

# NETHERLANDS PHILATELY



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Volume 3/3

43



Hollandia 6, 8  
 Issued early in 1962, seen only from Hollandia. Used throughout UNTEA-period

44



First day of issue cancel, first used October 1, 1958, on the Red Cross set. In purple. Also used April 10, 1959, on special stamp issued for the Expedition to the Sterrengebergte. In purple. Text reads: Eerste Dag van Uitgifte/ Nederlands-Nieuw-Guinea, and the date.

45



The same day there were two special cancels: SIBIL / 10 APRIL 1959 and 1959 / EXPEDITIE STERRENGEBERGTE

The covers were canceled at various post offices, among others:

- Biak Luchtpost 1
- Hollandia 1
- Hollandia Binnen 1
- Hollandia Noordwijk 1
- Manokwari 3
- Sorong 1 (with FDC cancel in black)

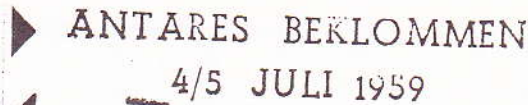
46



On September 23, 1959, the success of the expedition was celebrated with a special cancel

DOORSTEEK / SIBIL HOLLANDIA

47



On July 4/5, 1959, the expedition celebrated climbing the Antares Mountain by a special cancel

ANTARES BEKLOMMEN / 4/5 JULI 1959

Finally there was yet another cancel on board the plane

TWIN-PIONEER

48



On November 16, 1959, a new type of First-Day cancel was used. It reads: Eerste Dag van Uitgifte/ Ned.-Nieuw-Guinea, with the date in the center. The month is indicated by a Roman numeral. Eight copies of this cancel were made, of which one was still used in the UNTEA-period. Cancel is usually in black; purple has been noted.

The cancel has been used for all subsequent special issues of Netherlands New Guinea.

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A special rubber cancel was used at the Fair in Manokwari in August 1959.

50



Military personnel enjoyed free franking by signing their name and rank on pieces of mail. Some Navy ships supplied post cards with a "Portvrij" (Free franking) stamp, plus the name of the ship, in this case Her Majesty's Boeroe.

# ASNPHilately

## Netherlands



THE JOURNAL OF THE AMERICAN SOCIETY FOR NETHERLANDS  
PHILATELY  
Volume 3, Number 3

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March 1, 1978

#### FROM THE EDITOR'S DESK

Our last issue, the December journal, which due to unforeseen circumstances came out a little later than we thought was fair to you, our members, ended its editor's foreword with the promise that the next issue, devoted to Netherlands New Guinea, would definitely be on time. Well, you can judge for yourself. While I am typing this I have a firm commitment from our printer that the issue will be printed, folded, stapled and cut on Saturday, February 25, 1978. That means that I will be able to ready the journals for mailing on Monday, February 27. And that means that some of you, given the vagaries of the USPS, will have your journal within two to three weeks.

Let's now tell you something about this issue. It contains one article. As a matter of fact, I have not been able to get the entire article in this issue, but now we have a nice Appendix for our next issue in June, which will contain the ships' cancels of Netherlands New Guinea, and some miscellaneous information, which also may be of interest. But the rest of the article is contained within these sixteen pages. Not only the inside pages were used up, we ran the list of markings on the inside back cover, and on the inside front cover. What you see across from this page is really the end of the listing.

Our fellow-member, Mr. J. W. F. Bunge, whose name will be well known to many of you, wrote an article on the various cancellations and markings of Netherlands New Guinea, both as part of the Netherlands Indies and as an independent part of the Netherlands Kingdom, which ran in the Maandblad in 1958. Last year we asked Mr. Bunge to give us permission to translate the article for Netherlands Philately. Not only did he graciously give us this permission, he also offered to add some new information which had come his way in the intervening 20 years. The results make up the article that you will find here.

Some of our members will surely wonder why we go "overboard" on Netherlands New Guinea. Well, the answer is really simple. Although it is part of our general area of interest, not too much is known about the postal history of it. So far, in our two and a half year's existence we have had one article on Netherlands New Guinea, which, due to the rarity of the items researched may only have been of academic interest, even to collectors of New Guinea. On the other hand, this article may even whet the appetite of many collectors who would never have given a thought to collecting this "dead" country. But there is a lot to be said for "dead" countries. We don't have to worry about new issues; we know where to stop. For Netherlands New Guinea that stop is simple, unless you want to collect the UNTEA-period too. Well, here it is, may you enjoy it!

If you do have some information, please send it to the editor for transmittal to Mr. Bunge!

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#### CONTENTS

Unique Philatelic Aspects of New Guinea

# Unique Philatelic Aspects of New Guinea

by J. W. F. Bunge

Editor's Note: Portions of the following article were originally published in the Jubilee-issue of the *Nederlandsch Maandblad voor Philatelie*, volume 35, nos. 6-7, June 1950, hence twenty years ago. At that time, author Bunge pointed out that it should in no way be considered complete, and that additional information was slowly being made known. Since that time, Mr. Bunge has obtained further data; this is especially true of examples of postal markings. All of this has been incorporated in the following article, but Mr. Bunge again emphasizes that this still cannot be considered complete, and would greatly appreciate any additional information on this subject which any reader might have.

We are greatly indebted to our members L. J. L. Gooij and Jan Enthoven for their fine translation from the original Dutch. A comment is in order concerning the illustrations. Unfortunately, many of the reproductions are extremely faint, due to the virtually illegible nature of some of the photographs furnished. However, in view of their rarity, we felt it in order to run the questionable pictures despite their flaws, and hope that you will regard them in this light.

## History of New Guinea

With the beginning of the period of New Guinean explorations in the sixteenth century some light is shed on the history of this mysterious island by very early accounts found in European sources.

This era may be divided into the time of the Spanish and Portuguese voyages of the sixteenth century; the period of the Dutch explorations of the 17th and the first half of the 18th centuries; and the circumnavigation of the Papua coasts by various European nations in the second half of the 18th and the first half of the 19th century.

The island seems to have been first sighted by Portuguese commanders in 1511 and 1512. Records indicate that the first European to land was the Portuguese Governor Jorge de Menendez, who had left Malacca for Ternate, drifted off course along the way, and resided between the end of 1526 and May 1527 in Versaya (possibly the present-day Warsai in the northern part of the bird-head-shaped peninsula).

A Spanish navigator sighted eight large and small Papuan islands around 1527. In later years the Spaniards went to great efforts to discover more of the territory. The perennial struggles between Spanish and Portuguese led to a diminishing of their power which was taken over by the king of Tidore (an island west of Halmahera) in the 17th century. As a matter of fact, the Dutch claims, first stated August 24, 1824, were based on the fact that the western part of New Guinea were part of the kingdom of Tidore, of which the Dutch were the feudal overlords.

The year 1545 will always occupy an important place in New Guinean history. Again by coincidence a European, the Spaniard Inigo Ortiz de Retes, touched Papuan grounds and named the island "Nueva Guinea" because of the similarities, according to Ortiz, of the Papuas and the inhabitants of African Guinea. De Retes discovered various islands and his voyage was of great significance for the knowledge of the land.

It is assumed that the separation between Australia and New Guinea became first known in 1606, although, according to Dr. G. Hassel, a Spanish map of 1588 already showed the outline of the unnamed island. Mercator's globe of 1541 indicated the northern coast of the island only and nothing of the southern coast, but his map of 1587 and the one by Gerardus de Jode (1589) show New Guinea as a complete island separated from "Terra Australis" by a sea-strait.

For further interesting historical details we refer to Volume 1 of *Nieuw Guinea: De ontwikkeling op Economisch, Sociaal en Cultureel Gebied in het Nederlands en Australisch Nieuw Guinea* (New Guinea: Economic, Social and Cultural Development in Netherlands and Australian New Guinea), edited by Dr. Ir. W. C. Klein (The Hague: Netherlands State Printing Establishment, 1953).

Dutch knowledge of New Guinea was sparse since the Spanish and Portuguese information was only partially known in Holland. After their arrival in the Moluccas, the Dutch soon made efforts to learn more about the island. To this purpose the yacht "Duyfke" or "Duyve" (Dove) under skipper Willem Corneliszoon Schouten departed for Seran on April 10, 1602.

The Dutch East-India Company (VOC), desiring to learn more about the "East- and South-Lands," dispatched many vessels to explore the coasts, the land and its products, the inhabitants, and later also to find a sea passage between New Guinea and the Great Southland.

The first Dutch expedition of importance was by Jacob le Maire and Willem C. Schouten, who left Hoorn (Holland) by order of the "Australian Company" and charted the entire northern coast in 1616. Regular voyages afterwards yielded no commercial success but the VOC Directors did not give up.

Following this short early historical introduction are some data which are of importance to the further contents of this article, but which omit any references to the voyages, explorations, the treaties between the VOC and Tidore, and the many difficulties with the British, etc.

In 1896 the Netherlands recognized the urgency of introducing effective government in New Guinea. This is of great importance for our article since our philatelic era opens here and we shall learn at what point in time we may find the first official mail service from New Guinea.

Of course, in this article we are listing only a small portion of the major events of this opening-up period. Only those facts are mentioned which were of significance for the development of traffic, and will shed some light on the postal markings used. From official letters the existence of postal establishments may be deduced. We possess, for example, various official letters from Steenkool which bear cancellation

marks from Sorong, as Steenkool did not become a postal sub-office until 1957, receiving a circular cancelor at that time.

- 1898 Establishment of government stations at Fakfak and Manokwari (October)
- 1900 Indemnification of Tidore for possible claims in southern New Guinea
- 1902 Foundation of Merauke (February 14)
- 1907 Okaba becomes police (later Government) station
- 1908 Protestant mission opened at Noemfoor and Soepiori
- 1909 The "Edi" visits a.o. Humboldtsbaai; building of bivouac "Hollandia" commences September 28
- 1910 Catholic mission opened at Okaba
- 1915 Mission starts on Japen; monthly instead of quarterly services by Royal Packet Steamship Co. (KPM)
- 1920 Government station at Babo
- 1921 Netherlands New Guinea becomes a Residency with capital Manokwari
- 1922 Protestant missions at Sarmi and Nimboran
- 1923 N.G. Residency discontinued; Manokwari and Merauke become stations for Assistant Residents
- 1924 Government station at Moeting
- 1926 Catholic mission at Kokenau, Protestant mission at Babo. Department of South New Guinea reclassified as subdepartment; the Assistant Resident moves to Toel (in the "Kai" Islands). Boven Digoel becomes a penal colony. Introduction of the airplane
- 1927 Government station at Kokenau
- 1928 Road between Hollandia and Sarmi completed (330 kilometers)
- 1935 Government stations opened at Sausapor and Kimaan
- 1936 Catholic mission in Kimaan, government stations at Saindoek (Karooon), Kelasefak (Upper Beraoer), and Mappi; Gab-Gab territory brought under government; first native schools; Wissel discovers the Wissel Lakes from the air.
- 1937 Military post at Manokwari; government stations at Japiro, Amaroe Lakes, Ampas, Ai Mati and "Pionier" bivouac opened. Western N.G. becomes a department (Fakfak). Journeys of Cator to the Wissel Lakes.
- 1938 Government stations at Wissel Lakes and Kebar
- 1939 Government station at Wareni
- 1940 Government station at Hattam. Oil discovered near Sorong. Opening of the airline Ambon-Fakfak-Babo-Manokwari (or Wissel Lakes)
- 1941 War with Japan; small garrison placed at Babo; communication broken with the rest of Netherlands Indies (except by radio)
- 1942 Japanese naval units arrive off Fakfak on April 1, off Manokwari on April 12; earlier the Babo garrison evacuated to Australia; beginning of guerilla activities in New Guinea



Map of Netherlands New Guinea

Description of Postal Markings

a. Before the Japanese invasion

We will now take up the subject of the various postal markings which were in use in Netherlands New Guinea. The markings are similar to those used in Java, Sumatra and the other islands of the Netherlands Indies.

Little has been written about them. A scarce book by J. H. Beer van Dingstee, *De Ontwikkeling van het Postwezen in Ned. Oost-Indië* (Development of the Postal Service in the N.E.I.), published by A.C. Nix & Co., Bandoeng, is very rare. This book was partially reprinted in instalments in *De Philatelist*, which has been incorporated into the *Maandblad* as of January 1, 1940. Possibly ten of these books ever reached

the Netherlands, and was also not available in Indonesia. (Editor's note: This excellent book is in the ASNP Library and may be obtained upon request by any member.) Collecting the postmarks of the Netherlands Indies until the transfer of sovereignty to Indonesia is assuredly worthwhile but the material is very scarce except for the markings of the larger cities where most of the postal traffic was concentrated, and which are still amply available at reasonable prices. Beginning collectors soon acquire a taste for this material and it is remarkable how quickly one obtains seldom-encountered postmarks, some of which are totally unknown even to the major specialists.

Here arises the question of whether entires or cutouts should be collected. In our view the collection of entires is preferable but we gladly concede that, if we want to compile checklists, the collection of cutouts is necessary as many cover-fragments still exist, with postmarks that can no longer be found on entires.

As a confirmed collector of entires we therefore had to turn to collectors of cutouts, and principally to the nestor among them, J. P. Traanberg of Haarlem, who put his entire collection at our disposal. With his assistance we are now in a position to compile a listing of the various types of postmarks at the end of this article. The listing cannot be considered complete, but it is a real beginning of an overview compiled with great care and after much searching for material.

The oldest known postmark is in the collection of the Postal Museum at The Hague. It is found on a fragment of the cover of an official service letter from the quartermaster of the Merauke garrison to his counterpart at Malang, Java. This type of marking was introduced in the Netherlands Indies in April 1893 to replace the numeral cancellers, and it saw many years of service. The conclusion is that Merauke was issued with a squared-circle cancel and it is the only place in New Guinea whence this type of postmark is known (Fig. 1). The fragment pictured to the right shows this Merauke cancel with date 29.9.1911 on a postcard to Atjeh.



Merauke 29.9.1911

The postal volume was extremely small so that for the other auxiliary offices no date markers were provided, only office name markers (Fig. 2). Under the imprint of these markings usually a separate date line was added which is shown best in the illustration of a postcard sent from Fakfak to Dordrecht on December 30, 1905. This card was chosen

to illustrate the desirability of collecting postmarks preferably on entires and not on cutouts or, worse still, on soaked-off stamps. It was the practice in the Netherlands Indies to place not only the mark of the auxiliary office on postal items, but also to provide them with pass-through marks of all offices handling the piece.

According to the marks on the card from Fakfak, it was passed on by the post office of Amboina, under which Fakfak resorted, on 4-1-1906 (Jan. 4, 1906). Further expedition followed by boat to Sourabaya from where the card was sent to the Netherlands by "Nederland Line" or Rotterdam Lloyd steamer on 14-1-1906. Arrival marks were added in the Netherlands: Dordrecht-12 on Feb 6-12-1N and the piece was de-



Illustration A: Postcard from Fakfak to Dordrecht

livered by carrier number 7 in the C (third) Delivery. We would never have been able to follow this card on its travels had we not possessed the entire card (Illustration A).

After this fairly long description, the markings as found and used through 1941 may be run through fairly quickly since only a few are known on entires from the period before the Japanese occupation.

One exception is to be made for a letter from Manokwari on February 10, 1913, which went through Ternate to Amsterdam. It is the oldest known registered letter from New Guinea (Illustration B) and a jewel of a genuinely used entire with a red Manokwari postmark.

In the first years of the twentieth century Hollandia was not in existence. The auxiliary office of Humboldts Bay was open from 1910 till June 5, 1913, and then was named Hollandia, thus receiving its new name on June 6, 1913. From this time dates the marking (Fig. 2) on two stamps of 10 cents Queen Wilhelmina 1902-1909 on piece (this set was replaced around 1913). See also the photo of the 20 cent on piece, which together with a 12½-cent stamp on piece showed up at the Van Dieten auction of April 1977 (No. 2914).



In a listing of auxiliary post offices which were in existence in New Guinea before the Japanese invasion should be mentioned:

Ajamaroe	(now Teminaboean) 1938
Babo	1935; closed in 1942
Bosnik	1922-1932, thereafter a semi-auxiliary
Digoel	February 2, 1927
Fakfak	1899

Hollandia  
Kokas  
Manokwari  
Merauke  
Sorong

June 6, 1913  
1914-1922; thereafter a semi-auxiliary  
March 10, 1898  
April 1, 1933  
November 20, 1926

The Netherlands Indies Post Office Directory (Batavia, 1934) contains a list of offices and mentions the following auxiliary offices in New Guinea:

1. Digoel, 2. Fakfak, 3. Hollandia, 4. Manokwari, 5. Merauke, 6. Seroei (on the island of Japen), 7. Sorong.

Auxiliary post offices which administratively were subordinate to the post office at Amboina were nos. 1, 2 and 5; likewise under Ternate fell nos. 3, 4, 6 and 7. There were no offices classified as post offices in New Guinea.

Markings are known of most auxiliaries, sometimes on entire. The cancel of Manokwari is a dumb-bell-ring type with noncontinuous vertical bars in the upper and lower segments of the marker. The number of stars between the lower portions of the rings depended on the number of letters in the place name. Thus the Manokwari cancel has three stars, and Fakfak's contains five (Fig. 3).

This type of Netherlands Indies cancellation was described earlier in the Maandblad of March 16, 1940, Volume 19, No. 3 (p. 219). Of the many types described only one seems to have been used in New Guinea.

An unusual type of cancel which is only found in the Netherlands Indies, and which can be described as having a kind of segmented outer rim (either single or double), the so-called biffage cancel. We were always under the impression that this was a local invention, since we never saw them used on stamps from the Netherlands or West Indies.

The Netherlands Postal Museum report of 1956, however, contains a very thorough article by J. Giphart on the types of wheeled markers and cancellation machines as early examples of mechanization (1868-1912). Hitherto unknown data emanate from the vast postal service archives in possession of the Museum. In the article it is said: "A postal marking was designed in 1909 in which the outer rim consisted of protruding lines affixed in segments. The purpose of these crenelated lines was to cancel postage stamps in such a manner as to render their re-use impossible. In those days it occurred frequently that senders of letters covered the postage stamps with a layer of starch which made it possible for the receivers to wash away postmark and starch and re-use the stamps.

"When used in the post office at The Hague the experimentally produced hand- and hammer-cancelers did not satisfy the expectations, as the biffaged segments did not protrude above the balance of the canceler and therefore did not penetrate the starch layer.

"The cancelers were returned to the Royal Mint with a request to make improvements so that not only the biffages protruded but also the circular inscription would stand out somewhat. The second experiment yielded the desired results."

The markers were not used in the Netherlands but they became the source for introduction of biffage cancels in the Netherlands Indies in 1913 in view of extensive fraudulent re-usage of postage stamps there.

When this article was originally written, we had not been able to find a copy of such a marking from New Guinea with short bar, resembling type 3. However, in 1975 a strip of three 30-cent Queen Wilhelmina, 1902-1909, with Merauke 19.11.18, with the short bar was auctioned at Van Dieten's. Let's call this type 3a.

Meanwhile the need grew in the Netherlands Indies to introduce hour indications in the markers. This was done by extending the short date bar outward, thus producing the long-barred markers which were in use both in the Netherlands Indies and Indonesia for many years to come. This is a splendid, eye-pleasing marker when well imprinted, although many collectors disagree because the short dashes of the biffages often penetrate and damage the postage stamps. Moreover, the vertical bars in the segments cancel the stamps too heavily.

Of the long-barred markers of the Netherlands Indies some were also produced for New Guinea. They were



Illustration B: Registered letter from Manokwari to Amsterdam



Type 3a. Merauke  
Nov. 10, 1918



Manokwari



Kokas

all of the same type: double ring with the interrupted outer ring and long bar with date and hour indications, and vertical bars in the inner segments. The upper part in the rings shows the place name and the lower side has a three-star filler. Several places used more than one type with very small differences in lettering, not important enough to mention but worth retaining by the serious collector. (See Figs. 4 and 5.)

When the 24-hour indication was introduced in the Indies, these markers were also equipped (Figs. 6 and 7).

To the left is seen the oldest known date, Manokwari 6.7.17. 11-12V. To the right we see an impression of the Kokas cancel in the Collection Beer van Dingstee. Comparing the material from my collection of the Netherlands Indies I must conclude that usage in 1912 is impossible because the cancels don't occur in New Guinea until the beginning of 1917.

These cancels are to be found for most places prior to World War II. During the occupation the markers were all destroyed with the exception of that of Merauke, about which more later.

Around 1935 a totally new type of marker came into use in the Netherlands Indies: the double-ringed type with long bar and points instead of vertical bars in the upper and lower segments. In New Guinea this type was only used in Manokwari (Fig. 8).

Next we arrive at a very scarce type of postmark. This is the one of the delivery houses, functioning as auxiliary post offices in the territories outside Java. We know of only one entire document with the complete marking as shown in Fig. 9. This is a letter from the Chief of the Local Government at Wissel Lakes (Hoofd Plaatselijk Bestuur Wisselmeren) to Batavia-Centrum. The piece was also marked at Amboina on April 4, 1950. In the listing of markers some more delivery stations are mentioned, known from the cutout collection of J. P. Traanberg.

So much for the postal markings of the period before the Japanese attack.

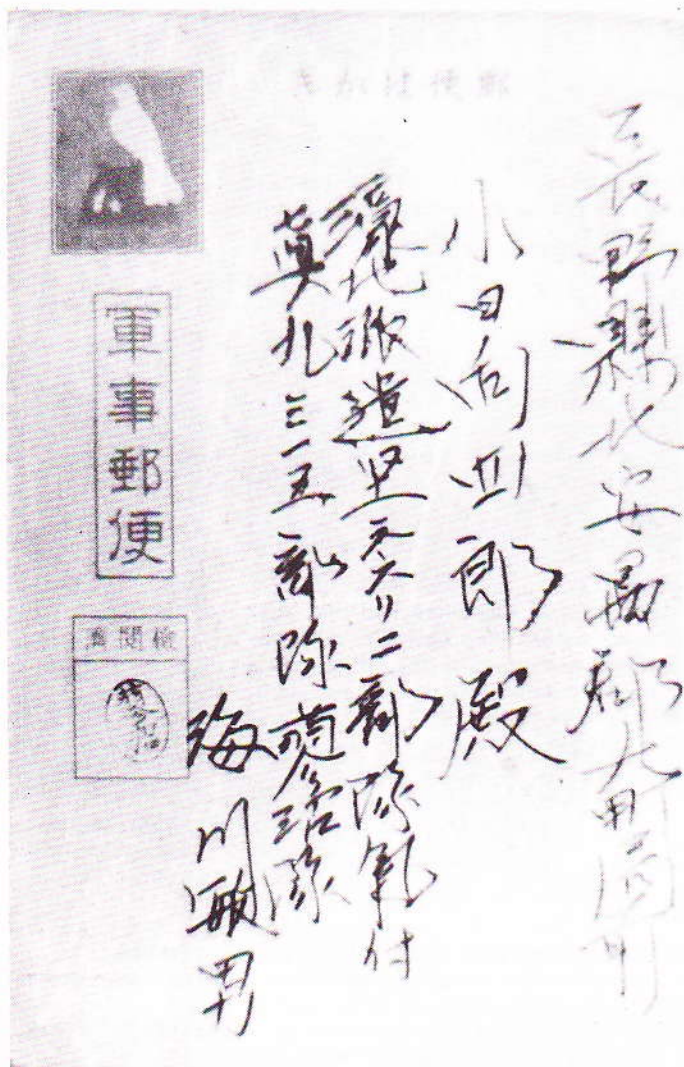
b. During the Japanese Occupation Until After the Liberation

The first Japanese landings occurred on January 23, 1942; Japanese naval ships were off Fakfak on April 1 and off Manokwari on April 12. The garrison of Manokwari disappeared into the jungle. This was practically the end of any postal service. The war brought great destruction to several places in New Guinea; the settlement in the Hollandia valley was almost completely destroyed by American bombs before the Allied troops landed there. Manokwari, Japanese headquarters in New Guinea, and the settlements at Sorong and Fakfak were almost totally destroyed by bombardments. At Merauke, where as in Tana Merah (Digoel), the Dutch tricolor kept waving throughout the war, much was heavily damaged by Japanese bombardments, as we can read in the previously mentioned book by Dr. Ir. W. C. Klein. A special detachment of the so-called Technical Battalion, a creation of the Netherlands Indies Government in Brisbane, was brought over from Australia, and did a lot of good work.

Before we go on with the postal traffic from Merauke to the free world, we have to remark that postally used pieces from Japanese-occupied New Guinea are exceedingly rare. There was only contact with the rest of occupied Netherlands Indies and, of course, Japan. An American collector has a 7½-cent letterform sent from Java to Hollandia, found by the first wave of American troops in Hollandia. Hence, there was some contact.

The photo on the left shows a Japanese Field Postcard used in New Guinea.

In Illustration C we are fortunate to be able to show you an illustration of a letter from C. Fautngiljanan of Camp Airoem at Merauke, dated August 9, 1945, sent to Brisbane, with a Merauke censor strip, and the prewar type of cancel shown in Figs. 6 and 7. This cancel is the only one that survived the war. It will be mentioned again in a later section. Postage stamps were no longer available in 1945 which explains the marking on the en-



Japanese Field Postcard used in New Guinea



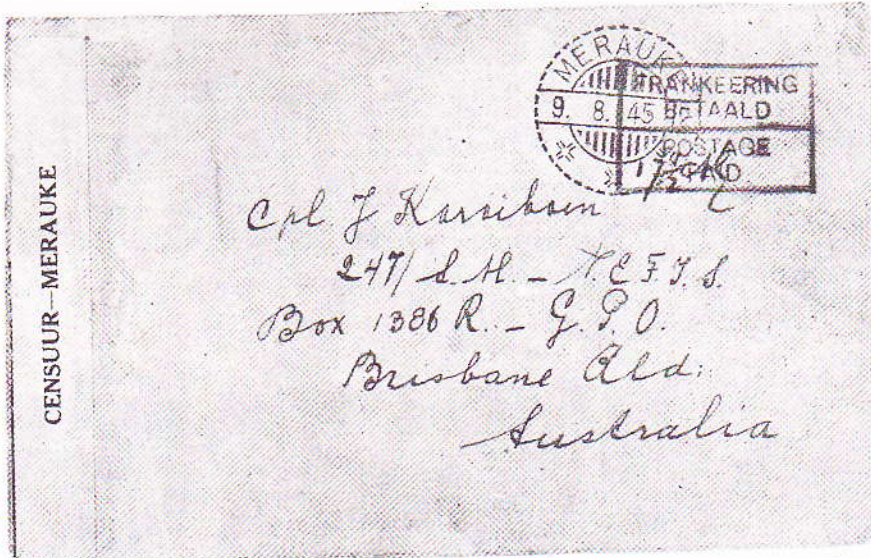


Illustration C: Letter from Merauke August 8, 1945, censored release:

Australia soon to receive covers

"According to a cable from Melbourne, Australia, received by the Netherlands Information Bureau, New York, covers, which may become one of the greatest philatelic prizes of the war, will soon reach the Australian Mainland.

Netherlands East Indies Postal Authorities in Merauke - capital of that part of Dutch New Guinea which has remained free from the Japanese invasion - have been so overwhelmed with letters posted by Allied Soldiers that their supply of Netherlands East Indies stamps has been completely exhausted.

To replace the regular postage, a special rubber stamp has now been devised for the duration. Its impression reads in Dutch and English respectively, "Frankeering Betaald" and "Postage Paid."

The envelope will also bear the usual Merauke date stamp.

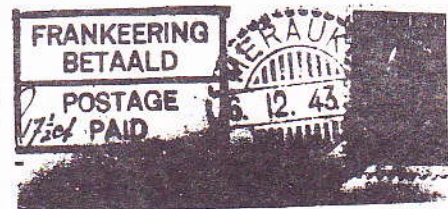
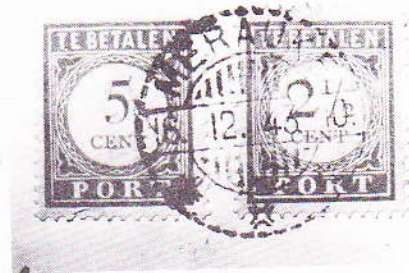
(Editor's Note: For those of you who want to know more about this area read "Merauke - Forgotten Outpost of the Indies," in Netherlands Philately, Volume 1, No. 4, June 1976.)

velope "Postage Paid / Frankeering Betaald" 17½ cent, with the initials of the postal clerk (Illustration C).

This marking was first used in December 1943. At that time there was still a limited stock of postage and postage due stamps at Merauke. The illustrations below show one 5- and one 2½-cent postage due stamps, canceled Merauke 16.12.43.10., and one 10-cent Queen Wilhelmina stamp with in addition the "Postage Paid" marking, and 17½ ct plus the initials of the postal clerk.

The letters were not sufficiently franked, therefore the provisional marking was added next to the stamp. These are undoubtedly letters from philatelists, but they are rare nevertheless.

In The New York Times of that time had appeared the following news



Merauke letters of December 1943

**CENSUR - TANAH MERAH**



Censored letter from Mosjee, Boven-Digoel

Merauke was not the only place where this "Postage Paid" marking was used. We find it also with the postal cancellation of Digoel (see illustration below), and with a censor strip of Tanah Merah (illustration left).

The letter canceled Digoel 25.9.44.18. on the back carried a censor strip from Merauke, the thin line between CENSUR and MERAUKE proving it to be the second type (the first type had a heavy line).

The letter censored at Tanah Merah came from Tillemans, Catholic Mission at Mosjee, Boven-Digoel.

Somewhat around the same time the radio station Masin in Dutch N. Guinea sent an official letter via the office at Digoel on January 4, 1945 which has an Australian stamp canceled at Sydney, Australia. The handwritten marking "DIENST V.V.P." means "Official Free Franking." See the illustration on the next page for this remarkable cover.

APO markings on letters originating from military personnel who were stationed on the territory of the Netherlands and the overseas possessions during the years 1942 through 1947 will be next on our program.

The APO cancels were in use by American army units and are comparable to Dutch fieldpost cancels. Because of the regular transfers of units it is possible that one and the same APO cancel has been used



Letter from Digoel

**CENSUR-MERAUKE**

Merauke Censor Label

consecutively in different places or towns.

According to information from the American Army Postal Service there were 59 different APO cancels used during the years 1942-1947 in probably 75 different places in the territories of the Netherlands and its overseas possessions.

When in some cases the APO cancel does not show a number, only the number that the sender uses will give a pretty good indication. The date is also very important for the determination of the town of origin because most dates are fairly well known.



Official cover from Digoel with Australian postage

The list below gives all the information presently known about American Army Post Offices which were located in New Guinea during the years 1942-1945:

APD	Location	Dates of Use	Units
6	Sansapor	8 - 12 - 44 / 3 - 11 - 45	6th Inf. Div.
24	Hollandia	? - 11 - 44 / 13 - 2 - 45	24th Inf. Div.
32	"	7 - 10 - 44 / 8 - 11 - 44	31st Inf. Div.
41	Biak	25 - 5 - 44 / 20 - 2 - 45	41st Inf. Div.
93	Hollandia	9 - 11 - 44 / 13 - 4 - 45	93rd Inf. Div.
301	"	28 - 4 - 44 / ? - 1 - 45	1st Army Corps
320	"	7 - 12 - 44 / 5 - 6 - 45	
321	"	20 - 9 - 44 / 23 - 10 - 44	
323	"	9 - 2 - 45 / 30 - 8 - 45	
343	"	3 - 10 - 44 / 28 - 12 - 44	8th Army
347	Biak	21 - 2 - 45 / 3 - 4 - 45	
358	Hollandia	2 - 9 - 44 / ? - 11 - 44	
359	"	? - 11 - 44 / 6 - 1 - 45	
415	"	? - 11 - 44 / 23 - 3 - 45	
442	"	29 - 6 - 44 / 23 - 10 - 44	11th Airborne Div.
468	"	? - 11 - 44 / 24 - 11 - 44	GHQ-USAF-Pac.
500	"	8 - 9 - 44 / 2 - 1 - 45	
501	"	25 - 11 - 44 / 4 - 2 - 45	
565	"	28 - 4 - 44 / ? - 3 - 46	Unit 2 22-2-45
697	"	? - 11 - 44 / 14 - 1 - 45	
704	Noemfoer	? - 11 - 44 / 28 - 4 - 45	
707	Hollandia	8 - 9 - 44 / 3 - 2 - 45	
710	Biak	10 - 8 - 44 / ? - 1 - 45	
714	Hollandia	13 - 12 - 44 / 25 - 4 - 45	
719	Noemfoer	? - 7 - 44 / 31 - 10 - 44	HQ 13th AF
920	Biak	14 - 6 - 44 / 8 - 5 - 46	



San Francisco, Calif. U.S. Army Postal Service Br. A.P.O. 343



Air Force Post Office No. 253

Not included in this listing is Air Force Post Office No. 253. A number of examples are found below:



American Base Forces  
A.P.O. 920



U.S. Army Postal Service  
7 BPO





In connection with this, there were six different F.P.O.'s of the Royal Australian Air Force and one of the Royal Australian Navy. We do not have any material to prove this. We also do not want to rely totally on others' statements, because we do not want to take the responsibility for their accuracy. Therefore, we think it better to rely on our own material and on what we have seen in other collections. This is understandable because the material is very scarce and conclusions can only be drawn after long study.

c. The period after the liberation until the confirmation of Dutch authority over New Guinea, and after the transfer of sovereignty over Indonesia to the Republic of the United States of Indonesia on December 27, 1949

After the liberation the postal system had to be started up again. In the previous section it was mentioned that the prewar cancel of Merauke had survived the war. As an illustration we show a rare official letter from the "Assistent Resident Afd. Toeal Vry (sic) Ned. Indie" at Merauke, February 20, 1946, to Batavia (Illustration D). The hour indication in the cancel is missing, probably because by this time the cancel was damaged.

Mr. Houwink has provided us with an illustration of this cancel dated 22.12.1950.10, which shows that it was repaired and then used for quite a while longer.

Different models of cancels have been used during this period, which is clear from the illustrations. Fig. 10 shows a common type which, among other places, was used at Morotai, Batavia-C., Balik Papan, Biak, etc. This cancel occurs well into 1948, of which I have an example. Besides this one, there are some rubber cancels which appear sporadically (Figs. 11, 12 and 13). Types 11 through 13 were probably made in Australia, which can be deduced from the English month indication. Cancel 12 also shows an interesting mistake: only one letter "l" in Hollandia (Holandia). After much use model 11 wore out, which made N.O.I. unclear and at last this disappeared completely. Cancel type 14 was made for Hollandia and some towns in Java, also in Australia, as can be seen from the month indication "Se."

Letters from New Guinea which were censored were supplied with the marking "Passed by R.N.F. Censor" in a circle, with an added number at the bottom. The military person on censor duty could place his initials between the horizontal lines. Different cancels have been used (Fig. 15).

When life in Java returned to normal, definitive cancels were made, probably by the authorities there, for a number of places in New Guinea. This is model 18. It is a biffage cancel of the usual type used throughout the Netherlands Indies, as we have seen, and later in Indonesia. In the lower part between the rings three stars were found, with the exception of the cancel for Sorong-Doom, where the stars were replaced by Doom (Fig. 19). Fig. 20 shows the misspelling "Monokwari" instead of "Manokwari."

Among the last cancels of this period were those of type 21, which were probably made in the Netherlands by the Mint. They are comparable to biffage cancels 18 and 19, but with a closed outer ring. The cancel of Hollandia-Basis (Fig. 22) was modified into Hollandia-B. Of the word Basis only the B remained after "asis" was either cut or filed away. See the illustration at right.

d. New Guinea as Independent Netherlands New Guinea

The confirmation of Dutch rule over New Guinea after the transfer of sovereignty to Indonesia on December 27, 1949, made it necessary for the authorities to set up some rules for the government of New Guinea, as has been described by Mr. D. Dijkwel in the standard work on New Guinea under the editorship of Dr. Ir. W. C. Klein.

These regulations, which are included in the "Authorization Law New Guinea," Staatsblad 1949 No. J 576, state that the Government of New Guinea will be continued on the same basis and with the rules and regulations of the Netherlands Indies, as far as this was possible.

One of the first regulations that arose out of this law was the establishment of a Postal, Telegraph and Telephone Office under the Government of New Guinea, which would take its place among other P.T.T.



Illustration D: Official letter from Merauke to Batavia in 1946



Hollandia-B

administrations as an independent office. When, as a consequence of the separation from Indonesia New Guinea became an independent territory, it was necessary to establish the fact that the rules of the International Postal Union also applied to this area.

The legal establishment of the PTT was hereby set up after which it became necessary to build up the service and make it function which was not a simple task.

Beginning on December 28, 1949, the New Guinea PTT wanted to separate itself completely from the PTT in Indonesia of which it had been a part and from which it had received all its supplies, leadership and services.

Besides this leadership, which had originated from the offices of the PTT at Bandoeng and from the departmental and district heads at Makassar, the offices in New Guinea were also dependent on the PTT offices at Amboina and Ternate, as becomes clear from old letters. These can be seen as "mother offices." Now New Guinea had to provide everything for itself. It was not immediately necessary to have a perfect PTT service operating, but a well functioning PTT office was indispensable to help the development of the country and its people as much as possible. The initial start-up occurred under Ir. P. C. Arends, who previously had been the chief engineer of the Indonesian PTT service, and who had come to Hollandia from the Netherlands with the help of the Dutch PTT. He arrived at Hollandia on December 24, 1949. Filling the various posts produced many difficulties, but in May 1952 193 men were employed, of which several had come from the Netherlands.

In an article like this I do not wish to go too deeply into this aspect because that leads us too far from the main subject.

I now want to cover what we can learn from the cancels on the letters and postal stationery. Cancel 21 of Biak 1 I want to categorize as the precursor ("voorloper") of the definitive cancels which were generally used in Netherlands New Guinea. There is a clear difference from type 23 in lettering which in the latter is fuller and larger. Cancels of type 21 and 22 were already in use before the transfer; types 23 and following are all from after this date. Cancel Hollandia-Basis has no number within the cancel. Behind Holland a is found a hyphen (-) which no longer appears in the cancels of type 24 and 25, Biak Luchtpost (Air mail) 1 and Sorong Pakketpost (Parcel Post) 1. Type 26 of Steenkool has no number within the cancel. This kind of cancel has been supplied to the less important offices, where only a small number of pieces had to be cancelled. Type 27 of Hollandia 1 is a cancel with a blank lower part, without stars or other indications. This had probably been the cancel Hollandia Stad or Hollandia Basis, of which no later use is known. The extra text has either been cut away or filed away. Roll cancels have also been used in New Guinea which is shown in Fig. 29.

At first the suboffices received rubber cancels. These did not only show the name of the place and the date but also the indication "Nieuw Guinea." Later cancels of the same type had the word "Nederlands" added. See Figs. 28 and 30. Suboffices opened at a later date received cancel type 31. Types 30 and 31 were used concurrently. A pattern in the distribution of these cancels was not apparent. Some cancels of type 28 and 30 have been replaced by type 23 or 26.

Finally, early in 1962 a new cancel type appears in Hollandia (Fig. 43), which was probably made in the Netherlands, based on the latest cancel type in use there. It has only an outer circle; the center consists of open space in which the date numerals with circle fragments above and below. A number is found in the center within the outer circle at the bottom. So far, only Nos. 6 and 8, both of Hollandia have been seen.

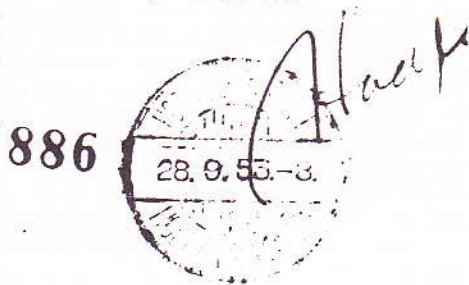
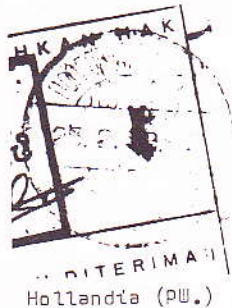
#### Administrative Cancels

In the style of cancels 24 and 25 three markings have been noted for internal use: to the right we show Hoofdbestuur PTT Hollandia (AG) 1, dated 28.9.53., and on the left Hoofdbestuur PTT Hollandia (PW.) 1, dated 25.2.58, with block instead of hour. Finally, we note a cancel from the airport: Jefman LVRSM 1, dated 19.7.1.3.15. (?)

On pieces that had to be transported by sea mail, a "ZEEPOST" in box marking is placed as shown in Fig. 32. Figs. 33 and 34 are the usual free franking markings for official PTT mail. There are too many of this type to describe them all. There is no set rule for the shape of these markings. On top of that, most

were replaced with envelopes with an imprinted text. The PTT main office had its own oval cancel (Fig. 41), while the post office at Hollandia had a cancel of the same shape used as a senders cancel, and also used for letters franked by payment in cash (Fig. 42). This cash franking we saw for the first time in December 1957.

On letters with postage due the imprint of a metal "T" is placed. In 1946 on a cover from Hollandia is found a large "T," while after 1951 a smaller model "T" was used generally in New Guinea. See the next page for the illustrations of these two "T"s.



Hollandia (AG.)



JEFMAN LVRSM

Port betaald



Port betaald (Postage paid)

These cancels were most likely administratively used. The cancel "Humboldtsbaai" at the top occurs on a change-of-address card addressed to Mr. J. Beer van Dingstee. Most likely it is an imprint applied at the P.T.T. at Bandoeng ca. 1930 of an administrative straight-line cancel which is still unknown on a postally used cover (legitimately used).

The photograph of the 10-cent stamp with straight-line cancel Fakfak was found on a cover sent from Fakfak to the field post office Bandoeng in 1945 or 1946. The stamp is NVPH No. 253.

HUMBOLDTSBAAI

INANWATAN

AJAMAROE

SARMI

Administrative straight-lines



Fakfak 1946



Direction Generale des P.T.T.

On this page we show a number of administrative and internal PTT markings. On the right, the two "T"s mentioned on page 42. On the left a marking "Port betaald" (Postage paid) between two arrows. Many collectors ordered stamps in New Guinea or sent covers to be mailed back after cancelling. On the service envelopes was then found the above-described marking in black or red.



In the collection Beer van Dingstee were found the straight-line cancels illustrated on the left (center). These cancels

1946 "T"

Next to the cancel Hoofdbestuur PTT Hollandia (P.W.), which was discussed on the previous page, was found a marking "Geldigheid verlengd tot:" (Validity extended to:). This was a money order form. (See photo at right, center.)



For letters with a foreign destination, the New Guinea P.T.T. used the oval marking found left, bottom. It says "Direction Generale des P.T.T. Nouvelle - Guinee Neerlandaise" plus "Hollandia-Binnen."

Post-1951 "T"

For letters which were not to be sent by air or sea mail (perhaps to Papua-New Guinea), the post office at Hollandia-Binnen used the marking "Surface." This is shown at the bottom of the page, center.



Finally we come to a series of markings, such as "Onbestelbaar" (Undeliverable); "Retour a l'Expéditeur" (Return to sender), in French only; and "Retour a l'Expéditeur"/"Terug afzender" in both Dutch and French. These markings were used as in the Netherlands Indies. The imprints are under-appreciated, but always collectible.

Validity extended to:

Official Mail

Official Mail

Official pieces of mail were also handled. They were treated in the usual manner, which means that they were delivered by native postal employees.

Express pieces were sent too. Mention should be made of an official VVP letter to the head of the local government at Hollandia.

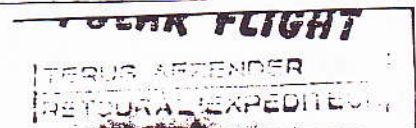
The letter to the:

District Head ARSO

SURFACE  
E C O M M A N D

Surface

VIA POOL  
Retour à l'Expéditeur



Retour a l'expéditeur  
ONBESTELBAAR ONBESTELBAAR  
i. tante

(via Merauke)

Return to sender (various types)

was delivered to him on May 5, 1955, on the soccer field at Hollandia.

Following an old native custom, two cassowat feathers were attached to the cover with sealing wax, which meant that the carrier had to deliver the letter "without any delay." The more feathers were attached, the more urgency there was to the letter. The feather sticks out beyond the edge of the cover and unfortunately makes reproduction impossible.

#### Registry Labels

The label in Fig. 38 was the usual prewar type of the Netherlands Indies. Fig. 40 shows the label that was used between 1945 and 1950. (Editor's Note: The earlier-mentioned article on Merauke in Netherlands Philately of June 1976, shows on page 57 a registry label from Merauke, used on July 16, 1945. This makes me believe that this label has an "Australian" background.) Finally, label 39 was in general use after 1950. These also have the office name and were distributed to all offices and suboffices.

#### Air Mail Cancels

Generally known is the "Eerste Postvlucht Java-Nieuw-Guinea per De Havilland-Vliegtuig der Nieuw Guinea Expeditie" from Bandoeng 6.7.10.35.13, with a transit cancel Makassar 5.12.10.35.12 to Babo 27.10.35.11-12V.

Two examples of air mail cancels are shown (Figs. 35 and 36). Air mail is a special territory, which has been thoroughly treated by Mr. Tocila and Mr. Boesman in their air mail catalogues of the Netherlands and Overseas Territories, respectively published in 1948 and after 1969. (Note: both books are available in our Library.)

Here we also show the special cancel used for the first flight Biak-Tokyo on November 18, 1958 (see left). To the right is a special cancel "Parachute Post," which was used during the French-Netherlands Expedition to New Guinea in 1959-60.

#### The Stamps Used in This Period

After 1945 the first nonmilitary letters from New Guinea (the military letters were of course without stamps) were franked with the 1945-1946 issue printed by the American Bank Note Co. (Nos. 304-316 of the NVPH catalogue). Of the 1946-1947 sets of low values, overprints with different values, and overprints with "1947" (NVPH Nos. 317-332), I have seen only a few values. The "dancers" of 1948 (NVPH Nos. 334-336) I have not found. The set of Queen Wilhelmina (NVPH Nos. 337-343) appears only rarely. It is, however, surprising to find stamps of the provisional issue of 1948-1949 with the overprint Indonesia (NVPH Nos. 351-357) with cancels of post offices in New Guinea. These stamps were issued in 1948 and 1949, while New Guinea had its own stamps January 2, 1950.

The transfer of sovereignty occurred on December 27, 1949, so that stamps of Indonesia were no longer valid after that date. Letters franked with these stamps, starting in January 1950, were not taxed with postage due. The stamps were invalidated with pencil and the date cancel was placed next to the stamp.

One of these peculiar pieces is illustrated in Illustration E (see left).

#### Conclusion

Collecting postal markings of the Netherlands Indies and Netherlands New Guinea is a very interesting area. It should not take large amounts of money with the exception of acquiring the regularly used postage due stamps which are very rare, as will be explained in the next section. Much depends on the "quick eye" of the collector!

I want to stress that this article is not the last word. I have done my best, with the help of other collectors who have more experience than I, to give an overview of what is known up to now. I owe special thanks to Mr. Traanberg, Mr.

Illustration E: Fakfak 7.1.50-9



Biak-Tokyo

#### PARACHUTE POST Nederlands Nieuw Guine



Parachute Post



Ricardo and Mr. Giphart who have helped me tremendously.

The Use of Postage Due Stamps

Postage due stamps of the Netherlands Indies have been collected extensively by the collectors, but little attention was paid to the cancellations. I have not succeeded in finding any postage dues that were used in New Guinea before the Japanese occupation. Because of the small amount of mail from this area, they have to be very rare, and can only be found accidentally. They are unlikely to be found on an entire piece.

In the first volume of the Postiljon, No. 2, the publication of the Philatelic Society of New Guinea at Hollandia, we find a little more about the use of Indonesian and Dutch postage due stamps in New Guinea after January 1, 1950.

The following information was obtained from the postal authorities:

A. Postage Due Stamps of the Netherlands Indies

The 1946 (Melbourne printing) postage due stamps of the Netherlands Indies, which were available at the windows and some outlying offices at the time of sovereignty transfer on December 27, 1949, were used up for the payment of postage due in Netherlands New Guinea, with the addition of regular postage stamps. This covers only some small quantities (less than 100) of the different values.

B. Dutch Postage Due Stamps

From January 11, 1950 until December 31, 1953 the following quantities of Dutch postage due stamps were used in Netherlands New Guinea:

1 cent	1097 pieces	8 cent	705 pieces	25 cent	1710 pieces
3 cent	500 "	10 cent	2815 "	30 cent	1498 "
4 cent	730 "	12 cent	640 "	40 cent	4210 "
5 cent	2146 "	15 cent	1186 "	50 cent	1139 "
6 cent	752 "	16 cent	629 "	100 cent	1089 "
7 cent	659 "	20 cent	2980 "		

This use of Dutch postage due stamps was stopped on January 1, 1954. After that date regular postage stamps were used for postage due usage.

C. Netherlands New Guinea's Own Postage Due Stamps

The postage due stamps of Netherlands New Guinea were introduced on August 1, 1957, in the following values: 1, 5, 10, 25, and 40 cents in red, and 100 cents in blue, each with a printing of 200,000 copies.

From these figures it is clear that used copies with a clear cancel have to be rare, and especially the "postally used" ones (no philatelic concoctions).

Included in this article are some illustrations of the various used postage due stamps. Illustration F (below) shows a portion of a parcel post card. It concerns a parcel which could not be delivered and had to be sent to Fakfak from Hollandia (5.8.50.14). For this service an amount of fl. 1.85 had to be collected, and on the reverse 4 dues of 40 cents, one of 20 cent and one of 5 cent have been applied, the total cancelled at Fakfak on 12.9.50.-9 (Illustration G, below). These are all old postage due stamps of the Netherlands Indies (see A. above).

This is one of the few documents which have seen the light of day since the PTT auction of 1957. Such fragments of parcel post cards with these postage due stamps are very rare, especially if one looks for a clear cancel.

The use of postage dues in New Guinea was so little, that with the assistance of the Netherlands P.T.T. it was decided to use some of the values of the Dutch set. The total number used has been listed above. If one realizes that only a few collectors paid attention to this, one can reach the conclusion that actually used stamps are very rare. This was also brought to light by cancel collectors, who found Dutch postage due stamps with New Guinea cancels. Real letters with postage due stamps are hard to find and bring high prices in auctions. Cancels on fragments of parcel post cards are a little less rare.

Illustration H (on the next page) shows the reverse of a letter from The Hague to Biak, which was sent via Amsterdam-CS-Marine. The front shows the indication T24, and the letter was charged with one and a half times 24 (36 cent) postage due in Dutch stamps.

In the trade and in collections quite a bit of "maakwerk" (philatelic pieces) with Dutch postage

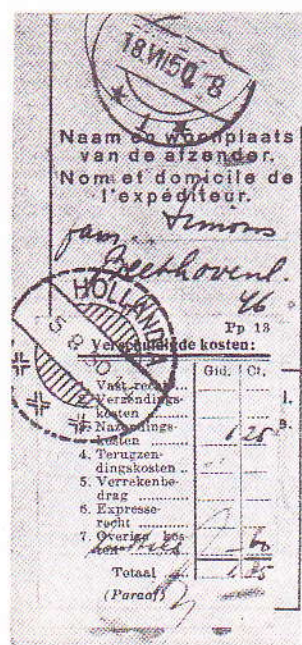


Illustration F

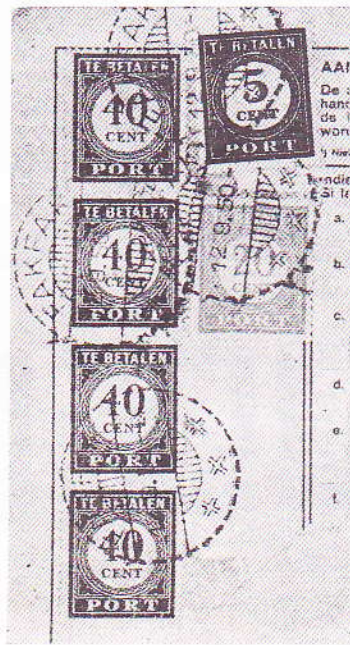


Illustration G

due stamps is found, but these are also bought eagerly, because so little has been saved. In my own collection I have two postage dues of 85 cents on piece, which had been sent to Netherlands New Guinea for a "favor" cancellation!

When the Netherlands postage due stamps had been used up, no more were sent, and postage dues were collected by the use of regular postage stamps.

Illustration J shows the reverse of a letter with insufficient postage, dated May 10, 1957, sent from Nijmegen and with the indication T86 2/3c, so that fl. 1.30 postage due was charged. Regular stamps to this amount were attached to the reverse of the envelope and cancelled with Hollandia cancel 4, dated 22.6.57.-9.

The postage due stamps of Netherlands New Guinea were introduced August 1, 1957, and this ended a very interesting period of a couple of years. Illustration K shows the reverse of a letter charged with fl. 1.70 postage due, cancelled in Hollandia-Binnen,



Illustration H: Dutch postage due stamps used in New Guinea

cancel 3, dated 13.8.57.10., shortly after the introduction of the new stamps.

In 1958 I concluded my article about the area we call Netherlands New Guinea with a post script in which I stated, to be on the safe side, that the list of cancellations was not complete.

Now, in the first quarter of 1977, I have to state the same. I have the impression that we have made progress, but we still do not know everything.

The number of collectors has greatly increased, to which my article in 1958 has contributed.

There is hardly any literature about the period after World War II. Collectors, united in societies and study groups, can publish quite a bit without falling into repetition.

Finally I want to thank all

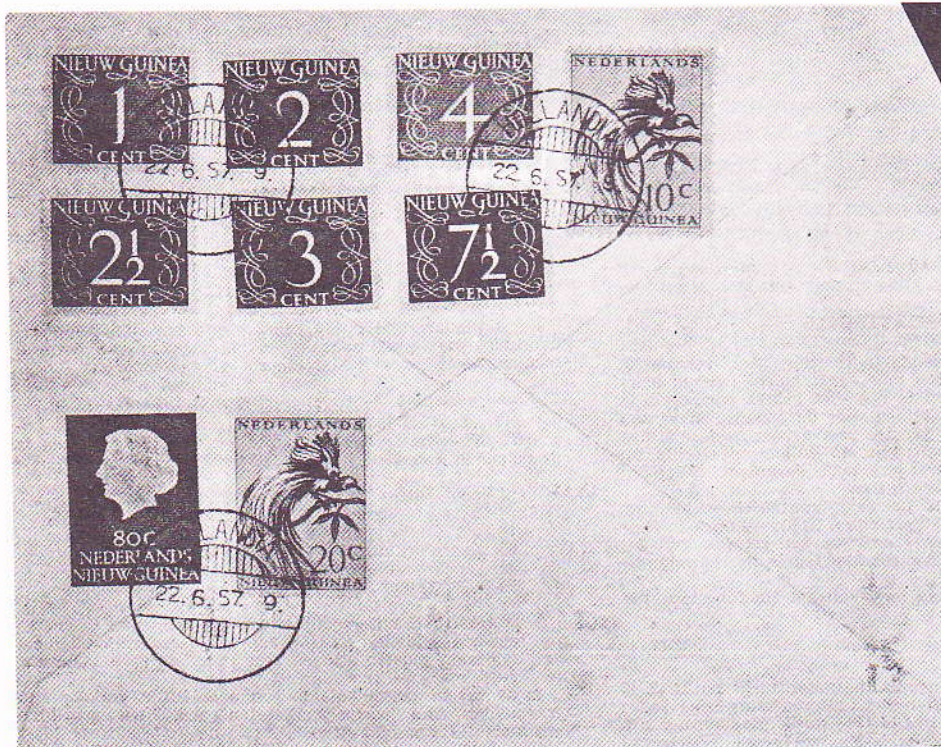


Illustration J: Normal postage stamps used as postage dues

those who encouraged me to continue my studies in the hope that new findings by readers will be made known to me.

J.W.F. Bunge



Illustration K



# List of Markings

Supplied from 1902 until 1942



Merauke established February 14, 1902 (very rare)



Fakfak with date cancel, see Illustration A  
Humboldtsbaai without date cancel (Rare)  
Manakwari without date cancel

The Fakfak cancel was still in use in 1908



Fakfak see Illustration C  
Humboldtsbaai known on white paper in Collection B.v.D.

Manakwari 1913 red  
1914 black

Merauke



M or V hour indication

Babo 1935 subpost office, closed in 1942

Digoel  
Fakfak  
Hollandia  
Kokas (Rare)  
Manakwari  
Merauke  
Sorong



24-hour indication

Ajamaroe  
Babo  
Digoel  
Merauke  
Seroei



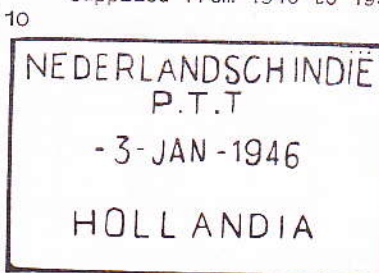
Manokwari  
This cancel has been found from this location only



Bosnik  
Kaimana  
Ransiki  
Sarimi  
Tanamerah  
Wisselmeer

Very rare on entire.  
Only Wisselmeer known on entire. Others only on loose stamps.

Supplied from 1945 to 1950



Biak  
Hollandia  
Letters from Biak were sometimes not cancelled there but at Makassar



Because of wear by Sept. '46 only Hollandia



Hollandia misspelled with one "l"



Suboffice Biak



Hollandia  
This type has also been seen from Morotai, Batavia, Sourabaya, etc. Cancel has been used a long time for dating of registration labels

15



Passed by R.N.F. Censor  
seen with the numbers  
32, 33, 34 and 40

16

**MANOKWARI**

Manokwari used shortly  
after liberation

17



Seroei probably from be-  
fore 1942. Seen  
on loose stamp

18



Biak Biffage, probably  
Fakfak made in Batavia.  
Hollandia 3 stars. Hollandia  
Sorong in 1957 still in  
use

19



Sorong-Doom Biffage; no  
stars

20



Monokwari Biffage. Monokwari  
instead of Mano-  
kwari. 3 stars

21



Biak 1 Continuous circle  
Hollandia 1 probably made in  
the Netherlands.  
Has fine letters as compared  
with type 23 and following  
(forerunners of the definiti-  
ve circular cancels after  
1950)

22



Hollandia-Basis no cancel  
number  
Later seen as Hollandia-B  
(1955)

Issued in 1950 or thereafter

23



Biak 1, 3  
Enorotali 1  
Fakfak 1  
Hollandia 1  
Hollandia Basis 1, 2  
Hollandia Binnen 1, 2, 3, 4  
Hollandia Stad 1, 2, 4  
Kaimana 1  
Manokwari 1, 2, 3  
Merauke 1, 2  
Sarmi 1  
Seroei 1  
Sorong 1, 2, 3, 5  
Sorong Doom 1  
Tanamerah 1 (originally Digoel)  
Wisselmeren 1 (now Enorotali)

24



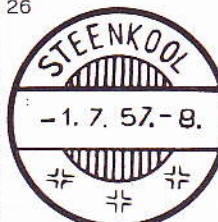
Biak Luchtpost 1 (air mail cancel)

25



Sorong Pakketpost 1  
(parcel post cancel)

26



Kokonao no number in cancel  
Ransiki  
Sentani  
Sorong-Doom  
Steenkool

27



Hollandia 1, 2, 4  
no stars. Probably old cancel of  
Hollandia Stad where Stad has  
been cut away

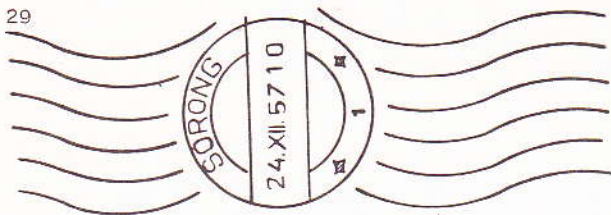
28



Ajamaroe Subpost offices.  
Kaimana Name plus Nieuw-  
Kokonao Guinea

48

29



Roll-cancel with Roman numeral for month  
Biak 1 Hollandia 1 Sorong 1

36



Biak. First flight KLM service  
Amsterdam-Sydney, December  
1951. Used at Biak

30



Name plus Nederlands  
Nieuw-Guinea  
Agats in red  
Bade in purple, black  
Kepi in purple, black  
small letters for  
the month  
Teminaboean in black

37



First Day of Issue, used Oc-  
tober 1, 1957, Child Welfare  
stamps

31

**GENJEM**  
- 8 JULI 1957

Delivery stations rubber  
stamps with rubber date  
stamps

Betaf  
Bosnik  
Denta

Genjem  
Kameri  
Kimañ  
Korido  
Mindiptana  
Moeting no date  
stamp

Okaba no date stamp  
Ransiki no date stamp  
Toep  
Waren no date stamp  
Wasior

38



Ned. Gram  
Indie Hollandia  
R No.  
prewar registry label

39



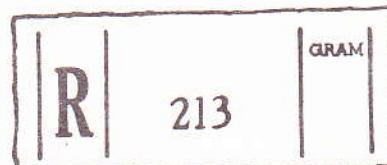
R straight-line No.  
generally used since 1950

32



sea mail  
only seen from  
Hollandia

40



R No. Gram  
This label was used  
after the liberation

33



Dienst V.V.P.  
many letters from many places

34

**DIENST  
P T T**

Dienst P.T.T.  
seen from Hollandia

41



Marking of the PTT  
Central Office

35



Sourabaya-Manokwari V.V.  
1st Flight August 1940  
This cancel occurs on  
many routes, also with-  
in New Guinea. See To-  
cila's Air Mail Catalog

42



Post- en Telegraaf-  
kantoor Hollandia  
this type only seen  
from Hollandia