

# CZECHOUT



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## GUEST EDITORIAL

- W.A. Page, FRPS,L -

It is my privilege and pleasure to write this guest editorial and to launch our "new look" CZECHOUT. We are indebted to our Editor Alan Knight who has enabled the Society to achieve this; we extend to Alan our grateful thanks.

With the availability and development of more sophisticated equipment and desk-top publishing, it is becoming increasingly evident that many specialist groups such as ourselves are now striving to produce more professional journals although at the same time still being bound by financial restraints.

It should not be overlooked that many hours of unpaid labour and dedication go into the finished product. Likewise our own editor who is always aware of the diverse and varied needs of our members and thus, the essential need to produce well balanced contents. This can only be achieved through the help of our contributors for without material, an editor cannot 'edit.' Editors should never be placed in a situation where the bulk of a journal's content is "all my own work." Such an effect invariably leads to a falling off of interest and particularly this falls within an area that, for the majority, is the main benefit of membership.

This is, of course, an appeal to you, our readers, to get out those typewriters and word processors - or even your own penmanship will do; better still, offer our editor an article before submitting it so that he can judge the suitability of your article at the time. He will be happy to co-operate with you from the outset.

One final word about our journal. Committee has decided that CZECHOUT should be entered in the Literature Class at this year's British Philatelic Exhibition to be held in October. The past two years' editions have already been submitted for acceptance along with our latest publication (No. 9) - "The Czechoslovak and Allied Forces in Russia 1918-1920".

W.A.P.

## SOCIETY NEWS

### Summer Meeting - June 8 1991

Our summer excursion this year took us (again) to the Community Centre at Worthing, West Sussex by kind invitation of Fred and Yvonne Gren. During a short business session, certificates were presented to successful participants in our recent Annual Competitions by the Chairman (his was presented to him by the Vice-Chairman, Bill Dawson). Following business, Mr. Michael Elliott presented us with a paper and display dealing with "The Czech Lands under the Austrian Empire."

Michael, who is also a member of the Austrian PS, opened his show with some fine exhibits of Franz Josef first issues and pre-stamp covers. Also here were bi-colour Postage Dues and some well-travelled TPOs. We were also able to see some Austrian 2kr. yellow imprinted 1st issue postcards of 1869 together with some examples of 1871 PCs in the other languages of the Empire.

A two-line Čzaslau - 18 Jann mixed languages item raised interest: subsequently confirmed as Obr 95 (8), as did a late-usage of Opava, sans-serif.

The second part of Michael's display included POW mail from Siberia to Copenhagen (the unknown courier delivery); railway station post offices, a superb Turkish cover and other well-travelled cards to Sweden and Finland.

As an Austrian collection, this was also beautiful Czech forerunner mail, enjoyed by all present. A genuinely warm Vote of Thanks was called for by Brian Day, himself an avid forerunner collector, which was enthusiastically endorsed by the meeting. BCD.

Later the same evening, a goodly number of members and their guests sat down to our Annual Dinner near the sea-front, at the Beach Hotel. It was a happy and convivial evening. One of our lady guests was Miss Shona Králiček, on her way back to New Zealand following a brief visit to the homeland of her Czech father, Vladimír Králiček of Auckland - a name becoming well recognised as one of our mainstay translators and overseas member. Shona had attended the earlier meeting as she had done for our previous meeting in London. Her ready smile and cheerful disposition was well-liked ... and it will be missed.

### Our next meeting - 2 November 1991

#### A.G.M

Will members please note that our next meeting will be the occasion of our 1991 Annual General Meeting. This will commence at 11.30am and will be held at our usual venue at the Czechoslovak House, 74 West End Lane, West Hampstead, London [for directions, please refer to inside cover page]. At the same venue, at 2.30pm., we shall commence the second part of the day's proceedings - the annual auction. We look forward to seeing as many of you as possible; if you cannot make it for the AGM, do endeavour to attend the auction - always an exciting and enjoyable event if past experiences are anything to judge this statement by.>

Library addition

"LZ 130 Zeppelinpost" - John Duggan; Zeppelin Study Group, Germany and Colonies P.S. 1987; 119pp A4 spiral bound. This fine volume was sent to us by one of our own members, Mr. Aley R. Jordan; he is also a member of the study group mentioned above. Aley is also the author of "The LZ 130 - The Last of The Zeppelins" (1977).

For aerophilatelists, especially those concerned with this particular facet, this excellently produced volume is essential study material. For our own members there is certainly 'Czechoslovakia related' material just for the asking. The book is packed with excellently reproduced illustrative material and even if you are an aerophilatelist but without a 'Zeppelinpost' interest, it still makes for fascinating reading. To Aley and the G&CPS we extend our sincere thanks.

New Members

Once again it is pleasurable to be able to record further additions to our Membership Roll. We welcome the following who have applied for membership and wish them a long and happy stay with us:

Douglas D. Baxter - Dinas Powis, South Glam.  
 R.J. Burton - Croydon, Surrey  
 Peter Dunn - Haywards Heath, West Sussex  
 David S. Glover - East Grinstead, West Sussex  
 Neil Slater - Staines, Middx.

Exchange Partners sought

Herman Setiawaty, 52/150 Mill Pond Road, South Perth WA, 6151 Australia wishes to exchange as follows: WANTS: Classics to 1945, WW2 postal history, aerophilatelic mint sets of stamps, blocks/sheets, min. sheets, booklets, post-cards and some special printed sheets. OFFERS: Cz. issues (mainly post-WW2), postal history, blocks and sheets, FDCs., postal cards and maxicards. BASIS: Michel or Cz. Specialist catalogues. Correspondence in English.

Dutch Auction - 1992

Members are invited to participate both as vendors and/or buyers in the 4th mail auction of the Dutch Czechoslovak Collectors Club, in association with the German Arbeitsgemeinschaft Tschechoslowakei. Sendings should be by registered post to: Jan Verlag, 1e Sweelinckstraat 52, 2517 GE 's-Gravenhage, The Netherlands [Tel. 010 (from U.K) 31703458979. 10% commission applies to buyers and vendors. Lots accepted up to 31.12.91. Vendors must state a Catalogue No, where necessary, stating which catalogue used.

Further details and catalogue requests should be requested of: Vereniging voor Tsjechoslowakije-Filatolie, c/o: Hans van Dooremalen, Postbus 136, NL-5120 AC Rijen. The Netherlands. Tel. 010-01612-26507. The "010" code is from the U.K.

World War 2P.O.B. 506 LISBON**CLEARING HOUSE FOR EUROPEAN CORRESPONDENCE****- Foreword -**

In issue 2/92-43, Paul Jensen introduced us to the intermediary work of Messrs Thos. Cook & Son, Ltd. connected with the passage of correspondence to/from European enemy territories; he illustrated an example of a cover to the U.K. from Slovakia. Paul further referred to a detailed description of this service by **Kenneth Rowe** and published in the (USA) **POSTAL HISTORY JOURNAL** in the early 1970s. Now we are publishing extracts from this article (**P.O.B. 506 LISBON - CLEARING HOUSE FOR EUROPEAN COMMUNICATIONS**). We tender to **Kenneth Rowe** and the publishers of the **POSTAL HISTORY JOURNAL** our appreciation of the information contained in this article. We believe it could be of invaluable assistance to researchers of war-time Czechoslovakian mails.

One of the most irritating things about WW2, from the philatelist's point of view, was the isolation of Europe from the normal means of communication. You may say that this is a natural consequence of war and let it go at that. Should your thinking run on these lines you will, perhaps, be surprised to learn that nearly nearly a half a million pieces of personal correspondence passed both ways between Great Britain and Germany, or the occupied countries, between January 1940 and the end of the war.

Such a large operation was possible only with the encouragement and participation of the British Government who, early in 1940, appointed Thos. Cook & Son, Ltd. of London official forwarding agents. A leaflet was prepared for those who attempted to correspond with addresses in enemy territory which reads as follows:

**POSTAL CENSORSHIP**

Persons wishing to communicate with enemy or enemy occupied territory are informed that at the present time no letters of this nature can be forwarded except through an authorized intermediary.

As announced in the Press, authority to act as intermediary has been granted to Messrs. Thomas Cook & Son, Berkeley Street, London, W.1., from whom all information can be obtained.

Remittances or business correspondence cannot be despatched without licence from the Trading with the Enemy Branch, Treasury and Board of Trade, Alexandra House, Kingsway, London, W.C.1.

The initial service was set up with Amsterdam as the neutral transfer point but due to the German invasion and capture of the Netherlands in May 1940, it became necessary to reorganise the service with Lisbon as the transfer point.

The regulations governing the service were outlined in an additional instruction leaflet which we show on the next page.>



Conditions under which letters may be sent to relatives or friends in Enemy Countries or Enemy-occupied Territory.

The territories included in these arrangements are: Belgium, Bulgaria, Czechoslovakia, Danzig, Denmark, Estonia, Finland, France (zone left unoccupied by the enemy in 1940), Germany, Greece (mainland), Greek Islands and Crete, Holland, Hungary, Italy and Italian possessions not occupied by the United Nations, Latvia, Lithuania, Luxembourg, Norway, Poland, Roumania and Yugoslavia.

1. Communications must be clearly written or typed on plain, unwatermarked stationery, and should not exceed two sides of a normal-sized sheet of notepaper. Only one letter may be placed in each envelope. Erasures, corrections, mutilated stationery or additions by other people are not permitted.
2. Letters and envelopes must omit the senders address. They may be in English or in the language of the country for which they are intended. They must refer only to matters of personal interest and must NOT refer to matters relating to money, business or other property, wherever situated. (See para 6)

(a) No reference may be made to any town (other than Lisbon), village, locality, ship, journey, Censorship, Service matters, results of enemy action or any other phase of the war, or to Thos. Cook & Son, Ltd., or any of their offices, or to the means by which the letter is sent. No enclosures are permitted. No indication may be given that the writer is not in Portugal.

(b) Mention of a letter or postcard received from, or written to, enemy or enemy occupied territory is not permitted. It is suggested that the word "news" or "message" be used instead, but the date of such message must not be given. Mention of a "Red Cross Message" is not permitted.

3. Each letter must be placed in an open unstamped envelope (without watermark, brand mark or makers name) fully inscribed to the addressee, who should be asked to address any reply to your full name, care of Post Box 506, LISBON, Portugal. Poste Restante addresses are not accepted. The use of titles or Naval, Military or Air Force rank is forbidden. The Lisbon Post Box must not be mentioned on the envelope.
4. The open envelope containing the letter should be placed in an outer stamped envelope and sent to THOS. COOK & SON, LTD., BERKELEY STREET, PICCADILLY, LONDON, W.1, together with a memorandum, plainly written, containing in BLOCK LETTERS the name (Christian name first) and full address of the sender. A married woman should give her own as well as her husband's initials.
5. The communication to Thos. Cook & Son, Ltd., must enclose Postal Order value 2s. (Stamps or International Coupons cannot be accepted), which fee will cover the postage of one envelope containing one communication to the neutral country, and from the neutral country to the addressee, also of a reply (if any) from the neutral country to Messrs Cook's Head Office in London, and from that office to the intended recipient. The fee does not include the cost of postage of the reply from enemy territory to the neutral country.

For an extra fee of 6d. each, letters can be sent by Air Mail between London and Lisbon. Envelopes must not be endorsed "Air Mail."

Thos. Cook & Son, Ltd., undertake this transaction at the sole risk in all respects of the party requiring their services, and on the express understanding that no action will lie against them by reason of any act or default on their part or on the part of any person or agent employed by them.

6. Business letters and letters containing directions about property or money matters must not be sent to Thos. Cook & Son, Ltd., but should be submitted by the sender to the Trading with the Enemy Department of the Treasury and Board of Trade, 24 Kingsway, London, W.C. 2.
7. Communications for Prisoners of War, i.e., British and Allied Naval, Military, and Air Force prisoners and Civilian internees, cannot be sent under the foregoing arrangements. They should be posted in accordance with regulations of which particulars may be obtained at any Post Office.

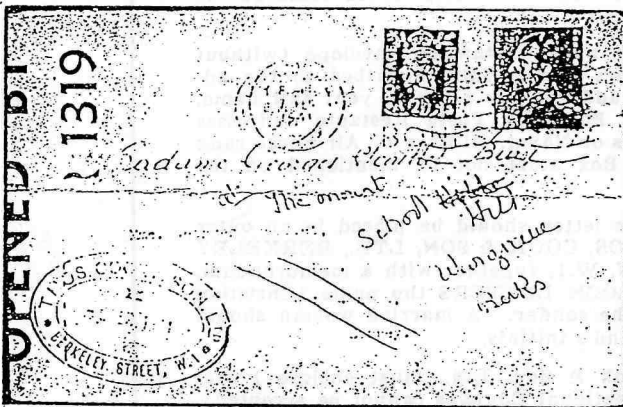
Parcels cannot be dealt with under the foregoing scheme.

Unless these directions are followed EXACTLY, delay and extra expense will result. These notes convey ALL information available.

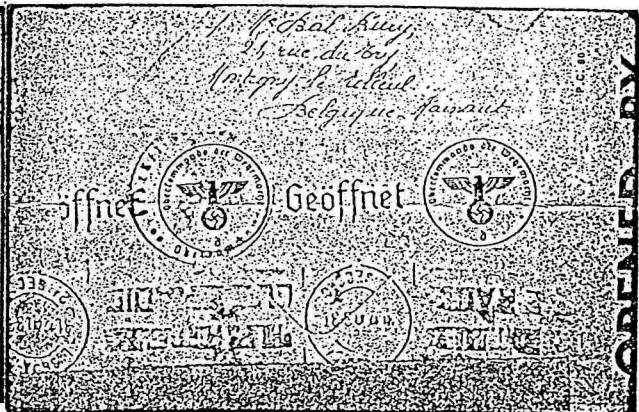
The foregoing instructions were in effect during 1943. This can be considered the period of widest application of the service. The regulations in the early period differed little from the 1943 issue: the main difference being in the lack of complexity and the absence of any provision for air mail on the London-Lisbon leg of the route.

It seems doubtful that the German authorities were unaware of the operation, especially as every cover recorded has passed through either German or Italian censorship. They probably considered it a useful source of information and made no attempt to suppress it.

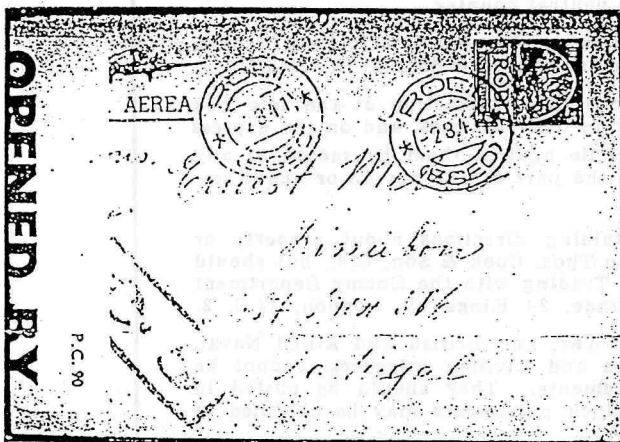
In earlier articles, covers are mentioned which were sent from England to enemy territory via Box 506. All of the examples recorded were undeliverable to the addresses and had to be opened and returned to the Box 506 address by the German Post Office. No covers which successfully completed the outward journey have been recorded and would be impossible to identify, without the original contents, due to the necessity of using completely unmarked envelopes. Such covers would be indistinguishable from the contemporary Portuguese mail.



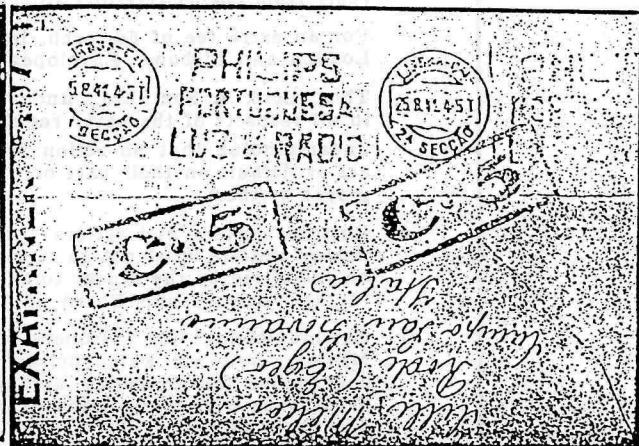
From Montigny, Belgium 1940. British censor label and yellow sticker covering Box 506 address. Thos. Cook & Son, Ltd. handstamp.



Reverse Observe "Oberkommando der Wehrmacht" censor label and Lisbon transit mark.



From the Mediterranean island of Rhodes. Probably forwarded under separate cover to addressee. No handstamp.



Reverse of cover Lisbon transit mark appears at top.

## CROSS-BORDER TPOs (1850-1988)

### (Part 2)

- Dr. Alois Těšitel -

[English Translation by Vladimír Králiček]

### 3.2 Cross-Border TPOs of The Czech Lands and Saxony

(a) **From Bohemia to Saxony:** Beside the already mentioned Asch-Adorf route, there were by now, other railway lines opened and hence, more cross-border TPOs - e.g.

Prag-Seidenberg/81

Altpaka-Seidenberg/301, 302

Reichenberg-Seidenberg/301,302,305,311,395,408,409,410

Karlsbad-Johanngeorgenstadt/162,163,408,413

Georgwalde-Ebersbach-Rumburg/3,4,5,9 (ill. 2)

(b) **From Saxony to Bohemia:** There were likewise despatched by the local post administration numerous cross-border TPOs as, for example:

Reichenbach-Eger/I,II,III,VII,3 (frame cancellations from around 1872), 29,202, 209,215,217,2072,2076,2081,2082,2083

Annaberg-Weipert/426,714,1340,1385,1387,1390,1883

Plauen (Vogtl.) - Eger/2082

Chemnitz (Karl Marx Stadt) - Weipert/1253,1342,1347,1351,1353

Dresden-Bodenbach/135,209,434,435,441,443,446,452,453,454

Dresden-Tetschen (Děčín)/429,442,452

Lobach-Reichenberg/?

Warnsdorf-Zittau/I,II,III,IV

Also of interest is the TPO using the Ebersbach peáž in the Šluknova Protuberance.

Zittau-Ebersbach-Lobau/I,II,III,IV. Extension of the Saxony railway into the Cheb protuberance already mentioned in 3.1.b.

### 3.3 Cross-Border TPOs of The Czech Lands and Prussia

(Only those on the territory of Prussian Upper-Silesia are traced, inclusive of Kladno district up to Bohumin, where commenced Austrian Halič).

(a) **From The Czech Lands into Prussian Silesia** ran e.g. the following TPOs:

Liebau-Trautenhau/656

Liebau-Josefstadt/117

Olmütz-Ziegenhals (Hlukolazy)/75,76,464 respective peaz

Olmütz-Ziegenhals-Jägerndorf (Krnov)/76

Jägerndorf-Ziegenhals/101,102,464,465,475

Prerau-Ziegenhals/75

Nezamyslitz-Ziegenhals/75

Wossek-Mittelwalde (Preussen)/414: Very few then but on the other hand:-

(b) **From Prussia into The Czech Lands** and above all to **Czech Silesia and Moravia** were routed numerous TPOs - e.g.

Berlin-Österr. Oderberg/2,3,4,8,41 >

Hirschberg-Grünthal (u Polubneho)/141,164,565,575,1399,1403  
 Hirschberg-Polaun/1399,1413,1416  
 Nieder Salzbrunn-Halbstadt/369,1945  
 Breslau-Oderberg/2,12,38,40,60,205,583  
 Kattowitz-Jägerndorf/660,857  
 Cosel-Oderberg/I,II  
 Leobschutz-Jägerndorf/852,8849,8879,8886  
 Ratibor-Troppau (Opava)/646,801,802,803,804,805,806  
 Bauerwitz-Troppau/982,983,984,985 (ill.3),986  
 Grieffenberg-Heinersdorf (Jindřichovice pod Smrkem)/1309  
 Pertinent TPOs also ran inclusively until 1920 to the territories of Těšín, Hlučinska and Ratibořska.

### 3.4. Cross-Border TPOs of The Czech Lands and Haliče

(a) **From The Czech Lands to Haliče** ran part of the rail route Viedeň-Krakov on which operated the following TPOs:  
 Wien-Krakau (ill.4), 2,5,6,7,202 and 203. Also there were sometimes directed TPO despatches by the postal admin. in Brno, e.g.  
 Hullein-Bielitz/73,2217,2218  
 Kojetin-Bielitz/74,2215  
 Friedek-Mistek to Bielitz/2222.

(b) I am unable to confirm whether TPOs ran from Haliče to The Czech Lands.

### 3.5 Cross-Border TPOs of the Slovakian and Sub-Carpathian Russia Territories and Haliče.

(a) **Into Haliče:** An economically neglected place then, thus only a few TPOs;  
 For example:-

Budapest-Lawoczne/38  
 Budapest-Miskoic-Lawoczne/38  
 Nyiregyháza-Csap (Čop)-Sianki/59  
 Batyú-Lawoczne/110

(b) **From Haliče** there were e.g. the TPOs:  
 Przemysl-M.Laborcz (Mezilaborce)/58,2014  
 Przemysl-Mező-Laborcz/512  
 Stanislau-Körösmezö (Jasiňa)/23,523,524,527  
 Tarnów-Orló (Orlov u St. Lubovni)/534,535,545  
 Sucha-Csacza (Cadca)/529

### 3.6 Cross-Border TPOs of The Czech Lands, Slovak and Subcarpathian Russia Territories and Hungarian Territory (6)

(a) **The first TPO from Budapest (Hungarian to Slovakian territory) was**

Pest-Kassa (Košice)/9,10 (from 1871). It was followed e.g. by  
 Budapest-Kassa/9,10,38  
 Budapest-Kassa-Ruttka (Vrutky)/10  
 Budapest-Kassa-Podolin (Podolinec)/288  
 Budapest-Gálanta-Zsolna (Zilina)/45  
 Budapest-Ersekújvár (Nové Zámky)/390  
 Sátoraljaújhely-Kassa/300  
 Sátoraljaújhely-Mező-Laborcz/51,52,358 >



Debrecen-Kassa/14  
 Miskolc-Torna (Turnianske Podhradie)-Kassa/166  
 Miskolc-Poprád/288  
 Aszód-Losonc (Lučenec)/236  
 Vác-Ípolyság (Sahy)-Korpona (Krupina)/392

**(b) From Hungarian Territory to Sub-Carpathian Russia:-**

Budapest-Királyháza (Kráľovo n. Tis.)/20  
 Budapest-Miskolc-Királyháza/350  
 Budapest-Körösmező/299  
 Budapest-Püspökládanyl-Körösmező/19  
 Miskolc-Királyháza/33,34  
 Nyiregyháza-Ungvar(Uzhorod)/58,60

**(c) From Hungarian Territory to The Czech Lands were despatched the familiar TPOs:**

Budapest-Oderberg/21 (Illus.5a),22 (illus. 5b),27,37,362  
 Salgótarján-Bohumín/ -

**(d) From Roumanian Territory to The Czech Lands:**

Marmaros-Sziget-Oderberg/208

**3.7 Cross Border TPOs from Slovak Territory into Austria and The Czech Lands**

No TPOs went from Slovakian Territory to Austria. The only trans-Slovakian territory TPOs were those despatched by the Budapest postal administration:

Pest-Wien/1,2 (1868-74)  
 Budapest-Wien/1,2,396  
 Budapest-Becs (Videň)/1,2  
 Budapest-Pozsony (Bratislava)-Bécs/46 in addition to Conductor TPOs (7)  
 Gänserndorf-Pozsony-Budapest/217  
 Ganserndorf-Marchegg-Budapest/113  
 Budapest-Pozsony-Marchegg/218 Marchegg-Pozsony-Budapest/117  
 ... and from Slovakian to Moravian territories:  
 Holics-Göding (Hodonin)/3656

**(b) From Austrian to Slovakian Territories before 1918 - the following TPOs:**

Wien-Pressburg (Bratislava)/20,220 respectively  
 Wien-Pozsony/220 (from 1907)

**(c) From Austria via Slovakian Territory to Hungary:**

Wien-Pesth/10,11 (1863-68)

**(d) From The Czech Lands to Slovak Territory:**

Via BRNO postal admin:  
 Brünn-Trencsén Teplitz-Hölak (Trenč. Teplá)/600  
 Ung. Hradisch-Trencsén Teplitz-Hölak/424

**3.8 Cross-Border TPOs of The Czech Lands and Austria**

**(a) From The Czech Lands to Austria (administered by the Prague/Brno P.O.)**  
 Most of the mails between The Czech Lands and Austria were administered in Vienna. Only a small proportion was administ'd by Prague and Brno but the following were; they can be considered as truly 'Czech':

Prag-Wien/35  
 Prag-Gmünd/35,36,125 >



Budweis - Gmünd-Wien /332

Budweis-Linz/685 (one way only)

Budweis Wien/332

Budweis-Gaisbach-Linz/903,1103,911,1111

Lundenburg (Břeclav)-Zellerndorf/77,78,451.

[With limited reference only, due to later annexation of Českých Velenic (Cmunt) to the ČSR, it is possible to also record here:

Gmünd-Wien/375

**(b) From Austria to The Czech Lands (per postal admin. of Wien and Linz):**

Wien-Oderberg/1,2 (as early as 1850-58) only from 1858 (to 1918) was a TPO added.

Wien-Brünn-Böhmisch Trübau-Prag/3,4 but in 1883 this was changed to:

Wien-Prerau-Troppo/3 and in 1884 changed to:

Wien-Krakau and, in the same year, it changed back to:

Wien-Prerau-Troppo/3 up to 1918. With other Austrian TPOs on Czech territory came:

Wien-Prag/21,22,14,25,217

Wien-Tetschen/23,105,106

Wien-Pilsen/10,11

Wien-Eger/10,18,19,20

Wien-Deutschbrod-Liebau/107 (illus.6)

Wien-Brünn/5,21,22,108

Wien-Ganzerndorf-Brunn/21,22

Wien-Brünn-Troppau/22

Wien-Troppau/2,4 (illus.7) , 5,12,21,201

Wien-Znaim (Znojmo)/216

Linz-Budweis/99,198,251 (illus.8)

Linz-Wessely (veseli) n.Luž)/252,376

Schwarzenau-Zlabings (Slavonice)/613

Schwarzenau-Wolframs (Kostalec u Jihlavy)/612

[N.B. It is worth mentioning here that some framed TPO marks have special arrangement: on the first line is shown the station of despatch and the second line shows the two terminal stations] These are:

Strakonitz/Wien-Eger/18

Strakonitz/Eger-Wien/19

Böhm.Skalitz/Wien-Liebau/107.

[Of similar interest is the almost square postmark from Ústi n. O. with the chamfered corners and without route:

Wildenschwert/Bahnhof/25 (1,s.397)

[Transit TPO Wien-Krakau/3 later operated with numbers 6,7,202,203]

Postconductor im Zuge Lemberg (Lwów)-Wien No.6

[Up to 1918 The Czech Lands had not been adjoining foreign states or territories and therefore had not been linked with CB.TPOs. During WW1 however, there were Travelling Train Field Posts (K.u.K.Feldpostamt/Tábori post-hivatal (Bohemian/Hungarian) being effectively CB.TPOs, travelling frequently between Austria and The Czech Lands to Hungary, Haliče, Serbia, etc.,

e.g. Tranmer (8) mentions

Wien-Teschen (Těšín)-Oderberg

Oderberg-Kolomea

Budapest-Oderberg

Neu Sandez-Kaschau (Košice)

Wien also operated Fahrende Feldpostsammelstelle, mobile collection of fieldpost on the route Krakau-Wien (9) and Budapest Tabór Postamenet on the route Budapest-Oderberg. (to be continued).

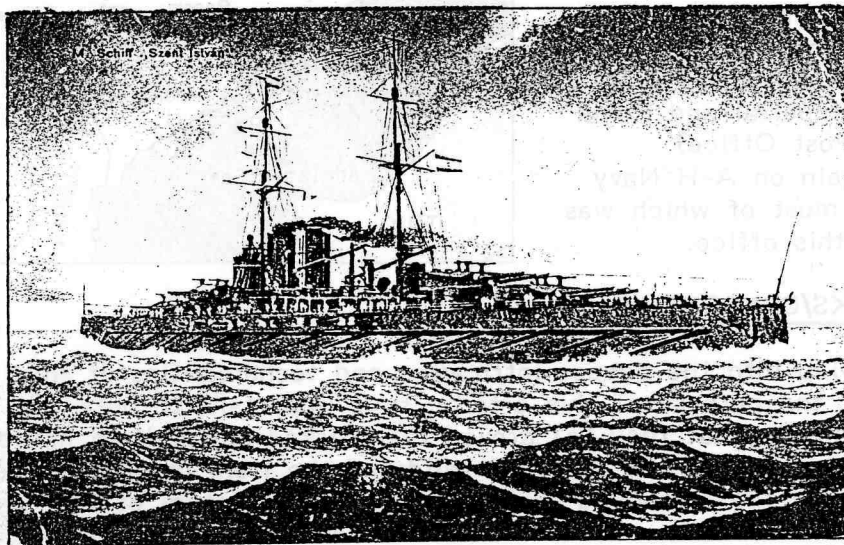
[Author's footnote: This series of articles should be classified as the 2nd (enlarged) edition]

## AUSTRO-HUNGARIAN NAVY FIELDPOST 1914-1918

### - The Czech Connection -

Alan Knight

In issue 3/90 we glimpsed into the workings of the Austro-Hungarian Army Fieldpost, particularly as it affected the Czech troops of that army. In this, the second of the three-part series, we now undertake another look at the mails of the Austrian-Hungarian Navy during WW1 (the K.u.K. Kriegsmarine) with its Czech crews very much in mind.



Compared to the mighty Allied battle fleets of the period, the A-H Navy was a third rate force but the A-H Empire was, nevertheless, very proud of its naval forces. This marine force was originally intended to serve alongside the German Navy during the planned Central Powers' expansion into the Balkans and it was manned by personnel from most nations comprising that empire; this, naturally, included many Czechs and Slovaks. Indeed, it is recorded that every sixth man was, indeed, either a Czech or a Slovak. Czech engineers held important and strategic positions in naval arsenals and shipyards whilst others of their countrymen held leading positions as commanders, gunnery officers, torpedo service officers, master mechanics and ships' engineers, etc. etc.

The main strike force of the Navy was its Adriatic Fleet and it is this force we shall be dealing with in this instalment. The battle fleet consisted of the four modern 'dreadnoughts' - Viribus Unitis, Prinz Eugen, Tegetthof and the Szent Istvan (St. Stephen), the latter is shown above. The first three of these ships were armed with guns produced at the Pilsen 'Škoda' works, Bohemia, whilst armour and some heavy forgings came from the Czech towns of Ostrava and Vitkovice. Their engines were produced in Prague by the CKD works. The flagship of the fleet was the 20,300 tons "Viribus Unitis" ("With Forces United").

At the outset, readers should be aware that during the entire war period, this large fleet was completely 'locked ' in the Adriatic Sea by an Allied blockade, thus preventing all but the occasional fast torpedo boat from causing much damage to Allied shipping and stopping up its access to the >

vitaly strategic Mediterranean Sea. This blockade was effective throughout the entire period of hostilities although sporadic attacks on blockading ships were made, but rather ineffectively.

The chief naval base and the one and only Navy Post Office was sited in **POLA**, at the southern end of the Istria Peninsula in the northern part of the Adriatic Sea.

Collectors will find this name and that of the naval post office **K.u.K MARINEFELD-POSTAMT** (Imperial and Royal Navy Field Post Office) time and again on A-H Navy mail items, most of which was serviced by this office.



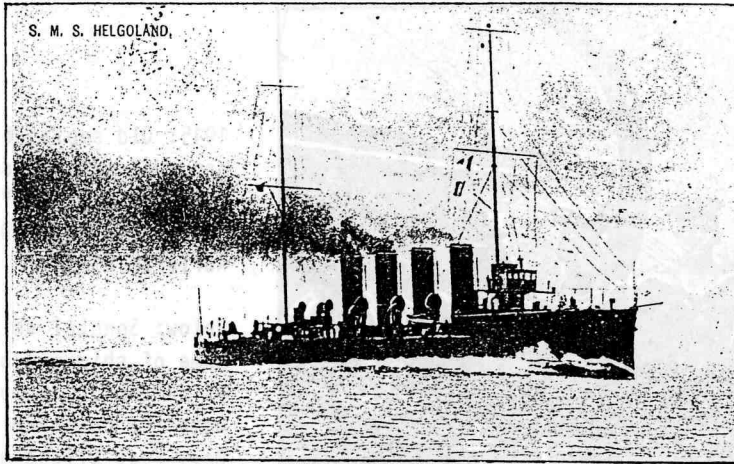
### SHIPS MARKS/CENSORSHIP

Without delving into the deeper intricacies and technicalities of ships marks, which is not the purpose of this article, it is important to note that they were postal marks - in that they (a) proved the marked postal item had been duly censored on board ship and (b) thus validated the item in question for postfree passage through the remaining stages of the postal system of the day - both via FPOs and civil mails. These marks were of various sizes and designs - some were even unofficial designs - but all were tolerated by the High Command in Vienna. Markers mostly carried the wording **K.u.K. KRIEGSMARINE** and the ship's name. Ships' name marks usually surrounded the emblem of the Austrian State Arms. Occasionally one will note the German word **ZENSURIERT** within the design or as a separate mark. This simply means 'Censored' and carries no particular further value to the item. Nevertheless, such marks are of added interest to collectors and also serve to enhance the item they appear on. It is now necessary to inform ourselves of the meanings of certain ships markings, remembering that the official language was German. Here are a few:

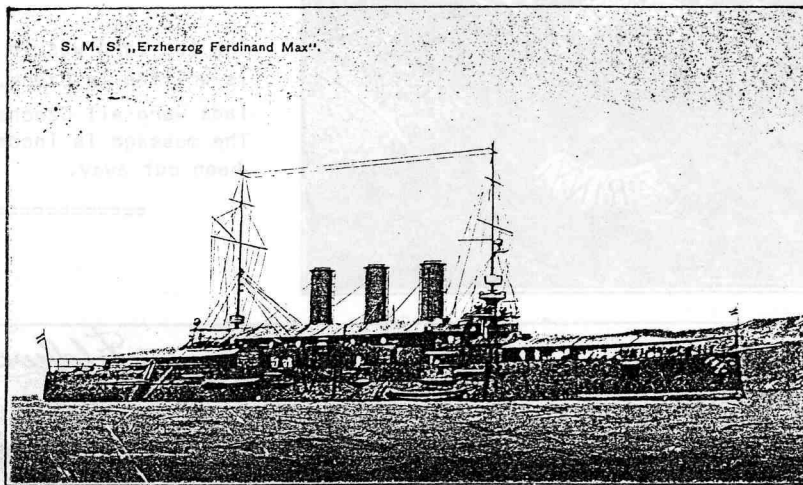
- S.M.S. = Seine Majestät Schiff (His Majesty's Ship)
- S.M.U. = Seine Majestät U-Boot (His Majesty's Submarine)
- S.M.D. = Seine Majestät Dampfer (H.M. Steamship)
- S.M.Tb. = Seine Majestät Torpedoboot (H.M. Torpedo Boat).

Ship's mail was usually taken to the Quartermaster who passed it on to the 1st Lieut. or other delegated officer for censorship on board. That officer stayed with the mail right through to passing it over to a shore-based P.O. where he would obtain receipts for same. This P.O. could be at POLA (and usually was) or a distant port on the Adriatic with a civilian or FP. Office at hand. [see fig. 2].

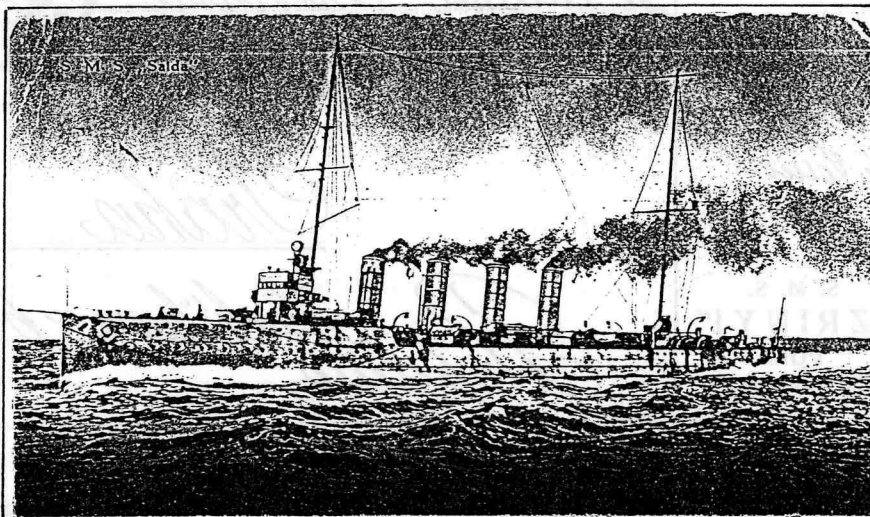
Like the army, the navy produced some extremely intricate ship markers which make their collection all the more pleasurable, especially in view of the fact they they are postal markings and are, therefore, legitimate philatelic collectibles. >



The cruiser "HELGOLAND" surrendered to Italy in 1918



"ARCHDUKE FERDINAND MAX" - Heavy cruiser of II Heavy Division



S.M.S. "SAIDA" - Light cruiser - Surrendered to Italy end of war



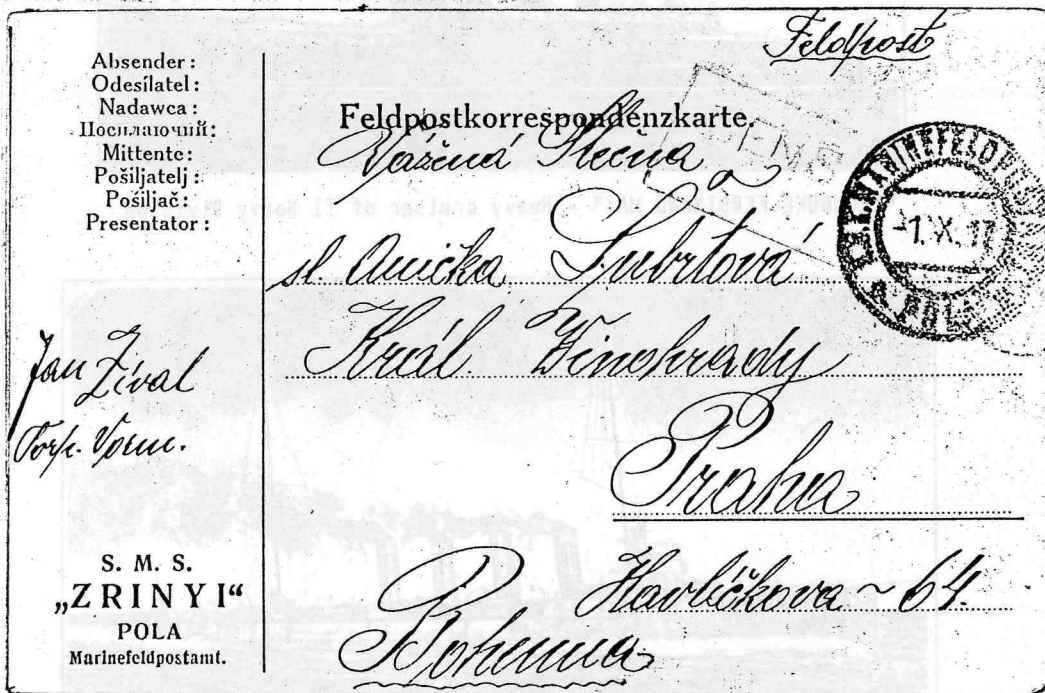


1915: Old sepia photograph of a group of sailors on board the heavy battleship S.M.S. "ZRINRI", part of the Second Heavy Division of the Adriatic Fleet.

Below: Special ship's FP card with name of ship and base port printed at bottom ... an unusual item. Note the postmark of the POLA Navy Post Office and the rather faint "ZENSURIERT" (Censored) boxed mark at top-right.

The top card was to Prague and is written in Czech. Perhaps these lads were all Czechs ... who knows? The message is incomplete - has been cut away.

=====



Written at POLA on 30 September 1917 and addressed to the Král Vinohrady district of Prague. Carries K.u.K. MARINEFELDPOSTAMI/a POLA cds of 1st October 1917. The handwritten "Feldpost" at top was unnecessary because the card is an official Field Postcard. Note "Sender" in eight languages of the Austro-Hungarian Empire.



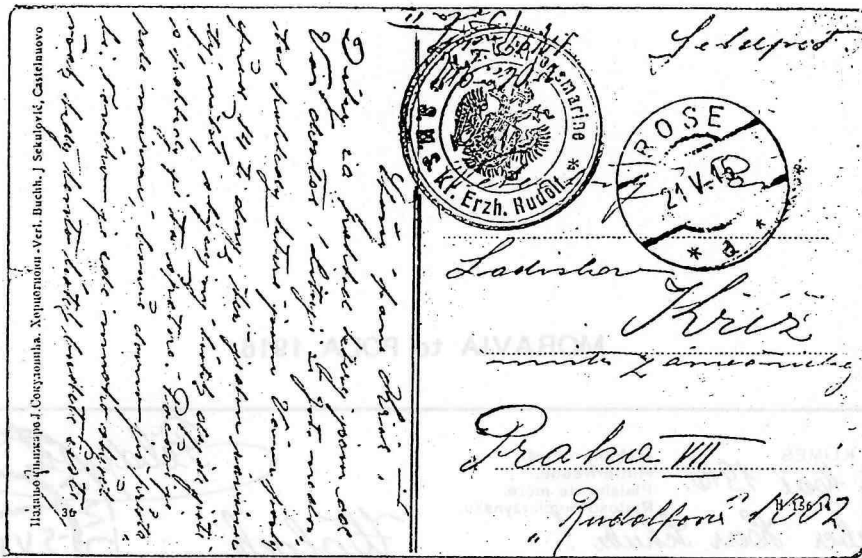


Fig. 2

Fig. 2 (above) shows a pc from SMS "Kronprinz Erzherzog Rudolf" to Prague, (the road name being 'Rudolfová') and dated 21.V.15. In addition to the ship's mark, the ROSE cds was also applied. This is today called Portoroz in the NW corner of the Istria peninsula.

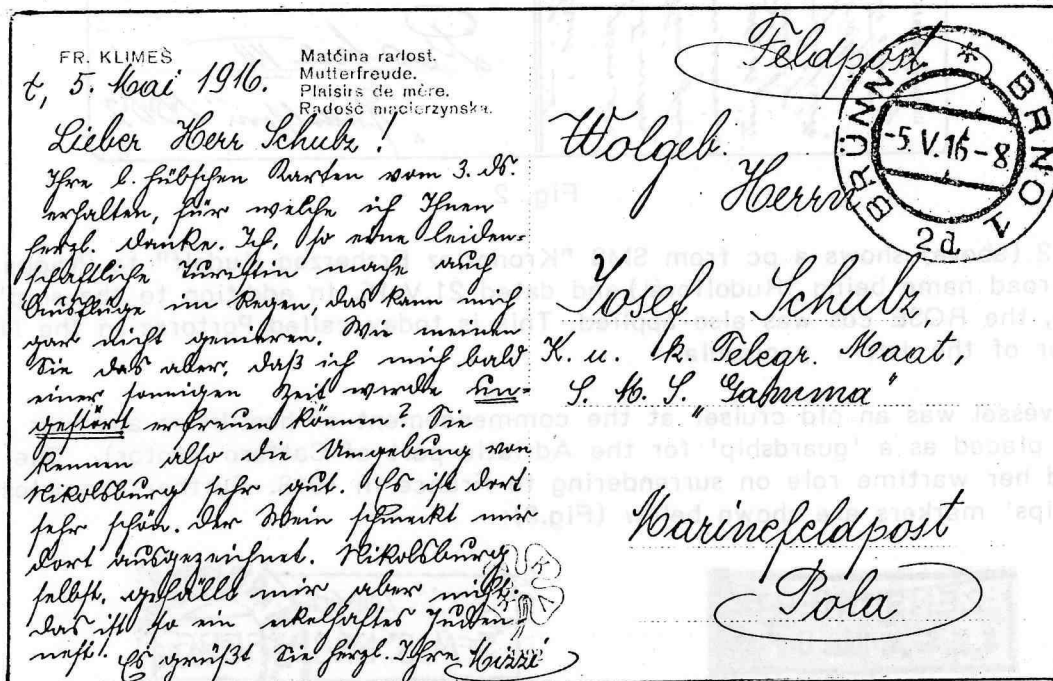
This vessel was an old cruiser at the commencement of hostilities and was later placed as a 'guardship' for the Adriatic port of Cattaro (Kotor). She ended her wartime role on surrendering to France in 1918. Further examples of ships' markers are shown below (Fig.3):



Fig.3 - a. Boxed censor mark of "Viribus Unitis" - Adriatic Fleet Flagship, circa. 1914.  
 b. As above but for the heavy battleship "Babenberg" - 1918.  
 c. Early provisional rubber stamp POLA Marinefeldpostamt cds - May 1915.  
 d. "Censored" stamp of the main submarine station command - September 1918.  
 e. Date stamp (vertical dating) of "Sankt Georg" (St. George) - a cruiser - 1914.

All the above come from correspondence to Bohemia and Moravia, except "a".

## MORAVIA to POLA 1916



In early May 1916, a lady named Mizzi wrote to Petty Officer Telegraphist Josef Schultz, aboard the Blockade and Mines School Ship S.M.S. "GAMMA" at Pola. She wrote to him from Brunn/BRNO on May 5th.

In her message, Mizzi thanks the officer for his nice postcard and relates how she is enjoying her touring holiday in Moravia.

Included in her itinerary had been the region around NIKOLSBURG (today's MIKULOV) which she found very pleasant - as she did the prevailing weather.

However, the remainder of her message is not so pleasant! She states that the town itself is not so nice because of the number of Jewish inhabitants there ... unpleasant anti-semitic tones here. We note also that the entire is written in German.

In the early stages of the war, the state emblem was used in ships' markers: the Austrian Double-Headed Eagle, with Sword and Crown. Being the 'other half' of the dual-monarchy of Austria-Hungary, the Hungarians insisted that they too, be represented in such markings. Hence it was that eventually the markers carried the joint-arms of Austria-Hungary.

While most markers were of circular designs, there were the exceptions: e.g. for submarines, which were generally oval-shaped, bearing the inscription in the upper arc K.U.K (note upper-case 'U') KRIEGSMARINE and the boat's number (not name) in the lower arc. Names were not used during hostilities. Such 'numbers' also applied to most torpedo boats and an interesting point should be noted with these. The torpedo boat number was suffixed by a capital letter, denoting the boat's place of building; e.g. 'F' = FIUME; T = TRIESTE, etc. (fig. 4) - below:-



On 26.9.1915, mail from Tb 59T was serviced by the warship it was working with that day: "Monarch" a 5th Division Coastal Patrol ship

### THE 'WUTSCHER' CARDS

There was one particular Austrian naval officer in WW1 who has become quite famous to collectors the world over: CAPTAIN XAVIER WUTSCHER. He was originally in command of the torpedo cutter SMS ULAN; later the repair vessel SMS HERKULES. The captain was an ardent collector of ship mail throughout the course of the war. In order to obtain material from all the ships of the Adriatic and Danubian fleets, he sent to all ships his printed fieldpost cards with his own address prominently displayed. Commanders of the ships - his friends - were happy to oblige him since it cost them nothing. Wutscher's cards were thus mailed to him from the senders, bearing smartly applied postal markings; usually addressed to him as Captain of Corvettes at Pola. They are accepted today by collectors (a) because they are becoming very scarce indeed and (b) because they actually travelled via the accepted mail routings for the naval service, albeit that they could be termed 'favour' items. Most large collections of A-H Navy Mail contain one or more today. It is believed that very many have been lost or destroyed during the 70+ years since they first appeared. One such 'Wutscher' in the author's collection appears as fig. 5. From 'VIRIBUS UNITIS' 21.7.15. with the ship's d/c postmark >

plus the additional 'K.u.K Marinefeldpostamt' cds of the same day. On the message side of the card are simply a few words of greetings.



Fig. 5

#### HOSPITAL SHIPS MAIL

All navies operating on the high seas include specialized vessels for duties as hospital ships at sea. These are fully equipped with the best available medical equipment and personnel. For its time, the A-H Navy too, had a number of well-equipped and manned hospital ships or **SEESPITALSCHIFFEN** (Sea Hospital Ships). During early mobilization, a number of passenger vessels belonging to the Austria Lloyd Steamship Company were refurbished as hospital ships for service to the Adriatic Fleet. Some names of these vessels were: Baron Call, Metcovich, Tirol, Afrika, Elektra, Graf Wurmbrand ... and several others. All of these ships were supplied with official postmarks which bore simply the ship's name or even merely 'Seespitalschiff' followed by a number in Roman numerals. Thus, the hospital ship Metcovich held the numeral II. On the other hand, the Graf Wurmbrand (IV) had a postmark made up of the Austrian two-headed Eagle and, on its breast, the emblem of the Red Cross. Yet another variation concerned the postmark of the Danubian hospital ship 'Kulpa' which carried below the state arms the inscription 'K.u.K Kriegsmarine.' In addition to this latter one, other vessels serving as hospital ships on the Danube included: Traison, Erzherzog Franz Ferdinand, Zsofia, Hercegnó and Elisabeth. [There will be more on the Danubian Fleet in the last part of this series].

All the mail from patients and staff of these ships was postfree and it was only the application of these postal markings that validated the mail for such privilege. Such mail is, today, very scarce indeed.

Hospital ships of the Austro-Hungarian Navy belonged, organizationally, among special purpose ships and were prominently marked with the sign of the International Red Cross. According to convention, they were not to be considered as targets for enemy attack. >



POSTMARKS FROM HOSPITAL SHIPS. (Left) That of the "Metcovich" with Roman numeral (2). (Centre) From the "Graf Wurmbrand" (IV) with State arms having a Red Cross central. (Right) Postmark of the "Kulpa" with K.u.k. Kriegsmarine at bottom. Note small-case 'k' after U.

Fig. 6

At this point we end our brief exploration into the fascinating study of the mails of the Austro-Hungarian Navy's Adriatic Fleet during W.W.1 and of its direct connection with the Czech Lands. Much more could have been written, of course - and in much greater detail. That, however, is not the purpose of this series. The purpose was merely to introduce the subject to readers and members unfamiliar with it and, in so doing, to suggest it to be interesting and valid to collectors of Czechoslovakian and related philatelic materials.

In the next (and final) episode, readers will be introduced to what is possibly an even lesser known facet of this subject - the mail of the servicemen on board the A-H Navy's vessels operating the Danubian Fleet. It will be mainly extractions from the work of Jiří Nekvasil, late of Prague, who was an acknowledged authority on the subject of A-H Navy Mail.

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FIELDPOST

A RECENT  
WORLD WAR 2 FIND

W.A.Page

Expéditeur: <i>Chateauroux</i>		L'ÉLION TCHÉCOSLOVAQUE 1914-1918		FRANCHISE MILITAIRE	
NÁRODNÍ VÝBOR ČESKOSLOVENSKÝ VOJENSKÁ SPRÁVA		ADRESSE		ADRESSE	
DOŠLO V PAŘÍŽI	Kolik příloh	<i>Čsl. Národní výbor,</i>			
DNE <i>3/5 1940</i>	Předáno <i>III/1</i>	<i>Vojen. správa,</i>			
Hlavní jedn. prot.	Do spisovny uloženo	<i>3. odděl.</i>			
Či <i>28621</i>	dne	<i>Paris VII<sup>e</sup></i>			
	Značka	<i>52. Avenue de la Bourdonnais</i>			
Mottl, L'abr. Franco-Tchéque, 62, rue Meslay, Paris-3 <sup>e</sup> . Reproduction interdite					
III. odděl.					
<i>465</i>		<i>KL</i>			



A little while ago I was shown an example of one of the French military cards produced by J. Mottl (Paris) in 1939, which I find of special interest, particularly for its use.

The card is designated **Type 3** in the CPSGB Monograph 5 which deals with the Czechoslovak Army in France (Roy E. Reader 1987). It is illustrated on plate III, fig. 4. However, this particular example is printed on white card whereas all others seen were printed on cream card.

Its use however, is quite significant as it links nicely with facts already published concerning the locations of certain elements of the Czechoslovak forces at the time. It is known that during the early part of 1940, the camp at Agde was becoming overcrowded and Czechoslovak airmen were sent to a number of French air bases for training. There they were put into French uniforms but were permitted to wear their Czechoslovak 'flashes'. The plan for their formation into individual Czechoslovak squadrons was delayed however, due to the imminent 'fall' of France.

The text of the card calls for a supply of accessories to embellish the uniforms of warrant officers; it was sent by a Czechoslovak sergeant from the French air base No. 103/6 at Chateauroux (Dept. Indre). It is addressed to the Czechoslovak National Committee, Forces Administration, Dept. 3, 52 Avenue de la Bourdonnais at Paris VIIe.

Apart from the air force black cachet, it also carries the local civilian post office machine cancellation of 30 April 1940. The large rubber stamp bearing the mark "Received in Paris/ 3/5/1940" is that of the Administration Office. The stamp is in red colour and also carries the recorded number, with provision for the disposal details - in this case Dept. III/1. The additional small box carries the department filing number. A very interesting and properly used card.

[N.B. Air Force cachet reproduced here in full size and overdrawn for clarity. I am very grateful to Vladimír Králíček for the illustration of this card]

## JÍŘI ŠVENGSBĪR - DESIGNER AND ENGRAVER

-by-  
H.P. MILSOM



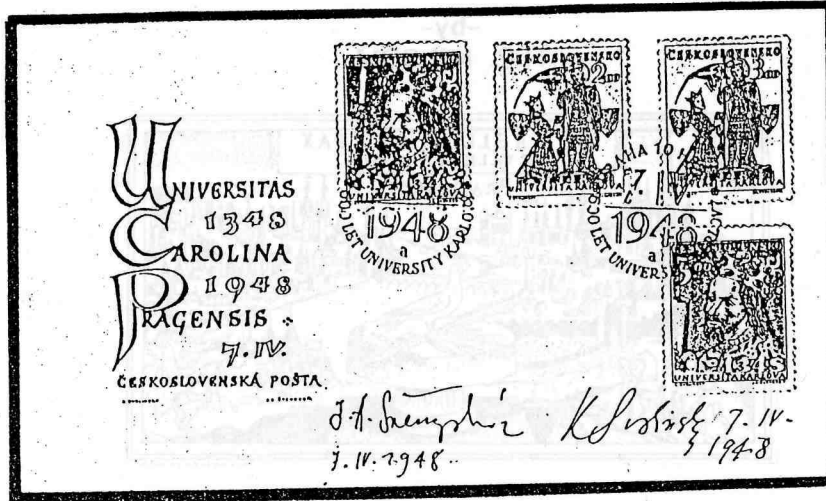
The technique of steel engraving and the name of Jiří Švengsbir are inseparable in post-war Czechoslovak artistic circles. Much of Švengsbir's work involved this medium and for over 40 years he developed and explored its possibilities of expression and style. Svengsbir was born in Prague in 1921 and the city's rich architecture enveloped him from his early childhood. Prague's panoramas and skyline, its churches, palaces, towers and picturesque corners were to become the main subjects of his art.

Švengsbir's career began with his apprenticeship to a steel-engraving workshop. Steel engraving requires marked linear stylization and Svengsbir demonstrated a natural talent for this as well as exceptional skills as a draughtsman. He completed his studies after the war and by the time he had joined the class of Professor Strnadel at the College of Applied Arts, Prague, he was already a mature artist, with his own opinions and style. His college education was more a source of inspiration, extending his knowledge of creative art and its history.

From the beginning of the 1940s one can trace the smooth line of Švengsbir's work, noted especially for the compactness of both its subject matter and of its technique. In addition to occasional graphics (e.g. ex libris) and drawings, Jiří Švengsbir was also an outstanding book illustrator and stamp designer. He designed and/or engraved more than 250 postage stamps, prepaid postcards and envelopes; many of which received Czechoslovak and international design awards.

Švengsbir's first work for the Czechoslovak postal authorities was his engraving of Karel Svolinský's designs commemorating the 600th Anniversary of Charles University, Prague, in April 1948. His dies brilliantly interpret the graphic impact of Svolinský's drawings and mark the beginning of the long partnership between these two great artists.

That work was followed in the same year by a further five stamps from various designers. A notable feature of Czechoslovak stamps of that period was the printed 'tab' or coupon attached to some of the stamps on sheets. Although some of these were engraved by Švengsbir, he did not always engrave the stamps themselves. An example of this particular facet of Švengsbir's work can be seen on the coupons adjoining the stamps commemorating the Kroměříž Assembly, issued in 1948; the stamps themselves were engraved by J. Schmidt. >



FDC autographed by Švengsbir and Svolinský 7.4.1948



fig.1



fig.2



fig.4



fig.3



fig.5



fig.6



fig.7



fig.8





From this time a large proportion of Švengsbir's 'philatelic' output was concerned more with engraving than with design, although there are many stamps of this period which he both designed and engraved. His first postal design work was on the coupon attached to the 1949 issue of the 9th KSČ Congress, the stamps being engraved by himself but not designed. Švengsbir did, however, both design and engrave the coupons. As his first postal design work, it was rather an inauspicious beginning but it hinted at the symbolism which was to become the hallmark of Švengsbir's later work in the field of graphic art: a simple spray of linden leaves with the figure 5 superimposed within a cog-wheel.

A better representation of Švengsbir's early design and engraving skills can be seen in the stamps commemorating the National Philatelic Exhibition held in Prague in 1950. His fine, detailed work perfectly reproduces in miniature the woodcut and copperplate etchings of earlier masters (fig. 1).

Švengsbir was fascinated by the history and architecture of his native Bohemia and, in particular, that of his own city, Prague. This central theme of his work is clearly seen in his most successful stamp designs - and Švengsbir's own development as an artist can be traced through his representation of his surroundings on postage stamps. Whilst the technical capabilities of the printing machinery available to the Czech postal authorities clearly had a major influence on his work, his early one-colour designs tend to be almost photographic reproductions of their subject matter; the 1949 design depicting Zvolen Castle (based on a photograph) is a good example (Pofis 521). Others include the Concert Hall of the House of Artists (Pofis 662), Bethlehem Chapel (Po.668), and the Lenin Musum (Pof. 769), all in Prague, and many more (Figs. 2,3,4).

A departure from this style to a freer, more artistic form of composition, is represented by the 1956 designs celebrating Czechoslovak Products (Pof.877/80) and the 1959 Air stamps commemorating Kaspar's first flight at Pardubice which continued this development. Again, the two 'flower' stamps in the Tatra National Park series (Pof. 956/7) also fit into this category (figs. 5,6,7).

The years 1965-82 were characterized, as far as Švengsbir's philatelic output is concerned, by his engraving of his own designs rather than those of other artists; in fact, from June 1965 only two stamps engraved by himself were not of his own design. It is also a feature of Švengsbir's work that throughout his career, all his stamp designs were engraved by himself - with one exception.

His 1966 series of Butterflies comprised six stamps but he engraved only four of the values; the remainder were entrusted to J. Herčík, another experienced Czech engraver. It can only be assumed that time constraints prevented Švengsbir from engraving all the dies of this relatively long stamp set. (fig.8).

The mid-1960s saw the beginning of Švengsbir's association with two major series of Czechoslovak postage stamps: the Prague Castle issues (beginning in 1965) and the Art on Stamps series (from 1966), considered by many to include his most accomplished work. (figs. 9,10). These series soon established an annual tradition for the Czechoslovak Post and Švengsbir was closely connected with both for a number of years, particularly with the Prague Castle series, which he engraved and designed each year from 1971-81. These stamps epitomise Švengsbir's versatility and technical expertise, especially his ability to >





fig.10



fig.9



fig.10



fig.9



fig.12



fig.11



fig.13

reproduce the many treasures and works of art to be found in Czechoslovak galleries and former royal palaces and castles. In addition to the stamps themselves, many artistic and architectural details illustrate the FDCs for these series. Švengsbir's designs for the 1966 Art stamps, for example, faithfully reproduce works spanning some four centuries. Strictly speaking of course, the word 'reproduce' is not the correct term since these are not photographic copies nor made by some other mechanical means but remain the remarkably sensitive work of an artist-engraver who, whilst retaining all the characteristic features of the original, creates a miniature, five-colour steel engraving. Whereas the authors of the originals generally employed a brush and untold ranges of colours, the engraver is limited to five colours without shadings and one of these must be black. Furthermore, his work does not involve covering whole surfaces but rather consists of making minute dots and lines in the steel plate with his small graver aided by a magnifying glass.

Finally, he does not see his creation gradually taking shape before his eyes, working as it were, in the dark and discovering whether it is successful or not only after all is finished and the final, combined colour print is made from the five separate engravings and placed before him. The untutored eye would most likely not recognise the picture at all when viewing the prints of each of these engravings separately. Only when all these factors are considered is it possible to fully appreciate the new work of art created by the artist-engraver such as Švengsbir.

The first real signs of symbolism in Švengsbir's engravings were seen in the early 1960s, when he began to take individual elements of a scene - usually Prague, again - and form them into a 'montaged' composition. These were often supplemented by coats-of-arms, metaphorical expressions of natural beauty (butterflies, flowers, swans, etc.) and symbols of time and immortality such as the sun, moon and stars. The early stages of this work can, again, be traced through Švengsbir's philatelic designs: e.g. his 1959 design (Pof.1068) depicting a factory, sun and linden leaves before a background of mountain peaks, or the Teplice Springs issue of 1962 (Pofis 1255). The culmination of this type of design can be seen in Švengsbir's Praga 1968 sheet: a composite of Charles Bridge and Prague skyline, together with heraldic devices associated with the city, as well as in the superbly stylized Ancient Buildings and House Signs set of 1970 and the Prague Bridges issue of 1978 (figs.11,12,13).

A less well-known example of this later style of Švengsbir's graphic artwork is to be found in his 1982 design for a prepaid envelope commemorating the 8th National Conference of the Czechoslovak Socialist Party. The design incorporates many outlines of Prague architecture - St. Vitus' Cathedral, Hradčany, Charles Bridge, with his other recurring symbols - the sun, Bohemian Lion and the linden leaf. (illustrated below).

A little over a year after the issue of this design, Prague and the nation lost one of its most devoted and gifted sons - Jiří Svengsbir died 3.3.1983.



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**NEW ISSUES**

We are advised by T.Ú.S. Prague of the following new issues announced by the Federal Ministry of Postal and Telecommunications Services. Printing was by T.Ú.S. (Post Printing Office), Prague:

August 9 1991. Association for the JAN PALACH Scholarship (1 x 1Kčs).



Portrait of Jan Palach over inscription with dates 1948-1969. Colours: (Stamp) black; (Tab.) black, blue, red. Format: (stamp and tab.) 19x23mm ea. Design: Ivan Strnad; Engraving: Pavel Kovářik. Sheets each comprise 50 stamps and 50 tabs. This student died by self-immolation in Jan. 1969. This fact is portrayed in stylized form on the tab showing Palach's head within a symbolic flame.

August 28 1991. "Beauty spots of Our Country" (2 x 4Kčs). each 23x19mm.



Both stamps depict historic beauty spots in the High Tatras (KRIVÁŇ peak) and north Bohemia (Mount ŘÍP). Colours (Říp): yellow, red, blue, dark-blue. Designs: (Kriváň) Karol Ondreička and Josef Saska. Engraved by Václav Fajt (Říp) and Martin Činovský. Printing was FLAT-PLATE recess in sheets of 20 stamps each value.

September 2 1991.



13th Biennial Exhibition of Book Illustrations for Children Format: 23x30mm (2 values).

1Kčs: German illustration (Binette Schroeder); 2Kčs: Polish illustration (Stasys Eidrigevičius). Both values bear the inscription in Slovak:- XIII Bienále Ilustrácií Bratislava.

Both designs are by Oldřich Pošmurný with the engravings by Martin Srb.

Each value printed in sheets x 50 stamps.

Colours: (1Kčs): black, yellow, red, green and red-brown.

(2Kčs): black, deep-green, grey, light-green, red.

August 15 1991



(Postal Stationery) - TELECOM '91 - the 6th WORLD TELECOMMUNICATIONS EXHIBITION at GENEVA 1991.

Post Office PS. Imprinted stamp design by Pavel Hrach with engraving by Martin Srb on 162x115mm envelope. Stamp size 40x23mm.

Stamp design: Symbolic globe with 4 coloured bands, The Exhibition emblem over the I.T.U badge. This 6Kčs stamp is engraved 6 Světová Výstava Telekomunikací Ženeva 1991 and is in the colours red, yellow, green, blue and black. The cover cachet (as shown here) is in black, grey and orange. This cover is officially priced at 10.50Kčs.



N.B. The planned issue for 28.6.1991 (Post Bank) was cancelled. T.Ú.S. have informed the Editor that it could possibly appear next year.

CINDERELLA

**Karel Jonáš – Czech Patriot  
1814–1896**



Karel Jonáš.

In our last edition (p.49) we discussed two American charity labels issued in the early part of the century. We were able to throw some light on one of these but little could then be said of the other – reproduced above. As can be observed, the label shows images of two men left and right respectively. On the left is clearly to be seen a portrait of Jan Komenský, no stranger to us as collectors of Cz. stamps. The other image was that of KAREL JONÁŠ of whom we had by then not learned anything. Now we can shed a little light on this man, too – thanks to Dr. Ján Gronský of Prague who sent the editor the above cutting and obituary notes from the Czech journal 'Besedy lidu' (1896 volume, page 82). We hope the following few lines will be of some interest to readers interested in these old labels and we also tender our thanks to our friend in Prague for his kindness in supplying the details below.

Karel Jonáš was born in 1814 and died in Krefeld, Germany on 15 January 1896. Jonas is remembered as being one of the early Czech patriots in the USA – he became the first Czech to become a member of the Senate. He was also for a while, the vice-governor of Wisconsin. From 1884–1888 Jonáš served as the US consul in Prague. Later, he was appointed in the same capacity to Russia, in the city of St. Petersburg (nowadays known as Leningrad). Later still he was to be US consul in Germany.

In 1870, Jonas was employed in Prague as a correspondent of 'Pozel z Prahy' ('Envoy from Prague') during the Franco-Prussian War. After the war, he wrote a number of politically sensitive books and two in particular bore the following titles: 'Federation makes Austria Strong to Satisfy the German and Slavonic Nations' and 'Women in Society – mainly in the USA and England'.

Karel Jonáš later returned to the USA where he continued to work for the Czechs in America, wrote several more treatises – one being about Law and The State. He was very active in the development of Czech schools in the US and for the supporters of a free and independent Czech state. It is believed that Jonáš became one of the leading figures in this last great fight of his life.

Karel Jonáš died in Germany but was interred in Bohemia – in Olšany cemetery, Prague on 19 January 1896. Maybe his grave is still there!