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From the Editor,

As I'm writing this note it looks like there is some sort of a compromise in solving the conflicts going on in the ASN P. The earlier we get beyond this stage the better. With the elections for ASN P Officers coming up this summer I urge everybody to vote and then go on. Let's get back to the purpose of our Society: "The purpose shall be to encourage and advance the collection and exhibition of philately of the Netherlands and former colonies; to disseminate and exchange information among its members!"

Since we are such a unique organization where most members only meet a few other members, we have to strive hard to make it worthwhile to be a member. I'm sure the main reason most of us are members is for the Library, the Auction and the Publications (Newsletter and Journal).

Recently I read a short note about the British North America Society and what they are doing to make it more interesting for their members. They have set up various study groups, and I would think that this should work for the ASN P as well.

Why not put a little note in the Newsletter letting your fellow members know where your specific interests lie. It may be the first issue, it may be Netherlands perfins, anything goes. Wouldn't it be more interesting if you could correspond with somebody else in the ASN P who shares your specific interests; you could learn from one another, exchange material maybe, and who knows, maybe even put an article together!

It would make the ASN P more like a 'real' stamp club. Let's give it a try, and don't rely on somebody else to get this started, do it now!

This month we continue with the numeral cancels of the Netherlands, some D.E.I. articles and some smaller articles to close out the issue.

Hans Kremer (e-mail: mercator@sprynet.com)

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The numeral cancels of the Netherlands; their frequency of usage on the early issues and auction prices realized (part 2)

by P. van Alteren

The first part of this article (see ASNP Journal vol. 21/3) covered the introduction as well as a listing of all 259 numeral cancels with their specifics. In part 2 we will cover the numerals as they have been found on the first issue.

Numeral cancels on the first (1852) issue.

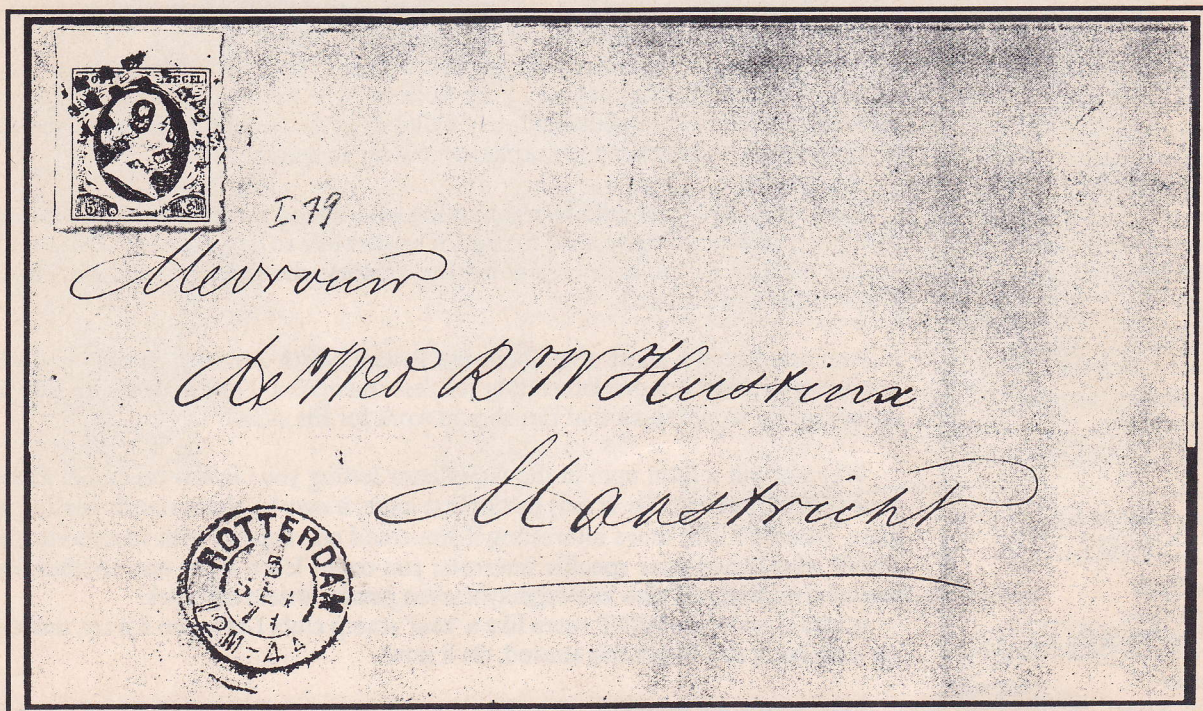
On April 1, 1869 the FRANCO cancel was replaced by the numeral cancel.

The 1852 issue however, wasn't demonetized until November 1, 1879, so unused copies could still have been canceled with a numeral cancel for another 10 1/2 years after April 1, 1869. The public in those days used up their stamps

before buying new ones. In general however, numeral cancels on the first issue are very rare.

In his book "Afstempelingen Emissie 1852 van Nederland", Drs. A.M.A. van der Willigen, on pages 39/40, lists the post offices for which numeral cancels have been found. This list dates from November 1955 and was assembled by collecting information from more than 30 major collections, the main auctions during 1946 thru 1954, and the important philatelic exhibitions in Utrecht (ITEP) and Amsterdam in 1952.

The number in parenthesis after a town refers to the numerals mentioned by van der Willigen.



What fl 34,000 would have bought you in 1995. Numeral# 91 (Rotterdam) on 5 cent blue (NVPH 1c). Notice the large margins and high quality cancel.

Comparison between v.d. Willigen's Nov. 1955 list (in ()) and the author's Jan 1997 list:

Nr	Town name	v.d Willigen			Researched by P. van Alteren			Totals	
		()	()	()	5 cnt	10 cnt	15 cnt		
1	Alkmaar(1)	1	3	-	-	-	3		
3	Alphen(1)	1	-	-	-	-	-	+1W	
4	Amersfoort *	-	1	-	-	-	1		
5	Amsterdam (3)	3	14	5	1	-	20		
6	Apeldoorn(1)	1	1	3	-	-	4		
8	Arnhem (3)	3	2	-	-	-	2	+1W	
9	Assen *	-	-	1	-	-	1		
11	Beverwijk *	1	-	-	-	-	1		

12	Bolsward (2)	2	-	1	-	1	+1W
13	Zaltbommel *	-	-	1	-	1	
16	Breda (2)	2	1	-	-	1	+1W
18	Brielle (3)	3	4	-	-	4	
20	Culemborg(1)	1	-	-	-	-	+1W
21	Delftshaven *	-	1	-	-	1	
22	Delft *	-	1	-	-	1	
24	Deventer(1)	1	1	2	-	3	
26	Doesburg (1)	1	-	-	-	-	+1W
27	Doetinchem (1)	1	1	-	-	1	
29	Dordrecht (1)	1	1	2	-	3	
30	Drachten *	-	1	-	1	2	
31	Driebergen *	-	2	-	-	2	
34	Elburg (1)	1	1	-	-	1	
35	Enkhuizen (1)	1	-	-	1	1	
?38	Geertruidenberg	-	1	-	-	1	
39	Goes (1)	1	-	1	-	1	
43	Grave (1)	1	1	1	-	2	
44	's-Gravenhage(5)	5	5	3	2	10	
45	Groningen (2)	2	3	2	-	5	
46	Haarlem (1)	1	-	1	-	1	
47	Haarlemmermeer(1)	1	1	-	-	1	
48	Harderwijk(1)	1	-	-	-	-	+1W
52	Heerlen *	-	1	-	-	1	
54	Hellevoetsluis *	-	2	-	-	2	
55	Helmond(1)	1	1	-	-	1	
57	's-Hertogenbosch *	-	-	1 2	-	1 2	
59	Hilversum (1)	1	-	-	-	-	+1W
62	Hoorn (1)	1	-	-	-	-	+1W
64	Kampen (1)	1	2	-	-	2	
67	Leeuwarden*	-	-	1	-	1	
72	Maassluis(1)	1	-	1	-	1	
73	Maastricht (1)	1	1	1	-	2	
75	Meppel (1)	1	-	1	-	1	
76	Middelburg *	-	1	-	-	1	
77	Monnikendam (1)	1	-	-	-	-	+1W
79	Ter Neuzen(1)	1	1	-	-	1	
81	Nijkerk (1)	1	1	-	-	1	
82	Nijmegen (2)	2	2	1	-	3	
88	Oudewater(1)	1	2	-	-	2	
90	Roermond (2)	2	3	-	2	5	2
91	Rotterdam (3)	3	10 + 2 crvs	3 + 1 cvr	4	17 + 3 crvs	
95	Schiedam (1)	1	1	-	-	1	
99	Sneek (1)	1	-	-	-	-	+1W
100	Steenbergen	-	-	1	-	1	
101	Steenwijk *	-	1	-	-	1	falsc
103	Texel *	-	-	1	-	1	
105	Tiel (1)	1	-	2	-	2	
107	Utrecht (3)	3	2	- 1 cvr	-	2	+1W + 1 cvr
110	Veenendaal (1)	1	1	-	-	1	
120	Weesp (1)	1	-	-	1	1	
122	Winschoten (2)	2	2	-	-	2	
128	Zaandam *	-	2	-	-	2	
130	Zevenaar (1)	1	-	-	-	1	+1W
131	Zevenbergen (1)	1	1	-	-	1	
132	Zierikzee (1)	1	1	1	-	2	
133	Zutphen (1)	1	1	-	-	1	
134	Zwartsluis*	-	1	-	-	1	
135	Zwolle (1)	1	2	1	-	3	

152	Scheveningen (1)	1	1	-	1	2
153	Oss (1)	1	-	1	-	1
160	Slidrecht *	-	-	1	-	1
179	Oosterbeek*	-	1	-	-	1
Total per 4-15-97:		67 cps.	92 cps.	38 cps.	13 cps.	143 cps.
		3 cvrs	+ 2 cvrs	+ 1 cvr		+ 3 cvrs
Known by v.d. Willigen:						+ 13 cps. W
Totals Now:		70 cps.	94 cps.	39 cps.	13 cps.	158 cps.

Numbers flagged with a * are new town names for which numeral cancels have been found. Till now (April 4, 1997) there were 18 of those!

Of the 159 copies in my list there still are 13 I haven't be able to trace, however they are listed by v. d. Willigen. I did list them; they are marked with a " + 1W " in the last column.

Altogether we now have more than double the number of stamps (158 vs 70) of the first issue found with a numeral cancel on it.

To do a correct investigation the following procedures were followed: All illustrations of the major auction catalogs (see literature list) from 1961 (plus a few earlier ones) on were copied. These illustrations were stored by issue and

cancel number, accompanied by all relevant information, like auction number, date, lot #, and realized price (when available). Only stamps with clear cancels, and illustrated in the auction catalogs are recorded.

This way stamps auctioned off more than once (they are flagged with a * in the following lists) were filtered out, and a clearer picture of what is available is known.

List of numerals on the first issue auctioned off at the major Dutch auction houses. Based on the date of first use and length of use, theoretically the following numeral cancels can exist: #1 thru 138, 141, and 151 thru 196.

(Updated thru April 15, 1997)

June 6

1st Issue 1852
5 cent blue

Nr	Town	Stamp Den./Cat#	Auctn.	Yr	Lot#	Photo Descriptn	Realized (fl)
*11	Alkmaar	5/1 --	Rie.107	34	25	foto prachtstuk	
*11	"	5/1	Die.349	53	122	foto prachtstuk	56.-
1	"	5/1 --	Rie.242	62	623	foto prachtstuk	
1	"	5/1 pl.2	Die.559	96	2430	klfo prachtstuk	2200.-
*14	Amersfoort	5/1 pl.6/98	Die.438	70	2034	foto zr fraai st	290.-
*14	"	5/1 pl.6/98	Die.470	75	2998	foto zr fraai st	240.-
*14	"	5/1 pl.6/98	Die.538	91	2285	foto prachtstuk	820.-
5	Amsterdam	5/1 --	Die.379	59	280	foto prachtst.	38.-
5	"	5/1 --	Rie.282	60	373	foto spotty.	60.-
5	"	5/1 --	Die.385	61	1008	foto prachtst.	52.-
*15	"	5/1 --	Die.385	61	1009	foto prachtst.	42.-
*15	"	5/1 pl.4/62	Die.555	95	1219	foto breedr. pr. st.	1250.-
*25	"	5/1 pl.3/64	NPV okt	81	765	foto luxe	
*25	"	5/1 pl.3/64	Die.494	81	2255	foto pr.stuk	900.-
*25	"	5/1 pl.3/-	Die.529	88	2368	foto pr.stuk	500.-
*35	"	5/1 pl.4/-	Rie.337	86	1435	klfo superb	850.-
*35	"	5/1 pl.4/	Diet 563	97	3362	klfo breedr. pr.st	860.-
*45	"	5/1 pl.3/?	Die.398	63	990	foto prachtstuk dun	58.-
*45	"	5/1 --	NPVapr	94	7226	foto dun plekje	400.-
5	"	5/1 pl.3/82	Die.398	63	989	foto prachtstuk	82.-
5	"	5/1 pl.4/?	Die.436	69	1506	foto pracht stuk	310.-
5	"	5/1 light bl.	Die.450	72	70	foto prachtstuk	460.-
5	"	5/1 --	NPVmay	84	4367	foto gebreken	
5	"	5/1 --	NPV jan	86	1780	klfo fris g. ger.	
5	"	5/1 pl.6/-	Die.538	91	2286	foto prachtst.	1300.-

5	"	5/1 -.-	NPV apr	94	7225	foto smalle rnd	200.-
5	"	5/1 pl.1/?	Hoes 170	96	167	klfo pracht cps.	520.-
6	Apeldoorn	5/1 pl.6/65	Die.555	95	1218	foto vrijw.pr.st.	620.-
*18	Arnhem	5/1 pl.4/57	NPV sep	83	7275	Klfo prachtst.	
*18	"	5/1 pl.4/57	Die.563	97	3363	foto sup. afdruk	965.-
8	"	5/1 pl.3/87	Die.553	95	2846	foto prachtstuk	860.-
11	Beverwyk	5/1 pl.3/79	NPV jan	84	3130	klfo mooi gec.	
16	Breda	5/1 -.-	Die.540	92	2893	Klfo prachtstuk	800.-
*18	Brielle	5/1 -.-	Die.385	61	1011	foto prachtst.	145.-
*18	"	5/1 clear bl.	Die.458	73	516	klfo superb	860.-
*218	"	5/1 pl.5/5	Rie.337	86	1436	klfo luxe	775.-
*218	"	5/1 pl.5/?	Die.563	97	3365	foto pr. st. voll. st.	1500.-
18	"	5/1 light bl.	Die.450	72	71	foto met gebrek	160.-
18	"	5/1 -.-	Rie.232	60	375	foto briefstukje	210.-
21	Delfshaven	5/1 pl. 5/?	Die.348	89	1042	foto vrijw. pr.	280.-
22	Delft	5/1 pl4/dun	Die.517	84	1953	foto min.gebr.	270.-
*124	Deventer	5/1 -.-	Die.385	61	1012	foto min.dun	52.-
*124	"	5/1 -.-	NPV mei	84	2730	foto min.dun	
*127	Doetinchem	5/1 pl.6/-	Die.520	85	876	foto dun plekje	520.-
*127	"	5/1 pl.6/?	Die.563	97	3376	foto dun plekje	520.-
*129	Dordrecht	5/1 -.-	Die.530	88	3141	klfo prachtstuk	1000.-
*129	"	5/1 -.-	Die.563	97	3368	klfo prachtstuk	860.-
30	Dragten	5/1 pl.5/36	Die.546	93	2021	klfo prachtstuk	1050.-
31	Driebergen	5/1 pl.3/81	NPV sep	83	7276	foto bijna pr.	600.-
31	"	5/1 -.-	NPV mei	88	4331	foto gebrek	150.-
*134	Elburg	5/1 light bl.	Die.385	61	1013	foto prachtst.	52.-
*134	"	5/1 pl.4/43	NPV sep	83	7277	foto prachtst.	520.-
38 ?	Geertruidenberg	5/1 pl. 3/-	Die.563	97	3369	foto vrijw. prst	350.-
43	Grave	5/1 -.-	WdV. 91	86	16	foto aangesneden	60.-
*144	Den Haag	5/1 -.-	Rie.108	34	25	foto pracht cps.	135.-
*144	"	5/1 -.-	Die.379	59	278	foto pracht cps.	75.-
*244	"	5/1 l.bleu	Die.385	61	1016	foto superb	135.-
*244	"	5/1 pl.4/-	Die.418	67	1196	foto superb	390.-
44	"	5/1 pl.3/-	Die.461	74	2212	foto met gebreken	120.-
44	"	5/1 pl.4/80	Die.493	81	2010	foto gerepareerd	180.-
44	"	5/1 pl.3/64	Die.555	95	1221	foto breedr.pr.st.	900.-
*145	Groningen	5/1 -.-	Die.385	61	1017	foto prachtex.	115.-
*145	"	5/1 pl.6/63	Die.538	91	2288	foto prachtst.	350.-
*245	"	5/1 pl.4/81	Die.526	87	3184	klfo pr.randst	640.-
*245	"	5/1 pl.4/81	Die.563	97	3371	klfo pr. randst.	1700.-
45	"	5/1 pl.5/26	Die.525	87	1678	foto dun plekje.	420.-

*1 47	Haarlem	5/1 -.-	Die. 343	52	350	foto min.dun	32.-
*1 47	"	5/1 -.-	Die.417	66	2138	foto min.dun	155.-
*1 47	"	5/1 -.-	NPV sep	83	7278	foto min.dun	
. 52	Heerlen	5/1 -.-	Die.435	69	1466	foto smalle rdn	120.-
54	Hellevoetsluis	5/1 pl.4/80	Die.538	91	2289	foto prachtstuk	660.-
54	"	5/1 -.-	Die.538	91	2290	foto dun plekje	290.-
*1 55	Helmond	5/1 -.-	Die.385	61	1019	foto gebreken	52.-
*1 55	"	5/1 pl.6/-	Die.538	91	2291	foto gebreken	300.-
*1 64	Kampen	5/1 diepbl.	Die.385	61	1020	foto prachtst	110.-
*1 64	"	5/1 pl.4/-	Die.500	82	143	klfo pr. stuk	660.-
*1 64	"	5/1 pl.4/-	Die.563	97	3372	foto prachtstuk	800.-
64	"	5/1 pl.4/48	NPV mei	84	2731	foto ged.st.pr cps.	
73	Maastricht	5/1 -.-	Rie. 242	62	624	foto fraai	
76	Middelburg	5/1 pl.6./68	Die.553	95	2847	klfo prachtstuk	1650.-
79	Terneuzen	5/1 clear bl	Die.458	73	517	klfo superb	1050.-
*1 81	Nijkerk	5/1 pl.5/95	Die.529	88	2369	klfo superb	3100.-
*1 81	"	5/1 pl.5/95	Die.563	97	3373	klfo superb	3200.-
*1 82	Nijmegen	5/1 pl.5/85	Die.379	59	279	foto pr. cps.	72.-
*1 82	"	5/1 pl. 5/85	NPV jan	84	3131	foto pr. afdr.	
*1 82	"	5/1 pl. 5/85	Die 563	97	3374	foto prachtstuk	1100.-
82	"	5/1 -.-	NPV mei	84	2732	foto fraai cps.	
*1 88	Oudewater	5/1 -.-	Die.439	70	1069	foto dun keur K.	65.-
*1 88	"	5/1 pl.4/3	NPV sep	83	7279	foto gebr.dun	
88	"	5/1 -.-	Die.501	82	3224	foto pr. stemp.	640.-
90	Roermond	5/1 pl.4	NPV okt	80	2281	foto vouw	
90	"	5/1j pl.3/86	Die.549	94	2831	foto links krt GM	420.-
90	"	5/1 -.-	Die. 561	96	1962	klfo vrijw. pracht	1050.-
91	Rotterdam	5/1 -.-	Rie.233	60	184	foto prachtstuk	
cover91*	Rotterdam	5/1 steel bl	Die.232	60	373	foto op cover!	340.-
cover91*	"	5/1 steel bl	Die.385	61	1022	foto op cover!	440.-
cover91*	"	5/1 pl.1 br	Die.418	67	1198	foto op cover!	1300.-
cover91	"	5/1pl.1/79	Die.555	95	1223	klfo sup. prst	34000.-
*1 91	"	5/1 light bl.	Die.395	62	505	foto superb	155.-
*1 91	"	5/1 light bl	Die.463	74	691	foto superb	820.-
*2 91	"	5/1 pl.4thin p.	Die.485	79	546	foto gebreken	220.-
*2 91	"	5/1 pl.6 thin	Die.488	80	2604	foto gebreken	200.-
*3 91	"	5/1 pl.6/23.	Die.490	80	2124	klfo luxe stuk	1500.-
*3 91	"	5/1 pl.6 /23	Hoes.170	96	171	klfo luxe stuk	1000.-
*4 91	"	5/1 pl.4/97	Die.494	81	2257	foto k.randen	230.-
*4 91	"	5/1 pl.6/thin	Die.502	82	2235	foto k.randen	180.-
91	"	5/1 Pl.4/thin	Die.523	86	2571	foto fraai st.	400.-
91	"	5/1 pl.4/-	Rie.337	86	1437	klfo vage afdr.	100.-
91	"	5/1 pl.4/1	Rie.345	88	340	klfo vlekkerig	400.-
91	"	5/1 pl.6/19	Die.538	91	2292	foto prachtst.	440.-
91	"	5/1 -.-	WdV.138	94	8	foto vrijwel pr.	250.-
*1 95	Schiedam	5/1 -.-	Die.385	61	1025	foto prachtstuk 115.-	
*1 95	"	5/1 -.-	NPV sep	84	318	foto prachtstuk	500.-
*1 95	"	5/1 pl. 6/86	Die.563	97	3378	foto p. st li. vouw	1050.-

101	Steenwijk	5/1 -.-	OPV 129	94	994	foto korte rand	105.-
107	Utrecht	5/1 -.-	Die. 317	66	2139	foto prachtstuk	160.-
107	"	5/1 -.-	NPVjan	84	3132	foto pracht cps.	
107	"	5/1 pl.4/17	Die. 563	97	3379	foto prachtstuk	600.-
107	"	5/1 pl.1/29	Rie.358	92	304	klfo luxe	825.-
110	Veenendaal	5/1 -.-	NPV jan	84	3133	foto smal ger.	
*1 122	Winschoten	5/1 -.-	Die.439	70	1070	foto dun keur K.	65.-
*1 122	"	5/1 pl.3/34	NPV sep	83	7280	foto dun	
*2 122	"	5/1 pl.5/60	Die.523	86	2572	klfo pr.randst	1050.-
*2 122	"	5/1 pl.5/60	Die.563	97	3380	klfo pr.randst	2500.-
128	Zaandam	5/1 pl.4/33	Die.545	93	665	klfo prachtstuk	1500.-
128	"	5/1 pl.6/69	WdV.137	94	55	foto prachtstuk	450.-
*1 131	Zevenbergen	5/1 pl.3/25	NPV sep	84	319	foto prachtstuk	540.-
*1 131	"	5/1 pl.3/25	Hoes170	96	173	klfo prachtstuk	2900.-
132	Zierikzee	5/1 -.-	NPV mei	84	2733	foto fraai cps.	
*1 133	Zutphen	5/1 pl.5/-	Die.485	79	545	foto superb	1200.-
*1 133	"	5/1 pl.5/-	Die.538	91	2293	klfo superb	1000.-
*1 133	"	5/1 pl.5/-	Die.563	97	3381	foto superb	1600.-
134	Zwartsluis	5/1 pl.4/97	NPV sep	84	320	foto gebr.	400.-
*1 135	Zwolle	5/1 grey bl.	Die.451	72	1546	foto smalle rnd	180.-
*1 135	"	5/1 pl.2/42	Die.555	95	1226	foto prachtstuk	640.-
*2 135	"	5/1 -.-	Die.344	52	494	foto links krt	
*2 135	"	5/1 -.-	Rie. 367	96	103	foto links krt	925.-
152	Scheveningen	5/1 pl.4/45	Die.538	91	2294	foto prachtst.	440.-
179	Oosterbeek	5/1 pl.3/?	Die.446	71	1697	foto lichte vouw	370.-

1st Issue 1852
10 cent red

Nr	Town	Stamp	Auctn.	Yr	Lot#	Photo Descriptn	Realized (fl)
*1 5	Amsterdam	10/2 pl.10	Die.489	80	1626	foto luxe	1800.-
*1 5	"	10/2 pl.5/-	Die.538	91	2287	foto luxe stuk	1150.-
*2 5	"	10/2 pl.5/-	Rie.337	86	1438	klfo vage afdr.	525.-
*2 5	"	10/2 pl.10//?	Hoes 170	96	168	klfo pracht cps	850.-
5	"	10/2 -.-	NPV jun	86	1098	foto prachtstuk	
5	"	10/2 pl.3/51	Die.545	93	666	klfo pr.randst.	2000.-
5	"	10/2 pl.5/31	Die.555	95	1217	foto prachtstuk	340.-
6	Apeldoorn	10/2 -.-	Die.435	69	1449	foto fraai st.	130.-
6	"	10/2 -.-	OPV 120	92	1493	foto sup.afdr.	300.-
6	"	10/2 -.-	NPV mrt	96	2420	klfo sup.afdr. vw.	1050.-
9	Assen	10/2 -.-	NPV okt	96	7551	klfo met cert.vw	900.-
12	Bolsward	10/2 -.-	Die.385	61	1010	foto prachtst.	130.-
*1 13	Zaltbommel	10/2 -.-	NPV jun	86	1099	foto prachtstuk	
*1 13	"	10/2 pl. 8/93	Die 563	97	3364	fotomin. dun pr. st	620.-

*1 24	Deventer	10/2 pl.5/20	Die.529	88	2370	klfo voll.stem.	840.-
*1 24	"	10/2 pl.9/?	Die. 563	97	3366	foto min. dun stipje	940.-
24	"	10/2 pl.9/59	Rie.355	91	327	foto rechts kort	210.-
29	Dordrecht	10/2 -.-	Hoes157	90	213	foto gebreken	340.-
29	"	10/2 -.-	NPV apr	94	7240	foto aangesn.	110.-
39	Goes	10/2-.-	Die.385	61	1014	foto prachtst.	130.-
43	Grave	10/2 -.-	Die.385	61	1015	foto superb	160.-
*1 44	'sGravenhage	10/2 -.-.	Rie.108	34	26	pracht cps.	
*1 44	"	10/2 -.-	Die.540	92	2894	Klfo luxe stuk	1500.-
*1 44	"	10/2 -.-	NPV mrt	93	2910	Klfo luxe stuk	1550.-
*2 44	"	10/2 dark rd.	Die.450	72	73	foto pr.l.smal	320.-
*2 44	"	10/2 -.-	Die.517	84	1954	foto sup.afdruk	310.-
*3 44	"	10/2 -.-	NPV jan	86	1781	klfo nagen.luxe	960.-
*3 44	"	10/2 -.-	Die. 563	97	3370	foto prachtstuk	1700.-
45	Groningen	10/2 -.-	Die.409	65	477	foto volrandig luxe ?	
45	"	10/2 pl.10/-	Die.423	67	2573	foto prachtst.	520.-
*1 46	Haarlem	10/2 deepkar.	Die.385	61	1018	foto prachtst.	125.-
*1 46	"	10/2 pl.1/-	Die.418	67	1199	foto superb	540.-
57	Den Bosch	10/2 dark rd.	Die.461	74	2214	foto schaaftplek	360.-
67	Leeuwarden	10/2 pl.4/54	Die.555	95	1222	foto vrijw.pracht	540.-
72	Maassluis	10/2 -.-	Hoes157	90	214	foto gebreken	340.-
73	Maastricht	10/2 -.-	Die.458	73	520	foto superb	1050.-
*1 75	Meppel	10/2 -.-	Rie. 232	60	376	foto dun plekje	125.-
*1 75	"	10/2 pl. 1/?	Hoes170	96	170	klfo iets dun	950.-
*1 82	Nijmegen	10/2 pl.4/6	Die.520	85	877	klfo pr.afdruk	980.-
*1 82	"	10/2 pl.4/6	Die.563	97	3375	foto pr.afdruk	1050.-
91	Rotterdam	10/2 -.-	Die.404	64	2809	foto dun,duid.stem	125.-
91	"	10/2 pl.10/-	Rie.345	88	341	klfo prachtstuk	340.-
91	"	10/2 pl.7/6	Rijn 29	95	226	klfo prachtstuk	975.-
cover 91	"	10/2 pl. 10/?	Die. 560	96	1278	klfo mengfr. Luxe	12500.-
103	Texel	10/2 -.-	NPV apr	91	7235	klfo mind. mooi	400.-
105	Tiel	10/2 carmine	Die.385	61	1026	foto prachtst.	200.-
105	"	10/2 -.-	Die.498	82	3153	foto zr fraai	600.-
107	utrecht						
*1 132	Zierikzee	10/2 -.-	Rie.107	34	26	foto pracht cps.	
*1 132	"	10/2 -.-	Die.349	53	123	foto pracht cps.	56.-
*1 135	Zwolle	10/2 pl.3/-	Die.423	67	2575	foto dun plekje	180.-
*1 135	"	10/2 -.-	NPV mei	84	2734	foto miniem dun	
153	Oss	10/2 dark rd.	Die.458	73	519	klfo superb 960.-	
160	Sliedrecht	10/2 -.-	Private Collection B. Schuring foto deluxe ?				

1st Issue 1852
15 cent orange

Nr	Town	Stamp	Auctn.	Yr	Lot#	Photo Descriptn	Realized (fl)
5	Amsterdam	15/3-.-	Rie.107	34	27	foto pracht cps.	
*15	"	15/3 -.-	Die.438	70	2035	foto prachtst.	500.-
*15	"	15/3 or.yellow	Die.458	73	521	klfo br r.pr. stk.	1800.-
*130	Dragten	15/3 -.-	Die.417	66	2140	foto kl.gebr.	320.-
*130	"	15/3 -.-	Die.517	84	1955	foto kl.gebr.	440.-
35	Enkhuizen	15/3 -.-	Die.540	92	2895	klfo vrijw.pr.	700.-
*144	Den Haag	15/3 -.-	Die.545	93	667	foto hor.vouw	290.-
*144	"	15/3 3b	Hoes 170	96	169	klfo pr. ex. vouw	280.-
44	"	15/3 -.-	Rie. 367	96	102	foto zeer fraai	925.-
*190	Roermond	15/3 -.-	Die.385	61	1021	foto dun	160.-
*190	"	15/3 -.-	NPV sep	84	321	foto mooi	2000.-
*190	"	15/3 -.-	Die. 563	97	3376	klfo vrijw. pr.	1900.-
90	"	15/3 -.-	Die.404	64	2810	foto vuil,duid.st.	160.-
*191	Rotterdam	15/3 -.-	Die.385	61	1024	foto prachtst.	270.-
*191	"	15/3 -.-	Die.458	73	522	klfo brr.prst	1700.-
*191	"	15/3 3a	Hoes 170	96	172	klfo pr. cps Keur K.	4200.-
*291	"	15/3 -.-	Die.520	85	878	klfo pr.st.	940.-
*291	"	15/3 3c/-	Die. 563	97	3377	foto vrijw. pr 1050.-	
91	"	15/3 -.-	NPV sep	80	1057	foto gebr.	500.-
91	"	15/33b/95	Die.555	95	1224	foto vrijw.pracht	1300.-
91	"	15/3 -.-	Private collection B. Schuring pracht cps. ?				
120	Weesp	15/3 -.-	Die.450	72	72	foto gebreken	130.-
152	Scheveningen	15/3 -.-	Die.523	86	2573	foto randst.aan	340.-

*1 means that this is the same stamp as previously recorded. It is counted only once for the totals.

(Cat. nr 385, 1961, nr 404 1964, and from nr 418 till now of Van Dieten were used; I'm still looking for the missing catalogs 386 thru 403, and 405 thru 417)

Other catalogs used are listed below:

De Ned. Postzegelveiling BV (since 1979) no nr Amsterdam
Rietdijk BV Postzegelveiling (since 1967) nr 263 Den Haag
Overijsselse Postz.veiling BV (since 1986) nr 90 Enschede

Wiggers de Vries BV (since 1986) nr 90 Amsterdam
J.Th. Hoes BV (since 1988) nr 154 Tilburg
Van Lokven Postzegelveilingen (since 1990) nr 15 Den Bosch
Rijnmond BV (since 1995) nr 26 Rotterdam
v.d. Mei BV (since 1993) nr ? Den Haag

zr fraai st = zeer fraai stuk = very nice copy
smalle rnd = small margin
vrijw. = vrijwel = practically
met gebrek = with fault
min.dun = minor thin spot
aangesneden = no margin, cut into the picture
gebreken = faults
stemp = stempel = cancel
keur K. = ???
k.randen = kleine randen = small margins
vlekkerig = with spots
rechts kort = short on right hand side
schaafplek = thin spot
foto = photo
br r = brede rand = wide margin
dun = thin
duid.st. = duidelijk stuk = clear copy
Klfo = color foto.

fris g. ger = fris goed gerand = clear w. nice margin
dun plekje = thin spot
mooi gec. = nicely centered
min. gebr. = minimaal gebruikt = light cancel
bijna pr. = bijna prachtig = close to very nice
gerepareerd = restored
pr.afdr. = pracht afdruk = beautiful copy
op cover = on cover
links krt GM = left short ??
vage afdr = weak copy
voll.stem. = volledig stempel = complete cancel
nagen. luxe = nagenoeg luxe = practically lux
mind.mooi = minder mooi = not so nice
prachtst. = pracht stuk = prst. = pr.stuk = nice copy
hor.vouw = horizontale vouw = horizontal fold
vuil = dirty
mooi = nice
li. vouw = lichte vouw = slight fold

Correspondence to:
P. van Alteren
Vliegerlaan 27
7313 GR Apeldoorn
The Netherlands
Tel. 055 - 3554849

" As Far as Medan "

THE D.E.I.-K.N.I.L.M. AIRMAIL ROUTE FROM JAVA TO MEDAN WITH THE FAST STEAMER CONNECTION TO EUROPE AND HOLLAND

by John W. van Rysdam

In my "Partial Flown Airmail" collection, which my good friend Frans van Beveren calls the COMBI COVER AIRMAILS, I have several DUTCH EAST INDIES (D.E.I.) covers with the inscriptions:

LUCHTPOST TOT
BATAVIA

LUCHTPOST BAN-
DOENG - MEDAN

VIA MEDAN

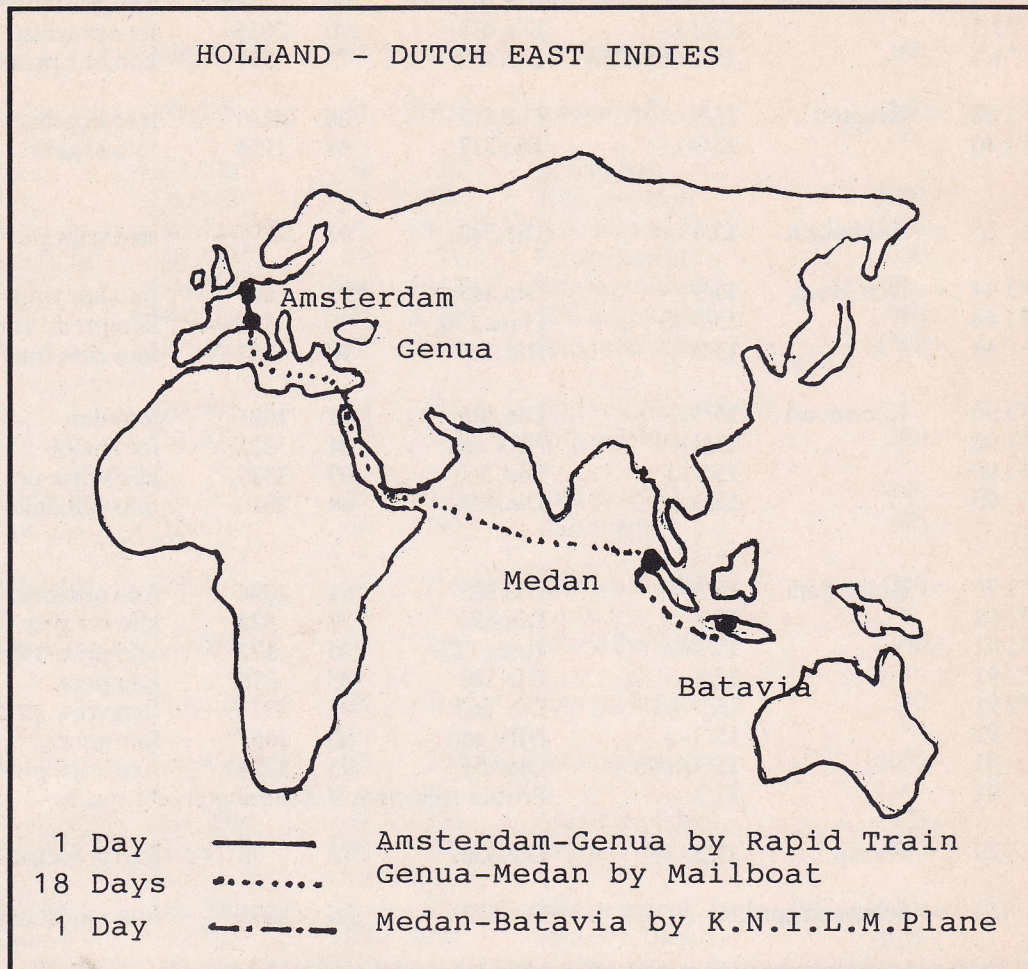
TOT MEDAN

all indicating, that the letters were *flown* ONLY from the sender's town till Medan.

A further study told me, that starting in the 1930's mail could be flown to Medan, on the isle of Sumatra, where it was picked up by fast mailboats of the "Stoomvaart Maatschappij Nederland" (the Netherlands Steam Ship Company) and the "Rotterdamse Lloyd" (Rotterdam Lloyd Steam Ship Company). In either Genua or Marseille the mail was transferred to Expressstrains for 1 day delivery to Holland.

The 100% guaranteed service was advertised in this Schedule:

Nederlandsche MAIL naar INDIE per TREIN - BOOT - Vliegtuig		
		Dagen
TOESLAG BRIEVEN 10 Ct. P. 20 Gram	AMSTERDAM - GENOVA ROTTERDAM - MARSEILLE	Nederland Express Lloyd Rapide
		1
BRIEFKAARTEN 10 Cent	GENOVA MARSEILLE - MEDAN	Snelvarende schepen „Nederland“, „Rott. Lloyd“
		18
GEWONE POSTZEGELS	MEDAN	Vliegtuig K.N.I.L.M.
	PALEMBANG BANDOENG BATAVIA SEMARANG SOERABAIA	1
		20
Dienstregelmaat K.N.I.L.M. 100 %		



Translated it tells us, that the Netherlands Mail to Indie by Train-Boat-Plane was guaranteed to take place in 20 days, which for that time was already a great improvement over total steamer routing. Don't forget that in 1930 there were no transoceanic flights and the, to become famous, K.L.M. Indie flights were only in the trial stages. On the schedule we see that the Dutch-Indie routing, which was timewise the same as the Indie-Holland routing of this article, took 1 day per Netherlands Express Lloyd Rapide train from Amsterdam to Genua (Italy) or Rotterdam to Marseille(France), where it was forwarded by fast mailsteamers in 18 days to Medan on the Isle of Sumatra. There the K.N.I.L.M.(Royal Netherlands Indies Airline Company) flew the mail to Palembang, Bandoeng, Batavia, Semarang and Soerabaia for a total of 20 days. The rates were: Airmail up to 20 grams 10 cents, Postcards 10 cents over the regular mail rates.

The First flight Medan-Palembang-Weltevreden took place on September 20, 1930, a Testflight took place from Batavia, Palembang Pakanboeroe to Medan with a transfer to the Steamer Chr. Huygens. First Flight Cover (VH-B 44) shows a Medan Arrival cancel of 20.9.30 the Airmail sur-

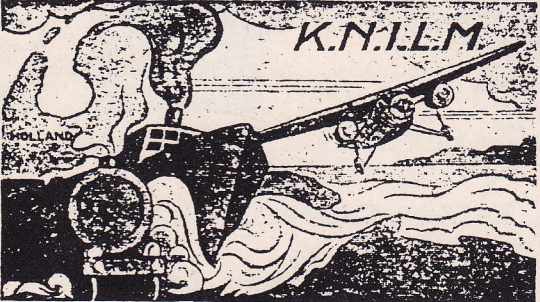
charge was 10 cents and 13 kilos of Airmail were transported that day.

The plane was the Fokker PK-AFD, with pilot Prillwitz.

After this successful First Flight the Regular Flight took place on September 27, 1930 (V.H.- B 47), with the First Return flight picking up the Steamermail in Medan on October 2, 1930 (V.H.-B 48). An advertising flyer shows the ship/plane connection and the statement that one saved 3 days with this routing.

NAAR INDIË
Passagiers
Post
Vracht

LANGS
K.N.I.L.M. ROUTE
3 dagen korter
VRAAGT INLICHTINGEN
EN TARIEVEN BIJ
K.N.I.L.M.
Nieuwe Spiegelstraat 5. A'dam
en hare Agenten.



Per Trein naar Marseille/Genua • Boot naar Medan • van Medan af Vliegtuig

All mail transported this way was supposed to have the logo:

VAN MEDAN AF PER VLIEGTUIG

FROM MEDAN BY AIRPLANE

After some complaints were received about not complying with the guaranteed 20 day delivery the Dutch Postoffice (P.T.T.) discovered that not all mail intended this way had the required logo written on the envelope, and renewed instructions went to the Dutch and Indies Postoffices to make sure, that this instruction was included. The above service was covered by Service Order XXXI-A.

Service Order XXXI-B covered the mail which was flown by Imperial Airways on its new flight London-Karachi, which opened on March 5, 1930. Mail could be forwarded to London and than flown to Karachi from there by surface mail to Medan and hooked up to the XXXI-A flights by KNILM to Batavia and on. The P.T.T. Service order of 30 September 1930 read as follows:

HEAD OFFICE OF THE POSTS, TELEGRAPHS & TELEPHONE
's Gravenhage, 30 September 1930 Nr.11292 S. 4th Div.
POSTCARD TELEGRAM

1. Starting with the S.S. "Queen of the Netherlands" which will leave Genua on 3 October of this year, the opportunity has opened to forward mail which will be transported by ships of the S.S. Company Netherland and Rotterdam Lloyd to connect in Medan with the Airline Medan-Palembang-Weltevreden (later Batavia) and further on.

2. The time gain to Palembang and Pladjoe will be 2-4 days, for the Western part of Java 2 days and for Eastern Java 2 1/2 days. The following stations are not affected by this time saving: Padang, Sibolga, Pontianek,

Djambi, Muntok, Tandjongpandan and Tandjongpinang.

3. The surcharge for this service will be 10 cents per 20 grams. Mail exchanges will take place weekly with the Mailtrains Amsterdam-Arnhem-Kleef or Amsterdam-Esschen. All correspondence should show the logo: "By Airplane from Medan".

4. If routing via London-Karachi-Medan will be required, the surcharge will be 40+10=50 cents. All mail should carry the logo: "Per English Airline and from Medan per Airplane."

As per January 1, 1931 by Order XVII-A the name Weltevreden (a suburb of Batavia) was changed to Batavia. The TSchroots's Book: Airline and Airmail Encyclopedia, which describes in excellent detail all Dutch and Indies Mailflights up to 1935 gives all the Service Order Flight numbers complete with Departure dates and Shipconnections. As this might be too much for the not TILL MEDAN collectors, we only mention it for further studies.

As during the early 1930's the K.L.M. was working hard in developing its complete Amsterdam-Batavia line, resulting in its first Regular Mailflight on Sept/25, 1930, and improving the routing year by year. The use of TILL MEDAN airline was not needed anymore and mail flew from all parts in the Dutch East Indies to Batavia for forwarding to Holland and other parts of Europe.

Now we know most of the history of the TILL MEDAN Airmail letters. I like to take you through some of my own TILL MEDAN covers and explain them.

References:

J.L.C.M. and H.H.C TSchroots: Airlines and Airmail Encyclopedia up to and including 1935 (in Dutch).

Vliegende Hollander (V-H) Airmail Catalogue. Flying Dutchmen Airmail Collectors Club (in Dutch).

Correspondence and articles by: Martinus Verkuil and Frans van Beveren in Holland.

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BOB JANNING
POB 1284 CATHEDRAL CITY, CA 92235-1284
phone/fax (619) 321 0843

Partial Flown Airmail Dutch East Indies- England

Per Luchtpost Bandoeng - Medan.



Aan

den WelEd. Heer

Charles Bein.

130 Fellows Road.

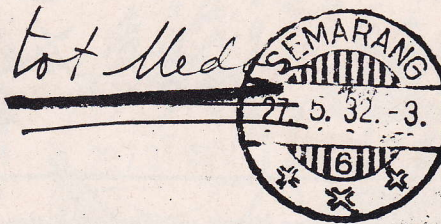


L O N D O N N.W.3.

This letter was mailed on 30 OCT 1931 in Bandoeng, and shows the special cancel "Vliegvelde Andir" (Andir Airport). Starting in 1931 special Airmail letters could be dropped off at the K.N.I.L.M. agent at the airports. The Postoffice than affixed a special cancel, which could only be used for such mail. Yellow letter boxes with a picture of an air plane were placed at those airports. Bandoeng, with its Airport Andir, received this mail box 1 Aug. 1931. K.N.I.L.M. flew the letter via Batavia (see backstamp) to Medan from where it went by fast mailboat to London. Again, the surcharge was 10 cents over the 15 cents mail.



Partial Flown Airmail Dutch East Indies- Netherlands



*Mevrouw M. A. ...
Van ...
Regent ... 41
Bussum*



Both letters were as indicated flown from their Departure towns by K.N.I.L.M. to Medan, there loaded on a fast mailboat to Marseille and by mail train to Holland. Guaranteed delivery 20 days.
The top one was mailed on 23 JAN 31 in Batavia to Amersfoort, while the bottom one was mailed on 27 MAY 32 in Semarang to Bussum. The bottom cover also shows a transfer cancel in Batavia.
Surface rate was 12 1/2 cents with an air surcharge of 10 cents.

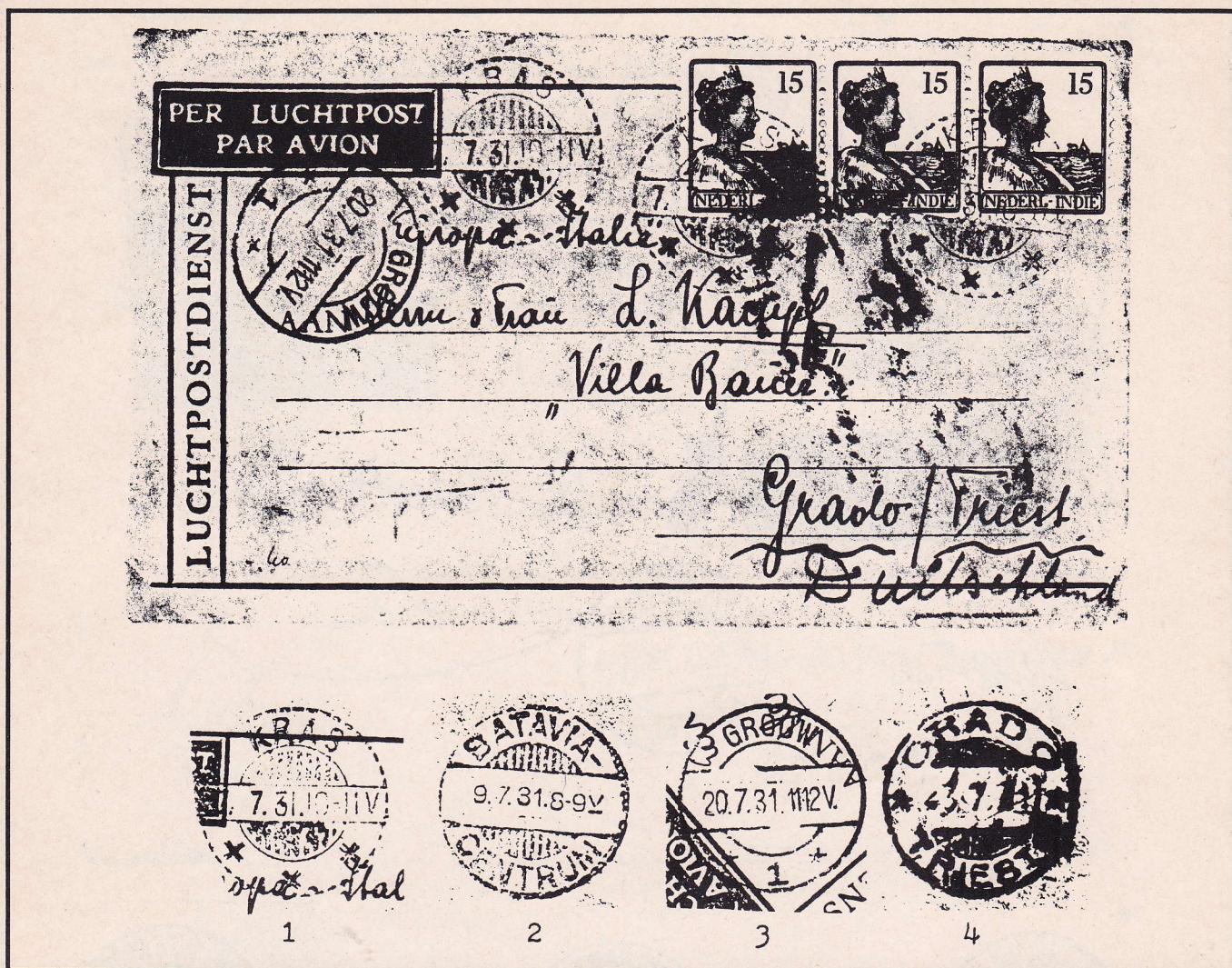


This postcard (with one stamp missing) was airmailed using K.N.I.L.M. on 1 JUN 33 from Malang via Soerabaja (both on the isle of Java) to Medan, as indicated by the red pencil manuscript NAAR MEDAN (to Medan).

There it connected with one of the fast mailboats to Genua or Marseille and from there by mailtrain to its destination in Germany.

Rate was .05 surface and .10 air surcharge or a total of 15 dutch cents.

Partial Flown Airmail Dutch East Indies- Triest



This letter was mailed on 7 JULY 1931 from the town of KRAS on the Isle of Java (1) and went by train to Batavia, where it was received on 9 JULY (2).

Here it was put on a KNILM plane to Medan, where the mail was put on a Rapid Steamer Mailboat to "Italy-Europe" as indicated on the cover. When the boat arrived in Italy the letter went by mistake to GROUW in Holland(3) instead of to the nearby town of GRADO in Triest.

It arrived by train in GROUW (3) on 20 JULY 31 and was sent again by train to GRADO (4) where it finally arrived on 23 JULY 39.

Partial Flown Airmail Dutch East Indies- Austria



This letter was mailed on 1 SEP 31 from Sidoardjo, near Soerabaja on the Isle of Java. As indicated, it went by K.N.I.L.M. flight to Batavia, where it was picked up by one of the fast mailsteamers to either Genua, Italy, or Marseille, France. Here it was put on the Mailexpress train to Holland and taken off at Muenchen, Germany and directed to Wien, Austria, where it arrived on 23 SEP 31. K.L.M. and K.N.I.L.M. at that time guaranteed a 20 day mail delivery from the Dutch East Indies to Holland V.V: one day by air in D.E.I., 18 days by mailboat and one day by expresse train to Holland.

The surcharge was 10 cts over the 15 cts surface rate for a total of 25 cts.

Via Genua of Marseille

Per luchtpost via Medan



Herrn General Josef Klettlinger

Austria
Europe

XIII. Bernbrunnngasse

Wien

This letter was mailed on 15 SEP 1932 from Sidoardjo on the isle of Java and was flown from Batavia to Medan as indicated by the manuscript "Per Luchtpost via Medan". From there the mailboat picked it up and it went either to Genua, Italy or Marseille, France, and from there by train to its destination in Wien (Vienna), Austria.

The letter rate was 15 cents and the air surcharge 10 cents as properly franked on this letter.

Partial Flown Airmail Dutch East Indies- Netherland

Per Luchtpost tot MEDAN.



HoogEd. Gestr. Heer A. J. G O U K A ,
Ir.

P a t r i j s l a a n 2 3 ,

H. L. F. V A N G E R,
Blavatskypark
N° 10,
Batavia-centrum.

' s - G R A V E N H A G E .

N e d e r l a n d .



This letter was mailed on 19 MAY 1934 in Batavia and, as instructed, went by K.N.I.L.M. from Batavia to Medan on Sumatra by Air.

There the Airmail label was obliterated with blue pencil and the letter traveled by mailboat to Marseille and from there by posttrain to Holland.

The backside shows the special label to combat unemployment in Batavia.

The wear and tear of an Aruba canceler

by HansPaul Hager

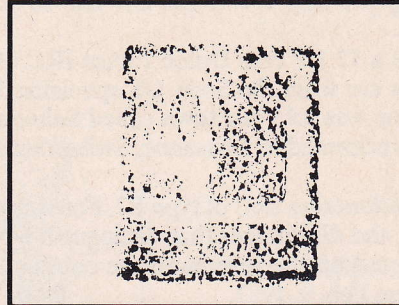
I have been collecting revenues of the Netherlands and Related Areas now for the last ten years. That is not an easy task, the material is hard to find and expensive. However, when cleaning my desk the other day, I came across some material that, in addition to being inexpensive, was easily acquired, all I had to do was pick it up off the street.

I was spending a few days in Aruba, on the way to visiting my brother and I spent most of the time chasing revenues. The Netherlands Antilles and the Republic of Surinam are the only places in the Realm of the Netherlands where revenues are still in daily use and I bought them-at the same Post office window where I bought the stamps to mail the touristy postcards back to my office in the States. I had visited the Post office and the Tax office to obtain the revenues in current use. I also had visited the Department of Finance and talked to the keeper of the stamps, who told me of a high value revenue he had in the safe (a stamp, I had been assured by the officials at the Tax office and the Post office half an hour earlier, did not exist, so you see we can not always believe everything the postal officials tell us), anyway walking in the hot sun I saw an abandoned building and thought I'd have a look around. You just never know, I had been disappointed before, the climate, humidity, the rodents and the silverfishes sure take care of paper goods in no time. The people I talked to in Aruba always assured me they burned everything as soon as possible, read: as soon as they did not have to keep old bills and documents anymore for tax purposes. But nothing ventured nothing gained, so I stumbled around in the house and the yard. It was abandoned all right. Holes in the walls, junk everywhere. Some homeless people had made a makeshift shelter in the garden. But amid all the garbage I saw some old papers, not worth taking, the rodents had been there before, but next to it there was a plastic bag that had not yet been torn apart and on intuition I opened the bag, not much in it either, but something fell out in a bundle. It was a package of old electric bills, in two sequences April 1981 to December 1981 and January 1983 to October 1986. An almost complete run of a couple of years. On the back of each one was a 10 cent Revenue Wet Stamp of the Netherlands Antilles (ill. 4). I took them home and put them away.

When I looked at them again the other night I noticed the fact that the stamp pads used were purple, light blue, black. But in addition, I noticed that the wet stamps showed a very nice sequence of wear on the seal itself. The earliest date I have is April 1981, the seal is worn (ill. 1). If you know what it is supposed to look like (see ill. 4) it is still quite recognizable however. When we get to December 1981 it is worn down more (ill. 2). I am missing the year 1982, but when we look at the seal in March 1983 it has become an almost unrecognizable blur (ill. 3). The next month, April 1983, a new seal came in use, the wet stamp is now crisp and new. All the lines are separate and clean (ill. 4). It stays like that for quite a while, but by October 1986 the seal is starting to slip up again (ill. 5).

All in all a nice example of wear and tear.

As you see, sometimes you can just pick interesting material up off the street.



Illustr. 1 April 1981



Illustr. 2 Dec. 1981



Illustr. 3 March 1983



Illustr. 4 April 1983



Illustr. 5 Oct. 1986

Dutch Indies and Indonesian International Reply Coupons

by Terence Hines

M. Hardjasudarma's article on UNTEA International Reply Coupons (IRCs) in Vol. 20, #3 issue of Netherlands Philately reminded me that I had a few IRCs from the Dutch Indies and Indonesia in my collection that had, to my knowledge, not been previously described. Let me do so now.

Shown in figure 1 is a 17 1/2 cent Dutch Indies IRC of type B4 (type numbers are from the Scott US specialized Catalogue). This coupon was sold in a town called Solo on October 30, 1940 and redeemed in Lausanne, Switzerland on Nov. 27, 1940.

Figure 2 shows an Indonesian IRC of type B7. For many of the B type coupons, the differences that distinguish between the types are found on the reverse of the coupons. This coupon was sold on Feb. 9, 1957.

In 1968 a new design type of IRC was introduced by the Universal Postal Union (UPU). This type is designated type C by Scott. Figure 3 shows an Indonesian example of type C2. This particular type first appeared in 1971 and the illustrated example is dated August 4, 1973 from Surabaya.

The current coupon type (Figure 4) is type D, introduced in 1975. It bears no printed denomination and it is up to the national postal authorities to imprint a denomination. Some don't bother to do so, On the illustrated coupon, which was not date stamped and bears no country name, the initial denomination of Rp. 100.- has been added with a purple rubber stamp. At some point, this was changed by hand to Rp. 165.-.

Can readers report other IRCs from the Dutch Indies and Indonesia?

Commentary

by M. Hardjasudarma

There is an excellent book (in German, but with numerous illustrations) about international reply coupons of Netherlands & Overseas Territories by P-A Koch and W.V.M. Wiggers de Vries: Die Internationalen Antwortscheine der Niederlande und ihrer ueberseeischen Gebiete (Krefeld, 1981). It lists 5 major types of IRCs for Netherlands Indies, 2 for Japanese occupation, and two for



Figure 1



Figure 2

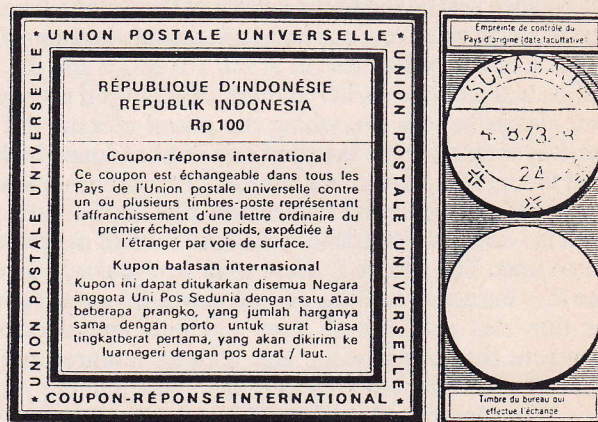


Figure 3



UNION POSTALE UNIVERSELLE COUPON-REPONSE INTERNATIONAL C 22

Ce coupon est échangeable dans tous les pays de l'Union postale universelle contre un ou plusieurs timbres-poste représentant l'affranchissement minimal d'une lettre ordinaire, expédiée à l'étranger par voie de surface.

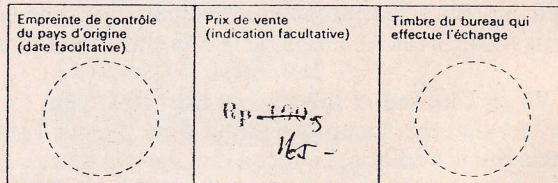


Figure 4

Indonesia. The Netherlands Indies is well covered, so I refer you to the text. Indonesia on the other hand is not, since it ends around the time of sovereignty transfer, like so many other Dutch works exploring philatelic aspects of their erstwhile Asian colony. I therefore join Hines in encouraging all to come forward with hitherto unreported IRCs of Indonesia. In addition to his three types (#2, 3, 4) I have seen the following: 25 overprinted on 17 1/2 c, 40 ovpt. on 30 sen, and 100 ovpt. on 40 sen.

The "1945" emergency-letter types

First published in 'de Hertogpost' April 1995, by J. de Laet

(translation by Hans Kremer)

The 'hostilities' of WWII-war had a negative impact on the Dutch PTT, one of them being that during the fall of 1944 and early part of 1945, when the South of Holland was already liberated, the contact with the PTT head quarters in The Hague was lost. Transport of mail and other necessities between this office and the offices in the South of Holland was interrupted. Because of this, temporary head quarters were set up in Eindhoven.

The year letter types "1944" of the hand cancels had to be replaced by the

Afbeelding 1



BRIEFKAART



Aan het Rijksbureau voor

Aardolieproducten

Zeestraat 100/104

s G r a v e n h a g e .

#PLJ

Illustr. 1

"1945" year characters as of January 1, 1945. Normally these characters were supplied by head quarters in The Hague, however under the still existing war circumstances in the Northern part of Holland, this was impossible.

What to do, remove the characters altogether, without replacing them or were there alternatives? There were alternatives indeed, because in Belgium there was a company that could make and deliver these cancels. And that is what happened. Postoffices still using the old hand cancels could get the new "1945" characters this way.

It became obvious right away that the new "1945" letter types didn't have the same shape as the previous ones. The



Figure 5



Figure 6



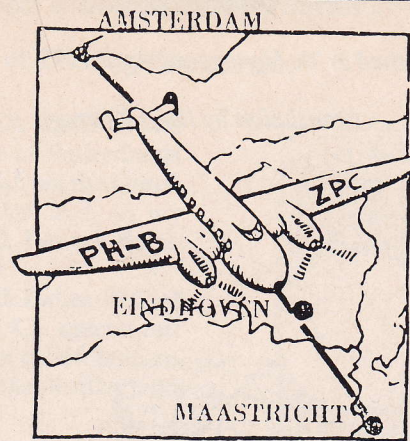
Figure 7

"1" didn't have the little flag (/), and the "4" was open, not closed as was the "4" in "1944".

Compare the "1945" in illustration 1 on the left (Northern Part of Holland), with "1945" on the right (Southern (liberated)) part of Holland.

These 'emergency hand cancels' have been used during all of 1945, even on the airmail postal pieces (illustration 2).

A list of all postoffices using these 'emergency-cancels' has not been accumulated. The PTT Postal Museum could



ERSTE OFFICIEELE POSTVLUCHT
PER REGERINGSVLIEGDIENTST
AMSTERDAM—EINDHOVEN—MAASTRICHT
24 SEPTEMBER 1945



Aan de B. Z. P. C.

Poste Restante

Maastricht

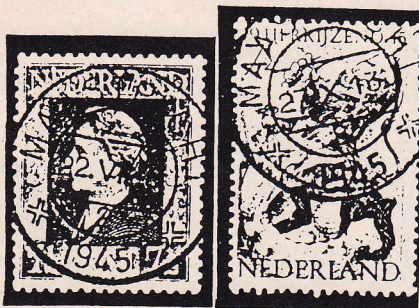
Illustr. 2

not come up with a list. Most likely the answer is to be found in the PTT archives, but finding these answers could be a costly affair.

I have accumulated my own lists of main and sub offices, but I'm sure there are holes in it, because in some cases it is not even known if there was a post office of any kind in the first place.

In many offices a multitude of "1945" characters must have been used, because cancels with different 'serial' numbers, like Maastricht "2" and "8" are known. (illustration 3).

The offices that lost their handcancels, later on received special temporary rubber cancels, like Heynen (illustr.4).



Illustr. 3



Illustr. 4

BOOK REVIEW

De Emissies 1870, 1883 en 1892 van Nederlandsch Indi.
By R.A. Sleeuw. Illustrated, 243 pages, 8x11. Second, improved edition. Published as part 4 in the series Publications of the Federation of Dutch Stamp Clubs (the Bond). Code 94-3; ASNP price \$42.00

We reviewed the first edition of this book in the March 1993 issue of *Netherlands* (page 40). Already then we called it an imposing work. Now we have an enormously improved version before us. There are literally hundreds of corrections; many rather trivial, many also significant. The periods of usage have been much sharper delineated, thanks to reports by collectors. The author thanks in particular Pieter Storm van Leeuwen and our ASNP member Hans Verschuur for the kind of help without which he would not have completed this revision.

The physical appearance of the book has also been improved, including the typography, the printing and the cover. We said earlier that every serious NEI collector should have this book. We are sorry, in view of the readers pocketbook, but that same serious collector will now have to buy this second edition of Sleeuw's masterpiece.

F.R.

The League of Nations Conferences in the Netherlands Indies

by M. Hardjasudarma

Between 1920 and 1939 the League of Nations held forty-four meetings and special conferences outside Geneva. Forty were held in Europe, the other four in Asia. The Asian conferences took place in Singapore in 1925 (International Hygiene Conference), in Bangkok in 1931 (Conference on the Suppression of Opium Smoking) and in the Netherlands Indies, where two meetings took place in 1937. The town selected for the latter two events was Bandoeng (now Bandung, the capital of the Indonesian province of West Java).

The first of these, the League of Nations (Volkenbond in Dutch) Conference on the Traffic in Women and Children, took place in the Jaarbeursgebouw (Annual Commercial Fair Building) from February 2nd through the 15th. A temporary branch post and telegraph office was situated in this building. During the conference it used a special cancel, which was applied to 2,189 ordinary covers and cards, 157 registered covers (Figure 1) and cards and 7 postal money orders.

The special blue cacheted Salvation Army envelope pictures the conference venue in the upper left hand corner. It is affixed with a complete set of the Salvation Army Child Welfare stamps (Scott N0. B25-29), which had been issued on December 1, 1936. They were valid for ten months. They were sold with a surcharge for the benefit of the Salvation Army. The green registration label with an "a" after the number is of the "Geadviseerd" (literally: advised) type. This means that the sender could prepare the covers, including the list and the registration labels at home. This was meant for bulk mailings and expedited the procedure at the post office. The cachet indicates the opening date of the conference erroneously as February 3rd. The conference began the day before.

The Rural Hygiene Conference took place in de Technische Hoogeschool (now the Technological Institute in Bandung) from August 3rd through the 13th. A temporary branch post and telegraph office, called Bandoengvolkenbond, operated during this period. A special cancel

was used on outgoing mail only. Incoming mail was excluded from this practice. Mail canceled with the special cancel consists of 1,752 ordinary covers and cards, 751 registered covers (Figure 2) and cards and 17 postal money orders. Stamps sold were for a total of 145 Dutch-Indies Guilders. This suggests that a large proportion of the mail was submitted already franked by the senders, presumably mostly philatelists.

The Salvation Army also prepared the dark-brown cacheted envelope. The rectangular, stylized picture on the left shows a village scene with rats in open sewer lines. The cover in Figure 2 bears a standard red registration label and an arrival back-stamp in Premboen on August 6, 1937.

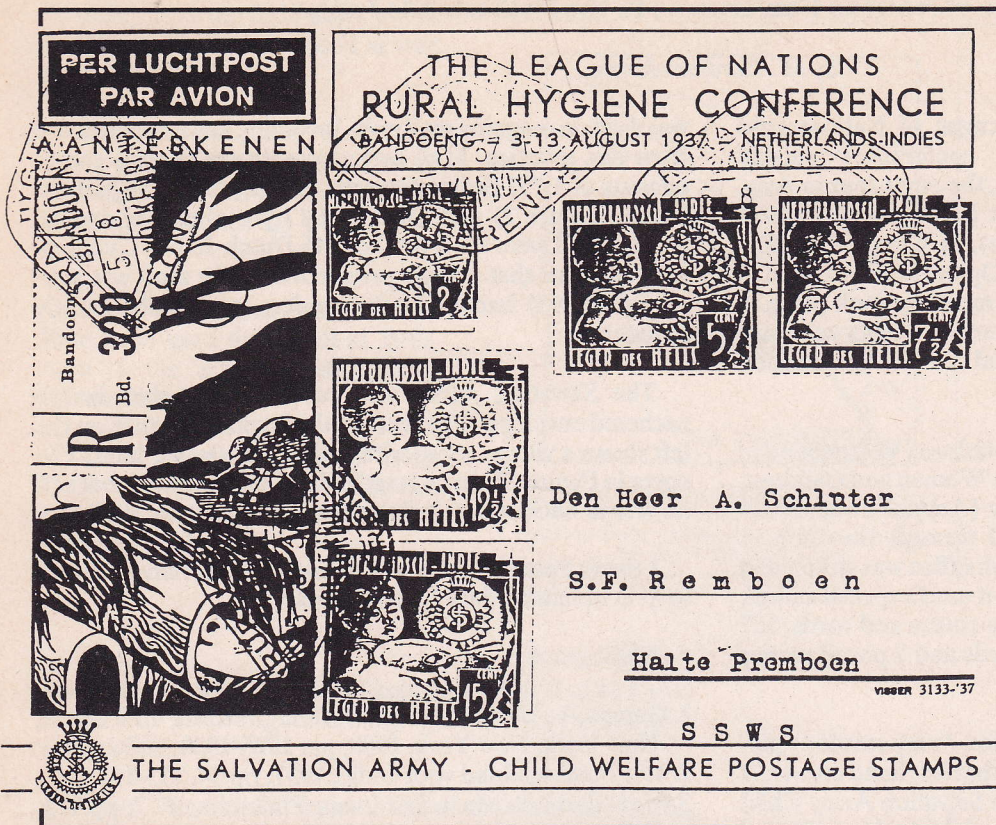
I thank Peter Storm Van Leeuwen (Netherlands) for his help in obtaining data for this article.

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1. Gaines, A., United Nations Philately, R & D Publications, New York, New York, 1980; pp. 1025-1028.
2. Het Postzegelblad voor Indie, 1937; pp 34, 113-114.
3. Nederlandsch Maandblad voor Philatelie, 1937; pp 111, 208.
4. Bulterman, P.R., Poststempels Nederlands-Indie, 1864-1950. Uitgeverij Davo, Deventer, 1981; p 129.



Figure 1 Special cover commemorating the League of Nations Conference on the Traffic of Women and Children in Bandoeng in February 1937.



5. Speciale Catalogus, NVPH, 's-Gravenhage, 1986; p 266.

Figure 2 Special cover commemorating the League of Nations Rural Hygiene Conference in Bandoeng in August 1937.

The Navy P.O. at Biak

by John Hardjasudarma

Following the transfer of sovereignty to the Republic Indonesia in December 1949, elements of the Dutch navy moved from what used to be the Netherlands Indies to West New Guinea which remained in Dutch hands until September 30, 1962.

Biak became a very important base and a navy P.O. was established there probably sometime toward the end of 1954 [1] or early 1955 [2]. The official opening, however, was not until February 14, 1962 [2]. Beginning in the fall of 1960 many Dutch military units arrived in West New Guinea in response to increasing armed conflicts with Indonesia concerning the fate of the territory. This caused a corresponding increase in the mail volume processed at the Biak navy P.O. The last day of acceptance of non-service mail was November 21, 1962, though one item is known with cancels of November 23, 1962 [1].

The oldest (rubber) cancel used by the navy P.O. consisted of a double outer ring "Marine Postkantoor" at the top, "Biak" at the bottom, and an inner ring enclosing the date. This cancel appeared to have been used only as a transit marking on the backs of covers and was likely out of commission before the advent of UNTEA operations.

The second (rubber) and third (steel) cancels are similar in design, but with reversal of the positions of "Marine Postkantoor" and "Biak". There are two distinguishing fea-



Figure 1 (Marinepostkantoor (navy P.O.) cancel of the second type)

tures:

- 1) The second cancel has the date further apart. The first initial "M" and last initial "r" of "Marinepostkantoor" are further away from the lower horizontal line.
- 2) The third cancel has the date close together, and the two initials are very close to the lower horizontal line.

The second cancel was sent from the Netherlands on January 29, 1962 [1] and was probably first used in Netherlands New Guinea sometime the following month.

The third cancel was sent from the Netherlands on August 28, 1962 and was first used on October 1, 1962, the first day of UNTEA [2].

There are therefore two types of the Biak navy P.O. cancel which can be found on UNTEA period mail, but those with dates after November 1962 should be eyed with some suspicion [3]. Service mail was sent postage free. Other mail, presumably including those from the public, had to be franked the usual way.

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- 1: Ponitz, W: Het Marinepostkantoor te Biak, Studiegroep Zuid-West Pacific 057/003-004;
- 2: Heyboer JJ: De Marinepostdienst in Nederlands Nieuw-Guinea: 1950-1962, Studiegroep Zuid-West Pacific 071/024-025;
- 3: Waarschuwing: Geantedateerde stempels Marinepostkantoor Biak, Studiegroep Zuid-West Pacific 086/014.