

BULLETIN



LITHUANIAN PHILATELIC

SOCIETY OF NEW YORK

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TABLE of CONTENTS

pages

-8922	REJECTED 30ct. POSTAGE STAMP DESIGN	
-8923	TABLE of CONTENTS	
-8924	EDITORIAL: "PHILATELY TO WHAT ENDS?"	K.A. Wood
-8925	LPSNY CLUB NOTES, VOX POP, DIGEST of BALTIC PHILATELIC ACT.	
8926-8927	DETMOLD DISPLACED PERSONS CAMP POST ISSUES	Chas. Matuzas
8928-8929	LITHUANIAN CROSSES I-Part II	Dr. J. Basanavičius
8930-8934	LITHPEX XXII- COURT of HONOR EXHIBIT of LPSNYer	W.E. NORTON
	"OUTSTANDING POSTAL HISTORY COVERS of LITHUANIA- 1914-1941	
8935-8939	COMMUNICATIONS in LITHUANIA as of 1928	E.J. Harrison
	The RAIL ROADS.	
8940-8941	MEMBERS' MAIL AUCTION of JULY 15, 1989	
-8942	PHILATELIC LITERATURE, ACCESSORIES, CINDERELLAS, etc.	
	(Limited Quantities on Some Items)	

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"NO MAN IS REALLY HAPPY OR SAFE WITHOUT A HOBBY!" said Sir Wm. Osler, the noted Professor of Medicine at England's Oxford University. No Man- or Woman- with a hobby will deny the merit of that question.

But what are our motives for being entangled in philately's seductive coils? Why do we collect and study stamps? and, indeed, the whole spectrum of their being?

The question commonly comes up when we are in mixed company; that is, the company of those who are and/or who are not collectors.

In our attempts to explain to non-collectors what it is that has had us so engrossed for more than 50 years, we are made very much aware of our ability to put into words that which moves us strongly.

But perhaps, we might do better by stating our objectives rather than trying to define the indefinable. What are we trying to achieve in our philatelic endeavors?

If our definition is just to pass the time, then philately is not our hobby; for we never met a collector who had enough hours in his day. Probably, the closest we could come is to enumerate the things that philately gives us, that better aspects of life do not.

That something might be a "challenge" or a desire to own something of beauty with a personal definition of beauty that provides the element of individuality that can be so satisfying a part of the hobby.

Then, again, our motives might be purely acquisitive, and thus fulfill a desire to build the biggest accumulation, and then, measure success in terms of numbers.

This might be an important factor in one's early philatelic days and we can recall the youthful glee with which we saw the total number grow, all neatly noted inside the front cover of our first album.

Allied to this must be the "challenge" of "completion", that striving to get all of whatever it is we have selected to use as the chips in our participating game.

Another motivating force must be the use of the material we collect solely as a stepping stone to something else. Here we enter the realm of the Postal Historian, whose challenge often begins with the acquisition of an item, unlike that of another collector or whose challenge will have ended.

His joy is finding the answers to the questions of how long a letter took to reach its destination; by what means and route it traveled; and how it was handled "en route".

In similar vein, dare we to use the term "serious" topical collector who will begin his self-imposed task with the acquisition of a stamp? This collector will then ask, What of the Subject? What story lies behind his choice? What can I find out about it that is not obvious? and how does it fit into the jig saw puzzle of the story?

But none of these entirely fits our case; and we suspect that they will not individually fit the situation of any other collector. The truth is that they all fit to a degree; and, that, perhaps, is the best motive of all!

LPSNY CLUB NOTES- DIGEST of BALTIC PHILATELIC ACTIVITY

LITHUANIA, the QUEEN of the BALTICS is the heading of four three-page articles that have appeared in the British Stamp Journal "STAMPS", a monthly stamp journal between December 1988 and March 1989 in which LPSNYer DAVID FREESTONE looks at the fascinating philately of this intriguing country, covering all the issues, well researched, from information gathered from Gibbons, Michel and our own LPANY HANDBOOK. The articles are a true scholarly and interesting presentation, and often interspersed with personal notations and observations. CONGRATULATIONS and THANKS for covering the British Stamp Medium, as did LPSNYer HERMAN LOGSCH in the German Stamp Medium; and, of course, as did the LPSNY with its published HANDBOOK as the BENCHMARK.

CONGRATULATIONS to LPSNYer JEROME LACONIS for having been awarded a SILVER for his "LITHUANIA- Town Cancels" by LEBPEX '88 held at the Lebanon Valley Mall in Lebanon, Penna. October 28-29, 1988

POLPEX '89, a 60th Anniversary Show was held February 10-12, 1989 at Przybylo's House of the White Eagle in Niles, Illinois which featured some of LPSNY's Members' Exhibits. Some of Poland's rarest philatelic items were shown in the Court of Honor Exhibit of "Polish Provisional Issues of 1918-1921" by LPSNYer ZBIGNIEW MIKULSKI of Switzerland; and a splendid study and researched collection of the KRAKOW Overprints of 1919 that was displayed by LPSNYer Dr. MIET KAMIENSKI of Canada. LPSNYer Dr. JOSEF KUDREWICZ in competition exhibited "The First Polish Corps of World War I" which was awarded the "Chopin" Wood Carving. LPSNYer Dr. MIECZYSLAW KAMIENSKI was Chairman of Awards Com.

CONGRATULATIONS to LPSNYer ARNOLD ENGEL of Philadelphia for having been awarded a SILVER for his "AIR MAILS of LATVIA, 1921 - 1941" by SARAPEX '89 held at Sarasota, Florida, February 3 - 5, 1989

APFELBAUM'S CORNER No. 1196 of a Series of Article-Advertisements: "Almost everyone has health problems! Mine are mostly connected with my age. They affect my ability to walk and consequently rule out many pastimes that I would normally enjoy. Fortunately, enjoying Stamp Collecting is quite possible under the circumstances. My greatest joy in Stamp Collecting is having a box on unsorted items to put into some kind of an arrangement. The very act of picking up each stamp and deciding where to place it, seems to me better than any tonic. I can do it for hours on end at a stretch and not get tired. Of course, I realize that every collector has a favorite route to the full enjoyment of our hobby. For some, it is the placement of a single item, long sought, for, in its proper place in the album. Others rejoice when they receive First Day Covers in the Mail. The ways that philately entertains are endless and perhaps as numerous as there are stamp collectors. Suffice it to write that all are harmless, educational and mental stimulants toward a better life."

CONGRATULATIONS to LPSNYer LOUIS REPETA of New York for having been awarded a GOLD at Westpex '89, the Association for Western Philatelic Exhibitions in San Francisco, Calif. for his Exhibit: "The 3ct. Stuart Washington- A Study of the Stamp and its Use". The Exhibit was also awarded the APS 1900-1940 Award and an EFOCC Award, this past April 22-23, 1989.

CONGRATULATIONS also to LPSNYer FRED BAUMGARTNER of Downers Grove, Ill for having been awarded a SILVER by MILCOPEX '89, March 3-5, 1989 the Exhibition of the Milwaukee, Wisconsin Philatelic Society for his Entry Exhibit: "LITHUANIA, Mid 19th Century to World War II".

A very interesting letter has come my way and it pertains to the Displaced Persons Camp Post Issues of "DETMOLD", which was the only Lithuanian D.P. Camp that issued its Postage Stamps that featured the Scouting Emblem for its design, which issues are very much sought after by the Topical Collectors. If all the letters were as informative as this one, imagine how easy it would have been in the compilation of our LPSNY "HANDBOOK of LITHUANIAN POSTAGE STAMPS"

The writer of this letter is still living and very active. We were fortunate in contacting him in regard to the letter that he had written so many years ago to Artist EDUARDAS KRASAUSKAS about the stamps that were issued by the DETMOLD D.P. Camp. The writer, ZIGMAS TAULINAITIS, once a LPSNYer, resides in the Ridgewood Section of Brooklyn and was the Editor of the Lithuanian monthly Journal "KARYS", the Journal published by and for the former Soldiers and Officers of the Lithuanian Army.

Mr. Raulinaitis does not remember who was the Printer of the Stamp Issues and was quite surprised about his letter and was interested in rereading it after so many years- once it is printed in LPSNY BULLETIN

This letter came from the Estate of the late Artist EDUARDAS KRASAUSKAS, the Designer of some of the later Postage Stamp issues of Lithuania. He also contributed to our LPSNY Handbook with the Map, several illustrations, and the "VYTIS" Emblem Design on the Cover and Dust Jacket.

The letter was given to the Society by his Widow. Appended to the letter was a strip of the whole Top Row of the 2nd issue of DETMOLD and gave us a good picture of the appearance of the whole sheet pane, certainly, an odd configuration. The Top Row has all eleven stamps of the three different values, each in a different color. Pane width 460mm

The different values are separated by a 50mm. Blank Gutter. From the Top to the Bottom, there are eight vertical rows, totalling 88 stamps:

20pf.	8 rows of 3	-	24 stamps / sheet pane
50pf.	8 rows of 2	-	16 stamps / sheet pane
10pf.	8 rows of 6	-	48 stamps / sheet pane

20pf. 20pf. 20pf. 50pf. 5-pf. 10pf. 10pf. 10pf. 10pf. 10pf. 10pf.

Credit must be given to Miss GIEDRAITYTE, whose design and colors are entrancing.

Following is a translation of the Raulinaitis letter to Krasauskas. The letter mentions two issues from the DETMOLD Camp Post, both of which are with the Scouting Emblem design. The STEREO Catalog of the D.P. Camp Post issues, Vol. I, lists both issues together with the First Issue at the end.

Detmold, 5.5.48

Dear Mr. Krasauskas:

I was unable to answer your letter sooner since I was away. It also took some time to assemble all of the necessary information.

The Scouts Staff in Detmold had their Post Office that distributed the Camp Residents' mail. To pay for this Postal Service operation, two issues of Camp Post stamps were printed. Besides collecting the Revenue from the Postal Service performed, the First Issue was to commemorate the Scout Masters' First Convention Meeting in Detmold on May 2, 1946, which date is included in the design of the stamp.

In the meantime, the Meeting Place was changed from Detmold to Augsburg, and the date was advanced to April 28, 1946. There was no time to prepare a new design, so while the newly printed issue was still "hot off the press", they were hurriedly overprinted "AUGSBURG/28.4.1946"

The Stamp Designer was Miss GIEDRAITYTE, a Student at the FREIBURG ART INSTITUTE.

The Issue was printed by the Typographical Process in Sheet Panes of 117 stamps (9x13) in the following value :

20 + 80 pf. Green / Yellow Perf. 11½ Line 7,020

There also exist two Imperforate Sheets without the OverPrint - 234 stamps. Each stamp has a Control Letter "R" Rubber Stamped in Red on the Gum Side. Some Varieties were discovered with this OverPrint printed in Blue.

After this First Issue had been sold out, a Second Issue was printed and issued two months later:

10 pf. Blue	/ Ultramarine	19,584
20 pf. Yellow	/ Brown	9,792
50 pf. Lilac	/ Violet	6,528

This Second Issue has the same design but with an altered text and without the OverPrint. All three values were printed in the same sheet:

48 stamps (6x8)	of the 10pf. value
24 stamps (3x8)	of the 20pf. value
16 stamps (2x8)	of the 50pf. value

The different values are separated by Blank Gutters, all in eight lines. All stamps were perforated except for the two sheets, comprising a total of:

96 stamps of the 10pf. value
48 stamps of the 20pf. value
32 stamps of the 50pf. value

A Variety has been discovered in the 20pf. value printed in LightBrown. All values exist Partly Perforated. The Total Issue of such amounts to only a few dozen. This was occasioned by the Printing Press not receiving enough ink to create the LightBrown Variety; and the Perforating Machine skipping the Margins to create the Partly Perforation Varieties.

Both Issues were sold out and are now hard to get. Some Dealers in Germany still have some of these being offered at these prices:

1st Issue (ScoutMasters' Convention)	12 / 15 Mk.
1st Issue (Without the Overprint)	50 Mk.
2nd Issue (Three stamps)	7½ / 9 Mk.

Am sending you some samples. I would be thankful if, for these samples, I could get accordingly some catalogues that are to be published.

Signed: Z. Raulinaitis

Detmold
Gretchenstr. 37

In addition, it has been ascertained that in later centuries BC in the Burial Mounds, there were then few artifacts in the early Christian centuries period. According to Bezzenberger's researches, in the beginning, there were many, which through its contents, often were no less than dazzling. In that period, the Prussian area peoples from their amber trade with Rome, and other southern countries, made a substantial profit and had become wealthy.

At the same time, the Prussian lands were well populated and local brass products were of fine workmanship, exhibiting highly developed techniques, and they, according to Tischler, forces us to be dazzled. Then, the culture level was high, not only in Prussia, but also, in that period, in the Kaunas Province and in Courland.

Tischler labels that period as the Aesti greatest cultural relations achievement. Lissauer asserts, I - III AD centuries, burial mound excavations reveal that the Prussian peoples had not only spears, hammers, knives, bridles, iron saws, but also many different items made from copper, silver, etc. as buttons, clasps, buckles, beads, etc. In a word, everything that for life, for the farm, or for the war, were necessities. For that reason, Tischler characterizes the Prussian culture of that period as "The Shining Period" of the Eastern Prussian Primeval age.

Then, in that period, our lands were in the center of the northern culture, in which, for example, copper artifacts, as archaeological researches reveal, were being transported to Finland. This materialistic culture, this great cultural stream, came from here to neighboring inhabitant Finnish relatives, as the Estonian, Finns and others, in whose languages, as Thomson and others have shown, from the latter centuries, in the BC period, there remained many Lithuanian and Latvian words mostly describing the old cultural artifacts.

Beginning with the various grains as grain, rye, peas, beans, millet, flax, linseed, chaff, etc. as well as the various domestic animals, birds and fish names as Cow, Steed, Pig, Boar, Lamb, Sheep, Eel, Salmon and others, and turning to other various item names, as Plow, Harrow, Axe, Blunt Axe, Knife, Spade, Sieve, Wheel, Broom, Comb, Bucket, Reed, Bath, Fire-Grate, Basin, Skin, Shoe, Hat, tow, Wool, Fore-Lock (Tuft of Hair), Rope, Milk, Hay, Taod, Bridge, Copper Iron Ore and many other names, which space does not allow mention.

They all clearly attest how much in the ancient past, the Finnish people had appropriated; From this period, there remains in Finnish Lore jointly with them Lithuanian Ornamentalsism. How great must have been the Lithuanian impact on the Estonian, Finnish and other peoples, points also to the fact, that therein, according to Dr. A.R. Niemi, therefrom remain from those ancient times many Lithuanian songs and other folk lore artifacts.

More interesting are the archaeological findings from the third culture period; namely, from the migration of peoples up to the arrival of the Crusaders in East Prussia in the XIII century. That, at that time, culture in our lands, was at a high level. That is evidenced firstly by the copper industry, whose technics were highly developed. "Nowhere in East Prussia" J. Voight remarked "in the diggings of their mounds, was not found so many silver items, and all very prettily and distinctively made, as in ancient Pogesania, near the Elbing, and elsewhere. In the cemeteries of the City of Truso, near Elbing, were found many Buttons (fibiliu), Buckles, Beads, combs, Bracelets, Tweezers, copper and silver Buckets, and other items, such as elsewhere in Prussia found.

Dr. Lissauer, who wrote about the Cemetery in Truso, found items and great quantities of dug up monies, tools, and decorations, from Gold, Silver, Copper, Iron, Clay, Glass, Amber and other materials. which, today, are associated with the wealth of people which had been assimilated by the older Prussians. As for the Chelm cemeteries Prussian mounds, this same Lissauer, these peoples' buried treasures, are the best attestations of the there found artifacts of Copper, Silver and precious stones.

About the inhabitants of Pomerania, said, Dr. Marschall, found in their mounds decorations that reflect good taste. Prettiest are those that were covered with Gold and Silver sheets, and with similar threads adorned. Glass Beads, mostly of Blue and Green colors, particularly square mosaics with added Gold inlays, indicate a very highly developed technique degree.

Further, it must be mentioned the mound artifacts of Warnikam, in Natangijs. Here, amongst other items, were found Gold Bracelets, adorned with Silver, many Silver Buttons, etc. In one mound, at the head with the Warrior's interred steed, was found many Silver Buttons which had adorned the Bridle, and at the Steed's temple, was found Gold Rosettes adorned with Garnet. In other mounds were found Gold Bed Covers, Buttons covered with Silver inlays, Copper spurs, Gold Bows, etc,

VIII century, in Prussian mounds near Viskautas found items, according to Heydeck, give us the opportunity to admire their highly developed metal techniques. More higher enlightenment, says Tischler speaking about the East Prussians, highlighting our Province's history of the later idolatry period when the Crusaders arrived on the scene.

At that time, as Dusburg attests; for example, the Prussian Province of Zambija was opulent and populous. Particularly, Sudavija was very wealthy. "Sudovite" adds the chronicler, "generosi sicut nobilitate morum, alios precedebant ita divitis et potentia excedebant". At that time, according to Tischler, our nation had an enlightened culture with a greatly wide spread local Buttons, Swords, Silvered Stirrups and other manufactured items.

Found in that period's mound content with its beautiful forms and material, according to Tischler, surprised us greatly. Not only in Prussia, but also in Lithuania, Tischler found that period's artifacts "indications of a brilliant culture." That is also attested to by other archaeological researches. Heydeck, who had himself researched this archaeological period, confirmed Tischler and other opinions and said that that period's Prussian and Lithuanian culture was not a bit lower than that of the Crusaders, with the backing of the whole of Europe, could overcome the Prussians over a period of thirty years. We can add, as one German remarks, that at that time, when the Crusaders attacked the peaceful Prussian inhabitants, their higher culture perished; and from the local inhabitants could have learned more than one thing - these Crusaders.

Unfortunately, there is not much information about that period, about the status of its spiritual level, from which it would be possible confirm the material cultural artifacts found in the mounds. What is known, is that about in the year 551, Gothic Bishop Jornand, called the Aesti "paccatum hominum genus omnino." Later, in XI century annals Adam of Bremen and in XII century annals, Helmhold called the Prussians "homines humanissimi" regretfully remarking that they were not Christians.

So that in that period, our people's cultural impact on neighboring peoples was great; and it is possible to understand that they were for the Mazurs, Gudams, even possibly for the Finns, a religious affairs source and had been a Aesti populated lands.

October 22-23, 1988

COURT of HONOR EXHIBIT of LPSNYer W. E. NORTON . Philadelphia, Pa.

"OUTSTANDING POSTAL HISTORY COVERS of LITHUANIA, 1914-1941"
with Notations of Other Postal History Highlights
of the Year and their Estimated Evaluation.

1914- WORLD WAR I OUTBREAK- RUSSIA Attacks GERMANY
USE of MUTE CANCELS by RUSSIANS to Hide Origin of the Mail

1914- **** MUTE CANCELLED 7 Kop. Stamp on Domestic Letter
Sent from VILNIUS to LIBAU: Revg PostMark: 2.IX.14

1915- RUSSIAN ARMY REVERSES-, LITHUANIAN PRISONER of WAR CORRESPONDENCE
Sent From German Internment Camp Back to Lithuania.

151- ** Lithuanian P.O.W. PostCard Sent from BERGER-DAMM
POW Camp -5.VI.15 to TELSIAI, LITHUANIA.
Local Censor Markings of POW Camp & PETROGRAD.

1916- SOLICITATION of FUNDS From RELATIVES in the UNITED STATES
By the Use of SPECIAL GOVT PRINTED POSTCARD with Printed Text
in LITHUANIAN and also for POLISH, HEBREW, GERMAN, WHITE RUSSIAN

161- ** Special Pre-Addressed Authorized PostCard- All are
Addressed to HEBREW S. and J. Aid Society in New York
Special PostCard Sent from KOWNO *a* -6.6.16

*** Reverse Side of Lithuanian Text PostCard Attesting
to Severe Censorship Restrictions and the Voiding
of all attempts to add additional text to PostCard.

OTHER LITHUANIAN POSTAL HISTORY HIGHLIGHTS for the Year 1916.

162- *** FESTUNGS POST (From KAUNAS Forts) I? II? III Collection

1917- SUCCESSFUL SOLICITATION & RECEIPT of FUNDS from UNITED STATES
Redeeming Solid U.S. Currency for Almost Worthless German Marks.

171- **** 7½pf. Germanis Postal Stationery Reply PostCard sent
from WILNA *** -5.3.17 attesting to the Receipt of
550.54 Mk. by the Lithuanian Aid Committee and signed
for by A. SMETONA on Jan. 25, 1917, the then Secretary
and later First President of Lithuanian Republic.

1918- END of WORLD WAR I- In Late 1918, About Six Additional German
OB. OST PostOffices were opened and supplied with Cancellators
featuring "LITAUEN" in the Logo.

181- *** Letter franked with 15pf. Ob. Ost Postage Stamp, Sent
from GEORGENBURG (LITAUEN) -5.10.18 to KONIGSBERG, Pr.
receiving a 3-Line Konigsberg Censor Cachet

1918- DECLARATION of LITHUANIAN INDEPENDENCE on FEBRUARY 16, 1918
On Dec. 27-31, 1918- First Lith Postage Stamps- VILNIUS Issues.

182- **** FIRST DAY COVER: Registered Letter Franked with Hor.
Pairs of I VILNIUS Issue, 10sk. & 15sk. Cancelled by
Straight-Line "WILNA" UnDated. At Konigsberg, in
Transit, Stamps not Recognized as Valid for Postage
and Letter marked "POSTAGE DUE" "45". Later Letter
was validated for Forwarding to Berlin with Cancellations
"KONIGSBERG (PR) 1, -2.I.19 together with a new
Registration Label No. 387. Earliest Cancel Date!

1918- OTHER LITHUANIAN POSTAL HISTORY HIGHLIGHTS for Year 1918.

- 183- **** #1,#2,#5,#6 St. Line Cancel "Kaunas pastas"
184- *** #1,#2,#%,#6 St. Line Cancel "Grodno"

1919- EXPANSION of POSTAL SYSTEM & ORGANIZATIONAL DEVELOPMENT
Appearance of the KAUNAS TypeSet & Four BERLIN Issues.

- 191- **** Registered RASEINIAI PostOffice Letter Franked with
Hor. Pair of RASEINIAI 15k. Local Issue, Addressed
to Postal Administration in KAUNAS. Cancelled at
RASEINIAI 21.III.19, Forwarded on 22.III.19 and
Received in KAUNAS on 26.III.19

OTHER LITHUANIAN POSTAL HISTORY HIGHLIGHTS for Year 1919

- | | | |
|-------|------|---|
| 192- | ** | GRODNO Post Master's Local Issues on Kosack Covers. |
| 193- | *** | First Berlin Issue of Postally Used Cover. |
| 194- | **** | First KAUNAS Issue, "5" Error from Pos'n No. 16 |
| 195- | *** | " " " "5" " " Pos'n No. 10 |
| 196- | *** | Second KAUNAS Issue "dadas" Variety on 20sk. Value |
| 197- | *** | FIELD POST LETTERS with FIELD POST CANCELS |
| 198- | *** | " " " " REGIMENTAL Cachets. |
| 199- | ** | SOLDIERS & OTHER LETTERS with CENSORING MARKINGS |
| 1910- | ** | PROVISIONAL CANCELS on BERLIN Issues. |

1920- FURTHER DEVELOPMENT & EXPANSION of POSTAL SYSTEM & SERVICES.
Appearance of 2nd INDEPENDENCE & PARLIAMENT INAUGURATION Commems

- 201- *** Registered Foreign Letter Franked with 60sk. & lauk.
4th Berlin Issue, Sent from VILNIUS *o* 25.9.20 to
Cincinnati, Ohio USA Red'd: Oct. 29. 1920
The Lithuanian had VILNIUS for only 47 Days.

OTHER LITHUANIAN POSTAL HISTORY HIGHLIGHTS for Year 1920

- 202- **** TELSIA I POSTMASTER'S PROVISIONAL
203- **** PARLIAMENT INAUGURATION SPECIAL ISSUE, Scott #92-92d
204- ** " " Commemorative Issue
205- *** 2nd INDEPENDENCE Issue

1921- AIR SERVICE INAUGURATION: KAUNAS - KONIGSBERG - DANZIG Routes.
Introduction of Definitive Issue: 10sk. - 100auks.

- 211- ** Registered Letter with 5auk. First Air Issue.
Sent from KAUNAS *d* -9.VIII.21 to Danzig.

OTHER LITHUANIAN POSTAL HISTORY HIGHLIGHTS for Year 1921

- 212- * First Air Issues Letters Addressed to LIBAU, Latvia
213- * Second Air Issue Letters " to, LIBAU, Latvia

1922-"DE JURE" COMMEMORATION Issue- Last Skatiku-Auksinas Issue
SKATIKU-AUKSINNI CURRENCY USAGE SUPERSEDED by SURCHARGED Issues

- 221- *** "LLOYD OSTFLUG" PIONEER AIR SERVICE COMPANY of
FLUGHAFEN KOWNO Letter sent from KAUNAS *a* 14.VI.22
to AABENRAA, Denmark via BERLIN LUFTPOST C 15. 6.22

OTHER LITHUANIAN POSTAL HISTORY HIGHLIGHTS for Year 1922

- 222- *** "DE JURE" Issue
223- *** INVERTED SURCHARGED AIR ISSUES STAMPS on Cover

1923- INTRODUCTION of FIRST NEW CURRENCY "CENTU-LITAS" DEFINITIVE ISSUE
KLAIPEDA-MEMEL REPATRIATION COMMEMORATION Issue

1923- 231- *** Registered Letter Franked with Definitive New Currency
First Issue Sent from: KAUNAS 1-f 20.I.24 to BERLIN

OTHER LITHUANIAN POSTAL HISTORY HIGHLIGHTS for Year 1923

232- *** KLAIPEDA REPATRIATION Issue

1924- INTRODUCTION of the NEW CURRENCY "CENTU-LITAS" Issue

241- ** Registered Letter franked with BURACIUS Design Air
Post Issue Sent from: KAUNAS ORO PASTAS 20.X.24 via
KAUNAS-BERLIN Air Service to PARIS, France

OTHER LITHUANIAN POSTAL HISTORY HIGHLIGHTS for Year 1924

242- *** First Semi-Postal Air Post Issue on Cover.

1925- NO SIGNIFICANT LITHUANIAN POSTAL HISTORY EVENTS in EVIDENCE

251- * Two Post Cards Franked with BURACIUS Design Air Post
Stamps sent from KAUNAS ORO PASTAS 16/24 IX.25 via
KONIGSBERG to DANZIG.

1926- INTRODUCTION of the SWALLOW AIR POST Issue

261- *** KAUNAS - MOSCOW INAUGURAL FLIGHT Cover Franked with
SWALLOW Air Issue, Sent from KAUNAS *h* 22.IX.26 to
MOSCOW; Soviet Union, Received: 26.9.26

OTHER LITHUANIAN POSTAL HISTORY HIGHLIGHTS for Year 1926

262- *** Second or Third Semi-Postal Issues Set on Cover.

263- * SWALLOW Air Post Issue on Cover

1927- INTRODUCTION of BASANAVICIUS MEMORIAL & HIGH VALUES Issues.

271- ** BASANAVICIUS MEMORIAL FIRST DAY of ISSUE; Registered
Letter Sent from KAUNAS *s* -8.III.27 to BERLIN
The First Memorial Issue Set Issued Anywhere?

1928- TENTH ANNIVERSARY of LITHUANIAN INDEPENDENCE COMMEMORATION

281- **** Inaugural Return Flight of GRAF ZEPPELIN from the
UNITED STATES- Flown PostCard addressed to VEPRIAI,
Lithuania; Sent from CHICAGO, Ill. Oct. 25, 1928 and
Received in KAUNAS -4.XI.28 & in VEPRIAI -5.XI.28

1929- NOSIGNIFICANT LITHUANIAN POSTAL HISTORY EVENTS in EVIDENCE!

291- * OFFICIAL MONEY ORDER COUPON Remitting 2 Lt. 95 ct.
From STONISKIAI *a* 27.XI.29 to the Lithuanian Red
Cross Lottery Administration in Kaunas.

292- * FOREIGN MONEY ORDER COUPON Remitting 25 Swedish
Kroner from KAUNAS *u* -5.XII.29 to Stockholm 8.12.29

1930- GRAND DUKE VYTAUTAS YEAR, 500th ANNIVERSARY COMMEMORATION

301- *** Registered Letter with Hand Drawn Provisional Registry
No. 1 Etiquette "Lamp. Ryga-Kybartai N 2" Oval Cncl
RYGA-KYBARTAI PASTO VAG. N 2 Dated: 13.IX.30 Sent to
DETROIT? Mich. SEP. 3, 1930. Cover bears the "193 "
Variety of 3 ct. value in a Block of 6 stamps.

1931- NO SIGNIFICANT POSTAL HISTORY HIGHLIGHTS for Year 1931

311- * 10ct.(2) & 40ct. values of Vytautas 500th Air Issue,
Mach. Cncl Slogan: "PIRKIME TIK SAVO KRASTO GAMINIUS"
KAUNAS 5.6.31 & KYBARTAI *a* 5.VI.31 to the U.S.A.

1932- INTRODUCTION of FIRST & SECOND CHILD REGULAR & AIR MAIL ISSUES

- 321- ** REGISTERED LETTER Franked with First Child Issue Set. Sent from KAUNAS 4b (Senamiestis) 27.VIII.32 to the United States

OTHER SIGNIFICANT LITHUANIAN POSTAL HISTORY HIGHLIGHTS of 1932

- 322- ** SECOND CHILD AIR ISSUE on Cover (Perf. or Imperf.)
323- *** LITHUANIA's PARTICIPATION in 1932 ZEPPELLIN FLIGHTS to South America (Nine Flights)

1933- INTRODUCTION of THIRD & FOURTH CHILD REGULAR & AIR MAIL ISSUES

DARIUS-GIRENAS TRANS-ATLANTIC FLIGHT & CONSULAR ISSUES.

- 331- **** REGISTERED DARIUS-GIRENAS FLIGHT Cover #664 Franked with 5¢ U.S. Beacon Air Issue for Flight to Lithuania & 1 Lt. 20 ct. & 20ct. Darius-Girenas Consular Issue for a Registered Forwarding Return, Cncl KAUNAS *j* 18.VII.33 Addressed to Nicholas Sanabria, New York.

OTHER SIGNIFICANT LITHUANIAN POSTAL HISTORY HIGHLIGHTS of 1933

- 332- *** DARIUS-GIRENAS ALTASS Stock Cover
333- ** 3rd or 4th CHILD Regular or Air Mail Issue on Cover
334- **** LITHUANIA's PARTICIPATION in 1933 ZEPPELLIN . FLIGHTS to SOUTH AMERICA. (Nine Flights)

1934- ISSUANCE of the DARIUS-GIRENAS FLIGHT COMMEMORATIVE AIR ISSUE
COMMEMORATION of PRESIDENT ANTANAS SMETONA's 80th BIRTHDAY ISSUE
LITHUANIA's PARTICIPATION in 1934 ZEPPELLIN FLIGHTS to BRAZIL

- 341- **** TENTH SOUTH AMERICAN GRAF ZEPPELLIN FLIGHT to BRAZIL
REGISTERED POST CARD with 7.65 Lt. Postage Posted from KAUNAS centr. *L* 26.X.34 & Transit Cncl BERLIN C2 L2* 27.10.34 & PERNAMBUCO 5A SECCAO-MANHA 31.X.34

OTHER SIGNIFICANT LITHUANIAN POSTAL HISTORY HIGHLIGHTS for 1934

- 342- **** All 1934 Twelve Flights of GRAF ZEPPELLIN to South America
343- * DARIUS-GIRENAS COMMEMORATIVE AIR ISSUE Set on Cover

1935- FELIX VAITKUS "LITUANICA II" TRANS-ATLANTIC FLIGHT Covers.
ISSUANCE of NEW DEFINITIVE REGULAR POSTAGE ISSUE.

- 351- **** VAITKUS "LITUANICA II" TRANS-ATLANTIC FLIGHT COVER with SPECIAL OVERPRINTED FLIGHT Issue Stamp.

OTHER SIGNIFICANT LITHUANIAN POSTAL HISTORY HIGHLIGHTS for 1935

- 352- **** All 1935 GRAF. ZEPPELLIN SOUTH AMERICAN FLIGHT Covers

1936- VAITKUS "LITUANICA II" TRANS-ATLANTIC FLIGHT. COMM. ISSUE.
SUPPLEMENTARY VALUES of the REGULAR DEFINITIVE Issue
LITHUANIA's PARTICIPATION in the 1935 "HINDENBURG" ZEPPELLIN FLIGHTS to NORTH AMERICA.

- 361- **** LZ-129, HINDENBURG ZEPPELLIN THIRD NORTH AMERICAN FLIGHT Posted from JONISKIS *d* 13.VI.36 franked with 4.90 Lt. Postage- Registered Letter to New York

OTHER SIGNIFICANT LITHUANIAN POSTAL HISTORY HIGHLIGHTS for 1936

- 362- * VAITKUS "LITUANICA II" TRANS-ATLANTIC FLIGHT COMM.
363- **** All LZ-129 HINDENBURG ZEPPELLIN NORTH AMERICAN FLIGHT COVERS.

- 1937- "VYTIS" EMBLEM ISSUE.
ISSUANCE of SUPPLEMENTARY LOW VALUES of the REGULAR DEFINITIVE
- 371- * FIRST DAY COVER of 2 ct. DEFINITIVE Issue Cancelled
at KAUNAS 24.V.37 with Machine Slogan Cancel:
"PIRKIME TIK SAVO KRASTO GAMINIUS"
-
- 1938- NATIONAL OLYMPIAD & NATIONAL SCOUT JAMBOREE ISSUES
INAUGURAL FLIGHT of POLISH "LOT" AIR LINE: KAUNAS-WILNO-WARSZAWA
- 381- ** INAUGURAL FIRST "LOT" RETURN FLIGHT from KAUNAS-WILNO
& also KAUNAS-WARSZAWA FLIGHT LEGS: 16.VII.1938
- OTHER SIGNIFICANT LITHUANIAN POSTAL HISTORY HIGHLIGHTS for 1938
- 382- ** NATIONAL OLYMPIAD ISSUE with COMMEMORATIVE CANCEL
383- ** NATIONAL SCOUT JAMBOREE with COMMEMORATIVE CANCEL
-
- 1939- XX INDEPENDENCE ANNIVERSARY COMMEMORATIVE ISSUE
EUROPEAN BASKETBALL CHAMPIONSHIP TOURNAMENT ISSUE
REPATRIATION RECOVERY of VILNIUS OVERPRINTED ISSUE
INAUGURATION OF LITH. AIR LINE: KAUNAS - PALANGA FLIGHT COMM.
- 391- **** REGISTERED LETTER INAUGURAL FLIGHT: KAUNAS-PALANGA
Special Oval Commemorative Cancel: 1939.VI.30
- OTHER SIGNIFICANT LITHUANIAN POSTAL HISTORY HIGHLIGHTS for 1939
- ** 392- XX INDEPENDENCE, IMPERF. SOUVENIR SHEET with COMM. CANCEL
** 393- EUROPEAN BASKETBALL CHAMPIONSHIP TOURNAMENT w COMM. CANCEL
** 394- RECOVERY of VILNIUS OVPTS; FIRST DAY COVER VILNIUS 1939.X.30
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- 1940- RECOVERY, REPATRIATION of VILNIUS COMMEMORATIVE ISSUE
PEACE ISSUE
SOVIET OCCUPATION, OVERPRINTED LITHUANIAN ISSUE
PARTICIPATION in FRANCE-UNITED STATES "CLIPPER" AIRMAIL INAUG.
- 401- *** REGISTERED LETTER, 15.90 Lt. Postage, Sent from
KAUNAS centr. *G* 5.I.40 via "YANKEE CLIPPER"
FLIGHT to NEW YORK.
- OTHER SIGNIFICANT LITHUANIAN POSTAL HISTORY HIGHLIGHTS for 1940
- 402- ** RECOVERY of VILNIUS COMM. SOUVENIR SHEET, Imperf.
403- ** " of " " TELSIAI PHIL. EX. Oval Cancel
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- 1941- "FREE" LITHUANIAN OVERPRINTS on SOVIET POSTAGE STAMPS.
- 411- **** "ZARASAI" STAMPLESS "CASH PAID" 30 ct. Letter
Sent from: ZARASAI *a* -8.VIII.41 to VILNIUS
- OTHER SIGNIFICANT LITHUANIAN POSTAL HISTORY HIGHLIGHTS for 1941
- 412- **** "VILNIUS" Overprinted Set of 9 Values.
413- *** "NEPRIKLAUSOMA LIETUVA" Set of 9 Values.
414- **** "LAISVI ALSIEDŽIAI" Ovpt " 10 Values
415- *** "LAISVA LIETUVA PANEVĖŽYS" Ovpts; Either of 5 Sets
416- *** "RASEINIAI" Ovpts; Either of 3 Ovpt Types.
417- *** "LAISVAS ROKISKIS" Ovpts; Black or Red ovpt/ Types
418- *** "LAISVI TELSIAI" Ovpts, Either of 3 Ovpt. Types
419- **** " " Ovpts, on Exposition Issues.
4110-*** "IŠLAISVINTA UKMERGĖ" Ovpts Set of 5 Values.
4111-*** "LIETUVA ZARASAI" Ovpts. Either of 3 color Ovpts.

LITHUANIAN COMMUNICATIONS - The RAIL ROADS.

The Lithuanian Railway System, as a whole, was bequeathed to the country by the Russians, and, in part, was altered during the German Military Occupation of 1915 - 1918. When planned by Russia, the Lines were intended to serve the needs of Russian export; or, they pursued purely strategic aims. They are not, therefore, properly adapted to the economic and geographic requirements of the country.

Then, during the German Military Occupation, the Germans built three railway lines: One, of some importance; and, two smaller lines; and, also, adapted the existing railways to their own strategic needs, regardless of the country's real interests.

Since then, the Polish seizure of Vilna in October 1920, it has deprived Lithuania of her most important railway center.

When the Lithuanian Government took over the country's railway communications from the Germans in 1919, they found them in an appalling state. At least, 30% of the Railway Stations and other buildings had been destroyed during the war, and very little had been done by the German occupants to make good all this damage. The greater part of the rails and sleepers had not been replaced for five years, and the condition of the road beds, as a whole, rendered it impossible for the trains to travel at any speed.

Moreover, during the war, nearly all of the rolling stock was evacuated by the Russians and the Germans, in turn. It will thus be seen that the problem confronting the Lithuanian Government was no easy one. The position, as regards the rolling stock- including the locomotives, has since been somewhat ameliorated, thanks to the provisions of the Peace Treaty with Russia of July 12, 1920, and the findings of the Niessel Commission in 1919 - 1920, whereby Lithuania has received from both Russia and Germany, a certain number of passenger coaches, goods w gons and engines.

On the other hand, the task of repairing the road beds and the restoration of the Station buildings was of the most arduous description. It was, however, tackled with characteristic energy and after several years of hard work, the existing lines could be exploited in a more or less normal manner. The Government was then able to turn its attention to the question of building new railways which were urgently needed for economic purposes.

The Polish occupation of Vilna deprived the southern part of the country of a railway connection with Central Lithuania. The Lithuanian Government first undertook the construction of the KAZLU RUDA - MARIAMPOLE - SESTOKAI Line, 58 km. in length, to remedy this defect. The construction of this Line was a highly creditable undertaking, for it was accomplished entirely without external aid; and solely by means of the country's own resources.

A more ambitious programme was embodied in the Government's resolve to establish a direct railway communication with Lithuania's single ocean port at Klaipeda. This programme envisages three new lines: 1) The AMALIAI - TELŠIAI - KRETINGA Line

1. The AMALIAI - TELŠIAI - KRETINGA Line - 130 km. in length, which would open up the Zemaitija Region and connect with the existing Line to Klaipeda from Kretinga;
2. The KEDAINIAI - LYDAVENAI - KLAIPEDA line, 195 km. and
3. The TAURAGE - KAZLU RUDA Line, 101 km.

As things stand at present (1928), in order to proceed from KAUNAS to KLAIPEDA, one must travel: 1) From the North, either via SIAULIAI - LATVIAN Territory - KRETINGA; which represents 382 km. or via RADVILISKIS - TAURAGE, which represents 378 km. and 2) From the South, via VIRBALIS (Wirballen) - GERMAN Territory - SILUTE, which represents 269 km.

Before the War, of course, the Russian Government ran Railways through Lithuania only because it could not, otherwise, communicate with Germany via the VILNA - KAUNAS - WIRBALLEN Line; or with FRANCE via the PETROGRAD - DVINSK - VILNA - WARSAW Line; or with RUSSIA's own ports via the LIBAU - VILNA - ROMNY or the LIBAU - DVINSK Lines, etc. Consequently, various parts of Lithuania are very unequally provided with Railways. ZEMAITIJA, more particularly, has suffered in this respect.

The Railway System taken over from the Russians, diverts the Lithuanian exports and imports either to KONIGSBERG via the KAUNAS - WIRBALLEN Line; or to LIBAU via the SIAULIAI - LIBAU Line. Since the Russian Government did not possess sovereignty over the MEMEL (Klaipeda) Territory, it was naturally not interested in uniting LITHUANIA with the KLAIPEDA Port by Rail; but, built its own new Port at LIBAU, in order to be independent of KONIGSBERG.

Apart from the satisfaction of common, but not Lithuanian, economic interests, Russia was guided by purely strategic considerations against Germany in linking her western strongholds in Lithuania by suitable Railway Lines with the Center of Russia proper.

It is, therefore, necessary for Lithuania to carry out the work with which Russia did not concern herself; namely, to unite the Port of KLAIPEDA with the existing Railway System by means of new lines. The network of these Northern Lithuanian Railways requires direct communication with KLAIPEDA via TELSIAI.

If we glance at the present Railway Network, we see that Junctions are formed at SIAULIAI and at RADVILISKIS; i.e. at SIAULIAI converge the railway lines from JONISKIS, BIRZAI, and MAZEIKIAI;

At RADVILISKIS, converge the railway lines from: ABELIAI and UTENA. The Network of these Northern Lithuanian Railways requires direct communication with KLAIPEDA via TELSIAI.

The Central Part of Lithuania in the LYDAVENAI - KEDAINIAI - UKMERGE - SVENCIONIAI direction also requires direct communication with the Port.

The Southern Portion of Lithuania (Suvalkija), although it possesses also an important artery (VILNA - KAUNAS - WIRBALLEN - KONIGSBERG Line) to the West, it is devoid of a direct connection with the Port of KLAIPEDA and thus depends upon KONIGSBERG. It is the foregoing considerations that moved the Lithuanian Government to initiate the building project above outlined.

Although the construction of all three lines is eminently desirable, financial considerations finally led to a modification of the original programme. It was decided, at the outset, to build only two Lines: One in Northern Lithuania (The AMALIAI - TELSIAI - KRETINGA Line); and the other, in Southern Lithuania - (The KAZLU RUDA - TAURAGE Line).

Among the reasons prompting this decision was the character of the KEDAINIAI - LYDAVENAI - KLAIPEDA Railway as a line of comparatively greater importance in connection with the Russian transit trade through Lithuania; whereas, the construction of the AMALIAI - KRETINGA and the KAZLU RUDA - TAURAGE lines would afford an opportunity of defecting Lithuanian export and import from the foreign ports of KONIGSBERG and LIBAU to Lithuanian Railways.

The Line AMALIAI - KRETINGA, besides serving a considerable portion of Zemaitija with its center TELSIAI, will take goods and passengers from almost two-thirds of present Lithuania. Thus, the Line is not only economically important, but also commercially profitable.

The economic importance for the country of the projected KAZLU RUDA - TAURAGE Line is clear; while, in a commercial sense, the following points should be noted: If, notwithstanding the fact that traffic is not yet fully regulated, the Line SESTOKAI - KAZLU RUDA has already justified its cost. Then, a new line which would traverse not less than ALYTUS and MARIAMPOLE, may also be expected to yield a profit to the Treasury; especially, bearing in mind, that this Line will also take goods from SESTOKAI and partly from KAUNAS as far as MIRBALLEN.

It should here be noted that until the KEDAINIAI - KRETINGA Line can be built, there will remain between the lines AMALIAI - KRETINGA and the KAZLU RUDA - TAURAGE Line, a fairly wide space whose construction of the last named line as a transit one is also contemplated, but only later.

In contradistinction to the KAZLU RUDA - TAURAGE Railway, with its general absence of steep gradients and curves, the AMALIAI - KRETINGA Line passes through a hilly and broken up country, necessitating also the bridging of the Minijs River (in two places) and the River Venta and Virvyte.

On the other hand, although the projected bridge across the Niemen near JURBARKAS, on the KAZLU RUDA - TAURAGE Line will be bigger than any of the foregoing (about 1200 feet in length). It is regarded as a much more straight forward proposition from an engineering point of view. The total cost of these two lines is estimated to exceed a hundred Million Litass, or over two million pounds sterling.

In the Postal Sphere, mails have been carried on nine sections of broad gauge railway with a total length of 1,603 kilometers; and on seven sections of Narrow Gauge Lines with a total length of 467 kilometers. Twenty-One Mail Cars were used for the conveyance of the mails. By water, the Mail was carried between KAUNAS - JURBARKAS - SMALININKAI, 96 kilometers; and KAUNAS - BABTAI, 25 kilometers, as well as by the Air Lines: KONIGSBERG - KAUNAS - MOSCOW and KONIGSBERG - TILSIT - KLAIPEDA.

From 1924 to 1926, there were received from abroad Postal Transfers amounting to 35,079,694.47 Litass. For the same period, Lithuania sent abroad 14,710,316.54 Litass. Thus the balance in her favor amounted to 20,369,377.93 Litass.

Moreover it should be noted that between 1919 and 1927, Lithuania joined the International Postal Union
International Telegraph Union
International Advisory Committee for Long Distance
Telephonic Communication
and also adhered to the International Wireless Telegraph Convention.

893
With all World States, except Poland, exchange was introduced
of Telegrams, Radiograms, Letters, Parcels and Telegrams with

With all the World States, except Poland, Exchange was introduced of Ordinary and Registered Letters, Parcels and Telegrams; and with almost all countries "EXPRESS" Mail.

The Exchange of Postal Money Orders is carried on with the UNITED States, Great Britain and her Dominions, Austria, Danzig, Estonia, Egypt, Finland, France, Germany, Italy, Latvia, the Netherlands, Norway, Palestine, Portugal, Spain, Sweden, Switzerland, and Tunis.

The Exchange of Telegraphic Transfers, C.O.D, Parcels, etc. with almost all these countries has been introduced. The Exchange of Valued Mail and Ordinary Parcels is also carried on with the U.S.S.R. With Latvia, Germany and France, the Exchange of Newspapers and Periodicals has been introduced.

Cable communication has been established with the whole of America. Telephonic communication has been established with Germany and Latvia. From the foregoing, it will be seen that Lithuanian communication in these spheres is making continual progress.

AIR TRANSPORT.

Lithuania herself (1928) does not maintain and Civil Aviation Companies or Air Lines. KAUNAS, the temporary Capitol, however, serves as an important transit point and junction for the German Air Lines that ply between BERLIN - DANZIG - KONIGSBERG - SMOLENSK and MOSCOW.

There is also Civil Aerial Communication between KONIGSBERG - KLAIPEDA - RIGA - TALLINN (Reval) and HELSINGFORS that is maintained by a German Line.

The Civil Flying season opens about the Middle of April and is continued until the cold weather sets in about the End of October.

The KONIGSBERG - HELSINGFORS Line is usually served by five Junkers Aeroplanes: Two flying from KONIGSBERG to RIGA; Two from RIGA to TALLINN and one from TALLINN to HELSINGFORS.

The Position of KLAIPEDA makes it a very convenient general junction and center alike for Ocean, Railway and Air Communication; as near the Port, there is a convenient Aerodrome (at RUMPIŠKIS) that is equipped with Aeroplane Sheds.

There is also a Military Aerodrome at KAUNAS, which in addition to Aeroplane Sheds, is quite spacious and is equipped with a huge Zeppelin Hangar that was taken over from the Germans.

From KLAIPEDA to KONIGSBERG, the Air Journey costs \$ 8.00; To RIGA- \$ 10.00; From RIGA to TALLINN- \$ 2.00; and from TALLINN to HELSINGFORS- \$ 6.00 per head.

The Time Schedule is subject to alteration, but the last season was approximately as follows: Planes of the KONIGSBERG - KAUNAS - SMOLENSK - MOSCOW Line arrive at KAUNAS from KONIGSBERG at 8:30 hours and leave KAUNAS for KONIGSBERG at 15:43 hours. And from KAUNAS to MOSCOW at 9:00 hours.

Planes of the KONIGSBERG - KLAIPEDA - RIGA - TALLINN - HELSINGFORS Line arrive at KLAIPEDA from KONIGSBERG at 9:00 hours; and from RIGA at 15:10 hours. They leave KLAIPEDA for RIGA at 9:30 hours.

The KONIGSBERG - KLAIPEDA - RIGA Air Service is usually three times per week; and the KONIGSBERG - KAUNAS - MOSCOW Air Service is a Daily One during the Flying Season.

Air Mail correspondence is accepted at all Lithuanian Post Offices and in the first place is forwarded by ordinary post either to KAUNAS or KLAIPEDA; and thence, it is forwarded by Aeroplane to KONIGSBERG, RIGA, TALLINN, HELSINGFORS, SMOLENSK and MOSCOW.

The first private firm in Lithuania to begin the construction of Aeroplanes is the LINDENAU & Co. of Klaipeda doing business as the Klaipeda Aviation Co., Ltd. Its Manager is Herr Lindenau.

LPSNY CLUB NOTES- DIGEST of BALTIC PHILATELIC ACTIVITY, continued.

DOUBLE HEADER: AIRPEX XIII, held September 30 - October 2, 1988 and sponsored by the Dayton, Ohio Stamp Club at the Dayton Convention Center, awarded a VERMEIL to each of two LPSNY Members: 1) to PAUL BARBATAVICIUS for his "LITHUANIAN AIR MAIL POSTAL HISTORY" and to ARNOLD ENGEL for his "AIR MAIL HISTORY of LATVIA, 1921- 1941.

CHICAGO Lithuanian Philatelic Society in their latest Bulletin 1989-1 No. 206, contains several in depth articles that feature PROF. PAULIUS GALAUNE, Artist-Designer of a single design of Scott Nos. 73, 75 & 76 the 30sk., 50sk. and 60sk. values of the Second Independence Commemorative Issue; and an article entitled: "Esperanto as seen in Lithuanian Philately". ZAMENHOF, the Creator and founder of the Esperanto Movement and language, outside of having been born in BIALYSTOK, in ethnographic South Lithuania, has little, if any, tie-in to Lithuanian Postal History. Both articles are by LPSNYer R.M. Lapas. Chicago Lithuanian Philatelic Society President J. VARIAKOJIS, on the occasion of the 70th Anniversary of Lithuanian Post Offices, reviews the historical events that led up to the establishment of the Lithuanian Postal System in the formative years 1918 - 1920.

LPSNYer ARNOLD ENGEL received a Letter of Thanks and Commendation from the Latvian Ambassador in Washington, D.C. for his achievements in the promotion of the Latvian image in philatelic circles by his participation and exhibition of his numerous postage stamp collections in various Philatelic Exhibition both in the United States and abroad and for his many articles on Latvian Philately in the various Stamp Journals featuring its Postal History. CONGRATULATIONS!

Please take note of the added commentary accompanying the description of the Court of Honor Exhibit of your Editor W. E. Norton of "OUTSTANDING POSTAL HISTORY COVERS of LITHUANIA, 1914 - 1941.

Besides describing the favorite Postal History Cover for each year, between 1914 - 1941, also is listed various other outstanding Postal History Covers for that year that are worthy of mention. There, most likely, are many others that deserved attention, but at the time of this writing, these are some of those that came to mind. You will also note, that there has been an attempt to put a rating of rarity and desirability for such Postal History events in the form of assigning each a rating of: **** Four Stars for exceptional rarity and desirability; *** Three stars for their scarcity but not necessarily their rarity; ** Two stars for availability, but not necessarily for scarcity; and * One star for availability and postal history desirability. Most collectors would like to see these ratings in terms of market pricing. The market is crazy? "TELSIAI" Provisional Issue on cover has been sold for \$600. plus; Scott No. 6, 30sk/ on cover with a Cyrillic GRODNO Cancel plus a Deutsche Feldpost forwarding cancel changed hands at over \$200. So our personal estimation of value: For **** Covers - Over \$100. each

*** " - Over \$ 50. to \$ 100.

** " - Over \$ 25. to \$ 50.

* " - Over \$ 10. to \$ 25.