



BULLETIN OF THE POLONUS PHILATELIC SOCIETY

 Seasons
Greetings



French letter with Poland #1...follow the unique travels of this letter – See page 13.

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The Polonus Philatelic Society is a non-profit, tax-exempt, 501(c)(3) organization incorporated in 1939 in the State of Illinois. The Society is organized exclusively for educational purposes with the objective of promoting Polish philately through the dissemination of information in the English language. The opinions expressed by authors of articles appearing in the Polonus Bulletin do not necessarily reflect the views of the Polonus Philatelic Society.

Membership: Members participate in all the services and activities offered by the Society, including complete access to the Society website (www.polonus.org) and the option of receiving a quarterly bulletin in print or electronically. The two membership categories are: **Regular and Junior**. Annual dues for **Regular Members** opting to receive **Printed Bulletin (via mail)** are: **North America - \$30 / Outside N.A. - \$40** or **Electronic Bulletin (via website)** are: **North America - \$25 / Outside N.A. - \$25**. Annual dues for **Junior Members** (under age 16 and electronic bulletin only) are: \$10. Annual dues are payable in US funds no later than the end of March of each calendar year. Dues for new members are pro-rated for the time of the year application is submitted, i.e., for period **Jan – Mar 100%** of annual dues; **Apr – Jun 75%**; **Jul – Sep 50%**; and **Oct – Dec 125%** (to cover full payment for following year).

Dues and Changes of Address to be sent to: Polonus Philatelic Society, P.O. Box 489, Maryville, IL 62062.

Articles for publication to be sent to: Chairman of Publication Committee.

Membership queries to be sent to: Membership Chairman.

General Society matters and complaints to be sent to: President.

Bulletin Advertising:

Member to Member Ads – Members have the opportunity to post ads to fellow members **free of charge**. Limit of 500 characters, defined as a letter, space, number or punctuation mark. Member's name and address is not included in this limitation.

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Business Card Ad: \$50.00 annual fee for insertion in four issues.

Send ad copy to: Chairman of Publication Committee and make check payable to: Polonus Philatelic Society

Other Ads: Full page or insert ads for single copy available. Send e-mail with ad copy to: info@polonus.org for pricing.

Message From The President

By: Bob Ogrodnik

As another year comes to a close, I want to thank all Polonus members who have volunteered, contributed, and /or actively participated in the continued success of the Society. I would also like to extend to all my **Best Wishes for the Holiday Season and for a Happy New Year 2014.**

On a personal note, I am pleased to report excellent progress with my recovery and expect to be back on the tennis courts in early January. Thanks to all who have expressed their concerns and get-well messages.

Polonus will celebrate its 75th anniversary in 2014 by participating as a "Convening Society" and holding our Annual Meeting and Exhibition at CHICAGOPEX 2014. The event will take place at Westin Chicago Northwest Hotel in Itasca, Illinois on **21-23 November 2014 (Save this date)**. Preliminary indication from our exhibitors is that we will have exceptional quality and quantity (80 frames commitment) of Polish material. We also expect participation in the bourse by Polish Specialists. I just returned from CHICAGOPEX 2013 and can attest to the excellent facilities provided by the Westin Chicago Northwest Hotel, a member of Starwood Hotels. In fact, I booked a Hospitality Suite for 20-23 November 2014 to assure us with availability of a full-size suite. In addition to the Hospitality Suite, there will be several other member-networking opportunities, such as dinners, society table, meetings, etc. As plans are finalized, they will be published in future Bulletins and posted on our website.

One of the unfinished priorities from this past year is the election of a Board of Directors and Officers for a three-year term. If you recall, we postponed the election process by one year. Based upon our by-laws, ballots for the election of Directors will be mailed in September (at least two months prior to the Annual Meeting). A list of candidates will also be featured in the September 2014 issue of the Polonus Bulletin. In the interim, if you wish to be considered for the Polonus Board, review the Position Description found in Bulletin # 552 (September 2013) and contact any of the following members of the Nominating Committee (Bob Nowicki, Chair, Hank Bieniecki, Jim Mazepa, Bob Ogrodnik).

This issue features the third of a series of articles called, *"Annals of Polish Aerophilately"*, authored by

Dr. Jerzy Kupiec-Węgliński and Jacek Kosmala. This article covers the "Domestic Routes" in The Pioneer Period of Airmail Services in Poland (1918-1928), which led to the founding of LOT Polish Airlines in 1929.

One of the most fascinating accounts of philatelic analysis is found in Wiesław Kostka's article, *"French Letter Franked with Poland No. 1 Stamp"*. The original letter was mailed from Lyon, France on 1 April 1861 and was eventually delivered to the addressee in Grodno, Russia after 10 April 1861. Follow the trail that this letter took by interpreting the markings on the cover and understanding the rationale for the Poland No. 1.

Just when I feel like I understand the role of Neubrandenburg (IIE) in camp mail, Piotr Pelczar, our author from Poland, and Roman Sobus collaborate in the article, *"Postal Stationery of the 'So-Called' IIE Post"*, which points out that a fully functioning postal service never actually operated in Neubrandenburg. This is another example of philatelic research that will improve the accuracy of our postal history.

How many of you remember V-Mail? This brought back memories for me as my uncle was flying B-17's out of Britain during WWII and I recall my family receiving his V-Mail letters. As a stamp collecting beginner at the time, I did not recognize the postal history significance in these letters, especially lacking any stamps. Jan Niebrzydowski sheds light on this method of mail used during WWII in his article titled, *"Airgraph Mail (Known as V-Mail)"*.

A former Polonus member and 102 year old Polish activist, Walter Zachariasiewicz has offered members special Souvenir Showcards from Polska 73 (Poznań) and assorted programs with first day cancellations of the U.S. Paderewski and Poland Millennium stamp issues. Read about this in the Society News section of this issue and in the article titled, *"Collection/Accumulation For Sale"*.

This issue also contains an interesting *"Gems of Polish Philately"* article by Dr. James Mazepa, an update *"From the Library Liaison"*, Robin Gates Elliott, Society News, and New Issues. Overall, #553 should provide you with a very interesting range of philatelic material to enjoy over the holidays. Keep sending us your comments as they are our basis for continued improvement to member programs.

From the Library Liaison

By: Robin Gates Elliott

As reported in the previous Bulletin (#552) the Polonus library has been in the process of being moved to the American Philatelic Research Library (APRL) in Bellefonte, Pennsylvania and consolidated with the APRL holdings. The APRL provides a wide range of services to the philatelic community which are available to members of Polonus, regardless of whether they are members of the American Philatelic Society or not. To become acquainted with the APRL without leaving home, Polonus members can explore the Library's website, [http://stamps.org/About-the-Library](http://stamps.org>About-the-Library). The home page provides basic information about the library. The column on the left-hand side of the home page entitled "Services" is an index to additional information, listed under the heading "Library."

One of the most important services that the APRL website provides is access to the Philatelic Union Catalog. The Philatelic Union Catalog combines records of the holdings of numerous philatelic libraries (including the APRL) and presents them as one integrated data base. This enables a researcher to search the holdings of all participating libraries simultaneously for a specific title, works by a specific author, or information on a specific topic.

For information about the Philatelic Union Catalog and instructions on how to use it, click on the entry "APRL Notes Column" in the "Services" column on the APRL home page. The "APRL Notes Column" contains the quarterly columns, "APRL Notes," that the APRL librarian, Tara Murray, has written for the American Philatelic Society's publication, *American Philatelist*. The column dated February 2012, "A Philatelic Library at Your Fingertips," introduces and explains the Philatelic Union Catalog. A second column, dated September 2013 ("What's New in the Philatelic Union Catalog") provides an update. Like so much in today's rapidly changing technological world, the Philatelic Union Catalog is a work-in-progress.

To go straight to the Philatelic Union Catalog, click on the entry "Online Catalog" in the "Services"

column on the APRL home page. The column on the right-hand side of the "Online Catalog" home page lists the libraries whose holdings are included in the Philatelic Union Catalog as well as entries for additional information. The first entry, "About the Philatelic Union Catalog," provides information about each of the participating libraries, including their collections, specialties, lending policies, and contact information. Subsequent entries provide instructions for using the Philatelic Union Catalog.

To use the Philatelic Union Catalog, simply fill in the blanks on the "Online Catalog" home page. Happy hunting.

New Members

We welcome the following new members who recently joined our Society:

Richard A. Hodas - #1758
Henry Ford Cont. Care
19840 Harper
Harper Woods, MI 48225-1804

Craig Marshall - #1759
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SAVE THE DATE

November 21-23, 2014

CHICAGOPEX 2014

40 Years Ago

By: Bob Ogrodnik

The cover of Polonus Bulletin Issue no. 315 is shown below with an article by Fred Szebel on "A Visit To POLSKA 73". This was the International Exhibition that took place forty years ago in Poznań, Poland, opening on 18 August and closing 2 September of 1973. The exhibition was a giant, second in the world only to Praha 68, with a total of 1195 exhibits and 6300 frames showcased in several Poznań Fair Pavilions. This probably explains the two weeks schedule for one would need this time to view all the exhibits.

Please note the photo on this cover. In addition to Fred Szebel, the author of the article, Władysław (Walter) Zachariasiewicz is pictured and identified as "in charge of the U.S. Pavilion". Representing the US Postal Service, Walter was responsible for special Souvenir Showcards that were passed out to visitors to the U.S. Pavilion. Later in this issue, you will find an article titled "*Collection/Accumulation For Sale*", which refers to these same Souvenir Showcards, as well as, programs with first-day cancels, that can be purchased from Walter's collection/accumulation.



Polonus Article Appears on Aquila Polonica Facebook

By : Bob Ogrodnik

Aquila Polonica Publishing is dedicated to publishing, in English, the Polish experience of World War II with first-hand accounts, memoirs, photographs, artwork, poetry literature and historical studies. You can learn more about Aquila Polonica Publishing by visiting <http://www.polandww2.com> and in particular, when clicking on "facebook" and scrolling down to an entry for "Poland WWII" on November 11 you will find an article with an image of the "perforated proof of the Grunwald stamp that never was issued".

This article, authored by Jan Niebrzydowski, appeared in the Polonus Bulletin Issue #539 (June 2010), commemorating the 600th anniversary year



of the Battle of Grunwald in 1410. The intended stamp, its replacement and the reaction by the Germans to issue their own stamp showing the defeat of King Stefan Batory in 1577, sparked a virtual philatelic war between the countries, a precursor to WWII.

This is an interesting story and an important part of Poland's philatelic history.

Collection/Accumulation For Sale

By: Bob Ogrodnik

During the recent NAPEX show, a former Polonus member visited our Society Table to renew an acquaintance and to ask for help in making a disposition on his philatelic collection/accumulation. This gentleman's name is Władysław "Walter" Zachariasiewicz, a 102 year old Polish activist who enjoyed a long and productive career in the U.S. Post Office, rising to the rank of special assistant to the Postmaster General. It was during his service with the Post Office that Walter expanded his collecting interest, at the same time accumulating materials of special interest. I agreed to help Walter by extending an opportunity to Polonus members to purchase this material. I also agreed to act as the fulfillment agent on any transactions.

To begin with, on 23 April 1973 the U.S. Postal Service issued an 8 cent stamp commemorating the 500th anniversary of Copernicus' birth. Later in the same year, a World Philatelic Exhibition (Polska 73) was held in Poznań. A special Souvenir Showcard was issued by the U.S. Postal Service that included the commemorative stamps issued by Poland and the U.S.A. (see **Figure 1**). You will note, the card is signed by U.S. Postmaster General E.T. Klassen, but Walter was present in Poznań representing the U.S.A.

There are many varieties of cancellations and additional Polish stamps applied to the Showcards. Price is **\$6.50** per Showcard, seller's choice of cancellation and franking (postage and handling included). In addition, Walter will autograph the Showcard if requested at the time of purchase.

Another interesting piece is the Stamp Ceremony Program for the *Champion of Liberty* issue honoring Ignacy Jan Paderewski (see **Figure 2**).

This piece features a unique First Day Cancel showing the Town

Hall in Kraków, Poland aside the Washington D.C. circular cancel. It was issued in limited quantities and is a scare item. Price is **\$10.00** per Program (postage and handling included).

On 30 July 1966, the U.S. Postal Service issued a commemorative stamp celebrating Poland's Millennium. (continued on page 23)



Figure 1 – Special Souvenir Showcard issued by USPS for Polska 73



Figure 2 - Stamp Ceremony Program honoring Jan Paderewski with scarce First Day Cancel

The Pioneer Period of Airmail Services in Poland (1918-1928)

Part 3: Domestic Routes

By: Dr. Jerzy W. Kupiec-Węgliński
and Jacek Kosmala

AERO-TARG: THE FIRST COMMERCIAL POLISH AIR CARRIER

The first Airline AERO-TARG was founded in 1921 on the occasion of the International Trade Fair (May 28–June 6) in the city of Poznań in Western Poland. The organizing Fair committee decided to set up an air connection between Poznań, Warszawa, and the Free City of Danzig (Gdańsk) to enable a rapid transit of the visitors. On May 10, 1921, a new AERO-TARG partnership was formed under the patronage of the Polish Aero-Club and with the financial support of the Municipal Authority, local banks, and private entrepreneurs. After allocating 5 million Polish marks as the seed capital, the board envisioned connections between Poznań and the main Polish cities, Warszawa, Gdańsk, Łódź, Kraków, and Lwów. However, only two routes materialized, Poznań – Warszawa and Poznań – Gdańsk. In a cooperative agreement with Danziger Luftpost, a German air transport company, AERO-TARG leased six 6-passenger Junkers F-13 airplanes, which flew with a speed of up to 200 km/h. The maiden flight from Gdańsk to Poznań, without any mail, took place on May 26, 1921. Regular flights on both routes, usually four daily, began May 29 and continued until June 10. The last flight took place on June 16, 1921. A total of 61 intercity and 24 propaganda flights traversed over 17,000 km carrying 510 passengers, along with 3,000 kg of baggage and mail. AERO-TARG flights are considered as the beginning of commercial air traffic in Poland. This was the only case in the history of Polish aviation in which the air ticket was less expensive than the train ticket (e.g., the Poznań–Warszawa air fare was 6,000 mk, whereas the same route rail ticket was 9,188 mk).

On May 29, 1921, the Ministry of Post and Telegraph in Warszawa released a pair of semi-official stamps to be used as airmail surcharges on flown

correspondence. The design for the AERO-TARG stamps, in denominations of 25 mk and 100 mk, was furnished by a member of the airline firm, Wilhelm Rudy (hence W.R. initials on the bottom left of the stamps). They were printed in the edition of 50,000 each, in sheets of 56 stamps (7x8). The 25 mk value, in black/reddish brown, shows Icarus, a world-encompassing symbol of flying, against a silhouette of the city of Poznań; the 100 mk, in black/blue, shows a Junker F3 airplane scattering mail (**Figure 1**). Proof sheets (9½ x 14 cm) of the color plates with both stamps in black on one sheet (100 mk upper and 25 mk lower), as well as one imperforate sheet (56 stamps) of the 25 mk value, have been recorded. Each stamp was accompanied by an advertising tab, inscribed T.A.B.R.O.M.I.K., for a vodka factory owner, Tadeusz BRONisław Mikołajczyk, the AERO-TARG supporter from Gniezno in northern Poland. The stamps were perforated 11¼ and poorly lithographed. As a result, many defects in printing as well as tab varieties may be found. These first Polish semi-official airmail stamps were sold in Poznań, Warszawa, and Gdańsk. They could be obtained without restrictions at the Poznań 1 and 3 post office and substation 9 at the International Fair. However, in Warszawa, they were in great demand, as local clerks affixed them all to letters and mint copies were never sold.



Figure 1 - The first Polish semi-official airmail stamps with attached T.A.B.R.O.M.I.K. tabs, issued in May 1921 by the AERO-TARG Company.

The semi-official AERO-TARG stamps, used to pay the airmail surcharge, were cancelled with

Annals of Polish Aerophilately (cont.)

special winged cachets, depicting the coat of arms and the name of the city, a propeller, the date and time, as well as the letters P.K.P. (Polska Komunikacja Powietrzna – Polish Air Communication). The genuine flown items have the arrival cachets of the city of destination. The Indian ink of the cachet in Poznań was black, but was dark red in Warszawa. In Gdańsk, the AERO-TARG stamps were cancelled with a regular airmail canceller. Cancellations in green, red, violet or grey-black are all forgeries, as they were applied on reprints and forged stamps. No record exists about the number of items actually flown, but most of the mail consisted of wares and parcels. The philatelic literature states that the genuine flown items were already rare in the 1930s. There were probably only a few letters on the first flight from Poznań to Warszawa on May 29. The first flight from Warszawa to Poznań on May 31 probably carried a single postcard.



Figure 2 - Both sides of a genuine cover flown by AERO-TARG from Warszawa to Poznań on June 3, 1921



Figures 2 show both sides of an outstanding cover flown from Warszawa to Poznań on June 3, 1921. The 25 mk stamp was cancelled with the “wing” dark-red Warszawa departure cachet, and the arrival confirmed, as required, by the date stamp and the Poznań “wing” cachet in black on reverse. The correct postage of 13 mk was paid with regular stamps (3 mk letter rate and 10 mk express fee) plus 25 mk semi-official AERO-TARG stamp for air transport (20-gram letter rate).

It needs to be stressed that letters from Gdańsk (Wrzeszcz airport) to Poznań (Ławica airport) were never transported by air. Moreover, the air connection with Łódź was not possible as an airfield did not exist. Similarly, mail merely cancelled gratuitously in Kraków with an air cachet was never carried by air. After AERO-TARG ceased its activities, the overwhelming interest in airmail collecting, along with the scarcity of the genuine items, resulted in reprint production (25 mk value) and forgeries. The stamps were forged in large quantities (especially the 100 mk value), and there are probably as many forgeries as there are originals. For instance, one of the dealers prepared numerous letters dated June 3, 1921 and addressed them to an unknown “Mr. Kowalski” at 37 Przejazd Street in Łódź. All these letters, with two attached semi-official stamps, have incorrect postal fee and pink cachet. Equally numerous are letters that were never flown from Gdańsk to Poznań or Warszawa, with the Free City of Gdańsk (Mi 67) stamp and semi-official stamps cancelled with “Danzig 1” or “Danzig 5” Luftpost postmarks. These items, often encountered on internet auctions, are all fakes.

After the Poznań Trade Fair closed, the Ministry of Transportation cancelled the contract with German Danziger Luftpost, which was not allowed to continue its operation in Poland. Despite its ambitious plans, AERO-TARG existed just over one month, and all subsequent attempts to resurrect its operations failed. The pioneering nature and the lack of experience were the principal reasons of the collapse of the first commercial Polish air carrier

AEROLLOYD: THE FIRST REGULAR DOMESTIC POLISH AIRLINE

In June 1922, representatives of Polnaft and Fanto oil companies started negotiations aimed at

Annals of Polish Aerophilately (cont.)

establishing a new domestic air service in Poland between Gdańsk, Warszawa, Lwów and Borysław, the centre of oil mining and one of the most important industrial zone, commonly called “Polish Baku”. On August 22 the contract was signed between the Railroads Ministry and AEROLLOYD, a newly-formed Polish Society for Aerial Communication. The technical equipment and three Junkers F-13 planes with spare parts and supplies were provided by the German aircraft manufacturer Junkers in Dessau and Danziger Luftpost. Polish authorities allowed for air force airfield operations, meteorological services, and a hangar at the Warszawa-Mokotów airport. On September 5, 1922, a new domestic airline started its operation, embracing Gdańsk – Warszawa – Lwów route to provide transport for passengers, cargo and mail.

Figures 3 & 4 illustrate true gems of Polish aerophilately, two covers from the inaugural AEROLLOYD flight on September 5, 1922. The first cover addressed to Gdańsk, also shows Warszawa “Poste aérienne” departure and Danzig arrival flight cachets. The former cachet was applied only on a limited number of flown items during the first days of operation, and these are scarce and sought after. The postage of 50 mk (letter rate) was paid by stamps, and an airmail surcharge, set at 4x basic postage (200 mk), was paid in cash. A recently discovered second cover (**Figure 4**) was carried by the first AEROLLOYD flight from Warszawa to Lwów. It shows a “Par Avion” departure cachet, which was used in Warszawa since 1921. Here, the postage of 100 mk (50 mk letter rate plus 50m mk registration fee) was paid by a single adhesive (on reverse; not shown), whereas the airmail surcharge of 200 mk was paid in cash. The sender’s note inside states: *I hope to send this letter by air. As no airmail stamps were issued yet, I do hope some markings will be applied on the envelope*.

The airline halted its operations during the winter break (December 11, 1922 - March 20, 1923). On July 28, 1923, a new Warszawa – Kraków route was officially opened. In the initial period, Kraków Post Office 1 was lacking special cachets with departure or surcharge information. Hence, airmail items during that period show handwritten “Par avion” or “Lot”, along with “Opł. 2000 Mk” or “Op. got. 4000 Mk”



Figure 3 – Cover from the first AEROLLOYD flight on September 5, 1922 from Warszawa to Gdańsk.



Figure 4 – Cover from the first AEROLLOYD flight on September 5, 1922 from Warszawa to Lwów

(paid in cash 2000 mk or 4000 mk) inscriptions. Further development of AEROLLOYD occurred in 1925, with a test flight on February 14 from Warszawa to Bucharest via Lwów. The Junkers F-13 plane took special post from Warszawa and Lwów (250 and 98 items, respectively). However, the lack of proper infrastructure in Romania delayed regular airmail services between the two countries until 1930. On April 25, 1925, the Warszawa – Kraków route was extended to Vienna, and special covers with commemorative cachets were flown in both directions (250 and 198 from Warszawa and Kraków, respectively).

Annals of Polish Aerophilately (cont.)

AEROLLOYD was highly dependent on German staff and technology. Polish authorities, worried about possible espionage, aimed to alter this state of affairs and demanded more national influx into the flying and engineering staff. In May 1925, AEROLLOYD was transformed into Polish Air Line AEROLLOT (P.L.L. AEROLLOT) and became an entirely Polish-owned joint stock company with mostly Poles working as pilots and mechanics. They were trained at Junkers school in Dessau or in the Aviation Pilot School in Gdańsk. In May 1925, after moving its technical base from Gdańsk to Warszawa, AEROLLOT opened new connections. On May 22, 1925, a Kraków – Lwów route was inaugurated; on October 1, 1926, Warszawa – Łódź; and on November 1, 1927, the city of Brno in Czechoslovakia was incorporated to the existing Kraków – Vienna line. Most of the first flight covers carried special cachets or commemorative postmarks.

As early as 1924, the AEROLLOT board had mapped out a plan to bypass Germany and expand operations to Paris and London. The project was to connect Warszawa with Denmark and Sweden via Gdańsk, then on to Copenhagen and Malmö. Unfortunately, only a few trial flights were made on the proposed routes. Carefully prepared and philatelically well documented was the first trial flight from Warszawa to Copenhagen on August 15, 1925. 800 labels depicting an airplane over the globe with the AEROLLOT routes were printed, and each of 136 first

flight covers received a commemorative cachet (**Figure 5**). Around that time, the rubber cancel-ler used at the Warszawa Airport was broken, and instead of “Par Avion”, it now read “Par vion” with a missing “a”. The rate is correct and breaks down as follows: 6 gr. international printed matter fee (per 50 grams) + 6 gr. airmail surcharge (1x basic postage fee) + 20 gr. special postal administration fee = 32 gr. total franking.

Figure 6 presents an interesting and seldom-seen item from the AEROLLOT era, a collection pouch for airmail correspondence, which was flown October 22, 1926, from the Aspern Vienna airport to Lwów. This oversized (18 cm x 24 cm) stark envelope has a rare red circular transit cancellation from the AEROLLOT office at the Kraków airport. The arrival in Lwów was acknowledged by a straight-line “Arrived by airmail” black cachet.



Figure 5 - A cover from Warszawa – Copenhagen first postal trial flight by AEROLLOT on August 15, 1925.



Figure 6 - A collection pouch for airmail correspondence flown October 22, 1926, from Vienna to Lwów, with seldom seen “AEROLLOT” cancellation from the Kraków airport

AEROLLOYD and later AEROLLOT promoted commercial airmail development at various public events. On April 3, 1923, by the initiative of two Warszawa newspapers, “Express” and “Kurjer”, AEROLLOYD organized promotional passenger flights and distributed 236 pieces of mail pieces, surcharged at 1,000 mk each for air transport (**Figure 7**). In addition to 5-line commemorative cachet, some cards advertised daily air service between Gdańsk, Warszawa and Lwów while showing the oldest Polish airport in the Warszawa-Mokotów district at Topolowa Street on the reverse. Proceeds from these flights sup-

Annals of Polish Aerophilately (cont.)

ported the development of local emergency medical services. Since 1924, a special postal sub-station was operating during the annual Eastern Fairs (Targi Wschodnie) in Lwów. The number of airmail items sent out from the Lwów Fair in 1924, 1925, and 1926 was 30, 320 and 150, respectively. In June 1926, a post office branch was accepting airmail correspondence during the Radio Exhibition in Warszawa. A commemorative bi-lingual oval cachet was used: "Pocztą Lotniczą – Wystawa Radiowa / Exposition de Radio / Poste Aérienne." Finally, special flights were operating and cachets or commemorative cancels applied on items flown during the 1927 Aerial Exhibition and Sports Fair, both in Lwów; the 1927 International Equestrian Competition, and the 1928 International Air Transport Association (IATA) Congress, National Philatelic Exhibition, and meeting of the International Law Association, all taking place in Warszawa.



Figure 7 - A card carried by a charity flight on April 3, 1923. The oldest Polish Warszawa-Mokotów airport is shown on the reverse side.

A new connection was opened on October 1, 1926 linking Warszawa, Łódź and Kraków. One hundred fifty letters with commemorative cachet "I-y Lot Poczty Warszawa-Łódź" were carried on the first flight.

Kraków issued special envelopes with the following printing in red: "Pierwszy lot pocztowy KRAKÓW – ŁÓDŹ – WARSZAWA / Premier vol postal CRACOVIE – ŁÓDŹ – VARSOVIE". Sixty pieces were flown from Kraków to Warszawa.

Until July 1928, all airmail from Gdańsk to Poland was allowed only from the German-controlled post office, even though a branch of the Polish Post had been functioning in the Free City of Danzig for several years. After long negotiations, on July 10, 1928, the Polish post office in Gdańsk inaugurated postal service with the mainland. To commemorate this historic milestone, 120 covers were flown from Warszawa and 85 to Lwów (**Figure 8**). The special cachet in French reads: "Ouverture de la correspondance aérienne par la Poste Polonaise à Danzig 10.7.1928."



Figure 8 - One of 85 covers flown on July 10, 1928 from Gdańsk to Lwów at the inauguration of airmail services at the Polish post office in the Free City of Danzig.

As of September 18, 1928, the post offices in Poland were allowed to accept airmail items to several European cities at normalized air surcharge. To commemorate the first flight by AEROLLOYD/ AEROLOT fleet made 12,234 regular flights carrying 27,463 passengers, 725,242 kg luggage and 52,045 kg mail. With no major accidents, and despite 80 or

Between September 5, 1922 and December 31, 1928, the Junkers F-13 planes in the AEROLLOYD/ AEROLOT fleet made 12,234 regular flights carrying 27,463 passengers, 725,242 kg luggage and 52,045 kg mail. With no major accidents, and despite 80 or

so emergency landings, the regularity of the flights was surprisingly high at 85.1%. At the time of liquidation, the company had about 120 employees, 17 airplanes, and well equipped workshops in Warszawa and Kraków.

AERO: WARSZAWA – POZNAŃ AIRLINE

In the beginning of 1925, the Polish Pilots Association, with financial support of the Poznań municipal authority, formed the AERO Ltd. Air Communication Company. Its statute was approved on February 27, 1925. The company was based entirely on the Polish seed capital, with principal owners consisting of the City of Poznań, major local banks, trade companies and private investors. In May, AERO was licensed by the Polish Railroads Ministry to exclusively operate the Poznań – Warszawa route. The company board approved the purchase of five French Farman F-70 single-engine airplanes, including two from C.I.D.N.A, the Paris – Warszawa route operator. After technical inspection and publicity flights on May 21, the Poznań – Warszawa route became inaugurated on May 23, 1925. There were daily flights, except Sundays and holidays. The departure from Poznań was at 8:30 AM, arrival to Warszawa at 10:30 AM, and the return flight to Poznań was at 5:00 PM.

The first postal flight from Warszawa to Poznań took place on Monday, June 22, 1925. Warszawa sent out 32 pieces of mail, of which 20 were covers with a violet rubber cachet “Pierwszy Lot” (First Flight). In addition, 12 numbered postcards with attached

dark-green labels (70 mm x 21 mm) and type-written “I-er Vol Varsovie – Posnanie / I-y Lot Warszawa – Poznań” were flown. **Figure 9** illustrates one of these unusual cards, numbered #7. There exists a single item from the return first postal flight on the very same day from Poznań to Warszawa.

AERO purchased additional airplanes, and new Poznań – Łódź and Łódź – Warszawa routes opened on October 23, 1925. However, because of low interest (54 passengers carried) the service closed by the end of December. The AERO suspended its operation due to winter weather conditions on January 20, 1926. The next year, an attempt to link Poznań with Katowice and Kraków failed because of poor airport conditions in Katowice. Moreover, the German authorities did not allow the opening the Poznań–Berlin line, and the ambitious plans to expand operation to the Baltic States and Moscow also failed. The AERO suffered two crashes and its flights were irregular, with the exception of the Poznań – Warszawa route, which operated till the end of 1928. During less than four years of operation, the AERO fleet of five Farman F-70s aircraft made 1,051 flights, carrying 2,237 passengers, 41,510 kg of luggage and 712 kg of mail.

By the end of 1928, a newly created Civil Aviation Office fostered a merger between privately-owned Polish air carriers AEROLOT and AERO. Their combined assets, bought up or seized for debt, served as the State Treasury’s share for a state-owned self-governed business entity. After the founding deed was signed on December 28, 1928, and the State Treasury acquired 90% of shares for 7.2 million złoty, the new corporation became the property of the Polish Government. The LOT Polish Airlines, which exists to this very day, was founded on January 1, 1929.

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Figure 9 - One of 12 cards carried by AERO on the first Warszawa – Poznań flight on June 22, 1925

French Letter Franked with Poland No. 1 Stamp

By: Wiesław Kostka

Translated by: Roman Sobus

An article authored by Krzysztof Krupa, titled "A Polish Rarity – Poland No.1 on a Letter from France", appeared in No. 8/2011 of the *Przegląd Filatelistyczny*. This article was based on scans of an item (**Figure 1**) from my collection of letters from the Kingdom of Poland, and on information available at that time. Since this letter is from my collection, and based upon new and important information that I was able to uncover, I was prompted to write this article.

acquire it for the purpose of precise examination and to determine whether it could be a "partial forgery" based on adding a stamp on a genuine stampless letter from circulation.

Not going into the specifics of the actual bidding, I was able to purchase it and then patiently proceeded to determine its authenticity. The item itself was the outer sheet of a folded letter (contents removed). The multitude of postmarks and annotations, to attest to the authenticity of the Poland No.1 stamp, indicated that it had traveled an unusual route to arrive at its destination. At that point I understood that I was holding in my hand a very unique item of postal history.

Initially I was uncertain as to the exact course this letter had travelled (due to the Cyrillic Warszawa CDS with the date 29/3 in red ink) and decided to turn to Mr. Zbigniew Mikulski, a renowned expert when it comes to Poland No.1. During our telephone conversation, he confirmed that the letter was authentic and the Warszawa hand stamp indicates the date according to the Julian calendar used in Russia during that time. Having received that information, I could now determine the path this letter traveled, and it was truly unusual. To describe in detail the route this letter travelled, it is necessary to divide it into four parts.

Part One: Local path in Lyon (France)

The letter (**Figure 2**) was mailed on 1 April 1861 from the Lyon Mayor's Office (official hand stamp in



Figure 1 – Entire wrapper showing the multitude of hand stamps, annotations, and the Polish stamp affixed, as described in the text.

First, a bit of background information regarding how I acquired this item. Several years ago, one of the auctions in the United States offered a cover described as "a French letter with a Russian stamp". Upon examining a scan of this item, I ascertained this Russian stamp to be nothing more than a Poland No.1. Since literature did not mention the existence of such a cover, I was determined to



Figure 2 - Front of letter showing local destination address, plus Prussian and Polish manuscript markings and French accounting stamp.

French Letter Franked with Poland No. 1 Stamp (cont.)

blue with the text "*Mairie D'arrondissement Municipal de Lyon*") with the origination address: "*Charles Carrier, Ingenieur, Becheve Rue, Lyon*" as an unpaid mailing.

At the time, according to French postal regulations in force from 23 March 1800 to 31 December 1862, the postage for this type of letter must be paid by the addressee. For the purpose of aiding in the collection of the postage, the French post issued, in 1859, postage due stamps having various denominations. In this particular case the payment required for the letter was 10 centimes, and a black postage due stamp having that denomination was most likely adhered to this letter. Clues supporting this are paper remnants and black ink, as well as fragments of a cancellation to the left of the Poland No.1 (see **Figure 3**).



Figure 3 - Remnants of black French postage due stamp and partial cancel to the left of the later-affixed Polish stamp.

When the mail carrier discovered that the addressee no longer resided at the designated address, he crossed out the inaccurate Lyon address, added a corrected one based on the addressee's professional position "*Ingenieur aux Chemin de fer a Varsovie Russie*" (Railway Engineer in Warszawa, Russia), and returned the letter back into the postal system. It is most likely that the postage due stamp was removed at this time (to be accounted for internally as the services remained unpaid) and the letter was forwarded to the new foreign address.

Part Two: From France to the Polish Kingdom

On 2 April 1861, the letter was sent from Lyon through Paris to Warszawa at the expense of the addressee. This is indicated by the origination hand stamps on the reverse side of the letter (**Figure 4**),

two from Lyon and one "Lyon a Paris", with impressions made in black ink, as well as, a divided heptagon French Post accounting stamp "F/33" (**Figure 1**). This accountancy marking struck in black was introduced in 1857 and according to agreement between Prussia and France in 1858, governed the exchange of unpaid letters transiting the territory in the direction of Russia and the Kingdom of Poland. The French domestic rate for such a letter was 30 centimes.



Figure 4 - Hand stamps chronicling the letter's route: two from Lyon and one "Lyon a Paris", the impressions made in black ink, the divided heptagon and Prussian Post Exchange Office mark from Aachen. Additionally, an arrival stamp in Warszawa and Cyrillic BAPIIABA departure stamp with Julian calendar date

On the third of April, after crossing the Prussian-French border, the letter arrived at the Prussian Postal Exchange Office in Aachen (*Akwizgran*). There, a hand stamp is applied in red ink with "*3/4 AUS FRANKREICH PER AACHEN*" and annotated in blue ink with "3 and 5". (3/4 means 3 April) The sum of these is 8, which in silver groszy, is the amount due to the Prussian Post from the Postal Administration of the Kingdom of Poland as transit charges. Next, the letter is directed to Warszawa, where it arrives on 6 April, indicated by the red hand stamp "*WARSAWA 6/4*". (6/4 means 6 April)

Part Three: Search for the Addressee in Warszawa

On the 6th of April, after its arrival in Warszawa, a postal official tallied the amount due to the post as a total of 36½ silver kopeks (the amount consists of the foreign postage due in the amount of 26½ kopeks, which is equal to 8 Prussian silver groszy, plus domestic postage due in the amount of 10

French Letter Franked with Poland No. 1 Stamp (cont.)

kopek), which is the amount written in blue ink on the front side of the letter. The letter was then given to a mail carrier, which is documented by a time mark in red ink "9/R" on the reverse of the letter. The designated address was, however, incomplete. This first attempt at delivery was at the Railway Office, where the addressee was not found but information that the addressee was stationed at another office was obtained. This was noted with a partially illegible sentence, the carrier's signature and the date 6/4 (**Figure 5**).



Figure 5 - Annotation of failed delivery in Warszawa.

The letter once again was returned to the post office. On the following day, the 7th of April, it was again given to a mail carrier with the purpose of delivering it to the address obtained on the previous day. Again, the addressee was not found. The mail carrier noted: "*In office W: Dineta, Addressee not known. Piotrowski*" (see **Figure 6**).



Figure 6 - Annotation of second failed delivery in Warszawa.

The letter again was returned to the post office and on the following day, the 8th of April, it was again given to the mail carrier (two illegible time marks on the front side of the letter) who attempted to locate the addressee in the offices of W. Gryll but was unsuccessful and made the following annotation: "*Addressee not known in the office of W. Gryll d.8/4 61r. Piotrowski*" (see **Figure 7**).

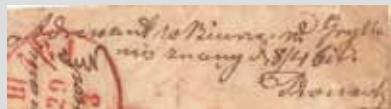


Figure 7 - Third and final attempt to locate addressee before letter being forwarded to Grodno

A search for several additional days, however, resulted in success. The addressee was known by someone in one of

the offices visited by the mail carrier, and a current address was given to the carrier, which was written in red ink on the front side of the letter, "*Chez Monsieur Romand à Grodno*" which means "To Mr. Romand in Grodno". However, for a letter to be sent to Grodno, which was within the Russian border, postal

regulations required that the postage in Warszawa had to be paid for in cash, a total of 36 ½ kopek for sending the item from France to the addressee in the Kingdom of Poland and an additional 10 kopek stamp needed to be purchased and affixed to the letter for transit from the Kingdom of Poland to Russia. Otherwise, the letter would be returned to the sender in France.

It is impossible to determine who covered the charges but logic suggests an acquaintance or possibly Mr. Carrier's employer. What is important is that the charges were covered and a stamp that had been in circulation from 1 January 1860 having a denomination of 10 kopek, also known to us as Poland No.1, was applied to the letter.

Part Four: From the Kingdom of Poland to Russia

On the 10th of April 1861 (Cyrillic cancel stamp BA-PIIIABA (Warszawa) 29/3 – Julian calendar date, in use in Russia until 1918) the letter with affixed stamp was cancelled with a black, four ring canceller, having the digit "1" in its center, and was sent to the new address in Grodno. Even though there is no arrival hand stamp, there is little doubt that the letter found its way to the addressee, as there are no further annotations regarding its return to the sender or to its being set aside as undeliverable.

And so ends the story of this unusual yet unique letter. Unusual, as it illustrates how post offices in different countries treated their assumed obligations in attempting to deliver a letter sent to an address which was no longer valid and, after so many dead ends, managed to finally deliver it to the addressee. Unique, as it is the only known example of a foreign letter on which the Poland No.1 stamp was used, in accordance with postal regulations, and having such an interesting route, undiscovered for almost 150 years from the date the stamp was issued.

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Postal Stationery of the “So-Called” IIE Post

By: Piotr Pelczar

Translated by: Roman Sobus

*Editor's Note: This article was first published in Przegląd
Filatelistyczny 5 (128)/2013*

Most of the information regarding the Internal Camp Post of Oflag IIE in Neubrandenburg, available to us from various philatelic publications, consists of speculation, half-truths and general misinformation. The most frequently read and cited of these sources by Machowski [1, 2], contain several errors. Compounding the problem, these works were translated in their entirety into German for the benefit of German-speaking collectors. As a result, many of these errors continue to be perpetuated when exhibitors write up their material and display it at various exhibitions, and through the exchange of information among collectors. This article will attempt to correct some of the inaccuracies with newly-discovered facts.

While there were attempts to initiate an internal postal service within IIE Camp in Neubrandenburg, a fully-functioning postal service never actually operated there. In January of 1944, all Polish prisoners were transferred to Oflag IID, Gross Born. Following this transfer, a “so-called” Poczta IIE became operational on January 21, 1944 in the “Lower Camp” of Oflag IID in Gross Born and, as an independently functioning IIE post, it did provide services in the “Lower Camp” of Oflag IID, Gross Born (but not in Neubrandenburg) for a period of several weeks in late-January / early-February of 1944.

Prisoners who were already interned in the “Upper Camp” of Oflag IID, began operating an internal post within the camp somewhat earlier, on March 12, 1943. In February of 1944, all prisoners who were interned in the “Upper Camp” were transferred to the “Lower Camp” along with their already operating internal postal service. As a result, both postal services were operating in tandem within the confines of the “Lower Camp” as of February, 1944. With each passing week, the larger and more sophisticated IID postal service began absorbing portions of the smaller IIE post. Finally in April, the IIE postal service ceased operation. The following month, the IID post began utilizing the material which was already

prepared by the now defunct IIE postal service and the final administrative merging took place on 22 June 1944. The IID post continued to operate until the camp was liberated by the Soviets on January 28, 1945.

Further discussion is not necessary regarding the Oflag IIE post in Neubrandenburg, as such an institution did not exist there. However, in Oflag IID, Gross Born, a single post served the needs of the internees initially. Later, two separate posts operated, one in the Upper and the other in the Lower Camp. Finally, when both camps were consolidated, two separate postal administrations were operating side by side on the same territory. The smaller of these, the so-called IIE post, was absorbed into the larger IID post, leaving only the larger IID internal post.

In summary, between January 21 and June 22, 1944 there existed a so-called IIE internal post, and between March 22, 1943 and January 28, 1945 there existed a IID internal post. **However, both operated within the confines of Oflag IID, Gross Born.**

Proof that the internal post did not exist within Oflag IIE, Neubrandenburg, can be found in documents and catalogs created during the latter part of 1944 by the philatelic publications director of the internal post in Oflag IID. [5, 6]. Those involved with various aspects of the post's operation obviously were the most knowledgeable about its overall function. A small catalog issued by this office lists the stamps and cancellers of both posts, whose entry order in the catalog is dependent solely on emission date. This proves that both posts operated side-by-side, in the same location but different sections or sectors of same camp, Oflag IID, Gross Born.

While various publications state that the IIE post operated within the Neubrandenburg camp, the statement has no basis in fact and is not true. The fact that the IIE post operated in the lower camp of IID, does not permit a complete separation from the IID Post. The two functioned almost as a single entity, overlapping, collaborating and complementing each other's operations.

Individual catalogs need to specify that stamps, postal stationery, and cancellers were regarded as equal

Postal Stationery of the “So-Called” IIE Post (cont.)

by both postal administrations, not just on occasion but as a matter of normal procedure. It should also be noted that on the evidence of many mailings upon which stamps and cancellers of both posts appear side by side, that these are not sporadic examples, but point to normal procedures.

Several designs of graphic work of a souvenir nature are known to have been produced before the transfer from Neubrandenburg. Some of these were imprinted on unstamped holiday cards [7] which were sent from the camp to family in Poland (**Figure 1**) via the official Prisoner of War mail during the Christmas holiday season of 1943.



Figure 1 - Unstamped holiday card sent via official POW mail in 1943

Similar graphics were also produced after the move from Neubrandenburg to Gross Born. However, none are known to have been printed as illustrations on postal stationery issued by the IIE post.

A total of eight dies engraved in wood were prepared by the IIE post for

the purpose of printing postage stamps. An additional ninth “long die”, so-called because it contained the postage stamp and the text “Karta Poczтова” as a single element, was also prepared. The printing of postal stationery cards was initiated on 22 January, 1944. The first stamp, “Kaplica” (Chapel) was issued on January 22, 1944, immediately following the relocation to the new camp, as was a stationery card, designated “Gryf” (Griffin), printed using the above-mentioned “long die”. Just 10 days later an envelope bearing the preprinted “Kaplica” stamp was issued.

It is very likely that some of the dies for printing of these items were prepared while the prisoners still were interned in Neubrandenburg, as it is not prob-

able that during the time of resettlement and reorganization there was enough time to engrave dies, mix printing ink and cut paper for the production of 3500 individual stamps and cards. It is also doubtful that new dies would have been produced during that time bearing the old camp designation.

The first postal stationery items (Cp1, Ck1) issued by this post were printed by hand. Beginning March 11, 1944 (?), [2] a primitive printing press was constructed and used for printing of all subsequent postal stationery cards. Also in March, printing ink received from the Red Cross in Geneva and the YMCA in Stockholm was substituted for the artists’ paint and oil which was used as a diluting agent for the post’s printing needs. Supplies of paper were also received from these sources. A single rubber stamp along with an office date stamp were used by the IIE post. It is important to note that all emissions of the IIE post retained postal validity until the formal merging with the Gross Born post.

The first postal stationery card printed by the IIE post, Cp1 (Gryf) did not utilize the wood die prepared for printing the stamp of the same design. Instead another die containing all the elements was prepared. Apparently, not much thought was given in the planning stages for the eventual use of the same die used to print stamps to be used later to print postcards. All later cards were printed using two separate dies, one for a postage stamp and another for the “Pocztowka” text.

Of the eight stamp dies available for possible use to print postal stationery, only three were used for that purpose. These were Ck1 (Kaplica), Cp2 (Caritas) and Cp3 (Syrena).

A large quantity of the available paper was used for the production of the envelope, Ck, and, as a result, the postal stationery cards (Cp) were issued in a small format.

This postal administration was the only one of all the internal camp posts to permit the creation of unofficial postal stationery cards – CpN. Due to a lack of paper during the time frame January 30 through April 15, 1944, authorization was given to have the postage stamps imprinted, after payment of an

Postal Stationary of the “So-Called” IIE Post (cont.)

amount equal to the denomination of the stamp being printed, on cards and photographs which were the personal property of the bearer.

It was also possible to purchase and have imprinted an additional stamp on a regular postal stationery card which had an officially printed stamp, or to have another stamp imprinted adjacent to one that was printed earlier. The post permitted this unofficial printing of even multiple stamps on a single item presented on different days.

The tariffs charged by the IIE post were for the most part identical to those used by IID. The IIE post, however, did not provide for expanded services such as registered mail or express delivery. Accordingly, the IIE post tariff schedule was:

a) 5 fen for the mailing of printed material such as library notices, b) 10 fen for regular postcards, and c) 20 fen for letters up to 20 grams in weight. However, we must attempt to understand why it was permitted to issue unofficial postcards (CpN) with total imprinted denomination values of 20 fen, 30 fen and even higher totals.

stamp die (**Figure 2**) and the numbers assigned to both official and unofficial postal stationery items on which single and multiple stamps were imprinted.

The order in which the dies are numbered is a direct indication of the actual order of their usage when imprinting the stamped image on each particular item (**Table 1**), and not as to how later catalogs assigned their own numeration to the stamps and official and unofficial postal stationery items.

Die no., name and denomination	Fischer Stamp Number	Single Stamp Postal Stationery	
		Fi No. Ck, Cp - official	CpN - unofficial
1 – Gryf, 10 f	-	Cp 1, 22.I.-1.II.	CpN 1, 30.I.-1.-10.II.
2 – Kaplica, 20 f	nr 1, 22.I.-5.II.	Ck 1, 1.-3.II.	CpN 2, 3.II.
3 – Świątlica, 5 f	nr 2-3, 2.II. ?	-	-
4 – Syrena, 10 f	nr 4, 5.II, 10.II, 1.-6.III, 8.III.-25.V.	Cp 3, 22.II, 6.III.-7.IV.	CpN 3, 5.-22.II.
5 – Caritas, 5 f	nr 9, 8.III.-25.V.	Cp 2, 7.II-6.III, 22.IV-8.V.	CpN 4, 7.-22.II.
6 – Okręt, 20 f	nr 8, 9.II.-6.III.	-	CpN 5, 9.-22.II.
7 – Kapliczka, 20 f	nr 5, 29.II, 1.-6.III, 8.III.-25.V.	-	CpN 6, 29.II.
8 – Rycerz, 50 f	nr 7, 16.III, 21.III.-24.V.	-	-
9 – Gryf, 30 f	nr 6, 21.III.-24.V.	-	CpN 7, 15.IV.

Table 1 - Die numbers & order of usage to print stamps and official/unofficial stationery

Utilizing the die numbers here does not require any necessary changes of established catalog numbers. For example, referring to **Table 1**, Fi stamp nr 1 is printed from die nr 2; Fi stamp nr 9 is die nr 5; and Fi postal stationery card Cp1 utilizes die nr 2. Some of the dies were used to print stamps and postal stationery (official and unofficial). Only dies nr 3 and nr 8 were used to print stamps exclusively.

Table 2 lists the names of designers and engravers of the nine dies used by the IIE post.

The assigning of catalog numbers to multi-stamp postal stationery items is somewhat more complicated. In keeping with the standard practice of adding to the assigned number given to Ck, Cp, and CpN stationery items, we are proposing that the number of additional imprinted stamps be shown in parentheses. We would like to extend our gratitude to Mr. Adrian Wortman for sending us the scan of the item (**Figure 3**), which we identify as Cp1(+4). Consistent with our proposal, this identification includes a typical postal stationery card Cp 1, printed using die nr 1, and (+4) for an additional

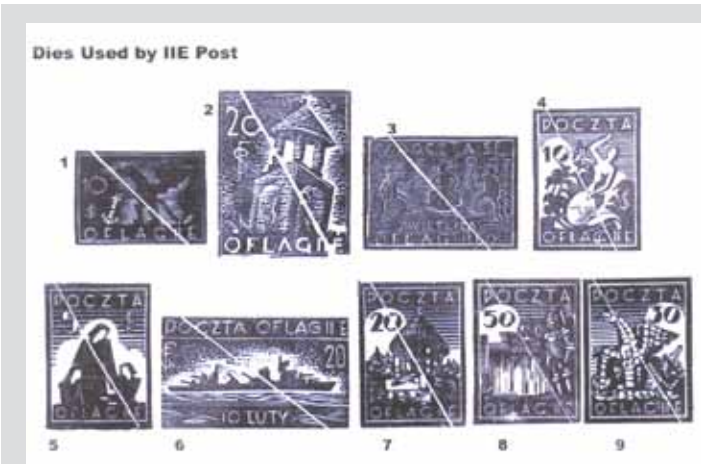


Figure 2 - Dies by number and by impression

When referring to the annotations in various catalogs, it is imperative to differentiate the number of the

Postal Stationery of the “So-Called” IIE Post (cont.)

Name	Design	Engrave	Notes
Marian Gwizdka	1, 2, 6	1, 2, 6	Engraved all of own designs
Jan Wolczyński	3, 4, 5, 8	3	Engraved only 1 of own designs
Wacław Bulzacki	7, 9	4, 5, 7, 8, 9	Engraved 2 own & 3 Wolczyński

Table 2 - Designers and Engravers

Die no., name and denomination	Fischer Stamp Number	Official & Unofficial Postal Stationery Numbers			
		Fi Ck, Cp	Ck (+), Cp (+)	CpN	CpN (+)
1 – Gryf, 10 f	-	Cp 1	Cp 1(+4), Cp 1(+4+5)	CpN 1	?
2 – Kaplica, 20 f	nr 1	Ck 1	Ck 1(+5)	CpN 2	CpN 2(+4)
3 – Świetlica, 5 f	nr 2-3	-	-	-	-
4 – Syrena, 10 f	nr 4	Cp 3	?	CpN 3	CpN 3(+5), CpN 3(+6), CpN 3(+5+7)
5 – Caritas, 5 f	nr 9	Cp 2	?	CpN 4	?
6 – Okręt, 20 f	nr 8	-	-	CpN 5	?
7 – Kapliczka, 20 f	nr 5	-	-	CpN 6	?
8 – Rycerz, 50 f	nr 7	-	-	-	-
9 – Gryf, 30 f	nr 6	-	-	CpN 7	?

Table 3 - Die numbers & postal stationery variants of the IIE post

postage stamp imprinted using die nr 4 (Syrena). The date on the cancel is 5 February 1944, which indicates the card is gratuitously canceled. **Table 1** shows us that this date was the first day of the printing of Fi stamp nr 4, as well as the unofficial postal stationery designated as CpN3. The official version of Cp 3 was not printed using this die until 22 February.

Please note that the first number in this designation always indicates the postal stationery number, whether it be Ck, Cp or CpN, not the number of the die used to print a specific stationery item. The next numbers, in parentheses, are the numbers of the dies that were used to imprint additional stamps.

Items with three or more printed stamps would be similarly numbered. For example, the designation CpN 3 (+5+7) indicates it is an unofficial stationery item, a CpN 3 printed using die nr 4 (as shown in **Table 1**) with additional stamps using die numbers added on later days. At first glance the above described numeration appears rather complicated.

However, it is not only necessary and very specific, but key to identifying the very scarce multi-stamp items.

As of this date, four official and seven unofficial postal stationery items are known to exist from the IIE post. Very few stationery items exist that were imprinted with more than one stamp. No one can be certain if some additional information on the subject may be found in some of obscure philatelic journals. Mainstream authors of catalogs and philatelic literature are silent on this topic. We shall, in future articles attempt accurately described typical stationery items issued by this camp post as well as the multi-stamp stationery items which are listed in **Table 3**.

Many spaces with question marks (?????) exist in the above-mentioned table. Perhaps differ-

ent combinations might be found in the collections of our readers? Only with mutual collaboration can we build, brick by brick, our mutual philatelic knowledge. The author requests that readers send scans of interesting items and specifically those of CpN 5, 6, and 7 to piotr.pelczar@wp.pl.

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Airgraph Mail (Known as V-Mail)

By: Jan Niebrzydowski

Editor's Note: V-Mail, short for Victory Mail, was a hybrid mail process used during WWII in America. It was based on the earlier British Airgraph process, a service instituted between England and Egypt in 1941. The objective of this hybrid process was to reduce the logistics of transferring an original letter across the military postal system. In short, a V-Mail letter would be censored, copied to film, and printed back to paper upon arrival at its destination.

During World War II hundreds of thousands of allied soldiers found themselves on the front line, far away from their home countries. Normal postal services were disrupted; sea routes were unreliable as ships were vulnerable to attack, while air transport was not as widely used as it is today. A scheme was devised to help soldiers keep in touch with their families. With the help of the Eastman Kodak Company, the Airgraph or V-Mail process was initiated.

Special letter forms were made available to military units and field post offices. These were small letter sheets, 17.8 X 23.3 cm (7 X 9 1/8 in). Completed letter forms or sheets were returned to the post offices, censored and sent to collection points where they were photographed onto 16 mm film. Each roll of film was 100 feet long, could accommodate 1700 letters and weighed 0,142 kg. Had they been sent in the original paper format, their total weight would have been 20 kg. The fee for British and Polish servicemen for this Airgraph or V-Mail letter was 3d.

Most of the letters were sent to Britain, USA and Canada. On arrival at its destination, the film was developed, the negatives blown up to 60% their original size, 10.7 X 13.2 cm (4 1/4 X 5 3/16 in), and printed. Each letter was then put into an envelope and mailed to the addressee. About 350 million such Airgraph or V-Mail letters were sent.

Not many Poles used this form of correspondence because it was not possible to send them to a country under German occupation. Only a small number of Airgraphs or V-Mail letters from Polish servicemen with family or friends outside Poland has survived. Several dozen were written to Mrs. Stefania Bardziłowska in Boston, but few of them still have the original envelope. Envelopes were most likely recycled in order to save paper. The most valuable items in my collection were from Polish servicemen

with the West African Force in Nigeria and the Gold Coast (see *Polonus* #542, March 2011), the Polish Ministry of Information, the Polish Government in London, and the Polish Red Cross in Palestine. Seven such letters are described below.

The first four letters were sent from General Anders' 2nd Corps in Italy to Mrs. Bardziłowska in Boston. **Figure 1** shows the front page of an Airgraph letter form, the original of which was used to write a standard letter. It was paid with a British 3d stamp and cancelled with a Polish FPO dater no.130 dated 2 May 1946.

Figure 2 shows an Airgraph sent through British FPO 370 and cancelled on 24 August 1944. It also has a Censor's cachet ID no. 107. This letter, which was developed in the USA from a roll of film, was dispatched to Mrs. Bardziłowska in a special US envelope with the heading "Official Business War & Navy Department V-Mail Service". It was dated with a US Postal Service No. 1 cachet on 1 September 1944.



Figure 1

Two Airgraphs without envelopes are shown in **Figure 3**. One was sent by British FPO 764 on 18 April 1944 and the other was sent by British APO on 17 April 1944. These letters were censored and bear the Censor's personal ID numbers 107 and 112.

Figure 4 shows an undated letter stamped only with "examined by censor No. 111" cachet. The contents of this letter feature Christmas Greetings for 1944 with an outline of Africa and Europe in the background.

Airgraph Mail (Known as V-Mail) (cont.)

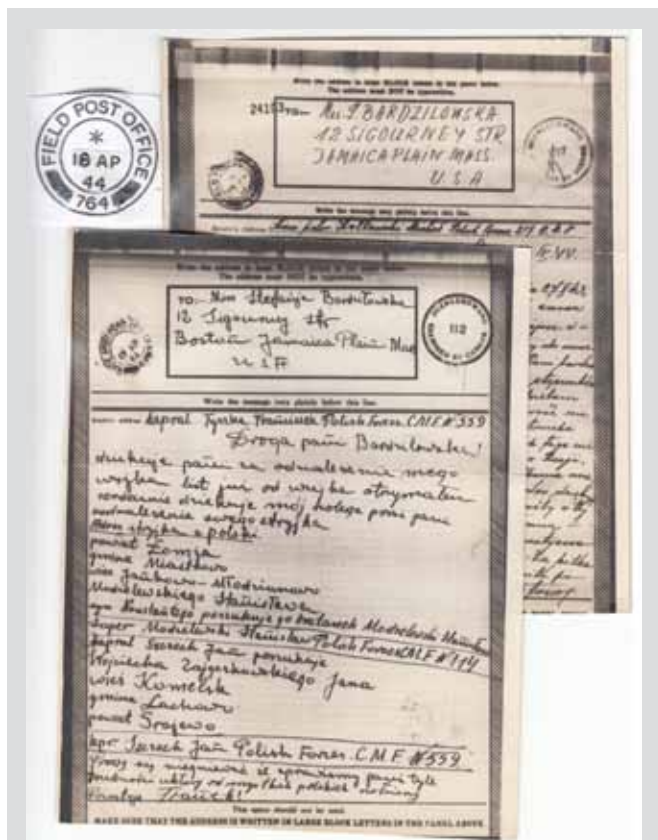


Figure 2

This letter was put in a special US envelope, similar to the envelope described in **Figure 2**, on 30 November 1944.

The next letter, **Figure 5**, is from a Polish officer attached to 9th Battalion of the West African Force in Nigeria to Mrs. Bardziłowska sent through British FPO 769 dated 10 April 1944. It has a Censor's cachet: "Passed by Censor 3191". This letter was developed from a roll of film and put in a special US envelope described in **Figure 2**. The US dater of 27 June 1944 is much later than the date entered by the sender, which possibly is due to difficulty with the delivery of film from Africa to the USA.

Figure 6 shows an Airgraph letter dated 20 August 1943 sent from the Polish Red Cross in Tel Aviv, Palestine to Zbigniew Glanowski in London. Mr. Glanowski served as an officer in the Polish Special Forces (commando unit). Postage fee was 40 mils (Palestinian currency at that time). The fee is



Figure 3

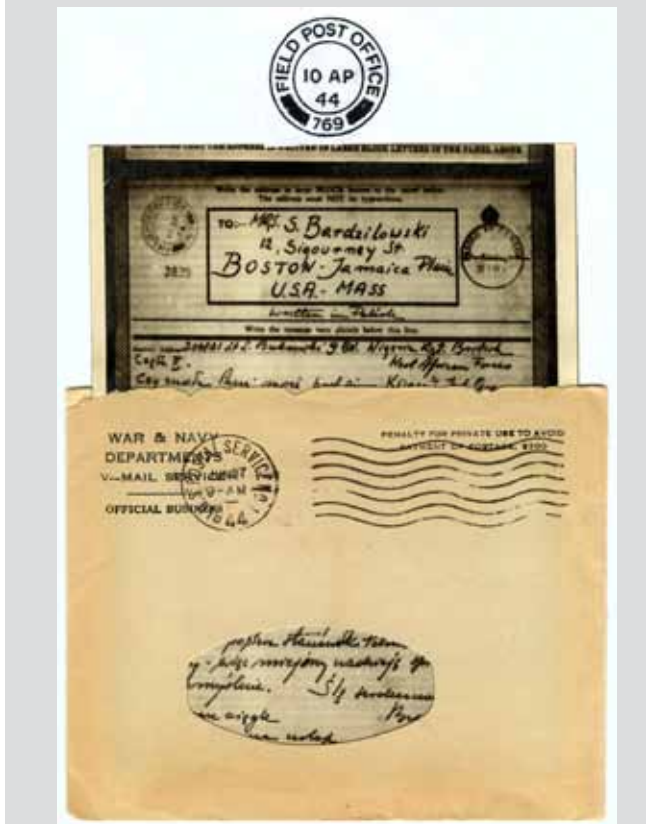


Figure 4

Airgraph Mail (Known as V-Mail) (cont.)

confirmed by a round cachet: "Palestine Airgraph Service Postage Paid 40 mils". In London the letter was developed from a roll of film, put in an envelope marked "Airgraph dated Postage Paid 6 Sept. 1943 and send to Polish FPO 1". Two additional daters on 14th and 21st September applied by FPO 1 shows that an effort was made to locate the addressee.



Figure 5

The Airgraph letter shown in **Figure 7** was sent from the Polish Ministry of Information, a department of the allied Polish Republic's Government in London, to the Ministry's representative office in Jerusalem, Palestine on 5 July 1945. The letter was censored by the British Censor, which is confirmed by a rectangular cachet: "Examined by Censor Postal Sub-Section Press & Censorship Bureau". The letter was also examined by the Censor upon arrival and bears the Censor's ID J33.

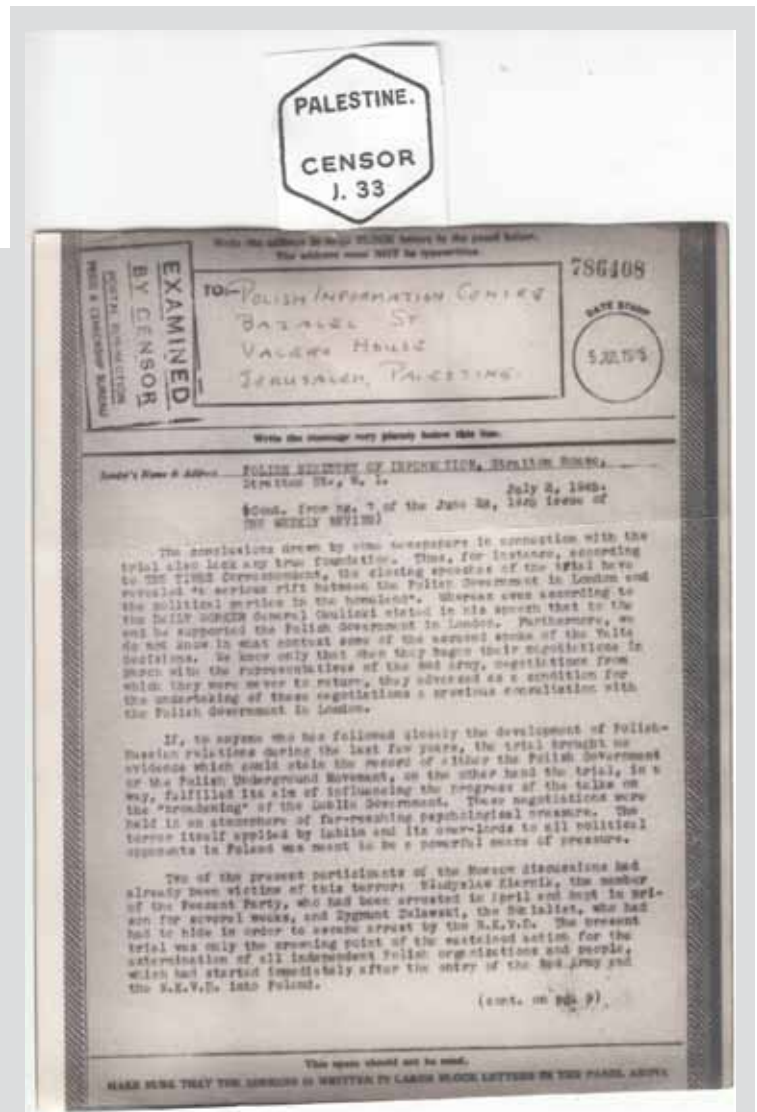


Figure 6

Throughout the war the Polish Government dispatched information, relevant to Poland's political developments, to Polish diplomatic representatives in various countries. On 6 July 1945, the British Government ceased to recognize the Polish Government in London as the legitimate representative of the Polish nation. Hence, the letters dated 5 July 1945 must have been the last batch of Airgraphs sent by the Government in Exile.

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The Black 10 Kronen Postage Due Provisional

By Dr. James Mazepa

In the last issue of the Bulletin, I discussed how provisional issues came into being. Among those provisional stamps, overprinted by the Kraków Postal Administration, one can find some of the major rarities of Polish philately.

The 1, 5, and 10 kronen postage due stamps were overprinted into Polish stamps by adding "POCZTA POLSKA." Eighty 1 krone and 5 kronen were overprinted in red, whereas, only forty 10 kronen received the red overprint.

One of the rarest, if not the rarest, of Polish stamps is the 10 kronen overprinted in black, illustrated in **Figure 1**. Only fifteen stamps were overprinted in black and less than ten can be accounted for today. The "POCZTA POLSKA" form I overprint cliché, which was designed for the small 30 x 10 sheets of the lower face value postage due, was used to make the black overprint.



Figure 1 - One of two known perforate proofs of Grunwald stamp never issued

Because of the irregular setting that had to be used for the black overprint, positions 16-20 are set higher than positions 1-10.

In a 2009 auction the three value set in red sold for \$20,700 and a black 10 kronen sold for \$41,000

Collection/Accumulation For Sale

(continued from page 6)

A special banquet had been held in Washington, D.C. and the next item is the Banquet Program that includes a First Day Cancel of the newly issued stamp (see **Figure 3**).



Figure 3 – Banquet Program celebrating the issuance of Poland's Millennium stamp with First Day Cancel

This, too, is a scarce item as a limited quantity of programs had been printed and prepared with stamp and First Day Cancel. Price is **\$10.00** per Program (postage and handling included).

Order from: **Bob Ogradnik, P.O. Box 240428, Ballwin, MO 63024-0428**

Checks payable to: **Walter Zachariasiewicz**

Questions to: Bob Ogradnik – krpsl@earthlink.net or (314) 821-6130



Economic & Priority Post Stamps for Registered Mail

This third set of four non-denominated stamps is intended for use in the new scanning system of sorting by the Polish Post. The valuations are 3.80 zł and 4.55 zł for the “a” registered economic and priority stamps, and 5.95 zł and 7.30 zł for the “b” registered economic and priority stamps. There are three identifying characteristics

for the scanning process depicted in these stamps: weight, size, and shipping time. This set is intended for mail weighing up to 350 grams, conforming to the size limitations for “a” and “b” categories, and requiring a registered economic or priority method of shipment. The design of each of the stamps forms an “E” or “P” to designate the method of registered shipment. However, for the scanning process the individual stamp designs communicate all three characteristics. The 3.80 zł economic “a” registered mail stamp portrays a blue butterfly; the 4.55 zł priority “a” registered stamp portrays an insect on a green leaf; the 5.95 zł economic “b” registered stamp portrays an insect up close; and the 7.30 zł priority “b” registered stamp portrays a dragonfly.

Date of Issue	August 16, 2013
Sheet Format	100 Stamps
Printing Method	Rotogravure
Designer	Marzanna Dąbrowska



Modern Polish Military Equipment

These three 1.60 zł stamps show Poland’s Air Force F-16 fighter jet aircraft (Fighting Falcons) from the USA’s Lockheed Martin company; the Army Rosomak (Wolverine) wheeled armored vehicles (Kolowy Transporter Opancerzony); and the Navy Czernicki multitask logistical support ship (ORP Konradmiral Xawery Czernicki), the only ship of her class, built in Gdansk. Some of this weaponry has been employed by Poland in recent years in the Iraq and Afghanistan wars.

Date of Issue	August 14, 2013
Sheet Format	6 Stamps
Printing Method	Offset
Designer	Jan Konarzewski



Traditional Folk Costumes of Poland & Romania

This attractive 4.60 zł stamp portrays two couples wearing traditional folk clothing (tradycyjne stroje ludowe) of Poland and Romania. The joint issue (wspólna emisja Polski i Rumunii) demonstrates traditional costumes worn in Bistrita-Nasaud (Romania) and Kraków. Bistrita-Nasaud is a county of Romania in Transylvania. The virtually identical stamp from Romania is valued at 8.10 lei.

Date of Issue	September 11, 2013
Sheet Format	Single in Numbered Souvenir Sheet
Printing Method	Offset
Designer	Marzanna Dąbrowska