

POLONUS PHILATELIC SOCIETY



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Our Heritage Exhibition at the Polish Museum

The year 1994 brought us several historical anniversaries, three of which we honored during POLPEX 94. But in October, we were faced yet with another, the 50th Anniversary of the Polish American Congress.

October being Polish American Heritage Month, Polonus organized a special Heritage Exhibition at the Great Hall of the Polish Museum of America. The exhibit ran from October 7th thru October 20th. On October 7th we opened the Exhibit with a special ceremony and a reception for all the invited guests.

Featured there were seven philatelic and two numismatic mini-exhibits as follows:

- | | |
|-----------------------------|-----------------------------|
| 1. Iconograph of Kosciuszko | 5. General Anders and the |
| 2. Fryderyk Chopin | 2nd Polish Corps |
| 3. Ignacy Jan Paderewski | 6. Warsaw Uprising |
| 4. Battle for Monte Cassino | 7. A Bit of Polonus History |

In the numismatic exhibits provided by PANA were:

1. Poland's History on Medals
2. Badges and Medals of the Home Army.





Among the exhibitors were (left to right) Chester Schafer, Roman Strzelecki, Fred Szebel and Stanley Dobrzycki.

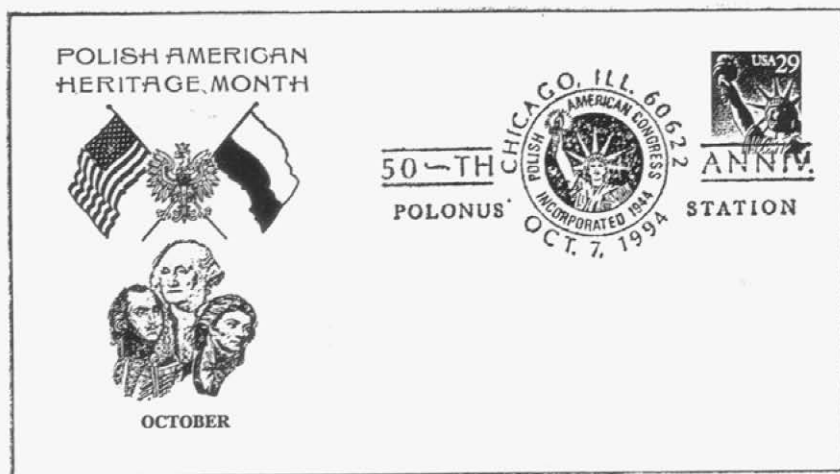
Joan Kosinski, Pres. of the Polish Museum of America addresses the crowd.

There were some distinguished guests and a number of Veterans representing various fighting units during the war period. After your president welcomed the guests, Joan Kosinski, President of the Polish Museum of America, gave some interesting remarks. A wine reception with hors d'oeuvres followed and people socialized as one happy crowd.

The Polish American Congress celebrated its 50th Anniversary with a Banquet in Buffalo, NY. In 1944 it was incorporated as a national umbrella unit for all Polish-American Organizations to coordinate common efforts in the fight for freedom of Poland and to promote Polish culture and pride on American soil.

By putting a lot of time and effort into their exhibits, our members may be proud for their small part in the celebrations as well as promoting the philately, culture and history of Poland.

To commemorate this event, Polonus obtained a special postal commemorative cancellation, designed by member and noted artist, Leon Kawecky of California.



We have set aside some covers and a few program folders for our out of town members: — Covers only — \$1.50 postpaid
Cover and Program — \$2.50 postpaid

POLONUS PHILATELIC SOCIETY, BOX 458, BERWYN, IL 60402.

—Roman Strzelecki

POLAND'S EARLY POSTAL HISTORY

By ADAM S. BERESTYNSKI

Postal services in medieval Europe were established to provide royalty, high military authorities, and monastic orders with means of communication and transportation, by use of defined routes. The first postal system serving that purpose was introduced in Poland during the reign of King Bolesław the Brave (992-1025), by which Polish cities were obliged to provide the King's official couriers with "podwody" — horses and carts.

By the end of the XVth century some institutions had their own organizations serving as precursors of postal systems. One of them was the first Polish university in the capital city of Kraków, established by King Casimir the Great in 1364, that organized its own systems of communication with Italian universities.

With the political, economic and cultural progress, the growing demand for public postal services resulted in the development of more efficient postal systems, serving universities, trade associations and also private citizens. At that time, transportation of persons was the main concern, carrying mail was a secondary problem.

By the end of the XIVth century, private trading houses developed



POLISH POSTAL SEALS IN THE XVIII CENTURY

their own postal systems, providing horse riders, to replace slower foot letter-carriers. The first horse-drawn mail coaches, however, were introduced in Europe by the Thurn and Taxis no sooner, than by 1650.

During the XVth century, the trading house of Fugger established itself in Cracow, and beside trade and business matters, it was also handling some private mail. Fugger's mail routes connected Poland's royal capital city of Cracow with regular service to Antwerp, Vienna, Rome and Venice. Later, merchant and court banker Seweryn Boner (1486-1549) organized in Cracow the "Merchant's Post", with representations in Italy and Germany.

At this time in history, Poland prospered not only as Europe's major political power, but also as one of the most progressive countries, with significant achievements in the field of science, where enduring discoveries were made (Copernicus), fine arts, literature and education; period known as the "Golden Age of Polish Culture."

Inefficiency of the existing postal system, and also frequent contacts of the XVIth century Poland with Italy, due to the marriage of the Italian princess Bona Sforza to Polish King Zygmunt I, compelled their son and successor to the throne, King Zygmunt August, to introduce by a royal decree the first well organized and efficient postal system. On October 18, 1558, King Zygmunt August's decree proclaimed, that mail will be handled for a prepaid, fixed charge. Prospero Provano, who was granted the privilege of the first Postmaster established permanent postal routes between Cracow, Vienna and Venice, achieving amazingly short times of mail delivery by horse riders. During his tenure, the royal and private posts were operating as a unified service. Christopher Taxis, member of the prominent family that controlled postal systems in most of the West-European countries, was nominated the next Postmaster of Poland in 1562. He was instructed to carry royal mail without charge to Venice, Rome and Naples, while private letters, weighing no more than one loth (about 1/2 ounce), would be a groszy. Taxis introduced the new mail route connecting Cracow with the northeastern Polish town, Wilno.

During the reign of King Stefan Batory, expectations of European war against the Turks, focused the King's attention on the necessity of a reliable communication system between European courts. The route to Italy continued to be, at that time, of great importance. Consequently, Batory issued in 1583 a new set of postal regulations, one of which was of particular significance — a fixed rate of four groszy was charged for letters weighing no more than one loth, regardless of distance. Thus, the Polish post introduced the rule of unification of postal tariff, the most advanced in Europe for long time. King Batory nominated Sebastian Montelupi as his new Postmaster, providing him with an annual allowance of 1,000 Polish guldens, and free use of horses and riders. Montelupi and three other members of his family, who followed him at the Postmaster position, were well merited in the development of modernized Polish postal system.

After King Zygmunt III Waza moved the nation's capital from Cracow to Warsaw in 1596, the Venice-Cracow route was extended to Warsaw, and the new route between the western Polish town of Wrocław and Gdańsk was introduced. King Zygmunt III proclaimed by a

(Continued on page 467-9)

Postal History of Krakow

1846-1918



By JANUSZ ADAMCZYK
Translated from Polish
by Dr. Stanley Kronenberg



Austrian Mail in Kraków

The last years of the first half of the 19th century played a decisive role in the further development of Kraków's history and of its postal history. In February, 1846, with the strike for independence and with the declined economic situation as a background, an uprising erupted in the Free City of Kraków, the so-called "Revolution of Kraków". Between February 22nd and March 3rd, 1846, the leader of the Uprising Jan Tyssowski, appointed among other ministers of his government, Hieronimus Kochanowski as the director of posts. In those times when in the Free City of Kraków the posts of Prussia and Austria ceased their activities completely, the newly appointed director of posts managed to activate the horse driven mail to Michałowice on the route to the Kingdom of Poland and to Bieruń on the route to Prussia.

The Kraków Uprising had no chance of success thanks to the partititioners of Poland and it soon collapsed.

As a follow-up, on November 16th, 1846, the Field Marshal, Count Heinrich Catiglione, declared in the names of Austria, Prussia and Russia, the Act of Liquidation of the Free City of Kraków and its surroundings.

Presenting in this paper the postal history of Kraków 1846-1918, one must keep in mind that the posts in this area depended on the development of nearby townships and communities and that their establishment in turn raised their status.

For this reason, it appears that one should not omit the more important events in the involved history of the towns, settlements, and communities near Kraków. This applies in particular to the readers-philatelists for whom the historical information will permit to better recognize the circumstances during the formation of post offices in the area near Kraków.

In presenting the historical background, the author is aware of the necessity of its considerable simplifications and abbreviations and keeping this in mind, asks the reader for understanding.

Introduction of Railroad Transportation

During the period when the post in Kraków had to live up to the structural and organizational changes which resulted from the incorporation of Kraków to Austria, it faced the not less important and difficult problem of reorganization and adaptation of the expedition of mail to the requirements of transportation by railroads.

Toward the end of the 1840's the revolution of building the "iron roads" which started on the partitioned Polish land, were up to then unknown to anyone. In these aspirations, the Free City of Kraków was not left behind and just the initiative of connecting Kraków via railroad with the far away countries of Western Europe met with a lively interest and support by wide groups of society. In this undertaking one did see the chance of economical development of the city mainly through commerce.

In 1844 the Senate of the Free City of Kraków announced that on February 29th to March 9th, shares of "Kraków to Upper Silesia Railroad Society" would be offered for sale to cover construction costs. The construction of this railroad line started in 1845 and was completed in 1847 after the Free City of Kraków lost its independence.

On October 13th, 1847, "The first Kraków steam locomotive left Kraków with a considerable train of passenger wagons and boxcars." In that manner started the era of Kraków railroad communication. The first railroad line connected Kraków with Mysłowice (which at that time was in the Prussian partition and was 65 kilometers long. It went through Krzeszowice, Trzebinia and Szczakowa.

The reaching of Mysłowice made it possible to continue travel by rail to Wrocław and from there to Berlin, which was connected by railroad with the major cities of Western Europe. Even more important for political reasons and resulting administrative and governmental subordination was the railroad connection between Kraków and Vienna. The route from Kraków went from Mysłowice through Koźle and Racibórz in Prussia to Bogumin and then through Austria to Vienna. Several years later, this route was shortened by routing it from Mysłowice through Katowice, Rybnik and Racibórz to Bogumin. However, this solution was still not quite satisfactory because it made Austria dependent on the transit through Prussia with which it had not always the very best political relationships. Finally Austria decided to build the railroad line which went entirely through Austrian territories and this was realized on August 1st, 1856, when the route from Trzebinia through Oświęcim to Bogumin was finished.

Toward the end of the first half of the 19th century, on April 15th, 1848, Kraków obtained the railroad connection with Warsaw. This became possible thanks to the finished construction of the line Warsaw-Vienna within the Kingdom of Poland and thus, the connection between Warsaw and Mysłowice. Also in this case a part of the route went through Prussian Territory which forced travelers to cross two borders: Austrian-Prussian and Prussian-Kingdom of Poland. To change this troublesome situation, already in 1848, the connecting line from Szczakowa through Mączki to the border of the Kingdom of Poland was finished which made it not only possible to omit the Prussian territory, but also to shorten the route. The line Szczakowa-Granica became available to passenger traffic on April 1st, 1848.

The development of railroads in Polish lands in the first half of

the 19th century with particular emphasis on Kraków had direct and revolutionary impact on mail and on its further development. It is often forgotten that mail in these times served not only to expedite letters, parcels, money and other items but also to transport people.

The mail coaches could transport only a few travelers due to limited availability of space and limited propulsion of horse driven vehicles. Thus to better understand this situation one should remember that on the route to Lwów the coach took eight persons per day, and to Wadowice, Andrychów and Bielsko, where no coaches but only wagons were available, only one person. For that reason the mail did not compete with the railroads in the area of transportation of passengers; railroads accomplished that faster, more conveniently and also cheaper due to the large number of persons who utilized them. However, the development of railroads did not occur suddenly, thus in places where railroads were not yet available, the operation of horse driven mailcoaches continued. In the end the result of the dynamic development of technology in the second half of the 19th century was that a large part of the European continent including partitioned Poland, was crisscrossed by railroads. While taking the transportation of persons away from the mails, the railroads created large possibilities in the area of transportation of mail. The pioneering cooperation with the railroad was started by "The Imperial-Royal Main Post Office in Kraków." There is no data available for the period before the end of 1849, which would make it possible to reconstruct in detail the procedure of sending and receiving mail which was transported by railroad even if such procedures existed, without a doubt. In 1850 these procedures became centrally regulated in Austria by the formation of "Fahrendes Postamt" (Traveling Post Offices).

In the entire Austrian Empire, 1850-1865, thirteen such offices traveled on all of the railroad lines. Each of them had been assigned a number according to the time it started its service. The first two traveling post offices numbered 1 and 2, started on August 1, 1850 and operated on the route Vienna-Kraków, Kraków-Vienna. Of course, these post offices transported mail also to other towns on the Vienna-Kraków route. In time the name "Traveling Post Office" was replaced with "Postal Ambulance". The increase in the postal business due to the railroads, made it urgently necessary to open in Kraków the second Post Office. This was done on February 25, 1856 at the railroad station and the new post office was called "Kraków Railroad Station."

In spite of the dynamic development which included ever increasing areas, the railroads did not yet manage to reach all the places where up till then the horse driven coaches operated. In 1856, the main post office in Kraków assigned to the post office at the railroad station, the expedition of mail via railroad but took care of the connection with places which were not along railroad lines.

And thus on the main route in Galicia (which was also an important international connection from Kraków to Lwów and from there through Brody to the Russian border, horse driven coaches still operated. In the mornings "Mall Mail" (a fast mail which carried passengers)

left for Lwów taking nine persons, mail containing money, and parcels small in volume and weight. In the evenings (after 7:00 p.m. and after the arrival of the train from Mysłowice) a courier coach left for Lwów taking three persons, letters, money and small parcels. Also, in addition to the railroad connection, the "Vienna Wagon Mail" went to Vienna, 1852-1856, which transported mainly parcels but also took one passenger. This mail connection from Kraków arrived in Weisskirchen (in the Austrian Territory) where the mail it carried was loaded on the train Oderberg-Vienna. The horse driven mail Kraków-Cieszyn, which was started in 1855 carried letters to places on its route and to places which had connections with them: Oświęcim, Zator, Sucha, Żywiec, Mszana Dolna, Jordanów and Nowy Targ. Without interruption since 1847 until almost the end of the 19th century, the Austrian mail maintained the route Kraków-Michałowice (Austro-Russian border) and from there, via the Kingdom of Poland coach, to Warsaw. The existence of this tract in spite of the railroad connection Kraków-Warsaw was caused by the preference of travelers who traveled to towns and villages along the route Kraków-Kielce-Radom. These places were considerably distant from the "Warsaw-Vienna railroad." There was a daily connection between Kraków and Michałowice which, depending on the numbers of passengers and parcels was serviced by the Mall Post, or by "Kariolka" (a single axle, one horse wagon for transportation of letters and mall parcels), or by horse drawn wagon, or by messenger mail.

In the 70's of the last century, there existed also a passenger post on the route Kraków-Stary Sącz and Kraków-Nowy Targ. Both routes were seasonal, to Stary Sącz during the summer (except for 1881 and 1883 when it operated throughout the year) and to Nowy Targ during winters. The establishment of these mails was caused by the earlier discovery of resorts near the Carpathian Mountains and their therapeutic effects which made people travel "to the healing waters."

The quickly developing interest in tourism and sports also invited people to visit the Tatra Mountains. The establishment of postal coaches on these routes made it also possible to transport letters, money and small parcels. In the 1870's the need to activate the postal route Kraków-Wadowice was also established. On this route operated a passenger mail which also transported mail.

The development and economic activity of towns and villages near Kraków resulted in the decision by the Main Post Office Kraków, to establish in the 1870's a wagon/messenger postal service to transport exclusively letters and money on the route Kraków-Liszki-Czernichów. In 1881 this route was extended to Przeginia. The mail service to Cieszyn (which was closed) was replaced by a new route which connected Kraków with Oświęcim, through Skawina, Brzeźnica and Zator. This route was serviced by a wagon mail which transported letters and money. Finally in 1891, in connection with the requirement for communication between the Main Post and Telegraph Office in Kraków and the newly opened offices in Zwierzyniec and Łobzów, it was decided to service these still distant from Kraków localities with a messenger/wagon mail.

(TO BE CONTINUED)

Poland's Early Postal History (Continued)



CROWN POSTMARK OF WARSAW ON A LETTER MAILED IN 1783

manifesto in 1620, that a postal fund is created by levying a courier tax.

In 1647 a new postal ordinance was promulgated by King Władysław IV, who nominated Mario de Montelupi the Director General of Posts. The new ordinance created a Central Post Office in Warsaw, as a governmental agency, with services available to all citizens. At that time, letters had no postal markings, except for private seals of the senders.

The second half of the XVIIth and the beginning of the XVIIIth centuries was marked as a gradual decline of Poland's political and economic importance, affecting also the postal activities. During the XVIIIth century, the mail system was still used mostly by the royal court, clergy, nobility and merchants. It was not until 1764, when King Stanisław August Poniatowski, realizing how important for the nation is the efficient postal system, issued new instructions, that generally revised the existing system. He attempted to create a system as an income producing enterprise. The internal route network, consisting of 22 routes and 6000 km. of total length, was modernized. Postal stations, located every 25-30 km. along the route, served mainly as places to change horses, but also as horse stables and coach repair places. Postal services based on the new instructions, have developed efficiency to such a high level, that representations of foreign governments visited Poland, to study the document. One of the most significant achievements of the new instruction was the introduction of the official lac (red wax) seals, used to secure mail, soon followed by the ink postmarks, similar to ones already in existence in other countries. The early type of Polish postmark was a crown and posthorn in a circle, with the town's name centrally located in a straight line.

Since Poland was ravaged by many wars during the following period of history, and most archives were destroyed, lower number of letters franked with these handstamps have survived, as compared to the West-European countries. Because of their uniqueness, rarity, difficulty of acquisition, and also historical significance, letters bearing postmarks of that period enjoy a great popularity among historians and collectors of the stampless covers, who find in them an exciting source of philatelic satisfaction.

As the result of three consecutive partitions of Poland in 1772, 1793 and 1795 by her neighboring powers: Austria, Prussia and Russia, Poland's postal services were gradually replaced by the occupants' postal systems. And it was not until Poland regained her freedom in 1918, when a new, independent postal system was again established.

MORE INFORMATION ON TINY MARIENWERDER

By FRED W. BAUMANN

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(Continued from previous issue)

Figure 2 shows the 60pf value from Marienwerder's first issue. The inset on the right shows the Japanese flag which appears to be top-right of the Goddess of Justice portrayed on the stamp.

Spaulding has looked extensively into the four flags on the stamps, which symbolize the four nations represented on the Inter-Allied Commission that administered Marienwerder. Beginning with Japan, the other flags represent (in clockwise order) France, Great Britain and Italy.



Figure 3. The United States 3¢ Victory stamp, issued on March 3, 1919. Could it have inspired the designers of the Marienwerder pictorials, issued one year later?

The rondel that should be at the center of the Japanese flag is too small, and somewhat out of position, but each of the other three flags has problems as well.

The French flag has an "R.F." monogram not normally seen on the national tricolor, and there's no border around the shield at the center of the flag of Italy (the nation in which these stamps were printed). Great Britain is symbolized by an ensign, rather than the conventional and correct Union Jack.

Spaulding was curious about all these technical inaccuracies. My own hunch is that they arose because of the conditions under which the stamps were produced. It was Feb. 17, 1920, when the IAC issued its edict that the use of German stamps in Marienwerder end March 12, just 23 days later. In that three-week period, presumably, a design was created and approved, the work was ordered, plates were prepared and the first five of 14 lithographed stamps were printed, perforated, shipped and delivered. The stamps went on sale March 13, followed by the rest of the series one month later. That's a pretty impressive accomplishment when you consider that the firm that printed them, in Milan, Italy had little or no prior experience with stamps.

Haste in producing the stamps may be the source of any or all of the flag foul-ups that Spaulding cites. None of the references I've seen

answers the more crucial question of where the overall design came from. No designer is listed, although coming up with a workable motif for the stamps must have been a challenge, given the limited time available.

One way to meet such a challenge, of course, is to select a design that has already been used successfully — like the one in Figure 3.

Until I hear to the contrary, I'm inclined to regard this stamp, the United States 3¢ Victory commemorative of 1919 (Scott 537), as the inspiration for the Marienwerder stamps. The U.S. stamp, issued a year and 10 days earlier, shows some striking similarities in design.

Werner M. Bohne is busier than ever since he retired as chairman of the expert committee of the Germany Philatelic Society, which he ably directed for three decades. Typically, however, Bohne wasn't too busy to get in touch with me about Marienwerder's overprinted issues — especially the more valuable varieties, which have received considerable attention from forgers over the years.

Bohne took a close look at these fraudulent creations in his 1989-1990 supplements to the "Germany Philatelic Society Reference Manual of Forgeries." Counterfeit sans serif "Commission Interallée Marienwerder" overprints (Scott 24-31) and 1-mark to 5m surcharges (32-35) are shockingly widespread. Many of these are dangerously convincing simulations, especially since there exist a number of varieties of the genuine overprints.

This makes it virtually impossible to create a simple point-by-point checklist by which to detect the fake overprints, which are all the more plausible to the untrained eye because they are applied to genuine stamps. Figure 4 shows one of the 15 types of genuine 2m surcharge on the left, and one of the six different forgeries of it that Bohne identifies on the right. Note the similarities, even in very minor details of the lettering that are shown approximately to scale here.



Figure 4. An authentic 2-mark Marienwerder surcharge (left) and one of at least six different forgeries of it (right), from the Germany Philatelic Society Reference Manual of Forgeries

To be blunt, if you don't want to get burned, you simply must have these stamps expertized. This is especially true of the more valuable denominations and errors, though even relatively inexpensive overprints have been forged. (Genuine 2m surcharges of the kind shown in Fig. 4, for example, have a current catalog value of only \$9.00 unused, \$17.50 used).

Bohne also sent me his copy of Prof. U. E. Klein's 1991 German language study "Marienwerder Overprints, Genuine or Forged?", an even more intensive scrutiny of these fakes. It includes a disturbing table tracking sales of Michel-listed, all-capital overprints on the 1m Berlin post office stamps. Michel lists these items as No. 21, with several suffixes for the various varieties.

Scott doesn't catalog these unissued trial printings, and it's a good thing, too. Out of three dozen examples offered for public sale in the 1980's and 90's in Germany, most at major auction houses and authenticated by recognized experts, Klein infers that at least 24 were bogus.

Caveat emptor, indeed.

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POLPEX 95

In March, 1995 we will honor three anniversaries in the glorious history of Poland at our annual exhibition, March 17-19th, at the House of the White Eagle in Niles.

1. 75th Birthday of John Paul II
2. 75th Anniversary of "Cud Nad Wisłą"
3. 50th Anniversary of the End of World War II.

Artist Leon Kawecki is already working on the art work for the special cancellation of the three cacheted covers to be issued, one for each day of the show.

Plan now to exhibit. The exhibition will not be limited to collections related to the above themes.

OLONUS PHILATELIC SOCIETY

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