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December 1989

FROM THE EDITOR

Here is your first journal from the 'wilds' of France. Actually, Clamecy is only some 120 miles from Paris so we are not at all that wild.

We hope that you like the 'mix' of articles. As you can see from the Table of Contents there is "voor elck" something which may interest you, from the newest SAL labels to interment camp mail 1940-42 in the Netherlands Indies.

For those of you who are anxious to get an article or note in the Journal, please note that it would save your editor some money – the French PTT *is* more expensive than the USPS – if you use fairly light paper to type your contributions on. Also, if at all possible, don't send original postal pieces needed for illustrations, but DO send xerox copies. At some point I will ask you to send the originals directly to Larry Rehm for photos. This will protect your priceless artifacts (most postal pieces are unique and thus priceless) from a transatlantic crossing.

Please keep the articles and/or comments coming.

Table of Contents

SAL: the "Surface mail AirLifted" mode of transportation	22	How to Collect Used Booklet Stamps	35
A Specimen Post Card of Curaçao	26	Book Review	39
Berlin	27	The 1990 NVPH and Scott Catalogues	39
The Surinam Colonial Railway	32		

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SAL: the "Surface mail Air Lifted" mode of transportation

by: Frans H.A. Rummens

This service, started by the Dutch PTT in 1973, created a new transport channel. Priced between regular air mail and regular surface (sea) mail, this new mode provided for air transport between continents, while on the continents themselves the mail would still go by surface means, such as truck or train. This rather special hybrid transportation mode applies to three categories of mail:

1. small packets
2. printed matter, including newspapers and other periodicals
3. parcels

Note in particular, that post cards and letters were excluded from the start. The reasons for that are straightforward. Post cards always go by air mail, although there is no separate air mail rate for them; in this case air and surface rates are the same. Letters were excluded, because sea mail

for this category had almost declined to the oblivion point. Most people prefer the faster air mail by a long shot.

There are presently three different methods or modes of presenting mail for SAL treatment:

1. Single pieces. No special forms required, except for a SAL sticker. The rates are given by weight for each single piece of mail.
2. Group mail. Requires a special form (P1731 for printed matter and P1738 for news papers and other periodicals). Minimum group size: 250 pieces. Rates may be by the piece or by total weight. Generally, such a group of mail is from one sender to many different addresses.
3. Bulk mail requires different presentation forms (P1732 and P4341), as well as a special permit. Rates are based on total weight. Bulk mail requires one sender and one addressee.



1.30.A



1.30.B



1.30.C



1.30.D



1.30.E



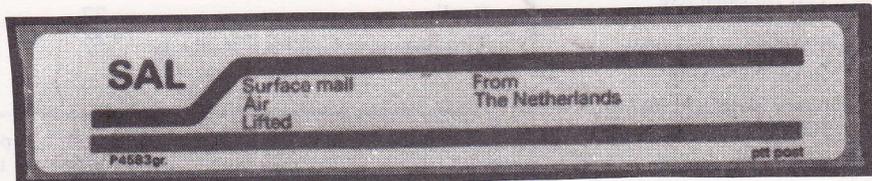
1.31.A



1.31.B



1.31.C



1.31.D

Figure 1a

Three categories of mail and three presentation modes would theoretically lead to nine combinations, but not all combinations exist. Only printed matter has three presentation modes; small packets and parcels go only by the single piece treatment.

In addition, not all categories have the same choice of SAL destinations. Printed matter and small packets, both as single pieces, have SAL service only to Canada, Australia and New Zealand*). For the category of printed matter as group- or bulk SAL mail no fewer than 52 countries are available. Parcels have 14 SAL destinations, including the three mentioned above and also including the United States. SAL does not necessarily work in reciprocal fashion. For example, Australia has a whole set of SAL rates to the Netherlands, whereas Canada has none. Altogether, ASNPs members in the USA may never have seen a SAL piece, whereas it is very familiar to Canadians, particularly for Dutch expatriots.

As to the gain in delivery time, the advantage of SAL can be substantial. Sea mail to Canada or to the USA takes approximately 30-40 days, but SAL mail arrives in 7-12 days. Actually, air mail is no faster in many cases. The monetary savings look piddling for single pieces at low weight, but they quickly become substantial at higher weights and/or large numbers. For group- and bulk mail categories the savings are often in the kilobucks if not megabucks.

At the present, a 40-50 g. single piece to Canada costs fl 1.20 by sea mail, fl 1.45 by SAL and fl 1.60 by air mail. For a small packet weighing between 240 and 250 g, sea mail is fl 3.00, SAL is fl 4.25 and air mail is fl 7.70. Send a 5 kg book over and the charges are fl 21.50 by sea, fl 48.00 by SAL and a whopping fl 171.50 by air mail.

Regulations say that all SAL mail must carry a SAL sticker. This is certainly literally enforced for the single pieces, even to the extent that the postal employees must attach such a sticker if from the franking it appears that a SAL rate was intended.

In figure 1a we show most of the SAL stickers that have been in use so far. D.de Vries' "Naamlijst van postale etiketten 1882-1984" was used for the catalogue numbers.

Type 1.30.A was printed in 1973. They were distributed in packages of 50, with twice 25 joined at the short sides. The word "SAL" is printed in blue, as is the upper of the two bars. Also in blue is the text at the bottom: "P4583 kl.....PTT". Note that "kl" stands for "klein" (=small). The bottom bar is in light green, as is the text "Surface/Air/Lifted" (yes, indeed, the text is in English!).

From 1976 onward the stickers were produced in rolls of 500. Type 1.30.B is the first of this kind. It measures 40x 19 mm (as does 1.30.A), but it has perforation (11 1/2) both on the left and right sides. The green text now reads "Surface mail/Air/Lifted".

Type 1.30.C is slightly smaller overall (38x19 mm), but the lettering at the bottom is enlarged, and the word "SAL" is taller too.

*) these were and still are the three most popular destinations for Dutch emigrants.

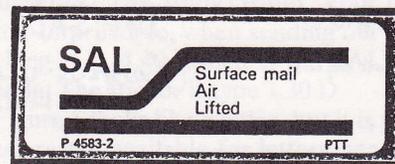


Figure 1b

More recently, the peelable stickers 1.30.D and 1.30.E have been used. They measure 47x17 mm, with rounded corners without perforation. Sticker 1.30.D has "PTT" at the bottom, whereas on 1.30.E it says "ptt post". Both were prepared in rolls of 500.

For larger pieces, larger stickers were prepared. The first one of these is type 1.31.A, measuring 51x63 mm, only perforated at the bottom with a cut-perforator and distributed in blocks of 25. All lettering is larger than on the small stickers, and inside the green bar it now says "Surface mail/Air/Lifted" and "From/Holland". At the bottom it reads "P4583 klPTT", but this is a misprint, of course, since the sticker is not "klein" at all. It took three years (from 1973 to 1976), however, to use up the misprinted stock; in 1976 an improved sticker type 1.31.B was finally introduced. It now reads at the bottom "P4583 gr", with "gr" standing for "groot" (= large). Another irritant was removed at the same time: "From/Holland" was changed into "From/The Netherlands". If you don't get the significance of this, just tell the Scots, Irish and Welsh that they are from England and see what reaction you get.

Not listed yet in the "naamlijst" are two larger peelables. Tentatively we will call them 1.31.C and 1.31.D, the latter having the larger lettering. They both measure 99x17 mm, and have "P4583 gr.....ptt post" at the bottom, and "Surface mail/Air/Lifted.....From/The Netherlands" in between the two bars. Note also, that sticker 1.31.D has more space between the two colored bars. For 1.31.D it is known, that it comes in rolls of 250; presumably the same is true for 1.31.C.

Yet another large sticker has been reported; it is said to be peelable with double the height of the other peelables, therefore about 99x35 mm. Unfortunately we are not able to show an example of this sticker.

NOTE ADDED IN PROOF

New type SAL labels have surfaced past summer. The changes consist of a minor textual change in the numbering of the labels as follows:

"P4583 gr" became "P4583-1"

"P4583 kl" became "P4583-2"

See also figure 1b.

Examples of some actual SAL pieces.

In figure 2 a very late use (6-VI-85) of a pair of 1.30.A stickers is shown. The left side sticker is cut-perforated on both sides, whereas the right side sticker is imperforate at

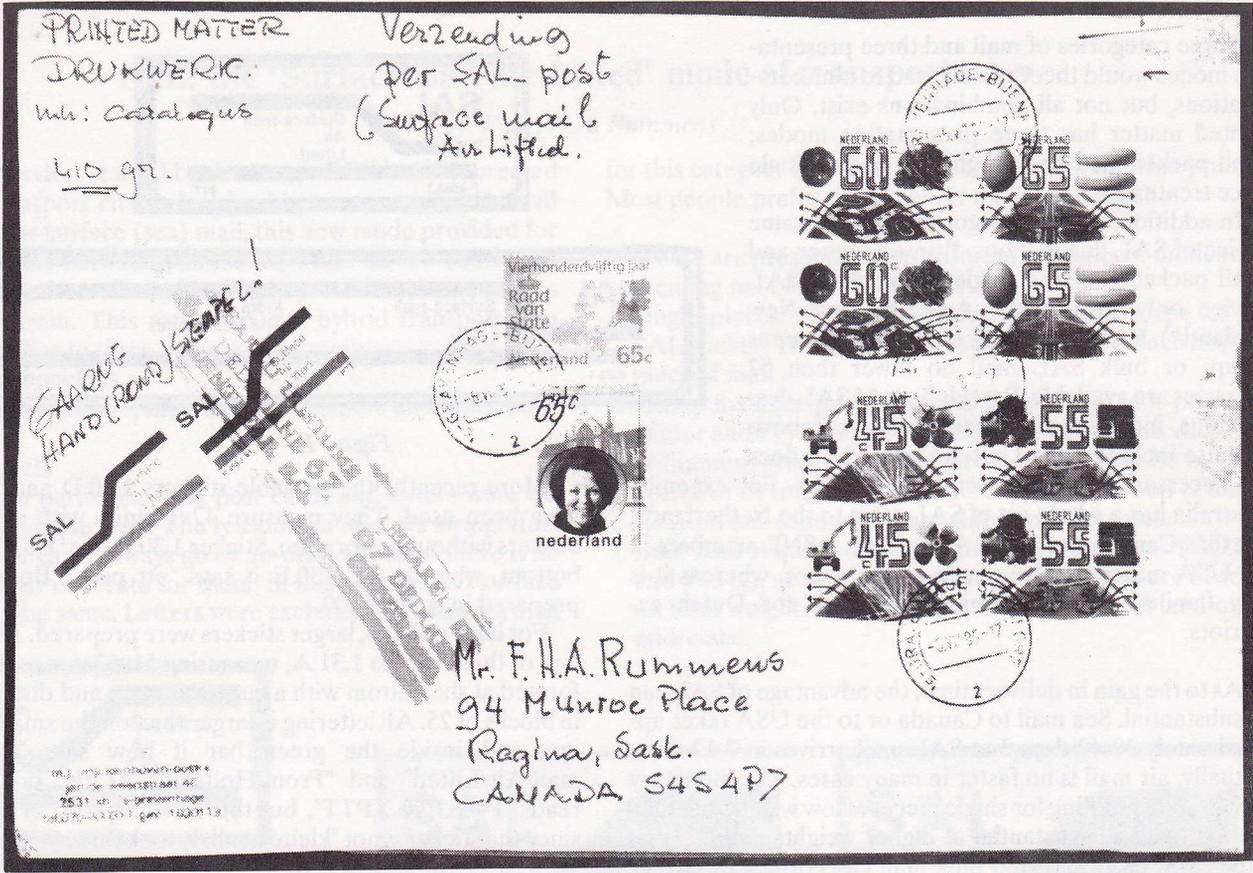


Figure 2

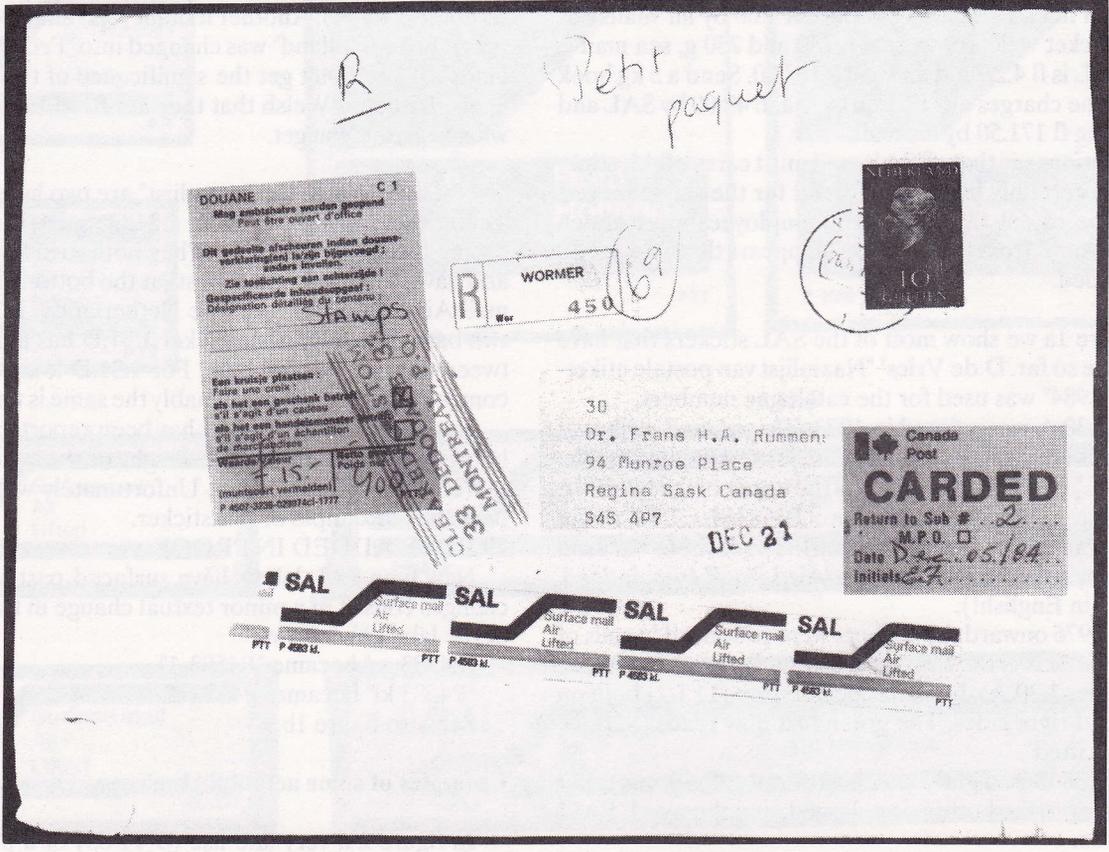


Figure 3

the right. In 1985 the SAL rates for printed matter and small packets were not always the same. The piece is correctly franked, however, with fl. 5.80, this being the SAL printed matter rate to Canada for weights between 400 and 410 g.

Figure 3 shows a registered "petit paquet" (small packet), postmarked 26-XI-84. The SAL stickers are of the type 1.30.C. For SAL destination Canada, special services such as registration and "Avis de Réception" are available for single pieces. For group mail to Canada, these services are also available, but only for printed matter. Bulk mail by SAL

does not allow any special service at all. The dark "CARDED" sticker on this cover is a Canadian sticker, affixed by the mail man, when he found no one at home. The SAL rate for this 400 g small packet is fl. 5.80, to which fl. 3.75 for registration has to be added. This totals fl. 9.55, so that the piece is actually overfranked by 45 ct. Note also the (green) C1 customs sticker at left, that is a prerequisite for all small packets.



Figure 4

Figure 4 shows a wrapper, postmarked 8-X-86. Just four months earlier, new rates had been introduced, amongst others merging the SAL rates for printed matter and small packets into one single category. Hence the absence of any written category indication. But who would first save some money by going SAL and then waste the savings on the surcharges of some



Figure 5

semipostals? The Study Group "Voor het Kind" does, as a matter of principle, when sending out their "Bulletin". The franking is fl. 1.40, which is the SAL rate for 30-40 g to Canada. The sticker is type 1.30.D.

Figure 5 looks like a letter, but it is not. First of all, SAL rates are not available for letters, secondly the flap is unsealed, as is prescribed for printed matter, and thirdly the franking by 85 ct, combined with a post mark of 6-X-87, can mean only one thing: first SAL rate for 0-10 g. to Canada. Why the large SAL sticker 1.31.B? No particular reason seems to be the answer.

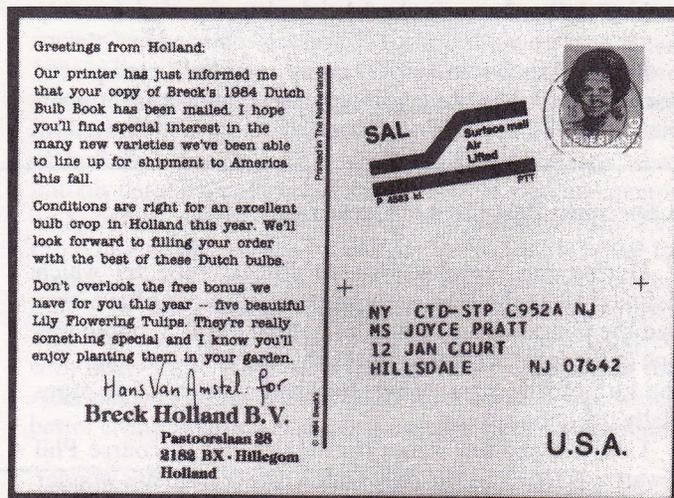


Figure 6

Figure 6 is a post card, showing on the reverse the colorful tulip fields of Holland in the Spring. However, we have said already that post cards always go by air mail. The post mark of 16-II-84 means that the air mail charge would have been only 65 ct. So then, why the fl. 1.00 stamp? Hardly the kind of error a bulb exporter like Breck Holland would make. Furthermore the USA is not even a SAL destination for single pieces! Now we are getting closer: This card must have been part of group mail or bulk mail. However, such mail normally does not carry stamps. But here is the point: Breck Holland knows that junk mail stands a much improved chance of being read when franked with a real

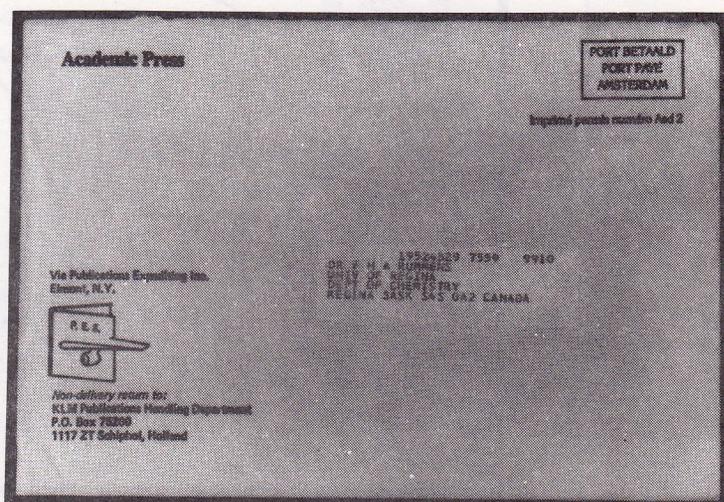


Figure 7

stamp. Note that the stamp in question is a coil stamp. Such coils, with 5 000 or 10 000 subjects, are specially made for these large bulk mailers. In fact, this stamp is there only for decoration; Breck either never paid the full face value for these stamps, or if it did pay, it would receive a substantial refund, because group- or bulk mail goes by weight at rates, much lower than those for single pieces. The SAL sticker on the card is also just decoration; only the labels on the bags or sacks need to carry a SAL sticker. In fact there is no sticker in the narrow sense of the word; the design of a SAL sticker was printed right onto the card. Just another way of making the card more colorful.

Figure 7 shows, how SAL group- and bulk mail pieces normally look like. Any time one sees a non-franked mail piece with the words "Port Betaald/Port Payé", followed by

a town's name, all in a rectangular box, one is dealing with a SAL piece. The word "SAL" or a SAL sticker is normally absent. The bottom-left part of this cover is interesting too. From the return address one gathers that KLM is playing Post Office here. This is bulk mail; from one sender to one address (Publications Expediting Inc. in Elmont, N.Y., is a KLM subsidiary). As with the previous example, this sort of mail travels in sacks, with only the one address label carrying the SAL sticker. From Elmont, N.Y., onwards, the USPS takes over for the final surface leg of distribution and delivery, a job they get paid for by KLM.

Acknowledgments to D. de Vries, Ray van Heuveln, Cees Slofstra, and J.C.A. Maas (PTT Post). Photos by L. Rehm

A Specimen Post Card of Curaçao

During my one-day visit to Philexfrance 89 which definitely was the best-organized stamp show I have ever had the pleasure to attend, I note dthat the U.S. booth was one of the most crowded – on both sides of the counter. On the 13th of July most stamps they had were sold out, especially the definitive set.

I did not see any American dealer, but of course Phil Zwart was there, as the only Dutch dealer. I do not wonder that the APS did not have a booth, aough I feel that some American participation might have been good for a show of interest on our parrt.

But to get back to the purpose of this brief note, I did ask many dealers if they had any Netherlands material, and in one booth I was astonished to see many gorgeous Netherlands Indies straightlines on cover. Sad to say, the dealer was not stupid either; he did know about RRR straightlines!

But the same British dealer - thank God, I could speak English! - also had a Curaçao 5 ct post card (NO. 6), the pink

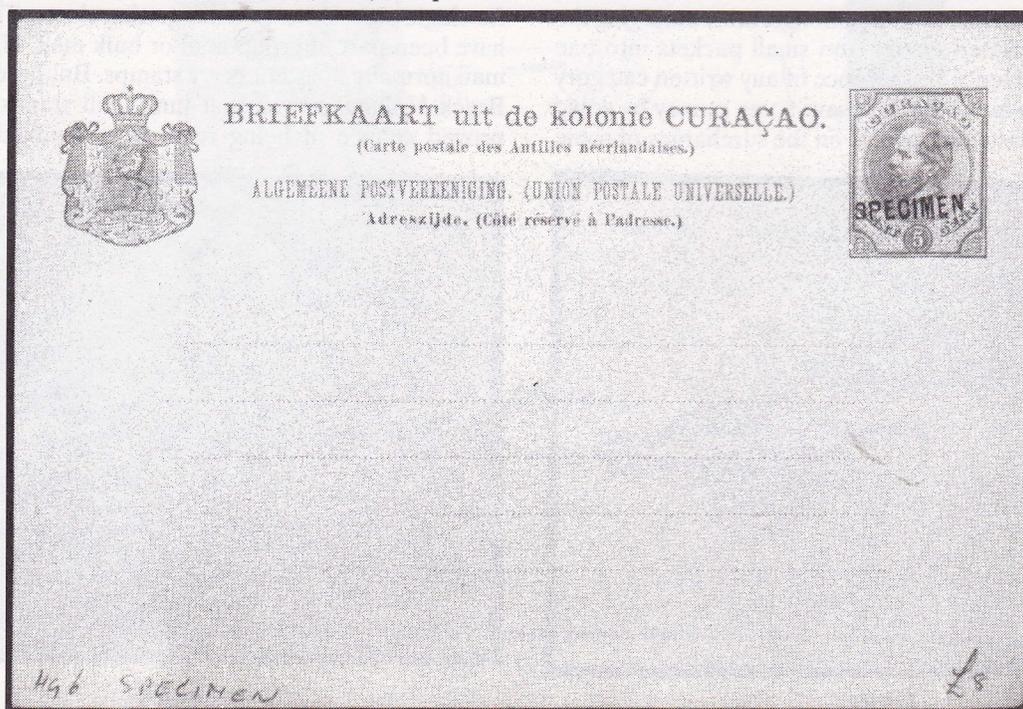
one with the French text, with a small specimen marking over the stamp imprint. Never having seen the like before, I acquired the card right away at what I considered was a very fair price (see photo).

Coming home I immediately got out my copy of Julsen-Benders, A Postal History of Curaçao and looked up the listing. Only 20,000 cards were sent to Curaçao where they were issued on November 1, 1886. On that page no mention is found of a possible specimen stamp, but I luckily kept going on and found on page 603:

"A few cards are known with overprint 'SPECIMEN'. We know: - Overprint Model A, handstamp, black, clear impressions, 14 1/2 x 2 1/4 min., on post cards Nos. 6,7 and 12."

So this post card is not an "unknown" rarity, but I think it is unusual enough to show our members a photo of it, and point out where in the Curaçao handbook the information regarding it can be found.

P.E.v.R.



BERLIN

by: M. Hardjasudarma

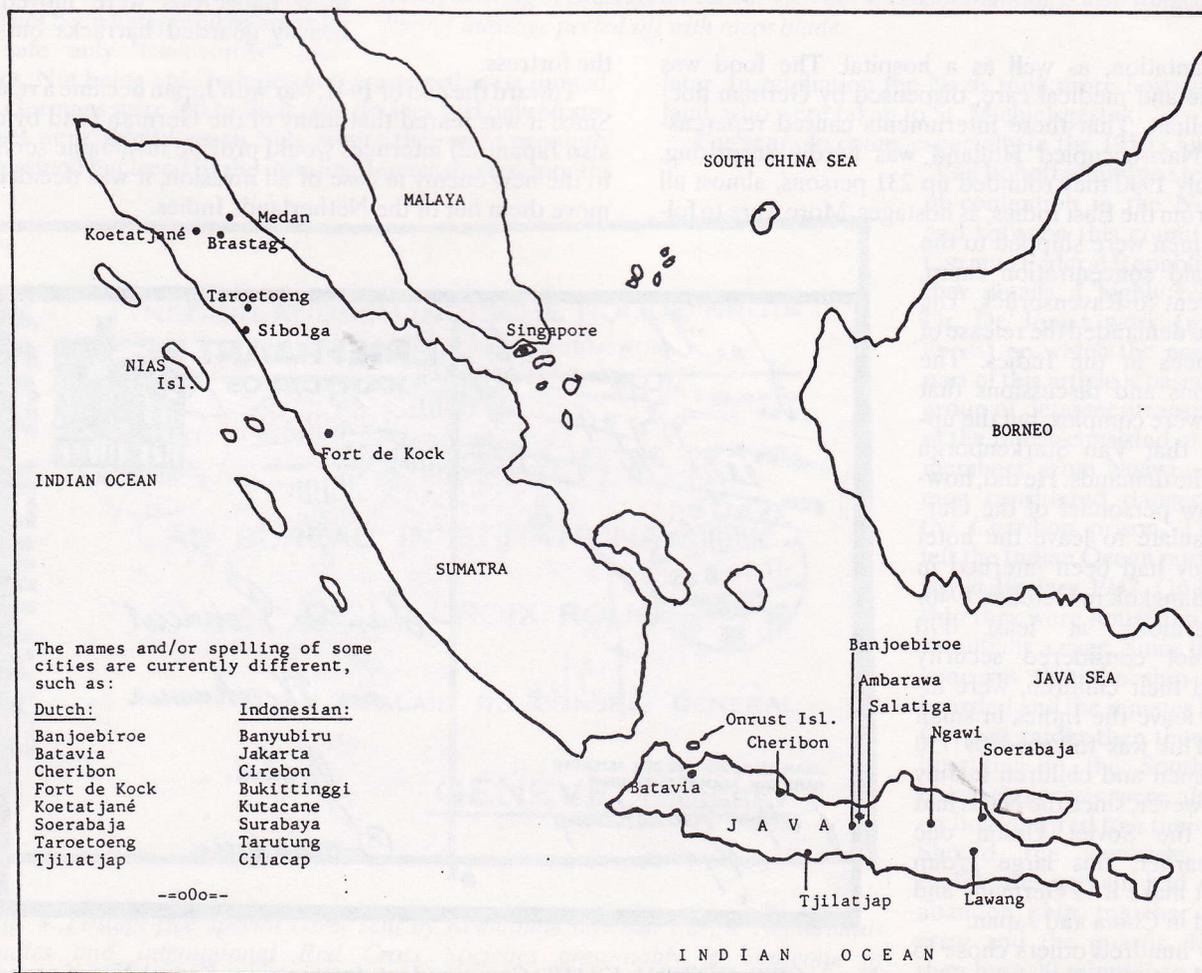
This terse single code word signaled from Batavia on 10 May, 1940, constituted an order originating from Van Starckenborgh Stachouwer, governor general of the Netherlands Indies. He was to be the last in a long line of men to fill this position. The Nazis had invaded Holland on this day, and war clouds were gathering over its huge colony and the rest of East and South East Asia, compliments of the Empire of Japan.

The intended recipients of the signal, certain navy and army commanders, jumped into action and in a short time 18 German and 2 Danish ships then present in Netherlands Indies territorial waters were seized and their crew, about 900 men, became prisoners of war. Also ordered to be put into internment were all German males over the age of 17, and people suspected to be sympathetic to the Nazi cause.

In practice, the orders were carried out rather indiscriminately. Beside German nationals there were also Yugoslavs, Danes, Belgians and French subjects, naturalized Dutch citizens of German origin, Jews and other immigrants from Germany as well as a number of youths of mixed parentage, i.e. with German fathers, who often did not speak a word of German (or Dutch, for that matter), also 200

retired civil servants, many government physicians, and at least 100 Protestant and Catholic missionaries; all were deemed to be Nazi sympathizers.

Later on about 200 women and children were put in protective custody in four camps in Java and two in Sumatra. Their husbands and fathers having been interned, they found it hard to subsist on government allowances (their spouses' belongings had been confiscated - Fig 7), and society had become very hostile toward them. In Java about 150 other German women, considered to be more dangerous politically, were put together with their children in barracks at Banjoebiroe and guarded by female members of the Salvation Army. All in all almost 2800 "Germans" were initially detained and transferred to four internment camps on Sumatra, Borneo and Celebes, and three on Java. The three Java camps were at Ngawi, Ambarawa, and Onrust Island, for East, Central and West Java, respectively. The conditions in Ngawi and especially at Onrust were deplorable. The latter was soon closed down and its inmates together with many more from other camps were relocated in the Alas valley in North Sumatra, the Koetatjané camp. Much better living quarters had been erected here on an aban-



Location of some of the camps, towns, cities and islands pertinent to this article.



Fig. 1. Postcard written on 27 Dec. 40, Ngawi camp marking of 28 DEC 1940, censored (GECENSUREERD/2) and canceled at Batavia-Centrum 30. 12. 40, then sent on to Soerabaia.

doned plantation, as well as a hospital. The food was reasonable and medical care, dispensed by German doctors, excellent. That these internments caused repercussions in Nazi-occupied Holland was hardly surprising. During July 1940 they rounded up 231 persons, almost all on leave from the East Indies, as hostages. More were to follow. The men were shipped to the Buchenwald concentration camp, women went to Ravensbrück. The Nazis then demanded the release of all internees in the Indies. The negotiations and discussions that followed were complex, but the upshot was that Van Starckenborgh rejected the demands. He did, however, allow personnel of the German consulate to leave the hotel where they had been interned in Java for Bangkok in October 1940. Furthermore, at least 170 women not considered security risks, and their children, were allowed to leave the Indies in small groups. This was followed by 750 more women and children in July 1941. However, since the Nazis had invaded the Soviet Union one month earlier, this large group could not make it to Germany and remained in China and Japan.

A few hundred others chose to stay in the Indies, many because they were Jewish or married to German Jews. Some of them were

put in camps at Ambarawa (not far from Banjoebiroe) and Fort de Kock (West Sumatra). There they were freed by the Japanese in 1942. Apart from Germans, detention was also applied to some members and sympathizers of the NSB, the Dutch National Socialist Party. Only some 500 men and 32 women were interned, less than one third of the total membership. The women and their children were put in the Banjoebiroe barracks, later in a large house in Salatiga.

The Ngawi fortress is known to have had 472 detainees in mid-1941. Some of these, among them fervent Nazis, committed arson in the camp, and when the fire brigade arrived, some of their water hoses were slashed. In the ensuing chaos, 12 inmates escaped but were soon recaptured. Fourteen were subsequently sent to the Cheribon prison. Another 100 considered most dangerous were moved to heavily guarded barracks outside

the fortress.

Toward the end of 1941, war with Japan became a reality. Since it was feared that many of the German (and by now also Japanese) internees would provide invaluable services to the new enemy in case of an invasion, it was decided to move them out of the Netherlands Indies.



Fig. 2. CDT.-INTERN.-KAMP (Commandant, Internerings Kamp) Ngawi cancel. This was a special camp censor marking. Also censored at Batavia ("14").

Because of the location of the Koetatjané camp in the Alas valley of North Sumatra, it was deemed best to plan evacuation of its inmates to Bombay in British India. At that time the camp counted about 2450 men. Of these, the first group of 975 was shipped from Sibolga at the end of December 1941 and the second contingent of 938 followed in early January 1942. Both arrived safely. The third group of 473 Germans left Sibolga on 18 January, 1942, aboard the steamer "Van Imhoff." At noon the next day, about 100 km South of Nias, the ship was attacked by a Japanese bomber and suffered a close hit; it later sank. The crew and the guards were able to save themselves, the internees were left to fend for themselves. Even so, many could have been saved if it had not been for the fact that the commander of their ship, as well as those of rescue boats and one seaplane sent out subsequently, had not been hampered by an order to safe only "trustworthy" Germans. Not being able to have their trustworthiness judged, the Germans were left to their own devices and only 66 survivors were able to reach Nias, where they were promptly redetained but freed by the invading Japanese a few months



Fig. 3. Postcard from Koetatjané 27. 9. 41, written by a husband to his wife who was in protective custody. Medan transit CDS (same day) redirected via Tarotoeng, finally arriving in Brastagi on 12. 10. 41. The "4" censor marking is also from Batavia. Part of message peeled off with razor blade.

later. In retaliation the Nazis took more hostages in Holland, who were taken to St. Michielsgestel.

For years to come, especially in the 1950's and 60's the "Van Imhoff affair" was to be a bone of contention in the Netherlands and between this country and the German Federal Republic. For further details, I highly recommend Dr. De Jong's work (*see: References*) on which the nonphilatelic part of this article is based. The last group of detainees transported out of the Indies consisted of 132 "NSB members" from Ngawi and the 14 men considered dangerous from the Cheribon prison. This group left the Indian Ocean port of Tjilatjap in January 1942. On board the ship they were housed in what was essentially a cage. Since there were concerns that the ship might be boarded and the inmates freed by a German raider then thought to be operating in the South Pacific, heavy explosives were also placed on board, wired to a timing device. Should the concerns become reality, the captain had orders to abandon ship together with his crew and the guards. He would then have 20 minutes to row away, after which the ship would explode, with the inmates still on board. This



Fig. 4. Postage-free special cover sent by Koetatjané internee via the Netherlands Indies and International Red Cross Societies presumably to someone in Nazi-occupied Europe. English language censor strip on left applied by the British in Singapore.



Fig. 5. Red Cross covers required stamps to pay the air mail (= Luchtpost) fee if this mode of transportation was desired as on this cover from Koetatjané camp in the Alas valley of North Sumatra (Atjeh). The stamps were canceled in Medan.

fortunately did not happen, and the ship arrived safely at its destination – Surinam in South America.

What has been published concerning the philatelic aspects of internments in the Netherlands Indies between May 1940 and the unconditional surrender to the Japanese in March 1942? As far as I know, very little.

Bulterman, in his Revised List of Post Offices mentions the existence of circular date stamps inscribed CDT. INTERN.-KAMP (meaning Commander, Internment Camp) of four localities, i.e. Ambarawa, Banjoebiroe, Koetatjané and Ngawi. These were indeed the largest and most significant camps, and correspondence from other camps can perhaps only be recognized by noting the sender's address. It also appears that the four camps did not get their special cancels until some time into their existence. Figure 1 shows one such example where the Ngawi camp just used a rubber date stamp (28 DEC 1940). A year later they obviously had the special cancel (fig. 2).

The Revised List also indicates that the CDT. INTERN.-KAMP cancels are in fact censor markings. This explains why they were always applied away from the stamp, never over it. I will henceforth refer to

cancel daily, especially without the CSM. The postcard in figure 1, for example, could have easily reached its Soerabaja destination without having been censored in Batavia, had it just been dropped in a Ngawi mail box.

Secondly, the Red Cross covers (figs. 4-6) bear no sign of having been sealed by their senders, then opened and resealed by Batavia censors, which meant they were sent to Batavia unsealed.



Fig. 6. Red Cross cover from Banjoebiroe camp bearing 20c stamp to pay air mail fee. Censored and stamp canceled at Batavia.

them as circular censor markings (CSM).

How much censoring was actually done at the camps? Very little, I think. As can be concluded from the foregoing, camp commanders and their staffs had their hands full just trying to run these places smoothly. Of course they may have had registers to keep records of who sent what to whom and when, but that was probably the extent of it. The CSM thus indicated the piece was "legitimate," i.e. not smuggled out of the camp. The actual censoring was done in the capital, Batavia, and indeed, the numbers 2, 4 and 14 of the GECENSUREERD (= Censored) markings are known to have been used only in that city (figs. 1-3).

In what manner did the letters reach the Batavia censors? Probably not by entering the mail stream individually. After all, the postcards looked just like the hundreds or thousands of ordinary ones that busy postal clerks had to

Thus mail from the camps was sent to the Batavia censors under separate cover. It now remains for one of you readers to come up with such a cover to clinch this theory.

Banjoebiroe apparently sent its mail directly to Batavia (fig. 6); they bear no transit markings from post offices in its vicinity. Koetatjané mail on the other hand always received transit markings of Medan (figs. 3-5) and Ngawi pieces that of the Ngawi post office, at least later on (fig. 2). The reason for this is unclear.

Were there perhaps territorial army or police commanders, or designated postal officials in Medan and Ngawi who needed to know certain aspects of POW mail in the areas under their control? Could it be that Medan was the collecting area for mail from other camps as well, such as those in Taroetoeng and Brastagi (fig. 3)?

At any rate, Medan and Ngawi, after canceling the pieces, would have had to "repackage" them in order to be sent on to Batavia. Can anyone come up with a "second stage" separate cover?

Following censorship in Batavia the letters and postcards then entered the normal mail stream individually, to be finally delivered but sometimes not before being recensored (fig. 4) or redirected (fig. 3).

As interesting as this short article may be, it would be truly fascinating if somebody someday were to write about the many other aspects of this period: mail from the smaller camps, especially on Borneo and Celebes; letters from the "Van Imhoff" survivors; epistles from Bombay, Japan, China and Surinam; answers to the perplexing questions posed here, the list goes on.

Let us hope we will see such an article – someday.

ACKNOWLEDGMENT

My sincere thanks to Dr. F. H. A. Rummens for bringing to my attention Dr. De Jong's books and then lending them to me. This sure makes postal history a lot more interesting.

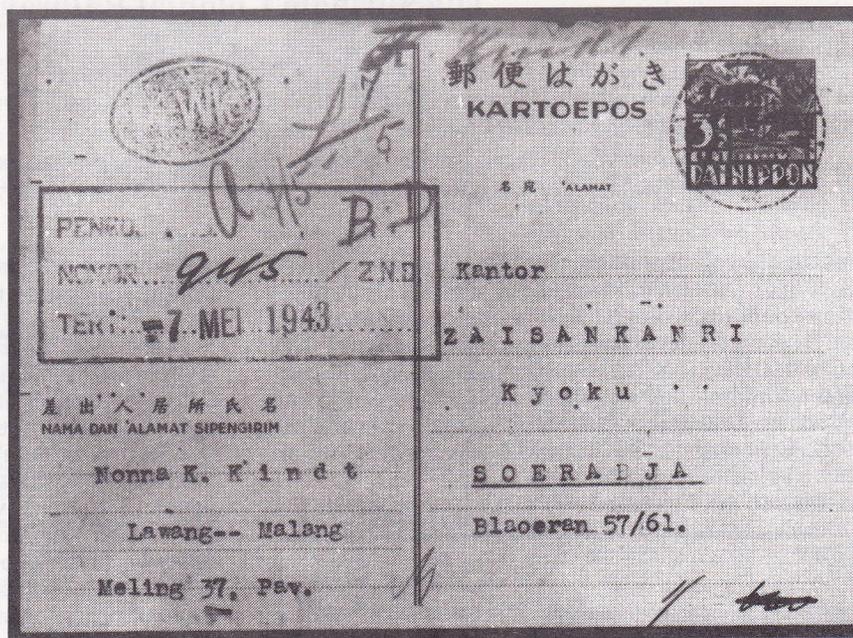


Fig. 7. The sender of this Japanese Occupation postcard (Lawang 6. 5. 03 = 6 May 1943) was the sister of the sender of the postcard in figure 1. She was inquiring about the confiscated goods of her brother, a German, who had the double misfortune of having been interned by the Dutch and not released by the Japanese.

REFERENCES

- De Jong, Dr. L.: The Kingdom of the Netherlands in the Second World War, Netherlands Indies (in Dutch), 's-Gravenhage, Staatsuitgeverij, 1984.
- Bulterman, P. R.: Postal Markings of the Netherlands Indies 1864-1950, Revised List of Post Offices 1985 (in Dutch), Uitg. Davo, Deventer.

Afterword by the Editor: Reading almost fifty years after it happened about the internment of Germans and Dutch Nazis in the Indies after May 1940 may make you feel sorry for these people. But remember that shortly before the Dutch in the Indies had been able to read about how the Germans landed their soldiers by parachute behind enemy lines, how they tried to get the royal family by this means, and how the Dutch 'fifth columnists' were more than ready to help their Nazi comrades. We should compare this whole episode with the internment of Japanese and Japanese-Americans in the U.S. after Pearl Harbour!

The Surinam Colonial Railway

By Dr. A. M. Benders

It is now exactly eight years ago that this article by our late Dutch Governor appeared in De Postzak, the quarterly journal of 'Po en Po.' When I asked Dr. Benders to prepare a translation for Netherlands Philately he immediately gave permission. It took a little longer than I thought for this article to appear, but here it finally is - Editor.

Perusing old volumes of the Surinam Government Advertising Paper (*Advertentieblad*) I met with all kinds of information about the Colonial Railway in the volumes from 1903 on. It seemed interesting enough to copy some of it. A railroad in itself is no philatelic subject all right, but the cancels used at the building stage and exploitation of the line are, and are very much sought after by Surinam cancellation collectors. Especially on covers and postcards they are almost never seen.

The Decree of November 5, 1902, published in the



Figure 1

Government Advertising Paper of September 4, 1903, was concerned with building and exploiting a railroad from Paramaribo to the Lawa area, and exploring the Lawa area. "The Governor, having considered that furthering agriculture, forest exploitation and the gold industry is desirable, etc."

The Second Chamber of the Dutch Parliament approved the design on May 28, 1903. The Lawa River, the upper part of the Marowijne River, forms part of the border with French Guyana; in this area promising gold deposits had been found. But the railroad never got that far; the terminus was found at Dam, about halfway.

The approval of the First Chamber followed on July 22, 1903. Hereafter there appear now and then articles about the Colonial Railway in the Government Advertising Paper, always under the title "Colonial Railroads," although one single-track railroad was all that was accomplished.

The Director of the Colonial Railroads, Van Reigersberg Versluys, states on September 18, 1903: The Colonial Railroads tem-

porarily hire a "commies" (super clerk) at 100 florins per month; a clerk at 50 florins per month; a typist at 1 florin per day.

A decree of November 25, 1904, extensively regulates, in 31 articles, the rail transport. If the railroad shares a public highway, trains are not allowed to exceed 20 kilometers per hour (12.5 miles/hour).

The first schedule was published on March 28, 1905. Apart from various minor stops we meet the following names of stations, well-known to cancellation collectors. Paramaribo (station on Vaillant Square), Koffiedjampo, Onverwacht, Republik.

There was one train a day in both directions, to and from the temporary terminus Republik, a trip of almost 2 1/2 hours. Furthermore, two trains in both directions from Paramaribo to Koffiedjampo.

For those who are not familiar with Surinam cancellations (and who nevertheless read this article), be it known that with the advent of the railway at various (future) stations cancels were used consisting of the name of the station

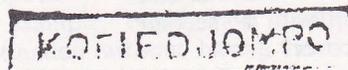


Figure 2

in a box. Only "Kabelstation" had no box. After the opening of the railroad these were replaced by circular cancels of the model then in use in Surinam, with three crosses in the bottom segment of which the middle one was lying down,

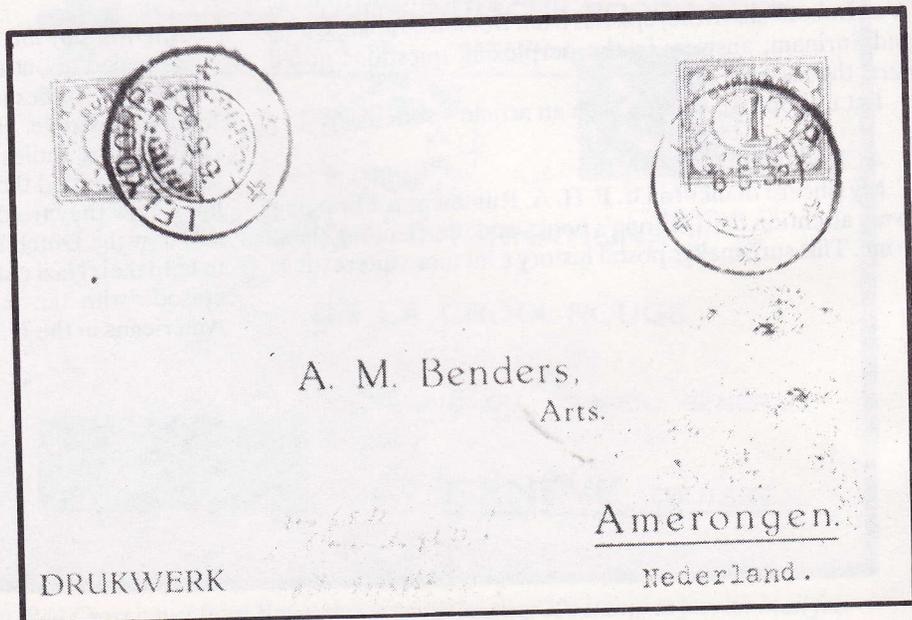


Figure 3

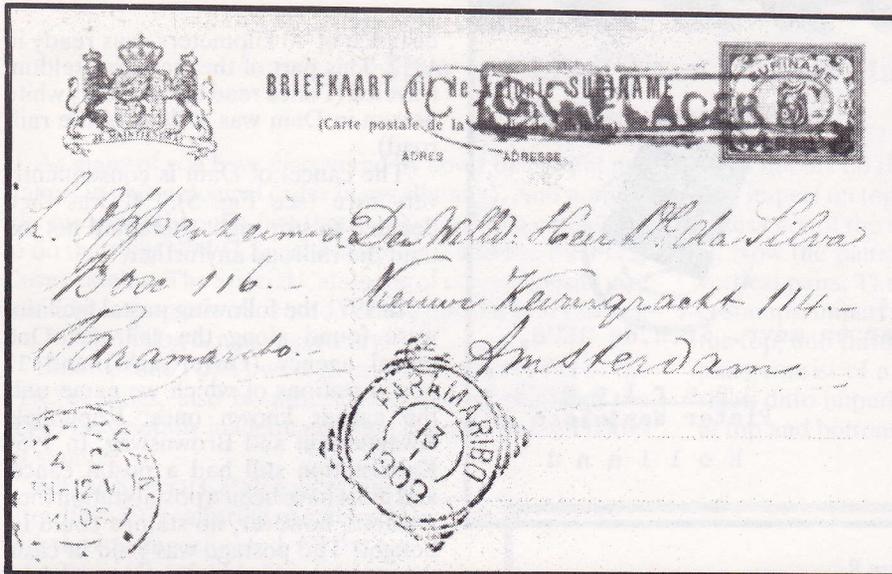


Figure 4

the date in the center, and vertical lines in two circle segments.

Dr. Riddell mentions a first date for the circular cancellations of Onverwacht and Republiek: September 23, 1905. The available cancellation material is too scarce to know

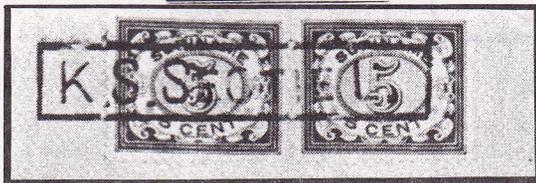


Figure 5

whether both stations before that date were still using the straightline cancel in box; they were in use as stations since March 1905.

On April 14, 1905, it was announced that no more than 50 persons per car and in total 300 per train could be transported, but one could hire an entire car or half a car beforehand.

On July 28, 1905, it was stated that the railroad was extended from Republiek to Capasikamp (K.M. 60). In the Government Advertising Paper of September 2, 1905, it was mentioned that the stop Braamshoop, situated near K.M. 12.8, just north of Koffiedjampo, was opened. Stops did not have their own cancels, only stations had. Several decades ago a straightline cancel "Braamshoop" in box was announced, which has never been seen by anybody. Whether it exists begins to become doubtful.

On February 28, 1906, the station Kwakoe Gron was opened, 3 hours and 40 minutes by train from Paramaribo. In the new schedule of this date the name

"Koffiedjampo" has already been changed into "Lelydorp" (after a former governor of Suriname). According to Riddell the new cancel was used from June 1, 1906 (also see the figure with the Lelydorp cancels).

In the yearly speech by the Governor at the opening of the Colonial Estates on May 8, 1906, it was announced, in regard to the Colonial Railway, that Kwakoe Gron was opened for public transport on January 1, 1906. Further extension suffers from delays because of illness among the laborers - this is the least healthy part of the project (malaria, etc.); the Guyana Goud Placer for this reason would only be reached in October. It appears, however, that this station was only opened on

January 1, 1907.

The Director of the C.R.R. announces on September 17, 1906, that he has deposited fl. 1.75 in the Colonial Exchequer, "emanating from the sale of three chickens left in the train."

KABELSTATION

Figure 6

In 1907 we read something about "letter collectors" (which may or may not have been official postal personnel) at the railroad. The Administrator of Finances announced that starting March 12, 1907, the following were appointed as letter collectors: On Section W of the C.R.R. the warehouse chief of that section; at the placer of the G, G. Placer Co. the director of the placer. At the placer of the Gros concession also the director; at the placer of the De Jong concession the warehouse chief of section L of the C.R.R. who was stationed there. (A placer is an open mine for the purpose of extracting gold.)



Figure 7

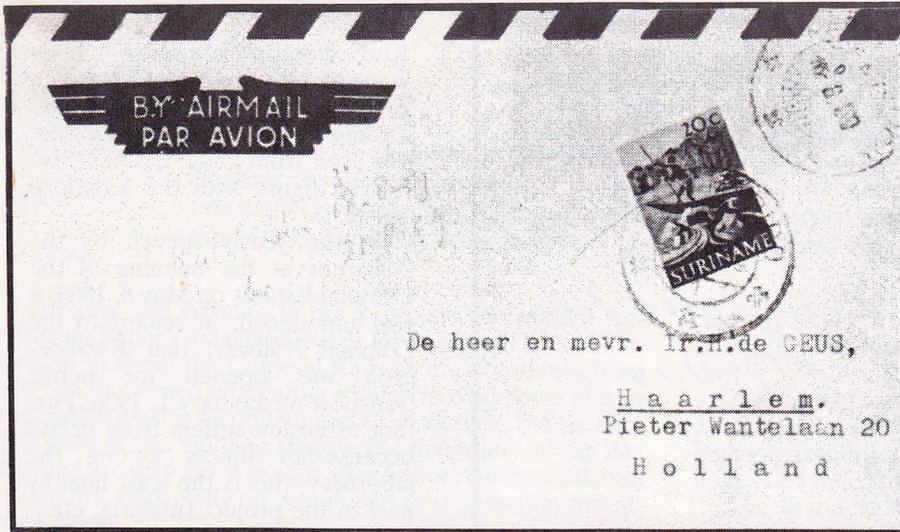


Figure 8

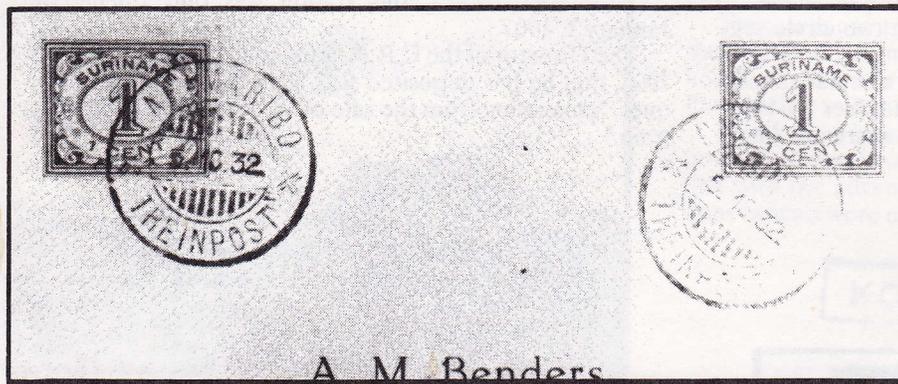


Figure 9

These are the men who from 1905 to 1907 handled the straightline cancels in box, of which so few have been saved. Now we also know where section L was located: near the De Jong concession (No. 7 on the map). It is still unknown where section W was found; a postcard with this cancel is pictured on page 96 of Riddell's book.

In May 1907 it appears that the line has been extended further, to Brownsweg (after the creation of Lake Brokopondo this is the present terminus of the railroad with a postal facility). A schedule was also available with, among others: Paramaribo-Republiek 1st class fl 1.00, 2nd class fl 0.50; Paramaribo-Kwakoe Gron 1st class fl 5.00, 2nd class one way to Kwakoe Gron fl 4.00, return trip fl 2.50 (this strange difference has puzzled me!).

The schedule of February 1, 1909, still lists Brownsweg as the terminus. Cancellations are unknown to me.

During these years (1908-1909) information on daytrips by train also appears: with sufficient interest one can make a trip to the Guyana Goud Placer Co. Price is fl 3.00. Refreshments are available in the train at city prices.

The next extension occurs later in 1909; the schedule of September 21, 1909, lists as terminus Kabelstation, where a cable track crossed the Surinam River. The railroad from Paramaribo now had a length of 133 kilometers. The last part, from Kabelstation to Dam, a

distance of 40 kilometers, was ready in 1912. This part of the tract was seldom traveled (I once read that the only white person in Dam was a clerk of the railroad).

The cancel of Dam is consequently very rare (see Fig. 5). It was then decided to stop right there and not extend the railroad any further.

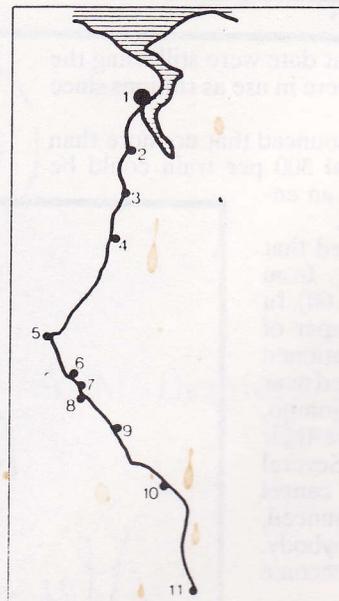
In 1971 the following postal facilities were found along the railroad: One postal agency (Onverwacht) and 12 postal stations of which we name only the earlier known ones: Republiek, Kwakoe Gron and Brownsweg. In 1959 Kabelstation still had a postal cancel and must have been a postal station then - where, however, no stamps could be bought! The postage was paid in cash, the amount written on the cover, and the cover on arrival at Paramaribo franked and canceled. The illustration is unfortunately not very clear.

In the trains themselves the conductor had available a cancel "Paramaribo Treinpost" to be used on the covers handed down at the stations, or posted in the train. They are known in several models from 1911 until at least 1971 (see Fig. 9).

On the map you will find the names mentioned in this article; the numbers refer to the list.

Literature

Dr. J. D. Riddell, *Suriname: A Postal History*, 1970.



1. Paramaribo
2. Kofiedjampo/Lelydorp
3. Onverwacht
4. Republiek
5. Kwakoe Gron
6. Guyana Goud Pl. Mij.
7. (Sectie L)
8. Placer Gros
9. Brownsweg
10. Kabelstation
11. Dam

How to Collect Used Booklet Stamps

by Willem van Zandhoven

As many of you have discovered by now I like to put my stamps in chronological order in my album(s). And nothing irks me more than the fact that I *only* need two catalogues to do that: the NVPH Special Catalogue and the First Day Cover catalog. The Special Catalogue of course doesn't give issue dates (sometimes, not too often, just the year) so that the FDC catalog is most necessary.

But this time I don't want to use either the NVPH or the FDC catalogs, also because, to my way of thinking, the NVPH is woefully inadequate when it comes to used booklet stamps.

All the Special Catalog gives you is, after 1964-1971, a listing of stamps (1) with the top imperforated, (2) the bottom ditto, (3) left side imperforated, (4) right side ditto, (5) vertical pair, top and bottom imperforated, (6) vertical pair, left imperforated, (7) vertical pair, right ditto, (8) horizontal pair, left and right imperforated, (9) horizontal pair, bottom imperforated, and (10) block of four, two sides imperforated. This only concerns the Van Krimpen numerals, the Delta 10 ct, and the Queen Juliana in profile. After this you get the same type of listing for the Crowwel numerals, the Delta 10 ct, and the Juliana Regina stamps. Lately, the Queen Beatrix issues have been added to this dismal picture.

So, to collect used booklet stamps I also need the last catalog of booklets of the Netherlands, now only authored by Mr. de Rooy (Mr. Hali has passed away). I do *not* need the last de Rooy/Hali catalog of 1981-82 which also lists combinations, because I myself decide which combinations to collect. Actually, I only need this catalogue, but I check prices in the Special Catalogue in case I need to order a missing combination.

I also go one step further than is normally done, but I'll explain this later. Even the Editor of the Newsletter thinks I'm overdoing it!

What I do is I go back to the booklet and see what possibilities there are. Let us take booklet No. 1, issued September 2, 1964, consisting of two 15-ct Juliana stamps and 10 7-ct numeral stamps. When I use 'top' or 'bottom' or 'left' and 'right' it means that I look at the stamp in the normal position. In the case of a combination Queen and numeral pair, the Queen stamp is in the normal position.

With this booklet you can have one

15-ct imperf on the right, one 15-ct imperf on the left, one 7-ct imperf on top, and one 7-ct imperf on the bottom. This takes care of the singles.

Now the pairs: These I split up in horizontal pairs and vertical pairs. There are three horizontal pairs, the two 15-ct stamps, imperf at left and right, two 7-ct stamps imperf at the top, and ditto imperf at the bottom. The three vertical pairs consist of a 15-ct stamp and a 7-ct stamp, imperf at right, ditto imperf at left, and a pair of 7-ct stamps, imperf at top and bottom.

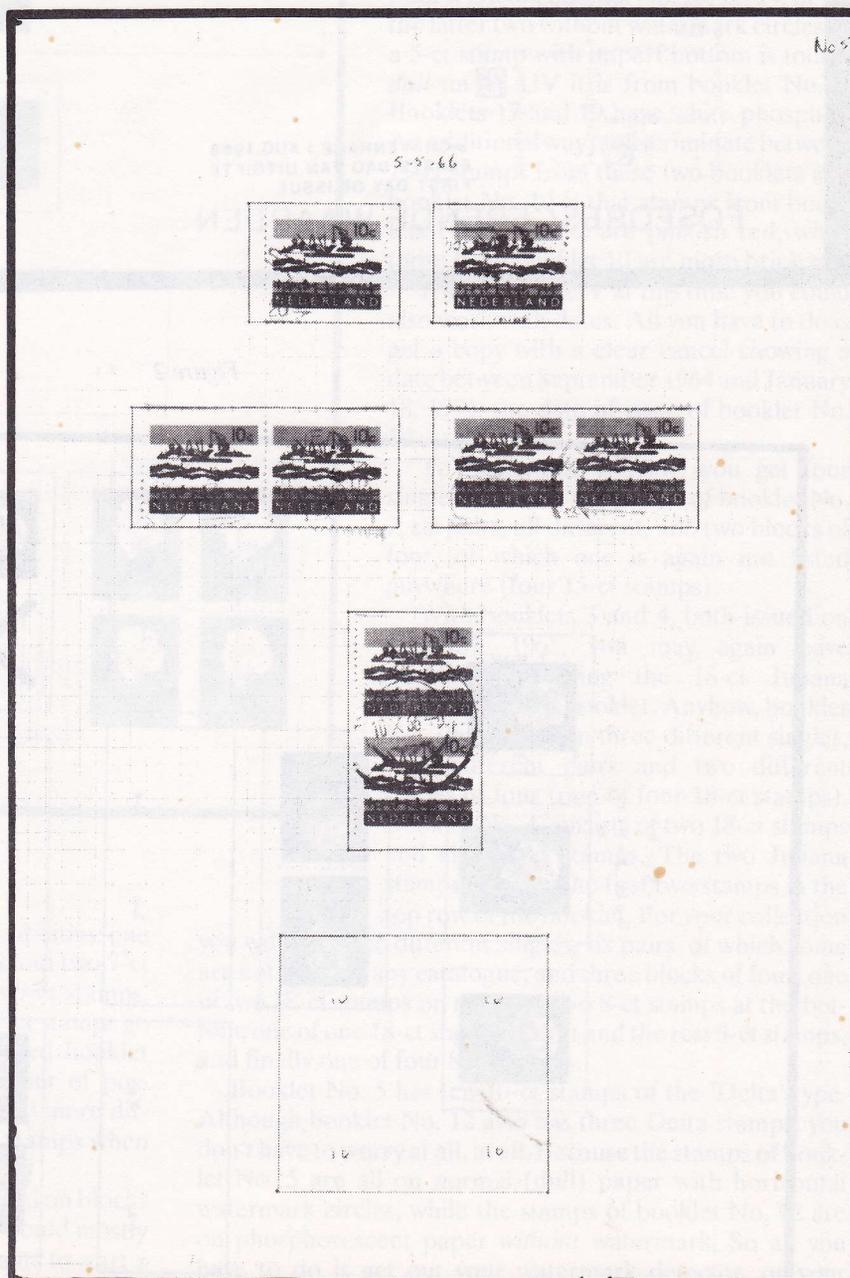


Figure 1

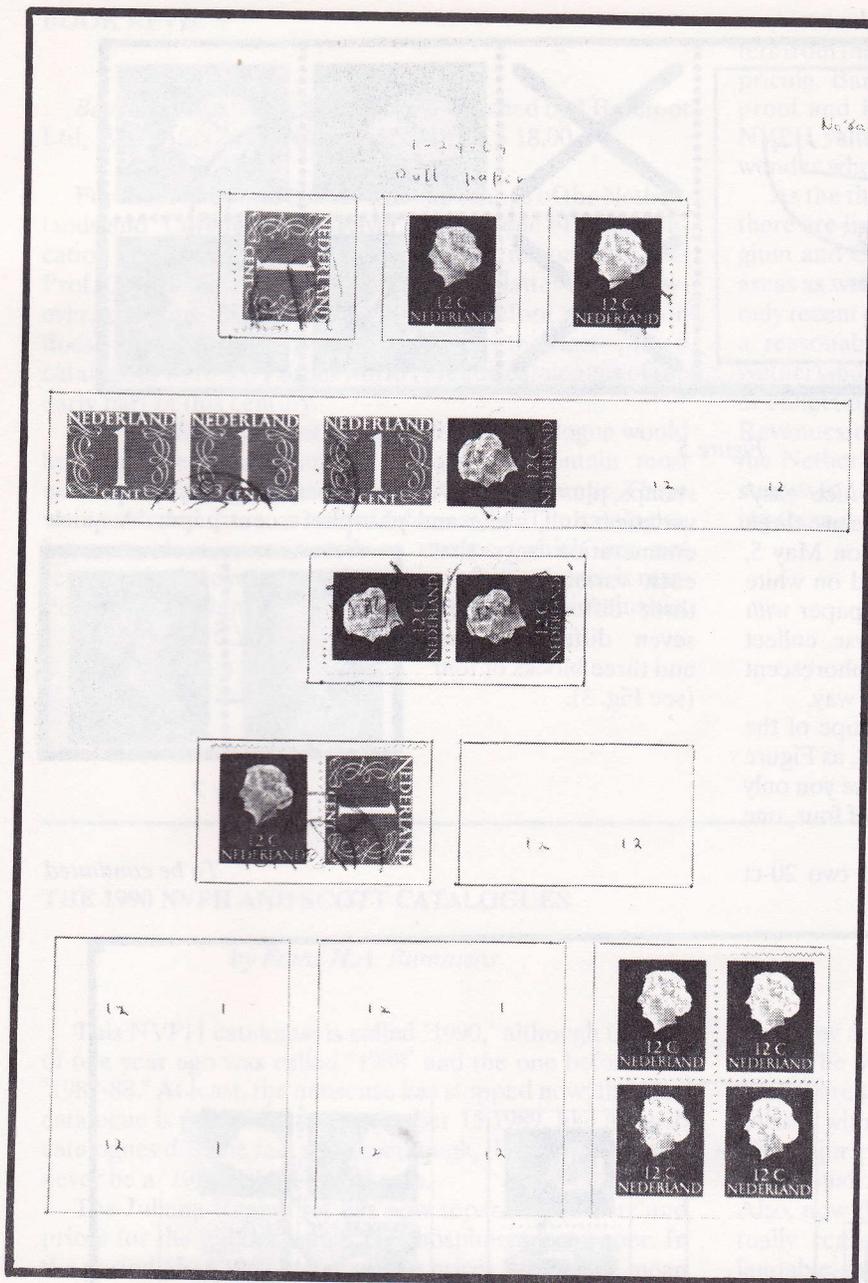


Figure 4

As for blocks of four, there are only two possibilities: one block of four consisting of two Juliana stamps and two 7-ct stamps, and a block of four consisting of four 7-ct stamps. This last block of four, as well as the pairs of 7-ct stamps go beyond the accepted method of collecting used booklet stamps, but what I am after is the *total* number of possibilities *out of* each booklet. Probably my way is more difficult because who would save a block of 7-ct stamps when this is not even listed in the Special Catalog?

I have to confess though that I have not started on blocks of six, which is, of course, possible too. These would mostly appear in the later booklets. Anybody who wants to start a listing to augment this article is more than welcome!

With booklet No. 2 some problems crop up. This book-

let was issued on the same day as the preceding one, September 2, 1964, and since it consists of two 5-ct numeral stamps and six 15-ct Juliana stamps, you cannot say for sure whether a pair of 15-ct stamps, imperf left and right, came from booklet No. 1 or 2. Likewise with the single 15-ct stamps. Of course, you have no problems with pairs of 5-ct and 15-ct stamps. As for the single 5-ct stamp, the following listing was provided by Dr. Frans Rummens who received this article when he was taking care of the journal too. A 5-ct with imperf top is *always* from booklet No. 2. If a 5-ct stamp with imperf bottom has yellow phosphor it is from booklet No. 10, 11, 14, or 16, the latter two without watermark circles. If a 5-ct stamp with imperf bottom is totally *dull* under UV it is from booklet No. 2. Booklets 17 and 19 have white phosphor. An additional way to discriminate between 15-ct stamps from these two booklets and booklet No. 10 is that stamps from booklets Nos. 1 and 2 are pinkish red, while those from booklet 10 are more brick red.

If you lack a UV at this time you could also work with dates. All you have to do is get a copy with a clear cancel showing a date between September 1964 and January 18, 1971, the date of issue of booklet No. 10.

To enumerate quickly, you get four single different stamps out of booklet No. 2, six pairs, all different, and two blocks of four, of which one is again not listed anywhere (four 15-ct stamps).

With booklets 3 and 4, both issued on May 31, 1965, you may again have problems assigning the 18-ct Juliana stamps to either booklet. Anyhow, booklet No. 3 will give you three different singles, four different pairs and two different blocks of four (one of four 18-ct stamps). Booklet No. 4 consists of two 18-ct stamps and eight 8-ct stamps. The two Juliana stamps are now the first two stamps in the top row of the booklet. For your collection

you will get three different singles, six pairs, of which some are not listed in any catalogue, and three blocks of four, one of two 18-ct stamps on top, and two 8-ct stamps at the bottom; one of one 18-ct stamp top left and the rest 8-ct stamps; and finally one of four 8-ct stamps.

Booklet No. 5 has ten 10-ct stamps of the 'Delta' type. Although booklet No. 12 also has three Delta stamps, you don't have to worry at all, at all. Because the stamps of booklet No. 5 are all on normal (dull) paper with horizontal watermark circles, while the stamps of booklet No. 12 are on phosphorescent paper *without* watermark. So all you have to do is get out your watermark detector, or your 'ultraviolet light' and you're set. Since I have the singles and the pairs, and only lack the block of four, I'll give you my page as Figure 1.

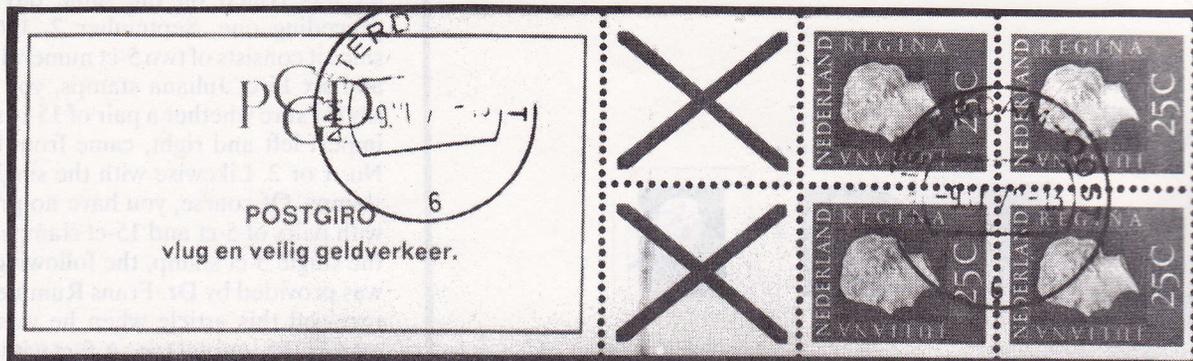


Figure 5

With booklet No. 6 disaster strikes! This is a nice 'easy' booklet of five 20-ct Juliana stamps, but . . . there are three different versions. The booklet that appeared on May 5, 1966, was printed on dull paper, later reprinted on white paper, and from July 1968 on phosphorescent paper with horizontal watermark circles. You may, of course, collect only the non-phosphorescent and the phosphorescent varieties. The phosphorescence is yellow, by the way.

For a variation I'll give you a first-day envelope of the phosphorescent booklet, given as August 1, 1968, as Figure 2. This booklet, in its three versions, will each give you only two singles, five different pairs, and two blocks of four, one of them with a St. Andrew cross at bottom left.

Booklet No. 7, consisting of five 12-ct and two 20-ct

stamps, plus a blue St. Andrew cross, will give you the same varieties: dull, white and phosphorescent paper. A quick enumeration says that each variety will have three different singles, seven different pairs, and three blocks of four (see Fig. 3).



Figure 7

To be continued

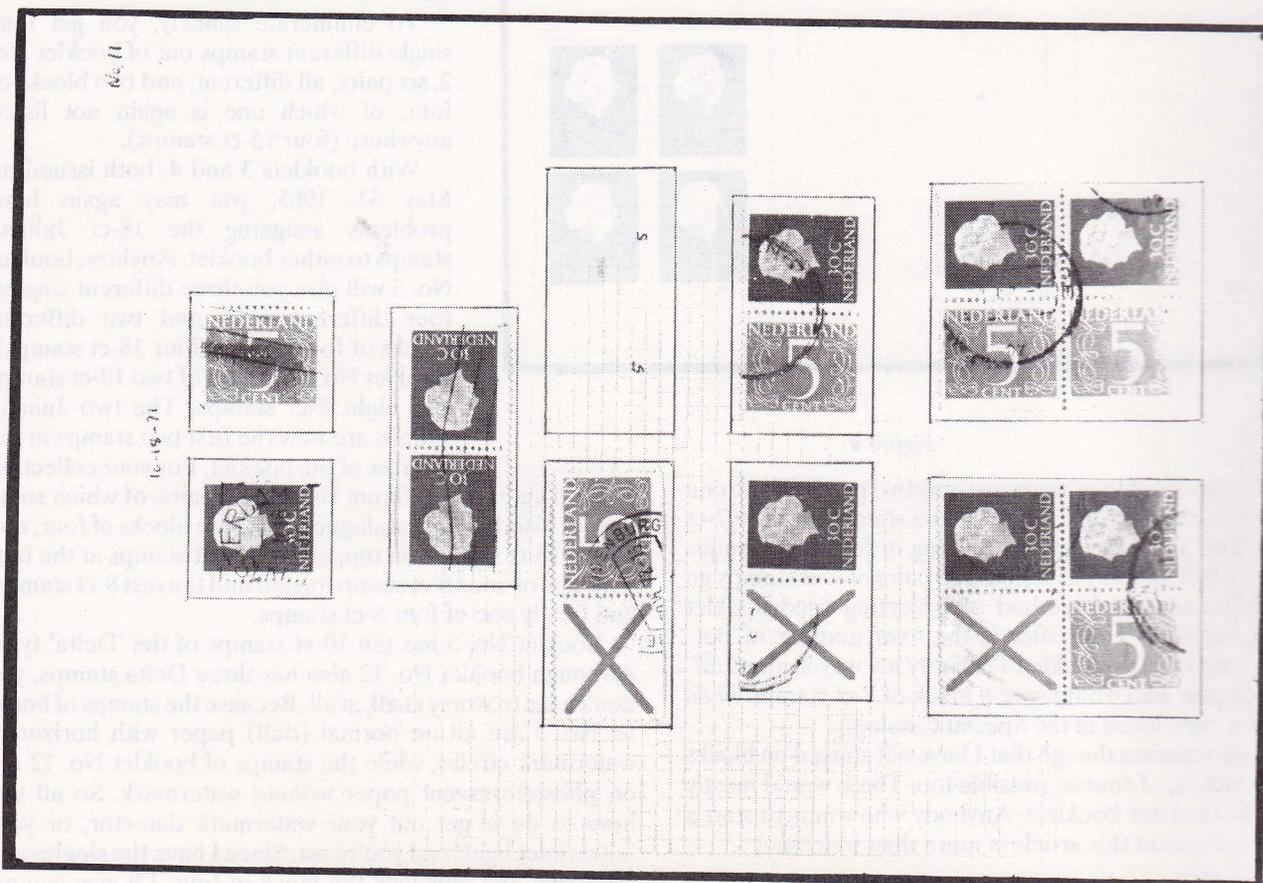


Figure 6

BOOK REVIEW

Benelux Revenues by J Barefoot. Published by J Barefoot Ltd, 1988. ASNP code 89-4, ASNP price \$ 18.00.

For those of us who collect revenue stamps of the Netherlands and "Colonies", the arrival on the scene of this publication is very welcome indeed. The last major work was Prof. Dr. van der Poel's book of 1954. The latter book, however, contains no prices, which the Barefoot publication does. Prior to Mr. Barefoot's book, the last priced catalogues were the Forbin world revenue catalogues of the early part of this century.

Mr. Barefoot does not pretend that his catalogue would be complete. For example, it does not contain most municipal issues, nor does it include tobacco stamps. These were excluded due to a lack of information. The catalogue, however, does contain railway stamps (which are not revenues in the eyes of most); a listing of these issues is rare. For those searching for such a listing, the book is invaluable.

Also included are the telegraph stamps, which listing differs from the NVPH catalogue as to some of the content and pricing. Barefoot claims that NVPH No. T 1v is in fact a proof and he assigns a value of 50 pounds, whereas the NVPH value is Dfl 5 000.00. Someone is clearly wrong; I wonder who?

As the title implies, the catalogue covers the Benelux, so there are listings for the Netherlands, Luxemburg and Belgium and Colonies. For those members who collect these areas as well, the book is again of great value, since it is the only recent publication for these areas. Many collectors with a reasonably complete postage stamp collection of the Netherlands and Colonies, and who wish to find a new area of collecting, should give serious thought to collecting the Revenues of the Netherlands. Revenue stamped paper of the Netherlands goes back to 1624 and adhesive revenue stamps to 1829. Now that a modern catalogue exists, collecting them is a far less formidable task.

George Vandenberg

THE 1990 NVPH AND SCOTT CATALOGUES

by Frans H.A. Rummens

This NVPH catalogue is called "1990," although the one of one year ago was called "1988" and the one before that "1987-88." At least, the nonsense has stopped now; the 1990 catalogue is published on September 15 1989, like all such catalogues do. The fact remains though, that there will now never be a "1989" NVPH catalogue.

The Juliana Regina set has now separate numbers and prices for the guilder values on phosphorescent paper. In the period after 1940 (when all the prices for unused mean MNH) a few sets have a listing for "unused, with hinge". For example, the 1946 Konijnenburg guilder values are listed as fl. 1052 for MNH and fl. 650 for unused with hinge. Similarly for the guilder values of Juliana en face; fl. 3200 for MNH and fl. 1500 with hinge.

Prices for MNH are now also found with certain sets of the "colonies". A curious little development is taking place in the Netherlands Antilles with some of the Ravelo definitives. No 761 (35 ct) and No 785 (65 ct) have shot up quite sharply, while all the other values of that set have remained constant in value. These two denominations showed the Aruba Government House and they were withdrawn from sale (including those from the Philatelic Service), when Aruba obtained the "Status Aparte." This withdrawal took place quietly, without public notice.

Below a comparison is given for some weathervane issues. The value differences between this and last year's NVPH are small and few. Much more interesting is the comparison with the 1990 Scott catalogues. Scott has introduced two major policy changes, recently. Now all prices are for F-VF quality, rather than the implied VF quality before. Also, now the prices are supposed to be net prices, as actually realized by the dealers. Such changes are very laudable, since they generally reduce the listed prices. However, there are notable errors or deviations; see for example the first two items in the table. Whereas in general the Scott catalogue values are about half those of the NVPH (reflecting the market fact that on this continent most Netherlands stamps can be bought at 50-70% of the NVPH values), for a number of stamps, all in the "classic Netherlands" section, this ratio is seriously out of line.

Noteworthy is also that Scott now takes the 1940 point from where on the unused price means MNH. Unfortunately the plan went wrong for the Netherlands air mail stamps L12-13. The Curacao MNH listing starts with 1942-43, for the Netherlands Indies with 1945 and for Surinam with 1941.

All prices are expressed in Hfl, Scott inclusive.

NETHERLANDS	NVPH 1989		NVPH 1990		Scott 1990	
	*	o	*	o	*	o
#12 1867 50ct Willem III	1250	375	1400	375	3200	237
#29 1872 2 1/2 gld Willem III	400	250	500	250	1177	160
#48 1891 2 1/2 gld Wilhelmina	1900	950	1900	950	856	428
#80 1899 10 gld Wilhelmina	2100	1850	2100	1850	1070	909
#101 1913 10 gld Jubilee	1900	1800	1950	1850	1123	1070
#105 1920 2 1/2 gld ovt.101	400	250	400	260	203	128
#131 1923 5 gld Jubilee	550	450	550	450	214	214
#349 1946 10 gld Wilhelmina	350	75	350	75	182	30
#356-73 1940 guilloche set	375.60	361	386.85	363	177	312
#402B 1942 SS sheetlet	200	160	210	170	139	171
#533 1945-52 75ct Juliana	245	3.50	245	3.50	128	3.00
#537 1949 10 gld Juliana	925	45	925	45	642	25
#550-5 1950 Summer set	115	85	120	85	45	32
#592-5 1952 ITEP set	160	140	170	140	85	137
#1308B 1984 Europa coil	15	---	22.50	---	---	---
#1328 1985 Summer booklet	15	12.50	17.50	12.50	---	---
#1384 1987 Red Cross booklet	7	7	11	8	---	---
#R32 1927 3-hole syncp. Booklet No 1 1902	5750(*)	5250	6000(*)	5500	5850(*)	5850
#L13 1951 25 gld Air	1500	---	1750	---	---	---
#D41-3 1977 Cour Int'l	650	350	675	350	278	139
#T7 1887 25ct Telegraph	5500	2	6500	2	---	2
	2500(*)	2250	2750(*)	2250	---	---

NETH. INDIES

	*	o	*	o	*	o
#16 1870 2 1/2 gld Willem III	190	30	200	30	133	24
#23-30 1892 Wilhelmina set	574	109	602	109	524	86
#98f 2 1/2 gld BEZIT BUITEN	4500	5500	5000	5500	4066	5136
#181 1933 12 1/2 ct Kreisler	15	1	16	1	12	---
#260 1939 50ct Kreisler	775	---	775	---	588	---
#261A 1939 60ct Kr.vert.w.m.	900	450	900	450	---	---
#P1 1874 Postage Due	550	575	575	600	428	450
#1-19 UNTEA	225(**)	200	225(**)	200	159(**)	159

CURAÇAO

	*	o	*	o	*	o
#5 1873-89 12 1/2 ct Willem III	190	82	210	92	123	59
#13-17 1889 numerals	68	22	76	24	49	18
#81A 1923 5 gld Jub. (11x11 1/2)	1700	---	1700	---	1550	---
#L18-25 1941 Bernhard F.	400	315	425	315	193	150

SURINAME

	*	o	*	o	*	o
#L18 1941 5 gld Air Mail	750	750	750	750	481	481
#P15II Post. Due ovpt	4000	4000	4000	4000	3850	3850
#P36-46 1950 Post.Due set	240(**)	102	265(**)	102	146(**)	71