

# NETHERLANDS PHILATELY



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# ASNP



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# Netherlands Philately

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## From the non-Editor

Once more the editorial Board of "Netherlands Philately" has stepped in, so that at least the members paying for first class mailing will have a Journal to read at Christmas time.

We regret very much the delays that have occurred. Perhaps the lesson to be learned here is, that having an efficient editor from a place of residence an ocean away was simply asking too much. Had we had FAX technology available to us between Clamecy, Regina, Onalaska (WI) and Lisle (IL), the result would probably have been different. We are moving towards obtaining such a FAX link-up, but till now, we had to do without.

A new year is waiting around the corner to make its entry. We hope that it will be a happy 1992, with all Newsletters and Journals dropping into your mail box with regularity and on time. From the editor's seat the main wish for 1992 is, that we shall receive many manuscripts for articles, hopefully even from new authors.

At the moment of writing (December 2), we cannot give you an USA address for our editor. For urgent matters, just contact the undersigned.

Frans H.A. Rummens

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## The Queen Beatrix Stamps: The Cylinder Numbers

by Paul E. van Reyen

OUR FIRST article on the cylinder numbers of the Queen Beatrix definitives appeared quite some time ago, in *Netherlands Philately*, volume 10, No. 1, and that was the September issue of 1985. All these past few years I was convinced that an update had already appeared, but the recent issue of the "new" Queen Beatrix 75 cents made me check, and then I found out that none has appeared as a matter of fact. So here, you will find the second and last article on this brandnew area of collecting.



For those of you who do not have this 1985 issue I will give the previous information in abbreviated form, so that you can start from scratch, even now.

Even in 1985 information on these stamps was easy to come by but later on the excitement got less so that it is not really possible to give you the dates on which new cylinder numbers

appeared, except for a very few which happened to be mentioned by Mr. Bakhuizen van den Brink in his column when he discussed the new 7.50 guilder stamp. Basically, cylinder numbers, when they did not concern new values, were not really philatelic "news." When post offices ran out of regular stamps, they were supplied with new ones from the warehouse, and in some cases there were new cylinder numbers among them. So it is possible that at one post office a new cylinder number was available while at another this cylinder number did not appear until some time later. Hence it is practically impossible to give you a "first day of issue" for any of them.

But we can give you the first days of issue of the various values. Some of these are mentioned already in the September 1985 issue, but as I said above, we can easily repeat that. For the 65 ct that was December 15, 1981. In 1982 the 70, 90 ct and 6.50 guilder appeared on March 9, 1982, while on July 1, 1982, the 75 ct, the 1.40, 2.00, 3.00 and 4.00 guilder stamps came out. On September 2, 1982, the 1 and 5 guilder appeared, followed by new cylinder numbers for these values, but no new stamps until June 17, 1986, when the 7.00 guilder made its appearance. On August 19, 1986, the 1.50 guilder showed up, and on September 23, 1986, the 1.20 and 2.50 guilder. Finally, a year ago, on May 29, 1990, the 7.50 guilder appeared.

As those of you who read the first instalment know, the cylinder numbers are in black and in the color of the stamp. Naturally, the black cylinder was used for more than one value, the portrait of the Queen being the same, no matter what the value of the stamp was. Originally they appeared at the top of the sheet, for the 65 ct over stamps No. 4 and 5, for all the others over stamps No. 5 and 6. Since these numbers carry either an "L" or an "R" this means that the stamps were printed in double sheets of 100 which were cut apart before delivery to the post office.



The numbers at the top of the sheet, for instance, L3 L1, show first the black cylinder number and then the colored one. Later on, when the cylinder numbers were transferred to the bottom of the sheet, under stamp No. 100, the colored cylinder number came first, followed by the black number. The change-over to the bottom position took place after October 1983, depending on the supply of stamps available of each value.



Some of the stamps of this Queen Beatrix set have already been taken out of circulation, that is, they are not sold anymore. Last day of sale of the 70 and 90 ct and the 1.40 and 6.50 guilder stamps was December 31, 1986.

As the "new" 75 ct Queen Beatrix starts with completely new cylinder numbers, L1 L1, and R1 R1, we





can now put a period behind the cylinder numbers of the first set of definitives. It is too bad that Queen Beatrix is so happy with the Struycken design that we, philatelists, have to look at the same stamps, slightly changed, for maybe another nine years.

When I wrote to our Dutch Governor for his help in getting this article ready, I really "saw red," because the information I requested is found on page 500 of the NVPH Special Catalog. This is part of the new section on plate and cylinder numbers, but since for years now I have really had no use for the non-information found in the Special Catalog, I never even looked there. However, in this case they are (almost) complete, lacking only one set of cylinder numbers for the 1.50 guilder stamp.

In the September 1985 article we got as far as the 7th black cylinder, and a discussion of the 70 ct which appeared in June 1985 with cylinder numbers L8 and R8 (black) and L3 and R3 (lilac).

As I mentioned above, from there on definite dates are impossible to give, so we will now go to the various values with their cylinder numbers:

65 cent: L1 L1, R1 R1  
70 cent: L2 L1, R2 R1; L3 L2, R3 R2; L7 L2, R7 R2; L8 L3, R8 R3; L9 L4, R9 R4  
75 cent: L3 L1, R3 R1; L8 L2, R8 R2; L9 L1, R9 R1; L9 L2, R9 R2; L10 L2, R10 R2; L11 L4, R11 R4;

90 cent:  
1 gld:

1.20 gld:

1.40 gld:  
1.50 gld:

2 gld:  
2.50 gld:

3 gld:

4 gld:

5 gld:

6.50 gld:

7 gld:

7.50 gld:

L12 L4, R12 R4; and at the bottom of the sheet L5 L13, R5 R13; L5 L14, R5 R14

L2 L1, R2 R1; L3 L1, R3 R1

L4 L1, R4 R1; L8 L1, R8 R1; L8 L2, R8 R2; and at the bottom of the sheet L3 L13, R3 R13

L9 L1, R9 R1; L12 L1, R12 R1; and at the bottom of the sheet L2 L14, R2 R14

L4 L1, R4 R1; L8 L1, R8 R1

R9 R1 (note that there were no L numbers!); L10 L1, R10 R1; and at the bottom of the sheet L2 L13, R2 R13; L2 L14, R2 R14

L3 L1, R3 R1

L9 L1, R9 R1; and at the bottom of the sheet L2 L14, R2 R14

L5 L1, R5 R1; and at the bottom of the sheet L2 L13, R2 R13

L7 L1, R7 R1

L3 L1, R3 R1; L4 L1, R4 R1

L3 L1, R3 R1; L7 L1, R7 R1

L9 L1, R9 R1; and at the bottom of the sheet L2 L13, R2 R13

at the bottom of the sheet L1 L14, R1 R14

From this listing you can see that in all 14 cylinders were used for the black part of the stamp, the portrait of the Queen. For the 75 cent, the most used stamp because that is the rate within the European Community, the color



cylinder 5 was the last one used.

If you look at the accompanying illustrations which show some of these various cylinder numbers, you will see both pairs and blocks of four with the cylinder numbers at the top of the sheet. It is an unfortunate complication that some people collect these cylinder numbers in pairs and some in blocks of four. But it seems to be established that the cylinder numbers at the bottom of the page can be collected in simple pairs, accompanied by the bottom selvage and the margin with the counting number 1.

Personally I think that pairs are sufficient, although this may mean that my collection will be downgraded immediately by those who collect blocks of four. On the other hand, I'll gladly let those people spend twice as much on for instance the 6.50 and 7 guilder stamps at the post office!

Difficult numbers to get are those of the 90 ct and 1.40 and 6.50 guilders. The 90 ct with R3 R1 and the 5 guilder with L3 L1, R3 R1 are being sold at the club auctions of the margin specialties group for between 25 and 50 guilders per pair (which nowadays comes to \$15-30).

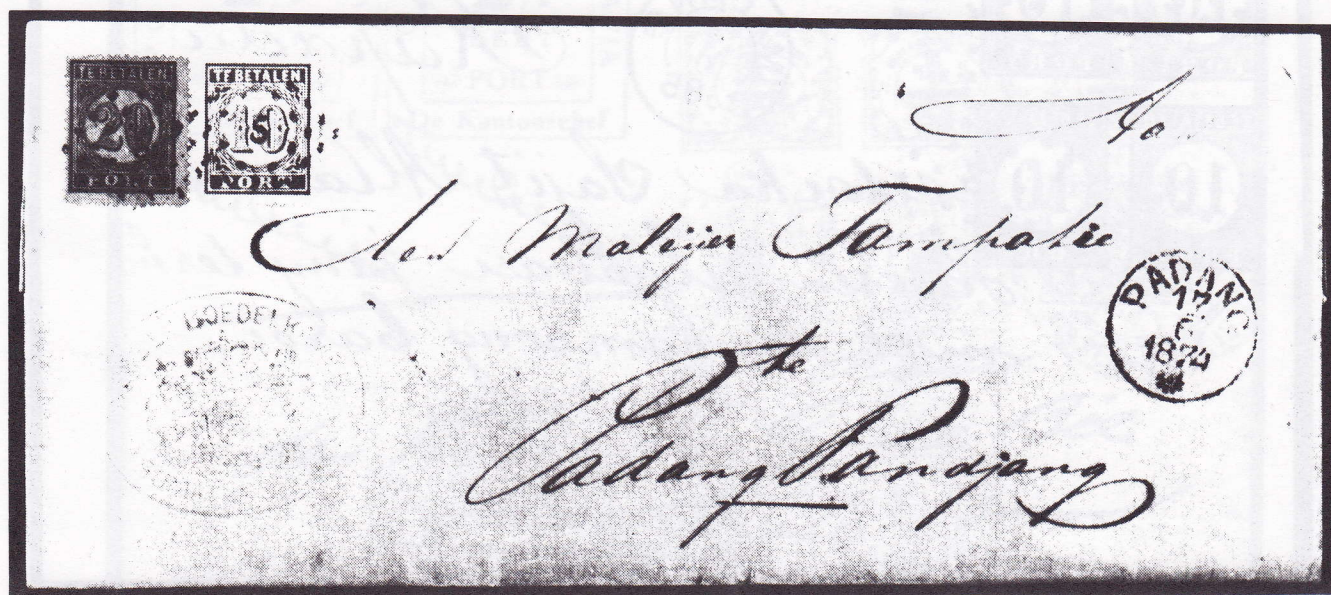
Our Governor in the Netherlands, Kees Slofstra, deserves a lot of credit for the information contained in this article. We may also point out that the list on page 500 of the Special Catalog contains a mistake in the 6.50 guilder value which is there given as 6 guilders. Since this listing of plate and cylinder numbers won't be repeated next year, we'll give you an article with the cylinder numbers of the "new" Queen Beatrix stamps in a subsequent issue of Netherlands Philately.





# NETHERLANDS - INDIES IN QUEST OF CORRECT FRANKING

*M. Hardjasudarma*



Concern about paying the right postal fees on the Part of both the provider and consumer of mail services is as old as the mail itself. The problem of insufficient franking was, to a large extent, solved by the usage of postage due stamps, the first of which appeared in the Netherlands-Indies in 1874 (fig. 1), ten years after the introduction of its postage stamps.

The items pictured in figs. 1 and 2 are both outer layers of folded letters, sent without any postage stamps. This practice was not uncommon in those days, and was perhaps a holdover from the time when letters could still be sent franked or unfranked. One can only assume that the post office accepted this sort of letter when there was reason to believe that the contents were of such importance to the addressee that they would willingly pay for the postage, plus whatever penalty was required. The Padang Pandjang epistle (fig. 1) must have met this condition. Its sender was the government office in charge of goods and moneys of undetermined or disputed ownership, as can be the case in certain inheritances. So, would Mr. Tampatie have jumped with expectation, having visions of great riches if he had been handed the letter?

We'll never know of course, especially since the letter was returned to Padang. Hard to imagine it was refused by the addressee, unless he felt it had no important news for him. But then, it would have been foolhardy to send the letter unfranked in the first place. At any rate, postage due stamps were affixed, not at its destination Padang Pandjang, but in Padang. Unfortunately, the Padang cancel on the dues bears no date, so this could have been done either before the letter left Padang, or a after it returned there. It is tempting to speculate the latter is the case, and that the sender coughed up the 30c. As a matter of fact, this may have been the agreement with the post office all along.

There are two reasons in support of this theory. Firstly, if the letter had contained an important document, the sender would have certainly not hesitated to pay the 30c to get it back. Secondly, the very fact that the wrapper (if not its contents) exists today indicates that it originated from sender's archives, not the post office's. The latter was in the habit of cutting out all used stamps from letters, money orders, etc. and selling them at auction periodically.

To finish this item on an ethnic note (considered discourteous these days, but apparently not then): it was addressed "Aan den Maleijer..." meaning "To the Malay(person)..." Noting that the population of West Sumatra where Padang Pandjang is located is predominantly Minangkabau, and much more homogeneous in 1874 than today, this might have been to aid the mailman in locating Mr. Tampatie. Trouble is, that name doesn't strike me as typically Malay,



*Fig. 1 Unfranked letter from Padang (17 June 1874) with 10c and 20c stamps of the first postage due set of the Netherlands-Indies paying for the domestic rate of 20c/30 gr plus 10c penalty. Obliterated by numeral cancel 5 of Padang. Returned to Padang (backstamp: 13 July 1874).*





Fig. 2 Unfranked letter from Malang (10 Oct. 1885) with block of four 10c dues of the second series paying twice the letter rate to 30 gr, bearing numeral cancel 3 of Soerabaja. Arrival backstamp Soerabaja 10 Oct. 1885.

and this may also have been the cause of the non-delivery.

Between 1873 and 1881 domestic postage due was calculated as the deficient amount in postage plus 10c (fig. 1). From 1881 to perhaps 1886, this was changed to twice the deficient postage rounded to a multiple of 5c, as in the ease of the wrapper in fig. 2. This letter from Malang was addressed to a gentleman in Soerabaja, of Arabic decent. He was probably a merchant, as were many of his compatriots, and the contents must have been important to him. The letter was not declined. Note that it arrived the same day it was mailed, quite common a century ago ... The cities are in East Java, about 90 km apart. The second set of dues was issued between 1882 and 1888, consisting of 8 values of similar design, i.e. black numerals and red remainder. Of each, 4 major types are known, depending on the position of the "T" or "N" of "BETALEN". Furthermore, there are 4 different perforations and multiple plate errors, making this a real paradise for the specialist.

The third series, still in black and red, carried the "cent" value denomination (black) for the first time. Propaganda cancels as in fig. 3 were used for short periods of time, and for various purposes such as in this case the obliteration of dues.

The fourth series (fig. 7), was printed in two different locations and issued at different times. The first printing was at Joh. Enschedé's in Holland, where all the previous postage due stamps were produced as well, and released between 1913-1940. Enschedé used two printing methods: the single phase one where the entire design was printed simultaneously, and the two phase technique where frames for all values were printed first, followed by the individual values. As a result, some stamps printed with the two phase techni-

que may show off-centredness of the values, or slight differences in shade between the light red of the value and the light red of the frame.

G. Kolff & Co. in Batavia did the second Printing, which was issued in 1941. Local printing was necessitated by the invasion of the Netherlands by the Nazis in 1940, halting supplies to the colonies. An interesting situation arose when

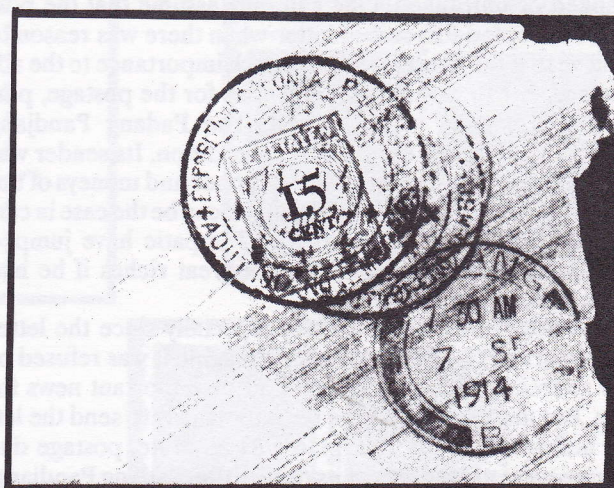


Fig. 3 Postage due stamp of the third series on back of cover from India routed via Penang (Malaya). Invalidated with propaganda cancel for "Exposition Coloniale Semarang (Medan 11 Sep. 14). First dues to carry value indication (cent).





Fig. 4 Insufficiently franked local letter (Batavia 21 Mar. 21) with two provisional red dues handstamps of 2 1/2c each paying for twice the deficiency. Philatelic cover, but proper rates.



Fig. 5 Local printed matter. Deficient 1 1/2c but since the minimum postage due was 2 1/2c, this amount was charged by way of a provisional three line red handstamp (Soerabaja circular date stamp 7 Feb. 21) on bottom right.



the post office ran out of postage due stamps. This happened in 1921, when as of 1 February the single letter rate went up from 10 to 12 1/2c, postcards from 5 to 7 1/2c and printed matter from 1 to 2 1/2c. To ease the pain, the month of February was declared a transition period, where no penalties were assessed. Only deficient postage was collected. In many places, a shortage of 2 1/2c dues ensued, and post offices started using a variety of hand stamps, including a very elaborate one for Batavia.

Philatelists had a field day (month?), and a good example of their labor is depicted in fig. 4. The two provisional dues markings look pretty side by side, but are unnecessary. A single 5c due stamp, of which there were plenty, would have done the job quite nicely. Also, the 9 stamps could have been replaced by one ten center, and I think I have seen Mr. de Bie's name on other philatelic items as well. He probably sent this cover to himself; there is no return address. Am I complaining? Not at all.

Without him and like minded soul companions, my collection would have been so much the poorer. (Now, if I could only get my hands on the real thing).

The cover in fig. 5 seems genuine enough. It is a properly imprinted stationery envelope of a local tool and die com-



Fig. 6 Five cent postcard used locally when rate was 7 1/2c. Postage due paid by regular 2 1/2c postage stamp marked "STRAFFPORT". (Penalty postage due) even though no penalty was charged. Both canceled Djokjakarta 30 Jan. 22.

pany. It even has some printed advertising on the back, as well as a delivery marking (A 41 in rectangular frame). Perhaps I'm just a skeptic but the envelope is exceedingly well preserved for a 70 year old piece of printed matter that would've ordinarily been tossed out. Philatelists can be very resourceful indeed.

How about the Postcard in fig. 6? Early in 1922 another 2 1/2c postage due stamp shortage arose due to the large volume of New Year's mail. In Djokjakarta regular 2 1/2c postage stamps were handstamped after being affixed, in lieu of dues. The message on the reverse asked for a meeting that same evening in a local hotel. Not unusual, considering the excellent delivery times then. So far so good. But why does the address not include the street name and home number? Djokjakarta was a big city even in 1922, although granted most inhabitants were not Dutch. Please excuse my skepticism.

Letters that are redirected several times often get to pay postage due. The example in fig. 7 was mailed between two points in New York State. Since the crew member it was addressed to had sailed away to the Netherlands-Indies, a sticker was applied partly obscuring the first address, rerouting it to Batavia. Arriving in wartime, it was censored (Censuur 4/10 Apr 41). A 5c due stamp was canceled Batavia/12 Apr 41, after which delivery was attempted. Too late: he had left for Soerabaja. Back into a Batavia post office's sorting section (16 Apr 41; on reverse). Then on to Soerabaja, and another 5c due was canceled here (17 Apr 41). Delivery was again unsuccessful, and final rerouting was done to England (British censor strip on right). Somewhere along the line a violet "T ct" was stamped (middle right), and a blue "10"



Fig. 7 "Wandering letter" from USA with 10c in dues (of the third series) presumably to pay forwarding. This was identical to the domestic letter rate. Inexplicably, the two 5c dues were canceled in different cities at different times. Batavia 12 Apr. 41 and Soerabaja 17 Apr. 41). Dutch Indies and British censor strips.





Fig. 8 Philatelic cover bearing three of the four so-called Makassar provisional postage dues. (Makassar 10 Oct. 46).



Fig. 9 Post war postcard with 5c due stamp of the "Australian" series, probably paying for rate increase plus penalty.





Fig. 10 Complete set of White Cross Colony stamps on air letter mailed 24 Nov. 32, eight weeks after their validity expired. Most of the air mail indicia scratched out (except the English one!) and sent by surface mail. Dutch postage due 25c (Amsterdam 31 Dec. 32).

handwritten in between. This, as well as the two dues, has been crossed out (pen, pencil; red, blue). The cover probably says a lot more than I understand. All that I can assume

is that the 10c in dues paid for forwarding.

The four year period following the Japanese capitulation in August 1945 found the Dutch and Indonesians jockeying for power. In this

time of turmoil, a shortage of postage dues arose once again and provisionals were created by overprinting regular postage stamps. These were issued in March 1946, and since the Dutch were mainly in control of Borneo and Eastern Indonesia at that time, used examples are mostly from these areas, especially from the capital of Celebes (hence the name



Fig. 11 Insufficiently franked (2c) Printed matter, circular date stamp of Bandoeng/Riouwstraat 23 Sep. 39, returned to sender for additional 1c stamp. Both stamps then machine canceled Bandoeng 25 Sep. 39. Passed by British censor (purple rectangle: lower left) before delivery at Penang, Malaya.





Fig. 12 Illegal use of bisected 10c stamp to pay 5c domestic postcard rate. Mailed from Weltevreden to Blitar, railway transit junction cancel of Maos, 15 Oct. 1900.

"Makassar provisionals dues") (fig. 8). In cooperation with philatelists in the Netherlands, grossly underfranked covers were mailed to Makassar where the provisionals were affixed and canceled. Philatelic, yet rare. The last series of Netherlands-Indies postage dues was printed in Australia and issued in 1946 (fig.9), except for a lone 2 1/2c (the most popular value in the history of this colony's postage dues, I'm sure) straggler printed in Djakarta and issued in 1948.

The 3 1/2c postcard (fig.9) followed the design of a similar stamp printed by the American Bank Note Company in New York. My trusty rate table does not indicate a rate increase for domestic postcards (to 5c) until October 1949. This is at odds with the Postal stationery catalogue which lists the overprinting of 5c on a (different) 3 1/2c postcard with issuance in November 1947. It would appear that a new 5c rate was already in effect in November, and presumably even October 1947, the time of our postcard in fig.9. However, twice the deficient postage is only 3c, so why a 5c due stamp? I cannot offer a definitive explanation, but possibilities are that the minimum collectible postage due was indeed 5c, or they ran out of 1c dues.

Of course, not all insufficiently franked mail is slapped with postage due. Timely interception can occur, and the offending piece is then returned to its sender for additional franking (fig. 11).

Then again, timely interception may not help very much if there is no return address (fig.10). These charity stamps were only available for one month, December 1931, and valid for 9 months thereafter. Difficult to keep track of these data, as our sender experienced when he mailed his epistle in November 1932. Since it could not be returned to him, it was sent on to Holland anyway, but by surface mail. Postal clerks characteristically framed invalid stamps with lines and curliques, often in multicolor, a practice still existent in

present day Indonesia.

The most common site where appropriate stamp values may be unavailable is not the post office but — and I'm sure we can all empathize with this — in the home. This situation befell the sender of the picture postcard in fig. 12. Thinking quickly, he got out a pair of scissors and saved the day by cutting the 10c stamp vertically down the middle. Although I have not found any reference sanctioning this kind of behavior, 3 different postal clerks in 3 different cities obviously condoned it. There is no sign that postage due was collected or even assessed. A very unusual attitude from a frugal postal service that did not normally tolerate unorthodox measures, and had plenty of opportunities to catch the errant postcard in this bygone era before postal mechanization. What did the sender, who I'm assuming was a young member of the male persuasion, do with the other half? He may have used it to frank a second postcard to another lady friend. But I had better not find out about this, lest I start thinking this Postcard is also philatelic.

Of course it's possible the other half was already defaced by a cancel.

#### References:

1)(Editorial note?) Makassar Postage Dues, J. of the American Soc. for Netherlands Philately, Vol. 5 no. 4, p. 64  
2) ten Geuzendam, AW-Catalogus van de postwaardstukken van Nederland en Overzeese Rijksdelen. 5e Ed., Geuzendam Postzegelhandel, The Hague, 1984.

- Rates and relevant information quoted from: Bulterman, PR- Poststempel Nederlands-Indie 1864-1950, Davo BV, Deventer, 1981.

- Technical data of postage and postage due stamps from: Speciale Catalogus van de Postzegels van Nederland en Overzeese Rijksdelen. 46e Ed., Nederlandse Vereniging van Postzegelhandelaren, The Hague, 1986.



## Surinam NVPH 145; the 6 on 7 1/2 ct Vürtheim Numeral Overprint of 1930.

by Frans H.A. Rummens.

The title stamp is one that is shining by its apparent lack of conspicuous features. Little has been written about this unpretentious stamp. Why was that overprint made? We have to speculate here, but it seems a reasonable bet, that stock of the 6 ct yellow brown (No 80, 1926) had run out, while the 6 ct orange red (No 81, 1-II-1931) had not yet arrived. The shortage of 6 ct stamps was probably triggered by a rate change. Note that in the Green Cross stamps of Dec 1, 1929, there is for the first time a 6 ct denomination. This same denomination is found in the Child Welfare set of 1931. Even the Prince Willem of Orange stamp of 1933 is in a 6 ct denomination; this must therefore have been an important basic rate.

The overprint became available on 1-III-1930, to be demonetized on August 28 of the same year. At least, that is what the well known "Manual..." by Schiller and De Kruijf states on page 161. The introduction of the new 6 ct orange took place on 1-II-1931 (Avezaat en Okker FDC catalogue). This sequence is strange, because it raises a question about the gap between 28-VIII-30 and 1-II-31. Was there yet stock available of the old 6 cent?

Schiller and De Kruijf also mention, that the overprinting was done locally (page 161). H.J.L. de Bie in his article on the selvedge marks of Surinam stamps in "Postzegelkunde en Postwezen" published in 1932, mentions printing letters A, B, C and D for the 7 1/2 ct orange.

Next we have to correct an error in the NVPH catalogue, where both the yellow brown (No 82) and the orange red (No 83) 7 1/2 ct stamp are stated to have been issued in 1927. In fact, the No 82 is of 1917, so that this particular stamp played no role in the present story. The orange red No 83 has an official release date of 27-XII-1927, with an earliest known cancel of 3-I-1928. New colors were planned for 1931, including the lemon yellow 7 1/2 ct (NVPH #84). So, it would be entirely possible, that a large oversupply of the orange red 7 1/2 ct stamp was foreseen. In any case, the 6 ct overprint was officially released per March 1, 1930 (Avezaat/Okker, Schiller/De Kruijf), with an earliest known cancel of March 7 (Avezaat/Okker).

From here on our study took flight, identifying no less than three paper varieties;

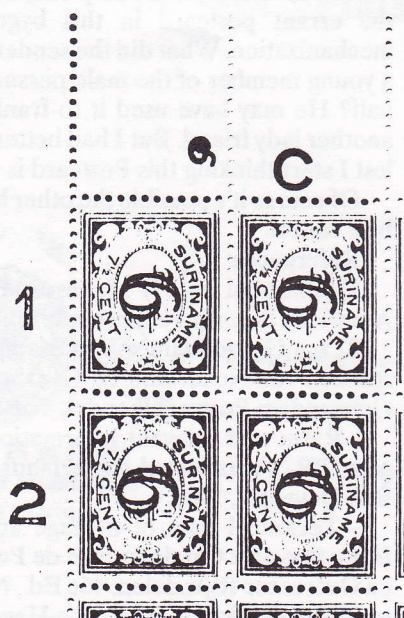


Figure 1a

were there three different printings involved in the overprinting??? We concocted an article based on our findings and sent it off to our Journal Editor. Paul is a very conscientious editor and he did make a few suggestions for change. Next, your overprint sleuth was off to Holland, however. Visiting the PTT Museum was a natural thing to do and in fact he did some considerable research on the entire 1913-1931 set of definitives of Surinam. Great was his surprise when among the history sheets of the above mentioned set he also found a history sheet for the 6 on 7 1/2 overprint!!!! Now things started to fall into place:

1. The overprint was not done locally as Schiller and De Kruijf stated, but in Haarlem, the Netherlands, by Enschedé & Sons.
2. The design of the large "6" of the overprint was created by J. van Krimpen, at that time an employee of Enschedé & Sons. This settled a difficult point, since we could not understand why a local printer in Paramaribo would go to the trouble of making up new type, while he surely had any number of ordinary "6"s already in his type case.
3. At least one printing of the orange 7 1/2 ct stamp was made exclusively for the purpose of overprinting them.
4. The overprint was not demonetized on 28-VIII-1930 (Schiller and De Kruijf) but on 1-II-1931, the day that the new 6 ct stamp was released.
5. The official date of issue for the overprint was March 14, 1930, not March 1 as stated by both Schiller/De Kruijf and Avezaat/Okker. It is still entirely possible, however, that the postmaster of Paramaribo ignored the directive for the official issue date and that he started selling these overprints at an earlier date, hence the earliest known cancel of March 7.

Using the history sheets of the overprint and of the 7 1/2 ct orange stamp, coupling this with a study of the actual stamps, we were able to piece together the following story:

There were indeed four printings A, B, C and D, as stated by De Bie. The earlier two, printing A of 18-XI-1927 and B of 16-V-1928, played no role in the overprint story. The order for printing C was booked on 5-VIII-1929 (order No. 523), with 3190

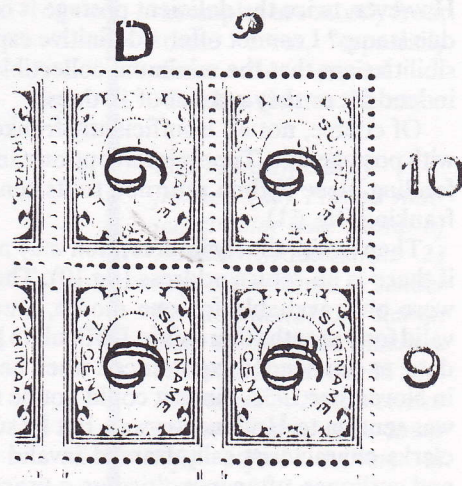


Figure 1b



approved sheets with control mark No 13 received one week later, on August 12. The PTT Museum has a complete sheet of 100 of this printing C with a subsequent "6" overprint. It has capital letters "C" in the top and bottom selvages and it has the control mark No. 13 (a little heart shaped punch) under stamp position No 98 in the bottom margin. Only the top margin is through perforated with no extra perforation holes in the other three selvages. We show the top-left corner of this sheet in figure 1A, which has also the printer's mark above position 1. It seems likely, that a considerable portion of the original 3190 sheets was shipped off to Surinam, even though at that moment "Zegelwaarden" probably knew that it was going to overprint some orange colored stamp with the desired "6". The latter follows from the fact that the order for yet another printing of the 7 1/2 ct orange was booked only six weeks later, on September 29, 1929, (order No. 552). For all the ordering haste, the actual printing and delivery took place much later, the date being December 19, almost three months after the order had been placed. This was printing "D" with control mark No. 12 of which 7433 sheets were approved. The PTT Museum has a complete sheet of the overprinted printing "D" too. It has capital letters "D" on the top and bottom selvages. As may be seen in figure 1B, this time the printer's mark is above position 10. Also this sheet is through perforated in the left and bottom selvages.

In the margin of the history sheet for these 7 1/2 ct orange numerals there is a telling note following the entry of printing "D": "gebruikt voor opdruk 6 cent 7621 vel C en D" (7621 sheets of printings C and D used for the 6 cent overprint). The history sheet also notes that 7433 sheets of the "D" printing were approved. Yet another note on the same history sheet says that on April 30, 1931, 38 and 53/100 sheets of the "D" printing were destroyed. Therefore only a maximum of  $7433 - 38 - 53/100 = 7394$  and  $47/100$  sheets of printing "D" can have been available. If we recall that 7621 sheets of the combined C and D printings were overprinted, then it follows that a minimum of 227 and  $53/100$  overprinted sheets must have been from the "C" printing. It is likely, though, that all sheets of the "D" printing were overprinted; in that case it would follow that only 227 sheets of the "C" printing were overprinted. The latter species then must be quite rare. Has any reader ever seen a Surinam 145 with a "C" mark in the selvage?

Let us now turn to the history sheet of the 6 on 7 1/2 ct overprint.

This sheet confirms that the order for the overprints was placed (order No. 645) on December 18, 1929. Delivery was on January 18, 1930. The history sheet also confirms that 7621 sheets of printings C and D were overprinted and that these were all approved.

Recall, however, that the (unoverprinted) "D" sheets were delivered on December 19, only one day after the order for the overprint. This has to be more than accidental. For all we know, printing "D" may have been finished some time ago, with delivery deliberately held up, until the (expected) order for the overprinting came. Again, this makes it the more likely that indeed all of the "D" printing was overprinted.

There is an extra note on the overprint history sheet, lower down, saying that there were 231 sheets misprinted



Figure 2

(at some unstated later moment). This number is very close to the (minimum) number of C sheets overprinted, as calculated above. Is it possible that the overprinted sheets of printing C were all rejected and destroyed? The sheet in the PTT Museum would then be the only one left over of this overprint on printing C and that only, because these stamps were initially approved. The black overprints seem to be as good as on the D sheet. The only possible problem we could find, concerns the printing letters "C" and the counting numerals on the sides. These capitals/numerals look open at many places, with little or no black ink in the centers of them. This, however, concerns the original sheets, which had in fact already been approved long before the overprinting was done. A case of hindsight?

The NVPH catalogue mentions 762,100 overprinted stamps having been issued. That was derived from the original 7621 sheets overprinted. We now know, that on two occasions some of these were destroyed. The correct number of stamps issued would then be  $762,100 - 3853 - 23,100 = 735,147$  stamps.

The author has a nice block of six of the overprints (see figure 2). This block has through-perforation on the left selvage and hence it must have been part of the D printing. The block is uncoated with yellowish paper and yellowish gum, which dates it to the 1918-1929 period. No further evidence of the overprinted printing C has been found so far.

The author also has one single stamp No. 145, which has white paper and shiny white gum. Evidence of a third printing? It has been noted though, that the new 6 ct orange, the 7 1/2 ct orange and lemon yellow and the 10 ct carmine of this numerals set are occasionally found also with similar white paper and gum, although the latter two have had officially only a single printing. This phenomenon remains an enigma at the present, but fortunately it does not in itself upset any of our earlier conclusions. Perhaps it is just a matter of failing quality control on the part of the paper manufacturer. None of the Surinam Vürtheim material in the PTT Museum has this white paper.



When we were still in the belief, that this overprint had been locally produced, we spent considerable time and effort studying the 200 "6"es of sheets C and D. At first sight, these overprints look like a German infantry company; the "6"es are very nicely lined up, both horizontally and vertically. Such a precision is rather uncharacteristic for Surinam, in view of the great variability found in local overprints as recent as 1950. Closer examination reveals slight, but definite variability, however. If, for example, one measures the vertical distances bottom-of-6-to-top-of-6 between stamps 1, 11, 21, 31 et cetera, one finds distances as given in Table 1:

**Table 1. Vertical distances between overprints in mm**

printing C, 1st column	12.6	12.9	13.0	12.9	12.8	13.1	12.8	12.9	12.7
printing C, 10th col.	12.6	13.0	12.7	12.6	13.0	13.0	12.6	12.6	12.8
printing D, 1st column	12.6	12.9	12.9	12.8	12.7	13.1	12.8	12.9	12.8
printing D, 10th col.	12.6	13.0	12.7	12.6	13.0	13.1	12.8	12.7	13.0

These measurements were made with a parallax-free 10x magnifying loupe, with scale divisions of 0.1 mm. The measurements have a maximum error of 0.1 mm. With this in mind, two conclusions may be drawn from the numbers in Table 1. Firstly, the two sheets in question were overprinted by the same matrix. Secondly, there are measurable and repeating variations in the positions of the "6"es. There is more. For example, the "6" in positions 58, 59, 69 78 and 82 is about 0.3 mm above the horizontal line that can be drawn tangential to the other "6"es, and this is found on both the C and D sheets. Also, on the C sheet in position 74, the "6" is slightly lower than the others, and this is also found on the D sheet. All the above appears to point to a rather carefully made up matrix of loose type or loose clichés.

We also had in fact photocopies of the two sheets, mentioned above, but taken in such a way, that the background stamp was entirely invisible. We did not find a single flaw in any of the "6"es, not on the two photocopied sheets and

neither on the dozen or so real stamps, that we studied. This tends to confirm the belief that the type for these "6"es were newly made up for the occasion.

One other original finding had us in knots for a long time. Having worked with so many Surinam overprints in the past and having always found or confirmed that these overprints were made in typography, it was natural to expect that our present overprint was also done by that method. We knew even how to test for it. Looking at the overprint with an 8x or 10x loupe, the typography had always betrayed itself by the sharp edges of the type having indented the paper. This often can be seen most conspicuously at the back of the stamp, where the indentations have become ridges. None of our own copies were that way!! No indentations, no ridges; in fact it looked as if the overprint black was floating on top of the paper. Having never seen this before in typography, we initially concluded that the overprint had been applied by some planographic technique. New facts quickly overturned that conclusion. The editor wrote to say that of the two mint copies he had, one was exactly as we described ours, while the second showed clear ridges. Then the Vice-President weighed in with a copy of a ridged stamp plus his opinion (as an ex-printer himself) that it is entirely possible to have so-called "kiss" prints in typography and that they actually are the signature of a very exacting printer. In the meantime we had written to the PTT Museum and promptly the answer came back: all their stamps No. 145 of Surinam had clear ridges and indentations. The history sheet then made it official. It says "boekdruk" (typography, in English), right at the top of that document.

The late Jan Dekker used to say, that philately should be practiced from the outside in. With that he meant starting with official documents, rather than starting from the evidence of the stamps themselves. The above article is a clear example of the validity of that dictum and of the inherent dangers of reasoning from the stamps up.

### The Cover-Stamp and Other Nitty-Gritty

When you see the cover of Netherlands Philately, Volume 16, you may notice a "first" for us, namely a stamp in two colors. Last year already we "experimented" a bit by giving you a postage due of Netherlands New Guinea which was "canceled" at Manokwari. Even if the printing was slightly off, the stamp would still be canceled. But this year we decided to go the whole hog, and pick a stamp of the Netherlands in two colors (and paraphrasing Henry Ford: "Any color, as long as it is black") and no stamp seemed to fit better than the 7 ct of the Melbourne Olympics of 1956.

This is the stamp (NVPH No. 678) which Mr. Anthony S.B. New, the author of The Observer's Book of Postage Stamps, called "a prince among stamps," while it was one of the five Dutch stamps reproduced in color in his book. The design was by Piet Wetselaar, although through some oversight he is not credited with any of his designs for the Nether-

lands in the "Register of Designers" at the end of the NVPH catalog.

Mr. New observed: "Piet Wetselaar carries on the van Krimpen tradition. In the 7 cents of the Olympic issue of 1956 he produced a commemorative which can hardly be challenged for clarity and dignity, strength and balance. It is a prince among stamps, the very essence of all that is best in Dutch design.

"Another kind of lettering, especially fitted to 'natural history' designs, is Wetselaar's lower-case italic. [Such as that used in the 1961 charity stamps of Netherlands New Guinea.] It gives an air of authenticity to full-color reproductions, which can now be as accurately printed in Holland as in Switzerland."

They can also be seen in the 1960 series of "Summer stamps" for the Netherlands (NVPH Nos. 738-742). In 1965 his last design for the Netherlands appeared, the 1 guilder stamp for the Militaire Willemsorde (NVPH No. 839), al-



though he kept designing stamps for Surinam until 1975 (at least before Surinam got its total independence). His last stamp design for the Antilles was that of 1971 for the St. Theresia Parish (NVPH No. 434).

This takes care of our cover-stamp. If you wonder why the designer of a stamp "which can hardly be challenged for clarity and dignity, strength and balance" seems to have been shelved by the Dutch PTT you may join me! Apparently the "colonies" and especially Surinam did not have an esthetic service which didn't care for clarity, let alone dignity. What is even worse, these days stamps from the Netherlands need to be "explained," which only explains that the designers are not really stamp designers, or that the themes to be commemorated or celebrated are too difficult or too complex.

After the Dutch PTT in 1989 had become a Limited Liability Company, NV, I had some hopes that we might soon see that they would pay some attention to the "product," that is, the stamps, but it is very apparent that the same crew is still at it. This was also made very clear by a letter which I recently received from the department "Art and Composition" of the Royal PTT Nederland N.V. The publication Pro-fil in which designs are explained had, unfortunately, a few historical mistakes, which I kindly pointed out. Ninetenth of my letter was concerned with this historical background, and only at the end did I write that the "Space stamps," which came out in June, were indeed "puzzling" (one of their explanatory remarks) because I could not really see what the ladders were leaning against.

The letter then did concede one minor historical error, left unanswered the more important one, and ended with the note that philatelists are always "bitching" about the design of the Dutch stamps. And that was that!

So, until the cows come home, we may expect partial faces (the politicians of 1980, NVPH Nos. 1191-93), horrible colors (NVPH No. 1209 and others), and the absence of white borders for no reason whatsoever except that it is more "contemporary" (eigentijds), a word which crops up every time some criticism is angrily refuted. Just look at the remarkable three designs for the Nobel-prize recipients from the Netherlands which are slated to appear in September 1991. There is absolutely no valid reason, designwise, why these (and many other) stamps should have white borders on two sides and should bleed on the other two. I have sometimes thought that this "contemporary" idiom was chosen to make life difficult for the printers, but that cannot be the only reason. "Art and Composition" might be able to explain this remarkable "aberration," but it seems to be one of those things that one designer legitimately uses, and which gets copied for no reason by other designers.

Another nitty-gritty struck me since I am living in France. There are very few charity stamps issued in France; usually one or more per year for the Red Cross, and recently we have had quite a few for the Winter Olympics. Since the usual rate is Ffr 2.30 we see stamps with a surcharge of no more than 20 centimes, sometimes 50, but never more. This



comes to no more than one-tenth to one-fifth of the face value.

Having noticed this I also noticed that the Dutch charity stamps have a totally different percentage of surcharges. There is an international ruling that bans stamps with more than 50% surcharge from international exhibitions, except when surcharged stamps are issued for a philatelic reason.

I get the impression that the Dutch PTT has never heard of this ruling, or they have but believe that nobody will exhibit recent stamps at any exhibition. So there is no problem. And this policy of exorbitant surcharges has been in effect almost from the beginning of the Dutch semipostals! Take any set of children's stamps of the 1920's: The usual picture is 2+2 (100%), 5+3 (60%), 10+3 (30%) and 15+3 (20%). It seems that the users of the 2 ct stamps were soaked the most. In the 1930's, after the downward rate changes, we get 1 1/2 + 1 1/2 (100%), 5+3 (60%), 6+4 (67%) and 12 1/2 + 3 1/2 (28%). The printed matter

stamps and the first-class stamps were certainly "taxed" the heaviest, while those who wrote letters (a.o. to the "colonies") only paid 28% extra.

Lately the surcharges seem to be somewhat "confused." The 1987 Red Cross set had 55+30, 65+35 and 75+35, but the children's set which came out only two months later had 55+25, 65+35 and 75+35; however, the same can be seen the following year when the summer set had the higher surcharges (identical to those of the Red Cross stamps) while the children's set had to be content with the same surcharges as the previous year's. The postal authorities will probably excuse these surcharges by claiming that the total for the children's sheetlet and the summer booklet should be a "neat" figure like 4 guilders or something like that. I wonder!

Perhaps some of you will say that if the Dutch people don't mind getting "skinned" by their very own PTT it is none of our business to complain. Perhaps. But on the other hand I feel that the Dutch PTT has about reached the point that their "new issues" every year constitute a heavy drain on any philatelist's budget. A "complaint" last year was simply answered (if that was an answer) by stating that there were "worse" countries. Perhaps, again, but does the Dutch PTT want a reputation as a sand dune country? My bill this first half year as a subscriber of the stamps and postal stationery of the Netherlands came to something like 34 guilders. At the present rate of exchange that is more than \$17.00. That included, of course, the stamps issued for the new rates. And don't forget for a moment that the PTT is not thinking of us, philatelists, who buy all these stamps and really don't want any "service" in return. Yes, we figure hugely in their planning, and don't you forget it. The Dutch PTT informed me that their total number of subscribers at the Philatelic Service was larger over 1990 than it had been over 1989. Pure profit!

I only wonder how long they can go on like this before some kind of revolution occurs. Personally I am ready to abandon the field of new issues.

P.E.v.R.



## A Kolff (Batavia) Perforation Puzzle.

Frans H.A. Rummens

Has this ever happened to you? A subject, about which there has been dead silence for years, if not decades, all of a sudden jumps to the fore, because of *two* almost simultaneous happenings?

This story is about the 13 1/4 line perforation, used by G. Kolff & Co of Batavia, in 1940-41. In particular we refer to the "kleine gaten" (small holes) variety. In the NVPH catalogue, for example, we find under the Netherlands Indies the "Konijnenburg" set of 1941 with the C variety with "kleine gaten (pin-tanding)". There is an error to be corrected here; "pintanding" is quite distinct from "kleine gaten". The above C-list thus refers to two different perforations, most of the listed stamps existing in both the varieties. The "pintanding" is of no further interest here. The small holes we have in mind, can also be found in the stamps printed for Curaçao and Surinam. As an example, we will mention Surinam Nos 195, 196 and 211, which exist exclusively in the 13 1/4 line perf (small hole).

Figure 1 shows a block of four of Surinam No 211. Inspect the perforation very closely and you will come away with the firm belief that this block was *comb* perforated, not line perforated. We bought this block as part of a larger auction lot with 'Surinam Varieties', sometime in the Spring of 1991. The lot was a bit disappointing, but this block of four made it all worth it.

Shortly after that we read Willem van Zandhoven's interesting article "The Stamps Produced in the Netherlands Indies in 1940-1941", in *Netherlands Philately*, Vol 15, No 3, March 1991. At the very end the author states: "In my collection lies a block of four of the 10 cent, from the left pane of 100, with counting numbers 7 and 8, without gum and with perforation 13 1/4, but not line, but *comb*. Since it is a block of four it is easy to see that the perforations do not make jagged corners. They fit perfectly.

And so they do in our block of four as per Figure 1.

We began our investigation by measuring the perforation on our block. The Instanta gauge said  $13.10 \times 13.10 \pm .05$ , so, indeed, the reported gauge of 13 1/4 is (approximately) correct. Is it possible, we asked ourselves, that quite by accident a line perforation produces a block that *looks* like it was made with a comb?

Next we needed the dimensions of the stamps with great accuracy. Our Governor Cees Slofstra had both an almost complete pane of Surinam No 211, as well as the required precision equipment. The width measurement was 188.1

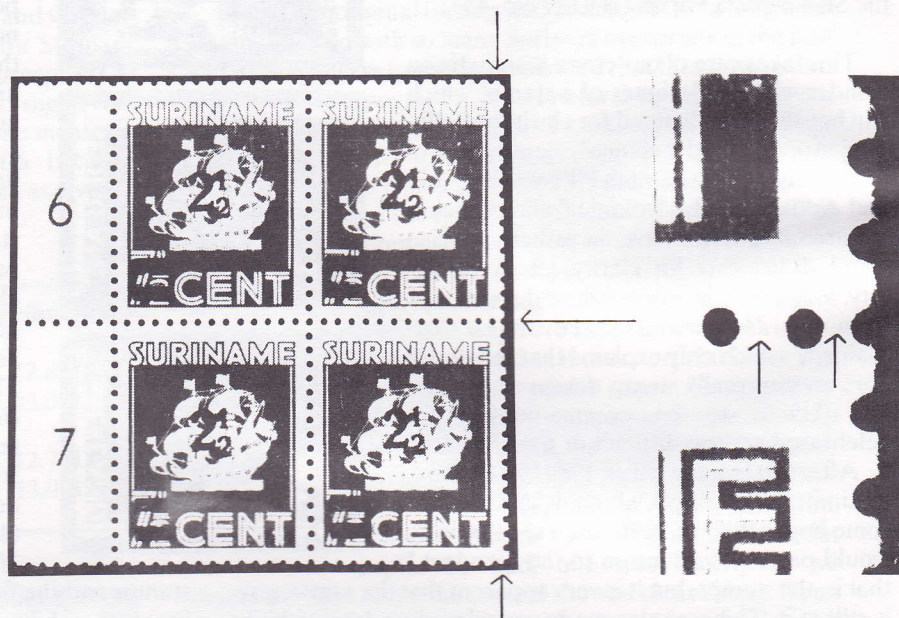


Figure 1

mm over nine stamps, or  $188.1/9 = 20.90$  mm per stamp. Similarly the height came out as 207.0 mm over eight stamps, or  $207.0/8 = 25.88$  mm per stamp.

If we now recall that perforation gauge means number of perfs over *twenty mm*, then there are  $13.10/20 = .655$  perfs per mm in both directions. If one now multiplies this into the dimensions of the stamps one finds that

horizontally:  $20.90 \times 0.655 = 13.69$  perfs per stamp, and vertically:  $25.88 \times 0.655 = 16.95$  perfs per stamp.

We see therefore, that in the vertical direction the stamps practically have 17 perfs per stamp; a whole number, as is characteristic for combs. If, just incidentally, the first corner hole from the top happens to fall on the right position, then *all* corner holes are in the right vertical position. In Figure 2 we see what constitutes the "right vertical position"; the (corner) hole must fall on the 45 degree diagonal line of that corner.

Next, we consider the horizontal perforation. The measured 13.7 perfs per stamp does not look good, because this number is rather far from a whole number. Let us assume that the basic happenstance

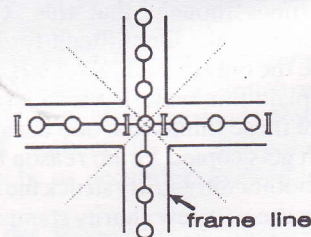


Figure 2



is present; as far as the vertical direction is concerned all the corner holes are in the right position. Let us further assume that at the extreme left side of the pane the first horizontal (corner) hole misses the corner hole of the vertical perforing with the maximum possible margin, i.e. 0.5 perf, creating a complete mismatch there between the two perforation lines. Moving to the right, the next horizontal corner hole will come at  $0.5 + 13.7 = 14.2$  perfs. If one does this now for all eleven corner holes (the pane is 10 x 10), one obtains the following:

initial corner hole at		0.5
second corner hole at	$0.5 + 13.7 =$	14.2
third hole at	$14.2 + 13.7 =$	27.9
fourth hole at	$27.9 + 13.7 =$	41.6
fifth hole at	$41.6 + 13.7 =$	55.3
sixth hole at	$55.3 + 13.7 =$	69.0!!
seventh hole at	$69.0 + 13.7 =$	82.7
eighth hole at	$82.7 + 13.7 =$	96.4
ninth hole at	$96.4 + 13.7 =$	110.1
tenth hole at	$100.1 + 13.7 =$	123.8
eleventh hole at	$113.8 + 13.7 =$	137.5

We see therefore that at the sixth hole from the left, there is an exact match between the vertical perfs and this first horizontal perforation strike. However, because of the finding regarding the vertical strikes producing identical corner hole situations all the way down, such a vertical strike, the same exact fit will occur between all the subsequent horizontal strikes and that sixth vertical strike. Note that there are two more 'near misses' along the third vertical strike and again along the ninth vertical strike. In each of these cases the mismatch is only 0.1 of a perf or roughly 0.15mm. On a complete pane such a tiny mismatch is borderline visible.

Also, if one starts with a different mismatch at the left edge of the pane, an exact fit will still occur *somewhere*. The reader may verify this by starting with original mismatches of 0.1, 0.2, 0.3, 0.4 and adding increments of 13.7 perfs.

Summarizing now we conclude that as long as one hole of a vertical strike is properly located (i.e. on that 45 degree diagonal), at least one vertical strike will show exact corner matches with the horizontal strikes. In addition, the strikes need to be reasonably centered.

Our block of four (Figure 1) appears to have *three* matching vertical strikes. According to the table above, the vertical strikes at either side of the strike with the perfect match should be out by 0.3 of a perf or about 0.5 mm. The two sets of holes still partially overlap and one obtains then oval shaped holes. While this should be visible on complete panes every sign of this disappears when stamps are separated across the oval holes; half circles and half ovals look very much the same. We are in luck though with our block of four, that has still some extra selvedge at the left; under magnification it is possible to see that the corner hole mid-center is slightly oval. On the

right the effect is much easier to see. There are no oval holes but the last paper bridge (called 'perf' in the Anglo Saxon usage), because of the slight mismatch, is narrower. This can be seen on three places, even with the naked eye.

In the mean time, we acquired a complete pane with selvages of Suriname 211 ourselves. Again the pseudo comb perforation was easy to detect, centered this time around the fifth and sixth vertical column of stamps.

We conclude therefore that proper centering and the fulfilment of the initial condition is required: after that, the numbers take care of the rest. For the perforation to reproducibly arrive at exactly the same location relative to the stamp images, the selvages must have the same width, on every pane. Is this possible? The complete pane, just mentioned above, does not show the tell tale pin holes in the selvedge which would have told us that the perforation was done by fitting each pane onto these pin holes. The perforation step must have been done with what the Dutch call "aanleg", laying the panes against a (steel) ridge. It follows then that the trimming of the panes was done with unusual care and reproducibility, assuming here that the trimming took place before the perforation.

We have met with a most curious case here and we feel that the whole story has not yet been told. Who can throw more light on this?

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## SHOPPING IN AMERICA

M. Hardjasudarma

I don't know about your wife (spouse; companion) but mine loves to shop. Not that anybody can blame her for that; what with the Profusion of fancy department stores, from San Francisco's Saks Fifth Avenue to Dallas' Dillard's to Toronto's The Bay. She doesn't always buy anything (thank goodness), but her motto is: Above all, have fun! — and in this she taught me a valuable lesson.

Shopping for stamps in North America is not easy, simply because our friendly neighborhood stamp store either never existed or closed up for good some years ago. If you are a postal historian, you're asking for more trouble since most stores may just have a shoe-box or two of tatty covers with dinged stamps (Aha! you say, but therein lies the buried treasure! — Right, buddy, but you're getting ahead of the story). And if you, like me, collect Netherlands-Indies-and-related-areas-postal-history, you are a masochist, pure and simple, no ifs or buts. A dealer I once timidly told what I collected, fixed me with a penetrating look, threw up his hands and exclaimed: Why?! I fled into the street, tears streaming down my face, utterly chastened.

Yet, if you would just remember to have fun, there is a lot to be enjoyed — and learned. Let me share with you my fun in searching for "stuff" in the last 8 years, that is — ever since I hit upon the insane idea to collect Netherlands-Indies postal history. Everybody knows that my kind of goodies are abundantly available in the Netherlands, but since almost all of us live in the U.S. or Canada I will limit my story to North America.

If you do not collect Netherlands-Indies postal history per se, you may still want to read this and share a chuckle or two. If you have some yourself, please share them with us.

### In store shopping

All the big cities I have ever visited have stamp shops. Even smaller ones may boast a store or two. Kingston, Ontario, where I lived for some time had a nice one on Brock Street.

The owners knew me well enough to usually greet me with a "Hi! I don't think I have anything for you today, but we just acquired a few boxes of covers. They're over in that corner, eh? Have a look if you want." One prerequisite for browsing is time — you have to have a liberal amount of it, so choose a quiet afternoon or weekend. Covers in boxes are usually priced cheaply, simply because they are cheap covers.

The dealer often gets them as part of a large collection, and anything he can get for the shoe box covers is icing on the cake. The condition varies and deteriorates with time as hordes of fortune seekers paw their way through them. If the covers are individually housed in plastic sleeves, watch out! They are presented to you, the customer in this manner, because the dealer believes they are better covers (they often are) and prices them accordingly. Toward the end of your visit some dealers may ask if you like to see their really good covers. These are displayed in albums which he has to hand to you one by one from behind the counter. These are the most expensive ones, but your find of the year may be among them.

Pricing is often unrealistic, either way too high or too low. In both instances, the dealer has no special knowledge of Netherlands-Indies postal history and just takes a stab at it. I remember a terribly overpriced cover that I saw for years whenever I visited a shop in Toronto — this was because it bore a cinderella with the Dutch coat of arms and "The Netherlands shall rise again!" I don't know what the dealer

Fig. 1 Poorly struck dark blue cancel of the Kwala Kapoeas sub-post office in South Borneo around the turn of the century. The heavily retouched inset (lower right) shows the unusual design. There is supposed to be an ornamental stripe underneath 'landen' but this is not shown since I haven't a clue what it is supposed to look like.

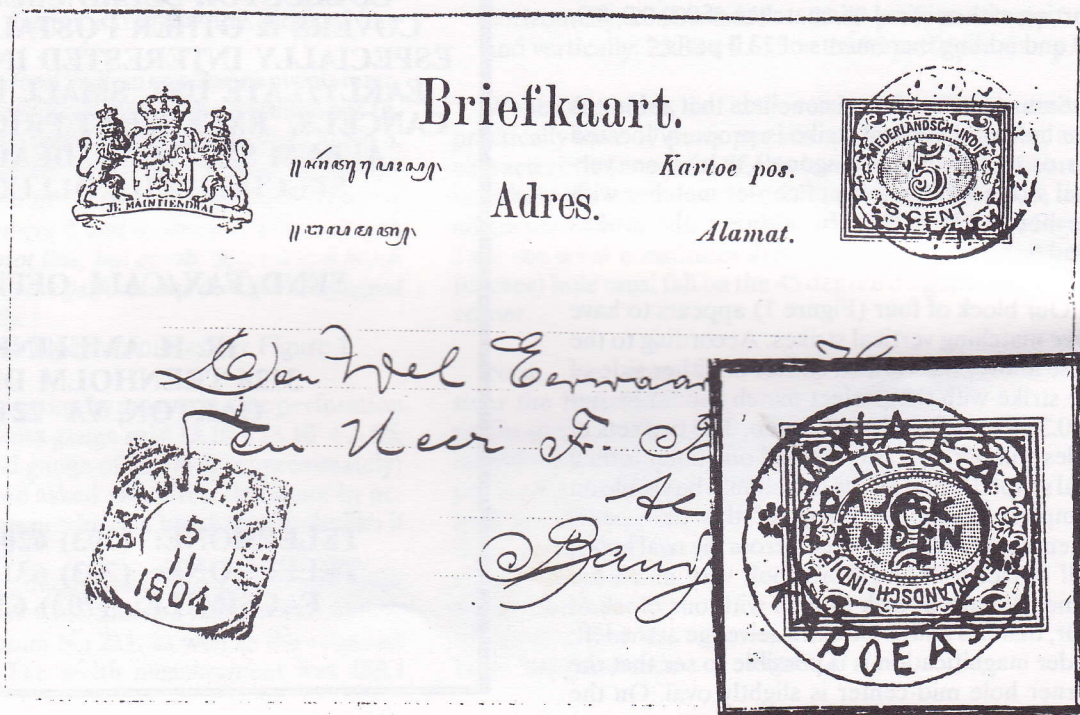
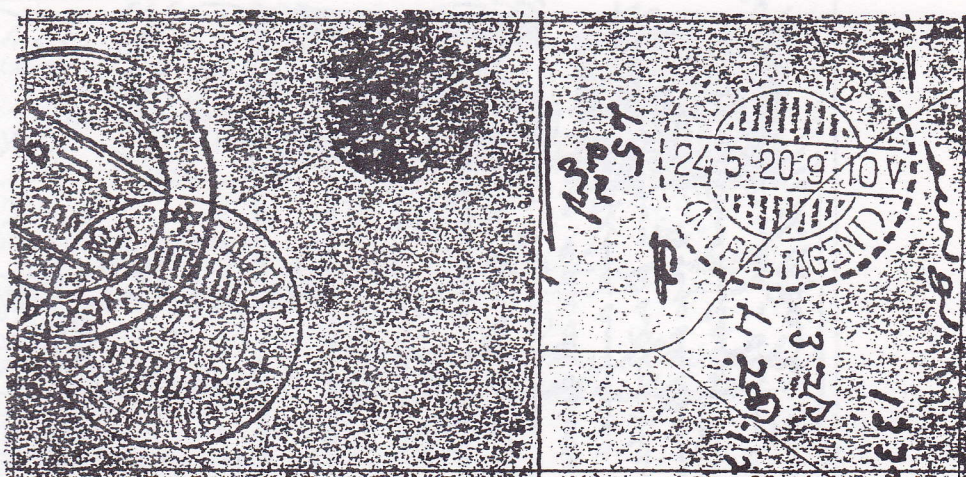




Fig. 2 Two different Netherlands-Indies postal agent, Penang, cancels on backs of covers (photographically cropped) from Medan (North Sumatra) to South India. The postal agents in Singapore and Penang facilitated transmission of mail from the Netherlands-Indies and occasionally Malaya itself<sup>[1]</sup>. The cancel on the right is very rare (RR in <sup>[2]</sup>) and bears a date that is later than reported by Bulterman.



saw in it, he may have had it on consignment.

Underpried covers are not plentiful, but they do exist. This is obviously not to the dealer's advantage, but he may not care all that much as long as he makes a profit.

One such an item was a very unprepossessing postcard in that same Toronto shop. It had a barely legible cancel on the imprinted stamp (fig. 1). One day I happened upon an article<sup>[1]</sup> with a picture of a cancel that looked vaguely familiar. It must have been a scarce one, since the author had to borrow the item from somebody else to have it portrayed. Then I remembered where I had seen it before. The next chance I had I went to the store — thank heavens that less-than-average looking postcard was still there. Minutes later I walked out — the proud owner of an item even P. Storm van Leeuwen, a recognized authority on Netherlands-Indies postal history, did not have (or maybe his copy was as bad as mine).

Another example: on a recent business trip to Florida I visited a well known stamp store. Upon learning of my peculiar craving, I was told my visit was going to be brief. And right they were — since all they could show me were 2 covers exactly. One was priced \$14 — expensive for such an ordinary looking item. However, one cancel (fig. 2) made it all worth while. This dealer had an impressive philatelic library. In fact, Bulterman's green-and-white jacketed book<sup>[2]</sup> was staring me in the face, on a shelf barely 5 ft away! He obviously neglected to read the chapter about the postal agents. I don't mean to be critical; nobody knows everything, sometimes not even if the reference is at hand. But I do wish to make a point: go out armed with as much knowledge as possible of your particular philatelic area. Most rotten deals I made (there were a few) were so because of ignorance, poor judgment or sheer stupidity on my part. Whenever possible, know your dealer, and let him get

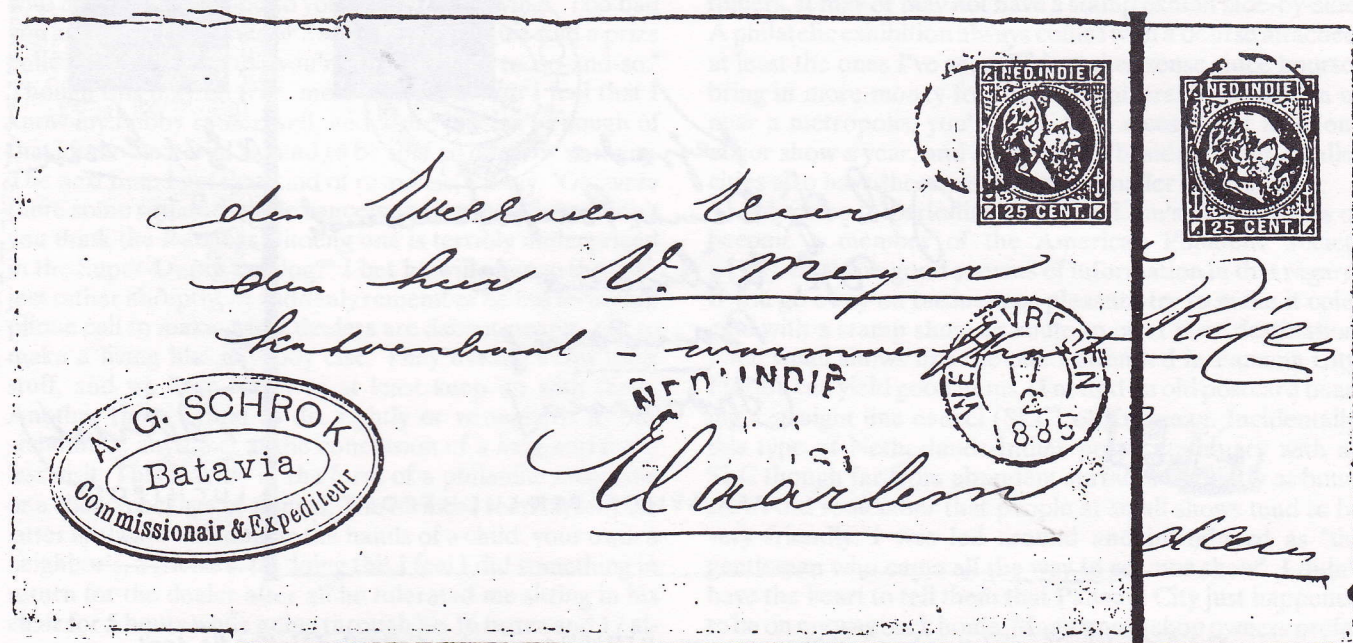


Fig. 3 Stationery envelopes with 25c stamp imprint and interrupted circle cancel which was used in Weltevreden from February to June, 1885<sup>[2]</sup> probably on an experimental basis, or because of a shortage of cancelling devices. The cancel on the cover on the right is a fake; that cover bears no other Postal markings.





Fig. 4 Picture postcard from a local postmaster to his pen pal in the U.S. The Kotaboemi cancel is scarce, and valued at 250 points<sup>[5]</sup>. Transit postmark of Telok Betoeng, November 28, 1918. Both towns are in Lampung (Southern Sumatra). Arrival cancel on reverse.

AEROGRAMME  
LUCHTPOSTBLAD



Kepada  
Jsh. Hj. Oemar Paeopakaesamoh  
Dj. Wibisana 12  
Bandoeuf. -  
(Indonesia)

PAR AVION / PER LUCHTPOST



Fig. 5 On left: 35c air letter sheet with the scarce, small UNTEA overprint. Cancelled Hollandia April 30, 1963. P.I.B. in the lower left hand corner stands for "Pos Irian Barat" (West Irian Mail) which probably meant that the Indonesians provided special transportation and/or handling for this letter. On right: similar item with the normal UNTEA overprint for comparison.





Fig. 6 The pair of 10c Java definitives on this 3 1/2 Japanese occupation postcard paid the registration fee. Pre-war Dutch "R" label with Batavia instead of the city's new name of Djakarta which is already used in the cancels (dated 19. 6. 03 or June 19, 1943). Non-philatelic registered postcards from civilians are very rare, but this Dutch lady did so to ensure the bureaucrats at City Hail realized that their warnings regarding her alleged pet-tax delinquency were unfounded. Her beloved canine had died some 10 months earlier, which was duly reported at that time. They had obviously (what else?) misplaced the papers.

to know you. It makes for a good, working relationship. He may for example put things aside to show to you on your next visit. Do not get turned off by a small minority of dealers who habitually respond to your inquiry by saying: "Too bad you are 1 day (or 1 hour or 2 seconds) late. I just sold a prize collection of the stuff you're looking for to so-and-so." Though this may be true, more likely it is not. I feel that I know my hobby rather well, and there just isn't enough of that kind of material around to be sold so often by so many. The next time I get that kind of response, I'll say: "Oh, were there some squared-circle cancels among them? And don't you think the Rangkas Bitoeng one is terribly underpriced in the Super-Duper catalog?" I bet he will change the subject rather abruptly, or suddenly remember he has an urgent phone call to make. Most dealers are decent people, out to make a living like anybody else. They usually know their stuff, and we have to try to at least keep up with them. Another thing I tend to do, rightly or wrongly, is to buy something, anything, at the conclusion of a long and fruitless visit. This may be in the form of a philatelic magazine or a cheap package of stamps. The former I read myself, the latter is always welcome in the hands of a child: your own, a neighbor's, a friend's. By doing this I feel I did something in return for the dealer after all he tolerated me sitting in his chair for 5 hours while going through his 16 boxes and 17 albums. At the same time, I did my part trying to win the youth over to philately. After all, I'll need somebody to buy my collection when conditions dictate that I should part with it. Now you know, a pure and selfless gesture it is not.

### Going to bourses and exhibitions

A bourse is a congregation of dealers and their customers. It may or may not have a stamp exhibit side-by-side. A philatelic exhibition always comes with a bourse attached, at least the ones I've seen. This makes sense since bourses bring in more money for their organizers. If you live in or near a metropolis, you'll have easy access to at least one major show a year, and a few others besides. Many smaller cities also have these, usually on a smaller scale as well.

Subscribe to periodicals such as Linn's Stamp News or become a member of the American Philatelic Society (APS). Both are good sources of information in that regard. If you go away on business or pleasure try to make it coincide with a stamp show en route to or at your destination. Even small shows like the one I attended in Panama City, Florida can yield good items. (I netted an old postcard bearing a straight line cancel (SLC) of Kraksaan. Incidentally, this type of Netherlands-Indies postal stationery with an SLC though far from abundant surfaces regularly at bourses). And remember that people at small shows tend to be very friendly. I was led around and introduced as "the gentleman who came all the way to see our show". I didn't have the heart to tell them that Panama City just happened to be on my way back home. Many stamp shop owners prefer to stay put so as to be able to continuously mind the store. Others like to travel, especially if they don't really have a store but operate from their own home, often with just a P.O. Box address. You are therefore bound to meet a different





Fig. 7 .Non-philatelic air letter sheet from Netherlands New-Guinea. The large violet rubber cancel on the stamps is from a delivery house which resorted under the Merauke post office. The earliest known use of the Pirimapoen cancel is from the 2nd quarter of 1961, the latest is from early-1963[6].

kind of dealer at shows.

Local shows will feature local dealers, regional shows will have regional dealers and national ones will have the real biggies although many still come from the surrounding areas. Occasionally a big dealer can be found at a smaller show, usually because he happens to have a few good customers in the area, a particular fondness of the town, or the son who never looks him up lives there.

It helps to maintain an interest in philately in general when going to stamp shows. For most of us this isn't difficult given that we started out as "whole world" collectors at one time or another, usually in childhood. Personally, certain stamps of Ascension, for example, still invoke memories of those tender years whenever I see them.

And I like to admire postally used covers with dazzling 3-D Bhutan stamps or gold foil stamps from Tonga (not on the same cover) while holding them in my hands.

Every philatelist should attend a world class show at least once in his lifetime. The experience is one you will not soon forget. I was fortunate to have been at both Ameripex '88 (Chicago) and Capex '87 (Toronto). Neither one had significant Netherlands-Indies postal history exhibits, but there were a surfeit of others that were breath-taking in their scope, scarcity, completeness, write-up and of course \$\$\$.

When I explained to my inquisitive, long-suffering better half that these shows were equal to all major European and American fashion designers having fashion shows simultaneously in the same place, she was impressed. It was at Ameripex that I first saw the famous British Guyana 1 cent magenta. A stamp without much charisma, but I have subsequently improved on that<sup>[3]</sup>.

It is also at these big shows that you'll always find dealers

who specialize in postal history only. From them I learned about topics as diverse as Paquebot cancels and American APOs and FPOs. Of course they are only human, too, so not all their information is necessarily correct. One U.N. dealer at the 1984 American Stamp Dealers' Association (ASDA) show in New York City maintained that all additionally franked UNTEA postcards were philatelic. I knew they were not and told him so, but he brushed that aside as not being worthy to comment on. That's when I decided to do something about it myself<sup>[4]</sup>. He unintentionally provided a major push for me to start writing philatelic articles. It was at the same show that I ran across another, more common 'Postagent' cover (fig. 2).

National and world class shows are also your best chance to meet dealers from overseas. One that will be sorely missed because of his untimely death recently is Phil Zwart at whose table I spent many a pleasant hour. Of course, being a Dutch dealer he knew Netherlands-Indies material like the back of his hand. Sure he had some bargains, but real cheap they were not.

One reason I wanted to be at Ameripex was because P. R. Bulterman, the owner of NPV (a foremost auction house in Amsterdam) was going to be there. I wanted to meet this man who had been responsible for what is so far the most comprehensive book on Netherlands-Indies postal history, and I did. We shook hands, and he asked me what I collected. I said: "Nederlands-Indie" (not Netherlands-Indies). His eyes lit up as he then bombarded me with a verbal barrage in Dutch. I quickly apologized, explaining that my spoken Dutch was very poor, and indeed, had better be left unspoken.

We continued in English for a while, after which he had



to go. My offer to have a drink together was politely declined, perhaps because it was still too early in the morning.

Several hours later, after browsing through hundreds upon hundreds of covers at dealers' stands, I came up with a peculiar one (fig. 3). After paying for it, I walked away still holding it in my hands, trying to study the details. Suddenly I sensed somebody standing beside me, breathing down my neck. It was P.R. himself! He took one look at my cover, sniffed, and uttered this shattering four-letter verdict: "Fake!" He then sauntered away. Thoroughly deflated I sat down, but decided to keep it anyway. Someday I will auction it off, describing it as "Declared fake by Bulterman. An indispensable item for any self-respecting reference collection of fakes and forgeries" — it should fetch me a bundle. And I must tell you this — P. R. Bulterman *lives and breathes* Netherlands-Indies. He can even smell it from miles away, upwind. Four years later I acquired a similar cover at the 1989 Philex show in Toronto. I think it is the genuine article this time (fig. 3), but then who knows? After my encounter with P. R. I suffer from paranoia.

Mixed shows can be fun, too. I once picked up a nice squared circle cancel from a picture postcard dealer at a show in Buffalo, NY (fig. 4). The man kept complaining that I was looking at the wrong side of his postcards. Maybe so, but it paid off. Antique, and especially coin dealers may have covers for sale, too. Some of the infamous "Vienna printed" Repoebliek Indonesia stamps (cinderellas?) used on cover in my collection were obtained at a Torex show, also in Toronto. Another source of material at stamp shows is the dealer/collector who doesn't have a table at the event. If you regularly attend a particular show, word gets around, and you will be approached by people who have something to sell. I used to know a kind, elderly gentleman who had a major exhibit of classic European stamps that consistently won top honors. He also used to be a part time dealer, and from him I got what I suppose was once part of a formidable Netherlands-Indies-UNTEA collection (fig. 5). These large lots are often good bargains. The owner usually has no emotional attachments to the items, having long ago either sold the better ones or have them incorporated in his collection. Had this lot been bought piecemeal at auction in the Netherlands, it would have cost much more.

### Buying at auction

I can be very brief about my experience attending auctions "live". None of the few I went to in the U.S. and Canada had significant Netherlands-Indies postal history material, which is not to say that they are not offered from time to time. Over the years I have been able to get material from auction houses such as Sun Philatelic, George Alevizos, Michael Rogers, Peter Kenedi, Harmers of New York, Cherrystone etc. But in every case I bid by mail, which is the best way unless you have enough time and money to travel and attend the auctions in person.

One caveat: be *very* aware of their rules, and stick with them. Keep a record of all correspondence, and when necessary use registered mail, return receipt requested. Just like the dealers, most auction houses are sound, and will respond to your inquiries and any complaints you might have, if they are reasonable.

Many of the smaller auction houses operate by mail exclusively. One good source is Postal Covers (Anaheim, CA). There are others such as Postal History Sales (New York City) and Novaphil (Bellingham, WA). From the latter I got one lot of Japanese occupation/Repoebliek Indonesia items, which included a few nice ones (fig. 6).

In order to bid, you need auction catalogs. If you can pick them up in person, they are usually free. If they have to mail it to you, they're usually not — postage is expensive — unless you become a regular buyer. One easy and often cheap way to buy is at our own ASNP mail auctions.

### Other ways to shop

Many other ways exist to get covers. By mail you can order directly from advertisements, buy on approval or place a want ad yourself. You may also receive unsolicited material. This happened to me once. I returned it and asked the dealer to refund my postage. He did not respond initially, but the matter was ultimately solved through the professional mediation of the ASDA.

Once I bought 2 flight covers from an APS sales circuit. No, I didn't have them mailed to me. I was visiting the APS headquarters in State College, Pa, and spent some time rummaging through their stocks. I don't know if this is accepted practice, but the APS staff was very gracious and allowed me to hassle them for more than an hour. While there, do not neglect to visit their stunning library.

Do not shrink from unconventional methods, either. Some time ago, while perusing a scientific journal I read a "letter to the editor" from a medical missionary in West New-Guinea (Irian Jaya). I wrote the good doctor and he replied, informing me that he was not a philatelist, but had worked in the area for a long time under Dutch, U.N. and Indonesian administrations. Upon his annual leave to Canada we got together and became friends. He was so kind as to pass a few personal items on to me (fig. 7).

Have I ever been stopped in the street by people offering to sell me Netherlands-Indies postal history? some of you might ask. (Netherlands-Indies postal history must be written prominently on my forehead by now). Yes, sort of, but that was in Amsterdam, and part of another story.

Finally, I do hope your experience has been, as pleasant as mine, or better. You know, my wife was right (she always is, she claims): Above all, have fun! And if you don't mind, would you please share your experience with us?

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## Three Wet Letters

by M. Hardjasudarma

It is another muggy afternoon in West New Guinea. It's early in 1944 and a company of weary GIs is patrolling on the outskirts of Hollandia. The area had been secured previously and there has been no recent enemy sightings, but you never know. They approach a dilapidated, half-destroyed shack. One soldier enters cautiously, covered by his buddies. He finds no people inside but comes across some letters strewn around a bedroom. Being a closet stamp collector, he picks them up after some hesitation, and stuffs them in his sack. Back on base later that day, he peruses the letters and finds to his dismay that there is not a single stamp stuck on them. They look like ordinary Netherlands Indies postal stationery with imprinted stamps and some Japanese markings. Oh well, he'll take them back home anyway, but first he has to dry them. The heavy rains in recent days have transformed the letters, unprotected as they were by the leaky roof of the house, into wet rags.

The next scenario takes place about a year later in New York City. It is the monthly meeting of the NCP (Netherlands & Colonies Philatelists; forerunner of the American Society for Netherlands Philately), and Gene Kieffer strikes up a conversation with a newcomer. The man turns out to be our ex-soldier/philatelist, now a successful businessman, who soon thrills Gene with his wartime South Pacific exploits. He relates that he used APO 565 in his return address. (A quick glance at our reference book <sup>[1]</sup> tells us this means he was with the GHQ/U.S. Air Force/Pacific, which was in Hollandia from April 1944 to January 1946. The 3 letters are mentioned, and at Gene's request the man brings it with him at the next club meeting. To make a long story short: the letters change hands for a song. Gene, you lucky dog!<sup>1)</sup>

It turns out that the three letters (one postcard and two letter sheets) were sent to West New Guinea in 1943. Letters to West New Guinea during the Japanese occupation are very rare. No more than a dozen or so are known. Thus, in one fell swoop Gene owned 1/4th of this treasure trove. Over the years he has sought more information about these items <sup>[2]</sup>, and recently, through the good offices of Frans Rummens, I got in touch with Gene.

Much had already been said about the letters; what else remained to be mentioned? I decided to mail photocopies of them to Indonesia (for translation) and to Japan (for explanation of certain markings). Most, but not all of the information sought is now available, and described herewith.

Though there is a slight doubt about one of the letter sheets (this is the one suffering most from water damage), all three letters appear to have been sent to the same addressee, a police officer stationed in Hollandia. The titles 'Kepala' (Head) and 'Commandant' were used, so the gentleman was in a high-ranking position.

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1) some events in the preceding paragraphs are products of the author's fertile imagination. Please do not confuse these with reality, whatever it was.

Figure 1.

The three (now dry) letters are pictured on the opposing page. The 2 letter sheets (top) are unfolded so as to show the address and sender panels. The large censor chops (bottom left of the address panels) read Ken Etzu Zumi (Passed by censor) and Jiyakarta Kyoku (Jakarta office). They contain barely visible red oval control chops. The letter sheets also carry round "sealed" chops on the sender panels. The most legible one can be seen in the bottom right corner of the letter sheet portrayed on the right. The address side of the postcard (bottom) carries a different censor marking at the center-top. This reads Ken Etzu Zumi and Yubin Kyoku (Post office). It also contains a (different) red round control chop.

All 3 items bear a similar oval red chop presumably applied in Hollandia. This little chop can be seen to the right of the rectangular censor chops on each item. Arrival dates are similar in all cases, i.e. November 9, 1943, and this has been written in the bottom left corners of both letter sheets and on the message side of the postcard.

### The postcard

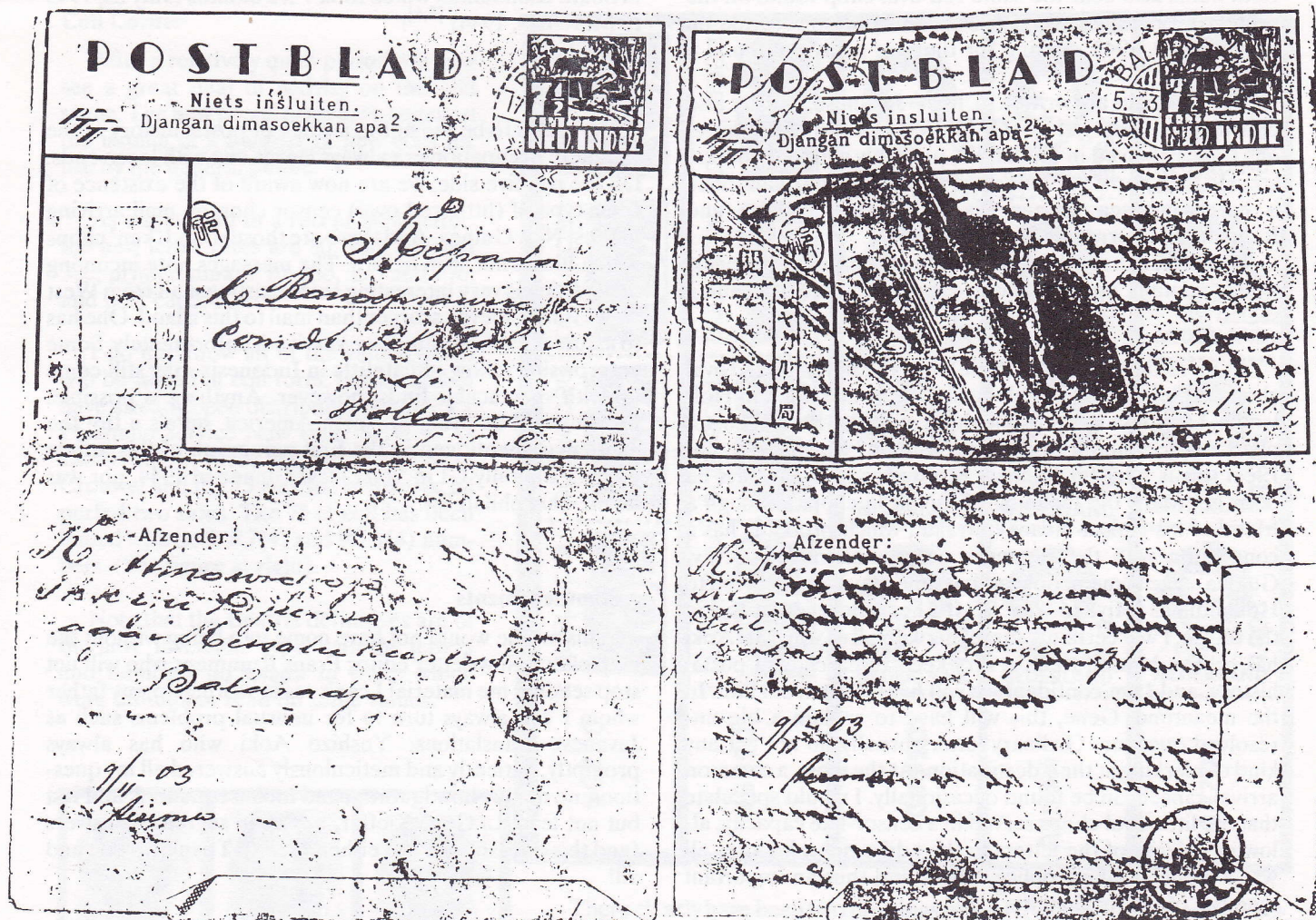
This is a standard 'Kreisler-Dai Nippon' 3 1/2c postcard [3], canceled Poerwodadi-Kedoe, 12.5.03 (May 12, 1943). The town is located in the Southern part of the province of Central Java, just a few miles from the shores of the Indian Ocean. The second part of its hyphenated name is really the name of the residency in which it is located. This is to distinguish it from Poerwodad- Grobogan, in the Northeast part of the same province. Note that although the postcard is addressed to Hollandia, 'Ambon' is written underneath it. The sender likely felt that postal clerks in his area would be unfamiliar with Hollandia, so in order to prevent delays (or worse, a returned or undelivered postcard) he added the name of the city in the Moluccas which (together with Ujung Pandang/Makassar on Sulawesi/Celebes) had always been an important transit point for communications with West New Guinea. The rectangular censor chop is of the generic type, without the town's name. There is also a red oval chop which will be discussed later. The message is written in Malay (Indonesian) and relates personal matters. Of interest is mention of receipt of 2 letters, dated by their writer October 12 and December 8, 1942. Both were received on April 12, 1943. The transit time was therefore 6 months and 4 months, respectively. This postcard was received ("terima" - handwritten note on reverse) on November 9, 1943; transit time 6 months.

### The letter sheets

These are Netherlands Indies stationery, unoverprinted and unaltered with imprinted Kreisler-water buffalo design of 7 1/2c.

Both letters were written by the same sender, a man in Balaradja, a small town in the province of West Java, approximately 27 miles west of Jakarta. The cancels were struck on 5.3.03 (March 5, 1943) and 17.5.03 (May 17, 1943), respectively. They bear similar censor chops, not of Balaradja (which may never have had any), but of Jakarta.





TOP

FIG.1



BOTTOM



Both items also bear the same red oval chop found on the postcard. Like the latter, the sheets were also received on November 9, 1943, making for times in transit of 8 and 6 months.

The messages are written in "high"-Javanese, and are also of a very personal nature. Of interest is that the sender at one time also lived in Hollandia, probably with the addressee. He then moved to Balaradja after what must have been a harrowing sea voyage via Sulawesi (Celebes) and Kalimantan (Borneo).

Both letter sheets bear round purple chops on the back, which contain one Japanese character: "kan", meaning sealed [4].

As mentioned above all three letters bear a small red oval chop on their fronts, which must have been struck in Hollandia. I suppose it is possible they could also have been applied at a common transit point (Ambon? Makassar?), but I feel this is a bit far-fetched. My source in Japan says he does not know the meaning of this little chop, although a friend of his feels it means "miyaka", which probably has a connection with the Japanese occupation of West New Guinea since some people at that time may have referred to Hollandia as 'Miyako-wan' [4]. If I hear more about this in the future, I will certainly share this with all of you. Mr. Aoki has proven himself to be a very keen researcher of postal history, and I am confident we will hear more from him. In the meantime, Gene, this will have to remain a big unresolved question. Ordinary letters usually do not get any kind of marking at their destination. At the most, a common arrival cancel can be found occasionally. I would speculate that the little oval chops served in a censor-like capacity, allowing release of the letters to the addressee who after all was a higher-ranking police officer and thus an important member of the local authorities.

The letter sheets were not censored in Balaradja but taken unsealed to Jakarta, and I assume that the 'kan' (sealed) chops were also applied in the latter city. I do not know of any other letter bearing these particular chops, but a similar one is pictured in a recently published loose-leaf handbook [5] in combination with a different handstamp.

Not much else can be gleaned from the three (previously) wet letters except for transit times which were horrendously long, i.e. 6-8 months to Hollandia, and 4-6 months from that town to various destinations in the East Indies. In this context, a postcard in Mr. Aoki's collection, which he was so kind to send me a photocopy of, makes mention of a letter mailed to Seroei in West New Guinea from Banjarmasin

in South Kalimantan which took 7 1/2 months (July 25, 1943 to March 10, 1944) [4,6]!

### Summary

As seems to be the norm, a study of postal history of the Japanese occupation era always leaves one with loose ends. On the positive side, we are now aware of the existence of some type of (little red oval) censor chop on mail arriving in West New Guinea. And there are those round "kan" chops which I have not seen before. The messages note incoming mail, which is very interesting since existing mail from West New Guinea is even scarcer than mail to this island. One has to assume that few if any have survived, unfortunately. Some enterprising fellow philatelists in Indonesia may still come up with spectacular finds, however. Anything is possible. For those of us living in North America, here's a tip: the gentleman mentioned in the first paragraph of this article was not the only GI in West New Guinea in 1944, nor was he the only philatelist.....

### Acknowledgments

This article would not have come into being without the help of our Newsletter editor Frans Rummens who will not stop sending me material I can't resist writing up; my father whom I can always turn to for unusual problems such as Javanese translations; Yoshizo Aoki who has always promptly, patiently and meticulously answered all my questions, no matter how ignorant and inconsequential; and last but not least L. Gene Kieffer, a man in search of answers (and this one isn't the last either, Gene). Thanks to one and all!

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## Coil Corner

After a relatively quiet period, we now see a great deal of activity on the coil scene. The new postal rates have required the issuing of a number of new coils for use by the general public.

As announced in a recent Newsletter, the new letter rates are 80, 160, 240 and 320; printed matter 70, 130, 190 and 270, and post cards 60 ct.

I do not know all of the values which will be issued in coil form, but a number have already been distributed by the PTT Philatelic Service New Issue Service. As shown below, these are the 70 and 80 ct Beatrix, all perfed two sides. The 75 ct coil has been issued with both R7(4) and R7A(4) numbers. (See figure at right).

Note that the Beatrix definitives are of the new "inversion" type, with the letters and numbers no longer in white which were difficult to read on some values.



There clearly have been two printings of the KNVB coil in 500 rolls. They may be differentiated by differences in the control number R7(4) but also in the coating as seen under UV light. These are in addition to the original KNVB coil issued in 1989 with R4 numbers.

Some months ago, the 90 ct Beatrix (with white characters, perfed four sides) appeared with L5(5) numbering, this from a 10,000 roll. And a similar 75 ct Beatrix (perfed two sides) appeared earlier, with both R7(4) and R7A(4) numbers, from 5000 rolls. (See figure at left).

Just announced by Post Filatelie are five coil strips from 10.000 rolls which are available for a brief time from Groningen only:

Stamp	Order Number	Price (guilders)
75 ct Beatrix (inversion)	504013	3.75
80 ct Beatrix (inversion)	504014	4.00
75 ct Philips Centenary	914513	3.75
80 ct Nijmegen Marches	914700	4.00
80 ct Nobel winner T.M.C. Asser	914813	4.00

I am sure that regular readers of this column are aware that these special releases have proven to be sound purchases in the past, and there is no reason to doubt that they will continue to be so in the future.

There has been a further clarification of the reason for the variation in size of the inkjet numerals. It turns out that the "Arpeco" inkjet device is used by high-volume mailers as well as for distribution of coils by the PTT so is cleaned and adjusted frequently. This can result in a change in height



of the characters. The space for each character however is constant at 2.8 mm.

Even at this late date, further information on POKO-related issues are still coming to light. Mr M.J.T. Bos reports in the May Postumaat Bulletin that he recently purchased a picture post card canceled 22 VII 20, 1930, Leiden 6 franked with a 5 ct Wilhelmina two-sided synco coil which clearly showed severing on top and bottom from an automatic vending machine.

Normally, at that time 5 ct coils were dispensed in pairs, but this supports the belief that 5 ct coils must have been available individually from automatic vending machines in several cities.

For those interested in the early history of coils and of POKO-type machines which used them, Ir. R.J. Hammink has just published a well-researched little book on the Michielius "postzegelplakmachine" (see previous Coil Corner). In Dutch, it is available on loan to anyone wanting further information.

And speaking of POKO's member Martin O'Grady is undertaking the first revision in over 15 years of the detailed listing in Burt Bauder's authoritative work on these issues. As noted in the latest Newsletter, if you have any additional information on these issues, please contact Marty at:

1368 Jacqueline Place  
San Lorenzo, CA 94580-1449

LHR

Acknowledgment to: Mr M.J.T. Bos, Ir. R.J. Hammink, the Postumaat Bulletin, Jan Enthoven.

## BOOK REVIEWS

*Atlas van Tropisch Nederland*. Landsmeer, Antiquariaat Gemilang, 1990. ISBN 90-72770-24-2. price: fl 300.00 plus postage and packing.

For years as a collector of stamps and postal history as well as literature of all kinds relating to the Netherlands East Indies, I had had to make do with a photocopy of the celebrated, and virtually unobtainable *Atlas van Tropisch Nederland*, first published by the *Koninklijk Nederlandsch Aardrijkskundig Genootschap* in 1938. Battered and well-used examples occasionally came up in specialist book auctions in the Netherlands [like as not, without the all-important gazetteer] and which sold for about fl 1000 [the last copy I recall seeing was at Utrecht in 1986 for about that sum!]

So imagine my pleasant surprise when I saw that a specialised antiquariaat in Landsmeer run by Yves Heller had the great courage to commission a full-size and full-colour facsimile, even in the same binding, of the original

edition, and at a bargain price of fl 300.00 the only catch being that there would only be 1000 copies made, thereafter no more.

It is all here. The excellent colour printing of the original Topografische Dienst plates from Weltevreden is reproduced in one of the best facsimiles I have seen in years, and incorporates the gazetteer as an insert.

I would strongly advise anyone who wants this atlas to write off to Landsmeer without delay; as of this date, Mr Heller has only 30 or so copies left. That he has sold over 950 copies within two years is sufficient testimony as far I am concerned to the quality and the brave enterprise of this facsimile edition.

I only wish that some willing mind had the nerve to issue a facsimile of Melville van Carnbee's *Atlas van de Nederlandsche Bezittingen* published in the middle years of the nineteenth century. That would be something!

Write to: Mr Y.J. Heller, Antiquariaat Gemilang, Drakenstein 47, NL-1121 HD Landsmeer, Netherlands. Telephone: [0]2908 5404 or fax: (+31)2908 3747 for your copy and throw away that old photocopy at last!

J J S Goss

**22 1/2 Year Anniversary of the Netherlands Philatelists of California.** 52 pp, illustrated. Price \$6.00 postpaid. Available from Mr. Hans Kremer, 252 Balceta Ct, Danville CA94526.

The Netherlands Philatelists of California is the only club of Netherlands philatelists outside the Netherlands itself, that has monthly meetings for its members. They celebrated their 10th Anniversary with a booklet with articles from their own members, in 1979. Now they celebrate their 22 1/2 year Anniversary (why not?) with a similar booklet, comprising nine contributions. The lead-off article is by Albert Muller on "The 22 1/2 cent Denomination of the Netherlands", a very appropriate topic, one might say. It turns out that there have been ten permanent issues, that contained a 22 1/2 cent stamp. The first one is the NVPH No 25 stamp of Willem III (1972 issue). The article contains a full color plate of the 21 different color proofs that exist of this 22 1/2 ct stamp.

Other contributions concern the 1899 numeral and fur collar issue, FDC maker S. J. Sluis, an essay "from collector to philatelist", "Composers of the Netherlands on Stamps", POKOs, Postal Distribution Centers, Value Added Tax Revenues and the 1945 1 cent on 7 1/2 ct overprint of Suriname.

It is to be hoped, that the ASNP can reprint at least some of these articles, so that a wider readership may be reached. In the mean time we congratulate the NPC and urge the ASNP members to buy this Jubilee book; it surely is worth its \$6.00

F.R.



**Type Overzicht van de Nederlandse R-stroken** (Summary of the Registration Labels of the Netherlands) by K.N. Nieuwland. Illustrated, 32 pp, 1988. Code number 88-12, ASNP price \$4.00.

There exist several earlier studies on the R-stickers of the Netherlands, so the inevitable question is "why again a new booklet?" One answer is, that in the last decade or so, several new types of R-labels have been introduced. Secondly, balance was lacking in the earlier studies. The present booklet shows a nice balance for the R-labels. Before 1950 only the main discerning properties are given, but not the variation in fonts employed. For example, the first labels of 1907 are defined as "4-sided perforation, number is centered, name of office is not followed by its postal abbreviation". From 1950 onwards there is a great variety in fonts and also in kinds of paper used.

Not given is the information on which post offices are known with which R-labels; such a list does exist (weighing some two lbs), but it is really outside the defined scope of the present booklet on typology. If you just want to know, what is going on in the world of R-label collectors, this is the introduction you would want.

F. R.

**Luchtpostcatalogus van Nederland en Overzeese Rijksdelen 1991.** (airmail catalogue of the Netherlands and Areas). Publ. by "De Vliegende Hollander" Illustrated, 384 pp. ASNP price \$19.00, code 91-6.

After eight years an update of this wellknown catalogue is very welcome. Not only have the more recent first flights been incorporated, but considerable new information has been added. As the authors acknowledge, much of that was possible because of the 1990 Airmail Encyclopedia (T-Schroots). In all, 24 new pages have been added.

The prices have also been adjusted, and not just by a multiplier number. It is clear that considerable work has been done on these prices. Increases range from 0-100%, with most in the 20-50% bracket.

The figures have also all been reworked. Interestingly enough, all figures (covers) have been given a grey background, which adds considerably to the visual contact.

As with good wine, this catalogue does not need a recommendation, but if you had skipped the 1983 version, now is the moment to update yourself.

F.R.