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THE JOURNAL OF THE AMERICAN SOCIETY FOR NETHERLANDS PHILATELY

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From the Editor,

Fall is upon is so it is time to get back to our common hobby: philately. If you are like me you probably slacked off some during the summer days. Outdoors is begging, kids are out of school, so philately takes a back seat. But it was not a total philatelic loss, for during a vacation with my family I had a chance to pay a short visit to our President, Kees Adema, at his beautiful Inn in Connecticut. If you ever have a chance to go by there don't hesitate to stop off, talk philately with Kees while enjoying the beautiful scenery.

Another place I got to see was the Smithsonian National Postal Museum in Washington D.C. Don't look for it in or near the Smithsonian, it is located in the Washington City Post Office Building, next to Union Station. I didn't see a lot of stamps, it is more geared towards special exhibitions like "Moving the Mail" which traces the growth of transportation and technology, and features airmail planes, a railway mail car and a stagecoach. I especially enjoyed the "Pony Express" display since it had a California connection and this mode of mail tranportation lasted only 18 months. The museum is free and definitely worth a visit if you are in the Capitol.

The articles in this issue once again show the diversity of material that can be collected. What to think of "Syncopated perfs. on Dutch Revenues", or "Business Reply Mail"? And what about "The Horseshoe Route", I sure wasn't aware of the Dutch East Indies aspects of it. Where else do you get to read about the Japanese occupation of Netherlands New Guinea?

Have a look at your collection, you might have some of this material yourself, maybe it gives you an idea to dig into it a bit deeper. Comments are of course always welcome.

Hans Kremer

Reminder! If your address label shows 98 in the top line, your membership is due for renewal. Please refer to the previous Newsletter for the invoice and further details.

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Netherlands Philately is published quarterly by the American Society for Netherlands Philately.

(Opinions expressed in the various articles in this journal are those of the writers and not necessarily endorsed by ASNP or this journal.)

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Syncopated Perforations found in the Revenues of the Netherlands

by HansPaul Hager

Most collectors of stamps of the Netherlands and Related Areas, are familiar with the syncopated perforations that occur on Dutch postage stamps, but few stamp or even revenue collectors know that similar syncopated perforations occur on some of the revenues issued by the Dutch government for use in the Netherlands.

Why did the syncopated perfor-ations exist?

Customers bought revenues at the post office, just like we still buy stamps at the post office counter. In the former Dutch colonies this is still the case to this day. The postage stamps and revenues were stocked in counter books. These had pages separated by tabs with listings for the types of stamps or revenues (ill. 1). The counter books were smaller than most of the sheets of stamps and revenues supplied. The counter personnel would therefore fold the sheets double and put them in the counterbooks. To prevent premature separation of the stamp or revenue sheet along the fold, the fold was strengthened by removing some perforation pins.

There are a variety of perforation patterns. We indicate these patterns with number codes e.g. 4-5-3.

Illustration 2 (sync. 4-5-3)

The way to read this code is: four perforation holes - one perforation pin removed – five perforation holes – one perforation pin removed - three perforation holes (ill. 2).

Five kinds of Dutch revenues show syncopated perforations, i.e.:

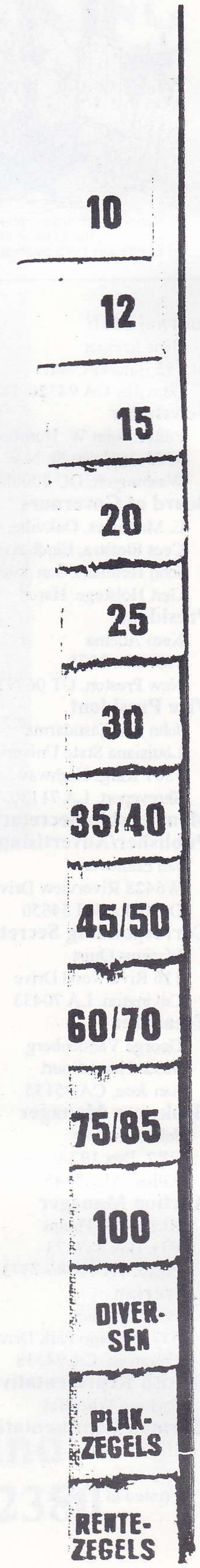
KWITANTIE	=	Documentary revenue.
STATISTIEKRECHT	=	Statistics revenue.
OMZET BELASTING	=	Value Added Tax revenue.
GEMEENTE LEGES	=	Municipal revenue.
COUPON	=	Dividend revenue.

KWITANTIE = Documentary revenue.

The purpose of this tax was to collect moneys for the general state fund; it is a true tax revenue. The tax was levied on all receipts showing a payment higher than five guilders, later this increased to ten guilders. Manner of use: affixed to all documents showing that a payment for goods or services had been made. Although the Netherlands government started issuing adhesive documentary revenues in 1829, syncopated perforations can only be observed on the 'large lion" documentary stamps issued in 1931 (with overprint "den"), in 1948 (with the revised spelling "de" but with the old spelling of the background printing "Nederlandsch") and in 1958 (with the revised spelling for both "de" and the background printing of "Nederlands").

Known syncopated perforation patterns are: 3-5-4 (ill.3); 3-6-3 (ill. 4); 4-4-4 (ill. 5); 4-5-3 (ill. 6); 5-5-2 (ill. 7) and the rare 3-3-3-2 (ill. 8).Reputedly the patterns 2-6-5; 2-8-2; 5-4-3 also exist.

Illustration 1→



The sheets were printed in 15 rows and 10 columns, for a total of 150 revenues The removal of the perforation pins was done between rows: Left 7/8 = Right 9/8 (ill. 9), but has also been observed to have happened between rows Left 8/9 = Right 8/7 (ill. 10). Because the pin removal was between rows (horizontal), the syncopation can be found at either the top or the bottom of the stamp.An additional note: the author has seen at least one sheet where the syncopation was omitted completely. Not yet known is which issues (year) and/or what values show which perforation patterns, (ill. 4a, b, c) shows the perforation pattern 3-6-3 on the 1931, the 1948 and the 1954 issues).

STATISTIEKRECHT = Statistics revenue.

The purpose of this tax was to improve the accuracy of the statistics gathered pertaining to the import and export of goods; to cover the costs associated with gathering the statistics and to obtain moneys for the state coffers in a manner that imposed the least amount of hardship on the trade.

Manner of use: these statistics revenues were affixed to packages coming into and leaving the Netherlands.

Issued: 1932

Perforation: 12x12.5, size: 32x24 mm.

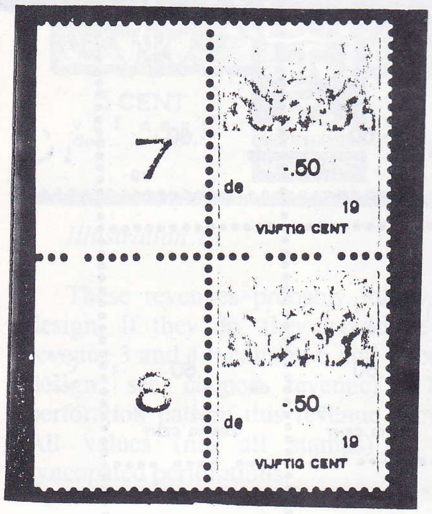


Illustration 3
sync 3-5-4

Illustration 4A
issue 1931. sync 3-6-3. Note also R P watermark in selvage

Illustration 4B
issue 1948.
sync 3-6-3

Illusatration 4C
issue 1954
sync 3-6-3

The syncopated perforation can be found on the left and the right side of the revenue. These revenues probably follow the layout of the documentary revenues, (see kwitantie zegels). The only syncopated perforation pattern this revenue shows is: 3-6-3 and has so far only been found on the 4 cent and the 25 cent value of this revenue. The lower values of this revenue are printed in a very pale rose that hardly copies, I have therefore illustrated the image of a higher value revenue which was printed in blue (ill. 11) and shown the perforation pattern (ill. 12) of the four cent revenue.

OMZET BELASTING = Value Added Tax revenue.

Purpose: this VAT was initiated to levy a tax on goods and services when transferred from wholesaler to retailer. It amounted to 4% of the value of the goods transferred, this rate later increased to 6%.

The rate for luxury items was 10%.

Manner of use: the left side of revenue was to be affixed to the to be archived copy of the invoice, which was to be retained by the wholesaler. The right side of the revenue was affixed to the original invoice which was given to the client.

Issued: Series 1 in January 1934; Series 2 in June 1934; Series 3 in November 1936 and Series 4 in 1937 (see Hager, 1992).

Perforation: 11.75 X 10.75. The left and right side of the revenue are separated by perforation 10.

Size: the revenue is a two part stamp. It measures 73.5 x 29 mm, the larger right side measures: 48.5 x 29 mm and the smaller talon on the left measures 25 x 29 mm.

Printed in sheets of 50, presumably 5 columns across and 10 rows down.

Not known at this time is between which columns the syncopation occurs.

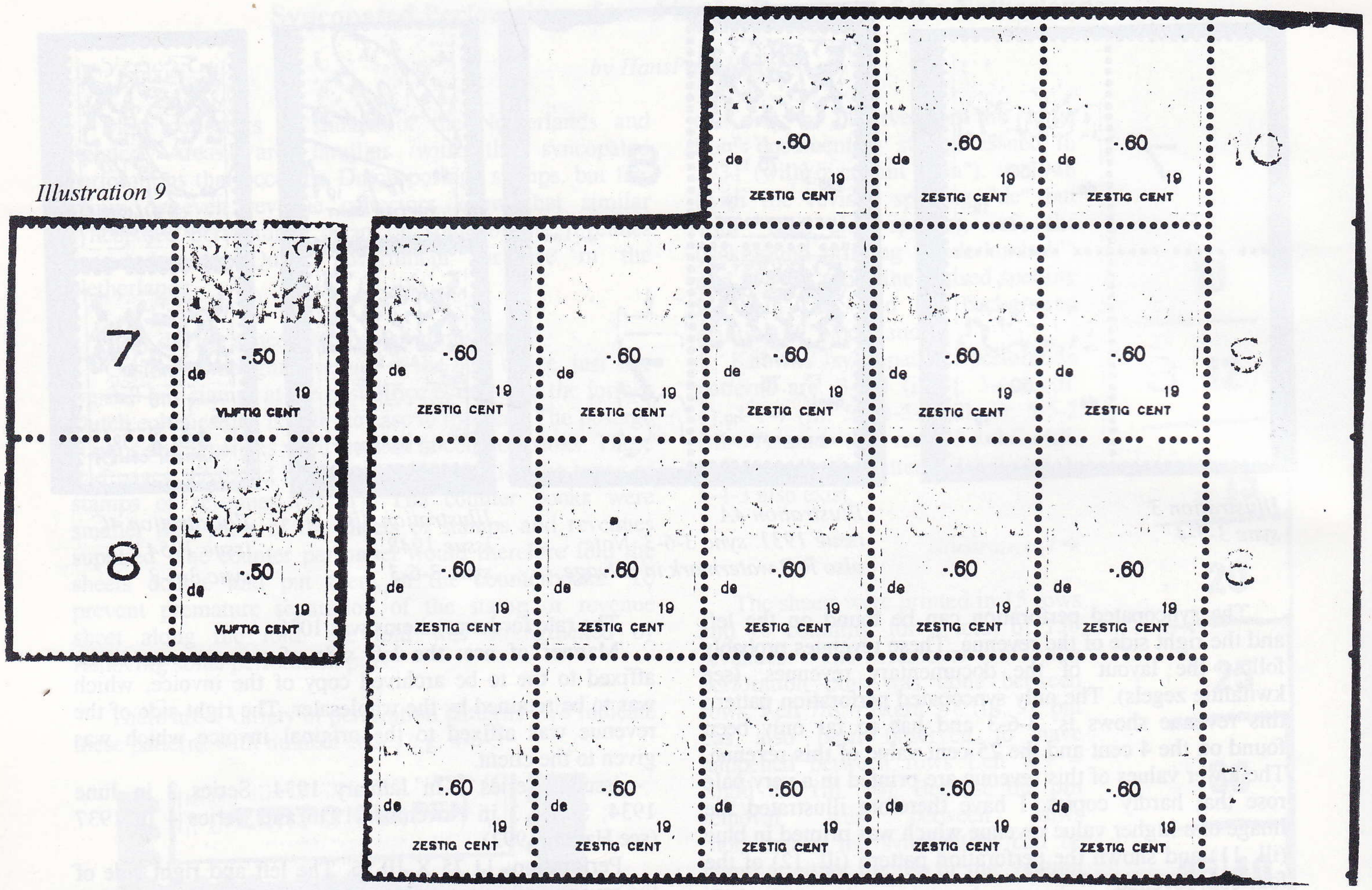
Illustration 5
sync 4-4-4

Illustration 6
sync 4-5-3

Illustration 7
sync 5-5-2

Illustration 8
sync 3-3-3-2

Illustration 9



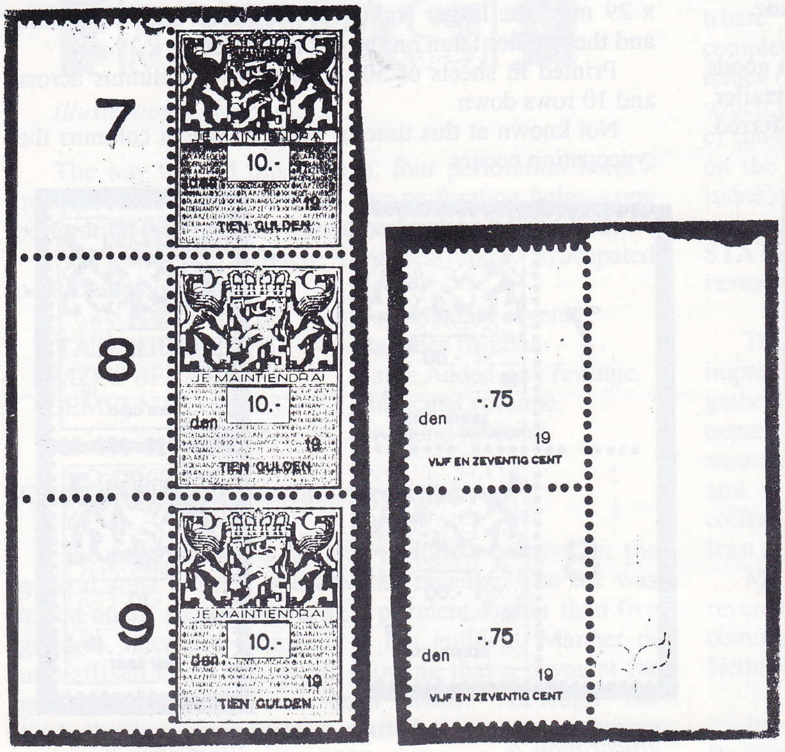


Illustration 10

Illustration 11

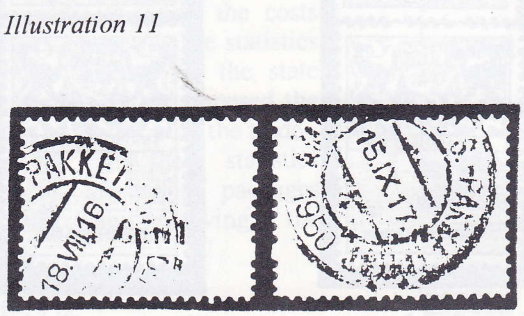


Illustration 12

Illustration 13

These revenues probably follow the coupon revenue design. If they do, they would be syncopated between revenue 3 and 4 = column 6 and 7 (because of the two part design, see coupon revenue). The only syncopated perforation pattern this revenue shows is: 3-6-3 (ill. 13). All values (not all stamps) of this revenue show syncopated perforations.

GEMEENTE LEGES = Municipal revenue.

Purpose: to collect moneys for services rendered by municipal departments.

Manner of use: affixed to document or permit to show payment had been made for services performed by municipal department. Fiscally defined that makes this revenue technically not a tax revenue but a retribution revenue.

Illustration 14

The issue dates are unknown but Apeldoorn used these revenues already in 1917.

Perforation and size vary by main type. To date (1998) nine main types have been identified (see v.d.Vliet 1997).

The only known true syncopated variety of the Dutch municipal revenues are the revenues from the small tear-off rolls (ill. 14). The fold-over theory for the existence of the syncopated perforations does not hold for these revenues. In the case of these revenues maybe the pin removal was done for other reasons or maybe the pin just broke off, because this perforation does not show up consistently on all small tear-off municipal revenues.

Another municipal revenue variety exists that looks like it has a syncopated separation but in fact it is a separation made up out of a combination of round and rectangular perforation holes (ill. 15).

COUPON = Dividend revenue.

Issued from 1933 to 1942.

The purpose of this tax was to collect for the government a portion of the proceeds of Dutch shares and in addition to tax the proceeds of foreign shares, if the proceeds were paid out to Dutch citizens or institutions.

Manner of use: the left talon was adhered to the stockbroker's archive copy of the invoice and the original invoice went to the client with the right side of the revenue attached.

Perforation 11.75x 10.75. The left and right side of the revenues are separated by perforation 10.

This is a two part stamp, size similar to the Omzet Belasting revenue, overall size is 73.5 x 29 mm, the left talon measures 25 x 29 mm and the right side of the revenue measures 48.5 x 29 mm.

The only perforation pattern this revenue shows is 3-6-3 (ill. 16).

Illustration 15

All values (not all stamps) show syncopated perforations. The perforation pins were removed between revenue 3 and 4 = column 6 and 7, because of the revenue's two part design (ill. 17).

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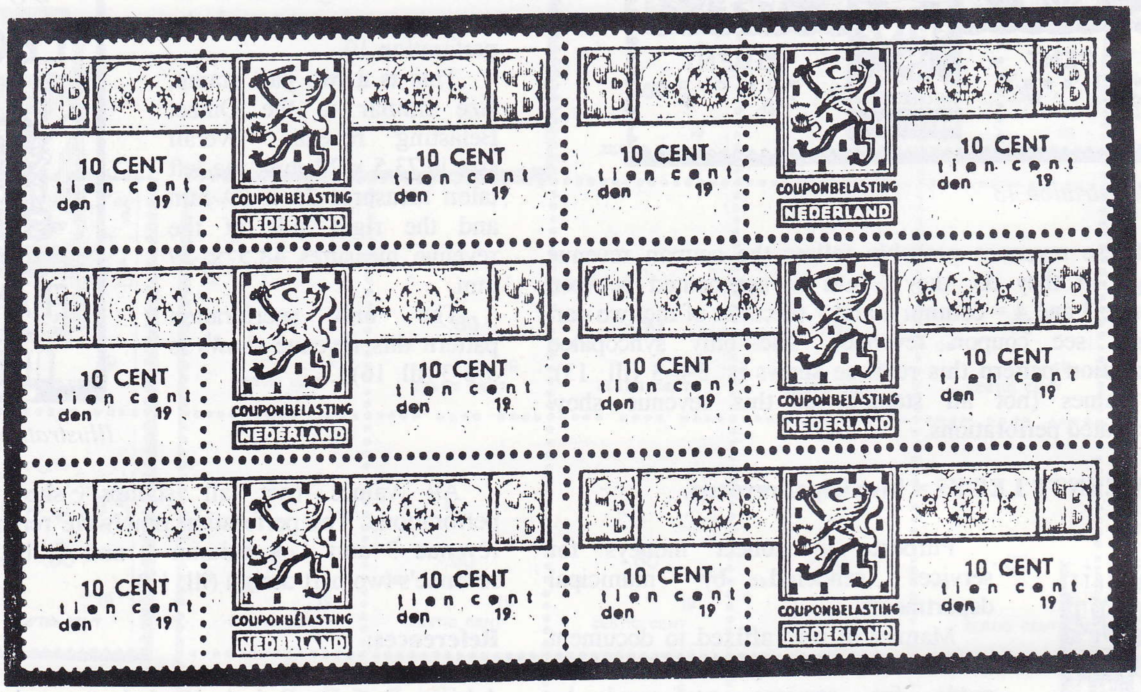


Illustration 16

Illustration 17

Antwoordstukken (Business Reply Mail)

by Arie Bakker R.D.P.S.A.
(translated by Hans Kremer)

When the Margarine Unie merged with the British Lever Bros on September 2, 1929, and Unilever was born……

When on September 11, 1929 the Rotterdam Shipyards of Wilton and Feyenoord merged……

When Queen-Mother Emma, on September 15, 1929 opened the Antonie van Leeuwenhoek House for cancer patients and cancer research was treated scientifically……

When on September 17, 1929 the British troops started leaving the Rhineland and Churchill warned vehemently against it……

When Wallstreet was about to collapse (on Black Thursday, October 24, 1929), starting an economic crisis that would endure for five years before there was any sign of recovery……

That's around the time that the 'old' PTT thought of a new service, which they called 'Machtigingsstukken' (Authorization Forms)

You undoubtedly have received 'junk mail' that included a request for a response. A card is then included that has the words "Antwoordomslag/kaart Machtiging No... and Plaatsnaam'. (Somewhat freely translated, due to a lack of better terms, as: Prepaid Reply Wrapper/card, Authorization No. ... and Town name). This alleviates the receiver from having to use a stamp or any other franking when returning the wrapper or card. The sender of the original mailing had made arrangements with the PTT and received an authorization number. Unfranked postal items are to be returned to him for which service he pays the regular postal rate plus a small surcharge.

When this service first was setup on September 2, 1929 (DO # 572) this surcharge was 1 cent. The bill was settled by means of postage due stamps attached to the postal item, or in case of multiple items, by putting the postage due stamps on a form accompanying the items.

Because these rates changed over the years these have become collectors items. The problem is getting your hands on this material; you might never have seen one.

Maybe you are asking: How did this work prior to the setup of the 'Authorization' forms in 1929?

One way was to enclose a pre-franked envelope with the advertising mailing, but the people not responding soaked the stamp(s) of the reply card and used it(them) for other mailing, or just kept it. Another possibility was the enclosure of a pre-franked embossed card or envelope.

Daniel Visser & Sons, Schiedam, in 1882, enclosed a blank postal card with its advertising, but they soon found out that it would help to put its own name on the address portion of the card.

fig. 1 Postal card sent from Deventer on June 10, 1882 to Schiedam; arrived at Schiedam June 11. The address is hand written. The message on the back contains an order for a keg of 80% gin.

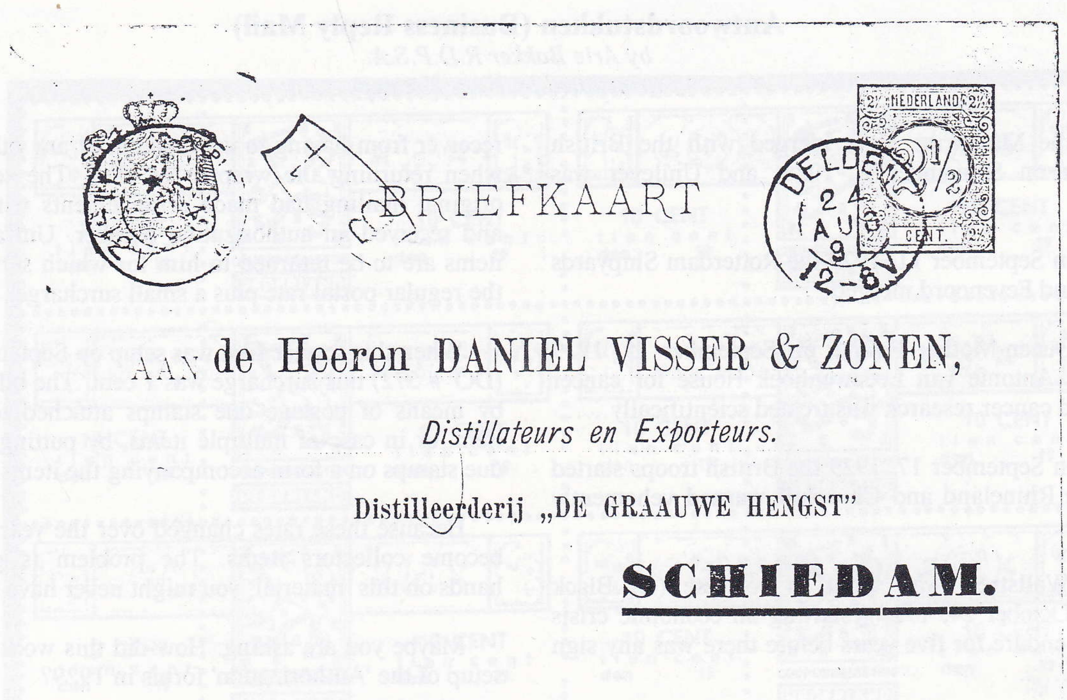


fig. 2 Postal card sent from Delden August 24, 1891 to Schiedam; arrived in Schiedam the same day. This card is pre-addressed. It contains an order for 16 Liter of 'old gin'.

Both of these postal cards are at the Distilling Museum in Schiedam.

In 1929 the N.V. Turco-Egyptian-Import-Company (Turmac) put its name and address on a set of covers, and had them pre-franked by the PTT with a pre-franking marker: "NEDERLAND/7 ½ CENT" (red) and was additionally printed "Dit couvert is voor een gewicht tot 20 gram gefrankeerd door het Postkantoor te 's Gravenhage" (This cover is pre-franked at the The Hague postoffice, valid for a weight of up to 20 grams).

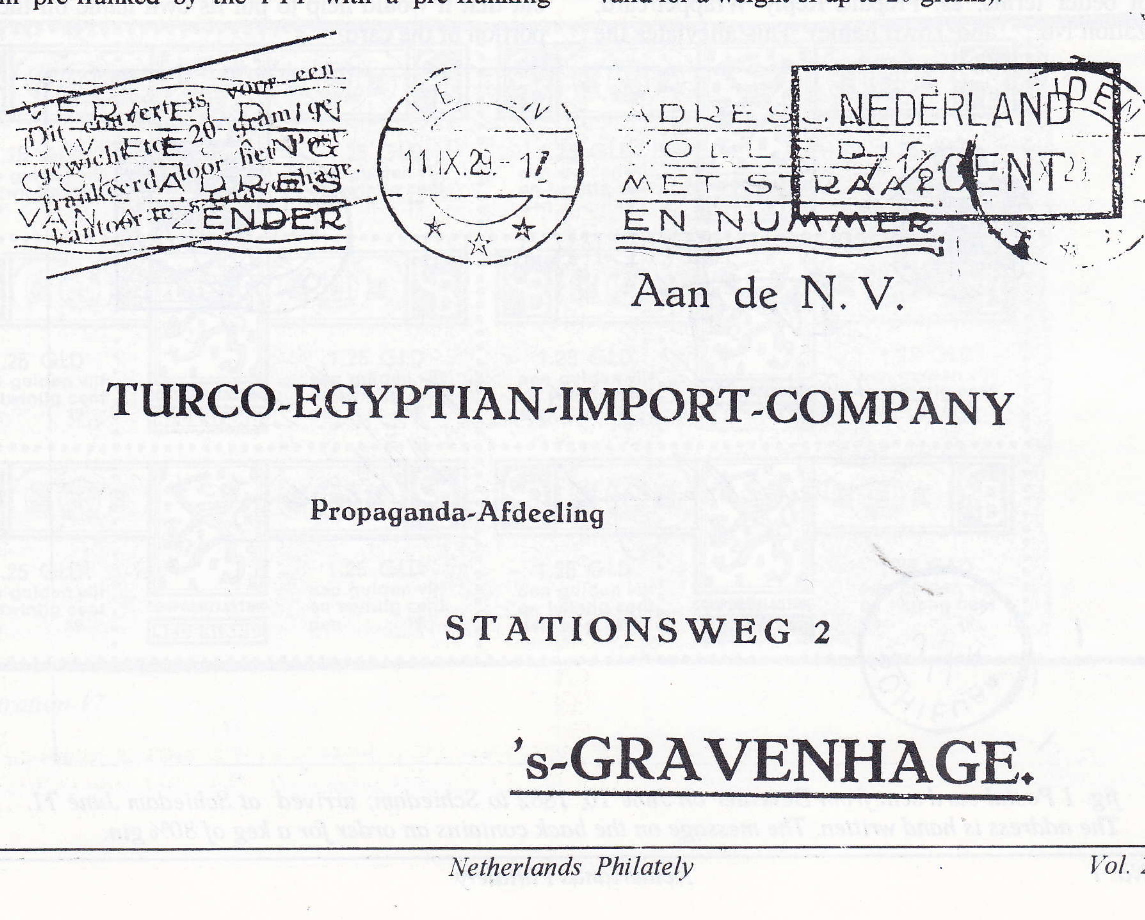


fig.3

Fig. 3 shows such a cover, canceled September 11, 1929 in Leiden; this is after the 'machtigingsstukken' were introduced. Most likely the customer had already made arrangements prior to September 2, 1929. This postal item is the last forerunner of the Machtigingsstukken (Authorization items), which later were renamed Antwoordstukken (Prepaid Reply items).

fig.4 On December 19, 1935 the paint manufacturer Veluvine in Nunspeet paid 5 cent franking and 1 cent 'antwoordrecht' (surcharge for prepaid mail) for this Prepaid Replycard. The dues were paid with a 6 cent postage due.

fig. 5 On January 20, 1939 the regular rate for a postal card was 4 cents. Probably there were two postal cards for which the PTT charged 2 x 4 cent, plus 2 x 1 cent surcharge, which amounts to a total of 10 cents, paid with a postage due stamp of 10 cent.

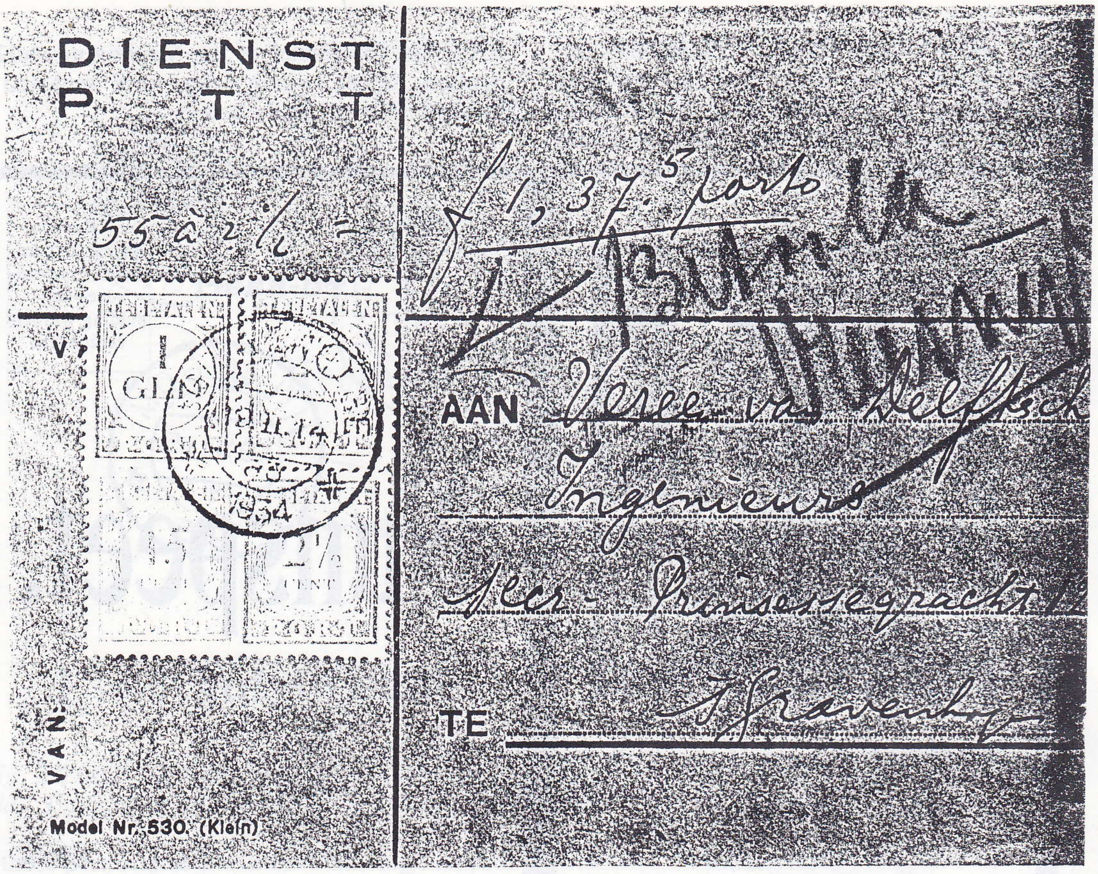


fig. 6 In most cases multiple postal items were received at the same time, and a bill for the total was sent. Here is an invoice from 's Gravenhage of November 19, 1934 for 55 pieces of 1 ½ + 1 cent = fl. 1,37 ½, paid with postage due stamps of 2 ½ cent, 15 cent, 20 cent, and 1 Gld.

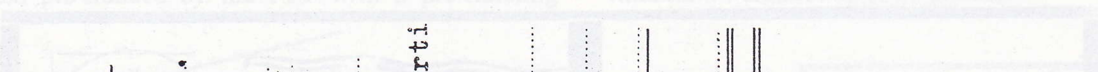


fig. 7 Utrecht on February 3, 1938 used the following form for four postal cards of 5 + 1 cent, and three letters of 10 + 1 cent, for a total of 57 cents.

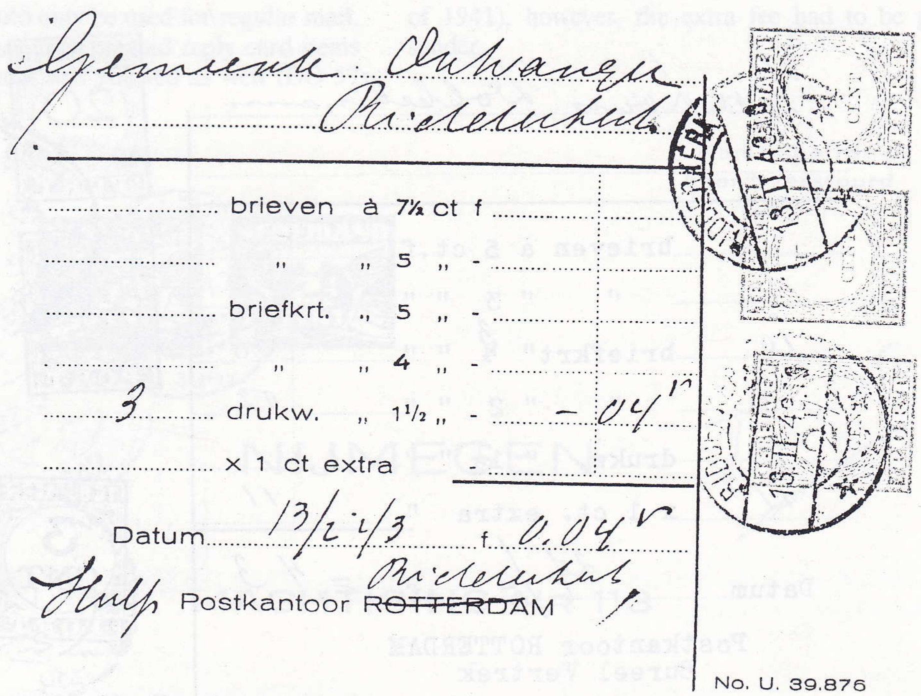


fig. 8 ... but the sub-postoffice of Ridderkerk on February 13, 1943 didn't know or cared about the 1 cent surcharge.

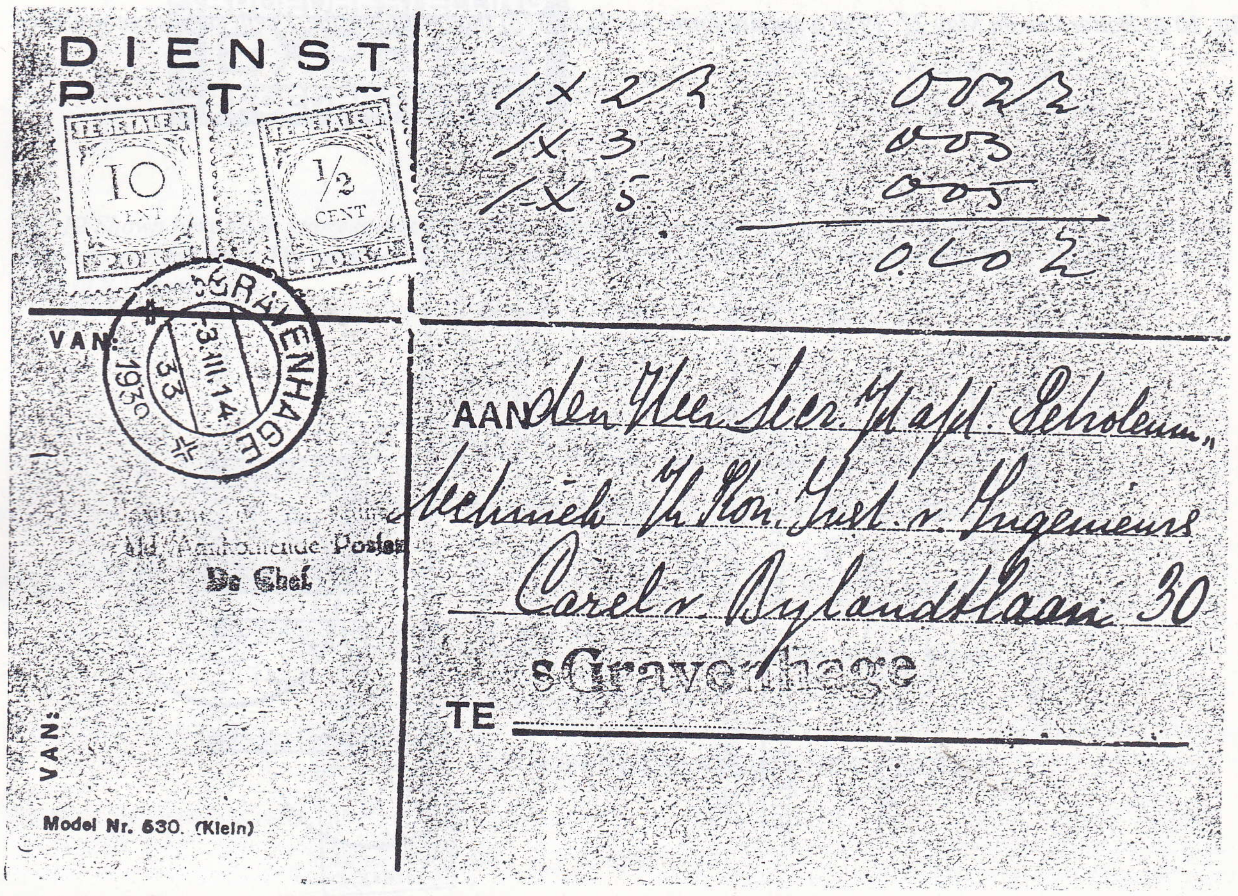


fig. 9 's Gravenhage specified on March 3, 1939 on a 'PTT service letter' why 10 ½ cent was due, i.e.

1 printed matter	*1 ½ + 1 cent =*	*2 ½ cent*
1 local postal card	*2 + 1 cent =*	*3 cent*
1 regular postal card	*4 + 1 cent =*	*<u>5 cent</u>*
	Total =	*10 ½ cent*

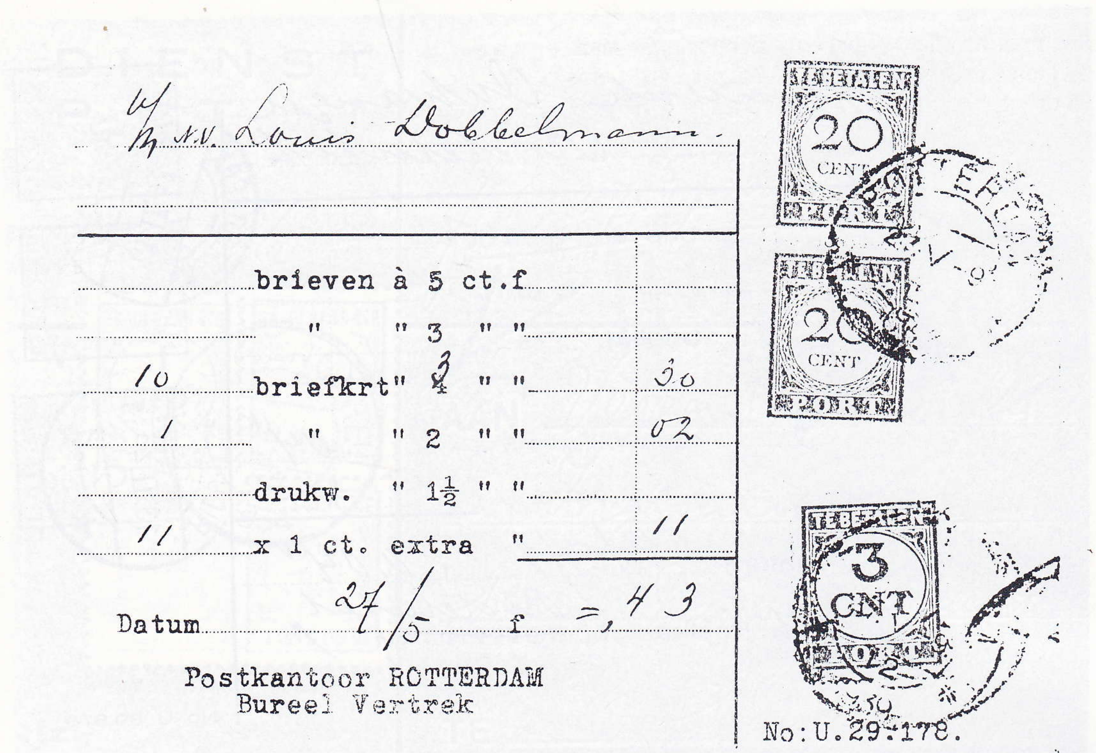


fig. 10 At Rotterdam on May 27, 1939 a special form (No. U.29.178) that mentions the 1 cent surcharge was used.

fig. 11 But Utrecht added 1 cent to the existing rates. On August 21, 1940 the rate for a local postal card was increased from 2 cents to 4 cents. The PTT invoice shows one card sent before August 21 (2 + 1 cent) and one after (4 + 1 cent), for a total of 8 cents.

Unfranked mailing could only be used for regular mail, but from 1941 onwards, sending prepaid reply card items as registered or express mail was allowed as well (DO 57 of 1941), however, the extra fee had to be paid by the sender.

fig. 12 Shown here is an express delivery of an authorization letter of May 22, 1941 for which the sender paid 10 cents express dues. The receiver in Nijmegen paid the regular 7 ½ + 1 cent, for which he attached postage dues of 8 ½ cents total.


3.35
POSTKANTOOR 's-GRAVENHAGE
's-GRAVENHAGE, 4 Febr 1943
Den Heer
De firma
U ontvangt hierbij 4 antwoordstukken, waar-
voor in totaal is verschuldigd f 0.10
AFDEELING AANKOMENDE POSTEN
244

fig.13 Many forms have been used to indicate the surcharge. Shown here is a form from 's Gravenhage of February 4, 1943. It dealt with four printed matter items (1 ½ + 1 cent each), totaling 10 cents.

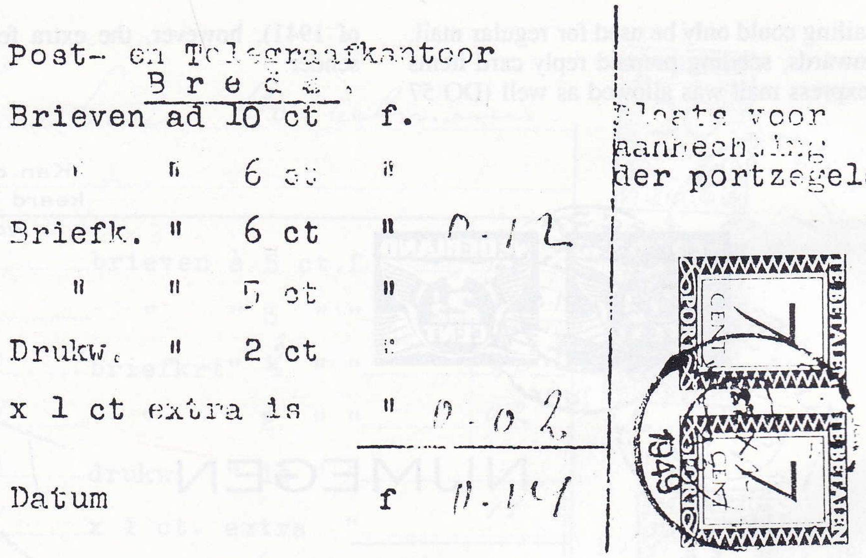


fig. 14 Breda in 1949 made its own 'forms' by subdividing an A4 into four equal size parts, and specifying the 1 cent extra per piece surcharge.

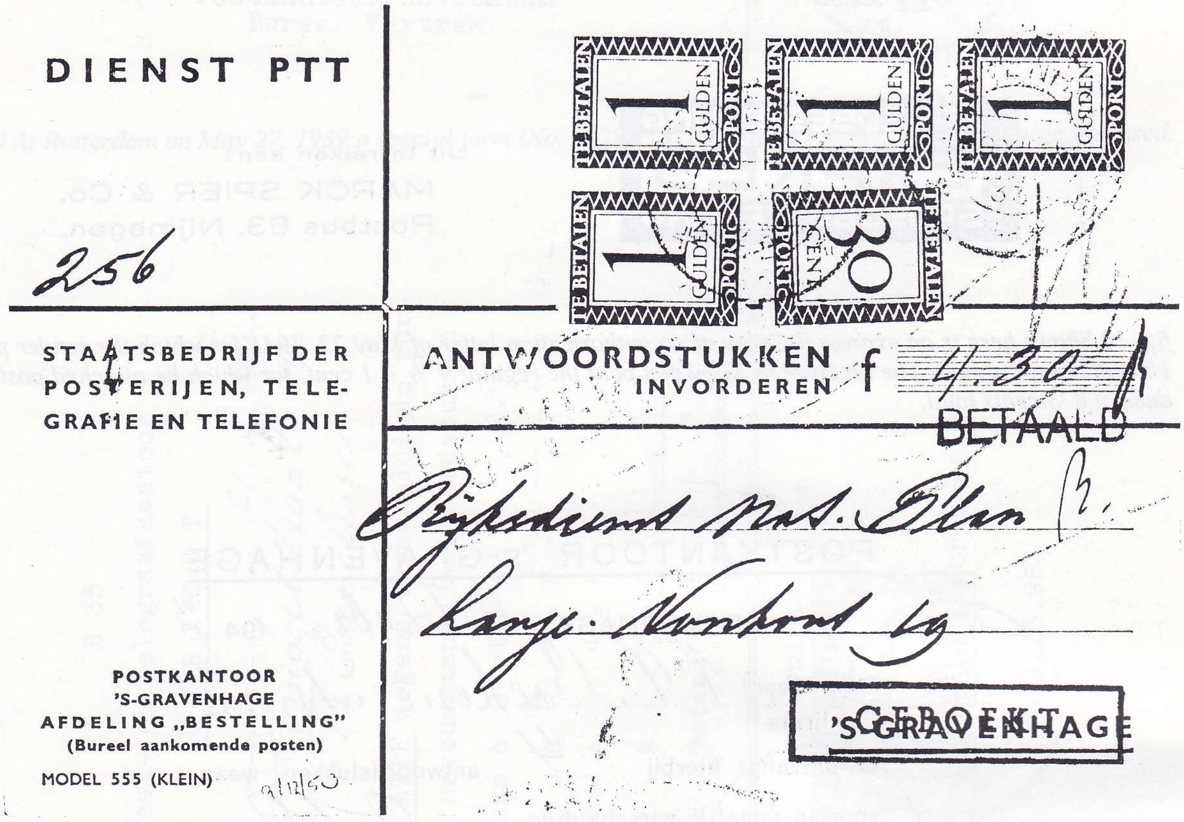


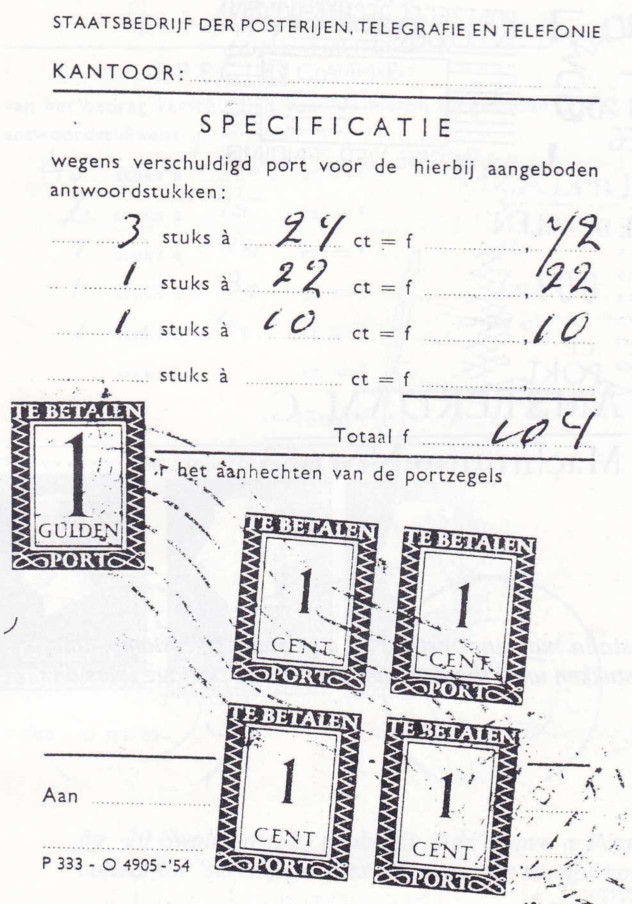
fig. 15 's Gravenhage in 1950 used a special 'PTT Service envelope' for Prepaid Reply items. No detailed specifications were given, just a space for the total amount due.

The official change from 'Machtigings(nummer)' to 'Antwoord(nummer) dates from 1968. The spoken use of the term Prepaid Replycard was thus far ahead of the formal (official) use.

It is obvious that there wasn't any uniformity in the way these fees were collected. That changed as of May 1951 (DO 362) when an order was issued to use 'specification' form P 333 from then on. For 21 years each office had done it its own way. Note that the reply surcharge is not mentioned separately, but is included in the total postal fee. On later forms this has been the case also.

As of April 1, 1957 the surcharge was increased from 1 cent to 3 cent (DO 163) and on June 1, 1965 from 3 cent to 5 cent (DO 213).

During 1961 a new form (P 1404) appeared that could be used for either Prepaid Reply Items or for Postage Due items.



STAATSBEDRIJF DER POSTERIJEN, TELEGRAFIE EN TELEFONIE

KANTOOR:

SPECIFICATIE

wegens verschuldigd port voor de hierbij aangeboden antwoordstukken:

3 stuks à 24 ct = f ,72
1 stuks à 22 ct = f ,22
1 stuks à 10 ct = f ,10
stuks à ct = f

Totaal f 1,04

...r het aanhechten van de portzegels

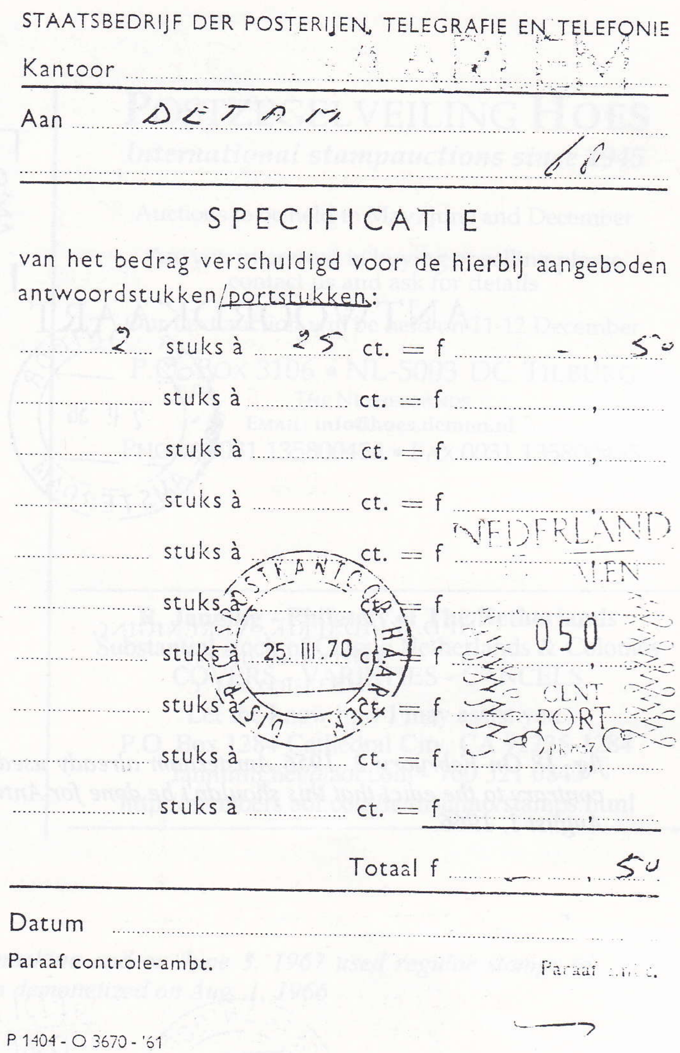
TE BETALEN 1 GULDEN PORT

TE BETALEN 1 CENT PORT

Aan

P 333 - O 4905 -'54

fig. 16 *P 333*



STAATSBEDRIJF DER POSTERIJEN, TELEGRAFIE EN TELEFONIE

Kantoor HAARLEM

Aan DETAM

SPECIFICATIE

van het bedrag verschuldigd voor de hierbij aangeboden antwoordstukken/portstukken:

2 stuks à 25 ct. = f – ,50
stuks à ct. = f ,

Totaal f – ,50

POSTKANTOOR HAARLEM 25. III. 70

NEDERLAND TE BETALEN 050 CENT PORT

Datum

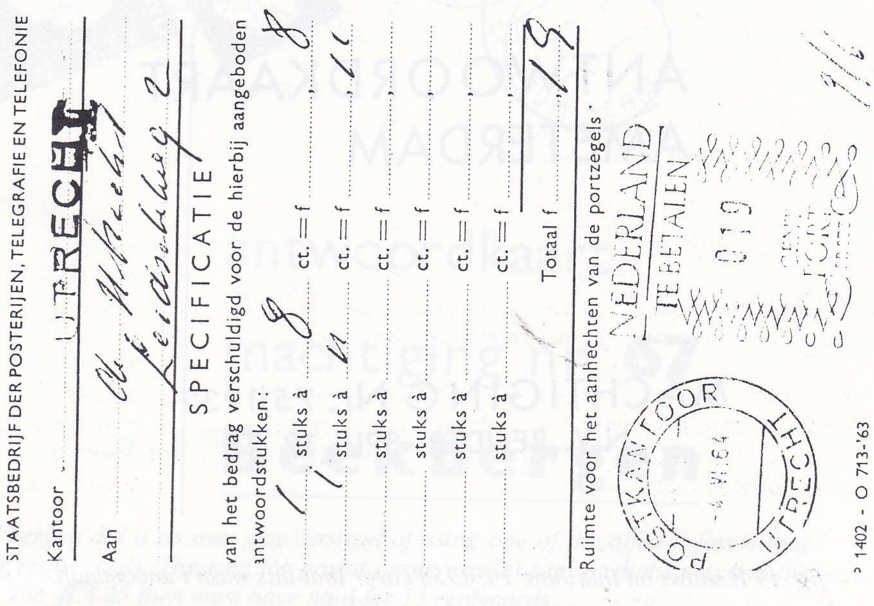
Paraaf controle-ambt.

Paraaf

P 1404 - O 3670 - '61

P 1404

As can be seen, on March 25, 1970 Haarlem used the Postalia Machine, although this franking machine was officially discontinued per February 1, 1968 (DO 544).



STAATSBEDRIJF DER POSTERIJEN, TELEGRAFIE EN TELEFONIE

Kantoor UTRECHT

Aan

SPECIFICATIE

van het bedrag verschuldigd voor de hierbij aangeboden antwoordstukken:

1 stuks à 8 ct. = f
1 stuks à 11 ct. = f
stuks à ct. = f
stuks à ct. = f
stuks à ct. = f
stuks à ct. = f

Totaal f 19

Ruimte voor het aanhechten van de portzegels

NEDERLAND TE BETALEN 019 CENT PORT

POSTKANTOOR UTRECHT 4 VI 64

P 1402 - O 713-'63

fig. 17 A new form, P 1402, (DO 35) appeared in 1963. On the form shown here is a blue Postalia machine cancel of Utrecht June 4, 1964, although the postage due stamps weren't demonetized until August 1, 1966 (DO 149).

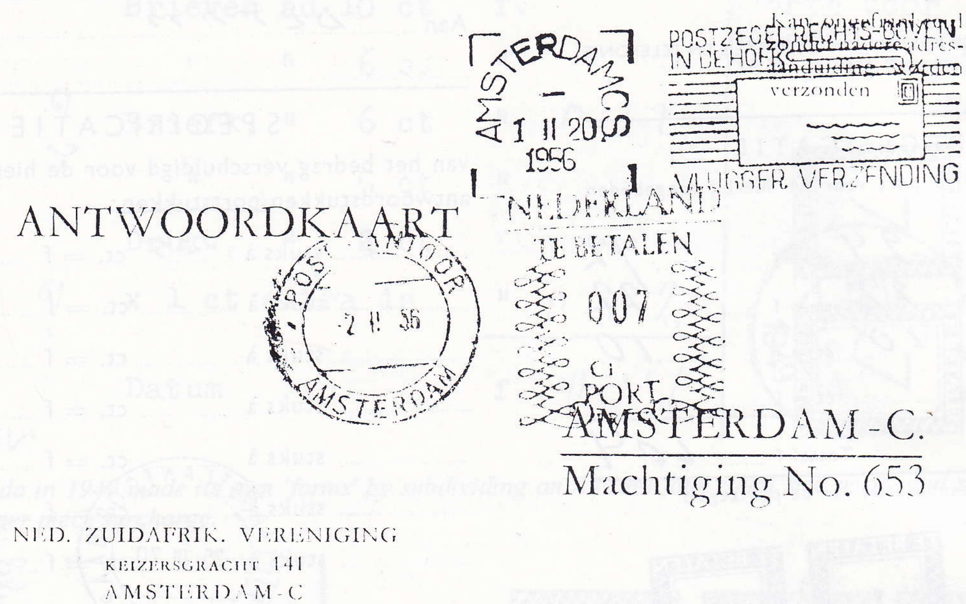


fig. 18 On February 2, 1956 Amsterdam already used a Postalia machine instead of a postage due stamp, this contrary to the edict that this shouldn't be done for Antwoordstukken until the demonetizing of the postage dues on August 1, 1966.

fig. 19 It shows on this June 10, 1958 cover that this wasn't uncommon.

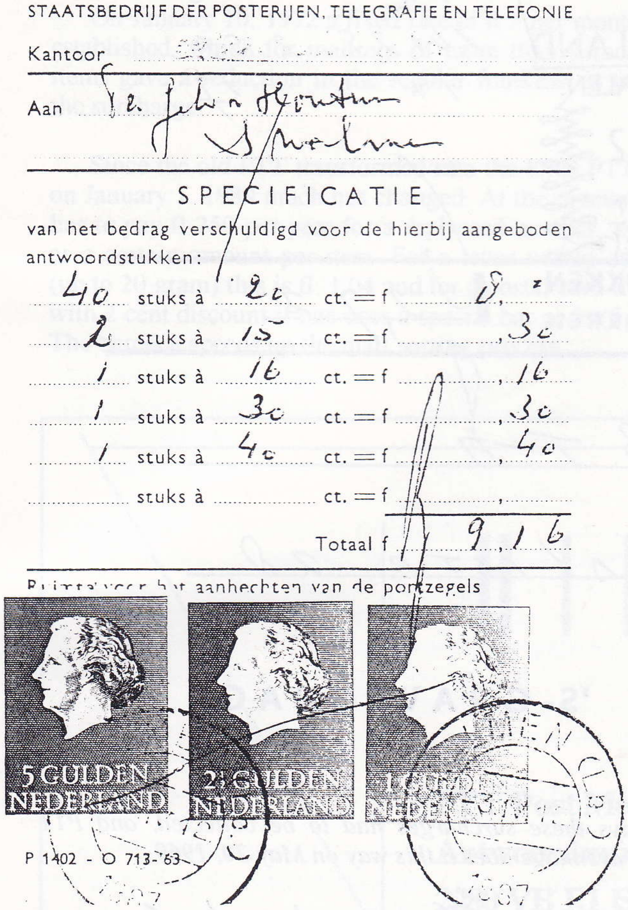


fig. 20 Swalmen (Lb) probably didn't have a Postalia machine and on June 3, 1967 used regular stamps to collect the 'surcharge' fees. Postage due stamps had been demonetized on Aug. 1, 1966

fig. 21 On September 10, 1970, Beekbergen did it its own way. Instead of using one of the official forms they attached fl 3.25 to one of the regular reply cards. The rate for postal cards was 20 cent at that time, and the prepaid reply card surcharge 5 cent. The fl 3.25 then must have paid for 13 replycards.

fig. 22 The various postoffices didn't always bother with the ways these surcharges had to be collected, and PTT headquarters wasn't very stringent in following up on it either. 's Gravenhage does it this way on May 20, 1969.

fig. 23 In 1958 a customer of the Amsterdamse Bank tried to use a self made reply card, but this was not allowed, so the bank had to pay 2 x 12 =24 cent postage due, instead of the 12 cent + 5 cent surcharge. It wasn't until 1968 that the public was allowed to write the address themselves.

On January 10, 1972 a fixed rate of fl 5 per month was established, which for mailings of more than a thousand items gave a reduction in the regular franking as well as the surcharge.

Since the old PTT transformed into the KPN PTT Post on January 1, 1989 much has changed. At the moment one has to pay fl 250 per year for a replycard number, as well as a certain amount per item. For a letter within country (up to 20 gram) this is fl. 1,04 and for a postal card fl 0,89, with 2 cent discount if one uses a special bar code (fig 24). The barcode speeds up the mail sorting process.

To mail a regular letter costs fl 0.80 these days. Let's assume, that as part of a promotion, one wants to mail 10,000 prepaid letters; this would cost fl 8,000. Was he to use reply letters instead the cost would depend on the percentage of returned letters.

70% 7,000 @ fl 1.04 + fl 250.- = fl 7,530
75% 7,500 @ fl 1.04 + fl 250.- = fl 8,050
80% 8,000 @ fl 1.04 + fl 250.- = fl 8,570

So, with a reply percentage of a bit under 75% or less it would be cheaper to use the reply-card subscription rate.

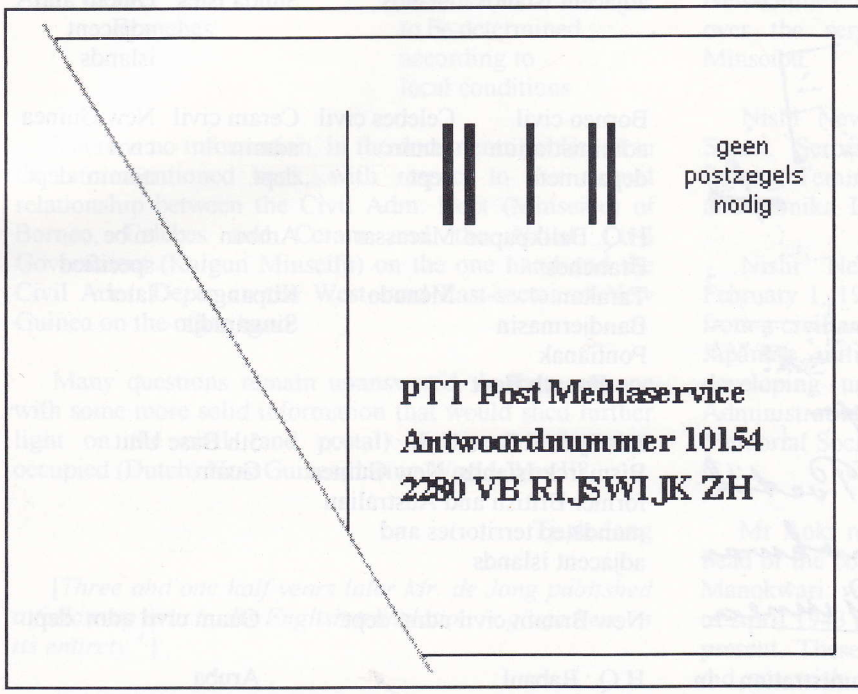


fig. 24 The barcode to be used in order to qualify for a 2 cent discount

We can conclude that under the 'old PTT', service to the business community outstripped the profit motive, and we can also be sure that the 'new PTT Post' is well aware of the usual percentage of the reply-card mail that remains unanswered.

In a short article as this not everything can be covered. For those wanting to read more please consult the PO&PO publications:

1. "Een Overzicht van de Nederlandse Portzegels" by Drs. L. Goldhorn, 1979.

2. "Binnenlandse en Internationale Posttarieven van Nederland, 1850-1990" by Mr. W.S. da Costa, 1990.

Both of these books are available through the ASNP Library.

The illustrations in this article are courtesy of Capt. Jan Bakker, Benoni, South Africa.

MANOKWARI 1944

by Tj. de Jong,

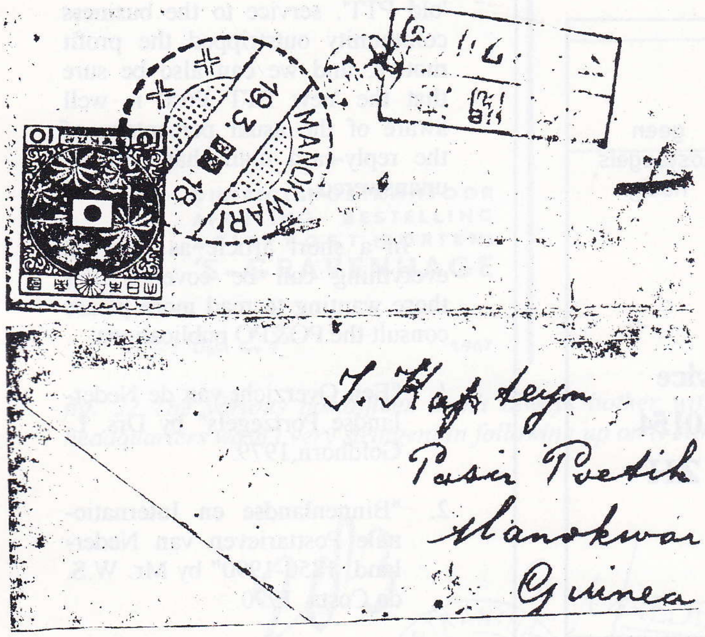
translated by L. J. Vroomen, with comments (in brackets [ ]) and endnotes by Leon G. Stadtherr[1]

[A number of articles have been published in past NP issues on postal affairs in western New Guinea during World War II. This article adds to and provides information which fits in nicely with the earlier articles. Because only a handful of items are known, most of us will never actually see a postal item sent from Netherlands New Guinea during the Japanese occupation of the territory during WWII. For these reasons the decision was made to publish the translation of this article and the followup article.]

When Hedeman and Boekema published their study "Dai Nippon in Zuid-Oost Azie" (Dai Nippon in South-East Asia), they did not have access to solid philatelic information regarding the Japanese occupation of New-Guinea.[2] Even now such data remains scarce. This paucity led to the decision to publish a fragment of a letter mailed in Manokwari on March 18, 1944 (19.3.18 according to the syowa calendar).

The postage stamp used on this letter is one of the series issued in 1943 by the Japanese maritime authorities (Kai-gun Min-sei-fu, as shown between the two value indicators). The cancel that is used is a Dutch-Indies broken ring cancel with dots. In the article, "Nieuw Guinea" (New-Guinea) by Bunge, published in the jubilee issue of the Ned. Maandblad voor Philatelie (Dutch Philatelic Monthly) of June 1958, this cancel is not mentioned.[3] Also visible on the fragment is a (violet) censorship cancel with the text: ken-etsu-zumi (passed by the censor) Ma-no-ku(?)-wa-ri (Manokwari) kyoku (office). This censorship cancel is the same type used, during the Japanese occupation, on Borneo, Celebes, the Lesser Sunda Islands and the Moluccas.

I think it is premature to conclude, based upon this single letter fragment, that (Dutch) New Guinea, as far as it was occupied by Japan during World-war II, fell under the same maritime jurisdiction as Borneo, Celebes, the Lesser Sunda Islands and the Moluccas.



The book "Japanese Military Administration in Indonesia: Selected Documents", by Harry J. Benda, K. Irikuta and Koichi Kishi, published under the auspices of Yale University in the series "Southeast Asia Studies", in the USA in 1965, provides, in the section dealing with the Japanese Maritime command during World-war II, a number of clues. The documents published in this book (in English translation) do not provide an exhaustive view of the military administration, but are restricted, in particular with respect to the maritime area, to the important directives. The book does not provide information as to how these directives were executed by subordinate units. It is known that the Japanese units, after capitulation, destroyed (nearly all) their administrative documents. Incidental discoveries remain important to complete the total image.

It seems important to indicate first that, according to a reciprocal agreement on 26 November 1941 between the Japanese army and the Japanese navy, with respect to the military administration of the occupied areas, Dutch Borneo, Celebes, the Moluccas, the Lesser Sunda Islands, New Guinea, the Bismarck archipelago and Guam would be under the authority of the Japanese navy (page 5 of the aforementioned book).

A document of the Japanese Ministry of the Navy of March 14, 1942 (page 26) showed the following, temporary, geographical division of the area of authority of the navy:

Third fleet

22nd Special Base Unit	23rd	24th	to be specified later
Former Dutch Borneo and adjacent islands	Celebes and adjacent islands	Moluccas and Lesser Sunda isles	New Guinea (former Dutch) and adjacent islands
Borneo civil administration department	Celebes civil admin. dept.	Ceram civil admin. dept.	New Guinea civil admin. dept.
H.Q.:Balikpapan Branches:	Macassar	Ambon	to be specified later
Tarakan Bandjermasin Pontianak	Menado	Kupang Singaradja	

Fourth fleet

8th Special Base Unit Bismarck Islands, New Guinea former British and Australian mandated territories and adjacent islands	5th Base Unit Guam
New Britain civil adm. dept.	Guam civil adm. dept.
H.Q.: Rabaul	Aruba

Later on this temporary division underwent several revisions. The chronologically last document, published in the previously mentioned book and dated October 1942, provides the following overview of the Japanese maritime government in the Dutch Indies (page 210):

Navy Civil Government	Borneo Civil Adm. Dept.	Bandjermasin Direct Rule Area Balikpapan Residency Tarakan Residency Pontianak Residency
	Celebes Civil Adm. Dept.	Macassar Direct Rule Area Menado Residency Bali Residency
	Ceram Civil Adm. Dept.	Ambon Direct Rule Area Timor Direct Rule Area

New Guinea is missing in this last overview. For this area the secretariat of the Japanese Ministry of the Navy set-up the following division in (the middle of?) 1942 (page 216):

Eastern Sector Civil Adm. Dept.:		Port Moresby
	Branches:	Salamaua Madang (depending on circumstances)
Western Sector Civil Adm. Dept.:		Manokwari
	Branches:	to be determined according to local conditions

There is no information, in the documents published in the aforementioned book, with respect to the mutual relationship between the Civil Adm. Dept (Minseibu) of Borneo, Celebes and Ceram and the Naval Civil Government (Kaigun Minseifu) on the one hand and the Civil Adm. Depts. in the West- and East-sector of New Guinea on the other hand.

Many questions remain unanswered. Is there anyone with some more solid information that would shed further light on the civil (and postal) division of Japanese occupied (Dutch) New Guinea during World-War II?

Tj. de Jong

[Three and one half years later Mr. de Jong published a follow-up article. Its English translation is given here in its entirety.[4]]

MANOKWARI 1944 (Part 2)

Of the questions that I had to leave unanswered after my first article entitled: "Manokwari 1944", published in 'de Postzak', No. 100, October 1973, pp. 89-91, at least a part has been answered through information obtained by the "Dai Nippon" society from one of its members: Y. Aoki of Tokyo.

Mr. Aoki communicated on the basis of official reports that, after the invasion by Japanese troops of New Guinea in April 1942, several members of the Ceram Minseibu (Ceram Civil Administration Department) of Ambon arrived in Manokwari on May 26, 1942. Ceram Minseibu came under the jurisdiction of the Nansei Homen Kantai Kaigun Minseifu (Navy administration office of the S.W. fleet), based at Makassar on Celebes.

A regional office of the Ceram Minseibu was established in Manokwari responsible for the north coast of West New-Guinea with branch offices at Hollandia, Sarmi, Seroei (Japen), Bosnik (Biak), Noemfoor Island, Nabire, Amberaken (mountains W. of Manokwari), Sausapor and Sorong.

About the same time a regional office of Ceram Minseibu was established in Fak Fak, with responsibility over the South coast of West New-Guinea, with branch offices at Teminaboean, Inanwatan, Babo, Kokas, Kaimana and at the Mimika river (Kokonao).

On October 13, 1942 the New-Guinea Kaigun Minseifu was set up in Tokyo consisting of the Nishi (west) New-Guinea Minseibu at Manokwari and the Higashi (east) New-Guinea Minseibu at Port Moresby (see the earlier article).

From January until April 1943 personnel of the Nishi New-Guinea Minseibu arrived at Manokwari and took over the service from the previous staff of Ceram Minseibu.

Nishi New-Guinea Minseibu had branch offices at Sarmi, Seroei, Korido (Biak), Miei, Moemi, Nabire, Sorong, Teminaboean, Inanwatan, Babo, Kokas, Kaimana and Mimika. Babo was the head office for the south coast.

Nishi New-Guinea Minseibu was dissolved on February 1, 1944. The area of West New-Guinea changed from a civilian to a military government, as a result of the Japanese military situation that, in this region, was developing unfavorably. (See also: Japanese Military Administration in Indonesia, published by the Okuma Memorial Social Science Research Institute, 1959, pp. 159 ff.)

Mr Aoki received the following information from the head of the communications office of Kaigun Minseibu at Manokwari: when he arrived at Manokwari in the middle of April 1943 postage stamps of the Dutch Indies were still present. These were burned, as the Japanese government did not wish to use them any more. The population of Manokwari stood at some 1000. There was a Chinese store in Manokwari, but that was already closed when he arrived there. Starting May 1943 Manokwari suffered heavy aerial bombardments, so the majority of the native population fled into the woods. All Japanese personnel, both civilian and military, used fieldpost. Postage stamps were not required for this. There was a weekly air-service with Yokohama, Palaoe[Palau] (an island belonging to the West Carolinas), Makassar and Soerabaja. Mail was sent by ship to Palaoe, Ambon, Makassar and Soerabaja. He cannot remember if, during this period, any regular mail or postal money orders were mailed.

From this information it is clear that during the Japanese occupation any postal traffic to and from western New-Guinea apart from fieldpost would have been very minimal.

The fragment of the letter that was shown with my first article of October 1973, must be one of the few memories from this episode of the postal history of New-Guinea.

In the journal of the Study Group South-West Pacific mention is made of a few more postal pieces of this period:

According to No. 15, p. 13 of this journal, Mr. Kiefer of Montvale, USA, indicated that he found two postal pieces, sent from Balaradja, Java with cancels dated 5.3.03 and 17.5.03 to Hollandia and one 'kartoepos' cancelled 12.5.03, sent from Poerwodadi-Kedoe, Java also to Hollandia. On each of these pieces a date of receipt is indicated: 9/11/03 terima.

In No. 28 of the previously mentioned journal, p. 12, a postcard is shown (from the collection of the late S. Suryadarma of Jakarta) with a cancel Bandjermasin 19.4.21 (i.e., April 21, 1944) mailed to Seroei in reply to, according to the contents of the postcard, a letter received from there, dated July 25 2603 (i.e., 1943) that was received by the addressee at Bandjermasin on March 10, 2604.

I welcome any further information.

Tj. de Jong
Leeuwarden.

[With so few stamped postal items known from western New Guinea during the occupation, each one is extremely significant! Thanks to Hans Kremer for bringing these articles to my attention.]

Endnotes

1. The original article in Dutch was published in "de Postzak" No.100, October 1973, p. 89-91
2. Hedeman and R. Boekema, Dai Nippon in Southeast Asia, The Hague: Roelf Boekema, 1948.
3. As Mr. de Jong states, this Manokwari cancel is not shown in the pioneering article on NNG postal history.[a] Even in the updated third version of his article, Bunge does not show this cancel.[b] But this style Manokwari cancel is shown in the article by Pönitz, figures 7 and d3.[c]
   a) J.W.F. Bunge, NEDERL. MAANDBLAD v. PHILATELIE, 35 (No 6/7) 1958, p. 44-56.
   b) J.W.F. Bunge, NP, 3 (3), March 1978, p. 34-48 & 3 (4) May 1978, p. 54-56.
   c) G.C.F.W. Pönitz, NP, 12 (1), Sept. 1987, p. 1-13. English translation of 1980 article in Dutch.
4. Tj. de Jong, "de Postzak" No 113, March 1977, p. 3-4

The Horseshoe Route, The Dutch East Indies Connection

by John Van Rysdam

The name 'HORSESHOE ROUTE' was a British designation for a special air route between England and Australasia including the Dutch East Indies.

As World War II advanced more and more towards the Mediterranean Sea and Northern Africa the airlines constantly had to look for different routes to avoid the

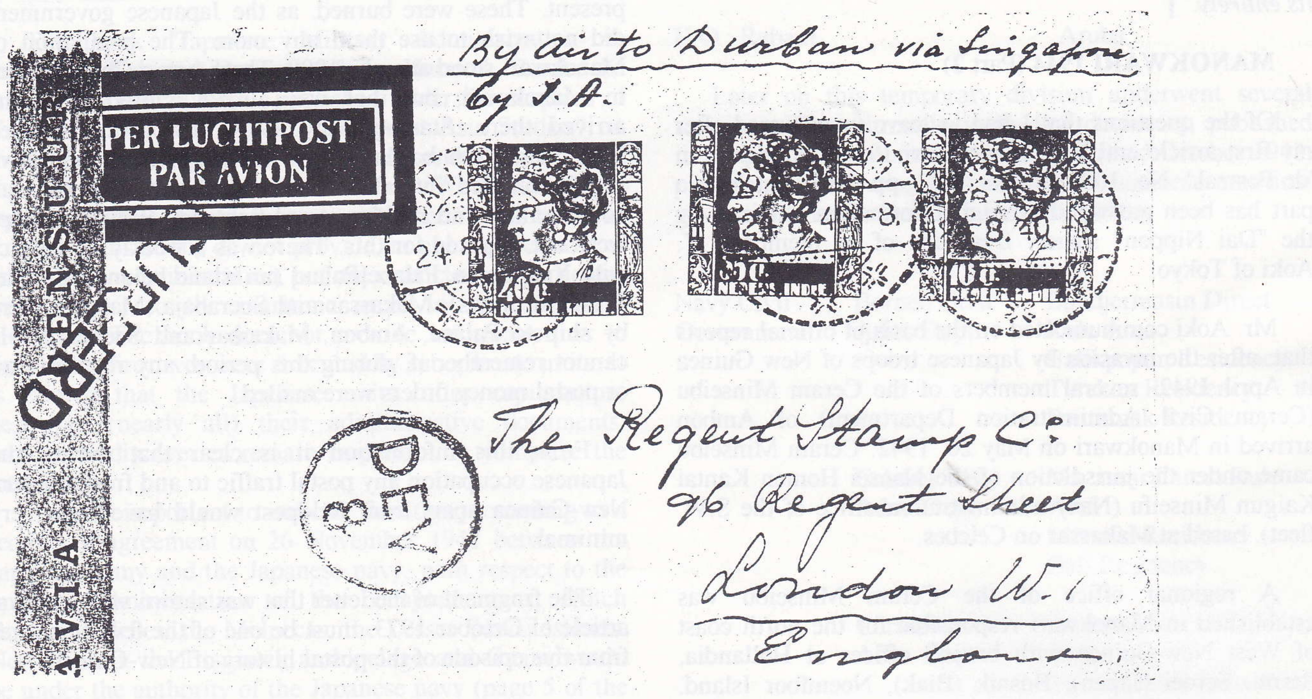


Illustration 1

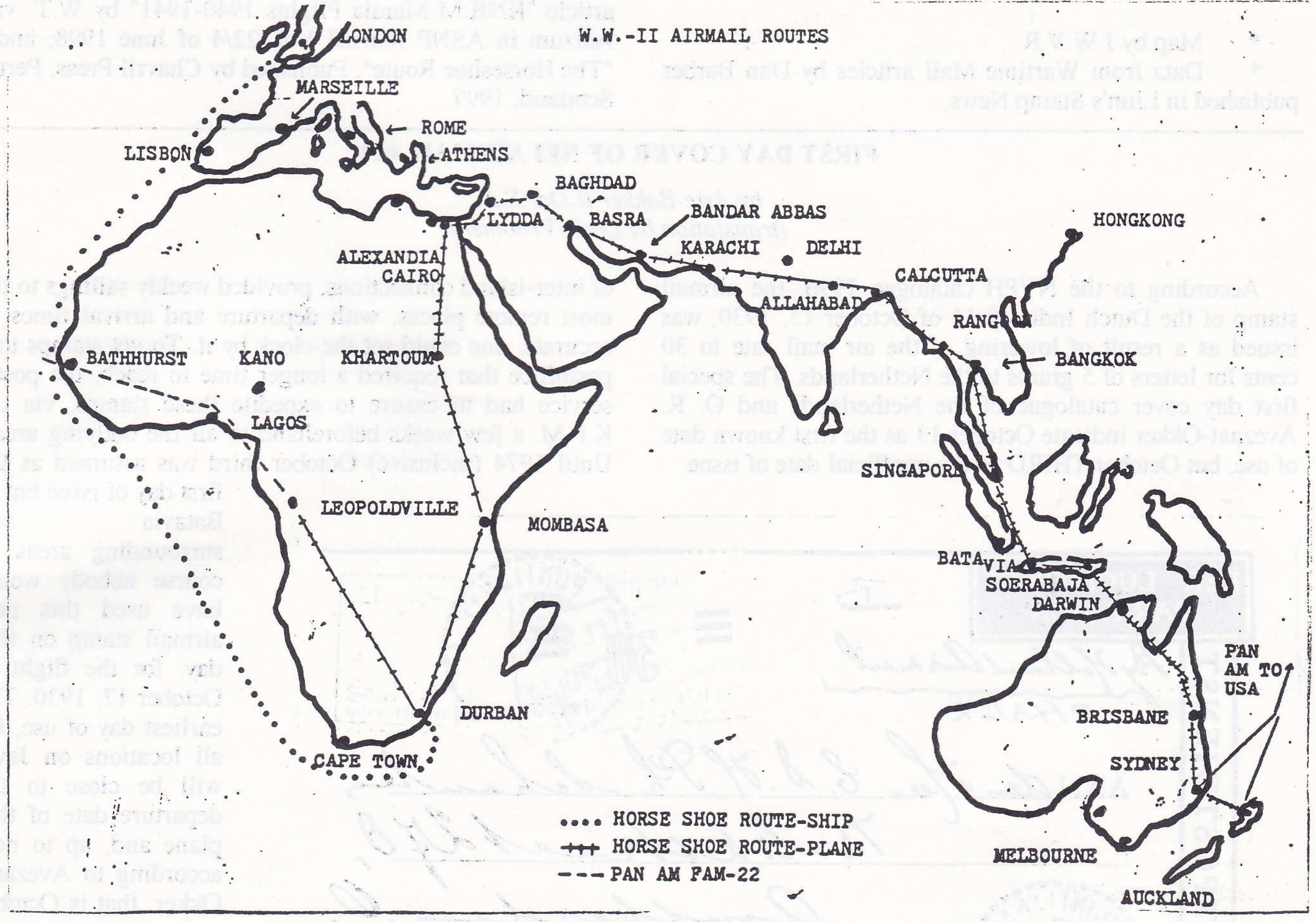


Illustration 2

German-Italian war machine. Finally a route was laid out all the way around the Cape of South Africa and then North towards Egypt, India, Singapore, and on to Australia. Following the map (ill. 2) we see that the route ended in Auckland, New Zealand. Flying boats were used to transport the mail from Auckland to Sydney, Brisbane, and Darwin in Australia, and via the Dutch East Indies (Koepang (Timor), Soembawa, Soerabaja (later replaced by Tjilatjap), Batavia) to Singapore. There the Imperial Airways picked up the mail and flew it via Bangkok, Calcutta, Karachi and Baghdad to Cairo in Egypt. The route continued through Khartoum and Mombassa to Durban in South Africa, where the air part of the route ended. From there ships took the mail around the Cape and on to England.

The First flight out off England took place June 14, 1940 and the route lasted for approx. 18 months, till early 1942.

Mail with a U.S.A. destination went mostly via Auckland, and then across the Pacific to San Francisco, using Pan-Am Clipper planes.

Later on Pan-Am F.A.M -22 was opened from Leopoldville to Bathurst and via F.A.M.-18 towards the Americas.

With the progression and withdrawals of armies, routes from Australia, including those via the Dutch East Indies, kept changing.

Our story as its relates to the Dutch Connection is shown on the cover in ill. 1. This letter was mailed in Balikpapan, DEI, properly censored and directed as the manuscript reads "By Air to Durban via Singapore by I.A.". It was mailed on August 24, 1940 and as the opening flight from England took place on June 14, 1940 might well be one of the first Horseshoe flights going in the opposite direction. It was mailed to the Regent Stamp Co. in London and on account of this address must be a request to the stamp firm and as such a genuine Dutch East Indies Horseshoe Cover.

In my WWII Airmail covers I have some partial Horseshoe route covers, but as they are all addressed to the USA did not fully make the Horseshoe.

References:

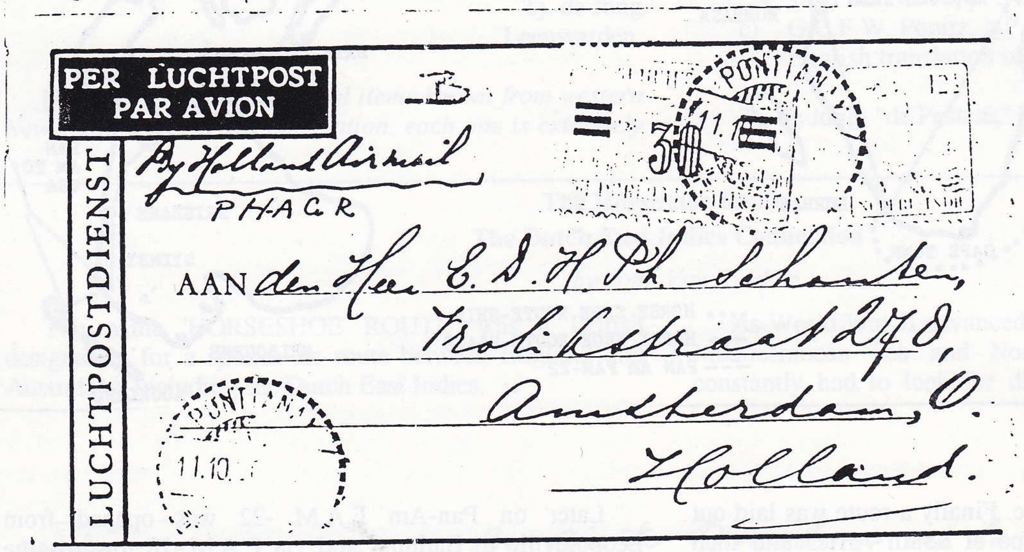
* Map by J.W.V.R
* Data from Wartime Mail articles by Dan Barber published in Linn's Stamp News.

Editor's Note: I also would recommend referring to the article "KNILM Manila Flights 1940-1941" by W.T. van Aalzum in ASNP Journal Vol. 22/4 of June 1998, and : "The Horseshoe Route", Published by Chavril Press, Perth, Scotland, 1997.

FIRST DAY COVER OF NEI AIRMAIL #11

by Arie Bakker R.D.P.S.A.
(translation by Louis Vroomen)

According to the NVPH catalogue 1996, the airmail stamp of the Dutch Indies # 11 of October 13, 1930, was issued as a result of lowering of the air mail rate to 30 cents for letters of 5 grams to the Netherlands. The special first day cover catalogue of the Netherlands and O. R. Avezaat-Okker indicate October 13 as the first known date of use, but October THIRD as the unofficial date of issue.



The first flight on which the lower rate could have been valid was flown by the pilots Van Dijk and Wiersma and flight engineer Buitenhuis with the PH-AGR (Reiger). The Reiger departed from Amsterdam on September 25, 1930 as the first plane of the regularly scheduled biweekly service to Batavia and made the first return flight on October 17, 1930. To give the outlying areas an opportunity to take advantage of this lowered rate for the first time, the post offices must have been supplied well in advance with a supply of the new stamps. Up to and including 1974 the NVPH catalogue indicates October THIRD as the date of issue of this, with 30 cent overprinted, stamp, but this date was shifted in the 1975 issue to October THIRTEEN. It has been 23 years and nobody has made any objection to this unwarranted change and at the NVPH the first day of issue is therefore still October 13, 1930. I presume that the editors of the 1975 NVPH catalogue were guided by the first known date of used stamps, but that is not the way things worked in the pre World War Two Dutch Indies! The laudable 'Koninklijke Paketvaart Maatschappij', our national pride of inter-island connections, provided weekly sailings to the most remote places, with departure and arrival times so accurate, one could set the clock by it. To get stamps to a postoffice that required a longer time to reach, the postal service had to ensure to expedite these stamps, via the K.P.M. a few weeks beforehand to all the outlying areas. Until 1974 (inclusive) October third was assumed as the first day of issue but in Batavia and surrounding areas of course nobody would have used this new airmail stamp on that day, for the flight of October 17, 1930. The earliest day of use, for all locations on Java, will be close to the departure date of that plane and, up to now according to Avezaat-Okker, that is October 13, 1930. But the inhabitants of the outlying areas had to submit their mail for the PH-AGR much earlier, such that it could be transported by the weekly trip of the K.P.M to Batavia. According to the cover shown hereby, this was October 11, 1930, for Pontianak. This will have been much earlier for the Moluccas but up to now not a single cover has been reported.

The 1975 change from October THIRD to THIRTEENTH, 1930, is pure nonsense and if one takes into account that there existed postoffices farther away than Pontianak, that also had to be supplied with a new stock of stamps, it is very plausible that the original indicated date of October 3, 1930, that was published until 1974 (inclusive), was correct.

I hereby ask the NVPH catalogue committee to restore the date of issue of airmail stamp Dutch Indies # 11 to October THIRD, 1930 to bring it within conformance with the date in the Avezaat-Okker catalogue. Furthermore in Avezaat-Okker the first known date of use can be changed from October 13 to October 11, 1930.