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From the Editor:

Spring has arrived, the real heavy duty philatelic activity is already behind us, but there will still be plenty going on to keep us interested. For us early travelers, i.e. before the summer season, you might want to check out what philatelic shows there are in the area you are planning on visiting. I always enjoy going into a show in a different area just to see what's going on. Is the setup different, are the collectors different, is there material I'm not familiar with?

These are all little things that often make a visit so enjoyable. Being from the San Francisco Bay area, with its heavy concentration of collectors of Dutch and related areas material, it is becoming harder and harder to find something new. Going to another area sometimes brings some pleasant surprises. I was in Houston recently and there I ran into a dealer who was loaded with Dutch 'rocket covers'. I realize this is not that exciting to most of you, but it gave me an opportunity to finally get a rocket cover myself. I've been reading up about these for a while now and I have accumulated a nice file with background material, but I never owned such a cover myself. Maybe one day I might even write an article about the subject.

In the March Newsletter President Kees Adema asked for 'a show of hands' regarding the planned get together for the ASN P's 25th anniversary. Response has been pretty good and Kees is planning on making further announcements as time goes on. If you haven't reacted because you thought the meeting was planned for too early in the year (end of March), or you would prefer an other place, please let Kees know. Nothing is definite yet and any idea is welcome.

John Hornbeck (the Newsletter Editor) unfortunately has resigned, so there is a vacancy. If you are even remotely interested in this position please get in touch with Kees Adema. The job could even be shared by a number of people, each one taking care off a part of the material needed to fill the Newsletter. Think about what *you* can do to keep the Newsletter going.

This brings me to the Elections, which will take place in September. If you would like to nominate anyone, please get the required five signatures and send the name plus signatures (by June 1) to the Corresponding Secretary, Marinus Quist. The positions we will vote on are President, Vice-President, Treasurer, Membership Secretary, Corresponding Secretary, and two Governor positions.

Enjoy the current issue; as always, you might not like what we offer in this issue but in another four months the subjects will be quite different.

Hans Kremer

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“DINGAANSFLIGHT” OF DECEMBER 6, 1938

by L.M.A. Crandel (catalog Noordphila '98) Part 2

- Code V** All mail sent and returned by the Reiger, with one set of semi-postals (the rest definitives) for the down flight.
- Code VI** All mail sent and returned by the Reiger, with 2 sets of semi-postals for the return part.

Was there an “A” or “Agt” after the Roman numeral the letter was sent as Registered Mail. That the Dutch and South-African postal service treated Registered mail as being important shows through the fact that most registered mail with codes **II** and **III** was returned by air, although it should have been returned by boat. The sender had not paid for this. There was only a limited number (88) of those registered covers.

The following rates were in effect for the various categories, where the **a** refers to covers prepared by sender, and the **b** refers to covers prepared by PTT.

IRC - International Reply Coupon (they cost 17½ cent for letters prepared by sender). You will notice that it actually was cheaper to have the PTT do all the work, explaining why the majority of envelopes were prepared that way.

Code	Regular Mail	Registered mail
Ia	fl 1.12½	fl 1.27½
Ib	Send fl 1.12½	Send fl. 1.27½
IIa	fl 1.12½ + 1 IRC	fl 1.27½ + 3 IRC's
IIb	Send fl 1.25	Send fl 1.55*
IIIa	fl 1.12½ + 1 IRC	fl 1.27½ + 3 IRC's
IIIb	Send fl 1.25	Send fl 1.55
IVa	fl 1.12½ + 4 IRC's	fl 1.27½ + 6 IRC's
IVb	Send fl 1.62½	Send fl 1.92½
Va	fl 1.12½ + 6 IRC's	fl 1.27½ + 8 IRC's
Vb	Send fl 1.87½	Send fl 2.17½
VIa	fl 1.12½ + 8 IRC's	fl 1.27½ + 10 IRC's
VIb	Send fl 2.12½	Send fl 2.42½

* An example how this value was arrived at:

Letter:	1.12½
Return postage	.12½
Regstr (both ways)	.30
Total	1.55

The letters were sorted in Amsterdam, and sent to South Africa. Once they arrived there they were kept separate and dealt with separately as well. This is obvious from the Pretoria cancels.

- Code I:** Arrival cancel: 13.XII.38
Registered letters: 13.XII.38 for arrival and departure date

- Code II:** Arrival cancel: 14.XII.38
Departure cancel: 14.XII.38
Registered: 14.XII.38 for arrival and departure date
- Code III:** Same as code **II**.
- Code IV:** Arrival cancel: 12.XII.38
Departure cancel: 15.XII.38
Registered: 15.XII.38 for arrival and departure cancel
- Code V:** Same as code **IV**.
- Code VI:** Same as code **IV**.

In many cancels we see an “A” or “B” after the month indication, like XIIA or XII B. The A stands for morning, the B for afternoon arrival.

It is interesting to notice that codes **II** and **III** were canceled on December 14. This was the first day of issue of the special Voortrekkers stamps. Most of these stamps (they are without surcharge) were canceled that day. There are a few covers with earlier dates. One can draw the conclusion that immediately after the Reiger's arrival on Monday December 12, the canceling started. The 'Reiger covers', just like in the Netherlands, were franked with more than 100,000 stamps. Quite a job.

A lot of work had to be done in South Africa. The letters that were sent on to the so-called Trek (this was with the Ox-cart from Capetown) had to be canceled too. Then the many requests from visitors, etc. On December 14, more than 200,000 letters were handled (51 postal employees worked 26 hours to process the mail).

On December 26 the Reiger departed from South-Africa. Arrival at Schiphol: December 31; New Years Eve. Nice for the passengers but definitely not for the postal employees at the Amsterdam C.S post office. All mail still had to be processed, however only the registered mail was canceled and prepared for further shipping. The rest had to wait until January 2, but they were canceled December 31. That there were quite a few postal employees charged with the canceling can be seen from the number of Amsterdam C.S. cancels that were used. Eight different cancels are known.

Quantity of mail.

On the trip down 138 kg, or 23,184 pieces of stationery were taken, on the return flight it was 208 kg, or 28,221 pieces. Of the 23,184 pieces sent down only 3,338 had South Africa as final destination.

The next two pages show the outside and the inside of the folder.

DINGAANSDAG-VLUCHT DER K.L.M.

II STUKKEN, WELKE VOOR EEN ADRES BUITEN DE UNIE VAN ZUID-AFRIKA ZIJN BESTEMD EN MET DE GEWONE VERVOERMIDDELEN (NIET PER LUCHTPOST) NAAR HET ANDERE LAND MOETEN WORDEN DOORGEZONDEN.

a) Ingeval de afzender zelf het stuk gereedmakt: adresseren aan het adres in het andere land; aan de achterzijde het eigen adres vermelden; opschrift plaatsen en frankeren als onder I a); daarna het stuk, vergezeld van 1 internationale antwoordcoupon, uiterlijk 1 December in g e f r a n k e e r d e n omslag zenden aan: Expeditiebureau Briefpost, Afdeling Luchtpost, Amsterdam CS.

b) Ingeval de afzender het stuk door den Postdienst wenscht te doen gereedmaken: Als I b), behoudens, dat voor elk te verzenden stuk f 1.25 moet worden overgemaakt.

III STUKKEN, WELKE DE HEENREIS PER VLECHTUG MOETEN EN DE TERUGREIS PER GEWONE WEGEN VAN VERVOER (NIET PER LUCHTPOST) AAN DEN AFZENDER MOETEN WORDEN TERUGGEZONDEN.

a) Ingeval de afzender zelf het stuk gereedmakt: adresseren aan:

Postkantoor „Voortrekkermonument“, Pretoria aan de achterzijde het eigen adres vermelden; overigens als onder II a)

b) Ingeval de afzender het stuk door den Postdienst wenscht te doen gereedmaken:

Als I b), behoudens, dat voor elk te verzenden stuk f 1.25 moet worden overgemaakt en dat men, in plaats van een of meer adressen op te geven, mededeelt, dat het stuk of de stukken aan den afzender moeten worden teruggezonden.

IV STUKKEN, WELKE DE REIS HEEN EN TERUG MET HET VLECHTUG MOETEN MAKEN.

a) Ingeval de afzender zelf het stuk gereedmakt: adresseren aan:

Postkantoor „Voortrekkermonument“, Pretoria links boven het adres duidelijk vermelden: „Per Dingaansvlucht Nederland-Zuid-Afrika en terug“.

aan de achterzijde het adres vermelden, waaraan het stuk na de terugreis moet worden gezonden; het stuk aan de voorzijde frankeren met f 1.12½ (resp. f 1.07½ of f 1.02½), waaronder ten minste één nieuwen zegel voor bijzondere vluchten à 12½ cent.

het stuk opnemen in een gefrankeerden omslag, gericht aan het onder II a) genoemde adres en er 4 internationale antwoordcoupons bijvoegen; omslag uiterlijk 1 December ter post bezorgen.

b) Ingeval de afzender het stuk door den Postdienst wenscht te doen gereedmaken:

Als I b), behoudens, dat voor elk te verzenden stuk f 1.62½ moet worden overgemaakt en dat men, in plaats van een of meer adressen op te geven, mededeelt, dat het stuk of de stukken de reis heen en terug per vliegtuig moeten maken en aan wie zij na terugontvangst in Nederland moeten worden toegezonden.

Verdere bijzonderheden

De door den Nederlandschen Postdienst gereed te maken omslagen zullen herinneringsomslagen van de K.L.M. zijn, en voor de heenvlucht worden gefrankeerd met:

- 1 nieuw zegel voor bijzondere vluchten à 12½ cent;
- 1 driehoekig zegel voor bijzondere vluchten à 30 cent;
- 1 serie zegels, uitgegeven ter gelegenheid van het regeringsjubileum van H.M. de Koningin: 1½, 5 en 12½ cent;

overigens met de gewone frankerzegels.

In de Unie van Zuid-Afrika zal voor de frankering van de door te zenden of terug te zenden stukken gebruik worden gemaakt van de herdenkingszegels van 1 d en 1½ d.

De terugzending der stukken aan de afzenders zal zooveel mogelijk met waarborgen voor de goede overkomst worden omkleed. Aansprakelijkheid voor het in het ongereede geraken van stukken kunnen de Postadministraties van Nederland en de Unie van Zuid-Afrika echter niet aanvaarden.

Om met deze vlucht te kunnen worden verzonden, moeten de stukken uiterlijk 2 December door den Nederlandschen Postdienst zijn ontvangen.

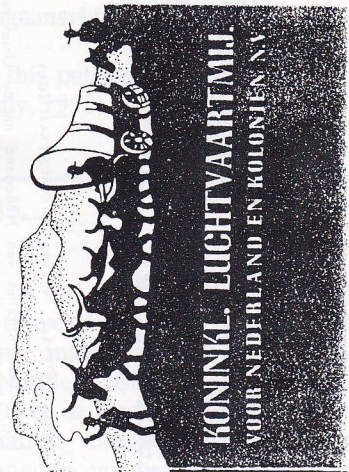
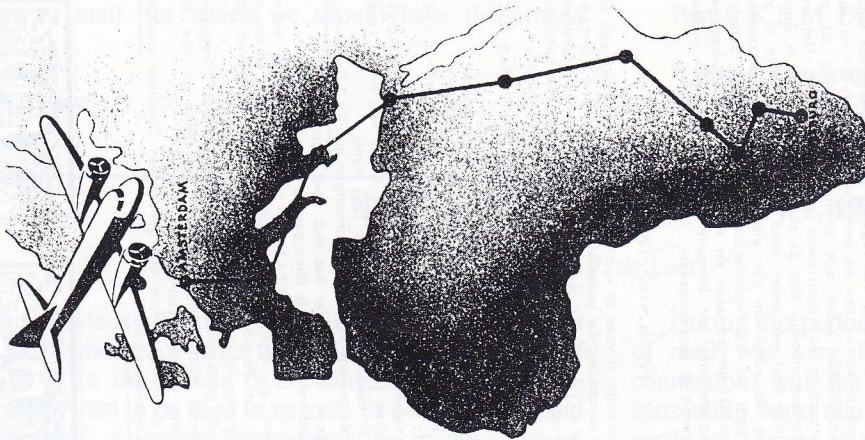
De afzenders, die zelf de stukken gereedmaken, kunnen de bijzondere enveloppen gratis verkrijgen bij de kantoren der K.L.M. en haar officiële agentschappen. Hun wordt aanbevolen, op de linkerhelft van voor- en achterzijde zooveel mogelijk ruimte te laten voor het afdrukken der bijzondere stempels.

Onvoldoende gefrankeerde stukken zullen niet met de vlucht kunnen worden medegegeven. Ook zal geen gevolg kunnen worden gegeven aan verzoeken tot gereedmaken van omslagen, indien de vereischte bedragen, als hierboven aangegeven onder „Hoe te handelen“, niet volledig zijn bijgevoegd, of indien die bedragen op andere wijze dan daar aangegeven, worden overgemaakt.

Behalve de vorengenoemde herdenkingszegels van 1 d en 1½ d, welke zonder toeslag worden verkocht, geeft de Postadministratie der Unie van Zuid-Afrika nog Voortrekker-euwestzegels uit in de waarden van ½, 1, 1½ en 3 d, waarvan de verkoopprijzen echter 1, 2, 3 en 6 d bedragen. De toeslag wordt gestort in het fonds voor het monument, dat ter gedachtenis aan de Voortrekkers zal worden opgericht.

Afzenders, die er prijs op stellen, hun stukken voor de terugvlucht gefrankeerd te zien met deze zegels, moeten hiervoor f 0.50 extra overmaken, of in den omslag voor Amsterdam CS 4 antwoordcoupons extra insluiten.

Meer ex. van deze folder zijn bij de K.L.M.-kantoren verkrijgbaar.





Dingaansdag

Sedert op 16 December 1836 de beslissende strijd van de pioniers („Voortrekkers“) der Europeesche kolonisten in Zuid-Afrika (de Boeren) tegen den Zoeloekoning Dingaan eindigde met een overwinning van de Boeren, is 16 December, Dingaansdag, een der voornaamste herdenkingsdagen in de Zuid-Afrikaansche Republiek. Dit jaar zal Dingaansdag een eeuwe-feest zijn en daarom met bijzondere luister worden gevierd.

Bijzondere vlucht

De grondslag voor de Europeesche kolonisatie van Zuid-Afrika werd gelegd in April 1652, toen een aantal Hollanders onder leiding van Van Riebeeek zich aan de Kaap vestigde. In de betrekkingen van hartelijke vriendschap, welke sindsdien tusschen Zuid-Afrika en Nederland hebben bestaan, heeft de Koninklijke Luchtvaart Maatschappij voor Nederland en Koloniën N.V. aaneleiding gevonden om harer vliegtuigen naar Johannesburg te zenden als een vertegenwoordiging van het Nederlandsche Volk bij de plechtige viering van het Voortrekker-euwefeest. Het vliegtuig zal op 6 December van Amsterdam vertrekken, de route langs de Oostkust van Afrika volgen en op 11 December te Johannesburg aankomen. De thuisvlucht begint op 26 December in Kaapstad en eindigt te Amsterdam op 31 December. Zoowel op de heen- als op de terugreis zal post worden vervoerd.



Bijzondere zegels en stempels

De Nederlandsche Postdienst zal de poststukken, welke met dit vliegtuig naar Zuid-Afrika worden gezonden, voorzien van den afdruck van een bijzonderen stempel. Voorts zal bij deze gelegenheid voor de eerste maal gebruik kunnen worden gemaakt van den nieuwen postzegel voor bijzondere vluchten ter waarde van f. 0,12½.

De Postdienst der Unie van Zuid-Afrika zal ter gelegenheid van deze herdenking bijzondere postzegels van 1 d en 1½ d uitgeven, welke zullen worden gebruikt voor de frankering van poststukken, welke, na ontvangst in Zuid-Afrika, van daar worden doorgezonden naar een ander land of aan den afzender worden teruggezonden. De K.L.M. zal een herinneringsomslag doen vervaardigen. Dere zal kosteloos voor belangstellenden verkrijgbaar zijn en worden ingericht voor verzending heen en terug. De stukken, welke de heen- en terugreis medemaken, zullen zoowel bij aankomst in Zuid-Afrika, als bij terugkeer in Nederland worden afgestempeld; in Zuid-Afrika zal dit geschieden door het alleen tijdens het euwefeest werkende postkantoor „Voortrekkermonument“.

Tarieven

De tarieven voor postverzending met deze vlucht zijn:

Nederland—Zuid-Afrika: het gewone internationale port (voor briefen 12½ cent voor de eerste 20 gram, daarboven 7½ cent per 20 gram), benevens een luchtrecht van een gulden per 10 gram;

Zuid-Afrika—Nederland: een shilling per half ounce = 14,17 gram (port en luchtrecht tezamen).



Verzending van poststukken

De Postadministraties van Nederland en de Unie van Zuid-Afrika hebben een regeling getroffen, teneinde tege-moet te komen aan de wenschen, welke reeds nu van verschillende zijden zijn geuit met betrekking tot de verzending van poststukken met deze vlucht. Het zal daardoor mogelijk zijn, de stukken na aankomst in Zuid-Afrika naar een ander land te doen doorzenden of ze aan het adres van den afzender te doen terugzenden. Voorts zal de Nederlandsche Postdienst zich belasten met het gereedmaken en verzenden van K.L.M.-herinneringsomslagen ten behoeve van hen, die den wensch daartoe te kennen geven.

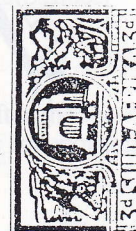
Hoe te handelen

Hieronder is voor de verschillende gevallen, welke zich bij de verzending der poststukken (voor zoover zij niet zwaarder zijn dan 10 gram) kunnen voordoen, aangegeven, op welke wijze de afzenders moeten handelen om de juiste verzending der stukken te verzekeren.

1 STUKKEN, WELKE VOOR EEN ADRES IN DE UNIE VAN ZUID-AFRIKA ZIJN BESTEMD.

a) Ingeval de afzender zelf het stuk gereedmakt: Links boven het adres duidelijk vermelden: „Per Dingaansvlucht Nederland—Zuid-Afrika“
frankeeren met f. 1,12½ (briefkaarten f. 1,07½, drukwerken f. 1,02½), waaronder ten minste één nieuw zegel voor bijzondere vluchten à 12½ cent;

b) Ingeval de afzender het stuk door den Postdienst wensch te doen gereedmaken: Voor elk te verzenden stuk f. 1,12½ overmaken per postwissel of postbewijs aan „Den Directeur van het Postkantoor Amsterdam“ of overschrijven op postrekening 114 van genoemden Directeur; bij de geldzending vermelden „Dingaansvlucht“, opgeven hoeveel stukken men wil doen verzenden en hoe zij moeten worden geadresseerd.
De geldzending moet den genoemden Directeur uiterlijk 1 December bereiken.



In conclusion I would like to make a remark about the critics of PTT. In 1938 the postal employees of the Netherlands and South Africa handled an enormous amount of mail, for which we should have the utmost respect.

Literature:

L.M.A. Crandel Luchtpostverbindingen van Nederland met de Zuid-Afrika/Republiek Zuid-Afrika 1938-1939.

Part 1: K.L.M. Dingaansvlucht *

* (for a review of this publication, please refer to the ASNP Newsletter of July, 1998)

No Year characters per January 1, 1945.

by J. de Laet

This article is a follow-up or extension to the article on "The 1945 emergency-letter types" in Journal Vol. 21/4 of June 1997. In this article is explained why 'emergency-letter types' had to be used in cancels in Southern Holland in early 1945. An example compares the 'regular' cancel to this 'emergency' cancel.

What the first article did not cover was the short period between January 1, 1945 and mid-January 1945, when the emergency cancels were received.

This is what happened during that period.

When January 1 rolled around and no '1945' cancels had come in from The Hague (the place where all cancels usually came from) the Managing Director of the Post office in Eindhoven (it being the temporary PTT Headquarters), Mr. Fokkinga, decided to go 'yearless' until the replacement cancels he had ordered in Belgium, had arrived.

During this period (the early days of 1945) the quantity of mail was very low, mainly due to lack of postal connections with the Northern part of Holland as well as censorship. Most mail to be delivered was either for postal cards or 'change of address' cards, with the postal cards mainly dealing with announcements of an official nature (Federal, State, or Local Government) as well as correspondence from the IRS ('the taxman never sleeps' was true during the war years as well!).

The example shown here (with the year omitted) was sent on January 3, 1945 from the Bergen op Zoom IRS office to a local address and contained a reminder that the addressee hadn't paid his taxes for the period Aug. '44 to Nov. '44. He had three days to comply, otherwise he could be put in jail for two months or get fined fl 5,000 (what in those days was the price of a decent house).

Note from the Editor: I have read about a similar shortage of 1945 cancels for other parts of the Netherlands, in particular the Province of Gelderland.

<p style="text-align: center;">DIENST</p> <p style="text-align: center;">DEPARTEMENT VAN FINANCIËN</p> <p style="text-align: center;">Loonbelasting en Vereveningsheffing</p> <p style="text-align: center;">Tijdvak: <i>Aug. '44 t/m</i> (- NOV. 1944)</p> <p style="text-align: center;">No. 208</p> <hr/> <p style="text-align: center;">Van den Inspecteur der belastingen te</p> <p style="text-align: center;">BERGEN OP ZOOM</p> <p style="text-align: center;">Loonbelasting 16a. Ⓐ 1942 - 9422 - 7 - K 983</p>	<p style="text-align: center;">Stamnummer: <i>187L</i></p> <p style="text-align: center;">M. <i>M. Muijter</i></p> <p style="text-align: center;"><i>Moerstr. baan no. 184</i></p> <p style="text-align: center;">te</p> <p style="text-align: center;">Bergen op Zoom</p> <p style="text-align: center;">(Postbestelling)</p>
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The Dutch Airmail Connection with America (1939-1950).

by John van Rysdam

Dutch Airmail to the Americas can be broken down in the following categories:

- THE EARLY PERIOD
- PAN AM F.A.M -18 THE PRE-WAR PERIOD
- PAN AM F.A.M-18 THE WAR PERIOD
- THE POST-WAR PERIOD

THE EARLY PERIOD

Although K.L.M. and other airlines had established long flight routes to British and Dutch Indies and South Africa, there was not an airplane big enough to fly non-stop across the Atlantic Ocean, to North America.

All mail to America had to be flown by national carriers to a major harbourtownport, transferred to a mailboat and in New York City flown by American carriers towards its destination.

Airmail collectors refer to this mail as **PARTIAL FLOWN AIRMAIL** and these, also called **COMBI-COVERS** have become a new airmail collecting field. Ill. 1 is an illustration of such **PARTIAL FLOWN COVER**.

Although some trial flights had been tried, no regular airmail connection across the Atlantic had been established.

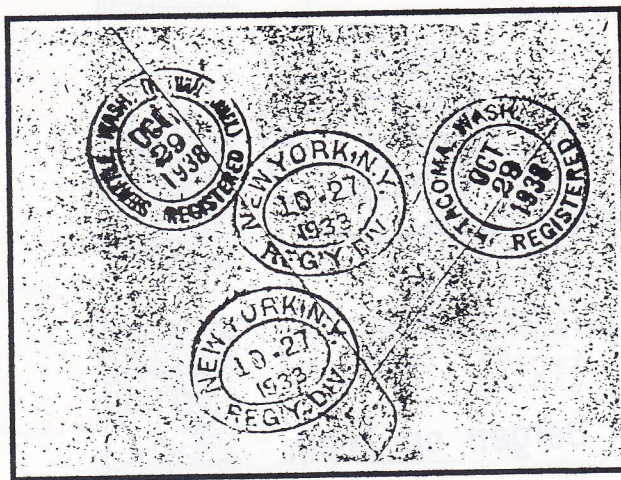
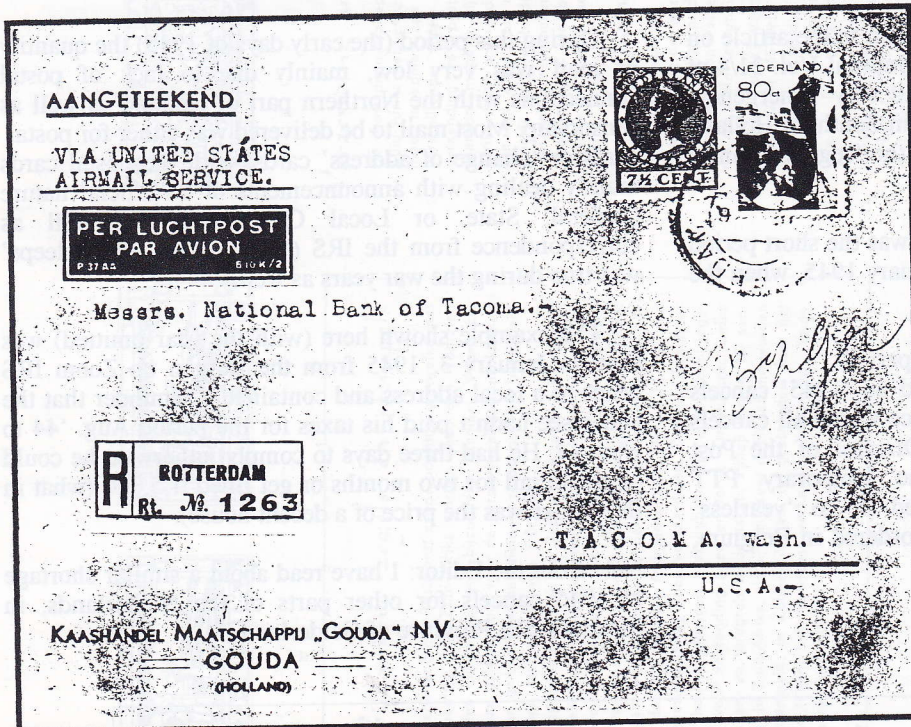
It was Pan Am with its big Clipper Flying Boats that started the regular crossings from New York to Marseilles, France and vice versa. All American **Foreign AirMail** Routes received a so-called **FAM** number, and this route was given the number 18.

For the Airmail cover collector the **FAM** covers are a wide collecting field and as the Clippers connected by airmail countries which before 1939 could only be reached by boat, Airmail Cover collecting has become an international hobby.

As this article will only tell us the story about the so-called **DUTCH CONNECTION** we will not wander away and write about other flights and connections, but concentrate on the airmail from the Netherlands to the USA and adjacent areas.

May 20, 1939 was the day that **PAN AM** opened its airroute to Europe. Marseille, France on account of its harbor close to the Mediterranean, was chosen as its destination.

Many First Day Covers are known both to and from, and most airmail collectors collect all the stops and legs the plane did fly. For me however, it is more fun to dig in dealers boxes and find commercial letters with different markings, carried on later flights.



Illustr. 1 Registered letter mailed on 9 OCT 1938 from Rotterdam to N.Y.C. by boat and from there as per instructions by air "VIA UNITED STATES/AIRMAIL SERVICE" to Tacoma, Wash., where it arrived on 29 OCT 1938.

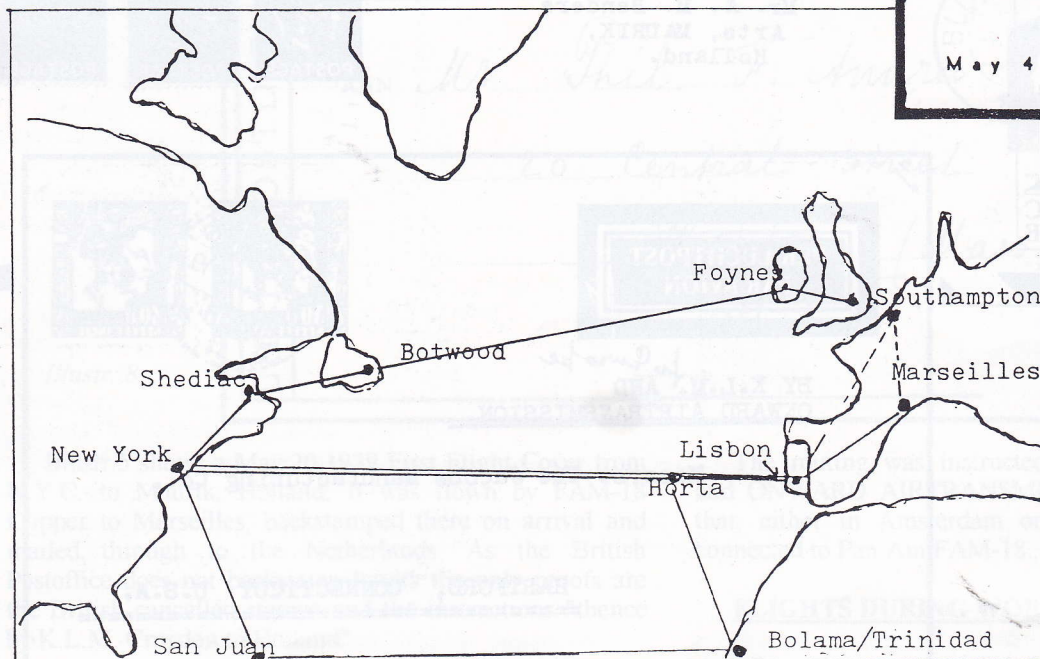
For this reason this part of the article will deal only with letters from and to the Netherlands and carried by Pan Am on FAM-18.

The original FAM-18 route ended in Marseille, France where the mail was picked up and delivered by national carriers, such as K.L.M. (Netherlands), Lufthansa (Germany) and S.A.S. (Sweden) to mention a few. After the Fall of France in 1940 the Route was curtailed to Lisbon, Portugal and most of the national carriers were replaced by the Lufthansa (DLH). This lasted till the USA entered the War in December 1941 after which mail to non-axis countries such as England, Sweden, and Switzerland was transported via Lisbon. Again later, on account of war risks, FAM 18 was re-routed via New Foundland and Ireland to England, but no connection with the then occupied Netherlands was available. Later again FAM 18 was re-routed to the Southern Route via Africa; again no mail to the occupied Netherlands was used on this Southern Route.

PRE WORLD WAR II FLIGHTS

Dr. Max Kronstein, a wellknown aerophilatelist and philatelic writer, informed the Airmail collectors already on May 4, 1940 about the opening of two new airways in Europe, one of which was the KLM Dutch Connection. See Illustr. 3.

The following is the History of the Pre World War II flights:



Illustr. 2 The Map shows the three flight plans FAM-18 used to fly to Europe
 Northern Route: New York-Shediac-Botwood-Foynes-Southampton.
 Southern Route: New York-Horta (Azores)-Lisbon-Marseille.
 Alternate Southern Route: New York-Horta-Bolama-Trinidad-San Juan-New York

 K.L.M. Connecting Route

- 20 MAY 1939 First Flight from New York City to Marseille, France by Pan Am with a KLM connection to Amsterdam.
- 23 May 1939 First Return flight from Amsterdam via Marseille to N.Y.C. and on.
- 24 JUNE 1939 First Flight using the Northern Route via New Foundland and England.
- 26 JUNE 1939 First Return flight Amsterdam-London-New Foundland-N.Y.C, which route made a stop at Shediac.
- 5 AUGUST 1939 Same flightroute with a stop at Montreal instead of Shediac, New Foundland.

New Airways in Europe

TWO new Air Services were established for the transport of mail to the European starting point of the PAA Clippers to U.S.A.

Dutch Air Services of the K.L.M. are in action from London as well as from Berlin and from the neutral European countries to Amsterdam. By a new service all that mail is flown from Amsterdam to Lisbon in a non-stop overseas flight. That service was inaugurated on April 2, 1940 and the first mail arrived at New York by a record flight of the Yankee Clipper on April 4, 1940.

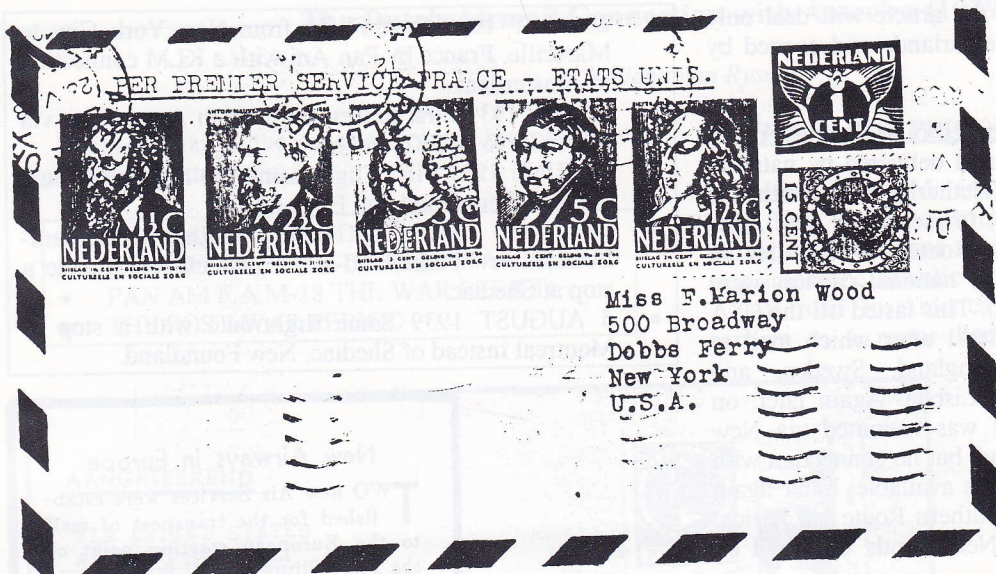
—DR. MAX KRONSTEIN.

May 4, 1940 Stamps

Illustr. 4 shows a First Flight cover flown by KLM to Marseilles, France to connect with the Pan Am Clipper flight FAM-18. The cover is backstamped: Marseilles 25 May 1939 and New York City 27 May 1939 and shows the typed instruction:

PER PREMIER SERVICE
 FRANCE - ÉTATS UNIS.

Illustr. 4



From M. De Groot,
110 West 34 St.,
New York City, U.S.A.

First Trans-Atlantic Flight
New York to Marseilles
thence
"K.L.M." Crossed to Holland.



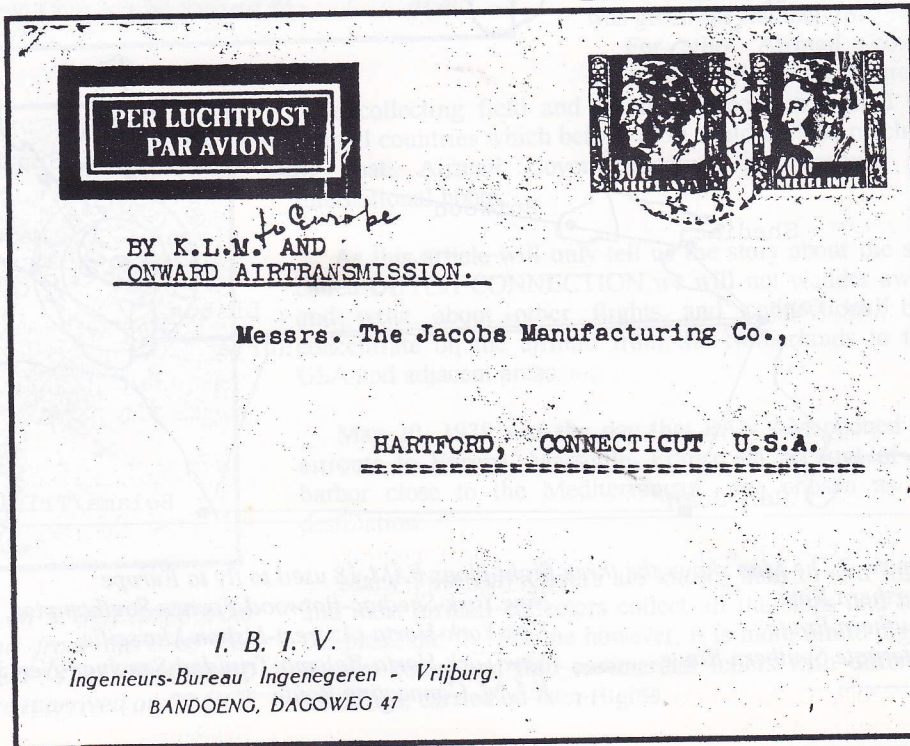
VIA AIR MAIL



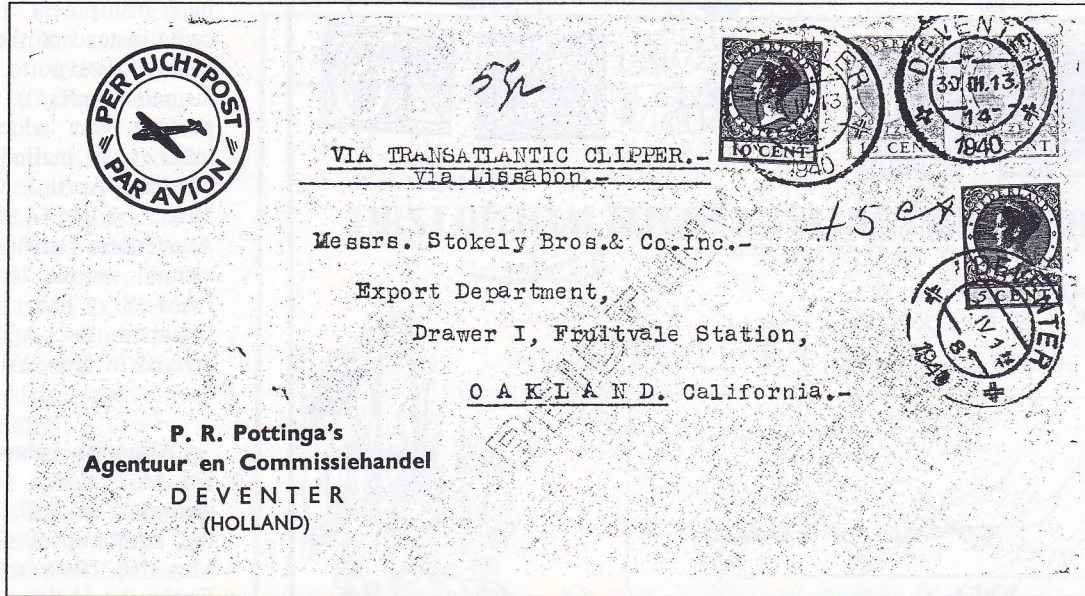
Mr. A. M. Benders
Arts, MAURIK,
Holland.



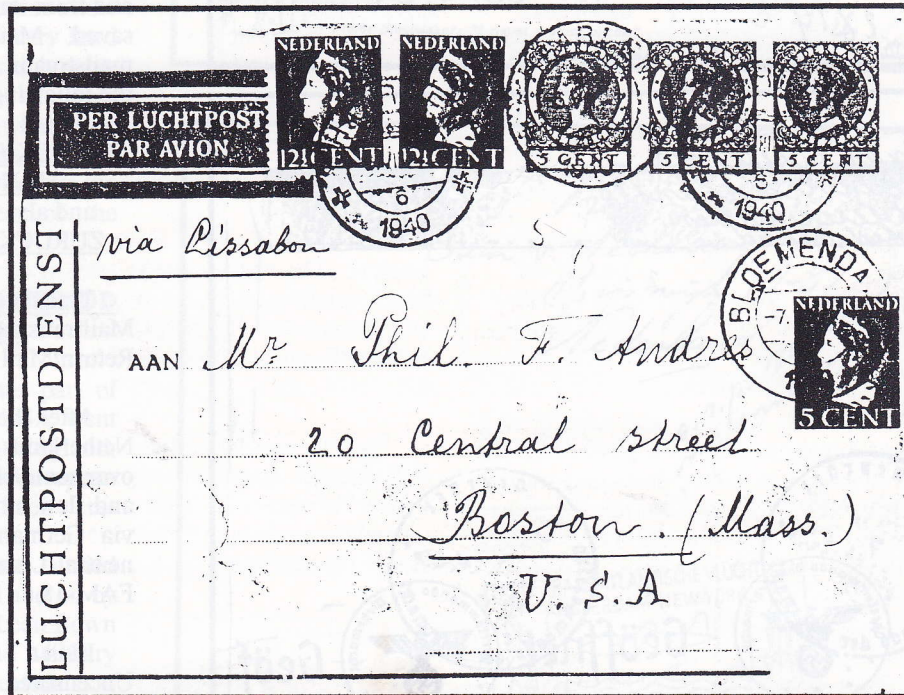
Illustr. 5



Illustr. 6



Illustr. 7



Illustr. 8

Illustr. 5 shows a May 20, 1939 First Flight Cover from N.Y.C. to Maurik, Holland. It was flown by FAM-18 Clipper to Marseilles, backstamped there on arrival and mailed through to the Netherlands. As the British Postoffice does not backstamp letters the only proofs are the British cancelled stamps and the instructions "thence by K.L.M. Croydon to Holland"

It is noted that most commercial letters, contrary to First Flight Covers, were not backstamped by the Arrival Postoffices.

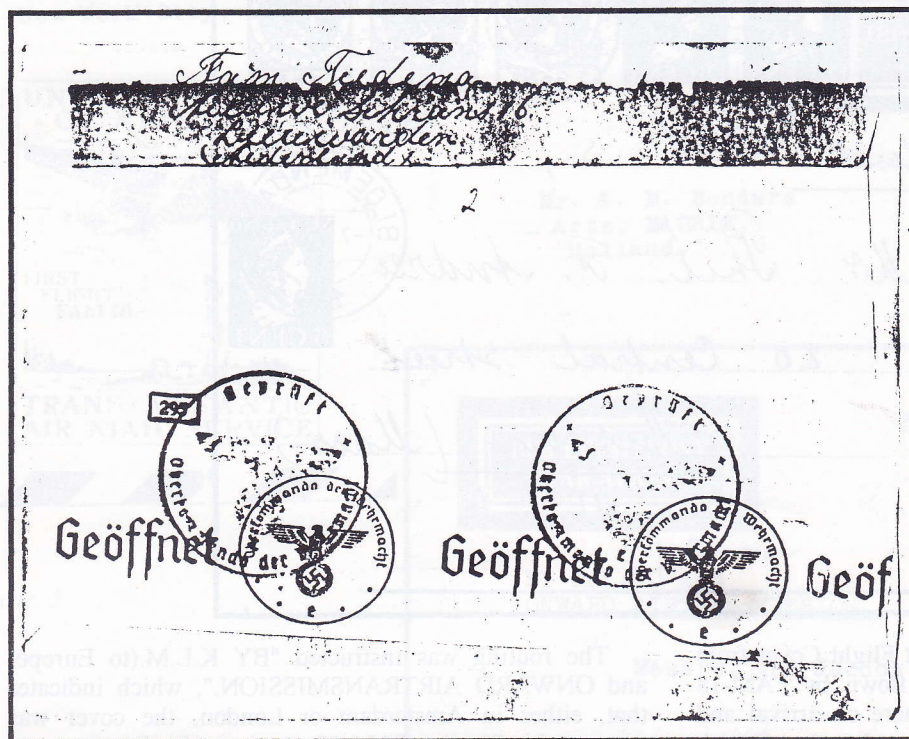
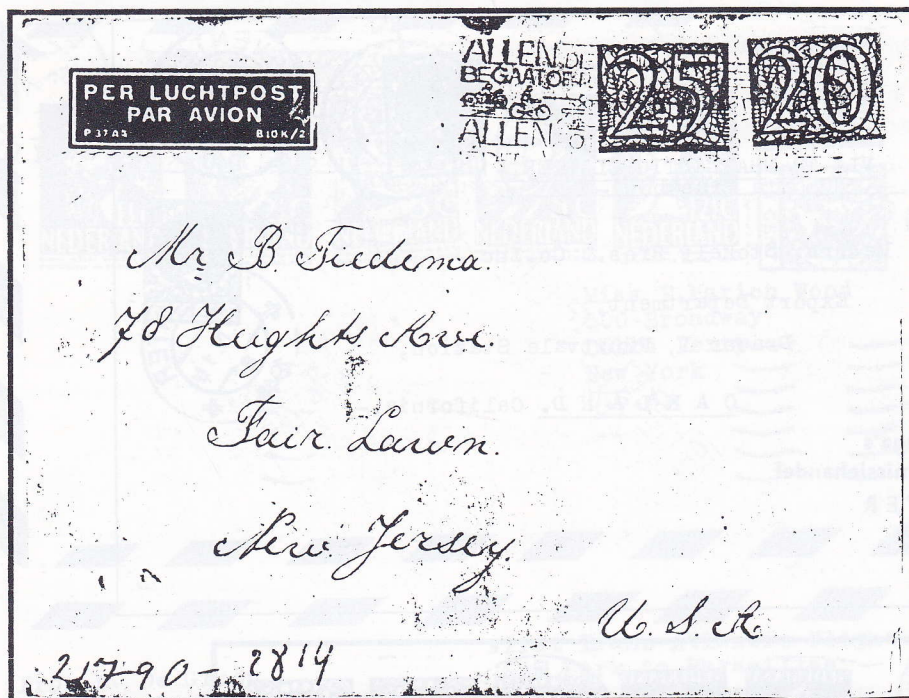
Illustr. 6 Shows a nice cover mailed in 1940 from Bandoeng (D.E.I.) to Connecticut.

The routing was instructed "BY K.L.M.(to Europe) and ONWARD AIRTRANSMISSION.", which indicates that, either in Amsterdam or London, the cover was connected to Pan Am FAM-18. Again, no backstamp.

FLIGHTS DURING WORLD WAR II

When Germany invaded Poland in September 1939 WWII was a fact.

Anticipating an imminent German invasion in the Fall of 1939 the K.L.M. Amsterdam-London flights were halted on 16 Sept. 1939, but re-instated on 16 Oct. 1939 at which time Croydon was replaced by Shoreham near Brighton.



Illustr. 9

Because in 1939 Holland was not directly at war, the K.L.M. made a trial flight on 27 Dec., 1939 Amsterdam-Shoreham-Lisbon and opened on 2 April 1940 a 2x weekly flight direct to Lisbon connecting with the Pan Am Clippers and FAM-18.

Illustr. 7 This letter was first put into the mail on Saturday March 30, 1940 from Deventer, with destination Oakland, CA, via the Transatlantic Clipper mail service. It

had insufficient postage (40 cents instead of the correct 45 cents (12½ c porto, plus 32½ c airmail surtax)). 5 cents postage was added and the letter was mailed again on Monday, April 1. On April 2, 1940 KLM started an Amsterdam-Oporto-Lisabon airmail service to connect to FAM-18. The cover left Lisabon on April 3, and arrived in New York on April 4.

Although most of the K.L.M. fleet was either destroyed or confiscated during the bombing of Schiphol on May 10, 1940, the planes in England and those en route to and from the Dutch Indies were saved. Mail already in the mailstream was returned with the following markings

ZURUCK/POSTVERKEHR-
EINGESTELT.
and also with
ZURUCK/POSTSPERRE.

Translated as: Return/Mailtransport halted, and Return/Mail Blockade.

After the capitulation of the Netherlands the Lufthansa took over some of the KLM Dakotas and flew airmail from Holland via German Censor towns to neutral Lisbon to connect with FAM-18.

Illustr. 8 shows a still Uncensored letter mailed 7 August 1940 from Bloemendaal (Netherlands) to Boston/Mass. It was marked VIA LISSABON and had the proper postage of 45 cts. for 5 grams. Again no backstamps.

At the end of September, 1940 the German Censorship must have been in full operation as from then on all my letters have been censored as follows:

- b for Berlin
- c for Cologne
- e for Frankfurt

Illustr. 9 shows a letter from Leeuwarden mailed in December, 1940 and censored in "e" (Frankfurt).

Although the KLM Dutch connection came to a halt, the "free" KLM still operated from England and made over a thousand flights from London to Lisbon to connect with the FAM-18 flights and also with Imperial Airlines flights to Africa and other free destinations.

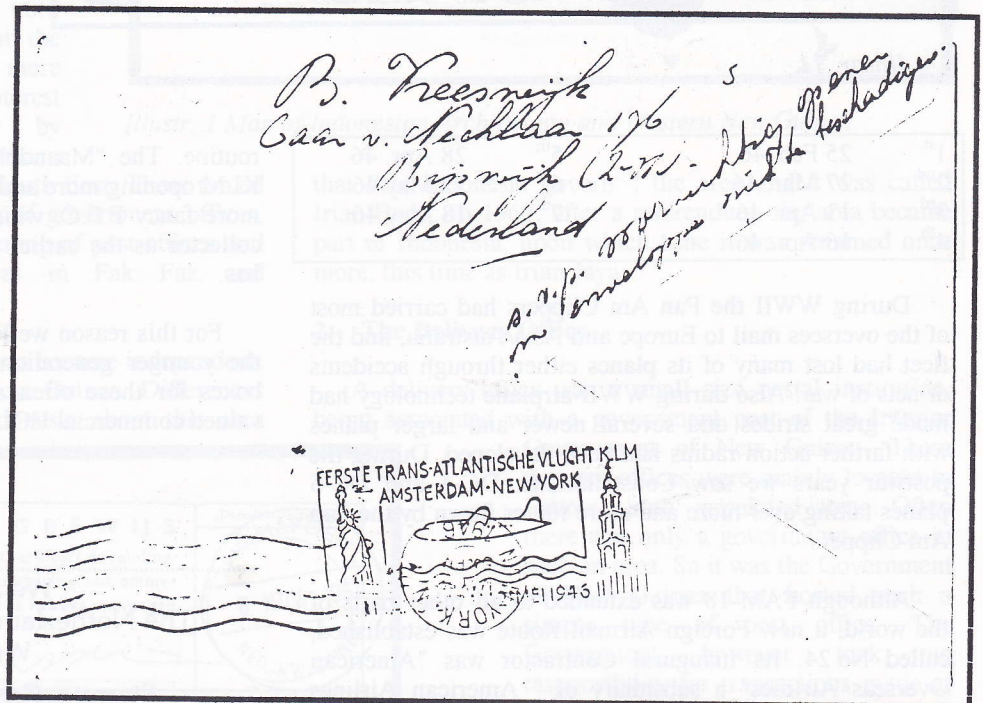
In December of 1942 it was allowed an extension of its flights to Dakar, Africa to connect with the then in operation FAM-18 Southern Route.

As England did not allow backstamping, it is very hard to determine via which route warmail was flown. The only way to come somewhat close is to follow updates such as by Dr. Kronstein and the progress or digress of the war.

THE POST-WAR PERIOD AFTER MAY 1945

During the latter part of 1945 mail to the USA went mostly by air via England, until domestic and European Airroutes had been re-instated.

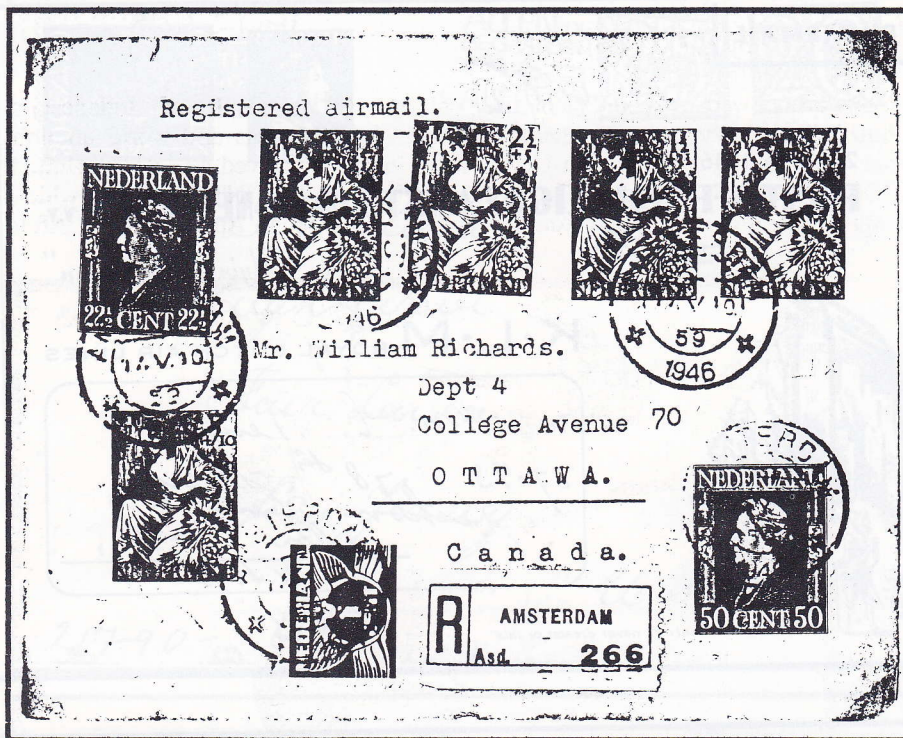
Letters have been carried by ship to England and on by Air and have also been flown by Government and Military planes. In my collection is a letter, written and mailed in Maastricht on 11 OCT 1945 to a Royal Dutch Marine who at that time was stationed in England in preparation for duty in the fight against Japan in Indonesia. I might write a separate short story about this letter sometime as it is interesting to see how it followed this marine from camp to camp, England, USA, Colombo. It shows the legends "Written in Dutch" and "Via Air Mail" and carries 17½ cents in postage, which is not a valid, commercial airmail rate, which let me believe, that it traveled by some kind of military or government way.



Illustr. 10

On 28 Nov. 1945 a Trial flight was made between Amsterdam and Lisbon to again connect with flights to the USA.

The following is the 1946 TRIAL FLIGHT schedule to the USA:



Illustr. 11

1 st	25 Feb. 46	5 th	28 Apr. 46
2 nd	27 Mar. 46	6 th	12 May 46
3 rd	13 Apr. 46	7 th	18 May 46
4 th	16 Apr. 46		

During WWII the Pan Am Clippers had carried most of the overseas mail to Europe and Asia/Australia, and the fleet had lost many of its planes either through accidents or acts of war. Also during WWII airplane technology had made great strides and several newer and larger planes with farther action radius had been developed. During the postwar years we saw Constellations, DC-4 and DC-6 planes taking over more and more routes flown by the Pan Am Clippers.

Although FAM-18 was extended to all other parts of the world, a new Foreign Airmail Route was established, called No.24. Its Inaugural Contractor was "American Overseas Airlines" a subsidiary of "American Airlines Inc." FAM -24 was inaugurated on Oct.23 1945 and extended to include the Netherlands on Febr. 19,1946 with the return flight Amsterdam-New York (FAM24-20) taking place on Febr.21,1946. The New York-Amsterdam flight shows this cachet, while the return flight had no cachet. Jan. 8,1947 a route from Washington to Berlin was opened with a connection to Amsterdam (FAM 24-25) Returnflight FAM 24-26 Amsterdam-Washington.

During the early 1946's KLM was busy re-establishing its worldwide airplane routes, which culminated in their first flight from Amsterdam to New York on May 21,1946.

Illustr. 10 May 21, 1946 KLM opened its first direct regular flight to the USA, with the return flight on May 22, 1946.

Like with all things, the post war period saw the establishment of normal airmail transportation as shown on the following covers: Illustr. 11

Illustr. 11 Letter mailed on May 17, 1946 in Amsterdam and back stamped Ottawa on May 20, 1946. It could have flown on the 7th trial flight or via England and Gander to Canada direct.

From the 1950's on more and more air routes opened up and the excitement of the airmail pioneer days between the Netherlands and the Americas became a matter of routine. The "Maandblad" shows in a monthly column KLM opening more and more routes and issuing more and more fancy F.F.C. which do not have the appeal to this collector as the earlier prewar, war, and post-war period has.

For this reason we leave this post-1950 period open to the younger generation and keep digging in old dealer boxes for those often slightly damaged, but historically valued commercial HOLLAND-AMERICA COVERS.

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The Round Rubber Cancels of Netherlands-New-Guinea

by N.J. de Weijer

The round rubber cancels discussed in this article were for many years in use at the 'bestelhuizen' (delivery offices) in Netherlands New Guinea from 1953 through 1962. Even during the UNTEA period (October 1, 1962 through April 30, 1963) they are quite common. Occasionally they can even be found during the Irian-Barat period (April 1, 1963 through December 31, 1969). During this later period the cancel is 'cut', which means that the country name "Nederlands Nieuw Guinea" has been removed (cut) from the cancel.

1. A Short History of (Netherlands) New Guinea

New Guinea was part of the Netherlands East Indies (1618-1949) and for a long time wasn't of much interest to the Dutch authorities. In an economic sense Sumatra and Java were much more important. It wasn't until the end of the 19th century that the Netherlands were forced to pay more attention, because there was interest shown by outsiders, namely by Germany in the North East (German New Guinea) and England in the South East. These forced activities resulted in the founding of government offices, which in turn necessitated the opening of post offices and delivery offices. The sub-offices in Fak Fak and Manokwari were opened in 1899¹.

On December 27, 1949 Indonesia became independent, with the exception of Western New Guinea. Differences between the Netherlands and Indonesia about this area

could not be solved. As a result of Indonesia's confrontation policies, show of arms and world opinion Western New Guinea in 1962 received an interim United Nations government; the so-called UNTEA-period, which lasted from October 1, 1962 through April 30, 1963. After



Illustr. 1 Map of Indonesian Archipelago and Western New Guinea.

that date Indonesia governed the area and it was called Irian-Barat. In 1969, after a referendum, the area became part of Indonesia, upon which time it was renamed once more, this time as Irian Jaya.

2. The Delivery Office

A delivery office was a small size postal institution, being associated with a government post of the Interior Government of New Guinea. These delivery offices were mainly located in remote, thinly populated areas. Often there was only a government office in such an area. So it was the Government of New Guinea that hosted such a simple type of post office. The Government however took no responsibility for transactions made at these delivery offices, at least not until these transactions were properly recorded at the 'aansluitingskantoor' (this would be the (sub) post office under which the delivery office resorted).

This meant for example that registered mail was only forwarded to the delivery office if a signed note was received stating that the registered piece would be accepted.

A delivery receipt form titled 'ONTVANGBEWIJS'. It contains a signature, a date stamp '6 NOV. 1961', and a circular postmark 'MERAUKE NED.-N.W.GUINEA'. The form includes instructions for the post office employee to fill in the recipient's name and identity.

Paraaf v. d. ambtenaar, die het stuk heeft uitgereikt

ONTVANGBEWIJS

De ondergetekende verklaart de zending, vermeld in de kennisgeving aan ommezijde, in goede staat te hebben ontvangen

De postambtenaren zijn gerechtigd zich van de echtheid der handtekeningen te verzekeren door bewijs van identiteit te vorderen

Door postambtenaar in te vullen

IDENTITEIT VASTGESTELD AAN DE HAND VAN:

Illustr. 2 Delivery receipt of a postal parcel via the sub-office of Merauke

There were of course measures taken to avoid fraud and irregularities. According to the Head of Postal Services, Mr. B.J. ten Voorden, no cases of irregularities are known regarding postal services of delivery offices².

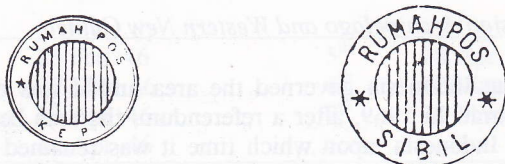
These delivery offices were initially not provided with steel cancels, but with straight line cancels made of rubber, later replaced by round rubber cancels. It is these later cancels that this article is about.

It should be noted that during the N.E.I. period the delivery post offices (in New-Guinea as well) used dateless metal round cancels (refer to Wisselmeer cancel of illustr. 3). The round delivery office cancels looked like the Kokonao cancel in illustr. 3.



Illustr. 3 Delivery office cancels during the Dutch period.

During the Indonesian period these round cancels (by then called 'Rumah Pos') looked like this (Illustr. 4). This cancel looked a lot like the first dateless Dutch (notice the hachured center part)



Illustr. 4 Delivery post office cancels used during the Indonesian period.

3. The straight-line rubber cancel; the round rubber cancel's predecessor.

The round rubber cancel replaced the straight-line rubber cancel. This straight-line cancel didn't always have a date in it. Besides these straight-line cancels there were also a variety of administrative cancels being used to cancel stamps. In case of an administrative cancel the PTT date cancel was also used at the sub-post office (Illustr 5)



Illustr. 5 Administrative Ajamaroe cancel and sub-post office Sorong date cancel.

As was mentioned in the previous chapter, the delivery

post offices were not under the direct supervision of the PTT of New Guinea. The PTT only assumed responsibility after the postal pieces had reached the (sub-)post office. Accordingly, a cancel placed by the delivery post office did not have a formal 'postal status'. In time it became difficult when it could not be determined whether a letter had been taken in by the delivery post office. There were also differences in the delivery post office and the administrative cancels.

It was for this reason that in about 1953 the rubber round cancel was put into use by the then Head of PTT in New Guinea, Mr. B.J. ten Voorden³ (illustr.6). He insisted on date cancels being used by the delivery post offices as well. The postal service could not guarantee the accuracy of the date cancels since no checking took place. At other post offices there was a book with specimens of the cancels, so dates could be checked periodically.

The cancels performed well and there are no known 'wrong dates' or fraudulent usage of these cancels. After the cancels were 'retired' however these cancels have been used for philatelic purposes on occasion (see chapter 15).



Illustr. 6 Mr. B.J. ten Voorden, the 'Father' of the round rubber cancel (picture taken in 1955)

4. The main- and sub-types of the round rubber cancel

For an overview of the types and sub-types refer to Appendix I.⁴

The round rubber cancels can be divided in three main types.

The main types have different spelling of the 'country name (NNG)', while type B can further be distinguished based on the way the month is indicated in the date part of the cancel.



Illustr. 7 Types B1 and B2; notice capitals and lower case fonts for the month.

The cancel type first introduced in 1953 is shown here (Kokonao). In the 'country name' the word "Nederlands" is deleted, as was often the case with stamps and postal stationery. This was done in order not to provoke

Indonesia (because NNG was left out of the sovereignty agreement of 1949). It wasn't until after the 'Statuut van het Koninkrijk' of December 15, 1954 that the name "Nederlands Nieuw-Guinea" was being used.

or of the district if the town only was a government post. There is also a 'rarity factor' based on when the cancel was used.

Keep in mind that there were several delivery post offices that never had a round rubber cancel (Ransiki for example). This delivery post office only had a rubber straight line cancel with and without date.

There are also cases where the round rubber cancel was used after the status of the delivery post office was changed into a sub-post office (Ajamaroe for example). It also is possible that a sub-post office was 'demoted' to delivery post office, as was the case with the sub-post office of "Steenkool".



Illustr. 8 Different way the country name was used (Nieuw Guinea vs. Nederlands Nieuw Guinea)

5. The country name in the cancel.

In these round rubber cancels, as was noted previously, the names "Nieuw Guinea" and "Nederlands Nieuw Guinea" were used. The use of the country name in a date cancel in itself is very unusual. That this was done for the round rubber cancel is probably due to the fact that the 'delivery post offices' were not part of the nomenclature of the international "Nomenclature/dictionnaire internationale des Bureaux des Postes". It only mentions post offices, sub-post offices and branch post offices. This "Nomenclature" is an international reference of the Union Postale Universelle (U.P.U.).

6. Overview of the period of usage of these cancels

In Appendix II you will find an overview of the period of usage of these cancels⁵.

The rarity of the cancel can be guessed at by looking at the population (preferable the letter writing population) of the main town where the delivery post office was located,



Illustr. 9 Delivery post office and sub-post office cancels of Ransiki

Appendix III shows the locations of the various delivery post offices

7. Putting the delivery cancels into use

When a delivery post office opened, usually the datecancel had already arrived from the Netherlands. In one case however, this wasn't so. The delivery post office "Sibil" was only set up for the benefit of the Sterrengebergte-expedition. The delivery post office had to be setup on the first day of the expedition, to satisfy the first day of issue of the special 'Sterrengebergte' stamp on April 10, 1959. It didn't happen and it was necessary to fall back on the usual procedure used in such a case for

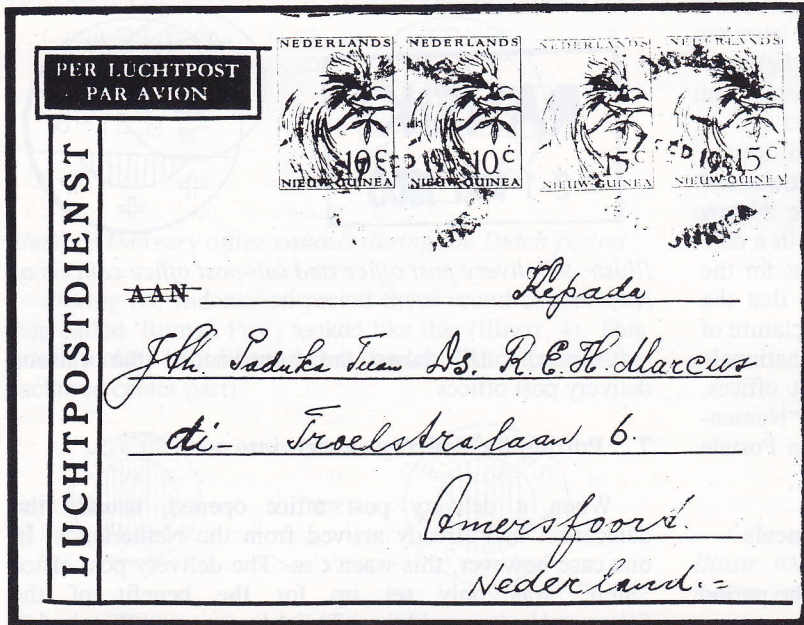


Illustr. 10 FDC of Sterrengebergte expedition of April 10, 1959.

SIBIL
10 APRIL 1959



Illustr. 11
Improvised Sibil cancel. Permanent round rubber cancel for Sibil



Illustr. 12 Date cancel September 27, 1955 with the worn Ajamaroe cancel

delivery post office cancels: the scientific leader of the expedition, Dr. L.D. Brongersma himself put together an improvised straight line cancel that was put together from a cheap ink pad with rubber letters lined up in a metal box. Also refer to the FDC of the expedition (illustr. 10)

8. Various colors of the cancels

These cancels aren't always in the official black color. Known are cancels in red, blue, and violet to purple. The ink usually used, and supplied by the PTT, is black and oil based. However oil based ink is fatal for the rubber of the cancel. For that reason often other, locally available inks, were used. These however, didn't always come in the official colors. The same can be said for the rubber straight line cancels.

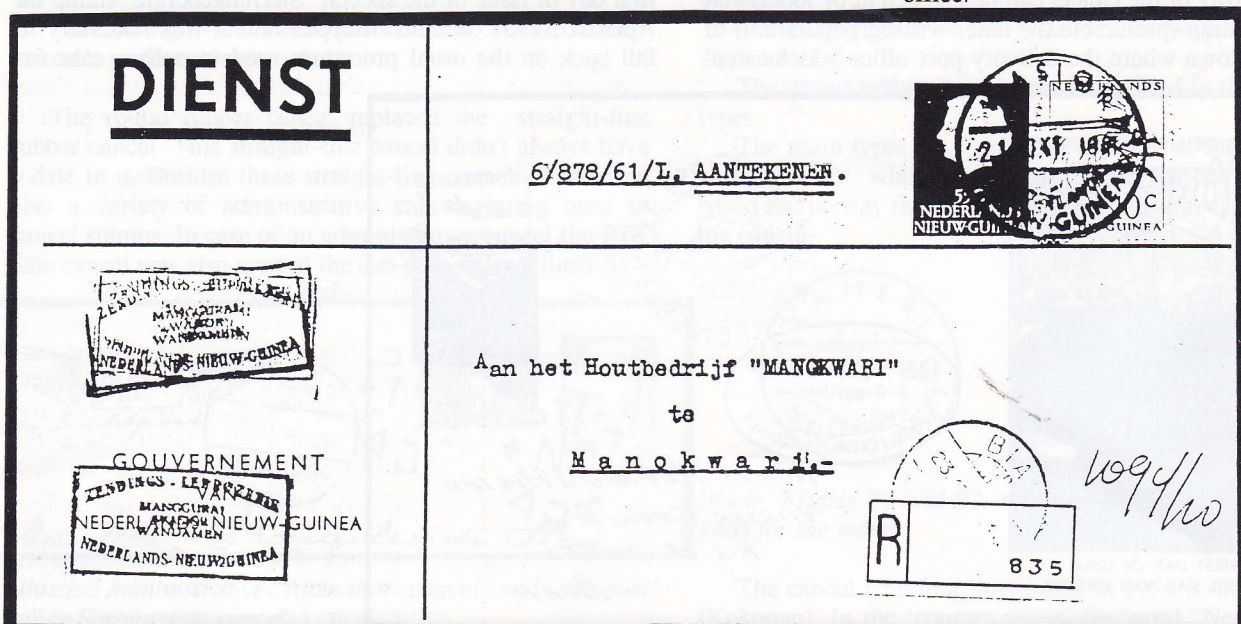
The 'deviated' colors of the delivery post offices are:

- * Red Agats, Kokas, Bade.
- * Blue Okaba, Kepi, Kimaam, Mindiptana, Moeting.
- * Violet/Purple Waghete, Wasior, Bade, Kepi, Wamena, Waris, Oebroeb, Waren, Napan, Weinami.

9. Worn cancels.

The rubber cancel is, compared to the steel date cancel, very vulnerable, especially with heavy usage. It was assumed that the cancels at the delivery post offices wouldn't have to be used much.

However, at Ajamaroe lots of mail was sent, and for that reason, as early as April 1, 1953 it became a sub-post office.



Illustr. 13 Registered letter; sent from Wasior, registered in Biak

On the cover shown here, dated September 27, 1955 one can see that the cancel (type A) is just about worn out. When you have such a worn cancel on a loose stamp it often looks like a stamp with ink smudges.

10. Registered mail

PLAATS VOOR OVERDRACHT TEMPAT MEMINDAHKAN HAK		KANTOOR ONTVANGST KANTOR PENERIMA	
Unt uk kakak		[Circular Cancel]	
OMMESTAAND BEDRAG ONTYANGEN!) UANG SEBANJAK TERSEBUT DISEBELAH MUKA SUDAH DITERIMA!)			
DE TANGGAL		[Circular Cancel: MERAUKE 25 11 60 11]	
[Handwritten: Mindiptana 10-11-60]		[Handwritten: edhonor Kuruik]	
1) Handtekening met inkt of inktpotlood. Handtekening stempel niet coegalaten. 1) Tandatangan dengan tinta atau potlot tinta. Tjap dandatangan tidak dibolehkan.			
NR C 7	UITBETAALD DOOR / DISBAR/OLEH	KANTOR UITBETALING KANTOR PEMBAYARAN	
NR X 15	ARAB/IBARAP	[Circular Cancel: MINDIPTANA 10 NOV 1960 NEDERLANDS NIEUW GUINEA]	
Geldig gedurende de maand van storting en de daarop volgende twee maanden. TERMIJN VAN VERJARING 2 jaren te rekenen van de dag, volgende op die van het nemen van de wissel. Boleh dicahan selama bulan penjetoran dan kedua bulan berikutnya. TIDAK BERLAKU LAGI sesudah 2 tahun dihitung mulai pada tanggal hari masing-masing poswasel.			

Illustr. 14 Postal check paid out in Mindiptana with the cancel of the aansluitingskantoor of Merauke

Also, by taking in registered mail, the actual notification in the registered mail-registration book didn't

occur until the letter reached the sub-post office. The first part of the path (delivery post office to sub-post office) was by regular mail. The 'aansluitingskantoor' (most often a sub-post office) did the registration⁶. For the cover shown here Biak was the 'aansluitingskantoor'. The proof of delivery (from Biak on) was sent per mail to the sender in Wasior.

In the overview of the delivery post offices (appendix II) the 'aansluitingskantoor' for each delivery post office is noted. On letters, postal checks etc, sent from a delivery post office, one often also sees a metal date cancel of the 'aansluitingskantoor'.

Of course for the postal checks/notifications of receipt, the 'aansluitingskantoor' put their cancels on them.

11. Cut cancels

The round rubber cancels, during the UNTEA and Irian-Barat period, were 'cut' sometimes. Cut means that the country name was deleted (removed) from the cancel. This was the case when the Dutch government was no longer in charge. In some cases, using a piece of paper, the printing of the country name was prevented (see UNTEA period Wamema October 24, 1962). This didn't last long for it was easy, by using a knife, to cut off the country name of the rubber cancel.

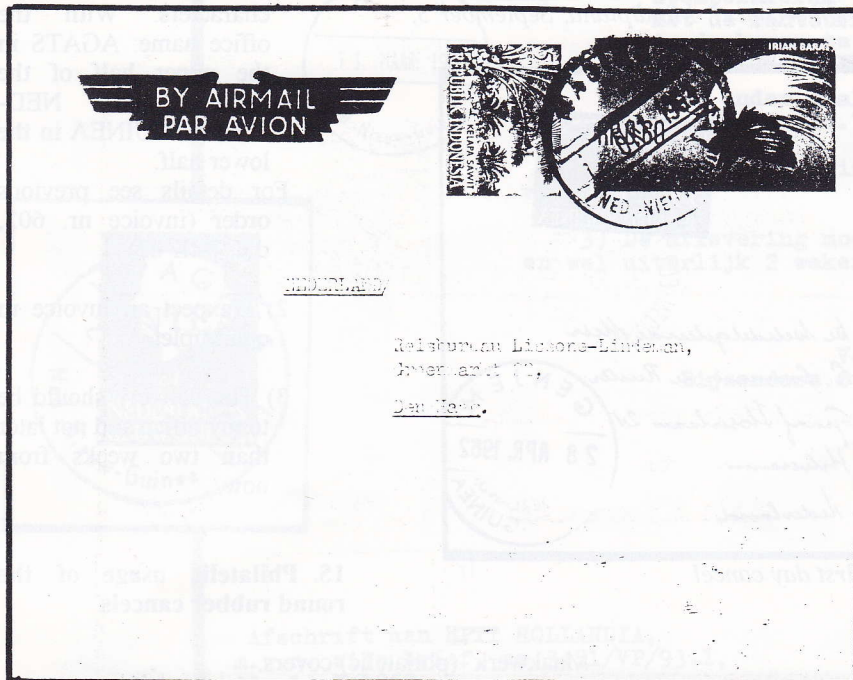
In some cases the country name stayed intact, as was the case for Nabire (illustr. 15). Ultimately however this cancel too was cut (illustr. 16).

The cut cancel of Mindiptana of September 3, 1968 is the last known example of the round rubbercancels⁷. This signifies the end for this type of cancel.

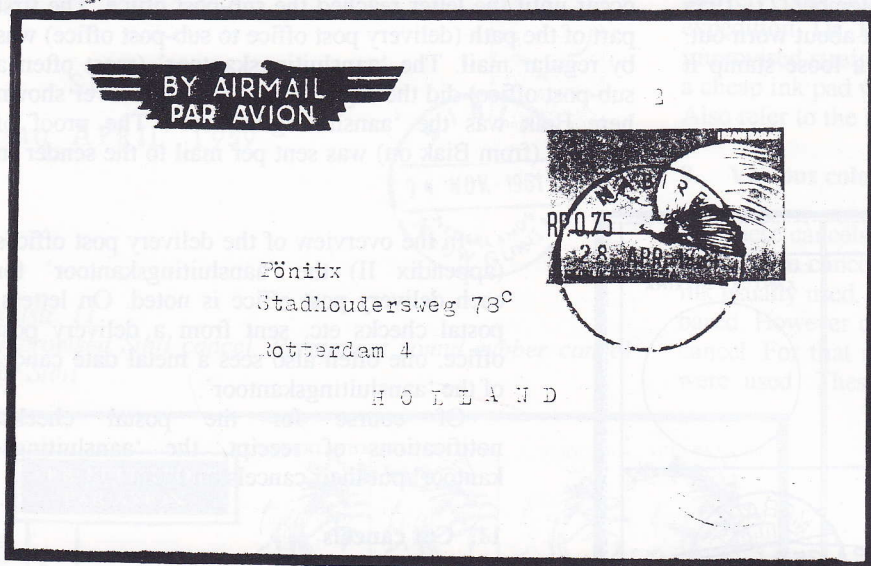
Due to a shortage of regular paper, carbon copy paper was used for this official envelope. One can read part of the Indonesian delivery post office cancel (illustr. 17).

12. First day covers

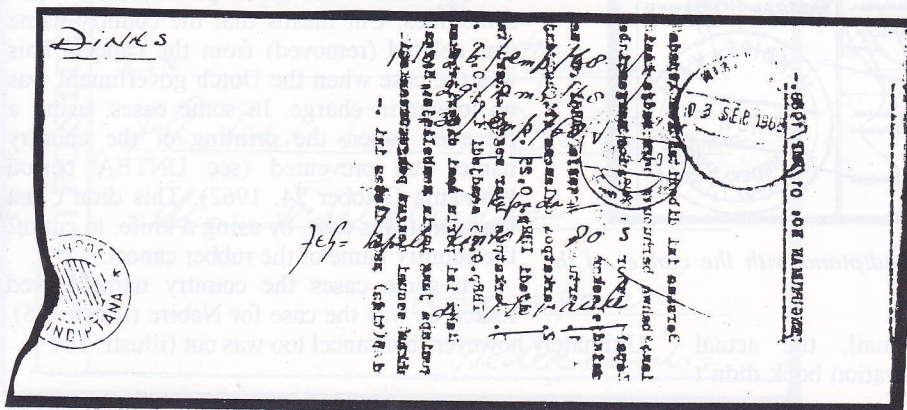
First day covers occasionally were canceled with the steel cancels, where only the dates vary. The name of the town where the cover originated can be traced back by looking at the datecancel that was applied to the cover next to the stamps. These FDC's were mailed from delivery post offices as well (illustr. 18).



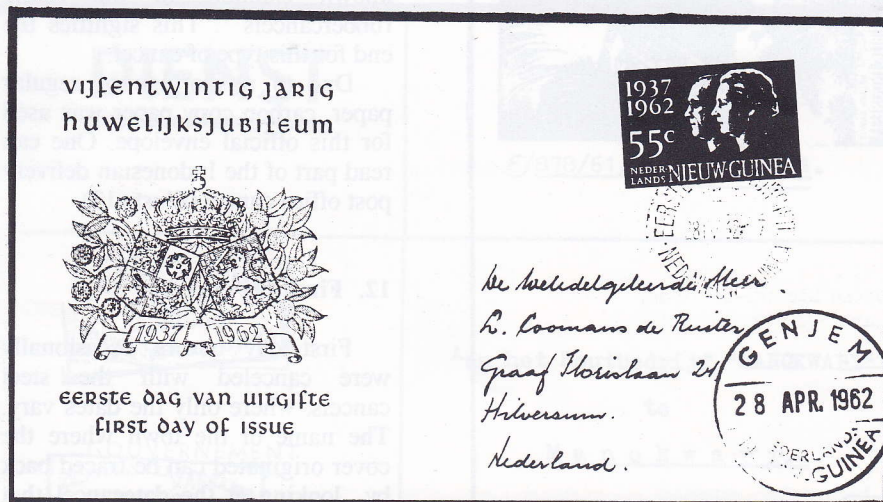
Illustr. 15 Nabire (not cut)



Illustr. 16 Nabire (cut)



Illustr. 17 Latest known date of the round rubbercancel: Mindiptana, September 3, 1968



Illustr. 18 FDC mailed from Genjem, with first day cancel

13. Free Franking

On many 'official envelopes' one finds delivery post office cancels. It relates then to official mail from the

government post that also housed the delivery post office. In those cases no stamps were necessary. Instead the cancel "V.V.P." (Vrij Van Post) was used, which means that no postage was required. The total amount of this governmental postage was settled once a year with the PTT of Netherlands New Guinea. The amount for 1955 was fl. 150,000⁸ (illustr. 19).

14. Order for a rubber cancel

The delivery order of the cancel of the Agats delivery post office to the Stempel-fabriek Hollandia, Denneweg 52a in The Hague has been archived. The letter is dated July 24, 1962 and was a result of an order from the head of the PTT in New Guinea, dated July 13, 1962⁹ (illustr. 20).

The main parts of the contents are as follows:

- 1) I ask you to deliver:
 - 1 rubber date cancel with a heavy nickel copper frame, in one piece; cancel dimension 33 mm diameter, with turnable characters. With the office name: AGATS in the upper half of the circle and NED-NIEUW-GUINEA in the lower half.
- For details see previous order (invoice nr. 602, d.d. 7-III-62)
- 2) I expect an invoice in quadruplet.
- 3) The delivery should be to my office and not later than two weeks from now.

15. Philatelic usage of the round rubber cancels

'Maakwerk' (philatelic) covers. For the philatelic usage of the round rubber cancel one can distinguish three different types, namely the 'map',

DIENST

V. V. P.

1429/PZ.



Illustr. 19 Official letter from a Keerom Government Agency; delivery post office Oebroeb.



GOUVERNEMENT
VAN
NEDERLANDS-
NIEUW-GUINEA

Aan

De Directeur van Binnenlandse
Zaken
te HOLLANDIA.
ta.v. wnd Hoofd Afd. Personeel
Zaken.

Illustr. 20 Order for the AGATS cancel, and the delivered cancel (type C4)

Stempelfabriek HOLLANDIA

Denneweg 52^a

'S- GRAVENHAGE.

1.1301.40.2 Alg. 7283

24.VII.62

Stempel.

1) Hierbij verzoek ik u te leveren;

1 rubber dagtekeningstempel met een zwaar vernikkeld koperen gestel, uit één stuk getrokken, stempelafdruk 33 mm Ø met draaibare karakter Met de kantoor naam: AGATS in de bovenste helft van de cirkel en NED-NIEUW-GUINEA in de onderste helft.



Een en ander zoals eerder geleverd (zie o.a. uw factuur, nr 601, dd.7-III-62.

2) Voor deze levering wordt een factuur in 4-voud verwacht.

3) De aflevering moet aan mijn bureau geschieden en wel uiterlijk 2 weken na dato dezes.

Voor de Adviseur voor
Bijzondere Overzeese PTT-betrekkingen,

(C.M.v.d.Berg.)



Afschrift aan HPTT HOLLANDIA,
m.v.n. zijn brief, nr 3451/VP/93.1,
dd. 13-7-1962.



Illustr. 21 A 'map-cover'.

the "Landman-" and "Van Veenendaal-", as well as the "Dittmar-envelopes".

Many of the round rubber cancels that were saved can be traced back to the persons that made the covers. The person that made the 'map covers' is not known at this time; Msrs Landman and Van Veenendaal mainly mailed their letters from their addresses in Biak and Seroei respectively. The letters from Mr. Van Veenendaal and Mr. Landman have an address and Msrs van Veenendaal and Dittmar used the correct franking on their letters.

The 'map-covers' were not mailed and the franking is usually 5 cent (5 x #1, or 5 x #25, or 1 x #26), 7 cent (1 x #54) or the dove series (#54, 55, and 56)¹⁰. The 'map covers' are known from 19 different delivery post offices, with a limited number of dates and frankings. Appendix IV shows a listing¹¹ (illustr. 21).

Postage due

The round rubber cancels can be found on postage dues as well. These cancels were put there at the request of collectors for the delivery post offices never officially had postage due stamps. Postage due did not get collected at delivery post offices.



Illustr. 22 Postage due stamps philatelically canceled.

Ante dating

Ante dating only took place during the UNTEA period, so outside the period of the responsibility of the PTT of



Illustr. 23 FDC with UNTEA stamps of October 1, and November 1, 1962; ante dated October 1, 1962.

New Guinea. The round rubber cancels of Wamena and Korido are used on so-called FDCs with UNTEA-stamps on them. The stamps used were the ones issued October 1, 1962 and November 1, 1962. When you take a closer look at these covers you will notice that the 'creator' of those covers wasn't very careful about first and second printings. The FDC's with the Wamena and Korido cancels have stamps on them from the second printing, which weren't issued until early 1963.

There is also a Korem cancel on a UNTEA stamp, and this too is 'maakwerk' since the Korem office had closed per April 1, 1959¹².

16. Never used cancels

For various reasons the cancels of the following delivery post offices were never used

Delivery Post office (see Appendix III)	Type	Location
Etnabaai	B2	A
Soesoenoë	B2	B
Arso	C3	C
Bokondini	?	D



Illustr. 24 The never used cancel of Etnabaai

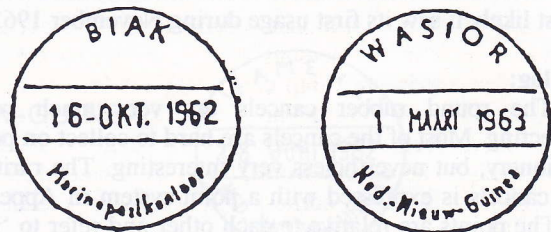
17. Annual Manokwari market and Biak Marine post office

These cancels are very similar to the delivery post office cancels, and that's the reason they are shown here. The round rubber cancels were used as a model for these cancels.

The 'Annual market' was held in Manokwari from August 27 through September 5, 1959. On the grounds of the market the PTT had a sub-post office, where the cancel shown here was used.

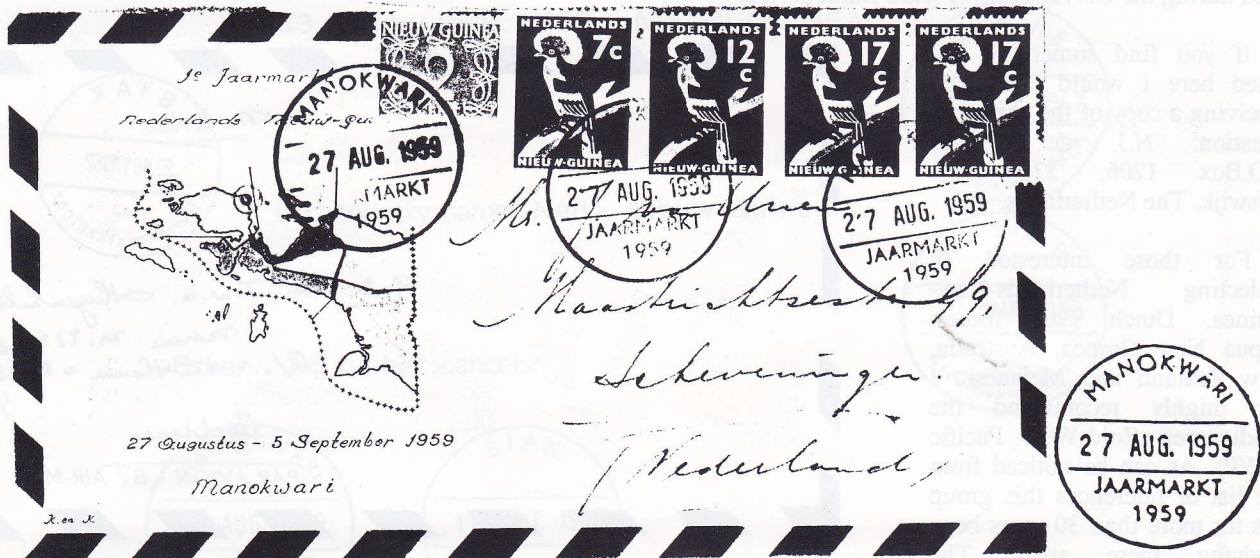
They are printed in violet or blue. In the case of the blue cancel it mainly refers to mail that really make it into the mailsystem. The souvenir covers most often have the violet cancel.

The cancel "Biak-Marinepostkantoor" looks like type C4. When the cancel was ordered it was clearly specified that the lettering for 'Marinepostkantoor' should be in lower case. This is also the case used with the last of the round rubber cancels, which is different from the previous types (Capitals). The "Biak-Marinepostkantoor" was sent from the Netherlands on January 29, 1962



Illustr. 26 Similarity between the lettertypes of "Marinepostkantoor" and "Ned.-Nieuw-Guinea"; type C4

No more private mail was handled at the marine post office as of November 21, 1962. Two days later the post office itself closed.



Illustr. 25 A souvenir cover sent to the Netherlands (55 cents)



Illustr. 27 Biak-Marinepostkantoor during UNTEA-period (red round rubbercancel)

There also exists a steel canceler with a similar design. Most likely it saw its first usage during November 1962.

Epilog:

The round rubber cancels are very much worth collecting. Most of the cancels are hard to collect on postal stationery, but nevertheless very interesting. The rarity of the cancels is expressed with a point system in Appendix V. The points are relative to each other and refer to 'real' postal stationery, etc.

I owe many thanks to Mr. E.A. Mehlbaum who gave me good advice throughout¹⁴.

There is no pretension for this study to be complete. Other dates can still be discovered, or other cancels found, used during the UNTEA and/or Irian-Barat period.

If you find something not listed here I would appreciate receiving a copy of the cancel in question: N.J. de Weijer, P.O.Box 1206, 2280 CR Rijswijk, The Netherlands.

For those interested in collecting Netherlands-New-Guinea, Dutch East Indies, Papua New Guinea, Australia, New Zealand and Melanesia I can highly recommend the Studiegroep Zuid-West Pacific (ZWP). As can be noticed from the list of references this group has for more than 30 years been studying these areas. The address for ZWP is: Dolderstr. 74, 6706 JG Wageningen, The

Netherlands.

References:

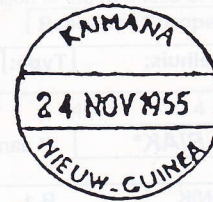
- 1: 1899: Oprichting van hulppostkantoren te Fakfak en Manokwari: P. Storm van Leeuwen, published in ZWP 068//002.
- 2: Mr. B.J. ten Voorden from 1929 through 1939, and in 1940/41 worked for the D.E.I postal services. One of his positions was Head of the P. and T. post office of Pangkalpinang (Bangka)
- 3: Exchange of letters between N.J. de Weijer and E.A. Mehlbaum.
- 4: 'Typing' of the cancels by W. Vink; published in ZWP 057//003.
- 5: Also used the overviews of Mrs. Vink, Bender and Hoogenboom; De bestelhuizen van Nieuw-Guinea (ZWP 088//023)
- 6: N.J. de Weijer, Aantekenstrookjes gebruikt in (Nederlands) Nieuw-Guinea ISBN 90-801025-1-2; issue nr. 1, ZWP.
- 7: Notification N.J. de Weijer
- 8: 1955 Annual report PTT Nieuw Guinea, page 19; supplement VI.
- 9: With thanks to the PTT Museum in The Hague for the copy of this letter; letter from Mr. R. Lagerweij (dpm. Post), dated February 7, 1997
- 10: Numbering as per NVPH catalog
- 11: Overview by N.J. de Weijer
- 12: Fraudulent cancels and incorrect use of cancels; W. Pönitz, ZWP 009//015
- 13: The marine postal station in Biak; W. Pönitz, ZWP 057//003
- 14: E.A. Mehlbaum (former Head of PTT Nieuw-Guinea)



Illustr. 28 Biak-Marinepostkantoor during the UNTEA period (made with steel canceler).

ROUND RUBBER CANCELS OF NETHERLANDS-NEW-GUINEA

Type A NIEUW-GUINEA

Type B NEDERLANDS
NIEUW-GUINEA

subtype:

B1 month in caps



B2 month in lower case



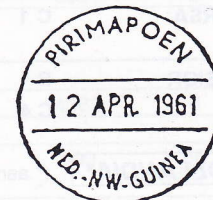
Type C "NED. NIEUW-GUINEA"

subtype:

C1 country name: NED. NIEUW-GUINEA



C2 country name: NED.- NW-GUINEA



C3 country name: NED.- NIEUW-GUINEA



C4 country name: Ned.- Nieuw-Guinea



Other round rubber cancels:



ROUND RUBBER CANCELS OF NETHERLANDS-NEW-GUINEA

code	note	Bestelhuis:	Type:	Vbd:	Lbd:	"Bestelhuis" first opened in year	Number inhabitant: Adm. post., Village: or District: (an indication of the rareness of the postmark)			
		known between :					Papoeas	Europeans	Asians	
		BIAK*	(* aansluitingskantoor)							
1		BOSNIK BOSNIK CUT	B 1	feb-60	jan-63 dec-65	1 mar 1953	District:	5906	0	39
2	3	KAIMANA	A	feb-53	apr-55	1 jun 1953	Village:	193	132	440
3		KAMERI	B 1	jan-61	feb-63	1954		?	?	?
4	5	KOREM	B 1	apr-58	mrt-59	1957?		?	?	?
5		KORIDO	B 1	feb-60	mrt-63	1953		?	?	?
6		NABIRE NABIRE CUT	C 3	apr-61	okt-63 apr-64	nov 1960 ?		?	?	?
7		NAPAN- WEINAMI	B 1	mrt-58	mrt-61	1957	District:	2348	5	15
8		WAGHETE	C 3	apr-60	jun-63	1960		?	?	?
9		WAREN	B 1	apr-59	feb-64	1953	Village:	859	15	22
10		WARSA	C 1	jan-60	jan-63	1953		?	?	?
11		WASIOR	B 1 C 4	apr-59 feb-62	feb-62 feb-63	1952?	Village:	430	19	35
		HOLLANDIA*	(* aansluitingskantoor)							
12		GENJEM	B 1	apr-59	jan-63	1953	Village:	124	20	19
13	9	HOLLANDIA- HAMADI	C 3	apr-61	mei-62	1961 ?		?	?	?
14		OEBROEB	C 3	mrt-60	jan-63	1960		?	?	?
15	7	SIBIL	B 1	feb-59	jan-62	1 apr 1959		?	?	?
16		WAMENA wamena covered	C 1	feb-60	feb-63 mei-63	1 dec 1959		?	?	?
17		WARIS	C 1	jan-60	jan-63	1959	District:	2547	2	3


	Bestelhuis:	Type:	Vbd:		Lbd:	known between :		Number inhabitant of Adm. post., Village: or District: (an indication of the rareness of the postmark)			
								Papoeas	Europeans	Asians	
	MERAUKE* (* aansluitingskantoor)										
18	1	AGATS	B 1	feb-57	apr-62	1 sep 1956	Village:	40	4	10	
			C 4	mrt-62	jan-63						
		AGATS CUT	C4	mrt-63	mei-63						
19	1	BADE	B 1	feb-57	feb-63	1956		?	?	?	
20	1	KEPI	B 1	apr-56	jan-63	1956?	Village:	450	25	60	
21	1	KIMAAAN	B 1	feb-59	sep-62	dec 1949	District:	5434	4	115	
22	4	KOKONAO	A	jan-53	feb-56	27 dec 1949	Village:	918	25	115	
23	6	MINDIPTANA	B 1	apr-59	feb-63	1949	Village:	1019	32	60	
		MINDIPTANA CUT			sep-68						
24	1	MOETING	B 1	jan-60	apr-62	1949	District:	1998	2	46	
25	6	OKABA	C 1	jan-60	jan-63	dec 1949	District:	4218	5	522	
26		PIRIMAPOEN	C 2	feb-61	jan-63	1960		?	?	?	
		SORONG* (* aansluitingskantoor)									
27	2	AJAMAROE	A	feb-53	apr-55	aug 1951	District:	7166	9	11	
			C 4		apr-62						
28		INANWATAN	C 4	mrt-62	okt-62	2 okt 1961	District:	6061	3	58	
		INANWATAN CUT	C 4	dec-64	mei-65						
29		KOKAS	B 1	apr-57	apr-62	18 okt 1955	District:	4062	0	158	
30		STEENKOOL	C 3	mrt-61	mei-63	okt 1961	Village:	600	56	400	
31	8	TEMINABOEAN	B 1	jan-56	apr-58	11 nov 1956	Village:	542	4	45	
32		BIAK-MARINE		feb-62	nov-62		Village:	2929	2019	392	

* The responsible Postoffice during the longest time of use of the postmark code : "Bestelhuis" situated (see map of Dutch New-Guinea; bijl. III) note:

- 1) 1956 under Hollandia, from 1959 under Merauke
- 2) 1 apr 1953 sub-postoffice; 1962 "bestelhuis" again
- 3) 1 aug 1955 sub-postoffice
- 4) 1 jan 1953 sub-postoffice
- 5) closed 1 apr 1959
- 6) until 1957 Hollandia; later Merauke
- 7) until nov 1960 Merauke; later Tanah Merah, from okt 1961 under Hollandia
- 8) Bestelhuis in period: 11 nov 1956 - 10 nov 1958
- 9) always a sub-postoffice!

ROUND RUBBER CANCELS OF NETHERLANDS-NEW-GUINEA

code	Bestelhuis:	Type:	Points in case of a real used letter/.....	Points/ scarce	Scarce	Number of months postmark is known
	Nederlands Nieuw-Guinea			UNTEA	IRIAN- BARAT	
18	AGATS	B 1	50			63
18	AGATS	C 4	150	RR		11
18	AGATS / cut	C 4		RR		3
27	AJAMAROE	A	80			27
27	AJAMAROE	C 4	R			1
19	BADE	B 1	50	RR		73
1	BOSNIK	B 1	150	RR		36
1	BOSNIK / cut	B 1			RRR	1
12	GENJEM	B 1	50	100		45
13	HOLLANDIA-HAMADI	C 3	120			13
28	INANWATAN	C 4	200			8
28	INANWATAN / cut	C 4			RRR	6
2	KAIMANA	A	100			27
3	KAMERI	B 1	50	RR		26
20	KEPI	B 1	30	RR		83
21	KIMAAN	B 1	70			44
29	KOKAS	B 1	70			61
22	KOKONAO	A	80			38
4	KOREM	B 1	160			12
5	KORIDO	B 1	90	RR		38
23	MINDIPTANA	B 1	15	120		47
23	MINDIPTANA / cut	B 1			RRR	1
24	MOETING	B 1	100			28
6	NABIRE	C 3	20	RR	RRR	31
6	NABIRE / cut	C 3			RRR	1
7	NAPAN-WEINAMI	B 1	90			37
14	OEBROEB	C 3	50	RR		35
25	OKABA	C 1	80	RR		37
26	PIRIMAPOEN	C 2	160	RR		24
15	SIBIL	B 1	10			36
30	STEENKOOL	C 3	35	RR	RRR	27
31	TEMINABOEAN	B 1	70			28
8	WAGHETE	C 3	110	RR	RRR	39
16	WAMENA	C 1	15	150		37
16	Wamena / covered/cut	C 1			RRR	1
9	WAREN	B 1	50	RR	RRR	58
17	WARIS	C 1	100	RR		37
10	WARSA	C 1	110	RR		37
11	WASIOR	B 1	20			34
11	WASIOR	C 4	110	RR	RRR	24

 = not known (yet)

 = not possible

"R" "RR" "RRR" = scarce

From the Editor:

Spring has arrived, the real heavy duty philatelic activity is already behind us, but there will still be plenty going on to keep us interested. For us early travelers, i.e. before the summer season, you might want to check out what philatelic shows there are in the area you are planning on visiting. I always enjoy going into a show in a different area just to see what's going on. Is the setup different, are the collectors different, is there material I'm not familiar with?

These are all little things that often make a visit so enjoyable. Being from the San Francisco Bay area, with its heavy concentration of collectors of Dutch and related areas material, it is becoming harder and harder to find something new. Going to another area sometimes brings some pleasant surprises. I was in Houston recently and there I ran into a dealer who was loaded with Dutch 'rocket covers'. I realize this is not that exciting to most of you, but it gave me an opportunity to finally get a rocket cover myself. I've been reading up about these for a while now and I have accumulated a nice file with background material, but I never owned such a cover myself. Maybe one day I might even write an article about the subject.

In the March Newsletter President Kees Adema asked for 'a show of hands' regarding the planned get together for the ASNPN's 25th anniversary. Response has been pretty good and Kees is planning on making further announcements as time goes on. If you haven't reacted because you thought the meeting was planned for too early in the year (end of March), or you would prefer an other place, please let Kees know. Nothing is definite yet and any idea is welcome.

John Hombeck (the Newsletter Editor) unfortunately has resigned, so there is a vacancy. If you are even remotely interested in this position please get in touch with Kees Adema. The job could even be shared by a number of people, each one taking care off a part of the material needed to fill the Newsletter. Think about what you can do to keep the Newsletter going.

This brings me to the Elections, which will take place in September. If you would like to nominate anyone, please get the required five signatures and send the name plus signatures (by June 1) to the Corresponding Secretary, Marinus Quist. The positions we will vote on are President, Vive-President, Treasurer, Membership Secretary, Corresponding Secretary, and two Governor positions.

Enjoy the current issue; as always, you might not like what we offer in this issue but in another four months the subjects will be quite different.

Hans Kremer

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