

# NETHERLANDS PHILATELY



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FROM OUR fellow-member Vic Esbensen, Suite 1214, 111 Richmond Street West, Toronto, Ontario, Canada M5H 2G4, we received the first two catalogs for the sale of the T. Vrijdag Collection. *Republik Indonesia: Revolutionary Period 1945-49* is an 88-page large-size book "with added historical and philatelic information," which can be ordered from Mr. Esbensen for \$5.00 U.S. funds. The UNTEA covers and stationery catalog of 4 pages will be sent free with the first one. These two catalogs will be followed by No. 3 which covers the Netherlands Indies, from 1796 to 1949, and which will contain about 1500 lots of stamps, covers, cards, stationery, etc. No. 4 will be concerned with New Guinea, Dutch and Indonesian administrations. No. 5 will be Japanese Occupation, No. 6 Portuguese Timor, and No. 7 Indonesia 1950-80. These catalogs can be ordered already and paid for when they are available.

If I may quote from the accompanying letter to the buyers of the catalog: "Enclosed is the product of 8 months of evening and weekend work and the first part of the auction that was originally announced for last fall. It is not an auction at all. It is a fixed price sale. Such a large volume of material cannot be offered by auction because the world market cannot possibly absorb it in one single gulp. In a great many fields of philately the total asking price, US\$65,000, for the material in the enclosed catalogue would be only a tiny insignificant drop in the total amount of worldwide sales. But for Indonesia it is an absolutely unheard of fortune that will affect the market for many years to come. If this collection was withdrawn from sale even a multi-millionaire who bought everything in sight regardless of cost would have to spend at least the next 20 to 30 years to put together such a collection from other sources."

"I have decided not to hold further auctions for several reasons - 1) Fixed price sales are a bit less work, 2) 99% of the material is my own property so that it really is not ethical to offer it by auction, and 3) although there is, in general, more than enough DEI/Indonesia material on the market it is clearly impossible to attract such material to specialist auctions, even though the treatment given to the material in a specialist auction is fantastically superior to the treatment it receives in even the best commercial auctions. ..."

"For you, the buyer, the elimination of the auctions has both advantages and disadvantages. The big advantage of auctions is that you can try to set your own price for the material you want to buy. Secondly, auctions are extremely useful for establishing prices which are produced by free and open competition. The big disadvantage of auctions is that no written descriptions can tell everything about an item. "

Vic Esbensen in these 88 pages has produced NOT merely a price list of this interesting material, but "a great deal of 'new' information and numerous questions" as a prelude to a handbook on Indonesia 1945-1949, an area that we know too little about, and even people who do not collect Indonesia might consider getting this catalog as an invaluable tool for later research. Mr. Esbensen also mentions that "it is really difficult to get anyone to supply information to a researcher. Simply issuing a call for information seldom works (Oh, my, what about our call for information on the Netherlands Indies proofs?) One must prod collectors to come forth to tell what they know and to have a new look at their collections with an eye for discovering previously ignored things. For example, just last night I suddenly noticed that one of my copies of Geuzendam card 45 (the 1929 5 ct on 12½ ct red on grey paper of the Neth. Indies) has a double overprint and, on checking further, that there are two types of the overprint on card 45. The double overprint is a major discovery that remained unnoticed in my collection for several years. Now all that is needed is a postal stationery catalogue which will list such errors and varieties!" How about some of our members getting together on such a project which could in first instance be several instalments in our journal? Mr. Esbensen, after discussing the fourth edition of Geuzendam's catalog, states: "Thus there is a real need for someone to produce a more highly detailed and specialized postal stationery catalogue." He also wonders if there is another catalog of Dutch postal stationery in existence, perhaps only in manuscript, because he has found on some Neth. Indies postal stationery a series of "dV" numbers which are a great deal more detailed than Geuzendam's numbers. Any of our members know of such a catalog by a certain person whose "Dutch" initials would be dV, for, perhaps de Veer?

The UNTEA catalog of the net price sale contains 66 lots with some very unusual items. We urge all our members with even the slightest interest in the Republic of Indonesia 1945-49 and/or UNTEA to order these catalogs from Mr. Esbensen at the address given above.

## News and Noteworthies

By the time you receive this issue of *Netherlands Philately* you will already have received your August Newsletter with the enclosed ballot. We have not received any names of candidates for any of the officers' functions so the important thing is the amendment to the Bylaws by which we raise the dues from \$6.00 per year to \$8.00 per year. If you have not already voted, and sent in your new dues for 1980-81, please do so right away. We all know what inflation is and what it does to our income, but to have kept the dues at \$6.00 over the past five years was something short of a miracle too. So this is our first raise in five years, and even your stamps may have gained in value to the tune of 33%.

# ASN P



# Netherlands Philately

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## FROM THE EDITOR

Better late than never! Receiving this issue of our journal only a week after the previous one will probably surprise you no end. However, your editor obviously had the "spirit" on him, so he decided that two journals is just double the work, and since we do want you to have your complete set of journals before it becomes time again to ponder your dues for the coming year, here we are.

Our issue suffers a bit from being too much two-sided, that is, we have articles on the Netherlands Indies and Curaçao, and that is it. No Netherlands itself, and only a very little of Surinam in the Fakes and Forgeries article. Even our request for information is concerned with the Indies, as is our Reading Report on the opposite page (not really, but Indonesia is close enough). We hope to have a better mixture next time. As you all know in our next issue we will have our first two regular columns, one on coil stamps, the "Coil Corner," and one on Design.

Our first article is a tremendous work, which portrays on 5 maps all the post offices which had numeral cancellations in the Indies. It is quite interesting to see which areas were "opened up" later which is proved by the issue of new numeral cancels. We also see which post offices had most of the mail, at least in the beginning of the period that numeral cancels were used.

The second article is a stroke of luck. One of our members found a letter which explains quite a bit about what was going on - perhaps slanted - in the island of Curaçao in 1803.

Having Fun with the Curaçao Handbook is the kind of article which reduces a formidable handbook into a useful tool for the postal history buff. We are looking forward, as the author also says, to more members describing their "fun," not necessarily with this handbook.

Having no Fakes and Forgeries to report - but then, in our last issue we had some nice "unknown" ones - we went back about eight years to a disastrous auction at which quite a large number of fakes were sold. We did this to alert our members to the possibility that they may have some of these forgeries in their own collection now.

The Makassar Postage Dues are not described as such in Scott but they were first issued in that town, and only later sold in the "rest of the Indies" mostly to collectors. Used copies really used are probably quite rare. We would like to hear from our members about other cancellations they may have.

Finally we have one letter with a footnote to the Curaçao 1803 article, a request for information, and a proposal to establish an exchange forum.

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# Maps for Numeral Cancels

by Garrett De Mots

THE introduction of the numeral cancels in the Netherlands Indies originally was to have taken place on January 1, 1874, but most likely because not all concerned post offices had by then received these new cancellation devices, the time was set for April 1 of that year. In the circular (No. 50 of September 18, 1873) containing the government decision, only 65 post offices were named, from 1 Weltevreden to 65 Koepang. Circular No. 56, also of 1873, concerned with the field post offices of the army in Atjeh, gave 66 to the field post office of the 1st brigade, 67 to that of the 2nd brigade, and 68 to what was the main field post office, that of the 3rd brigade. Circular No. 65 of December 18, 1873, assigned 69 to the mail office on board of the steamers between Batavia and Singapore.

On the following five maps, divided in West Java, Central Java, East Java, Sumatra, and the rest of the Netherlands Indies, you will find these 69 post offices:

1 Weltevreden	Map I	24 Madioen	Map II	47 Bodjonegoro	Map III
2 Semarang	II	25 Grisee	III	48 Klaten	II
3 Soerabaja	III	26 Probolinggo	III	49 Ngawi	II
4 Batavia	I	27 Besoeki	III	50 Padjitan	II
5 Padang	IV	28 Banjoewangi	III	51 Modjokerto	III
6 Cheribon	II	29 Kediri	III	52 Malang	III
7 Soerakarta	II	30 Pamekasan	III	53 Sitobondo	III
8 Buitenzorg	I	31 Bandjermasin	V	54 Soemenep	III
9 Makassar	V	32 Palembang	IV	55 Fort de Kock	IV
10 Djokjakarta	II	33 Amboina	V	56 Siboga	IV
11 Pasoeroean	III	34 Riouw* (Tandjong Pinang)	IV	57 Benkoelen	IV
12 Bandoeng	I	35 Muntok	IV	58 Telok Betong	IV
13 Tegal	II	36 Pontianak	V	59 Benkalis	IV
14 Pekalongan	II	37 Serang	I	60 Biliton (Tandjong Pandan)	IV
15 Salatiga	II	38 Anjer	I	61 Sinkawang	V
16 Ambarawa	II	39 Poerwakarta	II	from 1880: Poerwodadi	II
17 Pati	II	40 Mr. Cornelis**	I	62 Menado	V
18 Rembang	II	41 Tjiandjoer	I	63 Ternate	V
19 Toeban	III	42 Soemedang	I	64 Banda (Banda Neira)	V
20 Banjoemas	II	43 Indramajoe	I	65 Koepang	V
21 Tjilatjap	II	44 Tjiamis	I	66 Atjeh 1st Brigade	IV
22 Poerworedjo	II	45 Kendal	II	from 1882: Kotaradja	IV
23 Magelang	II	46 Koedoes	II	67 Atjeh, 2nd Brigade	IV
				1875: Oenarang	II
				68 Atjeh, 3rd Brigade	IV
				1875: Padjang Pandjang	IV
				69 Mailboats Batavia-Singapore	
				1879: Demak	II

\*Riouw (Riau) is the name of a group of islands south of Singapore.

Tandjong Pinang is the capital, located on the largest island.

\*\*Mr. Cornelis is now part of Djakarta, but was originally a separate suburb of Batavia.

The numeral cancels were divided over the post offices from those with the greatest amount of mail (Weltevreden) to those with the least amount (Koepang on Timor). The government offices mailed not in Batavia but in Weltevreden, hence its position at the head of the list. Batavia itself (4) most likely had only the commercial mail to handle.

In 1878 the names only of the post offices with 34, 60 and 64 were changed as in indicated in the list. No. 38, Anjer, on the Sunda Strait, was used for three months at Tjilegon, and after that for three years at Nieuw-Anjer, because the post office at Anjer was destroyed by the eruption of Krakatoa volcano in August 1883. The post office at Sinkawang in West Borneo was made an auxiliary post office in 1860 (did not rate a numeral cancel) so that the number became available for Poerwodadi (near Semarang) which at that time had been elevated to a post office.

After the main expeditionary force in Atjeh had left No. 66 was first assigned to "Atjeh Field Post Office" until 1882, after which this post office was changed into that of Kotaradja, using the same number. Per August 1, 1875, the two other numbers were assigned to the newly elevated post offices at Oenarang (67) and Padjang Pandjang (68). On July 18, 1879 the number 69 was assigned to Demak because of the opening of Netherland-Indies postal agencies in Singapore (No. 89) and Penang (No. 90).

The numbers after 69 were assigned in various years, after the decision to elevate an auxiliary post office to a full post office, or to establish a post office. The year will be found after the name of the post office in the following listing:

70 Blitar (March 1874)	III	76 Tebingtinggi-Palembang	IV	81 Rau (March 1875)	IV
71 Loemadjang (March 1874)	III	(March 1875)	IV	1890: Loeboesikapung	IV
72 Bondowoso (March 1874)	III	77 Lahat (March 1875)	IV	82 Padang Sidempoean	
73 Bojolali (March 1875)	II	78 Seblat (March 1875)	IV	(March 1875)	IV
74 Kotaboemi (March 1875)	IV	79 Moko-Moko (March 1875)	IV	83 Singkel (March 1875)	IV
75 Moeara Doewa (March 1875)	IV	80 Indrapoera (March 1875)	IV	84 Laboean-Deli (Jan. 1876)	IV

85 Sidoardjo (Dec. 1876)	III	98 Temanggoeng (Jan. 1879)	II	109 Wlingi (Jan. 1883)	III
86 Japara (Dec. 1876)	II	99 Wonosobo (Jan. 1879)	II	110 Djombang (Jan. 1883)	III
87 Toeloengagoeng (Dec. 1876)	III	100 Tandjong Poera (Jan. 1879)	IV	111 Kalianda (?)	IV
88 Gorontalo (Dec. 1876)	V	Bangil (Jan. 1881)	III	112 Goenoeng Toewa (Apr. 1887)	IV
89 Post Agent Singapore (Jan. 1879)	101	Caros (Jan. 1879)	IV	113 Rantau Prapat* (Apr. 1887)	IV
90 Post Agent Penang (Jan. 1879)	102	Caroet (Jan. 1881)	I	114 Tandjong Balei (Apr. 1887)	IV
91 Soekaboemi (Jan. 1878)	I	103 Krawang (Jan. 1881)	I	Bandar Chalipah (June '88)	IV
92 Bandjarnegara (Jan. 1879)	II	104 Soebang (Oct. 1881)	I	Tebingtinggi-Deli (Nov. 90)	IV
93 Djember (Jan. 1879)	III	105 Oleh-leh (Jan. 1882)	IV	115 Bandar Chalipah (Apr. '87)	IV
94 Djoewana (Jan. 1879)	II	106 Edi (Jan. 1882)	IV	Tandjong Balei (June '88)	IV
95 Kraksaan (Jan. 1879)	I	107 Teloksemawe (Jan. 1882)	IV	116 Boeleleng (open Oct. '88)	V
96 Karanganjer (Jan. 1879)	II	Keboemen (Febr. 1885)	II	Gombong (large numerals)	II
97 Ponorogo (Jan. 1879)	II	108 Medan (Febr. 1882)	IV	117 Bindjei (small numerals)	IV
				118 Tandjongpoera	IV
				119 Lasem	II
				120 Toeren	III

\*According to the NVPH Spec. Cat. Rantau Prapat is No. 114, and No. 115 should be Tandjong Balei. This must be a mistake since we have the government circulars opening these post offices. See below.

Circular No. 89 of April 29, 1887, was concerned with the opening of post offices at Goenoeng Toewa (No. 112), Rantau Prapat (No. 113) and Tandjong Balei (No. 114). The first one was to be opened in October 1887, the last two in December 1887. In circular No. 33 of June 22, 1888, the last number was given to Bandar Chalipah, which originally by circular No. 89 of April 29, 1887, the number 115 had received. Tandjong Balei was given the original number of Bandar Chalipah by circular No. 33. The highest number that we have circulars about is No. 115.

There are many numerals which occur in various types. For instance, Weltevreden and Batavia are found in ten distinct types each. Semarang has at least four, as well as Soerabaja. For those of you who are interested in these different types, see D. C. Hoogerdijk, *De Puntstempels van Nederland en Nederlands-Indië* (The Hague: 1971).

The numerals 84 and 113 have not been indicated on map IV, although they are certainly to be found near Medan, because I have not been able to get accurate information on these two places. Anybody who can supply this information, please contact the author or the editor. The spelling of the names of some post offices differs from the spelling in Indonesian. The most common difference occurs where the Dutch use "oe" and the Indonesians "u." Some Dutch names differ entirely from the Indonesian name, e.g., Buitenzorg is now Bogor and Makassar is Ujung Pandang. Wherever there was a change in spelling or a change in name I included both in the index appearing on each map; the modern Indonesian name is shown in parentheses following the Dutch name.

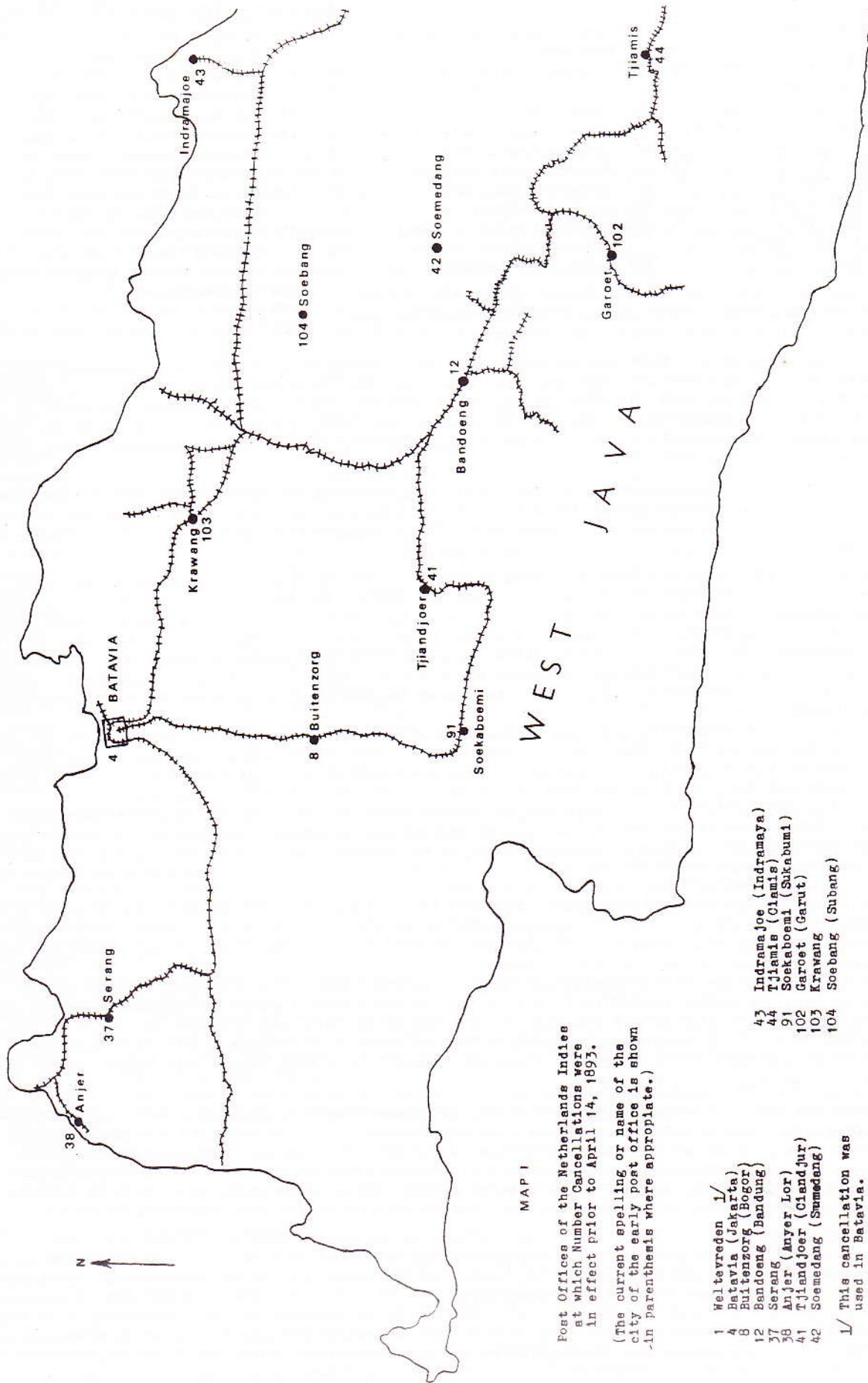
In some cases I have followed the spelling of the name of the post office in the postmarks of the period. For example, in the 1980 NVPH Spec. Cat. we find No. 2 listed as "Samarang," whereas in the 1979 catalog it appears as "Semarang." In this instance I have postcards in my collection with postmarks dated in 1880, 1885, 1890 and 1893, all with the name of the No. 2 post office spelled "Semarang."

In the Maandblad of May 1969 P.G. Meisert had an article entitled "De Typen van de Puntstempels van Nederlands-Indië" (The Types of the Numeral Cancels of Netherlands Indies). According to him not much had been written on the types of the numeral cancellations. P. C. Korteweg has written about large and small numerals. Mr. Meisert showed illustrations in his article of nine types which he had found in use in the Weltevreden and Batavia post offices, undoubtedly the two largest in the Indies. Most post offices were confined to two types, large and small numerals, and many to only one type. In one instance he makes the observation that Serang canceled in blue. Although according to the regulations the numeral cancellations were to be in black ink, at times some post offices did not follow this rule; green, blue, purple and red have been observed, of which red is the rarest used.

In another instance he mentions a puntstempel with 36 points (Batavia) and another with 42 points. My observation is that the normal number is 22 points. I also note that Cheribon (6) and Makassar (9) add two more points, one at each side of the numeral, for a total of 24, although I am not too happy to observe likewise that there is a possibility to confuse the "6" and the "9." Extra points have also been found in No. 4 (four and two) and No. 8 (two). These additional points most likely were added because all these post offices had only a single numeral.

You will have noticed that actually very few really Dutch names were found in the Netherlands Indies. Batavia dates of course from the beginning of the colonial period, and Hollandia (not a numeral cancel) from almost the end, namely to get rid during the First World War of a "German" name: von Humboldt Bay. Other Dutch names in the neighborhood of Batavia were originally names of country estates or plantations, such as Mr. Cornelis, Buitenzorg (Without Care) and Weltevreden (Well Satisfied). Names such as Fort de Kock date back to the times when a real fortress was erected here to subdue the population after a war.

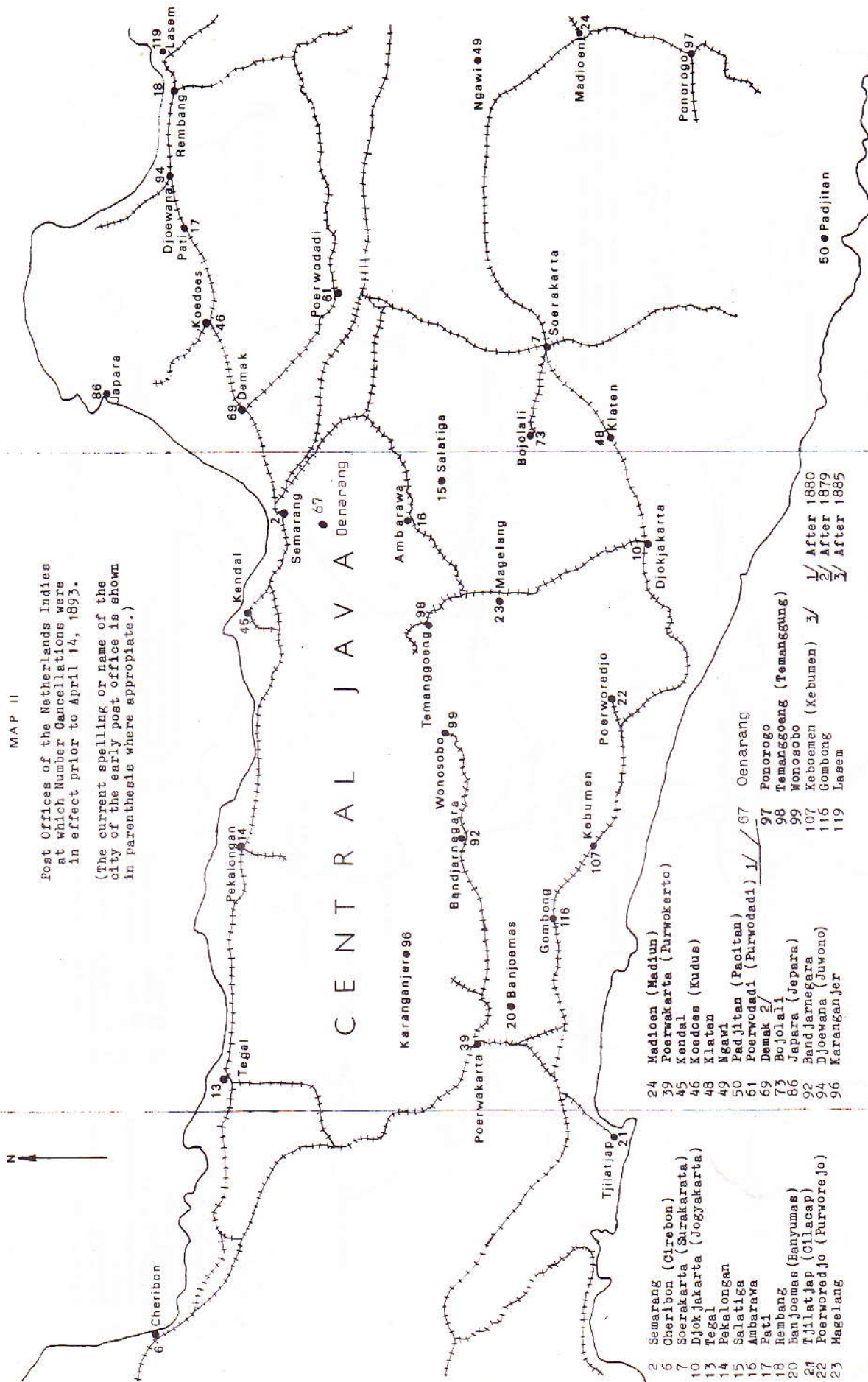
In addition to showing the location of the post offices on the maps I have also shown the railway system as it exists today. I did this even though not all of the railroads were in existence when numeral cancellations were used. Their use ended April 14, 1893. And the first section of railroad was put into operation June 17, 1868, between Semarang and Tunggung, a distance of 28 km. The Rand McNally *Atlas of World History* shows the railway system of the Indies in 1900 to be confined to Java, extending from Batavia to Soerabaja via Djokjakarta and Solo (Soerakarta) with a branch northward from Solo to Semarang. In a future article I will consider the development of the railway system, which was quite significant in regard to the postal history of the period in which numeral cancellations were in use. Any reader who can provide additional information on that subject, please contact the author or the editor.



MAP II

Post Offices of the Netherlands Indies at which Number Cancellations were in effect prior to April 14, 1893.

(The current spelling or name of the city of the early post office is shown in parenthesis where appropriate.)

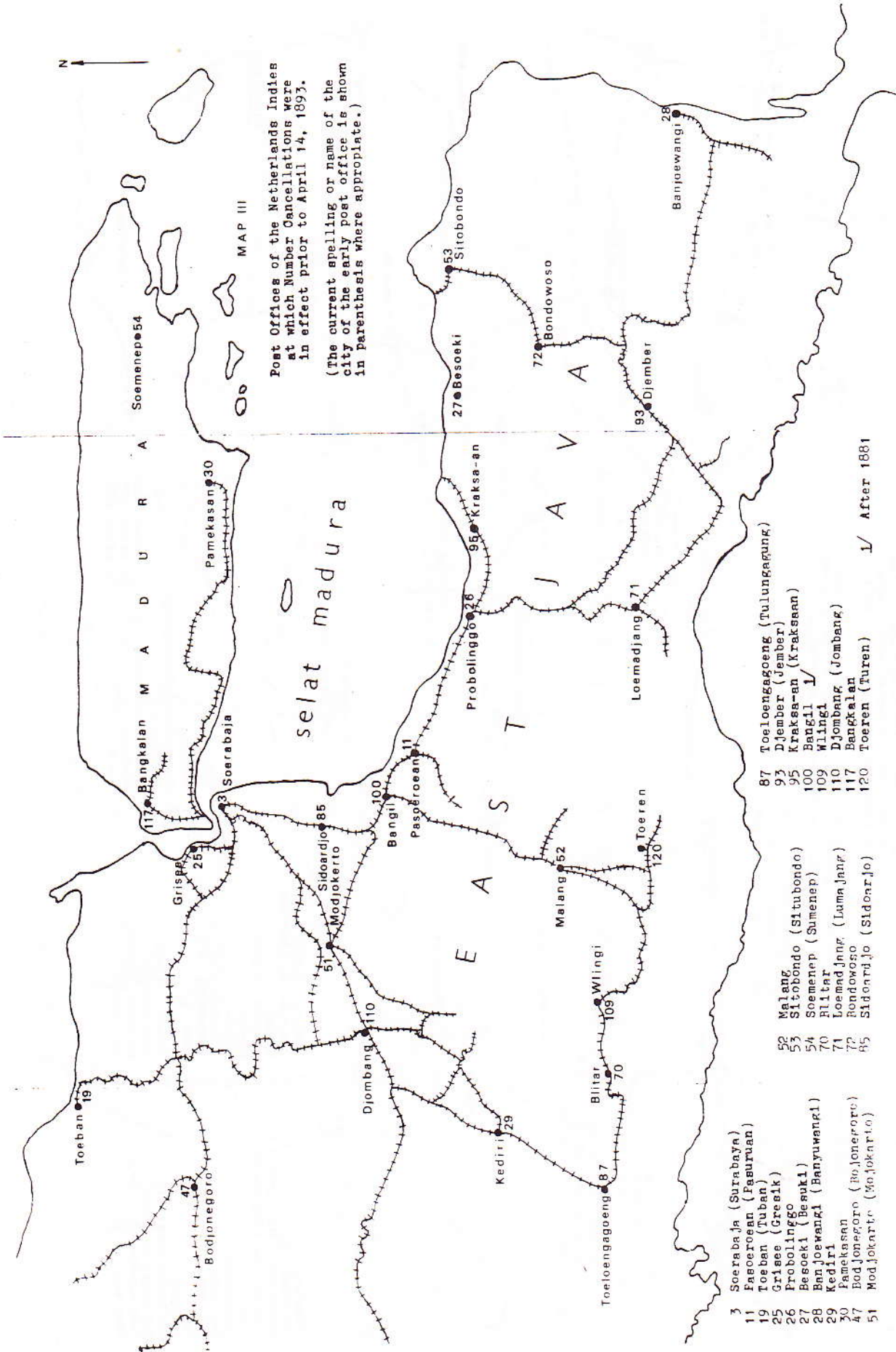


- 2 Semarang
- 6 Cheribon (Cirebon)
- 7 Soerakarta (Surakarta)
- 10 Djokjakarta (Jogyakarta)
- 13 Tegal
- 14 Pekalongan
- 15 Salatiga
- 16 Ambarawa
- 17 Pati
- 18 Rembang
- 20 Banjoemas (Banyumas)
- 21 Tjilatjap (Gilacap)
- 22 Poerwodjo (Purworejo)
- 23 Magelang

- 24 Madioen (Madiun)
- 39 Poerwakarta (Purwokerto)
- 45 Kendal
- 46 Koedoes (Kudus)
- 48 Klaten
- 49 Ngawi
- 50 Padjitjan (Pacitan)
- 61 Poerwodadi (Purwodadi)
- 69 Demak
- 72 Bojolali
- 86 Japara (Jepara)
- 92 Band Jarnegara
- 94 Djoewana (Juwono)
- 96 Karanganjjer

- 97 Oenanang
- 97 Ponorogo
- 98 Temanggoeng (Temanggung)
- 99 Wonosobo
- 107 Keboemen (Kebumen)
- 116 Gombong
- 119 Lasem

1/ After 1880  
2/ After 1879  
3/ After 1885



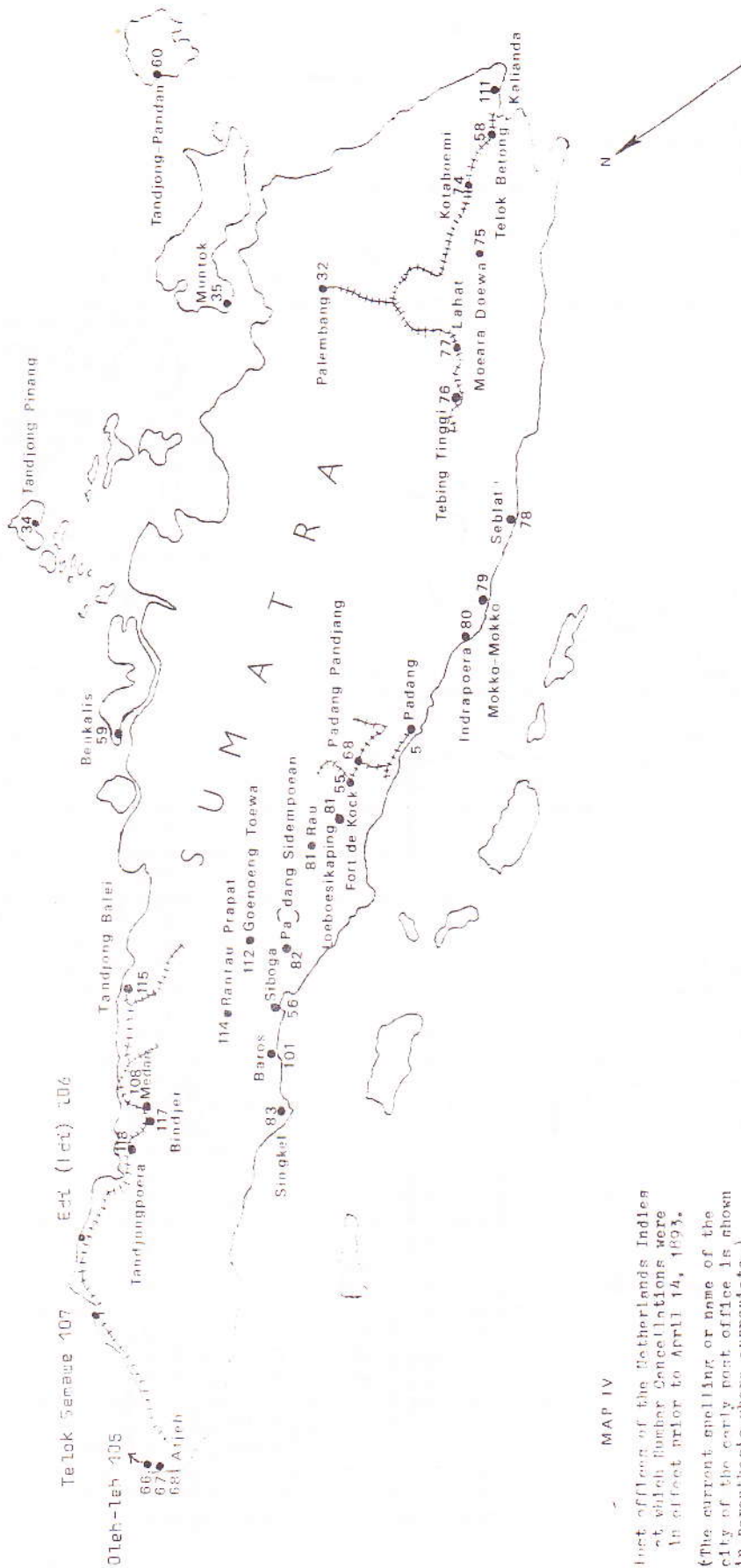
MAP III

Post Offices of the Netherlands Indies at which Number Cancellations were in effect prior to April 14, 1893.

(The current spelling, or name of the city of the early post office is shown in parenthesis where appropriate.)

- |    |                          |     |                              |
|----|--------------------------|-----|------------------------------|
| 3  | Soerabaja (Surabaya)     | 87  | Toeloengagoeng (Tulungagung) |
| 11 | Paseroean (Pasuruan)     | 93  | Djember (Jember)             |
| 19 | Toeban (Tuban)           | 95  | Kraksa-an (Kraksaan)         |
| 25 | Griese (Gresik)          | 100 | Baegli ✓                     |
| 26 | Probolinggo              | 109 | Wilingi                      |
| 27 | Besoeki (Besuki)         | 110 | Djombang (Jombang)           |
| 28 | Banjoewangi (Banyuwangi) | 117 | Bangkalan                    |
| 29 | Kediri                   | 120 | Toeren (Turen)               |
| 30 | Pamekasan                |     |                              |
| 47 | Bodjonegoro (Bojonegoro) |     |                              |
| 51 | Modjokarte (Mojokarto)   |     |                              |
|    |                          |     | ✓ After 1881                 |





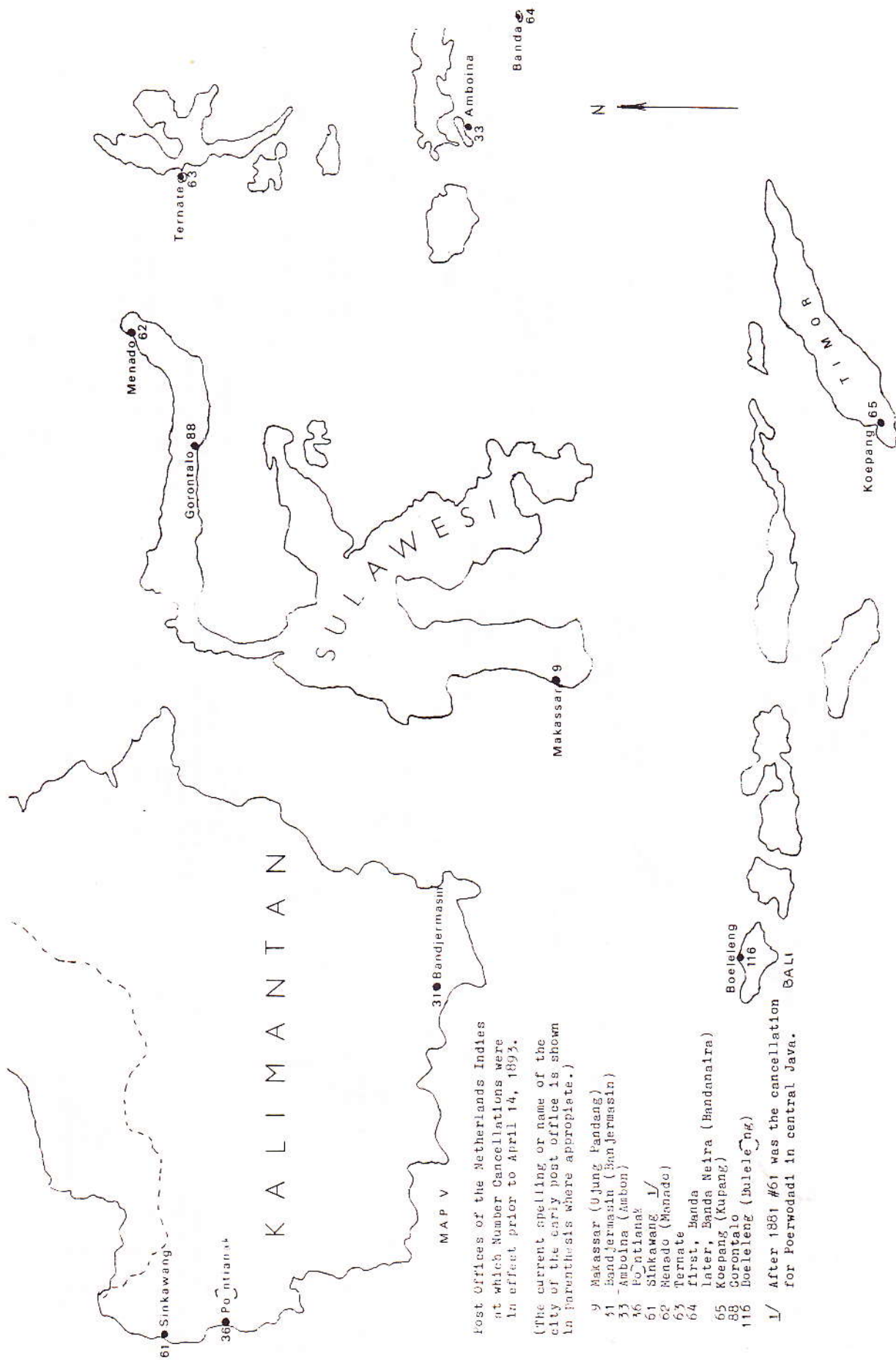
MAP IV

Post offices of the Netherlands Indies at which Bamber cancellations were in effect prior to April 14, 1893. (The current spelling or name of the city of the early post office is shown in parentheses where appropriate.)

- 5 Padang
- 32 Palembang
- 34 First, Blau (Blau) 1/
- 35 Muntok (Muntok)
- 55 Fort de Kock (Bakittingi)
- 56 Siboga (Siboga)
- 58 Telok Betong (Telukbetung)
- 59 Benkalis
- 60 First, Billiton (Billitung)
- 61 Later, Tandjong-Pandan (Tanjungpandan)
- 65 First, Atjeh, 1e Brigade after 1883, Kota-radja (Banda Aceh)
- 1/ Blau Archipelago, post office at Tandjong-Pandan.

- 67 First, Atjeh, 2e Brigade later, Oemrang
- 68 First, Atjeh, 3e Brigade later, Padang Pandjang (Padangpanjang)
- 74 Kotaboeimi (Kotabumi)
- 75 Moeera Doewa (Muaradua)
- 76 Tebing Tinggi (Tebingtinggi) 2/
- 77 Lahat
- 78 Seblat
- 79 Moko-Mokko (Mokomoto)
- 80 Indrapoera (Indrapura)
- 81 First, Rau later, Loehoeikaparlu (Loehoeikaparlu)
- 2/ Of the several cities by this name, this one is 388 of Palembang.

- 82 Padang Sidempoean (Padangsidenpoean)
- 83 Singkel (Singkil)
- 101 Baros (Barus)
- 108 Medan
- 111 Kalinda
- 112 Goenoeng Toewa (Gunungtua)
- 114 Rantau-Prapat (Rantauprapat)
- 115 Tandjong Balai (Tanjungbalai)
- 117 Baidjé (Binjai)
- 118 Tandjongpoera (Tanjungpura)
- 105 Oleh-leh
- 106 Edi (Idi)
- 107 Telok Semawe (Loh Seumawe)



# CURAÇAO 1803

by John W. Jackson

AS A NEWCOMER to Curaçao Postal History, and a recent member of this Society, I read with great interest the article by L. E. Kieffer which appeared in Volume 4, No. 2 of *Netherlands Philately* and the subsequent letter in the following issue from William van Zandhoven. When I started collecting Curaçao last year one of the first times I was fortunate enough to acquire was connected with Captain Robert Tucker and the "incident" of 1803. This consists of a 15-page letter in Dutch and an English translation stitched and sealed together. It is addressed to Rear Admiral John Thomas Duckworth, Commander in Chief, Jamaica, from the Government of Curaçao, and dated September 17th, 1803, thus predating Mr. Kieffer's letters of the 29th September and the 2nd November. My letter sheds further light on these two items and my subsequent research at the British Naval Historical Library has revealed an interesting, if somewhat contradictory story.

The text of the letter follows:

Curaçao September 17th 1803  
The Government of the Island  
of Curaçao and its dependencies.

To

His Excellency John Th. Duckworth  
Knight of the Bath, Rear Admiral  
of the Red, and Commander in Chief  
of His Britannic Majesty's Ships  
and Vessels at the Island of  
Jamaica. -

On the 29th of May last, arrived here His Majesty's Sloop of War Surinam, Commander by Captain Robert Tucker; having previously in the month of April, sent in here as prize the Schooner Esperanza belonging to Mr. Jean Puget, Citizen and inhabitant of this Island, having sailed hence under the Dutch flag and provided with a Dutch register or sea-letter. Captain Tucker accusing Puget with having been found under french flag and with illegal papers, left this matter to the decision of the Government of this island, agreeable to his official letter dated 2nd June, of which a copy, No 1 is herewith enclosed; and for that purpose furnished the Council with all his Documents against Puget - Whereas the dispute between Captain Tucker and Puget, respecting the Captain of the aforesaid Schooner was founded on the legality or illegality of the french papers with which Puget was taken, the Council could therefore not decide thereon, but found themselves obliged, agreeable to their Resolution of 10 June to refer the matter to the decision of the french Government.

In the beginning Captain Tucker appeared inclined to oppose the aforesaid Resolution of the Council and threatened to sell or send away the Schooner and her cargo; but when we seriously assured him that we would never suffer him to do either; and pointing out to him, that having by his letter of 2nd. June aforesaid, left the matter to the decision of the Council, he was obliged to abide thereby; he changed his intention, and in a verbal conference held at the Government House on the 23 June between Captain Tucker and us, he proposed to restore to Puget the aforesaid Schooner Esperanza and Cargo, and to renounce all claim and pretention against said vessel; on condition that Puget on his part should also renounce all claim and pretention to damages for seizure and detention; in this manner therefore the matter was finally arranged.

On the 24th of June a Schooner belonging to a certain James Jones arrived here; - which Schooner as we afterwards understood - was dispatched hence by Captain Tucker to Barbados: the skipper of the Schooner coming on shore, communicated to us the news that Dutch Ships had already been brought into and detained at Barbados; and what increased our suspicion was that the aforesaid Schooner sailed out immediately without the necessary notice of her arrival or intended departure having been given to the Government.

Captain Tucker would also sail out immediately; but having received such news, we could not possibly permit him to depart, without involving ourselves in the greatest degree of responsibility to the Batavian Republic - We offer'd however to suffer Captain Tucker to sail provided Lieut. Forrest, who came with the aforesaid Schooner from Barbados would declare on his Word of Honour that he knew nothing of any war or rupture between our respective Nations: - also that no Dutch Ships had been brought into and detained at Barbados - Captain Tucker promised to make a signal for the Schooner, which was lying too before the harbour with Lieut. Forrest on board, to come in: he made a signal accordingly, but the consequence was that instead of coming into the Harbour, the Schooner set all sail and steered to leeward.-

From the foregoing corroborating circumstances by which it appeared that Captain Tucker was well assured that a rupture had already taken place between Great Britain and the Batavian Republic, we found ourselves under the necessity of announcing to him that we could not permit him to depart, but that he must remain in this harbour until we should receive further information respecting the situation of affairs in Europe - on this occasion he made use of the most mad-man-

like expressions at the Government House, in the presence of several Gentlemen, saying that he would blow up his ship, that he would set fire to the Town etc. etc. etc. -

During his residence here we had opportunities enough of being acquainted with the hastiness and instability of Captain Tucker's Character, we were therefore under the necessity of taking measures for the public security.- it was therefore resolved in a Combined Council of War, that the Sloop of War Surinam, tho under an "....." arrest should notwithstanding remain under the Command of Captain Tucker, with British Colours flying, but to prevent every possibility of mischief, it was also resolved to take on shore the powder, of which a regular inventory was made out, of which Your Excellency will herewith receive a Copy under No.2. -

At the same time Captain Tucker and his officers signed a certain instrument of writing, of which a copy appears in the paper No. 3. -

It is by no means our intention to ill-treat such persons as the fortune of war may bring within the limits of our jurisdiction - on the contrary we wish to alliviate their sufferings, as much as our duty to ourselves will anywise admit of; we therefore during their residence here, allowed Captain Tucker and his crew, every manner of liberty, not only to remain in full possession of the Surinam, but also unmolestedly to go on shore and to amuse themselves, where, what, and how they pleased, as appears by the Testimony of Captain Tucker himself in the paper No. 5 -

fully confiding in the word of Honour of a British Officer, so seriously pledged, and which we considered as Sacred; we but little thought that Captain Tucker would make so bad use of our indulgence, as, not only, by assistance of a certain James Jones, to hold a private correspondence, seeking to induce a British force to undertake an expedition against this Colony, but also forgetting his Sacred word of Honour, in a manner to fortify himself in a certain County Seat. Where we suffered him to take up his residence: in order to oppose the orders of a Government which he had sworn to obey.

On the night between the 9th & 10th September the aforesaid James Jones who is a Burger of this Island, was arrested at the Bay of St. Michael, while privately endeavouring to get on board the Schooner Sarah, Skipper Isaac ..... Pinto, who lay at anchor in said Bay, and on his person was found the Declaration of Protection of Captain Tucker as appears by the paper No. 4 - besides a sealed packet, addressed to Your Excellency containing two letters as appears by No. 5 & 6. -

Captain Tucker was required by the Council to give the necessary explanation of some expressions in his letter to Your Excellency, respecting the dispositions of the inhabitants, he refused to obey a verbal message on which a written order was sent to him by two officers, having with them a detachment of 12 men, in order not only to execute the orders of the Council, by occasionally repelling force by force; but also to protect Captain Tucker from being insulted by the populace, in riding towards the town one of the officers aforesaid who were the bearers of the written order, in going upstairs, was shot dead by the people of Captain Tucker, who were in number at least twenty two, armed with muskets, pistols, sabres, tomahawks and hand grenades; the other officer was overpowered by the numbers and made prisoner - Captain Tucker was however soon afterwards arrested by our men, and notwithstanding his vile conduct, was permitted first to go on board his ship, on passing his word of honour that he would immediately afterwards go to the Fort, but coming on board he refused to keep his word - it being now late further proceedings were deferred until next day Sunday the 11th September; in hope that a good nights rest might allay his passions - however as he positively persisted in disobeying our orders, we were finally obliged to proceed to extremities, and order him and his crew to evacuate the ship and repair to the fort; - four officers who were sent by Captain Tucker to the Council declared that they would deliver over the ship; but requested that they might suffer to retain their Baggage etc., which request was immediately complied with - at noon the Colours were struck by the orders of Captain Tucker, and at 2P.M. the ship was delivered up to two of our Navy Officers, according to Inventory, a copy of which cannot now be sent on account of the speedy departure of the flags of Truce, but shall by the first opportunity be transmitted to Your Excellency. In the mean time the Surinam is merely taken possession of until we may receive official news respecting the situation of affairs in Europe: and whenever it shall have been officially made known to us, that the disputes between our respective Nations have been laid aside, which we sincerely hope, the Surinam shall be perfectly at Your Excellency's disposal. The hatred which has been caused by the scandalous murder of Lieut. De Lange: which is the name of the officer who was shot on the staircase of Captain Tuckers Country Seat, is so great and so general, that we have been under the necessity of keeping Captain Tucker in Fort Amsterdam, whilst his officers have had the liberty of the Town -

Whereas it is by no means our desire to agravate their misfortune by a tedious confinement, we have therefore thought proper to send to Your Excellency in these two flags of Truce the sailors of the Surinam. The officers having refused without Your Excellencys approbation to sign a certain Instrument of Writing or Parole, which we presented them, a Copy of which appears by No. 7. - they cannot therefore depart by this conveyance but must as well as Captain Tucker remain here - we are willing to release them on their Parole whenever Your Excellency may require it, and will for that purpose, send a flag of Truce. -

In case that the war between our respective Nations should unfortunately take place, and that Your Excellency is disposed to settle the terms of a Cartel, for the Exchange of Prisoners between Jamaica and this Colony, as has been the case in former wars, the Bearer of this Lieutenant Verveer is authorised to treat with Your Excellency.

We have the honour to remain

Your Excellency's  
Most Obedient Servants directing  
..... the Government of the  
Island of Curaçao.  
Signed  
Cornelis Berch  
A. de Veer.

(Of the seven supporting documents which are mentioned in the text, numbers 1 to 5 were with my letter when I acquired it.)

As the reader can see Robert Tucker is shown in a very poor light, and one can well appreciate his action in writing the letters in September and November 1803. The whole tone of the Dutch letter is almost obsequious, as if they had "bent over backwards" to be reasonable in very difficult circumstances.

Captain Tucker's account of the events which appeared in Marshall's *Royal Navy Biography* in 1832 is very different. He states that he was in the harbour at Curaçao undergoing repairs sustained two days out of Jacquemel. Whilst there private information reached him from St. Thomas that Great Britain and Holland would soon be at war again. He increased his efforts to make ready for sea before similar information reached the Dutch Governor. However, the news leaked out when Lieutenant Forrest returned to Curaçao with orders from Commodore Hood (Forrest was in charge of a prize-schooner which Tucker had previously despatched to the Commodore). Lieutenant Forrest immediately put to sea again but before the Surinam could follow she was threatened by the guns of the Dutch Forts. Soon afterwards Captain Tucker was sent for by the Dutch Governor and informed that apparently Dutch vessels had been detained by the British Navy in the Leeward Islands; but that if Tucker would recall Lieutenant Forrest, who was lying off the island, and he would pledge his word and honour to the contrary, the Surinam would not be detained. Captain Tucker suspected this was a ruse and instead signalled Lieutenant Forrest ordering him to proceed to Commodore Hood.

There was no possibility of escape for Captain Tucker so he proceeded to take plans of the forts and batteries et., transmitting these to Sir John Duckworth and Commodore Hood, who promised an expedition against Curaçao as soon as troops could be spared. Tucker's last despatches fell into the hands of the Dutch Governor who immediately ordered the surrender of the Surinam and the confinement of Captain Tucker to a room over the soldiers' barracks. Here he was kept for four months, shots were fired into his room, he was even warned of a possible poison attempt. On one occasion he was threatened with imprisonment in a dungeon, and was even placed in one for a few hours. It seems all this was to try and intimidate him into revealing who were the local inhabitants helping him to send and receive letters. The letters in Mr. Kieffer's possession were written during this period of confinement.

Captain Tucker and his officers were eventually sent to Barbados to be exchanged, but as there was no British warship at the island Tucker released nine Dutch clergymen on his own responsibility. He was subsequently tried by a court-martial for the loss of the Surinam, and was acquitted of all blame. On the 21st March 1804 he was officially promoted to the rank of Commander, but did not afterwards go afloat. He was placed on the list of Retired Captains on 10th September 1840, and died on the 12th January 1846, aged 76.

The accounts of the "incident" in the books of 1849 and 1900 are basically similar if somewhat briefer. In none of them is mentioned Captain Pujet and the *Esperanza*, nor the death of the Dutch officer. One is drawn to the possibility that most of the Dutch account is a fabrication, perhaps they were: -

- a. trying to "buy time" for themselves by stating that they were unaware that hostilities had commenced and presenting a plausible explanation for the detention of the Surinam.
- b. attempting to exchange the seamen from the Surinam, who accompanied my letter to Jamaica, for Dutch prisoners. This would probably be with the intention of using them as a crew for the Surinam to sail against British shipping. However, they were unsuccessful in this, merely obtaining a receipt for the English seamen.
- c. to cover their own behaviour towards Captain Tucker.

When I acquired this item I little realised the fascinating story behind it, and although very little postal history is involved it is certainly an interesting incident in Curaçao's History.

#### Notes

H.M.S. SURINAM - The French sloop *Hussard*, 414 tons, armed with 20 four-pounder guns, was captured at Surinam on 20th August 1799 and taken into service as H.M.S. *Surinam*. She was recaptured from the Dutch on 1st January 1807, when Curaçao was taken by a squadron commanded by Captain Charles Brisbane, and served again in the Royal Navy from 1808 to 1809.

#### Literature

J. Marshall, *Royal Navy Biography*, Vol. III, Part II (London: 1832).  
W. R. O'Byrne, *A Naval Biographical Dictionary* (London: 1849)  
W. Laird Clowes, *The Royal Navy, A History from the Earliest Times to the Present*, Vol. V (London: 1900)  
Correspondence with A. J. Francis of the Naval Historical Library, London, whose assistance is gratefully acknowledged.

*Editor's Note: We agree that this is not postal history "straight," but it throws a fascinating light on "plain" history of one of the Dutch colonies in a very confused time. It is also almost unbelievable that this packet of documents surfaced as it did and became the property of one of our members who had read about Captain Tucker in Netherlands Philately.*

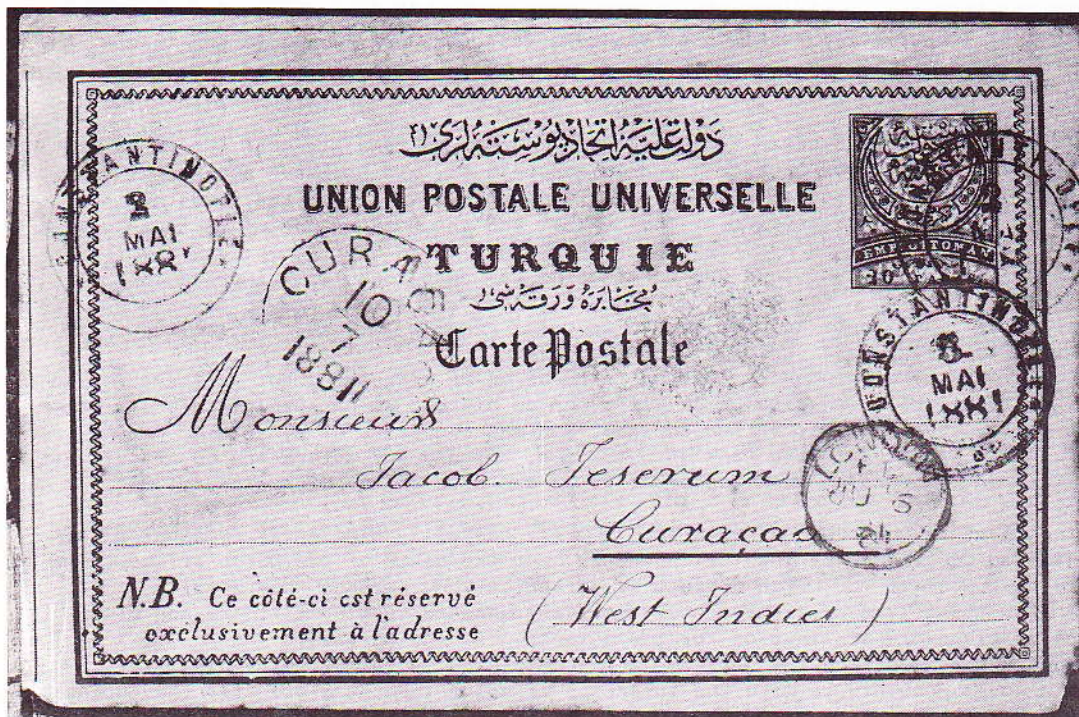
# Having Fun with the Curaçao Handbook

by Joseph Ceraci

ACTUALLY I am not really a collector of the Netherlands and former colonies; what I really like to collect are postal history pieces, and especially ship markings. When I heard about the Curaçao handbook (Frank W. Julsen and A. M. Benders, *A Postal History of Curaçao*) I was intrigued by the "postal history" in the title, and since Curaçao is an island in the Caribbean with quite a lot of shipping going in and out, I decided to get the book.

To prove to you that it has been fun working with it I am going to talk about some pieces concerned in one way or another with Curaçao which I have picked up over the last year. Yes, you can still pick up quite good pieces at stamp shows if you know what you are looking for.

The first piece is a post card from Constantinople in Turkey to Jacob Jeserum in Curaçao. The Jessurun were quite important people in the island; we will meet them again. The post card was twice cancelled in Turkey, one May 2 and once May 3, 1881. Remarkably enough the back shows an arrival cancel of Suez (!) and an arrival marking of Alexandria. A most unusual route! The front of the card which you see



on the left shows an arrival cancel of London of June 6, and finally a cancel CURAÇAO 10 7 1881 (July 7, 1881).

This is the "large single-circle 'Curaçao'," which is described on page 105, where it is remarked that the cancel was returned to use in 1877 or 1878 until 1883 when the new and smaller double-circle postmark replaced it. Known examples are always crude and smudged.

My second piece may be a rare and thus far unknown example of the use of "Curaçao over Southampton" in Rotterdam.

It is a post card sent from Amsterdam on December 29, 1881, to A. & F. Jesurun, Esq. in Curaçao. There is a "T" marking and what looks like a handwritten "10" but the post card was a 5-ct one, and on page 207 we read that in 1882 the rate for post cards "directly to a Curaçao port" was 5 cents. Perhaps it was more in 1881, and, considering the "10" marking in pencil, it might have been 10 cents.

The arrival cancel is the "small single-circle postmark" (22 mm.) which was in use from 1874 to 1884 (see page 107). The marking "Curaçao over Southampton" must have been applied in the Netherlands. Pages 292-3 of the Handbook states: "we must report that we have no evidence that these handstamps ever were used at the Rotterdam railway post office, which since 1882 was the exchange office between the Netherlands and the West Indies!" My example clearly shows the small cedille under the second C of Curaçao which is found in the illustration on page 293. Perhaps publishing this mark here will provide others with the impetus to look once again at their postal history pieces.

The third piece, which you see at the bottom of the opposite page, is a 5-ct post card sent to Maracaibo in Venezuela on November 21, 1882. It does not carry an arrival cancel. The cancellation of the imprinted stamp is the numeral cancel "201" combined with the small single-circle Curaçao postmark, as described on page 98 of the Handbook.

My fourth "gem" is illustrated at the top of page 62 of this issue. Once again we have a 5-ct post card from Apeldoorn in the Netherlands, dated October 11, 1889, to Bonaire. It has the boxed "Ned:W:Indië Stoomschepen Rechtstreeks" marking (see page 294), but it does not conform to the illustrated marking in the Handbook. The "rechtstreeks" (direct) connection with the mother country was via Paramaribo in Surinam, which is proven by the Paramaribo cancel of October 30, 1889. About two weeks later the post card

arrived in Curaçao, where a marking was applied, reading: FORWARDED BY J. & D. JESURUN CURACOA (sic) who apparently took care of the mailing from Curaçao to Bonaire. This is not one of the forwarding agents mentioned on pages 67-69 of the Handbook, but there you can read more about them.

In the text on the back of the post card we find mentioned that the boat that carried the card was the *Prins Frederik Hendrik* of the K.W.I.M. line, and indeed, we find on page 309 of the Handbook that the first ship of that name sailed between

1888 and 1903. The rest of the text is also interesting (thanks to the Editor for the translation from Dutch). On October 11 the sender writes that the addressee's letter of September 16 via New York had arrived on the 10th. The sender had also written a letter on August 26, a post card on September 11, and a letter again on September 17. He promised to write again on October 19 via New York. All in all a very "busy" correspondence. Too bad not all these covers and post cards have been "saved" to grace our collections.

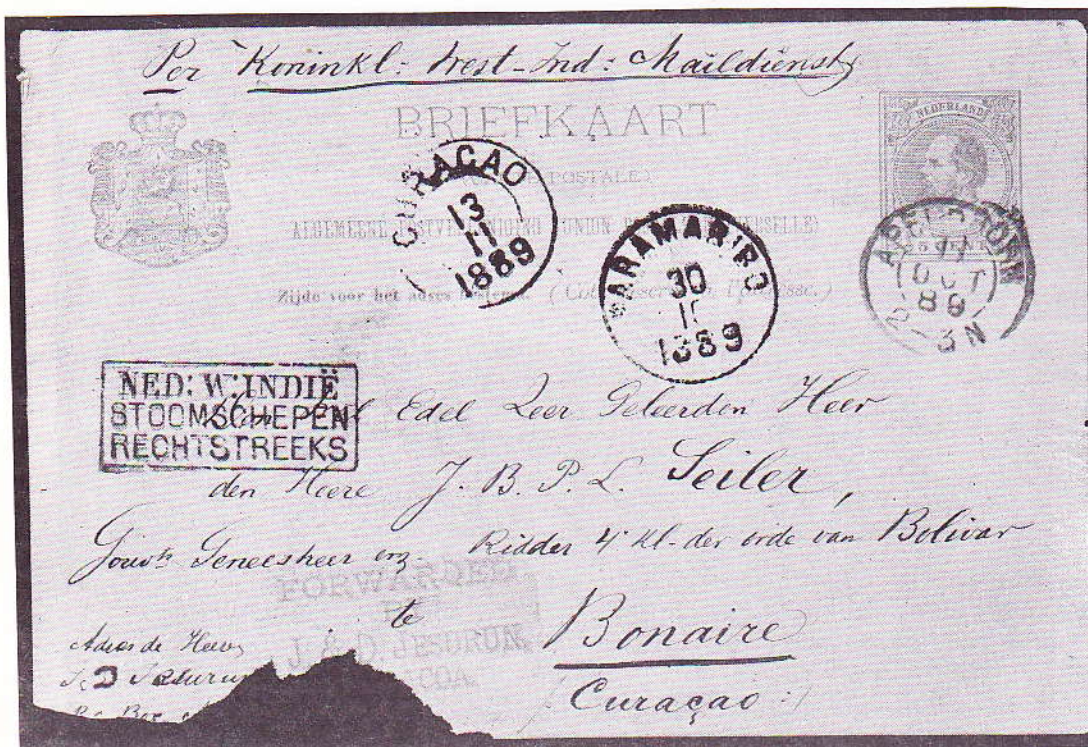
Finally, my last piece, a 5-ct post card from Surinam to Curaçao, written, mailed and cancelled on December 27, 1894. Here we find another example of the boxed NED: W: INDIE / STOOMSCHEPEN / RECHTSTREEKS marking, but this one is different again both from the illustrated one on page 294 of the Handbook and from the one on my Dutch post card (see above). In this marking the letters of NED:W:INDIE: have no serifs and the clear "umlaut" on the E of INDIE is also missing.

Before we look at the Curaçao arrival cancellation, we must note with surprise that there is also a New York "Foreign (Mail)" cancellation to be found on the post card. Apparently this ship did not travel

directly between Paramaribo and Curaçao, but made the trip via New York. There is a vague "Jan" to be seen on the New York cancel, which accords pretty well with the date of arrival in Curaçao, January 29, 1895.

This arrival cancel is a so-called Squared Circle Postmark (see pages 118-127 of the Handbook) and some study of the various types of the Curaçao postmark made me decide that this is Type IV, which was used from January 1892 to June 1897, so dates are alright. The basic characteristics seem to fit, such as the C being



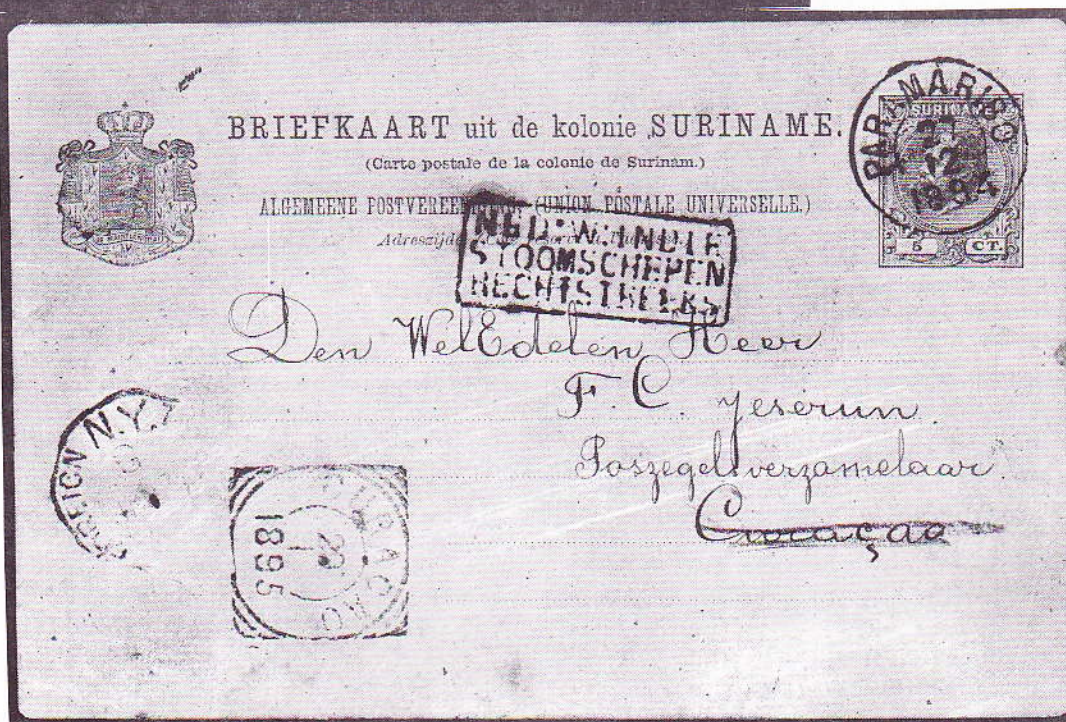


higher than the O; and the AO of Curaçao being close together.

Once again we find one of the ubiquitous Jesurun as the addressee, this time F. C. Jesurun, who is further indicated as a "Postzegelverzamelaar" (stamp collector).

The message on back is already - 1894 - concerned with stamp collecting. The sender writes that he has heard that "the Hon. gentleman" (UEdele) has a stamp collection (*sic*) and he asks for a price list as soon as possible.

Well, here you have my story about these pieces and the fun I had to hunt for the relevant information in the Handbook on Curaçao postal history. The book may look formidable at first, but with patience it can be done, that is, with one piece in the hand it does not take that much effort to find out all you can about it. I am looking forward to seeing someone else's pieces written up for the opportunity it gives all of us to learn more about our hobby.



## Editorial Board

In *Editing the Small Magazine* by Rowena Ferguson (New York: 1976), we read the following about "The Editorial Board": "The functions of such a board are to survey and evaluate past issues of the magazine, to advise with the editor on future plans, to suggest content and policy, and, in general, to speak for the readership. ... Usually the appointed board is more useful to the editor because its members may be selected according to proper qualifications. ... The status of an editorial board is advisory, never executive. It should have no legal or constitutional responsibility for the magazine. ... That is not to say that the editorial board may not be very influential. Because it speaks for the readers at large, its voice should carry much weight with those responsible for planning the magazine. ... But board members can give excellent counsel in shaping editorial policy and practice so as to keep the magazine in line with the real interests and concerns of its readers."



# Fakes and Forgeries

HAVING no new forgeries to report for our ASNP collection, we decided to go back eight years - when the ASNP was not more than a gleam in the eye of several people - when some auctioneer in this country was listing a very large number of very unusual lots of Curaçao and Surinam in his forthcoming auction. The majority of these lots were inspected by your editor and treasurer before the auction, and we came reluctantly to the conclusion that all the stamps were forgeries, and most likely the others of Curaçao and Surinam, which we hadn't seen, also, based on the photographs in the catalog.

Although we wrote to the auctioneer that in our opinion all the lots we had seen were fakes, the items in question were still auctioned off. ALL THESE STAMPS MUST STILL BE AROUND! Please check your collections in view of the descriptions below, and let the editor know if you think you have one or some of these. Of the described blocks of four it may be possible that these were separated or cut into four singles. Some descriptions say: "and another color." Because of the lack of information in the catalog, we were not always able to give the exact color of the stamp(s).

## Curaçao

1873. King William, blocks of four, imperf

3 cent in brown and one other color

10 cent ultramarine

25 cent orange-brown

50 cent violet

15 cent in olive and one other color

30 cent grey

60 cent yellow-brown

The 30 and 60 cent do not occur in the set of official proofs, the only ones in this 1873 set which could possibly be imperf. The colors indicated are completely unlike the colors of the real proofs. If you compare the 10 cent ultramarine proof with the above-mentioned stamp, the latter looks dull blue.

1.50 gld in dark- and light-blue, in imperf and perforated blocks of four

2.50 gld in brown-yellow and violet, in imperf and perfed blocks of four

In the photos in the catalog there is no difference to be seen between the imperf and perforated stamps. Thus, they are printed from the same forms. The shown perforation of the 1½ gld is a comb perforation, most likely 12½. But, the 1½ gld only occurs in line perforation 11½. The perforation of the 2½ gld blocks of four looks better, but even these are fakes seen the printing.

1895. Overprints (NVPH Nos. 24 and 25; Scott Nos. 25 and 26), blocks of four, imperf

2½ cent on 10 cent blue

2½ cent on 30 cent grey

Although both these overprints were applied by handstamp, hence quite irregular, as you can see from the photo above right (an enlargement from the catalog), these overprints were machine-made, fake, on fake 30 cent stamps, most likely from the same batch as those mentioned above, under 1873



## Surinam

1873-88. King William, imperf

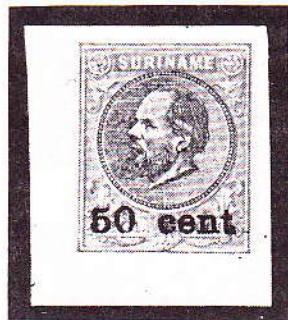
2½ cent red

3 cent green

5 cent violet

12½ cent grey-blue

40 cent brown



Except for the 12½ cent, all other copies had gum, which neither the real proofs, nor the real stamps had. The same remark in regard to the colors can be made here: none of the colors is like those of the real proofs. This is especially obvious with the 25 cent ultramarine, which also belongs to this set of fakes.

1 gld brown and grey, imperf

2½ gld green and orange-brown, imperf

The same auction also had perforated mint copies of the 15, 20 and 30 cent, and the 1 and 2½ gld. Although these were not inspected, based on the photograph of the perforated 2½ gld in the catalog, they may have belonged to the same batch of fakes, certainly the 2½ gld stamp

1898. Overprints 10 cent on various stamps

10 cent on 15 cent grey, imperf, with gum

This gummed overprint (the real one did not have gum) undoubtedly belongs to the same batch of fakes.

10 cent on 30 cent red-brown, double overprint, used

This is a very interesting fake in that one of the overprints is real. You can see the difference very well because one overprint is in shiny ink and the other in dull black ink. The cancellation is also fake: a squared circle cancellation of which the first three figures are readable, namely 189. The faker here

got confused by the fact that the Curaçao squared circle cancellation was indeed used in the 1890's, but in Surinam these cancellations were not used until early in 1902. In our collection of fakes we have a poor xerox copy of the photo in the auction catalog, but clear enough to tell whether a particular double overprint is the one described here. If one of our members wants to have his or her double overprint checked out, the editor is more than willing to do so.

190C. Overprints (NVPH Nos. 37-40; Scott Nos. 39-42), imperf

25 on 40 cent

50 cent on 1 gld

50 cent on 2½ gld (see photo from the catalog on the previous page)

On inspection these three overprints belonged without doubt to the same batch, faked by the same artist, as all the stamps mentioned above.

We hope that all the readers will have another look at their "proofs" or "rare imperf stamps" of Curaçao and Surinam, and if in doubt, will send their stamps to the editor for his opinion.

In connection with this and because we cannot show you any photograph, we will also mention that you have to be very careful in buying the famous 5 gld air mail stamp of Surinam (NVPH No. 18; Scott No. C18) because these may well be doctored copies of the imperf variety. Since the perforated stamp has always been quite expensive, and the imperf one more or less a "Cinderella" item which one could get for much less, one enterprising soul has taken the imperf UNGUMMED stamps and perforated them. The real stamp has line perforation 13¼ small holes and is unmistakable. COMPARE WITH THE LOW VALUES! Also the gum of the real stamps is irregular, thin, with very small bubbles.

## Makassar Postage Dues

HAVING recently "stumbled over" one of these postage dues CTO'd in SEM(arang), which I thought made it less than collectible, I wrote to our Dutch Governor, asking him to collect all the pertinent information on these so-called postage dues (NVPH Nos. 49-52; Scott Nos. J43-46).

In June 1946 the *Maandblad* noted that on March 11, 1946, four postage due stamps appeared in Makassar for the territory occupied by the Dutch troops. Three values of the 1941 Konijnenburg set were used, one of these, the 10 cent, was also overprinted locally by 2½ over the original "10" denomination.

The totals overprinted were then already given, as they also appear in the NVPH Special Catalog. What seems amazing is that after the Japanese occupation, etc., there were still over 100,000 10-ct stamps available to be overprinted. The stamps were NOT supposed to be sold to the public in mint condition.

In September 1946 the *Maandblad* added that it seemed that the postage dues were only used in Makassar, while they had been meant for the whole liberated territory. Also, it noted that mint sets were being sold in the Netherlands, even though they were not supposed to have been sold in that condition at the post office. The Editor asked for information on other places where these stamps were used.

In the October issue of the *Maandblad* we read then that the stamps were known with cancellations of Pare-Pare, Boeloekoemba and Watampone, all in the neighborhood of Makassar, and of Makale, Emekang, and Masamba, more northly located in Celebes. According to information received, the stamps were distributed over all the islands east of Celebes, and in East-Borneo.

The next time we hear about the stamps is in the April 1947 issue of the *Maandblad*. The Netherlands Indies Society of Stamp Collectors had published the information about the differences in the distance between the words "PORT" and "TE BETALEN," which in the three highest values normally would be 10 mm, but in the fourth row was found to be 11 mm. This means that there are 1980 copies of the 10 ct with the 11 mm distance, and 1940 copies of the 20 ct, and 1000 copies of the 40 ct stamp. In the 2½ on 10 ct the fourth row also shows a different distance between the two words, namely 8½ mm instead of 7-¾ mm. So there are 8680 copies of this variety.

In May 1947 the *Maandblad* informs its readers that the Makassar Postage Dues all over the Indies in the Dutch-occupied parts were sold to the public, also in mint condition. Places mentioned are: Ternate for distribution in the Moluccas, Bandoeng, Batavia, also Medan where 100 sets were sold, one set to a person, to collectors. Apparently it was then possible to sell the stamps in mint condition. The Editor of the *Maandblad* wonders how it is possible that after one year of sale or use in Makassar there were enough left over to supply the "rest of the Indies." He thinks that the originally mentioned totals were wrong, i.e. too low, or that a reprinting had been ordered, which would make these not inexpensive stamps worth less.

Finally, two months later the Editor of the *Maandblad* reports that the Netherlands Indies PTT had assured him that the figures originally reported were correct: There are no more than 10,000 complete sets.

Above you see an illustration (very bad because the dark colors don't come through) of two stamps.



# Letters

Dear Editor:

As a footnote to my article "Curaçao 1803" I would like to add: "Rear Admiral of the Red." Mr. Kieffer was unable fully to transcribe this part of Duckworth's rank from his letter. In case the reader is unfamiliar with this term I found out it refers to the Red Squadron in which he was serving. The British Navy was divided into three squadrons, designated red, white or blue. Until 1864 Great Britain had admirals, vice admirals, and rear admirals of the red, white, and blue squadrons.

I am thinking about visiting the U.S.A. next year on holiday. I was last there in 1973 when I exhibited at CAPEX my Gilbert & Ellice Islands Postal History. It would be a good opportunity for me to meet the leading Curaçao collectors in the U.S.A. and hopefully to see some of their material. As a newcomer to the field I am trying to familiarize myself with the stamps and postal history of the area.

John Jackson

*As you can see from the above, our fellow-member John Jackson, who lives in England, is planning a trip next year to the U.S. If any of you feel that you can show Mr. Jackson some postal history material, please let him know direct (his address is in the membership list), or write to the editor. We don't know whether Mr. Jackson can travel all the way to Alaska (one member) or Hawaii (two members), but we certainly would like him to be able to see something nice on his trip to the U.S.*

## RESEARCH

For a more or less definitive article on proofs prepared in the Netherlands Indies between the two World Wars, we would like to receive information from our members on any proofs they have, or know of.

To the right you see a set of proofs which have as far as we know never been illustrated since 1928 when they appeared in the *Java-Bode*, a Netherlands Indies newspaper. The two proofs at the ends were high-value regular stamps, the one in the middle is a proof for a fiscal stamp. Although we are especially interested in finding out more about these three, we are also on the lookout for any



OFF-SETT-DRUK.  
In het midden een proef-ontwerp voor een plakzegel.

other proofs which are not listed in Van Dieten's *Proeven Catalog*. We are also interested in finding out more about three proofs, two "landscape" large size ones, and one with the portrait of Queen Wilhelmina, which have the dates 1898-1923 on them. We urgently request our members to provide us with any information they are able to come up with. Also, if possible, with paper clippings, articles, or memoirs in any form which have to do with Netherlands Indies proofs.

## Exchange Forum

Since it seems impossible at this point for the ASNP to establish its own circuit book "business," because of the problems involved (insurance, photocopying, etc), one of our members suggested that we either publish at some future date a list of members who would be willing to swap or sell stamps to other members. To establish this procedure it was thought best if any of you who would be willing to receive want lists, etc. from fellow-members, please send a letter to the editor with the information which area they have duplicates of, and what period. We could then in a Newsletter or journal publish the name and address of the member, with the additional information, let's say: Curaçao-Neth. Antilles, 1940-1973. Or whatever. In this way we would be able to bring members together who have duplicates and who want certain stamps. The "or" in a previous sentence which fell out meant that if there were a lot of members who wanted to swap or sell, we could add it to the membership list. I am not that optimistic, but you never can tell.

Please check your duplicates and let the editor know.