

BULLETIN OF THE

POLONUS PHILATELIC SOCIETY



Meets 2d & 4th Friday of each month at Polish Falcon Hall, 1062 N. Ashland Av.

Issue No. 101

December 1951

SOME POLISH FORGERIES

by Herman Stallberg

Translation from the German by John Gapinski

THE KRAKOW ISSUE OF 1919



Because of the small number of stamps issued and the many face values involved, the Krakow overprints are, next to the Gniezno issue, the most favorite objects of interest to the forgers. Their activities in this field are furthermore made easy by the fact that the original basic Austrian stamps may be easily obtained at a very low price.

On the other hand the forger's task is made harder by the variety of printing type used in the making of these overprints which produced so many definite characteristics that the examiner of these overprints, especially if he is able to compare them with some original sheets, may with absolute certainty determine their genuineness and what's more, determine the position of most of these stamps in the original sheet.

Altogether there are as many as twenty different forgeries known, about half of them are good, or relatively speaking, better, and just as

many are crudely executed forgeries. A special position between the genuine and the forgeries, is taken up by the so-called "Muller Stamps." These are stamps which were reprinted unauthorized, with newly assembled original linotype slugs, (which were discarded after the original overprinting). These reprints of course are rated as outright forgeries by the Polish Stamp Expert Prof. S. Mikstein of Krakow. But it would be better to consider them as reprints (with a special valuation where the price should be about 1/10-1/15 of the original stamps).

The frequency of the forgeries has made the Krakow issue so unpopular that these stamps are often collected without regard to whether they are genuine or fake, or are not collected at all. In Poland itself and also with the specialists, the value of these stamps (especially for the rare ones) is considered to be much higher than usually shown in the current catalogs.

It is only with a part of the various forgeries which were especially crudely executed, that it is possible to recognize them at the first glance. The remaining kind of fakes can be recognized only after an examination which has to take all the differences, characteristics and measurements into consideration. Some fake specimens are so deceptively imitated that even an expert with all the facilities and reference material has to spend many

hours before he can recognize the forgeries.

The most important characteristics and signs of recognition of the forgeries can be summed up as follows:

1. In the genuine overprints the single parts (POCZTA, POLSKA and the rhombus) are grouped in definite measurements relative to each other, a characteristic of the linotype blocks, the imitation of which has not been duplicated in any fakes, not even in the Muller reprints.

2. The wear and tear of the (too soft) material, brought on the flattening and crippling of the individual letters which can be always found, more or less distinct, in the same place on the sheet of original stamps, and give a sure sign of recognition.

3. The method of printing (original linotype) in the majority of the fakes is a different one.

4. The size and thickness of the letter is usually different, and also the overall dimension of the overprint, as well as the distance between the two horizontal lines is most of the time different, although not noticeable at a glance.

5. The rhombus is with the genuine always clearly printed, regular in form, and the dot in the center is a square. On some of the overprints the rhombus is completely filled up with ink and the square dot of course is not discernable.

FORGED TYPES

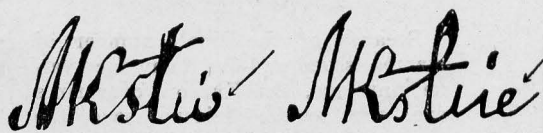
The genuine overprints of the values of 2 to 10 Kronen (which are lithographed) have a few good recognizable characteristics, which were

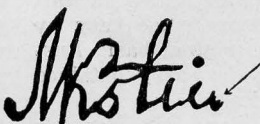
never duplicated on the forgeries. No forgery is thus far known of the 25 on 80 Heller (Scott #60).

Almost all fakes are usually supplied with an also faked expertising stamp of Prof. Mikstein. These are usually so crudely imitated that they may be easily detected. Dealers and collectors therefore should watch that if the characteristics of the stamp do not coincide, the expertising stamp of Prof. Mikstein will surely be also faked, and in that case regard the presence of the expertising stamp as a good sign of a forgery rather than a genuine stamp. If the stamp carries one of the ominous Polish dealer's expertising mark (for example: "FILATELIA KRAKOW", or "G. BECKER-ECHT" or "FILATELIA LWOW") then it is surely a fake, with exception that the fakers might have made a mistake and affixed it to a genuine stamp.

Altogether estimated it may be asserted that of the rare Krakow stamps 80%, and of the more common variety about 60-80% of the current stamps are forgeries.

Forged Mikstein Expertising Stamps


Genuine

 S. MIKSTEIN

I	I	II
POCZTA	POCZTA	POCZTA
♦	♦	♦
POLSKA	POLSKA	POLSKA
II	V	II
POCZTA	POCZTA	POCZTA
♦	♦	♦
POLSKA	POLSKA	POLSKA

History of the Airpost of Poland From 1918 to 1927

By Tadeusz Gryzewski, Warsaw

(Reprinted from The Air Mail Collector, June-Sept. 1929)

The history of the airpost of Poland and the description of aerograms with their interesting cachets, as also of the first and special flights is not exactly known to the generality of aerophilatelists.

The reason for this above all is the wrong description of the Polish divisions of air mail in the latest issues of the Air Mail catalogues.

The present work should serve to fill the gap in the last aerophilatelic editions.

The first airpost accessible to the public was organized in Nov. 1918. At the time when Lwow (Lemberg) was cut off from the rest of the country, during the struggles with the Ukrainians, "The Committee for the Defense of Lwow" turned to the Army Staff with a request, to realize the sending of letters from Warsaw to Lwow by airplane, and to this the Army Authorities agreed. The flight to Lwow took place on November 24, 1918. The amount of mail sent is not known. It may well be judged that many persons took this opportunity to communicate with their families. The letters sent to Lwow were deposited at the Bureaus of the Committee for the Defense of Lwow in Warsaw whence they were immediately delivered to the pilot. There was no fee charged for the sending; likewise the envelopes bear neither special cachets nor air stamping. As a result of the freedom of Lwow, which occurred around the 25th of November, the later flights were abandoned.

The best proof of organizing of the air lines of Poland was the initiative given by the Aerial War Regiment of Posen; the Mail-Passenger Communication-Posen-Warsaw. The first flight took place the 18th day of September 1919, from Posen to Warsaw. The letters were taken at a fee of 1 mark for each letter, and were not posted at the Post Office but at a private book store. Probably this way few letters were sent but whether or not they possess any special air post

stamping is not known. Since this undertaking was not approved by the central authorities of Warsaw the future flights were interrupted.

In the same month a new Polish Society of Aerial Communications was organized, called "The National Society of Aerial Navigation of Poland" to exploit the temporary lines Krakow-Warsaw-Danzig, using the Handley-Page type of airplane. In December of the same year the Society bought a plane of the same type (Handley-Page) and it flew from London to Warsaw.

The Government, absorbed with the Polish-Bolshevik struggle for a long time delayed the issuing of concession.

When the Polish forces in 1920 took Kijow the Society turned to the Ministry of Posts for permission to carry mail by airplane from Warsaw to Kijow. After a trial flight the Ministry voiced its approval and on the 18th of May, the Main Post Office in Warsaw was receiving the correspondence which on the 19th was to be delivered to Kijow by airplane. Post Cards only were accepted at a fee of 4 pfennigs for air stamps and 20 pfgs. cash for the benefit of the Society. As far as I know there were no special cachets on these post cards. On the 19th of May there began a hurried evacuation of Kijow by the Polish Armies so the take off was recalled that day and the post cards were returned to the senders.

A regular aerial communication was begun by the French-Roumanian Society of Aerial Navigation on April 12, 1921, from Paris through Strassburg-Prague to Warsaw. The postal fee was regulated according to the foreign exchange with additional prepayment amounting to 30 Polish marks to Prague; 60 mks. to Strassburg and 105 mks. to Paris. These fees were changed monthly according to the rise or fall of the French franc in Poland.

On the initial flight there was one

Postal card addressed to Prague with the date of the Warsaw cancel 12-4-21 and a separate script written with indelible pencil—Percu 0.50 frs i.e. 30 Polish marks (means fee 0.50 francs or 30 Polish marks; also number 8122 stamped in black ink. The arrival cachet was cancelled by the Telegraphic Co., in Prague, date 12-4-21. A few days later a new framed label was introduced, "Par Avion," nevertheless the inscription of fee taken was written with pencil.

On the occasion of the opening of the 1st Posen Fair, a new partnership was formed viz. "The Aero-Targ" which gained concession to organize the aerial lines, Posen-Lodz, Posen-Warsaw, Posen-Danzig, to last during the Fair. The first Posen-Warsaw Flight took place the 29th of May 1921, the return was made the 30th, however the mail was received in Warsaw not until the 31st. The date for the receiving of mail at Posen is not exactly known.

The first plane from Danzig arrived in Posen on the 30th day of May. There was no plane used to Lodz, however the Lodz Post Office was receiving mail on the first day. The Society let out special stamps in denominations of 25, to 100 mks. in sheets of 56 stamps to the sheet, others 25 stamps to a sheet. Total quantity, 25 mks. 50,000 pieces, 100 mks. also 50,000 pieces. Of the 25 mks. 56 pieces were imperforated. A letter not prepared with such stamps could not be handled by air mail. At Warsaw and Danzig these stamps were affixed to letters by an Official handling the mail at the Main Post Office, otherwise these stamps were never sold. At Posen the Main Post Office and substation at the Fair received the mail, and stamps were sold to all without restriction.

A special winged cachet was used on this mail. It contained the Coat of Arms of the City and propeller date, name of the city and the letters P. K. P. All post offices used these cancels. At Danzig these stamps were cancelled with an ordinary air cancel. Warsaw applied red cancel, Posen black. It is to be noted that

all these first flight covers and those from Warsaw to Posen and Posen to Danzig and return flights are very rare. We also find mail with these stamps cancelled Lodz and Krakow but they were never carried by air mail, they were merely cancelled gratuitously.

From May 29th to June 10th the Aero-Targ Society made 58 flights carrying 300 passengers, 3,000 kilograms of mail and baggage, traversing over 16,000 kilometers.

In the year 1922 the regular Air Communication was well extended. On May 15th the French-Roumanian Society began an Aerial Communication from Prague to Vienna and Budapest making 3 weekly trips. After a few weeks the line was closed, postponed definitely until August 10th. The trips then were made 6 times weekly.

This Society tending to master the North-Eastern part of Europe, introduced a new aerial connection extending its lines to Bucharest, Roumania; thence from the 5th of October to Constantinople. The flight from Warsaw to these cities was made on Wednesdays and Saturdays, the arrival to Bucharest and Constantinople on Fridays and Mondays. As far as is known there was no mail carried from Warsaw to the above mentioned cities during the 1st flights.

The 5th of September 1922 is a historical date for the Polish Aerial flying. On that day a new internal aerial line began to function, embracing Lwow-Warszawa-Gdansk, being established by the first Polish society for aerial communication called "Aerolloyd" (later changed to Polish Aero line Aerolt). It seems probable that there was no air mail carried on the first flight. Warsaw besides using the old cancel "par avion" introduced a new one in both Polish and French "Pobrano w gotowce marek-Percu marks." From the 5th to the 8th of Sept. a temporary framed label was glued to the letters "poste Aerienne" and these are very scarce and sought for. The arrival cancel on the incoming air mail in Warsaw appeared in violet. Lwow used a special gummed

cancel "Par avion" (size 31, 5x5 mm) and "Pobrano w gotowce marke-Per-cu marcs." These appeared in bright red. The arrival gum cancel contained "Nadeszlo poczta lotnicza" (arrived by air mail) in black color.

At the postal sub-station of the Targi Wschodnie, the air mail was cancelled "Lwow, Targi Wschodnie". Besides this, each letter sent by air mail received a hand written title in red or blue color "Poczta lotnicza" or else "samolotem", also "Oplata znaczkami 100 mks w gotowce 400 mks.", all this meaning "Via Air Mail" or "Via Airplane" and "Received in cash 400 marks." Letters sent from this place are very scarce, only 30 pieces were sent out.

From the 15th of April, 1923, a French-Roumanian Society of Aerial Communications established a new line Bucharest-Belgrade and from that day the Warsaw post office was receiving air mail to these cities. However, on the first flight there was no air mail sent from Warsaw.

On the 7th of August a new line "Warsaw-Krakow" was established. That year no new cancels were introduced; only few covers bear stamping "poczta Lotnicza" Warszawa 1, in a frame. This cancel was used only on the official mail. Mail arriving in Warsaw was backstamped in violet or red (very scarce) color with a special cancel "Nadeszlo Poczta Lotnicza" (arrived by air mail). Lwow discarded the "Par Avion" cancel and substituted a large gummed label in black and rose color, printed in two lines; "Poczta Lotnicza" "Poste Aeriene". Not all air mail of that year bears the special arrival cachet at Lwow.

Up to the 5th of Sept. we find no special cachets at Krakow; goods sent by air mail bear a red pencil writing: "Poczta Lotnicza" "opłata gotowka 2000." "Par Avion-Lot opl. 2000." From the 15th of Nov. to the 15th of Dec. anything sent by airplane received a framed cancel in black "Par Avion" (size 41, 5x14 mm) and "Poste Aeriene" (53x11 mm). Covers of this kind are very scarce and sought for because the following

years they were discontinued.

Krakow backstamped the arrived air mail "Nadeszlo Poczta Lotnicza" in black. This cancel is much like the one used in Warsaw with the only difference that the word "Lotnicza" is placed in the middle and not under the word "Poczta".

On the 3rd of April of that year by the initiative of two large Polish Dailies "Express" and "Kurjer". Passenger flights took place over Warsaw. Proceeds from these flights went to buy a First Aid outfit. Correspondence for this occasion was received at the Airport and special Air Views were sold. Each letter received a long five line cachet reading: "Lot nad Warszawa urzadzony na rzecz Pogotowia Ratunkowego przez redakcje 'Expressu' i 'Kurjera' i drugi 'Za przewoz Samolotem 1000 mk.'" After the flight this air mail was taken from the airport to the post office and then sent to the addressees. Cancels used were black, few however have red and violet color. Total amount of these numbers 237 pieces.

The year 1924 has nothing of interest in the history of the air mail. It must be noted that covers sent from the Targi Wschodnie of Lwow have the above mentioned cancel of the Targi and a pencil script "Lpl" and these are very scarce. A new cancel was only introduced in Cracow, "Poczta Lotnicza, Krakow 1." Red ink was used.

The Polish aerial authorities mapped out a plan to extend the air lines, and these were tried out by the Polish Society of aerial communication. The projected line was to connect Warsaw with Copenhagen from one side and directly with Bucharest and Constantinople on the other side. For this purpose on the 14th day of Feb. 1925 the aeroplane started from Warsaw for Bucharest carrying the Polish Delegation which was to make an agreement with the Roumanian authorities. It landed in Lwow the same day and started for Bucharest the following morning. On this occasion all registered mail addressed to Bucharest and consigned at the Warsaw Post Office the 13th and 14th of Feb.

was taken in the plane. Warsaw sent 250 letters to commemorate this event. Special printed covers were issued with red script running across the envelope: "Pierwszy lot pocztowy WARSAW - BUCHAREST (Premier vol postal VARSOVIE-BUCAREST). Date of cancel is "14. 2. 25." Besides this each cover was stamped with a label later used at the airfield postal agency "Poczta Lotnicza! Par Avion!" There were 98 covers sent with similar cachet from Lwow but "Lwow and Leopold" were substituted for Warsaw and Varsovie. The arrival cancel bears the date "16. 2. 25."

First flight from Warsaw to Vienna took place on the 25th of April. On the occasion of this flight special covers were printed, red cachet reading, "Pierwszy lot pocztowy WARSZAWA - WIEN (or KRAKOW) Premier vol postal VARSOVIE - VIENNE (or CRACOVIE)." The flight was made via Cracow. Covers from Warsaw bear the air field cancel and a special framed cachet commemorating this event. It reads: "Polska linja Lotnicza" Pierwszy lot pocztowy, 25th of April, 1925, Warszawa-Wien.

Cracow used the same cachet, substituting "Krakow" for "Warsaw." Both Cracow and Warsaw sent out 250 covers each.

The 3rd of June marks the opening of the Lwow-Krakow Line. No mail was carried on the 1st day.

A new air mail connection was established on the 22nd of June 1925, between Warsaw and Posen. Warsaw sent out 32 pieces of mail of which 12 were marked with gummed labels (size 70x21 mm) typewritten in dark green color and appearing in two lines: "1-er VOL VARSOVIE-POZNANIE-1-y LOT WARSZAWA-POZNAN 12." These labels were numbered from 1 to 12. 20 of these covers bear cachet: "Pierwszy Lot". The arrival cancel has date 22-6-25.

Beginning with the 16th of June the air route Warszawa-Praga-Strassburg-Paryz was discontinued, the line went now via Switzerland, Innsbruck, Zurich and Basel. To commemorate this change 40 covers were sent to

Zurich on the first flight and these bear a special commemorative cachet in red: "Pierwszym Lotem Warszawa-Zurich" "Par Premier Vol Varsovie-Zurich."

On the 15th day of August 1925, a Polish Aerial Delegation flew from Warsaw to Copenhagen to establish aerial communication with Denmark. They took 136 covers dated 15-8-25. Each cover bears a commemorative vignette resembling an airplane soaring above the globe, appropriate inscriptions appearing on sides of the label. These labels are cancelled with cachet: "Polska Linja Lotnicza, Pierwszy Lot Pocztowy." Covers are cancelled "Copenhagen 16.8.25."

A new cancel appeared in Warsaw on the 27th of Feb. "Samolotem" framed, size 34 x 11 mm. for internal use, and another one "Pobrano: Percu -- gr -- size 65 x 12 mm. The official mail had a framed cancel "Poczta Lotnicza U. P. Warszawa 1, size 38 x 18 mm. and "Poste aeriene" 38 x 12 mm. These were scarcely used on the outgoing mail; we find them more as backstamps.

A postal agency was opened on the air field on the 17th day of April to take care of the air mail. The cancel used was "Warszawa 19, Port Lotniczy" and stamped for air mail: "Poczta Lotnicza! Par Avion! Around the end of August this stamper was broken and instead of "Par Avion" we find "Par Vion". Warsaw had also an arrival cachet "Nadeszlo poczta lotnicza" size 33 x 19 mm, used from Feb. 27. In Sept. some covers sent from Lwow were stamped with a broken stamper "Par Avi" 33 x 8 mm. These are very scarce.

A commemorative cachet was used for the "Targi Wscodnie" reading: "Targi Wscodnie, 5-15-1925, Poczta lotnicza, Poste Aeriene."

On the 25th of October Lwow introduced two new machine cancellations, "Par Avion" size 49 x 14 mm. and "Poczta Lotnicza, Poste Aeriene" 64 x 19 mm. Krakow began to use its 1923 cancels now in red color. Covers from Posen bear no aerial markings up to Oct. later on a pen cancellation "lot" or "lotu" appears in red or blue.

Covers have no backstamping. A new cancel was introduced in Feb. 1926 at the airport in Warsaw bearing in frame "Poczta Lotnicza, Par Avion".

During the RADIO EXPOSITION in Warsaw which took place from June 2-17, 1926, a special post office branch was opened for air mail. A special oval cachet was used reading "Poczta Lotnicza" Wystawa Radjowa, "Exposition de Radio Poste Aerienne".

At the "Targi Wschodnie Exposition" in Lwow 1926, a special aerial cachet was introduced: "POCZTA LOTNICZA, PAR AVION, TARGI WSCHODNIE 5-15 Wrzesien 1926". Posen also that year introduced an aerial cancel "Lotnicza Par Avion." Lwow likewise introduced new cancels when it was connected by aerial communications with Krakow and Warsaw, 1-10-1926. These new stampings appearing in red color read (1 "LOTNICZY" and 2 "Samolotem z ----- do -----")

A new line was established in 1926 connecting Warsaw-Lodz-Krakow. On the occasion of this first flight 150 letters were sent from Warsaw to Lodz of which a major part came from the Main Post Office and a small portion from the postal agency of the air port. All covers bear commemorative cachet: "1-y Lot Pocztowy Warszawa-Lodz". Cracow issued special envelopes printed in red "Pierwszy Lot Pocztowy KRAKOW-LODZ-WARSZAWA" (premier vol postal Cracovie-Lodz-Varsovie). These in quantity of 60 pieces were sent to Warsaw on the occasion of inauguration of this new line. Lodz bears no backstamping, only the arrival cancels of Warsaw.

Special flights are also to be noted herein. In 1926, Capt. Orlinski prepared a flight from Paris to Tokio via Warsaw. To commemorate this flight The Polish Philatelic Society requested the Ministry of Posts to allow some mail to be sent from Warsaw to Tokio in the aeroplane of Capt. Orlinski.

The Ministry conceded to this request and on May 22, 1926, the Main Post Office for one hour received air mail addressed to Japan. Each letter

had a "Par Avion" label and a commemorative oval cachet: "Raid Polonais, Raid Polski Mai 1926 Paris-Warszawa-Tokio" violet color. An hour later "Liga Obrony Powietrznej Panstwa" the L. O. P. P. requested the postal authorities to place special stamps issued on the occasion of this flight on all letters, and charge each sender the sum of 5 zlotys and threatening them that mail will not be sent without payment of this fee. The authorities acceded also this request and each letter bears this stamp and same commemorative cachet in black. We find these stamps imperforated and tetebeche which on covers are extremely rare. All these letters addressed to Japan were placed with the other mail of Capt. Orlinski and bear the commemorative cachet.

Capt. Orlinski flew from Paris on May 22nd, but on account of engine trouble had to land in Prague, damaging the plane. As a result the flight was postponed and letters were delivered at the main air port pending the new flight which started from Warsaw August 27, 1926. These letters were then taken by Capt. Orlinski, however they received no cancel with date of new flight. Capt. Orlinski after a very effective flight in a sportsmanlike way landed in Tokio on Sept. 5th traversing 11,200 km. during 56 hrs. 57 min. of flying. On the arrival in Tokio the letters were backstamped 5.9.1926. Being withheld at the post office these letters bear a later Tokio backstamp. Capt. Orlinski started his return flight Sept. 11th arriving in Warsaw on the 25th after 72 hrs. in the air. It must be noted that the aeroplane had an accident in Siberia, breaking one of its lower wings. Capt. Orlinski cut off the broken part of the metal wing and in order to keep up the stability of his Breguet plane cut off also the lower part of the right wing. Capt. Orlinski carried 150 cards and a few letters cancelled with date according to the Japanese calendar 15.9.10 (11. 10/26). The arrival in Warsaw bears the cancel of the air port and date "25.IX.26.13". A part of these cards has autograph of Capt. Orlinski.

On Oct. 14, 1926, a Polish Air Squadron under the leadership of Col. Rayski started out to pay a visit to the Baltic States. On the occasion of this flight Col. Rayski took 150 letters stamped with the airport cancel and a large oval commemorative cachet reading: "Raid Baltycki Pulk. Rayskiego, Raid Baltique du Col. Rayski, 14.X.1926, Warszawa-Lida-Wilno-Riga-Tallin-Helsinki-Warszawa.", and addressed to Talina (Estonia). The aeroplanes arrived in that city Oct. 16th after visiting several cities en-route and bear such backstamp of Tallin. The Polish Squadron started Oct. 18th from Tallin to Helsingfors (Finland) carrying 95 cards addressed to Warsaw. These were going via aeroplane in a roundabout way and so bear the arrival date of the airport (red color) 21.X.26.10.

In concluding this article we have to mention also the letters carried during the Free Balloon Races which took place in Warsaw on October 19, 1926. On this occasion "Liga Obrony Powietrznej Panstwa" organized a special balloon post. The races were scheduled for October 17th. Special stamps to the amount of 1 zl. were issued. Four balloons started out, each carrying a certain quantity of mail which upon landing was to be consigned at the nearest post office and thence sent to the addressees. 3036 stamps were sold, 132 imperforated. These had been cancelled with a red round cachet: "Zawody Balonow Wolnych, 17.10.26." Each balloon had a name, viz. "Balon Lwow," "Balon Krakow," "Balon Poznan" and these appear on covers carried by the balloons. These races were postponed till Oct. 19th on account of bad weather. Balloon "Poznan" landed at Swislocz (208 kl. from Warsaw). Letters were backstamped "Swislocz" 21.X.26. Balloon "Lwow" at Leszczele, (172 kl.). Letters bear cancel Kleszczele 20.X.26. Balloon "Krakow" landed at Siemiatycze (128 kl.) cancel Siemiatycze 20.X.26. Finally Balloon "Warszawa" having ascended to an altitude of 10 mtrs. fell down the fall being caused by the carelessness of the crew. The letters from this balloon were taken

POLONUS PHILATELIC SOCIETY

Barney Fialkowski, Secretary
2633 N. Emmett St.
Chicago 47, Ill.
Stanley S. Madro, Treasurer
827 N. Maplewood Ave.
Chicago 22, Ill.

Publications Committee
Chester W. Makowski, Chmn.
2215 W. Cortez St.
Chicago 22, Ill.
Chester A. Schafer, Editor
2144 W. Potomac Ave.
Chicago 22, Ill.

Associate Editors this issue
Jack Domar
John Gapinski

to the post office, cancelled Warsaw 19.X.26 and sent via mail to the addressees.

The description of the aerograms of 1927 and 1928 appeared in No. 8 of the Air Mail Collector for Jan. 1929.

This article thus gives the Air Mail collectors an idea of Poland's ten year extension of air mail and a full description of aerograms of all these flights.

CHANGE OF ADDRESS

Joseph L. Drozek
12 Johnston Terrace
Saugus, Mass.
Clement A. Pulaski
Box 267
Drexel Hill, Pa.

NO POLPEX IN 1952!

A formal motion was made and passed at the November meeting that there would be no Polpex in 1952. The reason—lack of funds. It seems that there is an extremely large number of delinquent members this year, and the recent increase in our clubroom rental has put a large burden on the Society's treasury.

BULLETINS - SEALS

If you are in need of back issues of Bulletins and Polpex Seals, write to

Adam Kloskowski
2528 N. Drake Av., Chicago 47, Ill.
Prices on request