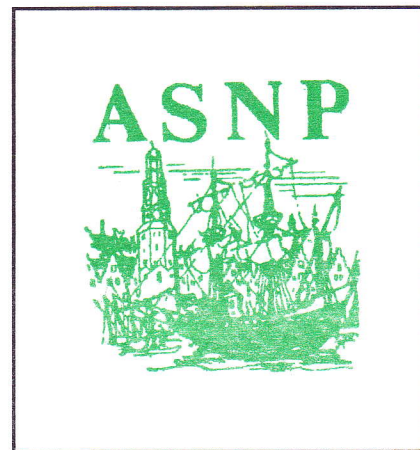


NETHERLANDS PHILATELY



JOURNAL of the American Society for Netherlands Philately

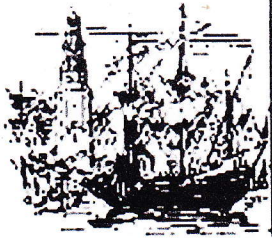
Volume 30/3

Netherlands Philately
3628 Forest Court
Olympia Fields, IL 60461

Dated Journal

NONPROFIT ORG.
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ASNP



Netherlands

Philately

A non-profit organization registered in the State of Illinois
Founded in 1975 by Paul E. van Reyen

THE JOURNAL OF THE AMERICAN SOCIETY FOR NETHERLANDS PHILATELY
Volume 30, number 3

May 2006

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From the Editor:

This issue should reach you earlier than usual, because I'll be out of the country at the time I usually send the copy to the printer. To prevent delays I decided to put in a bit of extra effort to get going early.

What is also unusual about this issue is that I could be the last one that contains philatelic articles only.

Netherlands Philately Volume 1, Number 1, came out on September 1, 1975. Its editor and main contributor was Paul van Reyen. For the first 22 years we had four issues per year, since then three per year. When you add it up, the issue you are reading now should be continuing number 112.

As we are proposing combining the Newsletter with the Journal (Netherlands Philately) the September 2006 issue (Volume 31, number 1) could be the start of a new era.

Since I previously mentioned these 'merging' ideas in the March 2006 Newsletter I've gotten a few comments and they are all pretty much positive. Of course all of this will be discussed in greater detail during our meeting (Wednesday, May 31, at 10 a.m.) at the Washington 2006 Stampshow.

If you have any comments please let it be known now, so I can bring it up in Washington.

Since I am referring to Washington 2006, I would like to pass on that, in addition to the 'Dutch' exhibitions of Bouwe Brandsma and Kees Adema, ASNP member Richard Wheatley will also exhibit in Washington. His is an eight frame exhibit of Neth. Indies postal stationery! Not to be missed either.

As always, you might not like what we offer in this issue, but in the next issue the subjects will be quite different.

Hans Kremer

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Netherlands Philately is published 3x/year by the American Society for Netherlands Philately

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ASNP is Affiliate No. 60 of APS. Advertising rates per number are \$80 for a full page, \$45 for a half page, and \$25 for a quarter page.

Indian Overland mail route Negapatnam - Bombay - A Comment

by Peter Storm van Leeuwen

(Refer to Netherlands Philately, Volume 30, No. 2, January 2006)

Opening of the possibilities of sending mail via Negapatnam (Negapatam)

The Netherlands-East-Indies postal agent in Penang in early 1880 was given the opportunity to make use of the British packet boats (traveling via Negapatnam and Bombay) for mail destined to Europe. This way the Netherlands-East-Indies postal agent in Penang could weekly send closed mail bags (brievenmalen) to Europe, alternating via Colombo and Bombay. [source; Annual Report of the Dutch East Indies Post and Telegraph Services, 1890, p.18]. What is not mentioned is the existence of an overland route between Negapatnam and Bombay.

Various ways of sending mail via Negapatnam in 1895.

We have access to the "Huishoudelijke Voorschriften van de Postdienst van Nederlandsch-Indië" (no year, but going by the contents it must have been around 1895).

Appendix A has a comprehensive overview of the options of sending mail to the Netherlands and foreign countries via the various exchange offices. As is known, transport could take place via a number of Dutch and foreign shipping companies. Some of these options involved British packetboats via Brindisi. They were:

- 1: with Dutch-Indies and british packet boats via Brindisi
- 2: with British and british-Indies packetboats via Brindisi
- 3: via British and British-Indies packet boats via Negapatnam and Brindisi

Via Negapatnam (spelling according to the Huishoudelijke Voorschriften (Rules and Regulations)) mail could be sent through the Dutch-Indies exchange office in Penang to the following destinations:

Office of Destination

Destination of the correspondence to be enclosed in every closed mail bag

1. Railway Office Rheine-Arnhem

Netherlands

2. Brindisi

via London:
in Europe: Great-Brittain and Ireland
in America: Cuba, Curaçao, the British possessions in America, United States, Jamaica, Mexico, Sandwich islands
In Africa: Ascension, Betchuanaland, Cameroon, Canary islands, Delagoabaai, German South West Africa, English possessions on the West coast of Africa, Fernando del Po, Cape Good Hope, Monrovia, Natal, Oranje Vrijstaat, St. Helena, Togo, Transvaal
via Genoa:
Bulgaria, Hongaria, Italy, Liechtenstein, Montenegro, Austria, Romania, Russia, San Marino, Servië, Switzerland, Tripoli, Tanger
Argentine Republic, Uruguay, Paraguay

3. Railway Postoffice Modane-Parijs

via Marseille :
the French departements Alpes-Maritimes, Basses- Alpes, Hautes-Alpes, Bouches du Rhône, Corsica et Var, Tunisia, Algeria, Marocco, Tanger
via railway office Chambéry-Macon:
in Europe:
Andorra, Belgium, the rest of France, Luxembourg, Monaco, Portugal and the Azores, Spain,
in America:
Bolivia, Brazil, Central America (Costa Rica, Guatemala, Nicaragua, Rep. Honduras, Salvador), Guyana, Chili, Colombia,

Ecuador, Guadeloupe, Haiti, Martinique, Peru, Porto Rico, San Domingo, St. Pierre et Miquelon, St. Thomas, Trinidad, Venezuela
In Africa :

Azores, Congo, Kaapverdische islands, Madera, the West Coast of Africa, except : the British Colonies, Fernando del Po, Cameroon, Togo, Monrovia and the German possessions in South West Africa

- | | |
|--|--|
| 4. Railway Postoffice Kufstein-München | Denmark, Germany, Greenland, Iceland, Sweden, Far-oër |
| 5. Suez | Egypt (except Port-Said), Cyprus, Greece, Malta, Turkey |
| 6. Port-Said | Port-Said, Jeddah, Mecca |
| 7. Aden | Aden, French possessions in Obock, the Italian colonies on the Red Sea , Eritrea, the British, German and Portuguese colonies on the East Coast of Africa, Rodriguez, Reunion, Madagascar, Mayotte, Nossi Bé |
| 8. Negapatnam | All of British-Indies |

The question still to be answered is: when was the last time mail to the Netherlands could be sent via Negapatnam? Nothing could be found about this in the Annual reports of the Dutch-East-Indies PTT .

The letter from Medan of May 12, 1891 (see page 32 of original article)

The origin of this letter is definitely not Wlingi. There is no relation between Wlingi and Medan. Also, it would be most unusual if a departure office used the numeral cancel (to obliterate the stamp), without using a date cancel. Numeral cancel 108 (applied to the cover shown, and not 109 as was reported) was used by Medan. Due to its extensive use the cancel was worn, and that's why the 108 might look like a 109 (which was used in Wlingi). The weight of the letter must have been between 30 and 45 grams, accounting for the 3 x 15 = 45 cent postage [source: Posttarieven Nederlandsch-Indië, ZWP. 119, p. NITAR 100].

Sumatra's East Coast

Richard Wheatley noted that neither of the two Dutch shipping lines Rotterdamsche Lloyd or Stoomvaartmaatschappij Nederland (SMN) had a service to the East Coast of Sumatra. That is correct. However, in the early days of these shipping lines Sumatra's East Coast had the largest cultivated area of the entire Dutch-East-Indies: Deli. In 1863 Dutch entrepreneurs started growing various products. This was such a success that Deli became very prosperous, growing rubber, palm oil, tobacco, etc. The main city is Medan (its postoffice opened March 19, 1882); it is connected by rail (thru an arm of the Deli Railway) to the largest harbor of Sumatra: Belawan (sub postoffice opened June 1, 1889). There were very frequent ship connections, serviced by a number of shipping companies, to and from Belawan, especially with Penang and Singapore, thru which mail was forwarded.



This is a (worn) copy of numeral cancel 108 (Medan), and not 109 (Wlingi) as was reported in the original article.

A shortcut Breda - Lille 1843

By Erling Berger
Corresponding Member of the Belgian Academy

During the Belgian rebellion 1830-39 the mails between France and the Netherlands did not pass Belgian territory in the period from 1830 to 1836. In 1837 the land mails were allowed again, but only via Breda - Mons - Valenciennes. The deviation over Arnhem and Prussia stopped, but the ship-route(s) from Rotterdam to Dunkerque - from Dec 1st 1837 also to Le Havre - continued.

As of Oct. 1st 1839 there were these changes:

- o Breda should correspond with St. Quentin and as before with Valenciennes
- o Maastricht was connected with Paris, St. Quentin and Valenciennes
- o Luxembourg Town and Thionville exchanged mails.
The Luxembourg (Grand Duchy) offices were

listed in the French Tariff of Oct. 1839:
Dickirch, Luxembourg and Wiltz

As of Jan 15th 1843 there were these changes:

To make a shortcut over Belgian territory a direct connection between Breda and Lille via Meenen was opened, but the postage should be paid as before for Breda-Valenciennes via Mons

This new route involved the French offices:

- o The whole of Dept. Pas de Calais. Examples: Arras, Calais, Lens and St. Omer
- o Selected offices in Dept. du Nord listed in a French Circular January 1843.
Here they are listed:

Armentières,

Bailleul,

Bassée (La),

Bergues,

Bourbourg,

Cassel,

Comines,

Cysoing,

Douai,

Dunkerque (sauf les envois
directs par les paquebots
de Rotterdam).

Estaires,

Flines,

Gravelines,

Haubourdin,

Hazebrouck,

Lille,

Merville,

Orchies,

Pont-à-Marcq,

Roubaix,

Tourcoing,

Watten,

Wormhout.

As of July 8th 1846 there were these changes:

The postage for the letters following the shortcut Breda-Lille should now be taken according to the real route and not via the route over Valenciennes. The total postage had two components:

- o The Netherlands share down to Meenen
- o The French share to Lille

The two shares should be added to obtain the combined postage to be paid by the correspondents. (Please, remember that for the unfranked mails the postage was settled between the two states according to the bulk weight)

The Netherlands offices that obtained lower/higher postage down to Meenen, were:

5 cent lower to Meenen	5 cent higher to Meenen
Dirksland	Eindhoven
ter Goes	Maastricht
Hellevoetsluis	Valkenburg
Hulst	Zaandam ¹
ter Neuzen	
Oostburg	
Sluis	
Vlissingen	
Zierikzee	

¹ Zaandam was in 1846 noted for + 5 cent, but as the postage for Zaandam - Mons in 1842 by circ. 319 had been increased from 30 to 35 cent then the final result was zero cent.

A complete table of the Netherlands postage to the border offices of Meenen and Mons can be found in Cl. Delbeke: *De post naar de Nederlanden 1813-1853* page 36

Examples (far from complete) of the postage from involved French offices to Lille

5 cent (1 Déc) lower to Lille	Unchanged to Lille
Armentières	Douai
Dunkerque	Arras
Roubaix	Calais
Lens	



Geographical locations of Menen (on Belgium/France border), Lille (France), and Tourcoing (France). Valenciennes (France) (not shown) is about 30 miles South East of Lille

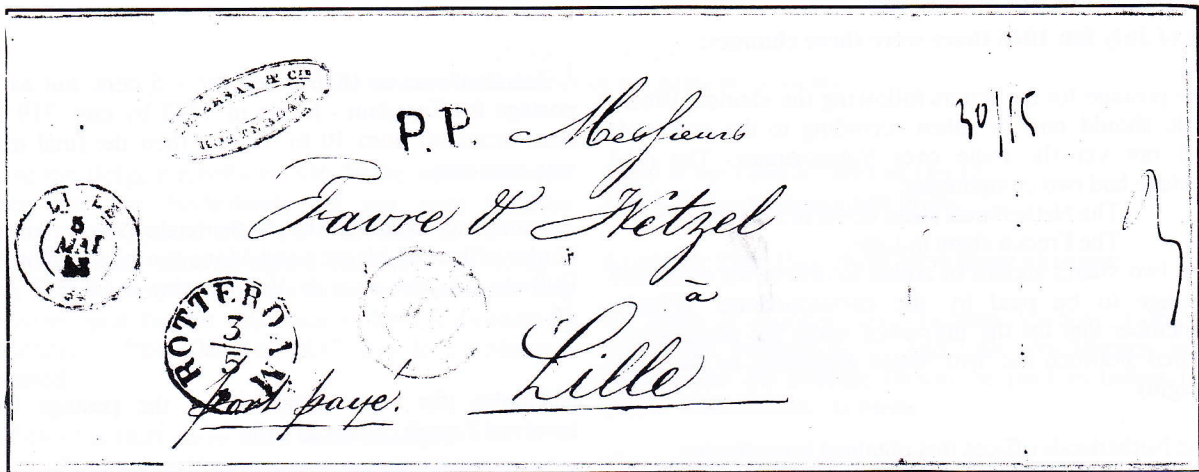


Figure 1. 1843 Rotterdam-Lille prepaid, now sent over Breda/Meenen/ Lille. Postage taken according to the old route via Valenciennes

The Netherlands settled the 3 Déc with France

Circular Border mark PAYS-BAS / LILLE

Rotterdam-Meenen (1843-46)	30 Cent,
(postage taken from Rotterdam to Mons)	
Lille-Tourcoing (1837-46)	15 Cent
or 3 Déc (postage taken from Valenciennes to Tourcoing)	
Prepaid (P.P.) total in Rotterdam	45 Cent

Circular Arrival mark in LILLE

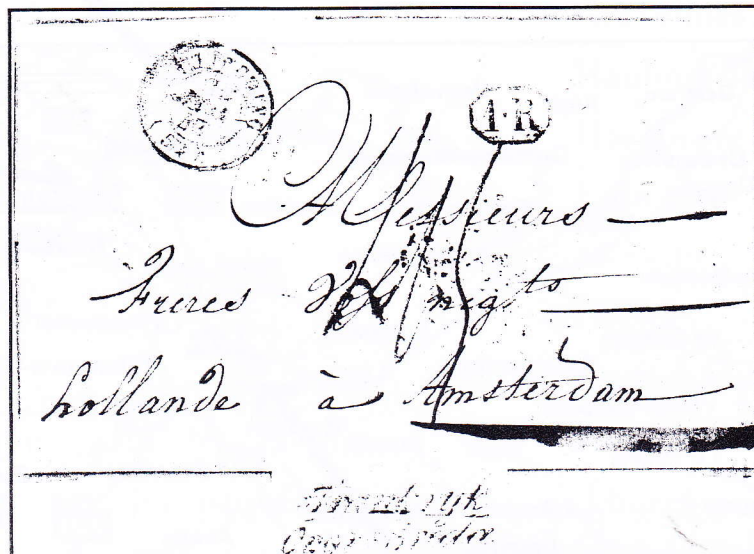


Figure 2. 1847 Tourcoing - Amsterdam over Lille/Meenen/Breda
The postage due was paid according to the real route
Tourcoing - Lille (1846-1852) 10 c
Meenen-Amsterdam (1846-1852) 35 c
Postage due in Amsterdam 45 cent

Border mark: *Frankryk Over Breda* (the handstamp is cut from another defect letter)

Tourcoing is in the first French Rayon; see 1-R

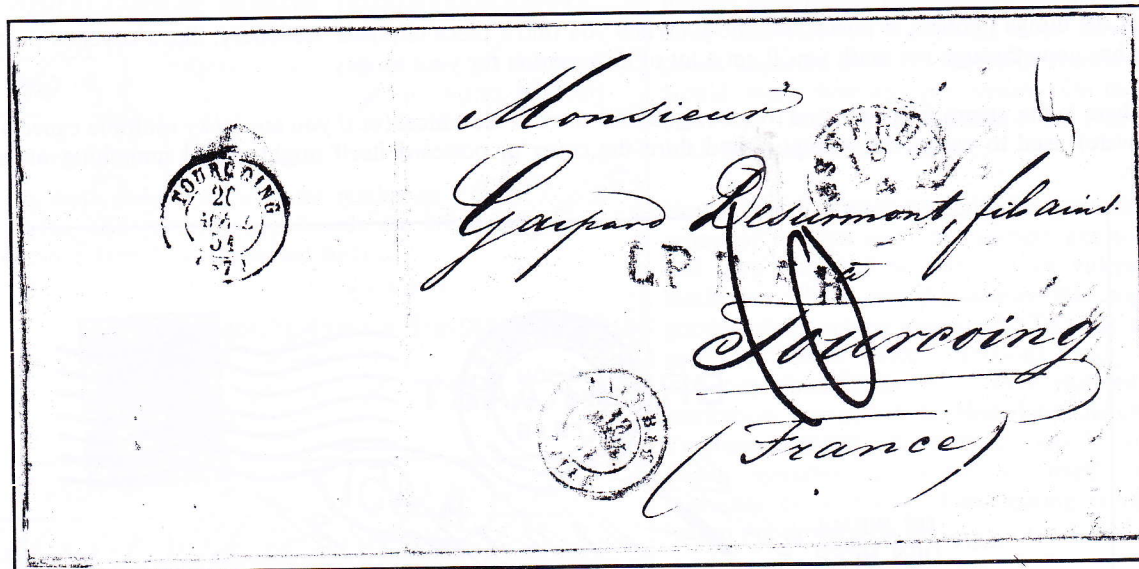


Figure 3. 1851 Amsterdam-Tourcoing over Breda/Meenen/ Lille

The postage due was paid according to the real route
 Amsterdam-Meenen (1846-52) **8 Déc**
 Marked on the cover in Lille and taken from
 a special French tariff.
 Lille -Tourcoing (1846-52) **2 Déc**
 Total Postage due in Tourcoing **10 Déc**

Circular Border mark **PAYS-BAS / LILLE**

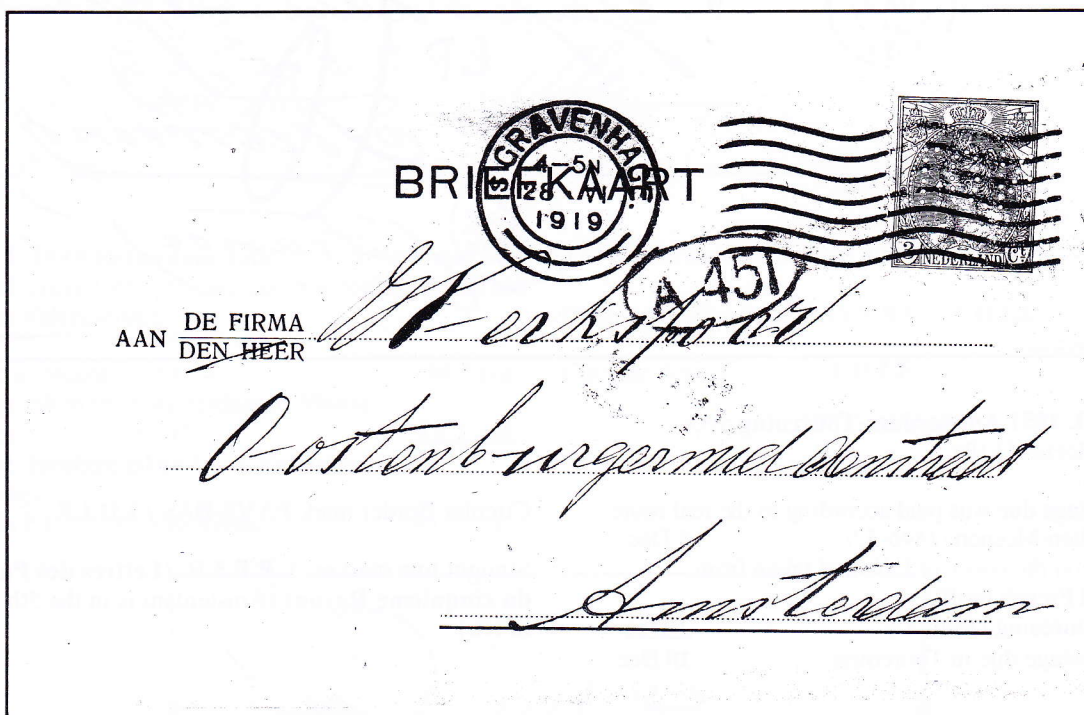
Straight line marker: **L.P.B.5.R (Lettres des Pays-Bas du cinquieme Rayon)** (Amsterdam is in the 5th rayon in NL)

What was behind the N.O.T. perfin?

by Hans Kremer

One of the things I collect is postal stationery. When you find a piece of postal stationery, like a cover or postcard, and it has gone through the mail, you'll get a lot of information for your money.

First there is the stamp that was used to send it, second there is the cancel (or if you are lucky multiple cancels) that was (were) used to cancel the stamp(s), and third the cover or postcard itself might reveal something about the sender.



When I first laid eyes on the postcard shown here I was drawn to the beautiful 's Gravenhage cancel with the wavy lines. That in itself was good enough for me to buy it.

Flier cancel

After doing some research I found out that this is a machine cancel using a canceling device made in the US by the Flier company. It was first used in The Hague in 1912 and later on again from 1915 through 1922. This type of cancel (with the smiley face) was used only at the The Hague main postoffice. The sub-offices used cancels with stars in the lower part of the outer circle.

Mailman cancel

The second cancel shown on the front of the cover is "A 451" surrounded by an oval. This is a so-called mailman cancel. A mailman, whose badge number was 451 delivered this postcard on his first (A) route of the morning. The purpose of the cancel was to hold

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mailmen accountable for the mail they delivered. If there was a complaint about a postal item's delivery it was easy to track down the person who had delivered it.

If you look at the back of the postcard you'll see still another cancel. Although you can't see the color on the illustrations it is a blue 'revenue cancel'. This type of revenue cancels was used pretty much like a notary stamp in the U.S.A. is used these days. It was an official mark (in this case Zuid-Holland and 5 cent) signifying that a payment had been made.

Perfin

Going back to the front of the cover I noticed that the stamp was perforated with the initial "N.O.T." and that it was sent (as shown on the back) by the "Nederlandsche Overzee Trustmaatschappij", explaining the N.O.T. perfin.

Perfins (from perforated initials) were used to prevent the theft of stamps by employees of often larger

NEDERLANDSCHE OVERZEE TRUSTMAATSCHAPPIJ.

Afd. 6r Gravenhage, *27-6-1919*
 Telegr.-Adres NOTM.I.
 Telef. H 28.

M. H. 5 C.

In dank *34.75* wij uwe remise ad f
 volgens onderstaande specificatie en crediteerde uwe
 rekening voor bovengenoemd bedrag.

Hoogachtend,
 Nederlandsche Overzee Trustmaatschappij.

Contract N ^o .	Bedrag	Aard der kosten
<i>314339</i>	<i>34.75</i>	<i>Adm. Costen</i>

Model 124. 10.000 ex. 23-5-'19. B. 8841

In 1914 the Netherlands, being neutral in WWI, became the victim of a commercial blockade by the allied countries (mainly Great Britain and France, later joined by Italy, the USA and some other countries). The Allies were afraid that goods imported by the Netherlands from overseas would make their way to Germany. On the other hand the Dutch were dependent on Germany's coal for their electric supplies.

How could the Dutch neutrality be guaranteed? A group of bankers and ship owners got together and they proposed to establish an independent institution which would guarantee that imported goods would not be passed on. To back up the guarantee there were sanctions and major monetary fines if the rules were violated. The institution was called the Nederlandsche Overzee Trustmaatschappij. It worked outside of the Dutch government, which in itself was a guarantee of neutrality. Participating companies had to put down a deposit.

To check the procedures 1,000 people were employed. This sounds like a lot, but one has to realize that all foreign imports were checked by this office. It was a respected but not well liked institution. It became nothing but a financial burden after the defeat of Germany in 1918, but it took a while to have the organization dismantled.

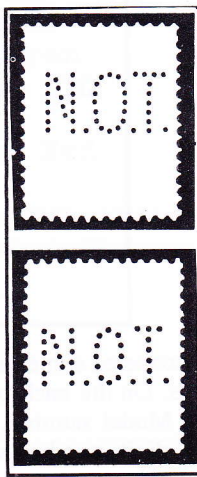
The postcards used by the NOT show the signing of contracts, passing on of information to the US government and proof of payment (which is shown here).

The NOT started its operation in November 1914 and it was active till 1919. The first two years imports remained fairly even, but after the deployment of submarines and sea mines, imports dropped dramatically.

companies. Mail was usually handled by a mailroom clerk who weighed the various postal pieces, applied the proper postage and delivered the mail to the postoffice. Having a large cache of stamps made it tempting to put some of these stamps in his pocket to be used for his own mail or to sell to others. By having the stamps marked with a perforation made detecting stolen stamps pretty simple.

Nederlandsche Overzee Trustmaatschappij
 What now was the Nederlandsche Overzee Trustmaatschappij? To find things out these days one goes to the Internet, then to the Google Website and type in the words 'Nederlandsche Overzee Trustmaatschappij' and after some sorting I came across a nice article published on the excellent website of the Dutch perfinclub (www.perfinclub.nl). What follows here is taken from that Website.

Two types of perfin.
 There are two types of this perfin. The first one was used from 1915 through 1917, the second one from 1917 through late 1919. Type I has a total of 45 holes, while type II is coarser and contains only 36 holes.



Type I top
 Type II bottom

The author of the perfinclub article has deduced that NOT type I was used until Thursday November 8, 1917 and that NOT type II started being used on Monday November 12, 1917. One has to assume that no perfins were used on the few days in between.

Since my cover was sent on June 28, 1919 it should be a type II perfin, and indeed, upon closer examination (holding the card against a strong light) the pattern of the holes do match type II.

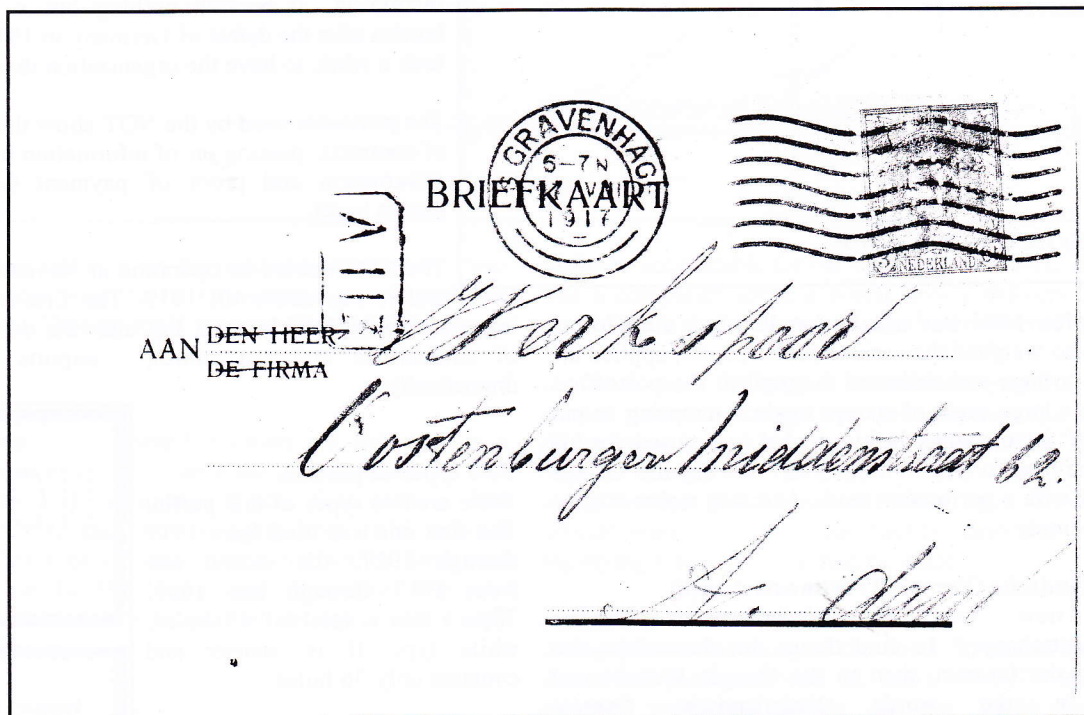
Additional information

Just when I had this story written up our Dutch correspondent, Max Lerk, sent me another nine covers with N.O.T perfins.

First thing I did was sorting them by date to see if there were any potential type I N.O.T. perfins among them. The earliest cancel date was August 27, 1917, then September 28, 1917, followed by November 19, 1917. The others were all dated 1918 and 1919 (latest date was February 28, 1919).

The first two then fall within the range of type I cancels and again I could verify this.

Card sent August 27, 1917. Type I perfin

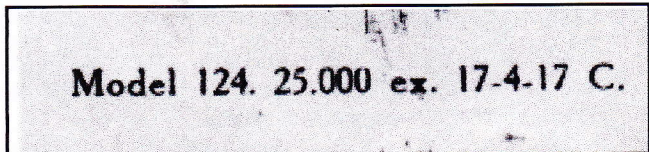


I discovered something else looking at these additional cards. On the back of the cards, in the lower left corner is a Model number, like 'Model 124' followed by a five digit number with 'ex.' behind it, then a date

followed by a letter.

By looking at these numbers one can conclude that the five digit number is the total print run. For example the card canceled on August 27, 1917 shows:

"Model 124. 25.000 ex. 17-4-17 C."



This indicates a print run of 25,000 cards

The next card (canceled September 28, 1917) shows "Model 124 10.000 ex. 25-8-17 C.", a print run of only 10,000 cards.

You wonder why they used so few cards per printing as it must have been obvious that many more cards would be needed, unless one was under the impression that this whole N.O.T would only be in operation for a short time.

The other 'Model 124' cards show :
10.000 ex. 25-10-17 J.
25.000 ex. 12-12-'18 5718
25.000 ex. 12-12-'18 5718
25.000 ex. 12-12-'18. B. 5718
10.000 ex. 23-5-'19 B. 8841

These model 124 cards were used by "Afd.6."
(Department 6)

There were also two "Afd. 4, Contracten" cards, which
both were imprinted on the back with:
'Model 46a. 10.000 ex. 20-7-'18. S.',

and one
'Afd. 5, Adm.kosten." card, imprinted:
'Model 730. 5000 ex. 13-12-'17'

I am sure many more of these cards can be found and
undoubtedly there are different versions not covered
here; if you have one of those I would love to get a copy
of it.

It deals with the difficulties a wine wholesaler has in
1918 in shipping wine from France to the Netherlands.
In France he has to go through the military
administration in Epernay, but in the Netherlands there
are problems too, as can be read in the last paragraph:

*"If you are not a member of the Wine merchants
organization, who are advisors of the NOT, these
gentlemen ask for fl 10 for their advice, without which
the NOT will not give out a permit. That's tough too
and happens in the Netherlands"*

Conclusion

As can be seen, philately does not have to be expensive
to be enjoyed. Having an interest in history makes
collecting postal stationery a very satisfactory part of
philately.

Ref.

F.W. van der Wart, "Machinestempels", PO&PO, 1971

J.M. Boes, "Wat was de achtergrond van de NOT
"Nederlandsche Overzee Trustmaatschappij", Perfinpost
nr. 65, May 2003 (also on www.perfinclub.nl)

's-Hage, 25/ 9 '18.

Mynheer,

De opgave in myn brief van 23 Sept.zyn die
van het militair bestuur te Epernay, dat in de oor-
logszone ligt. Op andere wyze worden geen orders
ter uitvoering toegelaten, en garantie wordt door
niemand gegeven.

Tot heden zyn by my alle orders correct uitgevoerd
geworden, en chèques zyn niet zoek geraakt, hoewel het
kan voorkomen dat het goederen-vervoer in Frankryk
wordt stopgezet, en men dan maar geduldig, soms lang,
op de heropening moet wachten. Iedereen is aan de
ongemakken van de tydsomstandigheden onderworpen.

Indien U geen lid is van de Ver.v/Wynhandelaren
die adviseurs zyn van de NOT, vragen deze heeren fl 10
voor hun advies, zonder welk de NOT geen consent
aan U zal afgeven. Ook dit is hard, en gebeurt in Ned.

Hoogachtend, *J. A. Buis*

The story doesn't end here yet because very recent I
bought a couple of hundred of older postal cards all
addressed to a wine merchant in Arnhem. I started
reading some of these cards and one in particular got my
attention because there was a reference to the NOT in it.

Western New Guinea, a postal history (part three)

by Han Dijkstra
(translated by Ben Jansen)

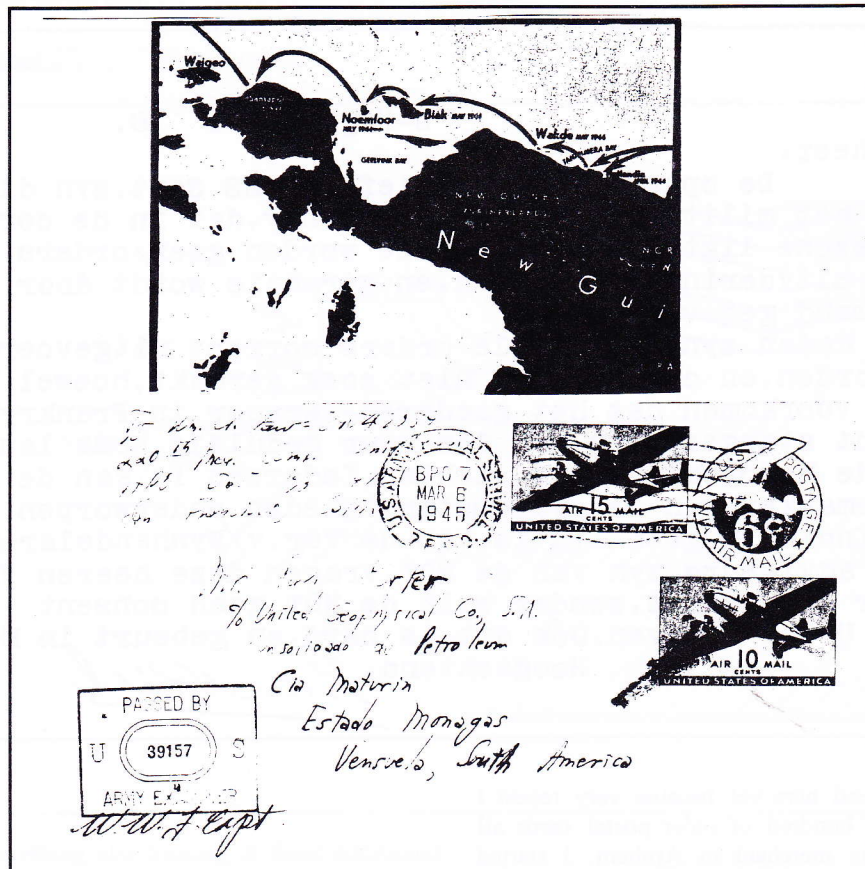
Note: This is part three of a series of articles about the postal history of what used to be Dutch-New-Guinea. These articles reflect the philatelic exhibit of author Han Dijkstra. Previous parts appeared in ASNP Journal Vol. 30 # 1 (September 2005), and # 2 (January 2006)

1.3.2 AMERICAN FIELD POST

Following the invasion of the north coast by American and Australian troops under the command of General Douglas MacArthur, the Japanese were driven out of New Guinea in 1944-1945. Hollandia was liberated on April 22, 1944.

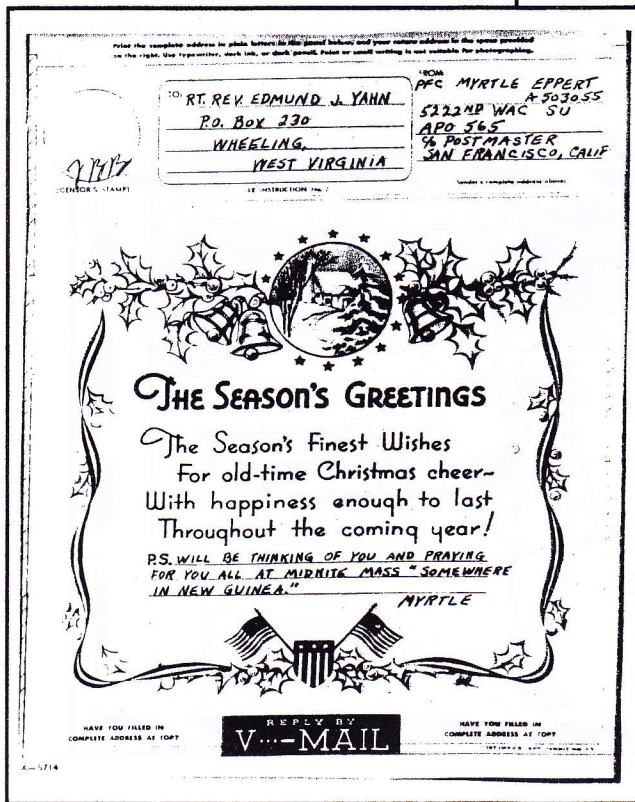
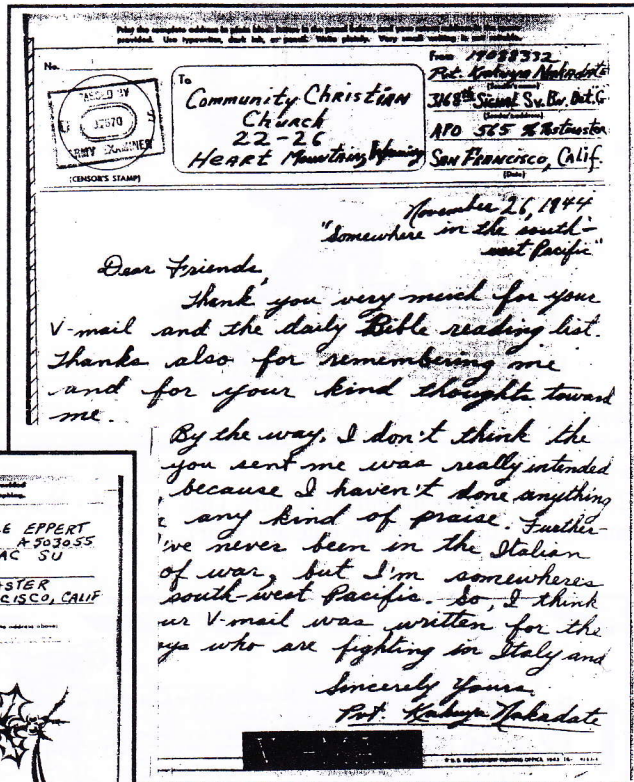
There were now hundreds of thousands of Americans in the area, which was used as a spring board to push the Japanese troops in the Pacific back to Japan. A relatively large number (35) of APOs (Army Post Offices) were established, which were moved regularly. Hence, in addition to the APO number, the date is of importance as well. The number of cancel (sub) types was large as well. In addition, there were a few navy post offices as well. The rate for ordinary airmail letters was 6 cent. Mail was typically censored at Port Moresby (Papua New Guinea) and transport to the USA was done through the main post office in San Francisco.

Source: K.P. Rogan and T. McGrath, Locations and Assignments U.S. Army Post Offices World War II and Later, third edition, Albany, New York, 1973.



APO 565: Hollandia GHQ 28-4-1944 -- ?-3-46. Machine cancel type AM 23. Additional postage 25 cent for transfer to Venezuela.

Airgraph, also referred to as **V-mail** (Victory mail). The Airgraph service was established for the benefit of British and American soldiers who were fighting at distant fronts, and was in operation from 1941 through 1945. The system was developed by Eastman Kodak, and required that the soldiers wrote their messages on special forms, which were transferred to microfilm. This saved space and weight in the transport planes. The photographs were developed in the motherland, enlarged, and mailed in small envelopes (hence the fold in the Airgraph). Naturally, Airgraphs were subject to censoring as well. The original forms were destroyed but not before it was confirmed that the microfilms had arrived safely.



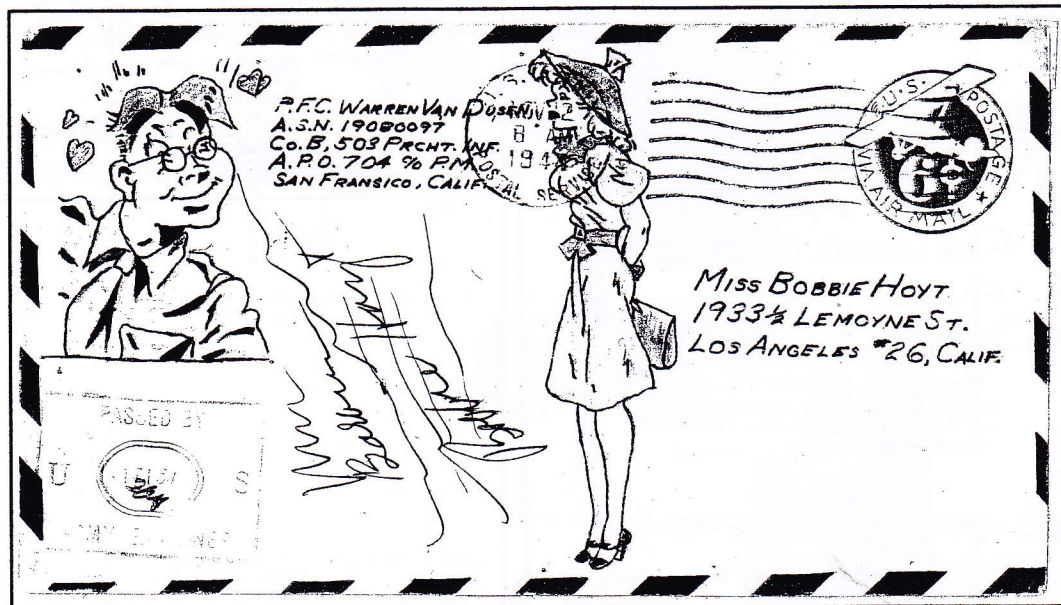
Special Christmas Airgraph, mailed by a female soldier in the Women's Army Corps from APO 565 = Hollandia General Headquarters USA Pacific Forum (28-4-1944 -- .. 3-1946).

Right: Airgraph mailed by the same field post office by someone with a Japanese name: Private Nakayua Nakadate.

To keep the morale of the troops high, 'patriotic covers' were used in addition to the regular covers and the 6 cent (airmail) stationery. Also, the often boring envelopes were embellished by drawings.



APO 32: Hollandia 32nd Infantry Division, Oct. 7, 1944 - Nov. 9, 1944. Cancel type A11. (hand cancel, APO number below date and year).

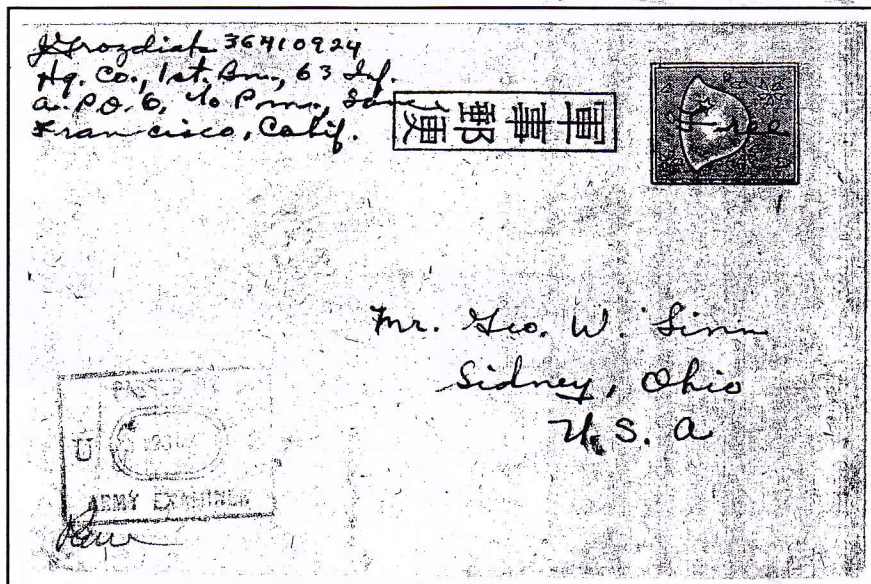


APO 704: Noemfoor, Unit 2, Nov. ?, 1944-April 29, 1945. Machine cancel Am 4, but without APO number.

American usage of field post cards and envelopes left behind by the Japanese.



APO 358: Hollandia 8th Army Corps, Sept. 2, 1944 - Nov. ?, 1944. Date on the reverse Oct. 10, 1944. Additional postage was attached in Australia on Oct. 15, 1944, to cover the inland rate for postcards (2.5 d.). On the reverse: "Ran across this at an abandoned & captured Jap. Dump." By the way, the dove was a Japanese symbol for war and not peace!



APO 6 Sansapor (Sausapor), 6th Infantry Division, Aug. 12, 1944-March 2, 1945. Mailed free of postage, censored, not canceled. The cover contains the original letter with, among others, "Am using Jap. stationery and envelop which might interest."

1.3.3 Australian Field Post

Australia was confronted with the Japanese aggression as well. In 1942, bombing raids took place in Northern Australia (Darwin).

As early as September 1942, Australian troops were sent to the south of New Guinea to counter the Japanese attacks. They succeeded doing this, and from April 1944 on they assisted with the massive American invasion of all of the northern coast of New Guinea.

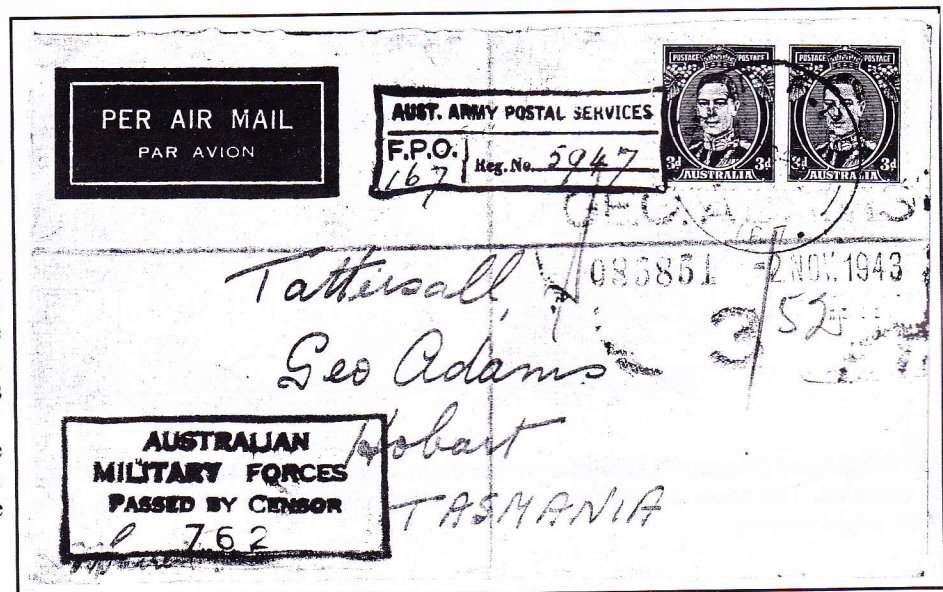
Obviously, field post offices were established for these troops as well, and all mail was censored. Cancels such as Austr. Army P.O., Air Force P.O. and R.A.N.P.O. (=Royal Australian Navy Post Office) were used.

More details can be found in P. Collas, *The Postal History of the Australian Army during WW II*. Melbourne, 1986.



Austr. Army P.O. 197 (= Hollandia) 6 MR 45. Rate mail to the motherland: no charge for sea-mail, 3d air rate (reduced rate for Australian troops abroad; 4d was required when mailed from Australia!), 3d registration charge. Back side contains cancels Melbourne 9 MR 45, Sydney and North Sydney 10 MR 45.

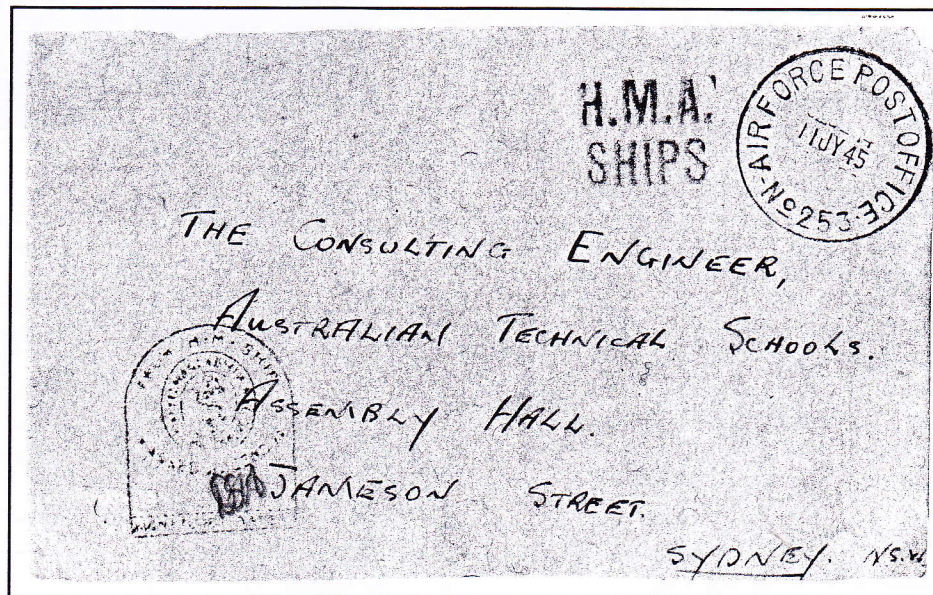
AUST. F.P.O. 167, 27 OC 43. Used at the Headquarters of the 11th Brigade (5th Postal Division Unit). This office opened July 8, 1943 and was closed in August 1944. Same rate construction as before. Back side contains cancels Brisbane 29 OC 43, Hobart 31 OC 43. The use of registration stamp in stead of labels was done frequently.



Air force post office



Air Force P.O. 234 (= Noemfoor) 28 SE 1944. The air force had their own censure service. R.A.A.F. = Royal Australian Air Force. 6 d rate for a registered letter. Registration stamp with number of the field post office. Backside has cancel Hobart 3 OC 44. A lot of registered mail was sent to George Adams, Tattersalls in Hobart on Tasmania, which was a favorite betting office with the troops.



Mail, sent by a sailor of the mine sweeper H.M.A.S. Bundaberg, with cancel 'H.M.A. Ships' and a 'tombstone' navy censure cancel. Mailed by way of air force post office 253 (=Biak), 11 JY 1945.

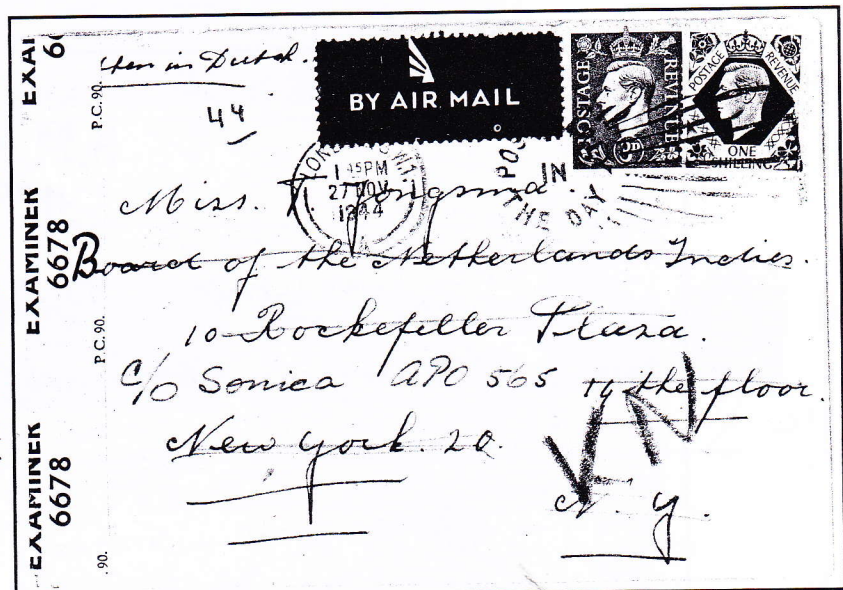
1.3.4 Netherlands Military under Allied Command

Mail from and to a small number of Dutch soldiers and government officials assigned to the American and Australian troops was handled by the field post offices of these troops.

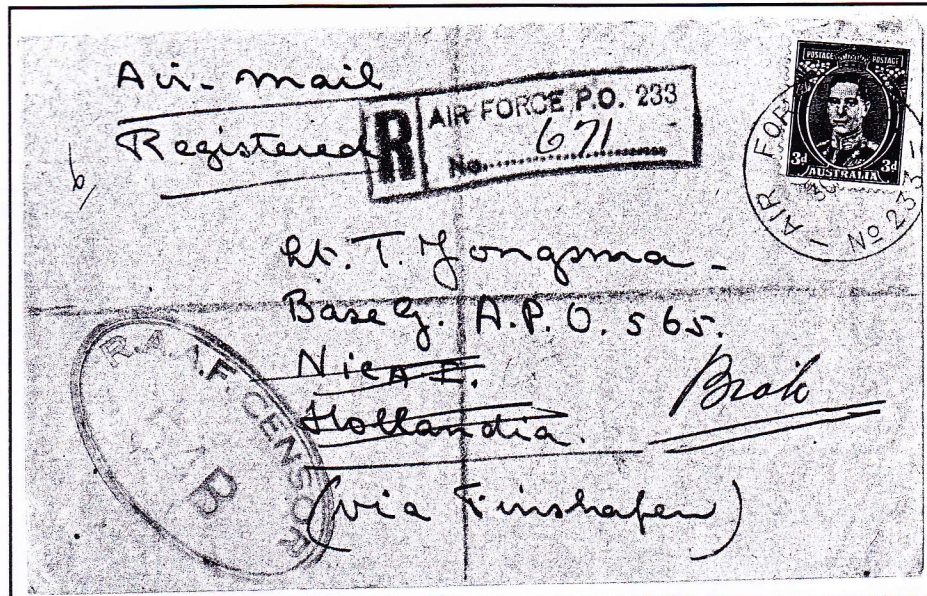


Air Force P.O. 250 (=Merauke), 2 JA 45. East-West connection between the free, not occupied overseas territories. Franked 2/9, shipped from Merauke to Surinam by way of the Dutch Embassy in Washington. Censored in Merauke by Royal Netherlands Forces No 2, which indicates that this piece of mail was sent by a Dutchman. Censored again in Surinam: 'Gezien Censuur' (seen by censor), see Riddell p. 189. On back side fuzzy (Surinam) service cancel 'Territoriaal Commando' (territorial command).

Incoming mail, sent to female lieutenant T. Jongsma, who served with the American troops, by a member of the Vrouwen Hulp Korps (V.H.K. - Women Aid Corps) in London, mailed to New York, 27 NOV 1944, English censure strip. Forwarded by way of the American field post office in San Francisco to APO 565 (= Hollandia), c/o Sonica = Senior Officer Netherlands Indies Civil Administration. This officer acted as a civil-military administrator for the Dutch-Indies government.



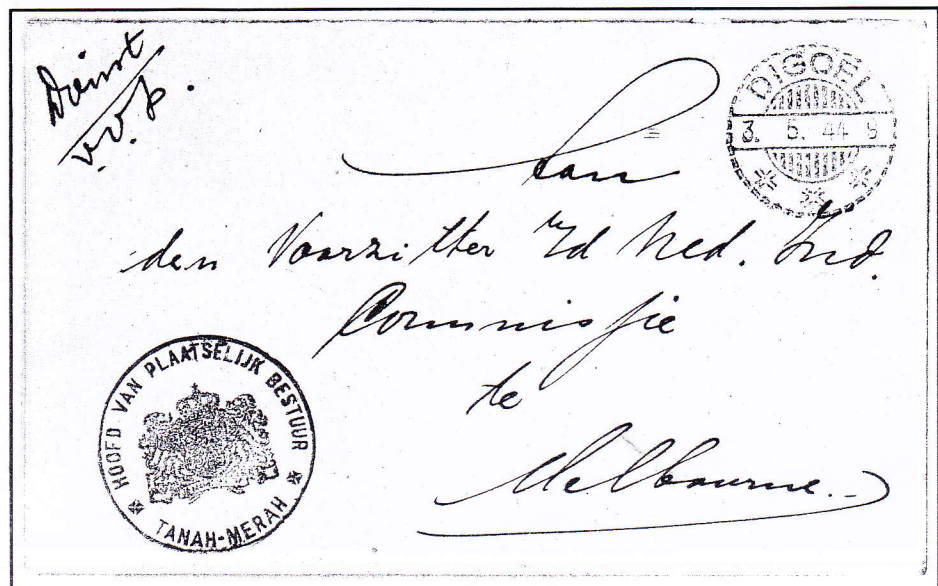
Registered piece dated 30 MY 1944, addressed to the same lieutenant, APO 565, Hollandia. By this time, she had left for Biak, hence the forwarding. Complicated route: from the Australian offices Air Force P.O. 233 (= Jacquot Bay, Papua New Guinea), and Air Force P.O. 236 (on the back side) = Finschafen, also P.N.G., from where it was most likely transferred to the American field post service. Cancel on the reverse side American central field post office San Francisco Jun. 4, 1945 with APO number 565.



1.3.5. Unoccupied (Netherlands) New Guinea

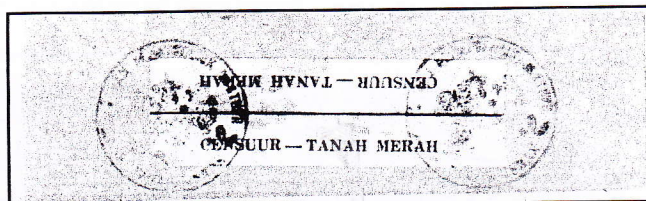
During all of the war, the sub departments South New Guinea (capital: Merauke) and Upper Digoel (capital: Tanah-Merah) remained unoccupied: Free Dutch Indies. It is not surprising that virtually all of their correspondence was addressed to persons and departments in Australia, where, among others, the Netherlands Indies Civil Administration (N.I.C.A.) resided (in Brisbane).

Digoel, May 3, 1944.
Postage due-free official letter (V.V.P. = vrij van port = free of postage), from the government in Tanah-Merah. Not censored. This office used a long bar cancel with annotation Digoel. Early 1956, this city received a cancel with the annotation Tanahmerah.

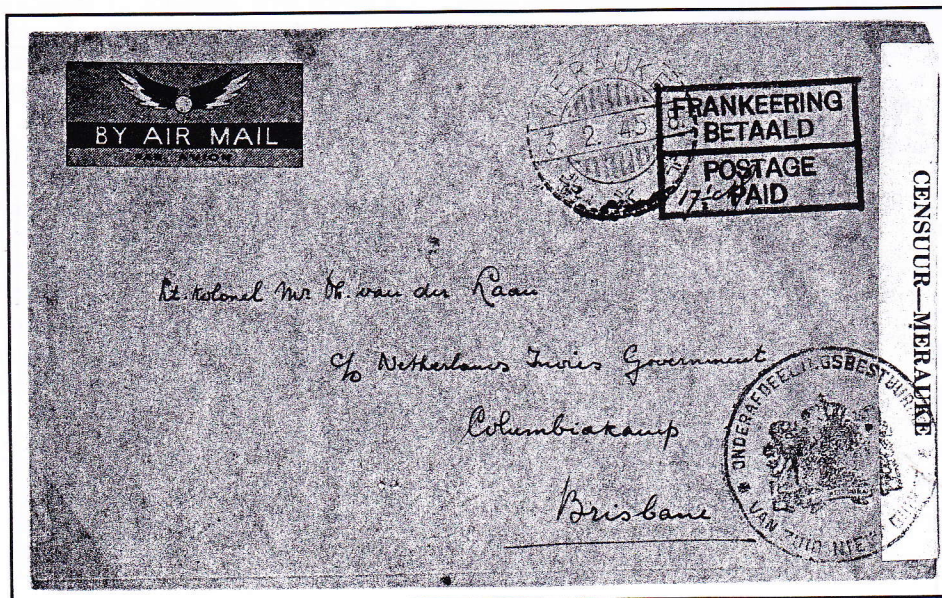
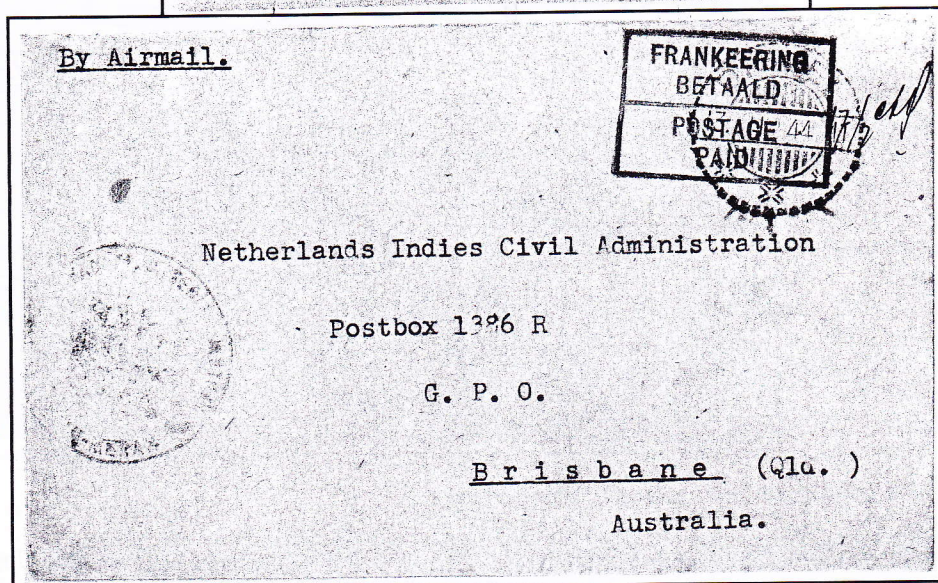


Quite understandably, when printer Kolff in Batavia was not longer able to supply the Digoel and Merauke offices with postage stamps these offices used up their stamp supplies, and switched to using the bilingual cancels FRANKEERING BETAALD - POSTAGE PAID, which were made in Australia.

(back side)

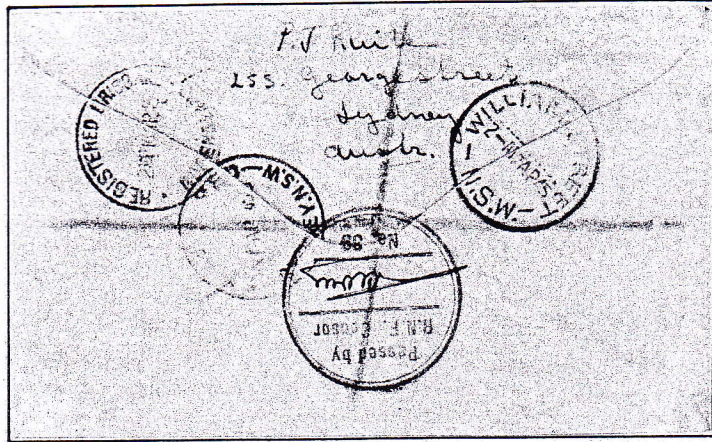


Digoel, November 13, 1944. Written rate of 17.5 cent, according to Storm van Leeuwen probably letter rate 10 cent (20 gram) plus 7.5 cent airmail surcharge (ZWP 132, NITAR p. 470). Initialed by postal officer. Censor label on the back side Bulterman NCS 2, 82 x 27 mm.

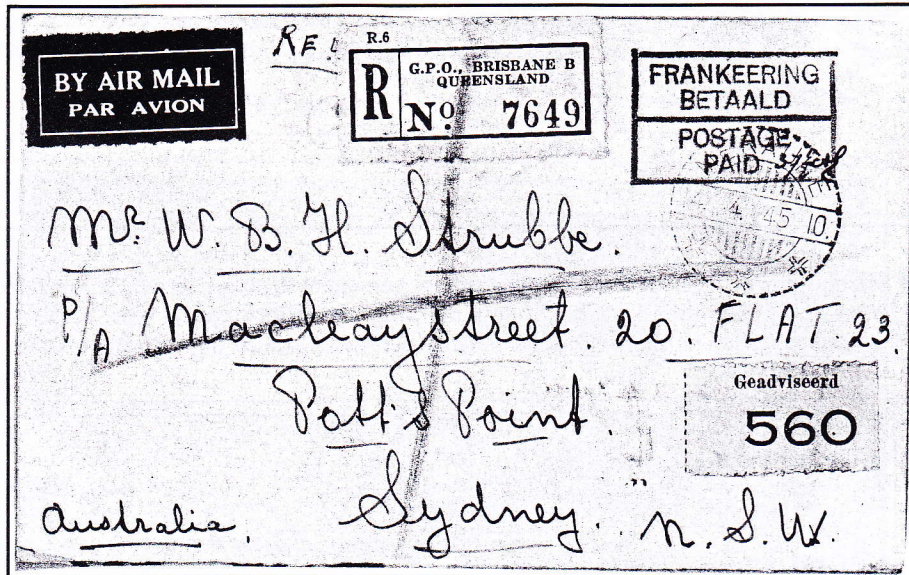


Merauke, February 3, 1945, censor strip NCS 1, same model as Tanah Merah. Rate to Australia 17.5 cent, initial E = postal agent Eykendorp.

Registered mail.



Detail of back side

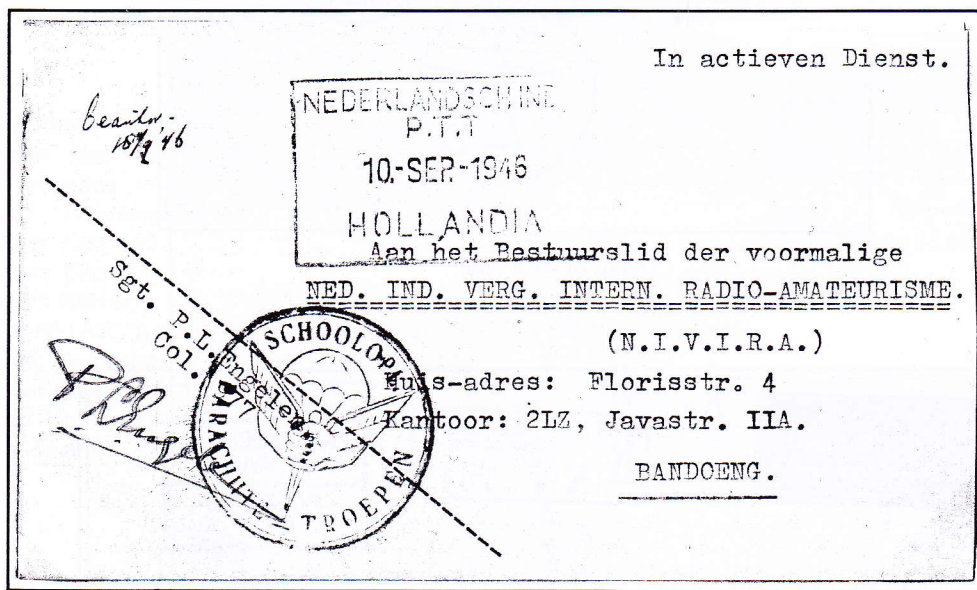


Merauke to Sydney. April 14, 1945, registered by means of label 'Geadviseerd 560' (= advised) for official mail. Registration fee 20 cent, total 37.5 cent. Registered again in Australia, using the Commonwealth method, with a cross on the front and backside. On the back side are transit cancels Registered Brisbane 16 AP 45, Sydney Reg. 17 AP 45, William Street 7 AP 45, and censored by R.N.F (Royal Netherlands Forces) Censor No. 39.

1.4 The postwar period till the transfer of sovereignty

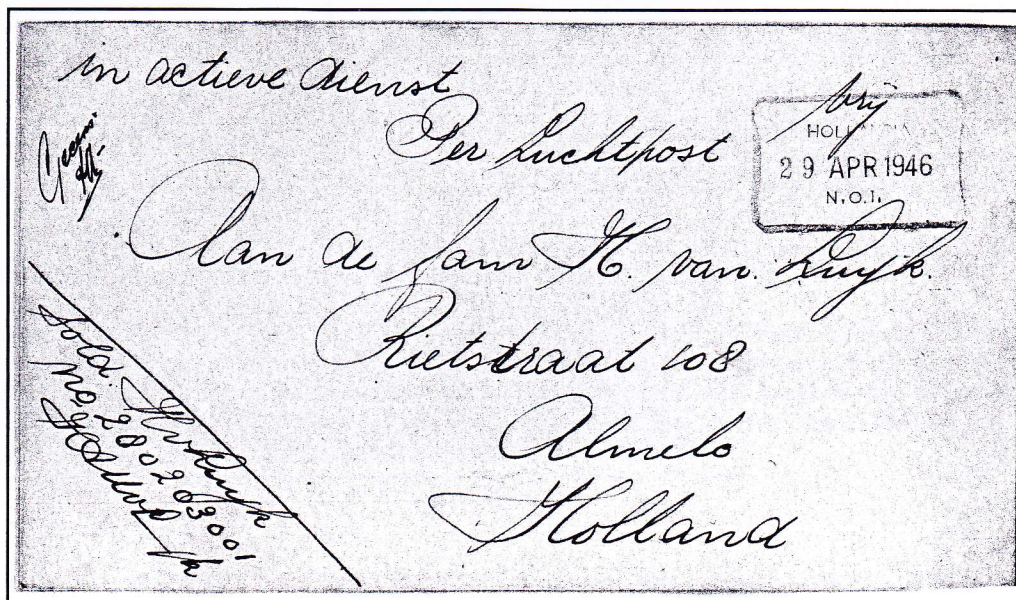
Japan surrendered on August 15, 1945. The American Seventh Fleet left Hollandia around the middle of December 1945. The N.I.C.A. remained under the control of an allied commander till July 1, 1946. At that time New Guinea obtains the status of Residence, under the governor of the 'Groote Oost' (large east) in Makassar.

The postal institutions were made operational again in a great hurry. Because the old cancels had disappeared, emergency cancels were made, mostly of Australian construction, with indicators for the months in English. See Bulterman, Part 4, "Nederlands Gezag" (Dutch Government) 1945-1950. Hollandia had several emergency cancels between the end of 1945 and the beginning of 1947.



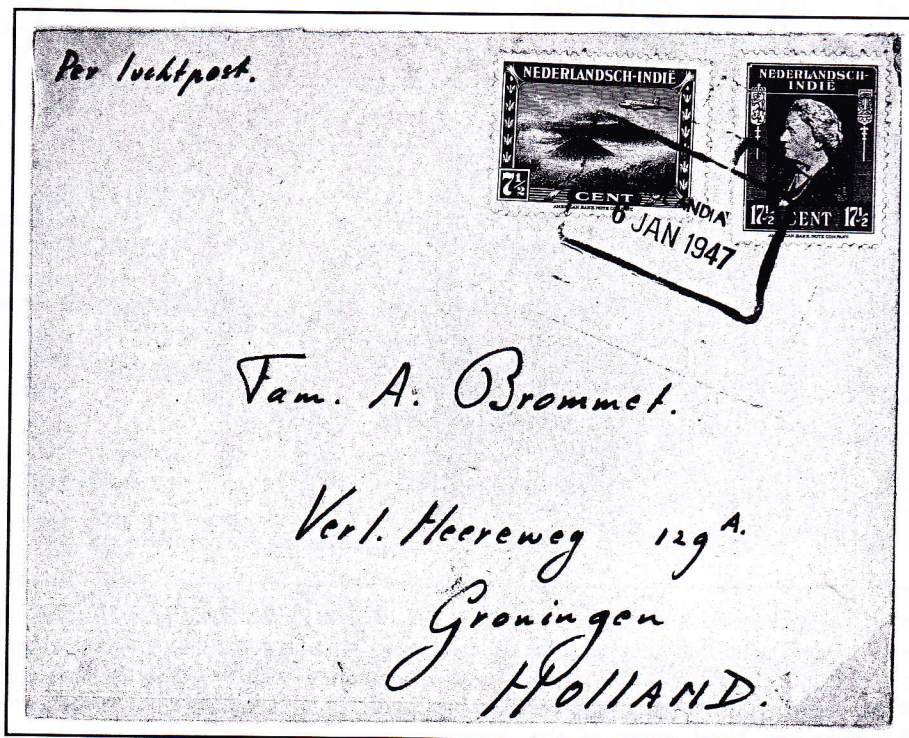
From the middle of March through December 31, 1946, military personnel in active service enjoyed freedom of port for post cards and letters (up to 20 gram), mailed within the kingdom. Block cancel type Y, 50 x 30 mm. The "Schoollopleiding Paracutetroepen" (Training School for Paratroopers) was located on the former American 'Base G.'

Hollandia N.O.I.
29 APR 1946.
Block cancel type
NO 19, 36 x 22
mm. Upper left
hand is a
handwritten
censure mark with
initials.

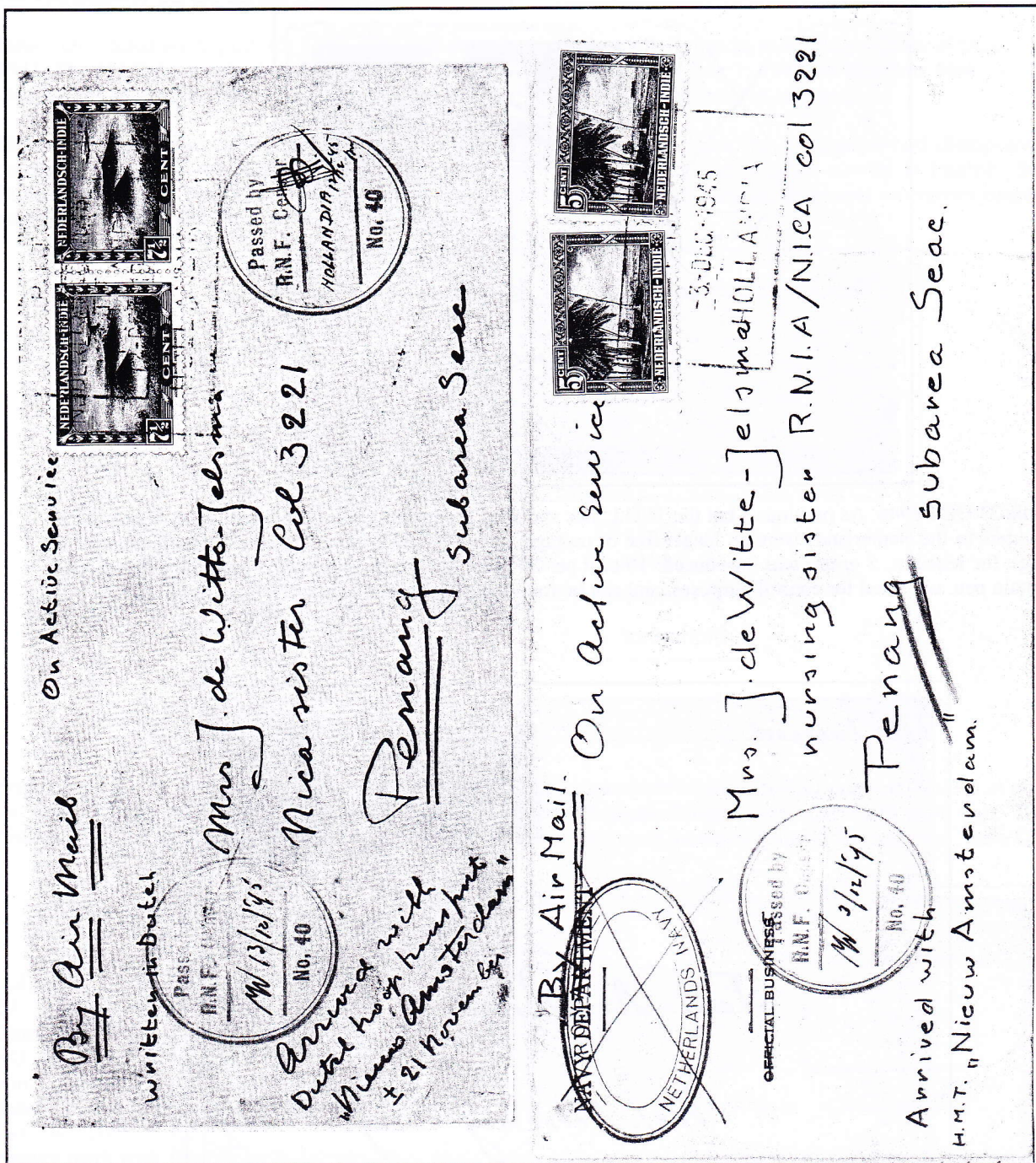




Hollandia 23 OCT 1946. As previous, but the 'N.O.I.' has vanished because of excessive wear. As of December 31, 1945, letters to the Netherlands were no longer free of postage, and a 'civilian' rate of 25 cents, which included air surcharge, for letters to 5 grams was introduced: 10 cent per 20 gram + 15 cent airfare per 5 gram. The cross, made by fountain pen, was used for control purposes, and can be found on other postal stationery from this period.



January 6, 1947. Bulterman block cancel type NO 20, 36 x 22 mm, with one 'L' only: Hołandia.



Two postal articles from 1st lieutenant J.J. de Witte of the R.N.I.A. (Royal Netherlands Indies Army), stationed in Hollandia, to a nurse (his wife?), who had traveled with the first troop transport ship 'Nieuw Amsterdam' from the Netherlands, and who had to wait in Malacca for transport to the Netherlands Indies, which for the time being was not allowed by the British authorities. Subarea Seac refers to the South East Asia Command, which was under the command of Lord Mountbatten. Used cover of the American navy, with (crossed-out) oval cancel 'Royal Netherlands Navy' for use by the Dutch navy. Bottom: incorrect postage; 10 cent was the domestic airmail rate for the military in this period. Top: correct postage: 15 cent for foreign military mail to 10 gram. Letters was censored twice, on December 12 and December 13, 1945! The numbers 32, 33, and 40 were assigned to Hollandia (information provided by F.J. van Beveren).
 (to be continued)