



NETHERLANDS PHILATELISTS OF CALIFORNIA

47 1/2 YEAR ANNIVERSARY
1969-2016



$47 \frac{1}{2}$



$7 \frac{1}{2} + 40 = 47 \frac{1}{2}$



$30 + 17 \frac{1}{2} = 47 \frac{1}{2}$

1969 – 2016



47 1/2 YEAR ANNIVERSARY

**NETHERLANDS PHILATELISTS OF
CALIFORNIA**

NETHERLANDS PHILATELISTS OF CALIFORNIA
Founded in 1969
as the Netherlands and Colonies Philatelists of California

NETHERLANDS PHILATELISTS OF CALIFORNIA

In December 1969 a group of Netherlands and Colonies collectors met at the home of Ralph Van Heerden in Saratoga, California, to discuss the formation of a California chapter of the Netherlands & Colonial Philately, which was based in New York. This meeting resulted in the formation of the Netherlands & Colonies Philatelists of Northern California. During the 1980s the name was changed to Netherlands Philatelists of California (NPofC). The current membership resides in Australia, Canada, Curacao, Denmark, England, Germany, Japan, the Netherlands, Singapore, and the United States.

Since the inception of the club meetings have been held on a monthly basis. In the past, meetings were held at the Sunnyvale Library and in the hospitality room of two local banks. Currently they are held on a rotating basis on the third Saturday of the month at a member's home. The in-home meetings proved to be more satisfactory with their informal atmosphere. All members receive a four to six page monthly Newsletter containing meeting notes, news and philatelic articles of interest.

Our membership has been actively promoting the enjoyment and study of Netherlands and related area philately with the publication of articles in philatelic journals and magazines. With this edition, the NPofC has published, to date, a total of fourteen philatelic books pertaining to Netherlands and related areas.

- 1979 Ten Year Anniversary Commemorative Booklet.
- 1989 20 Year Anniversary.
- 1991 22 ½ Year Anniversary.
- 1994 25 Year Anniversary.
- 1997 27 ½ Year Anniversary.
- 1999 30 Year Anniversary.
- 2004 35 Year Anniversary.
- 2009 40 Year Anniversary.
- 2016 47½ Year Anniversary.

Also:

- 1974 The Netherlands, the 1872 issue.
- 1993 Illustrated Dutch-English Philatelic Glossary, 5th edition 1997.
- 2001 1852-1923, Stamp Production Abnormalities
- 2004 Comprehensive Dutch-English Philatelic Vocabulary.
- 2016 The Postmarks of the Netherlands (English version of O. M. Vellinga's
"Poststempels van Nederland, 1676-1915).

Several members have served and are serving as officers of the American Society for Netherlands Philately (ASNP) and other philatelic organizations.

In conclusion, our meetings encourage the sharing of philatelic ideas and knowledge through participation 'round table' discussions, friendly competitions, and fellowship.

For more information, please contact the Secretary/Newsletter Editor,
Or see the Internet website: www.angelfire.com/ca2/npofc

Franklin Ennik
Secretary, Editor, NPofC
3168 Tice Creek Drive # 3
Walnut Creek, CA 94595-3772

Telephone 925-952-9424
e-mail: ennik123@att.net



TABLE OF CONTENTS

<i>47 ½ Cent Red-Frinking to Medellin, Colombia in 1938 by Hans Kremer.....</i>	<i>1</i>
<i>A Rare Pre-1900 District Bestelhuis Cancel by Stuart Leven.....</i>	<i>3</i>
<i>A Paper Thickness Study of #1 on Print Plate 1 and 6 by Jan Verster.....</i>	<i>5</i>
<i>Attempts by the German Occupiers to Issue Occupation Stamps for The Netherlands in 1940 and the Theft of Enschede Stamp Stocks. a Summary by Franklin Ennik.....</i>	<i>9</i>
 <i>FROM BLITZKRIEG TO PEARL HARBOR;</i>	
<i>Mail to and from the Dutch East Indies by Kees Adema.....</i>	<i>17</i>
<i>Miscellaneous Short Notes by Mardjohan Hardjasudarma.....</i>	<i>35</i>
 <i>The Netherlands Numeral Stamps:</i>	
<i>A Study in Innovative Stamp Design by Dennis Buss.....</i>	<i>43</i>
<i>“Overtyped“ Provisional Revenue Stamps of Indonesia in 1945. by Jan Verster.....</i>	<i>51</i>
<i>Singapore KLM Routing Markers in 1940 by Saburo Masuyama.....</i>	<i>57</i>
<i>The 1908 Sale of Remainders in Paramaribo, Surinam by Jan Verster.....</i>	<i>63</i>
<i>The Basics of Dutch Military Mail (Veldpost) During 1914-1918 and a Mysterious IIA Marker by Hans Kremer.....</i>	<i>71</i>
<i>The Bicycle Revenue Tags of the Netherlands by HansPaul Hager.....</i>	<i>79</i>
<i>The Galang Refugee Camp Correspondence by Mardjohan Hardjasudarma.....</i>	<i>89</i>
<i>UNDELIVERABLE by Kees Adema.....</i>	<i>95</i>

A WORD FROM THE PRESIDENT.

It is with great pleasure that I hereby introduce to you our 47½ anniversary commemorative publication.

I sometimes feel that our group, the Netherlands Philatelists of California, is like “The mouse that roared” although that reference surely dates me, I think it is an apt one. We are a small group of people but we have stayed together for more than 47 years. We have formed strong bonds through a common interest in the hobby of philately. We continue to meet monthly on a rotating basis at our members’ homes, we still have our annual potluck in the summer and our “beginning of the year” dinner in January. We are blessed to have the company of our Women’s Auxiliary at these two events

Some, like myself, joined the group as absolute beginners. Through the years, with enthusiastic support and strong mentoring from more advanced members, we have had the opportunity to grow into experts in our own areas of interest. These varying areas of interest are reflected in the wide range of subject matter our members have written about and submitted for publication in this 47½ year anniversary issue.

I would like to thank all the authors for putting their thoughts to paper and submitting their articles for publication. I am extremely proud of the high quality of the articles.

I would like to give a shout out to Franklin Ennik, who has been our secretary for 15 years and who took upon himself the task of acquiring and editing the articles you’ll find within.

Last but not least, I would like to dedicate this 47½ issue to those who have left us, they may be gone, but their memory and the influence they had on us will stay in our hearts.

HansPaul Hager, President

Netherlands Philatelists of California

October 2016

Note: The contents of this publication can be read on and printed off from the NPofC Website:

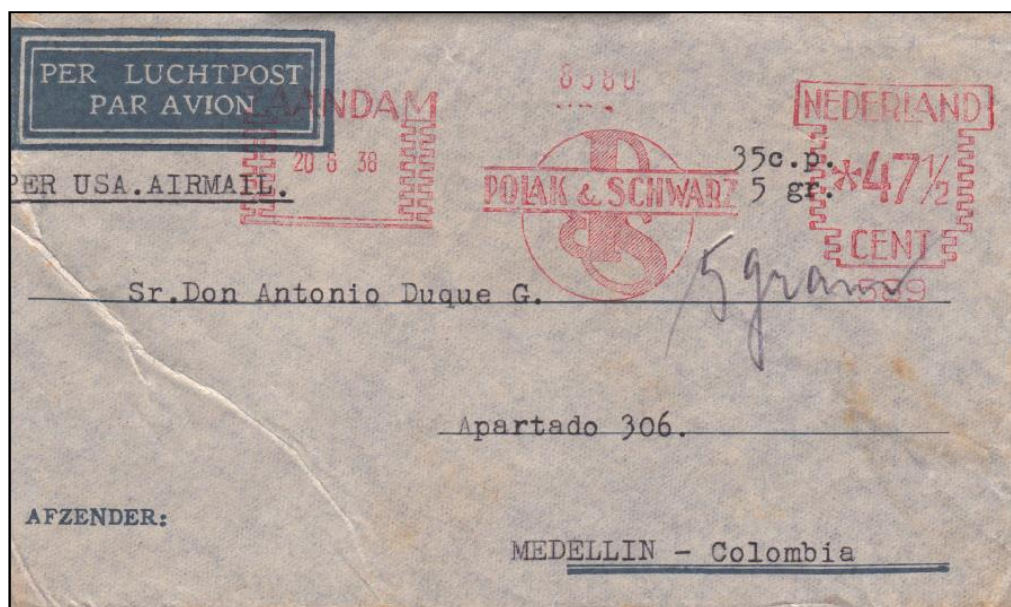
<http://www.npofc.org>

47½ Cent Red-franking to Medellin, Colombia in 1938.

By Hans Kremer

While looking for examples of postal stationery franked with 47½ cent I came across this cover.

This 1938 letter was sent from Zaandam (N.H.) to Medellin, Colombia, weighing 5 gram, and as such it qualified for a surface rate of 12½ cent. However, the letter was sent via airmail which required another 35 cents, totaling 47½ cent. The postage was paid for with a franking machine. In this case the franking machine was a Francotyp machine with number 589, which was issued and first used by N.V. Polak & Schwarz's Essencesfabrieken in Zaandam on October 16, 1935. The red franking cover shown here is dated June 20, 1938.



The following information is translated from the Wikipedia website provided in the references.

Polak & Schwarz was a company that produced fragrances and which had offices in Zaandam and Hilversum. The company was founded in Zutphen in 1889 by Levi Schwarz and Leopold Schwarz. Their brother-in-law, Joseph Polak, became a partner. The company produced fruit-flavorings, poison free dyes and essential oils. They worked initially on the basis of concentrated fruit juices. The factory moved to Zaandam in 1896 under the name **NV Polak & Schwarz's Essence-Fabrieken**. The Schwarz family moved to Amsterdam but later withdrew in 1914 also to Zaandam.

In 1910, Joseph left after a conflict with the company; however, it continued to use the name Polak. Among the heirs belonged Leopold's daughter, Henriette Schwarz, who married Leo Polak, who also was president of the board of the company. In 1930 a new factory was built on the Provincialeweg in Zaandam in a modern architectural style. At that time, the company was one of the major fragrance producers worldwide.

The Jewish family suffered greatly from the occupation. Leo was arrested and killed and Henriette finally had to go into hiding. Persecution of Henriette was delayed for some time because the company provided the necessary surrogates to the occupier. The company was taken over during the war by Cook Brummer, who saved the lives of many Jewish people.

After the liberation, the family in 1949 got the company back, which also had an office in Hilversum. Henriette was Board Chairman. The company Polak & Schwarz in 1958 merged with the US Company Van Ameringen Haebler and went under the name IFF International Flavors & Fragrances Inc. The merger was accompanied by listing on the New York Stock Exchange on Wall Street. The establishment in Zaandam was closed. The history of the American company IFF goes back to 1833 and today has offices around the world.

Today

The Zaandam factory location, now a national monument, was still being used as a police station for a while, then became vacant and fell into disrepair. Eventually, it began a new life as Maison d'Essence, with 22 rental apartments on the present Irene Vorrinkplein. The exterior appearance was maintained and the project in 2003 received the National Renovation Award. In 2002 a memorial stone was placed for the Jewish employees of the factory who died during the occupation.

IFF has offices in Hilversum in the Netherlands today on Liebergerweg and in Tilburg on Zevenheuvelenweg. Hilversum is the sales location and the laboratory will be established as a factory in Tilburg.

References:

Nederlandsch Maandblad voor Philatelie, November 1935 (bladz. 219).

Internet website: http://nl.wikipedia.org/wiki/Polak_%26_Schwarz/

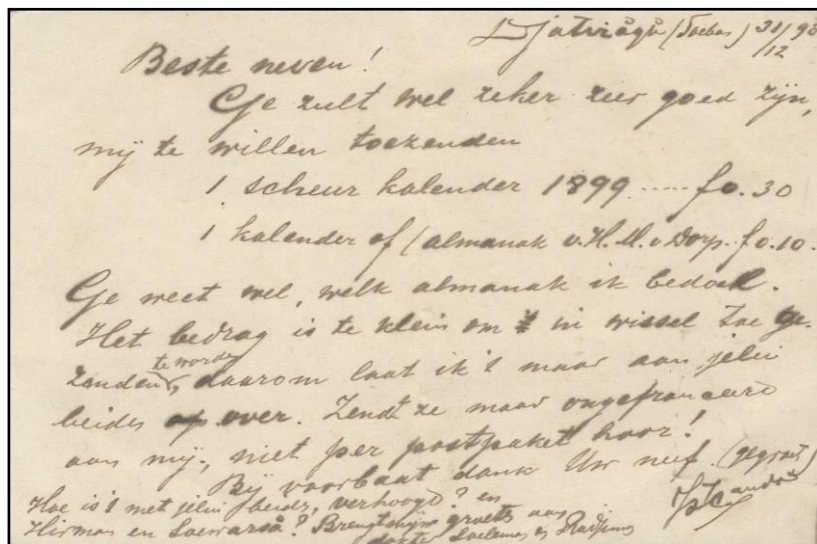
A Rare Pre-1900 District Bestelhuis Cancel

By Stuart Leven

The expansion of the use of rural delivery house offices (*Bestelhuizen*) in the Dutch East Indies took place in the early 1930s and continues to this day in Indonesia as **Rumah Pos**.



Several rural district delivery houses were in existence at the end of the 19th Century and the known offices were at Pamotan, Sedan, Speland and Tinawan. These offices were used to service an area where no post office or sub-post offices were located, and would service all the small towns and villages in the area. The cancel used at these stations was in the small round (*kleinrondstempel*) format with no date slugs. Only one or two examples of these early delivery house offices have been recorded and all occur before 1900.



Shown here is a new bestelhuis office example that was in use at Djatirogo before Djatirogo became a full supervising post office in 1918.

This postal stationery card was addressed to Weltevreden and mailed at Djatirogo 31/12/1898 and was routed through the Toeban post office 1/1/1899 and then on to Soerabaja arriving on the same day and then across Java to Weltevreden arriving on the 8th of January. The card is cancelled with a blue-ink, small round (*kleinrondstempel*) cancel without date slugs. Notice that the cancel date has been written in script in the small round 31/12/98.



A Paper Thickness Study of #1 on Print Plate 1 and 6.

By Philip Visser

Introduced to stamp collecting at an early age, the fascination for this hobby was on accumulating as many different stamps from different countries. Approval services kept the appetite full as well as trading with classmates and other neighbourhood collectors. But 1967 was a watershed moment for me when my eyes were introduced to the Amphilex series which had just arrived from the “old country.” The beauty of those stamps, NVPH #’s 886-8, Scott #’s 448-50, created a bug in me for Netherlands #1.

Many years later “the bug” has come to full bloom. I was introduced to the Vincent Graves Greene Philatelic Research Foundation (Greene Foundation) by a guest speaker at a local stamp club meeting a few years ago. The speaker shared what the Foundation had to offer philatelists and that anyone was welcome to visit and use the facilities for research! This presentation created an internal itch to discover how the Foundation could help in learning about that very first stamp from the Netherlands. This article would not be possible without acknowledging Mr Garfield Portch, FRPSC, and Vice President of the Greene Foundation, who ably assisted and advised on this study.



The NVPH *Speciale Catalogus* has for many years listed the two thickness options from Plate 1 and for Plate 6 of the first series of Willem III. During a recent personal down time, there were some weeks available to read *Fundamentals of Philately* by L.N. Williams. Awareness of the complexity of producing stamps became much clearer after reading the chapters on paper production and printing processes. Combining all of the above mentioned factors has put together the opportunity to write this article.

Prior to this point in time, determining whether a stamp was printed on thick or thin paper was simply by touch, and after doing so for some time, it became difficult to make a proper judgement. A visit to the Greene Foundation in late May of 2016 was planned to see if the testing apparatus could help resolve the challenges of making judgment calls by simple touch.

Touch can be subjective and can lead to difference of opinions, so using the TMI digital micrometer at the Greene Foundation has made it possible to quantify what a thick or thin stamp actually is. The reader will need to understand that the digital micrometer makes measurements in “mils” which for non-technical persons is one thousandth of an inch (0.001 inch) in North America. Metric equivalency of 1 mil is 0.0254 millimetres. Therefore, to determine if a stamp is either thick or thin a test is needed to determine what is “normal.”

In establishing what a “normal” stamp thickness is, a series of five to seven measurements were made across each stamp taken as the test sample from Plate 2 through to Plate 5. There were ten stamps in total sampled from the four plates as well as one stamp which has not been plated. The minimum thickness per individual stamp varied from 5.10 mils to 6.38 mils across the ten samples. Individual stamps had a variation of thickness of about 0.25 mils from its thinnest to

thickest point. Thus an average stamp would have an average thickness of about 5.22 to 6.50 mils. These measurements provide a guide on what a “normal” stamp thickness would be.

There were thirteen (13) stamps from Plate 1 tested for thickness. Most of these samples have been positioned on the plate and seem to be from all three periods of the Plate 1 printing period. The following table of thickness readings (**in mils**) is presented for which a reader may be able to draw conclusions from:

Sample Number	Minimum Thickness	Maximum Thickness	Variance (Diff. In thickness)	Average Thickness
1	6.08	7.20	1.12	6.64
2	6.55	6.65	0.10	6.60
3	6.10	6.47	0.37	6.28
4	4.94	5.31	0.35	5.12
5	5.83	6.18	0.35	6.00
6	5.85	6.02	0.17	5.93
7	5.88	6.24	0.36	6.06
8	5.81	6.04	0.23	5.92
9	5.88	6.40	0.52	6.14
10	4.70	5.45	0.75	5.07
11	6.28	6.42	0.14	6.25
12	5.71	5.96	0.25	5.83
13	5.45	5.61	0.16	5.63

Initial inspection of the table may make it confusing to a reader, until one understands the process in the production of paper. After handling these stamps for a period of time, it became difficult to actually say which stamp was thin, average or thick. Analyzing the data makes a suggestion that there may be three thicknesses for paper. The first two samples (1 & 2) would be considered as being thick, samples 4 & 10 would be considered as thin and the remainder of the stamps as being average in thickness.

Moving on to the study of Plate 6, there were ten (10) samples available for testing. The sample set contains examples of both types identified in the *Speciale Catalogus*. As above, the following table presents the observations (**in mils**) from which conclusions can be made:

Sample Number	Minimum Thickness	Maximum Thickness	Variance (Diff. In thickness)	Average Thickness
1	4.43	4.71	0.28	4.57
2	4.23	4.45	0.22	4.34
3	4.52	4.72	0.20	4.62
4	5.25	6.63	1.38	5.94
5	5.33	5.59	0.26	5.46
6	5.61	5.79	0.18	5.70
7	5.45	5.63	0.18	5.54
8	6.20	6.26	0.06	6.23
9	5.45	5.86	0.31	5.60
10	5.75	5.79	0.04	5.77

There is one obvious observation seen in that sample 4 had an unusual variance in thickness, and so it is not possible to use this stamp in drawing any conclusions from. The variance in thickness from the remaining nine samples presents a possible division into three thicknesses as with Plate 1. The first three samples would fall clearly into the thin category, and sample 8 is clearly a thick paper variety, while the remainder would be average in thickness.

Conclusions

In retrospect, there is room for a more scientific study to be done on these two plates and perhaps on some of the other four plates as well. Looking at the Plate 3 stamps tested, they were especially thick. Reading thicknesses in five different regions of a stamp may not be enough as well as only the minimum and maximum thickness was recorded. Time constraints also may have rushed the process of investigation which may have led to an error in the measurement; sample 4 from Plate 6 may be a case of rushed measurement.

The *Speciale Catalogus* has published that approximately 21 million stamps were sold. Looking at that number and that there were six plates using in printing those stamps, there could be an inference that about 3.5 million stamps of each plate were used for postal use. The sample size used in testing is therefore very small, but it is what was available at the time when the testing was done. According to statistical science, a sample of at least 30 is needed to draw proper conclusions from. With the overall size of potential stamps from each plate, a sample size of one hundred or more stamps would provide a larger body of data from which to be able to provide definitive conclusions.

On a final note, after handling all of the above stamps in the space of a few hours, the initial ability to say if a stamp was thick or thin began to blend in that that time. What this observation really points to is that the average collector may be challenged to identify the two types which the *Speciale Catalogus* uses for Plate 1 and Plate 6 when searching for samples at an Exhibition/bourse. Hopefully this information will help philatelists continue to do further research on this beautifully engraved stamp.

References:

NVPH *Speciale Catalogus* 2014. Bladz. 21-30.

Scott Standard Postage Stamp Catalogue. Scott Publishing Company. 2015.

L. N. Williams. *Fundamentals of Philately*. Rev. Ed. 1990. American Philatelic Society, State College, PA.

Attempts by the German Occupiers to Issue Occupation Stamps for the Netherlands in 1940 and the Theft of Enschede Stamp Stocks – A Summary.

By Franklin Ennik

On April 1, 1940, the Dutch Postal Authority (PTT) issued the first ten denominations (5 cent to 40 cent) of a new series of stamps bearing a new portrait of Queen Wilhelmina with a design by W.A. van Konijnenburg. This new series was issued to replace the previously popular series that pictured a younger Queen and designed by Prof. Jan Veth in 1924.



When the Germans invaded the Netherlands, Belgium, Luxemburg and France in May 1940 they had already planned to replace administrative heads of important government functions and infrastructure including civil government, banks, rail transportation, police/fire stations, health agencies/hospitals, media, radio stations, etc., with either Nazi collaborators, German agents or the military.

This also applied to the Haarlem printing firm of Enschede & Sons who produced all the Dutch postage stamps.

The Dutch military and government capitulated after 5 days resistance; captured soldiers were soon released and told to go home with the agreement and understanding they would be good boys and cause no further resistance to the occupiers.

In her parting radio speech, before heading off to England with the Dutch Parliament and other high level staff, Queen Wilhelmina urged the Dutch public to dutifully **“go to work every day and perform their assigned jobs because the country still had to function, even under German occupation.”**

The occupiers found huge stacks of printed sheets of stamps in the Enschede & Sons printing offices in Haarlem waiting to be perforated and distributed to Dutch post offices as well as huge stocks of perforated stamps. Not wanting to miss an opportunity, the Germans confiscated huge quantities of this stock of 1940 issued stamps and others.... and sent them off to the German Postal Authority in Berlin, along with the purloined stamps of Belgium, Luxemburg and France.

There was also the remaining stock of 1924 Wilhelmina stamps designed by Jan Veth on hand but the Germans had little apparent interest in these because they already had been declared invalid for use but they took some anyway. A good portion of this remaining issue was later destroyed by Enschede Printers in 1941.

The Germans had experience in plundering the postal stocks of the countries that they had already overrun or annexed: Austria and Sudetenland in Czechoslovakia in 1938 and Poland in 1939. The occupiers then issued overprinted stamps with German occupation slogans.

The printing plates made for the 1940 Wilhelmina denominated stamp issues were fortunately secretly hidden by Enschede Printers and then retrieved and used again after the war.

<i>Tabel II</i>					
<i>Overzicht van de door de Duitsers geroofde postwaarden.</i>					
Waarde	Gevorderde zegels	Retour Berlijn	Retour Hamburg	Retour diversen	Gevorderd; niet retour
5 cent	50.400.200	3.063.449	188.800		47.147.951
7.5 cent	12.200.200	2.706.999	188.800		9.304.401
10 cent	4.000.200	2.720.439	187.800		1.091.961
12.5 cent	6.000.200	2.635.849	188.800		3.175.551
15 cent	2.670.200	2.051.311	188.800	10.000	420.089
20 cent	5.300.200	3.556.899	188.800	10.271	1.544.230
22.5 cent	300.200	niet telbaar			?
25 cent	3.850.200	2.920.899	188.800	14.330	726.171
30 cent	1.260.200	261.604	188.800	72.200	737.596
40 cent	1.100.200	107.351	387.800	64.340	540.709
<i>Ongeperforeerd</i>					
5 cent	19.200.000	17.800.000	190.400	3.200	1.206.400
10 cent	3.400.000	2.580.000	190.000	3.200	626.800
12.5 cent	8.400.000	7.600.000	187.600	3.200	609.200
15 cent	1.880.000	200.000	198.000	3.200	1.478.800
<i>Postzegelboekjes</i>					
<i>complete boekjes</i>					
24 x 5 cent	976.128	20.328			955.800
24 x 12.5 cent	140.400	111.576			28.824
<i>onafgewerkte boekjes</i>					
24 x 5 cent	369.600				369.600
<i>boekjesvellen</i>					
à 30 5 cent	237.000				237.000
à 240 5 cent	7.306.320				7.306.320
à 240 12.5 cent	295.440				295.440
<i>Rolzegels 5 cent</i>					
in rollen à 500	29.000	29.000			
in rollen à 1.000	11.804.000	980.000			10.824.000
in ongeperforeerde rollen	8.328.000	6.426.000			1.902.000
<i>Zegels "Cour Permanente de Justice Internationale"</i>					
7.5 cent	10.000				10.000
12.5 cent	10.000				10.000
15 cent	10.000				10.000
30 cent	10.000				10.000

The **left-hand column** in this Table summarizes the list of stolen Dutch stamp issues.

The **first two sections** were denominated issues with the 1940 Wilhelmina image: perforated and unperforated stocks.

The **third and fourth sections** were stocks of booklet stamps and roll stamps that would be sold in vending machines.

The **fifth section** lists the stocks of the **first** over-printed issue of International Court stamps.

The **right-hand column** lists the estimated 63% percent of stolen stamps that were not recovered by the Dutch government after the war. The center columns list the stocks of stamps recovered from Berlin, Hamburg and from various other sources. These missing stocks of stamps disappeared by several means: the missing perforated stamps, for the most part, **eventually** disappeared into the German philatelic market with proceeds benefiting the Third Reich or into private holdings by high level German officials and military.

The German high command paid particular interest in the unperforated stock of 1940 Wilhelmina stamps (5, 10, 12½, and 15 cent) and sought another means of disposing them. But there was a problem.....these unperforated stamps could not easily also be dumped on the German stamp market because they were not officially issued by the Dutch PTT. So the German authority in charge of confiscated war loot concocted a convoluted plan with much secrecy and intrigue to dispose of these stamps through agents in the South American stamp market. Their idea was to sell the stamps to South American stamp brokers for an enormous markup in hard currency Swiss Francs.

A prominent Dutch stamp dealer in The Hague, Roelf Boekema, was approached to be the go-between agent for the deal but he soon became suspicious there was something fishy about these stamps and this plan, and decided instead to expose the rouse by offering these issues on the Dutch philatelic market with a large advertisement in the philatelic magazine, *Nederlandsch Maandblad voor Philatelie*, november 1941.

Now exposed, the perpetrators dropped their nefarious scheme and instead offered the stamps to local dealers or anyone who would purchase them. The philatelic flood gates were now opened and stamp dealers in Germany and the Netherlands flocked in to get into the action with large media advertisements like the one shown.

Another means of using up the imperforated stamps was by constructing “make work” covers like the one illustrated below.

An Amsterdam stamp dealer, H. Fiorani, consorted with the firm J. Wolders to produce a huge number of *maakwerk* “made to order” covers. These “registered” envelopes were “franked”

TE KOOP BIJ INSCHRIJVING
DE ZOOJUIST ONTDEKTE:

NEDERLAND
LAATSTE KONINGINNE UITGIFTE
1940 ONGETAND 1940
ONGEBRUIKT MET GOM POSTFRISCH
IN DE WAARDEN
5 CENT, 10 CENT, 12½ CENT EN 15 CENT.

Biedingen kunnen zoowel voor
**Losse series, als Paren, Strippen
of Blokken met of zonder vel-
randen afgegeven worden.**

☛ Bij elke serie, in welken vorm ook, wordt een
attest van echtheid, met foto's van de geleverde
zegels, afgegeven, benevens opgave der positie in
de plaat. Bovendien worden alle zegels van mijn
garantiemerk voorzien.

UITERST BEPERKTE VOORRAAD
PRACHT BELEGGINGSOBJECT

VERDEELING 1 DECEMBER A.S.

ROELF BOEKEMA, PHIL. EXPERT
POSTZEGELHANDEL,
PRINSESTRAAT 60, HOEK JUFFROUW IDASTRAAT.
Giro 247130. 'S-GRAVENHAGE Telefoon 110310.
BANK: BANKIERSKANTOOR M. DE JONG & ZOON.

with a four set issue of the unperforated stamps (= 42½ cent) and posted 8 July 1943 but there is no arrival cancel on the reverse of the cover and they remained unopened. The first weight class postal rate for such an envelope in 1943 was 7½ cent. Since German collaborators were in charge at the Amsterdam post office these legitimate looking envelopes easily passed through the cancellers.



Large-volume runs of First Day Covers and 'made to order' covers are often numbered. It is not known how many were actually constructed by J Wolbers but this envelope has the number 12,235 written in German numeral script on the lower left corner and was priced at 15 guilders at first sale. These covers are periodically seen on Internet auction sites.

By 1943, thousands of these unperforated Wilhelmina stamps had found their way into the European stamp market but not one cent benefitted the Dutch postal authority. Fortunately, most of the unperforated sheets were returned to Enschede Printers after the War.

For a short period just after the end of WW II, the Dutch public would occasionally add the unperforated (5 to 15 cent) stamps to make up their postage on correspondence; the PTT postal clerks turned a blind eye to their use. Since these unperforated stamps were never authorized for postal use by the PTT, they at first, declared them to be non-stamps which could not be sold or exhibited and really expected any reference of them to disappear from the stamp catalogs. But collectors had other ideas and liked to provide space for them in their albums; these four stamps are now listed at a minimal value in stamp catalogues.

I will now back up a bit in the time line of 1940 and summarize Germany's attempt to issue occupation stamps for the Netherlands. While the above scenario just described played out, another separate script was taking place regarding the purloined stamps.

In August 1940, a new debate began between the newly appointed German administrator of the PTT, Werner LinneMeyer; the German appointed Reich's Commissioner of the Netherlands, Arthur Seyss-Inquart, and the Reich's Postal Ministry in Berlin. The discussion centered on what to do with the **perforated** Dutch stamps. Among the proposals discussed was to overprint these with the words, **Deutsche Besetzung**, or German Occupation. There was consideration that the same overprint would also be applied on the confiscated stocks of French, Belgian and Luxembourg stamps. But the Reich's Commissioner for this Administrative area would wait for the decision that applied to the Netherlands. It was pointed out that this decision was a political matter, not a postal matter.

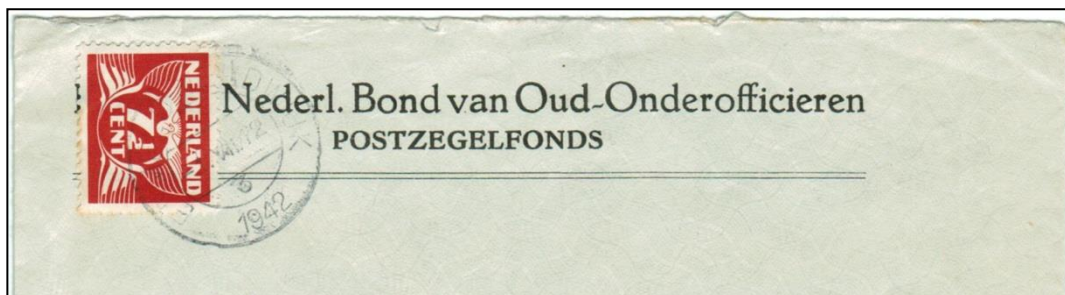
After much discussion and indecision, the Reich's Postal Ministry in Berlin produced several sheets of trial overprint essays on various Dutch stamps with **Deutsche Besetzung** and the **Wehrmacht eagle**, using several denominations of the Konijnenburg Queen Wilhelmina stamps and several cijfers of the Lebeau pigeon designs.

When the appointed Reich's Commissioner of the occupied Netherlands, Arthur Seyss-Inquart, saw the trial overprint essays, he quickly pointed out that there would likely be a very emotional reaction by the Dutch public if they had to use Dutch stamps imprinted with **Deutsche Besetzung** for their postage and as a result this would become an **added problem** for the occupying Germans. The scheme to overprint the confiscated stamps was subsequently dropped.

Few copies of these overprinted essay stamps exist but all are accounted for and are locked away in the Dutch *Museum voor Communicatie* vault in The Hague. You will likely not ever see them in any auction.



At first, the use of the 1940 Wilhelmina issued denominated stamps by the Dutch public for franking purposes was not questioned but on October 11, 1940 further use of any stamps with the Queen's image was repealed by the German high command and all reference to Royalty or the Monarchy had to be obliterated/deleted on all postal materials, printed documents, signs and the media. Notice that the sender of the shown envelope fragment, (mailed 1942), has covered up the **Kon**(inklijk) (=royal) in the heading with the 7½ cent franking stamp.



Use of the Table II and figures from *Filatelie Informatief* with permission from Gert Holstege.

References:

Gert Holstege en Jan Vellekoop. Achtergronden van de Nederlandse postzegelproductie tijdens de Duitse bezetting in de Tweede Wereldoorlog. *In: Filatelie Informatief*, Sectie 7533.

NVPH *Speciale Catalogus* 2010, Bldz. 67.

Dr. G. Hogesteeger. *200 Jaar Post in Nederland 1799-1999*. PTT Post. Den Haag, juli 1998.

FROM BLITZKRIEG TO PEARL HARBOR Mail to and from the Dutch East Indies

By Kees Adema

This one frame exhibit enabled the exhibitor to shed light on a fascinating yet limited subject for which attaining five, let alone eight, frames would be unrealistic. Nevertheless, items from all major international air, sea and land routes are shown, many of them from exotic origins. The subject forms part of a comprehensive 700 page study:

THE PAPER TRAIL World War II in Holland and its Colonies as seen through Documents and Mail

written by the exhibitor and Jeffrey Groeneveld and to be published by the Royal Philatelic Society London. At the time of writing, October 2016, the project is in the final stages of editing.

- Whenever possible the exhibit follows a chronological and historical “red line.” It enables the observer to see the effect the war’s events had on mail in the order in which they occurred.
- The exhibit emphasizes that such mail often still made it to the destination despite the many obstacles caused by invasion and military action.
- The items on display are among the finest obtainable but “perfect condition” is often elusive in view of the many times they were handled during the lengthy transits.

It is an ironic coincidence that KLM’s home base, Schiphol Airport in Amsterdam, celebrates its centenary in 2016. In peace time it would have played a central role in an exhibit that showed mail to and from the Dutch East Indies but Schiphol was sidelined for the duration of WWII.

Main sources:

Aitink, Hans E, Hovenkamp, Egbert: *Bridging the Continent*, Stichting Luchtpostgeschiedenis Tweede Wereldoorlog, Enschede, 2005

Bulterman, P.R: *Poststempels Nederlands-Indie 1864-1950*, Davo, Deventer, 1981
Nederlands-Indie in oorlog, Correspondentie van 10 mei 1940 tot December 1949, NPV, Weesp, 2009

TSchroots, J.L.C.M. and TSchroots-Boer, H.H.C: *Luchtvaart en Luchtpost Encyclopedie*, deel 2, De Vliegende Hollander, Amsterdam, 2016.

FROM BLITZKRIEG TO PEARL HARBOR

Mail to and from the Dutch East Indies

It does not occur often that one can pinpoint the time frame of an exhibit to exact hours but such is the case here. The thread running through this one frame exhibit starts at 3:55 am on May 10, 1940, when the Germans started their *Blitzkrieg* on Holland, and ends at 7:55 am on December 7, 1941, when the Japanese started their surprise attack on Pearl Harbor. These two events form the bookends to a tumultuous period that drastically affected or severed mail service to and from the Dutch East Indies. It is a microcosm of World War II itself.

After France had declared war on Germany on September 3, 1939, both countries prohibited flights over their territories. As a result KLM had to use Naples as its point of arrival and departure for the airmail connection between the Dutch East Indies and Holland. From Naples mail was transported to Rome and on to Amsterdam by train via Germany and vice versa. After Germany invaded Holland on May 10, 1940 only surface mail

was possible until July 23, 1940 when all mail to and from the Dutch East Indies was banned.

Mussolini declared war on Great Britain and France on June 10, 1940 and the Mediterranean was closed to civilian aircraft. On June 19 BOAC and Qantas opened the so-called Horseshoe Route. Its weekly service linked 16 countries between Sydney and Durban and vice versa. From Durban mail was forwarded to various destinations in the Atlantic by steamer.

On December 7, 1941 the Japanese attack on Pearl Harbor forced Pan Am to suspend its transpacific service. The US Post Office Department announced a new service to the Middle East and Asia via the South Atlantic and Africa on December 17, 1941 (**Fam 22**) but all recorded mail to the Dutch East Indies stranded in Calcutta due to Japanese military advances. Therefore Pearl Harbor forms the logical end point to the exhibit.

The exhibit shows mail from all major international air, sea and land routes.

April 29, 1940

Letter from Bandung, Java, to Holland; carried by KLM's DC3 *Emoe* on the last flight to Naples. Such mail was then taken overland via Rome to Amsterdam but when the train passed through Germany the invasion of Holland was underway. The mail was confiscated and censored in Cologne (censorship tape). It was finally delivered late July or early August 1940.

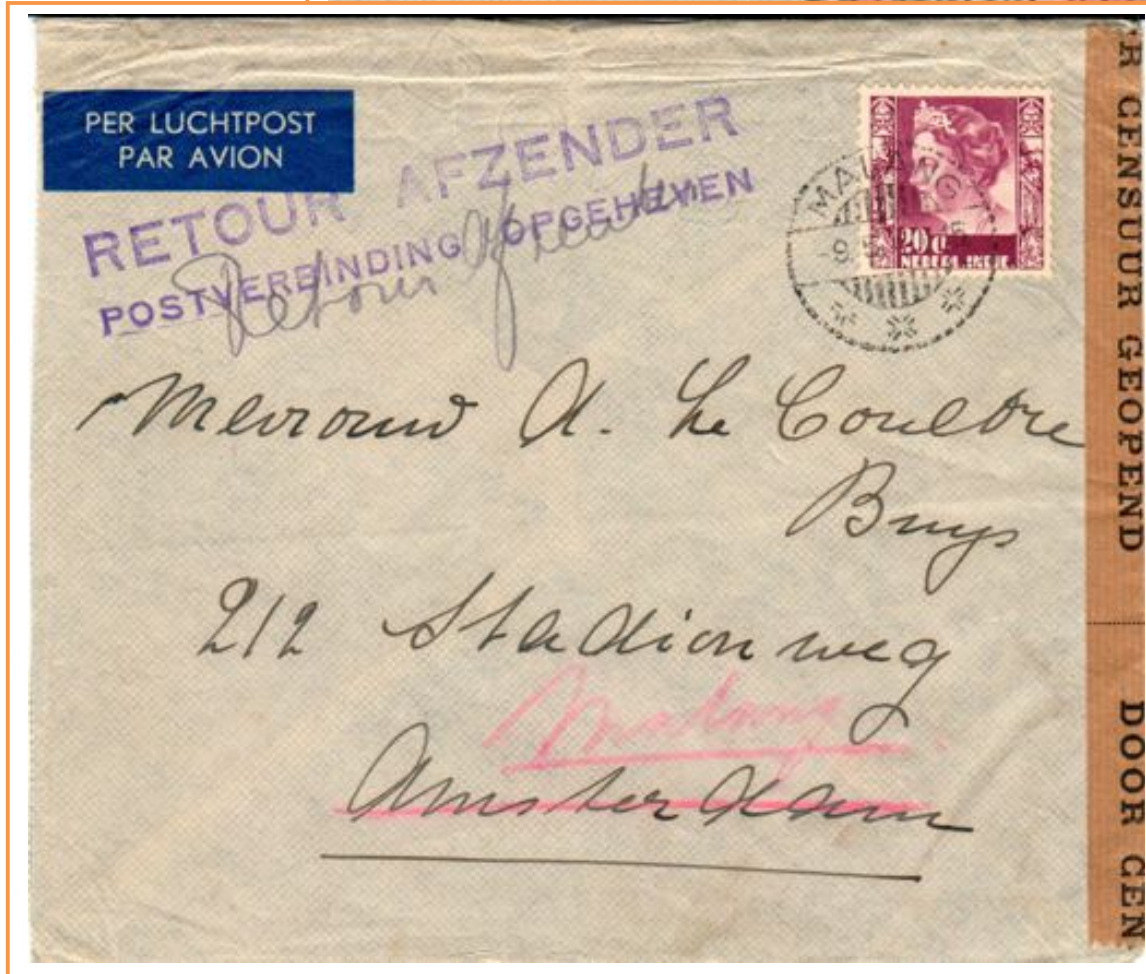


**KLM FLIGHTS HALTED
MAY 10, 1940**

Letters from Malang, Java, to Holland; held for the next KLM flight to Naples but by then the war had broken out, i.e. RETURN TO SENDER / POSTAL CONNECTION CANCELLED.

Special airmail rate to Holland:
20 cents < 10 grams

May 9, 1940
Malang - Aerdenhout (NH)



May 9, 1940
Malang - Amsterdam

**AMSTERDAM - BATAVIA
VIA GERMAN FIELD POST AND ITALY
FORWARDED TO NEW YORK**

Surface mail rate:

12½ cents

Mail service from Holland to the Dutch East Indies was halted on May 10, 1940 but permitted again from May 29 to July 23. After that there was no more mail service.



May 31, 1940: from Amsterdam to Batavia; addressee had left and letter was forwarded to New York. The US Post Office Department did not place arrival markings on such mail but it is known that the letter was delivered because it came out of the addressee's estate.

Routing:

Amsterdam – The Hague

The Hague – Cologne; German field post (letter submitted open so no German censor marking)

Cologne – Italy via Munich; by train

Italy – Batavia (local censor February 21, 1941); by steamer

Batavia – San Francisco; by steamer/s

San Francisco – New York; overland

TRANS-SIBERIAN and TRANS-MANCHURIAN RAILWAYS

Surface rate for postcards to the
Dutch East Indies: 7½ cents

Service Order H.304-bis of June 22, 1940
stated that for surface mail to the Dutch
East Indies *in general the Trans-Siberian
Railway will be utilized.*



The route ran on the Trans-Siberian Railway via Vladivostok but the Soviets had become suspicious of Japanese intentions and re-routed mail south of Lake Baikal ending in Chita (USSR). Mailbags were transferred onto the Trans-Manchurian Railway which ran via Harbin and Mukden to Pusan in Japanese-occupied Korea and then by ship to Japan. A neutral ship took the card to Batavia where it arrived **May, 25, 1941**; the addressee had left and the card was forwarded by ship to Hong Kong and San Francisco and from there by train to New York. It had been posted in Amsterdam **June 21, 1940**.

MAY 5, 1940

total 235 kopiken

A short-lived air route (1940 - mid 1941) linked Alma Ata to Hami, China, to expedite airmail between Berlin, Moscow and China. Transport from Alma Ata or Tashkent was often delayed. Rossica: six surviving covers are recorded.



Chunking: August 4, 1940



**Batavia: DEV. / 3
foreign exchange
censor**

Medan:
August 27, 1940

**Kunming:
August 9, 1940**

KNILM (Dutch East Indies Airline): Singapore – Batavia (censor tape /currency control stamp) – arrival Medan
August 27, 1940.

CREATION OF THE HORSESHOE ROUTE BATAVIA - GREAT BRITAIN

On June 10, 1940 Mussolini declared war on Great Britain and France; the Mediterranean became a war zone and was effectively closed to civilian aircraft. With Italy now in the war, BOAC and Qantas, opened the so-called Horseshoe Route on June 19. It linked 16 countries between Sydney and Durban with a weekly service, and vice versa. From Durban mail was forwarded to the various destinations in the Atlantic by steamer.



Rate structure:

foreign letter rate:
15 cents < 20 grams
airmail charge
via Durban
2 x 40 cents per 5 grams:
80 cents
total: 95 cents



Routing:

June 28, 1940: Batavia - Durban via Singapore; Qantas on the newly established Horseshoe Route
Batavia censor handstamp "CENSUUR / GEPASSEERD / 9"
Singapore censor boxed handstamps "PASSED BY / CENSOR 111 / SINGAPORE"
Durban - England by steamer

The "AV2" handstamp indicates that the envelope was the top item in a bundle of mail all addressed to the same country of destination, the weight of which was listed on Form AV2 used for accounting purposes between carriers and post offices.

GENEVA - BANDJERMASIN / BORNEO VIA PALESTINE AND SINGAPORE

Rate structure:

foreign letter rate < 20 grams: 30 rappen
airmail charge 50 rp. per 5 grams = 100 rp.
total: 130 rappen

After Italy entered WWII on June 10, 1940 KLM's Indies - Naples service had to be terminated. KLM then opened a weekly service Bandung - Lydda and vice versa on July 22, 1940. Lydda (now Lod in Israel) was part of the Palestine Mandate.



Routing:

September 4, 1940: Geneva - Lydda: Simplon-Orient Express via Austria, Hungary, Bulgaria and Istanbul; passengers and mail were carried across the Bosphorus by ferry and then transferred to the Taurus Express which ran to Baghdad via Lydda

KLM: Lydda - Singapore - Batavia

Censorship: "PASSED BY / CENSOR 42 / SINGAPORE"; the Dutch East Indies censor resealed the letter with its "DOOR CENSUUR GEOPEND" and placed the "CENSUUR" control date stamp.

arrival November 29, 1940: transit 86 days.

reverse 75%



SHANGHAI - BATAVIA

DECEMBER 28, 1940

Rate structure:

foreign letter rate < 20 grams: 50 cents
airmail charge (CNAC/KLM):
3 x 90 cents per 5 grams = 270 cents
total: \$ 3.20

The China National Aviation Corporation service Hong Kong - Chungking - Rangoon was operating from October 25, 1940 to December 25, 1941, when it was suspended following the Japanese advances near Hong Kong.



Routing:

Shanghai - Hong Kong by surface mail
Hong Kong - Rangoon by CNAC
Rangoon - Singapore - Batavia by KLM

Letter was picked up by KLM plane in Rangoon on the Lydda - Batavia route; the blank sealing tape and "PASSED BY / CENSOR 64 A" on front and back are censorship markings from Singapore, the encircled "C" and the "22" within the oval are from the Batavia foreign exchange and economic censors respectively. The hand stamp "ZONDAGS BESTELLEN" indicates that delivery should be attempted at any time including Sundays; it was placed by B.C.F., believed to be the Shanghai agent for the Netherlands Trading Company.

BAGHDAD - SURABAYA/JAVA VIA PALESTINE AND SINGAPORE

Rate structure:

foreign letter rate < 20 grams: 15 fils
airmail charge per 10 grams = 30 fils
* war time surcharge: 10 % = 3 fils
total: 48 fils
satisfied with the 40 and 8 fils values
of the King Ghazi issue of 1934-1938

* From the start of WWII a 10% surcharge was levied on all airmail from Iraq to foreign destinations.



Routing:

September 12, 1940: Baghdad to Lydda by Taurus Railway Express
Lydda - Singapore - Batavia on KLM
Batavia - Surabaya on KNILM (Dutch East Indies Airline)

Censorship tape and handstamps from Singapore; foreign exchange censor cachet from Surabaya.

reverse 60%



PORT-AU-PRINCE / HAITI - DJEMBER / JAVA

MARCH 18, 1941 - TWO OCEAN ROUTE

Rate structure:

foreign letter rate:

< 20 grams = 25 centimes

airmail charge: 2 x 50 ctms per 10 grams
= 100 ctms.

total: 125 centimes

In peace time a letter such as this one would have travelled westward, i.e. from New York cross-country by air to San Francisco and onto destination via Honolulu and Singapore instead of the eastward route explained below. It illustrates the adverse effect the war had on the time it took to deliver international mail.



Routing:

Haiti -New York by Pan Am (back-stamped **March 19, 1941** at the Morgan Annex censorship office in New York)

New York - Lisbon by Pan Am transatlantic clipper

Lisbon - Bristol by BOAC/KLM DC-3

UK - Durban by steamer

Horseshoe flying boat service to Singapore by BOAC

Singapore to Java by KNILM (censorship sealing tape and control stamps in Surabaya)

Arrival Batavia **April 28, 1941**

Total transit 41 days.

LA PAZ / BOLIVIA - SEMARANG / JAVA
SEPTEMBER 26, 1941 - TWO OCEAN ROUTE

Rate structure:

foreign letter rate: < 20 grams = 30 centavos
airmail charge via New York
2 x 250 cts. per 5 grams: 500 cts.
total: 530 centavos

Another illustration of how alternative routes necessitated by the war conditions resulted in delays in delivery. "Correo Aéreo" is only partially correct as the letter was carried by steamer from New York to Durban.



Routing:

La Paz - Corumba, Brazil, by Pan Am Grace Airways
Corumba - New York by Pan Am
New York - Durban by steamer
Durban - Batavia by BOAC/Qantas on the Horseshoe Route
Batavia - Semarang by KNILM
Censored in Singapore (encircled "E / 23") and Batavia (label and "CENSUUR / 5" cachet)

Departure La Paz **September 26, 1941**; arrival Batavia **October 29, 1941**
Total transit 33 days.

VICHY FRANCE - BATAVIA

AUGUST 21, 1941

Rate structure:

foreign letter rate: 1.50 francs

airmail via New York: 19 francs < 5 grams

total: 20 francs 50 centimes.

Vichy-France, headed by Marshal Pétain, collaborated with the Axis powers during World War II (July 1940 - August 1944).



Routing:

From Vichy - France by train Marseilles - Port Bou - Barcelona - Madrid - Lisbon

Lisbon - New York on Pan Am transatlantic clipper service via Bermuda (**FAM 18**)

New York - San Francisco for onward service probably to Singapore (or Auckland) via Pan Am southern transpacific route (**FAM 19**)

Singapore - Batavia by KNILM

Arrival Batavia **September 22, 1941**, a transit of 32 days. Censorship sealing tapes from Bermuda ("EXAMINER 983") and Batavia ("DOOR CENSUUR GEOPEND") where the handstamp "Ec.C.7." within oval was placed by the censor checking the contents for prohibited economic transactions.

EBOLOWA / CAMEROON - BANDUNG / JAVA

VIA LONDON?!

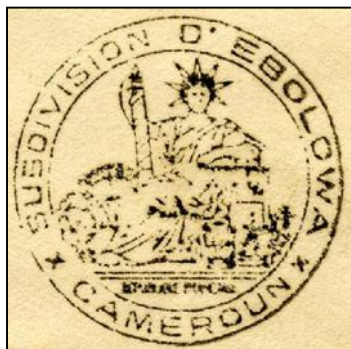
Rate structure:

surface foreign letter rate

2 francs 50 centimes < 20 grams

(valid February 1, 1940 to February 1, 1944)

Mail to the Far East was halted because of the Japanese military advances.



November 6, 1941: to Bandung, Java, from Ebolowa, Cameroon, where the **Subdivision d'Ebolowa** handstamp was placed by a government official. The two **Contrôle Postal / Commission A / Territoire du Cameroun** stamps were applied in Douala, where the letter was opened and resealed by tape with the text: **OUVERT / PAR / L'AUTORITÉ MILITAIRE**. **In peace time the letter would have transited via South Africa but it might only have reached there after Pearl Harbor. In any event the letter was diverted to London, checked by examiner 1030 (tape) and struck with the handstamp:**

NO SERVICE
RETURN TO SENDER

**LAST COMPLETED PAN AM CLIPPER TRANSPACIFIC FLIGHT
FROM SAN FRANCISCO NOVEMBER 19, 1941 - RETURN DECEMBER 6, 1941
NEW YORK - BATAVIA**

Pacific rate: 70 cents per ½ oz.
(in effect April 21, 1937 –
December 18, 1941)



Pan Am Clipper “flying boat” transpacific route



November 13, 1941: carried on Pan Am’s transpacific clipper “China” which left San Francisco November 19, 1941, arriving in Singapore on November 29, 1941 (censor markings “E” and “25”) after stops in Honolulu, Midway Island, Wake Island, Guam a.o. The transpacific service was suspended the day after her return to San Francisco on December 6 on account of Pearl Harbor. Batavia date stamp December 4, 1941 and economic censor initials “R.K.”

BATAVIA - ZÜRICH

DECEMBER 2, 1941

Rate structure:

foreign letter rate: 15 cents < 20 grams
registration: 20 cents
airmail charge: 4 x 85 cents (4 x 5 grams)
total: Fl. 3.75 (3 guilders 75 cents)

The letter is marked "via U.S.A." but following the attack on Pearl Harbor Pan Am's Pacific clipper service stopped, i.e. it reached its destination via the Horseshoe Route.



December 2, 1941: registered airmail consular letter from Batavia to Zürich. The "China Clipper" completed Pan Am's last transpacific flight before Pearl Harbor, leaving Singapore on November 29, 1941 and arriving in San Francisco on December 6. Hence the route:

Batavia (censors L.C. and I.H.) - Singapore (censor H-12) by KNILM
Singapore - Durban via Horseshoe Route by BOAC Short S-23
Empire Flying Boat (departure Sydney December 8, 1941), arrival
Durban December 21, 1941
Durban - Lisbon by steamer
Lisbon - Zürich by train, arrival March 24, 1942.



Short S-23 Empire Flying Boat

ATTACK ON PEARL HARBOR
WHILE EN ROUTE TO THE DUTCH EAST INDIES
BETHEL / OHIO - PALEMBANG / SUMATRA



Timeline:

December 4, 1941: letter to Sumatra mailed from Bethel, Ohio

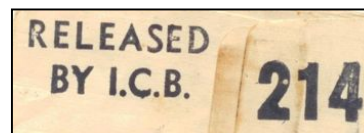
December 6, 1941: letter leaves San Francisco on Pan Am's transpacific clipper "Anzac"

December 7, 1941: 40 minutes before the scheduled stop in Honolulu the captain receives the code message "CASE 7, CONDITION A", that is, "WAR IN THE PACIFIC." The "Anzac" is diverted to Hilo / Hawaii where the letter is censored and returned to the USA.

December 17, 1941: US POD officially suspends transpacific airmail service and announces an extension of the existing **FAM 22** transatlantic route to unoccupied Asia. The letter is carried via Miami, Belgian Congo, Egypt to Calcutta where the cachet "PASSED DHC/37" is applied; it can go no further because the Japanese have occupied Singapore and Sumatra. The letter is returned to the USA, probably Pan Am via Accra, Natal/Brazil, Ascension Island, the Caribbean and Miami. It is then held in New York and finally released **August 11, 1942**.

reverse 60%

Hawaii censorship marking
Information Control Branch



The southern transatlantic route, FAM 22, originated on December 6, 1941. On December 17, 1941, it was extended to various countries in Asia although the exact ports of call were kept secret. All recorded letters to the Dutch East Indies stranded in Calcutta because of the Japanese advances and the attack on Pearl Harbor on December 7, 1941 became in fact the start of the Dutch colony's isolation as far as international incoming mail was concerned.

Miscellaneous Short Notes

by Mardjohan Hardjasudarma

SHORT NOTES, at least in my view, apply and pertain to unusual snippets in philately, in this case relating to Netherlands Indies and Indonesia, which might be difficult to place anywhere else. In my collecting life time I have come across some unusual items that are shown here that I think should warrant a wider exposure.

SHORT NOTES no. 1.

Clear instructions for dispersal of stamp collections are always a good idea, and should be undertaken (pun intended) while one is still of a clear mind. The following illustrates that point: it is a reply to me from an Ebay seller, hereby quoted verbatim:

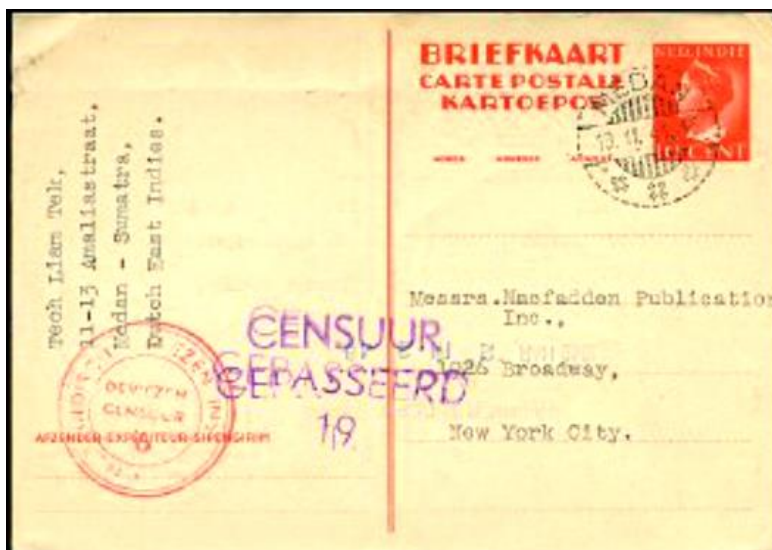
John,

Thanks for the information. I'm glad you won it and that I realized a pretty decent price. No offense, but I hope it isn't worth 10 times I got for it but if it is so be it. I acquired the card as part of a huge lot of stamps and covers from an apartment in New York that had to be emptied out as the resident had passed away and whoever was left the task of cleaning out the place knew me and asked if I wanted all of the stamps etc. I can't even remember how many years ago it was but I'd have to say at least 20 - 25 years ago and I paid nothing for whatever was there. I did it as a courtesy as there wasn't anything of any value (I guess I can't say that anymore!!).

Honestly, I held all of the censor material in an envelope figuring that one day I would sell it; I knew censor material was of interest to collectors. I am slowly trying to liquidate all of my stamp holdings but I have so much that the time involved is enormous. Every once and (sic!) a while I throw some things up on Ebay and so that is why the censor stuff came to light, I had no idea that the card was any more than a \$3.00 item but you (as well as the under-bidders) knew far more than me. It's amazing that I didn't sell it years ago at a flea market for 50 cents !!! Enjoy the acquisition. I'm sure you'll be the talk of the Netherlands & Colonies philatelic world. [N]

And this is the seldom seen item in question. According to the Van Dieten catalog nr. 632 description, "*no more than 10 examples of this card exist.*"

According to Geuzendam's Catalogus (2008 edition), the earliest known use of this 10

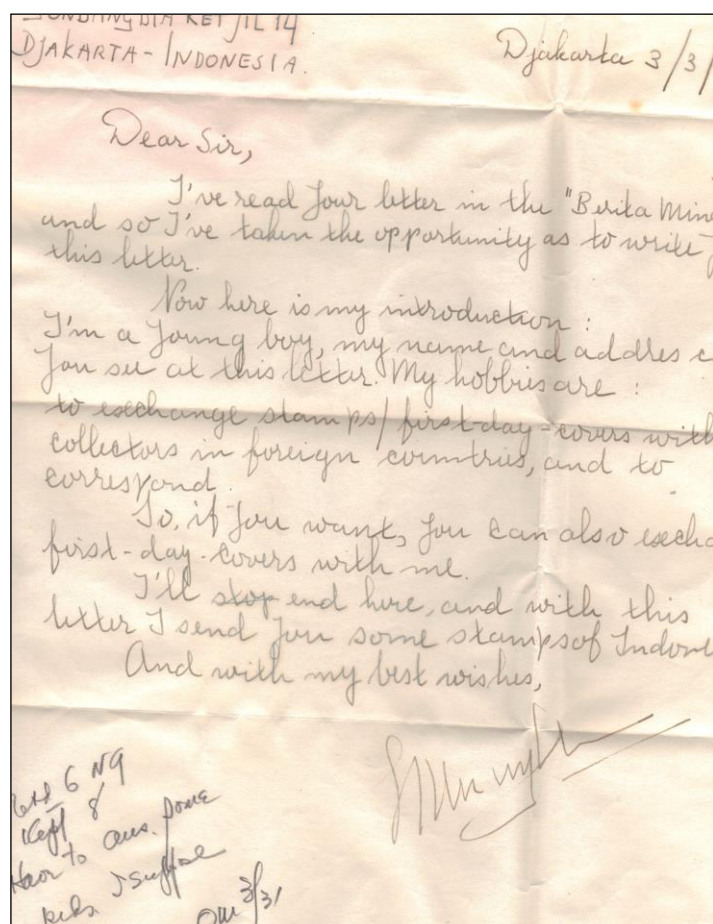


cent postal card was November 2, 1941. The card shown here is cancelled November 13, 1941, a very early date.

Shortly thereafter, in January 1942, Japan invaded the DEI; on March 9, 1942 the KNIL capitulated. During the Japanese occupation various post offices applied local hand-cancel overprints to these cards.

SHORT NOTES no. 2.

I came across this shabby item while rummaging through a dealer's box some 20 years ago. The handwriting on the front looked familiar, and indeed, I was the sender of the letter as a middle school student from Jakarta in 1957.



I was already a fanatical philatelist, and trying to get foreign (read: US) stamps by establishing an exchange with foreigners. I do not recall having received a response, although I did include some Indonesian stamps. Also, my English hasn't improved, and my handwriting has definitely deteriorated.

SHORT NOTES no. 3.

Shown here is a FDC commemorating the first general election (**Pemilihan Umum Pertama**) held September 29, 1955 in Indonesia, a very important date in the history of the Republic of Indonesia. The additional stamps applied on the reverse are common definitives.

Previously, one could order FDCs directly from the General Post Office in Bandung. If the FDC was for a person living abroad, additional postage could be required. This was fulfilled by affixing pretty much any available stamp on the reverse of the cover and cancelling it, and you guessed it, with the special first day cancellation rather than the ordinary daily canceller. Thus was born a generation of FDCs with inappropriately cancelled stamps. The bad news is, this custom has fallen by the wayside.



I have some 70 FDCs in my collection from the period of 1955-1971, that has this discordant postage applied (usually) to the reverse side of the envelope. In about two-thirds of these cases, the additional postage is completely different from the issue for which the FDC was designated in the first place. A very small number bears mixed postage from identical and earlier issues. The remainder bears postage from identical and earlier issues.

Indonesian FDCs can be constructed by the government's Postal Service or by private individuals. Where special postmarks are used these are strictly controlled and used by the government postal service. In selected cases they can be applied by others, and at this point the issue becomes somewhat complicated, primarily because I don't know or remember much about these procedures during my childhood years. That is why I restricted my study to just the FDCs in my collection that had additional postage affixed AND cancelled with the special First Day cancel.

That limits the scope of this study to the first and last of issues known to me from 1955 – 1971. To my knowledge, no other FDCs fulfill the conditions of my study. This excludes a large number of FDCs where the additional postage was obliterated with ordinary cancels. It would be exciting to me if my article results in the discovery of more such FDCs from before 1955 and after 1971.

SHORT NOTES no. 4

What to do with misprints? One only has to recall the debacle with the U.S. 1962, 4 cent Dag Hammarskjöld mis-registration of color and the subsequent intentionally misprinted issue. In the same vein but on a much smaller scale is the case illustrated here in which the postal clerk in a post office in Jakarta manually, and painstakingly, removed the two offending stamps from this 1994 souvenir sheet of Flowers and Birds (Indonesia nos. 1605-1614), with a razor blade, I presume. The Latin names of the plant and bird illustrated on these two stamps were incorrect.



I had the sheet mounted on a large manila envelope and cancelled with a Senggo (*Bestelhuis*) delivery house cancel. Senggo is a village not far from Merauke, in the former Indonesian province of West Irian, which in turn was previously known until 1962 as Netherlands New Guinea. The original cancelling device became so worn out, that it was replaced; the old cancelling device is portrayed here. The two errant stamps are illustrated on the left.



SHORT NOTES no. 5.

Philately would not be complete without fakes and forgeries. Look at this image of the chicken and her five, no, six eggs. The images on the right illustrate the bogus stamps; with one egg too many.

The stamp on which the forgery is based is listed in the *Zonnebloem Indonesië Officiële Catalogus* as no. 1065 issued October 16, 1981 in the framework of the UN's FAO World Food Day program.



SHORT NOTES no. 6.

Pos Terbang (Feather mail) At the conclusion of the 19th century and into the earlier part of the 20th, civil servants in outlying areas of the archipelago and Dutch East Indies, devoid of postal communications, would sometimes avail themselves of native runners who would carry letters while traversing the distances on foot, handing over the missives to the next runner (relay style). (MH)

The following article, **Posthistorie: Feather Mail**, by Peter Storm van Leeuwen, appeared in the Van Dieten Auction Catalogue nr. 632, 9-10 October 2015, page 140. Translation of Van Leeuwen's Dutch language article, with thanks, courtesy of Hans Kremer.



POSTAL HISTORY

Tempo doeloe, 1936 (=meaning "the good old days.")

Spread out over all corners of the colonial islands of the Dutch East Indies were Dutch administration officials. The Dutch East Indies benefitted, especially after 1900, with an extensive network of postal facilities: main-, sub-, and branch-post offices, 'bestelhuizen', acting sub- post offices and railway stations with postal services. And yet there were still very small villages in the "Outer Territories (i.e. the islands outside Java and Madura) devoid of the postal network. The local administration official, such as an inspector, still was required to send and receive his reports in due time.

For that purpose the so-called **Pos Terbang**, ('feather or fly mail') existed. Urgent letters and packages were delivered very fast by local relay runners. They ran with the postal items from one *kampong* (village) to another settlement. They performed this task as a so-called gentleman's service, and therefore received no financial reward. The sender attached rooster feathers (using sealing wax) to the mail. Sometimes there was also a piece of dried palm leaf or a match on it. The relay runner could not let the mail get wet or be damaged by fire. He had to keep running during the daytime (white feather) or at night (black feather). However, sometimes extremely harsh weather could even slow down a relay runner.

The illustrated service letter, with a white and black feather, was addressed by the Head of the Local Government to Amahai (in the Moluccas, on the south coast of the island of Ceram) to the Controller of Amahai, who currently was on tour in the Taloetihbaai area. This coastal bay is situated east of Amahai. On the back of the envelope the head of the coastal town Tamilaoe wrote that the letter was received on June 23, 1936, but due to a severe 'bandjir' (=flood) could not be forwarded until June 27. On June 28 the head of Haja, located still further east along the coast, wrote on the envelope that he had received it. There, on the Taloetihbaai, apparently was

the controller. It is comic that on the front lower right was written 'z.o.z.' (=meaning: *zie ommezijde* or see other side) and below it a red and blue pencil line. Most likely a white line was meant to be between the red and blue lines.

Such feather letters have been known since 1835, thus far before the postal service in the Dutch East Indies was organized on January 1, 1863. In any case they have been found on the islands of Sumatra, Banka, Borneo, Celebes and Ceram. Even Dutch New Guinea mentions the receipt of a feather letter in 1954. (PSvL)

Literature:

J.H. Beer van Dingstee. *De Ontwikkeling van het Postwezen in Ned. Oost-Indië* (1935), bladz. 79

P.R. Bulterman. *Poststempels Nederlands-Indië 1864-1950* (1981), bladz. 179-181

J.J. Heijboer. *Pos Terbang / Verenpost in Nederlands Nieuw-Guinea* (1985), ZWP. 066/005

SHORT NOTES no. 7.

Embossed Revenue Seals. My concern is with Netherlands Indies revenue seals from the 1880's that were stored in less that favorable conditions, meaning decades of tropical hot weather and high humidity. This has caused the paper to become extremely brittle. With the slightest pressure, they transform into a heap of crumbs. Does anybody know of a spray, liquid or other substance that might restore the integrity of the paper?



HansPaul Hager kindly provided the following information relative to these 1880s revenue seals and the preservation of old papers.

The earliest issue date I have found for Type 1, of the Netherlands Indies embossed revenues shown here, is 1819. Revenue seals were invented in the Netherlands in 1624 and when in 1852 the postage stamps were introduced in the Netherlands, they resorted under the *Ministerie van*

Financien (=The Finance Department), which controlled the taxes and also the revenue stamps. The postage stamps were seen as a retribution stamp, or “fee for services” stamp, used to show payment for a service, in this case “delivery of mail,” and thus a subset of the revenue stamps. So maybe we could turn it around and say “The postage stamps are a marginal subset of revenue stamps?”

Now, regarding the preservation of Old Paper, I am familiar with that problem, I have a few of these revenue seals and have the same problem. There are a couple of vendors that I have used in the past to obtain preservation supplies. **Archival Products** is one of them, **Archival Methods** and **Hollinger Metal Edge** are others, or you can just Google **Archival / Preservation Materials** on the Internet. De-acidification sprays are good to stop yellowing and **Filmoplast** is a good tape for repairing papers or for reinforcing small items. I have used it for years apply it on the back of the paper, rub it out and it is almost invisible. (HPH)

References:

Officiële Postzegelcatalogus Indonesië. Uitgeverij Zonnebloem b.v.

Personal email correspondence from HansPaul Hager.

Peter Storm van Leeuwen. Posthistorie. En: *Van Dieten Postzegelveilingen* nr. 632. 9-10 Oktober 2015. Bladz. 140.

Van Dieten Postzegelveilingen. nr. 632, 9-10 Oktober 2015. Kavel nr. 1308, bladz. 214.

The Netherlands Numeral Stamps: A Study in Innovative Stamp Design.

By Dennis Buss

Principles of Stamp Design

Is it possible to admire a stamp because it is well designed? According to a 2007 *New York Times* article, most philatelists are “antipathetic to the conventional criteria of ‘good design.’” Whether or not you include yourself in this group, this article is based on the premise that stamp collectors are inclined to admire well-designed stamps and that their admiration grows when the artistic merits of a particular stamp are made evident. To demonstrate this point, we will take a seemingly unpretentious type of definitive stamp, the Netherlands numeral stamp, as a case study in stamp design appreciation.



As a first step in this effort, we will examine an approach to stamp interpretation based on the theory of semiotics. Semiotics is a branch of semantics devoted to the interpretation of signs. What follows is a highly simplified account of a very complex and sophisticated field of study. Following the lead of David Scott in applying the theory of *semiotics* to stamp design, a stamp can be viewed as a *sign*. As a sign, a stamp conveys a message that has three components: an *index*, an *icon* and *symbols*. As an index, the stamp meets the minimum postal criterion of indicating the country of origin, the postage rate and the fact that the postage has been paid. As an icon it represents the country of origin by using a traditional and recognizable image such as a monarch, national hero, flag, coat of arms, allegorical figure, or emblem. The symbolic aspect refers to various signs such as currency symbols and other textual markers that are used in conveying the indexical and iconic elements. Commemorative stamps typically incorporate a wider variety of pictorial (iconic) representations of a nation's cultural, artistic, scientific, technological and historical achievements and events along with notable personages, significant geographic landmarks, and flora and fauna among other topics. The symbolic aspect can amplify and clarify these iconic depictions with the use of symbols and text messages. In sum, postage stamps are signs and semiotics provide a means to interpret the messages contained in these signs. Of great importance are the artistic qualities of the signs evident in stamp design. Aesthetically pleasing stamps contribute to the clarity, legibility, meaning, impact and overall effectiveness of the stamp as a sign.

The Netherlands issued the first of its “*Cijfer*” or numeral stamps in 1876. These types of stamps continue to be issued to the present day. Because the iconic element is absent from many of these designs, it would be natural to conclude that stamps confined to the indexical message of country of origin and denomination would not be particularly attractive. Indeed, most stamp collectors pay much more attention to the many outstanding pictorial commemoratives issued by the Dutch postal authorities. Nevertheless, Dutch designers were able to create indexical stamps that can be admired as creative and pleasing designs. Moreover, these stamps convey messages that are both subtle and complex. This study traces the evolution of the Dutch numeral stamp and demonstrates that many of these definitive stamps meet high standards of graphic art. The willingness of Dutch postal authorities to employ outstanding graphic and

typographic designers and to give them the artistic freedom to break with traditional conventions to experiment with innovative practices accounts for the success of these stamps. In the words of David Scott, “from a design point of view, Dutch stamps remain the most sophisticated in the world.” The numeral stamp is included in this assessment.

The numeral stamp also fulfilled a variety of important postal functions. According to the Dutch Royal Decree of 1895, stamps for domestic letter rates were required to depict the head of the reigning monarch. This decree formalized practice that began with the 1876 numeral stamps designated to pay postage for the less costly printed matter, newspapers, postal cards, local mail delivery, change of address cards, as well as for make-up postage on more expensive postal items. Thus the numeral came to fulfill an essential function in the Dutch postal system. This study is confined to numeral stamp issues that had more than two values sharing the same basic design. It should be noted that in 2002 the Dutch postal system introduced the so-called “*zaken*” or business stamps that were confined to just two denominations. For the sake of brevity, these numeral stamps will not be included in this study. Also omitted are postage due stamps and stamps of the various Netherlands colonies.

The Classical Period Designs

The Dutch began issuing stamps in 1852. These early stamps depicted King William III and the national coat of arms. As definitive stamps, they combined the indexical and iconic elements.



The first numeral definitive stamps of the Netherlands appeared in 1876. They represented the beginning of six different sets of multi-denominational numerals that have been released to the present day. It is important to note that the appearance of the definitive numeral stamp was not unique to the Netherlands. Indeed, Norway issued the first of its well-known *Post Horn and Crown* stamps in 1872. The Norwegian definitive stamps, combining indexical and iconic elements, remain essentially unchanged to the present day and represent the longest running single design used by any stamp-issuing nation. In contrast, the Dutch definitive

numeral stamps underwent several design changes over the years and are quite unlike the original 1876 issue. Even before the 1920's when Dutch postal authorities invited avant-garde graphic artists to submit proposals for stamp designs, we see a willingness to change the format and appearance of the early definitive numeral stamp.

The **Joh. Enschedé Company** was responsible for designing and printing the first four low value numeral stamps to be issued by the Netherlands post. They were used to pay postage on printed matter, newspapers and postcards. Postal cards were also released using the same design. Until 2008, these were the only numeral valued stamps issued by the Netherlands in a vertical orientation. As numeral stamps, they were also the first to depart from the earlier iconic issues that depicted the King or the national coat of arms. The indexical elements of country name and denomination are not equal in emphasis with this issue. The denomination is given priority over the national name with the large central value that is repeated in each corner. Lines of intricate and decorative scrollwork surround the indexical elements. National postal



authorities were concerned with counterfeiting. Consequently, they encouraged designers to use elaborate decorative elements, similar to those found on paper currency, as a means to discourage the production of illicit copies. The engraved designs also sent a message of reliability and confidence that legitimized postage stamps as fulfilling an official function of the national postal system. The Enschedé Company became a fixture in the history of the Netherlands post. Founded in 1703, the company began printing stamps for the Netherlands in 1866 and it continues to do so to the present day.

Joseph Vürtheim (1808 - 1900) was a German-Dutch lithographer. Alois Senefelder, the inventor of lithography, trained him. Vürtheim is best known among philatelists for his



numeral stamp designs, including the series from 1899 and those that appeared in the Dutch East Indies, Surinam and Curaçao. He also designed Dutch banknotes. The Vürtheim design is the first of the many Netherlands numeral stamps that were issued in the horizontal orientation. Similar to the 1876 issue, Vürtheim's replacement incorporates richly decorative treatments in a single color against a white background. However, he uses thinner and more refined lines while his use of the solid color numeral and lettering increases the clarity and readability of the stamp. The

national name is also given slightly more prominence. The 1921 and 1922 issues are even more effective in this respect through the absence of the frame line around the numeral and use of the sans serif font. Vürtheim's stamps are entirely indexical in function and they retain the classic look of the early typographic Dutch stamps. The low value stamps continued to be used for printed matter, local mail and postcards. Postal cards also incorporated the same design. Like the 1876 series, these stamps were paired with the Queen Wilhelmina issues that met higher postage rates.

The Joh. Enschedé Company prepared the 1921-22 set of three stamps but made use of Vürtheim's frame design. In an exception to the normal use of numeral stamps, these higher denominations met postage rates for standard letters, international surface mail and heavier items. A total of nine stamps were released between 1899 and 1922 including a change in color for the 1½-cent value. All of the Vürtheim issues were valid for postage until 1935.



The Emergence of the Avant-garde

From the late 1890s to the present, typography and the graphic arts have flourished in the Netherlands. The period after World War I represents one of the most innovative and interesting in the history of Dutch graphic arts in general and for postage stamp design in particular. Under the creative leadership of Jean-Francois van Royen, the Royal Dutch Postal and Telecommunications Service (PTT) enlisted the service of outstanding artists, graphic designers and typographers who were attracted to the idea of designing postage stamps. As a result of van Royen's encouragement, the stamps of this era were so advanced that it took other nations several decades to catch up to the innovative breakthroughs evident in Dutch designs. Nevertheless, van Royen also employed more traditional designers, especially typographers, who were well known for their more ornate and decorative print styles. The stamps issued by the PTT in this period reflect both traditional and avant-garde styles. The most innovative

designs appeared in the commemorative issues whereas the definitive stamps depicting the monarch tended to use more traditional motifs. Whether avant-garde or traditional, a commitment to artistic quality became firmly embedded in how the Dutch approached future stamp design.

Art Nouveau was an important movement in the decorative arts from the 1890s to shortly after World War I when it began to fade as a major influence in graphic design. It used highly stylized, flowing, curvilinear lines often incorporating floral and other plant-inspired motifs. **Chris Lebeau** (1878-1945), who used the Art Nouveau style in his textile, glass and poster designs, was asked by the PTT to try his hand in designing stamps. The results were the first numeral stamps that introduced the iconic element into the design. Lebeau's initial



contribution was the 1921 airmail set of three values. This is an ornate design that made use of an allegorical gull flying over the sea with spread wings. The background shows rippling water between two land banks and a setting sun. The denomination appears to be inscribed on a plaque mounted on a bridge-like structure. The legibility of the stylized lettering is sacrificed to maintain the Art Nouveau affect as a means to represent the stamp's function as an airmail stamp. The outcome was a stamp that reduced the clarity of the indexical element in favor of the

iconic. Nevertheless, these three numeral stamps represent a distinct departure from their more conservative predecessors. They were among the first stamps issued by the Netherlands post that were distinctly and consciously artistic in execution.

Lebeau's groundbreaking airmail design was the prototype for his more famous definitive numeral stamp. He created a simplified and more striking version of the airmail that became the first truly modern Dutch stamp -- a stamp that stayed in circulation from 1924 to 1948. Lebeau's new stamp reasserts the indexical function while retaining iconic element of the flying bird but in a less elaborate and more visually pleasing manner. The sea waves remain in this design but the Art Nouveau lettering is more legible and the denomination stands out more clearly. It has a much brighter and bolder effect making it immediately recognizable by stamp collectors throughout the world. It is also the first Dutch stamp to be printed by the lithography process.



But how should we interpret the iconic bird image? What kind of bird is it? On a basic level, it can be viewed simply as a generic flying bird symbolizing the speedy and reliable delivery of Dutch mail. The Scott catalogue, however, refers to it as a gull perhaps in deference to the aquatic images found in Lebeau's earlier airmail issue. The Dutch *Speciale Catalogus* refers to it as "*vliegende duif*" which can be translated as a flying pigeon or dove. In his website blog on Netherlands stamp issues, Bate Hylkema asserts that Lebeau intended the iconic bird to be viewed as a peace dove. Hylkema makes this claim based on Lebeau's strong anti-militarist beliefs as well as an examination of his preliminary drawings and essays that clearly indicated he was favoring a dove image. Regardless of one's views on this matter, it is evident that the

iconic message can suggest many meanings and interpretations. One thing is clear, Lebeau's numeral stamp set a standard for excellence in Dutch graphic design.



With the German invasion and occupation of the Netherlands in May of 1940, postal policies changed considerably. All versions of the Queen Wilhelmina definitive series were banned from sale. As a substitute, the PTT overprinted an existing Lebeau gull stamp to provide for the needed higher denomination stamps. The renowned typographer Jan van Krimpen designed the overprinted guilloche as a seemingly simple denominational index. Given Lebeau's anti-monarchist sentiments, it is ironic that the hated Nazi occupiers chose his stamp as a substitute for the stamps depicting the Queen. Nevertheless, van Krimpen's guilloche quickly developed a symbolism of its own. In protest, the Dutch referred to the stamp as the "Netherlands behind bars" issue. In 1941 an expanded set of thirteen Lebeau-designed numerals replaced the unpopular guilloche overprints. Lebeau tragically died in the Dachau concentration camp in 1945. Van Royen suffered the same fate in the Amersfoort camp in 1942.

Jan van Krimpen (1892-1958) was a master typographer. He designed the typography for several hundred stamps issued by the Dutch PTT. His most lasting and perhaps greatest contribution to stamp design was his famous set of definitive numerals that replaced the Lebeau numerals and first appeared in 1946. It remained in circulation for nearly thirty years. In the words of David Scott, "Jan van Krimpen's definitive set . . . with its simple calligraphic face values and name of country, perfectly exemplifies [the indexical] function." As equally recognizable as Lebeau's carrier pigeon numeral design, van Krimpen's effort signified a return to the exclusively indexical numeral stamp. Gone are any symbolic or iconic elements. The serif numeral is flanked by simple, yet elegant, scrollwork that is seamlessly integrated with the centered numeral that is the dominant feature of the stamp. The stamp retains a design touch from the classical era while conveying a fresh, modern look. There are those who regard van Krimpen's numeral stamps as the best of all Dutch stamp designs. The stamps remained in circulation several years after van Krimpen's death when they were replaced by the Crouwel numeral in 1976.



Contemporary Dutch Stamp Design



The Dutch tradition of supporting innovative stamp design was not lost on contemporary graphic and typographical artists. There is both continuity as well as further inventiveness that also applied to the definitive numeral stamp. The most successful were those designed by **Wim Crouwel** (1928). David Scott refers to Crouwel as "perhaps the greatest modern Dutch classic designer." According to Alston W. Purvis and Cees W. De Jong, Crouwel "was convinced that the inundation of typographic communication in modern society could be best conveyed through unambiguous and minimal methods. Using this approach, Crouwel attained an extraordinary simplicity with an aesthetic strength." There is a striking continuity between the Crouwel design and the earlier van Krimpen stamp. Both men shared the belief that typography should be transparent, in other words, not call attention to itself. Crouwel, however, took this a step

further by stripping the typography of all superfluities and decorations. The function of the stamp, the indexical element, is the central feature. Where van Krimpen places the all-caps serif “NEDERLAND” above the numeral, Crouwell places a lower-case sans serif “nederland” below the numeral. The numeral itself starts from the left margin and has a distinctly modular look to it. The color gradients produce a sense of depth and when the stamps are viewed together, the harmonious treatment of color creates a very pleasing effect. The central message of Dutch contemporary design, the complementarity of function and aesthetics, was realized through Crouwell’s memorable numeral stamp. All did not share this conclusion, however. As an illustration of how even the indexical element can send a mixed message, some members of the public complained that the use of the lower case letters for the national name signified a lack of respect and patriotism.

Although Crouwell’s numeral stamps encompassed eleven different denominations, they continued to serve the postage functions not met by the higher value Queen Juliana definitives. In addition to sheet and coil versions, the Crouwell numerals were also available in booklet form and in combination with Juliana stamps.

For twenty-five years the Crouwell design was a staple of the Netherlands definitive stamp program. Moreover, it became the only numeral stamp that appeared in four different formats: gummed sheet, coil, booklet stamps, and self-adhesive stamps. The latter were the last of the Crouwell stamps and were issued in 1995. The increase in postal rates over a twenty-five year period required new values to be released. Nevertheless, the stamps were used for the same basic functions: rates for postcards and printed matter on single cards; rates for other printed matter including open envelopes up to 20 grams; rates for standard domestic letters up to 20 grams; and in combination with other stamps to meet various postage rates.

Walter Nikkels (1940) is considered to be among the most accomplished of contemporary Dutch typographers and designers. In addition to postage stamps, his work includes art posters, catalogs, books, and museum exhibition displays. He has won prestigious awards for his work that is admired throughout Europe. Consistent with the Dutch tradition of innovative design, he does not attempt to replicate the so-called “invisible” style of typography that made van Krimpen’s and Crouwell’s work famous. Instead, he strives to make lettering a manifest, if not playful, focal point of his design.



Nikkels certainly achieves this goal through the five definitive numeral stamps he designed between 2002 and 2006. The stamps combine the indexical and iconic elements in a creative and effective fashion. The large and boldly colored indexical denomination dominates the design. Our eye is also caught by the four rows of repetitive “NL” lettering. In an increasingly unified Europe, “NL” is a familiar symbolic representation of the Netherlands. These letters stand in contrast with the barely noticeable indexical country name positioned vertically on the right margin. What appears to be a randomly scattered set of letters turns out to spell the word “eurocent” in small caps. The arrangement of vertical, horizontal and diagonal lines reveals a masterful use of typography to create a pleasing effect.

As previously noted, the five Nikkels stamps are the only multidenominational numeral stamps to be issued by the Netherlands postal authority since the last of the Crouwell numerals

appeared in 1986. In keeping with the traditional function of numeral stamps, these five low denomination euro values are used in conjunction with the Queen Beatrix definitives. As postage rates changed, they serve to make-up the postage needed to meet the new rates. They were issued as water activated gum sheet stamps, self-adhesive sheet stamps, and as self-adhesive booklet stamps.

Conclusion

The Dutch tradition of producing highly creative and attractive commemorative stamp designs applies equally to their seemingly unassuming and often overlooked numeral definitive stamps. The challenge of designing a stamp confined almost entirely to the indexical message is no doubt a daunting one for the graphic designer. The fact that the Dutch artists succeeded in producing so many memorable numeral stamps is a tribute to both their skill as well as to the encouragement provided them by the Netherlands postal authorities. These stamps reveal much about the rich tradition of graphic design that has flourished in the Netherlands for many years. Postage stamps can be appreciated and understood in many ways. This is true not only from an artistic perspective but also from the semiotic perspective that enables us to perceive the subtle messages that are conveyed through the imaginative use of lettering, iconic images and symbols.

Bibliography

Broos, Kees and Hefting, Paul. *Dutch Graphic Design: A Century*. Cambridge, MA: MIT Press, 1993.

Child, Jack. *Miniature Messages: The Semiotics and Politics of Latin American Postage Stamps*. Durham, NC: Duke University Press, 2008.

Child, Jack. Semiotics and Stamps: How the Academic Discipline of Linguistics Can Help Us Understand Our Stamps. *American Philatelist* 124 (1), 48-58. 2010.

Dutch Graphic Designers. Hephaestus Books, n.d.

Hylkema, Bate. 2012. Postzegelblog: Het Online Postzegelmagazine. <http://www.postzegelblog.nl> (February, 2012).

Purvis, Alston W. *Dutch Graphic Design, 1918-1945*. New York: Van Nostrand Reinhold, 1992.

Purvis, Alston W. and De Jong, Cees W. *Dutch Graphic Design: A Century of Innovation*. London: Thames & Hudson, 2006.

Russem, Michael. 2012. Postage Stamps by Type Designers. http://www.katranpress.com/stamps_about.html (February, 2012).

Scott, David (1994). Philately and the Avant-Garde: Dutch Postage Stamp Design, 1920-1950. *Journal of Decorative and Propaganda Arts*, 20, 59-77.

Scott, David. *European Stamp Design: A Semiotic Approach to Designing Messages*. London: Academy Editions, 1995.

Scott Standard Postage Stamp Catalogue, Vol. 4. Sidney, OH: Scott Publishing Company, 2011.

Speciale Catalogus: Postzegels van Nederland en Overzeese Rijksdelen. 's-Gravenhage, NL: NVPH, 2015.

Note: This article is based on research used to prepare two exhibits that were shown at WINEPEX, San Rafael, California. The first was exhibited on October 6, 2012 and was entitled "The Netherlands Numeral Stamps: A Study in Creative Stamp Design" and the second was exhibited on October 3, 2015 and was entitled "The Design and Use of the Netherlands 'Gull' Stamp: 1924-1948." (DB)

“Overtyped” Provisional Revenue Stamps of Indonesia in 1945.

By Jan F. Verster

An account of the discovery of these stamps by Arnoldus J. Verster (1920–2010) as recorded in letters to his wife during the Indonesian War of Independence.

Figure 1 is a strip of provisional revenue stamps of Indonesia. The underlying stamp is a 5 cent stamp (NVPJ JS6, Scott N20) issued by the Japanese for use in Sumatra in 1943. It was later overprinted (more precisely over-typed) with the letters “plz” (for “*plakzegel*”) and a new value “15 sen” by typewriter. According to **John Barefoot** in **Benelux Revenues**, this was done in Central Sumatra in 1945. The typist was not very competent, given the different vertical positions of the “z” and the misspelling of the word “sen”.

Figure 1.



Some 15 to 20 years ago, my father showed me these stamps during a conversation about the time he had spent in Indonesia. He had acquired them while he was in Indonesia in the late 1940's.

Figure 2. Arnoldus J. Verster,(1920-2010).

It was so long ago that the details are hazy, but I remember the following about this incident. He found them in a room where a (Republican?) person had been living but who had disappeared some time earlier. He thought that they were postage stamps that had been overprinted (more precisely over-typed). I believe that he thought that it was a provisional stamp being created by some fringe revolutionary group that used the initials PLZ, which could be used when that group gained power. The stamps may have been part of a



larger block, but I can't remember for sure. It may have been in an area recently retaken by the Dutch Army. I am pretty sure that he didn't understand it was a revenue stamp. I have an impression that he took it from the typewriter, but it may be he just said that it was made on a typewriter.

I never heard about these stamps again, but did remember them as I thought they made an interesting story. I once tried asking him about them in the year before his death, but only received a gruff answer to the effect that the information was in his transcribed letters. After his death, I did not find the strip among the stamps in his collection or with the letters he had written from Indonesia.

A couple of years after his death, I was looking through a large box of stamps on paper that he had ripped from envelopes (there were some philatelic tragedies there) and was surprised to find the strip loose near the bottom of the box. I was unable to figure out what the "plz" stood for, until about a year after I found them. I was leafing through *Benelux Revenues* by John Barefoot, and stumbled across the listing which explained that they are actually revenue stamps and "plz" is just short for "plakzegel".

This is the story of how he obtained the strip as best as I can reconstruct it.

My father finished his medical exams in July 1946 after his studies had been interrupted by World War II. Newly married, he was drafted into the Dutch army 6 January 1947. After basic training his rank was Reserve Officier van Gezondheid 2de klasse (equivalent level to first lieutenant) and he was sent to Indonesia on the Volendam which departed 31 July 1947 (and he did not return home until January 1950). He began writing almost daily to his wife (my mother). He did make a partial transcript which came to 750 typewritten pages. The letters themselves came to over 2000 scans. These letters give a detailed view of his life there.

After a month of quarantine in Buitenzorg, Java, he was sent to Sumatra, where he spent most of his time. He was first posted in Palembang (25 September 1947 to 23 January 1948). He spent much of this time learning tropical medicine. He primarily dealt with patients in the Benteng (military hospital in the old fort) and in Charitas (a R.K. Hospital in Palembang). There was no military action in the area, and he rarely left Palembang.

Pendopo/Talang Akar (23 January to 29 April 1948). His position was **battalion arts** (a doctor attached to a battalion) and was the junior of two doctors looking after the district centered on Pendopo, between the Moesi and Lematang Rivers. (ca 100 km across). Once in two weeks one would go on an excursion to the villages where the soldiers were stationed, while the other dealt with the (new) hospital in Talang Akar, and the surrounding area. On excursions, he had to inspect the health of the soldiers, and their hygiene. In the hospital, they treated what they could, and sent the rest to Palembang.

Tjandjong Enim (April 29 1948 to 7 January 1949). He was now **sector arts** (doctor in charge of a district) based in Tjandjong Enim where he was the only doctor and was responsible for the military hospital (which he had to set up), and the BAM hospital. (=BAM - Coal Company?) He also was responsible for an area which extended from the southern part of the previous one, south to the Semendo Plateau. The area was not as large as the previous one, as the other

doctor he had been working under had a similar region to the west based on Lahat. The border with the Republican controlled area was on the far side of Lahat.

Military action finally began on 29 December 1948. On 30 December, he wrote:

"It" has begun. This morning at 3 am, Overste Bouman advanced with his "Fiere Eendjes" (4-1-R.I.) from Lahat in the direction of Pagar Alam and Tebing Tinggi. Eric [the doctor in Lahat] rides along to T.T, and Vermeer [a surgeon] walks along to P.A. (30 km.) All this in the pouring rain. Yesterday Benkoelen was shelled from the sea, and in the evening the marines landed there. Djambi was occupied by parachute (troops) and yesterday afternoon they advanced from Sekajoe."

" "Het" is begonnen. Vanmorgen om 3 uur is Overste Bouman met zijn "Fiere Eendjes" opgerukt uit Lahat in de richting van Pagar Alam en Tebing Tinggi. Erik rijdt mee naar T.T. en Vermeer loopt mee naar P.A. (30 km.) Dit alles in stromende regen. Benkoelen is vanaf gisteren uit de zee beschoten en vanacht schijnen de mariniers daar te zijn geland. Djambi is gisteren bezet door parachutisten, en vanuit Sekajoe zijn ze gistermiddag opgerukt."

and on 31 December:

"There was much news. The 4-1-R.I. is stuck in Moera Beliti by a broken bridge, and they are not yet in Pagar Alam. So far nobody is wounded. In Djambi the entire airfield is drenched in oil. The parachuters landed beside it, and drained the oil. Now a whole battalion with 60 airplanes has been sent there. They captured 13 Japanese prisoners."

"Er was allerlei nieuws. 4-1-R.I. staat in Moera Beliti vast voor een kapotte brug en ze zijn nog niet in Pagar Alam. Niemand is gewond to zo ver. In Djambi was het hele vliegveld in olie gedrenkt. De parachutisten zijn er naast geland en hebben de olie er af gedraineerd. Nu is er met 60 vliegtuigen een heel bataljon heen begracht. Ze hebben daar 13 Japanners gevangen."

On 7 January 1948 he was told that the following day he would be sent to Djambi, where he would be "*opperhoofd van het DvG*" (Chief of the DvG).

Soon after he arrived there, I found the following incident. He writes from Moeara Tembsis on 16 January 1949:

"Yesterday, I got up at 7am in Moeara Tembesi. After breakfast, I inspected the whole encampment. It is an old constable barracks, with attractive stone buildings, central electricity and piped water. Elsewhere are rain barrels. All the toilets are stopped up with sand. The young soldiers were busy discarding fruit peels. I also inspected the village, a Chinese market town. There was a billiard table with a tarpaulin instead of a cloth. The balls rolled much quicker than you would think. I paid a visit to the local leader. He told me that the local health situation was quite good.

Moeara Tembesi (16 January 1949): “Gisteren ben ik om 7 uur opgestaan in Moeara Tembesi. Na het ontbijt heb ik het heele kampement bekeken. Het is een oude marechausenkazerne, mooie steenen begouwen, met een electriche centrale en en waterleiding. Verder overal regen waterbakken. Alle W.C.'s zijn met sand dichtgestopt. De jongelui ware weer aardig bezig met vruchtenschillen ten smijten. Verder heb ik de kampong bekeken, en Chinees pasardorp. o.a. stond er en biljart met seil inplaats van laken. De ballen rolde veel harder, de je verwacht. Ik ben bij het opperhoofd op bezoek geweest. Die vertelde, dat de gezondheidstoestand nogal goed was. Vroeger woonde er en vaste mantriverpleger, die was er nu vandoor. Het huis van de verpleger werd toen bekeken. Het was leeg. Wel stond er nog flesschen, o.a. volledig bedorven succus liquiritiae. Verder allemaal boeken en soo. Uit de aantekeninge bleek, dat de mantri ook bloedonderzoek en soo deed. Maar microscoop nergens te vinden. Wel een ondersteek. Verder stapels brieven en briefkaarten an vriend mantri. De mooiste postzegels eruit gevist. Ook de heele correspondentie van de Partai Kommaenis, waarvan hij ondervoorsitter was. Erg interessant.”

T

15 SEN
N.R. INDONESIA

15 SEN
N.R. INDONESIA

15 SEN
N.R. INDONESIA

MAT

日中新聞郵報
15 SEN
2 1/2

差 出 人 居 所 氏 名
NAMA DAN ALAMAT SIPENGIRIM

Soetan Iskandar
Kanto Pasindo (Pemoeda
Sosialis Indonesia)
Di
KASOE TANAM

Kelepetaan
KANTOR KEDAMANGAN
MOSART Tembezi
DJAMBI

Serina mualim
Jember 19. 8. 1944

Figure 3. shows an example.

Buitenzorg (Aug 29, 1947 to Sep 23)
Palembang (Sep 25, 1947 to Jan 23, 1948)
Pendopo (Jan 23, 1948 to Feb 9)
Talang Akar (Feb 9, 1948 to Apr 29)
Tanjung Enim (Apr 29, 1948 to Nov 4)

Tjioemboeloet (on leave) (Nov 4, 1948 to Dec 14)
Tanjung Enim (Dec 14, 1949 to Jan 7, 1949)
Djambi (Jan 8, 1949 to Oct 26)
Palembang (Oct 26, 1949 to Dec 2) (mostly ill, in hospital)
Batavia (Dec 2, 1949 to Dec 20)

References:

John Barefoot. (1945. Provisional from Central Sumatra. Japanese postage stamp with typewritten overprint "plz" (plakzegel) and new value. 15s on 5s orange). In: *Benelux Revenues*. 2nd Edition. No. 16. pg. 104. 2007.

Leo Vosse and Henk Ramkema, editors. *Dai Nippon Catalog of Japanese Occupation Revenues*. 2nd Edition. 480 pgs. August 2008.

Singapore KLM Routing Markers in 1940.

By Saburo Masuyama

I love Dutch East Indies stamps. However, I have no stamp friend nearby. So, I'm envious of the Netherlands Philatelists of California. Every month, they have a meeting and discuss Netherlands stamps at their home. Awesome! By reading the monthly NPofC Newsletter, I know that they have a rich, extensive knowledge about all kinds of Netherlands stamps. I was interested how they proceed with their meetings.

Mr. Stuart Leven, who had the big Netherlands East Indies collection, invited me to the meeting in May 2004. The shiny floor was waxed up, and I wondered if I should take off my shoes such as in Japan. I was surprised to find sweets and Heineken beer on the table. It was a nice meeting with stories about various stamps and with much laughter. I showed a censored cover with circled D - 30 marker. Our Secretary, Mr. Franklin Ennik gave nice advice and the prize of "Cover of the Month". Since then I have been eagerly collecting covers with these circled markers. It is a pity I missed Mr. J. Milner's warm hands and Mr. George Vandenberg's friendly smile. I will never forget them and I would like to participate in their meetings again.



L to R. Ailing Leven, Stuart Leven, and Saburo Masuyama.

L to R. Marty O'Grady, Stuart Leven, Fred Van der Heyden, Ralph van Heerden, Bill Chevalier, and Netta Brouwer (visiting from the Netherlands).



The May winner is **Saburo Masuyama** with a censored airmail cover sent from Batavia Centrum via Singapore to Hong Kong and postmarked May 1, 1940.



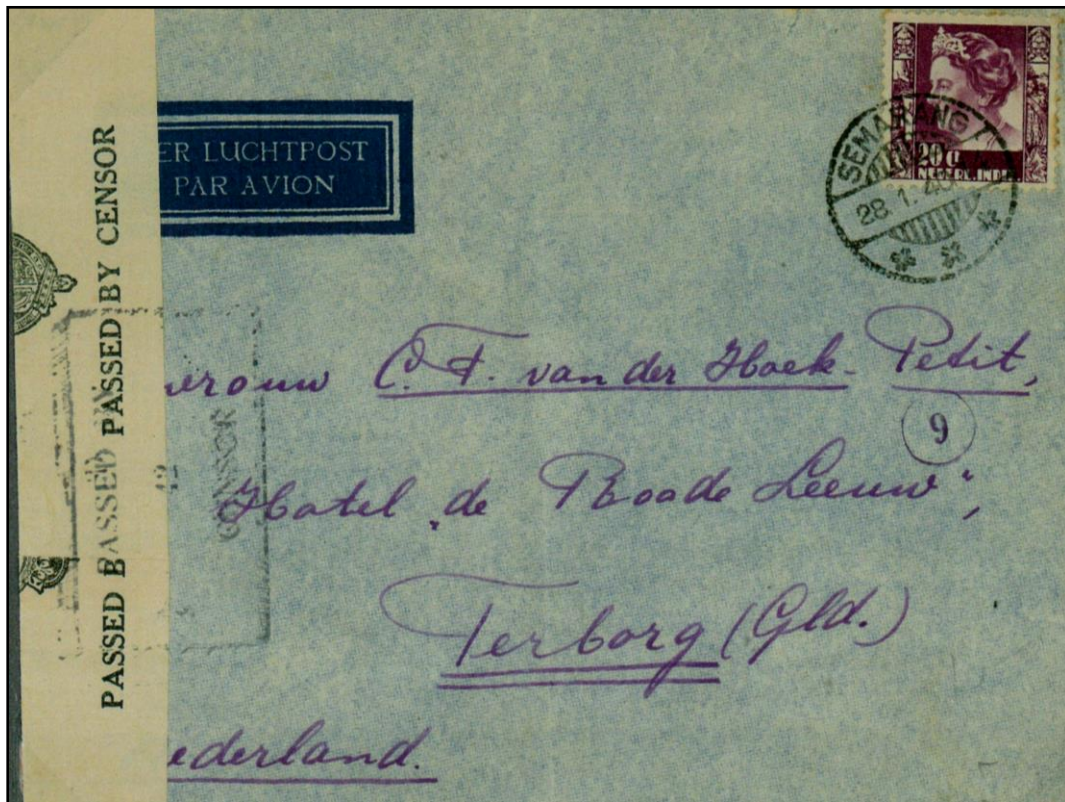
The foreign surface letter rate from the DEI in 1940 was 15 cent; the airmail letter rate to Hong Kong from Batavia Centrum was an additional charge (35 cent/5 gram) $\times 2 = 70$ cent. Total 85 cent. When the twice weekly KLM Bandoeng to Naples flight arrived at Singapore, this mail was taken off to be censored. The triangular censor mark and circled D-30 was applied to the letter, and then forwarded on a later flight. D-30 was the mail bag code designation for this flight.

These code numbers began to appear only on airmail envelopes in early February 1940. Originally, only single strikes of circled numerals from 1 to 50 were applied to the envelopes. In March 1940 a circled **letter** marker was added starting with the letter A. Letter-numeral combinations are known up to and including letter K. Letters I and J were not used because of their similarity.

L to R. HansPaul Hager, Marty O'Grady, Saburo Masuyama, Ralph van Heerden, Paul Swierstra, John Heimans, Fred Van der Heyden, Stuart Leven, and Bill Chevalier.

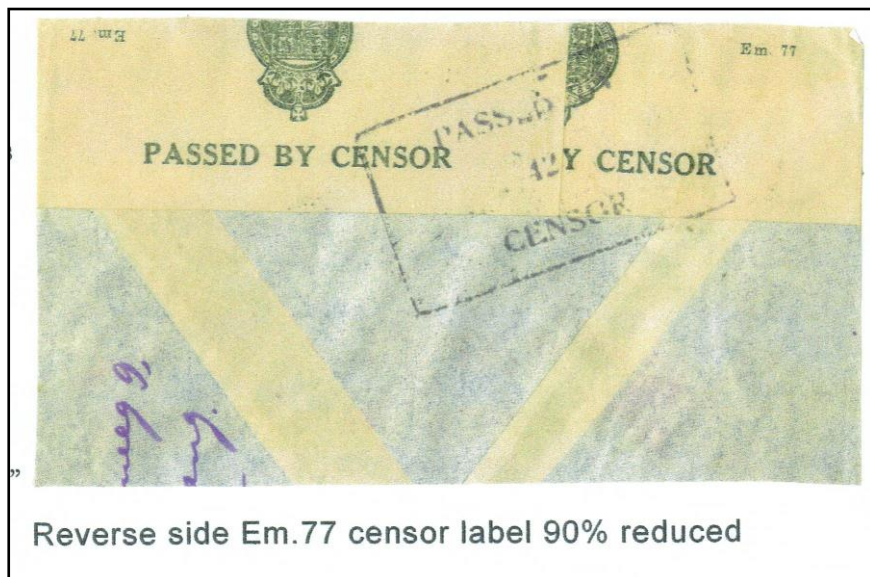


Single KLM Number Mail Bag Marker Circled 9.



Letter sent from Semarang, 28 January 1940, via Singapore, to the Netherlands.

Originally, the airmail of KLM flights landing in Singapore was off-loaded; censored and received a single circled number mail bag code, 1 through 50. This letter received circled number 9 mail bag code, which indicated the next flight to the Netherlands. On the reverse is a Singapore KLM censor marker **PASSED BY CENSOR NUMBER 42**, and Em. 77 Crown and **PASSED BY CENSOR** on one line resealing tape.



Single KLM Number Mail Bag Marker Circled 47.



Post Card Sent from Dordmund, Germany 30 January 1940, via Singapore to Batavia Centrum, Java.

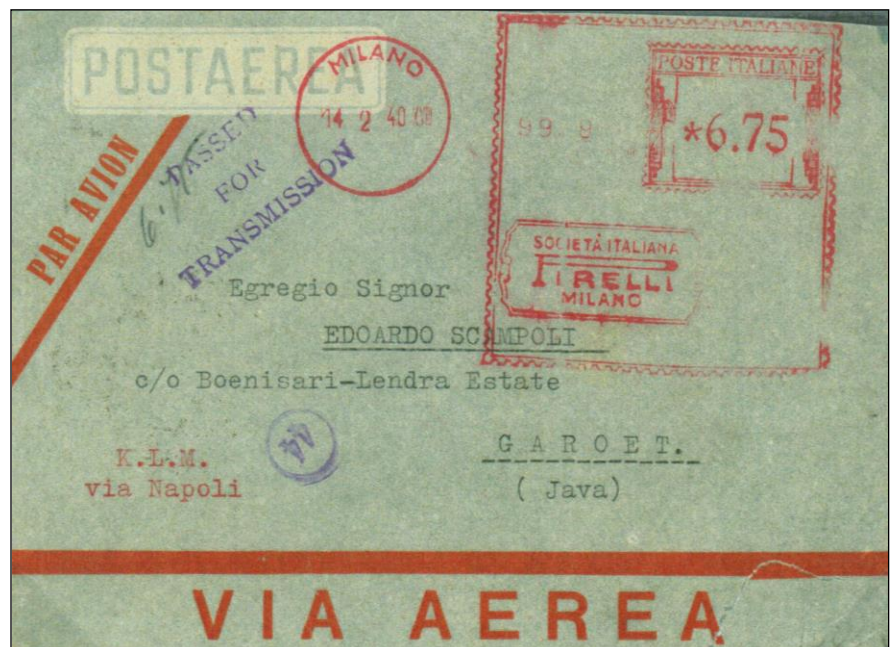
Censored first in Germany, also in Singapore and PASSED FOR TRANSMISSION. Foreign post card rate of 15 cent RM plus 30 cent airmail charge. Total: 45 cent RM.

Single KLM Number Mail Bag Marker Circled 44.

Airmail letter sent from
Milano, Italy 14
February 1940 via
Singapore to Garoet,
Java.

Foreign letter rate of 1.25
Lira/20 gram plus airmail
charge of 5.50 Lira/10
gram. Total: 6.75 Lira.

In Singapore the letter
received a single number
mail bag routing marker:
circled 44 and a PASSED
FOR TRANSMISSION
censor marker.



Trial of Two KLM Mail Bag Routing Markers to Switzerland.



**Letter Sent 4 March 1940 from Batavia Centrum, via Singapore, to Switzerland
with Two Mail Bag Routing Numbers: Circled 30 and 50.**

The postage rate for a foreign letter was 15 cent/20 gram by KLM plus an airmail charge of 30 cent/10 gram: Total 45 cent.

This airmail letter was applied with two KLM mail bag routing markers: circled 30 and 50, and a **PASSED FOR TRANSMISSION** censor marker, then, was sent back to the KLM plane and on to Switzerland.

Originally, only one KLM routing code was applied to airmail letters: 1 through 50. But during **7th to 18th March 1940**, an easier method of mail bag routing was tested:

With one mail bag routing number Airmail sent to the Netherlands.

With two mail bag routing numbers.....Airmail sent to other European countries
and the United States.

Combined Letter-Numeral Mail Bag Routing Code E-31 to Finland



Letter sent by airmail 30 March 1940 from Batavia Menteng Station via Singapore and Amsterdam to Bologna-Brenn, Finland arriving 21 April 1940 with combined Letter-Numeral Mail Bag Routing Circled Code E-31. Located just below green 3½ cent stamp.

The foreign letter rate from the DEI is 15 cent/20 gram plus airmail charge of 30 cent/10 gram to Europe plus registration fee of 20 cent: Total 65 cent.

The KLM mail bag code E-31 was applied in Singapore with violet ink and a triangular **PASSED FOR TRANSMISSION** with black ink by censor clerk number 12..

In Finland, the censor marker of Finnish and Swedish "SOTASENSUURI / KRIGSCENSUREN" was applied in purple ink on the front and reverse of the cover.



Reverse side censorship
resealing label 90% reduced

The 1908 Sale of Remainders in Paramaribo, Surinam

By Jan Verster

In an article about the Surinam issue of 1892 (Queen Wilhelmina with long hair (NVPH 23-28, Scott 25-30)) Paul van Reyen [vR90] wrote:

.....“But to get back to August 1,1907, when these stamps lost their validity, an official government stamp auction in Paramaribo sold the ‘remainders’ of the set **AFTER** they had been canceled in full sheets with the squared-circle cancel Paramaribo 2-9-1908, that is a date more than a full year later than the official date of demonetization!”

And further:

.....“And now we can see something very interesting. In all my years of collecting I have never seen one of these stamps with a visible 1908 cancellation! Requests for copies with a visible 1908 date have not been very productive either. There is only one conclusion possible: All copies that clearly show this year have been very carefully ‘destroyed,’ or at least removed from the market.”



These comments intrigued me, and so I tried to find a copy dated 1908. Even after looking at hundreds of examples, I remained unsuccessful; although I did find copies dated 2-9. (See Figure 1.) I began to suspect that not only examples dated 1908 did not exist, but they probably never existed.

Figure 1: Example with a 2-9 date.

In an attempt to find a definite answer, I began to look at other sources. The NVPH catalogue [NVP11] only gives the basic information on this issue and says nothing about the remainders. In the Korteweg’s Expanded Catalogue [Kor36] of 1935-36 we find:

In Gouvernementsveiling werden nos. 23-28 in vel verkocht, met welwillendheidsafstempling Paramaribo 2-9-1908.

In the Manual by Schiller and de Kruijff [SdK40] we find what essentially is a translation of the above quote:

*At a Government auction the remainders were sold in full sheets cancelled to order
PARAMARIBO 2.9.1908.*

Fortunately, the Manual gives references, which led me next to *Nederlandsch Tijdschrift voor Postzegelkunde* [NT009] which had a number of reports on this issue in 1909. On page 42, (March 1909) there is a report by J.E. Bohlmeijer (in Amsterdam) dated 1 March 1909. There had been (unknown to those in the Netherlands) a public auction of remainders in Paramaribo in late 1908. He states that Surinam issues of 1892, 1898, 1900, and the first issue of postage dues were now being offered by the hundreds (all at a minimal price), but with a cancel that read “**Paramaribo 2.9.1908,**” which for the first three was more than a year after the end of validity (1

August 1907). He adds that the cancel was weakly inked, and often difficult to read. See Figure 2 for an example.

Figure 2: Block from the public auction.

In the next issue (April 1909), beginning on page 57, there is a long article about the to-do caused by the reported cancel dated 1908. The essence is that the date had been initially misread by J.E. Bohlmeijer (and several others) and that it actually read “**Paramaribo 2.9.1906.**” There is more follow-up in the next issue on pages 97 and 98.

Thus there never were any stamps of the 1892 issue canceled 1908. The incorrect date was due to an initial



misreading which was corrected one month later, but this error persisted in the literature for at least 80 years. To be fair, if you look at Figure 2, you might easily misread the date as 1908, when in fact it is 1906.

To get the full story, we must go back to the beginning. When stamps were to be demonetized in Surinam, the public were given a month to return any unused examples for exchange. For example, when several issues were declared to be invalid as of 1 August 1907, there was an announcement in the *Suriname: Koloniaal Nieuws en Advertentieblad* [Sur07] on 19 July 1907 (Figure 3) which explained that one could exchange any sound and unused examples during the month of August.

Figure 3: Notice of invalidation of stamps.

Then, those exchanged, plus any remaining in the post offices, would then be auctioned off later. On 22 November 1908 in *de Surinamer* [deS08] it was announced that, on 25 November at 9 am, there would be an auction sale of used postage and postage due stamps as well as some postcards (Figure 4).



Figure 4: Announcement of the 1908 sale



Figure 5: Example with a 12-1905 date.

Translated, with thanks to Hans Kremer, this newspaper announcement says in effect:

The Administrator of Finance will, at his office, on Wednesday November 25, (1908) at 10 o'clock in the morning, sell to the highest bidder a quantity of used stamps and postage due stamps, as well as a quantity of postal cards, which can be viewed any Wednesday between 9 and 10 in the morning at his office. (G.A.B.)

In an eye witness account of this sale by Jan de Vries (reported in [NT009] on page 97), the lots were sold in sealed packets with the unlikeliest combinations. He reports these included issues of Princess Wilhelmina of 1892, the overprints of 1898 and 1900 and the first issue of postage dues. This list is not complete as the small definitives of 1890 were also sold. (See the appendix for a more comprehensive listing.) Note that the cancels of the 1898 overprints were December 1905 (as the end of validity was 31 December 1905).

In *de Surinamer* [deS08] on 26 November 1908, it was reported that the sale yielded f 2763.20. (The account of Jan de Vries mentioned an estimate above f 3500.)

Soon after the sale, the stamps appeared on the market in the Netherlands, which led to the (incorrect) report of the date 1908 by Bohlmeijer. In the following April issue of *Nederlandsch Tijdschrift voor Postzegelkunde* (page 57) there appeared an angry protest by M.Z. Booleman of Amsterdam.

He demanded:

".....a retraction of the definitely untrue report which has injured him, the owner of a large number of these stamps, and made him suspect. He would, according to that report, have sold stamps canceled with a cancel after the invalidation date of those stamps.

As a solid dealer in these stamps, canceled with a postmark of the time that they were in use, he would calmly offer these for sale. They have the same standing as the canceled 1906 Tuberculose stamps."

In reply, the editors stated that they all had read 1908. As they did not know that Booleman possessed any of these stamps, they could not have intended to injure him.

Figure 6 is an example of a half sheet of the two cent of 1890 which came from this auction. Note how the cancels are roughly applied so that each stamp gets approximately a quarter cancel.



Figure 6: Half sheet, (almost surely) from the Government auction.

The large number of stamps sold depressed the market, and is the reason these stamps are still relatively inexpensive today. For example, in the *Senf Catalogue of 1909* [Sen09] the 30 cent Princess Wilhelmina (NVPH 28/Scott 30) is valued used at DM 1.75 (= f 1.05) while by 1935 in [Kor36] the value has dropped to f 0.20. Compare this to the King William 30 cent (NVPH 11/Scott 12) which in 1909 is used DM 3.00 (= f 1.80) but had increased by 1935 to f 3.00.

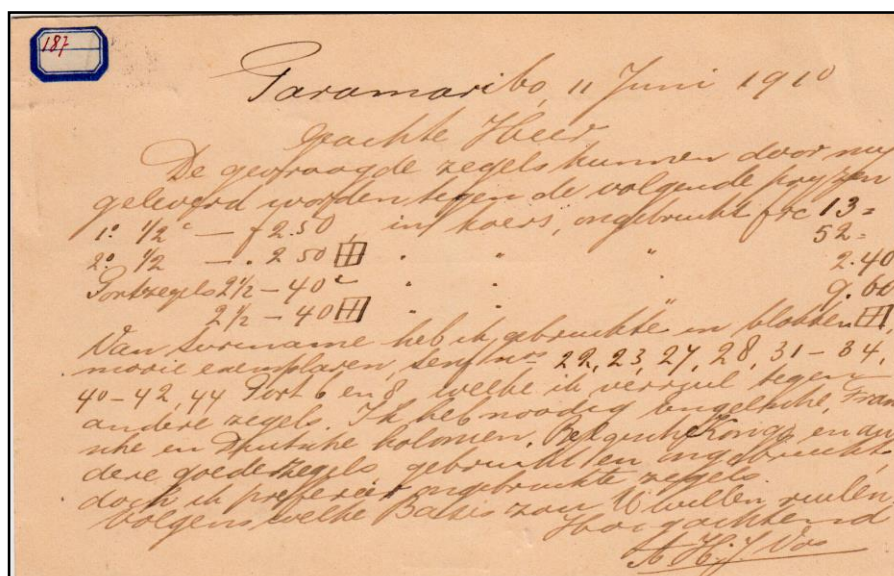


Figure 7: Offer of blocks of 4 from A.H.J. Vos to Arthur Rouvroy

In 1910, the philatelist A.H.J. Vos of Paramaribo was able to offer for trade canceled blocks of 4 of some 14 different stamps (see Figure 7.).

The *Senf* numbers in the postcard correspond to NVPH numbers 16-19 (1-3 cent), 25- 28 (15-30 cent), 34-36 (50-250 cent), 38 (25/50 cent), and P6 and P8 (30 and 50 cent postage dues, see Figure 8.).

Figure 8: Image from Ebay.



A final question remains: when were the remainders actually canceled? If you look closely at all the examples shown, you should



note that there is consistent damage to the left side of each of the three letters "MAR" (see Figure 9 (processed from Figure 6)). If we can determine when this damage occurred, we can get an idea when the canceling took place.

Figure 9: Cancel from Figure 6, top row, third stamp from left.

First we need to determine which hammer was used. According to Erfmann en Stuut[ES11], there were four Paramaribo squared circle cancellation hammers used. (See Figure 10).



Figure 10: The Squared Circle Cancel Hammers of Paramaribo (Types A to D).

I matched the 2-9-1906 cancel to Type D, and started searching for damaged and undamaged copies. This led to inconsistent dates, and when I found a copy of Type D dated 19-12-1910 (Figure 11) which showed no damage whatsoever, I suddenly realized that the cancel in question was a completely different hammer.

Figure 11: Undamaged Type D



This hammer, which I am going to call Type E (see Figure 12), differs from the Type D hammer in the following ways (among others):

- The letters are slightly closer together (163° versus 170°).
- The inner arc has a diameter of 12.5mm (versus 12mm for Type D).
- The "M" is more symmetric.
- The left side of the "O," when extended just touches the outer arcs.
- The inner arc is shorter on the left side than the right side (not on early strikes).

In *Posthistorie van het Rijksdeel Suriname* [ES11] there is an illustration of Type D on page 96, but the accompanying illustration on page 97 is actually Type E. Based on my (limited) experience, the Type E hammer was used from at least 27 January 1908 to June 1909, but, no doubt, longer.



Figure 12. Type E hammer



Figure 13. Damaged Type E

From Figures 12 and 13, we see that the damage happened sometime after 23 April 1908 and sometime before 23 September 1908. Figure 14 shows a cover dated 8 August 1908 which has a damaged "M," but an undamaged "R," which narrows the date down even further.



Figure 14. Cancel with Damaged "M" but undamaged "R."

Thus, the remainders were canceled sometime after 8 August 1908, and so it is quite possible that the cancels were actually applied in September of 1908 (as originally reported), but backdated to 1906.

Appendix: Known remainders sold 25 November 1908.

NVPH/Scott	Value	Cancel Date	Date Invalid	Comments
16/17	1		1-2-1908	Vos, fig 7
17/18	2	2-9-1906	1-2-1908	Vos, fig. 6
18/19	2½	2-9-1906	1-2-1908	Vos, fig 7, seen
19/20	3		1-2-1908	Vos, fig 7
23/25	10	2-9-1906	1-08-1907	At least 400 (de Vries)
24/26	12½	2-9-1906	1-08-1907	(de Vries)
25/27	15	2-9-1906	1-08-1907	Common, fig. 2
26/28	20	2-9-1906	1-08-1907	Very common
27/29	25	2-9-1906	1-08-1907	Common, fig. 1
28/30	30	2-9-1906	1-08-1907	Very common
29/31	10 on 12½	22-12-1905	31-12-1905	de Vries, fig. 5
30/32	10 on 15	22-12-1905	31-12-1905	de Vries
31/33	10 on 20	22-12-1905	31-12-1905	de Vries
32/34	10 on 25	22-12-1905	31-12-1905	de Vries
33/35	10 on 30	22-12-1905	31-12-1905	de Vries
34/36	50	2-9-1906	1-08-1907	Vos, fig 7, seen
35/37	100	2-9-1906	1-08-1907	Vos, fig 7, seen Ebay
36/38	250	2-9-1906	1-08-1907	Vos, fig 7, seen Ebay
38/40	25 on 50		31-12-1906	Vos, fig 7
P6/J6	30	2-9-1906	1-4-1908	Vos, fig 7, seen
P8/J8	50	2-9-1906	1-4-1908	Vos, fig 7, seen

References

[deS08] *De Surinamer: Nieuws en advertentieblad*. Krant, 1908.

[ES11] W. K. Erfmann and E. B. Stuu. *Posthistorie van Het Rijksdeel Suriname 1650 - 1975 Deel 1*. Nederlandse Vereniging van Poststukken en Poststempelverzamelaars, Arnhem, 2011.

[Kor36] P. C. Korteweg. *Uitgebreide catalogus van Nederland en kolonien, 1935-36*.

[NT009] *Nederlandsch Tijdschrift voor Postzegelkunde*, 1909.

[NVP11] *Speciale Catalogus*, NVPH. 2011.

[SdK40] A. Arthur Schiller and Johannes de Kruyf. *Manual of the Stamps of the Netherlands, Netherlands Indies, Curacao and Surinam*. Robert Teller Sons and Dorner, New York, 1940.

[Sen09] *Gebrüder Senfs illustrierter Postwertzeichen-katalog*, Leipzig. 1909.

[Sur07] *Suriname: Koloniaal nieuws en advertentieblad*. Krant. 1907.

[vR90] Paul van Rey. Surinam 1892: Queen Wilhelmina with long hair. In: *Netherlands Philatelist*, 14(3):50-52, 1990.

The Basics of Dutch Military Mail (Veldpost) During 1914--1918 and a Mysterious IIA Marker.

By Hans Kremer

When Franklin Ennik showed me the picture postcard of Figure 1, he asked me about the meaning of the **red IIA marker** at the top right. I had no idea, but what follows is the result of my investigations.



Figure 1. A November 1, 1914 picture postcard with a Veldpost 7 cancel and IIA marker.

Notice that the **IIA** marker is clearly overprinted with a “VELDPOST / 7” cancel, so there is no doubt that this was military mail, which is mail between soldiers in the field and home and vice versa.

The twentieth century brought in a new era for the military mail. The Dutch army leadership decided in 1904 that after ± 65 years it was time to revive the military mail, but much had changed in the meantime. Most communication between military commanders and headquarters in The Hague was now done by telegraph or telephone. However, correspondence between the troops in the field and the home front was maintained by a combination of regular and what we call military mail (= *Veldpost* in Dutch).

With the outbreak of WW I and the subsequent mobilization of the militia in the Netherlands at the end of July 1914 the military mail organization was greatly expanded and improved.

At the top level was the *Hoofdexpeditiekantoor* (Main expedition office), under which there were three *Expeditiekantoren* (A, B, and C) (Expedition Offices). At the next level down were the so-called *Veldpostkantoren* (Field Post-Offices). The example in Figure 1 shows a Veldpost 7 cancel

so most likely there would have been others. Indeed, after a bit of searching in the Dutch literature the two publications referenced at the end of this contained most of the information we were looking for, including a listing of all Veldpostkantoor cancels.

Table 1. *Overview of the locations of the Dutch Military Post offices during 1914-1918.*

<u>Postoffice</u>	<u>Location</u>	<u>Period</u>	<u>Military Unit</u>
Hoofdexpeditie	Den Haag	entire mob.-period	
Expeditie A	Den Bosch	from 10 aug 1914 from october '14?	Veldleger -- Oosterhout?
Expeditie B	Utrecht	entire mob.-period	Nieuwe Hollandse Waterlinie
Expeditie C	Numansdorp	idem	together with Veldpost 5: Hollands Diep
Veldpost 1	Den Haag	idem	I Division
Veldpost 2	Arnhem	idem	II Division
Veldpost 3	Breda Eindhoven Oudenbosch	from 5 aug '14 aug/sep 1914 from oct 1914	III Division
Veldpost 4	Amersfoort Tilburg Den Bosch?	from 5 aug '14 from aug 1914 from 1916?	IV Division
Veldpost 5	Numansdorp	entire mob.-period	refer to Exp C
Veldpost 6	Hellevoetsluis	idem	Monden van de Maas/Haringvliet
Veldpost 7	Willemstad	idem	Vesting Willemstad/Volkerak
Veldpost 8	Ooltgensplaat	idem	Stelling van Ooltgensplaat/Volkerak
Veldpost 9	Den Helder	idem	Stelling van Den Helder
Veldpost 10	Amsterdam	idem	Stelling van Amsterdam
Veldpost 11	Best Etten Boxtel	from 11 aug '14 aug/sept 1914 from 27 jun '16	Cavaleriebrigade
Veldpost 12	Eindhoven Roermond Middelburg	from 6 oct '14 from 24 jan '16 from 26 jun '16	X Brigade troupes in Zeeland
Veldpost 13	Eindhoven Breda	from 23 jan '16 from 27 jun '16	IV Division III Division?

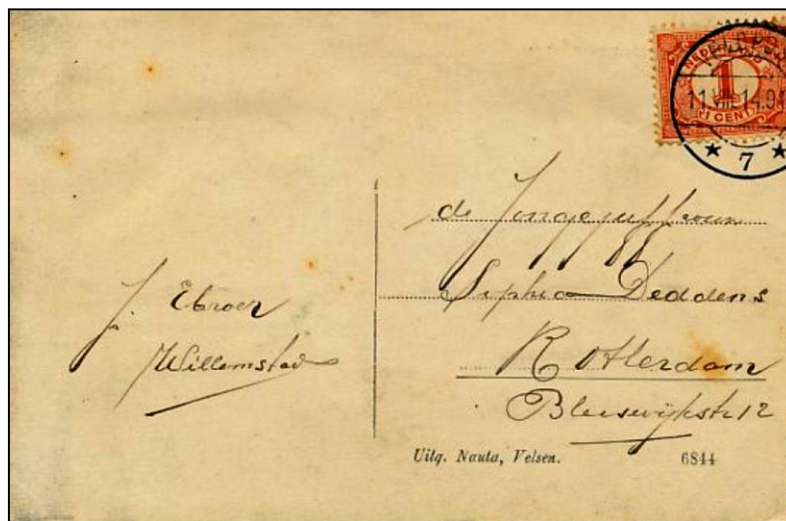
_Source of Table 1. J. Voskuil. In: *Filatelie Informatief*, Section 1641 (pages 1-19), 1985.



Figure 2. Hoofdexpeditie veldpost, Expeditiekantoor veldpost, and Veldpost cancels.

The normal procedure for a soldier would be to write a postcard, hand it to either the "*Facteur*," which was a military mailman, or put it in a regular mailbox.

Figure 3. An August 11, 1914
Willemstad to Rotterdam
Veldpost 7 cancel.



The picture postcard rate was one cent and free after August 28, 1914. Originally, postage had to be paid (see **Figure 3.**) but mail to and from military personnel ‘**in the field**’ received free mailing privileges as of August 28, 1914. It was mandatory to write “*Militair*” on the top right with a signature under it, although many examples exist of free military mail without signatures. Postage-free franking was already available for other organizations and types of mail, for example for “*Dienstpost*” (=official mail).

This free mailing privilege was such a success that it, in some cases, overwhelmed the postal system. Some people sent 20 or more picture postcards every day to family and friends. This was discouraged, but mostly ignored by the people sending the cards. As per 1-1-1915 picture postcards no longer qualified for the free mailing, but that turned out to be no problem for the public. Taking picture postcards and writing some text on it made it into a 'briefkaart' (=regular postcard) which still qualified for the free mailing privileges.

Veldpost was in effect until the end of 1918, to be reactivated occasionally. Free mailing privileges however, were still in effect until Feb. 18, 1921.

Figure 4. Examples of IIA markers.

Now let's have a closer look at Figure. 1. The red "II A" marker stands out but what does it represent? After some searching on the Internet and contacting fellow collectors I was able to locate quite a few of these cards with an "IIA" on it. They differed a bit in size and color, some were on cards sent to the field and others were sent from the field. The first idea was that these were control markers. There was a feeling that some people abused the free mailing privilege, using it to send postcards to and from people not in the military. By doing some checking (and possibly applying the IIA marker) maybe the abuses could be limited. No record could be found in any PTT document mentioning this type of marker.



Upon closer examination it was noticed that the hand written text "Militair" was applied on top of the IIA marker. This then would imply that these cards had the IIA marker already on it even before they entered the mail stream. This was confirmed when I came across a blank postcard (see Figure 5.).

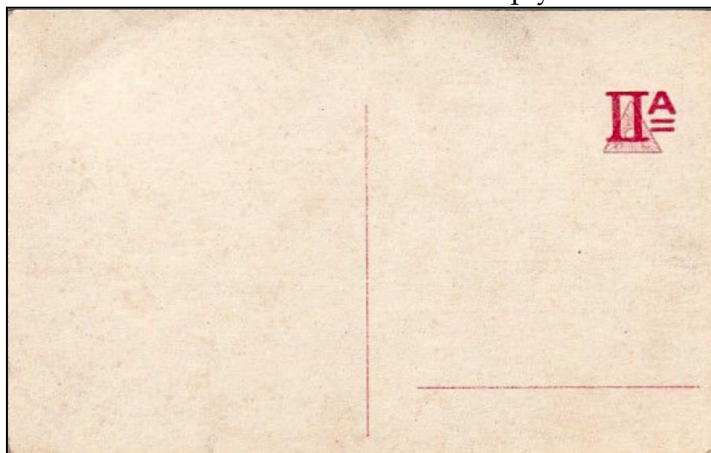


Figure 5. Blank postcard with a red II A marker.

Since the postcards I have seen with the IIA marker on it appear to be very plain (as in Figure 6.), I wondered if these markers were used for mass-produced postcards (often "Made in Germany"). Based on that, I searched on Google with German texts, I came upon a 2006/7 blog on the "*Bund deutscher Philatelisten*" website with an extensive exchange of ideas about the meaning of this "IIA" marker. Many ideas were discussed but at the end no definite conclusion was made.

John Dehé noticed that most of the cards we had seen with the IIA marker on it did not have a Veldpost cancel on it, although all was military mail, sent thru the regular mail. Did that therefore make him think that the IIA in some way indicated free mailing privileges? These free mailing privileges were 'awarded' only by the Dutch PTT, but they made it so complicated about who or what institution would qualify that it was done away with in February 1921, close to three years after the Veldpost offices had closed.

Figure 6. Typical subject illustration on the "II A" cards.

If you'll look at the date of the IIA card in Figure 7 you'll notice a date of September 1, 1919, which is well after the closing of the Veldpost offices, but still before free mailing privileges were taken away by the PTT.

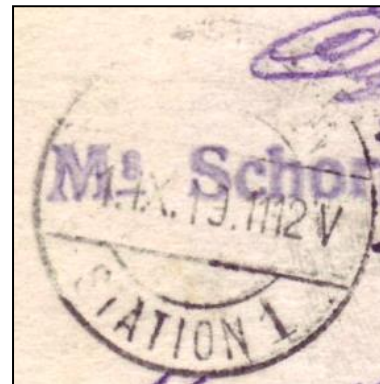


Figure 7. Card with free mailing privileges sent September 1, 1919 after the closing of the Veldpost offices.

On one of the cards (see Figure 8.), it shows a "IA" marker instead of "IIA." Is it a worn version of a "IIA" marker or were there IA markers as well? That would make sense, but then one would maybe expect there to be also IB and/or IIB markers, which nobody has encountered so far.

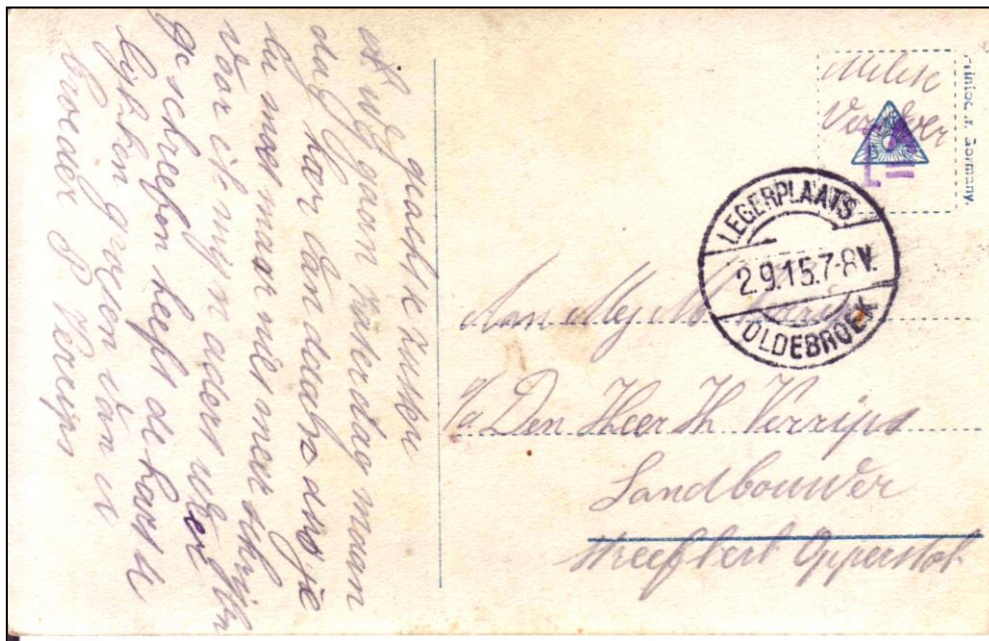


Figure 8. Card with I A marker instead of II A.

John Dehé has a contact in Germany in the “The Postcard Album” organization and once he posed the question there, the mystery was quickly solved. It means that the quality of this type of card is not perfect: **i.e., second quality**, hence **IIA**.

So, there we are, but it might be of interest to go into this **second quality** a bit more. For that we have to delve into the history of the German picture postcard industry in the early 1900s. This was the boom time of the picture postcard industry. Illustrating an image with a real photograph was an enormous improvement over the previous lithograph drawings. There was enormous demand for these cards, which of course also meant a lot of competition among the manufacturers.

Companies were selling these cards for ever-lower prices up to the point that nobody was making a living anymore. So the manufacturers got organized and set minimum prices. However, there was also a quality rating system. Inferior cards (with spots and bends) could be sold for less without breaking the minimum price agreement. This however led to abuses, by simply taking first quality (IA?) cards and then labelling them as IIA cards. Shame, shame, shame!

Why do these cards with IIA appear mostly on military mail? We still don’t know for sure but possibly they were offered to the military at rock bottom prices. As we saw, the soldiers could send these cards for free and having them available for practically nothing would assure an enormous market for the postcard producers.

When sorting thru this material I noticed a wrong date in one of the date cancels (see Figure 9). The hand written text reads "Eindhoven 11-12-15," but the *radertype* town-cancel shows 11.XII.13.7-8N). Since free mailing privileges only started in 1914, the 1913 cancel date is definitely incorrect.

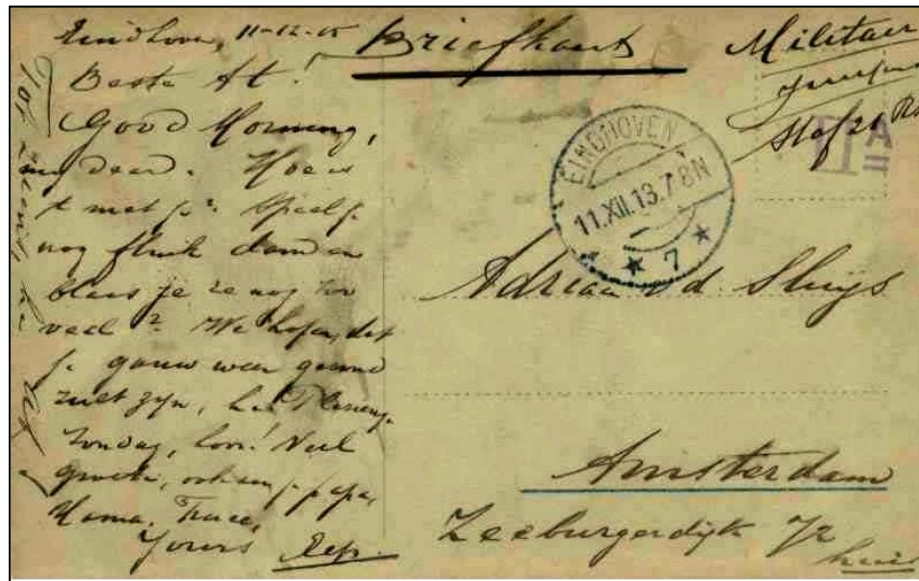


Figure 9. Eindhoven 11.XII.13 should have been 11/XII.15
(See first line of text on card).

I would like to thank both Jan van der Meer and John Dehé who did most of the heavy lifting and supplied some of the illustrations.

References:

P. C. Korteweg, De Nederlandsche Veldpost 1914 - 1918, *De Philatelist*. januari 1938.

J. Voskuil, De Nederlandse veldpost 1904-1918: Tien Jaar Voorbereiding en Vier Jaar Praktijk. *Filatelie Informatief*, Sectie 1641 (bladz. 1-19), 1985.

John Dehé Personal email Correspondence

Jan van der Meer Personal email Correspondence

<https://bdph.de/forum/showthread.php?2329-Zensur-Druckvermerk-oder-was>.

www.tpa-project.info (extensive coverage of the German postcard market ca 1900).

The Bicycle Revenue Tags of the Netherlands

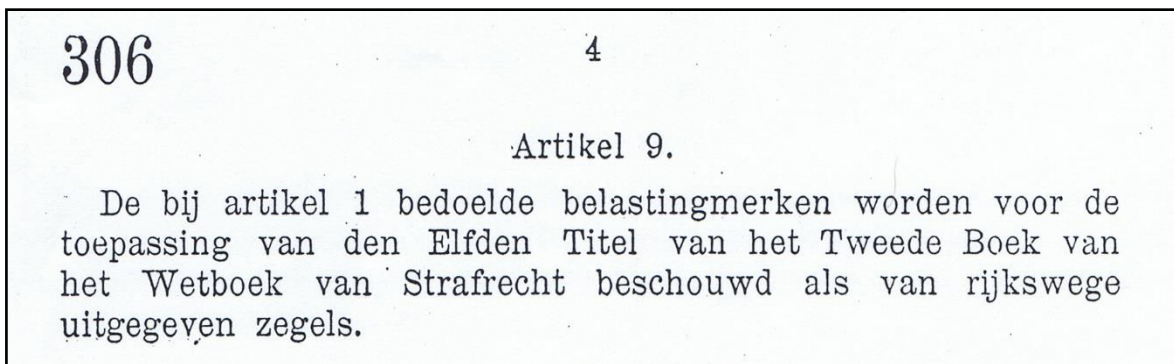
By HansPaul Hager

At the urging of the Secretary of Finance, Dr. H. Colijn, the Parliament in the Netherlands accepted the law of 20 June 1924, published in the *Staatsblad van het Koninkrijk Der Nederlanden* Nr. 306. This Law mandated that every Dutch bicycle had to have a metal tag to prove payment of the newly instituted Bicycle Tax.



The rationale behind this Law was as usual: **State coffers needed an influx of cash.** So, why write about metal tags in a booklet devoted to stamps? When is a metal tax tag a Revenue Stamp?

Answer: When the Law says it is.



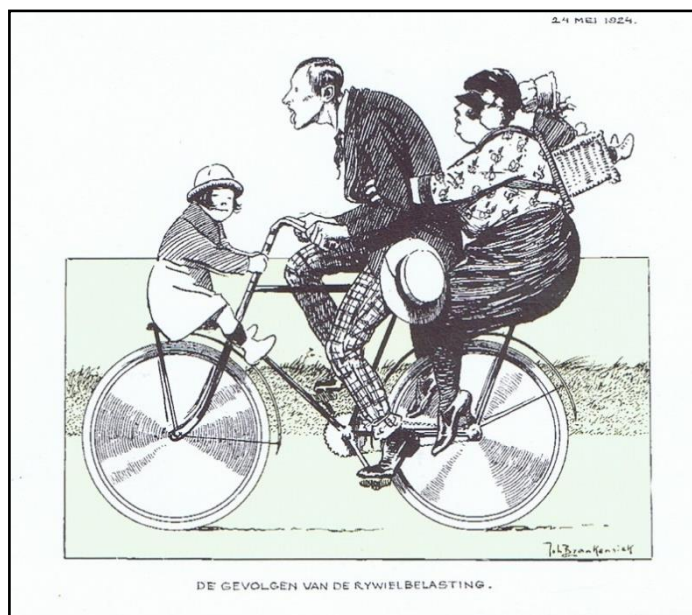
Translated, the text reads in effect:

Nr. 306 Article 9.

The tax tags indicated in Article 1 are to be considered for the purpose of applying the Eleventh Title of the Second Book of Criminal Law, as **stamps issued on behalf of the State.**

The Dutch public's reaction to this Law was immediate and with anger. There were many complaints from the public about this tax because the tax rate was the same for both rich and poor. It hit the working class the hardest; the tax was expensive, a laborer's wage was around Fl. 2.50 per week. The curator of the Tax Museum in Rotterdam tells of visitors to the Museum exploding in anger at the display counter that held the Bicycle Tax memorabilia.

A cartoon illustrating the perceived result of the Bicycle Tax.



This hated tax Law was in existence between 1924 and 1941. The Nazi collaborators organized much opposition to the law. The small pamphlet, shown below was distributed all over and affixed to lampposts and bulletin boards. Finally, the German occupiers abolished the law and curiously this was by direct order of the German appointed Rijks Commissioner for the Netherlands, Arthur Seyss-Inquart, in an effort to curry favor with the Dutch public.



Translated, the text reads:

GET RID OF IT !

The anti-social bicycle tax, which burdens the simple worker and his family, and which the N.S.B. fought against in vain during the democratic regime, may it at this time, focusing on the interest of the community, completely disappear.

In 1924, the first year the tax was implemented, the tags were only valid for half a year from August 1 to December 31 at the rate of Fl. 3.00. In 1925 the tag was valid for the whole year January 1 to December 31. The rate of Fl. 3.00, per year per bicycle and stayed at that rate until 1929 when the time period covered changed from August 1, 1929 to July 31, 1930; the tax was lowered to Fl. 2.50. **See the Stats at the end of the article.**



A FREE tag with a hole punched in it was available to people that did not need to file tax returns because of low income. They could only use their bike when they were applying for a job, or when they needed to sign-in at the welfare office. These tags had a hole punched in the middle of the tag, so they were easily recognizable. There was a definite stigma attached to having these “pauper tags” = “armoedzaaier,” so people tried to fill in the hole with thumbtacks or even the skin of kippers. These fish skins had a very similar color to that of the tags. Of course close-up it was easily discerned that the hole had been filled in, but no reports exist to show that that was a prosecutable offence.

The diameter of the holes in 1924 through 1929 was 15mm and in 1930 the diameter was 11mm. In 1931 the diameter size changed to 7mm, 1934 it was 5mm; in 1935 through 1938 it was again 7mm and in 1939 and 1940 the diameter was 4mm. In addition, the word “Kosteloos” = **Without Charge** was also stamped into these tags.

N^o. 487 • Voorloepig ontvangbewijs.
(Circulaire van 24 Maart 1925, n^o. 112.)

De ontvanger der accijnzen te Arnhem
verklaart op heden den 23 Juli 1934
aan J. A. van Dam te Arnhem
een aanvraag tot het bekomen van een kosteloos rijwielmerk
en heeft op verzoek van de ambtenaren uit, gedurende twintig
jaar, de aanvraag gedaan, genoemde aanvrager ongemoeid
laten en aan het berijden van een rijwiel dat niet
verzien is met het voorgescreven merk.
De houder van dit bewijs is verplicht dit mede te voeren
wanneer hij van een rijwiel gebruik maakt, op de eerste aan-
vraag van een ambtenaar als bovenbedoeld dezer inzage van
het bewijs te geven en ter vergelijking, desverlangd zijne
andere rijwielmerken; hij heeft te zorgen dat van dit bewijs
het door een ander misbruik wordt gemaakt.

Te Arnhem, den 23 Juni 1934.
Handtekening van den houder: F. A. de Vries
De ontvanger der accijnzen:
Voor den ontvanger,
De dienstgeleider,
H. J. van der Min

* Vult in schrijffletters invullen.

When a Bike Tag was issued under Category B, you not only had to have the Bike Tag, but also the Document (shown left) that indicated you had permission to use that tag with the hole in it.

When collectors started collecting these bike tags, the tags with the holes in them were scarcer than the regular ones. The prices for the ones with holes were therefore higher and people started creating their own “holy tags” out of un-punched tags. Most of these are

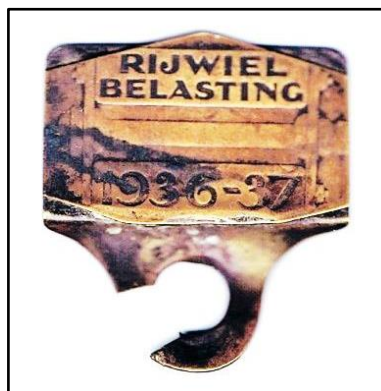


recognizable by the difference in the diameter of the hole from the State issued tags. Also tags have been found where instead of punching out the hole on a medal backboard, a wooden board was used, this created a rigged flange on the back of the tag.



A different **free tag** was issued to **Diplomats**, and this tag was marked with a punched out Star.

From 1924 to 1934 the tags were required to be affixed to the bike, within a certain specified distance of

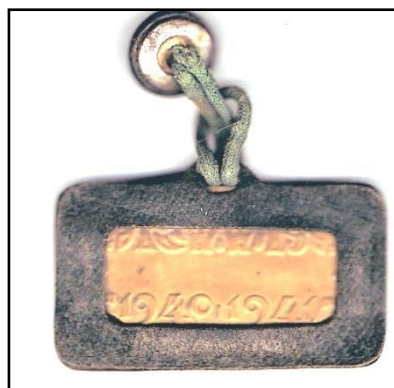


the handlebars, so as to be visible from a certain distance for spot checks by the constabulary; a 50 cent fine was assessed for not having the bike tags on the Bike, because of this the tags became vulnerable to theft. Various methods to counter theft were invented from soldering the tags onto a padlock to soldering the tag onto a metal plate which was affixed under the handlebar stem nut.



Another way to deter theft of the tags was to have one's name and address punched into the tags. The Tuberculosis Society was allowed to bring their equipment into the Post Office and for 10 cent they would punch the owner's name and address into the tag.

From May 1, 1935 the tags could be worn on the left side of the person's outer clothing, this created the nickname of "*Colijnsorde*" = Colijn's Medal. Many other devises, mostly leather holders, but sometimes even a simple safety pin were used to make this possible. These holders themselves have become collectables.

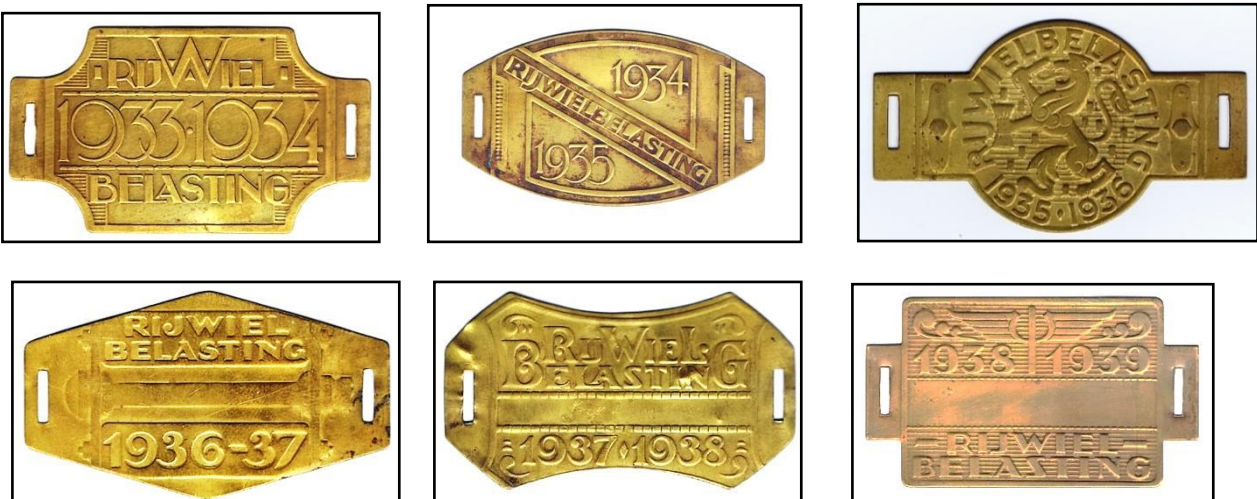


The aforementioned kipper skins were used again during this period. The skins were placed over a legitimate tag, tamped down so that the imprint of the tag showed in the skin. The skin was then dried and cut to size and inserted into one of these leather holders.

The tags were issued for 17 years from 1924 to 1941, resulting in 17 different designs. Except for the 1925 and the 1939-1940 tags made from aluminum, all were made of brass.



The last tag, 1941 – 1942 was not issued by the State Mint because the law was repealed. The Tax Museum in Rotterdam had one copy, which itself published and included in a booklet that told the history of these Bike Tags. France already used this system of bike tax tags since 1910.



So when the Dutch initiated this tax, the design for the 1924 tag was copied from the French model. The designers of the Dutch tags were C.F. van der Hoef for the tags from 1925 –1933,

W.C. Rozendaal designed the 1934 and 1935, and J.C. Wienecke designed the tags from 1936 – 1940.

Every year a new tag needed to be purchased. The old tags were collected by the Tuberculosis Society and sold as metal scrap used for making bullets. But in 1940, during WW II, people did not want the bicycle tags to be used by the Germans to make bullets, so a lot of these tags were buried and later found with metal detectors by treasure hunters. A lot of those have severe corrosion issues.



There was quite an enforcement system for this law. Not only the local police and the National Police but also Tax Office employees could stop you and check for your Bike Tag. When you were riding the bike you had to have it, when you were walking the bike you did not. So people would warn oncoming bicyclers of check-points so they could evade the check-point or get off their bikes and hand-walk the bike. The illustration is from the newspaper *De Katholieke* 19 January 1927.



Translated, the caption reads:

“Is your bike well protected with a current tax plate? Soo, NOSTOP !! Sounds from the mouth of someone who looks like an innocent citizen --- Your name will be written down, and gone is your bike!!!

You could also be fined for having the Bike Tag in your pocket instead of on your bike or on your coat (lapel).

Overtreding Rijwielbelastingwet Stbl. 1924 No. 306.

Ter voorkoming van gerechtelijke vervolging van de bekeuring, in de gemeente Korndijk ingesteld wegens overtreding van artikel 5 der Rijwielbelastingwet, kan U zich persoonlijk of bij gemachtigde — uiterlijk binnen twee werkdagen na heden — vervoeven bij den Ontvanger der accijnzen, met verzoek om te mogen transigeren.

Uitgeroepen den 27^{de} 1925, omstreeks 4 uur voorm. nam.

aan Wijb P.M.A. 91 27 Juli 1912

door W.A. Dampfi wegens art. 5 1e lid a-b 2e lid

De bekeurde had het belastingmerk niet bij zich.

Het Kantoor is gevestigd: Korndijk en geopend: alle werkdagen van 9-12 uur voorm. tot 1-5 uur nam. (Zaterdags van 9—12.) **Deze kaart mede te brengen.**

Rijwielbelasting No. 6.
S.G.S. 1940 - 1994.

R.w.b. no. 18, volgnummer: 41

RIJWIELBELASTING.

Den 27^{de} 1925 ontvangen van H. J. Dampfi, wonende te Korndijk, geboren den 22^{de} 1908

de som van **vijftig cent**

ZEGGE f 0.50

wegens boete, verschuldigd ter zake van een overtreding van art. 4bis der Rijwielbelastingwet 1924, Staatsblad no. 306, op 27^{de} 1925 omstreeks 17.10 uur onder de gemeente Korndijk

De ambtenaar, M.A. Dampfi

Rijwielbelasting no. 17.
1939 - 9174

Faked Bike Tags.



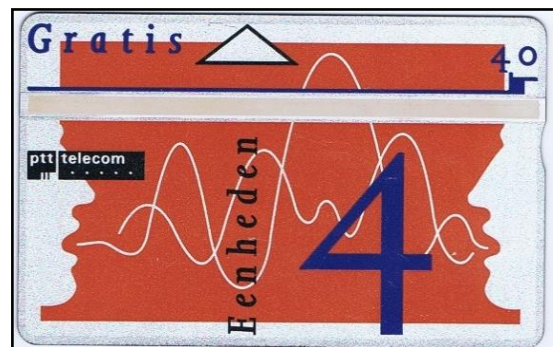
Shown here is an example of real and fake tags of the 1929 - 1930 bike tag. As soon as three months after the introduction of bike tags in 1924, fakes were available on the Waterloo Square flea market in Amsterdam for 75

cent each. The quality of the fakes was never very good but they were good enough to pass scrutiny from a distance. We already mentioned that during the collectors craze in the 1970s bike tags came onto the market with faked "pauper-holes."

For a long time these plates were not seen as collectables, but a few collectors became interested in these metal tags. A catalog was written. The bike tags then were actively sought after, the interest only increased, as did the prices asked for these tags. Years later a discovery was made in the repair shop of the State coal mines in Limburg. The miners who worked for the State coal mines would have the medal tags replaced yearly in the repair shops. The old plates were thrown in a big bucket. The bucket disappeared under some floor boards and was not seen again for almost 30 years. Then by accident someone stumbled upon this bucket full of bike tags and what had been a trickle supply of tags on the market becomes a flood. This caused the prices to go down considerably.

The interest in collecting these bike tags has stayed quite strong, even now 77 plus years after the abolishment of this law. On almost every flea market in the Netherlands one can find dealers that have these tags in stock and on Internet auction sites in the Netherlands one can regularly find demands for and offerings of these tags.

These bike bags live forth in the collective memories of the Dutch to the extent that the Dutch PTT postal service issued a telephone card in the 1980s with a stylized image of the bike tag and the caption "*plaatje met 'n gaatje*" translated means, "tag with a hole."



APPENDIX

Statistical Information from the State Mint.

Tax Year/ Diplomat	Valid From - To	No. Sold	Price	Tags with holes/star	Free Tags
1924	1 aug. - 31 dec. = 5 mnd	1.776.749	f 3.00	53.753	221
1925	1 jan. - 31 dec.	2.160.612	f 3.00	61.802	211
1926	1 jan. - 31 dec.	2.198.485	f 3.00	66.973	204
1927	1 jan. - 31 dec.	2.252.041	f 3.00	72.308	211
1928	1 jan. - 31 juli '29 = 19 mnd.	2.525.462	f 3.00	79.705	217
1929 - 1930	1 aug. - 31 juli	2.627.220	f 2.50	75.648	204
1930 - 1931	1 aug. - 31 juli	2.699.126	f 2.50	81.597	231
1931 - 1932	1 aug. - 31 juli	2.761.702	f 2.50	96.625	243
1932 - 1933	1 aug. - 31 juli	2.811.370	f 2.50	138.955	300
1933 - 1934	1 aug. - 31 juli	2.895.742	f 2.50	243.240	400
1934 - 1935	1 aug. - 31 juli	2.995.488	f 2.50	312.334	341
1935 - 1936	1 aug. - 31 juli	3.061.402	f 2.50	378.708	394
1936 - 1937	1 aug. - 31 juli	3.108.466	f 2.50	440.260	388
1937 - 1938	1 aug. - 31 juli	3.212.171	f 2.50	454.156	408
1938 - 1939	1 aug. - 31 juli	3.261.983	f 2.50	457.782	416
1939 - 1940	1 aug. - 31 juli	3.353.023	f 2.50	442.550	500
1940 - 1941	1 aug. - 1 mei	3.590.477	f 2.50	431.728	500
Totaal		47.291.519		3.888.130	5.389

References/Sources

Illustration from *De Katholieke Newspaper*, januari 19, 1927.

Staatsblad Koninkrijk de Nederlanden Nr. 306, juni 20, 1924. bladz. 1024.

Een impopulaire maatregel: de rijwielbelasting 1924 - 1941. *Filatelie*. april, 2006

Verordnungsblatt für die besetzten Niederländischen Gebiete Jahr 1942.

Verordeningsblad voor het bezette Nederlandse gebied Jaar 1941.

F.H.M. Grappenhaus. *Over de loden last van het koperen fietsplaatje*. Uitgeverij Kluwer. 2005.

C.G. de Jong. *Catalogus: Het Nederlandse Rijwielbelastingmerk 1924 - 1941*.

Catalogus: Speciale Caatologus van Rijwielbelastingplaatjes. Uitgeverij De Molen, Almelo, 1983 - 1984.

De Fiets en het Rijwielplaatje voor de Oorlog. Uitgeverij De Verzamelaar. September, 2010.

Prof. Dr. Van der Poel. *De Geschiedenis van het Nederlands Fiscaal Zegel 1624 - 1954*. Uitgeverij Davo, 1954.

Rijwielbelasting en de daarvoor gebruikte merken. Belastingmuseum "Prof. Dr. Van der Poel" Rotterdam. 1978.

Website: <http://www.rijwielplaatje.nl>

The Galang Refugee Camp Correspondence.

By Mardjohan Hardjasudarma

In the aftermath of the Vietnam War, two waves of refugees ensued.

The first wave of 130,000 people, almost all Vietnamese, left the Asian mainland in the spring of 1975. They were first airlifted by the U.S. government to the Philippines and Guam and then to one of the refugee centers in the United States. This group included dependents of U.S. servicemen and those with sponsors already living in this country. Map courtesy of Google Maps.



The second wave of Vietnamese refugees began during 1978 and lasted through the mid-1980's. They were known as the "Boat People" for their rickety and overcrowded boats. Those who survived near drowning or attacks by pirates landed in Southeast Asia or Hong Kong; others traveled by a dangerous land route through Cambodia to Thailand. This group included many ethnic Chinese who were persecuted by the Vietnamese Government, as well as Vietnamese who faced being sent to reeducation camps or forced evacuation to the "new economic zones" in the countryside.

In response to the world outcry over the fate of the boat people, the Vietnamese government agreed to establish the Orderly Departure Program under the United Nations High Commissioner for Refugees, enabling people to leave Vietnam legally for family reunion and humanitarian reasons. The U.S. Congress also passed legislation to aid the refugees; the Refugee Act of 1980 reduced entry restrictions; the 1988 Amerasian Homecoming Act admitted over 70,000 family members of American servicemen; and the Humanitarian Operation brought 152,000 more, including former political prisoners and their families. (Source: *Sea Archive Exodus UCI Southeast Asian Archive*).

The first refugees to arrive on Indonesian soil consisted of 24 Vietnamese that landed in May 1975 on the Natuna Islands. In a short time this ballooned to 40,000, mostly landing on the Anambas Islands in the Riau Archipelago. Refugees who arrived on these islands were eventually transferred to Galang Island for processing.

The Galang Refugee Camp housed refugees from 1979 to 1996 on the Riau Archipelago Islands. An estimated 250,000, or more, refugees passed through Galang from 1979 to 1996. The Camp was both a symbol of Hope and Tragedy for the people who came looking for a better life.

There were two Refugee Camps on Galang Island.

Camp 1 was for new arrivals who had not yet received approval for resettlement in the United States or to another third country. After approval they were moved to **Camp 2**, where they received instructions in English and cultural information about their resettlement countries.



*A letter from a refugee in Galang to another refugee in Malaysia (Camp Sungai Besi).
Postmarked Tanjung Pinang. On reverse: Sent to Task Force, February 8, 1993 (in red circle).*

Policing was provided by Indonesia. Caseworkers and legal officers from participating countries and the United Nations were also active in the Camps.



*A letter from a Cambodian (presumably) at Galang to Houston, Texas
(to the Texas Cambodian Pageant Committee).*

Philatelic material from this period consists largely of undelivered letters to or from the refugees. Those letters were "returned to sender" or attempted to.

One favorite destination outside Indonesia was Malaysia. Indeed, many letters are between Indonesian and Malaysian camps in either direction.



A letter between refugees in Malaysia (Camp Sungai Besi) and Galang. Returned to sender. On reverse marked "Buntu" (=Indonesian for Dead End/Unknown).

Other letters were addressed to more fortunate countrymen in the United States, Canada, Australia, and Western Europe. Others consist of postal documents, such as parcel postcards that accompany packages.

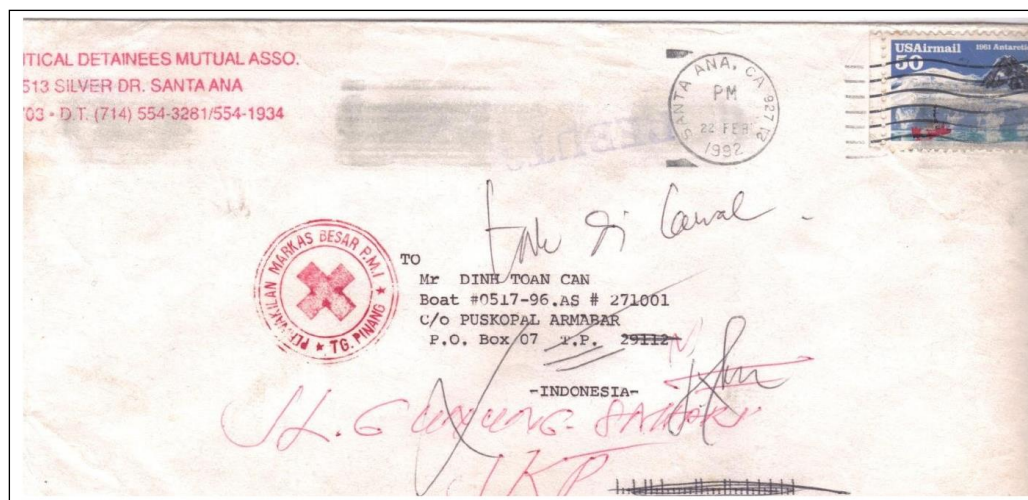


A rare cover from Vietnam to a refugee at Galang, with Indonesian Red Cross Cancel at Tandjung Pinang (red pencil marking) Returned to sender.

[illegible]

A postal form for sending a 3 Kg. parcel from West Germany to a refugee at Galang on November 28, 1981 and an arrival cancel of Tanjung Pinang on December 29, 1981.

Galang Camp was closed in 1996, seven years after the Comprehensive Plan of Action for Indo–Chinese Refugees was adopted. All the Vietnamese refugees were repatriated by the UNHCR (United Nations High Commissioner for Refugees). The Camp is now a museum and



A letter from a support Organization for refugees to an individual with a ship address, c/o Indonesian Navy. Marked "Tak dikenal," (= Indonesian for unknown) and returned to sender.

tourist attraction. Today, Galang Island is managed by the Batam Industrial Development Authority (BIDA). Currently the **Singapore Paranormal Investigators** organizes educational tours from Singapore to Galang Camp. The objective is to teach the young Singaporeans that

life is not always about luxury. There are many heart-touching lessons to learn, and many provisions in the modern world that we should not take for granted.

I acknowledge with thanks to Editor Franklin Ennik for formatting suggestions of this article.

References:

University of California Southeast Asia Archives.

<http://www.lib.uci.edu/sites/all/exhibits/seaexhibit/exodus.html>

Bekas Kamp Pengungsi Di Galang, Monument HAM.

<http://suarapembaruan.com/News/1990/07/160799/LainLain/1103/1103.html>

Galang Refugee Camp.

https://en.wikipedia.org/wiki/Galang_Refugee_Camp

The Tragedy of Galang Refugee Camp.

<http://spi.com.sq/uncategorized/the-tragic-past-of-Galang-com.html/>

UNDELIVERABLE

By Kees Adema

Where else but in philately can one derive pleasure from an unsightly rag? And there is no question that the item shown in Figure 1 does not rank as the brightest light in the chandelier. Yet your author enjoyed a wonderful hour or so unraveling its secrets.

Figure 1.

The contents of the German letter sheet show the date as November 7, 1943 (see fig. 7) and presumably it was sent from Bremen to Amsterdam on the same day or the next. There is no way of telling because the stamp with which the item was franked on the upper right hand side and the cancellation in Bremen are covered for the most part by censorship tape. Only the perforations can still be seen of what is in all likelihood the red 12 *Pfennige* value with Hitler's unsmiling image.



In Europe the war was finally swinging in the Allies' favor. British forces were about to reach the Garigliano River and the Italians had just bombed the Vatican in an effort to silence *Radio Vaticana*. On November 6 the Red Army had liberated the City of Kiev. The writer of the letter however had other thoughts on his mind as will be shown.

After having been posted in Bremen the letter's first stop was the German censorship office in Cologne, the *Oberkommando der Wehrmacht* (OKW) where it was opened, checked for content and resealed with the tape listed by Horst Landsmann 1 (HL) as type CV3.2. Its width is 30 mm and it was in use from August 1940 to early 1945.



Figure 2. *HL type CV3.2*

After letters were resealed they received a control handstamp or a machine cancel, usually in violet ink on the tape. In this case there are two machine cancels, identifiable by the seven horizontal lines flanking them (Figure 3). So far so good, but wait. While the image on the lower left (Figure 4) clearly matches HL type CPM1.1 the one above it is totally different (Figures 5 and 6).



Figure 3. HL type CPM1.1



Figure 4.



Figure 5.



Figure 6. Figure 5 rotated.

Errors in the production of devices used to place German censorship handstamps and machine cancels do occasionally occur. In OKW handstamps, the eagle atop the swastika faces left but the author has in his collection the well-known error, also listed by Landsmann, of the eagle facing right. It immediately became clear to me that I had made a major discovery, the "inverted eagle" variety" hitherto unknown to the many German philatelists who had done extensive research with, excuse me, eagle eyes. This had escaped them. Yes, this was my chance to shine and occupy a philatelic aerie. I leaned back in my chair and closed my eyes, letting the glory of it all sink in. *Der umgekehrte Adler.* = 'Discovered by yours truly.'

And then it hit me.

The impression was almost, no, not almost, exactly! a mirror image of the one below it. There was only one explanation. The lower machine cancel (Figure 4) must have been inked very heavily and in the OKW Cologne office the letter initially must have been folded inside out by mistake so that the excess ink created the mirror image above it (Figures 5 and 6) before it was folded back into the correct position, i.e. with the address visible and not on the inside. Goodbye discovery. Goodbye glory.

In spite of this disappointing development the letter continued to provide surprises. It was addressed to a "*jongedame*", a young lady, in Amsterdam and after reading the contents I felt almost embarrassed to be spying on what might have become a budding romance.

Figure 7.

Bremen, November 7, 1943

2811/64
Bremen 7 nov 43.
Beste Bep.
je zult wel denken waar komt deze
brief vandaan want je zal mij misschien
wel vergeten want het is zo lang geleden
dat wij elkaar ont moet hebben dat je
het misschien niet meer weet. Ik ben nu
5 maanden in Duitsland en heb het
hier wel naar mijn zin en dat is de
hoofdraak want als we het hier nog erg
slecht hadden was het niet zo mooi maar
ik kan dat god zij dank niet zeggen. Nu
als je me misschien niet meer kan zal
ik het je duidelijk maken. Ik kwam uit
Weesf met een kameraad en die ging met elkie
maar omdat ik elkie eens gesproken had ge-
de dan in Otmsteddam en die zei dat je
er spijt van had dat je het uitgemaakt
had en daarom zal ik je nog eens schrij-
ven misschien schrijf je me nog terug
en kunnen wij onze kennismaking van
nu doorzetten nu dat laat ik alle
van jou over en dan hoop ik dat je mij
nog terug o schrijft en wat je dan doet.
Nu ik ga slapen want morgen
om 6 uur moeten wij weer arbe-
den dus je begrijpt dat ik een reu-
ze slaap heb nu ik eindig maar
en tot ziens en weder horen.
Goos Meenink
Ph Farberei Busing
Industriestrasse
Bremen. 18

Dear Bep.

You will wonder where this letter came from because you have probably forgotten about me as it has been so long since we met... I am now in Germany for 5 months and am enjoying it here... that is the main thing because if it were bad here it would not be so nice...

Now, if you don't remember me I will explain. I came from Weesp with a friend who was seeing Alie but because I once spoke with Alie on the Dam (Square) in Amsterdam and she said that you regretted having ended it (between us) and that is why I am writing you once again because maybe you will write back and we are able to continue our introduction from that time. Well, I shall leave that to you and I hope you write me back..... tomorrow at 6 we have to work again...

Goos Meennink, the writer of the letter, was working for a firm that dyed textiles and that still exists at the same address today. He was one of the Dutch volunteers who signed up for a certain period to work in Germany where the male labor force had been depleted by conscription. Had he been a forced laborer he would not have made the comment that he was in Germany for five months. The blue chemical swipe was applied to check for hidden text.

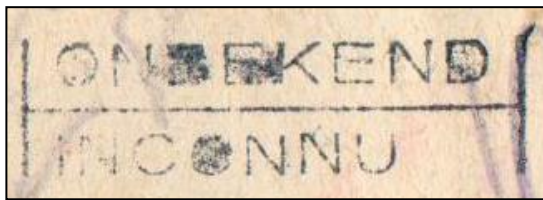


Figure 8. "ONBEKEND/INCONNU"
(UNKNOWN).



Figure 9. "RETOUR Á L'EXPÉDITEUR/
TERUG AFZENDER"
(RETURN TO SENDER)

Unfortunately for Goos, Bep Groenink was not known at the address he used or she had moved without leaving a forwarding address. In Amsterdam a postal clerk made a pencil notation to that effect adding his or her initials and furthermore the two handstamps shown in Figures 8 and 9 were struck there. The letter was to be returned to the sender.

Figure 10. HL Type CV2.3
sealing tape.





Figure 11. *HL type CP3.4.1.*

The letter now returned to the OKW censor in Cologne. It was reopened and subsequently resealed with a different type tape, CV2.3 whose width is 35 mm and used from June 1942 to January 1944. It was printed on white as well as yellowish paper as is the case here. This tape was clearly applied after the type described earlier because it overlaps it.

That the tape also overlaps the postage stamp can be seen clearly in Figure 11 which shows the new OKW control stamp struck over it. The impression is not the clearest but it appears to be type CP3.2.1 which was in use from August 1941 till April 1944, according to Landsmann. The numerous handstamps listed in his book show minor variations but the periods they were used point towards this type..



Figure 12.



Figure 13.

The final details to be identified are the two boxed numbers, 14 and, probably 53 (the second numeral is almost illegible) and 45 within an oval. All were ID numbers from the individual censors working in the OKW office in Cologne. The ones shown in Figure 12 were struck at the same time but it is not clear whether it was on the outbound trip to Holland or on the way back. The number 45 is listed as type CK1.11, in use from September 1943 to August 1944. The other two are not listed so they should be added to the catalog.

No inverted eagles to be sure but small victories nevertheless.

Reference:

Horst Landsmann. *Die Zensur von Zivilpost in Deutschland im 2. Weltkrieg*. Gröbenzell, Germany, 2008.

