him. At one point he measured the train's length by walking along it to find that it was 18 paces long and that the color of the first class carriages was yellow; the 2nd class, bottle green; and the 3rd class, a reddish brown.



Fig. 12
Locomotive "Ajax" 1841



Fig. 13
Locomotive "Karlstejn" 1865
with closed cab

One day, he notes, a large crowd of curious humanity gathered anticipating the arrival of the train. The people who came to see the event arrived at 3:45 p.m. and stayed until the train's departure, back to Vienna, at 5:45 p.m. Everyone watched in fascination as the "Steam Horse" slowly disappeared over the Moldau [Vltava] Bridge (Fig. 12, Sc1374).

After 1865, once the tracks of regional railroads were connected and through traffic was possible, emigrants used this as a preferred mode of travel to get them and their families to the northern embarkation ports of Hamburg and Bremen. Although steamship passenger services on the Elbe lasted till about the end of the century, the general public began to favor the railroads for long-distance traveling. A whole new industry was born. In the temper of the times it was thought to be more fashionable

to travel by train than by any other means, particularly by the young.

Gradually the infrastructure was laid which made the railroads the pulsating arteries that conducted the economic lifeblood of the nation. During the next ten years (1846-55) connecting tracks were laid to make a railroad journey an uninterrupted event without having to change to another mode of transport. As the 19th century drew to a close, numerous branch lines had been opened reaching deep into the valleys and the open pastoral plains. Industrialization, supported by state subsidies, propped up this new form of transport and made travel affordable for the common man (Fig. 13, Sc1375).

The Road to America

A contention held by some historians is that the motivation to emigrate in the first part of the 19th century was related to how quickly and conveniently an individual and his family could reach the northern ports. This may partially support the supposition that a good portion of Czech and German-Bohemian emigrants hail from the provinces close to or bordering the water lifeline, the Elbe, connecting directly with Hamburg and indirectly with Bremen.

The measured distance between Usti nad Labem and Hamburg along the Elbe River is 410 miles which would not have been an insurmountable obstacle for the emigrants. After all, the 410 miles could have easily been done on foot over a span of say two weeks, provided the emigrant traveled unencumbered by a family with small children. Such a feat would be roughly equivalent to walking the distance from Buffalo to Syracuse, NY and then on to New York City. Someone on horseback would have cut the travel time in half.

A more convenient method, but with minimal cost involved, would have been to reach the shipping lanes of the Elbe or the Vltava and book passage on the barges that sailed from Prague, Usti, Děčín, and Dresden to Hamburg on a regular basis.

The picture on the front cover, circa 1840, shows emigrants boarding a sail powered barge at Dresden on the Elbe, for passage downriver to Hamburg (Fig. 14). The distinctive skyline of Dresden is visible in the background.

The third, but most costly mode, would have been to book a seat on the postal coaches which by 1840 had reached their apex of development and by then crisscrossed the Continental European landmass.

Clearly, the choice which route and mode of travel an emigrant would have taken depended on several factors: Who traveled with him, for example, his wife and children and the luggage he carried; how much discretionary funds he had left to spend on land transportation; and lastly, if he had pre-booked his passage, the time when he had to be in Hamburg or Bremen to meet his trans-Atlantic vessel's sailing date.



Fig. 14 "Huddled masses" transportation

Those that went to a port of departure on speculation, hoping to book transatlantic passage with a captain of a soon to be departing vessel, were free to take a leisurely ride on the romantic “Elbe Kahn” down the Elbe river, possibly sharing their meals with the river rats that came along for the ride.

The Second Half of the 19th Century – Railroads for All



Fig. 15
Olomouc to Prague Train
1845-1995

By 1860 the railroads had sufficiently matured so that an enterprising emigrant could go to the main railroad station in Prague, Brno, Krakow, or Premysl, buy a train ticket to Hamburg or Bremen, and hop aboard the next train to catch a steamer to America (Fig. 15, Sc2959). By the time enough continuous tracks had been laid to travel the continent. Emigrants originating in northeastern Bohemia, Moravia, or Galicia would have taken the northern route through Krakow, Breslau, Frankfurt,

and Berlin and then on to Hamburg a distance of about 560 miles.

Alternatively, traveling to Bremen, they would take the branch route through Magdeburg and Hanover to Bremen. Traveling at a respectable 28 mph the trip would have taken 20 hours; add to that the coaling and watering stops, equipment changes, transfer connections and overnight stays, the distance would have been traversed in just over a week.

The majority of overseas travelers, particularly those living in central and northern Bohemia, would have used the traditional and shortest route through Prague or Usti n. Labem and made their connections to Dresden. Larger families or those afraid to take the trains may have opted for the slower water route down the Elbe directly to Hamburg. By that time steamer traffic from Dresden to Hamburg had been well developed and provided a less costly alternative to rail.

Those from western and southern Bohemia and the Bohemian Forest would catch their trains at Passau, Furth im Walde, Regensburg or at Cheb, and proceed northward to Leipzig, Magdeburg and then on to Hamburg or Bremen. Or else take a barge or steamer at the Weser River port of Hanover.

With the arrival of the timetables, another technical innovation was made, which survives to this day. It was necessary to have the various railroad companies adopt a standard time so that all train schedules could be followed accurately and so that connections could be made in a timely manner. In 1847 the concept of a standard “Railroad Time” was adopted across continental Europe.

The century drew to an ignominious end for the railroads with war looming in the shadows as they took their place in making modern warfare convenient and possible.

[The Specialist is pleased to reprint this article from the Fall 2006 issue of Morava Krásná with the permission of the editor. The stamps were added by your editor.]

Letters to the Editor

Hi Lou:

Hope this finds you well. Thank you for introducing me to Chris Jackson last July. Chris and his lovely wife came to Philadelphia/NJ area last week and stopped by to view my collection. I believe he was reasonably impressed with the material and will be getting in touch with me soon and recommend how best to market it; auction, eBay, etc. I look forward to working with Chris for our mutual benefit. Again, much thanks,

Ed [Bendik]

Philatelic News and Views

1. From Sam Horvath:

-- The English translated version (by Robert J. Hill) of Karel Holoubek's book "*Compendium of 1944-1945 Liberation Overprints*" was submitted to the literature competition at The Association of British Philatelic Societies Ltd, UK National Exhibition (London STAMPEX), 19-21 September 2013. It was awarded a Large Vermeil medal. It is Monograph 25 by the CPSGB and can be purchased through our book sales manager, Sam Horvath.

2. From CPSGB:

-- At the 60th anniversary celebration of the CPSGB, the editor of our *CZECHOUT*, Mark Wilson, received a Certificate of Merit from the Union of Czech Philatelists for his contributions in support of Czech philately. He also received a Gold Medal on behalf of the CPSGB at STAMPEX 2013 for his Interactive Indexes to *CZECHOUT*. These indices to every issue of *CZECHOUT* can be found at www.czechout.org.



COOPERATION AGREEMENT WITH THE CZECHOSLOVAK PHILATELIC SOCIETY OF GREAT BRITAIN

Check out our sister organization, the Czechoslovak Philatelic Society of Great Britain, at their website: www.cpsgb.org.uk, and through their Membership Secretary, Yvonne Gren at mail@dygren.plus.com.

Their publication *Czechout* and our *Specialist* have little duplication in content. In addition, under a new agreement the two societies have arranged for payment of your \$30.00 CPSGB dues to our SCP Treasurer, Marisa Galitz, 199 East Flagler Street #1660, Miami, FL 33131 without having to worry about foreign currency or sending it to the UK. So why not have more fun, become a member of both societies!

COMING IN 2014

75th ANNIVERSARY

Next year is the start of the Society's 75th year!!!

The Society was founded in March 1939 in New York City by a young commercial artist named Joseph W. Lowey. It was founded as the Czechoslovak Philatelic Society of North America.

Impetus for the formation of the Society came as a result of the Munich Accords under which England and France joined in sanctioning Hitler's dismemberment of Czechoslovakia. It was the first major step toward the eventual outbreak of World War II. Czechs in America, especially those of Jewish extraction, saw the handwriting on the wall and organized the Masaryk Club in New York. Its director, Joseph Stein, was himself a philatelist, and Lowey contacted him and others of similar interests in the Club to help him organize the Society. In January and February of 1939, Lowey was actively pursuing his dreams and by March the Society was formally established.

The seventy-five year history of our Society will be the subject of future articles to be published this year.

To help celebrate this 75th anniversary the Board has decided that the *Specialist* issues for 2014 will be in color -- irrespective of the cost. Meanwhile during 2014, the Society will be investigating what avenues are available for us to continue publishing the *Specialist* in color.

We are hoping to have other events and features to help us celebrate. Watch the future issues for details.

MEMBERSHIP

The Board decided to make available to any member a *Specialist* online-only membership costing \$20.

–For this option you must pay using PayPal and provide a valid email address.

–You will NOT receive a paper version of the *Specialist*.

–You will receive an email notification when the quarterly *Specialist* is available to download online.

–The online *Specialist* will be printable and in color.

Thus, foreign members will no longer have to pay the additional \$20 charge for foreign postal delivery to be members and to receive the *Soecialist* online.

–All other aspects and costs of membership remain the same.

NOJEX 2014

In this 75th anniversary year the Society is planning their annual convention to be held in conjunction with NOJEX 2014, May 30 - June 1, 2014, in Secaucus, NJ -- which is right across the river from our birthplace, New York City. The show is sponsored by the North Jersey Federated Stamp Clubs and being held at the Crowne Plaza Meadowlands Exhibition Center, 2 Harmon Plaza, Secaucus, NJ 07094. Their website is: <http://www.nojex.org>. The show hotel is the Empire Meadowlands by Clarion, www.clarionhotel.com, phone 201-348-6900. The nearest airport is the Newark Liberty (EWR). Watch future issues for more details on activities and events, but don't wait to make your room reservations.

*Expert's Column***HRADČANY – MIXED PERFORATIONS AND
THEIR FORGERY**

trans. by Vladimír Kralíček

As early as the beginning of the printing of the first official Czechoslovak stamp issue with the Hradčany castle motif on 18 December 1918, it was intended to perforate these stamps -- but due to the inadequate production capacity of the line perforating machines (Hogenforst, Lipsko), it was possible to perforate only a part of the 5h and 10h printing, both of Design I; the remainder of the print run was placed into circulation imperforate, the same as with the other values issued up to 22 January 1919. Reference [1] states that already from 16 December 1918, tests were carried out precisely with these stamp values, printed on white and gray paper. When at the beginning of January 1919 the printing works procured a line perforating machine for 13 3/4 perforating, trials were carried out as early as 8 January 1919, and the first stamps thus perforated were those with the value of 15h (those identified as catalog perforation "C"). In June 1919 a perforation machine was also put into operation for 10 3/4 perforating, and in combination with machines already in use line perforations of 11 1/2 : 10 3/4 (those identified as catalog perforation "E") and 13 3/4 : 10 3/4 (those identified as the rare catalog perforation "H") emerged. Anyone interested in the facts presented in this overview can investigate them in Reference [1], from which this information was extracted.

During a breakdown of this line perforation machine a production error occurred in which an entire line of perforations was omitted. This is why there was sometimes the filling-in of the missing perforations, and that was always only under the bottom row of stamps (i.e., under stamp positions 91 - 100) with the line perforation machine using the 10 3/4 perforation strip. The filling-in was done on perforation 13 3/4 : 11 1/2, consequently on catalog perforation "F". In this way occurred the mixed line perforation 13 3/4 : 11 1/2 + 10 3/4. According to current information, it is in this way that the 15h brick red stamp was perforated.

So much for history. Recently a 15h brick red stamp was submitted to me for examination, was claimed to have mixed perforations and to be postally used, and which had a catalogue listing (?), i.e., the stamp has not, so far, been evidenced, but its existence is in fact possible. In practice what this means is that we are dealing with a unique stamp. In this case, in fact, it means tremendous audacity on the part of the forger.



The 13 3/4 upper line perforation is clipped at the joint, and in fact showing a perforation needle diameter of only 0.8 mm. Both vertical perfora-

tions, declared as 11 1/2, not only do not correspond to this measurement when compared with the correct perforation, but also their relative shift is so noticeable that it would not be possible even during what kind of known possible different relative shifts during the strike of working parallel perforation strips. Even in these joints the stamp is clipped. The line perforations on the bottom side of the stamp, declared to be 10 3/4, do not correspond to this measurement, and the edges of the perforations are too sharp. The stamp was not torn off, but clearly cut off, probably for the reason of a narrow paper margin, when the forger was worried that tearing off would tear into the stamp. In addition, the stamp originates from Printing Plate I, stamp position 72 (for which I thank Ing. Škaloud), so that, based on the above mentioned information, this mixed perforation is not possible. The existence of a thusly perforated properly postally used stamp is so far not documented. The postal cancellation is only partly legible, and on inspection of its arrangement is of Hungarian origin. It is possible to make out part of the name of the posting office HOMO through inspection of the semicircle and the central crown above the date bridge suggest an identification of HOMONNA/B (i.e., Humenné, used from 1920), date of 920 MAJ. 12. The daily cancel is genuine. On the back of the stamp is located the expert mark Gilbert, which is in the correct location, but is a forgery. My conclusion therefore is this, that it concerns a partial forgery to the detriment of collectors.

Ing. Milan Kračmar, legal expert

Literature:

[1] Kubát: "Monografie československých známek", díl 1, POFIS Praha 1968

[2] Votoček: "Monografie československých známek", díl 16/II, POFIS Praha 1982

[Ed. Note: The Specialist is pleased to reprint this article from Merkur-Revue, 4/2008 with the permission of the editor.]

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CONTINUATION OF FORGERIES OF POŠTA ČESKOSLOVENSKÁ 1919

trans. by Ludvik Svoboda

Like those never-ending television serials, you can find articles about forgeries of the overprint “POŠTA ČESKOSLOVENSKÁ 1919” on Austrian and Hungarian postage stamps. We are talking about not only valid postage stamps but also about “trial prints”, “unissued stamps” or about entirely fantastic prints. It is sufficient to just write about these items the popular phrase “unlisted in the catalog”, and they are quickly provided with great interest. Even in today’s article I am going to be dealing with just one such stamp.



Obr. 1

Obr. 2

Fig. 1 + 2

Submitted to me for verification was a used stamp č. 49a - dark (Sc. B19a), canceled with the daily cancel PRAHA 1/Č.S.R., overprint type A, narrow format (see Fig. 1 and 2). The overprint “POŠTA ČESKOSLOVENSKÁ 1919” is not genuine already on the first viewing, because it shows differences in the shape of the hook above the Š and the line above the Á, in addition in the spacing of the letters and in the difference of the axis, passing through the center of the letter V. In addition, it is clear that the stamp -- looking like it went through the post -- was not genuinely postally used, because on the reverse it has original gum with only a mark from a superficial partial attachment to a collection album. The daily cancel of the PRAHA 1 post office does not have a clear differentiating letter after the number 2, but

also in the date bridge the distance of the number “15.” from the “I.” is greater, than it is on the original cancel. To the upper left and before the “I.” is a small blemish, which suggests that on the cancel was the date “II.”, which is already after the period of validity of these stamps (i.e., until 31.1.1920). The first “I” [of the “II”] in the date bridge (signifying the month) was insufficiently removed by the forger. The very nicely centralized daily cancel on the stamp is otherwise possible, but not however usual. Otherwise during a detailed examination I determined that the overprint “POŠTA ČESKOSLOVENSKÁ 1919” was applied over the daily cancel. The expert mark “Richter” is not correctly positioned. The mark “Gilbert” is correctly positioned and signifies a stamp of lower quality, but it is not in fact genuine. Thus, with a view to the high cost of genuine stamps, it is appropriate to have these stamps examined.

Additional stamps about which I would like to warn you are Hungarian postage due stamps issued in the years 1903-1914 with black numbers, listed in

THE CZECHOSLOVAK SPECIALIST

the catalog under the numbers 126 and 127 (Sc. B110 and 111). Also, these stamps with the 1919 overprint have a high catalog value. The 1 f stamp shows very marked differences in the shape of the letters and numbers. Among the prominent ones, the second O in ČESKOSLOVENSÁ does not have a small protrusion on the right side, and the second E does not have before it a distinctive dot and has a different shape compared to the original. The year 1919 does not have the diagonal line between the first 1 and 9 broken. The vertical distances between POŠTA and ČESKOSLOVENSÁ and ČESKOSLOVENSÁ and 1919 do not correspond to any of the overprint types. Otherwise it approaches that of type III, but the year 1919 is shifted to the right. There are also obvious differences in the measurements of the overprint: height is 15.2 mm (genuine stamp is 16.0 mm), length is 23.5 mm (genuine stamp is 24.0 mm), height of the letters is from 3.0 to 3.2 mm (genuine stamp is 3.0 mm), overprint slant is 37° (genuine stamp is 36°).

The 2 f stamp -- besides large differences in the shape of the letters and



Fig. 3 + 4

numbers -- has an entirely different slicing off of the second 9 in the 1919. The other differences correspond to those of the previous 1 f, the vertical distances of the inscription do not correspond to any of the overprint types, also there is a significant shift of the ČESKOSLOVENSÁ to the left. The measurements of the overprint also differ from the original: height is 14.7 mm (genuine stamp is 16.0 mm), length is 23.5 mm (genuine stamp is 24.0 mm), height of the letters is 3.1 mm (genuine stamp is 3.0 mm), overprint slant is 34° (genuine stamp is 36°). The stamps are pictured in Figures 3 and 4.

And finally a real "rarity". This Hungarian stamp with the picture of king Karl, 15h, dark violet with the "POŠTA ČESKOSLOVENSÁ 1919" type F overprint was never issued. [Figure 5] We ponder about its possible occurrence on the stamp with the Hungarian overprint "KÖZTÁRSASÁG" (republic) and additional overprint "POŠTA ČESKOSLOVENSÁ 1919". I am showing you a forgery of the stamp without the Hungarian overprint, but with the Czechoslovak overprint. Indeed, no catalog mentions the stamp even as a trial print. On the presented stamp are obvious significantly different letters of the overprint (shape, spacing) including the numbers of 1919. Only the axis of the main stem



Fig. 5

of the letter “T” corresponds to the type III overprint (as well as does the entire forged overprint). I would just like to comment that even this kind of stamp can be found unissued but genuine, the same as stamps with the overprint “KÖZTÁRSASÁG” valued 10 and 15 f.

Ing. Milan Kračmar, legal expert

[Ed. Note: Readers can do much of this “expertizing” of POŠTA overprint stamps themselves. DONT BUY STAMPS THAT ARE NOT GENUINE! If you have purchased a POFIS ČESKOSLOVENSKO 1918-1939 catalog in the past 7 years or so, then you have much of this information available in the first 30 pages. Unfortunately they do not show you an enlarged view of the three characteristics described above as being necessary for a genuine D, F, or G overprint (the protrusion from the right side of the second O, the distinctive dot on the lower left of the second E, and the diagonal line from the first 1 to the first 9). But, if you use a magnifying glass, you can clearly see these features in the catalog illustrations of these overprints (you can even see them with a good naked eye). And, these particular overprints are found on the majority of the most expensive POŠTA stamps. Look for these three characteristics on any of the smaller POŠTA stamps (but not on the larger ones). Using these guidelines in the catalog, you can weed out about 90% of the forged POŠTA stamps before you even consider buying them. And in any case, if the POŠTA stamp has any significant value, get it expertized before you buy it. Our service is quite inexpensive.

The Specialist is pleased to reprint this article from Merkur-Revue 4/2008

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**THE CZECHOSLOVAK PHILATELIC SOCIETY
OF GREAT BRITAIN (CPSGB)
CELEBRATES ITS SIXTIETH ANNIVERSARY**
by Mark Wilson

1953 -CZECHOSLOVAK PHILATELIC SOCIETY OF GREAT BRITAIN- 2013



**Special Dutch postage stamp initiated by the
Vereniging voor Tsjechoslowakije-Filatelie.
Issued to commemorate the Sixtieth Anniversary of the Czechoslovak
Philatelic Society of Great Britain.
Quantity issued: four sheetlets of ten stamps each. Face value: €0.60,
Netherlands domestic letter rate.**

In November 2013, members of the CPSGB gathered at the Royal Philatelic Society London to celebrate the Society's Diamond Jubilee (1953-2013). Events began with a display of Czech and Slovak philately before the Fellows and Members of the Royal -- fifty-two frames (580 sheets) contributed by twenty-three Society members.

The next day, Vladimir Dražan narrated via a translator his Court of Honor PRAGA 2008 exhibit of 1953 Monetary Reform material. After the event, Lubor Kunc, on behalf of the Union of Czech Philatelists, awarded several members of the Society Certificates of Merit for their contributions to Czechoslovak philately. In addition, Norman Hudson received the Society's *Bill Dawson Literature Award* for his *Czechout* article about the Tatra mountains.

On the third day of celebrations, the Committee convened the Annual General Meeting at the Czech and Slovak National Club in West Hampstead to elect Rex Dixon as the Society's new chairman. Yvonne Wheatley, outgoing Chairman, invested Mr. Dixon with the official badges of office. Following the meeting, György Lövei, President of the Hungarian Czech-Slovak Society, displayed his 1953 Monetary Reform material -- an article based upon his presentation appears in the December 2013 issue of *Czechout*.

That evening members and guests gathered at the Victory Club, Marble Arch, for a celebratory dinner. Special awards for Society service were presented to several members. Two sister societies, the German and the Dutch Czechoslovak societies, presented special dedications commemorating the Society's Diamond Jubilee. Noteworthy were their gifts of special Dutch and German stamps honouring the Society.

Finally, for an exhibit that will remain on view at the Royal Society London for the month of December, twelve members of the Society contributed twelve frames to a static display of Czech and Slovak material. All in all, an exciting period for the CPSGB.



Sheetlet of nine Czech Post stamps and twelve coupons.
 Produced for the May 2013 Forty-fourth Annual Meeting of the
 Bundesarbeitsgemeinschaft Tschechoslowakei
 Face value "E": standard 20 gm letter rate from the
 Czech Republic to European countries.
 Incorporated into the Society's memento congratulating the CPSGB
 on the occasion of its Diamond Jubilee.

New Issues

CZECH REPUBLIC
by Ludvik Svoboda



Fig. 1

1. On September 4, 2013, the Ministry of Industry and Trade of the Czech Republic issued a commemorative souvenir sheet “Nature Protection -- Karlštejn Region” with 4 stamps and 4 labels (Fig. 1). The souvenir sheet contains the following postage stamps:

- 10 Kč: the flower *Dracocephalum austriacum* and the locust *Chorthippus vagans*; its FDC in blue depicts the village Svatý Jan pod Skalou and the plant *Stipa joannis* (Fig. 2).
- 14 Kč: the bird *Oenanthe oenanthe*; the FDC in dark green depicts Barrande pits and a trilobite *Aulacopleura konincki* (Fig. 3).
- 18 Kč: the butterflies *Polyommatus coridon* and *Colias crocea*; the flower *Pulsatilla pratensis*; the FDC in green-blue depicts the waterfalls of the Bubovice brook and the plant *Acontum lycoctorum* (Fig. 4).
- 20 Kč: the castle Karlštejn and the flower *Rosa gallica*; the FDC in brown depicts the Karlštejn castle and the beetle *Lucanus cervus* (Fig. 5).

The four labels and remainder of the souvenir sheet display additional fauna and flora occurring in the Karlštejn Region. The Karlštejn National Nature



Fig. 5



Fig. 2



Fig. 3



Fig. 4

Reserve was established in 1955. It covers the area between the town of Beroun and the villages of Vráž, Mořina, Karlštejn, and Srbsko, within the Český Kras (Bohemian Karst) Protected Landscape Area. The prevailing geological profile consists of limestone rocks with jagged karst canyons, ravines and numerous caves. Some local plant species and animals are rare and unique and cannot be found anywhere else in Bohemia. The area boasts many significant geological profiles including the prevailing sedimentary structures containing numerous karst caves. The Koněprusy Caves, hidden in the Zlatý Kůň (Golden Horse) hill about 5 km from Beroun are the best known -- visitors can see about 600 meters of the more than 2 km long caves. Inside, archaeologists have found many animal bones dating back more than half a million years and human bones about 13 thousand years old. A 15th century counterfeiter's workshop was discovered on the upper level of the caves. The greatest tourist attraction is the medieval castle Karlštejn, also known as Karlův Týn. On the orders of the Czech and Roman King Charles IV. The foundation stone was laid by the Prague Archbishop Arnost of Pardubice himself in 1348 on the hill later named "Kněží Hora" or "Priest's Hill". The originally private residence of the king with outbuildings was gradually changed into a fortified castle used to safeguard the Czech and Imperial Crown jewels. The castle's main buildings include the 80 m high "Well Tower" (Studniční Věž); the frequently rebuilt "Burgrave House" (Purkrabství); the "Imperial Palace" (Císařský Palác) with its audience chamber and state rooms; the "Marian Tower" (Mariánská Věž) with the Church of the Virgin Mary; and the highest "Big Tower" (Velká Věž) with the Chapel of the Holy Cross -- the former safe place for the Imperial and later also Czech crown jewels kept there until 1619. The souvenir sheet was designed by Libuše and Jaromír Knotek, engraved by Martin Srb, and produced by the Post Printing House in Prague by multi-colored offset combined with black engraving.

2. On September 4, 2013, the Ministry issued a 20 Kč commemorative stamp in the Beauties of Our Country series for the town of Nový Jičín (Fig. 6). The stamp depicts the town square. Nový Jičín is a district capital in the Moravian-Silesian region located on the Jičínka river and was declared the Historical Town of the Year 2001. Nový Jičín (the first written evidence of the attribute "Nový" -- or "new" in English -- dates back to 1397) was likely established between 1267 and 1278 below the castle Starý Jičín ("Starý" means "old"). The square-shaped town square and the regular grid of streets show proof that the town was founded by Přemysl Ottokar



Fig. 6

II, King of Bohemia, as a greenfield project. Written sources first mention the town in 1313 when John of Luxembourg, King of Bohemia, granted the town the privilege to collect tolls on the local trading route -- its location on a crossroad of major trading routes was a great advantage. The town's original fortification, which only consisted of mud walls with a palisade, was replaced in the 14th century by stone walls with two opposing gates by the ruling Kravaře family, who obtained the town in the early 14th century. The remnants of their fortified stone house can be found in the foundation of today's Žerotín castle. Beginning in 1434 the title to the town passed among several families, but it did not flourish again until the

beginning of the 16th century when it was again ruled by the Žerotín family. They began making improvements, but the costs exceeded their wealth, so they eventually sold both the estate and the town to the town itself -- so it was now independent. During the Thirty Years' War the castle was occupied by the Imperial and then the Lutheran army. The estate was eventually confiscated and granted to the Olomouc Jesuits who remained its owners until the order was dissolved. Nový Jičín then became a free municipality which underwent an industrial boom. The 20th century wars had no major effect on the town so it has preserved its historical core until today. The stamp was designed by Eva Hašková, engraved by Jaroslav Tvrdoň, and produced by the Post Printing House in Prague by recess print from flat plates in yellow, red, green, blue, and black in printing sheets of 8 pieces. A FDC in dark-green depicts a sculpture of a farmer dancing with his wife (Fig. 7).



Fig. 7

3. On September 4, 2013, the Ministry issued a 10 Kč commemorative stamp for the 2013 ICF Canoe Slalom World Championships -- the stamp depicts a canoeist (Fig. 8). The 2013 ICF Canoe Slalom World Championships took place in the Troja Center, Prague from 11 - 15 September 2013. It is unusual for the championships to take place in the same venue after only seven years -- that has only happened once before. At the same time, the hosting Czech Canoe Union will be celebrating its 100th anniversary. Ships have sailed through Czech rivers throughout the ages. They were used for trade, traveling, and hunting expeditions. One of the first documented sources mentions the Czech



Fig. 8

knight Zachař of Pašiněves who brought a kayak from Scandinavia and used it for travel. After the founding of Czechoslovakia in 1918, the Czech Canoe Union activities focused on the creation of new camps alongside rivers for water tourism and the organization of various water sport competitions. In 1925, the Czech Canoe Union became the fifth member of the International Canoe Federation, and its representatives initiated the first European Championships in Prague in 1933. These activities along with others resulted in canoeing sports becoming a part of the Olympics starting with the 1936 Berlin games. Czech canoeists have been quite successful in the Olympics -- Martin Doktor was a two-time Olympic champion in speed canoeing, and Štěpánka Hilgertová was a two-time Olympic champion in water slalom. Czechoslovak successes in canoeing have resulted in their having the privilege to organize numerous European and World championships over the last 50 years. The stamp was designed by Jan Ungrád, engraved by Jaroslav Tvrdoň, and produced by the Post Printing House in Prague by rotary recess print in black combined with photogravure in shades of blue and red in printing sheets of 50 pieces. A FDC in dark-blue depicts a map of the Czech Republic basin along with a canoe with two canoeists; also the text 1913-2013 to commemorate the 100th anniversary of the Czech Canoe Union (Fig. 9).

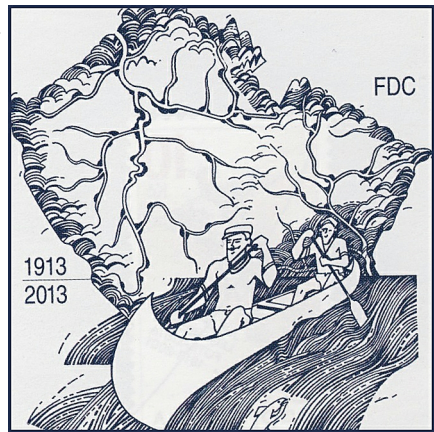


Fig. 9

4. On September 4, 2013, the Ministry issued a self-adhesive stamp booklet with 2 different non-denominated definitive stamps with imprinted letter "A" from the issue Václav Zapadlák -- Czech cars -- Škoda I (Fig. 10). On the two different self-adhesive stamps are depicted these cars: Škoda 860, vintage 1930 and Škoda 645, vintage 1932. Václav Zapadlák was born on 23 September, 1943. He gained worldwide fame in the 1990's while working with the Blackhawk Automotive Museum and with his work being exhibited in San Francisco and Pebble Beach. For the Czech Post he has already created nine postage stamps and a postcard, then these two, and more can be expected. The stamps of course are designed by Václav Zapadlák; they were produced by the Post Printing House in Prague by multicolored offset and were issued in a self-adhesive stamp booklet containing four pieces of each stamp. The front page of the booklet depicts three cars: Laurin & Klement B 1907, Laurin & Klement 110 1925-1929, and the Škoda 6R 1930. There are two FDC's in blue-violet where each one depicts the same car as that on its stamp.



Fig. 10

5. On September 4, 2013, the Ministry issued a self-adhesive stamp booklet with 2 different non-denominated definitive stamps with imprinted letter “A” (Fig. 11). These stamps issued in a booklet serve as a specimen of My Own Stamps printed in this arrangement. The stamps depict the logo “Tankuj Levněji” (Fill Your Fuel Tank in a Cheaper Way) and www.tankujlevneji.cz, which is a joint project of Czech Post and the Ministry of Industry and Trade which will offer the users an interactive map with current prices of petrol and diesel at petrol stations all over the country. In this case of the initial issue of the My Own Stamps, the customized information field on the outside front of the booklet portrays a “Tankuj Levněji” stamp along with the text “Víme, Kde Tankovat Levněji” (We Know Where You Can Fill Your Fuel Tank in a Cheaper Way), while the information field on the back contains the information on the “Tankuj Levněji” project. In the case of customized orders, both the front and back information fields on the outside of the booklet will be available to the customer. The inside of the booklet contains 8 pieces of the My Own Stamps. This specimen issue contains 4 stamps in the horizontal orientation and 4 stamps in the vertical orientation, with identical, but differently positioned features in the picture part of the stamps; customized orders may contain stamps with a maximum of 8 different motifs in one booklet. Each My Own Stamp is bordered by a special perforation, which is accompanied on each edge of the stamp by a unique atypical modification used as a security feature. The stamps were designed by Petr Foltera, Jan Hykel, Ivana Havránková, and produced by the Post Printing House in Prague by full colored offset.



Fig. 11

6. On September 4, 2013, the Ministry issued a self-adhesive stamp booklet with 2 different non-denominated definitive stamps with imprinted letter “E” (Fig. 12). These stamps issued in a booklet serve as a specimen of My Own



Fig. 12

THE CZECHOSLOVAK SPECIALIST

Stamps. The stamps depict the logo “20 Let České Pošty” (20 Years of the Czech Post) along with wavy lines symbolizing the cancellation of a letter. [The remainder of the information on this issue is essentially the same as for the immediate preceding issue -- except for the “E” versus the “A”.]



Fig. 13

7. On September 18, 2013, the Ministry issued a 13 Kč commemorative stamp in the Personalities series honoring Josef Bican, Legendary Footballer (1913-2001) -- the stamp depicts him in the process of kicking the ball (Fig. 13). Josef “Pepi” Bican was born in Vienna into a Czech family. His father was a great footballer who represented Austria. Following his father’s example, Josef Bican became a world-famous footballer, who scored 644 league goals, and spent most of his career in the Czech FC Slavia Prague. As a young player, he represented Austria where he scored fourteen goals during nineteen matches. During his years in Rapid

Austria he became the best shooter in the Austrian League. In 1937, he joined

Slavia Prague where he remained for most of his life. One year later, he became the best shooter of the Central European International Cup. Bican’s greatest achievements as a footballer came during World War II, after which he returned to Slavia. After the take-over events of 1948, he was found to be a class enemy and Slavia Prague was found to be a bourgeois club by the ruling Communist Party. Bican found a job as an unskilled worker in the iron and steelworks in Kladno. It took many more years before he became a coach in lesser clubs and then finally Slavia Prague. Bican, Pelé, and Uwe Seeler were declared the greatest football players of the 20th century. A planet was named in Josef “Pepi” Bi-



Fig. 14

can’s honor -- planer 10634 is known as “Pepibican”. The stamp was designed by Zdeněk Netopil, engraved by Bohumil Šneider, and produced by the Post Printing House in Prague by rotary recess print in black combined with photo-gravure in red, orange and yellow in printing sheets of 50 pieces. A FDC in brown depicts Josef Bican -- footballer (Fig. 14).

8. On September 18, 2013, the Ministry issued a set of two commemorative stamps for Horses. On the 13 Kč stamp is depicted the Chlumetzer Dun, and on the 17 Kč stamp is depicted the Chlumetzer Palomino (Fig. 15). Kinsky horses (Equus Kinsky) from the Kinsky stud belong to the best horse breeds in the Czech Republic. The typical feature is their gold-colored coat and white



Fig. 15

(palominos, isabellas or yellows) or black (dun) mane. The breeding of horses in Chlumetz stud started in the 17th century. The gold-colored horses served mainly military and farming purposes. On the order of Empress Maria Theresa, the breeding program was extended to cover the army demand during the seventeen year war between Austria and Prussia. Originally, no horse pedigrees were kept. This was changed in 1832 by the introduction of the Kinsky horse studbook; the studbook is still in use today as evidence of the history of the Chlumetz horses. A new race course was built in 1843;

three years later, it hosted the first race in the Bohemian Kingdom held according to the English rules and won by the Chlumetz stallion Caesar. The emphasis was clearly shifting from hunting to racing, which helped establish the long-lasting tradition of the Pardubice Grand National in 1874. Many of the Pardubice Grand national winners came from the Kinsky horse breeds including but not limited to 1897, 1900 - Magyarád, 1899 - Sláva, 1931 - Pohanka, 1937 - Norma, 1966 - Nestor. These as well as many other Chlumetz horses were regularly among the top award winners. The character, color and ease of ride of these horses make them in high demand by breeders and riders all around the world. The talent of Chlumetz horses is universal; they can be used for many disciplines from classic dressage to jumping, teaming, and hunting. They are also frequently saddled as sport horses for children. The stamps were designed by Peter Orišek, engraved by Václav Fajt, and produced by the Post Printing House in Prague by multicolored offset in printing sheets of 50 pieces. There are two FDC's in brown -- on the one for the 13 Kč stamp is depicted horses heads (Fig. 16), while on the one for the 17 Kč stamp is depicted the House at a Golden Crown where the first Chlumetz Palomino was bred (Fig. 17).



Fig. 16



Fig. 17



Fig. 18

9. On October 2, 2013, the Ministry issued a commemorative souvenir sheet with one 53 Kč stamp showing a scene from the Battle of Leipzig entitled “200th Anniversary of the Battle of Leipzig” (Fig. 18). The Battle of Leipzig -- fought from 16 - 19 October 1813 in Germany -- was the largest and most decisive battle of the Napoleonic wars. It was a clash between the army of the French Emperor Napoleon and the allied armies of Austria, Prussia, Russia, and Sweden. The grandiose battle involved over half a million soldiers and more than two thousand cannons, making it the largest battle in the world prior to World War I. The coalition army, under the command of Karl Philipp von Schwarzenberg and several other princes, had over 300,000 troops. It outnumbered Napoleon’s army of less than 200,000 troops. Neither army achieved a success on the first day of battle which ended in a stalemate. The second day was used by both armies to reorganize their forces and wait for reinforcements. The French received only 14,000 troops as reinforcements; the coalition was strengthened by the arrival of 145,000 troops. On the third day, the coalition army launched a huge assault from all sides. In over nine hours of fighting, both sides suffered heavy casualties. Napoleon saw that the battle was a lost cause, and he began to withdraw his

army across the river Elster. However, because of a mistake of his own commanders, the bridge over the Elster which was the only exit route was destroyed before the entire army was able to cross the river. Those who survived began to flee towards France. The defeat dealt a harsh blow against Napoleon himself, who was finally defeated two years later at the Battle of Waterloo. Shortly afterwards, Napoleon was exiled to the island of Elba. The Czech troops, who defeated Napoleon in the battle of Clumeč nearby Ústí nad Labem prior to the battle of Leipzig, considered the victory as their own triumph. Even more so because one of the commanders-in-chief of the Allied army, field marshal Karl Philipp von Schwarzenberg, was considered as a Czech prince. The stamp was designed by Prof.



Fig. 19

Zdeněk Ziegler, engraved by Václav Fajt, and produced by the Post Printing House in Prague by full colored offset combined with black engraving. A FDC in black-brown depicts a portrait of K.F. Schwarzenberg (Fig. 19).

10. On October 2, 2013, the Ministry issued a 29 Kč definitive stamp in the Folk Architecture series for Salajna (Fig. 20). On the stamp is depicted a cottage in the village of Salajna. The village of Salajna is part of the Dolní Žandov municipality in the Cheb district, Karlovy Vary region. A designated Village Conservation Area, Salajna contains a number of preserved farmsteads with timbered upper floors. A detailed view had to be chosen to portray this phenomenon on the small area of the stamp. The image therefore shows the timbered gable of the shed with its counterpart, a similar gable of residential house No. 13;



Fig. 20

both gables boast slanted ornamental timbering and collar beams decorated with medaillons with painted flowers. The stamp was designed by Jan Kavan, engraved by Bohumil Šneider, and produced by the Post Printing House in Prague by rotary recess print in dark green in printing sheets of 100 pieces.

11. On October 16, 2013, the Ministry issued a 21 Kč commemorative stamp in the Personalities series honoring Otto Wichterle, Czech Inventor of Contact Lenses (1913-1998)(Fig. 21). Prof. Ing. RNDr. Otto Wichterle, DrSc was born on October 27, 1913 into a rich business family in Prostějov. This world-renowned scientist became famous mainly due to silon and soft contact lenses. At the age of 6, he almost died from a persistent fever -- he was therefore home-schooled, but entered grammar school when 9 years old. He graduated with



Fig. 21

honors from his schooling. Wanting to study mathematics and physics at university, he studied chemical technology engineering at the Czech Technical University in Prague. Wichterle continued his studies at the school of medicine, which offered him the possibility to join a new discipline, biochemistry. Following the events of November 17, 1939 -- when all Czech universities were closed by the Nazis -- he took up a job in the Bata Shoe Company's chemical research laboratory. He began with research on Nylon 66, a synthetic polymer which was not suitable for the fibre spinning process. But his previous experience helped him to find a treatment which made nylon suitable for fibre applications. This led to the industrial production of silon, a synthetic material used mainly in men's socks and women's tights. But his best known invention are gel contact lenses. The start-up of their production suffered from many problems, inaccuracies, and low yields. In 1961, Wichterle used a Merkur modeling kit for children and a gramophone motor to build a prototype machine which was then simplified for large-scale production. Although Wichterle reportedly tried the lenses in his own eyes, on the stamp he is shown wearing eye glasses and holding a contact lens in his hand. In 1965, his invention attracted large U.S. companies which started the production of contact lenses abroad. Wichterle's political neutrality caused him a lifetime of problems, especially during the communist regime. He had to wait until after 1989 for well-deserved honors and awards. In 1990, he was elected President of the Czechoslovak Academy of Sciences; in 1993, Charles University awarded him a degree *honoris causaci*; beginning in 2002, each year a talented young scientist may receive the Otto Wichterle Award granted by the Academy of Sciences of the Czech Republic. The stamp showing Wichterle was designed by Oldřich Kulhánek, engraved by Miloš Ondráček, and produced by the Post Printing House in Prague by rotary recess print in violet combined with photogravure in red, plum blue, and blue in printing sheets of 50 pieces. A FDC in violet depicts an eye and contact lenses (Fig. 22).

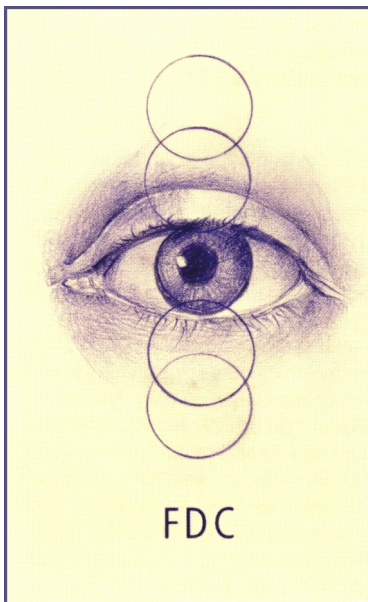


Fig. 22

12. On October 16, 2013, the Ministry issued a 17 Kč commemorative stamp honoring the 400th Anniversary of the Bible of Kralice (Fig. 23). On the stamp is depicted a girl (appearing as an angel with wings) holding a just printed title page from the Bible of Kralice with the bookbinding press from the local printing house in the background. The Bible of Kralice (*Bible Kralická*) is a Czech printed bible which was translated from the original biblical languages (He-



Fig. 23

brew, Aramaic, Greek) by translators and theologians from the Unity of the Brethren (*Jednota Bratrská*). It was named after Kralice -- a fortress in South Moravia -- where the bible was printed. It is the first Czech translation of the Bible made from the original languages instead of the Latin Vulgate (i.e., a popular version). From the very beginning, members of the Unity emphasized the importance of their literary production and very soon understood the value of book printing. The high quality of their prints is famous. The Unity was a prohibited religious organization. Its members therefore did not identify the place of origin of their prints but replaced it with the cover name "*in insula hortensi*" (On the Isle of Gardens) because of the location of the print shop among gardens. The print shop was in Litomyšl (1503), Mladá Boleslav (1518), Ivančice (nearby Brno, 1562), and finally in 1578 in the Kralice fortress under the protection of Jan Žerotín (also Žierotin), owner of the Náměšť' estate. The translation was initiated by Jan Blahoslav, a bishop of the Unity. Blahoslav himself translated the New Testament using Theodor Beza's Greek-Latin edition, using mostly the Latin. He introduced extensive notes and references to related biblical places and alternative translations. He also planned to translate the Old Testament but died before the work began. The translation and subsequent revisions were a collaborative effort with a number of Unity theologians and philologists. The first edition of the Bible of Kralice, which was published in six volumes, is often referred to as the "Six-Volume Edition". The text was divided into six volumes because it contained not only the biblical texts but also extensive comments and notes in the margins, which made it considerably larger. The stamp was designed by Josef Dudek, engraved by Jaroslav Tvrdouň, and produced by the Post Printing House in Prague by multicolored offset in printing sheets of 35 pieces. A FDC in brown depicts the Bible opened to the front page (Fig. 24).

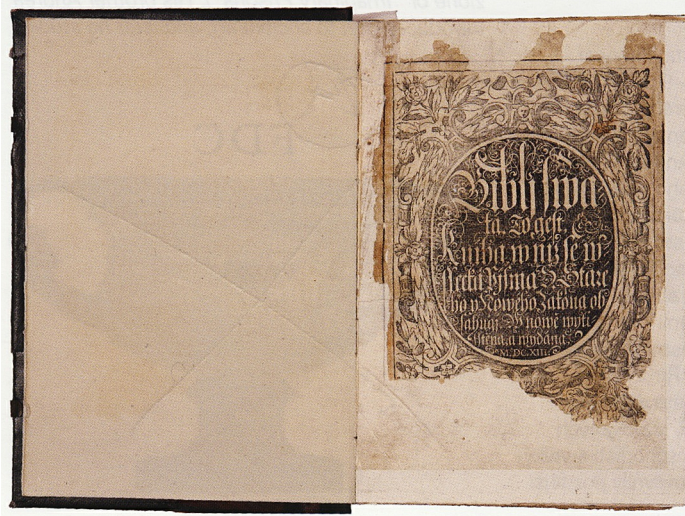


Fig. 24



Fig. 25

Battista (also Giambattista) Piranesi (born Venice - died Rome) was a major Italian artist famous for his engravings of ancient remains and fantastic *vedute* (views) from the series “Prisons” (*Carceri d’invenzione* or “Imaginary Prisons”). From 1740, he lived in Rome where he studied ancient art, architecture, and the art of engraving and etching. In collaboration with other students they produced a series of *vedute* (views) of ancient Rome. He adopted this motif and, after several years, created his own views of Rome which made him famous. His fame was further boosted by a series of sixteen prints of fictitious prisons situated in enormous subterranean vaults with numerous staircases and mighty machines. These almost Kafkaesque visions influenced Romanticism and Surrealism. He started his career as an architect in 1764, which included the restoration of the church of Santa Maria del Priorato in Rome, where he was buried after his death. In 1767, he was knighted, which enabled him to use the title “Cavaliere” before his name. During his life, he created about two thousand prints with *vedute* of partially fictitious remains of ancient Rome. A FDC in brown-black shows Piranesi’s picture *Váza* (Vase)(Fig. 26).



Fig. 26

-- 30 Kč: Bohuslav Reynek (1892-1971), “Still Life with Author, 1955” (Fig. 27), The Gallery of Fine Arts in Havlíčkův Brod, engraved by Bohumil Sneider; in colors CMYK (offset), and black (recess print). Bohuslav Reynek was born in 1892 in Petrkov nearby Havlíčkův Brod and died there in 1971 -- he was a renowned Czech poet, translator, and graphic artist. During his studies, he became interested in literature and fine arts (his father wanted him to study agriculture). He took a trip to France and started to write his first poems, later published in the collection “Žízně” (Thirsts). In 1923, he left for Grenoble to meet the poet and author Suzanne Renaud, whom he married in 1926. As a young man, he became involved in graphic art and eventually collaborated with other graphic artists such as Josef Čapek. His works exhibited while in France were very well received. Landscapes were the dominant theme of his 1930’s works. Biblical motifs grew through his works after 1939. Crucifixion, pieta, and St. Peter’s denial of Christ were the most

13. On November 27, 2013, the Ministry issued a set of three commemorative stamps in the Art on Stamps series. The stamps were produced by the Post Printing House in Prague by recess print from flat plates (25 Kč and 35 Kč) and by recess print from flat plates combined with offset (30 Kč) in printing sheets of 4 pieces.

-- 25 Kč: Giovanni Battista Piranesi (1720-1778), “View of the Roman Churches, 1762” (Fig. 25), National Gallery in Prague, engraved by Martin Srb; in blue-black, brown-black and ocher. Giovanni



Fig. 27

tion published. His poetic style focused on the natural world of the Czech and Moravian Highlands, as well as themes of Christian spirituality and his love of God. The culmination of his work was his last collection “Odlet Vlaštovek” (The Swallow’s Departure), published after his death. Like his poetry, his graphic art had to wait for its full official recognition until the fall of the communist regime in the 1990’s. A FDC in light brown shows Reynek’s picture *Vážka* (Dragonfly)(Fig. 28).



Fig. 28

-- 35 Kč: Max Švabinský (1873-1962), “A Round-portrait, 1897” (Fig. 29), National Gallery in Prague, engraved by Václav Fajt; in colors yellow, red, violet, blue and black. Maxmilián Theodor Jan Švabinský (also Max Švabinský)(born in 1873 in Kroměříž and died in 1962 in Prague) was a Czech painter and graphic artist. He greatly contributed to Czech fine arts being put on the map of Europe. Max belonged to the generation of



Fig. 29

frequent ones used by him during World War II. After his father’s death, he came back to Petrkov to stay and manage the family farm. This was where he was until after WW II, when in 1948 the communist coup nationalized the farm. Reynek worked on the nationalized farm as a worker until 1957. These hard times created an introverted, mature Reynek with a unique poetic and graphic expression. For many years, Rejnek’s poems were

only published in special limited editions or magazines. He had to wait until 1969 to have his first collection

published. His poetic style focused on the natural world of the Czech and Moravian Highlands, as well as themes of Christian spirituality and his love of God. The culmination of his work was his last collection “Odlet Vlaštovek” (The Swallow’s Departure), published after his death. Like his poetry, his graphic art had to wait for its full official recognition until the fall of the communist regime in the 1990’s. A FDC in light brown shows Reynek’s picture *Vážka* (Dragonfly)(Fig. 28).

artists who laid the foundation for the 20th century Czechoslovak modern fine arts. He became involved in art as a student in Kroměříž. In his further studies at the Academy of Fine Arts he used pen-and-ink drawings to create portraits of Czech writers and scientists. During his life, he also designed several postage stamps and Czechoslovak banknotes. His works are masterpieces not only because of his drawing ability but also because of his desire to capture the soul of the painted person or the atmosphere of the painted scene in his painting. In 1930, he married Anna Procházková. She influenced his further works, especially those in the series of prints “Ráj” (Para-



Fig. 30

dise) which quite openly showed the couple in intimate positions. Max believed that there are no limitations to art, which can be created freely and without prejudice. Max Švabinský was not only an artist but also a teacher. He was repeatedly elected Chancellor of the Academy of Fine Arts in Prague and was made an honorary professor there. He was awarded a degree *honors causa* by Masaryk University in Brno; the knight Order of the Legion of Honor; the Order of the Republic. A FDC in black shows a picture by Max Švabinský “Vlastní Podobizna” (Self-Portrait) from 1905 (Fig. 30).

Stationery

14. On October 2, 2013, the Ministry issued a commemorative postal card with an imprinted letter-denominated “A” stamp for the Philatelic Exhibition of Vladimír Suchánek’s Stamps -- Jilemnice 2013 (Fig. 31). The imprinted A-stamp depicts Jilemnice’s town square, while the postal card depicts a Nativity Scene by Metelka which is displayed in the Krkonoše Museum in Jilemnice. Suchánek’s “Graphic and Stamp Design” exhibition was held in the Krkonoše Museum in Jilemnice on 4 - 11 October, 2013. The Czech Post’s Postal Museum in Prague, the local philatelic club, and the designer, painter and graphic artist Vladimír Suchánek conducted a commemorative counter with signing ceremonies. The postal card was designed by Vladimír Suchánek and produced by the Post Printing House in Prague by full-colored offset.

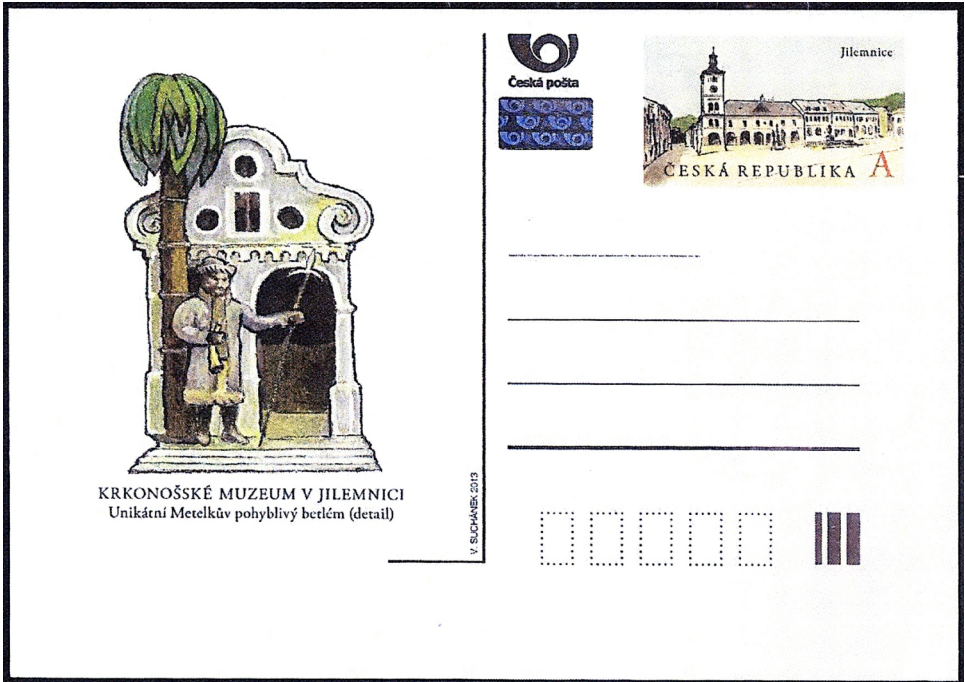


Fig. 31

SLOVAKIA

by Ludvik Svoboda

15. On September 20, 2013, the Ministry of Transport, Posts, and Telecommunications issued a set of two commemorative stamps in the Beauties of Our Homeland: Tatra Motifs series. The stamps were designed and engraved by Martin Činovský and produced by the Postal Stationery Printing House in Prague by rotary recess printing combined with recess printing in printing sheets of 50 stamps. A FDC was issued for each stamp.

-- 1.25€: The Small Cold Valley [Malá Studená Dolina](Fig. 32). The first discoverers of the High Tatras were shepherds, poachers, and treasure hunters, but then beginning in the 18th century also by lovers of nature, tourists, and mountain climbers. The area of the Cold valleys on the southern part of the High Tatras was where humans dared to build the first permanent dwellings. The first hunting lodge was built near Slavkov's acidic waters in 1793, and this is generally accepted to be the founding year of the first Tatra settlement, Starý Smokovec. This was the jump-off point for not only the Great and Small Cold Valley, but also for visiting all of the High Tatras, including Lomnický Peak and Prostředný Ridge, which separate the two valleys. In 1863, Johan Georg Rainer of Spišská Sobota furthered development of Smokovec and the area when he put in a shelter on Starolesnianska Polana -- still well preserved today, it is the oldest alpine chalet in the High Tatras. Additional chalets were then placed in the two valleys, and the surrounding foothill towns began development of spa resorts. In 1873 a

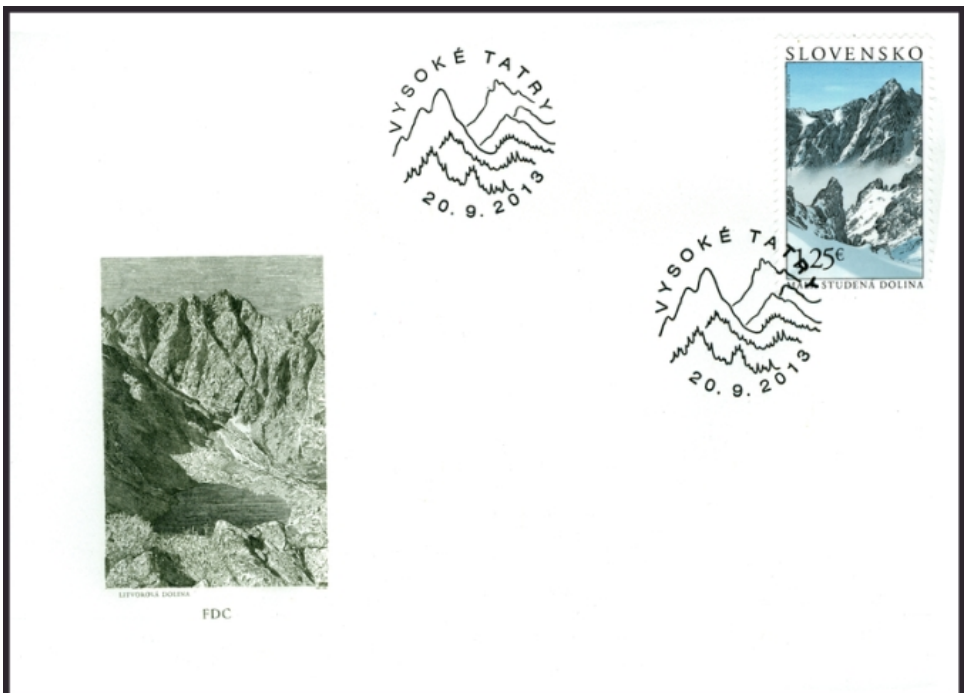


Fig. 32

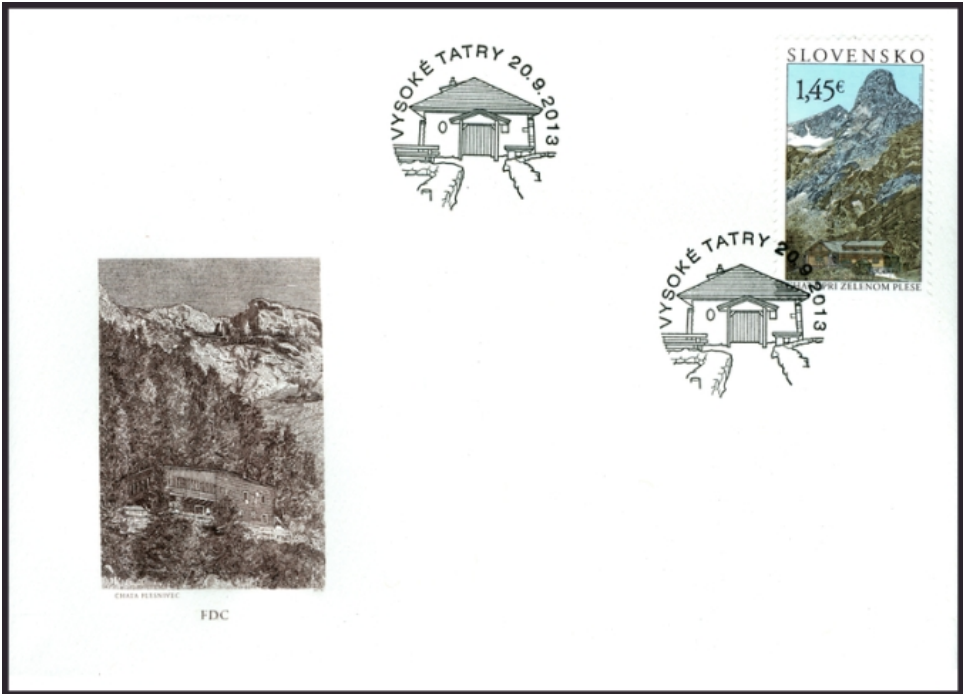


Fig. 33

tourist organization was founded which contributed to making the High Tatras much more accessible to tourists.

-- 1.45€: Chalet at Zelené Pleso [Chata Pri Zelenom Plese](Fig. 33). From the beginning alpine chalets played a major role in making the High Tatras accessible to tourists. While for most visitors the chalets represented the final destination of their trip, they served as starting points for more challenging local tourist and mountaineering trips. Increasing public interest in discovering the High Tatras called for the construction of chalets that would make starting hikes easier. A tourist chalet can be found in almost every valley in the High Tatras that might be of interest to tourists. Some chalets bear the name of the construction initiator, but more often they are named after their location. That is the case of the Chalet at Zelené Pleso. It is accessible via various tourist routes from the southern and northern sides of the High Tatras.

16. On October 11, 2013, the Ministry issued a set of two commemorative stamps in the Nature Protection: Slovak Minerals series. The stamps were designed by Karol Felix, engraved by František Horniak, and produced by the Postal Stationery Printing House in Prague by recess printing from flat plates combined with offset in a souvenir sheet containing three copies of each of the two stamps (Fig. 34). In the gutter of the sheet is depicted quartz (agate) from the area of Kuzmice in the southern part of the Slanské Vrchy Hills in eastern Slovakia.

-- 0.60€: Precious Opal from Dubník [Drahy Opál Z Dubníka](Fig. 35). Opal is an amorphous substance -- hydrated silicon dioxide ($\text{SiO}_2 \cdot n\text{H}_2\text{O}$) -- with a vari-

able amount of water (3 - 21%). There are several opal varieties, nonetheless the precious opal represents one of the most valuable gems thanks to its opalescence -- a magical light reflection of sparkling colorful pastel colors. This color changing is caused by a refraction and dispersion of light on fine layers with different contents of water, minute admixtures of other minerals or in micro-fissures. The precious opal is the most famous gemstone of Slovakia. It can be found in the fillings of fissures in Late Tertiary volcanic rocks (andesites) in areas between Červenica and Dubník in the Slanské Vrchy Hills. It was formed by the condensation of hot silicate aqueous solutions, which as after-effects of volcanic activity penetrated into the fissures of neighboring rock. The precious opals from Dubník were already known in ancient times. At that time and all the way into the Middle Ages, it represented the only known opal field in the world. Famous Roman's like Marcus Antonius, Cleopatra's lover, as well as Napoleon's Em-

Fig. 34



press Josephine favored and wore opals from Dubník. The biggest Slovak opal

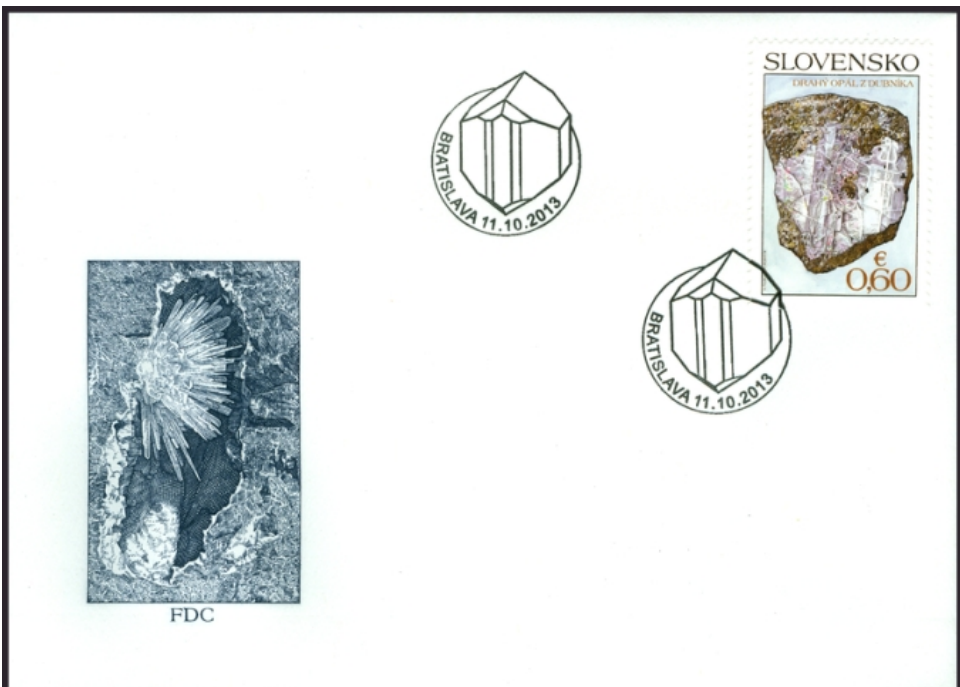


Fig. 35

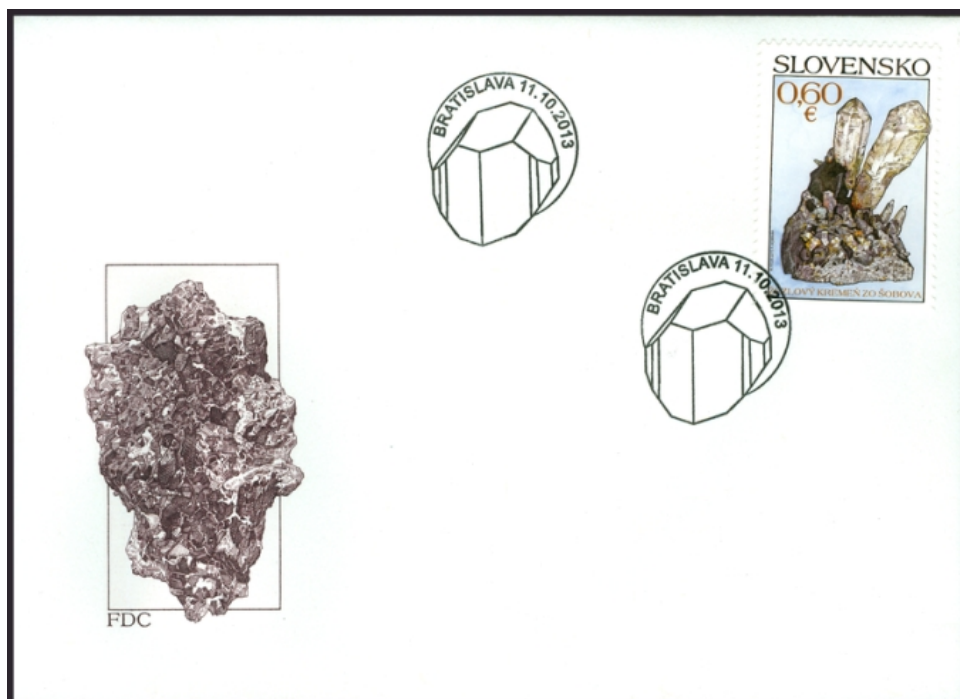


Fig. 36

is the "Harlequin" (12.5 x 5.7 x 2 - 7 cm, weight 600 grams). However, the fame of opals from Dubník started to decline after the discovery of rich deposits in Mexico and mainly in Australia about 1875. The opal mines in Dubník were closed in 1922. A FDC depicts a crystal filling a fissure in basalt (aragonite) from Bulhary near Fil'akovo in southern Slovakia (Fig. 35).

-- 0.60€: Scepter Quartz from Sobov [Zezlový Kremeň Zo Šobova](Fig. 36). Quartz (SiO_2) is one of the most common minerals in nature forming hexagonal columnar crystals finished with planes of trapezohedron or dipyrmaid. The crystal planes are frequently grooved. The crystals can be found in a form of crystal twinning and other various deformations. However, this mineral usually has massive, granular or microcrystalline shapes. It can have various colors, virtually covering the entire color spectrum, and contain white streaks. Quartz is a transparent even translucent mineral with vitreous shine on a new surface. Plenty of its forms represent semiprecious stones -- e.g., clear crystal quartz, rose quartz, violet amethyst, yellow citrine, smoky quartz, black morion, amorphous chalcedon, agate, and opal. The so-called scepter or doveote quartz is a mineralogical curiosity from the vicinity of Banská Stiaavnica. The crystals are joined together along the longest axis in such a way that their final shape reminds one of a scepter (the bigger crystal is usually grown on the smaller one or vice-versa). Even today, the most beautiful crystals are still located in fissures of quartzite stones on Sobov hill situated north of town. Scepter amethysts -- a thicker violet quartz grown on a thinner column of transparent stone -- were likewise found



Fig. 37

there. A FDC depicts a crystal filled cavity of ore minerals (sphalerite, chalcopyrite, galena) with quartz and calcite from Banská Stiavnica (Fig. 36).

17. On November 4, 2013, the Ministry issued a 0.45€ commemorative stamp for the 15th anniversary of Christmas 2013: Christmas Mail (Fig. 37). Since 1999 the Slovak Post has organized the Christmas Mail program -- writing to Baby Jesus. This program has been popular with the public, who have traditionally connected it with the pre-Christmas period. Not only children, but adults as well can send their Christmas wishes to Baby Jesus at the address “999 99 Ježiško” (Baby Jesus). The Slovak Post delivers all consignments addressed to Baby Jesus to the post office in Rajecká Lesná, where Christmas Mail and the official post office box of Baby Jesus are located. In addition, the Slovak Post delivers a response from Baby Jesus to everyone who writes a return address on their mail. During the previous 14 years, almost 1,250,000 letters were delivered to the address of Baby Jesus, including hundreds of letters delivered from foreign countries, especially from the Czech Republic, Germany, Taiwan, Russia, USA, China, Israel, etc. Baby Jesus also responds to blind and partially sighted children in Braille. The stamp is based on a drawing by Erika Korková from Kollárovo who won a contest for children for the most beautiful drawing for Baby Jesus -- almost 5,800 drawings were submitted to the contest. The stamp is produced by the Postal Stationery Printing House in Prague by offset in printing sheets containing 8 stamps and 8 coupons (Fig. 38).



Fig. 38

18. On November 13, 2013, the Ministry issued a 0.45€ commemorative stamp for Christmas 2013: Folk Motifs in the Work of Ludovít Fulla (Fig. 39). This year's issue of the Christmas postage stamp is based upon a work of one of the most significant Slovak artists of the 20th century, Ludovít Fulla (1902-1980). He was a religious person, and thus Christian iconography played a vital role in his work especially during the 1940's. During this period, a series of woodcuts depicting biblical New Testament themes were created. The motif on the stamp comes from a woodcut, "The Birth (1940)". He focused on New Testament motifs and especially those with Marian themes -- the Madonna represented an often repeated topic of his work since from time immemorial, the Virgin Mary of the Seven Sorrows has been worshipped in Slovakia as a parton and guardian of the country. The stamp was designed by Marianna Žálec Varcholová and produced by the Postal Stationery Printing House in Prague using offset in printing sheets of 50 pieces.



Fig. 39

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