

# NETHERLANDS PHILATELY



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# ASN P



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#### Letter from the Editors:

The lead article in this issue is the first installment of a thorough treatment of the little-known German postal service which operated in the Netherlands during the Occupation and was to a great extent separate from the Dutch postal system. We hope that publication of this work does not bring up unpleasant memories of a bitter time, but it was felt that the DDPN did operate a well organized postal system in the Netherlands during that period, and therefore it should be given proper space.

Paul van Reyen contributes an illuminating article on the distinct types of several values of the Surinam air set of 1972, a fact which is not mentioned in the Speciale Catalogus.

Also included in this issue is an article on mail in the Dutch East Indies during World War II, and a write-up of interesting Curaçao registry covers. Plus a good number of shorter items, all of which we hope will be of interest to our members.

Starting with this issue, we are switching over to the use of a more conventional type face, thanks to newly-acquired flexibility in compositor Jan Enthoven's computer printer. We hope this will improve readability.

Newsletter Editor and Journal Staff Member Frans Rummens thinks that there is sufficient interest in Postal Stationery to justify publishing a regular column (well, reasonably regular, anyhow) on this subject. We would be delighted to make room for this feature, and all we need now is a volunteer to take on this assignment. If you're interested, just drop either Journal editor a line.

This will be the last issue of the Journal before Ameripex. Your editors hope to be there, at least for a day or two. Watch the Newsletter for any plans to have ASN P members get together.

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# Deutsche Dienstpost Niederlande

by Gerard J. de Boer

*Editor's note: This is the first of a series of articles dealing with the German mail system during the occupation of the Netherlands, and is being reproduced through the courtesy of the Third Reich Study Group.*

## Foreword

Very little has been published in this country about Deutsche Dienstpost in general. The main work is Dr. Hermann Schultz's "Deutsche Dienstpost 1939-1945", which of course is in German. With these two limiting factors in mind the following article was written, to give the non-German reader a better understanding of the German mail system in operation in Holland during World War II. Some of the material is from Dr. Schultz's book and some from the works of Drs. van Doorn, who was kind enough to supply me with many copies of records from the DDPN Archives in Amsterdam.

## Introduction

The German Blitzkrieg in the West, code-named 'Fall Gelb' (Case Yellow), began at 3:30 a.m. on May 10, 1940, when Army Group B under General von Bock invaded the Netherlands and northern Belgium. The armies involved in Holland were the 18th Army under Gen. von Kuchler and the 6th Army under Gen. von Reichenau. The 6th Army's objective was to attack French and British forces and to reach them it moved through southern Holland, one wing via Eindhoven, the other via the Maastricht area. It consisted of the 3rd and 4th Panzer Divisions, eleven Infantry Divisions and some Air Landing Troops.

The main invasion force was the 18th Army, with X and XXVI Corps. Its 1st Cavalry Division crossed the borders of the provinces of Groningen and Drenthe, between Nieuwe Schans and Coevorden, and raced towards the "Afsluitdijk" (Great Enclosure Dam). The 227th Infantry Division moved into eastern Holland, near Oldenzaal, then crossed the river IJssel and assaulted the "Grebbeberg" (Grebbe Fortress), scene of the heaviest fighting. The motorized regiment Leibstandarte SS Adolf Hitler was included in this force but was withdrawn the next day and sent to the province of Brabant.

The XXVI Corps, containing the largest number of troops, moved into Holland south of the great rivers, through the province of North Brabant and into the heavily populated western part, which became known as "Festung Holland" (Fortress Holland). This plan of

action was suggested by Gen. Kurt Student and called for the capture of the main axis Moerdijk-Dordrecht-Rotterdam. The strategic bridge at Moerdijk was taken by the 9th Panzer Division. The SS Standarte "Deutschland" went to the island of Walcheren while SS Standarte "Germania" moved on to Antwerp. The 208th, 225th, 254th and 256th Infantry Divisions crossed the Maas River and occupied western Brabant.

The Luftwaffe's objective was to capture the airfields of Ypenburg, Valkenburg and Ockenburg, as well as to occupy the city of The Hague and to attempt the capture of the Dutch Government. Glider and parachute troops quickly seized most of their objectives but a stout defense of The Hague allowed

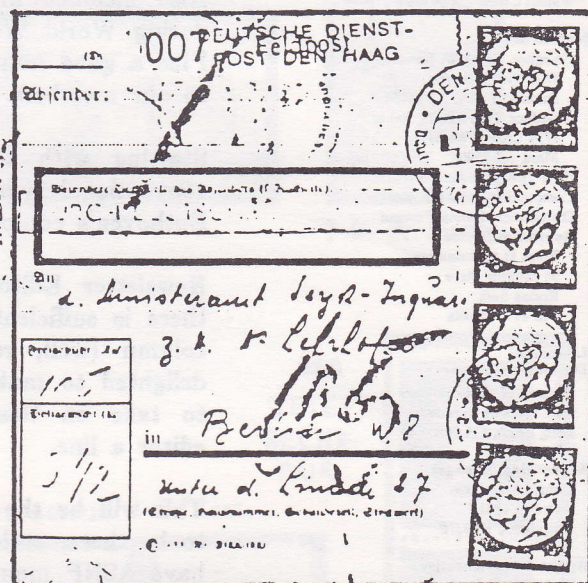


Fig. 1) Package card sent from Den Haag to Seyss-Inquart's office in Berlin, August 1941.

Queen Wilhelmina and the Dutch Government to escape to England on May 13, where they would rule-in-exile from London. On the next day an impatient Hitler ordered the bombing of Rotterdam, a brutal act, for negotiations for its surrender were under way when the planes appeared. That same evening, May 14, all Dutch troops were ordered to stop fighting. The armistice was signed the next day at Rijsoord near Rotterdam by Gen. Winkelman,



Commander of Dutch Armed Forces and Gen. von Küchler.

After the end of military actions, it was necessary for the Germans to establish civilian and military administrations in Holland. On May 18, 1940, Hitler appointed Dr. Arthur Seyss-Inquart as Reichs Commissioner for the Occupied Territory of the Netherlands, in charge of the administration of the civil government in The Hague. The Dutch quickly nicknamed him "6-1/4" which, when pronounced, sounds just like Seyss-Inquart. Although the top civil authorities were replaced by Germans, Dutch middle and lower civil servants could remain in office providing they were loyal to the occupation forces. Soon every large city had a local civil administrative Reiko office, accountable to the Reichs Commissar, whose main office was maintained in The Hague, although a separate office was maintained for him in Berlin.

Luftwaffe Gen. Friedrich Christiansen was appointed Military Commander ("Wehrmachtbefehlshaber") and Gen. d. Inf. Hans Reinhard as Commander of Troops in the Netherlands ("Befehlshaber der Truppen in den Niederlanden") with headquarters in Hilversum. These impressive titles, however, amounted to little more than a garrison command. The country was divided into three FK ("Feldkommandantur") Administrative H.Q.

After the initial invasion forces had moved into Belgium and France, relatively weak occupation troops stayed behind while military supply units, hospitals and other support troops moved in. A Luftwaffe hospital was established in Amsterdam, a Naval hospital in Bergen op Zoom and a Waffen-SS hospital in The Hague.

**Establishment of the Dienstpost System**

After being briefly interrupted during the hectic days in May, the railway and postal services were quickly resto-



Fig. 2) SS-Feldpost cover sent from the Supply Depot of the Waffen-SS in The Hague (Fp.#11380) in June 1941 has mute cancel with code letter 'f'.

red to service. The Post Office and Railroad Agency were linked to, and supervised by, the German postal and transportation authorities. However, because of possible sabotage and espionage activities by the Dutch postal service, a separate German postal system was deemed necessary to handle the mail to

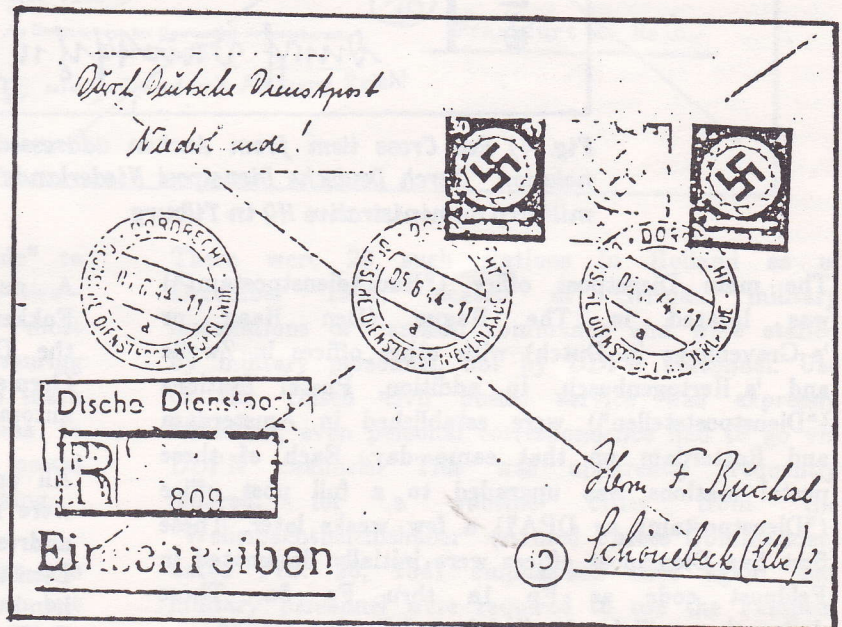


Fig. 3) Registered cover posted at DDPN office in Dordrecht in June '44 is with Official stamps. Such frankings were available upon request for philatelic "Sonderstempel" orders sent to the DDPN office in The Hague.



and from the various Reiko offices, NSDAP offices and military units. Thus, on June 5, 1940, the German Official Postal Service in the Netherlands ("Deutsche Dienstpost Niederlande", abbreviated DDPN) was established.

The early surrender of Dutch forces had not been foreseen, hence there had not been time to properly train German civilians needed to staff the offices of the DDPN. Feldpost personnel were therefore transferred to Holland to operate the DDPN. As in the other occupied territories which came under German civilian administrations, there was no need for a separate military postal system.

Germany for civil administration offices and military units. This mail was handled free of charge but German civilian and commercial mail required postage at domestic German rates. Only German stamps were permitted and these were sold at all DDPN offices. Until April 1, 1941, stamps had to be purchased with Dutch currency, after this date either Gulden or Reichsmarks were accepted. NSDAP mail could also be franked with Nazi Party stamps but for some reason this was rarely done. German Official stamps were used more frequently but covers bearing these stamps are far from plentiful and are usually of a philatelic nature.

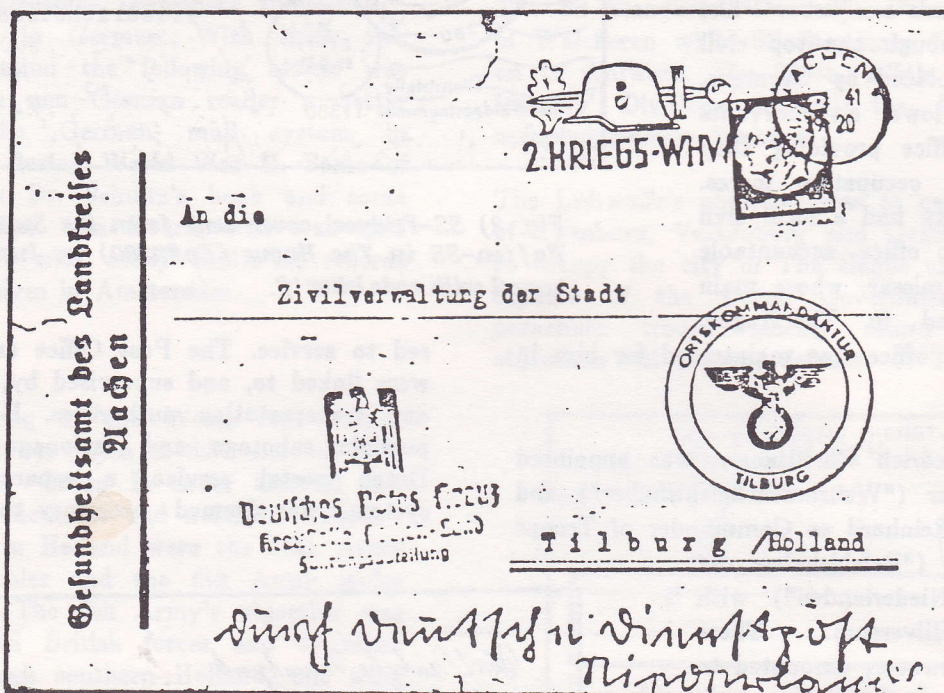


Fig. 4) Red Cross item from Aachen addressed to Tilburg has manuscript notation "Durch Deutsche Dienstpost Niederlande" and receiving stamp of the military administrative HQ in Tilburg.

The main Dienstpost office ("Hauptdienstpostamt") was located in The Hague (Den Haag or 's Gravenhage in Dutch) with other offices in Zwolle and 's Hertogenbosch. In addition, Postal Stations ("Dienstpoststellen") were established in Amsterdam and Rotterdam on that same day. Each of these postal stations was upgraded to a full post office ("Dienstpostamt or DPA") a few weeks later. These first five Dienstpost offices were initially designated in Feldpost code as Fp 1a thru Fp 5a. These designations will be detailed in a following section.

### DDPN Regulations

As previously discussed, the main purpose of the DDPN was to provide postal services to and from

A number of Dutch businesses, such as Philips, Fokker Aircraft Co. and others, were permitted use of the DDPN if they were working for or with the Germans. Such DDPN privileges were not granted automatic, but had to be formally requested.

All administrative and commercial Dienstpost mailings were required to display a diagonal blue cross on the address side and the notation "Durch Deutsche Dienstpost Niederlande" (which could be handstamped, handwritten, typed or printed) enclosed in a red box. Feldpost sent through DDPN was exempt from these requirements.

While regulations specified a boxed notation in red, numerous types exist without the red box (Fig. 5). The notation text also varies from for instance



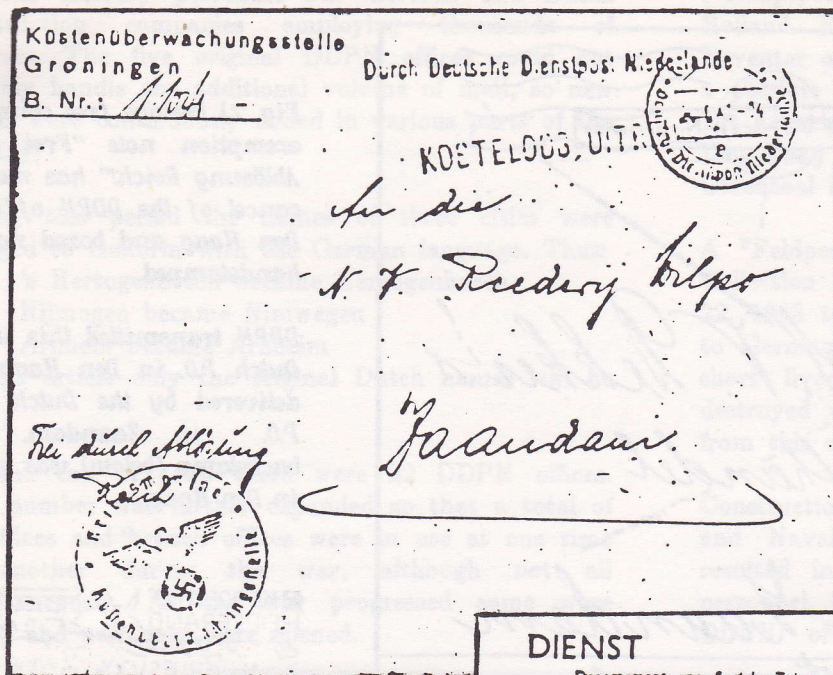


Fig. 5) Official Kriegsmarine cover from the coastal surveillance office in Groningen sent June '41 has DDPN notation without boxed outline.

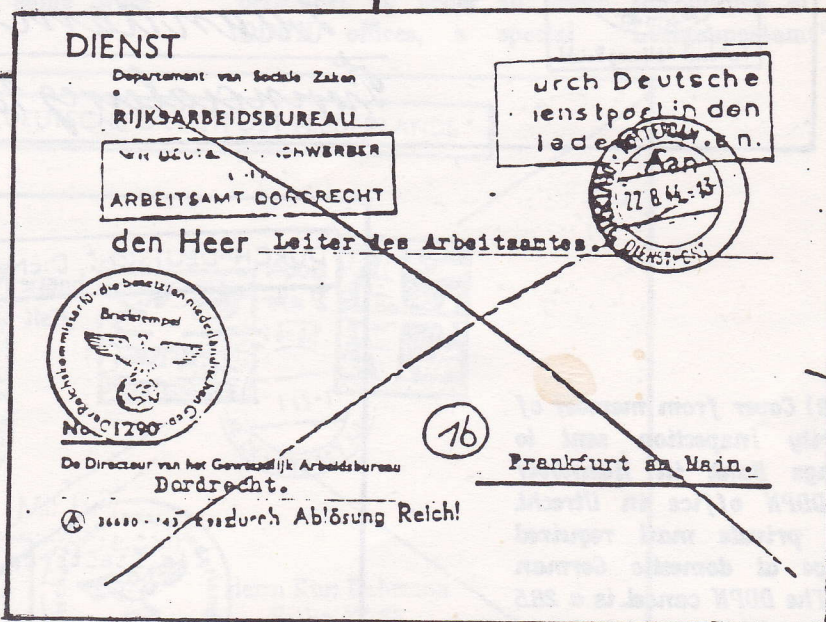


Fig. 6) Three-line DDPN notation on cover sent by Labor Office in Dordrecht via the Dienstpost office in Rotterdam in August '44. Note that "Niederlande" has been deleted from DDP cancel.

"Durch Deutsche Dienstpost in den Niederlande" to just a simple "Dienstpost" or "Dienst". While two- and three-line notations were used, the most common is a boxed one-line in Latin type measuring 0.8 x 10.7 cm. If the sender had forgotten to mark his envelopes with the blue cross, which was to denote priority handling by the German postal service, DDPN clerks frequently added this marking.

There were 23 such stations in Holland as of December 1940, located at German military installations or garrison commands and were staffed by military personnel, not by DDPN personnel. Use of the Dutch civil postal service was expressly forbidden, even personal correspondence had to go via DDPN channels. This was apparently frequently ignored, for a routine order from the "Wehrmachtbefehlshaber" (Armed Forces Commander) dated Feb. 26, 1941 emphasized once again that military personnel were required to use the Feldpost and not the Dutch postal system. Violations of this regulation were punishable.

One of the general rules of all Dienstpost services was that mail could not be delivered to the addressee but had to be picked up at the Dienstpost office. Those German civilian or military personnel located in areas without a DDPN office or station could deposit or receive mail in designated "Abhol und Abgabestellen" (pick up and delivery stations).

The only exception to this regulation was in cases where neither a DDP office nor an "Abholstelle" was



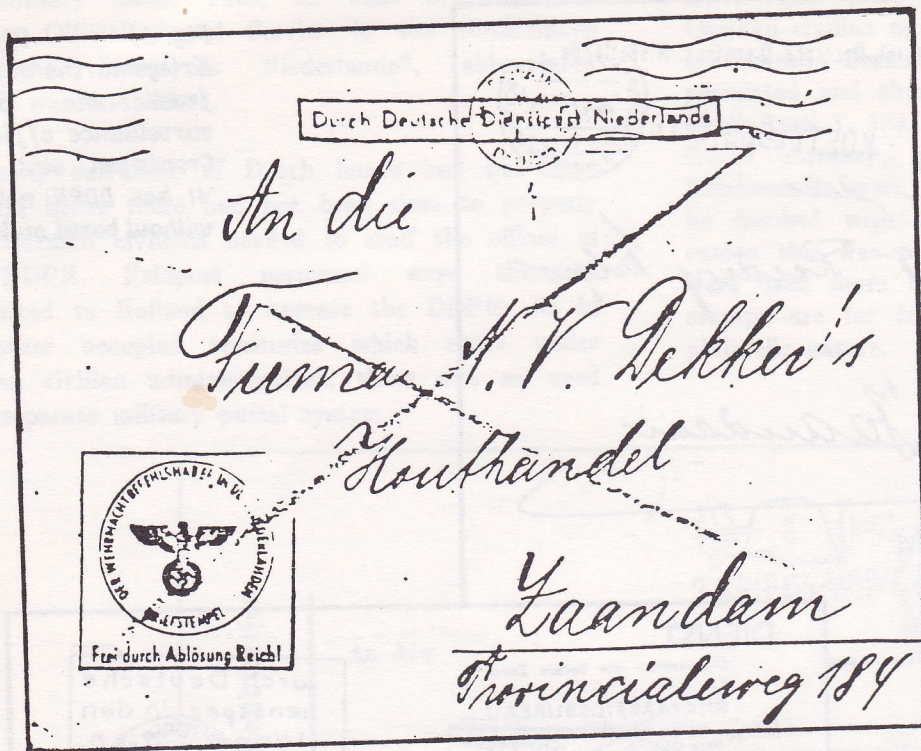
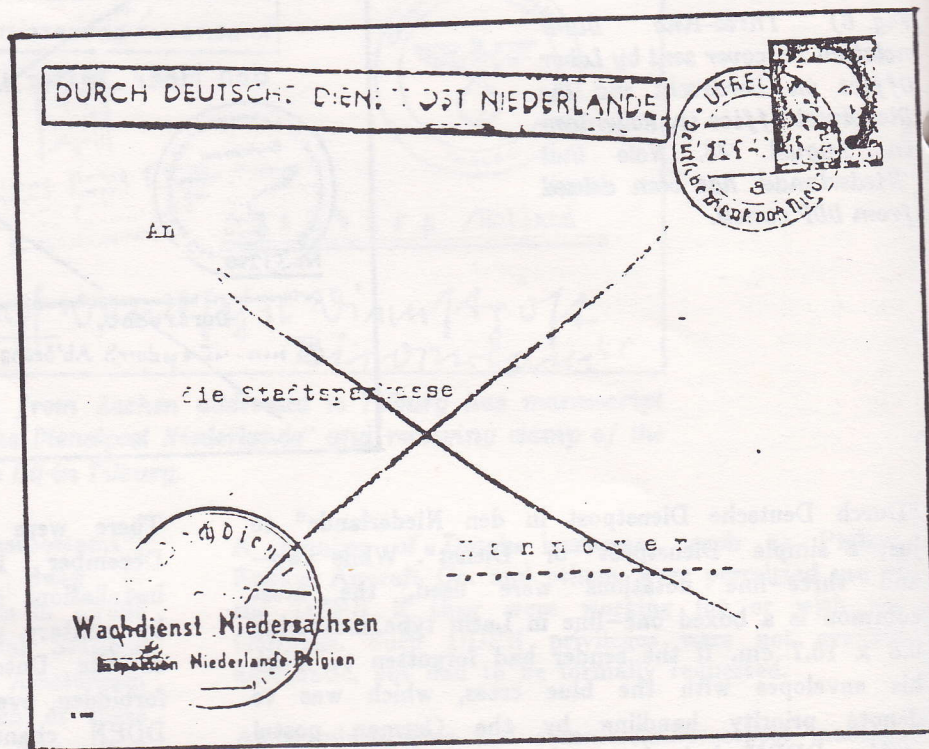


Fig. 7) Postage free cover with exemption note "Frei durch Ablösung Reich!" has machine cancel of the DDPN office in Den Haag and boxed notation handstamped.

DDPN transmitted this item to Dutch P.O. in Den Haag to be delivered by the Dutch (PTT) P.O. in Zaandam. Dutch backstamp (below) was applied in Den Haag.



Fig. 8) Cover from member of Security Inspection sent to Savings Bank in Hannover via DDPN office in Utrecht. Such private mail required postage at domestic German rate. The DDPN cancel is a 28.5 mm handstamp which is the most common type used by DDPN offices.



located. In such cases the nearest Dutch office could handle the first or final legs of the postal transmission. Fig. 7 shows a cover sent from the Armed Forces Commander in Den Haag to a lumber yard in nearby Zaandam which was handed over to the Dutch post office in Den Haag by the DDPN for delivery. Dutch offices backstamped such mail.

### Expansion of the DDPN

Holland was strategically located as a base for "Unternehmen Seelöwe" (Operation Sea Lion), the invasion of England. During the summer of 1940 there were large army and navy build-ups in Holland. Several airbases and coastal defense



fortifications were built. These required not only German military personnel but German and Dutch construction companies employing thousands of laborers. The five original DDPN offices could not possibly handle the additional volume of mail, so new offices were continuously added in various parts of the country.

During this period the names of three cities were changed to conform with the German language. Thus:

's Hertogenbosch became Herzogenbusch  
 Nijmegen became Nimwegen  
 Arnhem became Arnheim

In this article only the original Dutch names will be used.

By the end of 1940 there were 22 DDPN offices. This number was further expanded so that a total of 40 offices and branch offices were in use at one time or another during the war, although not all simultaneously. As the war progressed some were closed and new ones were opened.

As noted earlier, Den Haag was the main office ("Hauptpostamt") of the Deutsche Dienstpost in Holland. However, this was relocated to the city of Deventer on March 21, 1943 because of the danger of a possible Allied landing. The director of the DDPN, Dr. Linnemeyer, also moved that same month from Den Haag to Arnhem and then even further east to Oldenzaal in October 1944.

A "Feldpostpäckchensammelstelle" (Fieldpost Package Collection Station) was opened in Nijmegen on Sept. 22, 1943 to handle small packages sent from Holland to Germany by military personnel. Its existence was short lived, for on Feb. 2, 1944 it was totally destroyed during an Allied air raid. Postal markings from this office are not known.

Construction of fortifications on the "Atlantic Wall" and Naval installations on the coast of Holland resulted in large increases of Air Force and Navy personnel. In order to lessen the burden of nearby DDPN offices, a special "Luftgaupostamt" (Air

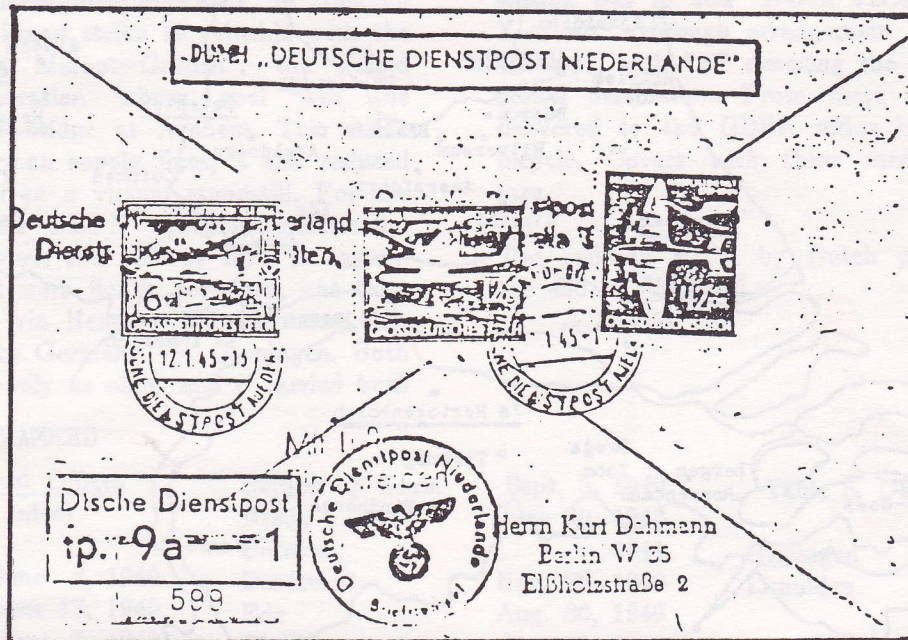


Fig. 10) Philatelic cover from the newly opened branch office in Winschoten sent January 1945 has the DDPN Eindhoven cancel and two-line rubber handstamp.

After the Allied assault in September 1944, several DDPN offices in the south closed or were transferred to new locations closer to Germany. An example is the branch office of Winschoten in northeastern Holland, right next to the German border. This office opened on Oct. 21, 1944 after relocating from Eindhoven in the south due to the approaching Allied armies. For a while this office used the Eindhoven canceller as there had not been time to obtain a new cancelling device. A hastily produced rubber stamp "Dienstpoststelle Winschoten" was used in conjunction with the former office cancel.

District Post Office) and "Marinspostamt" (Navy Post Office) were opened in Amsterdam. From there all mail went by rail or by courier service to Germany. While no "Marinspostamt" postal markings are known, those used by "Luftgaupostamt" are detailed in a following section.

### Transport of DDPN Mail

DDPN mail to and from Germany was normally transported by rail ("Deutsche Bahnpost") or by air. An elaborate postal network of automobile routes was



THE NETHERLANDS



Scale 1 : 1,870,000  
( 1 cm = 18.7 Km )

G. J. de B. '84

Location of DDPN offices (underlined) and branch offices 1940-1945



used to distribute or pick up mail from the various DDPN offices. The DDPN offices in Hengelo, Oldenzaal and Arnhem, located near the German border, sometimes transmitted mail by courier to German border stations at Bentheim and Emmerich. The "Merkblatt über Dienst- und Feldpost", dated 1940, lists four such lines between Holland and Germany and nine lines inside Holland, as well as two railway lines between Den Haag and Berlin. These were trains #111 and 137 east bound and #112 and 138 on the return trip.

Such was the situation in the early days of the war when many rail lines could not be used because the Dutch had blown up most of the railway bridges to slow down the German advance. As the rail system was gradually restored, the DDPN switched more and more from bus to train transport. The "Kürsheft der Bahnpost- und Kraftwagenlinien" for the Netherlands dated Dec. '43 lists 16 rail lines (4 to Germany & 12 inside Holland) but only two automobile routes. These lines remained in use until Sept. 17, 1944, when the Dutch Government-in-exile in London ordered a national railroad strike to coincide with the start of "Operation Market-Garden", the Allied armored/airborne operation whose goal was the capture of the Rhine bridge at Arnhem. This strike not only affected German supply lines, it also reduced the transport of mail to a virtual standstill. For the next few months the DDPN operated chaotically, until January 1945 when two railway lines in eastern and northern Holland were finally reopened, one from Utrecht to Germany via Hengelo and Oldenzaal, the other from Zutphen to Germany via Groningen. Both of these trains ran only at night and carried both

DDPN and some Dutch inland mail in sealed pouches. Permission for this had been given by the DDPN office in Oldenzaal on Dec. 28, 1944 in a letter distributed to all offices. Incoming mail from Germany which had to be handed over to the Dutch PTT was sent to Deventer, which at that time was the main office of the DDPN. Fortress Holland in the west, however, remained virtually without a rail system.

New instructions from the "Bahnbevollmächtigter" (railroad representative) in Utrecht required that as of Jan. 1, 1945, all Dienstpost mail sent by rail within Holland will have "EDS mit Zug" (Railway station by train) in the lower left corner of the envelope. Such mail could be taken to train stations at Amersfoort, Amsterdam, Almelo, Apeldoorn, Den Haag, Groningen, Hengelo, Leeuwarden, Utrecht, Zutphen & Zwolle.

In cases where mail was to be sent to DDPN offices which could not be reached by train, the last train station was to add "Durch Vermittlung des Bahnhofs X-Stadt" (through arrangement of station X) to the envelope, with "X" denoting the closest station to the actual destination. From there the mail was to be delivered to the DDPN office by courier service on bicycle. Covers with these markings are extremely rare.

The railroad strike by Dutch personnel lasted until the end of the war.

(To be continued)

Table 1. DDPN Post Offices  
(with opening dates)

Amsterdam	June 6, 1940
Arnhem	June 17, 1940
Deventer	Sept. 7, 1940
Den Haag	June 6, 1940
Hengelo	Apr. 27, 1942
's Hertogenbosch	June 6, 1940
Oldenzaal	Oct. 23, 1944
Rotterdam	June 6, 1940
Utrecht	June 13, 1940
Zwolle	June 6, 1940

Table 2. DDPN Branch Offices

Alkmaar	Dec. 10, 1940
Almelo	Nov. 26, 1944
Amersfoort	Aug. 15, 1940
Apeldoorn	Mar. 22, 1943
Assen	June 20, 1940
Baarn	Aug. 18, 1944

Bergen op Zoom	Sept. 5, 1940
Breda	June 20, 1940
Bussum	1941
Dordrecht	Nov. 20, 1940
Ede	Aug. 30, 1940
Eindhoven	Aug. 30, 1940
Emmen	Dec. 15, 1944
Goes	Feb. 10, 1944
Groningen	June 16, 1942
Haarlem	June 12, 1940
Harderwijk	1943
Den Helder	Oct. 18, 1940
Hilversum	Apr. 20, 1942
Leeuwarden	June 16, 1940
Maastricht	June 19, 1940
Middelburg	June 23, 1940
Nijmegen	1940
Roosendaal	1944
Tilburg	June 5, 1944
Venlo	June 20, 1940
Winschoten	Oct. 21, 1944
Zutphen	Oct. 24, 1944

Table 3. DDPN Postal Stations

Harlingen	Dec. 27, 1944
IJmuiden	1943

Table 4. "Abholstellen"  
as of Dec. 1940

Delft	Monnikendam
Delfzijl	Oldebroek
Doetinchem	Purmerend
Domburg	Roermond
Edam	Scheveningen
Gouda	Sittard
Gorinchem	Soesterberg
Heerenveen	Uithuizen
Helmond	Vlissingen
Huizen	Zaandam
Jaarsveld	
Kootwijk	
Leiden	



## Two Unknown Surinam Airmail Stamps

One of the last sets of stamps Surinam issued before independence was an airmail set which appeared July 26, 1972, and which showed butterflies and moths native to Surinam. The stamps were designed by N.C. Loning, and printed in offset on Violino paper by Enschede.



Fig. 1.

The set is entered in the NVPH Special Catalog as Nos. 47-59.

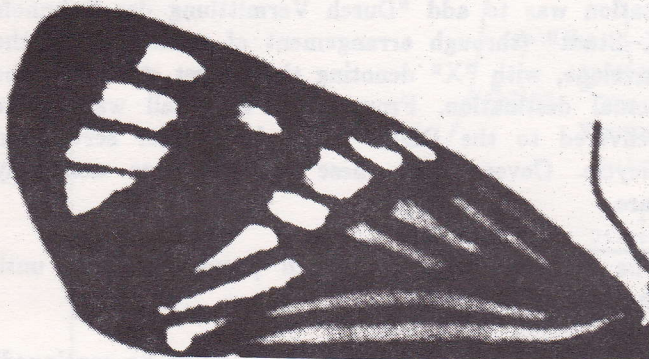


Fig. 2A: 15 cent Enschede print

Note the difference in the character of the blue and green areas on the wings



Fig. 2B: 15 cent Bradbury print

Early last year Mr. R.C. Bakhuizen van den Brink published an article in the Maandblad (April 1985) which probably flabbergasted most collectors of Surinam. In this article he announced two previously unknown stamps which superficially resembled two of the stamps of the last airmail set. It concerns the 15 cent and the 30 cent stamps.

fibers, a distinction which made him sure that the printer of the two stamps was Bradbury Wilkinson Ltd. in England. As you know, for a while Surinam had its stamps printed in England. Especially the 100 Year Interpol stamps of November 7, 1973, show the same characteristics as regards the paper, coating and UV reaction. The Bradbury Wilkinson paper is very



Fig. 3A: 30 cent Enschede print

Note the distinct "eye" in the right wing of the Enschede print, and the dim eye in the Bradbury print



Fig. 3B: 30 cent Bradbury print



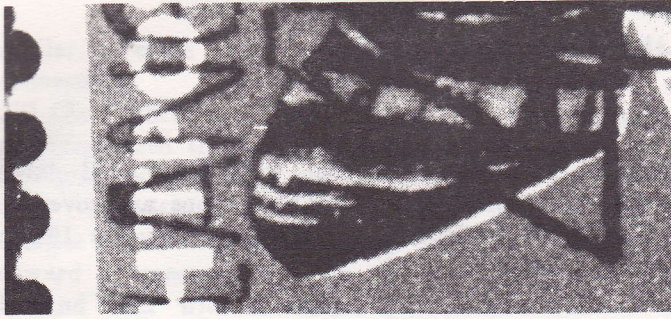


Fig. 4A: 30 cent Enschede print

*Note the distinct white outline of the edge of the wing on the Enschede print; no border is visible on the Bradbury print*

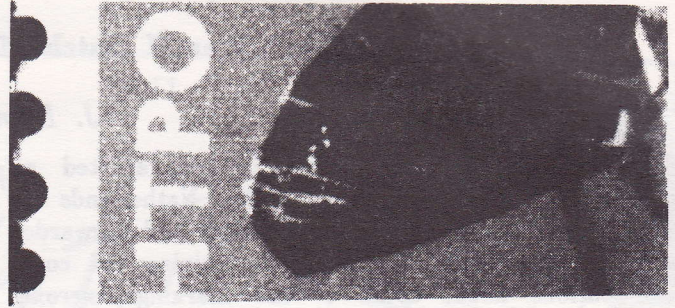


Fig. 4B: 30 cent Bradbury print

clearly ribbed (vertically) whereas the Violino paper does not have such a clearly distinguishable structure. A check with the PTT in Haarlem disclosed that of the 20, 30 and 45 cent airmails another printing was delivered in April and June 1975. Readable cancels on the discoveries are earlier than these dates, so the two stamps must have been ordered from Bradbury Wilkinson in 1974.

Following Mr. Bakhuizen van den Brink more closely, we can show the differences between the printings by Enschede and Bradbury Wilkinson (also study the photos).

The 15 cent: The blue in the left wing tip in the Enschede stamp is very clear, in the Bradbury stamp rather vague, apart from a corner (towards the center) which is somewhat more pronounced. The green spots towards the center of the wings are produced by a yellow background which, covered by blue, makes green in the Enschede stamp. In the Bradbury stamp no yellow at all is visible and the green spots are not too green.

The 30 cent: The yellow "eye" in the right-hand wing is closed at the top in the Enschede stamp, open in the Bradbury one. The left and right outsides of the wings are clearly outlined in a lighter color in the Enschede stamp, while they do not show this in the Bradbury stamp.

The 1975 printing of the 30 cent stamp shows a slightly darker color brown than the original printing. This can be seen from the overprints of November 1977, when the 30 cent was overprinted in Surinam with 4 cent.

Mr. Bakhuizen van den Brink feels that these two stamps should carry special catalog numbers in accordance with the separate numbers given other stamps in the past which were not printed by Enschede. He feels that these stamps should carry the numbers 60 and 61. Of course, this suggestion has not been acted upon by the Special Catalog Committee, although they had plenty of time.

Paul E. van Reyen

### Letter to the Editor:

In reply to Mr. van de Loo's letter to the Editor in Netherlands Philately, Vol 8 No 6 on page 115: I have never met Mr. van de Loo nor corresponded with him. I wonder who prompted him to make his hostile attack, with the ill-applied quotes from my earlier articles, on our diligently researched and well-documented article (Collector's Club Philatelist, Vol 61, No 1, Jan. 1982 and Netherlands Philately, Vol 7, No 4).

The photos of the posthorn watermarks produced by Mr. van de Loo and many others at our disposal showing that partly open bodies of the posthorn can be interpreted in different ways. We have allowed for the open areas in the body of the posthorn by suggesting that the sheet metal was perforated with holes and/or slots to provide drainage for the water. This could have been so expertly done as to leave a border of the approximate thickness of the wire used for the loop and the openings of the posthorn.

On the ribbed paper question all theories are as yet conjectural. We suspect that worn couching felts or cloths have impressed their pattern on the wet paper during the couching process. This may explain the many differences from weak to strong and narrow to wide ribbing but still keeps us guessing why we have never seen ribbing in a horizontal direction.

There is much more to both subjects than can be discussed in this reply. The Spirit of Liberty is the spirit that's not too sure it's right. By failing to deny or refute any of the substantial evidence forming the basis for OUR theory on the composition of the posthorn watermark, Mr. van de Loo is degrading the essence of scientific debate aggravated by his attempt at ridiculing our research.

Mr. van de Loo is entitled to HIS opinion and it was published in Netherlands Philately in spite of its aggressive style. This courtesy has never been extended to me by the editors of the "Maandblad".

Dr. Fred L. Reed



## World War II Dutch Mail to the Netherlands Indies

*J. Lewis Blackburn*

Several years ago my China interest spotted an inexpensive 1941 cover from the Netherlands to Shanghai which had been readdressed and forwarded to the Netherlands Indies. After obtaining the cover and curious about some of the markings, xeroxes were sent to a Dutch friend. He responded "I happen to know more about this type of mail than probably anybody because I was personally involved in similar routing of such letters from Holland via the United States and Manila to the Netherlands Indies. As it so happened I was employed by the Dutch Steamship Company called 'Java-China-Japan Line' (J.C.J.L.) for 17 years and stationed during those years all over the Far East, and after the war in South America."

"After the occupation of Holland from May 10, 1940, the Nazis prohibited any mail direct to the Netherlands Indies. However the Dutch found out that they could write to their relatives and friends in the Netherlands Indies via a neutral country such as China (Shanghai) and the Philippines (Manila). The J.C.J.L. maintained a twice weekly service between Java and Manila/Hong Kong/Shanghai and reverse. This cover addressed to a Mr. Timmers is in care of Mr. van Osterum of the J.C.J.L., Shanghai. Mr. van Osterum was a ship's officer on one of the ships of the Company and therefore he came every so often to Shanghai. I knew him personally at that time and as I recall he was a 2nd or 3rd officer. By thus addressing mail to him care of the Company's Office in Shanghai, this mail would be put on board one of the ships to Java, or taken personally if he happened to be on board the ship. Thus if Mr. van Osterum did not receive the letters in Shanghai as in this case, the mail on arrival in Java was received at the J.C.J.L. harbor office where a special clerk in charge of ship's mail directed the letters to the office where he was or would be first on his return to Java. There they were hand-delivered to him. He then arranged for their delivery to the parties addressed, in this example, to Mr. Timmers!"

Now to specifically describe and trace the routing of this cover shown in the illustrations of front and back:

Addressed to Mr. P. Timmers c/o Mr. W.T. van Osterum, Java China Japan Line, Shanghai, and mailed at the International surface rate of 12 1/2 cent from Loosduinen in the Netherlands on June 24, 1941. It was censored and resealed by the Germans in Berlin (b). The resealing tape is tied with two red 28 mm diam. censor stamps. It went to Shanghai probably via Russia and Siberia? While there is no Shanghai post office backstamp, there is a black

Shanghai Security censor chop with "chia" and date of 9/11 for September 11. (These chops are covered in the CCSG Bulletin Vol. 11, No. 6, August 1984, pages 97-105.)

At Shanghai it was delivered to the J.C.J.L. office there and put on one of their ships to Java where it was received by the steamship company at Tandjong Priok on October 6, 1941. Tandjong Priok is the name of the harbor of Batavia (now Jakarta). This is indicated by the purple rectangular stamp "Ontvangen (received), 6 Oct. 1941, AFD.N.D. Priok J.C.J.L.". AFD.N.D. is Afdeling Nautische Dienst or "Nautical Department". The J.C.J.L. office at Priok crossed out the J.C.J.L. Shanghai address in blue and added a purple rubber stamp reading "Bijkantoor (Branch office), Java-China-Japan Lijn N.V., Tandjong Perak, Soerabaja". This was to forward the letter to van Osterum at Tandjong Perak, the harbor of Soerabaja (today Surabaya). It was placed in the Netherlands Indies post office as indicated by the faint purple rectangular rubber stamp "Verzonden (Sent or dispatched) 15 Oct. 1941, AFD.N.D. Priok J.C.J.L." Perhaps the 9 day delay between Oct. 6 to Oct. 15 was uncertainty where van Osterum would be? The postal dater is "Tandjong Priok, Oct. 15, 1941". Here it was censored and resealed by the Dutch censor, the label reading "Geopend door Censuur" (Opened by Censor) in Dutch and the same in Malay "Diboeka Oleh Censuur" on the other side.

The last date is the single line purple "16 Oct. 1941". If this is the J.C.J.L. Tandjong Perak receiving date, one day for censoring and delivering from Batavia to Soerabaja seems short. However it testifies to the efficiency of the Dutch postal system in the Netherlands Indies where airmail between Batavia and Soerabaja was delivered overnight.

My friend continues, "When I was stationed in Manila in 1940-1941 the 'Netherlands East Indies Airways (K.N.I.L.M.) maintained every two weeks a charter flight between Batavia and Manila connecting with the Pan American Airways Clippers to San Francisco. My office were agents for the Dutch airlines. In those days I received hundreds of similar letters from Holland by airmail via the USA to Manila addressed to J.C.J.L. Manila. These were all reforwarded by handing them to the pilot of the next plane to Java to pass to the K.N.I.L.M. office in Batavia and from there to the ultimate addresses".

"As to the arrangements for mail from the Netherlands Indies to Holland during this time when mail was not officially allowed, the operation was

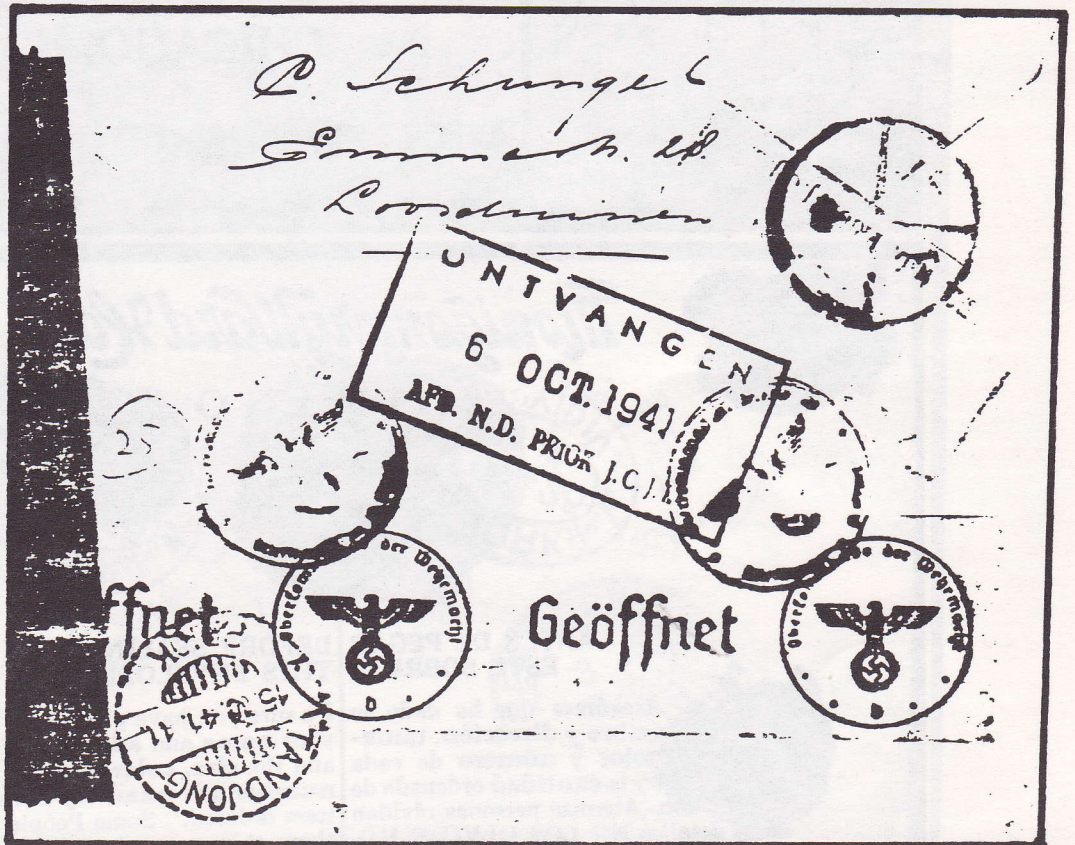
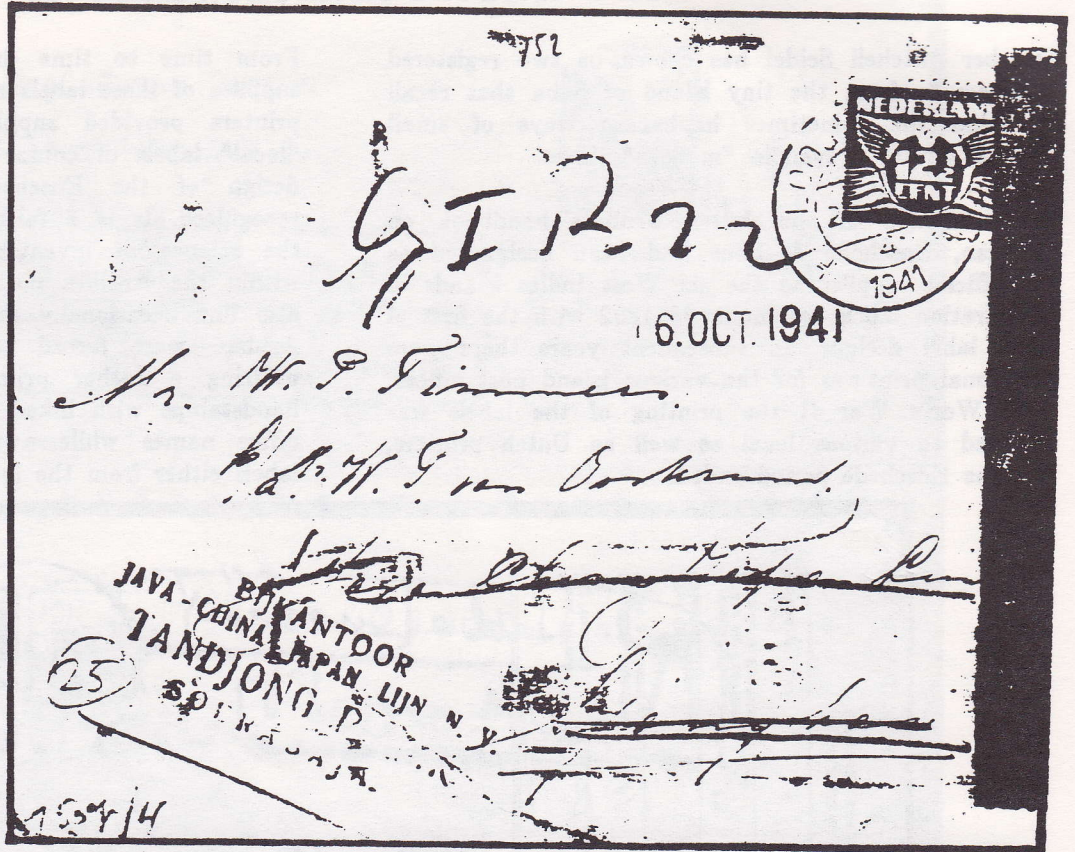


similar. People who had connections with the J.C.J.L. offices or ship's personnel used the route via Shanghai where their mail was deposited in the Chinese post office for onward transmission to Holland and without their real return addresses. A similar arrangement existed via Manila where the K.N.I.L.M. pilots carried letters to our J.C.J.L. Manila office from where we forwarded them through the Philippine post office via the USA. Mostly we even paid for the postage as a favor to those living in Java".

All this ended with the Japanese attack on Pearl Harbor on December 8, 1941 in the Far East.

And so another interesting story from a war time cover and of human ingenuity to circumvent "forbidden" communication. I keep looking for further covers of this type either via Shanghai or Manila. Can any reader supply information and/or covers?

**Editor's Note:**  
When submitting this interesting article to us, author Blackburn informed us that this article is also printed in the Bulletin of the Civil Censorship Study Group.





## TWO UNUSUAL REGISTRY MARKINGS

Member Mitchell Seidel has shown us two registered mail covers from the tiny island of Saba that recall to mind the sometimes haphazard ways of small colonial outposts, even in "modern" times.

As mentioned in the Julsen-Benders handbook on Curaçao, Enschedé & Sons had been designated as the official supplier to the six West Indies islands of Registration labels, beginning in 1892 with the first of three label designs. In subsequent years there were additional printings for the various island post offices; after World War II the printing of the labels was assigned to various local as well as Dutch printers, and the Enschedé period ended.

From time to time during this "Enschedé" period supplies of these labels ran short and as a result local printers provided supplementary replacements. The "local" labels of course were not of the quality nor design of the Enschedé product and are easily recognized. It is a fairly reasonable assumption that the science of inventory control was not in force within the Antilles postal administration because we also find occasionally that the post offices—even on Aruba—were forced to the additional extreme of utilizing a rather primitive combination of outline handstamps with inked in registry numbers and post office names while awaiting the supply of printed labels either from the local source or Enschedé.





Sender: Mr. C. J. van Zanten  
Bottom-Saba, D.W.I.

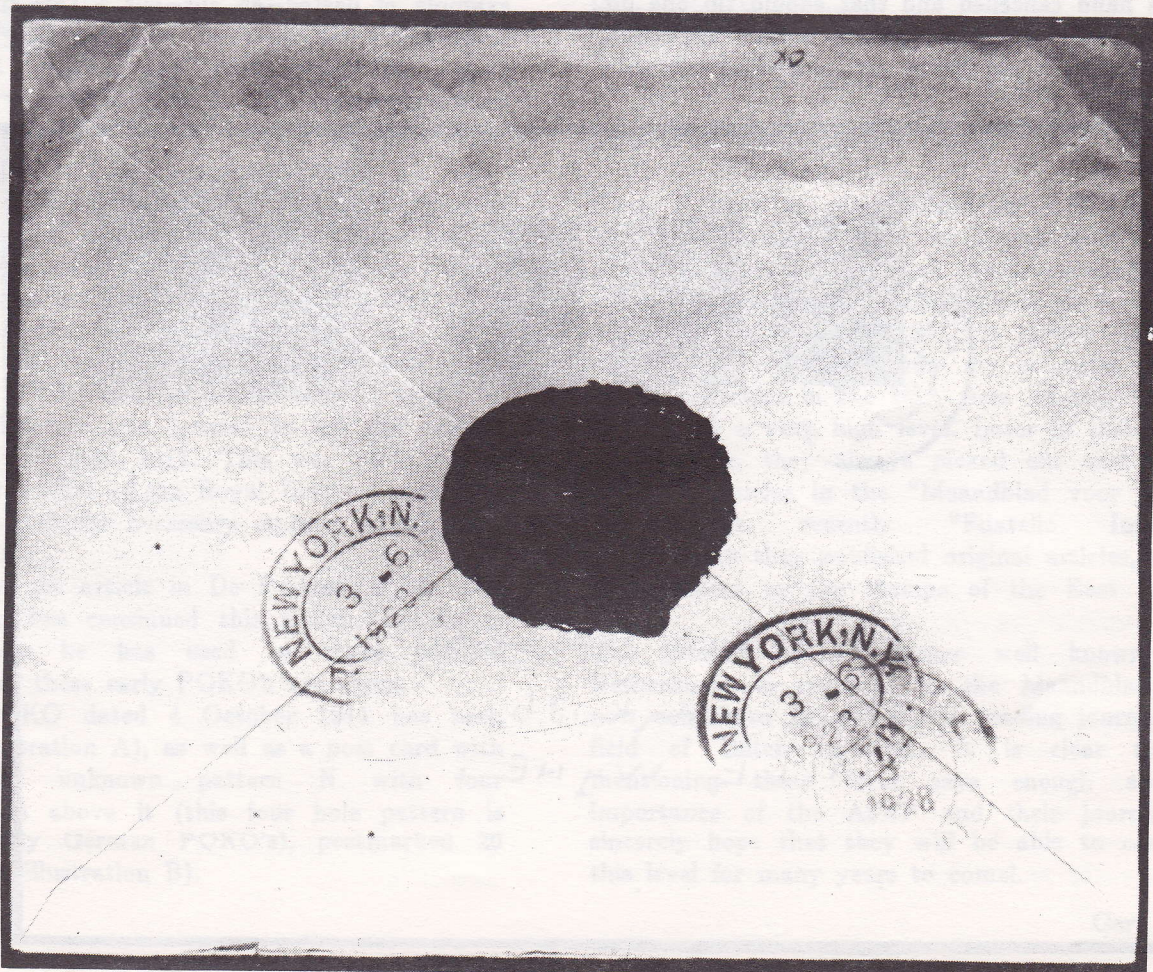


R Saba (Curacao)  
256

Montgomery Ward & Co.

Chicago Ill.

97786 U.S.A.





It is in the latter case that we show two interesting covers from the Seidel collection. Both are from the island of Saba and both are from a period spanning March through June 1928. The "The Bottom" cover bears New York and Chicago receiving marks dated respectively June 3 and June 8, 1928. Although differing in size, the formats are essentially the same, with one being used at the "main" post office at The Bottom and the other at the sub-post office located on the Windwardside of the island. There are two separate offices for this 5 square mile speck in the Caribbean, necessary because the terrain made travel difficult from one end to the other. (How well I recall traversing the one narrow road hand-hewn out of the mountain side from The Bottom to the Windwardside. That was many years ago and one hopes the road has been widened and improved with paving!)

In any case, the Seidel covers tell us that the new supplies of labels were long in coming, necessitating use of these temporary markings. If one may assume that the registry numbers represent the number of times these temporary markings had been in use up to that point in time, we must wonder where are the others? These are the first examples of a supplementary registry marking from this period that have been recorded. Of course, mail from either of the two Saba offices is not common. In fact, as indicated in the Handbook, the total revenues of the two offices in all of 1928 came to Hfl 5016, or less than Hfl 100 per week. This of course explains the relative scarcity of postmarks from Saba and at the same time the rarity of these two registry markings.

We ask that members check their collections to find companions to these two interesting Saba markings.

**Philatelic Curiosa.** or: a new way of letter franking?

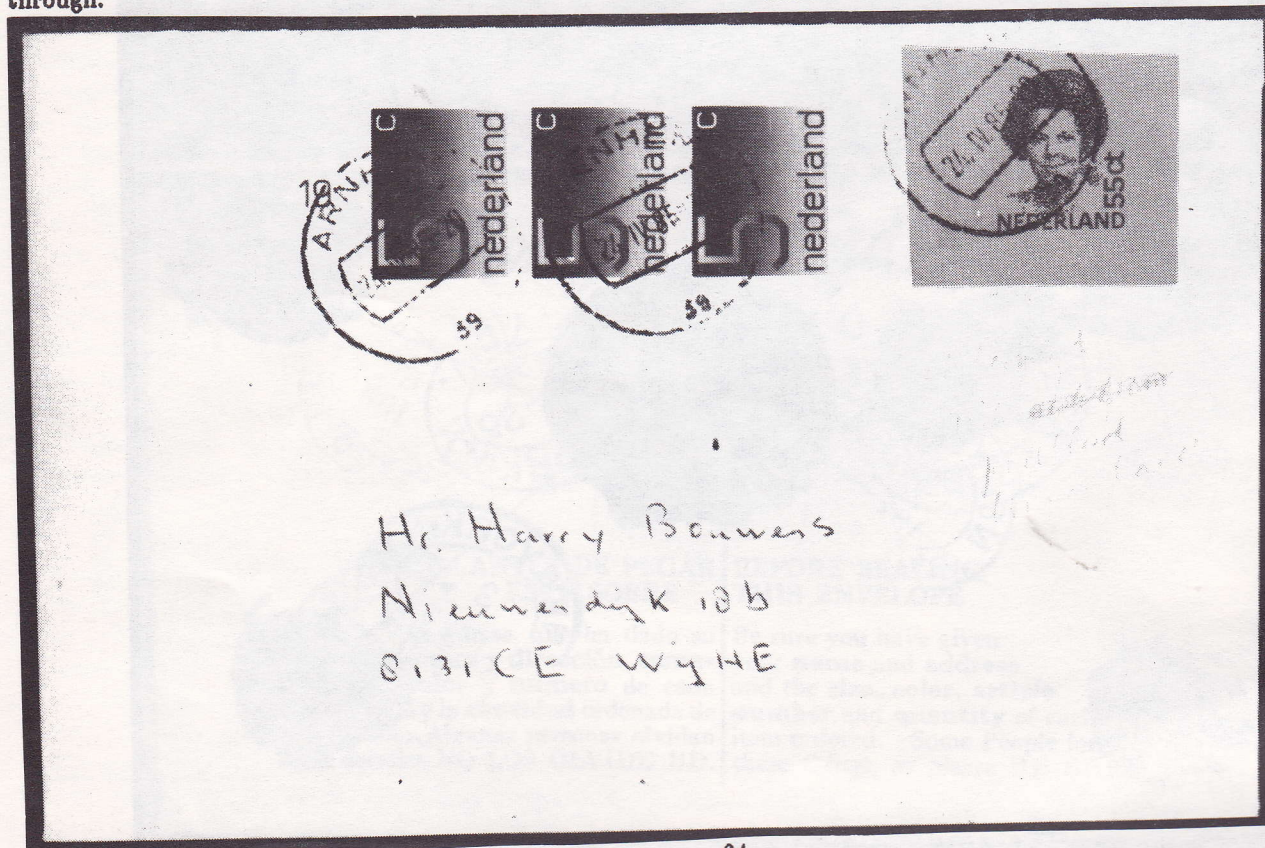
The accompanying figure tells it all: a cut-out from a 55ct (inland) letter sheet was pasted on an envelope, three 5ct stamps were added to make up the required 70ct of the single letter rate, et voila, another curiosum. Or, is it really? After all, the letter was hand cancelled and that should tip one off, because evidently this piece passed human inspection, and therefore it is not likely an error—that—slipped—through.

The solution is simple, because since a few years this kind of franking is perfectly legal and permissible. The cancel date of 24-IV-85 is also in concordance with this. Philately is really life-size; one keeps learning new things every day.

F.R.

P.S. Since we wrote the above, we obtained a second example of pasted-on cut-out. This time the hand cancellation was 28-I-77, so apparently this usage of postal stationery dates way back. Anyone who knows the exact date of introduction?

F.R.





## Coil Corner

An interesting article has recently appeared in "De Postzak", the quarterly journal of Po en Po, which is the specialist group that concerns itself with out-of-the-mainstream phases of philately. The article discusses the earliest use of the POKO machine in the Netherlands.

The revised version of the late Burton Bauder's fine work, "POKO Issues of the Netherlands" (now out of print, unfortunately), states:

"The first stamp found to be affixed mechanically is the 2 1/2 cent 1899 on a postcard dated Sept. 9, 1914 sent by the Amsterdam trade firm Lindetevis Stokvis, although without perfin. The earliest date of a POKO stamp with perfin found so far is GH/B of November 11, 1915, followed by CSE on September 8, 1916. The first has normal vertical initials, the second has the initials turned on their side. It appears from a study of German POKO's that vertical initials are the earlier ones. There is ample room for further research."



Fig. A

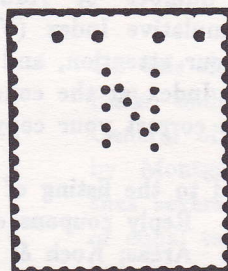


Fig. B

Jan Dekker, who supplied much of the background data for this book, continued his study of the subject and in 1977 announced that he had found the POKO OV/F franking a card mailed in November 1911.

Another researcher in this field, Mr. H.J. Pot, disclosed in 1978 that his study had uncovered a list of authorized POKO users, which showed that the firm Jos de Poorter was licensed to use the pattern JdP effective 15 July 1911. This was just over a month after the date of the Royal Decree announcing the availability of the necessary stamps in coil form on 6 June 1911.

The author of the article in De Postzak, a Mr. Jan L. Verhoeven, has continued this search. Details of the parameters he has used to make positive identification of these early POKO's are given.

An OV/F POKO dated 4 October 1911 has been found (see illustration A), as well as a post card with the previously unknown pattern N with four horizontal holes above it (this four hole pattern is known on early German POKO's), postmarked 20 May 1911 (see illustration B).

Mr. Verhoeven points out that while coils for use in the POKO machines were not available for another three weeks after this card was cancelled, stamps in coil form were employed in stamp vending machines in several locations at that time, and it is reasonable to assume that a full coil could have been obtained from one of these post offices for this purpose.

The date of 20 May 1911 coincides with the dates of an exhibition of modern office equipment being held in Amsterdam, and it is logical that the POKO system could have been demonstrated there at that time. The post card franked with the "N + 4 holes" was, in fact, advertising this exhibition.

So the search goes on. Mr Bauder's final comment in the above-quoted paragraph is just as valid today as it was over ten years ago.

If any of our readers have examples of Dutch POKO's used around 1911, please contact the author:

Mr. Jan L. Verhoeven  
Spieringweg 1077  
2136 LN Zwaanshoek

As announced in the current Newsletter, the postal rate change effective 1 July 1986 will trigger a number of new issues. However, as of the closing date of this issue of the Journal, no specific data has been released by the PTT concerning the new coil issues. You will be kept informed, when this information is known.

LHR

## Letter to the Editor:

First, I want to congratulate the ASNP with their 10th anniversary. As far as I remember, I am an ASNP member for about 9 years, especially because the ASNP published a translation of an article on the 11x11 perforation of the 35 cent jubilee 1923 stamps of the Netherlands. It drew my attention then that stamp collectors in the USA were interested in Dutch stamps, at a very high level. Later in their 10 years of existence, they always picked out and translated the best articles in the "Maandblad voor Philatelie" and more recently "Filatelie Informatief". Furthermore they published original articles, especially with respect to the stamps of the East and West Indies.

The journal became rather well known in the Netherlands, is reviewed in the Maandblad, and is now considered as one of the leading journals in the field of Dutch philately. It is clear that only mentioning these facts says enough about the importance of the ASNP and their journal and I sincerely hope that they will be able to continue at this level for many years to come!

Gert Holstege



## TREND

or: The "NVPH SPECIALE"; to fight it or not, that is the question.

by Frans H.A. Rummens.

We noticed (Journal Vol 10 #1, Sept. 1985 page 23) that not everybody believes in attacking the NVPH catalogues. We respect that view, but there are some counter arguments as well. For example, I don't quite believe that Paul van Reyden cannot fight a Goliath. He is doing just that and quite effectively so. This I know from a very positive review that Paul's article (Journal June 1985) received in the "Maandblad" of last October. Also, Mr. R. Bakhuizen van den Brink, editor of the "Nederland" column in the "Maandblad", reads the ASNIP Journal too. And that is important, because he too has embarked on a public crusade, reporting literally hundreds of errors in the "Speciale". Really, no one should consider the NVPH Speciale as a Bible. If you need no specialized information, then you should buy the NVPH Junior catalogue. But if you insist on a "Speciale", then that specialized information ought to be accurate. As it stands, the specializing collector is really being cheated. There is now rising concern in the Netherlands about this, and behind the scenes, serious discussions are taking place. The real problem is twofold: the younger generation of stamp dealers knows and cares very little about philately, but they sit solidly on a very profitable horse, whence it will be difficult to dislodge them.

There are several potential scenarios for victory. One would be that the long-promised "Leidraad" would indeed be published and that it would then fill the needs of the specializing collector. Perhaps a separate, condensed version of the "Leidraad" would even be better. (It is difficult to carry a 14-volume set with you all the time.) With such a pocket size handbook, however, one comes close to the format of the "Speciale", so presumably the NVPH would fight such an idea. They can do that quite effectively, because they have several of their members on the board of the 'Filatelie Foundation' and that is the place where the subsidies come from. Then, what about a direct, open market competition with the "NVPH Speciale", meaning about the same format and content, but without errors? Not without problems, because the NVPH owns both the numbering system and the prices, and it controls the better part of the distribution network. On the other hand, the NVPH numbering system is a shambles anyway, with dozens of errors and inconsistencies, so here is a chance for improvement. Also, it would be a delight to have a catalogue with

meaningful prices, such as the "Netto" catalogue, which was very successfully launched in Belgium recently. Such a specialist's catalogue would not get any "Filatelie" subsidy, so, presumably, it would be somewhat more expensive. It would have to win purely on quality, but that is really not difficult. Finally, the "Bond" (Federation of stamp clubs) has a very powerful distribution system too, strong enough anyway to bring the NVPH to its senses. In a nutshell, it is my considered opinion, that all of us should keep up the fight. Keep pushing until the resistance is broken. Did not David win in the end over Goliath?

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## Cumulative Index A&C

A number of Additions and Corrections to the Cumulative Index (Vol. 9 No. 2) have been brought to our attention, and are listed below. We will update the Index at the conclusion of Vol. 10. It is suggested you correct your copy of the Index.

Add to the listing of Book Reviews:

Reply coupons of Netherlands and Overseas  
Areas; Koch & Wiggers de Vries Vol. 8:60  
Rummens, Frans H.A. Oct' 83

Netherlands War Mail of WWII Part 2  
Interior Problems; van Doorn Vol. 8:8  
Rummens, Frans H.A. May '83

Slogan Hand Cancels & Special Events  
Postmarks; v.d. Wart Vol. 8:22  
Rummens, Frans H.A. Aug '83

Correct the data on the review of:  
Catalogus Ned. Plaatfouten, 1980 Vol. 6:36A

Change the author of the following reviews to Frans  
H.A. Rummens:

Poststempels, Nederland 1676-1915  
Vellinga (Reprint)

Postvluchten Catalogus voor Ned. &  
Overzeese Rijksdelen

Surinam Postal History; Riddell

Finally, the location of the review of the Vellinga  
reprint is: Vol. 7:40



## PHILATELIC CALENDAR

*In a previous issue of Netherlands Philately (Vol. 8 No. 4), we published an article by member Julius Mansbach, describing his Dutch Philatelic Calendar. Mr. Mansbach has sent us additional items for consideration, and we will run them as space permits.*

January 29, 1584



Frederik Hendrick, Prince of Orange-Nassau, son of Willem I, was born on this date at Delft. After the death of his father, he was brought up by his mother, and studied at the University of Leiden. He paved the way for a peace with Spain after defeating them and occupying a number of cities. His conquest of the cities along the river Maas was primarily responsible for Limburg becoming one of the provinces of the Netherlands.

May, 7, 1863



On this date, the first International Postal Conference was held in Paris under the chairmanship of a Mr. Vandal, then Director General of the French Postal Service. The conference was proposed by Montgomery Blair, Postmaster General of the U.S., suggesting that several issues be placed on the agenda, such as an introduction of equal tables of weight; a simplified calculation of postage; and the transit quotas of the various countries. There were 15 countries represented. The conference contributed greatly to the formal establishment of the Universal Postal Conference on October 8, 1874 at Berne, which later became the Universal Postal Union (UPU).

June 29, 1814



On this date, the English Reformed Church at the "Begijnhof" in Amsterdam witnessed a memorable event, the founding of the Netherlands Bible Society by a group of prominent Dutchmen. The object of the Netherlands Bible Society could be described as translating, publishing, and distributing the Bible in its entirety or in sections, for use both inside and outside the Netherlands, and without any commercial purpose. From the outset, this initiative received excellent support by a number of outstanding Dutch citizens. The fact that since its foundation, it has been involved in no less than eighty translations of the Bible clearly demonstrates the great devotion with which the Society tries to realize its objectives. The design features a Bible bearing the monogram of Christ and the picture of a dove.



**Catalogus Postzegel op Brief.**

(Catalogue of stamps on piece.) by H. Buitenkamp and E. Mueller, 4th edition, 1985-86. Published by the NVPH. ASNP price &9.00, code #1985-11.

In our review of the third edition of the above catalogue, we were rather positive (vol 8, #5, page 102). Now we can report that the improvement trend is continuing. For the first time, the catalogue contains pricing for all all syncopated perforation stamps, stamps from booklets (till 1982), the postal money order stamps, the interning stamp, the floating safe stamps and the airmail stamps. Absent still are the postage due stamps and the service stamps; the authors say that they don't have enough data for these two categories, and they are asking the readers for more information. Of course, some day we also would like to see the 'Overseas Areas' included, but that may be a hopeless dream.

Interesting too are the price developments. All classical material (19th century) is very stable in price; it has neither shared in the downward trend of stamps of the last few years, nor have the prices increased. Such increases are in evidence from 1924 onwards, and especially so for 'modern' material (i.e. after 1950). Remarkable is the price increase for all Child Welfare stamps on piece, almost across the board, from 1924 till 1984 (except for complete sets). The authors also note increased interest for correct single frankings in particular, no doubt because of postal rates buffs. Your reviewer has little experience with the actual market values of stamps on piece, except for one category: 'stamps and combinations from vending machine booklets on piece'. Our opinion is that, at least for this category, the catalogue prices are very conservative. They are often closer to auction prices and collector's prices than to retail prices. For many a piece one may discover that dealers will sell at higher than catalogue prices. This relates to another matter; that of availability. Collecting stamps on piece is like hunting; the pieces may be quite affordable, but that does not mean that you will find a ready supply.

We can warmly recommend this catalogue for anyone who wants to enter this very interesting field of philately. The catalogue may also be very helpful to all other readers of this review. It may change your life-style: rather than automatically tearing off all the stamps from all incoming letters, it may persuade you to leave those pieces intact. Just stash them in a box; it may seem without purpose to you, but people after you will sing your praise.

Inter alia, this catalogue is advertized in the 1986 NVPH "speciale catalogus" (see page 167). If you check, you will notice that it was announced as

"Catalogus van alle Nederlandse Postzegels op brief vanaf 1852," a quite different title than the one that appears on the actual catalogue. The loss of "alle" and "Nederlandse" is no great loss, but it is a pity that the warning about 'only stamps issued from 1852 onwards' was omitted. Now we will never know about the pre-stamp stamps! F.R.

**Poststempels in Nederlands Oost Indie 1789-1864.**

(postmarks of the Netherlands East Indies), W.S. Wolff-de Beer. Published by J.L. Van Dieten, illustrated, 200 pp, 1971. ASNP price \$50.00, code #1971-1.

No, this is not a reprint like the Vellinga and Korteweg books we recently reviewed. Out of the blue, the Wolff-de Beer book, which has not been available for many years, made a reappearance. Perhaps a forgotten hoard was discovered in Mr. Wolff-de Beer's estate (who died last year at the very advanced age of 93). Whatever the reason for its re-found availability, hurry, because the stock is bound to be small. The main reason for buying is, however, that it is one of those classic books that provide lasting pleasure to its owner, even though the latter may not collect eo-philatelic covers of N.E.I.

This book is not a postal history: the title indicates a clear limitation (postmarks is to be taken here in the sense of any mark produced by a hand, holding a mechanical device, loaded with ink). Yet, in discussing the various hand stamps, it is inevitable that a good deal of postal history, and in fact general history, is explained. Those explanatory remarks, lavishly illustrated with covers from the author's collection, take up the first 125 pages of this book. The remainder gives a fully illustrated list of all known mechanical postmarks of that era. This list starts with the well-known V.O.C. postmarks, which were used from 1789 till 1811, followed by the postmarks of the French and English occupations, followed by the Kingdom of the Netherlands marks from 1817 onward. The list ends somewhat abruptly in 1864. True, that is the year the first postage stamps of N.E.I. appeared, but that did not immediately mean the end of all hand stamps. In any case, 1864 is also the year that Bulterman choose as the starting point for his book, so there is complete continuity.

What we now could use, is a reprint of that other classic, by Beer van Dingstee, his 1935 book "De ontwikkeling van het Postwezen in Nederlands



Oost-Indie". (the development of the postal system in N.E.I.). That book is a true and comprehensive postal history, but it has become a rarity (however, the ASNP library has a copy, and of Wolff-de Beer's book as well!)

Finally, much as we recommend Wolff-de Beer's book, we feel compelled to remark that the \$50.00 price tag is very steep indeed, no matter how luxuriously it was produced.

F.R.

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**FILATELIE INFORMATIEF.** Part 11, October 1985. Published by Samsom Uitgeverij b.v. ASNP price \$7.50 (by subscription only)

This time four essays, the first of which covers the "Veldpost" mail services in the period 1924-1940, essentially continuing the 1914-1918 period, since between 1918 and 1924 no manoeuvres were held, so therefore also no "Veldpost." Also, we have the same author -- J. Voskuil --, so that continuity is guaranteed. Voskuil is a good "raconteur", so that even the driest material comes through in a refreshing way. For the "Veldpost" collectors, the Samsom edition has already become a standard reference work.

ASNP member Gert Holstege contributed two stories. The first one carries the curious title "Z.O.P", which turns out to be shorthand for "zie onder postzegel" (look under the stamp), a particular form of fraude which found its origin in the fact that for a long time (actually till 1975) the postal rate for a picture post card was lower than for a normal post card. The difference was quite significant. For example, from 1871 to 1916, these two rates were 1 and 2 1/2 cent respectively. The condition was, however, that apart from the name and address of the sender, no other message was allowed, for the lower rate to apply. So, the thrifty Dutch got this clever idea of writing the message under the stamp. Initially, the receiver was alerted to this fact by the letters "Z.O.P", later these telltale 'initials' were omitted, but the fraudulent habit persisted for a long time. Holstege is a master-detective, wo ferrets all these beautiful stories out of the PTT archives, to which he seems to have unlimited and exclusive access. (Remember his story about the 5ct orange Wilhelmina long hair?) His story is lavishly illustrated and it alone is worth the price of subscription.

G.H.J. van Tongeren then presents a contribution about 'Forgeries meant to cheat collectors,' an apt title since the first 'forgery' contribution described how initially these "facsimiles" were wanted by collectors. As an introduction this contribution is fine. It does cover a lot of ground,

but little depth is reached anywhere, as is to be expected of a 17-page starter. Good reading, but we look forward to more and better. The color page (there is always one with each Part) deals with forgeries. One side shows some, not always known, forgeries from Netherlands and Areas, while the reverse side pictures a first page from a Switzerland collection with beautiful copies from the 1843-1852 period, all forged!

Gert Holstege then concludes Part 11 with another detective story, this time about Netherlands NVPH #51va, the 1ct Vuertheim, unperforated. We won't tell you the story, in the expectation that some day we may see it, in translation, in our 'Netherlands Philatelie' Journal. Volunteers, anyone? F.R.

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**Nederlandse Postzegels 1982.** (the Dutch 1982 stamps). About 100 pages, illustrated in color, a PTT production. Published by the State Printers (the Hague), 1985. ASNP price \$9.00, code #1985-13.

This is the most recent in a series that was begun about a decade ago. Lavishly produced and full of the most interesting stories about the new stamps. This series has stayed in rather total obscurity, possibly through the adoption of the State Printers as publishers -- the books are not available from the regular book- and publications trade.

This particular book starts with an essay on 'the language of the stamp', referring to a fashion of half a century ago, to assign particular (amorous) meanings to the way the stamp was affixed to the piece. Also included in this essay are reproductions of some of the stamp collages produced by artists like the Frenchman E. Nonvilly.

But then, the philatelic fun really starts: the body of the book, taken up with the background stories, the essays, designs and the production details of all the 1982 stamps. That includes the definitive Beatrix stamps, but their treatment is very brief and limited to a few technical details. For a more complete discussion see "Nederlandse Postzegels 1981" and also "Nederlandse Koning- en Koninginnezegels" by Paul Hefting, another PTT- State Printers publication (see Review Vol 7, page 81, December '82). However, for all the other 1982 issues, we see all the stages of the design taking shape under the hands of the artist, followed by the interplay with the various officials. For example, on a printing essay of the CEPT stamps, we counted no fewer than seven signatures. A most interesting fact surfaces with the discussion of the '100 years Royal Netherlands Skating Federation' stamp. To increase the feeling of the 'ice' element, the designer (Auke de Vries) had stipulated printing on transparent paper. As proof, a whole page is included with a part-pane



of the stamp on such paper; indeed, it looks and feels very good. Unfortunately, practical problems with separating, gumming and cancelling turned out to be unsurmountable and the idea had to be scrapped. Pity indeed, this would have been the first transparent stamp ever.

For those of you, who are interested in the historical background of stamps, their design, the designer and his ideas, and the production characteristics, this book will surely be a delight.

The only reservations we have, apart from it being in Dutch, is that this book about 1982 stamps was published in 1985. Such a delay takes away much of the news value of this kind of books.

F.R.

**Nederlandse Postzegels 1981.** (The Dutch 1981 stamps.) 100 pages, illustrated in color. A PTT production, published by the State Printers (the Hague), 1985. ASNP price \$9.00, code #1985-12.

Simultaneously with the 1982 book, the 1981 book came out in the Fall of 1985. The delay in this case is therefore worse, almost four years. That is regrettable, but it did not much diminish our pleasure in reading this volume. Indeed, the first part, which is again a literary essay, is to be read. It is entitled 'From the Diary of a Postage Stamp,' the story of an 1881 stamp of the imaginary kingdom of Salmagundy, somewhere in equatorial Africa. It is written with excellent knowledge of philately, but it is an example of a particular brand of Dutch humor ("kolder") for which we know no English equivalent. 'Satire' comes perhaps closest, but it misses the elements of 'jest' with which this essay is so richly endowed.

But then, the stamps! The Beatrix inauguration, the Summer stamps with the 'dikes' theme, the PTT jubilee (with very extensive essay material), the "Huis ten Bosch" semi-definitive, the CEPT stamps with the 'music' topic, the "Raad van State" stamp, "Export" set (again very comprehensive), the 'Child Welfare' set, and finally the Beatrix definitive stamps, which were actually issued in 1982, but which are more fully discussed here, presumably because the designs, the selection and the adaptation to a production took place in 1981. The book concludes with a complete listing (with pictures, of course) of all the special cancels, including slogan cancels, that the PTT used during 1981.

Again, a delightful book, crammed full with background information about our beloved stamps.

F.R.

Note:

Some of the earlier year-books are also still

available. They will not be stocked by the ASNP, but can be ordered on a "On Demand" basis. Because of this, one should reckon on a delivery time of 4-6 months.

Nederlandse Postzegels 1978. ASNP price \$6.00.  
Nederlandse Postzegels 1979. ASNP price \$6.50.  
Nederlandse Postzegels 1980. ASNP price \$8.00.

**Van 1/2 cent tot fl.1.75; een Overzicht van de Nederlandse Portzegels.** (From 1/2 cent to Hfl 1.75; a Review of the Dutch Postage Due Stamps). By L. Goldhoorn, 91 pages, illustrated, in Dutch. Published by PO & PO as Postal History Studies part 6. ASNP price \$10.00. Order On Demand only: code #1979-8.

For readers who enjoyed Charles Sacconaghi's article on "postage dues on cover" (Neth. Phil. vol 8, No 6, p 122-124), we have something special. L. Goldhoorn's book is not so much about the stamps themselves, but rather on the usage of Dutch postage dues. It is really a postal history study, highlighting the historic background for the introduction and usages of these postage due stamps. If you think that these dues were only used on underfranked letters, then you will be surprised to learn of many more official usages. Ever heard of 'special delivery on request', 'registered by the postal service', 'franking on official mail', or 'forwarding dues'? These are just a few of the possibilities. The calculation of the exact amount due is an other area that is exhaustively explained by the author. It requires knowledge and insight (plus a good memory) of all the Service Regulations. Yet, for a postal history fan, 'exact rates' are the name of the game. The book is richly illustrated with photographs of entires, and contains also many Tables. Four appendices will greatly facilitate working with this manual:

- (i) List of all official notifications.
- (ii) Period of use and purpose of all the postage due stamps.
- (iii) Schedule of all the inland postage due rates.
- (iv) Schedule of all the postage due rates for incoming foreign mail.

Mr. Goldhoorn received a highly coveted Award for this book and he really deserved it. It is a very comprehensive book on a topic that thusfar had received only very scant attention. If only for studies of this caliber, it is worthwhile to learn some elementary Dutch, so as to gain access to such rich sources.

F.R.



**Catalogus van de postzegels uitgegeven door het rebellerende regime van de Republiek Indonesie 17 Aug 1945 - 27 Dec 1949.**

(Catalogue of stamps issued by the revolutionary government of the Indonesia Republic.)

This catalogue covers the chaotic period after the Japanese capitulation until the formation of the officially recognized Republic Indonesia Serikat. During this period large areas were under effective control of the republican revolutionaries, with a postal system that kept performing, be it creakingly. The catalogue is heavy and counts 218 pages. This alone gives one an idea of the incredible variety of overprints and provisionals that were produced in those four years. The present edition is the third, and the first really revised one since the first edition of 1963. In those 20 intervening years no fewer than 800 new entries have been discovered, and even now the author warns that if one finds an unlisted item, it is by no means certain that one has a rarity. The prices too have changed, mostly by a factor 2 or 3, but occasionally much more, up to 10 times as much. A catalogue like this, one does not really review; one notes that it exists. A special note of praise may be sounded, however, if one observes that this beautifully produced book is a club effort of some dedicated DAI NIPPON members. The catalogue can be obtained for Hfl 30.- postpaid, from the treasurer of DAI NIPPON, Mr. H. Ramkema, Gruppenderweg 28, 8071 WN Nunspeet, the Netherlands, giro account #1566583.

F.R.

**Enkele Postale Problemen in Nederland en Nederlands Oost Indie na de Bevrijding.**

(some postal problems in the Netherlands and Neth. East Indies after the liberation), by W.J. van Doorn, illustrated, 128 pp. Published by PO & PO as Postal History Study, part 3. ASNP price \$8.00, Order on Demand only, code #1975-1.

Earlier we reviewed from the same author the book 'Dutch War Mail of W.W. II, part 2, Interior Problems.' (Review: Neth. Phil. Vol 8:8, May 1983, ASNP library #142 A). That study dealt with the Dutch mail during the war. The presently reviewed book covers broadly the period September 1944-1950. Perhaps the best way to indicate what this study is about, is to list the chapter titles:

1. Dutch censoring of mail 1944-1946.
2. The military censorship in Netherlands Indies 1945-1949.
3. Dutch currency checks on letters 1945-1954. ('currency' did include also jewelry and stamps!)
4. Currency regulations in Netherlands Indies 1947-1949.

5. Stamps trading with other countries, shortly after the liberation. (permits were required till 1953!)
6. Non-official mail sent per official mail 1944-1945.
7. The Netherlands Territorial Forces (all resistance people obtained official military status in the above force, as per Sept. 4th, 1944).
8. Courier mail 1944-1945.
9. IJssel river mail by the Deventer Fire Brigade, April 1945.
10. Boy Scout mail service 1944-1945.

An exciting book for anyone, even though most collectors may never own any cover as described and pictured in this excellent piece of postal history research.

F.R.

**De Postbladenkwesitie.** (the letter sheet story) by C. Stapel. Published by PO & PO as Postal History Study part 7, 119 pp, 1980. ASNP price \$11, Order On Demand only, code #1980-4.

With an army of well over 100 000 men deployed in the Netherlands Indies, after the defeat of the Japanese and the departure of the British occupation troops, the unlimited postage-free airmail privileges of the Dutch soldiers quickly became a severe logistics problem for the authorities. Therefore, in late 1947, a new regulation was introduced, that all military would henceforth get 20 (airmail) letter sheets a month free of postage (for any additional mail they would have to use the regular postal services, at regular postal rates). In total, some 14 different letter sheets were printed, all without stamp imprint, but with texts "Militair Portvrij" and "in actieve dienst" (in active service). C. Stapel has written a masterful story, not only about these letter sheets themselves, but also about how they came to pass, and how they became a political football in the Dutch parliament, when the military overseas complained bitterly about this restriction in one of the very few privileges they had. For his research, the author used all the museums, archives and libraries that might shed some light on this matter. The result is an eminently readable piece of postal history, on a matter that hitherto had remained totally obscure. Although millions of these sheets were produced, most types have become scarce or very scarce; it might be a worthwhile idea to search these old trunks in your basement or attic!

F.R.



**Poststempels Nederlands-Indie 1864-1950: Herzien Kantorenschema.** (postmarks of Netherlands Indies 1864-1950; revised tabulation by post office) P.R. Bulterman. Published by 'Netherlands Federation of Philatelic Societies', 98 pp., 1985. ASNP price \$12.00, code #1985-15.

This is a supplement to Bulterman's well-known book of 1981 (see Review: Journal Vol 7:40, Dec. 1981). It replaces the "Kantorenschema" of pages 482-579, and in fact this supplement has its pages numbered the same way, so that comparison becomes fast and easy. This tabulation of postmarks, used by given post offices, is the quintessence of the book, so that members really interested in this field will have little choice but to buy the supplement. We don't know exactly the number of changes, but we counted 10 of them on the first pages 484-485. We have a question though: "Why not a list of changes, which presumably could have been sold for \$2.50 or so, rather than a reprinting of the entire 100-page tabulation?" Is that perhaps also connected to the strange fact that the 'Federation' and not DAVO published the supplement?

F.R.

**Naamlijst van Postale Etiketten 1882-1984.** (check list of postal stickers), D. de Vries. Published by PO & PO as Postal History Study part 10, 413 pp., 1985. ASNP price \$20.00, Order on Demand only, code #1985-14.

The subject matter of this book concerns the stickers that the PTT has used for purposes like: (i) directives of the sender, (ii) directives by the PTT but for information to clients, (iii) service directives for customs, taxes etc., (iv) directives concerning contents of parcels, and (v) stickers for internal PTT use.

We see thus described and illustrated such stickers as "EXPRESS", "LUCHTPOST", "VALEUR DECLAREE", "ONBESTELBAAR", "FRAGILE", "BELASTING", "SAL", "SEND VIA ROTTERDAM" and many more, in fact, hundreds more. Yet another peripheral area of philately, exhaustively studied and reported upon. We can imagine an interesting collection built up of covers with the various stickers, but our guess is that very few, if any, of our members will start such a collection.

Still, it is a valuable reference book on an area of postal history, so perhaps our ASNP library should have a copy. Any donors?

F.R.