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From the Editor,

In this issue of the Journal you should find more of a variety of articles than in the last couple of issues. The series of articles on the numeral cancels of the early Netherlands issues has taken up a lot of space, but then again, the author has received some nice feedback so I feel it was warranted. 'Philatelie' (Maanblad) in its February 1998 issue refers to it as an 'extremely good article', bringing 'a new dimension' to a well known subject.

Linn's had an interesting note which indirectly came from the APS. It was stated that close to 600 APS membership applications (out of about 3700 total) were received straight from their application form on the Internet. If we assume (and this is just a personal opinion) that these came from a generally younger generation of stamp collectors than we can see the tremendous potential of the Web to bring in these younger collectors. Although the ASNP does have a Website, it is not very dynamic (merely a copy of the application form). Comparing this to what other organizations already have out there puts us already a bit behind the times. If anybody would volunteer to be the ASNP 'Webmaster' please get in touch, the ASNP needs you!

Another trend, and this is not a surprise anymore, is the tendency of collectors to become 'topic' (thematic) collectors. If you are solely concentrating on the stamps of the Netherlands and its former Overseas Territories you might think that thematic collection is out. Not necessarily so. Just by looking at the 'Register' in the back of the NVPH catalog you will find a breakdown per subject, ranging from Geography through Entertainment, with each of the 11 subjects mentioned subdivided into categories. There are for example 30 stamps with a map of some kind on it, 58 with birds, and so on. Now that single frame entries in stamp shows have found general acceptance it should be relatively easy, based on a topic, to enter such a show, and promote 'Dutch' philately.

Hans Kremer

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Stamps of South Moluccas - Fact or Fantasy

by John Jeffries

Ambon, both the name of the town and the island, is the hub of activity and government center of East Indonesia. It was here that in April, 1950, the South Moluccas seceded from Indonesia.

For well over forty years tens of thousands of "labels" have been circulating all over the U.S. as well as the rest of the world. The ones I am referring to, of course, are inscribed "Republik Maluku Selatan" (Republic of South Moluccas) which I believe most of you have seen at times. There are 185 varieties of these labels which dealers sell for five to ten cents each, or use to pad the packets sold. I agree with everyone - these are just a fantasy. More about these later for now let's get to the facts.

Contrary to the thinking of about everyone, the RMS did operate a postal service within the Moluccas. The United States of Indonesia (later changed to Republic of Indonesia) had gained their independence in December, 1949, and had placed their early efforts on consolidating the most populous islands of Java, Madura and Sumatra. Little attention could be given to the other 13,674 lesser islands; because of a lack of funds and the great distances involved. Among these were Ambon and Ceram, the primary islands of the State of East Indonesia. This area had its own military units which were prepared by the Dutch to repel any attempted invasion by Indonesia. These troops were also led by Dutch officers.

Among these islands is one where a Dutch ship wrecked many years ago. The sailors took up residence on the island and married Indonesian women, so there are many descendants of the Dutch in this area.

During April, 1950, the State of East Indonesia was torn by political turmoil. Most of the surrounding islands decided to join with Indonesia, but the leaders of the South Moluccas wanted independence.

At Ambon, on April 25, 1950, the Republic of the South Moluccas was declared. On May 9 the units of the former Royal Netherlands Indies Army at Amboina (now called Ambon) dismissed their Dutch officers and formed the army of the South Moluccas Republic. Since there were no Indonesian troops anywhere near the Moluccas, the RMS had complete and effective control. The post offices known to have been controlled by the RMS were: Amboina, Saparua, Amahai, Bandaneira, Bula, Dobo, Geser Namlea, Piru, Tual and Wahai, with the head post office at Amboina.

Initially all the post offices operated with the ordinary Netherlands Indies stamps which were overprinted "Indonesia", and the first issue of Indonesia (Scott 333) which were on hand. However, about three months later these issues appeared with a "Republik Maluku Selatan"

overprint. These stamps can be found in the Scott catalog without the overprint: Netherlands Indies Nos. 307-320, 322-330, as well as Indonesia No. 333, for a total of 24 values. The 25 sen has been found perforated both 12 1/2 and 11 1/2 (different printings). The overprinted 10 Rp. and 25 Rp. were never issued.



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A publication by the RMS stated that these stamps were "overprinted and placed on sale in Ambonia at intervals during May, 1950". It appears that this date could be too early. The earliest date noted on genuine used copies is August 1, 1950, and the latest date, September 28, 1950. The used copies have been found with only Ambonia and Saparua postmarks.

The Indonesians blockaded the Ambon Island sometime in June, 1950, so it is doubtful that the RMS overprinted stamps could reach the post offices on the

neighboring islands. Also, Indonesian troops had taken over all the other post offices between June 3 and Aug. 1.

Indonesia invaded Ambon on September 28, but the town of Ambonia was not taken until November 4, and Saparua was not taken until March 14, 1951. It is unlikely that the RMS postal services were in operation after September 28, 1950.

Very little mail franked with RMS stamps was delivered outside of the Moluccas. Such mail could be required to first pass through Indonesian post offices. The postmaster at Makassar stated, in 1952, that he had been given orders to burn all mail franked with RMS stamps. He also confirmed that some bags of mail were received at his office and were destroyed. It stands to reason that other Indonesian post offices were given the same orders, and that the invading troops of Indonesia destroyed what they found.

For many years it was illegal for collectors within Indonesia to collect these RMS overprints. Therefore collectors who had these stamps were afraid of being caught and destroyed what they had accumulated. The genuine overprints cannot be mentioned in Indonesian philatelic publications. Only the labels printed abroad can be mentioned as examples of bogus stamps. The Indonesian government still maintains that the RMS postal service did not exist, but the findings prove otherwise.

The Indonesian government did everything within its power to mislead the world and mailed out letters which denied the existence of the RMS postal service. In 1954 the ASDA inquired about the usage of the postal items by the RMS. They received a reply from the Indonesian Information Office in New York which stated: "There was no postal administration anywhere within Indonesia operating under the name of Republik Maluku Selatan. There were no post offices at Ambon, or any other place in the Moluccas controlled by the alleged government of the South Moluccas." Such statements are highly effective with collectors and publications because of the many labels produced abroad and declared as non-philatelic items, for little of the authentic items which Indonesia had supposedly destroyed, were known.

It wasn't until twenty-five years later before a major catalog, Stanley Gibbons, acknowledged the existence of genuine RMS postage stamps. Scott continues to state that the denials issued by the Republic of Indonesia are correct. But Scott is wrong.

Today, approximately 150 RMS overprinted stamps exist, which were genuinely used on fragments of postal money order cards. There exist also a number of loose used stamps, including fifty of the 50 sen value, and from one to twenty of the other values. Also found are a few hundred of the low values from one sen to eighty sen in mint condition. The 1 Rp., 2 Rp., and 3 Rp. exist mint

from 10 to 30 copies and only eight copies of the 5 Rp. are known. Therefore, only eight complete sets are possible, and it is doubtful if more than three or four complete sets exist within personal collections. I only know of one complete set of these, and this exists in my personal collection.

No postcards, covers, or fragments of these have ever been found. Evidently Indonesia did a good job in destroying such mail. To the specialists, the money order fragments found are sufficient evidence that the RMS overprint is genuine. For others, in order to understand this statement, it is necessary to know how these money orders survived.

Within Indonesia, a postal money order consists of a square card upon which all pertinent information is written: such as amount, the sender's and receiver's names and addresses, and a space for the sender to state briefly what the payment is for, if anything. This card is then franked with sufficient postage to cover not only the actual postage, but also the money order fee. (Therefore a very nice collectible item). This was changed in 1965 to where the money order fee is paid in cash, and only the necessary postage is applied to the card. These cards are then sent in the ordinary mail to the payee who must present the card at his local post office in order to receive the funds. The post office retains the card which they then send to the head office at Bandung, there to be stored for at least five years before being destroyed.

This system provided accurate accounting as to the funds received and paid out by the various post offices, and the money order cards provided the proof. These cards are retained for five years because of the possible claims of money orders not being cashed or received. After the five year period, the money orders are destroyed. It is very evident that some of the cards with RMS overprints had been cleared through the Indonesian post offices. It has also been established that the Indonesian postal service had cashed RMS money orders afterwards. The proof lies in the 1950 postmarks found on the back of some fragments. These money order cards therefore were the only items of the RMS mail which were officially allowed to survive by the Indonesian Government. They retained these and stored them as usual at the Bandung main post office, confident that none were in the hands of others.



Used on money order fragments



When these money orders were taken from storage in 1956, to be destroyed, the franking was cut off and sold out the back door to collectors. Government wages were so low that the postal workers were always on the look-out for items they could sell for additional income. Even with all the safeguards in place, approximately 150 money order fragments were sold. It was still dangerous within Indonesia to be caught with these, and it is also probably true today.

Most of the RMS rebels fled to Holland, where they remain today. During December 1950, an RMS government in exile was formed in Holland, and an information office was set up in New York. (310 East 44th St). The New York office was still open in the late 70's, but has probably long since been closed. This I have never checked on.

After the exile government was in place, they started producing the colorful labels which never saw any postal use. The information office stated that these "were for use in Ceram", but it is unlikely that any ever reached Ceram. By March, 1951, the RMS had lost all its post offices and the RMS forces controlled only portions of the jungle interior of Ceram, with no towns, or even roads. This guerrilla activity continued well into 1960.

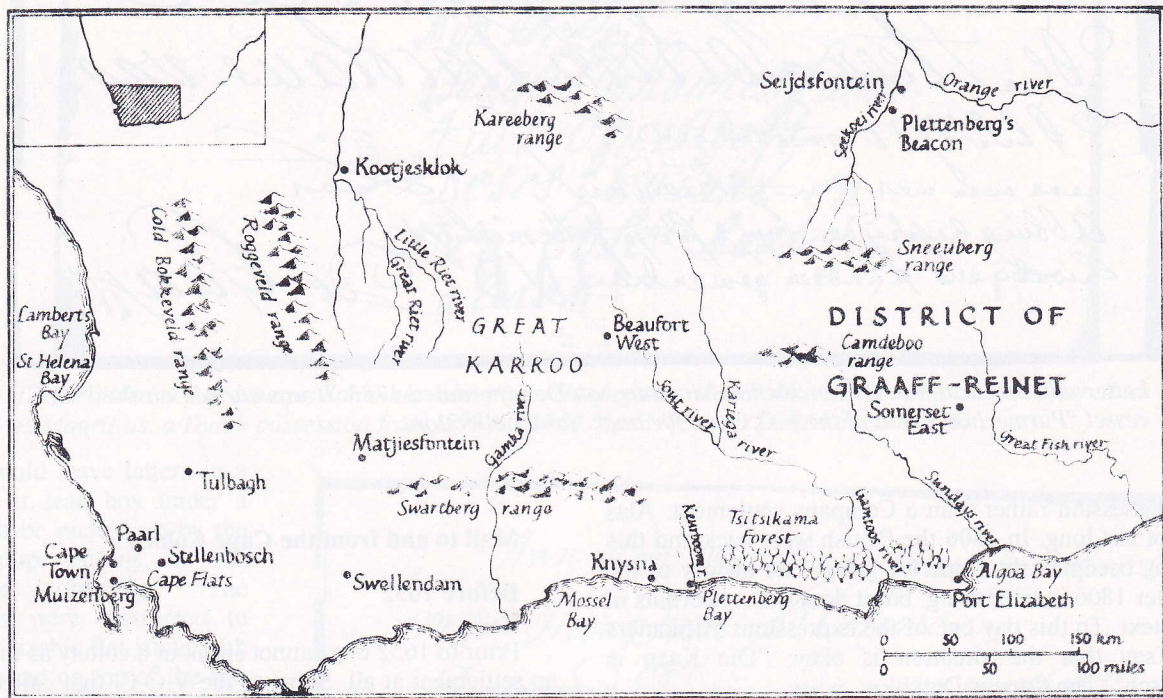
The first labels appeared in January, 1951, and the last, in 1954. These were sold by the RMS information office in New York. These labels are listed in the NVPH "Republiek Indonesie en Irian Barat" catalog, which is published in Holland. A number of these labels are found with a false postmark - "Ceram, Roemberoe 25.5.51". No such town or place exists anywhere in the Moluccas. Other RMS labels have appeared after 1954, but these were not produced by the government in exile. Most are known to have been printed by a R. Henderson in New Zealand, who had produced the labels of the fictitious "Sultanate of Occussi-Ambeno".

Therefore, the only known fact as to the validity of the RMS overprints is they were recognized, honored, and placed in storage at Bandung by the Indonesian postal system. This is sufficient evidence of postal use and should be recognized by Scott catalog as they are by Gibbons.

In the late 1970's the South Moluccan extremists in Holland caused quite an uproar and several philatelic publications at that time published articles about the RMS labels, but, unfortunately, none of these articles made any mention of the real postage stamps of the Republic of South Moluccas.

The Cape Colony Philatelically.

by Ed Matthews



Extent of the Cape Colony in 1778 ref. 1)

When we as collectors talk of Netherlands Overseas Territories we invariably mean the Dutch East Indies, Surinam, Curacao/Netherlands Antilles and Neth. New Guinea. This is not surprising as these are the territories (or colonies as we used to call them) which we find in our stamp catalogues, postmark lists, and various handbooks.

But in fact there have been quite a number of locations between say, 1600 and 1800, where the Dutch had settlements and where letters were exchanged. To name but a few of the better-known ones, New Amsterdam (New York) 1613-1674, Ceylon/ Sri Lanka 1658-1796, Deshima Island (Japan) 1624-1853, Taiwan 1621-1661. From most of these one or two letters or covers are known and when these come up at auctions they fetch very fancy prices indeed. Certainly I have given up bidding on these long since!

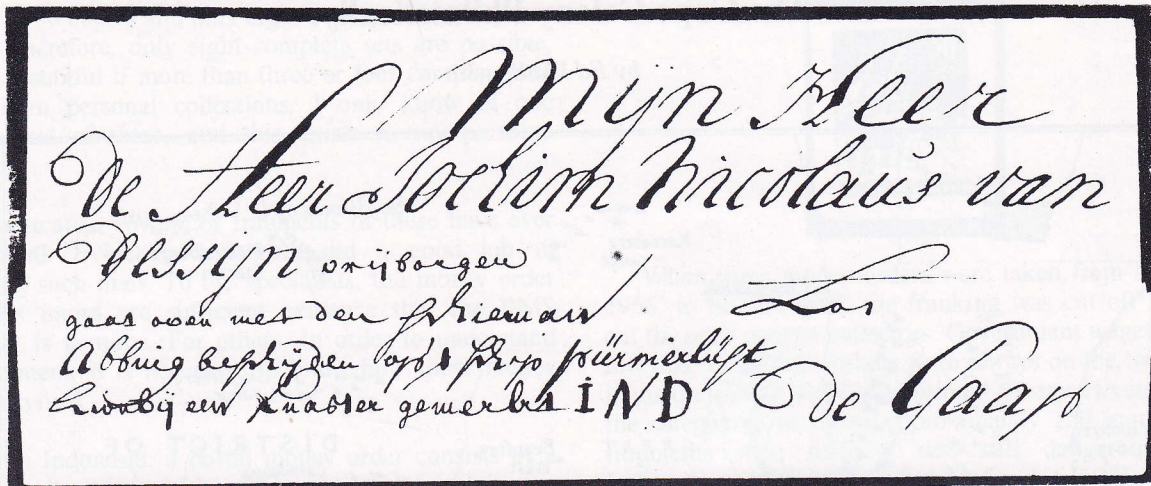
An exception among all these possessions was the Cape Colony in South Africa. Letters to and from the Cape Colony are seen at auctions and can be had for reasonable prices. When I say letters, I mean the outer sheet with the address and the wax seals, not the real contents which have invariably been removed and no doubt lodged in a South African archive. These outer sheets have been removed to keep the physical size of the archive manageable.

History of the Cape Colony

A very short history of the Cape Colony follows. Prior to 1652 the ships of the V.O.C.* on their way to or from the Indies stopped at the Cape to take on fresh water, live cattle and whatever other fresh produce could be found. This turned out to be a rather haphazard arrangement as cattle could only be obtained by barter from the Bushmen. In 1652 Jan van Riebeeck set sail from Holland with a group of about 100 tradesmen, farmers, and soldiers all with their families aboard three ships to start a settlement at the Cape with the express task of provisioning the V.O.C. ships. The original intention was to have just a small settlement, but with time the colony expanded largely for military reasons at first, namely to keep the Bushmen and Hottentots in check. As the population expanded a major share of the food production was consumed by the population of the Cape Colony itself.

In 1795 the British occupied the Cape Colony because Holland had become part of the French sphere of influence. In 1798 the Government of the Batavian Republic had taken over the V.O.C. In 1803 the Treaty of Amiens was signed between France and Great Britain and by its provisions the Cape Colony was restored to the Dutch, as the Company was stone broke due to mismanagement. Thus in 1803 the Cape Colony became a

* V.O.C.- Vereenigde Oost Indische Compagnie = United East Indies Company



Letter addressed to free citizen Jochim Nicolaus van Dessijn, dated 1733. It was carried on the V.O.C. vessel "Purmerlust". Seal of the V.O.C. on the back. (own collection)

Dutch possession rather than a Company settlement. Alas it did not last long. In 1806 the British were back and this time they occupied the Cape for good. The history of the Cape after 1806 is interesting, but it does not concern us in this context. To this day one of the expressions Afrikaners use to say that the situation is okay: "Die Kaap is Hollandsch" The Cape is Dutch!

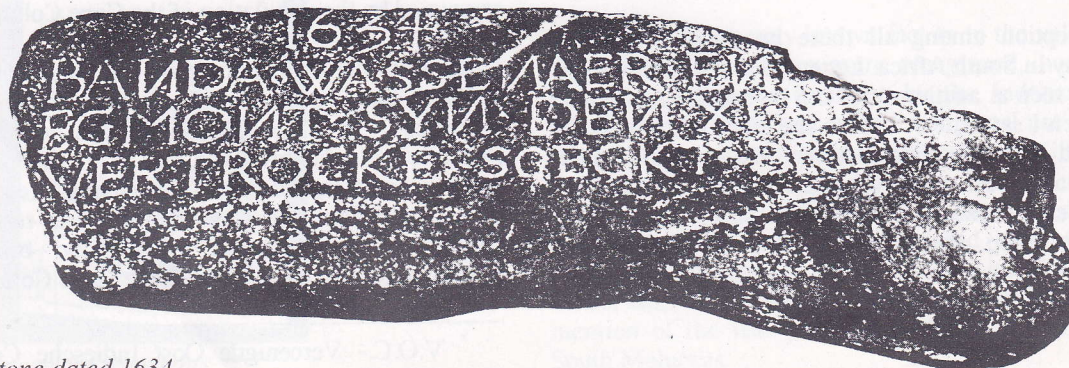
Mail to and from the Cape Colony

Before 1652

Prior to 1652 one cannot speak of a colony as there was no settlement at all. Ships of the V.O.C. that called at the



A stone dated April 1632



A stone dated 1634

*Edele, Agte, Welwylse,
 Doerlichige Heer
 Myn Heer
 Isaacs Johannes Lamotius
 Tuus. Opvoesthoof
 Deses Eylant en
 Den Edele Raat
 a Maas.*

Letter addressed to Isaachus Johannes Lamotius, Chief of this island, dated 1685. The island referred to is Mauritius, a Dutch possession from 1598 till 1710. (lot 3185, van Dieten auction 546)

cape would leave letters in a copper or lead box under a stone to be picked up by the next ship sailing in the opposite direction. The captains were instructed to bring a sizable flat stone with them to put on top of the box containing the letters. They would inscribe the name of the ship and the date of arrival and departure. The instructions strictly forbade the captains to open the box, it had to be brought unopened to the Netherlands or to Batavia where a Company official would open it. A number of these "post stenen" or postal stones has survived to this day. At my last visit to South Africa I photographed a number of them but to my chagrin I can't lay my hands on these pictures. So instead I show you the photographs of these stones on page 16 of Wolff de Beer's book "Nederlands Oost Indie Poststempels 1789 - 1864. ref. 2)

1652 - 1789

In this period the ships of the V.O.C. would drop off letters to the appropriate official at the Cape who would ascertain first of all that the letters contained nothing that could harm the

*Aan den W. d. Edele Groot. Achtbare Heer
 Myn Heer Jan Minne
 Regerend Burgermeester
 Bewindhebber van de Oost Indische
 maatschappij Etc, Etc, Etc.
 Tot Enkhuisen*

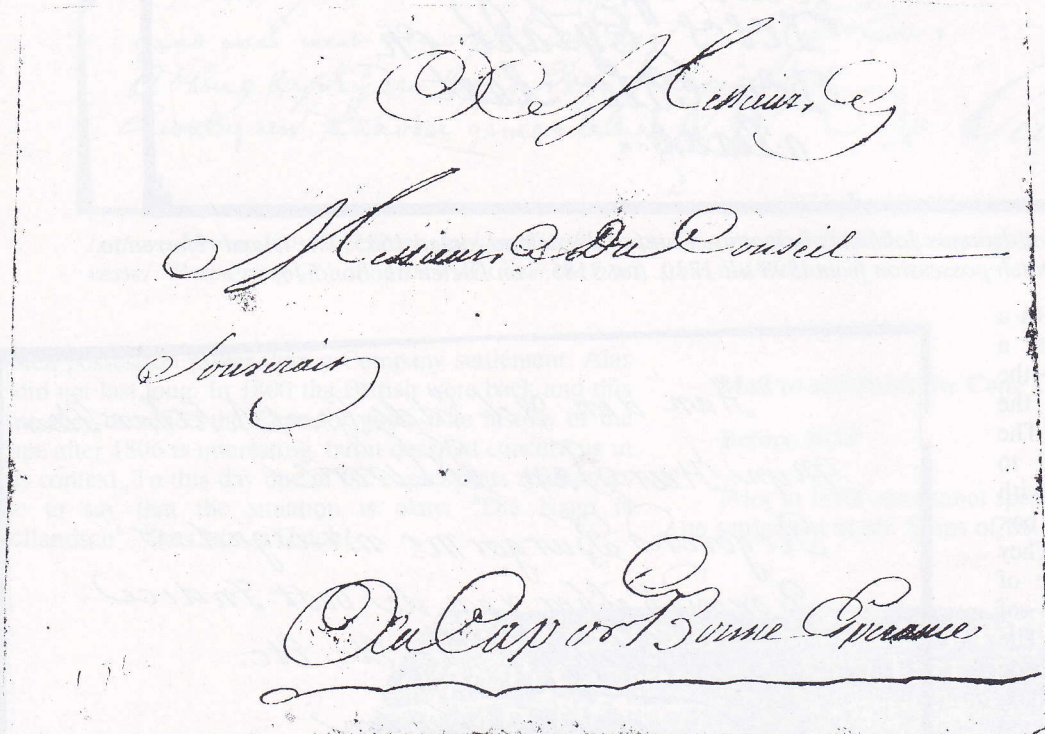
*1745
 G. M. A.
 16/10/1745
 1745*

Letter from the Cape to Enkhuisen written by Johannes Schevenhuysen, advisor to the Lords XVII. (letter mentions "these chiefs have as many wives as they desire" - must have appealed to these travelers far from home!) dated 1745. (lot 2246 van Dieten auction 566)

Company commercially or financially. In the early years the arrival of ships from Holland or the Indies was highly irregular, but eventually one could count on a ship arriving every two-three months or so. The mail carried was almost all Company correspondence which was carried free of charge by Company ships. There was little private mail as the settlers were by and large illiterate, furthermore half the Colony's population consisted of indentured Malay slaves.

chambers:

Amsterdam chamber - 4 Maria Louisa, de Faam, het Haasje, de Kraay, de Vlijt, de Star.
 Zeeland " - 2 de Expeditie.
 Delft " - 1 de Lugtbol.
 Rotterdam " - 1 de Snelheid.
 Hoorn " - 1 de Zee-meeuw ref. 2)
 Enkhuizen " - 1



Letter addressed to the Sovereign Council of the Cape of Good Hope. Dated 1766. Written in French. (own collection)

The underlined ones have not as yet been found on covers.

The severe censorship that the Company exercised over the mails had by now been mostly abandoned and private letters could be carried to the Cape and the Indies, but at a cost. The postage was to be paid by the receiver, but the rate was to be stamped on the letters at the point of departure. The postage varied according the size of the letters, not the distance. A letter to the Cape cost the same as one

1789 - 1795 and 1803 - 1806

The competition created by foreign sailing vessels to carry freight and mail became such in the late 18th century that in 1788 the V.O.C. decided to acquire a number of fast sailing packets to make the trip from Holland via the Cape to the Indies and return. A sailing schedule was established as shown below:

leave Holland	arrival at Cape	arrival Batavia	leave Batavia	arrival at Cape	arrival Holland
Sept. 1	Dec. 1	Feb. 8	Feb. 20	April 20	July 31
Dec. 1	March 1	April 30	May 15	July 15	Oct. 31
March 1	June 15	Aug. 20	Sept. 1	Nov. 1	Feb. 8
June 1	Sept. 15	Nov. 15	Dec. 1	Feb. 1	May 1

ref. 2)

Even the fast sailing packets took 11 months for the return trip, the V.O.C. merchantmen were often 1 1/2 years underway. Of the ten packets that are known to have been built, seven of their names have been found on letters. They were built for the account of the following

to the Indies or even to China or Deshima Island!

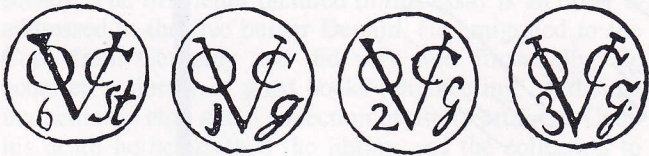
The V.O.C. established the following rate schedule:

letters of the	format	rate
smallest or	first	6 stuivers
second	second	12 stuivers
third	third	1 guilder
fourth	fourth	2 guilders
fifth	fifth	3 guilders
sixth	sixth	4 guilders
seventh	seventh	5 guilders
eighth	eighth	6 guilders
ninth	ninth	7 guilders

Four handstamps were prepared, 6 stuivers, 1, 2, and 3 guilders, at least one set for each chamber, for the Cape and for the Indies. These were accompanied by a wooden measuring device to determine the format of each letter. By multiple stamps any required amount could be shown on the letter. Although letters from Holland to the Cape or from the Indies to the Cape are found every so often, I have yet to see a cover from the Cape with such markings during the Dutch periods 1789-1795 or 1803-1806. Keep in mind these markings were intended for private

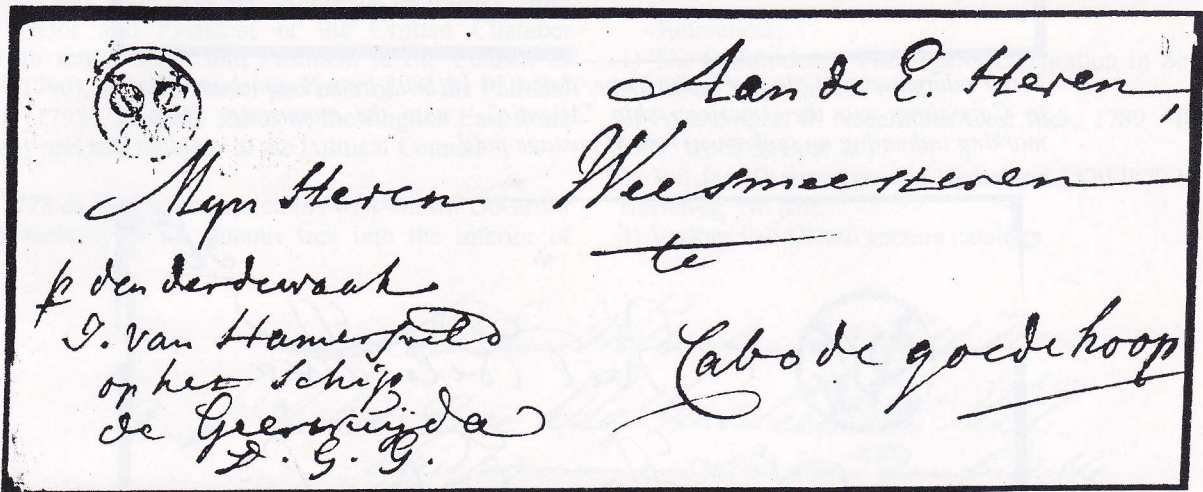
correspondence only. The Company correspondence continued to be carried free of charge.

1789-1805

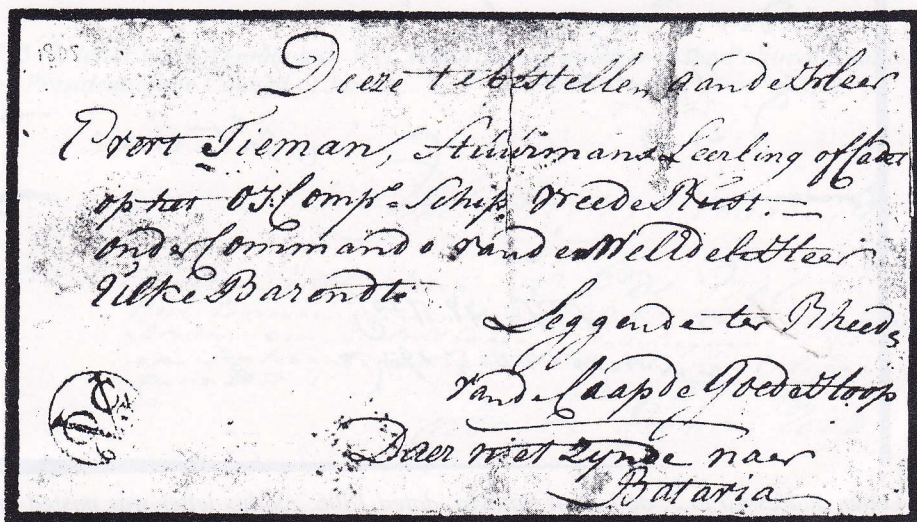


ref. 3)

Letter addressed to Friedrich Carl Voigt (in German) with 6 st V.O.C. marking, dated 1793 (?) (lot 3189 van Dieten auction 546)



Letter addressed to the Orphan Chamber, dated 1790, with 6 st V.O.C. marking, not carried by a fast sailing packet but by the ship "Geertruijda". (lot 3189 van Dieten auction 539)




Letter addressed to the sea-cadet Evert Tieman on the V.O.C. ship "Vreederust", with 6 st VOC marking, dated 15/10/1805. (lot 3494 van Dieten auction 553)

Aan

Mijn Heer
 J. de Ley
 Adres ten Huysen Van de Heer Mol
 Blaas Lijl maker
 Franco. a
 Cabo de Goede Hoop.

Letter addressed to J. de Ley in the Cape, dated 30/10/1805 from Simonsbaai (Cape) to Cape town via the American ship "Atlantic" - note the manuscript "franco" marking indicating an (unknown) rate of postage paid.

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Wel Edele Heer
 De Heer J. de Ley
 Koopman
 Onder bevoeging
 van Capt. Loreck
 J. G. G. te
 Batavia

Dobbe van de
 Post 45. 1806

Letter addressed to J. de Ley in Batavia, dated 1806. As this letter was posted after the second occupation of the Cape by the British in 1806, it was carried by a Danish ship under captain Loreck. Dutch ships did not call at the Cape anymore. The 6 st V.O.C. marking was stamped on the cover in Batavia.

Clearly Cape Colony letters unlike those of the Indies are not mines of postal markings, written or stamped. An interesting aspect of these letters is to dig up who the addressees were and what position they held in the Cape society. The first letter pictured in this essay is an essay is addressed to the free burger Dessijn. He emigrated to the Cape from Germany and did very well financially. He acquired a library of good books (engineering, medicine, mathematics etc.) and a collection of useful artifacts. Upon his death he bequeathed the library and the collection to the government of the Cape along with a sum of money to purchase more books for the education of the general public. In South Africa he is considered the Father of the Public Library system.

The next two letters are addressed to Olof Godlieb de Wet who was born in the Cape in 1735. In my collection there are four letters addressed to him, dated 1776, 1790, 1795 (?), and 1809. On the letters he graduates from Junior factor and President of the Orphan Chamber (1776), to senior factor and President of the Council of Justice (1790), to senior factor and member of the Political Council (1795), to senior factor in the English East India Company and still member of the Political Council.

In 1778 de Wet accompanied the well-known Governor van Plettenberg on his famous trek into the interior of

South Africa, a signal honor. Through South African friends I got a copy of his will in which he reminds his daughter that she already received 25,000 rijksdaalders as a dowry. Even today that is a sum of money not to be sneezed at, but at that time anyone who could give his daughter such a dowry was a millionaire by our standards!

Although the Company went broke in the late 18th century, its officials seem to have done right well for themselves!

Letters to the Cape are written in Dutch, French, German and so on - it must have been an interesting society in the early days of the Cape Colony. Many Dutch letters call the Cape, Cabo, which is a Portuguese word.

Note: Almost all letters shown have been reduced in size as most of them wouldn't even fit the page.

References:

- 1) The Pathfinders - The saga of exploration in Southern Africa by Peter Decker 1985.
- 2) Poststempels in Nederlands Oost Indie 1789 - 1864 by W.S. Wolff de Beer 1971
- 3) 300 Jaar Postmerken van Nederland 1570-1870 by P.C. Korteweg. No date.
- 4) Various van Dieten auction catalogs.

Van den Welddelen Achtb. Heere
 den E. Achtb. Heere Olof Godlieb de Wet,
 Opvoermeester en Lid van den E. Raad
 Politicus, Landmilitearis en President
 in den E. Raad van Justitie
 Cabotsgoedhuis

1795 (?) letter to Olof Godlieb de Wet, senior factor, member of the Political Council and President of the Council of Justice.

Van den Welddelen Achtb. Heere
 den E. Achtb. Heere Olof Godlieb de Wet
 Opvoermeester en Lid van den E. Raad
 Politicus, Landmilitearis en President
 in den E. Raad van Justitie
 Cabotsgoedhuis

Letter dated 1809 addressed to Olof Godlieb de Wet who now has become senior factor in the English East India Company, all the while keeping his other high placed positions.

History from West New Guinea

by Leon G. Stadtherr

Sometimes the contents of a postal cover, i.e., the message on a post card or on an airletter or the letter in an envelope, can be as exciting to a postal history collector as the cover itself. This occurs when the message confirms postal routes, postal rates, or other postal information, or historical facts. A couple of examples of messages which confirm historical facts are given here.

There was much turmoil in the Netherlands (East) Indies following the surrender of the Japanese in 1945 at the end of World War II. This turmoil was intensified by the demands of many native Indonesians for immediate independence from the Netherlands. In 1949 the Netherlands formally granted independence to Indonesia, it included all of the former Netherlands Indies (NI) except Western New Guinea (WNG) which remained a Dutch colony until 1962.

Many Dutch nationals and others who felt threatened by the new government of the newly independent Indonesia moved out of the former Dutch colony. In 1950 nine hundred Europeans lived in WNG. This number increased to 13,500 in 1953.1 Certainly part of this increase was due to the exodus from the NI. Among those moving to Netherlands New Guinea were Dutch civil

servants. The cover shown in Figure 1 is from one of these Dutch civil servants, a "post-officer 2e class."

The letter is mainly about the writer's background. A portion of it is given here without comment. To retain the letter's special flavor the spelling, grammar, and punctuation are not corrected. In part the letter reads:

Hollandia, May 26th 1954

Dear Edith,

I introduce myself:

Born place: Surabaia (Java-Indonesie)
Born Date: 30-9-1928
Profession: Post-officer 2e class (incl. wireless operator)
Nationality: Dutch

I came in this country in Dec 29th 1949, the reason I must escape for the Republic Indonesian rulers. Indonesie is now a Republic, before 1950 it was under Netherlands Region. Only New-Guinea is yet Netherlands Territory.

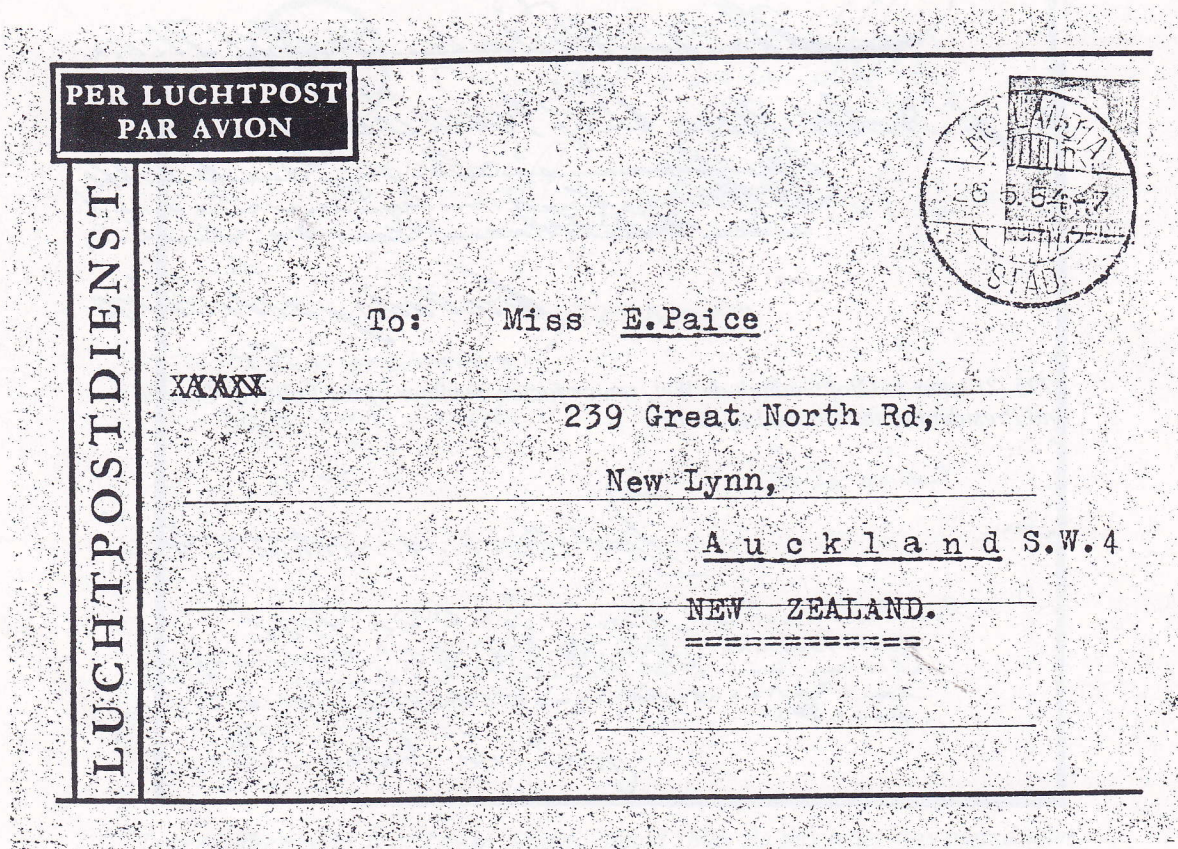


Figure 1. Airmail cover to New Zealand franked with a 50c Queen Juliana stamp and canceled HOLLANDIA STAD on 26.5.54

After the Central school I went to the High School in Bandoong. Then the World War began. I was 3 years Prisoner by the Jap. Peace came but the Indonesians peoples asked for freedom and killed everybody who not sympathize with them! Many Europeans was killed.

I saw many places on Java-Sumatra and Borneo, also the little ones who is called campongs (villages). After the World War I was divided by the Intelligence Service of the Special Troops (Commando's).

My mother was dead when I was 6 month old, my step-mother in 1947, and my father was killed by a USA attack when he was a Prisoner of War in Japan.

In my spare moments I make a special study of languages: English German-French and Spanish also Geographic and Radiotechnic.

I hope in 1956 go to Holland for examination, perhaps I will go through to Brasil.

(signed) Tony

The Dutch colony of Netherlands New Guinea (NNG) was short lived. In 1962 the Dutch and Indonesians agreed that after a 7 month interim UN administered period, West New Guinea (WNG) would become part of Indonesia. Once again many Dutch civil servants and others closely connected to the Dutch administration in the Far East were on the move. Three-fourths of the Dutch in WNG left the territory by May 1, 1963 -- the end of the UNTEA period.¹ As these people left WNG the Indonesians brought in replacements.

The cover shown in Figure 2 is an airletter from a newly arrived Indonesian civil servant, written in his hotel room and sent back to Indonesia (presumably to his former home in Bondowoso in East Java). The message relates his journey to his new post in West Irian (WNG). He says the UNTEA takes good care of his material needs, but he misses his family and friends.

This airletter is of the third

(and last) type 15c airletter issued by NNG. It has the small UNTEA overprint. Very few of the airletters with this overprint and commercially used have been reported in the philatelic literature. It has the 108/127 mm top rear flap. This airletter is reported to exist with the other flap (102/130 mm) as well.² It has a HOLLANDIA 7 cancel dated 20 April 1963, ten days before the UNTEA period ended. A 20c bird of paradise stamp with type 1 UNTEA overprint (Hollandia) added to prepay the 35c airletter rate to Indonesia. It also has a light impression of the seldom seen rectangular "P.I.B." postmark in light violet ink. The P.I.B. postmark is 10 x 21 mm with 6.5 mm letters. This postmark (meaning POS IRIAN BARAT) is thought to be found only late in the UNTEA period and only on mail from WNG to Indonesia.³

Acknowledgement: Thanks to John Hardjasudarma for his translation from Indonesian to English of the contents of the UNTEA airletter.

References:

1. John Ryan, *The Hot Land -- Focus on New Guinea*, St. Martin's Press, N.Y., 1969.
2. E. R. Hofmann, *U.N.T.E.A.*, Third edition 1985.
3. M. Hardjasudarma, *NP*, 16 (1 & 2) Sept. 1991, p. 18.

LUCHTPOSTBLAD



Kepada
 Jth. Sdr. Roest am E.
 Gang Situbondo
 Bondowoso

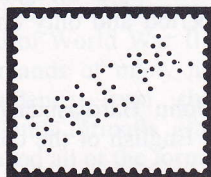
Figure 2. NNG 15c Airletter with small UNTEA overprint and added 20c stamp with type 1 overprint, mailed to Indonesia on April 20, 1963

Perfins of the PNEM

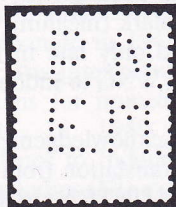
by Jan Verhoeven (original published in the PERFILEX '97program)

(translated by Hans Kremer)

The Provinciale Noordbrabantse Electriciteits Maatschappij (PNEM) has used two different perforators. The first one (referred to as PNEM 1) was used from 1917 through 1944, while the second one (referred to as PNEM 2) was used from 1951 through 1987. Each of these perfins has its own story¹.



PNEM 1



PNEM 2

Perfins made up of four or more letters are usually spread out over two lines, or are placed diagonally. The latter is the case for the first PNEM perfin. Most often they are applied to the stamps in a truly diagonal fashion². For an example of the usage of the perfin on cover refer to illustr. 1

The perfins discussed here have been used at the PNEM headquarters in 's Hertogenbosch. The stamps on which the perfins can be found are mainly those used for in-country letters and printed matter. The PNEM is one of



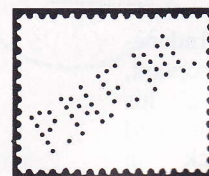
Illustr. 1: Cover with diagonal PNEM 1 perfin, used March 5, 1927. Canceled by hand with the advertising cancel of 's Hertogenbosch "Vestig U in Den Bosch, Bouwgrond voor Handel and Industrie" (Located in 's Hertogenbosch, Building sites for Commerce and Industry)

the few companies that also used semi-postal stamps for their mailings (at least prior to WWII). (illustr. 2)



Illustr. 2: The PNEM was one of the few companies using semi-postal children-welfare stamps for their mailings

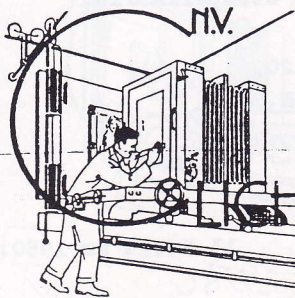
During the usage of perfin PNEM 1 two pins were broken off. Soon after the original usage of the perforator the period (dot) after the E disappeared. I assume that that pin was present originally. Although I have looked for a complete perfin, I've never seen one. In 1936 the lower left pin of the E also disappeared.



During 1936 the lower left pin of the E disappeared.

During 1944 the entire perforator disappeared, possibly due to circumstances caused by the war. Between 1944 and 1951 PNEM did not use a perforator.

On November 2, 1950 'Cliche and Stempelfabriek A.C. Verhees' quoted a price of fl. 77.50 for a perforator with the letters PNEM, with a delivery time of six weeks (illustr. 3).



24197
 INGEKOMEN OP:
 - 4 NOV 1950
 Class: 7 353
 Afd.: 1 2 6

14/11-50

CLICHE EN STEMPELFABRIEK A.C. VERHEES

'S-HERTOGENBOSCH NIJMEGEN

VUGHTERSTRAAT Tel. 8777-4100 ST-ANNASTRAAT 72

GIRO 36564

'S-HERTOGENBOSCH, 2 November 19 50

N.V. Prov. Noord-Brab. Electriciteits Mij

PRIJSOPGAVE

VOOR

's-Hertogenbosch

M.M.

Ingevolge uw geachte aanvraag van hebben wij de eer U aan te bieden:

Handwritten signature

1 postzegel perforerers
 met letters PNEM
 v.d.prijs van f. 77.50

(levertijd circa 6 weken)

Handwritten notes:
 Ch. Petit,
 Jaarm. Bericht Bureau,
 J. Petit

Bovengenoemde prijzen zijn berekend op de beste uitvoering. De aanbieding is geheel vrijblijvend. ~~Geen aanspraak op terugbetaling~~
 laste. In afwachting van uwe gewaardeerde opdracht verblijven wij,
 Hoogachtend,

N.V. CLICHE EN STEMPELFABRIEK
 A. C. VERHEES

Handwritten note:
 13/11-50

Illustr. 3: Price quote for one perforator press with the PNEM initials

Soon thereafter, on November 13, 1950, the perforator, as quoted, was ordered by the PNEM; signed by Ir. J.P.A.M. Petit (illustr. 4).

2402/HK.

N.V. Cliche- en Stempelfabriek
A.C. Verhees,
Vughterstraat 120,
's-Hertogenbosch.

Vu/30.

2 November 1950.

13 November 1950.

franco ons Hoofdkantoor te 's-Hertogenbosch.
ca. 6 weken. *(na aflevering van het bestelde en na onze goedkeuring daarvan.)*
na aflevering van het bestelde en na onze goedkeuring daarvan.
N.V. P.N.E.M., Hoofdkantoor te 's-Hertogenbosch.

1 postzegel-perforeerpers, voorzien van
de letters P.N.E.M.

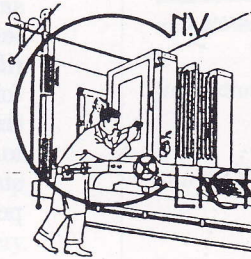
f 77 50.

Hoogachtend,

(Ir J.P.A.M. Petrus)

Illustr. 4: The order to buy the perforator press

It took a while before the perforator was delivered. On February 2, 1951 the PNEM inquired about the delivery date. On February 3, 1951 (three months after the offer) Verhees wrote that "after repeatedly writing, a note was received today from the representative of the company manufacturing the perforator, informing us that it would take a it somewhat longer before the perforator can be delivered, because the perforator has to come from another country" (illustr. 5).



BANKIER: ROTTERDAMSCH E BANKVEREENIGING N.V.
POSTREKENING No. 36564

CLICHÉ EN STEMP ELFABRIEK A.C. VERHEES

SHERTOGENBOSCH
VUGHTERSTRAAT 120
TEL. 8777, K 4100

NIJMEGEN
ST-ANNA STRAAT 72
TEL. 23395, K 8800

NO. 3603
 INGEROMEN OP:
 - 5 FEB 1951
 Class: *de 826.06*
 Ad: *mh*

SHERTOGENBOSCH, 3 Februari 19 51

Prov. Noord-Brabants Electriciteits
Maatschappij

Koningsweg

Alhier.

orderno. 2402 HK

Mijne Heren,

Wij hebben in bestelling een postzegel perforeerpers en delen U mede dat wij na herhaaldelijk schrijven heden van de vertegenwoordiger der firma die deze machine levert bricht ontvingen dat het nog wel even kan duren eer deze perforeerpers geleverd kan worden daar deze uit het buitenland moet komen

Wij zullen in ieder geval alle mogelijke moeite doen en op spoedige levering aan blijven dringen en hopen dat U nog enig geduld zult hebben

Inmiddels tekenen wij

SHERTOGENBOSCH
 INGEROMEN OP:
 - 5 FEB 1951

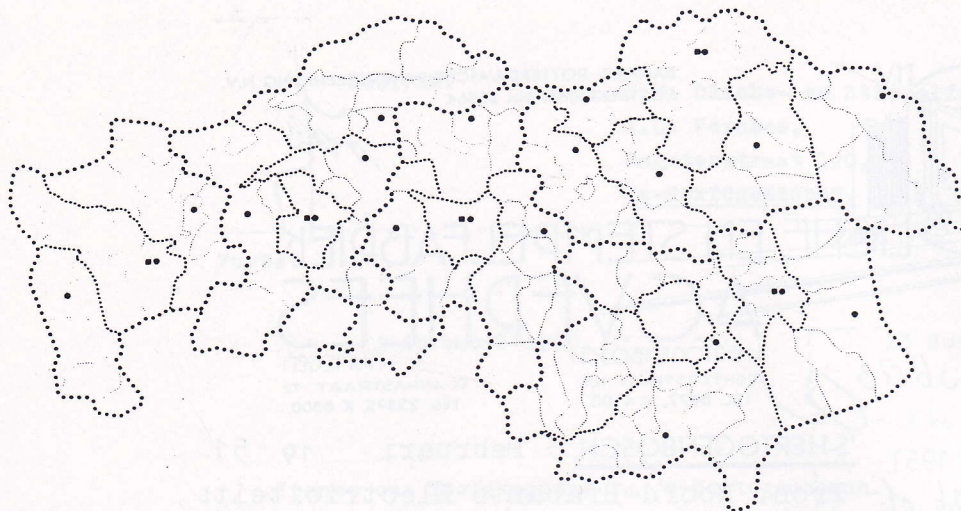
Hoogachtend,
N.V. CLICHÉ EN STEMP ELFABRIEK
A.C. VERHEES

Illustr. 5: Letter informing PNEM of the expected delivery delay

When exactly the perforator was delivered could not be determined, but most likely this was a little after February 5, 1952.

Over a period of time the PNEM, as a regional organization, has taken over more and more of the local gas & electric companies. These were all spread out over

various towns (illustr.6). After their takeover these local companies became part of the PNEM. They were identified as districts or regional offices, and they were sending out their own mail.



Illustr. 6: Map of the province of Noord Brabant. The dots mark the various PNEM offices

Based on administrative procedures we understand that their stamps came from headquarters in 's Hertogenbosch (illustr. 7). This means that there was only one perforator.

The stamps used at the various locations and mailed locally were perforated in 's Hertogenbosch; only the cancel tells you which town the letter was mailed from.

The PNEM perfins were also used for private mail by PNEM employees (illustr. 8).

The perforator is about 15 cm (6 inches) high, 15 cm

pnem INTERNE MEDEDELING

van | aan de afdeling Secretariaat

te |

d.d. | te 's-Hertogenbosch

betreft ontvangen postzegels

Heden van U ontvangen:

postzegels van cent

postzegels van cent

postzegels van cent

postzegels van cent

postzegels van cent

Illustr. 7: Form to be used to request stamps from the main office in 's Hertogenbosch.

long and 5 cm wide. It weighs about 2 kg (4.5 pounds). There is a small drawer to catch the paper punches (illustr. 9). The PNEM folded their stamps (harmonica fold) prior to perforation. About 5 stamps at a time were perforated.

I've heard that the office manager was a philatelist and that he had instructed the employee that applied the perforation to make "nice perforations". This is the main reason the PNEM type 2 perfins are generally nicely centered. This manager

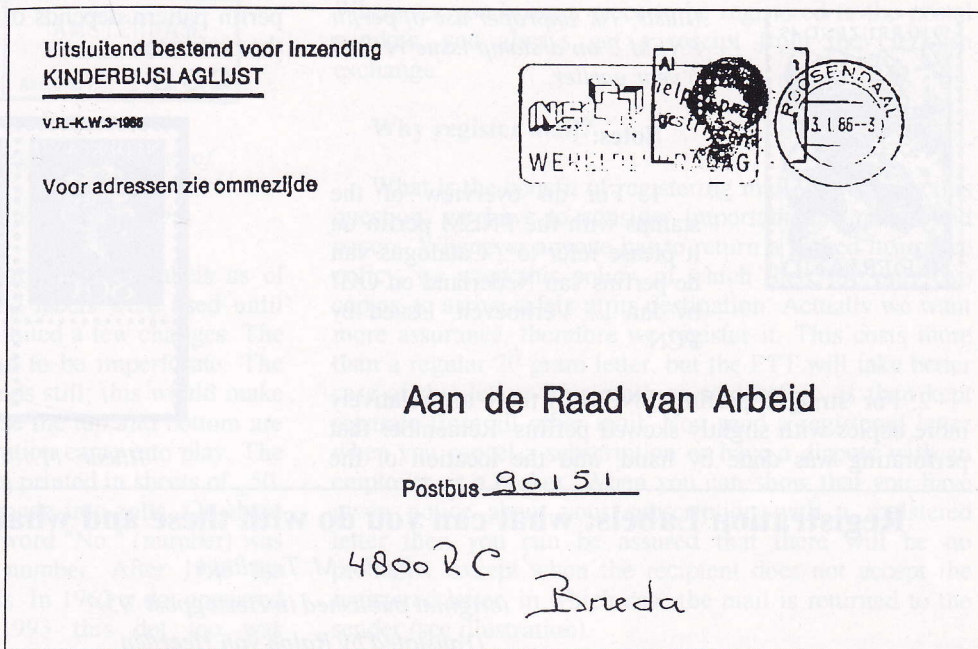
was particularly fond of the perforator, and this is one of the reasons it was used for such a long time.

Improper use of the perforator.

Due to the increasing popularity of perfins, we have unfortunately noticed improper usage of the perforator. However, I do not know of false PNEM 2 perfins, but I have noticed improper use of the perforator itself. In these cases it involves applying PNEM perfins to stamp not longer in use when the perforator was put into function (illustr. 10). Recently I came into possession of a stamp with the perforation applied to both the stamp and the hinge attached to it. It is most unlikely that the PNEM used stamps removed from a stamp album. We have to conclude that a (bad) philatelist was at work here. The improper perfins discussed here are part of the Perfin Club Nederland's collection of falsifications.

Nearly all perfinned stamps were used, but sometimes one encounters uncanceled, but used stamps. These appear on postal pieces left uncanceled by the PTT, or on prepaid return cards or covers

not returned by the addressee. Unused perfins were left over for example by an employee of PNEM taking these home to be used for mailing, but somehow never got to them, and also forgot to return them to PNEM's stamp vault. This however happened only very sporadically to the PNEM perfins. The Kiosk perfins however are much more common unused. These were sold perfinned to the public, and quite a few of these were never used.



Illustr. 8: Privately used PNEM perfin in Roosendaal on January 13, 1986

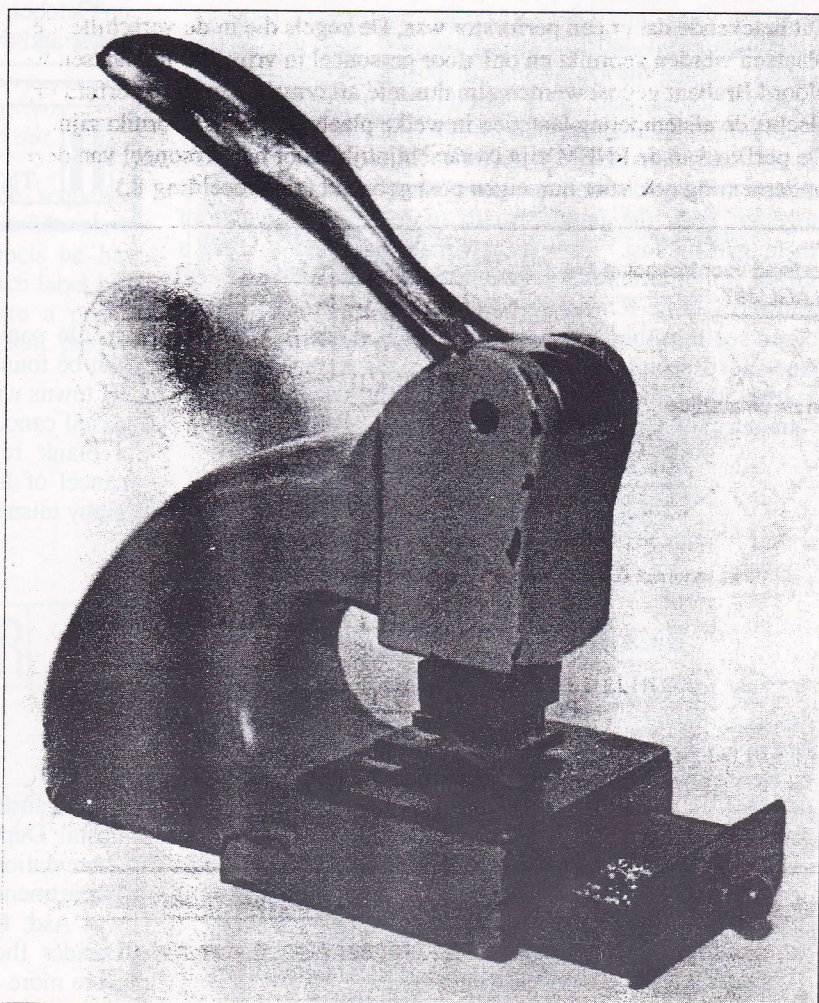
Unused copies of stamps with perfin PNEM 2

Of the PNEM 2 more than one stamp, and even parts of sheets are known unused (illustr.11). These are remainders of the various PNEM stamp vaults, cleared out after the use of PNEM perfins was discontinued. By now most of these have ended up in the hands of stamp dealers. With the exception of collectors of perfins, the common stamp collector isn't that interested in these unused copies.

The end of the perfin

By talking to people I understand that there never was an official PNEM announcement about stopping the use of these perfins. At a certain point people just thought that using the perfins was a bit childish.

With discontinuing these PNEM perfins in 1987 the history of Dutch perfins came to an end. Based on this fact and the unusual usage of the PNEM 2 perfin, this perfin has taken a unique place in perfin history.



Illustr. 9: The second PNEM perforator.



Illustr. 10: Improper use of perfin PNEM 2 on a stamp issue retired 6 year earlier.

Notes:

1: For an overview of the stamps with the PNEM perfin on it please refer to: "Catalogus van de perfins van Nederland en OG" by Jan L. Verhoeven, issued by PCN.

2: For 'straight' perfins (PNEM 2) there are relatively more copies with slightly skewed perfins. Remember that perforating was done by hand, and the location of the

perfin pattern depends of the position of the stamp under the perforator.

Jan L. Verhoeven, March 1997



Illustr. 11: Unused PNEM 2 perfins.

Registration Labels: what can you do with these and what are they actually?

by P.L.M. Teurlings

(original published in Hertogpost '95)

Translated by Ralph van Heerden

This is perhaps a strange question. Not an usual title for an article, but after reading this it will be clear what it's all about.

Registration labels exist since the end of the last century. Since the beginnings of postal services different types of letters had to be handled. Among these were letters that contained important information. There had to be an extra consideration given to these. How to handle these? It was decided to carry these important pieces together with the regular mail, to lessen the chance of them getting lost. The postal department had to find a means to differentiate between both types of mail. By putting a large R or a few blue lines on the letter, one could see that this letter was special. The large "R" letter stood for *Recommande* which means registered. It is also known that there were hand cancels with the word "aangeteekend" (registered).

Aangeteekend
Aangeteekend
 examples of "Aangetekend" cancels

The Netherlands Postal Department (PTT) ordered that starting July 1, 1882 a piece that was to be registered had to have a printed label. The first label was pale purple in horizontal format. Later on vertical format labels took its place.



vertical R-labels

At one of the meetings that the Postal Departments of various countries held, a postal treaty was signed by several countries. In the treaty it was stated, that beginning on October 1, 1907, the labels had to be perforated on four sides, and the letter R was to be placed on the left side.



R-labels with 4-sided perforations

On some of these labels a straight-line, town cancel can be found. This happened because it was required that all towns with a name of less than 9 letters had to receive a postal cancel. When you sent a letter, the postal clerk took a blank registration label and added the straight line cancel of his office. This lasted only nine days because many misuses occurred.



R-label with handcancel "Koudum"

Because in time many new postoffices opened up, the Postal Dept. decreed that the labels had to indicate an abbreviation of their postoffice as was listed by the Postal Department. As such the PTT abbreviation for Amsterdam was Asd; for Rotterdam RT; and for 's Gravenhage GV. Besides these abbreviations there were, whenever there were more postoffices in one place, the street names to be indicated. Here is an example.

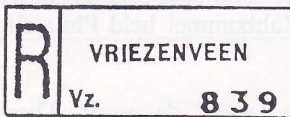


Registration label of Amsterdam without street name

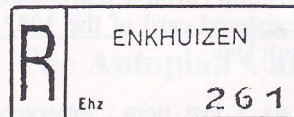


Registration label of Amsterdam with street name

All these abbreviations appeared on the labels as of 1919. These four-sided perforated labels were used until 1930 at which time the PTT instituted a few changes. The top and bottom of the labels had to be imperforate. The perforations remained on both ends still; this would make it easier to separate them. Because the top and bottom are no longer perforated another situation came into play. The 4-sided perforated labels had been printed in sheets of 50. The new labels now had to be made into rolls. On these labels that were in roll form the word "No." (number) was still preceding the registration number. After 1948 the "No." was omitted from the labels. In 1962 a dot appeared after the abbreviation; after 1993 this dot too was eliminated.



R-labels without "No." but with a dot



R-labels without "No." and without a dot

The reverse of the rolls of labels had no sequence numbers as is usual for rolls for postage stamps. The clerk of course can easily determine how many labels he has used from the front side of the label because each label has a sequential number. This number is put into a postal notebook, in order to be able to trace the postal pieces.

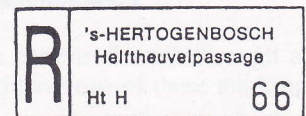
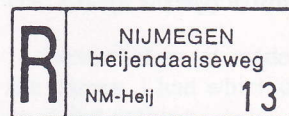
Whenever you bring a piece to be registered to the postal window, you always get a receipt from the clerk in exchange.

Why register mail?

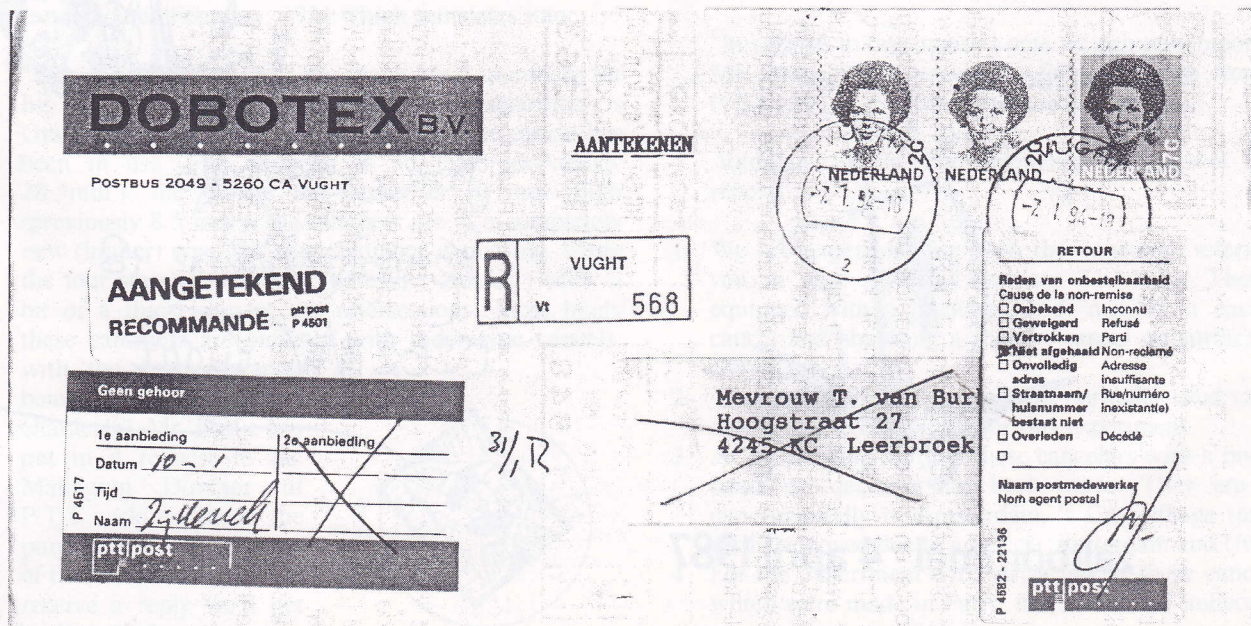
What is the benefit of registering mail? To answer this question, we have to consider important documents and papers. Whenever anyone has to return a signed insurance policy, we want this policy, of which there are only two copies, to arrive safely at its destination. Actually we want more assurance, therefore we register it. This costs more than a regular 20 gram letter, but the PTT will take better care of this letter. This mail, as said before, is then kept separate from all other mail. You send a registered letter when you cancel a subscription or have a dispute with an employer or a broker. When you can show that you have given notice about your subscription with a registered letter then you can be assured that there will be no problems, except when the recipient does not accept the registered letter, in which case the mail is returned to the sender (see illustration).

Labels can be found for a variety of post offices

There are various kinds of postoffices - one is the "General Postoffice". Here everyone can drop off their letter or package. Perhaps you know of one of these in your neighborhood. Postal stations can be in grocery stores, bookshops or cigarshops. These are known as "contract stations".

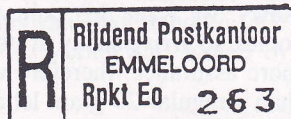


"Neighborhood Postoffice" labels



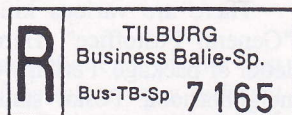
Registered mail that was refused. Various postal labels have been added.

Mobile postal stations. These are specially equipped vans, that traverse less populated areas. These vans have a different route each day and are parked at fixed place at certain times. These large vans go to smaller communities that previously had a postoffice. These postoffices closed because patronage declined forcing closure. The expectation is that future cutbacks will force more closures. You can come across these large vans all around the country.



R-labels from mobile post offices

Also, large businesses, factories and institutions do have their own labels. These labels we call "adhesives". Whenever businesses have so much mail that has to be registered, it is easier, also for the PTT, if they are completely equipped under the auspices of the PTT with registration labels and postage, in the form of stamps or meter label machines. The PTT assumes control and delivers the registered piece to the addressee.



R-labels from commercial institutions; these are the adhesive types

Because these businesses have their own label it's fun to collect these variations. New businesses come; others go, and then these labels are never again to be found.

There are commemorative labels too. Examples shown are labels of the Philatelic Youth Day and the Netherlands Philatelic Day that's been celebrated every year in different towns.

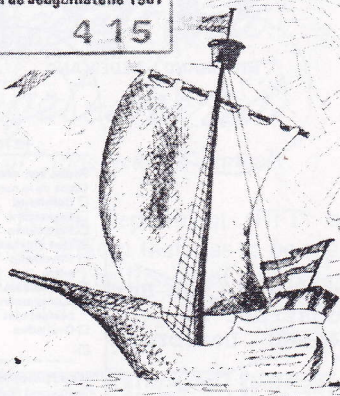


Commemorative R-labels

On those days there is always a special postoffice where a clerk cancels registered pieces. The registered letters, etc. will be canceled with a special label for a one or two day period. Thereafter the remainder of the roll of registration labels is returned to the Philatelic Service in Groningen where they are destroyed. One can send registered items having a special registered label too at Army and Airforce Days. On the following page is shown a registered card of the 1987 Zaltbommel held Philatelic Youth Day.

As a last item, "emergency labels" do occur. These labels are rare. Whenever an office waited too long to renew its label stock from the printer, a shortage of labels could occur. But everybody wishes that important letters or parcels are registered on such occasions, a roll is

dag van de jeugdfilatelie



zaltbommel - 4 april 1987

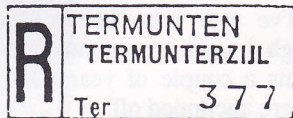


*Jan Teurlings
Kempkeshoeve 18
5262 NW Vught*

postzegelvereniging
zaltbommel i. s. m.
orion

A cover with a commemorative R-label.

"borrowed" from another postoffice which has an extra roll. Ideally the clerk crosses-through the postoffice name already on the label and applies his own Postoffice name to the label.

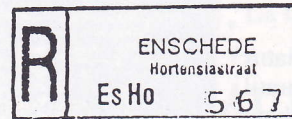


A borrowed R-label

Topic Collecting - Area Collecting

Many collect a topic, such as Royalty, animals, ships, buildings or mills. You can think of other thematic registration label subjects. There are many such R-labels that you can use in a collection. We show you just a few.

You understand now that there are many collecting possibilities with registration labels. You can come up with your own ideas for a topic and/or area collection. When you use registration-labels (on your mail) it gives an extra dimension to the collection



R-labels with names than can be used in a topical collection.

Literature Sources:

- De Posthoorn
- Philex '84 Catalog
- Filaccept '88 Catalog
- Nederl. Maandblad voor Philatelie

The Autoplan Cancelers of the Netherlands.

by Hans Kremer

One of the best buys I ever made, as far as philatelic literature is concerned, was the purchase of "De Stempelrubriek, NMP 1922-1939", and its companion "De Stempelrubriek, De Philatelist, 1927-1939", both compiled by the 'Bondsdocumentatie - Centrum'. As a philatelist whose main interest is cancels, these books have proven to be priceless.

When I went through the first one I stumbled on a short note, dated February, 1931 which translates into:

"New model date cancel: We thank Mr. Lununberg for his note: "Recently in Amsterdam (main postoffice), 's Gravenhage and Rotterdam a new type date cancel has been in use. The diameter is 30 mm. (previously 28.5mm.), the bar in the center is 10 mm. high (previously 8.5 mm.), the numbers are of a completely new (higher) type, the cancelnumber is missing, while the four stars (which look more like crosses) show a bit of a thickening at the intersections. Most likely these cancelers are outfitted with rader type cancelers, with the year character being a detached character". Mr. Brave has put in a request to the Managing Director of P.T.T. asking about the purpose and distribution of these cancelers; when we receive a reply we'll get back to this".



Figure 1

The above (poor) illustration accompanied the note. I could see the 'thickening' on the illustration, but not much else, except vaguely a 1931 year indication.

Nevertheless it made me curious. I went through all the stamps I had which could have one of these markings on it, but nothing.

The next issue of NMP (March 1931) had a followup:

"In regards to last month's note we can now report that Mr. Brave has received the following note from the P.T.T.:

Autoplan cancelers. The Managing Director of P.T.T. reports:

1. We are experimenting with the cancelers referred to you in your letter of January 31, 1931. They are equipped with a pivoting head, making it easier to cancel and obtaining a sharper cancel on surfaces not completely flat.
2. The small differences with the normally used cancelers can of course be ignored for this experiment.
3. As far as using more of these cancelers with a pivoting head, no decision has been made. They are used experimentally in Amsterdam, 's Gravenhage (temporarily removed due to a defect), Rotterdam and Utrecht.
4. For the experiment with just a few of these cancelers, which were made in Paris, it was deemed unnecessary to use cancel numbers."

In NMP of April 1931 is one more note about this cancel(er), supplied by Mr. Brave.

"Autoplan canceler.

's Gravenhage. Contrary to the other towns this cancel has more normal crosses, although the legs of the crosses are somewhat skewed, not perpendicular to each other. Also, the bar in the middle is somewhat smaller than for the others."

From that article on a big hiatus exists on this subject; it is not until 1936 that more is published about these elusive cancels.

In 'PTT News' of July 16, 1936 there appears an article by J. den Hartogh Jr. called "De Dagtekeningstempels der Nederlandsche Posterijen No. 1". In it Mr. den Hartogh mentions the Autoplan cancel:

"The 'Autoplan' date cancel

In 1930 a trial was made with the so-called "autoplan" date cancels. These were cancelers, invented in France, whose main feature was that the canceler head was not fixed, but connected through a pivoting device with the handle. (Illustr. 2). The advantage was that not only in a vertical position, but also under an angle, the canceler head would make a clear imprint (Note: Autoplan can be broken down into Auto for Automatic and Plan for Plane (flat), HK). No prior experience with this canceler would be necessary; anybody could make decent imprints. A trial cancel 's Gravenhage, quite different from the then usual date cancels, was made (Illustr. 3). The hour indication was placed in front of the date, while even minutes, in 5 minute intervals, were indicated. The hour indicator was forwarded automatically by using knob A, while the other characters manually had to be adjusted. Before that could be done, knob B, which held the characters in place, had to be pushed in. The diameter was 33 mm.

This canceler was never used.

A second version was made, also for 's Gravenhage, of the same size, but with the regular date cancel. The canceler was put into use sometime during July, 1930. The results merited extending the experiment to Amsterdam (Illustr. 4), Rotterdam and Utrecht, starting in January 1931.

During the extensive experimental period these cancelers did not appear to have any advantage over the regular cancelers, so there was no reason to bring these

French cancelers into general use. Of the cancelers used, the ones in Utrecht and 's Gravenhage were taken out of usage in 1932, due to a defect; this had happened earlier to the Amsterdam and Rotterdam cancelers."

That's all I've ever seen being written about these cancels, although I seem to remember that in one of the PO&PO auctions a couple of years ago one or more of these cancelers were auctioned off.

I thought I had hit a deadend until I visited the P.T.T. Museum in The Hague last year.

In the archives of the P.T.T. Museum there is a large collection of material dealing with the history of the P.T.T., all very nicely inventoried into a computerized database. In answer to my question if anything was available on the Autoplan cancelers the computer came up with three 'hits': one canceler for 's Gravenhage, one for Amsterdam and one for Rotterdam. No Utrecht canceler was found.

To my delight the 's Gravenhage canceler was still in its original box (Illustr. 5) and upon examination it could easily be determined to be the original 's Gravenhage canceler, the one with the '5 minute intervals' (the one that was never used).

The box clearly indicated where the cancel was made: "La Gravure Mecanique, AUTOPLAN, at 3 Rue des Lions, Paris (IV-e). The outside of the box has a perfect imprint of the cancel for May 25, 1930 at 22 ⁵⁵ (five to eleven p.m.).

Mr. Westerop of the P.T.T. Museum was kind enough to make imprints of the three cancelers: (Illustr. 6). One can clearly see the thickening of the crosses (making them look more like stars) for the Amsterdam and Rotterdam cancelers, as well as the normal looking crosses for the 's Gravenhage cancel.

Since I've not been able to find an example of one of these 'on stamp, or on cover' I would very much appreciate receiving copies of any 'sightings' of them.

Hans Kremer
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Figure 3 X

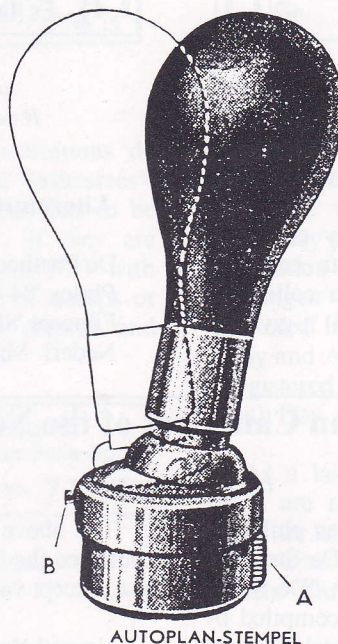


Figure 2



Figure 4



Figure 5

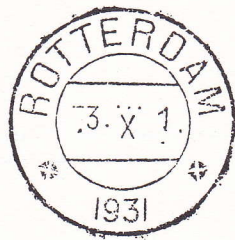


Figure 6