

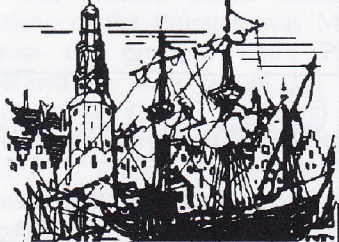
NETHERLANDS PHILATELY



JOURNAL of the American Society for Netherlands Philately

Volume 24₃

ASN P



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PHILATELY

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From the Editor:

Just back from ASN25, and I'm still savoring the event. What a great meeting, things couldn't have gone any better. A much more detailed report will be in the July Newsletter, but I feel I should express my gratitude to our President Kees Adema, who, together with his wife Ulla, made it all possible.

The philatelic program, the ladies program, the luxurious lodgings, the food, the drinks and the camaraderie made it an unforgettable meeting.

The plans for the Special 25th Anniversary Journal have been changed somewhat. We tried to have it done before ASN25, but there were just too many practical problems. For example the covers for the Journal are all printed for the entire year, ahead of time. Right now they still say Vol.24, but of course we would like it to reflect our 25th year or Vol. 25. Given all that, it was decided that Vol. 25/1 (September, 2000) would be the Anniversary issue.

It promises to be quite an issue, and with the amount of material that I have, plus what's still promised, it could run into too many pages for one issue. Splitting it up in two issues is an option, but if it can be arranged with the printer (at not too much additional costs) we would prefer to have just one issue. As you can see, it is still not too late to submit material, but time is running out.

In the March ASN Newsletter there was a request for help in designing the cover of the special issue. This is your chance to have a permanent reminder if your design is the winner. Remember "The only restriction is that it should be designed around the existing front cover with the 25 Guilder Dutch East Indies stamp. You can use any of the white space left on the cover".

I was fortunate enough to visit the Netherlands recently and was able to attend one of the PO&PO meetings in Ede (central Netherlands). This is paradise for anybody interested in postal stationery or cancels. There are about 15 tables set up by members who are trading or selling material and the prices are mostly reasonable. The meetings have either a talk or an auction, and that, together with the offered material, make for a very interesting and rewarding day. Their Website (www.popo.demon.nl) and publications are also of high quality. PO&PO's Webmaster, Jan Boon, was just awarded the Van der Willigen Award.

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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Early 19th century bordermail between the Netherlands and Russia.

By Erling Berger

Introduction:

Postal rates have always been of great interest to philatelists. Being able to identify correct and incorrect franking has kept many of us busy for many hours.

Any information that can help us in this is very useful.

The information that follows deals with the postal rates between Russia and the Netherlands as they existed during the first half of the 19th century.

Memel Takca:

The famous 'Memel Takca' of 1822 was a list of postal rates to be used in Russia during 1822-1843 to determine the postage from the Russian/Prussian (Polangen/Memel) border to towns in various European countries.

The border towns of Memel and Polangen are now in Lithuania, and respectively called Klaipeda and Palanga.

For a letter to the Netherlands we shall see how the total postage is an addition of the rates for the various parts:

- 1) From Russia to:
- 2) Polangen-Memel (border postage) to:
- 3) Prussia to:
- 4) The Netherlands.

The currency used in this table was the Kopek Assignats (paper money) of which 6 Kopek Assignats were equal to 1 Silver Kopek. Esa Mattila has reproduced the Memel Takca in his book on the Finland Postal rates.

ТАКСА			
На письма, посылаемые через Мемель въ чужие края, за которые плащезъ производится по Прусскому вѣсу.			
для <i>Полтвовой Коптторы въ Аббевилла</i> 1822.			
ИМЕНА ГОРОДОВЪ.	Владѣнїе, къ которому принадлежатъ.	за одинъ листъ писма, въ два листа.	
		въ рубли.	копейки.
А.			
Аалбургъ, Aalborg	Данія	3р3.	
Аалстъ, Алоустъ, Aalst Aalost	Нидерланды	3р3.	
Ааргусъ, Aarhus	Данія	3р1.	
Аахенъ, Aix la Chapelle, Aachen	Пруссія	3р9.	
Аббевилла, Abbeville	Франція	5р5.	
Аббенроде, Abbenrode	Пруссія	2р5.	
Авалонъ, Avallon	Франція	5р1.	
Авены, Avesnes	Франція	4р5.	
Авианьонъ, Avignon	Франція	6р7.	
Авраманъ, Avanches	Франція	4р1.	
Авилла, Avilla	Франція	6р1.	
Агаусъ, Ahaus	Пруссія	3р9.	
Агда, Agde	Франція	6р7.	
Агунъ, Ahun	Франція	6р1.	
Аделнау, Adelnau	Пруссія	2р9.	
Аделсгеймъ, Adelsheim	Баденъ	3р1.	
Аденсъ-су, Adensou	Пруссія	3р3.	
Адорфъ, Adorf	Саксонія	3р9.	
Ажанъ, Agen	Франція	6р7.	
Азе-ле-Ридо, Azay — le Rideau	Франція	5р1.	
Азилъ, Asilles	Франція	6р7.	
Айблингъ, Aibling	Баварія	3р7.	
Айхачъ, Aichach	Баварія	3р3.	
Айкенъ, Aicken	Пруссія	2р1.	
Алансонъ, Alençon	Франція	5р1.	

Table 1: Rates from Russia to various destinations
Selected offices:

Illustr. 1: Partial Listing of Memel Takca.

Office	Kop.Ass.	Office	Kop.Ass.	Office	Kop.Ass.
Aachen	309	Emmerich	273	Norway	-
Altona	285	England franco	-	Franco Altona	285
Amsterdam	363	Netherl. Coast	369	Paris	495
Arnhem	297	Forbach	321	Randers	393
Berlin	201	Givet	333	Reims	465
Bordeaux	657	Hamburg	249	Rotterdam	363
Bremen	249	Henri-Chapelle	327	Saarbrücken	321
Canada franco	-	Königsberg	81	Schiedam	363
Netherl. Coast	369	Lübeck	273	St.Nicolaas	393
Copenhagen	393	Luxembourg	327	Switzerland	-
Dinant	393	Lyon	621	franco Lindau	369
		Memel	9	Trier	309

Additional information extracted from the Memel

Takca: Paper Kopeks (Kopek Assignats):

Alkmaar 363	Groningen 363	Middelburg 378	Sittard 375
Almelo 345	Den Helder 411	Nijmegen 315	Tilburg 345
Amsterdam 363	Leeuwarden 363	Roermond 375	Utrecht 345
s-Gravenhage 363	Maastricht 360	Rotterdam 363	Venlo 315

Prussia

The Russian border office was Polangen, the Prussian was Memel. From the previous times Prussia claimed an extra *fee* of 1½ silver Kopeks (9 Kopek Assignats) from Russia for every letter to and from the Baltics. Prussia maintained that Russia had the main benefit from the postal road from Berlin to Memel, while Prussia had to pay the costs. From 1822 to 1843 all Russian letters paid the *fee*. As with many other authors, I will say that the *fee* was a border postal rate for the distance Polangen-Memel.

The currency in Prussia was the *Gute Groschen* (GG) which was a silver coin.

1 GG = 3.87 Silver Kopeks = 23.2 Kop. Assignats.

To be sure to claim enough from the Russian correspondents, the Russian Postal Service claimed 4 Silver Kopeks (24 Kop. Assignats) for every *Gute Groschen*.

Prussia had internal rates with typical steps of ½ GG = 12 Kop Assignats, so in the first instance we would expect the Memel Takca to go like this 12, 24, 36, 48 ... steps of 12 Kop. Assignats, but we must remember that the fee of 9 Kop. Assignats should be added; so instead the Takca goes:

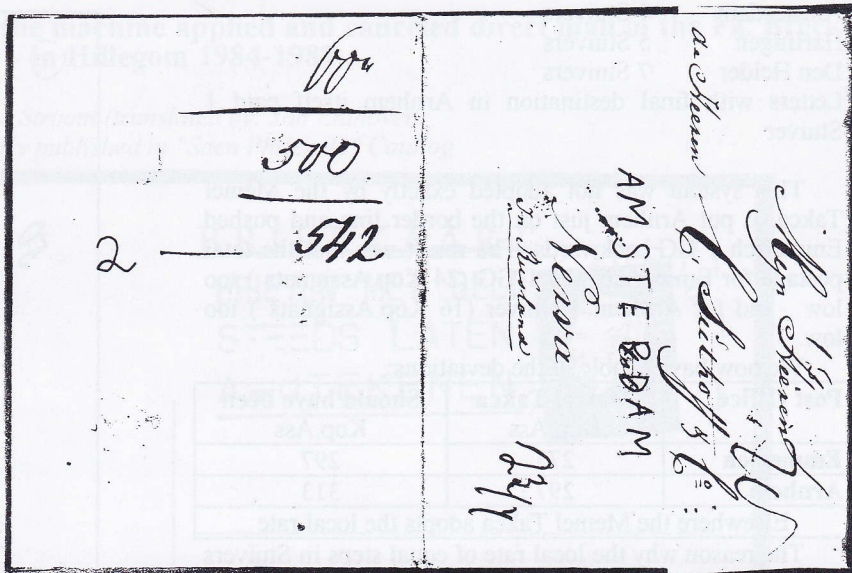
9, 21, 33, 45, 57...still in steps of 12 Kop. Assignats
Examples: (Making a straight line from the East to the West):

Königsberg:	81 Kop. Assignats	(9 + 3 GG x 24)
Berlin :	201 Kop. Assignats	(9 + 8 GG x 24)
Magdeburg:	249 Kop. Assignats	(9 + 10 GG x 24)
Aachen	309 Kop. Assignats	(9 + 12½ GG x 24)

The weight progression was:

- In general: 1 simple letter per Prussian Loth; plus ½ simple letter per ½ Prussian Loth
- Letters consisting of max. one sheet of paper (an envelope was permitted) might weigh up to 1½ Loth
- Letters that contained other sealed letters had to pay double postage
- Letters via Prussia to France, Spain, Portugal + their colonies had their own weight progression

Sometimes we need to use the Memel Takca to calculate backwards from a postal rate in Kop. Assignats to the same postage expressed in Silver Kopeks or *Gute Groschen*. We see in the table that Polangen-Cleve has a rate of 297 Kop. Assignats We first subtract the 9 for Polangen-Memel; the rest is 288. To find the number of GG we divide by 24 to get 12 GG (48 Silver Kopeks). The 12½ GG for Aachen and the 12 GG for Cleve I can confirm from the Netherlands/Prussia rates of 1817.



Illustr. 2: 1828 Unfranked letter, sent from Amsterdam to Riga

From Table 2: "Amsterdam"... 4 stuivers = 20 cent for the Netherlands share.

2½ *Gute Groschen*

Amsterdam - Polangen = 363 Kop. Assignats = 363/6 = 60½ Kop. Silver.

Up to Riga: 500 Kop. Assignats

Up to Narva: 542 Kop. Assignats

The United Netherlands.

The "United" comes from the fact that the Netherlands, Belgium and Luxembourg were united 1815-1830. The weight progression in the Netherlands/Prussia relations was like that of Prussia/Russia; but there are two other complications to clear up.

- The progression for distances in the local Netherlands rate in the Arnhem region was not adopted unchanged in the Memel Takca.
- The equal steps in the local Netherlands rate become unequal in the Memel Takca.

The currency in the Netherlands was the *stuiver* (always silver)

1 *Stuiver* = 2/3 GG = 2 2/3 Silver Kopeks = 16 Kop. Assignats

Northern Netherlands (nowadays Nederland)

The interesting points at the Netherlands/Prussian border in this region were:

1. Emmerich (Prussian Border Office)
2. The border line itself.
3. Arnhem (Netherlands Border Office)

The local 1817 Netherlands rate for letters from Prussia was as follows:

From the border office (Arnhem) to:

Deventer	2 <i>Stuivers</i>
Utrecht	3 <i>Stuivers</i>

Amsterdam 4 Stuivers
 Harlingen 5 Stuivers
 Den Helder 7 Stuivers
 Letters with final destination in Arnhem itself paid 1 Stuiver

This system was not adopted exactly by the Memel Takca. It put Arnhem just on the border line and pushed Emmerich 1 GG backwards. The result was that the total postage for Emmerich was 1 GG (24 Kop.Assignats) too low, and for Arnhem 1 stuiver (16 Kop.Assignats) too low.

We now have a table of the deviations:

Post Office	Memel Takca Kop.Ass	Should have been Kop.Ass
Emmerich	273	297
Arnhem	297	313

Elsewhere the Memel Takca adopts the local rate

The reason why the local rate of equal steps in Stuivers (2/3 GG) was not exactly copied in the Memel Takca comes from the rounding of amounts of 1/3 GG up to first fraction of 1/8 GG.

This I found out because instead of the ideal steps of 16 Kop.Ass I saw steps of 15 and 18 Kop.Assignats. The difference of 3 Kop.Assignats is equal to 1/8 GG.

References:

Memel Takca. The Tammerfors version (which has the local Russian postage for Tammerfors-Polangen added by hand) circulates between collectors (I (EB) do not have it).

The Postal Museum in Helsingfors has the Jacobstad version. The Jacobstad version does not have the local postage added. It is reprinted in:

Esa Mattila: "Suomi Postimaksuja 1810-1875" has the Memel Takca reprinted.

Postal Conventions:

- Russia-Prussia 1821.
- Prussia-Netherlands 1817

BJRP (British Journal of Russian Philately)

- No. 64 p. 8-21; No. 69 p. 4-12
- No. 72 p. 4-16 (Correction in No. 74); No. 75 p. 4-21;

Postal History

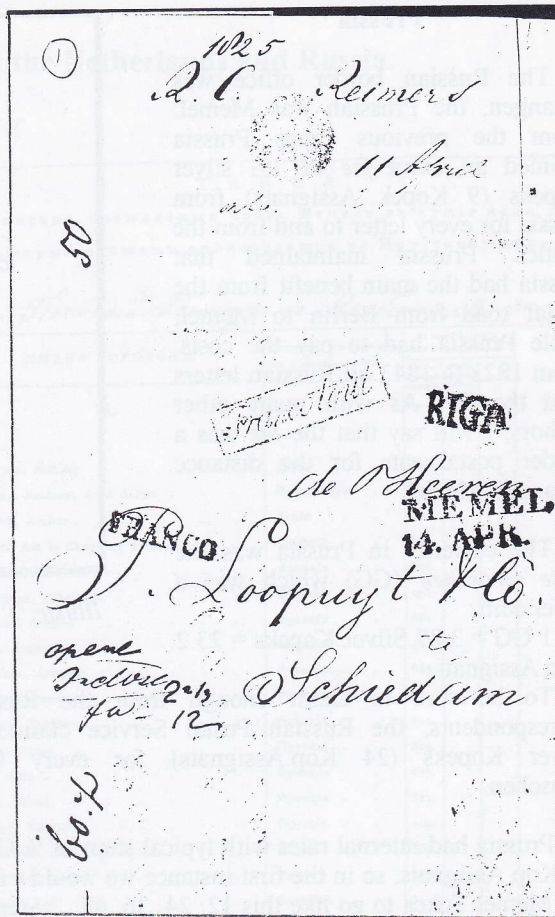
- No. 263 p. 78-86
- No. 266 p. 62
- No. 267 p. 78-79

Postgeschichte 1989 p. 4-10

Recommend: BJRP No.81 p. 7-17

Table 2: Making a table to clear things up:

Post Office	Local 1817 Rate Stuivers	GG	Rounded up to nearest 1/8 GG	...which equaled in Kop.Ass	Difference relative to preceding Office	Memel Takca Kop.Ass
Arnhem	-	-	-	-	-	297
Deventer	2	1 1/3	1 3/8	33	33	330
Utrecht	3	2	2	48	15	345
Amsterdam	4	2 2/3	2 6/8	66	18	363
Harlingen	5	3 1/3	3 3/8	81	15	378
Den Helder	7	4 2/3	4 6/8	114	33	411



Illustr. 3. 1825 Letter sent from Riga to Schiedam (Holland)

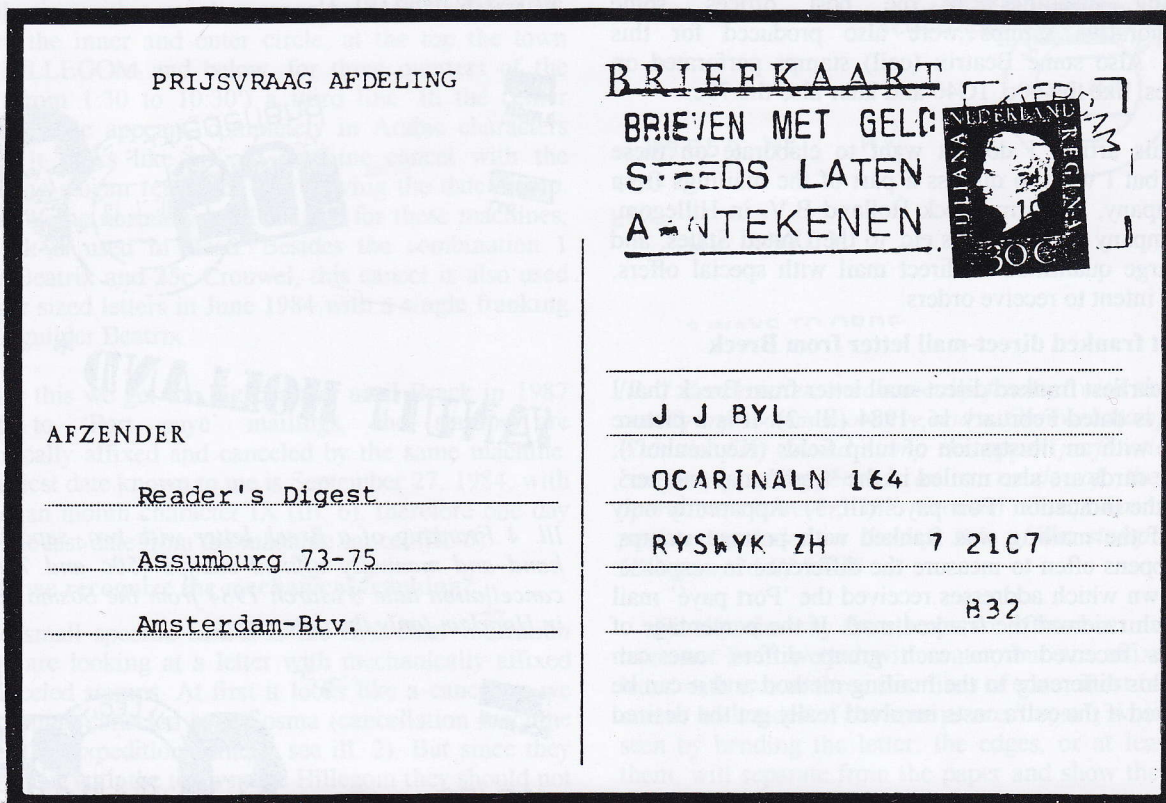
Memel - Emmerich 12 Gute Groschen
 Arnhem - Schiedam 2½ (rounded off to 2¾ GG)
 From Memel to Schiedam total is : 14¾ GG = 14¾ x 4 = 59 Kop. Silver
 Polangen - Memel 1 12/ Kop. Silver
 Total Foreign share is 60½ Kop. Silver

The "50" shown on the cover is just a 'tracking number'. The statement "opene Inclose" would prevent a doubling of the postage, because sealed enclosures were paid with double postage.

(From the collection of Oddbjorn Solli)

A broad overview of the history of the machine applied and canceled direct mail of the Fa. Breck in Hillegom 1984-1987

*By Jos Stroom (translated by: Jan Enthoven)
Previously published in "Saen Philex 93" Catalog*



Ill. 1 A postcard franked with a postage stamp, to draw attention to an advertising message from Reader's Digest. The card was canceled in February 1974 (without day and hour). Reader's Digest also had the PTT print special postcards without the sender lines for these advertising campaigns.

Introduction

Direct mail is addressed advertising mail. Selective advertising by mail therefore, because with these mailings specific groups of addressees can be reached.

Advertising mail often disappears unopened in the waste basket. However, when this mail is given the character of 'personalized mail', the chance that the letter will be opened and read will be greater; the letter then has a higher 'attention value'.

The personalized addressing of direct mail contributes to this personal character; it becomes even more interesting if this addressed mail is franked with one or more postage stamps. Reader's Digest has used this method for a long time in the Netherlands (Ill. 1).

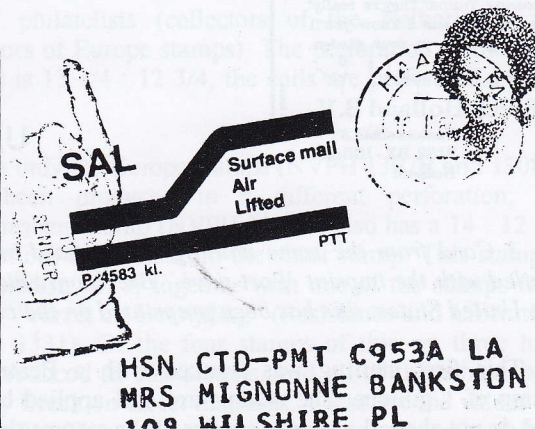
The first direct mail letters that are franked with automatically applied and automatically canceled stamps our found in 1984. They originated from the firm Breck in

land:

st informed me
Breck's 1984 Dutch
n mailed. I hope
interest in the
s we've been able
ment to America

ht for an excellent
nd this year. We'll
ling your order
nese Dutch bulbs

Printed in The Netherlands
GENERAL STATION
P. 4583 KL.



Ill. 2 Card with Beatrix coil stamp of 1 guilder, canceled in Haarlem, 16.II.84-10. Remarkable is the fact that only the round (date) part of the cancel, and not the flag (the wavy lines with the advertising slogan), has been used.

Hillegom. That same year the PTT started the production of rolls of 5,000 (and later 10,000) stamps, especially made for this purpose. These were called the 'company rolls'. Besides the stamps perforated on two sides that were already produced for the vending machines and the dispensing machines at the post offices, some commemorative stamps were also produced for this purpose. Also some Beatrix (coil) stamps perforated on four sides, like the 90c, 1G40 and later also the 75c.

In this article I do not want to elaborate on these stamps, but I want to discuss a part of the mailings from one company, the firm Breck Holland B.V. in Hillegom. This company exports bulbs etc. to the United States, and sends large quantities of direct mail with special offers, with the intent to receive orders.

The first franked direct-mail letter from Breck

The earliest franked direct-mail letter from Breck that I know of is dated February 16, 1984 (Ill. 2). It is a picture postcard with an illustration of tulip fields (Keukenhof?); the same cards are also mailed in the 'traditional manner', as with the indication 'Port payé' (Ill. 3). Apparently only a part of the mailing was franked with postage stamps. This happens often to measure the difference in response: it is known which addresses received the 'Port payé' mail and which received the franked mail. If the percentage of responses received from each group differs, one can ascribe this difference to the mailing method and it can be determined if the extra costs involved really get the desired results!

Greetings from Holland:

Our printer has just informed me that your copy of Breck's 1984 Dutch Bulb Book has been mailed. I hope you'll find special interest in the many new varieties we've been able to line up for shipment to America this fall.

Conditions are right for an excellent bulb crop in Holland this year. We'll look forward to filling your order with the best of these Dutch bulbs.

Don't overlook the free bonus we have for you this year -- five beautiful Lily Flowering Tulips. They're really something special and I know you'll enjoy planting them in your garden.

Hans Van Amstel for
Breck Holland B.V.

Pastoorlaan 28
2182 BX - Hillegom
Holland

Printed in The Netherlands



NY. CTD-PMT C953A NJ
MRS G A COMNES
14 BRENTWOOD DR
MORRIS PLNS NJ 07950

Port payé
Port betaald
Amsterdam.
Nederland

U.S.A.

Ill. 3 Card from the same mailing as the card in Ill. 2, mailed with the imprint 'Port payé'. Breck only mailed to the United States; this has been preprinted on the cards.

This first mailing was franked with a Beatrix coil stamp of 1 guilder. The stamps are still applied by hand and do not show the characteristics of the stamps that were affixed by machine (see below) and the perforations show that the stamps have not been cut but have been separated by hand.

The next mailing known to me dates from March 8, 1984. Like the first mailing it has been canceled in the Sosma in Haarlem, again without flag. These stamps (this time a Crouwel stamp of 50c and a Beatrix stamp of 75c, both perforated on two sides) are also separated and affixed by hand (Ill. 4).



VANUIT HOLLAND*

Ill. 4 Franking of a Breck letter with two, separated by hand and manually affixed stamps (50c and 75c) with cancellation date 8 March 1984 from the Sosma canceler in Haarlem (only the date stamp).

ace mail

/03/84

SENDER
O ADDRESS



B841A HS TX

Ill. 5 Franking of a Breck letter dated September 1984; here too the stamps are separated and affixed by hand. The cancel is the date stamp of a machine franking. In between the inner and outer circle a third line is found that covers three quarters of the circle; the top part shows the town name Hillegom. Inside the middle circle only the date, completely in Arabic numerals: 28.9.84.

Although it seems that the rates need a closer look, this is not the case. The rates are set, per contract and often per mailing, as "bulk mail". The real price to be paid per letter is therefore considerably lower than the stamps affixed. Why the actual rate is not affixed is clear: one letter by itself would at delivery seem to be underfranked, with all the inherent consequences... And since the rates are figured at the time of mailing of the whole shipment (both the franked and imprinted letters) it does not matter how

much postage is affixed to some letters, as long as the minimum rate for such a letter has been applied. All the letters with higher rates will be accounted for anyway!

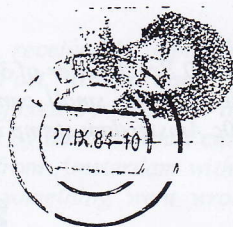
From June and September 1984 I have some letters in my collection with a peculiar cancel: a double circle with, between the inner and outer circle, at the top the town name HILLEGOM and below, for three quarters of the circle ('from 1:30 to 10:30') a third line. In the center circle the date appears, completely in Arabic characters (ill. 5). It looks like an old machine cancel with the advertising slogan removed, only leaving the date stamp. In stead of the normally used red ink for these machines, black ink is used in stead. Besides the combination 1 guilder Beatrix and 25c Crowvel, this cancel is also used on larger sized letters in June 1984 with a single franking of the 2 guilder Beatrix.

After this we get the big change: until Breck in 1987 returns to 'Port payé' mailings, the stamps are mechanically affixed and canceled by the same machine. The earliest date known to me is September 27, 1984, with the Roman month character IX (Ill. 6), therefore one day before the last date from the machine cancel (Ill. 5).

How do we recognize the mechanical franking?

The small specific cancel is the first clear indication that we are looking at a letter with mechanically affixed and canceled stamps. At first it looks like a cancel as we see on letters canceled by a Sosma (cancellation machine used in the Expedition centers, see ill. 2). But since they do not occur with the town name Hillegom they should not be confused by those. When this small cancel later is replaced by a larger model, the cancel number (40) is an indication (see below).

Also important is the cut perforation: the stamp affixing machine separates the stamps with a knife; this does not always separate the stamps at the perforation line; but if that happens it is easy to see that the stamps have been cut in stead of having been separated by hand.



182516-480 A841A NY M
S. DEBORAH PELZ
8 Dewey

Ill. 6 Breck letter with date September 27, 1984; the earliest date of the "stamp affixing machine": the stamps are mechanically affixed (recognizable through the cut perforations) and also canceled with the specific small round cancel Hillegom.



V985A NY WV
10U
LN
WV 25701

2 WAYS TO ORDER

Ill. 7 Breck letter, mechanically franked with the Willem van Oranje commemorative and a Crowvel stamp of 45c. With the first named stamp the upper perforations have completely disappeared as a result of the cutting operation; however, the Crowvel stamp has complete perforation holes on the left side of the stamp! Cancel: Hillegom, 26.III.85-10.

Finally, the way the stamps are affixed is unique: they have not been wetted with water, but are affixed to the letter with two or three thin lines of glue; most of the time one or both sides of the stamps are "loose", which can be seen by bending the letter: the edges, or at least one of them, will separate from the paper and show they are not glued down.

The use of commemorative stamps by Breck

We already saw in ill. 7 the commemorative stamp of Willem van Oranje. Breck used many other special stamps; we show some examples for illustration purposes. Ill. 8 shows the Europe stamp of 50c (1984) with a Beatrix stamp (fully perforated coil stamp). Both Europe stamps of 1984 have been issued in special (large) coils, and with a different perforation than the normal sheet stamps. For this reason letters with these stamps are sought after by a lot of philatelists (collectors of the Netherlands and collectors of Europe stamps). The perforation of the sheet stamps is 13 1/4 : 12 3/4, the coils are perforated 14 : 12 3/4

Not only the Europe stamps (NVPH 1307B and 1308B) have been produced in a different perforation; the Rijksmuseum stamp (NVPH 1335B) also has a 14 : 12 3/4 perforation, different from the sheet stamp. This stamp is illustrated in ill. 9, together with one of the stamps from the set "Verzet en Bevrijding" (Resistance and Liberation, NVPH 1331). Of the four stamps of this set three have been produced as coil stamps, and all of them have been used by Breck on direct mailings. These are the values 60, 65 and 70c. They are hard to find. Other stamps have been used on more than one mailing and are therefore easier to find. But still, it is not easy to find letters from the direct-mail from Breck that are franked and canceled.



Ill. 8 Breck letter with 50c Europe stamp (1984) and Beatrix coil stamp 90c. Cancel: Hillegom, 9.V.85-10. Perforation 14 : 12 3/4



AKR

Ill. 9 Breck letter with two commemoratives: Rijksmuseum Amsterdam and Verzet en Bevrijding 65c. The Rijksmuseum stamp has, like the Europe stamps of 1984, a different perforation (14 : 12 3/4). Cancel: Hillegom, 8.VIII.85-10.

Millions of stamps and still rare?

The NVPH catalog gives the numbers of stamps printed as commercial coils. It shows issues of more than one and more than four million stamps of the 1984 Europe stamps. The Willem van Oranje stamp also has been produced in large numbers: almost 8 1/2 million (more than 1/3 of the total issue). Why is it than that it is so hard to find letters with these stamps on them? All mail sent by Breck went exclusively to the United States. This is also true for the letters with the "Verzet en Bevrijding" stamps; although here too we talk about issues of 1, 1.6 and 2 million stamps respectively, they are still scarce. A nice collection can only be constructed through perseverance, continuous searching and correspondence with foreign collectors. In all honesty I have to confess that a part of my collection consists of "return mail" that I acquired with a lot of patience and also a large dose of luck!

The end of a period

The last mailing by Breck with the small round Hillegom cancel is sent on December 31, 1986 (Ill. 10). The small cancel from the affixing machine is used in 1987 and 1988 with the town name Amsterdam (a.o. on mail from Time Life and Fortune International), but Hillegom uses in 1987 a large round cancel with cancel number 40 (Ill. 11). We find similar larger cancels later in Amsterdam and Tilburg.

We know of about ten mailings by Breck in 1987, all canceled with this large round cancel. You can see in ill. 11 and 12 that we are not talking about the same cancel: although the June 25 (ill. 12) imprint looks heavier (this could be the result of wear of the cancel) the numbers in the date are smaller than those of February 19 (ill. 11). It is known to me that the "Amsterdam" mailings each had their individual cancels (and in some cases more than one). Therefore these cancels had no moveable type, but were one piece cancels, used only for a specific mailing.

I do not have enough material to come to the same conclusions for the Hillegom cancels, but from the available material it seems that, especially with the larger cancel, we are talking about more than one solid cancel. For the small Hillegom cancel I cannot come to the same conclusions. I do know of one letter with the cancel Hillegom PTT Post, without a date, but this did not originate from Breck (ill. 13). It does probably come from an affixing and canceling machine.



Ill. 10 Breck letter of 31.XII.86-10, the last known date by me with the small cancel. The letter is franked with the 70c Amsterdam stamp and a 60c Crowvel stamp.



Ill. 11 Breck letter of 19.II.87-10, now canceled with large round cancel Hillegom, No. 40.



XA1035E6 ORD BAD
RDN

KS 66215

TURN TO SENDER
NO ORDER



Ill. 12 Letter from the last franked Breck mailing, at least as known to me, dated 25.VI.87-10. Next to a 75c Beatrix stamp is the commemorative stamp "The German House in Utrecht" from 1986.

is exclusively canceled with a (dateless) PTT Post cancel, that exists in several variations, but collecting them is less interesting. The Breck mail from the years 1984-1987 is much more interesting because of the dated cancels and the multiple usage of commemorative stamps.

Although the period has been closed for 6 years (this was written in 1993) and we know of approximately 80 mailings, we can still expect some new additions. Several frankings (mostly multiple) are known with more than one date, and in some cases different frankings have been found with the same date. To be able to achieve a complete listing of the Breck mailings, the author asks all philatelists who own one or more of these letters, to mail the information (with photocopies if possible) to him.

Jos M.A.G. Stroom
Laan van Meerdervoort 156
2517 BG Den Haag
The Netherlands

Literature and referrals:

- Direct mail and special coil stamps, J.M.A.G. Stroom, in *Novioposta*, Nr. 14, Jan. 1987, pp 14-26, quarterly issued by NovioPost in Nijmegen.
- Pro-fil, issue nr. 16 and later, issued PTT Nederland
- Column "Nederland" in the "Maandblad voor Philatelie"
- Bulletin of the Philatelic Society Postuumaat.

The translator of this article also wants to refer to the *ASNP Journal* Vol 10, #4, p 90 and Vol. 11, #1, pp. 18-20, where these letters are also discussed.

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C. BOERMA
F LEHARLN

47

Ill. 13 Card from Neckermann, received in September 1985, with cancel Hillegom PTT Post, without date. The 50c Crouwel stamp is probably affixed by hand, in any case it was separated from the roll by hand and not cut. I know of some pieces originating from Amsterdam with a similar PTT Post cancel, where something went wrong with the affixing machine.

The last franked Breck mailing dates from June 25, 1987 (Ill. 12). After that date Breck returns to the 'Port payé' mailings. Did it lose its uniqueness? Or were the additional costs (the fabrication of the stamps etc.) too high? Or were there complications at the international level? The future will have to teach us, but now I can only make these observations!

In closing

The stamp affixing machines that were introduced in 1984 are still in widespread use (as of this writing in 1993), especially for domestic use. Unfortunately this mail

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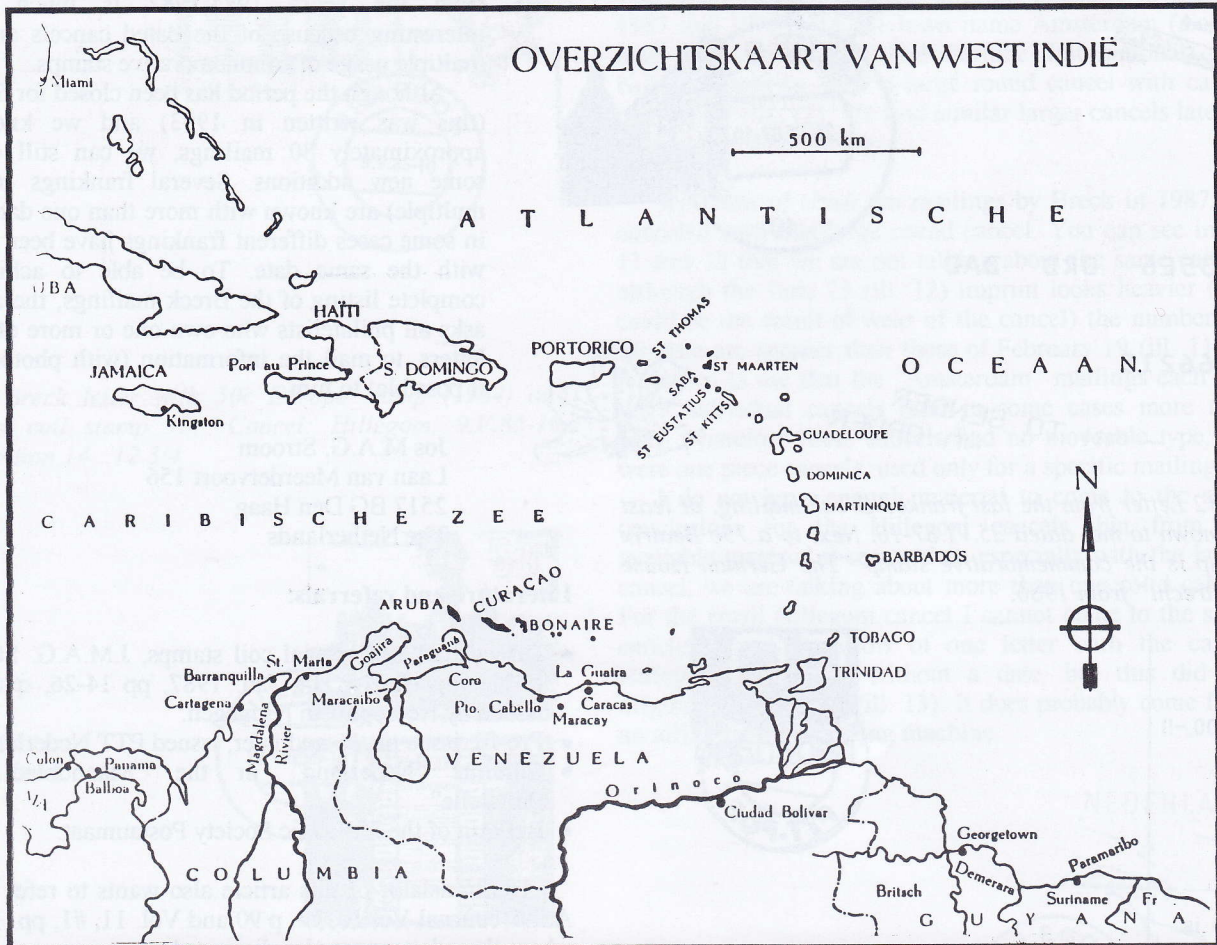


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The Trinidad Affair

by Wim van Aalzum



KLM (Royal Dutch Airlines) started their activities in the West Indies with their Atlantic - southern route - flight in December 1934 Amsterdam-Paramaribo (Dutch Guyana) - Willemstad (Curaçao). With that aeroplane, a Fokker F.18, the first commercial, twice weekly, service between the Dutch isles, Curaçao and Aruba was opened in January 1935.

Barranquilla in Colombia and Port of Spain in Trinidad and from there through to Barbados, which meant transport within British territory.

Local K.L.M. Service Suspended

NEW YORK, Thursday
Royal Dutch Airlines office here has received a cablegram from the manager at Curacao announcing the suspension of their commercial air service in and out of Trinidad. No reason is assigned for the move. Pan-American Airways which used Trinidad as an international point, said it had no news of the suspension.—(A.P.)

An official of the K.L.M. Airways in Trinidad confirmed the New York report that the service to and from Trinidad had been suspended since yesterday for an indefinite period. This, he said, was due to the war.

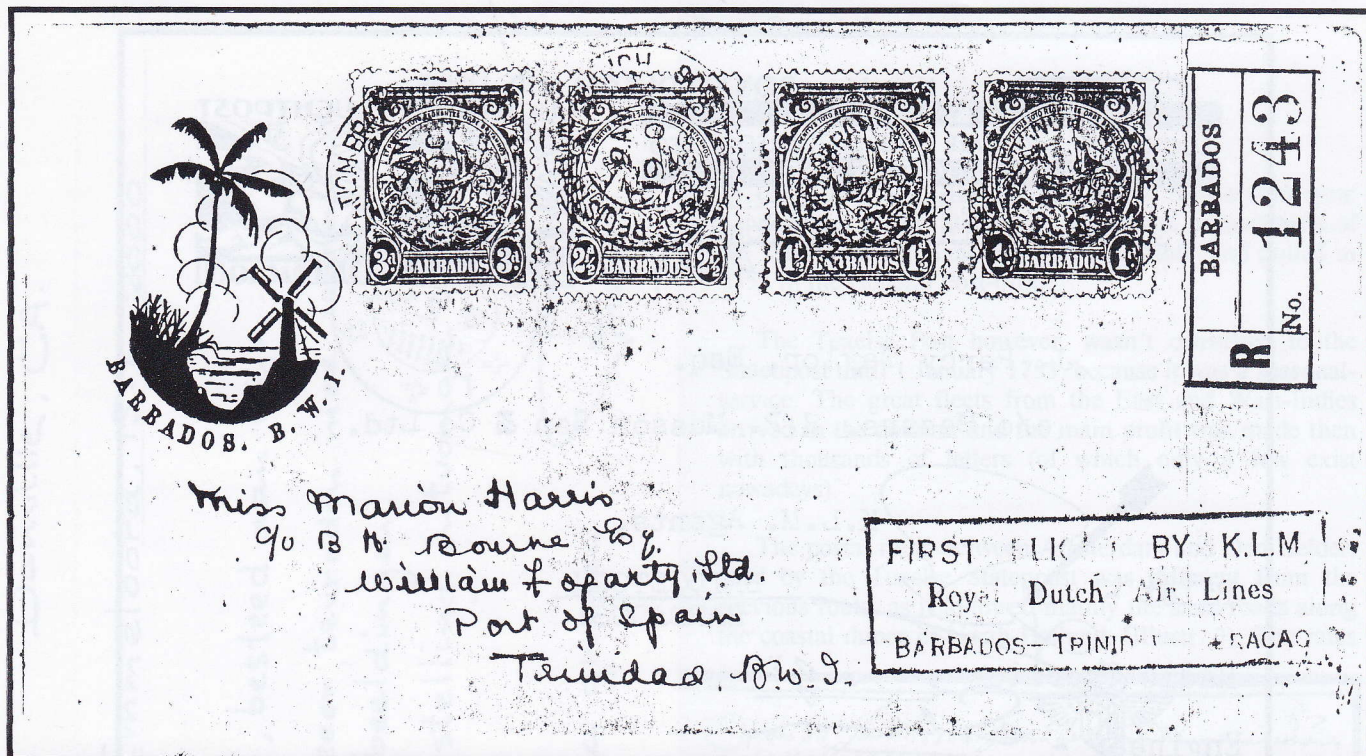
KLM's strategy was to build an air structure in the Caribbean that would work as a feeder service to the future trans-Atlantic route. Step by step the network was built up with services to Maracaibo, La Guaria (Caracas) and Coro in Venezuela,

The Trinidad-Barbados line was opened in February 1939. An important clause in the permit was the restriction by the British to reconsider the consent as soon as they would start their own air services: "subject to review when his Majesty's Government find themselves in a position to operate British services there". On August 22, 1939 KLM obtained a provisional permit for services from Trinidad to Paramaribo and to Ciudad Bolivar in Venezuela. The service to Paramaribo linking the two Dutch territories was opened on September 4.

The Trinidad services were carried out with one airplane, a Lockheed 14 Super-Electra, according to an ingenious scheme:

Monday	Curaçao-Trinidad-Barbados-Trinidad
Tuesday	Trinidad-Paramaribo-Trinidad
Wednesday	Trinidad-Barbados-Trinidad-Curaçao
Thursday	Curaçao-Trinidad-Barbados-Trinidad
Friday	Trinidad-Ciudad Bolivar-Trinidad
Saturday	Trinidad-Barbados-Trinidad-Curaçao

Illustr. 1: Article from the Trinidad Guardian.



Illustr. 2: October 1938; KLM Trial flight Barbados-Trinidad-Curaçao. Departure October 19, backstamped with "Registration Trinidad 19 Oct. 38"

As a result there were four regular flights per week from Port of Spain to Barbados and one to Ciudad Bolivar. Flying from Curaçao to Paramaribo took two days with an overnight stop in Trinidad.

From early June 1940 to mid-December the Trinidad service was suspended on account of an espionage case known as the "Trinidad Affair". Few people in that period knew the true story and hence hardly anything can be found in those days' newspapers. The local Trinidad Guardian had on June 7 a small item "Local KLM service suspended" saying no more than "due to the war" (Illustr. 1).

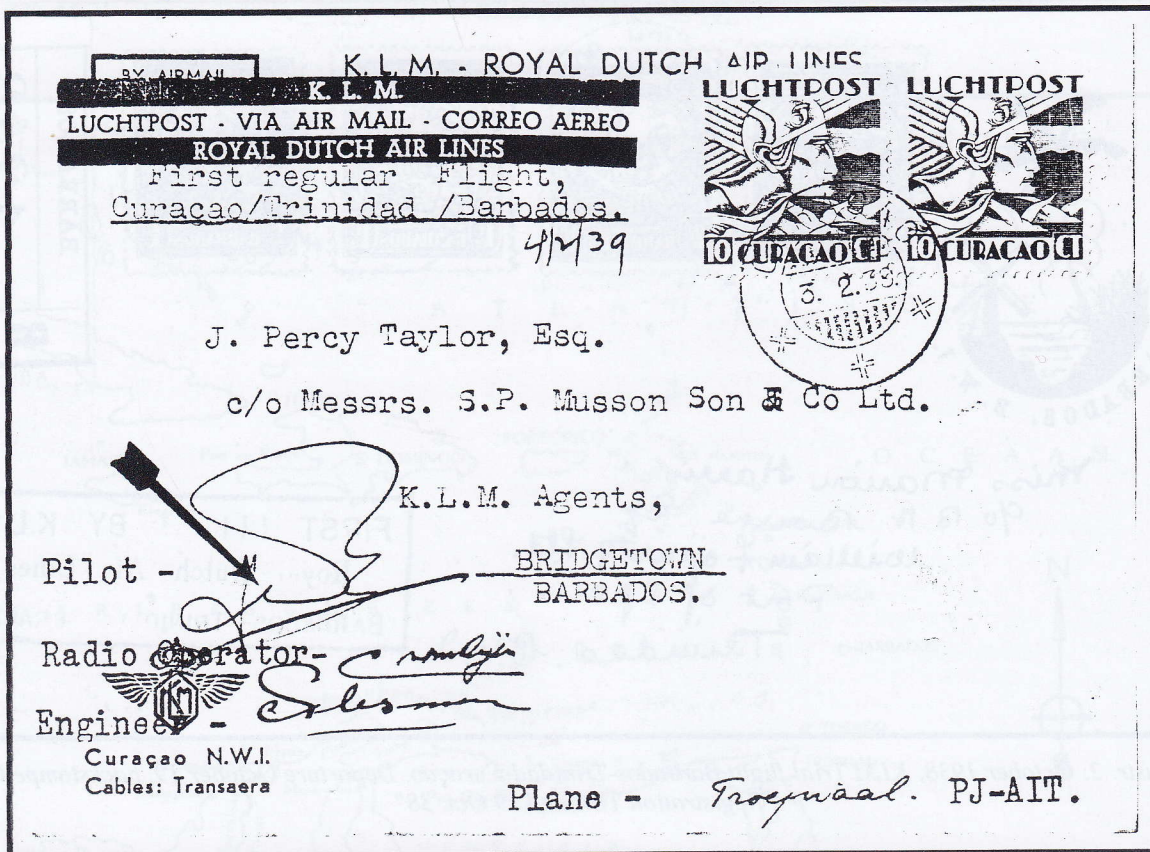
When the second world-war broke out in September 1939 a German agent living in Trinidad left for Curaçao. His girlfriend and informant, working in Port of Spain as a journalist, stayed in Trinidad where she looked for ways to bypass British censorship. She approached her KLM connections to carry her "love" letters to Curaçao and, out of chivalry, some KLM employees fell in with her request. The invasion in May 1940 of The Netherlands by the Germans forced the German agent to change countries again. He dashed off to Mexico leaving behind material that brought the matter to light.

The Governor of Trinidad, under orders of His Majesty's Government, ordered the KLM to stop the services immediately on account of certain members "acting as an intermediary in the conveyance of letters to Curaçao, which letters had not passed the Postal Censor in Trinidad".

The first found documents (Central Historical Archives, Willemstad) relating to the affair are the telegrams of the Governor of Curaçao of June 5 and 6 to the Dutch Ministry of Colonies in exile in London requesting to intervene with the British Government and a telegram sent on June 6 by the Dutch Legation in Caracas, Venezuela to the Dutch Consul in Port of Spain asking clarification as to the suspension of KLM's Trinidad services.

Dutch Guyana too experienced the consequences of the affair. The Government Advertisements Newspaper published on June 14 a notification of the Postmaster in Paramaribo, dated June 13, that "airmail per KLM to Curaçao was only dispatched on Wednesday June 12. Unforeseen circumstances interrupted the KLM airmail connection with Curaçao temporarily. Resumption of the service will be announced". Such notice came on June 18. To maintain the connection between both Dutch territories the Venezuelan Government was asked permission for a stop in Barcelona. As it took some time to obtain approval the Curaçao-Paramaribo flights v.v. of June 18-19 and 25-26 were made without intermediate landing.

Despite the fact that the steps taken by the Netherlands authorities were appreciated: "whose active cooperation has in fact materially contributed to the detection of suspicious activities on the part of certain members of the staff of the company" (F.O. letter 21.8.1940) the negotiations between the Dutch Ambassador in London and the British Foreign Office dragged on and it took until November 14 that the F.O. informed the Ambassador that



Illustr. 3: February 1939; First regular flight of the Curaçao - Trinidad - Barbados service. Backstamped with arrival cancel "G.P.O. Barbados 3. PM 4 FE 39." The pilot, de la Porte (see signature), was transferred to the Dutch East Indies after the Trinidad affair. He got killed in the South Pacific in 1944.

the service could be resumed. On December 19 the Governor of Curaçao telegraphed to London that the air service Curaçao-Paramaribo via Trinidad was reopened on December 17. Concerning Barbados the restriction had been made "in view of the fact that a British air service may shortly be established between Trinidad and Barbados and other British West Indian colonies" that local transport between Trinidad and Barbados was reserved for a British company, only through-going traffic was allowed. This company was the British West Indian Airways that started on November 26 a Trinidad-Tobago-Barbados service. The KLM service to Barbados (with Trinidad-Barbados as the lucrative part), was deprived of its viability and subsequently stopped mid-January 1941. Moreover "the exploitation of the Trinidad-Ciudad Bolivar service was not resumed for economic reasons" (Chamber of Commerce, Curaçao).

From an aerophilatelic point of view the affair has led to a number of special KLM flights: in May/June last flights to the various destinations, first direct flight Curaçao-Paramaribo v.v., first flight Curaçao-Barcelona-Paramaribo v.v., delayed return mail Paramaribo, in December reopening Trinidad services.

For the second Curaçao-Paramaribo flight, December 24, there was such an offer of passengers that the scheduled Lockheed had to be replaced by the newly acquired Douglas DC-5 of which two had come to the West. This flight meant the first DC-5 landing both in Trinidad and in Barbados and the local newspapers Trinidad Guardian and Barbados Advocate devoted special attention to this event. In view of the decline in civil air transport in the region the DC-5's were in 1941 transferred to the KNILM in Dutch East Indies.

December 1999, W. van Aalzum

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The 'Texelse Post' Part 1/2

by Frans B. Leijnse

Introduction:

Amsterdam, the most important of the Dutch cities since the early Middle Ages, developed also the most important postal connections of the "Zeven Provinciën" during the 17th. century.

Until the end of the 18th. century the sea-port of Amsterdam was the 'Rede (anchorage) van Texel en Vlieland', located North-East of the city of Den Helder.

At the end of the 17th. century there came a strong need for a fast postal connection between Amsterdam and the hundreds of sea-going ships anchored on the Rede. They were anchored there to either load or unload their cargo from or onto smaller vessels.

After some private try-outs by merchants in 1668 and 1676 the Burgomasters of Amsterdam decided to establish the 'Texelse Post'.

XXXXX

In the "Minutes-book" of the Burgomasters of Amsterdam, on the date of 30 January 1706 I found the instruction for the "Texelse Post", given to the first Postmaster, Pieter Roos. (Illustr. 1)

In this organization were: 3 "Comptoiren" or Offices, one in the Amsterdam Exchange, one in Den Helder and one on the isle of Texel in t'Schilt or Oudeschild nowadays.

On the postal route Amsterdam-Den Helder vice-versa six horses were used every night, and for the postal connection between Den Helder, Texel and the ships on the Rede two small vessels. (Illustr. 2).

For the upkeep of this organization every ship, registered in Amsterdam had to pay a tax, called "Post- or Lastgeld", based upon their tonnage or "lasten" (one last was about 2 tons).

And last but not least: the rate for a single letter was 6 stuiver (stiver) in both directions.

(1 Dutch guilder = 20 stiver and 1 stiver = 16 penningen or farthings? and the notation in those days was: guilders: stivers: penningen:).

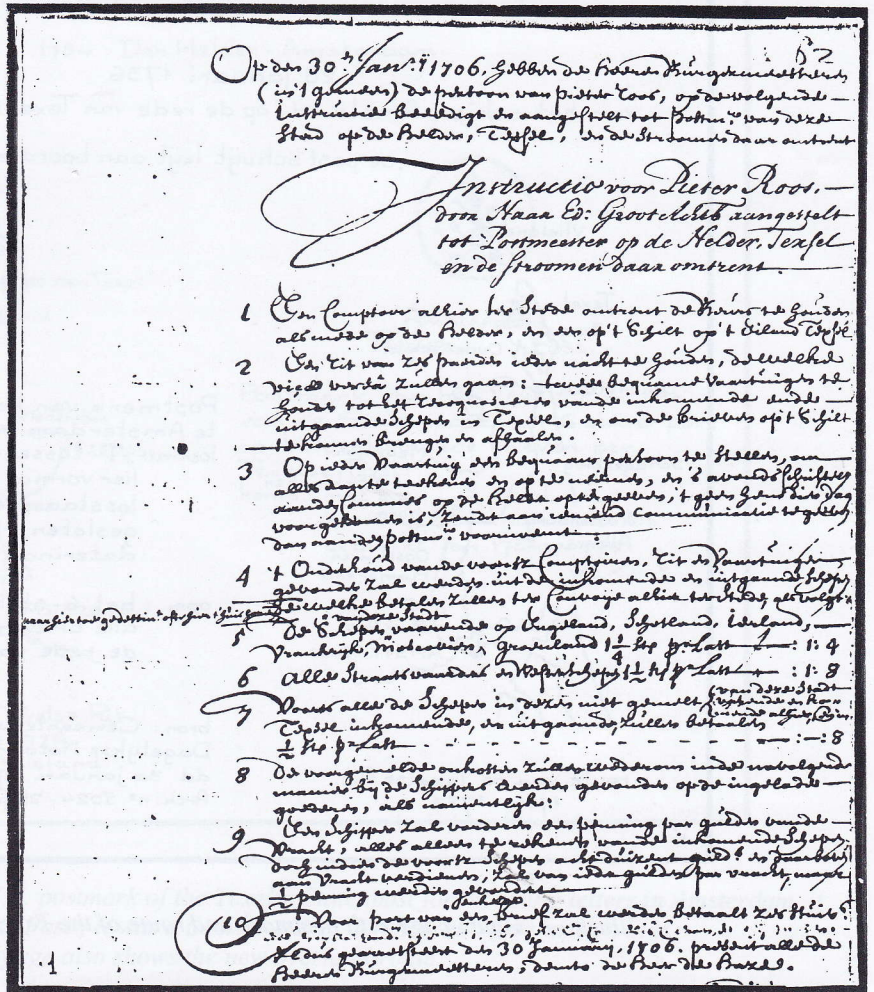
A letter from the 'Rede van Texel' to Amsterdam in 1736 shows one of the postmarks of the "Amsterdamse Texelse Post". (Illustr. 2).

The Statenpost.

On 1 July 1752 the Post-offices of Amsterdam were handed over to the Statenpost, the postal organization of the "Staten van Holland en West-Friesland" and united in 1755 in the General Post-office.

The Texelse Post however, wasn't converted to the Statenpost until 1 January 1753, because it was a seasonal-service. The great fleets from the East and West-Indies arrived in the autumn and the main profit was made then with thousands of letters (of which only a few exist nowadays).

The postal route between Amsterdam and Den Helder, used by the Texelse Statenpost was different from the previous route, as it followed mainly the sand-roads along the coastal dunes of North-Holland. (Illustr. 3). The rates



Illustr. 1. 30 January 1706: Instruction for Pieter Roos, Postmaster to "de Helder, Texel and the Streams in the surroundings"
From: the Burgomasters Daily Minutes. Record-office of Amsterdam: 5024-25 fol. 62.

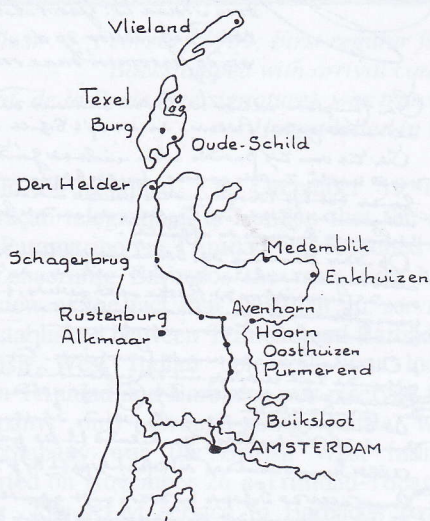
Texels Postcomptoir te Amsterdam: 1706-1753.
 „Posterij op de Helder, Tessel en de Stroomen daar omtrent.“

*Van Heer
 De heer Ernst Ernestse
 Coop Man in Floot Wonnende
 Op de Plantage recht over de
 Plas herrebergh
 tot Amsterdam*



28 januari 1736

van het schip „Ameland“ op de rede van Texel naar Amsterdam.
 „de post schijjt leijt aan boord en kan niet wagte“



route van de Texelse Rit.
 1706 - 1753.



A² 1736

Postmerk van het Texels Postcomptoir
 te Amsterdam voor 6 stuiver port.
 kenm.: „T“ tussen de posthoorn-koorden.
 lier vormig wapenschild.
 losstaande Andreaskruisen.
 gesloten rand.
 datering: 1736

ref: K10-3

opm.: het 6-stuiver-tarief gold voor
 alle brieven, zowel van als naar
 de rede van Texel.

bron: Gemeentearchief Amsterdam
 Dagelijkse Notulen Amsterdamse Burgem.
 dd. 30 januari 1706
 Arch. n^o 5024 - 25 fol. 62, art. 10.

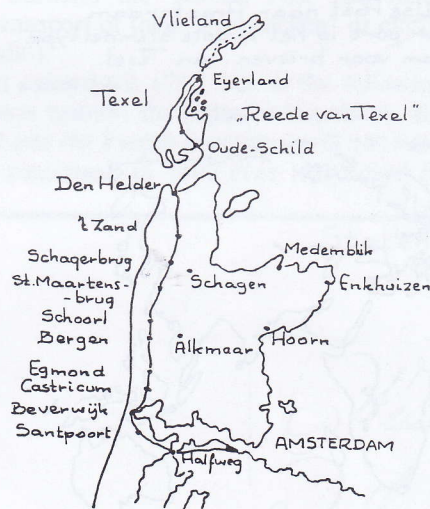
2

Illustr. 2. Album page with postmark and route of the Texelse Post of Amsterdam.

Staten post : 1753 - 1795 - 3^e Departement Binnenland en Texel.
 Texelse Post.

Amsterdam
 Juriaan maan ⁶⁷ en Schoone
 De St. Jorisd en Johanel 308
 W. n. de Sint Schieff en Amisat
 Die Staring Paaken troven
 tot
 Amsterdam

1754 : Den Helder - Amsterdam.



route van de Texelse Rit-
 na 1753, en in 1778
 verlengd naar Vlieland.



Amsterdam
 Texelse Post.

Postmerk van het Texels Kantoor
 van de Statenpost voor 6 stuiver port
 op binnenkomende brieven per
 Texelse Post.

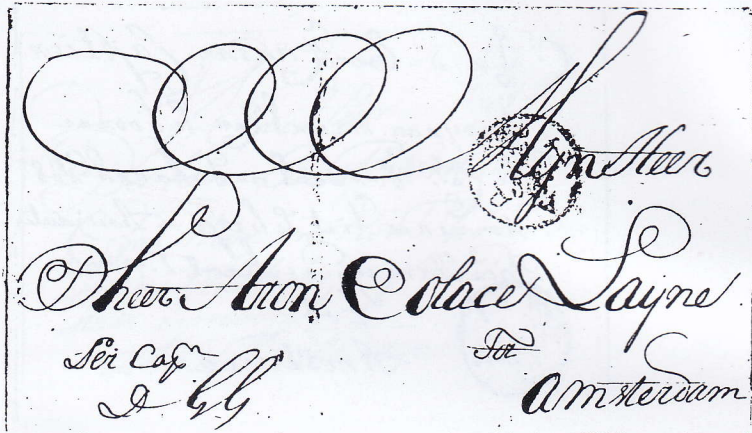
kenm.: met open- of parel-rand.
 koord van posthoorn met lus.
 gebruikt van 1754 - 1770.

ref: K.10-5

3

Illustr. 3. Album page with the first A.T.P. postmark of the Texelse Statenpost for incoming letters in Amsterdam, it means: Amsterdam Texelse Post; it was a 6-stiver stamp, but had no value written in it. The page also shows the new overland-route.

Staten post : 1753 - 1795
Texelse Post



3 oktober 1766 verzonden uit Curacao.
13 maart 1767 ontvangen in Amsterdam.

brief werd vervoerd door een onbekend koopvaardij-schip naar de rede van Texel en per Texelse Post naar Amsterdam. De stempel A.T.P. voor Gstuiver port is het oudste stempeltype van de Statenpost te Amsterdam voor brieven van Texel.

ref. K.10-5



4

Scheepsroute van Curacao naar Texel.

Illustr. 4. 1766/67: Curaçao to Amsterdam.
The route north of England was often used in wartime.

however didn't change, only the instructions: 6 stivers for a single letter to and from the ships, but there was one exception; poor people in Amsterdam only had to pay 3 stivers for a letter from Texel. After 8 December 1759 all the letters from Amsterdam had to be sent FRANCO or pre-paid because of many unpaid letters, who arrived at the Road after the ships had sailed. The maximum weight of a single letter was 1 once = 2 lood or about 31 gram. In all the literature about the Texelse Post the authors let us believe, that there was a so-called "matrozentarief" or a "sailors-rate"; just forget it, since it never existed: all letters to the ships were paid for in Amsterdam (FRANCO) with 6 stivers, and letters from the ships were also paid in Amsterdam with 6 stivers, or by poor people with 3 stivers.

Some of the postal markings of the Texelse Statenpost are shown and explained with the following letters; (copies 3,4,5,6,and 7). In 1778 the postal route was lengthened to the isle of Vlieland; from Oudeschild in Texel to the north of the island called Eyerland, (egg-land) by a post-rider; from there with a sloop to Vlieland and finally with a post-cart along the beach to the post-office in the village in the north-east end of the island.

There also was a "Post-schuyt", a small ship to deliver and collect the letters to and from the ships on the Road. (Illustr. 8). With the Admiralty and important Dutch Companies as the East- and West Indiën Compagnie and the Sociëteit of Surinam the Texelse Post had made contracts for the transport of their "Post-sacken" or closed mail. (copies 9 and 10).

The Statenpost existed till 1795; but in the following periods of the Dutch history; the Bataafse Republiek, the Kingdom Holland and the French occupation till 1815 the Texelse Post still continued; in 1805 even lengthened its

route again to the following island Terschelling, but because of the politics of Napoleon to isolate England, closing the continent of Europe, the ships disappeared from the Roads. In 1815 the Kingdom of the Netherlands was founded; the Texelse Post had survived and on the Road of Texel the ships returned.

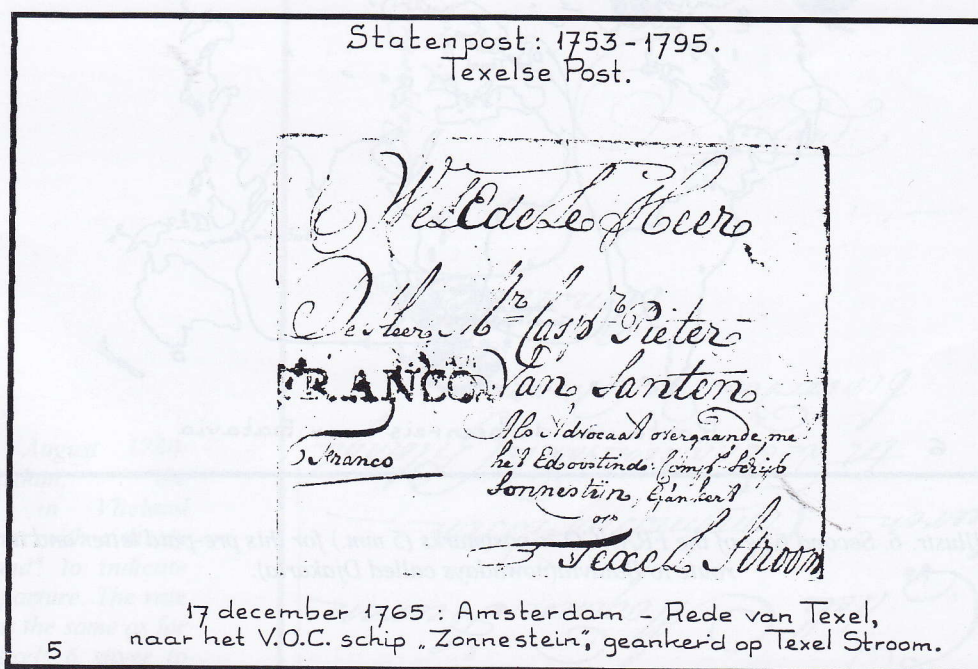
XXXXX

At this point in the history of the Texelse Post I will end the first of the two parts of this contribution.

Emmeloord(NL.) November 1999, Frans B. Leijnse.

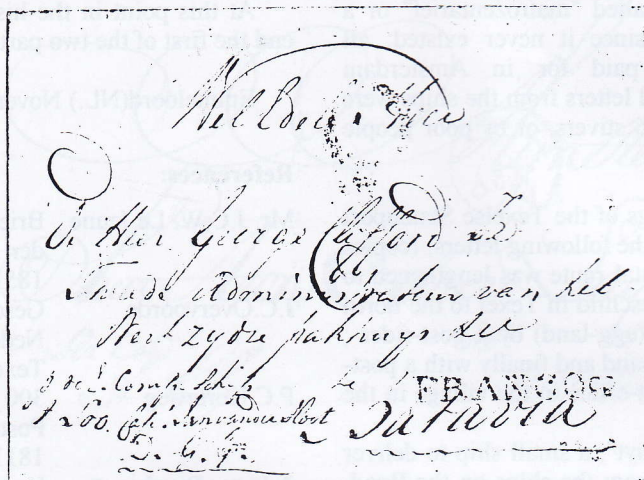
References:

- Mr. J.C.W. Le Jeune Brievenpostwezen in de Republiek der Vereenigde Nederlanden - 1851.
- J.C.Overvoorde Geschiedenis van het Postwezen in Nederland voor 1795 - ged. 8 Texelse Post
- P.C.Korteweg 300 jaar postmerken. Postdienst en Poststempels tot 1811.
- A.L. ter Braake Kroniek van de geposte brief.
- Mr. J.M.Fuchs Beurt- en Wagenveren - 1946 Het beurtveer van Amsterdam op Texel - 1940
- ir. C.J.P. Delbeke De Nederlandse scheepspost 1 Nederland O. Indië 1600 - 1900.
- Archives of the Amsterdams Gemeentearchief, Scheepvaartmuseum in Amsterdam and the Rijksarchief in The Hague.

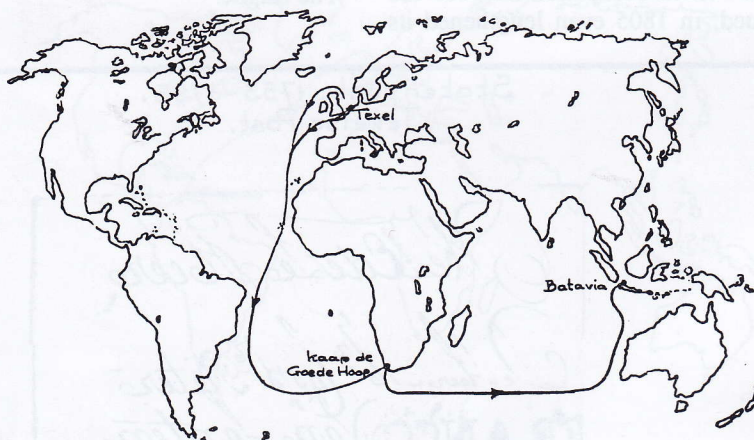


Illustr. 5. First type of the FRANCO ∞ postmarks (6 mm. high) for this pre-paid letter to the Texel Anchorage.

Statenpost: 1753-1795
Texelse Post



21 juni 1779: Amsterdam - Batavia, per Texelse Post naar het V.O.C. schip "t Loo" op de rede van Texel. De FRANCO ∞-stempel voor de gedwongen frankering van 6 stuiver naar Texel is een 5 mm. hoog model met een omgekeerde krul: "∞". Het schip "t Loo", groot 1150 ton, gebouwd in 1768 te Amsterdam, vertrok op 24 augustus 1779 onder kapt. Jan van der Sloot voor haar 6^e reis naar Indie; van 17 dec. 1779 tot 11 jan. 1780 was het schip in Kaap de Goede Hoop en bereikte Batavia op 21 maart 1780.

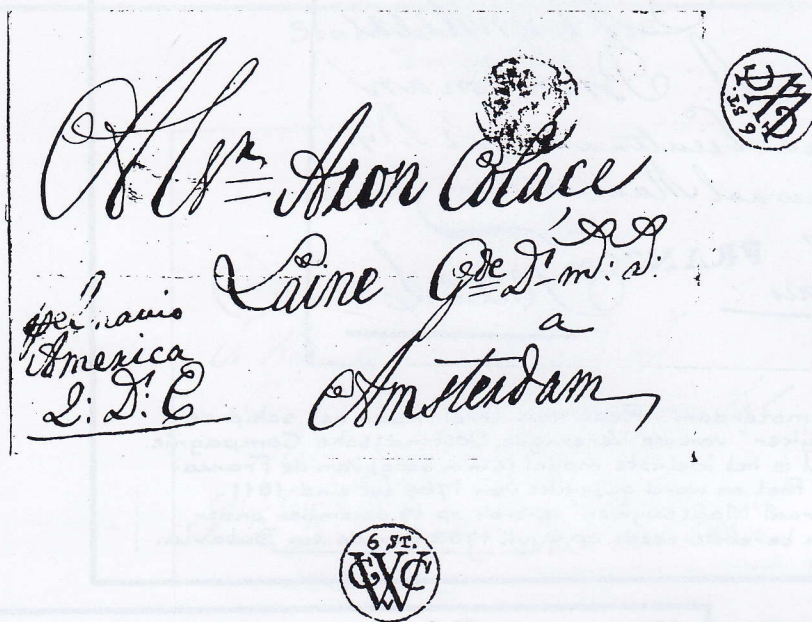


Route van de heenreis naar Batavia

6

Illustr. 6. Second type of the FRANCO ∞ postmarks (5 mm.) for this pre-paid letter and its route to Batavia (nowadays called Djakarta).

Staten post : 1753 - 1795
 Postvervoer per Texelse Post voor de Geoctroyeerde Westindische Compagnie



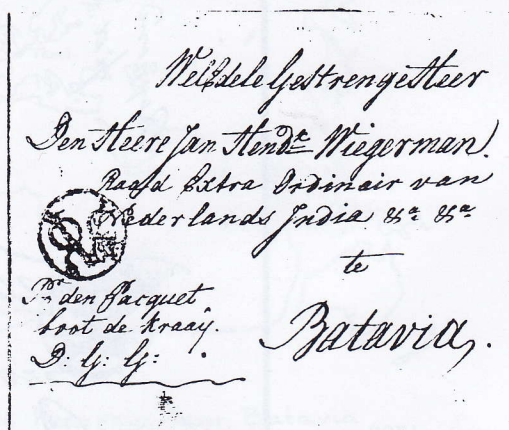
9 augustus 1774 : Curacao - Amsterdam.
 verzonden met het schip „America”, vergezeld van de bede Q:D:C:
 of Quem Deus Conservet : Dat God Behoede.

9

Illustr. 9. Curaçao-Amsterdam, transported in a 'Postsack' or in a closed Mailbag from the G.W.C. ("Geoctroyeerde Westindische Compagnie").

The postmark was used in the "Westindische Huys" in Amsterdam: 6 stiver for a single letter, but good copies of these postmarks are very rare.

Staten post : 1753 - 1795
 Postvervoer per Texelse Post voor de Vereenigde Oostindische Compagnie.



6 stuiver - Vereenigde Oostindische Compagnie

30 augustus 1792 : Amsterdam - Batavia
 vervoerd met „den Paquetboot de Kraay”, en vergezeld van de bede:
 D.G.G. - Dat God Geleide.

10

Illustr. 10. Packet letter from Amsterdam with the V.O.C. Packet "Kraai" (Crow); the 6 stiver postmark was stamped in Amsterdam on this single letter in the closed mail to Batavia. Compare the handwriting of this letter with illustr. 4!

greatest concentration of design on the printing base. They are the result of continuous print runs, which cause wear of the printing image, for as this is worn away there is no metal left to pick up the ink, so white patches appear on the post card (Figure 1). These, on a 5-cent printed single card of 1874, are striking, and the fact that they have occurred in a relatively small printing, lends weight to the theory that Enschedé did not have the printing die hardened, thus leading to rapid deterioration.

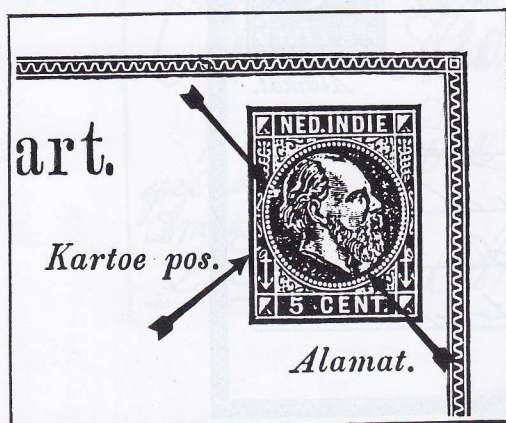


Figure 1: White flaws: 1874 issue

I have found a progressive variety on the three printings that came next, in the form of a constant break in the top address line, below the left-hand frame of the stamp imprint. It starts with the 5-cent dark violet card of 1875, followed in 1877 with the issue of the 12½-cent card where it is just about a clear break, while two years later a full break has developed on the 5-cent light violet card (Figure 2). It follows that all the varieties to be found on the 12½-cent card also appear on the card that was surcharged '5 cent' in 1879.

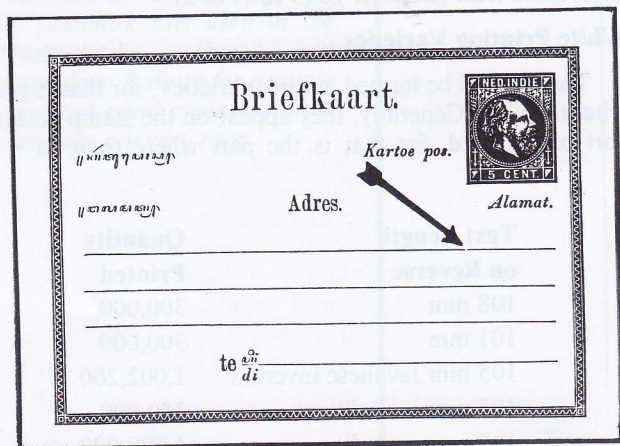


Figure 2: Break in address line: 1875, 1877, 1879 issues

Wear also took place when printing the text on the reverse of the card, and in this instance two of the Javanese characters have 'lost' their top part (Figure 3). This must have been spotted quite quickly, for I have only one card with this variety.

The last printing of the 5-cent card began in 1886, with the color having been changed to green. Altogether, there were close to 1½ million of these printed, and varieties abound. Look in particular at the circle of dots and the ring that surrounds them; these frame the head of the King. You will not be disappointed! Our old friend 'constant break in the top address line' re-appears, together with a whopping break in the bottom address line (Figure 4).

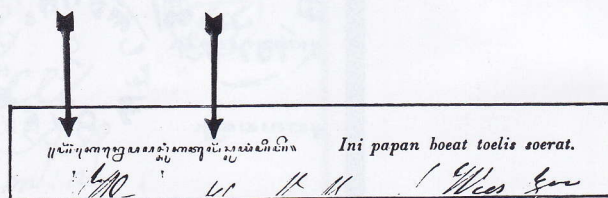


Figure 3: Part Javanese text missing on reverse: 1881 issue

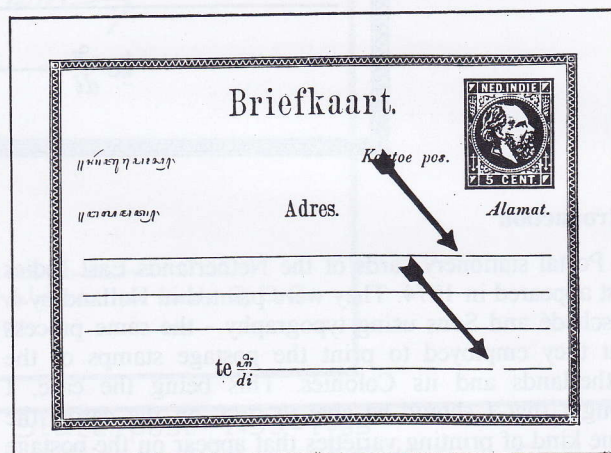


Figure 4: Breaks in two address lines: 1886 issue



Figure 5: Colored dots: 1879 issue

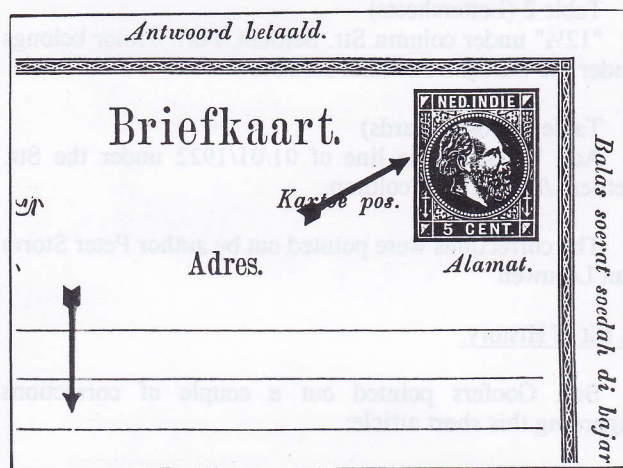
Colored Printing Varieties

Especially when there were long print runs, dirt found its way onto the printing base plate. This dirt in turn

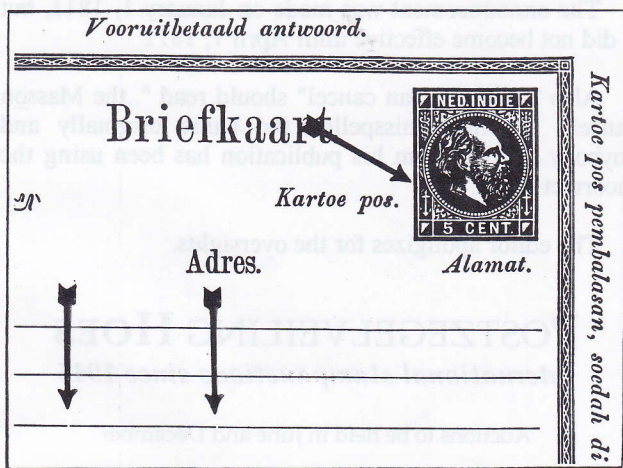
picked up ink from the roller and an extra unwanted image was transferred to the post card. These colored varieties, because of the way that they were formed, are semi constant, and disappeared when the printing plate was cleaned after doing its turn.

On the 5-cent light violet printing of 1879, I have found a couple of semi-constant colored flaws on the circle of white dots that surround the head of the King. These are at 3 o'clock and 5 o'clock, and are on the same cards (Figure 5).

Colored flaws are also to be found on the second printing of the 1874 5 cent + 5 cent reply-paid card, the only change with this printing from the first being the side on which they were hung/folded. This second printing had a left-hand fold, for this apparently made it easier for the postal clerk to count the stock. Anyway, the flaws are in the left-hand border, one on each side of an attached card, and again they are semi constant (Figure 6).



Outward side: colored dot and address line break



Return side: colored dot and two address breaks

Figure 6: Two types of variety on double cards: 1874 issue

New Portrait Die

Postal stationery cards were popular in the Dutch East Indies, for contrary to instructions from the Department of

Colonies, the cards were sold without a premium to cover the cost of the card. This resulted in long print runs, which in turn meant that there was much wear taking place on the portrait, both on the postage stamps and the postal stationery cards, so that in 1876 a new portrait die was made. Whether by accident or design, this new die has a distinguishing feature in the form of a small white dot below the left-hand anchor (Figure 7). This was first used in 1876 for the postage stamps of 5, 10, 15, and 25 cent value, and the following year for the printing of the new 12½ cent postal stationery card. This new portrait die was then also used for part of each of the four printings of the 5-cent single card from 1881 to 1886.

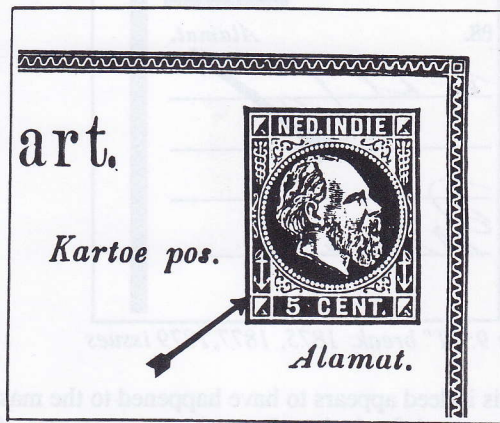


Figure 7: White dot: 1877, 1881, 1882, 1883, 1886 issues

Form Errors

There are a number of constituent parts to the printing plate and sometimes in re-assembly they were not always put back into the correct place! In a number of other countries this has resulted in stamps being printed tête-bêche, for example, the 1872-1875 issue of Egypt. Nothing quite as spectacular as this happened in the Enschedé printing works; however, they were careless and produced something similar.

On the reverse of some of the cards (see list), there appears a single line of text, the first part of which is in Javanese script, the second part in Malay, the literal translation of which is 'Place your message here'. When they came to re-assemble this 'foreign text' for the 1875 printing of the single card, the Javanese part was placed inverted and the overall length of the combined text has been shortened to 105mm (Figure 8). This error was perpetuated for the next two printings before it was corrected. In defense of the printers, a sharp lawyer might point out that the text on the second essay of 20 March 1873 was 108mm long, whereas on the plate proof of 28 May 1873, it was 105mm long!

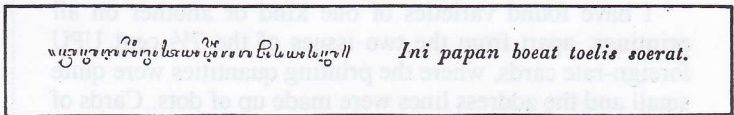


Figure 8: Javanese text inverted on reverse: 1875, 1877, 1879 issues

Damaged Printing Plate

If a metal hand tool, for instance, accidentally struck a printing die, then it would more than likely have marked part of the raised design, and this part would then no longer be able to pick ink up from the roller.

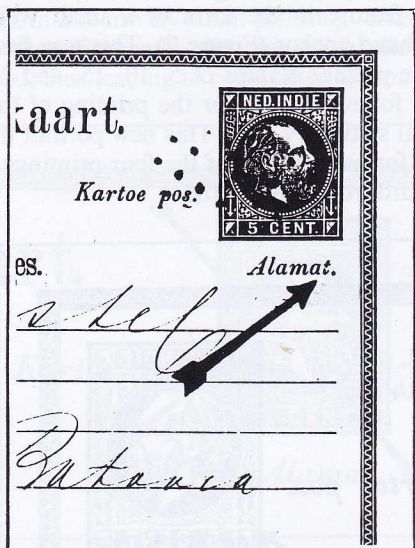


Figure 9: "T" break: 1875, 1877, 1879 issues

This indeed appears to have happened to the master die that was used for laying down the printing plate for the 1874 double 5 cent + 5 cent reply-paid cards, for I have found constant breaks on the address lines. On the outward (*Antwoord*) side, there is one break on the 3rd address line, while on the reply-paid (*Vooruitbetaald*) side there are two breaks on the 3rd address line. These breaks are present on ALL of these cards (Figure 6). The break on the left, just above and to the right of the Dutch word "te" (at), is in the same place on both sides, so the *Antwoord* side must have been laid down first and this break was then transferred to the *Vooruitbetaald* side where an extra break appeared! However, the breaks on these double, reply-paid cards are not present on any of the essays, color proofs or the plate proof, so the damage by the wayward hand tool must have happened after 28 May 1873 and before the actual printing began during the summer of that year.

I have found another constant variety, although it appears only once in twenty, so it is safe to conclude that it appears once on the sheet of twenty cards. In the Malay word "Alamat", there is a break in the leg of the "t" (Figure 9); this is to be found on the three cards that had the inverted Javanese text on the reverse, i.e. 5 cent dark violet 1875, 12½ cent gray 1877 and 5 cent light violet 1879.

Conclusion

I have found varieties of one kind or another on all printings, apart from the two issues of the 7½ cent UPU foreign-rate cards, where the printing quantities were quite small and the address lines were made up of dots. Cards of other countries printed by the same method should reveal similar varieties. I hope that your researches are as rewarding as mine.

Corrections.

A couple of corrections have to be made to three articles in the previous Journal (Vol. 24/2)

The Parcel Post Stamp: A Legitimate Postal Adhesive

The illustrations for Figure 9 and 10 have been switched.

The Inland and Foreign Rates of D.E.I. Postal Stationery 1874-1949

Table 1 (Preprinted Envelopes)

"01/10/1878" should read "01/01/1878"

"01/10/1922" should read "01/01/1922"

Table 2 (Lettersheets)

"12½" under column Str. Settlm./Port. Timor belongs under the Curaçao/Surinam column

Table 3 (Postal Cards)

Add "12½" to the line of 01/01/1922 under the Str. Settlm./Port. Timor column.

The corrections were pointed out by author Peter Storm van Leeuwen

A Bit of History.

Bert Goofers pointed out a couple of corrections regarding this short article:

"..and as of January 1, 1811 the Dutch postal system became subject to the French postal system".

The announcement was made on January 1, 1811, but it did not become effective until April 1, 1811.

Also "...the Massan cancel" should read "...the Masson cancel". Vellinga misspelled the name originally and anybody quoting from his publication has been using the incorrect name.

The editor apologizes for the oversights.

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