

NETHERLANDS PHILATELY



JOURNAL of the American Society for Netherlands Philately

Volume 3/1

A POSTAL HISTORY OF CURAÇAO

Frank W. Julsen en A. M. Benders,

"The authors have produced a comprehensive handbook/catalog on the postal history, markings, postage stamps, postal stationery and fiscal issues of the Netherlands Antilles. The book starts with a clear and precise overview of the diverse postal arrangements in Curaçao and the other islands, from 1634 to the mid 1900's—including thorough catalog treatment of the labels (which stand by itself as a monograph ...), censor markings, supplementary markings including ship and airmail markings, perfins, meters, etc. And if this were not sufficient to whet the student's interest, the last half of the book is devoted to similar detail cataloging the postage stamps and dues, postal stationery and revenues. A short bibliography and a three-page index conclude the book. The title correctly emphasizes the primary importance of this volume as a postal history handbook; it is far too modest, however, since the study could quite properly be labelled 'the encyclopedia of Netherlands Antilles philately.' The layout is magnificent, the illustrations exceptional, the entire work a masterpiece."

This is what Philatelic Literature Review, Volume 26, No. 3 (Third Quarter 1977) has to say about A Postal History of Curaçao. We don't have to add anything!

The book which is published by Van Dieten, The Hague, is distributed in the United States by the American Society for Netherlands Philately, P.O. Box 555, Montclair, NJ 07042. The price is \$36.80 postpaid. Or send a check or money order to John W. Van Buskirk, Treasurer ASNP, 11 Park Place, New York, NY 10007.



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EXPENSES

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Publications	2,976.54
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Advertising	<u>17.50</u>
	\$4,692.48

Bank balance as of October 17, 1977 \$2,001.45

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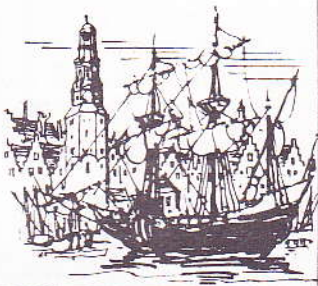
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FROM THE EDITOR

THIS issue of Netherlands Philately, Volume 3, Number 1, will be mailed to you on November 1 and 2, depending on your place in the alphabet (perhaps this time I'll start with the Z's and work backwards). This will give you a good idea how long it takes the USPS to deliver this third-class piece of mail.

As you will notice from the printing, that is, the look of the letters, the troubles with the typewriter are finally fixed. The last time it took the repairman two solid hours to find out what was wrong with this brand-new machine, bought on purpose to type the journal. I hope that this will be the last repair for a very long time.

Another piece of good news for the members will have reached you before this journal gets delivered, and that is the change in secretaries. You will have read it in the November Newsletter in a statement by the President. As you all know the situation had gotten out of hand, and the members - that is, you - were suffering by not getting your journals on time. Also answering letters sometimes didn't get top priority. We all hope that this change will set the tone for our third year. We have gotten a lot of new members this past half year, but we are afraid that many older members, who haven't paid their dues yet, will drop out. Our plans for a vigorous ASNPH call for a basis of at least 250 faithful members who will take the ups and downs that every society sometimes faces in their stride, and who won't be getting despondent too soon. And we can always use more and more new members. Once again, try to recruit new members, at your local stamp club or through correspondence with fellow-collectors of the Netherlands and former colonies.

I will let the articles this time speak for themselves, but will make one exception. We have an editorial written by the youngest member of the Editorial Board. We think that the sentiments expressed make a lot of sense. Don't forget to look at the financial report of the treasurer on the inside front cover! For various reasons this is not a report over a full year. We hope to receive at least another 50 renewals in November. People forget!

TABLE OF CONTENTS

The Netherlands and the Overland Mail 1607-1877	2
The Telegram Stamps of the Netherlands	6
Another Unknown Platefault	8
Editorial	9
AMPHILEX Impressions	9
Straight-Line Cancels of the Netherlands	11
New Catalogs (book reviews)	16
An Economic Profile	inside back cover

The Netherlands and the Overland Mail 1607-1877

by Jan Dekker

After the first voyage to the Indies by De Houtman c.s. in 1592-94 the Compagnie van Verre was founded in Amsterdam, and six other towns in Holland and Zeeland followed soon after. Johan van Oldenbarnevelt, the most important functionary in the States of Holland, tried to combine these efforts, and in 1602 the V.O.C., the United East Indies Company, started within two years after the founding of the East India Company in England.

The management board had 17 members nominated by the six Chambers in Amsterdam, Middelburg, Delft, Rotterdam, Hoorn and Enkhuizen, and was called "de Heeren Zeventien." The V.O.C. got a trade monopoly between the Cape of Good Hope and Cape Horn, but their actual trading area was much smaller and comprised Ceylon, the coasts of India, Burma, the East Indian archipelago, China and Japan, where somewhat later, 1641, they were the only trading company and forced to reside on Deshima, an artificial island off Nagasaki. Here and in St. George d'Elmina on the Gold Coast the Dutch red-white-and-blue flag remained flying during the French occupation of the nomeland.

In 1607 the commander of a fleet of 11 merchantmen got the instruction to send letters from Malabar through the Persian Gulf via Aleppo or Tripolis to Signore Bernardo Justiniano in Venice, and on the other hand by way of Aden to Mr. Antonio Donado in Cairo, who would forward these letters to Mr. Johan Vendramyn, also in Venice. Both gentlemen in Venice should address the letters to Mr. Gerrath Reynst, a member of the V.O.C. board in Amsterdam. This first attempt to send letters to Holland most probably was in vain.

In 1614 the Board instructed the Chief Merchant Van Berchem on the Coromandel Coast to send letters to Bagdad for onward transmission to Amsterdam, where the first letter arrived in January 1616. In 1623 the Merchant Vissnich arrived at Gamron, now Bandar Abbas at the mouth of the Persian Gulf. He succeeded in organizing a route through Persia and Mesopotami to Aleppo. From there the letters reached Amsterdam by way of Venice or Marseilles.

This route was used only for the V.O.C.'s benefit. Ordinary people could send their mail by merchantmen around the Cape till in 1788 a packet service of the V.O.C. was started and sadly ended ten years afterwards.

The Advent of the Suez Route

In June 1837 France started a mail service in the Mediterranean between Marseilles and Alexandria in Egypt. One needed, however, a forwarding agent there to get the letters to the east. So far, eastbound letters to the Indies from Holland via this route are to-day unknown.

We find the earliest traces of the Overland Mail in the Dordrechtse Dourant, dated April 20, 1838, mentioning the arrival two days earlier of a letter sent from Java on February 16, just 60 days before. On the other hand we know of a letter sent from Liverpool to Java in February 1840 with a type 8 Waghorn mark (John K. Sidebottom, *The Overland Mail*, 1948, p. 150).



The 1843-1849 Loose Letter Period

In 1842 Messrs. A. van Hoboken & Zonen of Rotterdam provided information about the Overland Mail to the Colonial Office, and offered their help in sending official letters to Buitenzorg both ways. They even proposed a regular service between Batavia and Singapore!

Nothing was done till in January 1843 the Minister of Finance announced the transmission of letters to the Indies by way of Marseilles (Postal Circular No. 327). He also advised the Colonial Office. Now the activities started. The Governor-General at Buitenzorg was asked for proposals and negotiations were started with England resulting in a new postal treaty, effective January 1, 1844.

That same Circular No. 327 caused a considerable number of letters for the East Indies to arrive in Singapore in March and April. The Resident sent a letter to the Governor-General, suggesting to designate an agent to pay the postage and to forward the mail to Batavia. In February 1844 Messrs. A.L. Johnston & Co. accepted the mail agency, but resigned in September 1845.

The Minister for the Colonies authorized the Governor-General to organize a regular service between Batavia and Singapore. This became possible when the new P&O mail service started from Ceylon to Hong Kong. The *Lady Mary Wood* called at Singapore on August 6, 1845, for the first time, where HMS *Bromo* was already waiting for the mail. At last, after two and a half years, a reliable mail service was a reality!

So far, almost no letters are known to have arrived before March 1845, the earliest use of the Land Mail labels (Scott Netherlands Indies postage dues 1 and 2). The single rate to be paid by the addressee was f 2.16 koper (Copper), the equivalent of Dfl 1.80 or 2/-, the new rate from London to Singapore, plus the Dutch sealetter rate of 60 cents, 20% higher than the 60 coppers for the Indies that wasn't raised after the depreciation of 1835. Whether this explanation is correct I don't know, but I think it is the most plausible one. In July the westbound rate was fixed at f 2.00 koper. From January 1, 1847, this rate was lowered to 150 "duiten" (pennies), both for Great Britain via Southampton and to Marseilles for other countries in Europe. This change from "koper" to "duiten" had to do with an attempt to get rid of the millions of copper V.O.C. pennies which were still circulating in the Dutch Indies. At that time a multiplicity of foreign coins were still accepted in the archipelago, such as Spanish doubloons, and Chinese round copper coins with square hole in the center (the latter were still used in 1940).



The Two Routes

During these years the letters had to be partially prepaid and the addressee paid for the remaining stretch. There were two different routes:

1. The faster one via Marseilles Eastbound prepayment to Alexandria, and the addressee paid the English and Indies postage. Westbound prepayment to Marseilles, and the addressee paid the French and the combined Belgo-Dutch postage.
2. The slower one via Southampton Eastbound prepayment to Singapore, the addressee paying the Netherlands Indies

sealetter rate.

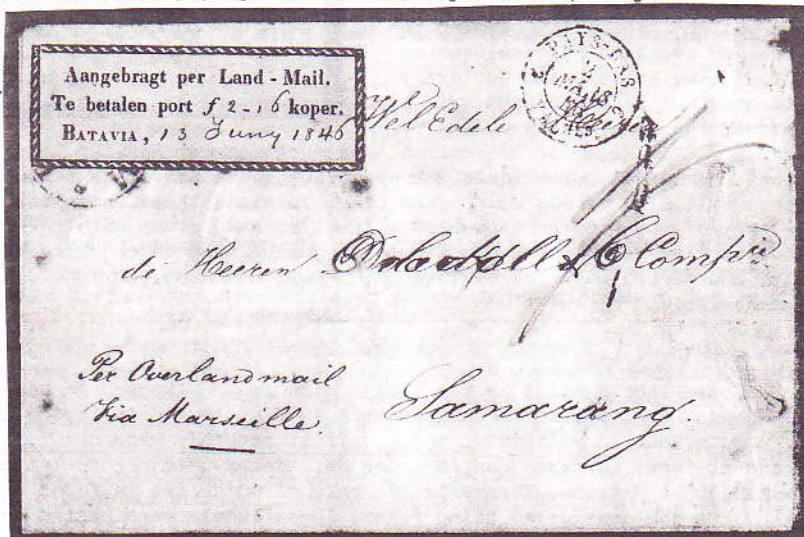
Westbound prepayment to Southampton, the addressee paying the combined Anglo-Dutch postage.

From the Javasche Courant we know the number of letters sent from Batavia to Europe by Overland Mail: August, September and October, not specified by route, 11, 222 and 483 letters, respectively. November and December numbers were not published, and then for the years 1846 through 1849 every month specified by route. Here we give the totals per year:

Year	Via Marseilles
1846	12,695
1847	18,334
1848	21,075
1849	27,711
Totals	79,815

Year	Via Southampton
1846	915) 5.2% up till
1847	1,343) May 1848
1848	3,241 18.2% May/Dec.
1849	8,514 (for an explanation, see the text)
Totals	14,013

The overall Southampton proportion 1846-48 was 9% and this we can also accept for the eastbound mail in those years.



The total number of letters sent via the two routes in those four years:

Year	Totals
1846	13,610
1847	19,677
1848	24,316
1849	36,225
Totals	93,828

In May 1847 the Postmaster of Singapore did not the deliver the mail that had arrived from Marseilles, but sent these letters on to Hong Kong, hence they arrived a month late. The outgoing mail in June dropped to a third, and to about half in July. The outgoing June mail was brought to Ceylon, but even there failed to catch the steamer to Suez.

In May 1848 the number of letters via Marseilles dropped to under half the normal and the mail via Southampton suddenly went up to about the sixfold and remained at that level until the end of the year. The English route was thought to be safer because of the February revolution in France!

In January 1849 the new schedule started of direct, closed mail bags exchanged between Batavia and

Rotterdam via Southampton, which included a new direct rate between the Indies and the Netherlands. The main point was that prepayment became optional. The same system started for mail by way of Marseilles in April. This was reflected promptly and clearly in the percentage of mail sent via Southampton. Starting in January at 28.2% of the total, it went up to 40.8% in March and then gradually down to 12% in December.

Handling the Mail on Arrival in Batavia

According to the scheme mentioned above all letters by way of Marseilles were still bearing the English overland postage, and we find these letters without exception with a label or Land Mail hand stamp. The single rate is the well-known f 2.16 koper or 216 duiten. The much scarcer heavier letters (see at the top of page 3) confirm that the normal Dutch scale was used, but there are quite a number of exceptions showing other amounts than multiples of 108 duiten. We cannot explain these anomalies at the moment. Most letters known so far by way of Southampton show also a label or hand stamp with the 216 duiten rate. This is a clear mistake, however, as these letters, paid to Singapore, had to be charged with the sealetter rate of 60 duiten only, and marked with the oval ZEEBRIEF ONGEFRAKKEERD. No single heavier letter via Southampton is known to me so far.



The Land Mail Labels and Marks 1845 - 1854

These labels exist in two types: with "f koper" in use from March up to and including August 1846 and with "duiten" from September 1846 up to and including January 1847.

Both show 12 varieties, and thus most probably were printed in sheets of 12 from a very primitive handset form. Korteweg mentions two paid inter-island ship letters bearing an additional label sent from Makassar to Batavia. The sealetter rate of 60 duiten is found written on the reverse as usual. Therefore, they are now considered being fakes: loose labels were pasted onto the letters afterwards.

From February 1847 through May 1854 Land Mail hand stamps were in use in two types found in blue from 1847 to 1851 and in red from 1852 to the end (see letter above). Their use most probably ended when in 1854 the duiten were replaced by cents at the rate of 120 duiten for 100 cents.

The eastbound letters via Marseilles show the well-known PP mark (sometimes partially covered by the label (see the top letter on page 3) according to the postal treaty with France, from July 1846, arrival in the Indies in September, replaced by PF (see bottom letter on page 3 where the P is covered by the label). They also show, of course, the English ALEXANDRIA transit mark and the boxed Bearing mark of Singapore. Letters via India show the steamer marks of Bombay, Madras or Calcutta.

The eastbound letters via Southampton, prepaid to Singapore, bear a red London paid mark and the postage paid for the English GPO is shown on the front. Notwithstanding these clear indications, most of these letters known bear a label with the amount to pay by the addressee of f 2.16 koper or 216 duiten instead of the sealetter rate of 60 koper. One or two letters are known with the correct amount of the sealetter rate. Maybe the sole interest for letters with labels in the early years of philately has played its part.

The westbound letters via Marseilles show the octagonal French transit marks "Indes Or./Marseille" or "PAQ.ANG./MARSEILLE." During epidemics of cholera the double-circle mark PURIFIE AU LAZARET/MALTE can be found, especially during 1846-48 of which seven letters are recorded.

Overland mail letters exist with the wrong oval ZEEBRIEF mark to denote its origin in the Indies.

The Framed "INDIA PAID/BY BATAVIA" as well as "INDIA PAID"

The first mark, found from January 1847 through 1868, was struck on all letters going via Singapore to other countries than the Netherlands, mainly to Europe but also to India and China. Most probably this was done at Batavia at the request of the GPO in London to prevent undue double taxation for the overland rate. A second type was found to have been used in Batavia in 1866. The old mark most probably was given to the sea post office on board the steamer between Batavia and Singapore when this service was started early in 1866, as a letter from Biliton to Paris was found with that old-type mark and not showing a Batavia transit mark.

The older mark in serif type is 8½ mm high and the newer in sans-serif is 10 mm high (illustrated in Postzak No. 82).





The other mark is a framed INDIA PAID in serif type measuring 31 x 8 mm, struck in black as well. It is known to prepaid letters to Germany dated September 1869 and 1871 and to Bombay 1871, most probably also struck at Batavia. The illustration on the left shows both the INDIA PAID/BY BATAVIA and the framed INDIA PAID, although this may be an earlier model since the letter is from 1848 to London.

The Different Scales of Weight

Below will be found two scales used in the beginning of this period. (The Editor has to confess that he doesn't understand the figures used.)

A. Dutch scale used for the Southampton route until December 1, 1851

single rate up to 15 grams +	
½ rate/7½ grams to 75 grams	
½ rate/15 "	150 "
½ rate/30 "	300 "
½ rate/45 "	480 "
½ rate/60 "	720 "
½ rate/75 "	1020 "
½ rate/90 "	1290 "
½ rate/105 "	1500 "
½ rate/150	

B. French scale for the Marseilles route until April 1, 1852

single rate up to 7½ grams +
half rate up to 10 grams +
half rate per 5 grams or part of it

C. French scale between April 1, 1852, and January 1, 1857

single rate up to 7½ grams +
full rate per 7½ grams or part of it

The Mail in Closed Bags

Closed bags were introduced in September 1848 between Rotterdam and Batavia via Southampton and in December between Breda and Batavia via Marseilles. The introduction of the route marks on (the reverse of) the letters struck at the exchange offices on arrival was not mentioned in the Dutch circulars, but started in Batavia in March 1849.

The rates became the same both ways from any place in the Netherlands to any place in the Indies, and prepayment became optional. As an example, the rate via Southampton was 170 Dutch cents of which 15 cents had to be prepaid; over Marseilles the rate was 180 cents of which 15 cents had to be prepaid. In December 1851 the rate over Southampton became 130 cents per 15 grams and over Marseilles 140 cents. In the Indies the rates were 20% higher up to 1854 if paid in koper or duiten on unpaid arriving mail. Other rates can be had from the Editor who has a table which is too large to print here.

In December 1851 a new route by way of Trieste was started, but this route was hardly used, however. For an example of an 1856 letter see the illustration below.

Meanwhile Ferdinand de Lesseps had been very busy, and in 1869 the Suez Canal was opened (Prince Henry of the Netherlands, uncle of the reigning king was present.) A new period started thus on January 1, 1870. Eastbound the use of stamps on paid letters became obligatory. Westbound this was postponed for one year as the stamps were not yet available all over the Indies! Important was the premium of 20 cents on unpaid letters per 15 grams, being one of the recommendations of the Paris Conference of 1863. The Southampton route was dropped at the same time.

The new route of the British mail via Brindisi was started in November 1870, followed by Naples in November 1875, where the Dutch mailships called.

In February 1876 the rates became the same for all routes, except Naples that still remained 30 cents. In November of the same year new instructions became effective. The most important change was that the route marks now were struck at the despatching exchange office!

The story of the Overland Mail ended on May 1, 1877, when all Dutch colonies became members of the U.P.U. All mail between the Netherlands and its colonies became normal long distance foreign mail at 25 cents per 15 grams. Sealetters by Dutch ships formed the only exception (20 cts).

All illustrations except for the Trieste letter came from Van Dielen auction catalogs. We are happy to acknowledge our debt. The Trieste letter showed up in an Amphibia Auction catalog--The Editor.



The Telegram Stamps of the Netherlands

by Willem van Zandhoven

Many of you know what the telegram stamps of the Netherlands are. Some people may have seen them off-hand, but since Scott doesn't list them, they were not aware that these hexagonal lilac stamps are the telegram stamps of the Netherlands.

But even for those who know the telegram stamps and collect them, the following details may be interesting, also because the text in the NVPH Speciale Catalogus following the description of these stamps is not too clear.

This year it will be 100 years ago that the Netherlands began to use telegram stamps. By Royal Decree of August 14, 1876, it was stated that starting January 1, 1877, the prepayment of costs of telegrams could be done by the use of telegram stamps. The stamps were to be hexagonal (undoubtedly inspired by the Belgian telegram stamps) and have "Rijkstelegraaf" and "Nederland" as text, apart from the value indication. Eight kinds of stamps were announced: the 12½, 15, 20, 30, 50 and 60 cents, and the 1 and 2 guilders. All stamps were to be printed in one color - lilac - with black for the numerals under one guilder, and red for the guilder-values. Only telegrams within the Netherlands and in Europe were to be "franked" by these stamps.

The Minister of Finance in a further resolution of December 22, 1876, decided that the telegram stamps were to be canceled by punching a hole in them. In post offices with more than one clerk handling telegrams two or more different kinds of punch would be used. The piece to be punched out should be within the stamp, but without destroying the value numerals. The fear of the use of fake or already utilized stamps was so great that a second clerk was to check the stamps carefully, and after checking had to cross the stamps in such a way that the stamp would be "tied" to the form. This had to be done in ink or blue pencil.

The contract with the printers of the telegram stamps was signed August 26, 1876. The design is by A. H. van Thiel, inspector of the telegraph service, who drew the first sketch. Enschede printed various proofs, among others without value imprint. Others show value imprints which were not accepted. Two of these, the 25 cent and 2 guilders, are in the market. Two others, the 60 cent and 1 guilder proofs, show the adopted figures and value letters, but the proofs are unfinished because the background of 24 times the word "telegramzegel" in a spiral with a white star above and below lacks.

Color proofs in sheets of 50 in which only the top row of ten shows the value (50 cent and 1 guilder) were finally printed in sand color, orange brown, blue, red-brown, carmine, grey, yellow, lilac and green.

Before printing the controller of the post office department carefully applied his stamp, TZ in box, meaning TelegramZegel (see illustration at right) to each sheet to be printed. Normal postage stamps had a boxed PZ, meaning PostZegel applied to the sheets. The telegram stamps were printed in sheets of 100, two blocks of 50 each with a row of white hexagons in between. The comb perforation is 13½ : 13½. Because of imperfect perforating there are fully imperforate stamps (not in the values of the proofs!) with gum, and partially perforated stamps. The latter have one side only or three sides imperforated (see illustration at left which shows the 5 cent). The 1 cent is known totally imperforate and the 1 and 5 cent partially imperforate. It is said that the 1 cent also occurs with an inverted value imprint.



The Use of the Stamps

The telegram stamps were never very popular. Only from 1877 to 1879 was there a slight upsurge in use but thereafter sales showed an almost continuous decline. Table 1 shows the number of stamps sold, although from 1914 to 1920 only totals are known. (See Table 1 at the top of the next page.)

By Royal Decree of September 22, 1879, the 1, 3 and 5 cent values were announced. The reason for the addition in values was a change in rate to a rate per word. Even so the stamps remained unpopular. People were afraid to paste too many stamps on the form with the difficulty of getting their money back, and they didn't like the hexagonal shape either.

The Royal Decree of May 12, 1903, introduced the 25 cent stamp, and announced the invalidation of the 1, 3 and 12½ cent stamps. The se were removed because of a minimum inland rate of 25 cent and a simplification of the rate to multiples of 5 cent.

A simple postal service order of 1911 (No. 1) announced that henceforward cancellation of the telegram stamps would be by normal town cancel. Hence no more perforation by punch. That previous to that date telegram stamps were "canceled" by town marks by mistake is shown by the illustration on the next page. The town is The Hague and the date is March 3, 1888.

On January 1, 1921, the telegram stamps were finally invalidated, but the public had three months' time to exchange stamps in their possession for money. All telegram stamps in postal storage were destroyed.

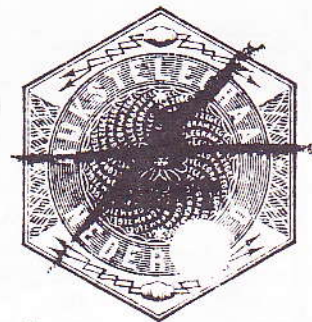


TABLE 1 - Total number of telegram stamps sold

Year	1 c.	3 c.	5 c.	12½ c.	15 c.	20 c.	25 c.	30 c.	50 c.	60 c.	f 1.	f 2.	Total value
1877				684	16726	19225		63906	2130	5071	5009	2308	f 40,343.80
1878				634	16105	15316		51757	2501	3400	3755	2607	33,343.80
1879	25529	15238	15028	2615	23264	22624		49067	3838	2912	3721	1746	35,404.40 ⁵
1880	37590	24498	26023	5362	15556	26455		17324	3996	2378	2576	1134	24,172.64
1881	31146	20518	22113	1959	13750	22463		15802	4167	2899	3042	849	22,136.12 ⁵
1882	30817	20477	25049	312	14300	23903		16152	4706	3901	3935	1968	26,549.73
1883	25233	18269	21220	244	12928	19862		14386	4525	3916	3079	1866	22,542.40
1884	22452	16900	19465	79	12608	18233		12770	4815	4144	2599	1045	20,666.34 ⁵
1885	25363	18443	20698	101	12619	21159		15496	5001	3758	2482	816	21,497.19 ⁵
1886	24492	19360	24078	478	13106	23877		16088	5619	4343	2955	1156	24,339.37
1887	18937	14723	25101	600	10592	23898		15304	5450	5328	3147	1247	24,283.51
1888	17321	14131	24116	705	10779	23106		14178	5592	5506	3430	813	23,538.11 ⁵
1889	18032	16707	26839	657	12522	26007		15875	6949	5870	3967	908	26,727.31 ⁵
1890	16442	13898	24763	1681	12149	23515		14973	6482	4729	3192	518	23,353.28 ⁵
1891	18442	15126	28219	1439	13382	28802		17560	8761	6125	3755	474	28,023.22 ⁵
1892	14635	13504	22616	3524	10950	22342		14834	6438	3723	1842	317	20,612.67
1893	13486	11804	20556	1958	10107	19396		12135	5213	3262	2116	429	18,334.98
1894	11700	11605	18862	1520	8328	18829		12016	4981	3022	1947	377	17,224.25
1895	15678	14199	22961	5948	10853	21819		14831	6341	3862	2434	456	21,749.05
1896	14586	14335	26162	7228	9682	23960		14718	6913	5014	2237	436	23,021.11
1897	12198	11631	20545	4888	8069	19928		12645	6769	4840	2408	377	20,549.11
1898	6800	6251	23662	5487	8621	21161		12962	7727	5077	2757	468	22,139.15 ⁵
1899	2039	1690	22394	5401	8008	19592		13594	7581	4871	2700	300	21,067.81 ⁵
1900	1849	1022	22296	4700	6951	18637		13102	8116	5202	2648	363	21,005.30
1901	897	780	23327	4159	8788	20511		14420	8231	5611	2672	372	22,363.09 ⁵
1902	1029	723	22737	2757	9199	20357		14989	8029	4974	2415	430	21,785.30 ⁵
1903	2379	3322	21809	1306	8788	16658	8201	14479	7386	4584	2351	439	22,063.25
1904			17263		8233	11744	13976	11960	6998	3813	2211	347	20,227.30
1905			17614		8232	12036	13881	12466	6851	4027	2532	332	20,774.45
1906			14110		7727	10012	12050	11160	6730	3926	2294	199	18,640.05
1907			12557		6325	9137	11265	9224	5551	3481	2030	399	16,679.55
1908			10795		5867	8494	10220	8223	4847	2972	1727	174	14,422.20
1909			10655		6367	8740	10206	8634	4533	3205	1810	138	14,653.00
1910			9711		4967	8291	9123	8648	4315	2745	2042	128	13,866.45
1911			10418		5634	8143	9384	8773	5189	3498	2489	250	15,654.80
1912			10121		4579	7530	9167	7763	4395	2971	2084	510	14,395.40
1913			9203		4487	7466	8395	6788	3909	2804	1792	470	13,110.45
1914													19,931.25
1915													15,417.45
1916													10,884.05
1917*													7,382.60
1918*													7,560.00
1919*													11,029.00
1920*													21,403.45

*In the total amounts from 1917 through 1920 are incorporated f 1,959.00, f 2,131.15, f 4,424.05 and f 11,075.80, respectively, which the telegraph service itself spent on 5-cent stamps for receipts.

In the eighties 3.8 percent of all telegrams was paid by stamps, but by the end of usage in 1919 it was not more than 0.51 percent.

Looking at Table 1 one can see some ups and downs in usage, most of which were caused by changes in rates. Unfortunately this table does not say anything about the scarcity of particular stamps because it is not known how many were never used and kept for collections. This concerns only unused stamps. As for the used ones, normally no used stamps would ever have reached the public except for some unusual circumstances. The forms which held the stamps were internal forms which were destroyed after 15 months. However, during 1888 through 1902 some of the used telegram stamps were auctioned off by the postal authorities. (See Table 2 on the next page.) These figures give at least an idea how many telegram stamps got to the public. The values from 1 to 60 cents are known only in totals auctioned, while we do have separate figures for the 1 and 2-guilder stamps. If we accept the prices for the used stamps in the latest NVPH Special Catalog as indicative of the relative scarcity of these telegram stamps, we can make a simple calculation based on the total of 290,000 for the 1 to 60-cent stamps, and come to available figures. These do not take into account, however, that relatively fewer of the expensive stamps have disappeared or been destroyed during the past 75 years. People generally take better care of their "treasures" than of their common stamps.



TABLE 2 - Total telegram stamps auctioned off by PTT

Year	1-60 c.	f 1.	f 2.	Year	1-60 c.	f 1.	f 2.
1889	10,000	1300	360	May 1898	20,000	1500	350
1890	20,000	2700	680	Oct 1898	20,000	1500	207
1891	20,000	3000	340	1899	20,000	1500	350
1892	20,000	2650	285	1900	20,000	1500	350
1893	20,000	1690	310	1901	20,000	1500	350
1894	20,000	1680	295	1902	20,000	1500	350
1895	20,000	1390	250				
1896	20,000	1500	240				
1897	20,000	1500	350	Totals	290,000	26410	5067

For the 1 cent we come to a total available of 23,240; for the 3 cent the same number. For the 5 cent, the cheapest stamp, we come to 116,180, and for the 12½ cent no more than 1450. Of the 15 cent there are 9,690, of the 20 cent 58,100, of the 30 cent again 23,240, as well as of the 50 cent, and finally of the 60 cent 11,620. It is remarkable that the 2 guilder stamp, of which there are 5,067 at 650 guilders used, is overpriced compared to the 12½ cent which lists only at 400 guilders in the 1978 NVPH catalog!

"Cancellation"

As we have seen above, the telegram stamps had to be punched in such a way that the value numerals stayed visible. We have also seen that more than one punch could be used. In practice this was not done. Most of the used telegram stamps are punched with a small circular hole, although square holes have been seen. (Note of the editor: In going thorough auction catalogs of the last seven years I haven't seen one photograph of a telegram stamp punched with a square hole. Of course, the cheaper telegram stamps were not photographed, so it is possible that there were 5-cent stamps, for instance, with a square hole. I doubt it, though!) The second clerk placed the cross over the stamp(s), usually in blue pencil or in ink. Red pencil is much rarer, as is red ink or indelible pencil. Some values, such as the 12½ cent, more often show a cross in ink. (For a 2 guilder stamp, see the illustration at right.)

In 1911 the telegram stamps were "canceled" by normal date cancel. Apart from obvious mistakes, it is clear that the 1, 3 and 12½ cent stamps will not be found with this cancel.

We can now give a list of various cancellation possibilities:

- | | |
|--|----------------------------------|
| punch mark (usually circular) and a cross in blue pencil | |
| punch mark and a cross in red pencil | only a blue cross (pencil) |
| punch mark and a cross in black ink | only a red cross (pencil) |
| punch mark and a cross in red ink | only a black ink cross |
| punch mark and a cross in indelible pencil | only a red ink cross |
| punch mark only | date cancel only |
| date cancel with blue pencil cross | date cancel and red pencil cross |

Telegram stamps canceled by date cancel must be exceedingly rare because they only appear in 1911, while no more telegram stamps were auctioned after 1902. These stamps should not be bought without an expertization certificate from the NVPH or the Bond. People who would like to have their stamps expertized in the Netherlands, please write to the Editor for addresses.

Finally, all telegram stamps except for the 25 cent appear with overprint SPECIMEN (see the illustration at the right).



Another Unknown Platefault

by John Winsser, M.D.

In 1932 the Netherlands Society for Tourism was the recipient of the surcharge on four stamps portraying different scenes of interest in the Netherlands (Scott B 54-57; NVPH Nos. 244-247). As you all can see from the photograph to the left, the 2½ cent stamp shows a very interesting white stripe through the first "E" of NEDERLAND which runs on into the "2" of "2½." It seems as if there were a crack in the "black" plate, that is the plate which printed the black inscriptions.

As far as I know this particular platefault has never been mentioned before. If the crack occurred in the beginning of the printing run, there might be 2000 stamps with this fault, but since it hasn't caught any attention, I surmise that the crack occurred towards the end of the run, which means that the fault is that much rarer.

Editorial

O.K., let's face facts. I'm eighteen years old, and there's really nothing that I can do about it, at least for now. "Horrors!" some would say. "What's and eighteen-year-old doing in the ASNP, let alone writing an editorial in the Journal?"

Well, why not? What's wrong with getting some young people involved in the ASNP, especially if they have proven their philatelic worth? Thankfully, our club is willing to involve its younger members, such as myself, in all of its projects - and I'm sure it will be to the group's advantage. It seems that so many clubs are unwilling to view youth as anything but a liability - including local and statewide clubs that I have belonged to for years. Yes, we can hold a minor office, draw an idea for a cachet, or make phone calls, but our opinions are not valued and our ambitions ignored. In the long run this will be their loss since all clubs, even new ones like the ASNP, need frequent infusions of new blood to keep them active and worthwhile. And whose blood is newer than that of a young member?

The ASNP deserves a hearty pat on the back and a round of applause for its effort in this area. Though it seems that up here in Maine I've done just about everything open to a young collector, I have been frustrated and disappointed many times - though I am happy to say that this has never been the case with the ASNP. Thus I really appreciate the many chances that I've had to be a part of our Society's projects during the past two years. I'm certain that this excellent attitude toward the younger members will continue to be a good thing for the ASNP, as well as for all of us who take advantage of it.

Benjamin Zeichick

AMPHILEX Impressions

by Paul E. van Reyen

Because of the delay in the distribution of our Journal, this report would have seemed not quite so out of date if it had appeared around September 1. However, it does appear in our first issue after AMPHILEX even though it is now October, but it might still be worthwhile to give you not one impression, perhaps, but many.

It was only my second Dutch show, and my third international one, since I had visited INTERPHIL quite frequently. My first Dutch show was the 1952 ITEP in Utrecht when I had to stand in line to buy 25 admission tickets because I wanted full sheets of the exhibition stamps, which, at the time, I thought were about the worst any postal administration could have issued for a stamp centenary. I still think so!

As you all know, even in 1967 this system was in full force, but at AMPHILEX 77 it was luckily abandoned. Not that it made any difference about standing in line. Although PTT had more than 20 windows at one side of the first exhibition hall, the lines the first day seemed endless, and it was not before ca. 5 PM that I finally got enough courage to join and buy some of the sheetlets and sets. Not to forget the very special Amphilex booklets! Right after I had acquired the stamps it became very obvious that the present system of FDC's is somewhat awkward and should perhaps not be abandoned but certainly modified. The Dutch Stamp Dealers Association thoughtfully had had FDC's printed for the set and for the sheetlet, the "official" ones. Apart from these, there were also AMPHILEX FDC's for the set and the sheetlet. The difference was in the design of the two sets of envelopes. While the "official" one had the portrait of Queen Wilhelmina, the AMPHILEX one had the coat-of-arms of Amsterdam. The next day it appeared that so many collectors had been so busy getting the "official" FDC's that all of a sudden the AMPHILEX FDC's were selling at about double the price of the "official" ones. This price differential stayed until the last day.

I feel that I must protest - even if only in my own name - about the overwhelming number of special covers which were peddled (there is no other word for it) during the show. There were sets of two for every differently designated day (one for the set and one for the sheetlet) such as United Nations Day, Youth Day, etc., each to be canceled with a special cachet. Those days not especially designated had the normal AMPHILEX cancel with a different date. On top of all that, we found that a balloon flight was performed, necessitating of course another special cachet. It was just too much!

Perhaps at this time I might also mention that from several sides I heard the complaint that the show was wonderful for the PTT, and the other postal authorities represented (including Mongolia with special Amphilex sheetlet printed in Budapest), and for the dealers, but that the collectors were somehow forgotten as soon as they had parted with their money. Well, it depends. Why do people go to stamp shows? To see some fantastic collections? To buy some stamps for their own collections? To be entertained in other ways? I don't know; everyone should make up his or her own mind about that. I will confess that the commercial flavor was somewhat overwhelming, but that didn't mean that I didn't have a good time.

Behind the scenes, I heard, things were not as well organized as they could have been. Several messages to the U.S. Commissioner never reached him. The commissioners were not actually treated - I feel - in a way to reflect the tremendous amount of work they had done. But I'll leave this alone. If the U.S. Commissioner wants space to put down his thoughts on the subject, he will get it.

Some of the great collections of the world were missing. This points to the fact that many people these days feel that their collections are safest in a bank vault. And who can blame them? The horrible circumstances at the Brussels show also didn't encourage people to trust their sometimes unique items to

an international show. Of course, in Amsterdam the glass roofs of the RAI-building were painted white to prevent the sun from damaging the exhibits. It must have taken some doing to paint those acres of glass! But the result was worth it; the lighting was pleasantly subdued but clear enough to see the exhibits. And what there was was certainly an eye-opener. Rather than play the numbers game, I would like to mention what is perhaps the best Surinam collection in the Netherlands, which made me green with envy! Some of the rarest cancellations were found in this collection. A beautiful "Stomer Emma" for instance. We hope that we may get Mr. W. K. Erfmann's help in organizing our Surinam catalog.

Especially worthwhile to me was an exhibit of the Rotterdam Stamp Club which was called "Het Valse Hok" (The Fake Corner, freely translated), which was packed with beautiful fakes, not only of the Netherlands and overseas parts of the Kingdom, but of the whole world. Of course, my attention went specifically to the Netherlands section. Some of the surprises! The 1923 set of overprints, 2 ct and 10 ct, a set which only the last years has gotten over ten guilders in value, and that mostly based on the last two stamps, has been faked by several people. That is, there are recognizable differences between fakes. As a matter of fact, I had a fake of the 10 ct on 5 cents with me which turned out to be an "unknown" one to the Rotterdam Club. This one they didn't have yet. (We will publish this fake one of these issues.)

A beautiful and very expert fake of the 10 guilders (No. 101) I also saw. This one is photo-offset from a real one, and should not be too difficult to spot. Very interesting were fakes of the two high values (250 and 500 cents) of the German occupation issue of 1940, made in Sweden. These are printed from scratch, that is, the fake overprint is applied over a fake stamp. Of course, the color gives these away; it is more of an olive-green than the originals. There are also fakes of these stamps where the fake overprint is applied over real stamps. Watch out for these!

The same faker (I'm sure) in Sweden also has been busy on C1-3, or airmail 1-3 of the Netherlands. I have to confess that I saw these before I left for the Netherlands in a circuit book, and although I did not like them, I really couldn't find anything really wrong with them. The colors were good; the only thing that worried me was that the lettering "NEDERLAND" and "LUCHTPOST" was pretty vague. However, on seeing these in The Fake Corner, I immediately recognized them for the Swedish fakes.

Of course, the ARMENWET stamps were there too in many fake editions by different artists. These official stamps without the overprints have always been very cheap so they were irresistible. We will run an article on these stamps in the near future.

To get back to a last possible purpose in visiting the show, that of buying some stamp for one's own collection. This was not easy, and certainly very expensive. At AMPHILEX it was not unusual to pay over Dutch catalog, that is, the changed prices of January, not those of last year. But in this, as in other things, it depends on the buyer. If he or she wants a stamp badly enough - for instance, to complete a set - what does it matter? Some booths were just not reachable because of the crowds of people day in day out. One prominent booth (a double one) was on the other hand always approachable because the prices there were, even compared with those asked elsewhere, outrageously high. If one had gone to the show to get a few perf varieties that are unobtainable in the U.S. one might just as well have given up beforehand; the dealers were too busy to bother about perf varieties and the like.

A marvelous (!) thing happened towards the end of the show. A couple approached a dealer with a strip of stamps for sale. The dealer almost immediately recognized this strip as the "famous" strip of three of the 10 cent 1852, plate 1A, the unique item which was stolen from Van Dieten's auction in 1976, and called the police. The booth where this happened was almost across the aisle from Van Dieten's booth!

Of course, Julsen and Bender's book on The Postal History of Curaçao got a gold medal at the show, as did the loose-leaf book on the Plate 1A of the 10 cents 1852 by Van Balen Blanken and Buurman. The latter book is now in our Library too. The loose-leaf format was chosen because every day (with some exaggeration) some new plate 1A stamp is found, and this information can then be added.

I'll end these impressions with some statistics, which, among other things, prove that philately in the Netherlands is "springlevend," or very much alive. The total number of visitors was 104,480, about double of what was expected. This number does not take into account those like your Editor who bought passes and visited the show several times. Preliminary figures show that 1,700,000 sets of four AMPHILEX stamps were sold and 950,000 sheetlets. The total amount of surcharge received was f 3,915,000. The Netherlands Antilles received a black blot from the APS for its Amphilex sheetlet!

Finally, last but certainly not least, some of our members received awards at AMPHILEX. A vermeil medal was received by Harold N. Zalstein for his Netherlands Indies collection. Silver medals were captured by our Vice President Larry Rehm, for Netherlands booklets 1902-1952, Harold Zalstein for his Netherlands Indies Postal History 1677-1891, and Theo van Dam with "Over There" - U.S. Expeditionary Forces in Western Europe 1917-1922. A bronze medal was awarded to Burton E. Bauder for Netherlands postage dues, and Klaas van Ingen received a Certificate of Participation. I already mentioned the gold medal for The Postal History of Curaçao by two members of our Board of Governors, Frank Julsen and Dr. A. M. Benders.

Of all the postal administrations represented at AMPHILEX, Surinam was number 37 in total sales and the Netherlands Antilles 50th (out of 77). Perhaps the collector in the Netherlands is slowly turning away from collecting these former colonies, although it is possible that the regular collectors have standing orders either with their dealers or with the Philatelic service of these countries.

By the way, next year in Toronto, Netherlands Philately will be up for an award, too!



Straight-Line Cancels of the Netherlands

by J. Kok Rzn.

Introduction by the Editor: Straight-line cancels are getting increasing attention, on single stamps as well as on covers and post cards. NCP, the paper of Mr. de Kruijf, has been giving lists of known straight-line cancels. The Editorial Committee of ASNP has thought it worthwhile to translate an article which appeared in the Mededelingenblad of the Postzegelvereniging Drachten in Friesland in 1975 because this article by Mr. J. Kok Rzn. gives the background of the various straight-line cancels so that we know not only what we collect, but how the things we collect got there in the first place. The original article which also has in its title "of the Sub-Post Offices" was illustrated with a wealth of examples of the various numbered possibilities. It was impossible to get photos so we had to compromise with just a few examples. Four of the illustrations are by courtesy of Mr. Julius Mansbach of the Chicago Netherlands Philatelic Society. Thank you Mr. Mansbach! The other two were from an Amphilia auction catalog (June 6-11, 1977). Before we start the article we have to explain about the terms used. The "distributiekantoren" prior to 1850 as well as the "bestelhuizen" after this important year have both been translated as "distribution centers." The context will make clear what is meant. "Hulppostkantoor" has been rendered as "sub-post office."

1. The Genesis of the Straight-Line Cancel

Before 1850 only post offices were supplied with cancels by the postal administration. The existing distribution centers (distributiekantoren) thus did not receive an official cancel, and many started to use cancels of their own design, or satisfied themselves by writing the name of the distribution center by hand on the pieces to be mailed. It is easy to understand that this caused an uncontrollable and chaotic situation to develop, with a great multiplicity of cancels which differed very much in form, type of letters and size.

The new Postal Act of 1850, implemented September 1, put a stop to this. The most important changes were:

- a. the total number of post offices was brought from 94 to 120.
- b. the term "distributiekantoor" was abolished; some of these were made post offices such as Appingedam, Bolsward, Hoogezand, Nijkerk and Steenwijk.
- c. the term "hulpkantoor" (sub-post office) was adopted; most of the "distributiekantoren" were elevated to sub-post offices.
- d. finally, a number of rural distribution centers ("bestelhuizen") was designated.

For our subject, article 22 of the Postal Act is important, namely that part of it which states:

- (1) The service of the letter mail between post offices, and communities where no post offices exist, will be organized according to local circumstances;
- (2) The postal administration will for this purpose establish sub-post offices.

In Postal Circular No. 419, dated August 1, 1850, the canceling of letters in these to be established sub-post offices is ordered as follows:

- (1) The postmasters ("brievengaarders") are required to cancel all letters collected from their district before they send them out;
- (2) They will use a cancel which has been provided by the Postal Administration, which only carries the name of the sub-post office.

And this was the birth of our straight-line cancel!!

This postal order applied as of September 1, 1850. At that time, according to Circular No. 419, this new type of cancel was already supplied to 257 sub-post offices.

2. The Types of Letters Used

This is an interesting aspect of any straight-line collection. The cancels which were distributed in 1850 carried serif-type letters, also known as Type K(orteweg) 61.

However, there were differences in the heights of the letters, and in the length of the cancels, so that there are even cases where a sub-post office had two of these serif-type cancels of different length and height.

In June and July 1865 a new type of straight-line cancel was distributed. On a trial basis the new cancels had sans-serif letters. But Mr. Van Hinsbergh, the engraver, who also engraved the letters and figures of the 1864 issue of the Netherlands, again used a variety of sizes and lengths. The cancels which were distributed (generally known as Type K 63) vary between $3\frac{1}{2}$ and 5 mm in height.

After July 1865 and up to March 1886 new straight-line cancels were again distributed in the serif-type letters. Two sub-post offices in this group are Melissant and Ruinen.

From April 1886 all cancels were now definitively engraved in the sans-serif type, and, according to the Minister of Finance, under whose department the post office fell, they were all of the "

letters" of about 3 mm height. All the recently designated sub-post offices received these as well as over time the already established ones to substitute for the old type of cancel. This new type is generally called K 64.

Even so, Type K 61 at several sub-post offices was used well into the eighties, as, for instance, at Hellendoorn. On the other hand, Genemuiden went directly from Type K 61 to the small-round cancel for sub-post offices.

3. The Color of the Ink Used for the Cancels

The Postal Circular No. 419, already mentioned, also mentioned: "this cancel should be applied to letters with BLACK ink." Postal Circular No. 658, dated November 3, 1865, ordered the sub-post offices to use the same color ink as was used by the post offices, that is, RED. Officially this color was required until 1881, when the black color is reinstated.

It seems, however, that the red ink never was very popular (the post offices were ordered to use black ink starting February 1, 1870), and that is the reason that most sub-post offices used red ink only for a limited number of years, and substituted either black ink or varieties of green, blue, purple or violet ink.

4. The Usage of Straight-Line Cancels

Again we refer to Postal Circular No. 419, which states that the cancel should only be used to indicate the source of the letters. From September 1, 1850 until December 23, 1879, straight-line cancels thus were only used as despatch cancels. It was not meant to be used as a receiving cancel for the sub-post offices!!

Sub-post offices who had already received their "small-round" cancels were ordered by Postal Circular No 1093, dated November 18, 1879, to use this "small-round" cancel as a receiving cancel per December 24, 1879. Even so, rather a lot of sub-post offices have used their straight-line cancel as a receiving cancel before 1879.

5. The Usage and Position of Straight-Line Cancels

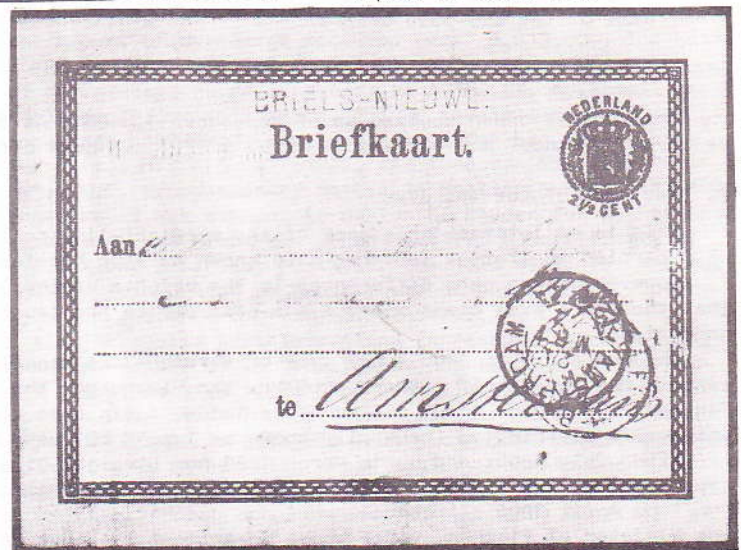


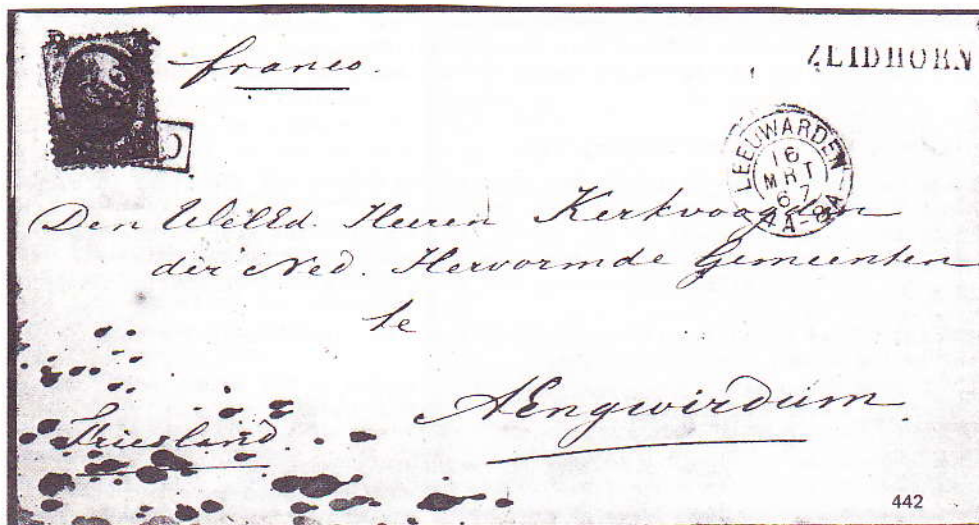
A. The period from September 1, 1950 to December 23, 1879

During this period the sub-post office was required to use its cancel as a despatch cancel, if the mail went to a post office direct or for further shipment.

- a. on the back of the letter, from September 1, 1850 until January 24, 1865. This is called COMBINATION A.0
- b. on the front of the letter, starting January 25, 1865, next to the stamp or the stamp imprint (in the case of a post card, for instance). This is COMBINATION A.1. The two illustrations on this page are examples of Comb. A.1.

In both cases the post office under whose jurisdiction the sub-post office fell placed a date cancel on the front of the letter and obliterated the stamp. This is the case with both examples shown on this page. However, if the letter does not leave the own area of the sub-post office, it is required to place its straight-line cancel ON the stamp itself. This is COMBINATION A.2. A wrong usage is the letter from Zuidhorn illustrated on the top of the next page. It should not have canceled the stamp, because the letter had to go via the post office at Leeuwarden, which was required to cancel the stamp (FRANCO in box) and place its date cancel on the front of the letter. The next illustration on page 13 shows Comb. A.2. This was the correct usage because the letter did not leave Oosterwolde and so the stamp had to be canceled by the straight-line cancel.





Also when the mail goes from one sub-post office to another sub-post office without passing a post office, the despatching office is required to use its straight-line cancel to obliterate the stamp. This is COMBINATION A.3.

If the mail goes directly from the sub-post office to a train, the straight-line should also be used on the stamp. This is COMBINATION A.4.

At the end of 1879 a totally new period begins for the sub-post offices in that a beginning was made with the distribution of the "small-round" date cancels. The "hours" (see above the cancel of Leeuwarden) were to be: 12-8V, 8-12V, 12-4N, 4-8N and 8-12N.

The first delivery to 28 sub-post offices "which were directly connected with the postal service along the railroad," took place on December 23, 1879.

From December 24, 1879 there are sub-post offices who:

- a. have only a straight-line cancel;
- b. have a straight-line as well as a "small-round" cancel.

For the period after December 24, 1879, we get the following divisions:

B. The period from December 24, 1879, to September 30, 1881.

If the sub-post office has not received a small-round cancel, and

1. the mail goes to or via a post office, the sub-post office places its straight-line cancel only as a despatch cancel next to the stamp, and the post office obliterates the stamp according to the regulations; this is COMBINATION B.1a.
2. the mail stays in the own area, the sub-post office may cancel the stamp with its straight-line cancel as before; this is COMBINATION B.2a.
3. the mail goes from one sub-post office to another sub-post office without passing a post office, the first sub-post office is required to cancel the stamp with its straight-line; this is COMBINATION B3a.
4. the mail goes directly to the train, again the sub-post office uses its straight-line cancel to obliterate the stamp.

These orders are identical to those from the period 1850 through 1879.

If, however, a "small-round" cancel had been delivered to the sub-post office, this cancel had to be used as a date cancel NEXT to the stamp on ALL letters etc. despatched from this sub-post office.

ON the stamp we then find:

1. by despatch to or via a post office the date cancel or the numeral cancel (according to the regulations) of this particular post office; this is COMBINATION B.1b.
2. by delivery within its own area the straight-line cancel of the sub-post office; this is COMBINATION B.2b.



196

3. by delivery from one sub-post office to another sub-post office without passing a post office the straight-line cancel of the first sub-post office; this is COMBINATION B.3b.
4. by direct delivery to a train also the straight-line cancel of the sub-post office; this is COMBINATION B.4b.

C. The Period from October 1, 1881, to the End of February 1884

- a. If no "small-round" cancel has as yet been delivered the cancelation orders are identical to those from the periods September 1, 1850, to September 30, 1881, that is:
 1. delivery to or via a post office, the sub-post office places its straight-line next to the stamp, while the post office follows the regulations in obliterating the stamp; COMBINATION C.1a.
 2. delivery in its own area, the sub-post office obliterates the stamp with its straight-line cancel: COMBINATION C.2a.
 3. delivery to another sub-post office without passing a post office, the first sub-post office places its straight-line cancel on the stamp; COMBINATION C.3a.
 4. direct delivery to a train, the sub-post office places its straight-line on the stamp, while the "rolling" post office in the train placed its date cancel; COMBINATION C.4a.
- b. If the "small-round" date cancel had been delivered to the sub-post office,
 1. by delivery to or via the post office under whose jurisdiction the sub-post office fell, the sub-post office still placed its date cancel next to the stamp, while the post office obliterated the stamp. This is COMBINATION C.1b.
 2. by delivery within its own area, the sub-post office used its date cancel to obliterate the stamp. This is COMBINATION C.2b.
 3. by delivery to another sub-post office without passing a post office, the first sub-post office had to use its "small-round" date cancel to obliterate the stamp. This is COMBINATION C.3b.
 4. by direct delivery to a train, the sub-post office used its "small-round" cancel to obliterate the stamp. This is COMBINATION C.4b.

In the COMBINATIONS C.2b, C.3b and C.4b the straight-line cancel is no longer used!!

D. The Period After the End of February 1884

If no "small-round" date cancel had been delivered as yet to the sub-post office, the straight-line cancel was to be used as an obliteration cancel for each stamp on all letters etc. who were despatched from the sub-post office. We now get:

1. COMBINATION D.1a - for delivery to or via a post office where the post office that has jurisdiction places its date cancel next to the stamp. See the illustration of the post card at the bottom of the page: Oosterland is the sub-post office, Zierikzee is the post office with jurisdiction, and Vlaardingen is the post office where the card is received. The illustration on the next page shows the straight-line from Hoek van Holland and The Hague ('s-Gravenhage) is the post office. The receiving cancel of Amsterdam is on the back.
2. COMBINATION D.2a - for delivery within its own area.
3. COMBINATION D.3a - for delivery to another sub-post office without passing a post office.
4. COMBINATION D.4a - for direct delivery to a train where the "rolling or sailing" post office placed a date cancel.

If a "small-round" date cancel had been delivered to the sub-post office, this date cancel is also obliteration cancel for each stamp on all pieces that leave the sub-post office. The nearest post office does not place a date cancel anymore.

Here we can also distinguish between combinations, but the distinctions are much smaller, for:

1. COMBINATIONS D.1b, D.2b and D.3b show no difference since in all cases the date cancel is used to obliterate the stamp(s), but
2. COMBINATION D.4b shows in many cases the date cancel of the train/tram or boat route.

With the COMBINATIONS D.1b, D.2b, D.3b and D.4b the straight-line cancel is no longer used!!

6. Mistakes and Other Miscellaneous

We see from all these instructions as a result the increasing "degradation" of the straight-line cancel. It can be used in fewer and fewer cases all in favor of the date



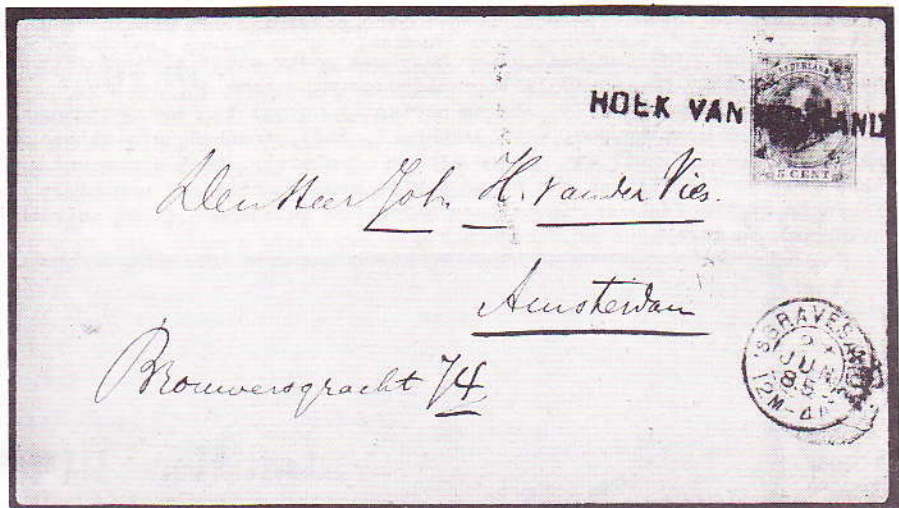
cancel ("small-round") which is being distributed to more and more sub-post offices.

But ... it seems that the over-eager clerk in a number of sub-post offices, or one who did not understand the regulations in cases where the "small-round" could be placed on the stamp did use the straight-line cancel to obliterate the stamp and placed the date cancel of the sub-post office NEXT to the stamp.

This occurs with:

Comb. C.1b	D.1b
Comb. C.2b	D.2b
Comb. C.3b	D.3b
Comb. C.4b	D.4b

This provides some interesting letters all based on mistaken cancelation (not according to the regulations).



For this reason I suggest to add an "f" to the numbers of these combinations (following the example of the NVPH Special Catalog.

For the period October 1, 1881 to the end of February 1884 we have:

COMBINATION Cf.1b - by delivery to or via a post office: straight-line cancel of the sub-post office on the stamp (wrong ... regulation states that the post office is to obliterate the stamp with a date or numeral cancel) and the small-round date cancel of the sub-post office next to the stamp.

COMBINATION Cf.2b - for delivery within the sub-post office's area: straight-line cancel on the stamp (wrong ... regulation states that the small-round of the sub-post office be placed on the stamp) and the small-round date cancel next to the stamp.

COMBINATION Cf.3b - delivery from one sub-post office to another sub-post office, without passing a post office: straight-line cancel of the sub-post office on the stamp (wrong ... here too the small-round date cancel was supposed to be applied on the stamp) and the small-round next to the stamp.

COMBINATION Cf.4b - delivery directly to a train: straight-line cancel of the sub-post office on the stamp (wrong ... the small-round was to have been applied to the stamp) and the small-round of the sub-post office next to the stamp. In addition next to the stamp the route cancel of the "rolling or sailing" post office

And for the period after the end of February 1884:

The same four combinations, that is: COMBINATION Df.1b
COMBINATION Df.2b
COMBINATION Df.3b, and
COMBINATION Df.4b, in which the straight-line cancel of the sub-post office was placed on the stamp with the small-round date cancel next to it, while the regulations stated that the date cancel had to be placed ON the stamp.

7. We find that letters with:

- a. the small-round date cancel of the sub-post office next to the stamp, and also
- b. the numeral cancel of the nearest post office on the stamp, are considered to have been canceled by the sub-post office with the numeral cancel of the post office (impossible because only post offices received numeral cancels) but are instead canceled according to the regulations in which not the sub-post office used the numeral cancel, but the post office.

This combination is either COMBINATION B.1b or C.1b, and is perfectly alright! However, this kind of cancel combination is pretty rare because it can only occur

- (1) between December 24, 1879 and the end of February 1884, and
- (2) only if the sub-post office had received its "small-round."

8. How Can We Collect the "Straight-Line" cancel?

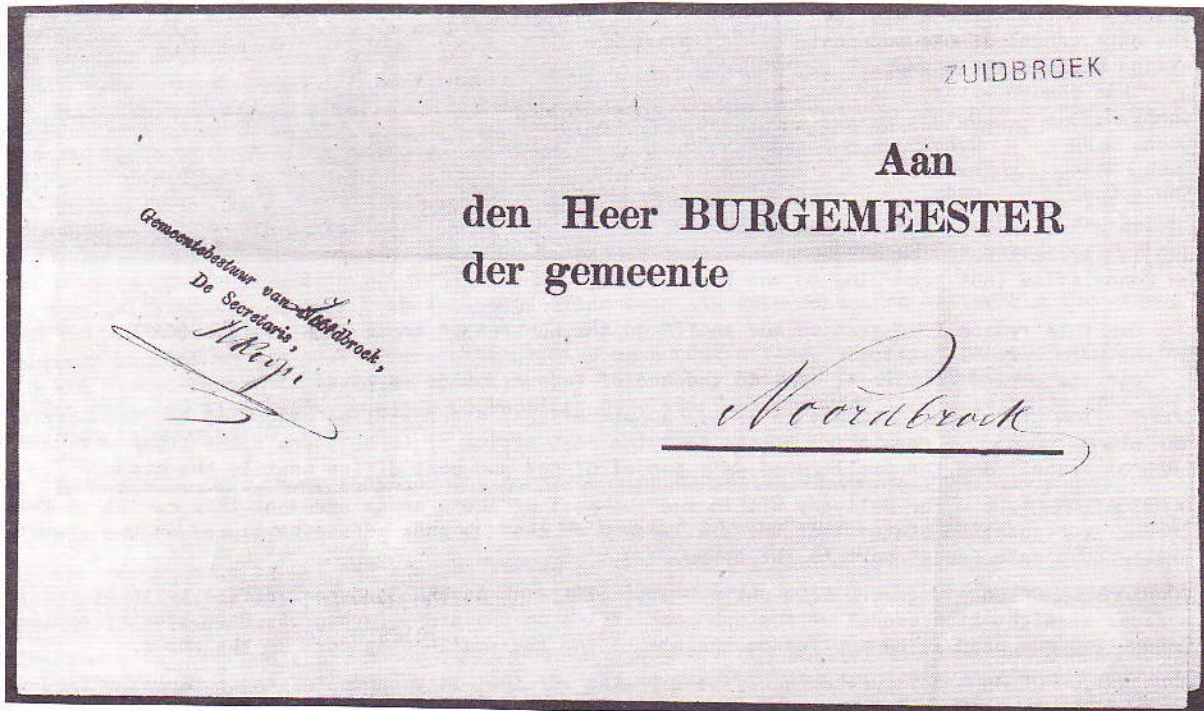
We have several possibilities, such as:

- a. Not specialized, either type K.61, 63 and 64 in alphabetical order; or one can limit oneself to K.61 or K64 only;
- b. Type K.61, used between September 1, 1850, and January 1, 1852;
- c. The various types, used too soon as arrival cancel before December 23, 1879;
- d. The same, but now officially used as arrival cancel, after December 12, 1879;
- e. "Colored straight-lines, officially meant to be in red (as per Circular 658, dated November 8, 1865), but also found in other colors;

f. Specialized collection according to the possibilities mentioned above under No. 5, A, B, C and D.

I have to point out that under No. 5 we spoke about stamped letters, but the same combinations can also be found with unstamped letters although with some difficulty.

Before January 1, 1871, it was perfectly normal to send unstamped letters, and these were not assessed with extra postage due. From January 1, 1871, franking of letters and other pieces is normal, and the unfranked private mail disappears almost completely. What stays unfranked are the so-called official letters from municipalities and other public bodies which are certainly collectible and not to be disdained in favor of the franked pieces (see below for an example of an unfranked letter from the municipality of Zuidbroek to the Mayor of Noordbroek).



New Catalogs



The latest editions of these two specialized catalogs have just appeared. De Rooy and Hali's catalog on the automatic (cending machine) booklets is now in its sixth edition, which (not to be outdone by the current NVPH Special Catalog), also illustrates every variety in full color. While this is a nice feature, it is not sufficient reason for the average booklet collector to justify replacing last year's catalog.

Price changes, however, are sufficient reason. As pointed out in the review of last year's catalog (Netherlands Philately, Vol. 2, No. 1), prices of all the automatic booklets are consistently increasing, to the point where last year's catalog is quite obsolete if one wishes to buy or sell, or just to evaluate one's collection.

Examples: The first two regularly issued automatic booklets, 1H and 2H, have gone up from f 40.00 to f. 57.50, an increase of over 40% in one year's time. The 4 x 25 cent Juliana Regina series of eight slogan varieties, given in detail in the previous review, has again increased an average of 30% in value; booklet 9a, for instance, going up from f 30.00 to f 50.00.

Very little explanatory background text is provided, since this is thoroughly covered in the authors' "Handbook of Automatic Booklets," published last year. Although descriptions are in Dutch, a brief guide in English is included in each copy, clarifying types of paper, gum, etc.

Sharp macrophotographs in color of plate faults and varieties materially assist in identifying these elusive and sought-after items. The catalog is complete through the two Amphilex booklets, Pb22b and Pb 23b.

As has been done last year, ASNP has arranged for the U.S. distribution of the 1977/78 edition, now available at \$5.50 postpaid.



The second specialized catalog, "Netherlands Coil Stamps 1977/78," compiled by Portheine, Schlosser and Tielman, is long overdue, the first edition having been published in 1974. In addition to providing a fine descriptive background of how coil stamps are produced and the varieties occurring in their preparation as well as a listing of the many new varieties which have appeared since 1974, the new catalog has a number of improvements, such as pricing the prenumbered coil stamps for the first time, and quoting coils as singles, strips of three, and strips of five.

The major change, however, is in the formidable size of the increase in value of most coil stamps since the 1974 edition. Although the first edition did not quote directly in strips of five, a factor of 2½X was applied to the price given which was for a single numbered coil stamp. Using this method for comparison, following are a few examples of changes in the current market value of strips of five:

	1974	1977
2 ct van Krimpen numeral on inert paper	f 3.75	f 25.00
8 ct van Krimpen numeral	75.00	400.00
20 ct Juliana, normal numeral, phosphor	6.25	300.00
95 ct Juliana, glossy gum	87.50	750.00
	18.75	300.00
	5.00	90.00

1969 Europa set
1972 20 ct Flag

Another helpful addition is the priced inclusion of test coils; the German-printed POKO adhesives, the Shirley Temple and the Andreaskruis (St. Andrew cross) test coils, and the blank coils (with control number). The listings are complete through the 1977 Voting stamp coil.

While printed entirely in Dutch, catalog listings are readily understood. However, for those unfamiliar with this fast-growing facet of Netherlands philately, recommended background reading is "Coils - A Brief Review" which appeared in Vol. 1, No. 3 of Netherlands Philately.

As a service to our members, ASNP has arranged for the U.S. distribution of this specialized catalog, now available at \$3.75 postpaid.

Laurence H. Rehm

An Economic Profile

What is going on in the Dutch stamp market? What is the cause of the incredible prices listed above? Based upon two recent visits to the Netherlands I have come to a few conclusions which also may explain future price movements.

Regardless of the present-day strength of the Dutch guilder against the dollar, I found very little confidence in the country itself. Historically the Dutch have always liked to invest in real estate; it is still being done, but the price of real estate in the Netherlands has climbed to such heights that only the very well-to-do can afford to safeguard their cash in this kind of investment. This leaves a class of investors, or would-be investors, let's call them people who are afraid of continuing inflation, who have no choice but to invest in coins and stamps. If we think about it, for these people this is a better type of investment than, for instance, art would be. The collectors and buyers of coins and stamps are supplied with yearly catalogs which give them a basis against which to see how well they have done. Anybody who buys a Rembrandt can only find out how well he has done when he has the painting auctioned. There are no duplicates, only other Rembrandts which may or may not be better or worse, but overall it is much more of an unknown.

And where does all this money come from that gets so frantically invested in coins and stamps? A few figures recently came across my desk. If we take 1967 - only ten years ago - as the base year (= 100), then the disposable income of the average Dutchman was a little over 2.5 times as much (255.6) in 1975. On the other hand, the consumer price index, again taking 1967 as the base year (= 100) in 1975 was only 174.7. The conclusion must be that the average Dutchman has far more income left over now than he had even ten years ago to spend on "investments."

In June there were very slight indications that this state of affairs might not last, but don't bet on it. As far as I can see, stamp prices in the Netherlands will continue to go up - as we have seen in the 1978 NVPH Special Catalog, not as much as last year - as long as too many people in the Netherlands are worried about the future of the guilder. Some stamps which are already definitely overvalued may not go up that much either in the future. A case in point is the two 10-guilder stamps of 1906 and 1913. However, they are internationally recognized so they command a premium, just as U.S. gold pieces command a premium over the price of the gold in them. Real rarities with a limited following are far less likely to be overvalued.

Where does this leave us, members of the ASNP? Well, nobody here will tell you what to do. We just feel that you should be aware of the possibilities as much as we can see from here. Don't feel panicky when somebody approaches you with a story that prices MUST go down, so you'd better sell while the going is good! As I said above, for this to happen too many people - not only large speculators - must change their feelings and ideas about where the Dutch guilder is going. And I don't see that yet.

Paul E. van Reyen