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THREE GOLDS FOR POLAND AT ESPANA

Three Gold Medals were awarded to collections of Polish material at ESPANA-84, the International Philatelic Exhibition held in Madrid April 27th to May 6th. In all, nine Polish collections were shown and this represents one of the largest displays of Polish material seen in an International Exhibition in recent years.

I believe Espana-84 will be considered the major philatelic event of 1984. Long before the exhibition opened, the organizing committee promised an unusually exciting show with outstanding exhibits, many varied activities, and many dealers and postal administrations taking part. Those attending the exhibition will agree the promise was kept! It took two separate buildings in the Casa de Campo, a sprawling park adjacent to the Royal Palace, to house the exhibits and other displays, lectures, dealers, and post offices. Over 1100 applications requesting over 7000 frames were received by the exhibition committee. From these, 682 exhibits with about 4800 frames were selected. Eighty percent of the collections accepted had previously received at least a Vermeil medal at a previous International Exhibition,



Poland's special ESPANA-84 stamp issue and cancellation.

and the remaining twenty percent of the collections were for first-time exhibitors in an International, but who had received at least a Gold in a National show. This accounted for the unusually high caliber of the exhibits.

The nine Polish collections were grouped as follows: Traditional Philately-5; Postal History-3; and Aerophilately - 1. Four of the exhibits were from Poland, two from the U.S.,

and one each from Switzerland and France. There were an additional five Youth Exhibits from Poland while there were none from the U.S.

The revised FIP (Federation Internationale de Philatelie) rules for awarding medals at International exhibitions was in effect at Espana-84. The previous six categories were expanded to nine: Large Gold, Gold, Large Vermeil, Vermeil, Large Silver, Silver, Silver-bronze and Bronze. This allows for more latitude in the awards and a hope that "special awards" can eventually be done away with. The addition of the Large Vermeil makes it more difficult to achieve a Gold medal in International competition now.

The Polish collections exhibited were as follows:

1. LARGE GOLD, Zbigniew Mikulski, Switzerland, "Kingdom of Poland 1858-70."

The nine frames of this exhibit contained some of the rarest and most exciting pieces of Polish philately. The collection began with the first issue of Russia used in Poland and included two Russia #1's used on letters from Warsaw. Other Russia #1's included one cancelled with the large red "WARSZAWA" in Russian, and numeral cancels of #31 (Łódź), #70 (Sokołów) in a reused pair, and #97 (Zamość). The rare 20 kopeck watermarked stamp was represented by three copies, one with a numeral #70 (Sokołów) and the other with a "BW" of the Bydgoszcz-Warszawa Railroad station, undoubtedly a late issue. The third was tied to an envelope by the #175 of Granica, one of two or three letters with the 20 kopeck known used in Poland. The 30 kopeck watermarked was represented

by two examples, one with the #120 of Kielce and the other with the red #119 of Koszyce. Only five of these 30 kopeck are recorded used in Poland.

The Warsaw City Post Stationery filled one frame and included a First Day Cover of the small size provisional issue (January 1, 1859) and two used examples of the large size envelope, including the one from the Faberge collection which had the seal cut-out and replaced. The blue envelope showed used examples of the front-impressed seal with both the four-ring and boxed "1" of Warsaw represented, and one used example with the seal impressed on the flap, of which only five or six are known.

The remainder of the collection consisted of Poland #1's and Russian stamps used in Poland. In all, there were 137 loose Poland #1's and fifty-five on letters. They were arranged first, by printing (as determined by shades), and secondly, by type of postmark on the covers. Of the 55 on letters, about 40 were from Warsaw. Two of the letters were the rare triple rate. One included a stamp which was the "broken T" variety and sent from #217 of Piatek. The other was a recently discovered letter (in Moscow, nonetheless!) with a reused vertical pair and single from #240 Ciechocinek. Four of the #1 letters had pairs or double rates. Of the loose stamps, there was a vertical strip of three and ten pairs or double rates. Only two color cancellations were present, the red #91 of Krasnik (2 examples) and a red #202 of Włocławek struck over with a black #55 of Białą. The last two frames consisted of Russian stamps including several rare usages of Russian stamps in the April to De-

cember, 1865 period, and a bi-sect of the 10 kopeck on letter.

2. GOLD MEDAL, James Mazepa, United States, "Kingdom of Poland 1858-65."

This collection was allotted seven frames and was mounted next to the Mikulski collection, which provided an excellent opportunity to study these two impressive collections together. The exhibit began with the earliest recorded letter with a Russia #1 used in Poland. Among the other Russia #1's shown, was the only recorded #55 of Biała and only recorded #195 of Warta on letter. Three examples of the 20 kopeck watermarked were shown including one with the #67 numeral of Gończyce, believed to be unique, and examples with the #1 of Warsaw and the #70 of Sokółów. The Warsaw City Post envelopes were represented by a proof impression of the first issue, small size, and what is probably the finest used example of the first issue large size. The Blue envelopes were shown in their various stages of impressions from early to late, and a very rare used example with the imprint on the flap was shown.

Unlike the previous collection, the Poland #1's were arranged by plate varieties and then by cancellations. A total of 70 covers were shown and 188 loose stamps. The covers, of which only seven were #1 Warsaw cancellations, included six with pairs or double rates. Notable were a vertical pair from #176 Dąbrowa and a double rate from #329 Nowa Praga. The loose stamps included one triple rate piece, consisting of a pair and a type III blue oval single, the only such recorded triple rate piece. There nine pairs or double rate pieces shown. The collection

was strong in color cancellations. The blue #14 of Nowe Miasto and the #180 of Belchatów and red #70 of Sokółów were shown on cover. A previously unrecorded yellow-green #168 of Myszków and blue-green #304 of Pniewo were shown. There was a strong showing of railroad cancellations which included all the recorded railroad cancellers known on Poland #1, including some in both black and red. There was also a strong section on plate varieties, including what is believed to be a new position (type IV) of the blue oval variety.

3. GOLD MEDAL, James Mazepa, United States, "Poland: Air Post to 1939."

One of the members of the Jury commented that this was the first time he could recall a Polish air mail collection receiving a Gold medal in an International Exhibition. The seven frame collection began with no less than two different flights from the 1870 Siege of Paris (Balloon Monte) to Poland, one letter to Warsaw and the other to Toruń. A selection of Przemyśl aircraft and balloon cards followed, and the 1918 Austrian air post in Poland was represented by first flight letters from Kraków and Lwów to Vienna, as well as an accident letter from Lwów to Vienna. Two of the rare military cachets were shown, including one unrecorded unit cachet in blue. Some of the rarest flight covers were present including the attempted trans-Atlantic flight by Polish aviators from Paris to New York, the Warsaw to India flight in several stages, and the flight to the Americas in several stages. A very impressive showing of LOPP issues added a rare and colorful display which included the Tarnopol and Białystok issues on

flown covers. The Gordon Bennett balloon flights were represented with one especially outstanding item, a drop-mail letter from a German balloon over Nieszawa. Treaty State mail carried on the Graf Zeppelin and the Hindenberg rounded out the collection.

4. LARGE VERMEIL, Janusz Adamczyk, Poland, "Poland Prephilately."

This very impressive collection offered in its seven frames some of the finest prephilatelic material of Poland. The Kingdom period was represented by a 1782 Crown and Posthorn mark of "Cracovia" and an undated Crown "K" mark, followed by the Warsaw Crowns up to 1795. The Austrian period was particularly strong with the Crown and posthorn marks of Izdebnik and Casimir, a red Zamość mark from 1788, and a Lemberg double-Eagle and crown postmark. The Free City of Kraków included marks from all three post offices with the Polish office represented by both dispatch and transit marks. The Austrian office included the more common oval postmark, but in red, the first time I have seen this mark in red. The Prussian Office marks included the thimble "KRAKAU", one of two or three known.

5. LARGE SILVER, Wiesław Nachciński, Poland, "Poland: The War Years, 1939-45."

The five frames of this exhibit offered a panorama of philatelic material of the difficult W.W. II period. The exhibitor did not confine himself to the usual display of General Government material, but included a range of Concentration Camp material, prisoner of war cards and letters, and some very seldom seen fieldpost cachets and cancellations

of the Polish Army.

6. LARGE SILVER, Stephan Rosinski, France, "Poland: The Development of the Post."

No stranger to International Exhibitions, Mr. Rosinski has achieved an award one level higher than previously which reflects some new material and arrangement. The collection began with a very early 1774 letter from the Austrian office in Lemberg without postmark. Two outstanding items from the Russia area of administration were an 1811 letter from Brześć Litewski and an 1814 letter from Pińsk. Also, the rare two-line Red Grodno railway mark was shown on a letter. One of the few forgeries of Poland #1 made in the 1930's was shown along with a nice showing of this first Polish stamp, one of which had the rare #324 numeral of Sanniki. One outstanding feature of the collection was that most of the pre-stamp letters were commercial mail, not the usually seen official letters.

7. SILVER, Lech Popielewski, Poland, "Post in Warsaw 1554-1870."

This five frame exhibit was quite unbalanced and had some obvious holes, but with a little work and a bit more material, should receive a higher award. The first two frames were museum letters sent from Warsaw, all impressively clean and most with large embossed seals. The collection continued with a very rare letter with the negative Mińsk postmark and a Crown-W Warsaw mark as transit. All three types of the Warsaw Crowns were present, and all were the more difficult internal usages. A Russia #1 pen cancelled in Warsaw began the stamped section, but the exhibitor strayed from the Warsaw theme by introducing

some nice examples of the 10 kopack stationery from Łęczyca and Kielce, and a beautiful example with the railway postcard bullseye of the Warsaw-Vienna line, postcard #2

8. SILVER-BRONZE, Jerzy Stachowicz, Poland, "Second Polish Provisional Issues."

This exhibitor showed a nice representation of the PP/GGW issues with many of the errors and varieties. What should be the highlight of this material, the 20 pfennig Ultramarine was represented by a highly questionable example. Some nice commercial usages were also present.

9. SILVER-BRONZE, Conrad Straub, United States, "Poland: Official Stamps 1920-44."

The real achievement of this exhibit is how the exhibitor managed to fill five frames with this most difficult material. This is an excellent example of where catalog values do not represent the difficulty of acquisition. The narrow scope of the material, however, precluded a higher award, but it was a real pleasure to view the development of Official stamps in Poland and to see their legitimate uses on letters. Perhaps showing the "cream" of the officials and postage dues would enhance the exhibit.

Stamp collecting is very popular in Spain, and unlike many of our National shows and even other International Exhibitions, there were usually many people looking at the exhibits. A special effort was made to involve children in the exhibition. A very large children's area was provided on the main floor in which they could make their own album pages, provided by the post office, from stamps provided by the organ-

izers. This "philatelic schoolroom" was usually filled with children who were helped by specially selected instructors who showed them how to use hinges, lay out a page and so forth. The Post Office provided a special label and allowed the children to "cancel" their own stamps at a "post office" which also gave away many souvenirs including a replica of a Spanish official mail box. A special "children's only" theater offered a multi-screen slide show on stamp collecting.

An overall lack of organization and rainy weather was made-up by the friendliness of the people, especially those connected with the exhibition. Other lasting memories of ESPANA-84 include: Meeting friends from all over the world, some with whom I have corresponded for years but never met in person; McDonald's and Burger King's Restaurants which serve beer; a Palmares Banquet that included a Las Vegas type Night Club Revue and lasted until 4 a.m.; the little Spanish man who explained to me that I was going the wrong way on the subway; and a special booth by the Terez Sherry firm which offered free samples of 27 different kinds of Spanish sherry.

A number of dealers commented on the impressive showing of Polish material and I believe this will be an incentive to the formations of other outstanding Polish collections.

—James Mazepa

POPE'S VISIT CANCELS

The COROS Chronicle, April, features an article on the Cancells of the second visit of Pope John Paul II to Poland. The Coros is published bimonthly by the Collectors of Religion on Stamps, 208 E. Circle St., Appleton, Wisconsin 54911.

The Austrian Post in Poland 1772-1817

By L. STEINBACH

1. A brief account on the History of Austrian Post

At its beginnings, as in any other country, the post in Austria served entirely the governmental purposes with delivery of written instructions and transport of goods.

The use of post by private persons was allowed only by title of "*tanquam cursus publicus*", i.e. as the transport took place on public highways the post accepting private mail covered partly its own expenses.

The first postal service accessible to the public was introduced on the Netherland-German route, from Vienna to Brussels in 1516, by a certain Francis de Taxis, whom the Emperor Maximilian I appointed to be the Netherlands Postmaster.

On July 11, 1562, a member of the same family, Christopher de Taxis was appointed Postmaster of Poland by King Sigismund August.

In Hungary and Bohemia this office also belonged to the de Taxis family. In 1612 however, it was taken over by Carlo Magni, whose son, Hans Jacob, was confirmed by the Emperor Ferdinand II as Royal Postmaster of Hungary, Bohemia and Austria.

From that period originate the oldest postal regulations. Issued for the first time on Sept. 13, 1621, they were repeated, amended or supplemented every few years.

Whilst Paul de Taxis represented his family in the Tyrol, important changes took place in Central Austria, where Hans Christopher, baron von Paar, was nominated the Postmaster.

On October 24, 1622, von Paar signed an agreement with the Mag-

ni, on strength of which for a sum of 15,000 florins, he purchased the Office of the Court Postmaster and General Postmaster of the Crown countries, thus becoming master of all posts in Austria, Hungary, Bohemia, and Austrian provinces, except the Netherlands.

Up to 1772 these offices and all postal revenues belonged to the Paars, who, with time, were elevated to the rank of Counts and then of Dukes.

In 1772 Charles II pronounced that the Office of Posts was a sovereign's privilege and took it over.

The then officiating Court Postmaster, Joachim Andrea, Count von Paar, by virtue of negotiations signed on July 11, 1772, received as indemnity 66,000 florins per year, which represented an interest of 5% from capital of 1,320,000 florins.

Although renouncing their rights to any income from the post, the Paar family remained in its administration till 1783, when the Court Postal Commission was dissolved, and withdrew completely from active participation in its affairs after signing a new agreement on Sept. 17, 1813. They retained however, previously granted interests and title as well as personal rights and benefits of the Court—and General Postmaster.

Built up and developed with enormous cost, the Post had to be protected from outside competition. Consequently it received exclusive rights to carry mail, and later on, carriage of passengers also.

Carriage was executed through a change of horses at certain places, called post stations.

A basic unit of a distance between two post stations was termed a "single post" and measured two Austrian miles or 8,000 Viennese fathoms. (One Austrian mile equalled four English miles, 1256 yards). A "single post" divided into halves, and later into quarters and even eighths, and established separately for each "single post", was a basis for calculation and collection of dues for services rendered.

The owners of horses, taken in olden times on hire by General Postmasters, began in time to call themselves postmasters, handing over hereditarily their stations to their families and repaying the Gen. Postmaster for this privilege with a percentage of their income.

Later they accepted obligation to carry mail with all revenues from it returned to the Gen. Postmaster, receiving in compensation a right to carry passengers on certain roads on their own account.

Privilege to carry certain goods derives from later times when stage-coaches were introduced into service.

First reference to stage coach establishments is found in "Letters-Patent" concerning messengers (*Botenpatent*) dated Dec. 14, 1748, which forbade foreign messengers to cross the frontier with packets of over 8 pounds in weight, "in places where stage-coach service was established". This interdiction was brought in to protect income of the post, as in such small packets illegally collected letters were smuggled en masse.

2. General Information on Postal Organization in Galicia

Postal matters in Galicia in the period of initial organization were not subjected to the Highest Postal Commission of the Court, or to its

superior, Count von Paar, as was the case with other Austrian Crown countries, but through the Governor of Galicia directly to the Chancellor of State, or, from Jan., 1774, to the then created Galician Court Office.

With liquidation of this office in May, 1776, its agenda was divided between the Czecho-Austrian Court Office and the Court Camera. In personal matters all the post offices were subjected to the Highest Postal Commission of the Court which formed a part of the Court Camera.

From May 1, 1783, in the whole Empire a general reorganization of central and provincial authorities began.

With the liquidation of the Highest Postal Commission, the horse-post came through provincial political authorities under the supervision of the Court Camera, whilst the wagon-post was subject to the specially created General Expedition and Control of Postal Wagons Office in Vienna, renamed in 1808 to General Directorate for Postal Wagons.

The Duke von Paar at that time still the General Postmaster of the Crown and Crown countries, had his competency considerably lessened however, and limited, as a matter of fact, to emissions of Nomination Decrees for postal officers.

The High Post Offices existing in Capitals of all Crown countries (in Lwów for eastern Galicia from 1773; in Kraków for Western Galicia from 1796), were, till 1783 indirectly, and from that time on, directly supervising the work of all post stations.

Up to 1812, these High Post Offices beside executing administrative functions in relation to subordinated post offices in their countries, were also busy with normal postal activities i.e. carriage of mail and

passengers.

In 1812, these postal services in Capitals were handed over to the newly created office of post-keepers who were solely responsible for post stables.

The Director of the High Post Office, beside his deputy, the Post Controller, and depending on the volume, had under his control several officials called Post Officers or Accessories, a few postal clerks, sometimes one or more unpaid practitioners, or daily paid clerks, and a few postmen.

The Manager of the High Post Office wagon-post, called Post Wagon Expeditionist, was subjected in official matters at first to the Director of the High Post Office, and from 1783 directly to the General Expedition & Control Postal Wagons Office in Vienna.

The post-offices in the provinces were called post stations or letter

stations. Post stations were situated on established postal highways and were busy with all postal services, while the letter stations were located usually beyond postal highways, in localities where need for postal conveniences arose. A link between letter stations and postal routes belonged to the duties of the nearest post stations.

The letter stations were busy solely with the acceptance and delivery of letters; due to the lack of postal stables they did not carry passengers.

The Junction post stations where various postal highways parted, because of letter sorting manipulation, were called Sorting Post Stations; that however, had no bearing on postal hierarchy or material gains for postmasters.

The manager of a post station, being also its owner, was called a postmaster. To assist him in his work



Don Podunia



CASIMIR JASIENICA

Ł. Lemberg. v. Podgorze podgorze PODGORZE

Ł. Przemyśl. LEMBERG RESSOVIA 16 19. April

GALICIAN HANDSTAMPS FROM THE EIGHTEENTH CENTURY

he had a postal clerk whom he paid from his own fund or from government endowment granted especially for that purpose.

At stations with a turnover of over 3000 guildens per year, another official was allowed, called a Controlling Post Officer. This occurred mostly at Sorting and Frontier Stations.

To carry and deliver the mail, postillions or postmen were employed.

In Lwów, Kraków and Brody, Jewish postmen were especially employed for exclusive service of the Jewish population corresponding in Hebrew.

Collecting letters for posting was executed by lower grade officials of various local offices who performed this function as a secondary occupation for a suitable remuneration.

At the beginning, all the postal personnel discharged their duties in civilian clothes. The only service badge in existence, a "post horn", was carried by postillions when on duty.

In 1815, postal officers received for the first time especially designed uniforms. These ornate creations differed considerably from those worn by officers in other administrative services.

Six months later, as the result of a collective petition of concerned officers, the Court Camera cancelled its uniform regulation, bringing the question into line with other administrative branches.

From that time on, postal officers wore a jacket of scarlet cloth, with collar and sleeve cuffs from black velvet adorned with embroidery, in conformity with a group of salary.

Embroidery, buttons, and the hilt of a sword were of gold or gilt metal, and with the uniform, top-boots with spurs were also worn.

Basic regulations for postal officers, obligatory to all with power of Decree, were included in "Postal Patents" issued on March 21, 1773, for territories occupied after first dismemberment, and on October 21, 1796, for territories taken after the third dismemberment of Poland.

These regulations were supplemented or partly changed from time to time, till the new "Postal Patent" appeared in 1837. This included rules as to correspondence, attendance of passengers, and general order on post stations.

3. Postmasters in Galicia

In those times the postmasters occupied far more important, difficult and responsible positions, than many of their counterparts of today, and the first years were especially trying for the Galician postmasters.

There existed two ways to obtain a post station at that time in Austria, hereditarily, or by nomination from a list of candidates.

Hereditary, the older system, and analogous to that of the Paar family, showed serious defects as in many cases people completely unprepared and sometimes even incapable of running postal services occupied the office. Because one could not get rid of unsuitable characters quickly, postal services generally suffered.

The appointment system was far more convenient, but on the other hand, a very expensive one. To demand and expect from him that he carried out his duties properly, a postmaster had to be provided with adequate local living conditions, especially at newly opened stations, and that was possible in inhabited districts only.

Merit of that system however was, that it put the good of the community over that of an individual, and

that in case of unsuitability a postmaster could easily be removed from his office.

Too often experiencing inconveniences of the hereditary system, the government, for long planning various changes in postal organization, ceased to acknowledge the hereditary rights of postmasters to post stations from the middle of the 18th century.

Annexation of Polish provinces in 1772 gave the government opportunity to put to a test another, and completely new system of appointment of postmasters.

Approved or appointed, postmasters received such advantageous living conditions that not only could they carry out their duties but also husband their stations, and what is more, reckon also that their sons would get priority for postmaster's office, in case of their retirement or death.

This, giving pretenses of a hereditary system, as in fact some stations passed through generations from father to son, secured an honest service, which in turn was a condition of postmaster's privilege, that in case of his retirement, after at least ten years of service, he could indicate a person to whom the station should be handed over. It could be someone from his family or even a complete stranger. Interested strangers had to buy out, however, the whole husbandry.

In the annexed country, termed from now on as *Galicia*, the government started the postal organization with postal highways, which according to local needs required considerable expansion.

Although the government recommended to keep in office former Polish postmasters, provided that fice with Jews", not many of them they "did not share their former of-

remained at their posts, as majority abandoned their stations before the arrival of Austrian troops.

It was almost an established custom in Poland that the postmasters, for various reasons, lack of horses for instance, did not carry out some of their duties on their own, leasing in some cases the entire stations to Jewish lease-holders.

This frequently led to very bad postal services, undermining considerably the reputation of the post.

Because of that, not many of the former postmasters were approved at their stations; the rest had to be found among the local population first of all.

Count Pergen, governor of *Galicia*, in his first postal Decree, dated Jan. 29, 1773, announcing early opening of "postal services in all directions, with post stations", called upon "landlords and noblemen living in the neighbourhood of given highways" who were "willing and had intention to run a post station, and were able to provide themselves in what was needed for the service" to apply for the job.

From the candidates the following former Polish postmasters, or their heirs, were accepted to the office:

1. Daniel Christiani at Jazlowiec,
2. Jan Klings at Jarosław,
3. Bazyli Korczyński at Przemyśl,
4. Vallentini at Łańcut,
5. widow Maria Anna Oberländer at Rzeszów,
6. Antoni Oswald, second husband of widow Brzezicka at Rawa,
7. Daniel Walter von Ogilvie at Zamość,
8. Józef Lewicki at Hrubieszów,
9. Franciszek de Vourla at Brody,
10. Józef Górecki at Trembowla,
11. Martin Misiagiewicz at Przeworsk,

12. Emeryk Zaborski at Czudec,
13. Józef Matakiewicz at Krosno,
14. Jan Lieskowski at Sędziszów,
15. Antoni von Rakowski at Brzesko,
16. Kazimierz Smoliński at Wieliczka,
17. Chrystian Angoulan at Szczerec,
18. Polish major Faber at Lubycza,
19. Róžański at Wojślawice,
20. Siewiński at Złoczów, and
21. Antoni Lenczewski at Mikulińce.

As the organization provided for 62 post stations, due to the lack of local applications, the remaining postmasters had to be recruited from other Crown countries.

Because of hard and responsible service and independent position, the postmasters had to possess outstanding personal qualities. Invariably they had to start from scratch, building their stations in woods, or secluded places, deprived of neighbors and help if need be, and often exposed to the danger of bandits' attacks, and wilfulness of passengers. In addition they had to be financially able, to purchase at least seven horses and two wagons.

Most willingly, therefore, they were being chosen from brave, retired military men, and in case of those coming from other Crown countries, from well tried postal officers (Catholics only).

That is how in the first years German, Hungarian and Czech families and French immigrants arrived in Galicia, whose heirs—against perhaps confidence put in them—in time completely polonized themselves, composing in the third or fourth generations a strong bastion of Polishhood in Galicia.

From these immigrating families, that endured for several generations in postal service, I am quoting

the names: Bogdanyi, Dersa, Horn, Gaberle, Prevot, Rettel, Schiffer and Weiss. Soon they were joined by Bertha, Fiederer, Fischer, Flach, Kanowski, Löffler, Ruebenbauer, Vogel and Vayda, and with the beginning of the 19th century by Fogelman, Müller, Gróo, Hoppe, Lehr, Oesterreicher and Zielonka.

Difficulties and chicanery found by the first postmasters in Galicia were not based so much on political situation in the occupied country as on hostile disposition of the people towards postal institution generally.

This was frequently recorded at that time in Western Europe also, the reason being high taxes for the upkeep of the post and underestimation of importance and role this institution played in the life of the community.

Local conditions in Galicia intensified, of course, these difficulties, being to many postmasters a real surprise, but their greatest enemy, perhaps, was the fatal state of the roads.

Because of that, mail was very often carried across the country, even with allowed breaking of hedges, across the bridgeless rivers, with occasionally the loss of people and horses in bogs and swamps. Fights with bandits and wolves were common and during severe winters wolves even used to creep up to the suburbs of Lwów.

In spite of frequent reminders and orders the landowners were reluctant to sell pieces of land to postmasters who needed it for erection of post stations and for husbandry. On the other hand, it is right to say that, the postmasters themselves, afraid of early resell and transfer to another place, were not too eager to buy land before living conditions became normalized and final estab-

lishment of postal highways fixed.

In these very abnormal conditions of work they had however to have horses and harness, as it was forbidden to sublet the stables, and more than often pay excessive prices for forage to various speculators who took advantage of the fact that municipalities were not obliged to provide the post stations with it.

In time the postmasters began to build their stations on their own land, getting for that purpose a financial grant from the government which well understood that only security in the form of a well husbanded property would make them hardened to adversities and attached to their posts.

A postmaster, besides being a master in his own station, had also a duty to look after the condition of the road to a point midway between two stations. In case of disputes or violation of postal by-laws by third persons, he had a right to confiscate horses used for unlawful carriage of passengers on postal routes.

Remuneration of Galician postmasters was quite satisfactory, and surpassed, for instance, that of their Hungarian counterparts. This was due to endeavors of Count Pergen, who, putting this suggestion to the Court Camera, wrote: "it could be dangerous to have medicants on postal highways, and vice versa with suitable remuneration of postal officers one could pay more attention to their obligations".

Yearly remuneration consisted of a basic salary, which at the start of the service amounted to 150 or 200 guildens, depending on the importance of the station, and of a payment of twice weekly carriage of official mail to the next station, which depending on the distance, amount-

ed to 104, 136 or 156 guildens.

The first postmasters received in addition 25% of their basic salaries "ad personam" as lodging allowance.

The basis of their welfare however was in profits from hiring horses for private use.

Payments for this service, called "ritgelt", were regulated by price of forage and in the early years amounted to 22 1/2 kr. for every mile of road.

During Napoleonic Wars the existence of the post in Galicia was threatened by the prevailing dearth of everything caused by the transportation of oats and other forage to Bohemia for the fighting army.

Insufficiently fed, exhausted horses, used to die in stables and on roads. Postillions, leaving heavy postal bags by the roadside, very often had to go to the nearest habitable place to get help either from landed gentry or local judges to carry the mail to the next station.

The postmasters were unable to keep the prescribed number of horses, a fact well known and acknowledged by the governor who wrote: "with expected decline of postal institution, one can not require from postmasters that they keep horses for a so-called convenience of passengers who just as well finding them in stables unfit are forced to hire them from peasants."

The postal institution was saved from a complete decline by an adequate rise in basic salaries, "ritgelt", and other allowances for postmasters, and by introduction of new postal rates.

Not until after the Vienna Congress in 1815, and ensuing peaceful era in Galicia, could the post slowly

but consequently rise again, reaching in time a level which, as that in other Crown countries, before long, became an example for many other European countries.

4. Posts and Their Transport

For transmission of normal correspondence, ride-post was already being used in Galicia in 1772.

Letter-packets were carried in sealed post-bags by riders. In case the weight of mail was considered too heavy for a horse, a two-wheel, one-seated mail-cart, called calash was used, and harnessed with one or two horses depending on weight. For mail of 140-150 pounds weight and over, two horses were normally harnessed.

Mail carrying by pedestrian postmen or casual passengers was forbidden.

As a rule, regular postal runs took place twice a week on all postal routes except between Lwów and Sambor where till June, 1783 (i.e. until that highway was re-routed through Gródek and Rudki) the mail was carried once a week only. From 1775, postal exchanges between Lwów and Vienna took place four times a week, twice through Casimir (Podgórz), and twice through Dukla. During the two main postal days (that is when the post connected with mail from other adjoining inland and foreign postal routes) a two-horse mail-cart was used, whilst during the rest of the week a one-horse cart only.

From 1786 between Lwów and Brody, then Galicia's most important trading center, the post ran 3 times a week.

From Brody, this service ran further into Russian occupied Poland; —from Oct. 1773 through Kozin to

Luck, and from Oct. 1794 through Podberezie to Zasław.

When in March, 1798, the Russians established a post station at Radziwiłłów, this service ceased to operate.

In the early years of Austrian rule one could frequently see travelers using their own wagons and horses, keeping relay teams along the route, or changing them at post stations. Step by step, however, various postal by-laws limited this practice, and in time, those who could afford it, traveled for the most in their own coaches, which, of course, were more comfortable than the official wagons, hiring horses from one station to another, whilst the majority of passengers traveled by official transport.

The first postmasters established dining and waiting rooms for passengers at their stations. This brought in slowly, a change in habits of the traveling public which up till then used to carry when journeying, not only their own bed-clothes and blankets, but also food and cooking utensils. Dirty and badly provided Jewish taverns only were to be found en route.

From January, 1789, passengers could travel, in exceptional circumstances, by mail-cart post also, provided that they had a special permit issued by the High Post Office in Lwów. In such cases, an additional horse had to be harnessed.

From Vienna one could get to Galicia by post or by common country wagons which could be hired at "Gold Stag" inn at Leopoldstadt. For carrying goods one had to order wagons at the Custom station, or hire them from Jews at Salzgries's "White Wolf" inn, or at Passau Court.

After the authorities were convinced that heavy coaches would travel on hastily repaired roads and that the underestimated, small Galician horses would be able to pull out a coach from muddy pot-holes the first stage coaches were introduced on the Lwów-Vienna route in May, 1775, bringing comfort to the traveling public.

Stage coach passengers were allowed to have with them personal belongings and goods to the weight of 100 pounds. Valuable articles were carried also.

The first two stage coaches used on that route were made by three Lwów artisans, wheel-right Michal Lähnstaner, saddler Józef Regtter, and blacksmith Bronhard Rotter, in six to nine weeks from the date of order.

Estimate of each stage coach was as follows:

- one coach with 8 wheels
and 2 half-axle-trees .. 90 gld.
- blacksmith: iron ware
and labor 130 gld.
- saddler: leather, nails,
fittings and labor 150 gld.
- wicker-work at the back
of coach for goods ... 3 gld.
- Total 373 gld.

The trial run was very successful. Against expectations of a six day journey, the coach arrived at Bielsko in 3¼ days and had to wait 2½ days for the next connection. After a year, the journey from Lwów to Bielsko was fixed at 93 hours, including half-hour breaks at Rzeszów and Casimir. At first coaches traveled once a fortnight, and only during Autumn Fairs at Cieszyn were there weekly runs. A regular weekly service commenced from March 1, 1798, and twice a week from May

1, 1805.

On March 1, 1809, a stage-coach service was also introduced on the Lwów-Brody Route. A light calash with three or four horses was used, serving as a rule for the carrying of valuables, and two to three passengers at the most. In the winter time huge sleighs were used in place of calashes.

The stage coach post experienced many setbacks in the first years of its existence, chiefly due to the bad state of the roads. In November of 1776, the swollen river Biała damaged ferries, causing a stage coach to stop at Tarnów for 2½ days. When at last the passengers arrived at Casimir on the 29th of November, they could not proceed with their journey until 2 days later. The coach badly needed some repairs, but because of misinterpreted religious zeal, no artisan could be found to undertake the job on celebrated St. Andrew's Day.

In the period of Napoleonic Wars, attacks by bandits used to take place on coaches, so military escorts had to be provided to protect them.

Beside the regular post, in case of urgent need, special relays, or couriers, were employed to carry the mail. Such post could, of course, take place on any day and at any time depending on the sender. As a rule it was an official post concerning governmental business.

Objects sent by ride-post were limited to 5 pounds in weight in order not to slow down its regular run. Also forbidden was the carrying of "safes, caskets, boxes and the like", except when they belonged to the Emperor, and were sent by the government. Heavy packets e.g. judicial records would be separated into several small packets.

On routes where stage-coach post was already in service, even light objects but of great bulk were not allowed for carriage by ride-post.

To carry letter-packets on horse-back one fastened a post-bag with two long leather straps to a special cushion placed on the saddle. With no such cushion available, postillions had to carry post-bags on their backs which was rather troublesome during the ride, and especially when they happened to alight from time to time. To make things easier, riders used to thread a cord through the bag and carry it that way. During the ride, however, under the weight, bags used to sag, causing holes made for cords to enlarge, sometimes to such an extent that the mail got lost. On calashes, bags were always placed in front of the postillion, so that the driver kept his eye on it. In case of loss of a post-bag or a letter-packet, anyone who found it, was obliged to return it to the nearest post station unopened, receiving in turn an appropriate reward.

Post-bags were handed over to postmasters who personally, and in the presence of postillions who brought them, checked them according to the list of contents. Such a list, a journey docket in fact, contained not only the description and number of letter-packets, but also condition of the post-bag, time used to cover the route, obstacles on the way or in a post station, time of arrival and dispatch, etc.

In case the time allowed for carriage of mail was over-stepped, or mail was unnecessarily kept at the station, postmasters used to pay fines. They were also responsible for the protection of post-bags against rain and dampness.

"Jews in no way" could be employed as postillions "but only and entirely the known and confident Christians, as for lack of loyalty on their part, negligence and damages caused by their offenses" postmasters were personally responsible.

Postillions accompanied all kinds of posts, ride-and stage-coach posts, relays and couriers. As a rule, postmasters could use for carriage of post their own postillions and their wagons only. To avoid confusion in established ways of postal transport, and in settlement of dues for carriage of mail, use of postillions returning from duty to their stations was not allowed. Postillions were provided with posthorns to give signals for overtaking on roads, and to inform from a distance the next station how many horses and what kind of wagon were needed for continuing the journey.

The ride-post and relays proceeded at a trot with a speed of 1 mile (about 4 1/2 English miles) per hour; couriers with a speed of 1 mile at 45 minutes. Time allowed for team and other changes and dispatch for the ride-post was fixed at 15 minutes, whilst for relays and couriers at about 7-8 minutes, included already in total time for the journey. Stage coaches had longer breaks at stations, and in morning and evening hours, special long stays to enable passengers to have their meals.

Besides dues for hiring horses, passengers paid additional tips for postillions called "tringelt", and "szmirelt" for greasing the wagons. These additional dues were collected by postmasters for upkeep of postillions or purchase of smears.

When living costs were high, it happened sometimes that postillions

attempted to get further additional tips from passengers paid directly to them. When refused, they pestered the travelers, behaved improperly, delayed arrival of the post to the next station, etc. When returning to their stations without passengers, they sometimes acted against regulations of Postal Patent by picking up casual travelers.

In time, with the expansion of the postal institution, all these shortcomings and improprieties, so characteristic of that difficult period, dwindled away.

Editor's Note: The above article is reprinted from the 1957 issues of *The Polish Philatelic Review* of London. The original article is translated from German and difficulties in tense and syntax reflect the original translation which have not been altered. Readers may also refer to the article, also by Steinbach, *The Pre-Philatelic Era in Old Galicia*, which appeared in *Polonus Bulletin* 364-65.

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Dear Editor:

I recently obtained a number of First Day Ceremony Programs for Sc. 1159-60, the Paderewski stamps. I am selling them for \$2.50 each, with orders of two or more postpaid.

I also have many other Programs available; a list is available for a 37¢ SASE.

I thought this information might be of interest to readers of the BULLETIN. Thank you for your time and consideration.

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MEMBERS MART

FOR SALE: Chicago Postal History, write Filip Bubicz, 4248 S. Mozart, Chicago, IL 60632.

WANTED: Information on Polish Destroyers in W.W. II; General Government, especially Ration coupons used during this period. Harry Wasielewski, 487 Mercer Street, Jersey City, NJ 07306.

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