

NETHERLANDS PHILATELY



JOURNAL of the American Society for Netherlands Philately

Volume 14/4

ASN P



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

Netherlands Philately

THE JOURNAL OF THE AMERICAN SOCIETY FOR NETHERLANDS
PHILATELY

Volume 14, Number 4

June, 1990

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From the Editor

Let's first get some excuses out of the way. If this issue is late, and it will be, it is purely the fault of your editor. In between numerous guests from Easter on he barely had time to rest, and then a very bad cold sapped his strength with the result that the last articles were not mailed from France till June 6 and 7.

But I hope that the waiting was worth while. First you get an article on the best catalogue ever of our area, published just 50 years ago. This is a jubilee worth celebrating! Our next article is about an intriguing rate question which kept bugging our contributor, until he finally found the answer, which is indeed quite surprising. He will have another surprise in our first issue of the next volume.

The next article is the result of some time spent in the PTT Museum at The Hague, almost five years ago. It never seemed to get written. It is about the stamp(s) that adorn the cover of the 14th volume. Then follows a reprint of an article which appeared in *Stamps Magazine* in 1940. This is something for our airmail buffs, since it treats the first years of KLM, up to 1940.

The issue also contains some short notes and, of course, the book reviews by our Newsletter Editor. There might even be some examples of a new "twist," Did You Know, which covers matters too small for a "note," but of possible interest to our members.

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Netherlands Philately is published quarterly by the American Society for Netherlands Philately.
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ASN P is Affiliate No. 60 of APS.

Advertising rates are \$80 for a full page, \$45 for a half page and \$25 for a quarter page.

**Fifty Years of the *Manual of the stamps of Netherlands, Netherlands Indies, Curaçao and Surinam*
by A. Arthur Schiller and Johannes de Kruyf. New York: May 1940**

by Paul E. van Reyen

Before I start this article proper, let me reminisce a bit. In 1940 I was living in Bandoeng, Java, and had just about decided to stop collecting all of Europe (in, I believe, seven Excelsior albums, which then could be bought for 45 guilders) and concentrate on the Netherlands and "colonies." I don't want to use the word specialize in this regard. Somehow I must have heard that a handbook (that is what *Manual* means) on Netherlands and "colonies" stamps had been published in New York. So I ordered a copy, and in due time received it, and started enjoying. So much so that when I was finally interned, and only one book could be taken into this "protective custody," I took my orange copy of the *Manual* with me.

About a year later all books, except Bibles, were to be surrendered to the Japanese and were installed in a library for all camp members. And that was the end of my first copy of the *Manual*. Perhaps somebody is still enjoying it.

In 1955 I emigrated from the Netherlands to the U.S.A. and probably may have had plans to take up stamp collecting again. I would have had to start from scratch because all my stamps were gone. Of course, I remembered the *Manual* which I had lost too, and ordered another copy, which, luckily, Mr. de Kruyf still had. I also joined "Netherlands and Colonies Philatelists," but after a first visit to a meeting I was scared away. Here were people who were "giants" in the field and I was just a measly beginner. Years later I joined again, but by then I was beyond the beginner's stage and could hold my own.

So far for my memories. Let's now see what made the *Manual* so special in 1940, and to tell the truth, even now, fifty years later. If I have a really knotty question, I turn instinctively to the *Manual* first for an answer, and many times I find the answer.

From the authors' preface I would like to lift something:

"In the preparation of this *Manual* the authors have primarily had in mind the needs and desires of the English-speaking specialist of the stamps of Netherlands and colonies.... First and foremost, the authors consulted all the specialized catalogs which deal with the subject, and carefully worked through the major Netherlands and Netherlands East Indies philatelic journals, an enumeration of which is given in the list of abbreviations."

But it is in the Introduction that the real value of the *Manual* is indicated. Under "General Remarks" we find:

"Within each country the franking issues are first presented, almost without exception in the chronological order of their appearance. Then follow the airmail stamps, official and other miscellaneous issues. Each issue, whether franking or otherwise, is treated as a whole, and a brief outline of the arrangement of one issue is herewith presented; the arrangement of the issues in the chapter devoted to postage dues differs slightly....

1. Short title and characteristics. An indication of the years during which individual values first appeared, without reference to the first appearance of a perforation variety, and a brief title to designate the issue. A second line gives the primary characteristics: with or without watermark, the type and measurement of perforation, and the method of printing, surcharge, etc.
2. Facsimile. One or more facsimiles as necessary.
3. Major listing. A listing of all the values without regard to perforation or color nuances. The mother country and each of the colonies has its own consecutive enumeration for its franking issues. Letters indicative of the type of the stamp are prefixed to the numbers of the airmail and miscellaneous issues. In place of the price of unused and used stamps, which is proper for a dealer's catalog but which is out of place in this work and which the writers had no opportunity of ascertaining, the number of stamps issued is given whenever this is known, a fairly good insight into the relative scarcity of a particular stamp.
4. If a charity or commemorative or other special issue, the reason for its appearance is given.
5. The designer, engraver and printer of the issue is given when known. Enschedé, of course, means Joh. Enschedé & Zonen of Haarlem. This is followed by a brief description of the design of the stamp where this is not a simple numeral or portrait of a monarch. Note that living and deceased members of the House of Orange are treated in the closing section of this chapter rather than repeatedly handled in the numerous issues in which they are portrayed.
6. Proofs. A listing of proofs available for sale, often abbreviated. The numerals within parentheses are the numbers assigned in Korteweg, Proevenboek, and the reader is referred to that work for further particulars.
7. Plates. Notes regarding plates are introduced whenever necessary.
8. The size of the sheets, particulars of printing, paper, color and perforation, and other remarks having to do with the stamps themselves.
9. Plate faults and printing faults. Only those fairly well-known and easily recognizable are noted. For plate faults of issues extending over a number of years the reader should consult NT, NM and DeP and the various handbooks.
10. Specimen imprint, when this occurs.
11. Date of issue and demonetization. A particular attempt has been made to make this as complete as possible, and correction and supplementation herein are earnestly requested.
12. Forgeries. It has been impossible to do much more than list the dangerous forgeries and to identify the most frequent.

13. Bibliography. This is limited to references to articles of exceptional merit, and favors philatelic periodicals of Holland and colonies.
14. Minor listings. Whenever the major listing (No. 3 above) is insufficient, and such is the case when there is more than one perforation, when there are color varieties, when there are exceptional printing varieties worthy of mention, etc., minor listings are appended. These minor listings are of two classes and are indicated by capital letter or small letter following the number of the stamp given in the major listing. The capital letter is employed primarily for indication of the different kinds and sizes of perforation, either in chronological order of appearance or according to numerical sequence, and designated A, B, C, etc. Capital letters are also occasionally used for watermarked varieties of an unwatermarked issue, or "loose" color printings, etc. Small letters following the major listing number or the capital letter are used for color varieties, and sometimes plate, printing and perforation faults. The numbers within parentheses indicate the number of the particular perforation or printing issued, and are always included in the total given in the major listing.

Several of the above subjects need further general discussion, and these together with other items of interest to the specialist, are treated in the sections of this chapter that follow....

A following section is concerned with "Printing," which starts off with: "There exist three categories of printing processes: Intaglio printing, planographic printing and relief printing or typography." When the authors talk about planographic printing, we find the usual mistake about the Internment Camp stamps that was current in 1940 (and long thereafter). "Planographic printing is represented by offset printing, for true lithography has not been used for the stamps here concerned:-" Even the 1956 NVPH Special Catalog still doesn't mention true lithography for these stamps, although they did change the date to 1916.

After a very short section on "Proofs" in which the reader is referred to the "Descriptive catalog of the proofs of the postal values of Netherlands and colonies" by P.C. Korteweg, which was published in Amsterdam in 1931 (that was then only nine years ago!), the authors go on with a section on "Paper, Gum and Color," which we will quote extensively below:

Paper. The study of the paper upon which stamps are printed is generally of greatest interest where a single issue appears on different types of paper. However, a few remarks of general nature concerning the papers of the stamps of Holland and colonies may be welcome.... The two major classes of paper are (1) vellum or wove paper, upon which the great majority of Netherlands and colonies stamps are printed, ranging from the coarse horizontally wove paper of the first issue of dues of Curaçao, to the fine vertically wove paper such as the 1924 Exhibition issue of Netherlands, and (2) ribbed or laid paper, represented by the pseudo-laid paper of some of the early issues of Netherlands.... Chalky, griddled paper, etc., are unknown, but the so-called prepared paper of Enschedé is worthy of note: the face of the paper

is covered with a solution which gives a moiré appearance, particularly on mint stamps; if water touches the surface the ink of the stamp washes off. The colonial issues of 1913 and 1915 and postage dues have been printed on such prepared paper, and are known as stamps with "loose" or "washable" colors. Among other varieties of paper to be noted are the "blue" paper of the 1869 printings of the 1867 Netherlands issue, and the 1873 issues of Curaçao and Surinam, etc. (It is not too long ago that even the NVPH Special Catalog stopped listing these "blue" printings!)... Finally, note that some values of the 1852, 1872 and 1876 issues of Netherlands are printed on a soft, thin "cigarette" paper.

Watermarks. No particular discussion of watermarks is needed; for the watermark of the 1852 see the Jubileumboek 67 ff. The recent "small circle" watermarks, with the 1938 Jubilee issues to be noted in all the colonies, are listed whenever they are to be found. In passing, mention may be made of apparent watermarks, such as are described in connection with the 1923 Jubilee issue of Netherlands.

Size of Plate printed stamps. In closing this discussion of paper note that in the case of of plate printed stamps variations in the size of the stamp design is due to the method of printing. In other printing methods the printing is done when the paper is dry, either having been gummed and dried before printing (e.g. typographed one-color stamps) or gummed after printing (two-color typographed stamps). But in plate printing the paper is moistened, printed while damp, then dried and gummed, later perforated. Consequently, it is possible for the paper to stretch or shrink while drying, and thus the size of the stamp design may differ materially in length or breadth on the stamps of one issue....

Gum. ... Various types of gum have been used on the stamps of Netherlands and colonies. There is, for example, the thick yellowish gum of the 1913 East Indies issue which is difficult to remove, the brown gum on some of the 1852 Netherlands stamps, as well as the normal colorless or white gum. In the West Indies the gum tends to darken and sometimes changes the color of the stamp; there is also a strong chemical influence possible on the first Netherlands postage due, the 5 cent, causing the stamp to appear as citron yellow. To some of the stamps of the West Indian colonies, issued without gum, local gum was applied to the perforated sheets, and the stamps may often be recognized by discoloration near the perforation holes where the gum has seeped through to the face of the stamp.

Color. The color names have been used without reference to any scientific color scheme

"Marginal Markings" then make their appearance. Since most of this material is lacking in the NVPH catalog, we feel that quoting the entire section is still of value to the Netherlands and "colonies" collector. Here goes:

To the specialist, marginal marks of all kinds are of ex-

treme importance in many respects. Not only do various numbers and letters, etc., printed in the margins give definite information as to the various printings of particular issues, but they are of further value in the determination of the particular type of printing concerned, as well as in specific questions as the change from one type of paper to another (e.g. the 1913 East Indies issue). Needless to say, plate numbers, issue numbers, issue letters, etc., are almost indispensable in plate reconstruction and in the allocation of plate faults to particular printings. It has not been possible to give complete details of the various marginal markings of the stamps of Netherlands and colonies, nor to list the known numbers or letters, etc., of particular issues, but herewith are presented the salient features of the whole subject, arranged according to the type of printing.

Plate printing. The early issues of steel or copper plate printing contain, for the most part, no marginal marks that would enable us to identify the various plates used, and thus there has been necessary the identification of the plates internally, i.e. from the stamps themselves (as in the 1852 Netherlands issue). The 1867 issue of Netherlands, however, employed one consecutive series of numbers (Roman numerals) for all values, and practically all more recent plate printed stamps contain plate numbers (Arabic numerals), one series for each value, generally in the center of the lower margin. Unnumbered and numbered plates are sometimes to be found for the same value (as in the Netherlands 1913 Jubilee issue), and plate numbers may bear a distinct relation to perforation (as in the 1923 Jubilee issue of Netherlands). Recently, in a few instances (e.g. the Netherlands Emma stamp), plate printed stamps have, in addition, double lines in the color of the stamp round the margins, but this is the exception rather than the rule. Needless to say, plate numbers are to be found on the plate printed stamps of the colonies; ...

Typography. For many years the margins of the sheets of stamps printed by the "book-print" method were blank, but around the turn of the century small colored squares were added in the margin to indicate the electros of 50 clichés. Not until 1913 were further marginal markings introduced, relatively thin strips the length of the stamp in the margins of the numeral values of the 1899-1913 issue of Netherlands (except the 2 cent). More significant was the introduction of issue numbers on the short margins of the sheet, in Sept. 1916 in Netherlands, in July 1917 in East Indies, and also in Curaçao and Surinam. In passing it is to be remembered that these issue numbers, consecutive for each value, are to be found on the right and left margins of the numeral values, and on the top and bottom margins of the Queen type and postage dues. Issue numbers of certain values of the Netherlands reached as high as 12, many values of the East Indies reached 4, less in the case of Curaçao and Surinam.

In 1919 in Netherlands and 1921 in East Indies, and also in Curaçao and Surinam, issue letters and counting numbers were substituted for issue numbers. Issue letters, beginning with A and proceeding through the alphabet



Issue letter A, printer's mark

for each value, along the short margins, counting numbers 20 - 1 and 1 - 20 (or 10 - 1 and 1 - 10 in sheets of 100) alongside the stamps on the two long margins. In other words, the issue letters in the positions formerly occupied by the issue numbers, the counting numbers on the margins formerly blank. Issue letters were used for a whole printing, and in order to identify the individual printers within an extended single printing, in 1921 printer's marks began to be used, replacing one of the issue letters, generally the tenth on the upper margin. Every printing received a printer's mark, so that a two-color stamp would have one issue letter but two printer's marks, and if surcharged (as the two-color stamps of the Netherlands 1923 Surcharge issue) would bear three printer's marks. The printer's marks were various geometrical and fantastic figures, animals, utensils, etc., and the varied collection used in the East Indies ... is of interest as a collection in itself.

Offset printing and Rotogravure. The offset printing of the numeral values and the rotogravure Queen type, which replaced the Netherlands typographed stamps in 1924, took over the system of issue letters, counting numbers and printer's marks that had been used, naturally starting with issue letter A in the case of each value.... In March 1925 the printer's mark on the rotogravure stamps was replaced by the first of the so-called etching numbers. These numbers, generally at the middle of the upper margin, have since that time formed a consecutive series to indicate all the printings of all the stamps of the regular issue, and in



Issue letter F

the last few years also some of the printings of the other rotogravure issues. Some printings are designated L and R in addition to the etching number; this means the printing of two panes of 200 each at the same time, the left and right panes. Quite recently, modern rotary presses have been introduced, L and R dispensed with, and consecutive control numbers in aniline ink stamped on the



Issue letter D, etching number 333R

side margins of each sheet. The etching numbers in Netherlands have now reached almost 700, the first 450 of which are listed in the appendix to the older Mebus catalogs; the issue letters of some values of the current issue have almost reached the end of the alphabet. Etching numbers began in East Indies with the second run of the 12¹/₂ cent 1933 Queen type, issue letter A, and have now reached about 150. No etching numbers in Curaçao and Surinam.

In the numeral values the printer's marks lasted until Aug. 1929, when the first of the offset plate numbers, generally alongside the right or left stamp of the bottom row, was substituted. These offset plate numbers are also consecutive, without regard to the values, and now have reached over 400 in Netherlands. In addition to issue letter, counting numbers and etching or offset plate number, in May 1928 thick diagonal strips in the color of the stamps were added to the margins of the offset printed numeral values (as had been done with several of the offset printed 1928 Olympic issue). In Oct. 1928 a double line round the margins was substituted for these strips,



Double lines

and was at the same time used on the rotogravure stamps, a practice which continues to the present day except that occasionally, since 1937, a single line replaces the double line. Double and single lines around the margins are also to be

found in the rotogravure printings of the colonies. There is no complete listing of issue letters, etching or offset plate numbers, but they have been recorded continuously in (*Nederlandsch Maandblad voor Philatelie*) for many years.

There are numerous minor hand-stamps and printed markings in the margins of the sheets, as well as control punchings (various letter punches, the pieces punched out often causing an accidental fault on a stamp: a white A, B, Z, etc. ...), none of which can be dealt with here. But the plate numbers of plate printed stamps, the issue numbers, issue letters, printer's marks and etching or offset plate numbers of typographed, rotogravure and offset printed issues should be collected, since they may prove of extreme importance in the specialized study of the stamps of Netherlands and colonies. ...

If we think that we know a lot about the perforations of Dutch stamps, we are in for a surprise when we take a close look at the authors' section "Perforations." Again, I feel that only the entire section will give you an impression of the value of this work:

The early study of the stamps of Holland and colonies paid little attention to the perforations. Two Englishmen, C. Stewart-Wilson and E.W. Wetherell, may perhaps be credited with calling attention to the extreme importance of this field. Another Englishman, A. J. Warren, and a number of Hollanders, J. E. Bohlmeier, E. Bonn, and H. F. W. Becking, continued the study, but it was H. Y. Gat-

sonides who finally cleared up most of the problems and laid the basis for all future study. To the specialist, the method of perforation and the measurement thereof is of utmost importance, since this is one of the most important indications of the various issues, particularly of the stamps of the 19th century. In the first place, three major sorts of perforation are to be found; a fourth, roulette perforation, is of minor interest since it is only to be found on the 1909 Surinam issue. The three are:-

Line perforation, the use of a single straight line of perforating needles to punch one line of perforation holes. A sheet of stamps must be moved from top to bottom (or vice versa), then turned at right angles and again moved from top to bottom, to be completely perforated; twenty-two operations to perforate a sheet of 100 stamps. The line of perforations may be of any length, and thus may or may not extend into the margins. The identification of line perforation is most simply made by the fact that the perforation holes where the lines cross (i.e. at the corners of the stamps) are not perfectly formed quarter-sections of a circle. Furthermore, the perforations of the sides of one stamp may materially differ from those on another, and the breadth or height of stamps may also vary.

Comb perforation, the use of a frame of perforating needles that has much the form of a comb with widely spread teeth. At each operation the machine perforates three sides of each stamp of a whole row of stamps. The sheet need be moved in but one direction, thus normally eleven operations for a sheet of 100 stamps. In comb perforated stamps, each corner of the stamp shows a perfect quarter of a circle. Further, only one margin shows perforation holes. Also, the perforations of a stamp in a particular position on a horizontal row are identical to those of a stamp in the same position on a different horizontal row.

Modified comb perforation, the use of a machine similar to the comb machine, but with the addition of perforating needles at the end of the straight line of perforations. The sheet is moved in but one direction, generally right to left or vice versa, eleven operations for a sheet of 100. The modified comb perforated stamps show the same peculiarities as the comb perforation, except that one or more holes appear on three of the margins.

One further general point to be noted is the distinction between small holes and large holes. The size of the perforating needle determines the size of the hole, and it is customary to designate as "small holes" those cases in which the spaces of paper between the holes are wider than the holes themselves; in "large holes" the paper between is narrower than the holes. In many cases, small holes were used on the same machine that later used large holes, in the same measurement of perforation.

It is in the first period of perforation, from the introduction of perforating machines in 1864 until the appearance of the comb perforation 12¹/₂ : 12¹/₂ large holes in 1886, that the distinction of the various machines is most important. The method of measurement has been stand-

ardized, the use of the machines for both line and comb perforations, the only types utilized in this period, can be fairly well accurately placed in time, so that herewith may be presented a complete list of the perforations known, with the dates of use and the particulars of the perforation:-

- 1 Comb $12\frac{1}{2}$: 12 A (1864-68), the first perforation, the "A" machine of the $12\frac{1}{2}$: 12 group, the horizontal perfs always $12\frac{3}{4}$, the vertical perfs running from $11\frac{3}{4}$ to 12.
- 2 Comb $10\frac{1}{2}$: $10\frac{1}{4}$ (1867), the horizontal perfs all $10\frac{1}{2}$, the vertical perfs 10 or $10\frac{1}{4}$.
- 3 Comb $13\frac{1}{2}$: $13\frac{1}{2}$ small holes (1868-71), with perfs averaging $13\frac{5}{8}$ horizontally and $13\frac{1}{4}$ vertically.
- 4 Line 14 x 14 small holes (1869-70), averaging 14 but to be found from 14 to $14\frac{1}{4}$. (For this perforation I used the now common x to denote line perforation, Ed.)
- 5 Comb $13\frac{1}{4}$: $13\frac{1}{4}$ small holes (1869-75). found in the 1869 Netherlands issue and the first Netherlands dues.
- 6 Line $13\frac{1}{4}$ x 14 small holes (1871-75), which combines the needles from the comb machine No. 5 and the line machine No. 4. (Also x used, Ed.)
- 7 Comb $12\frac{1}{2}$: 12 B small holes (1872-75), the second of the $12\frac{1}{2}$: 12 machines which cannot be confused with the first since it is widely separated in time, but is to be carefully distinguished from $12\frac{1}{2}$: 12 C, see infra No. 13. The striking peculiarity of $12\frac{1}{2}$: 12 B is that the stamps of the first vertical row measure $11\frac{1}{2}$: 12, elsewhere the stamps average $12\frac{1}{2}$ horizontally and 12 vertically.
- 7a Comb $11\frac{1}{2}$: 12 small holes (1872-75), not a separate machine but the first vertical row of No. 7.
- 8 Line 14 x 14 large holes (1874), averaging 14, but to be found from $13\frac{3}{4}$ to 14. This is not machine No. 4 with large needles substituted, but a different machine.
- 9 Comb $12\frac{1}{2}$: 12 B large holes (1875-85), the same machine as No. 7, in which large needles were used from March 1875 on. This also has the variation
- 9a Comb $11\frac{1}{2}$: 12 (1875-85), the perforations of the first vertical row of stamps perforated by machine No. 9.
- 10 Comb $13\frac{1}{4}$: $13\frac{1}{4}$ large holes (1875-76), averaging $13\frac{1}{4}$ both horizontally and vertically and not to be confused with No. 12. This perforation was only used for some values of the 1869 issue of Netherlands.
- 11 Line $13\frac{1}{4}$ x 14 large holes (1875-76), only to be found on some values of the 1870 East Indies issue.
- 12 Comb $13\frac{1}{2}$: $13\frac{1}{4}$ large holes (1876-85), which presumably took the place of No. 11.
- 13 Comb $12\frac{1}{2}$: 12 C (1885), possibly with small holes but normally with large holes, the third $12\frac{1}{2}$: 12 machine, which is distinctly different from $12\frac{1}{2}$: 12 B, although often used to perforate the same issue of stamps. The distinction between the two is given in the following paragraph.
- 14 Comb $12\frac{1}{2}$: $12\frac{1}{2}$ small holes (1885. possibly 1884), which average $12\frac{1}{2}$ both ways.
- 15 Comb $12\frac{1}{2}$: $12\frac{1}{2}$ large holes (1886 ff.). which is the

same as No. 14 with large needles, averaging $12\frac{1}{4}$ horizontally and $12\frac{1}{2}$ vertically.

The list of perforations to this last date is completed by noting the hexagonal comb $13\frac{1}{2}$ of the Telegraph stamps of the Netherlands.

The only important addition in this work to the perforations noted in other catalogs is that of comb perforation $12\frac{1}{2}$: 12 C (No. 13 above). The rule for its distinction from $12\frac{1}{2}$: 12 B is as follows:-

If the vertical perforation is wider than 12, that is, tends towards $11\frac{3}{4}$, the stamp is $12\frac{1}{2}$: 12 C. If the vertical perforation is just 12 or somewhat narrower, the stamp is $12\frac{1}{2}$: 12 B. (The only exception is the vertical perf between the fifth and sixth stamp of a horizontal row of $12\frac{1}{2}$: 12 B which measures between $11\frac{3}{4}$ and 12, but measurement of both vertical sides prevents confusion.)

After 1890 and up to 1914 the perforation is relatively simpler. The only regular line perforations (Excepting the colonial provisional issues) were made by needles measuring 11 and $11\frac{1}{2}$, but all four possible combinations of the two are known. As far as regards the comb perforations, $12\frac{1}{2}$: $12\frac{1}{2}$ was regularly used, one machine fitted with so-called comb 1 to perforate the two-color stamps, the same machine with comb 2 for typographed one-color values in single sheets, and the same machine with comb 2 to perforate the double panes of 200 each, in which fashion the most common values were printed. Another machine, $12\frac{1}{2}$: $12\frac{1}{2}$ with comb 4 (introduced in 1913) was also used for perforating single sheets, and averages $12\frac{1}{2}$ horizontally but $12\frac{5}{8}$ vertically. In 1914 the modified comb machine $12\frac{1}{2}$: $12\frac{1}{2}$ was introduced, measuring on the average $12\frac{5}{8}$ horizontally, and $12\frac{1}{2}$ vertically. No distinction between these different machines and combs has been made in the listings. Since 1914 there have been a number of line and comb (usually modified) perforations employed. No further particulars need be given here.

Syncopated perforation. In April 1925 rolls or coils for use in the franking machines of business enterprises and in the automatic stamp vending machines began to be distributed. These coils were made from sheets which were perforated by the so-called roll or syncopated perforation, that is, the regular comb $12\frac{1}{2}$: $12\frac{1}{2}$ machine from which needles had been removed so that two series of four holes formed the perforation of two sides of the stamps, the so-called two-sided syncopated perforation. The sheets were torn into strips and pasted together for use in the franking and vending machines. Then, at the end of 1927. to accommodate franking machines which contained horizontal coils of stamps, a trial perforation syncopated on four sides (series of 3 holes on the sides, 4 holes at top and bottom) was made, and soon thereafter the definitive four-sided syncopated perforation, with series of four holes all around. When this type of franking machine was given up, a return was made to syncopated perforation on two sides, but this was a new two-sided syncopated perforation, with the needles next

to the edges removed. From April 1929 on regular syncopated perf machines were employed instead of the ordinary comb machines with certain needles removed. The syncopated perfs were given up in the fall of 1933 when the new comb 13¹/₂ : 12¹/₂ (actually 13¹/₂ :12¹/₂, Ed.) was introduced.

Please bear in mind that the 12¹/₂ : 12 A comb was only recently put in the NVPH catalog as 12³/₄ :11³/₄, as the authors already indicate in their description of this perforation. What is even more important is the part where the authors give us the necessary information to distinguish between the 12¹/₂ : 12 B and 12¹/₂ : 12 C perforation combs. Not that that distinction is found in the NVPH catalog. Also see under No. 13 where the authors say: "possibly with small holes" which most likely is the perforation of the stamps printed on soft paper so that the perforation holes shrink; to be noted with king William III and Wilhelmina stamps (as the NVPH catalog also indicates).

With sections on "Specimen and Monster," "Bibliography" and "The House of Orange" the authors end this introduction.

As we have already seen, in the following "chapters" we do not get prices, but mostly printing or sales figures. In some cases these are not provided since they were unknown in 1940. In all cases the designer and, if applicable, the engraver of the stamps were also noted where this information was available. This was an improvement compared to the "Expanded catalog" edited by P. C. Korteweg, which did not give this information. Interesting is that in some cases the method of engraving is given as "wood engraving," while the NVPH catalog talks about copper or steel engraving. Given the printing methods of those early days I agree with the "wood engraving."

Equally interesting is that the authors under 1872-1888, the last definitive set of king William III, DO give more than just the 25 cent as having the line perforation 14x14 large holes. They add the 5, 10, 12¹/₂, 15 and 20 cent. In view of the reluctance of the NVPH to recognize the Jubilee 1923 35 cent with perforation 11x11 during a number of years, I believe that it is worthwhile to study this question once again. Our British fellow-collectors also believe in more than just the 25 cent having the 14x14 perforation!

Just to indicate the difference between the *Manual* and the dealer's catalog I would like to give you some samples below, of each area one:

For the Netherlands:

1925 Child Welfare Issue
Without watermark Comb perf. 12¹/₂ :12¹/₂ Rotogravure
(three facsimiles)

165	2 cent (+ 2)	green and yellow	966,407
166	7 ¹ / ₂ cent (+ 3 ¹ / ₂)	purple and blue	740,236
167	10 cent (+ 2 ¹ / ₂)	red and yellow	1,406,350

Sold with a surtax, the surplus to the benefit of the Netherlands Society for the Protection of Children. The surplus amounted to fl. 77,356.77.

Designed by Anton Molkenboer, prepared and printed

by Enschedé. The first of three child welfare series portraying the coats-of-arms and motifs of the eleven provinces of the Netherlands. The heraldic shields (have some inaccuracies) in the designs of Molkenboer. The stamps of this issue:-

2 cent denotes North Brabant, the lion of Brabant and a lily motif, reminiscent of the lily of Genoveva of Brabant. 7¹/₂ cent is of Gelderland, the facing lions of Gelre and Gulik, with the medlar flower of the old duchy.

10 cent denotes South Holland, the lion of Holland and a rose motif, referring to the "Netherlands Garden".

Sheets of 100, 10 rows of 10. The four stamps in the corners of the sheet, on all values, have a colored cross above or below the stamp.

Date issued. Dec. 17, 1925; on sale to Jan. 16, 1926. Demonitized. Dec. 31, 1935.



	Two-sided syncopated perf	
165A	2 cent	(46,500)
166A	7 ¹ / ₂ cent	(43,500)
167A	10 cent	(47,000)

For the East Indies we have the following example which shows what a "special catalog" should contain.

1922 Surcharge Issue
Surcharge by Enschedé in red and blue Various perfs
(two facsimiles)

139	12 ¹ / ₂ on 17 ¹ / ₂ cent	red brown
140	12 ¹ / ₂ on 22 ¹ / ₂ cent	orange
141	20 on 22 ¹ / ₂ cent	orange
142	32 ¹ / ₂ on 50 cent	green
143	40 on 50 cent	green
144	60 on 1 Gld.	sepia
145	80 on 1 Gld.	sepia

Nos. 139, 140, 143 and 145 surcharged in red on Nos. 116, 120, 126 and 129; Nos. 141, 142 and 144 surcharged in blue on Nos. 120, 126 and 129.

Sheets of 200 for Nos. 139 - 141, and sheets of 100 for Nos. 142 - 145. Plate numbers 1 - 12 of No. 142; 1 - 11 except 4 of No. 143; 1 - 12 except 3 and 5 of No. 144; 1 - 12 except 3 - 5 of No. 145.

Types. Two types of the 32¹/₂ on 50 cent are well known, but it seems that two distinct types exist also on some of the other values....

12¹/₂ on 17¹/₂ cent

Type I: the distance between the upper edge of the top line and the lower edge of the lower line measures 2¹/₂ mm.

sub-sections devoted to Netherlands, East Indies, Curaçao and Surinam, or as many of these as are represented in that issue, each with its major listing, items of information relative to the particular country, such as the size of the sheets, paper, etc., and minor listings where necessary, all conformable to the arrangement of the franking issues. The only significant departure is in the enumeration of the stamps: the numbers assigned to the postage dues of Netherlands are preceded by an N, those of East Indies by an E, those of Curaçao by a C, and those of Surinam by an S. Each of the countries has its own consecutive enumeration, and with a little practice the various stamps and issues can be readily located, and the advantage of distinguishing the numbers of the postage dues from those of the franking stamps will be recognized.

Note that all postage due stamps are printed by Typography.

The thirteen sections and the title of each (the page numbers have been left out, Ed.):-

- I 1845 - 1847 Landmail Issue
- II 1870 - 1875 Issues
- III 1881 - 1893 Issues; Use of old cliches in various settings, numerals and numerals plus CENT
- IV 1894 Trial Issue
- V 1894 - 1895 Issues; setting of Type III only, numerals plus CENT
- VI 1896 - 1910 Issues; cliches of Type I only, numerals plus CENT
- VII 1906 - 1911 Surcharge Issues
- VIII 1912 - 1926 Issues; Single Color, Double printing
- IX 1915 - 1939 Issues; Single Color, Single printing
- X 1921 - 1939 Issues; New Design, with the chain removed
- XI 1921 - 1925 Emergency Postal Markings
- XII 1923 - 1924 Surcharge Issues
- XIII 1937 Surcharge Issue

If there were any section to illustrate the gross inadequacy of the dealers' catalog it would be Sections IV- VI.

SPECIMEN imprint, in black, on the 15, 20, 30, 40 cent and 1 Gld.

Date issued. 2½, 3, 5, 10, 25 (No. 10) and 50 cent on Oct. 1, 1873; 1, 2 and 12½ cent on Mar. 1, 1885; 15, 20, 30, 40 cent and 1 Gld. on July 1, 1888; 25 cent (No. 11) after 1880; 2½ Gld. on Jan. 1, 1879.
 Demonetized. 1, 2, 2½, 3, 5, 10 cent and 2½ Gld. on Jan. 8, 1900; 12½, 15, 20 and 25 cent on Aug. 29, 1898; 30, 40, 50 cent and 1 Gld. unknown.

Forgeries. The whole series exists forged with perf 11½ : 11½ and 11½ : 13½. Note also the forgery of the 1 Gld. perf 13½ : 13½ (5 NM 76), and of the 15 cent and 1 Gld. (8 NM 33 and 47).

Line perf 14 : 14 sm.holes (1874)	Comb perf 12½ : 12 B (cont.)
3A 2½ cent (10,000)	6C 10 cent (270,000)
4A 3 " (5,000)	10C 25 " (81,000)
5A 5 " (10,000)	11C 25 " (174,802)
6A 10 " (6,000)	14C 50 " (34,002)
10A 25 " (2,000)	
14A 50 " (4,000)	Comb perf 11½ : 12 l. holes (1880-83)

Blue paper, 1st printing
(1873)

3Aa 2½ cent (2,000)	3D 2½ cent (27,200)
4Aa 3 " (4,000)	4D 3 " (2,500)
5Aa 5 " (10,000)	5D 5 " (20,000)
6Aa 10 " (6,000)	6D 10 " (30,000)
10Aa 25 " (4,000)	10D 25 " (9,000)
14Aa 50 " (6,000)	11D 25 " (19,422)
	14D 50 " (3,778)

Line perf 14 : 14 l. holes
(1875)

3B 2½ cent (50,000)	1E 1 cent (202,800)
4B 3 " (20,000)	2E 2 " (245,000)
5B 5 " (100,000)	7E 12½ " (140,266)
6B 10 " (120,000)	
10B 25 " (50,000)	Comb perf 12½ : 12 C (1888)
14B 50 " (24,000)	6F 10 cent (122,000)
16B 2½ Gld. (11,189)	8F 15 " (109,693)
	9F 20 " (24,413)
	12F 30 " (14,934)
	13F 40 " (22,414)

Comb perf 12½ : 12B l. holes
(1880-83)

3C 2½ cent (244,800)	Line perf 11½ : 11½ l. holes (1888)
4C 3 " (22,500)	15G 1 Gld. (16,941)
5C 5 " (180,000)	

1890 Numeral Issue

Without watermark Various perforations Typography



17 1 cent gray	689,950
18 2 " brown	188,550
19 2½ " carmine	703,350
20 3 " green	258,675
21 5 " blue	1,204,650

The authors quite rightly give the four values of the so-called trial issue the numbers 13-16. The dealers merely add these as a kind of "footnote" to the issue of 1896-1910 (NVPH Nos. 16P, 19P, 22P and 23P). Section V. treats the dues in the new color, in Type III only, which appeared in 1894-1895, but which the NVPH gives after the Type I stamps which have the major numbers, but which were issued from 1896 to 1910.

Postal History of the Netherlands Indies: Discoveries by Common Sense

by Arie Bakker RDPSA

The substance of this article originally appeared in *Brepost*, the journal of the Postzegelvereniging Breda, Nov.-Dec. 1988. We do thank Mr. Peter van Spellen, the editor, for permission to translate and republish.

JAVA



In the handbook *Poststempels Nederlands-Indie 1864-1950* (postal cancellations Netherlands Indies), by P. R. Bulterman is found a table of the internal Java rates from 1821 to 1863 on page 258 — what a wonderful page!

All this information is printed so coldly and businesslike in various columns that many will bypass this page, but for the postal historian a world of thoughts open up.

continued from page 65

So the authors allocate Nos. 17-25 to the Type III ultramarine and black postage dues, and the Nos. 26-39 to the Type I only, which is really the only way these postage dues should be numbered. For the record, there are three printings mentioned for the Type III stamps, as well as for the Type I issue. Don't look for this in the dealers' catalog!

The final pages of the *Manual* give a comparison between *Manual* numbers, Scott numbers and "Speciaal" numbers.

Looking back these fifty years we are glad that A. Arthur Schiller and Johannes de Kruyf were midwives to the best catalog available to the Netherlands collector, including any from the Netherlands. We are also happy that "the members of the New York Netherlands and Colonies Philatelists" were willing to underwrite the cost of seeing this publication through the press.

Note: the few photographs that "adorn" this article were not included in the original publication, but added to give you a visual reinforcement of the text. One picture is worth a thousand words!

There is much more to tell you, but in this article I want to direct your attention to the column "1860-1862 / Centen zilver." Earlier columns have the rates in "Stuivers," "Centen koper (X 5)," "Duiten (X 0.625)" and it should not be too hard to figure that 1 stuiver equals 5 centen koper, while most duiten — above the old rate of 40 centen koper — were worth 0.625 X centen koper.

In the Statute-Book of the Netherlands Indies, No. 64, of September 7, 1859, is found the announcement that holders of whole or half "duiten" of Dutch or Netherlands Indies mintage could exchange these "duiten" for legal coins in the ratio of five cents for each six "duiten," from October 1 to November 30, 1859.

In the Statute-Book No. 95a of November 16, 1859, this period was extended to December 21, 1859, inclusive. From December 22, 1859, nobody was required to accept "duiten" as legal tender.

This was the first decimalization in the world because from now on one guilder didn't consist of 120 "duiten," but of 100 cents (silver). Besides, all of a sudden one wasn't bothered anymore by all the counterfeit "duiten" which had been circulating.

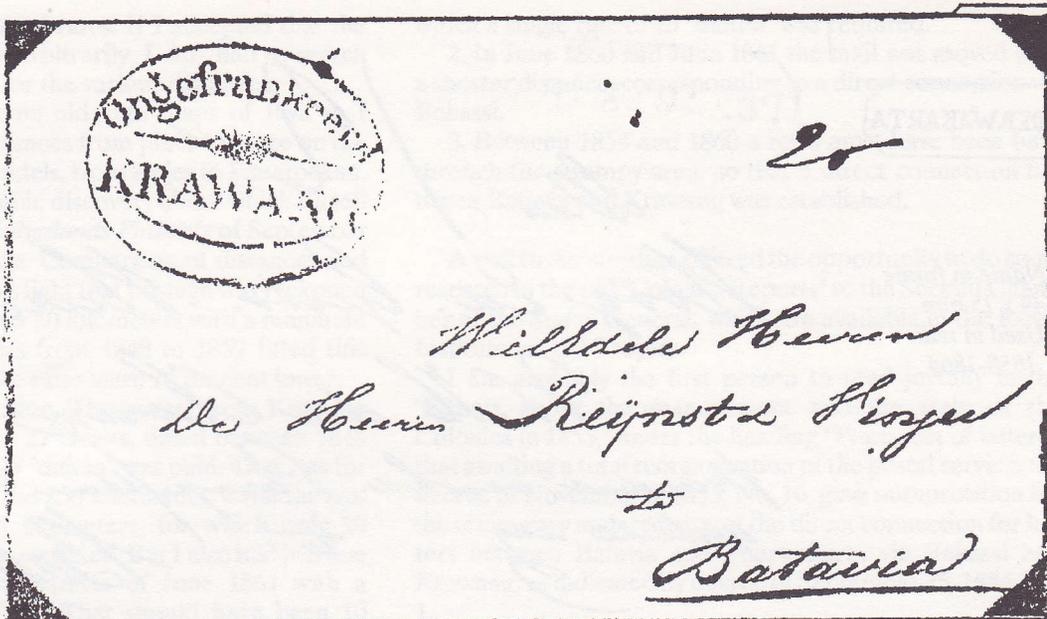
One result was that the postal rates had to be revised and the existing rates were lowered by 20 percent. This was thus no lowering of the rates, but an adaptation of the new coin.

The rates from the column "1848-1859 / Duiten" on page 258 were thus multiplied by 0.8 to get the rates as given in the column "1860-1862 / Centen zilver."

But there is one exception! The rate from Batavia to Krawang went from 25 "duiten" to 8 cents. This should have been 20 cents, if we look at the 0.8 multiplication formula. There must have been a reason for this anomaly, and I can tell you more about it.



Oval Cancellor
42 x 33 mm
Used in red:
1849-1865
Used in black:
1840-1854



Krawang-Batavia, dispatched via Tjandjoer and Buitenzorg, 208 kilometers. Letter dated December 18, 1849. received December 22, 1849. Postage paid in Batavia 25 "duiten."

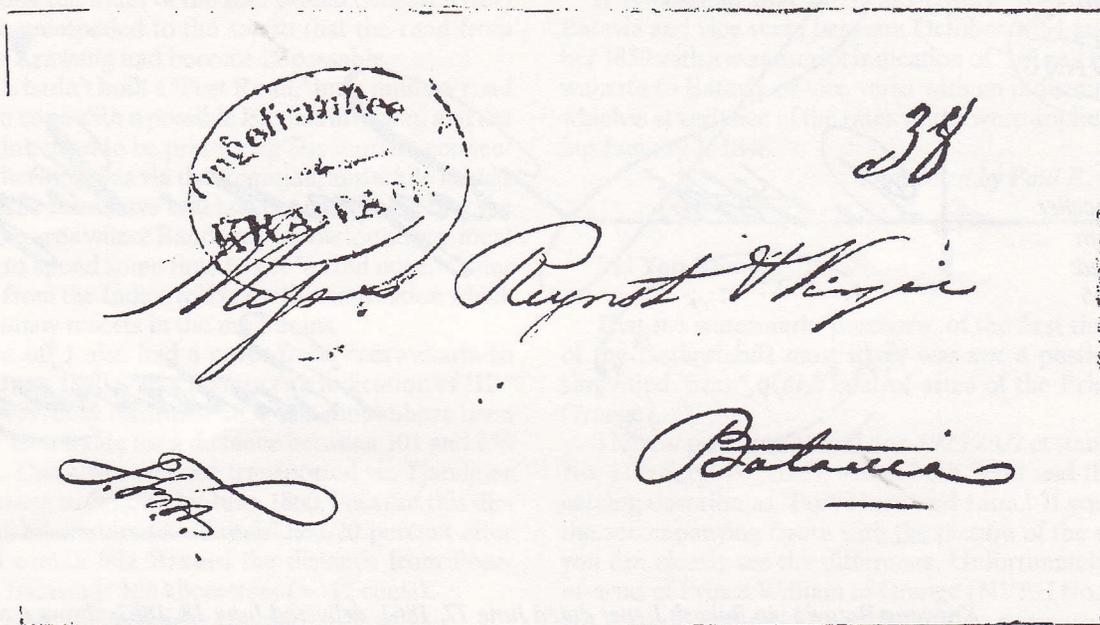
In some old archives in former Batavia I found, years ago, some eophilatelic covers, originating in several places in Java, and with such a start one naturally begins to pay attention to auction lots with such covers. I bought some here, and some there, and finally one wants to do something with them.

Having left the "oasis" of the First-Day Cancellation industry I was soon lost in the desert of real philately. Complete covers with postmarks "Ongefrankeerd Samarang" (Not franked Samarang) to Batavia with, in manuscript (= postage to be paid), 180, 104, 98, 65, 52 and 10, looking

identical although with various dates, are not conducive to a study in depth — or are they?!

Why was the rate from Bandoeng to Batavia 20 "duiten," while 25 "duiten" was paid for Krawang, much nearer to Batavia? The handbook of Mr. W. S. Wolff de Beer, *De poststempels in gebruik in Nederlands Oost Indie van 1799 tot 1864* (The postmarks in use in the Netherlands East Indies from 1799 to 1864) did not provide any information to clear up this question. (Bulterman's book had not as yet appeared.)

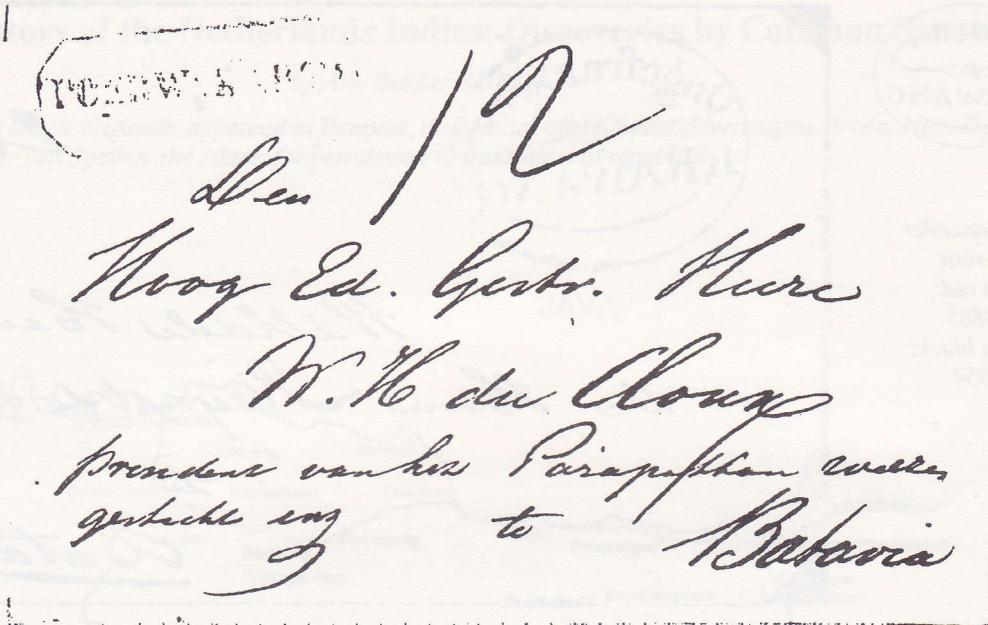
I sorted all my old covers by year and by place of origin



Letter dated November 8, 1853, received November 12, 1853. Postage paid in Batavia 38 "duiten," being 25 "duiten" plus #0 percent surcharge for overweight. (black canceller)

POERWAKARTA

Name in frame
44 x 15 mm
Used in red:
1858-1864



Poerwakarta-Batavia via Bekasi, 108 kilometers. Letter dated June 12, 1860. If the letter had traveled via Tjandjoer and Buitenzorg to Batavia the rate would have been 20 "duiten" - 20 percent = 16 cents, and not 12 cents as is seen on the cover.

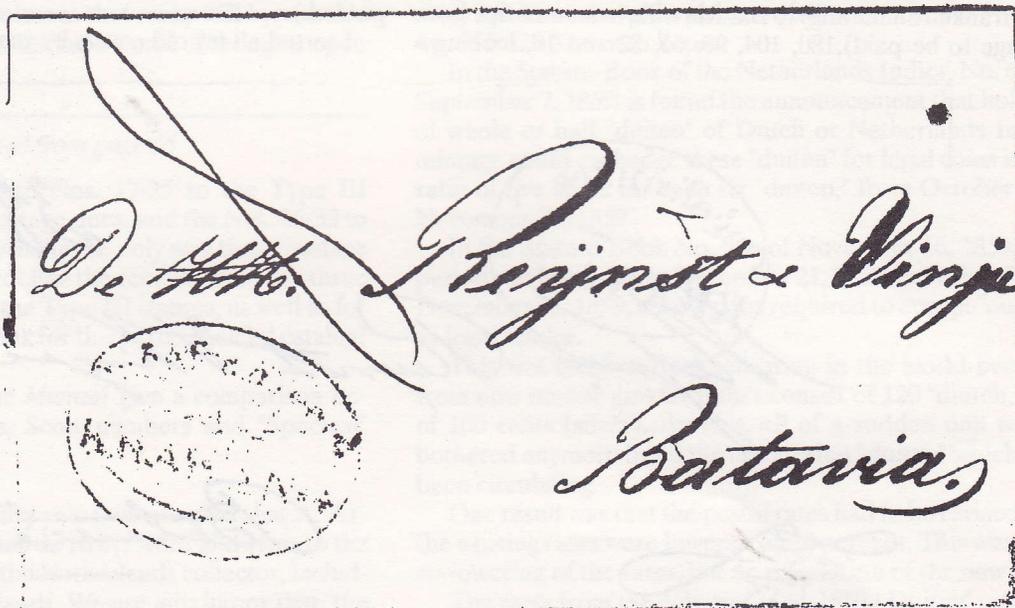
and of destination, and tried to work out some kind of scheme, but soon got bogged down when I wanted to draw conclusions. One thing was clear — with the facts I had available I couldn't come to an acceptable reconstruction of the old postal rates, and finally the whole business was abandoned as too difficult for me.

But each time I handled the covers again I had an irritating feeling that there *had to be* a logical system behind the various rates, based on distance and weight, but that my brain wasn't agile enough to discover the logic.

With such a great number of covers at hand it had to be possible to find the key which would make possible a



Oval Cancellor
42 x 33 mm
Used in red:
1849-1865



Krawang-Batavia via Bekasi. Letter dated June 17, 1861, delivered June 18, 1861, shows a manuscript 8 (cents), which was the postage for a distance below 100 kilometers, and not 208 kilometers as in the past, with a 4-days traveling time. These covers from Poerwakarta and Krawang prove that another route was followed and that between October 1854 and June 1860 a new road was built connecting Krawang and Batavia via Bekasi.

reconstruction of the postal rates. If I accepted that the postal rates were not set arbitrarily, I only had to search for a logical connection for the various distances.

Luckily I still had some old auto maps of Java so I decided to check the distances from place to place on the Great Post Road of Daendels, from Anjer to Panaroekan. Thus I came to a remarkable discovery about which I'll tell you another time (see *Netherlands Philately* of September 1990) and to a conclusion. Comparison of distances and rates on covers brought to light that postage was reckoned on a basis of 5 "duiten" per 50 kilometers with a minimum of 10 "duiten." All covers from 1848 to 1859 fitted this scheme and after 1859 the rates were 20 percent lower.

There was one exception. The covers from Krawang didn't fit the scheme. On 27 covers, dated between 1848 and 1854, an amount of 25 "duiten" was paid. That was for a distance between 201 and 250 kilometers, while the *real* distance was merely 65 kilometers, for which only 10 "duiten" postage could be expected. But I also had just one cover from Krawang to Batavia of June 1861 with a manuscript notation of "8." That should have been 10 "duiten" before the currency reform/decimalization, which pointed to a rate for a distance under 100 kilometers.

I asked myself why Daendels hadn't built his road direct from Batavia along the coast via Indramajoe to Cheribon, but instead over the Poentjak Pass via Tjandjoer and Bandoeng. Bandoeng itself didn't even exist for the town had been founded by Daendels. Why, yes, why?

I had studied the map so many times already without noticing something, but all of a sudden the case became clear. The map clearly showed that the rivers which carried the water from the Poentjak to the Java Sea debouched into a swampy area. Yes, that was the answer, and all of a sudden I remembered that in 1946-1947 Krawang hadn't been accessible from Batavia, because the Japanese occupying power had of course neglected to make sure that the water of the Kali Bekasi (Bekasi River) could move unimpeded to the sea so that the road from Djakarta to Krawang had become impassable.

Daendels hadn't built a "Post Road," but a military road to be able to cope with a possible English invasion, and the swamps didn't need to be protected! His shortest connection with Cheribon was via the Poentjak, and while he was progressing he must have reached the conclusion that the climate of the area where Bandoeng is now found was ideal for a place to spend some time to get "a cold nose." Older Dutchmen from the Indies will know this expression which applied to many resorts in the mountains.

To top it off I also had a cover from Poerwakarta to Batavia of June 1860 with a manuscript indication of "12." Before the currency reform of 1859 this should have been 15 "duiten," thus a rate for a distance between 101 and 150 kilometers. This cover was not transported via Tjandjoer and Buitenzorg to Batavia by June 1860, because this distance is 165 kilometers (20 "duiten" less 20 percent after 1859 = 16 cents). Via Bekasi the distance from Poerwakarta to Batavia is 108 kilometers (= 12 cents).

We can draw the following conclusions now:

1. At least until 1854 the postal connection from Krawang to Batavia ran via Poerwakarta, Tjandjoer, Poentjak and Buitenzorg. A distance of 208 kilometers for

which a single rate of 25 "duiten" was required.

2. In June 1860 and June 1861 the mail was moved over a shorter distance, corresponding to a direct connection via Bekasi.

3. Between 1854 and 1860 a road must have been built through the swampy area, so that a direct connection between Batavia and Krawang was established.

A visit to Amsterdam offered the opportunity to do some research in the old "Colonial Reports" to the Second Chamber of the States General, which are available in the Royal Institute for the Tropics.

I am probably the first person to read joyfully in the "Report about the management and the state of the Colonies in 1855," under the heading "Transport of letters," that awaiting a total reorganization of the postal service, the decree of November 8, 1855, No. 16, gave authorization for the temporary maintenance of the direct connection for letters between Batavia and Poerwakarta via Bekasi and Krawang, as indicated by decree of September 25, 1854, No. 1.

The "Reports" over 1854 were not in the archives, but it is clear that the mail for Krawang and Poerwakarta could be moved over the shorter route from October 1854 on.

But that "temporary" was a sufficient incitement to do some further research. Can you imagine my pleasure when I read in the "Report" over 1856 to the Second Chamber, in appendix 9, under "List of the most important state constructions which are finished in 1856,"

"Building a bridge across the canal Goenoeng Sahari near the jail at Weltevreden and one across the Djambi (River), in the road from Batavia to Krawang."

Thus postal history has proved that it is possible to provide a contribution for further research in the history of a country.

It is possible that there are covers from Krawang to Batavia and vice versa between October 1854 and December 1859 with a manuscript indication of "10" and from Poerwakarta to Batavia or vice versa with an indication of "15," which is at variance of the rates which were applicable starting January 1, 1848.

Translated by Paul E. van Reyen

Did You Know ...

That the watermark "posthorn" of the first three stamps of the Netherlands most likely was *not* a posthorn, but a simplified "horn" of the coat-of-arms of the Princedom of Orange?

The *real* posthorn occurs on a 1923 2 1/2 ct stamp (NVPH No. 112; Scott No. 115), which both Scott and the dealers' catalog describe as "Post Horn and Lion." If you compare the accompanying figure with the picture of the watermark you can clearly see the difference. Unfortunately the coat-of-arms of Prince William of Orange (NVPH No. 252; Scott No. 196) doesn't show enough detail to compare the watermark with the "Orange" horn. Even so, it seems clear that the watermark of the first set of the Netherlands is the "Orange" hunting horn, and not the posthorn. (Source: *Postzegelkunde en Postwezen*. 1932)

The 1959 High Values of Surinam

by Paul E. van Reyen

October 15, 1959, was the date that the last definitive stamps with the portrait of Queen Juliana appeared in Surinam. The design was by S.L. Hartz and was a modification of his famous "en profil" stamps of Queen Juliana issued in the Netherlands from 1953 on. Although the design was meant to be executed in steel engraving, the final stamps were offset-printed. This can be seen from the "history card" of the 1-guilder stamp where the word "plaatdruk" is crossed out and replaced by "offset."

There is something unusual about these "history cards" too. While the PTT Museum in The Hague has complete sheets of a printing of 1973, the history cards do not show this printing. For the 1, 1 1/2 and 2 1/2 guilder stamps the history cards show as a last printing one in 1971, and for the 5-guilder stamp a 1968 printing. As Surinam didn't get its independence until November 1975, the last printings of 1973 should certainly have been on the history cards.

As could already have been seen above, only four high values appeared. It appears that the general population was not too happy with a reminder of their "colonial" status, such as the portrait of the Dutch queen, in those days, so that the Surinam authorities compromised with native scenes, buildings or air mail stamps on the values that the population mostly used, and saved the Queen's portrait for the high values, 1, 1 1/2, 2 1/2 and 5 guilders, which were not generally used.

Letter to the Editor

Larry Rehm and I spent some time mulling over your article in the latest Journal regarding the Surinam "...P L A..." postmark on the 2 1/2 Fl. Queen (Vol. 14, No. 3, page 52).

This is indeed a very intriguing matter that leaves more questions unanswered than answered. But several points about this fragmentary postmark bother me:

- the lettering is totally unlike that found on the Star Cancels — either the regular "Paramaribo" or the other post offices, including the RR circular cancels.
- there appears to be a fragment of the "inner circle" (although it is so small that it could be merely an ink smear) beneath the letters; but if indeed this is a portion of the inner circle, then it is again unlike the normal Star cancel wherein the inner circle is positioned higher and closer to the town or post-office name. If this fragment is not part of an inner circle, then we add to the differences between this and normal Surinam Star cancels.

I lean towards the possibility that this a fragment of a foreign postmark, in all likelihood a South American. But of course I could be entirely wrong. Let's see whether some of the members come up with this postmark in a more complete form.

Frank W. Julsen

There were, if we include the 1973 printing, five separate printings for the 1 guilder, three for the 1 1/2 guilder, four for the 2 1/2 guilder and three for the 5 guilder stamps.

These stamps could not be sold at the philatelic windows in the Netherlands because of a contract which the Surinam government had with the Lehman Trading Co. (July 1959). This is noted on all the history cards! This same contract later on produced the "space flight" stamps of 1961 (NVPH Nos. Air 33-34) which were manufactured — for us philatelists — in two issues, one with a dark blue background and one with a light blue ditto, and two kinds of perforation in the sheetlets of 12 stamps.

Of course, the following year saw the Dag Hammarskjöld stamps issued, this time in only one color, but with two distinct line perforations, 11 3/4 and 12 1/2. Also in sheetlets of 12 stamps. After all these years these stamps, of which 788,833 sets were sold (a "normal" commemorative set in those days sold about 180,000 sets), are listed mint and used for 1 guilder, and you know what that means.

But let's get back to the happier year of 1959 and our high values. Remarkably enough, the Ministry of Overseas Parts of the Kingdom ordered these stamps by letter of January 8, 1957, but the design was not approved until 1959. All these stamps were perforated 12 1/2:12.

Before we get to the separate printings of these stamps it might be handy to, once again, give you the various punch marks, considerably "cleaned up," in Figure 1. This way we can give the number of the punch mark, and all you have to do is look at the figure.

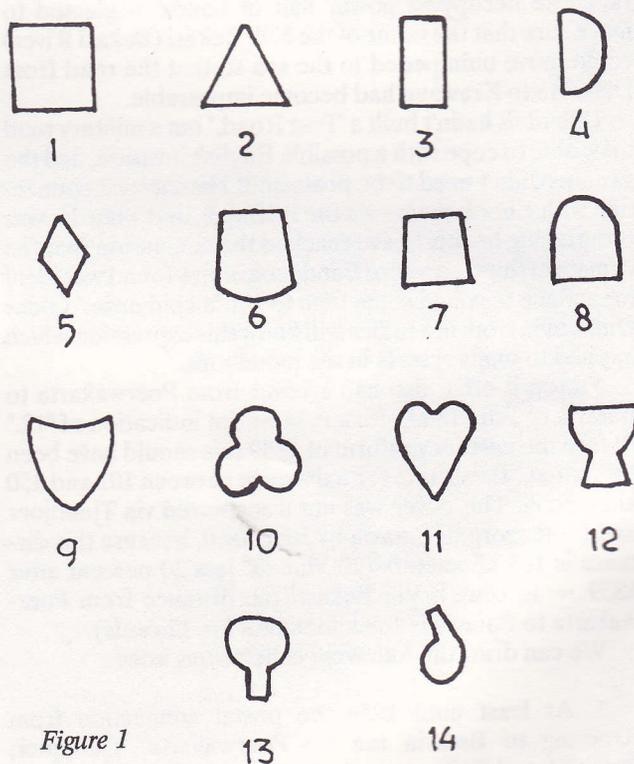


Figure 1

1 Guilder

As was already noted, there were five printings of this value. The color originally was meant to be red-brown but this was changed to violet. There is one more discrepancy between the history card and the sheet in the PTT Museum. The printing of 1959, according to the history card has punch mark 7, but the sheet in the Museum has no punch mark. Below we will give the various printings in table form:

Year	Punch mark	Sheets appr'd	Perforation variations	Paper/Gum
1959	7(?)	1736	selfedge above right perforated	English/Arab.
1966	6	1421	selfedge above/right/below perforated	" "
1968	10	1402	selfedge above/left/below perforated	" "
1971	8	1658	selfedge above/left/below perforated	Violino/DN gum
1973	1	?	selfedge above/right/below perforated	" "

Figure 2 shows a corner block of six of the 1973 printing. Although this is not visible in the figure, the paper is Violino, and since the left side is not perforated it must be the last (1973) printing.

We may add here that inspection of the sheets in the PTT Museum also indicated slight differences in the paper used for the first three printings, as well as the gum. The 1959 printing was on cream-colored paper with dull gum. The 1966 printing had a whitish-cream paper, but the gum was shiny. The 1968 printing had paper which was whiter than the printing of 1966 and shiny gum. These last two papers can also be called silky.



Figure 2

1 1/2 Guilder

Of this value there were only three printings. The color is olive green. Once again there is a discrepancy between the history card which mentions a No. 9 punch mark for the 1959 printing, while the sheet in the Museum has no punch mark. Here is the table again:

Year	Punch mark	Sheets appr'd	Perforation variations	Paper/Gum
1959	9(?)	2457	selfedge above/left perforated bottom one perforation hole	English/Arab.
1971	6(10?)	725	above/left/bottom perforated	" "
1973	2	?	right/bottom perforated above one perforation hole	Violino/DN gum

Figure 3, as you can see for yourself, shows a block of six of the last (1973) printing. The one perforation hole in the top selfedge makes this abundantly clear.



Figure 3

2 1/2 Guilder

With this value we see once more the discrepancy regarding the punch mark of the first printing. According to the sheet in the Museum no punch was used. This value got the reddish-brown color, originally meant for the 1-guilder stamp. And here is the table:

Year	Punch mark	Sheets appr'd	Perforation variations	Paper/Gum
1959	10(?)	1521	above/left perforated bottom one perforation hole	English/Arab. dull, no diag.
1968	11	522	above/left/bottom perforated	English/Arab.
1971	9	701	above/left/bottom perforated	Violino/DN gum
1973	3	?	above/right/bottom perforated	" "

Figure 4 shows a block of six in Violino paper with dull gum, of the 1973 printing, as is shown by the perforation through the bottom, but not through the left selfedge. The 1971 printing is markedly brighter in color than the 1968 printing, while the 1973 printing is darker than that of 1971, but more red than the printing of 1968.



Figure 4

5 Guilder

Here we see again that the first printing has no punch mark according to the sheet in the Museum. There are only three printings of this stamp which is blue according to the history card, but seems more like a greenish blue. The table follows:

Year	Punch mark	Sheets appr'd	Perforation variations	Paper/Gum
1959	11(?)	1437	above/left perforated bottom one perforation hole	English/Arab. gum dull
1968	12	612	above/left/bottom perforated	English/Arab.
1973	4	?	right/bottom perforated Above one perforation hole	Violino/DN gum

Registration crosses, visible on the sheet, show up in the first printing (1959). They are found in the top selfedge above stamps 3 and 4, and in the bottom selfedge under stamps 93 and 94. The color of the last printing (1973) is slightly darker than that of the other two printings. The gum Arabic of the first printing shows no diagonals!

And in Figure 5 we can finally show you a punch mark in the sheet, at the edge, next to stamp 10, and it is indeed punch mark 4, as you can see, indicating the last printing (1973).



Figure 5

Our heartfelt thanks goes to Mr. A.R. Kamphuis of the PTT Museum who one October morning way back in 1985 with infinite patience showed us the sheets the Museum has, and gave the opportunity to make notes on the characteristics of each sheet. without people like him any research in philately would soon come to a grinding halt!

The Airmail Flights of Holland

By Capt. Robert H. Sittig

When on May 10, 1940 the first German troops crossed into the Netherlands, a chapter in the history of man's flight in the air was closed. For in all the annals of flying, no country in Europe, great or small, has contributed more in determination, heroic pilots, and real progress than K.L.M. — Koninklijke Luchtvaart Maatschappij voor Nederland en Koloniën N. V. — the Royal Dutch Air Lines.

The collection of material on the development of the Dutch Air Lines held endless fascination in its promise of first flight covers, photographs of planes and of pilots, signed letters, thrilling stories of success and failure. Gathering such material as this required almost endless patience and persistence, but how worthwhile the cause! In some instances it took years to get the covers of certain flights. Sometimes long after a plane had crashed and the pilots had been killed, the mail was found almost completely destroyed. Newspapers had to be scanned for news of the special flights, and many hours were spent in efforts to get authentic photographs of pilots and planes. Even with all this effort, the collection is in no way complete. But in going over the literature and different catalogs, only a

part of this material is actually listed.

As the war danger in Europe increased, this collection was brought from its homeland to America. And only a short time afterwards it was not only a historical document, but has become a record of a closed epoch in Holland's history. Let us hope that we will all be able to see a free and independent Holland again.

Holland's colonies were far-flung, the most important were the East Indies — including Java, Sumatra, Borneo, Celebes, and the West Indies in the American Continent, and Dutch Guiana. The riches and raw materials in these possessions made it especially important to improve transportation and communication facilities.

Parallel to the growth of the British Imperial Airways, the Air France, the Pan American Airways, and all the others, we find the Royal Dutch Air Lines to be the senior air traffic company of the world. Founded on Oct. 7, 1919, with flight Lieutenant Albert Plesman as Administrator — later General Manager, K.L.M. was from the outset a national undertaking — the oldest air line booking office — for it has seen earlier companies either liquidated or amalgamated with other undertakings. It was founded by private

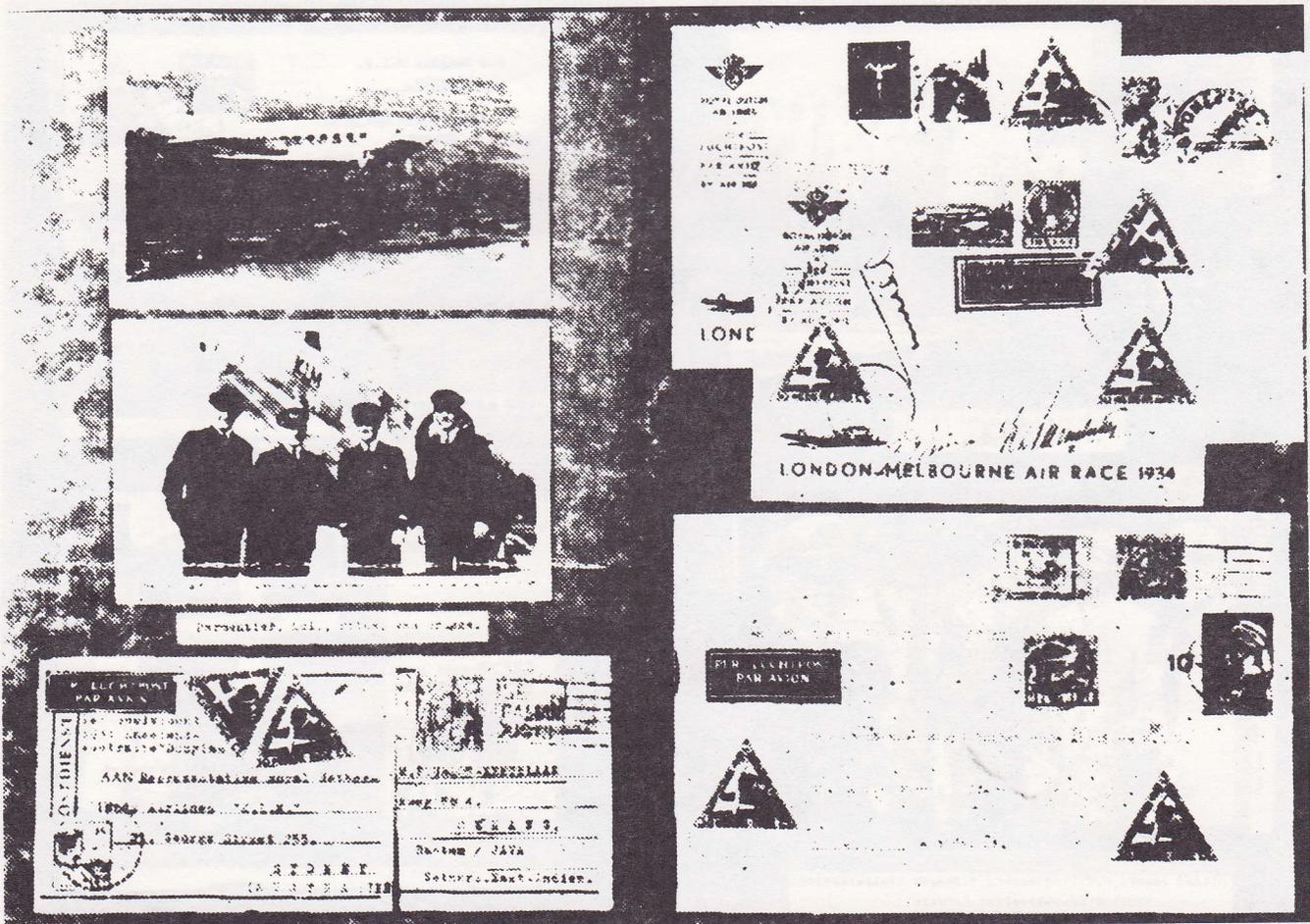


Figure 1 London-Melbourne air race, Oct. 20-24, 1934, via Royal Netherlands Airlines, when the Douglas plane "Uiver" won first place in handicap race and second place in the speed race.

enterprise, but with certain government support, with the Royal Committee playing a major part in its development. In this Committee we find Sir Henry Detering, A. H. G. Fokker, the plane builder, and many other internationally known Dutchmen. K.L.M. developed into one of the great air ventures of the world, with Amsterdam as the center, and with the unique claim of operating in all five continents.

Many K.L.M. pilots have flown more than 1,000,000 miles, and in 1937, on April 29th, K.L.M. carried its 500,000th passenger.

From the hazardous test flights in the 1919-1920's to the first planned and scheduled 11,000-mile flight from Amsterdam to Java by Van der Hoop in 1924 (which took 54 days), and to the three-times-a-week service in 1940, was only a short space in time, but it is a story full of romance, courage, and hardship.

The first test flights were made in 1920 by Navy planes. Also in 1920, air service was inaugurated to the East Indies, with special cachets celebrating these first flights.

The first airmail service between Holland and its colonies was inaugurated by the famous Van der Hoop flight from Amsterdam to Java — a distance of 11,000 miles. It took 54 days to make this flight, and a special fee of 10 gulden was charged. (In 1940 it took four to five days for this flight.) Further test flights were made from Amsterdam to Marseilles, from which the mail was carried

by boat to the East Indies. In 1927, the Van Lear Black Flight was carried out, and was the beginning of passenger service. Most of the mail in this flight was carried to Rangoon, India — only 30 pieces with special cachets were brought from Calcutta to Batavia.

The regular commercial flights between Amsterdam and Batavia on a scheduled basis was inaugurated on Oct. 1, 1927, and it took George A. Koppen 10 days to make the flights. A special cachet and a Fl 10 extra airmail fee for letters were required (postcard Fl 2.50).

On Oct. 17th Koppen left the East Indies and reached the original starting point on Oct. 28th — completing the first round trip.

In 1928, five regular scheduled flights and return flights were carried out. The third and fourth had to make forced landings, but the mail was delivered.

Eight scheduled flights were made in 1929. One of these ended in a crash in Turkey — but when the return flight was found impossible the mail was transferred to a steamer.

Throughout this time into 1930 several first flights were made between the colonies and from the East Indies to India and Singapore. A regular bi-weekly service, with a special cachet, was instituted Sept. 25, 1930, with the airmail fee greatly reduced. At this time stops were made in Baghdad, Calcutta, Bangkok, Saigon, and the East Indies. In 1930 too, the first flight with radio on board was made, and the radio operator is shown in the picture of the pilots.

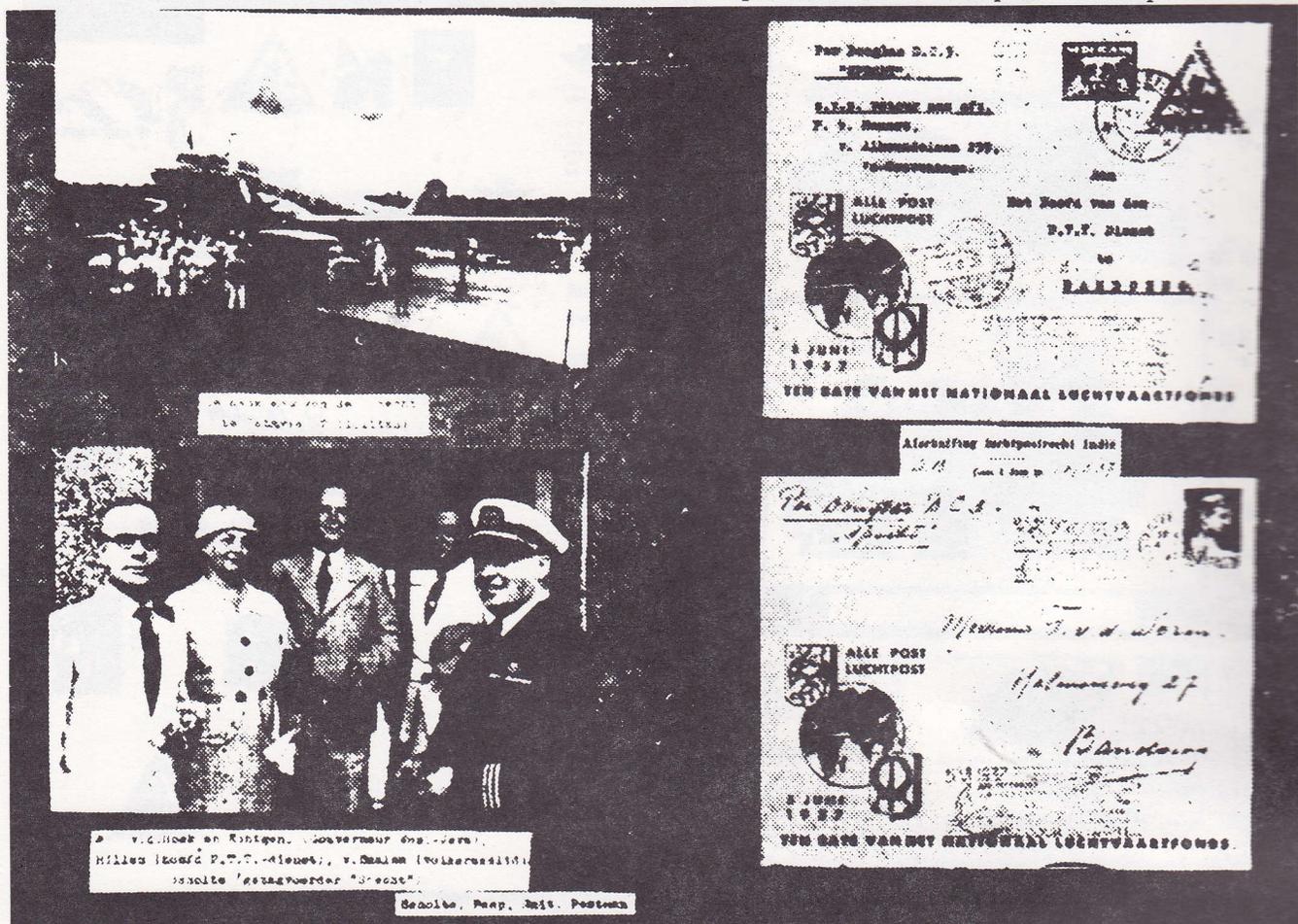


Figure 2 June 5-10, 1937, Chief Pilot Scholte, famous for many first flights, with crew consisting of Paap, Smith and Pestman, made initial flight on new plan to carry all mail to Netherlands East Indies by air.

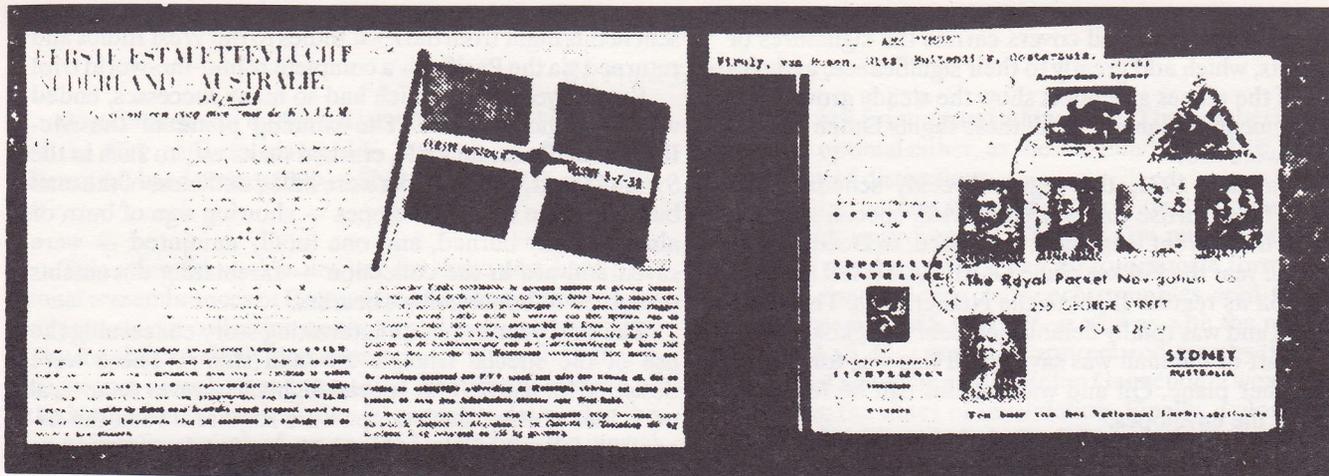


Figure 3 June 28-July 5, 1938, Netherlands East Indies-Australia flight, Royal Netherlaands Airlines Douglas DC-3 "Emoe." Pilot Viruly, von Rosen, Gitts, Buitendijk, and Oosterhuis. Establishing regular passenger and air mail service between Amsterdam and Sydney. Special flag designed for this flight is illustrated here.

On May 9, 1931, Capt. M. P. Pattist inaugurated an air-mail service from Batavia to Sydney, Australia, in his transoceanic flight from the East Indies to Australia. A special one-gulden stamp was issued for this flight only. The

stamps not sold were destroyed. The fliers were welcomed in Australia by Kingsford-Smith, the hero of many first flights. The return flight — Australia to Batavia — also carried a special cachet.

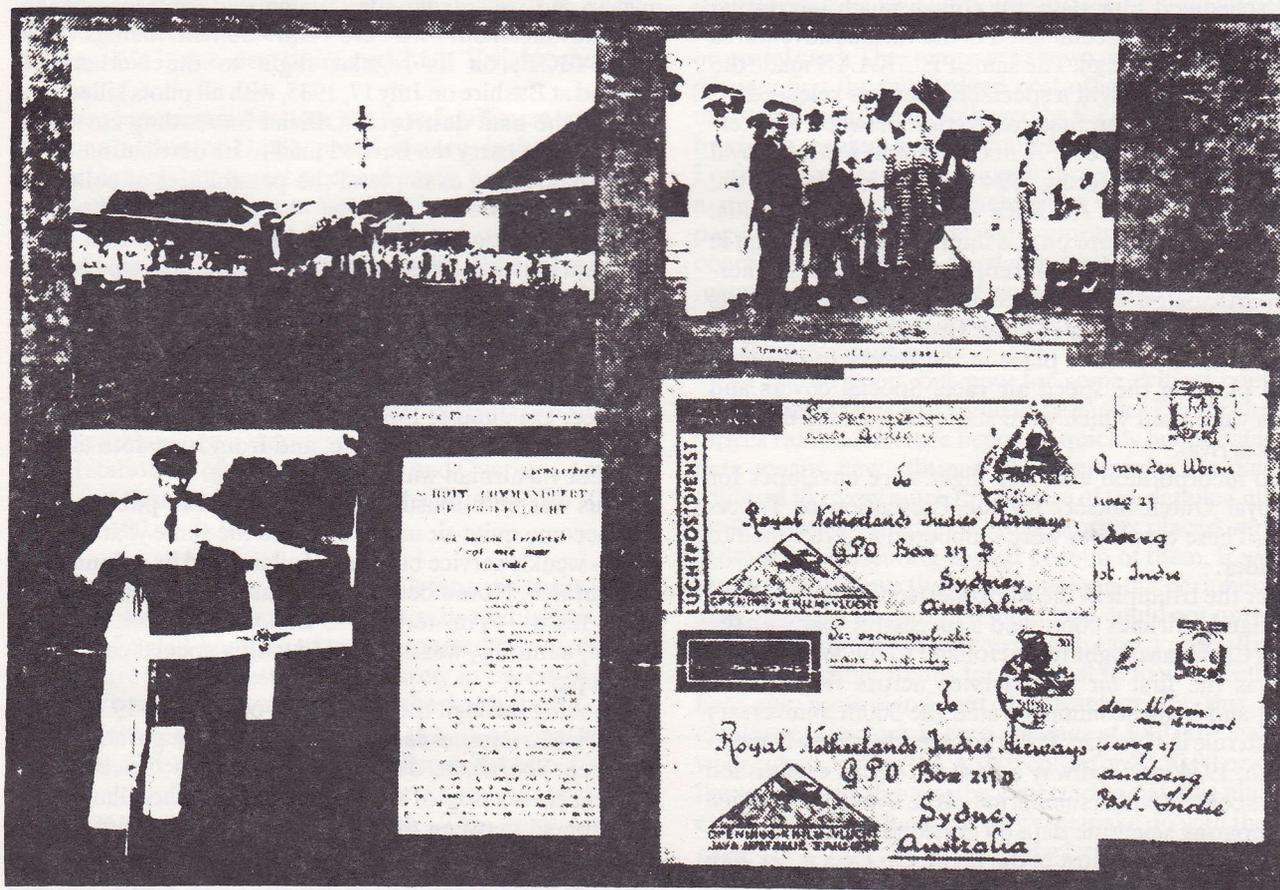


Figure 4 On arrival in Batavia, Java, first flight referred to in above illustration was continued with the "Marianne," which arrived safely in Australia. Photo shows arrival of plane in Sydney. Crew was invited to fly to Canberra, capital of Australia, and present the special flag to the president and his cabinet.

Most of the first mail covers carries the signatures of the pilots, which add greatly to their significance, and pictures of the planes and pilots show the steady growth and development of planes. For all these flights Dutch Fokker planes were used.

In January 1931, the regular weekly schedule was begun. To advertise this weekly service, special stickers, printed in different languages, were used. In December of the same year the Fokker plane OOIEVAAR left the East Indies on its regular flight to the Netherlands. The plane crashed and was totally demolished near Bangkok. Only a small part of the mail was saved, and this was forwarded by another plane. Oil and water stains can be found on some of the envelopes.

A special Christmas flight was planned in 1933, and a new type of airplane, the Pander plane, was chosen to make this special trip. All the mail carried on this first flight by the plane Postjager had the special triangle airmail stamp which was allowed for use only in special flights. Unfortunately the plane crashed in Italy on its way to the East Indies. The mail was transferred to another plane, which in turn was forced down in Jodhpur, India. For the third time the mail was transferred to another plane — the PELIKAAN, an old Fokker which had already been retired from active service. The PELIKAAN, piloted by the famous pilot Smirnoff, finished the trip without mishap in the scheduled four days. Of course much interesting cover material was accumulated in the various adventures and transfers of the mail. The same PELIKAAN made the return and for this flight a special cachet was released.

In 1934 we find the first connection between Amsterdam and Athens, Greece. A notable event for the Royal Dutch Airlines also during 1934 was participation in the famous McRobertson Air Race — England to Australia. There is much literature on this interesting competition in which 20 teams of seven different nations started. Netherlands participated with two teams — one with the pilots Parmentier, Moll, Prins, and van Brugge, in the Douglas plane UIVER, won first place in the handicap race and second place in the speed air race. Special covers and cachets were used which were stamped with the day and hour of arrival.

Also incorporated with this flight were envelopes for the Royal Dutch Society for the Prevention of Tuberculosis. These envelopes were numbered and returned to the sender.

After the triumph in the McRobertson race, the Royal Netherlands Airlines continued a successful year with the famous Christmas flight from Holland to the West Indies. This was the first air mail service across the Atlantic Ocean, and it also commemorated the 300th anniversary of Dutch rule in Curaçao. It started at midnight on December 15th, 1934, and halfway across the ocean established wireless contact with a submarine of the Dutch Navy which was preparing scientific data on gravitation, and this contact was maintained most of the flight. On December 20th Paramaribo was reached, and on the 22nd they landed at Curaçao — a distance of 6,390 miles. The plane was called SNIP. Special Christmas envelopes and cachet were used. There are also several covers which came from the East Indies via Holland to the West Indies. And special envelopes for the Society of Prevention of Tuberculosis were

sent in this flight from the East Indies to the West Indies and returned via the Pacific — a complete round-the-world trip!

But the year 1934, which had so many successes, ended with a tragic accident. The winning plane of the McRobertson Race, UIVER, crashed on its way to Java in the Syrian Desert, and all pilots were killed and most of the mail burned. Some of the envelopes — showing sign of burn or almost totally burned, and one totally uninjured — were saved and are in the collection — fascinating documents preserved to honor gallant bearers.

The next year brings an interesting story concerning the use of the special triangle air mail stamp. These were designed for use only for special flights. However on several occasions postage due stamps were required when the triangle stamp was improperly used — but in a few cases some of the envelopes did pass through the post office without being caught.

At this time there were several more first flights among the colonies, and a special flight of the Netherlands Air Force from the East Indies to the Philippines and back. We also see envelopes carried by the last Fokker plane used on the route Holland-East Indies on June 4, 1935. From this time on American Douglas planes were used exclusively.

On June 12, 1935, a twice-a-week service was inaugurated between the mother country and the colonies. Week after week these flights occurred regularly without mishap until we are reminded again that despite every scientific advancement we are still human beings. The MARABOE, on its regular flight to the Netherlands crashed at Bushire on July 17, 1935, with all pilots killed, and most of the mail destroyed. Official forwarding envelopes were used to carry the burned mail to its destination.

An interesting example of the possibilities of collecting related material or objects — newspaper clippings, photographs, signed letters — has been the first radio telegram ever sent from a plane to the ground by a passenger of the Royal Dutch Air Lines on Nov. 1, 1937 — a historic BON VOYAGE incorporated in the collection.

These years of development culminated in the regular scheduled, safe service and a constant reduction of the air mail fee. On June 5, 1937, a law was inaugurated that air mail should carry no extra fee, and from June 16th all mail was sent via airmail without extra charge.

This was enthusiastically received by the public, which had become quite air minded, and in the same year a three-times-weekly service between Holland and its colonies was inaugurated. November 13, 1937, was the anniversary of the 500th flight — Amsterdam to Batavia and back. This occasion, naturally, was celebrated with a special cachet and envelope.

Looking through the first flights of the year 1937, one is struck by an unusual cachet used for the inauguration flight between Soerabaja, Java, and Makasser, Celebes. The cachet shows a map of the two islands with the silhouette of an airplane between them — pointing in the direction of Makasser. On the return flight the envelopes had the same marking but a difference in that the plane now pointed in the direction of Soerabaja.

The year 1938 brought three important first flights for the Royal Dutch Airlines. The first one in collaboration with the

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BOOK REVIEWS

By: Frans H. Rummens

Postkroniek van de Stad Rotterdam (Postal Chronicle of the City of Rotterdam), J.F. Rodenburg, 240 pp, illustrated, hard cover, 1990. ASNP price \$30.00. code 90-4.

This splendid book is not just for those who have personal remembrances of Rotterdam and who therefore may want to start a collection on the postal history of that city. This book is so richly documented and illustrated, that it might just as well have been titled "the Postal History of the Netherlands". No less than 80 pages are devoted to the eo-philatelic period of up to 1852, detailing the postal routes and all the means of transportation that were available. Plus, of course, the post marks left on the mail to document all of this. As such, this book reads somewhat like "300 jaar Postmerken" by Korteweg, only much better so, because of all the (postal) historical detail and background.

Of course, all the post marks of the 1852-1990 period are also there, continuing where Korteweg left off. There are separate chapters on the TRANSORMA post marks, a development in postal sorting that started in Rotterdam, and a chapter on the more recent postal code and its sorting marks. The author had the wisdom to leave the above highly technical material to invited co-authors such as Jos. Stroom, W.G. van der Kooy and M.J. Vrijaldenhoven-Oostra.

If you have any inclination at all, to familiarize yourself with any aspect of Dutch postal history, including post marks (cancels) or postal mechanization, here is an excellent starting point. Even at \$30.00 it is a steal, made possible by the "Stichting Filatelie" and the "Stichting Historische Publikaties Roterodamum". No expense has been spared, witness the literally hundreds of photos, drawings, maps et cetera, all on luxurious arts paper. There is only one drawback; the text is in Dutch.

Geuzendam's Catalogus van de Postwaardestukken van Nederland en Overzeese Rijksdelen (Catalogue of postal stationery of the Netherlands and Overseas Areas). A.W. ten Geuzendam, 75 pp, ill., 6th edition, 1990. ASNP price \$19.00, code 90-5.

Postal stationery is in the "up" elevator; interest is increasing and prices are up. That is reflected in this new edition of a well-known and well-respected catalogue. Increases are still modest, though; rarely in excess of 20% and pretty well restricted to the Netherlands itself.

The format is the same as that of the 5th edition; within this format Ten Geuzendam has taken it just about as far as it would go. It occurs to us, however, that there is considerable room for improvement. The catalogue is notoriously difficult to use, even to those who were raised with the Dutch language. For non-Dutch, proper usage is pretty well impossible, as many mistakes will unavoidably occur. Most of the problems are caused by the multiple use of the reference phrase of "as above, but ...". The problem is compounded by the use of code letters for size, envelope

type, network printing and a few more. The numbering system is not optimal either, as the sub numbers a, b, c... refer to a variety of distinctions.

Repeating certain characteristics is one recommended tool towards improvement. There is also much that an experienced word processor can do to optimize format and choice of fonts. Giving reference examples with the envelope types M4, M5, and M7, as well as with the network printings A, B, C ... would be appreciated even by the wary user. Also it would be nice if Mr ten Geuzendam would start mentioning the dates of invalidation. Finally, a glossary of terms, preferably with their English equivalents, would further enhance the usefulness of this otherwise excellent catalogue.

Catalogus Kleinrondstempels, Volume 1 Groningen. By Han Bijleveld, 28 pp, illustrated, 1990. ASNP price \$ 11.00, ordering code 90-2. Volume 2 Friesland, idem, ASNP price \$ 10.00, ordering code 90-3.

This is an entirely new set-up for the small round cancels of the Netherlands. Firstly, it will be published in eleven separate volumes, one for each province. A second feature is, that nearly all cancels are shown on a stamp, at 120 % of true size. A few more of the cancels are shown on cover or on postal card. The stamps are shown against a map as background; first the full-fledged post offices against a contour of the entire province, followed by the auxiliary post offices by region, against a very detailed (old) map of that region. For the province of Groningen there are 18 such regional maps with their cancels, each region taking up an entire A4 page. A final page on train, tramway and station cancels concludes the book. A third novelty is the listing of (some) recent price realizations of cancels, including the identification of the stamp it was on. Again, this listing is by region, therefore per each page.

So far, so good, but now for some critical comments, since indeed there are some to be made. For example, the 'prices realized' feature becomes quickly out of date; to update means new editions of these catalogues. Secondly, while we like very much the feature of the detailed maps, we don't understand why the stamps were placed right over those maps, obscuring a good portion of them. It would be much nicer to have these stamps along the periphery of the map. With such an arrangement, one could not only see the accurate locations of the towns with (aux.) post offices, but also the possible routes for the mail to have travelled. Perhaps the most significant disadvantage for this kind of catalogue is its cost. Eleven volumes at \$ 10.00 + each, may well end up costing the ASNP collector \$ 150.00 or so. Only the super specialist may be expected to pay this much for a catalogue. The others can very well make do with the Koopman-type catalogue, although the latter is in dire need of an update in the pricing.

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Royal Netherlands Indies Airways, established a regular passenger and air mail service between Holland, Java, and Australia. A special flag was carried by the crew from Amsterdam to Batavia. Here it was transferred to members of the plane who brought it to Sydney, where it was presented to the Australian Prime Minister. This flight carried eight passengers and more than 800 pounds of mail, and it was described in detail in all the important newspapers.

On one of the envelopes carried in this flight we find a curiosity. At the time of the flight new air mail stamps (C11) had just been released. An envelope in the collection indicates that the sender must have been unable to get this new stamp, so he cut out a picture of it from some magazine. This he pasted alongside the regular stamps and it was regularly postmarked.

Another important flight of this year was the inauguration of the regular connection between the Dutch East Indies and French Indo-China, with great ceremonies and special commemorative cachets.

A Christmas flight from Holland to South Africa was made — bringing a year of great flights to a close.

The beginning of the war did not at first interrupt the service, as the American Clipper connection with Lisbon remained almost the only way of quick communication with America — a special route from Netherlands to Lisbon was inaugurated on April 1, 1940. One month later Germany took possession of what had been left of the famous airport of Schiphol in Holland — the terminal of the great institution — the Royal Dutch Airlines.

This article first appeared in Stamps Magazine of December 14, 1940. We thank Mr. H.L. Lindquist, Publisher of Stamps, for permission to reprint in our journal.

Ed. note: A few obvious mistakes have been corrected.)

Netherlands Antilles Postage Dues P44 and P46

Anyone who knows the "*Postal History of Curacao*" by Julsen and Benders, may have come across it. Discussing the postage dues set of 1952-59, there is a little note at the bottom of page 584: "printings of the 1 and 5 cent values of 1968 also with synthetic gum".

For almost ten years we have been hunting for this variety, with no success. We had actually become concerned, that the difference might be so small as to have escaped us. No such fear anymore; we just found a MNH 1 cent copy with PVA gum, and the differences stick out as so many sore thumbs. Not only is the gum PVA, with its characteristic soft shine (much duller than arabic gum), it also does not have the cracked gum that is so typical for arabic gum. Also this PVA is very white, apparently enhanced by a whitener in the paper. Among the other members of this set, there is nothing that brightly white. Up front the differences are also striking; the paper is very white and the green is much lighter than the almost blackish green of the older printings.

Now, who helps me to a copy of the 5 cent with PVA gum?

F.R.