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FROM THE EDITOR

The perennial problem of an editor is how to please his readers. It might seem that Netherlandics stamp collectors would form a nice homogeneous group of people but such is not the case. To begin with there are many ASN P members who collect only the Motherland and not the Colonies. From this group we hear with regularity "too much on Colonies!" As an editor we probably exacerbated this problem by our fondness of printing very long articles in one issue. Then it may happen that "there is nothing for me in this issue". However, just wait a second here. Your editor is a member of the APS and of the Canadian counterpart the RPSC, although neither group has much Netherlandics material. Yet I read their articles, usually with much pleasure. Good philately is enjoyable no matter the geographic origin. We are not trying to tell you what you should collect: that is 100% up to you. We are suggesting, however, that you might broaden your philatelic horizon, by reading articles that may be outside your strict collecting confines. And have fun doing so.

This present issue is of a goulash quality; there is something in it for everybody. But this we cannot repeat at will. So enjoy it while you can.

The lead article by one of our Dutch members Martinus Verkuil talks in detail about the development of the Holland-Indies airmail route. No doubt you know already the outlines of that story, but here you will find much more detail, including the interaction with the airmail development in Europe and inside the Netherlands Indies.

The stamp which adorns the cover of this Volume 18 of *Netherlands Philately* is the subject of an article by Paul van Reyden. There is much more behind this issue than meets the eye and Paul brings all of this out in his own inimitable style. Then there are a number of smaller contributions, such as about a treasure in Saba. Now getting too much "Colonies"? No way, because this Saba story can be enjoyed by everybody.

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THE RELATED DEVELOPMENTS OF DUTCH AIRMAIL TRANSPORT IN EUROPE AND IN THE NETHERLANDS INDIES AND OF THE GRADUAL INTRODUCTION OF AN INTER-CONTINENTAL AIRMAIL CONNECTION BETWEEN THESE TWO AREAS.

by *Martinus Verkuil*

Introduction

The rapid development of Civil Aviation, immediately after the first world war, undoubtedly has been of major consequence for the creation of airmail connections, both in Europe and elsewhere in the world. In this regard the KLM (founded in 1919) has played an important role, both in Europe and in the Netherlands Indies. Already from the start of this company it was the intention to eventually arrive at a regular airmail connection between the Netherlands and the East Indies – and later the same for Surinam and Curaçao. This apart from the development of airmail connections in Europe and the stimulation of airmail within the Netherlands Indies. This intention had been clearly established in the (full) name of the KLM, i.e. "Koninklijke Luchtvaart Maatschappij voor Nederland en Koloniën". In this connection it is relevant to mention the contributions of the military air forces, both in the Netherlands and in the East Indies, which have been of prime importance, particularly in the very early periods.

Developments in the Netherlands and in the Netherlands Indies.

There were two "happenings" on and near the military airfield of Soesterberg (the birth place of Dutch flying) that greatly stimulated the interest in aviation in the Netherlands:

On June 22, 1911, many airplanes which were taking part in a European Round Trip, were making a stop-over on that Soesterberg airfield. On March 6, 1916, Soesterberg was again in the center of attention, when a Netherlands Round Trip was organized, which started and ended on that air base. The interest had been raised and now one development after the other occurred in rapid succession. In 1918 the Netherlands Military Aviation Department produced a report, which pointed out that in neighboring countries preparations were being made toward airmail connections. The report strongly

recommended to develop initiatives in the Netherlands too, so that the Netherlands would not fall behind internationally.

In response the Dutch Government appointed the so-called Colijn Committee, in early 1919. This Committee came in its study – which was dated May 3, 1919 – to the same conclusion. It recommended to immediately take measures to promote and foster the use of air planes in the



Figure 1. ELTA poster.

Netherlands and in the East Indies.

In order to strengthen the public enthusiasm for aviation, the *Eerste Luchtvaart Tentoonstelling Amsterdam = ELTA* (First Aviation Exhibition Amsterdam) was held in August of 1919. The Organizing Committee contained people like A. Plesman and General (ret.) C.J. Snijders.

The enthusiasm indeed was great; more than 500,000 attendants acquainted themselves with the new phenomenon and many hundreds made their maiden flight.

The I.A.T.A. was created in the Hague on August 29, 1919. This was quickly followed by the single most important event in Dutch Civil Aviation, namely the foundation of the KLM on October 7 of that same year. The energetic administrator A. Plesman became the director of the young company, charged with directing the day to day operations.



Figure 2. A. Plesman.

Antonie Fokker was as important a person for Dutch Aviation as Plesman. Immediately after the ELTA had closed in September Fokker took over the empty buildings and halls and started an airplane factory. There he produced fighter planes for the Military, but he also developed plans for the first civil airplanes for the KLM.

The earlier mentioned report of the Dutch Military Aviation Department also led to the creation of a study group in the East Indies; the so-called Committee for Air Traffic

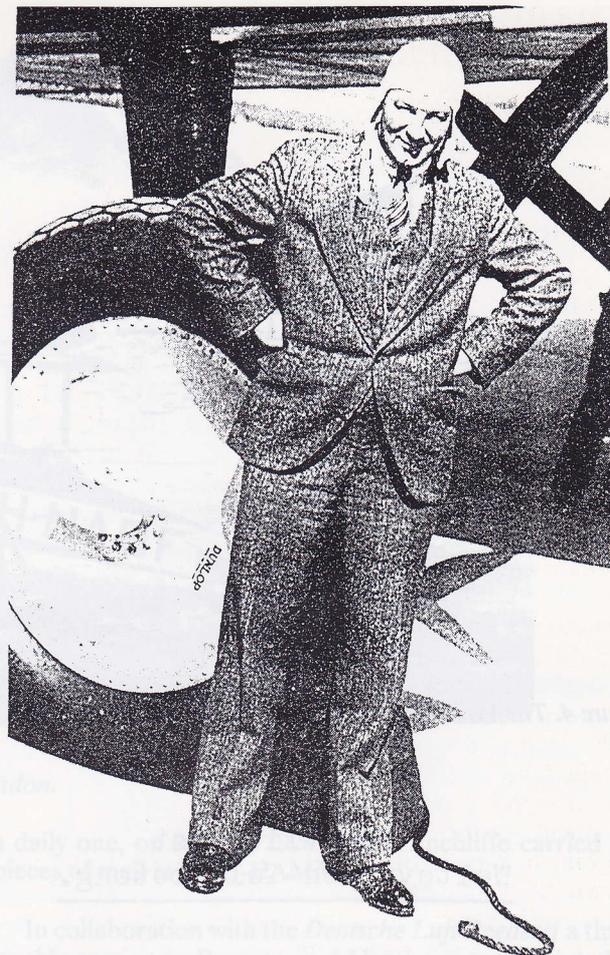


Figure 3. Antonie Fokker.

Services. Chairman was H.M. Damme, Head of the State Rail Line Services.

Together with General Snijder, who had come over from the Netherlands, discussions centered on how to develop a network of air connections for the Archipelago. The Dutch themselves were very interested in an airline Medan-Batavia-Soerabaja, for a speeded up transportation of passengers and mail that would arrive in Medan by boat. At a later moment this connection could serve as the last stretch of a Holland-Indies airmail run.

The Committee for Air Traffic Services next applied itself to the purchase and construction of airfields. In this it was supported strongly by the *Koninklijke Nederlands Indische Vereeniging voor de Luchtvaart* (KNIVVL) or Royal Netherlands Indies Aviation Society. The Committee also tried to stimulate the birth of Civil Aviation in the Indies by good propaganda and education. Already in 1920 attempts were made to carry out some test mail flights, using the land-based airplanes of the Military Aviation Department. When the Aviation Department had to cancel the plan for logistical reasons, the Royal Navy was called upon.

Using a Van Berkel hydroplane a first test mail flight was carried out between Tandjong Priok on Java en Telok Betong on South Sumatra, on April 28, 1920. In total 91 pieces of mail from Java were carried on this flight. The Netherlands Indies thereby had a first for the Kingdom.



Figure 4. The Van Berkel hydroplane.

More of these experiments with mail-carrying flights to various harbor cities in the Archipelago followed, during 1920 and 1921.

The enthusiasm for these flights was so great, that the PTT in the Indies already prepared itself for the introduction of a special and separate airmail rate. The N.E.I. Government even put up a prize of Fl. 10 000,- for the first Dutch aviator who would cover by air the distance Amsterdam-Batavia (or the other way around) within one month.

This initiative was taken up in the Netherlands. Government and private donors increased the prize to Fl. 68 000,-.

Per Vliegpost
Weltevreden-Telokbetong.



Aan den Heer
 A. Beerman van Vreeden
 Ma. Koningin Juliana
 Telok Betong
 Sumatra.

Figure 5. Cover of the Tandjong Priok-Telok Betong test flight.

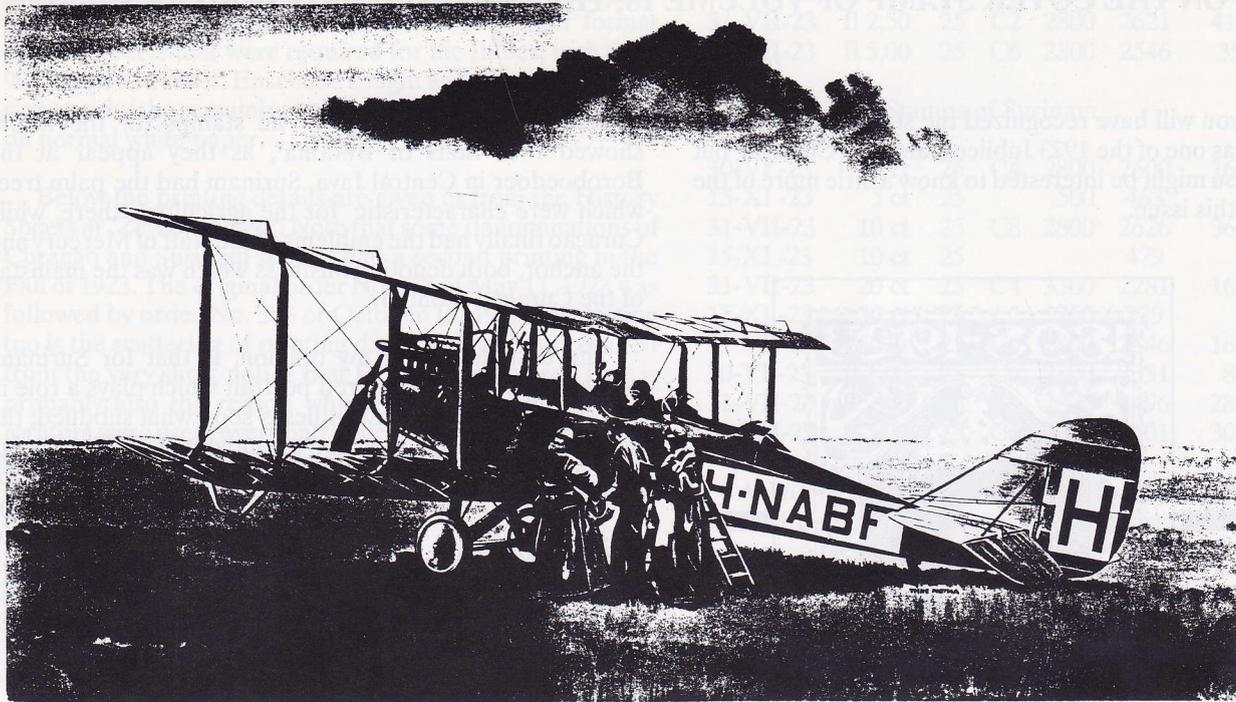


Figure 6. An Airco De Havilland, just prior to its departure for London.

Three Dutch flyers and one from the Netherlands Indies then started making serious plans for the adventurous trip. Making plans and carrying them out are two different things, however, and these men found that out too. Already before the end of 1920 all who had registered had cancelled for financial or technical reasons. Apparently the times were not yet ripe for such an enterprise.

In the meantime the KLM was busy organizing the infrastructure for the aviation company. However, in 1920 no one had any experience with the exploitation of airlines and with the specifications for civilian airplanes. Therefore the KLM top decided to first carry out some test flights with airplanes and air crews they rented from the English A.T. & T. Airline Company.

Using a former RAF war plane, the G-EALU, a thrice weekly service between Amsterdam and London was started on May 17, 1920. During the first few weeks no official mail was carried.

The first official air-mail flight Amsterdam-London was carried out when the service became

a daily one, on June 5, 1920. Pilot Hinchliffe carried 300 pieces of mail in his G-EAMX.

In collaboration with the *Deutsche Luft Reederei* a thrice weekly service to Bremen and Hamburg was initiated on September 2, 1920. As of September 19 this connection was extended to Kopenhagen and Malmö (Sweden).

To be continued



Figure 7. Cover flown on the first airmail flight Amsterdam-London.

NOTE ON THE COVER STAMP OF VOLUME 18; THE COLONIAL 1923 JUBILEE STAMPS

by Paul E van Reyen

All of you will have recognized the stamp portrayed on this cover as one of the 1923 Jubilee stamps of Curaçao, but perhaps you might be interested to know a little more of the history of this issue.



It was not until the end of January 1923 that the Department of the Colonies found out that the Netherlands intended to issue stamps for the Silver Jubilee of Queen Wilhelmina. The Netherlands Indies P.T.T. had by then already indicated its desire to issue a jubilee set if the Netherlands did the same. This apparently made the Department of the Colonies decide to issue like stamps also for Surinam and Curaçao.

To make this a real jubilee issue the stamps would have to be available at the post offices on August 31, the Queen's birthday. Shipping the stamps to the colonies, or at least the first printings, would have to take place before July 1 for the Indies, and before August 1 for the other two, Surinam and Curaçao. This did not leave much time for designs, preparations of the printing material, choice of colors, and printing the first batches. Just four months.

Joh. Enschedé and Sons came to the rescue. It had already been decided that for these jubilee issues a portrait of the Queen was to be included, as well as the regnal dates "1898-1923", plus the names of the countries. The chief engraver of Enschedé, H. Seegers, not only engraved the various borders, but he must have designed these as well.

The famous Paris engraver H. Cheffer engraved the portrait of the Queen, based on a photo by the photographer H. Deutman from the Hague. Mr. Cheffer happened to be working on another order by Enschedé which he could easily put aside for the moment.

The border designs were chosen with care to distinguish

between the three colonies. The stamps for the Indies showed two "lions of Buddha", as they appear at the Boroboedoe in Central Java. Surinam had the palm trees which were characteristic for the agriculture there, while Curaçao finally had the emblems of the staff of Mercury and the anchor, both denoting business which was the mainstay of the Curaçao economy.

The best design, in my opinion, is that for Surinam; perhaps it is the off-centered portrait which plays a role in this. The one for the East Indies is somewhat subdued; the lions are "flat" in that they don't stand out at all. The design for Curaçao takes the middle position; it is neither good nor bad. The "modified Jubilee" designs — which were done by H. Seegers as well — were issued in 1927 for Surinam and in 1928 for Curaçao. The Curaçao design for these is an improvement over the original Jubilee design, but the doubled palm trees are slightly overwhelming in the Surinam stamps.

The choice of the denominations to be included in the three Jubilee sets was not too difficult far as the low values were concerned. The 5 cent was included since that was the rate for foreign printed matter up to 50 g. The 7 1/2 and 10 ct (Curaçao), the 10 ct (Surinam), and the 12 1/2 ct (Indies) were for single domestic letters. The 20 ct stamps were for foreign letters. The higher values of 50 ct, 1 gld, 2 1/2 gld, and 5 gld were shared by all three areas, except that Curaçao had no 50 ct stamp. Of course these high values were completely superfluous, but it seems that especially early in the 1920's the postal authorities had a very keen eye on what money could be made by selling stamps to philatelists. After all, this was the time when a highly placed PTT civil servant decided on his own to have Floating Safe stamps printed for Surinam and Curaçao!

The plates for the values 5 ct to 1 guilder for the East Indies were made for 90 stamps; the chosen format made the more usual sheets of 100 impossible. The values fl 2,50 and fl 5,- for that area were printed in sheets of 50. All denominations for Curaçao and Surinam were printed in sheets of 25, as was common at that time with engraved stamps for these two colonies.

After having printed the 2 1/2 gld and the 5 gld for the Netherlands Indies, Enschedé ran out of the cream-colored



paper, that was to have been used for the Jubilee stamps of all three areas. At least that is true for the larger format printing sheets that were required for the Indies, with their 90 stamps to a sheet. Enschedé sought and received permission to print the remaining values for the Netherlands Indies on normal white paper.

Below the printing details are given as from the History Sheets at "Zegelwaarden". Note that some denominations of Curaçao and Surinam stamps had a second printing in the Fall of 1923. The original order No. 313 of May 11, 1923 was followed by order No. 383 of October 18, 1923. Interesting too is the scattering of printing dates as must have resulted from the very short notice that Enschedé received. That is probably also the reason why several different line perforators were used; every half hour any perforating machine stood idle, Jubilee stamps were inserted. In this case we may also include the Jubilee stamps from the Netherlands itself with its eleven different perforations.

The Netherlands Indies and the Curaçao sets were demonetized per May 1, 1924 (D.O. H. 399, 1924); those of Surinam on July 16, 1924 (D.O. H. 529 bis 1924) All left-overs were destroyed on July 22, 1924.

Enschedé printed 45 different color proofs on both the white and the cream-colored paper, which proofs wound up in the PTT Museum in the Hague, via the Ministry of the Colonies. The stamp selected was the 5 ct of the Indies. After much soul-searching the colors for the various stamps were picked. To get somewhat personal, I totally abhor the bluish green chosen for the 5 ct value.

And to end on a personal note again, I still think that Mr. Seegers produced better Jubilee stamps than those designed for the Netherlands by Mr. van Royen's protégé.

1923 Jubilee Stamps of the Netherlands Indies.

printing date	value	stamps per sheet	sheets printed	sheets accepted	No. of sheets destroyed 22-VII-1924
30-VI -23	5 ct	90	103 600	93675	4576 and 42/90
19-VI -23	12 1/2 ct	90	100 000	95700	6642 and 85/90
2-VII-23	20 ct	90	25 500	23850	1485 and 44/90
2-VII-23	50 ct	90	6 500	6075	417 and 77/90
2-VII-23	fl 1,00	90	6 500	6200	573 and 52/90
19-VI -23	fl 2,50	50	2 800	2660	562 and 15/50
21-VI 23	fl 5,00	50	2 800	2400	308 and 35/50

1923 Jubilee Stamps of Curaçao control mark

31-VII-23	5 ct	25	C4 2800	2596	243 and 20/25
15-XI -23	5 ct	25	500	469	
31-VII-23	7 1/2 ct	25	C4 2800	2521	196 and 17/25
15-XI -23	7 1/2 ct	25	500	454	
31-VII-23	10 ct	25	C8 2800	2551	103 and 10/25
15-XI -23	10 ct	25	250	239	
31-VII-23	20 ct	25	C8 2800	2471	165 and 9/25
15-XI -23	20 ct	25	250	237	

31-VII-23	fl 1,00	25	C6 2800	2551	288 and 6/25
31-VII-23	fl 2,50	25	C2 2800	2621	415 and 24/25
31-VII-23	fl 5,00	25	C6 2800	2546	352 and 5/25

1923 Jubilee Stamps of Surinam

30-VI -23	5 ct	25	C4 2800	2500	168 and 22/25
15-XI -23	5 ct	25	500	463	
31-VII-23	10 ct	25	C8 2800	2626	366 and 11/25
15-XI -23	10 ct	25		479	
31-VII-23	20 ct	25	C4 3300	2281	162 and 24/25
15-XI -23	20 ct	25	250	229	
31-VII-23	50 ct	25	C6 2800	2546	160 and 24/25
30-VI -23	fl 1,00	25	C6 2800	2351	88 and 22/25
31-VII-23	fl 2,50	25	C6 2800	2496	289 and 16/25
31-VII-23	fl 5,00	25	C6 2800	2501	306 and 19/25

Acknowledgement: We thank Mrs. Y. de Meijier of the PTT Museum in the Hague for her assistance.

BOOK REVIEW

Speciale catalogus van de prentbriefkaarten "Voor het Kind" (Special catalogue of illustrated Child Welfare post cards). Published by the "Voor het Kind" study group. B/W illust., 110 pp, 15x21 cm. Code 92-11, ASNP price \$15.00.

Already since 1926 special illustrated post cards were sold by the same local committees that sold the Child Welfare stamps. From 1949 onwards the cards were (also) sold by the grade five students, who go from door to door each November, to take orders for stamps and post cards. Each of these cards has one or more characteristics whereby the card can be recognized as a Child Welfare card. Sometimes there are the words "Voor het Kind", or there is a square to indicate where the stamp has to go with a text like "Plak hier Uw Kinderzegel" (Put here your Child Welfare Stamp). Many have a small yellow heart with the words "voor het kind" around it. In 1926 only six such cards were issued, but presently the number is more typically around 32. As with stamps, there are many varieties, such as reprints and errors. The Christmas/New Year cards for a long time were printed in a Catholic and a Protestant version. The difference was only visible up front by the wish "Zalig Kerstfeest c.q. Nieuwjaar" or "Gelukkig Kerstfeest c.q. Nieuwjaar", respectively. Often, but not always, there is information on the cards as to who designed, printed and published them.

All this information and more is given in this first catalogue for this peripheral field. There are even price indications, ranging from 1 (= Hfl. 1,-) to 5 (more than Hfl. 10,-). There are more than 250 illustrations.

Of course, one does not need to be a stamp collector to collect these cards; in fact many just collect cards (of all kinds). Nevertheless, it is an interesting side area for those among us, who have a special interest in the entire "Voor het Kind" phenomenon.

Our congratulations to the Study Group "Voor het Kind" with this initiative.

F.R.

A TREASURE TROVE FROM SABA

by Jeffrey P Vadheim

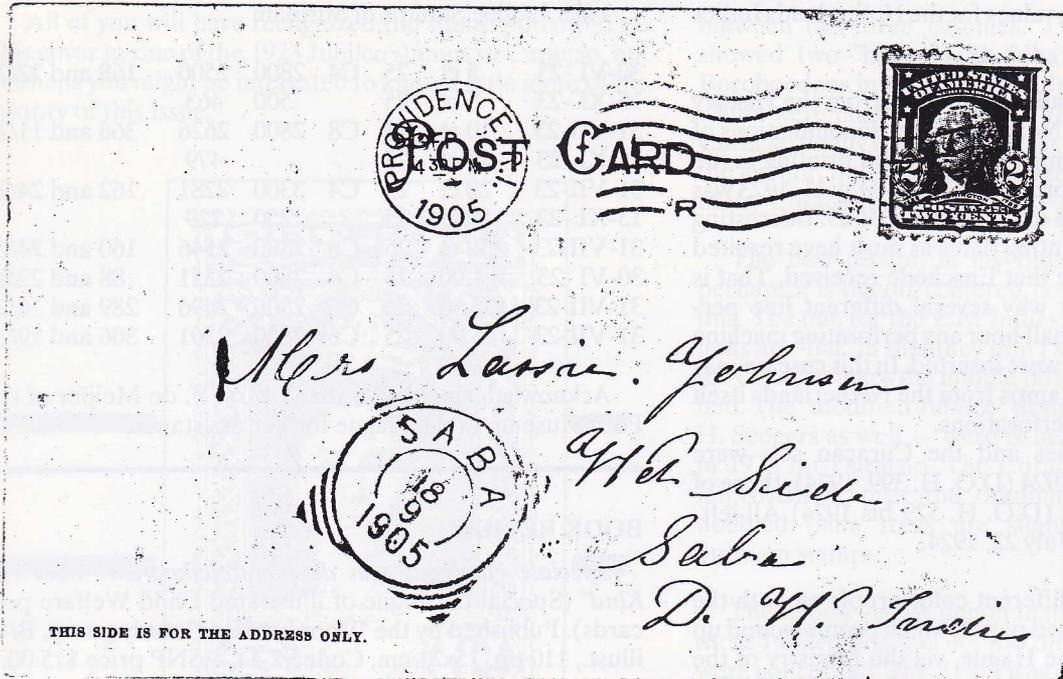


Figure 1. A 1905 2 ct post card rate with squared circle incoming mark.

We all dream of visiting our favorite area of collecting interest and discovering there an old trunk full of rare philatelic material unseen by any collector or dealer. I was

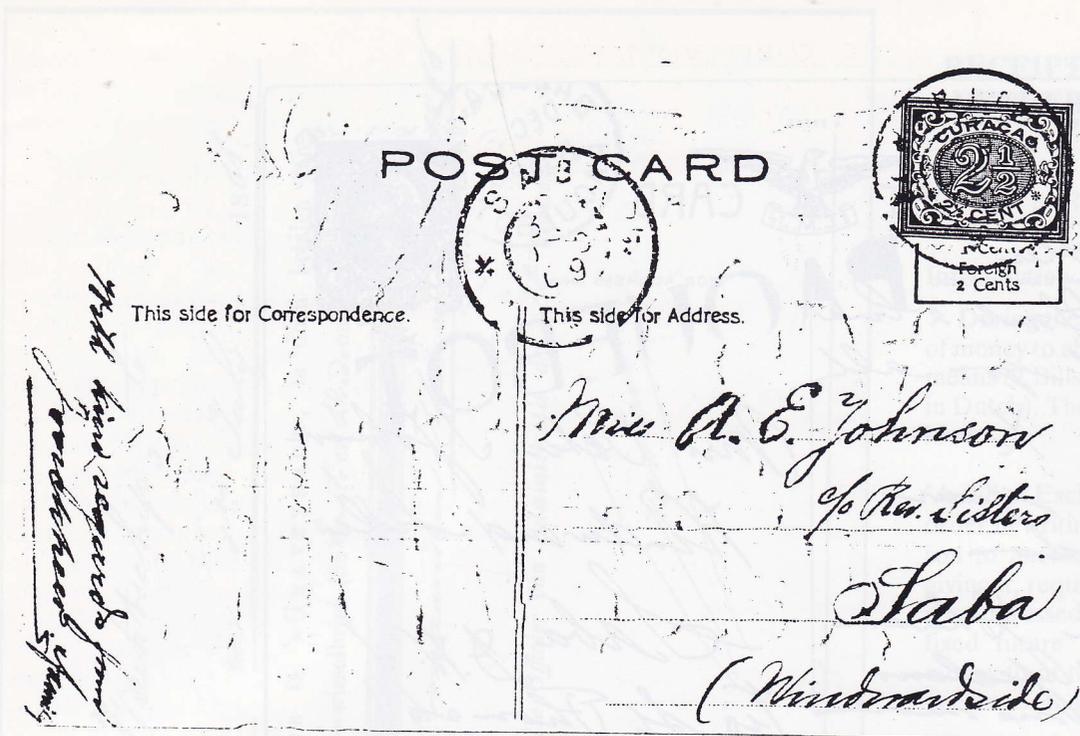
louvre. Suddenly I spotted a stack of picture post cards stuffed in between books and folders on his credenza. He



Figure 2. A 1910 2 ct US post card rate with large double circle incoming mark.

fortunate to do just that on my eighth trip to Saba in the Netherlands Antilles last year. I was visiting my friend, Will Johnson, who is the local newspaper editor and senator. I had brought his 15 year old son some early Curaçao issues to fill in his fairly advanced collection from my duplicates and both father and son were overjoyed. As we sat in Will's cluttered office in the back lower level of his home, I viewed the plunging cliffs across the ghaut that separates

Windwardside from Hell's gate and felt the refreshing Caribbean breeze stream in through the glass louvers. He explained that an elderly great aunt had died a few years earlier and these had come from her house when he had cleaned it out; she apparently never threw anything away. They had been tightly packed in a trunk and the majority of them had been spared of tropic rot. He had over 350 incoming postcards to Saba from various origins and with various markings. About 10% had an incoming receipt date from 1905 to 1910; after that time it seems the practice was discontinued. I culled out 37 cards from the pile that had any type of interesting marking or receipt



This article is illustrated with my favorite examples.
5.

Needless to say I look forward to my next trip to Saba when I can spend time with more of my friends, who might just possess the contents of someone's old trunk!. Anybody interested in Curaçao postal history, especially the five smaller islands, may write to me at the following address:

Jeffrey P. Vadheim
M.D.
2137 Nicolet Ave
Phoenix AZ 85020

Figure 3. A 1909 2 1/2 c Neth. Antillean post card rate from St Maarten with large double circle postmark and incoming mark.

mark with the idea of making Will an offer on them. The only two incoming Saba items I have in my collection had fetched \$90.00 each for their previous owners!. To my astonishment he presented me with my stack as gratitude for the stamps I had brought his son Teddy.

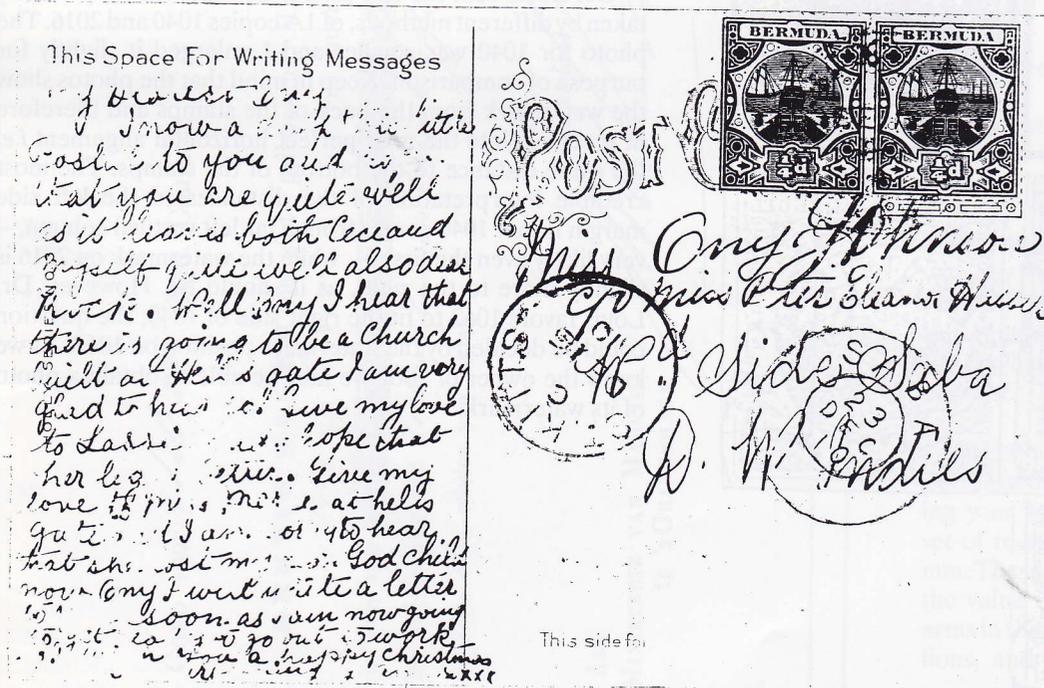


Figure 4. A 1910 1/2 d Bermuda post card rate with St Kitts transit mark and large double circle incoming mark (strengthened for reproduction).

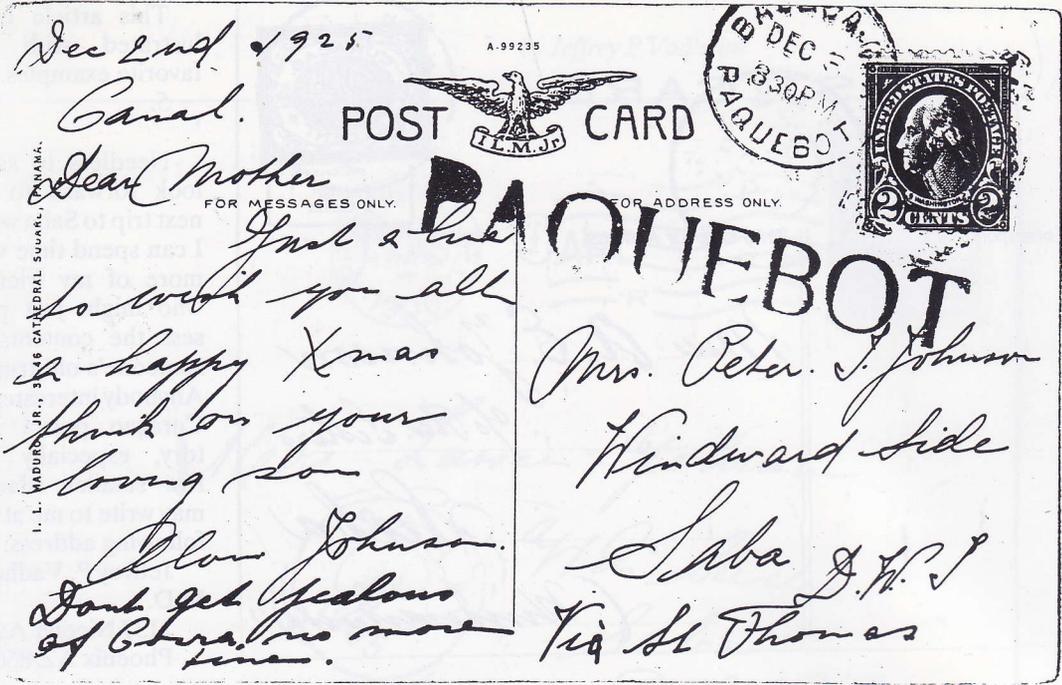
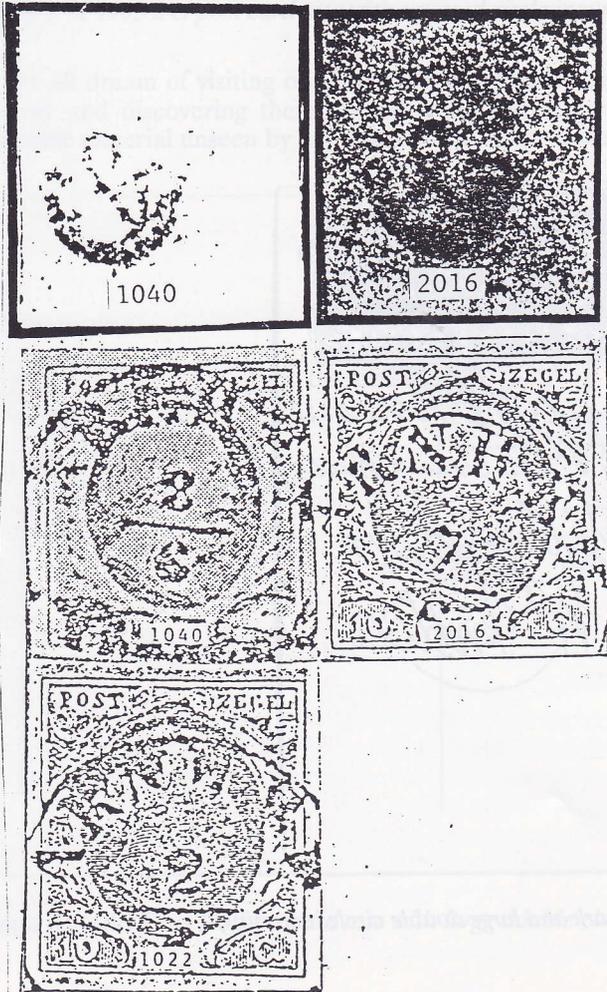


Figure 5. A 1925 2 c US post card rate from Balboa, Canal Zone, with paquebot mark.



MORE re: PLATE 1A OF THE 10 CENT 1852 ISSUE

by Fred L Reed

Dr. Louis sent me two photos of watermarks, probably taken by different methods, of 1A copies 1040 and 2016. The photo for 1040 was smaller and I enlarged it slightly for purpose of comparison. Keep in mind that the photos show the watermark from the back of the stamps and therefore in reverse. Note the near perfect horizontal alignment i.e. the same distance to the bottom of the stamps. The most credible interpretation of the distances to the left side margin is that 1040 comes from a far left vertical column, -- very likely even the first --, while the watermark on 2016 is slightly more to the right, as it should be. However, Dr. Louis favors 1062 to fit the right side of 1040; the question could be decided by the watermark position on 1062. As we know the owner of 1062 we may be able to obtain a photo of its watermark.

Aan boord Zr. M.
Wachtschip, te
Makassar den *1^{en} July* 1866.

GOED VOOR 126,27 1/2 Ned. Courant.

DER TIG DAGEN na zigt, gelieve het MINISTERIE VAN MARINE te 's GRAVENHAGE, te doen betalen aan
my de loon
de som van ~~126,27 1/2~~ of order, tegen dezen mijnen *Wisselbrief* (de *Sorte* en *Wissel* betaald zijnde),
ter voldoening van *officianten, waer maanen Mei en Junij 1866* Ned. Courant,
blijkens mijn advies van leden.

Gezien
De Kommandant
M. de Koning
Aan
het MINISTERIE VAN MARINE
te 's GRAVENHAGE.

De Officier van Administratie der 2^e klasse,

1000000

N^o. 85.

RECEIPT STAMPS OF THE NETHERLANDS EAST INDIES

by Richard Wheatley

Introduction

During the 19th century the transfer of money to abroad was usually done by means of Bills of Exchange (*Wisselbrief* in Dutch). The legal definition is as follows:

"A Bill of Exchange is an unconditional order in writing, addressed by one person to another, signed by the person giving it, requiring the person to whom it is addressed to pay on demand or at a fixed future time, a sum certain in money to or to the order of a specified person, or to bearer."

At first there was no charge for Bills of Exchange as the document was a plain affair. Figure 1 illustrates this admirably; it being a 30 day Bill of Exchange issued by the Ministry of Marine in 'sGravenhage, to be paid at Makassar on the 1st of July 1866, for Dfl. 126,27 1/2, this being the salaries for the officers of a naval guard ship on duty there. The document is signed on the reverse a day later, because the 1st was a Sunday!

The Receipt Stamps

Receipt stamps (*Plakzegel* in Dutch) were first issued in the Netherlands in 1875 for use as a receipt for sums of money. They were long and narrow (48x24 mm), imperforate, grey in color, with the Royal Coat of Arms in the center. The low values up to 5 *Gulden* had this center part printed in blue, whilst for the higher values it was printed in carmine.

In 1885 these stamps were issued perforated, being replaced the following year by a more conveniently-sized set of receipt stamps, measuring 32x24 mm. These were printed in carmine with the value in black, the central coat of arms in this instance is supported by two lions, and as with the previous issue,

Figure 1. 1886 Bill of Exchange for salaries of naval officers on board the "Wachtschip" at Makassar.

they are to be found with various comb perforations.

All of these stamps were produced in typography by J. Enschedé & Sons in Haarlem. Their use in the Netherlands was according to the value of the Bill of Exchange to which the stamps were affixed at the time of encashment, at the following rates:

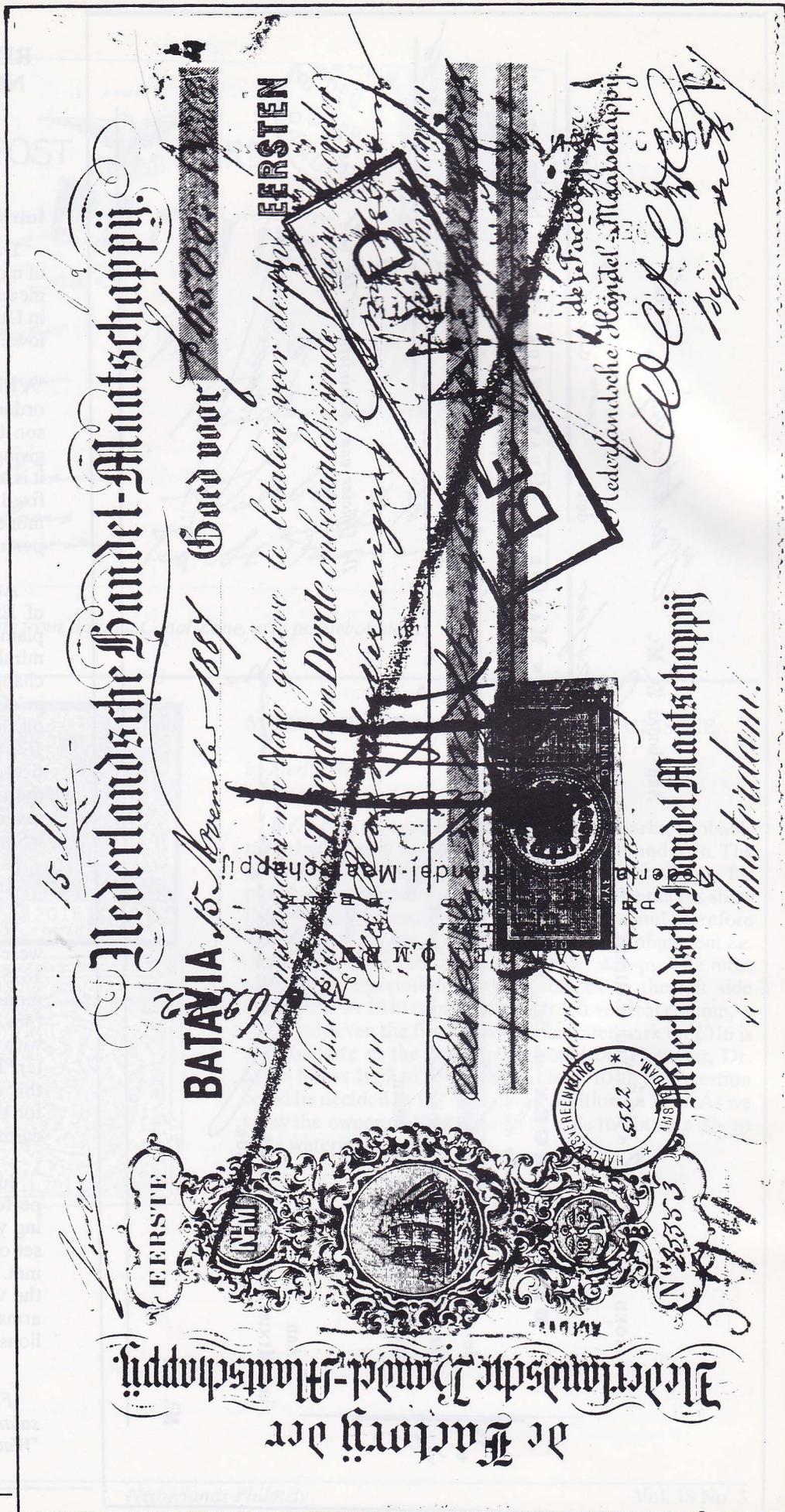
Up to Dfl. 500,- : 5 cent per Dfl. 100,- or part thereof

Over Dfl. 500,- : 25 cent per Dfl. 500,- or part thereof

In the 1880's the Netherlands Indies Government started to raise revenue from *Wisselbrieven*. The one illustrated in Figure 2 has a 20 mm diameter uncolored stamp embossed on it, which has in the center the Royal Coat of Arms, "VIJF CENT" at the top, "5 ct" at the sides, and below "ZEGEL VAN NED INDIE". It is interesting to note that later in that same year, another Bill of Exchange did not have this embossed stamp printed on it; instead it had the Netherlands Indies 5 cent Receipt stamp affixed. See Figure 3.

The first Netherlands Indies Receipt stamp was a hand-me-down from the Mother country; the surplus stock of the 5 cent 1885 perforated stamp was overprinted in black "NEDERL.INDIE" and re-issued in the Indies in 1886. Various comb perforations were employed; I have recorded 13 1/2:14, 11 1/2:11 1/2, 14:11 1/2. In 1893 this stamp had the value indication overprinted with a black block numeral "10". The fee charged had been increased in that year, for the following year a new 10 cent stamp appeared in the 32x24 mm format, similar in design to the

Figure 2. Imperforated Dutch Receipt stamp of Dfl. 3,25 on a 1887 Bill of Exchange for Dfl. 6500,-.



Dutch one, but in a grayish color. Many perforation sizes exist; I have recorded 12 1/2:12 and 11 1/2:11 1/2.

Ten years later, in 1904, the stamp was re-designed, with the word "DEN" now appearing at the left hand end of a blank tablet, in which the date could be written by hand. The color is a drab orange and so far I have only recorded perforation 12 1/2:12. Various values exist; I have 10 cent and 2 Gulden.

After WWI there was much overprinting of stamps in the Netherlands Indies and the Receipt stamp did not escape the ever eager printers. In 1920 the *Landsdrukkerij* overprinted the 1904 10 cent stamps with a black numeral "5", and in 1921 the 15 cent of the 1904 set received a black numeral "10", this time applied by the *Topografische Dienst*.

This is as far as my knowledge goes on these stamps. For information after 1921 see *Netherlands Philately* Vol 17, No.2, page 23.

Figure 3. A 6 month Bill of exchange in 1887, the Netherlands Indies fee being paid by the 5 cent stamp; the Dutch 15 cent perforated stamp paid for the Dfl. 250,- being transferred.



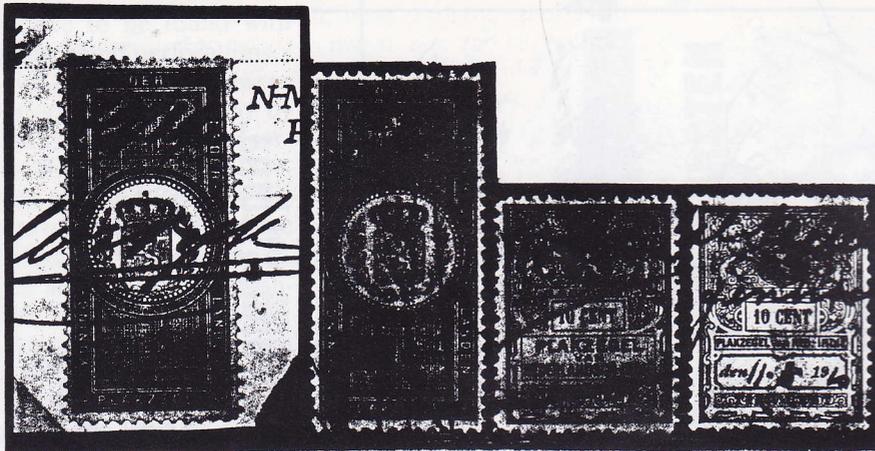


Figure 4. Figure 4. The Netherlands Indies Receipt Stamps of 1886, 1893, 1894, and 1904, respectively.

BOOK REVIEWS

Nederlandse Postzegels van 1990 (The 1990 stamps of the Netherlands).

Code No. 91-15. ASNP price unknown.

We have been remiss in not earlier reporting about the latest additions in this well known series on the background, the design and the technical specifications of the stamps issued during a specified year. Our previous review, regarding the stamps of 1989, reported on the very limited availability and the very strange design and graphics of that particular book. Now we seem to be back in the familiar grove. With 100 color pages of the usual 17.5x25 cm (7x10") format, and an essay to start the book we are back to the familiar. Even the quality of graphic design is up to the very high quality of before, be it without the reader having to make all the sacrifices as in the book on the 1989 stamps. Designer Allard Boterenbrood did an outstanding job.

The 20-page essay by Coen Peplinkhuizen by itself justifies the book. He is an Orientalist and his story is about the ritual dispatches to the Gods as (still) practiced in China. The relation with stamps? Well, part of the ceremonies seems to be the sending of letters to the Gods, and now we are back to the *raison d'être* of the PTT. The remainder is filled with sketches of designs and other interesting background. Remember, this was the year of the *Hortus Botanicus*, Vincent van Gogh, Rotterdam, the VOC, the 4 Queens and the Pandora box Child Welfare stamps, to mention a few.

As per usual, highly recommended, if you can still get it.

F.R.

Het veranderde gezicht van de briefkaart (the changing appearance of the post card) by C. Stapel. Color ill., 35 pp, 21x21 cm, Philatelie/Bosch & Keuning (1992). Code 92-10, ASNP price \$ 7.50 post paid.

This is the reprint of a series of articles by C. Stapel that appeared in the *Maandblad voor Philatelie* during 1991. Even if you have a subscription to the *Maandblad*, we still recommend that you purchase this booklet. Thanks to major subsidies from various sources, this book is available at an unusually low price. It is a beaut of a reference work, with all the types of post cards illustrated in full color. The connecting text is very interesting too, with a lot of detail on the historical development. The author had access to all the relevant archives. Stapel is also a good *raconteur*, and you will find it difficult to put down the book once you have started reading it.

Once you have finished reading, you will feel the irresistible urge to set up a collection of Dutch post cards, following the ideas which Mr. Stapel has so carefully and skillfully outlined for us.

Highly recommended

F.R.

WHY I STOPPED COLLECTING NEW ISSUES OF THE NETHERLANDS

by Paul E. van Reyen

Unfortunately, many countries in this world have long ago discovered how profitable it can be to issue stamps; not exactly because they have large populations which write many, many letters, but strictly for the collectors of stamps. I am sure many of you can name a few such countries, many of them in the Caribbean, among which can be found the Netherlands Antilles, a former colony of the Netherlands.

Many years ago I gave up on the Netherlands Antilles. At the time I tried to explain why: Too many issues with most of the values in a set having nothing to do with the prevailing rates; too many high values; too many miniature sheets, which surely were not going to be used on ordinary mail or business mail; too many gimmicks such as the infamous sheets of 50 stamps consisting of two blocks of 25 facing in opposite directions.

When in November last year I saw the list of proposed stamps of the Netherlands for 1993, I finally saw that the Netherlands, which had not been a slouch up to then in issuing more and more stamps each year, finally had joined the Antilles on that path of issuing stamps for the philatelists rather than for the legitimate postal use by the population. The only solution, of course, was to stop collecting the "special" issues of the Netherlands. The other "solution" that consisted of writing letters to the Dutch PTT urging them to reconsider their issuing policy — pointing to the USPS which, under a new Head, had decided to cut down on the 150 or so stamps that were issued in 1992 — did not work, of course. Because once the postal authorities realize how much money can be made by selling stamps to collectors for which they'll never have to perform services, it is almost impossible to stop.

When the Netherlands had reached the point where, on average, each month saw a new issue (in fact, two months with nothing but also two months with two issues), I wrote to the Dutch PTT to point out where all this was leading. The only answer I received was that the Netherlands, compared to some other countries, was not doing all that much issuing. Of course, I am sure that there are some countries that issue even more stamps than the Netherlands, but even so, this is a feeble excuse.

They — the Dutch PTT — have other excuses; they say that there are so many requests from all kinds of organizations to "honor" them with stamps that many more stamps could be issued than is presently the case. Perhaps so, but was is really necessary, to "honor" the Labor Union of Dutch notaries with two se-tenant stamps in the sheets? Or was this done to create all kinds of interesting "combinations" for us, philatelists?

The Dutch public was also clamoring for these "wish" stamps, according to the PTT. Something different to put on their birthday cards and other wishes. Well, the wish stamps indeed appeared, early in 1993, in a sheetlet of ten in which the stamps at 70 ct are arranged head-to-toe in both

directions, creating even more "combinations". And one cannot just buy one or two of these stamps; no, one has to buy the whole sheetlet at seven guilders. That is, explained the PTT, for the convenience of the customers. This way, they don't have to go to the post office as often. Naturally, it never occurred to the PTT that if one million sheetlets were bought by philatelists to be put away in collections and stock books, it would mean that they would have a neat profit of seven million guilders, minus the cost of printing and distributing the stamps sorry, the sheetlets.

And then, supposedly fulfilling a wish of many years to have **butterflies** on Dutch stamps, the population got their "Spring" stamps, with a promise that next year another "Spring" set would be issued, and so on. What a surprise, however; not only was a value of 1,60 guilders never announce beforehand, but this value appeared singly in a sheetlet. I am sure this value will be extensively used on business mail ... no, I am sorry, philatelic mail. The fact that this f 1,60 sheetlet was kept from the public to the last moment seems to point to a "sneaky" attitude on the part of the Dutch PTT, and that we do NOT need. (On the other hand, perhaps the PTT was somewhat embarrassed by so closely copy-cattng the Netherlands Antilles, and that could be a good sign.

As you can see, the only solution was to stop collecting all this nonsense, and concentrate on previous issues, many of which could do with a write-up. Did you know, for instance, that the Juliana Regina set is very poorly documented in English? Other issues may be due for some re-examination too.

All this is not, repeat not, a call for a boycott of Dutch stamps. After all, you collect what **you** want to collect and don't let anybody, including me, tell you what to collect. I merely wanted to explain why I myself, after propagating the Netherlands and former colonies as a nice collecting area, finally have given up on these issues. In the past I never bought less-than-perfect stamps (unless I was "cheated" at an auction that I did not attend in person), because I wanted to save my money for really good stamps. By not buying the new special issues of the Netherlands I am basically doing the same thing.

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THE LAREN PROVISIONAL RE-REVISITED

Frans H.A. Rummens

Recently our long-time member Charles Sacconaghi sent me a photo copy of the Netherlands post card shown below. It is a rare used copy of the so-called Laren Provisional. Note the date 27-VI-1945; these were very irregular times. Laren (a small town approximately between Amsterdam and Utrecht) had just been liberated, less than two months ago. The local postmaster, without any authorization, had a stack of 7 1/2 cent post cards locally overprinted "5 CENT" along with some flowery decoration, because he was short of 5 cent cards and could not get them from the PTT authorities. It is estimated that perhaps 1000 cards were overprinted. Since they sold from a post office and since a few USED ones have survived, the overprint is officially recognized and the Geuzendam catalogue does mention them under number 224-P. Those used cards that survived are almost all from a gossip girl called Anna to

her Aunt in Blaricum, the next-door village. Most of these are dated early July; the present card is unusual because of its relatively early date (see also *Netherlands Philately Vol. 2, 1976, pages 26-7 for one of these cards from the same source, but dated 2-VII-1945*).

These post cards are also real time capsules. In the present one Anna tells that her landlady had gotten a tin of cocoa from a Canadian soldier and that she (Anna) had gotten a delicious cup of hot chocolate. She also tells of another girl that had gone to a party with a couple of Canadian soldiers and who had not come home till early morning, "where her father stood waiting, snorting like a bull". "All the girls have gone stir crazy" Anna comments. "What is the world coming to?" Anna herself is bed-ridden by a leg wound (war action?), which may explain her virtuousness.

With thanks to Charles, who dug up this card at a show in L.A.!

