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FROM THE PRESIDENT

Because of attrition and non-renewals of membership, the ASN P's income from dues has been less than it has been in the past. We have studied various options to get our organisation back on solid financial footing and the leadership and four governors have unanimously instituted the following steps:

a) The Journal as well as the newsletter will be issued three times annually at a saving of about \$1,400. You will thus receive an ASN P publication every two months, alternating between a newsletter and a Journal. This will also substantially lighten the workload of especially Jan Enthoven and Hans Kremer, who have over the last few years performed Herculean tasks in bringing you a publication every 45 days. They deserve our gratitude. We feel that the viability of the ASN P will not be threatened by adding 15 days to the publication schedule.

b) From now on the newsletter will be photocopied instead of printed. Today's high speed copiers at discount printers, such as Kinko's, produce a quality that is practically indistinguishable from printing and the ASN P will reduce their cost by about \$750. We are looking for a volunteer in a town - preferably a large town with several competitive printing outfits - who can assemble and mail the newsletters. Jan Enthoven will provide him or her with mailing labels. Several members have volunteered their services in the past. Here is a chance to help your ASN P!

The above two steps conform to the by-laws.

Via some good friends in the A.P.S., I have obtained a mailing list of 600 of their members who have indicated The Netherlands (and related areas) as their collecting interest but who are not members of the ASN P. I am in the process of preparing a mass mailing to these collectors, inviting them to join, and I will keep you posted as to the results. Since we still have quite a lot of material on hand (covers, books, etc.) I can put some enticements in the offer to join (the first 20 new members will receive etc. etc.).

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Stamp printing at Johan Enschedé

by Glenn H. Morgan, London, England
(first published in *Philateli-Graphics** of January, 1997)

Every year in a different British town, the Philatelic Congress of Great Britain is held over a long weekend. This year in Bristol delegates were treated to a fascinating insight into security stamp printing at the world renowned Dutch company of Joh. Enschedé of Haarlem.

It was good for me to renew my acquaintance with their sales manager Bas Hilferink, who had flown over especially that morning to be with us – despite having a heavy cold. I first met Bas in 1995 when I had the rare chance of visiting the Enschedé factory and seeing first hand the wonderful skill of a master printer. That visit was not able to be reported on in detail due to the confidentiality agreement that I signed at the time. It is especially pleasing, therefore, that I am able to now record their activities and I thank Bas for checking and clearing the text of this article for publication.

The company was restructured in 1996 and is now split into five divisions namely Joh. Enschedé Banknotes, Joh. Enschedé Stamps, Joh. Enschedé Amsterdam, Joh. Enschedé Belgium and Aestron Design, a recently acquired security consultancy. This split has enabled a greater focus on stamps than hitherto.

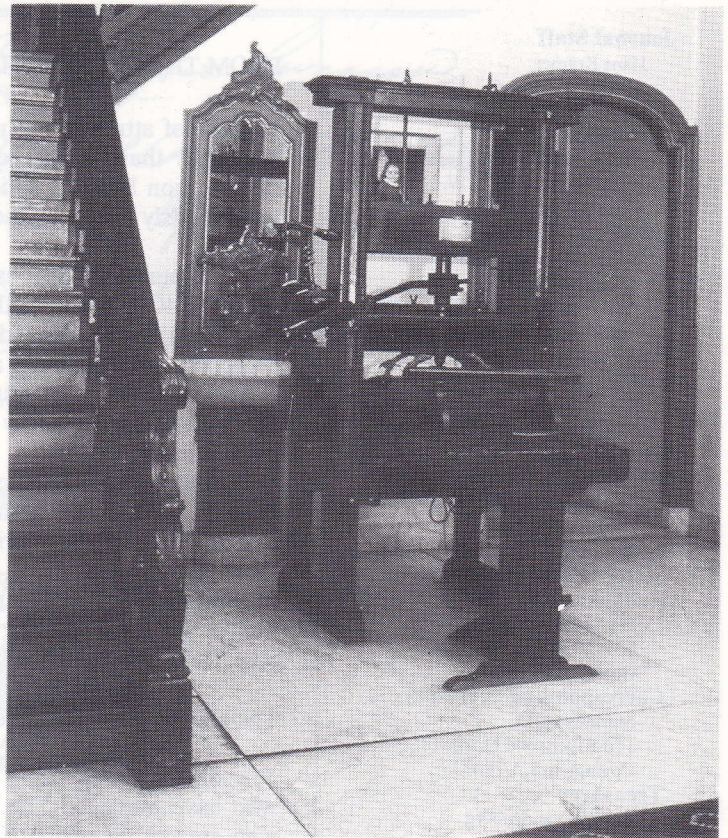
Activities include development, design, production and distribution of a portfolio of products that include banknotes, passports, driving licenses, fiscals, vouchers, shares, tickets and, of course, stamps – both postal and savings. Enschedé has clients in sixty countries worldwide, produces over 500 designs/values per annum and print 20 million stamps per day (yes, day!).

A variety of production techniques are employed including two presses printing in five or seven color photogravure, four color lithography, intaglio, letterpress, silk screen and foil printing. Holograms are now able to be applied and 1997 will see what is believed will be the first stamp in the world to be printed by silk screen (for Holland).

Enschedé offers 'one-stop-shopping' for its clients, producing gummed and self-adhesive stamps in sheets or sheetlets, coil stamps, postal stationery, booklets and ATM vended sheet formats which are dispensed through cash machines. Bas believes that the production and use of self-adhesive stamps will expand rapidly.

The lecture then covered stamps and security. To secure against what? Basically, there are two types. Firstly, counterfeiting (including printing and color copying) and, secondly, stamp washing which is a particular problem with litho printed stamps. It is understood that counterfeiting in the United States could be running at \$25 million per annum.

A security printer is part of a chain, which can only be as strong as the weakest link. Designers, material suppliers of papers and inks, transportation companies used and storage methods employed, all play a part in protecting the stamp product. Post Offices also have a role to play and perhaps should be more open in telling the public what to look for in a stamp, which consists of a balanced number of overt (visible) and covert (invisible) security features.

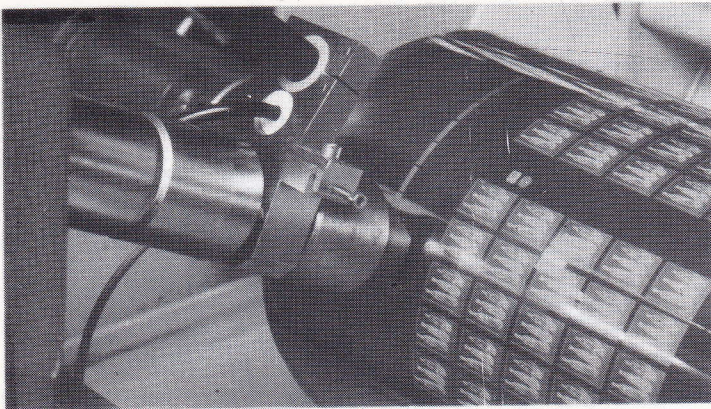


Old Press on display

Overt features include the obvious, such as perforations, a head of state or monarch, elliptical perforations, size or consistency of print quality and color. Covert features invariably require a device to read and include phosphorescent, metallic or fluorescent inks and microprinting. Metallic foils are particularly good at stopping color photocopying fraud.

The various elements involved in stamp production all have their part to play in helping to protect the product.

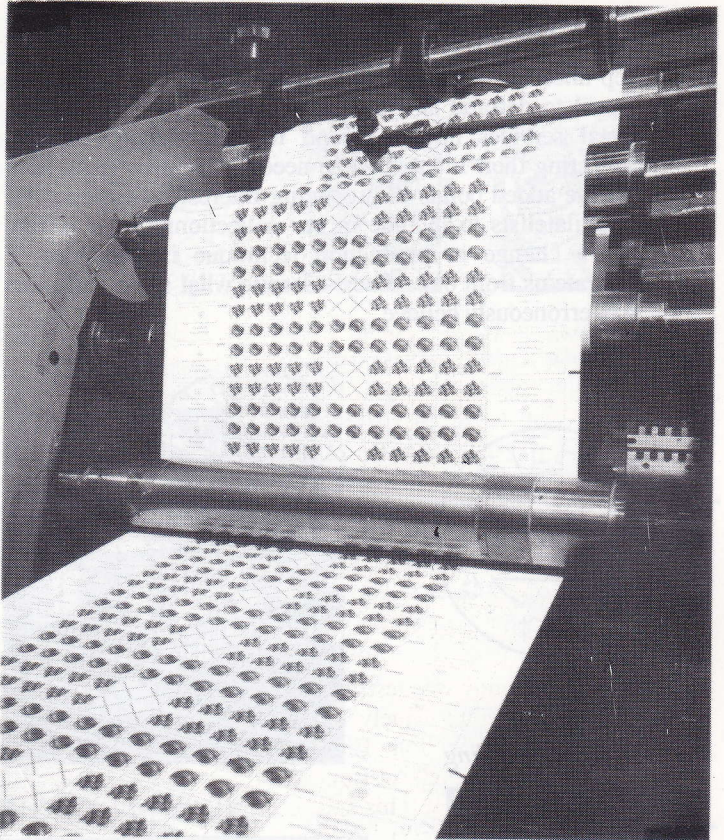
* *Philateli-Graphics* is the Quarterly publication of the Graphics Philately Association, a study group, affiliated with the APA and ATA, interested in printing and the graphic arts as they relate to philately. For more information, contact the GPA at P.O.Box 1513, Thousand Oaks, CA 91358, USA.



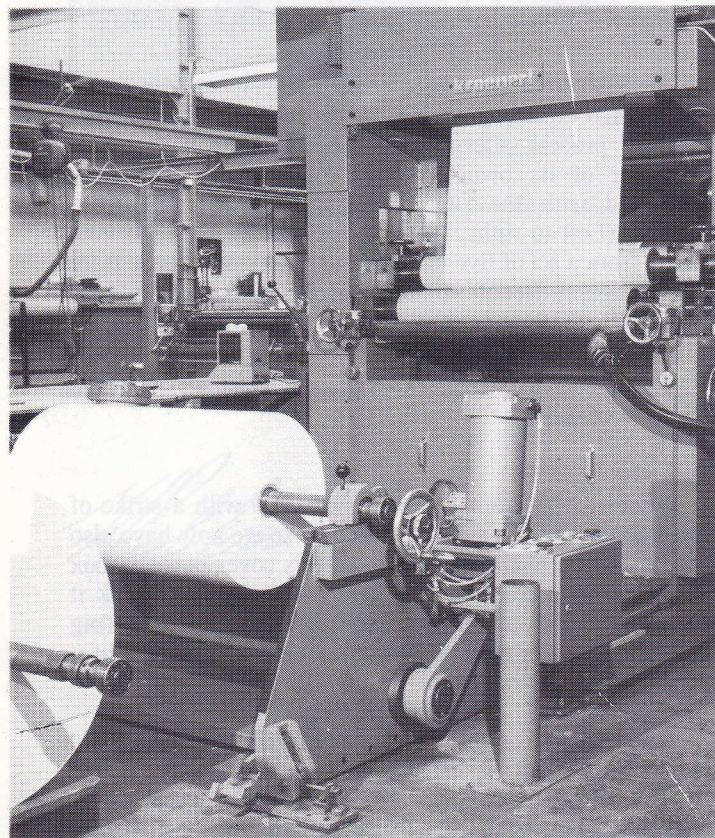
Computer controlled etching



A recess printing plate, partially inked



Printing stamps for a stamp booklet



Gumming the stamp paper

The use of seven or eight colors on one stamp, employing certain colors that photocopy differently, using metallic inks such as gold, silver or Optical Variable Ink (OVI) all can add to the difficulty of unauthorized reproduction. Similarly, colored inks in gumming, Optical Brightening Agent (OBA)-free papers, visible or invisible security threads or watermarks impressed in the paper all add further protection.

The printing technique can be of prime importance, for photogravure offers better protection than lithography and a combination of litho and intaglio is difficult to replicate, requiring a skilled craftsman on the intaglio portion of the design. Perforations are hard to replicate, especially if they are unusual in format - i.e not just round! Numbering can be extended to every stamp as added security, although this is rarely employed in postage stamps, being restricted mainly to trading or saving stamps.

All this protection of the product is fine, but unless other aspects of security are considered, all the efforts of the printer can be in vain. This is why Enschedé undertakes all waste destruction on site, burning in winter for heating and in the summer for use in the factory air conditioning system. There is no chance of sheets turning up at the local garbage dump, as has happened elsewhere in the world in the past. Physical security is also of paramount importance with entry into and out of the plant being tightly controlled by its own security force. They may be justifiably proud of their employees, for no-one has ever been caught stealing.

It is clear from this article that Enschedé considers all aspects of security in an ongoing attempt at staying one step ahead of the fraudster. As postage rates increase the appeal to defraud also increases, so it is good to see that postal services have a friend in the printing industry protecting their interests. The need for stamp security also has the added bonus of producing interesting varieties for us philatelists to include in our collections, for it is rare that a change in production technique is generated to separate us from our money - despite what some collectors may erroneously believe.



Enschede building



GRAVURE printed stamps by Enschedé. Subtle rendering of soft delicate tones and rich tonal values-- maximum contrast effects and brilliant colors (Left to right: **Netherlands**, 9/5/89 (Sc 749), Royal Dutch Soccer Association. **Thailand**, 10/1/93 (SC 1545), one stamp from a set of four featuring dogs. International Letter

Writing Week.)



OFFSET printed stamps by Enschedé: Perfect clarity and faithful rendering of details using very fine screen-- accurate reproduction of the finest lines in 100% solid color. (Left to right: **Ivory Coast**, 1/30/88 (Sc 850), 'The Eternal Dance' by Monne Bou, one stamp from a set of five featuring local artists; **United Nations**, 3/18/94 (Sc 640), Endangered Species, St. Lucia Amazon, one stamp from a set of four.)



INTAGLIO printed stamp by Enschedé. The ancient printing process offering high security and a dignified character of its own-- hand-engraved and, if desired, combined with the rich coloring of the photogravure process. (Left to right: **Ivory Coast**, 7/9/88 (Sc 858), one stamp from a set of five featuring various stone heads from the Niangoran-Bouah Archaeological Collection; **Poland**, 5/7/93 (Sc 3156), Legend of the White Eagle, from a single stamp souvenir sheet.)

The Autoplan Cancelers (a response)

by Bert Goojers

I read Hans Kremer's article about the Autoplan cancelers in the March '98 issue of the Journal with more than normal attention, because trial cancellations from the Netherlands are one of my favorite special interests areas. Hans brought up some very nice additional information from his visit to the Postal Museum and we are very much obliged to him that he shared this with us by his publication.

He writes he has never seen any items with these postmarks and asked for copies of them. I am happy to furnish him with two examples.

First a cover from 13 December 1930 with a strike of the second type of 's GRAVENHAGE so we now have also an illustration of this type. I found this cover in a shoebox years ago in a club meeting here in Venlo and I took it because of the unfamiliar look of the postmark (big characters, larger than usual size) not knowing then that it was this famous trial cancellation.

The second example is from 6 July 1931 on a postcard originating from a so-called 'Arbeidslijst', with the ROTTERDAM postmark. Although for a part applied over a ROTTERDAM/CHARLOIS cancellation it is still clearly recognizable by the typical form of the star. This one came out of a pocket in the circulation service from PO&PO a

few years ago. By then however I knew what this cancellation stood for!

I hope this small contribution will add to the knowledge of these interesting trials.

Furthermore I have found three loose stamps I believe with the ROTTERDAM type. If you look closely to the AMSTERDAM and ROTTERDAM illustrations in Hans' article there is a slight difference in the position of of the "A" in "...DAM" towards the upper line of the 'bridge' that holds the date. This facilitates the distinction between these two postmarks if you see only the last part of the name on a loose stamp which will mostly be the case.



Dit blad vervangt blad No. 4
 dd. 6 juni 1932
 Aantal thans werkzame personen in de inrichting:
 ... mannelijke personen beneden 18 jaar.
 ... mannelijke personen van 18 jaar of ouder.
 ... ongehuwde vrouwelijke personen beneden 18 jaar.
 / ... ongehuwde vrouwelijke personen van 18 jaar of ouder.
 ... gehuwde vrouwelijke personen.
 / totaal.

De inrichting was tot dusver gelegen:
 Soergenschening
 H. v. d. Aard.

BRIEFKAART

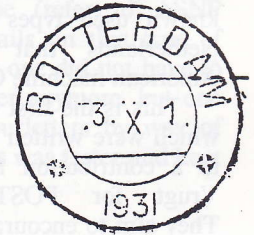


AAN

HET DISTRICTSHOOFD DER
 ARBEIDSINSPECTIE

TE

Rotterdam



*Met Ed. Geste Heeren Mevrouw Groothoff
 Molengraaff
 Valkenburg (Limburg)
 Lilla Speuwenhorst*

THE BICKERDIKE CANCELING DEVICE (previously Published in De Postzak # 183, and 184 (1996))

by Jos M.A.G. Stroom (translation by Mike Dekker)

Among the canceling devices that were tried out in the Netherlands are the Bickerdike and the Columbia (1904-1909). Cancellations of them are a much sought after collecting object. In various publications¹ one finds information and illustrations, in particular about the use in the USA, England, Canada and Germany. About the use of the machines in the Netherlands not many details have been published and the resources referred to here only give general information. In the catalog "Machinestempels" by F.W. van der Wart² under the chapter Electric Machines, the heading PEII mentions the German machine *Bickerdike*. Heading PEIII mentions the best known used types (used in the Netherlands that is) of the American machine *Columbia*.

This is the first of two articles which were written with reference to a contribution from Tom ter Vrugt for POSTMERKEN'96. They aim to encourage an attempt to an in depth study of the Dutch cancellations of these two machines which in turn has to lead to a detailed description of periods of use, (new) types and different specifications. That there still will be plenty of questions after this initial article goes without saying.

Trial machines

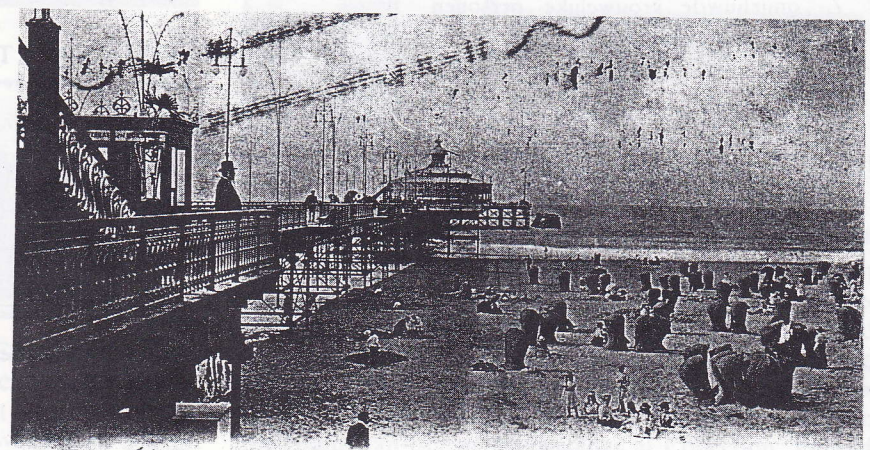
In July 1904 the first Dutch Electric continuous machine, invented by C.C. van der Valk, who also had designed the "brandstempelmachine" (pyro cancel) *Vulcanus* in 1901, took its trial run for a few days. J. Giphart talks in his article in the 'Jaarverslag Nederlands Postmuseum 1956'³, about dates from 10 to 13 July 1904. Of the 10th of July I have never seen copies which is no surprise since that day fell on a Sunday. The machine was immediately rejected, because it was very easy to get the fingers stuck between the big turning wheels. Also the quality of the cancels prompted remarks: the impressions were unclear, the stamp was often not touched, while the back of the item was smudged (Fig. 1).

Because the quantity of mail increased, the then Director General G. Pop decided to submit some foreign

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Mijnuffrouw J. J. A. Muller
Taka g'staar
L. Kulle



SCHEVENINGEN Strand en Wandelhoofd
11 Juli 1904
Dr. Trenkler Co., Leipzig. 1854. Nachdruck verboten

Figure 1: Postcard of July 11, 1904, with minimum machine cancellation with the 'eel cancel'; the stamp was canceled again later with mailman's cancel 'F.4'. The back of the card is smudged with the mirror imprint of the cancel.

electric machines to a tryout. They were: The German Bickerdike, the American Columbia, the Norwegian Krag and a few years later the American Flier (Machines of the last type are still in use). The Krag and the Flier fall outside the framework of this article. The Columbia machines will be dealt with in a second article in a later issue of 'De Postzak'.

The German Bickerdike Machine

The Bickerdike is developed in Canada and first tested in December 1896. Next to the datestamp is a picture of the former Canadian flag (Fig. 2). Besides Canada, the

machine had the most success in Germany. In 1898 two test machines were located in Berlin⁴, and Newman⁵ in his publication reports that in 1899 tests were made with favorable results. In 1902 the 'Deutsche Waffen-und Munitions-fabriken' in Berlin and Karlsruhe took over the fabrication of the Bickerdike⁶. On 9 August 1902 the Reichspost placed the first order of 16 machines at 2200 Marks each (Miller)⁷. Newman estimates that until the end of 1904, 35 machines were built, of which more than ¾ for the Reichspost. According to Miller in total 34 machines were built for the Reichspost.

The Bickerdike which comes to 's Gravenhage in 1904, was built in Berlin. The machine was imported by the Amsterdam firm Georges and De Watteville. The earliest cancellation is 8 August 1904 (Fig.3).

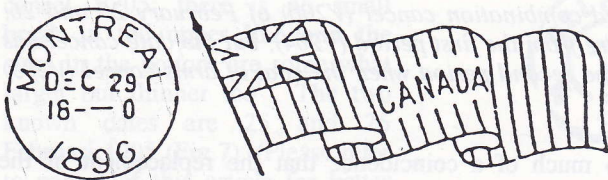


Figure 2: The Canadian Bickerdike cancel from the 2nd trial period (December 28, 1896 through January 3, 1897) in Montreal. The first trial period was from December 2 through 8, 1896. From: Newman¹.

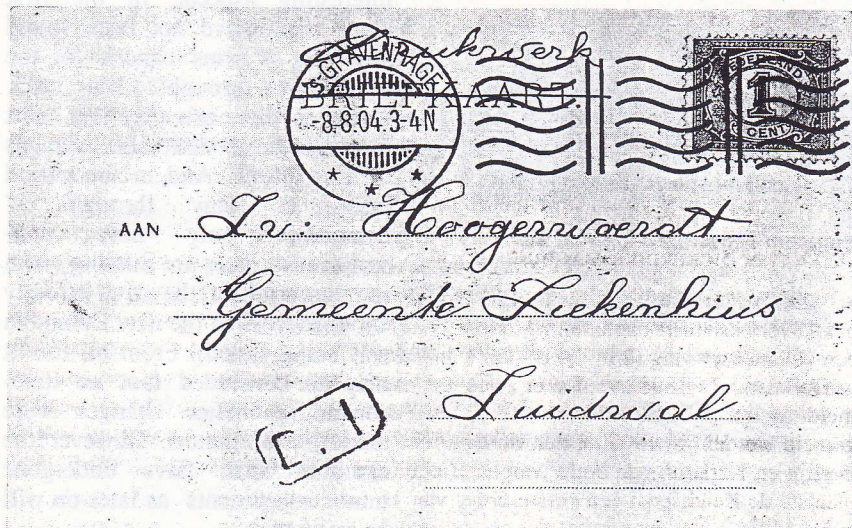


Figure 3: Earliest known date of the Netherlands' Bickerdike cancel, 's Gravenhage August 8, 1904.

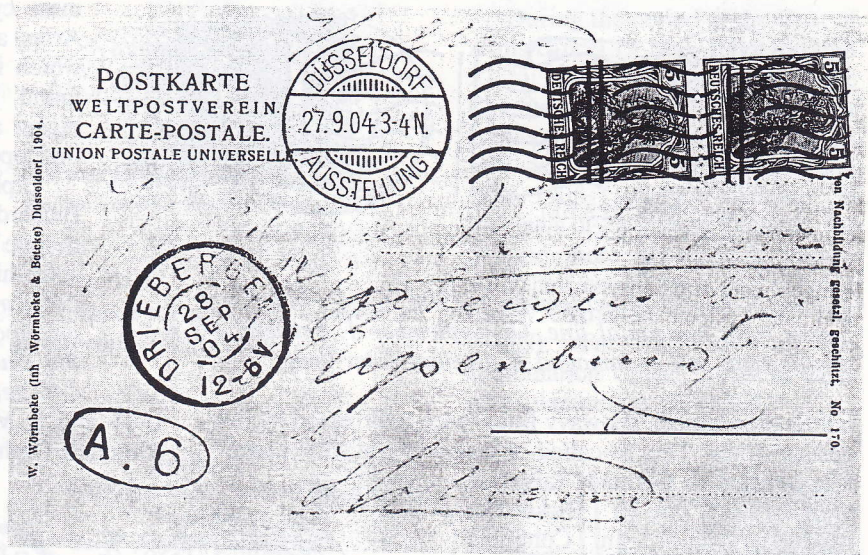


Figure 4: German card with segmented wavy lines, Dusseldorf-Ausstellung, September 27, 1904. It was in usage from June 1, 1904. Collection T. ter Vrugt.

During the entire period of use this machine has cancellations of the typenrader type (refer to ASNJ Journal 20/3 of March 1996 for details on this type of cancel). With this typenrader canceler one did not have to change the loose letters in the cancel anymore, but one could get the required date- and hourletters by way of wheels, which turned on one axle. This was faster and kept the fingers clean⁸.

The Bickerdike cancels

The period in which the machine is used and that includes Sundays and holidays, runs from 8 August 1904 to up and including the early morning of September 27, 1905, and thus comprises a little more than a year. On September 27, 1905 the American Columbia was put into service after tests were conducted on September 2, 4 and 5. During the period of use of the Bickerdike there are two phases to distinguish in which different cancels were being used. Vellinga⁹ calls them: 'the wavyline cancel' (V204) and 'the Coat of Arms cancel' (V205). Occasionally a combination of the wavylines and the Coat of Arms cancel is used. Vellinga calls this 'the combination cancel' (V206). This will be examined separately.

The wavyline cancel

The wavyline cancel consisted of the datecancel (typenrader cancel) with to the right thereof the

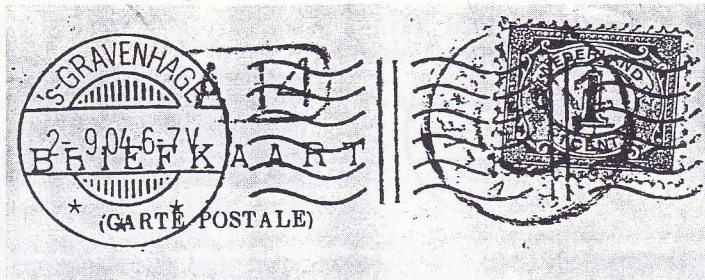


Figure 5: cancel of September 2, 1904, 6-7 V, with break in upper right horizontal line. On September 1, between 4-5 N the line was still undamaged. Collection T. ter Vrugt.

obliteration cancel, six wavy lines twice interrupted by two vertical lines. This so-called 'segmented wavyline cancel' also appears in Germany (also not until 1904), in a Bickerdike machine (Fig.4). In Columbia machines a wavy line cancel also is used in various smaller varieties, notably in 's Gravenhage (V207).

In the period of use of cancel V204, from 8 August 1904 up to and including 9 May 1905, already within a month a little break of 3 mm appears in the upper horizontal line of the datecancel, under the last E of 's-Gravenhage (Fig.5). In a study of a large date collection¹⁰ of this type of cancel it becomes apparent that between 1 April 1905 and 23 April 1905 there are many unclear impressions with a number of characteristics which will be closer examined under the heading "Small stars".

The Coat of Arms cancel

As of 9 May 1905 the new cancel is being used. The



Figure 6: The first day of use of the Coat of Arms cancel: May 9, 1905.

most eye catching is the large Dutch Coat of Arms, an escutcheon between two heraldic lions of which in general very nice and sharp copies are found. But also the datecancel is new and has bigger and thinner stars, and there is no break in the upper horizontal line (Fig.6).

Giphart³ writes that the tryout with the Bickerdike machine took nine months. This despite the fact that the speed of the machine left something to be desired: *It was calculated to make 260 cancellations per minute. It actually proved to be impossible to feed such a large volume through the chute that regulated the supply so that only 140 items could be processed.* Between 8 August

1904 and 9 May 1905 there are exactly nine months. Although Giphart did not make the connection that it is

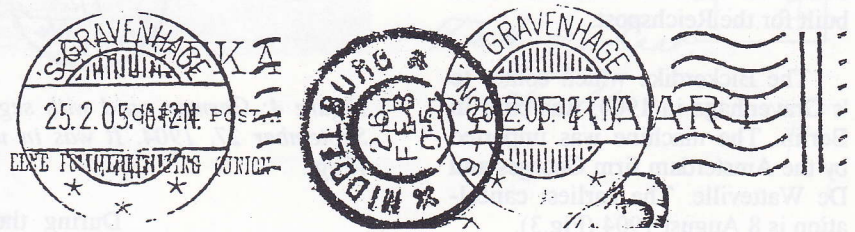


Figure 7: The so-called combination cancel (V206) of February 25 and 26, 1905. The wavy lines are from the first period (V204), but the date cancel has the characteristics of the second period when the coat of arms cancel (V205) was in use.

too much of a coincidence that the replacement of the (German) wavy lines by the Dutch Coat of Arms symbolizes the official transfer of the machine¹¹.

Odd is the ratio of the 9 months trial period to the official period of use of barely 4 1/2 months after the actual acquisition. Already on 27 September 1905 the American Columbia arrives as a replacement machine.

Here again studying the date collection produces some interesting aspects. In the first place there have not been found any 'coat of arms' cancels for the period of 14 through 25 May 1905. However, there are after this short interruption no noticeable changes in the cancels. And in the period from 26 May through 27 September only nine non-consecutive dates are missing (with the exception of the days in early September when the new Columbia was being tested). From all this it may be concluded that no time-consuming major changes were made to the cancel. However the machine must have undergone minor adjustments as later-on will be referred to.

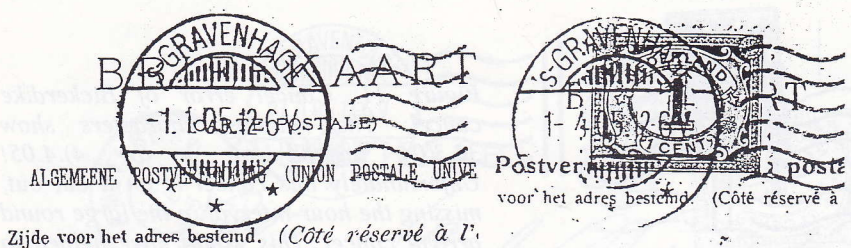


Figure 8: Two examples of hour interval 12-6 V: January 1 and April 1, 1905 with the various day characters '-1' and '1-'. Collection T. ter Vrugt.

The combination cancel

During the period of use of the wavy line cancel (8 August 1904 through 9 May 1905) two dates appear with the so-called combination cancel (V206). The obliteration cancel is identical, but the datecancel differs and already has the trademark of the typewriter cancel that would be used from 9 May 1905 with the Coat of Arms cancel V205: there is no small break in the upper line and the stars in the bottom are some what larger but thinner too¹². The two known dates are 25 and 26 Februari 1905 (Fig. 7). (Please refer to part 2 of this article for better illustrations of these cancels). Unclear is the reason for the use of the combination cancel. There have not yet been found imprints of the wavy line cancel (V204) for these dates.

During the period of the Coat of Arms cancel (9 May 1905 through 27 September 1905) the Combination cancel appears also; it is mentioned by van der Wart as well as Vellinga with the date 5 June 1905 (10-11V). Contrary to the dates of 25 and 26 February for 5 June there are cancels known with the Coat of Arms cancel (with hourly characters 5-6N, 7-8N and 9-10N). For the use of the combination cancel on these dates no explanation is presented.



Figure 10: Cancel of December 30, 1905 with night characters 12-2 V. The large round Delft cancel, used as arrival cancel, shows night character 2-6 V. Collection T. ter Vrugt.

The characters in the Bickerdike cancels

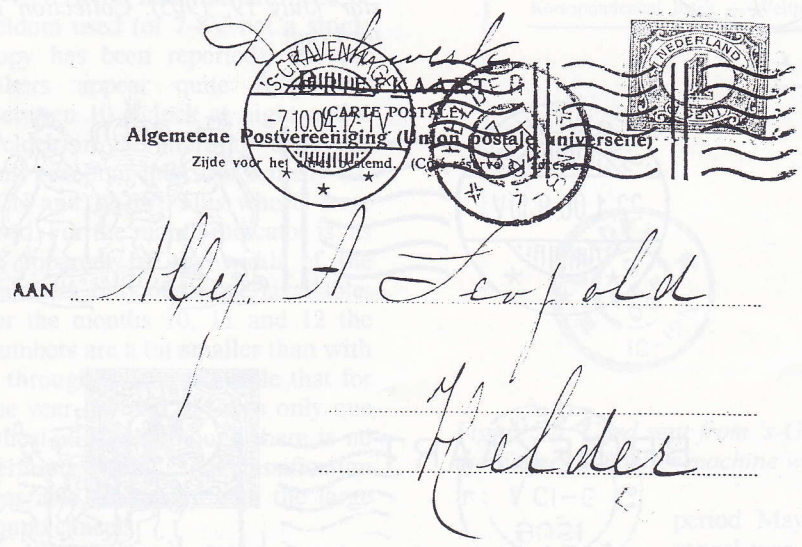


Figure 9: Cancel of October 7, 1904 with night characters 12-1 V, probably an error. Collection T. ter Vrugt.

The typewriter cancels used turnable wheels for the indication of the day, the month, the year and the hour of cancellation. The indication of the day always takes two spaces; the first nine days of the month a horizontal little bar is placed next to the number. Strange as it may seem it is noted that the small horizontal bar again and again on the 2nd and 3rd of the month appears to the right of the number (i.e. 2- and 3-; Fig. 5), while this bar is placed at the left for the higher numbers (i.e. 4-, 5 etc.). The day indication "1" appears in both varieties "1-", and "-1" (Fig. 8). This demonstrates that for the two numbers of the day indication (or 1 number plus bar) two separate

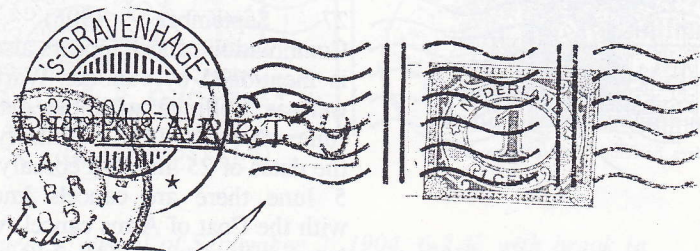


Figure 11: Cancel error of Bickerdike cancel: The rotating characters show 33.3.04 instead of 3 (or 4).4.05! Unfortunately this cancel is on a cut out, missing the hour-interval in the large round arrival cancel. This would have helped to determine the correct day: April 3 or 4. Collection T. ter Vrugt.

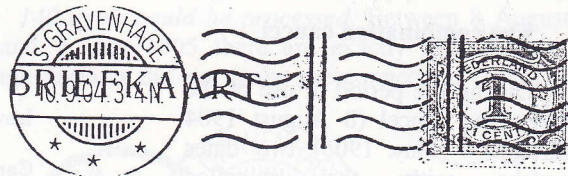


Figure 12; Less obvious error: the dates of mailing and receiving don't correspond. Because it is known that the date cancel from September 2, 1904 on shows a break in the upper horizontal line, the departure (Bickerdike) date is incorrect: canceled on August 11 with September 10 date. Collection T. ter Vrugt.



De heer J. M. M. M. M.

Den heer H. G. J. J. J.

Bank
1.8

227. Edition: Schaeffers Kunst Chromo Amsterdam, (Deposé).



Figure 13: Cancels with the so-called 'small star' in the middle (July 6, 1905) and the 'small left star' (July 19, 1905). Collection T. ter Vrugt.



Figure 14: Bickerdike- and Columbia cancels of January 22, 1906, both canceled 9-10 V. Collection T. ter Vrugt.



Figure 15: The last day of regular usage, September 27, 1905; early morning. Collection T. ter Vrugt.

wheels were used. For the month indicator, as is apparent by the width of the numbers, only one wheel is available: for the months 10, 11 and 12 the numbers are a bit smaller than with 1 through 9. It is plausible that for the year (04 and 05) also only one wheel existed, although there is no certainty about that.

The question as for the number of wheels that were used for the hour indication, including the letters V(oormiddag) and N(amiddag) (morning and afternoon respectively) is important, in particular in relation to the 'nighttime hour characters' (more about this later on). Unfortunately I have no answer to that question at this point in time.

The hour indication between 6 o'clock in the morning (V) and 10 o'clock at night(N) is divided into one (1) hour intervals (e.g. 6-7V or 3-4N). Some intervals are little or seldom used (of 7-8V not a single copy has been reported), but the others appear quite frequently. Between 10 o'clock at night and 6 o'clock in the morning there are only two hour intervals, namely 10-12N and 12-6V. This wheels were used. For the month indicator is, as is apparent by the width of the numbers, only one wheel available: for the months 10, 11 and 12 the numbers are a bit smaller than with 1 through 9. It is plausible that for the year (04 and 05) also only one wheel existed, although there is no certainty about that classification was also customary with the large round cancels.

In their article "Nighttime hour characters" A.P. de Goede and H.P. Rozema¹³ remind us that on 1 April 1905 on the Amsterdam-Rotterdam route (of the Dutch Iron

Railroad Company) a night postal train was inaugurated: the use of the nightly characters was directly related to this event. From 1 April 1905 the interval 12-6V appears very regularly with the wavy line cancel (Fig.8) as well as later on with the Coat of Arms cancel (Fig.15). Prior to the date of 1 April 1905 only one copy is known, namely of 1 January of that year. (Fig.8). De Goede and Rozema speak of 'nighthour characters' when the hour interval differs from the usual 12-6V and when that timespan is divided into smaller time units. For Bickerdike cancels only two such cases have been found.

1. One copy 12-1V with the wavy line cancel of 7 October 1904 (Fig.9). As long as no certainty exists about the question whether the hour indication

was placed entirely on one wheel or on separate wheels, it is not out of the question that we are dealing here with a cancel error, where instead of 12-1N is canceled with 12-1V. The time indicated in the arrival postmark of (Den)Helder(7-8N) even supports this probability.

2. The interval 12-2V with the Coat of Arms cancel is known for 28 and 30 December 1905. (Fig.10). This was in the period that the Bickerdike machine was put into use at the same time as the Columbia, because of the New Year's rush. Of an eventual accessory character 2-6V no copy has been reported as yet. Just because during the



81. Edition: Schaeffer's Nacht-Chronik, Amsterdam, (Duits)

Figure 16: Card sent from 's-Gravenhage, canceled on February 19, 1906 in the Façee-Schaeffer machine with typenrader cancel; diameter 29 mm.

period May-July 1905 the middle portion of the date cancel was not canceled properly, it seems that it shows that the interval 2-6V exists. Correctly de Goede and Rozema¹⁴ conclude that this is a "illusory" indication,

resulting from a cancel error (the digit '1' of hour '12' has been deleted).

With every type of cancel, mistakes can be made. So too with the typewriter of the Bickerdike. A nice example is the date 33.3.04 on a fragment (Fig.11). The lesser eye catching cancel error of Fig.12 comes to light because a deviating arrival cancel appears on the item; that the date in the arrival cancel is the correct one can be concluded from the still continues upper line that was not damaged until 2 September 1904 (Fig.5).

Small stars

Regularly auctions offer a card¹⁵ with the cancel V204 with the remark 'with small stars'. Van der Wart² also mentions it: middle star a little bit smaller, dated 1905.

However these are caused by not entirely even canceling, resulting in somewhat smaller, uneven impressions. On a card in my collection with a cancel of 6 Juli 1905 (Fig.13) there does not seem to be a hint of an incomplete middle star: the cancellation shows a perfect little star entirely intact and complete and reasonably heavy canceled. Still, according to specialist Tom ter Vrugt, there is no evidence of a different star in the cancel. From his date collection it is evident that the size of the printed stars differs regularly: through time from big to small and vice versa. That adjustments to the machine were made during this period of trial is without a doubt. But of a suggestion of 'different' stars he would be very doubtful. The differences had to be,

Gemeentewerken van 's-Gravenhage.

GRAVENHAGE

GRAVENHAGE

12-11-V.M.

13-09-1904-12-1 N.M.



*D. Widd. H. J. Kerbert
firma Locher & Co.
Tui architecten
te Haarlem*

Figure 17: Eel cancel 's Gravenhage July 13, 1904. The wavy lines on the stamp were enhanced by pencil on the original cover. Collection J.H. v. W.

he is convinced, due to adjustments to the machine. A good example of this he calls the period from 1 t/m 23 April 1905 (Fig.8b). Between those two dates he has only items on which the cancellation is incomplete, the left star is missing, the middle one looks smaller. From 25 April 8-9N on all cancels are complete again and "normal".

Other examples are from July 1905, the period from where also the first cancel of Fig.13 comes from. Fig.13 shows also an example of a 'small star' to the left, also for that month. Closer scrutiny of these two cancellations shows that in both cases also a part of the hatching above and below the date is missing, which indicates uneven pressure at canceling. The size of the stars, according to Ter Vrugt, is related to that.

No matter what, the description 'small stars' has to be viewed with a certain reserve. In any case there is no real reason (anymore) to speak of a different type.

Use of the Bickerdike after September 1905

After the Columbia was tried at the beginning of September 1905 she was put into use permanently on 27 September. This machine was easier to handle than the Bickerdike and had a speed of about 600 items per minute. Still the Bickerdike was used a few more times. Known are cancellations of 27 t/m 31 December 1905, obviously to process large quantities of



Figure 18: Card with eel cancel of July 23, 1904. Collection C.A.F. Geys

New Year's mail (Fig. 10).

But again on 21 and 22 January 1906 Bickerdike cancels reappear, while on the same date the Columbia was in use (Fig. 14). Would this be a 'comparative investigation'? This looks to me like the most likely explanation because of the side by side use of the machines.

If we consider these two findings as exceptions we can establish 27 September 1905 as the last day of regular use of the Bickerdike-machine (Fig. 15). Unfortunately the Bickerdike-machine has not survived.

Added Notes:

Followup article (De Postzak # 184, December 1996)

In the introduction of the Bickerdike cancel article I mentioned the first Netherlands' electric continuous canceling device. This device, an invention of C.C. van der Valk is, according to the known facts, used mid July 1904. Giphart³ mentions July 10 until July 13, Vellinga⁹ and van der Wart² mention July 10 through July 13, 1904, leaving unanswered if there was cancellation on July 13 as well. Now I can show you an illustration: 's Gravenhage 13 Juli 1904, 12-1 N, on a letter franked with a 5 cent fur-collar (fig. 17).

Of the July 10 date, mentioned by all authors, I've never seen an illustration. A possible reason is that July 10 fell on a Sunday.

A big surprise however was the mentioning of July 23, 1904! This is a totally new discovery, with hour interval "10-11 V.M." (A.M) (fig. 18). The date "23" shows twice on the bottom line of the cancel and is confirmed by the arrival cancel of Middelburg. It appears then that after 90 years an additional usage of the trial of the van der Valk cancel has been found.

In regard to the Bickerdike cancel, the investigation into the number of wheels in the cancel head of the cancel is still going on. The reactions I received appear to be very useful, but not conclusive. I'm hoping to get a definitive answer based on information that could reside at two 'technical museums' in Mid-Europe.

Some confusion has arisen in regards to the differences between the cancel flags of the V204, V205, and V206 cancels. The first article only showed partial flags in illustration 7, causing the difference between V205 and V206 being missing. What follows is a complete listing of the Bickerdike cancels.



Figure 19: Picture postcards with respectively V204, V205, and V206.

Type	Cancel Head	Cancel Flag	Period of Use
V204	small stars, after September 2, 1904 break in horizontal line under E of 's-Gravenhage	segmented wavy line	August 8 1904 through May 9, 1905
V205	larger but thinner stars, no break	shield cancel	May 9, 1905 through September 27, 1905
V206	larger stars, no break (V205) 'Combination Cancel'	segmented wavy lines (V204)	February 25, 26, 1905 (during V204 period), and June 5, 1905 during V205 period) ¹⁶

References

1. Russell F. Hanmer, *A Collector's Guide to U.S. Machine Postmarks 1871-1925*, David G. Phillips Publishing Co., Inc., North Miami, Florida, 1989; Geoffrey R. Newman, *The Bickerdike Machine Papers*,

- Lachine, Quebec, 1986; Jack Peach, *U.K Machine Marks*, Vera Trinder Ltd, London, 1982
2. F.W. van der Wart, *Catalogus Machinestempels*, in the series 'De poststempels van Nederland', Po & Po, 6e edition, 1991.
 3. J. F. Giphart, *Typenraderstempels en stempel-machines als vroege voorbeelden van mechanisatie, 1868-1912*, in Jaarverslag Nederlands Postmuseum 1956, 's Gravenhage, 1957. Reprinted in Nederlands Maandblad voor Philatelie of May 1979, p. 393-404.
 4. In the collection of Jerry H. Miller there are postal pieces with cancels of the 1st and 2nd testmachine, for 25 May resp. 9 August 1898. Also Newman (see note 1) mentions in his Appendix A on page 138 May 1898 as earliest testdate.
 5. G.R. Newman, see note 1, pg. 116.
 6. Brochure: Deutsche Waffen-und Munitions-fabriken, Berlin-Karlsruhe, *Briefstempel - Maschine system 'Bickerdike'*, Ausgabe September 1902. Source: PTT Museum. It is strange that in this brochure it is mentioned that the Bickerdike machine is commonly used in US postoffices and that the machine has been patented in most states. According to other sources (see note 1) there was no usage of this cancel in the US; Most likely America should be taken to mean Canada.
 7. Jerry H. Miller, *From Hinrichsen to Krag: the experimental and early machine postmarks in Germany*, Illinois, 1993.
 8. It wasn't until May 1906 that in the Netherlands was started with the production of these types of *hand* cancels. They were being used in the hand driven 'improved Roelants machine', also known as Façee Schaeffer, which was being tested in the 's Gravenhage - Parkstraat sub post office until February 1906 (fig.16); later, during the second half of March 1906, this machine was used in Zierikzee. In Germany typenrader cancels were being used earlier, in the Columbia cancel machine in Berlin as early as 1901. As hand cancel the Katalog der Deutschen Gelegenheitsstempel of Julius Bochmann, in Heft nr. 5 of April 1953 mentions the cancel Dusseldorf-Ausstellung of 1902, shown in figure 4.
 9. O.M. Vellinga, *De Poststempels van Nederland 1676-1915*.
 10. Usage is made of the investigations done from the earlier mentioned Bickerdike- and Columbia cancels collection of T. ter Vrugt, who I thank wholeheartedly.
 11. Giphart, see note 3. After the decision to purchase a Bickerdike machine, the Ordinance of June 2, 1905, nr 2195, published the royal decree that purchase could be made without going through the public bidding procedure. This Ordinance was necessary because of Royal Decree of November 11, 1815, no 94, which stated that the administration, for purchases over fl 500, should have a public bidding procedure.
 12. In Vellinga the stars for figures for V205 and V206 can not be seen in enough detail, making it impossible to see the difference with V204. The figure for V206 in van der Wart probably has been copied from Vellinga, giving rise to the same comment.
 13. Drs. A.P. de Goede and Ir. H.P. Rozema, *Nachtuurkarakters*, in: Postmerken '86, a set of philatelic studies, published on the occasion of the 40th anniversary of Po & Po; editor C. Stapel, Assen, 1986, pg. 345-360. The mention on page 356 of hourly interval 12-2V of 1905 is extracted from T. ter Vrugt (see fig. 10).
 14. De Goede en Rozema, see note 13, fig. 10d on page 359.
 15. Remarkable is that nearly all Bickerdike cancels known to me are on correspondence- and (picture) postcards. Most likely letter covers were kept less often; they are very rare. The T. van der Vrugt collection only has three covers.
 16. I know the date June 5, 1905 only from the literature. I'm open to actual sightings.

From the President (continued from title page)

While on the subject of new members, how many collectors do you know who have not joined us? We have added several new ASNPN members through gift certificates. Let's keep it going.

It is that time of year again. Elections will be held in July, but names have to be placed into nomination now. The current leadership has agreed to be re-nominated, with the exception of governor Gert Holstege. Gert is one of two governors living in The Netherlands and he is completely immersed in the gigantic project "Postwaarden Handboek Nederland." This leaves him no time at the moment for involvement in other philatelic endeavours. We have therefore reluctantly accepted his decision not to run again, but of course, he will remain a member of the ASNPN and as such we still have access to his encyclopedic philatelic knowledge. Thank you Gert!

The ASNPN has a deep supply of human resources. To longtime collectors, the name Ernest (Gene) Fricks is well known. A member of the old N.C.P. (Netherlands and Colonies Philatelists), a former vice-president of the American Philatelic Society and former editor of "Philatelist," the highly respected bi-monthly publication of the Collector's Club. I am delighted to report that Gene has agreed to have his name placed into nomination for

Stamps of PERMESTA

by John Jeffries

Central Sumatra and Northern Celebes jointly declared their withdrawal from Indonesia and formed a new nation called Perdloeangan Semesta. The underlined letters form Permesta, which was used on their stamps. Again, the United States armed this rebel government in their fight for autonomy. Thus, the PRRI (Pemerintah Revolusioner Republik Indonesia) was born and proclaimed at Padang, Sumatra on February 15, 1958.

During early April of 1958, rebel planes bombed the island of Ambon, and a B-52 was shot down. The pilot was an American, Allen Pope, who claimed to be a soldier of fortune. He was later pardoned by President Sukarno after pleas from Pope's wife, mother and sister.

the governors position vacated by Gert Holstege. Electing another North-American governor would also better reflect the fact that most ASNP members live in the USA and Canada.

Dick Phelps, our auctioneer, reported to our great delight that he has received enough high quality material to conduct the next auction. Of course, he can always use more, so if you have been sitting on the fence to see in which direction the auction process would go, I suggest this is the time to send in your material. Nice going Dick!

Some concern has been expressed that too little attention was being paid to the philately of Indonesia. It is an integral part of the ASNP, but it is ironic that one year ago there were complaints that too much attention was paid to Indonesia.

I visited Holland in April (my interrupted September trip), met with several ASNP members such as Bert Goofers (thanks for the article), governor Cees Slofstra, stopped by at the Van Dieten, Rietdijk en NPV auction houses, and had the great pleasure of attending a meeting of the Amsterdamse Postzegel Societeit, courtesy an invitation by ASNP member Ronald Bouscher. The APS is a small group of highly knowledgeable philatelists and I was lucky enough to be present at a very educational talk given by Mr. Vollmer on "Curaçao en de U.P.U tarieven." I also managed to get some interesting material for future Journals or newsletters. The evening went by way too fast and I realized once again that most of us in the U.S.A. are at a disadvantage not being able to meet fellow collectors in our field on a regular basis, because of the distances involved. I will be returning to Europe in June to visit the international Juvalex show in Luxembourg.

I wish you all a wonderful summer with a bountiful philatelic harvest!

KEES

After the collapse of Permesta in July 1958 the United States supplied military equipment to the Jakarta government for a show-down with the communists, who were growing stronger.

Yes, there are postage stamps issued by Permesta. These stamps are not found in most catalogs since they are strictly locals, and are rarely known to exist, except by specialists. Although Permesta consisted of all the central areas of Sumatra, especially the Riau and West Sumatra areas and the Northern half of Celebes, these stamps were only issued and used in the Celebes area.



They consisted of only one set of four: 50 sen (green), 1 Rp. (red), 2 Rp. (brown), and 2 ½ Rp. (blue), and all contain an identical complete map of Indonesia. It is surprising that the Permesta Controlled areas were not high-lighted on these stamps. The stamps were printed locally, and the only cancels I have seen are all from Kotamobagu. All information to date confines the use of these stamps within Northern Celebes. Of course, when the area was taken by the Indonesian forces all stamps found were destroyed; consequently, the stamps, mint and used, as well as on cover, are extremely rare.

The recently new nation of the Republic of Indonesia was struggling to get on its feet financially, and therefore had to ignore somewhat most of the islands except Java, where 65% of its citizens lived. Of course, the other 35% rebelled. The people had been paying taxes for seven years and had seen no physical improvements as well as no improvements in their own lives as costs were greater for their everyday needs. Even so, it is difficult to understand how these two islands, fifteen hundred miles apart, could form a union against the central government.

It was during this period that I was working on Sumatra, in the jungles of the Riau district, in development of the oil fields for the Caltex Oil Company, an American joint venture between the Standard Oil of

California and Standard Oil of Texas. My job there was civil engineer of pipelines and roadways.

During the month of March, 1958, among other things, we were building a roadway through the virgin jungle from the oil fields at Duri to the proposed harbor being constructed on the east coast at Dumai, seventy-five miles away. Right in the center of this stretch of roadway there was a two mile section of swamp to be crossed. The only means available to do so was to fell the trees across the road area and truck in dirt to place on top.

The fill material was brought from both directions, and as we approached the center, the Indonesian forces flew a small Piper aircraft over us daily. Finally, the day came when the two sides could be connected together. The following morning Indonesian forces landed before dawn at Dumai, and by afternoon they arrived at our camp at Duri. Because of the about 500 expatriates (American, Dutch, British and Australian) within the extremely large area controlled by the oil company, both sides had agreed there would be no fighting within this area.

For several hours the invading forces took up defensive positions within our camp, and it was scary for awhile, but fighting did not commence until a few mile down the road to Pekanbaru. Eventually, after several months of fighting, and serious at times, Indonesia gained control of both islands.

I have visited Indonesia several times since, and twice again I was caught up in similar circumstances with the Malaysian confrontation, and the communist up-rising in 1965 - but these are different stories. Today, Indonesia is the fourth largest nation in population, just behind the U.S.A., and the second in natural resources - again just behind the U.S.A.

Stamps of Permesta - perf. 11 1/4.

Stamp No		mint	used
1	50 sen green	65.00	250.00
2	1 Rp. red	65.00	250.00
3	2 Rp. brown	65.00	250.00
4	2 ½ Rp. blue	65.00	250.00

The following is a propaganda leaflet which was dropped by air over our camp at Duri the day before the invasion. I grabbed one and kept it as an souvenir, never realizing its philatelic value at the time, and wish now I had picked up many more, for I know of no others now in existence.

Even though the stamps are considered only local issues, and not recognized very much within the catalogs, just the opposite is true for this leaflet. Propaganda leaflets are in effect a letter delivered by rocket, cannon, or dropped from a plane, and addressed to the troops or civilians on the opposing side of a battle or war. There has been a great deal of discussion on this subject, but propaganda leaflets are currently accepted as part of postal

history, and these are accepted for collections and exhibitions.

**SERUAN KEPADA
SELURUH RAKJAT DAN TENTARA NASIONAL
INDONESIA DI SUMATERA TENGAH**

1. PASUKAN DARI PEMERINTAH PUSAT DJAKARTA AKAN SEGERA DATANG.
2. KITA TIDAK MEMUSUHI RAKJAT DAN TENTARA DI SUMATERA TENGAH. KITA HANJA AKAN MENG-HUKUM PETUALANG-PETUALANG/PEMIMPIN-PEMIMPIN POLITIK DAN MILITER JANG TELAH MELAKUKAN PEMBERONTAKAN DAN PENGCHIANATAN TERHADAP NEGARA DAN RAKJAT INDONESIA.

SJAFRUDIN DAN A. HUSEIN C.S. TELAH MENGADAKAN PENGCHIANATAN TERHADAP NEGARA DAN RAKJAT INDONESIA DAN PROKLAMASI 17 AGUSTUS 1945.

3. KITA TAHU BAHWA RAKJAT DAN PRADJURIT TIDAK BERSALAH, OLEH KARENA ITU DJANGANLAH MENGADAKAN PERLAWANAN TERHADAP ENTARA DARI PEMERINTAH PUSAT DIAKARTA.

SAMBUTLAH KEDATANGAN TENTARA KITA DENGAN SENANG HATI, BERILAH BANTUAN SEBANJAK-BANJAKNJA KEPADANJA.

BANTUAN JANG SAUDARA-SAUDARA BERIKAN. BESAR ATAU KETJIL, AKAN MEMPERTJEPAT PULIHNJA KEHIDUPAN JANG NORMAL DI DAERAH SAUDARA.

DJAKARTA 1 MARET 1958

KOMANDAN
PASUKAN GABUNGAN ANGKATAN PERANG
REPUBLK INDONESIA.

PERTJETAKAN NEGARA - DJAKARTA

The following is a translation of this leaflet:

Title: Exclamation to all the people and armed forces of National Indonesia within Central Sumatra

1. Troops from central Djakarta are taking the shortest way and their arrival will be immediate.
2. We do not want to make enemies of the people and armed forces of Central Sumatra. We only want to advise of laws pertaining to the people and officers, politicians and military who have already staged a rebellion and whom are traitors in respect to the State and the people of Indonesia.

Sjafrudin and A. Husein C.S. have given cause to be traitors in respect to the State and people of Indonesia in accordance with the Proclamation of Independence on August 17, 1945.

- We know that the people and soldiers are not guilty of any blame and will not cause resistance regarding military forces from central Djakarta. Welcome the arrival of our arms with content heart, and give assistance to promote harmony. Assist these people large and small; have confidence for restoration of the livelihoods which is normal for your brothers in the area.

Djakarta, March 1, 1958

Commandant, Combined Armed Forces of Republic of Indonesia



MACHINE CANCELS AND THEIR FLAGS DURING WWII

by J.J.A. Uitenbogaart

translation by Hans Kremer

1. Vacation in peaceful Netherlands

It was unforeseen that on May 10, 1940 the Netherlands would become involved in the war. Due to the sudden invasion of the Germans, PTT personnel at some post offices failed to remove the cancel "Vacantie in Vredig Vaderland" (Vacation in peaceful home country) on time. This gave cause to letters being canceled on May 10 and May 11 with this particular cancel. The first postal delivery of the day on May 10 went out pretty much as usual.

The cancel was first used in the spring of 1940. Due to the outbreak of the second world war in 1939 it was impossible to make vacation plans for destinations outside the home country. The PTT used this as an opportunity to encourage taking a vacation within the Netherlands.

Early March the cancel was handed out to the following post offices: Arnhem-Station, 's-Gravenhage, Groningen, Haarlem, Rotterdam and Utrecht-Station. Rotterdam used this cancel as late as May 21!

For just a few months right after the liberation in May 1945 the cancel was used once more, at Groningen.



's-Gravenhage, May 1, 1940 7 p.m.



's-Gravenhage, May 9, 1940 7 p.m.

2. Cancel "Vacantie Versterkt Verjongt".

After the "Vacantie in Vredig Vaderland" cancel was taken out of service a new cancel with three V's was handed out in July: "Vacantie Versterkt Verjongt" (Vacation Strengthens Rejuvenates) and was used in the canceling machines at: Amsterdam-C.S., Arnhem-Station, 's-Gravenhage, Groningen, Haarlem, Rotterdam, Maastricht and Utrecht-Station.



Amsterdam C.S., August 26, 1940



Arnhem-Station, August 3, 1940

3. Cancel 'Winterhulp in Nederland'

During March 1941 a cancel with a call for the "Winterhulp Nederland" (Winter help in the Netherlands) was released. It was used at all post offices and had the following text:

"GAF U REEDS AAN DE WINTERHULP NEDERLAND? VOOR HET VOLK-DOOR HET VOLK" (Have you already donated to the Netherlands' Winterhelp? For the people-By the people)



Utrecht-Station, May 8, 1941

From mid September 1942 till into 1943 an additional cancel was issued: "W.H.N. Lotery 1942, Uw kans 1 op 3" (W.H.N. Lottery 1942, Your chances are 1 in 3)



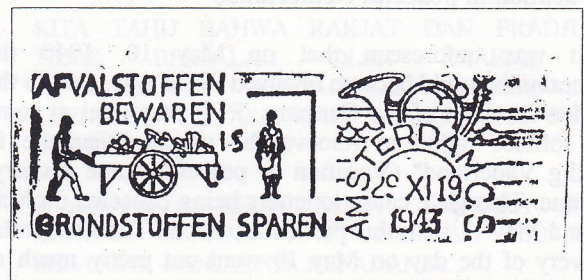
's-Gravenhage, November 4, 1942



Delft, February 25, 1943

4. Old Paper en Waste material

End 1942 a cancel with the following text appeared: "Afalstoffen bewaren is grondstoffen bewaren" (Saving waste material is saving raw material), and then in 1943 we see "Help onze industrie aan grondstoffen, lever afval in" (Help our industry to raw material, turn in your waste material) and "Bewaar oud papier, uit oud wordt nieuw" (Save old paper, from old new is made)



Amsterdam, November 29, 1943



's-Gravenhage, December 31, 1943



Rotterdam, July 2, 1943

5. Front care is an honorable duty

From June 1944 onwards a machine cancel with the text: "Frontzorg is ereplicht, stort op giro 106156" (Caring for the front is an honorable duty, deposit on acct. 106156)



's-Gravenhage, July 22, 1944

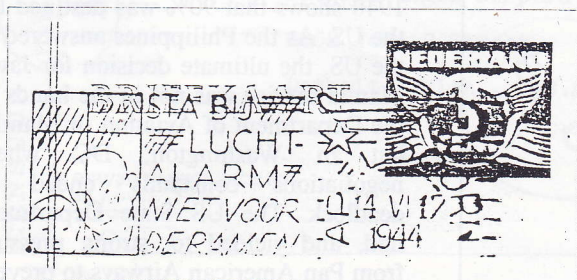


Amsterdam C.S., August 31, 1944

6. Air-raid warning and bombardment

During 1944 three different machine cancels were used, all referring to air-raid warnings and bombardment. The texts are as follows:

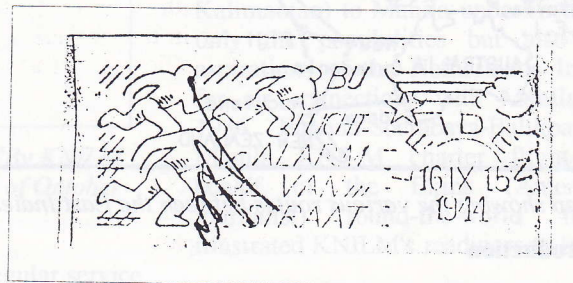
- STA BIJ LUCHTALARM NIET VOOR DE RAMEN (Don't stand by the window during an air-raid alarm)
- ZAND EN WATER ZIJN BIJ BRANDBOM-INSLAG DE BESTE BLUSCHMIDDELEN (Sand and water are the best materials to extinguish a fire bomb explosion)
- BIJ LUCHTALARM VAN DE STRAAT (Get off the street during an air-raid alarm)



Apeldoorn, June 14, 1944



Utrecht-Station, May 13, 1944



Leiden, September 16, 1944

7. COLLECTING

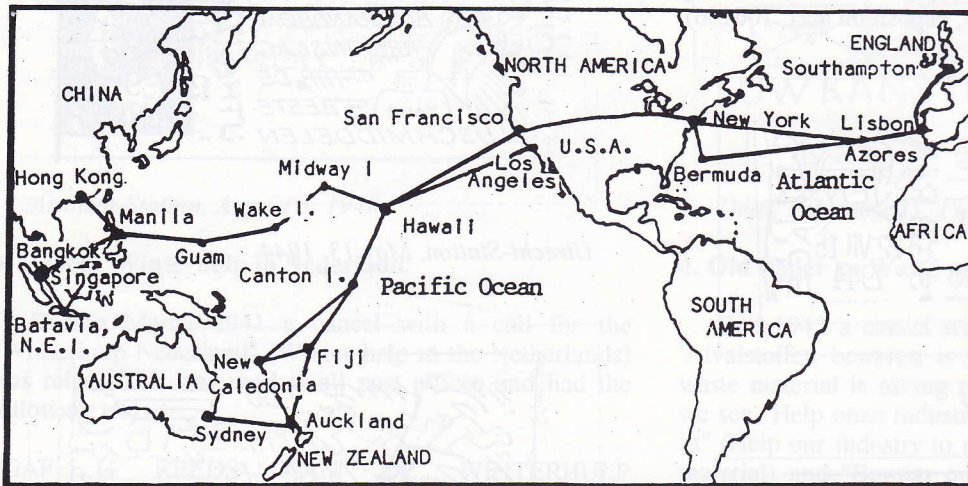
This type of cancel would be a good addition to a collection of war documentation. Best is to collect on entireties to get a better idea about the postal traffic during the war years. Also, when collecting 'the environment' as a topic the cancels dealing with old paper and waste material would be welcome material.

Anyone interested in postal transportation issues during WWII is referred to the following literature (available through the ASNP Library):

Drs. W.J. van Doorn,
"Nederlandse Oorlogspost rondom de Tweede Wereldoorlog"
Deel I en II, 1978
Po & Po.

KNILM MANILA FLIGHTS 1940-1941

by W. T. van Aalzum



Map showing the various routes between the East Indies and Europe

Introduction

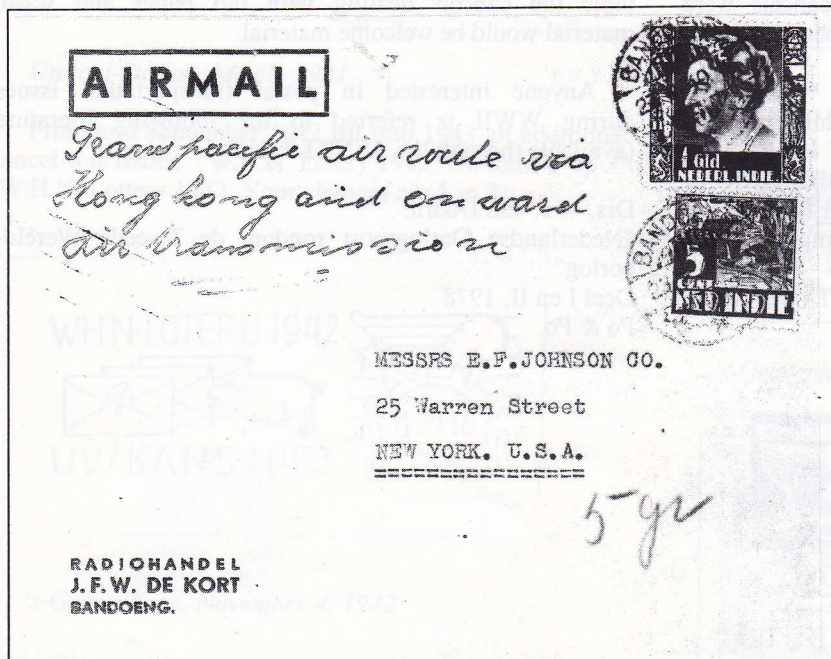
KNILM – Koninklijke Nederlandsch-Indische Luchtvaart Maatschappij (Royal Netherlands Indies Airways) – was founded in 1928, and from its beginning the goals were not only the development of a domestic service network but also established air connections with surrounding countries. In 1930 the first KNILM international route was opened to Singapore, but it was 1938 before services to Australia and Indochina could be inaugurated. High on the list of proposed routes was

to be! Regular Batavia-Manila service never came. However, in the 1940-1941 period, a number of "extra" flights to Manila were made by KNILM.

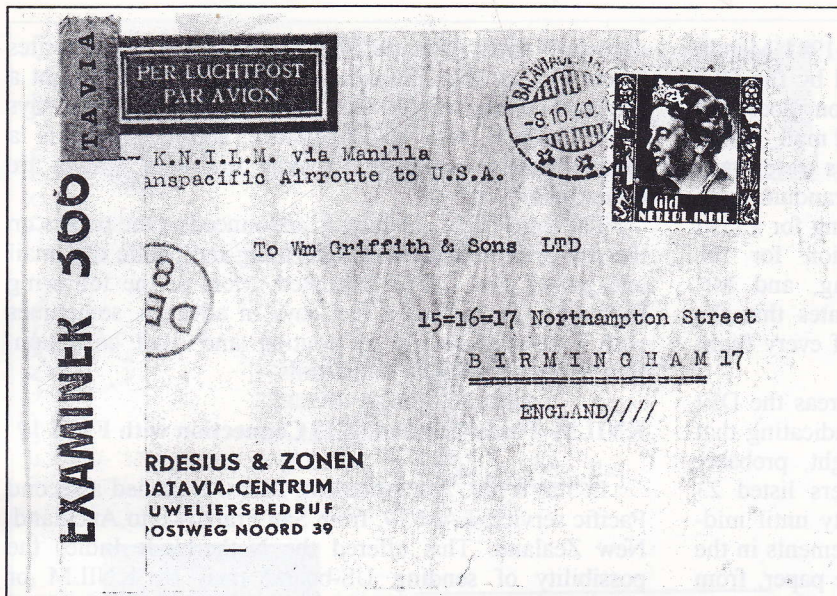
Early Aspirations

In April 1941, in London, where the Government of The Netherlands was in exile, one Ministry wrote to another that "...this matter goes back to 1935 when the first steps were taken to get authorization for regular KNILM Java-Manila service." In the Netherlands Indies, by this time, the KNILM board had dropped that objective in favor of a service with the USA. The American demand, at this same time, was for the extension of its trans-Pacific line from Singapore to Batavia and onwards to Australia.

The KNILM interest in service to Manila was not so much the connection with the Philippines as with the PAA trans-Pacific services to the US. The data for the mails transported with the KNILM Manila flights in 1940 shows that 90% was destined for the US. As the Philippines answered to the US, the ultimate decision for Java-Manila service was not in the hands of the Department of Aviation in Manila, but in Washington, DC where negotiations constantly ended in deadlock. The US State Department had, and yielded to, strong pressure from Pan American Airways to prevent KNILM from getting a Manila connection before PAA was ready to expand its services to the Netherlands Indies.



Cover from Bandoeng to US, 2/23/40, KNILM to Saigon, Air France to Hong Kong (2/29/40) and PAA to US; Rate: 15c international letter + 90c airmail



Cover from Batavia to England, 10/8/40. Directions by sender: "By KNILM via Manila/Transpacific Airroute to USA." KNILM Manila flight of October 10, 1940. Rate 15c international letter + 85c airmail.

The early connection of the Netherlands Indies with the PAA Pacific Clip- per service was indirect and slow. When PAA reached Hong Kong in 1937, the only way there from Batavia was in two steps: KLM to Penang (to Bangkok from 1938), and onwards by Imperial Airways to Hong Kong. The westward route by KLM service to Amsterdam, which ran three times a week, was the most efficient for airmail to the US. With the outbreak of war in Europe in 1939, things changed dramatically and the

regular service.

In 1937, the second KNILM flight to Manila was an example of how easy the Manila connection would have been. The airplane on the Borneo route was scheduled to fly Soerabaya-Tarakan on Saturday and return Monday. Indies-Philippines businessman Marsman took the flight to Tarakan on Saturday, 26 June 1937, and then chartered it to continue on to Manila the same day. The return flight was then made on Sunday, in time for the scheduled return

eastward routes had to be used. KNILM altered the connection timing of its Batavia-Saigon service for a more efficient tie with the Air France Saigon-Hanoi-Hong Kong route to improve the situation, but direct Batavia-Manila service remained the sought ideal.

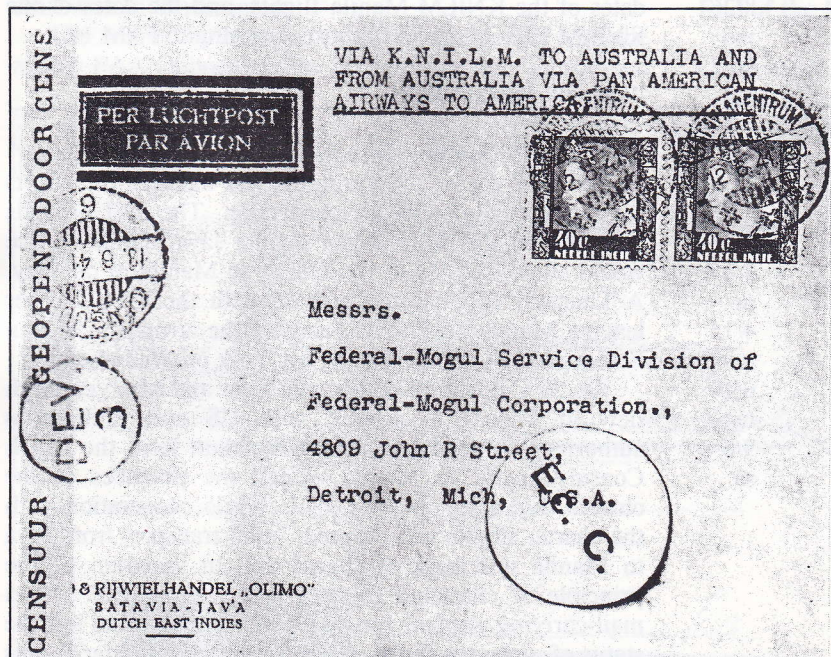
KNILM Ready for Manila

A 1935 goodwill flight by a squadron of Navy Dornier flying boats from Soerabaya (Java naval harbor) via Tarakan (north Borneo, now Kalimantan) to Manila underlined not only the possibilities but also the aspirations of the Netherlands Indies for air connections with Manila. A 1936 Batavia-Soerabaya-Balikpapan-Manila KNILM charter flight on behalf of the Ekins (American journalist) round-the-world flight illustrated KNILM's readiness to begin

flight to Soerabaya on Monday. The KNILM charter flights were made possible by the cooperation of the Department of Aviation in Manila, headed in those years by Major Harvey W. Prosser.

KNILM Manila Flights

The absence of a decision regarding permanent service continued from year to year through the late 1930s. In 1940, however, war conditions lead to a breakdown of the westward connections with Europe and forced consideration of the alternatives. KNILM had repeated the Marsman charter flight from Tarakan to Manila in November 1939, and in 1940 it began a series of flights to Manila which the 1940 annual report of the Netherlands Indies Postal Administration refers to as "extra" flights. Fourteen flights are reported as carrying 893 kilograms of airmail. The 1941 report does not give the number of flights made, but 2,690 kilograms of airmail were flown.



Cover from Batavia to US, 6/12/41. Directions by sender: "Via KNILM to Australia and from Australia via Pan American Airways to America.", however, sent by KNILM flight to Manila on June 17, 1941. Rate: 15c international tatter + 65c airmail.

The accompanying table shows the 1940-1941 Manila flights, gathered from information published by the DEI newspapers of the period. This information does not indicate whether or not all flights transported mail. Public announcements of mail dispatch opportunities were made beginning 11 July 1940. However, a memorandum from the Dutch Consul-General in Manila, preparing for a visit of Mr. van Lent, head of Civil Aviation for the Department of Transportation in Bandoeng, and Mr. Versteegh, KNILM general manager, indicates that the DEI Postal Administration took advantage of every flight to forward mail.

The table shows 13 flights in 1940, whereas the DEI Postal Administration report indicated 14, indicating that the contemporary newspapers missed a flight, probably one in early 1940. In 1941, the newspapers listed 23 flights, carried out with reasonable regularity until mid-July. The extensiveness of the flight announcements in the papers varies considerably, even in the same paper, from flight to flight. Some are set out in detail, while others merit only a few somewhat obscure lines. One of the papers speaks of a "camouflaged" regular service.

The first flight, on May 20, 1940, was an unannounced charter flight. It is deduced from news reports about a Marsman charter of a return flight from Manila by a KNILM airplane which had flown in a sick American from Java.

Listing of the KNILM
Manilla flights (1940-1941)

1940

5/20	6/26	7/12	8/6	8/26
mo	wd	fr	tu	mo
9/2	9/16	10/2	10/10	10/29
mo	mo	wd	th	tu
11/14	12/10	12/24		
th	tu	tu		

1941

1/7	1/21	2/4	2/18	2/25
tu	tu	tu	tu	tu
3/11	3/18	4/2	4/9	4/15
tu	tu	wd	wd	tu
5/3	5t13	5/20	5/27	6/10
sa	tu	tu	tu	tu
6/17	7/1	7/15	8/12	9/6
tu	tu	tu	tu	sa
9/17	10/1	11/20		
wd	wd	th		

mo=monday, tu=tuesday, wd=wednesday
th=thursday, fr=friday, sa=saturday

The second flight in the news reports is a 26 June charter for a delegation of shipping businessmen, but the DEI Postal Administration report states that "the extra flights were made rather regularly by KNILM since May." The news reports of this flight mention it first on the

departure date. After the return flight, one paper writes "there is hope that after this first (sic) successful night a series of regular flights can be made," and another says "this flight is also of importance because there is a reasonable assumption that regular flights to Manila are closer than ever."

The third flight, 12 July, is announced in the papers on the day prior to departure, informing the public that mail and parcel post will be accepted. Most of the following flights are announced a few days in advance, sometimes with extensive details on routing and mail collection, sometimes with hardly any details.

KNILM-Trans-Tasman (TT) Connection with FAM 19

In July 1940, Pan American Airways opened a second Pacific service, FAM 19, from San Francisco to Auckland, New Zealand. This offered the Netherlands Indies the possibility of sending US-bound mail by KNILM or Australian Qantas to Sydney, and from there to Auckland by the Trans-Tasman (TT) service which began at the end of June. The first DEI airmail over this route was sent at the end of July.

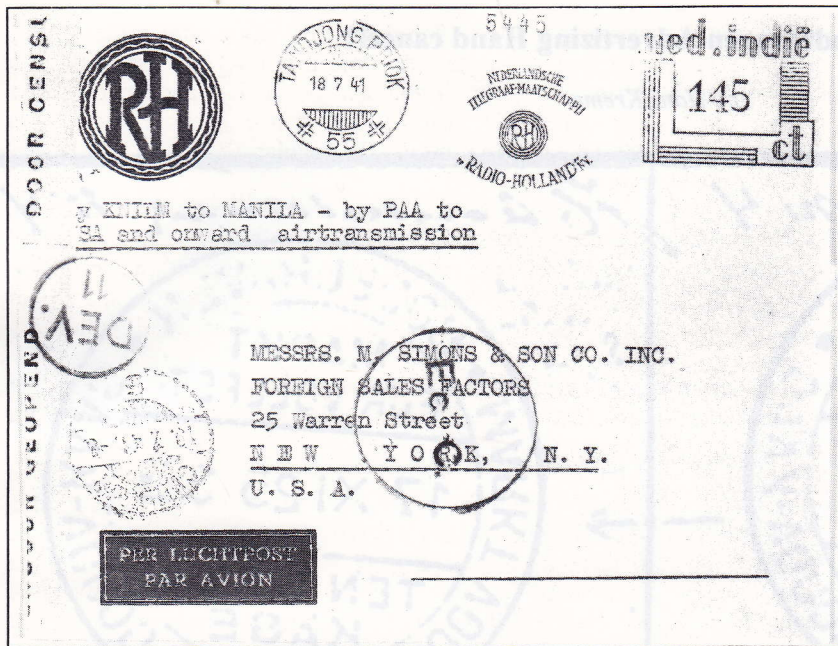
In its announcement of the 2 September 1940 flight to Manila, the DEI Postal Administration stated that all airmail destined for the United States and onwards, regardless of the routing indicated on the letter by the sender, would be sent on the Manilla flight.

Thus, a letter with the indicated route "By KNILM/TT/PAA" can not be assumed to have been flown on that route, lacking additional evidence. Careful study and consideration must be given to postmark dates, the dates of the KNILM Manila flights, and the dates of the KNILM DEI-Australia flights connecting to FAM 19.

"Illegal" Postal Flights

While the landing permits for the "extra" or "charter" flights came easily, little progress was made in the efforts to secure a permanent air connection. The DEI officials stressed that authorization for regular Java-Manila service would allow KNILM to fly directly to Manila in one day. A Thursday flight would connect with the PAA Clipper leaving Manila on Friday, bringing the airmail in to San Francisco on Tuesday and to New York on Wednesday.

On 29 October 1940, Mr. van Lent and Mr. Versteegh flew to Manila to consult with US and Philipinnes authorities. A confidential memorandum from the Dutch Consul-General in Manila recited the practices of the charter flights in carrying mail. While cooperation with the charter flights was ensured, "mail transport from Java to Manila and back is illegal and in violation of the principle of chartered flights." Under American law, a mail-carrying airplane served a public purpose and lost the status of a charter flight. Authorization for charter flights came from Washington, passing through the office of the US High Commissioner in Manila, but that official had no control over postal matters and was not, at least officially, informed about the transport of mail. The Manila postal authorities did not care about the way the mail was



Cover from Tandjong Priok to US, 7/18/41. Directions by sender: "By KNILM to Manila-by PAA to USA and onward airtransmission." Sent to Singapore to connect with PAA Clipper.

transported to or from Manila, but the Consul-General warned that the use of charter planes for mail transportation (and thus for the DEI Postal Administration) ran the risk of losing all that had been gained, and suggested that the charter flights be operated with sensible frequency and regularity. Charter flights on behalf of the DEI Postal Administration could only be dealt with in Washington.

The aim of the Manila flights was to connect with the weekly PAA Clipper service to San Francisco. At the end

others cite only Tarakan without mention of other points. Several times at the end of 1940 and beginning of 1941 the plane is reported as returning the next day, so those flights must have gone via Tarakan only. The 6 August 1940 flight is specifically listed as direct to Tarakan; the 9 April 1940 flight was from Batavia to Balikpapan.

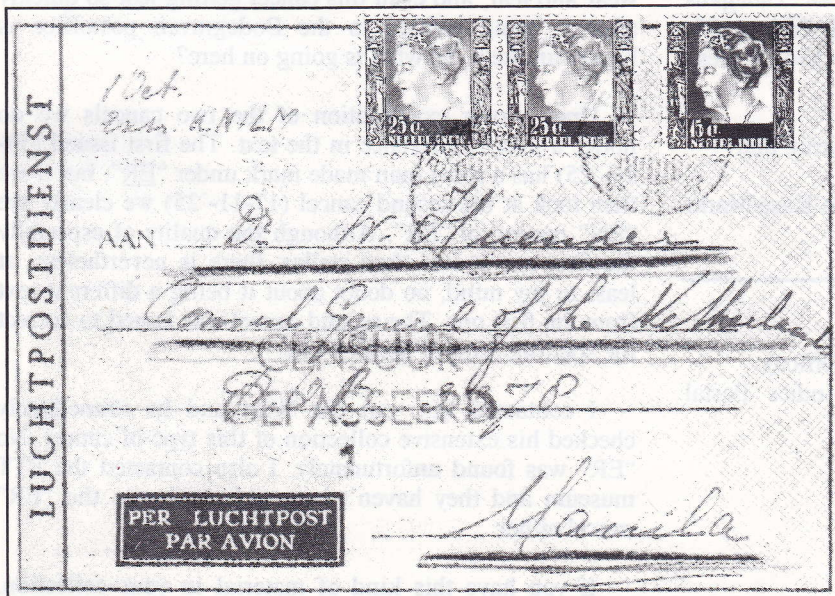
End of the Manila Flights

In early May 1941, Pan American Airways began biweekly flights from Manila to Singapore. This provided the DEI Postal Administration with a significant improvement in service to the US, but the loss of mail to KNILM was severe.

On 20 July 1941, the DEI Postal Administration announced that mail indicated for the route "By KNILM to Manila" would be sent to Singapore.

The frequency of the Manila flights dropped and KNILM had to face the fact that the last months of the Manila flights, unlike those made before May 1941, were giving unsatisfactory results. When PAA began weekly service from Singapore in October 1941, the use of the Manila flights was past.

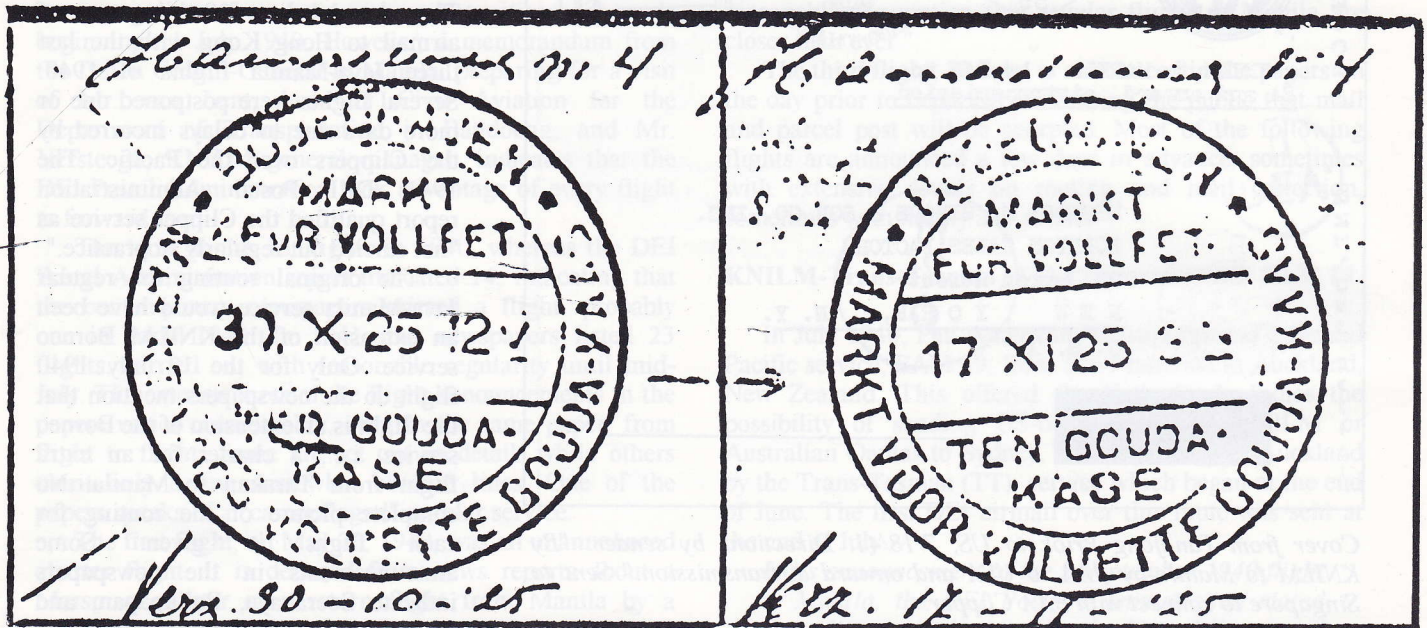
The outbreak of hostilities in the Pacific in December 1941 and the subsequent occupation of the Netherlands Indies by Japan ended all civilian aviation activity in the Indies.



Cover from Bandoeng to the Dutch Consul-General in Manila, 9/29/41. Sent by KNILM flight to Manila on October 1, 1941. Rate: 15c international letter + 2 x 25c airmail.

A 3rd Bodegraven Adverting Hand cancel?

by Hans Kremer



During my visit to the PTT Museum last summer I got a copy of a page from the *stempelboek* (book of cancels). The page in question dealt with the cancels used throughout the years by the Bodegraven post office. The reason I got into this *stempelboek* had to do with the fact that I'm planning on doing a writeup on all *hand advertising cancels*, including an illustration of every cancel known.

When I checked the catalog dealing with this subject: F. van der Wart, *Reclamehandstempels en Gelegenheidsstempels*, 6th edition, published by Po & Po in 1985, I noticed that under Bodegraven there were two of these cancels:

9A Bodegraven - Bezoekt Dinsdag de Kaasmarkt, and

9B Bodegraven - Markt fur Vollfet-ten Gouda Kase/Markt voor volvette Gouda-Kaas

Sources:

1. Algemeen Rijksarchief (Public Records Office)
2. Annual Reports of the Netherlands Indies Postal Administration
3. KNILM News
4. Netherlands Indies daily newspapers:
 - Algemeen Indisch Dagblad
 - Bataviaasch Nieuwsblad
 - Java-Bode
 - Soerabaiasch Handelsblad
5. Dierikz: *Begrensde Horizonten* (Limited Horizons, thesis)
6. *De Vliegende Hollander* (Netherlands and Overseas Territories Airmail Catalogue)

When I compared this with the *stempelboek* I noticed that the latter had three cancels, not two. In itself this is not that unusual, since cancels got lost or wore out, in which case they were often replaced.

Here however we are looking at something else. Looking at the illustrations in the *stempelboek* we notice that there are two type "9B" cancels, but the dates written under each of them are only 18 days apart. It couldn't be wear and tear, and even this cancel getting lost so quickly after it being handed to the Bodegraven postoffice is highly unlikely. So what is going on here?

Upon closer examination of the two cancels we do notice a minor difference in the text. The first issued (30-10-'25) has a short man made mark under "ER", but if we then look at the second cancel (17-11-'25) we clearly see "EN" instead of "ER". Although the quality of especially the first one is less than stellar, there is nevertheless, at least in my mind, no doubt about it being a different text from the first one. The second cancel was issued to correct the spelling error of the first one.

I contacted Mr. van der Wart and he immediately checked his extensive collection of this type of cancel. No "ER" was found unfortunately. I also contacted the PTT museum and they haven't been able to locate the "ER" cancel either.

If you have this kind of material in your collection, please check your Bodegraven cancels. Who knows, you might be the one who has one of these, undoubtedly very rare, cancels. Of course I would love to hear about it as well.