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FROM THE EDITOR

As Journal editor we did not have any reason to complain in the last two, three years. We had even an impressive backlog of articles to draw from. All that is left is not even enough to fill the December issue. So, once more, we issue a call for contributions for our Journal. We especially like shorter contributions of which there have been a fair number in recent issues. Did you not think, once and a while: "I could write such a story"? Probably you could, so, try it! We will back you up with all our editorial resources such as translating, editing, finding a suitable illustration or finding the pertinent literature. Do you have just an idea? Send it along and we will try to concoct a story line around it.

After having regaled us on the early history of the air connections Holland to Netherlands East Indies, Martinus Verkuil now tells us the story of the KPM, the shipping line that used to ply the waters of the Netherlands Indies. This should be welcome to all of us who have already some of these KPM postmarks and did not quite know what to do with them. This is easy reading!

We have a second N.E.I. story by Richard Wheatley, from our sister organization in Great Britain. The "broken ring" cancel of Weltevreden still has many question around it, but Richard has done a super job in getting all the known facts together, and in debunking some of them. Richard has a special interest; his house near Leeds is called "Weltevreden"!

Larry Rehm presents his second article in the series about Child Welfare stamps. This time it is the 1925 set, the first of the provincial coat of arms sets. This set is also important, because it is the first which also exists in syncopated perforation, which in turn leads to POKO perfins.

It is not often that we call a book review to your attention on the editorial page. This is the exception, because we received the first instalment of an exceptional book, the *Handboek Postwaarden Nederland*. It is a very lengthy review and that too was warranted by the occasion.

A few smaller contributions (much like what we asked for above) fill out this issue.

Frans Rummens

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THE ROYAL DUTCH PACKET COMPANY.

by : *Martinus Verkuil*

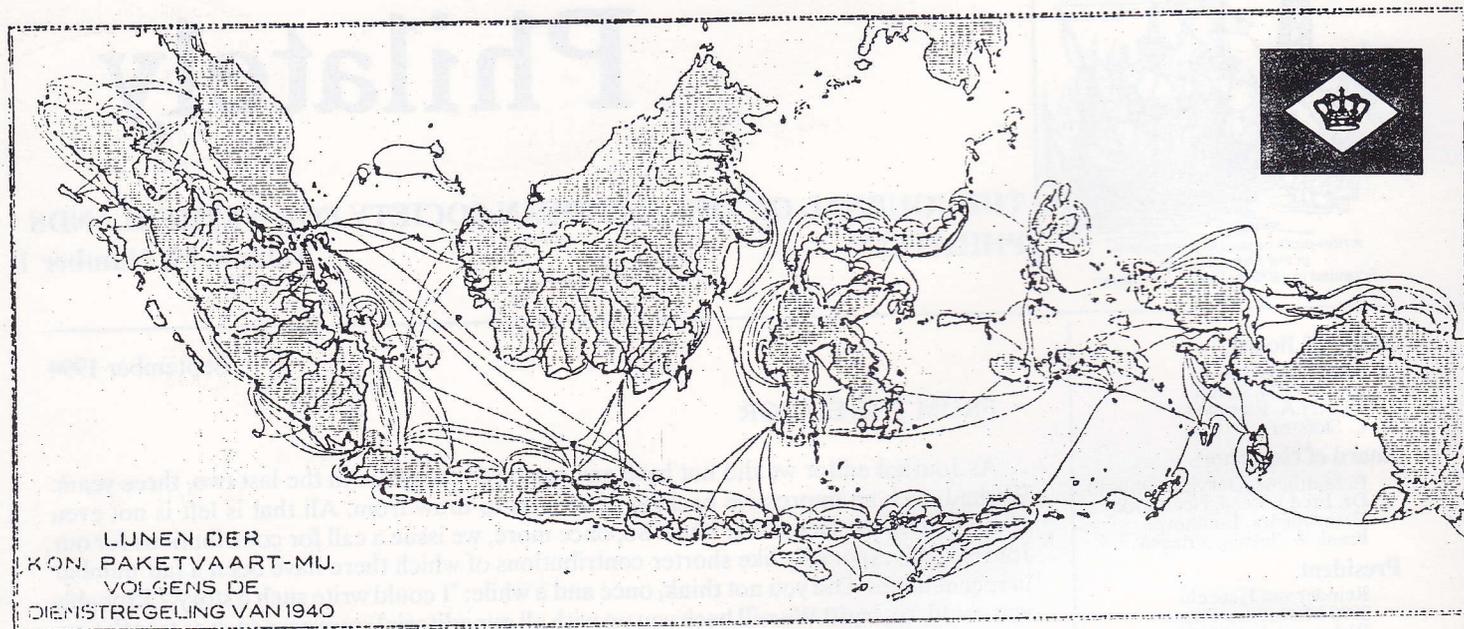


Fig. 1. Map of the Netherlands East Indies with the KPM lines as of 1940.

INTRODUCTION

Upon the initiative of several well-known and well-respected Dutch shipowners, bankers and plantation owners a Committee was established in 1887. This Committee was charged with the development of plans and to start preparations towards the founding of a Dutch shipping line, which would have her terrain in the Dutch East Indies Archipelago.

Already in 1888 the official Charter was notarized. His Majesty King Willem III awarded the predicate "Koninklijke" (= Royal) to the young Company so that the official name became "Koninklijke Paketvaart Maatschappij" (KPM).

The KPM started with great energy. Orders were placed for the building of a great number of ships that were suited for the tropics. Harbors and anchorages were built or improved all over the Archipelago. Contacts were made with Dutch, Indonesian and Chinese shippers, *et cetera, et cetera*. One might well say that within two years the KPM, its ships, the crews, the organization along the routes and the agents all over the islands were ready to begin with great enthusiasm their extensive task on January 1, 1891.

SHIP'S CANCELS

From 1891 to 1957 – interrupted only by the war 1942-1945 – the KPM was charged with the transportation of passengers, freight and mail in the Netherlands Indies' waters. During this period the KPM used more than 200 (*) larger and smaller ships for the servicing of a dense network of regular lines between the many islands. In ac-



Fig. 2. Principal Agent Jonkheer L.P.D. Op ten Noort, first Managing Director of the KPM in the Indies.

(*) ASNP members who are interested in a list of all ship names and the types of cancels used on these, may contact the author for a copy: M. Verkuil, Niftarlakerstraat 1, NL-3621 GT Breukelen, the Netherlands.

S.S. SEGAH



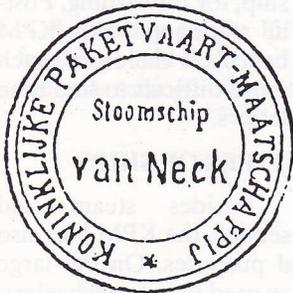
Straight-line



Oval with abbreviated text



Oval with additional text



Large circular



Oval: Post WWII



Round: Post WWII

Fig. 3. The seven most important types of cancels used by the sub-post offices on board of the KPM ships.

cordance with the contract with the Netherlands Indies authorities the mail was carried in closed mail bags. The mail itself bore no external mark of this transport by a KPM ship. This changed in 1912, though, when per April 1 of that year a new contract went into effect between the KPM and the PTT. From that date fully functional sub-post offices were created on board of all KPM ships in service. This meant that crew and passengers could henceforth post their mail on board. Even the general public could do this on board of ships that were in port.

For the cancellation of the franking stamps, the PTT supplied the KPM ships with a "naamstempel" or "langstempel", a linear cancel consisting of the name of the ship. This was strictly a one-time deal; the

KPM had to take care of replacements and of cancels for newly commissioned ships. After these first official PTT "langstempels" quite a number of types of cancels were used, each with variations in size, letter type *et cetera*. For this



BRIEFKAART - CARTE POSTALE - KARTOEPOS

ADRES ADRESSE

Monsieur

le Docteur

J.J.M. van Bergen

10 - Rue Sommeville

COMBS - LA - VILLE (S&M)

France

Afz. H. Stovil
Amboina. N.O.I.

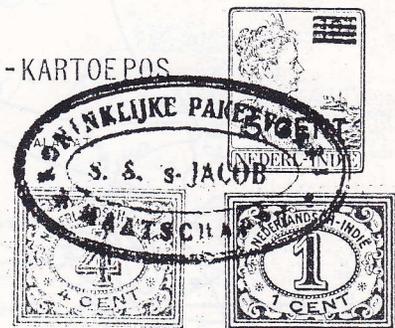


Fig. 4. Post card with KPM ship name cancel

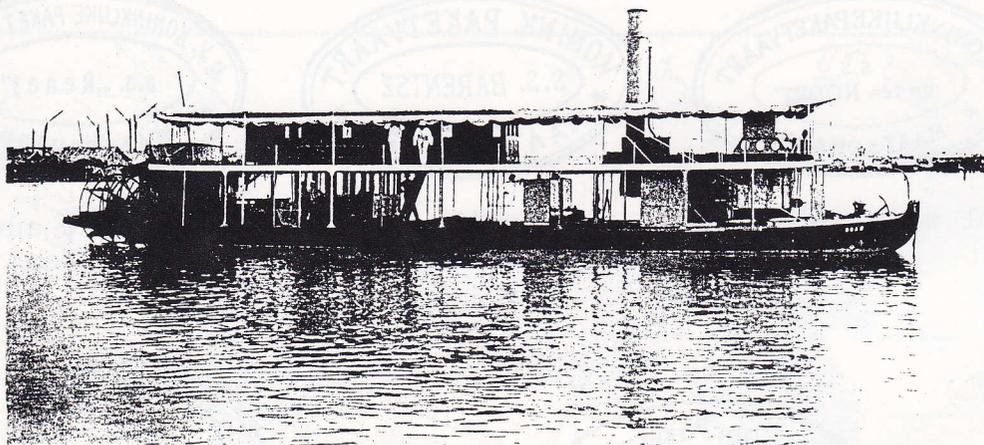


Fig. 5. The sternwheeler "Ogan"

reason the collection of KPM mail is a very interesting hobby.

The most important types of ship name cancels, such as used by the sub-post offices on board of the KPM ships, are shown below:

Besides steam and motor ships for the normal line service, the KPM had also some smaller vessels for special purposes. On the large rivers of Sumatra and Borneo they used five sternwheelers. Between the Batoe Islands and Padang the motor launch "Nias" went to and fro on a daily basis. The tug boat "Straat Laoet" did the same between Borneo and the island Poelau Laoet. Covers with the cancels from these little vessels are rare.

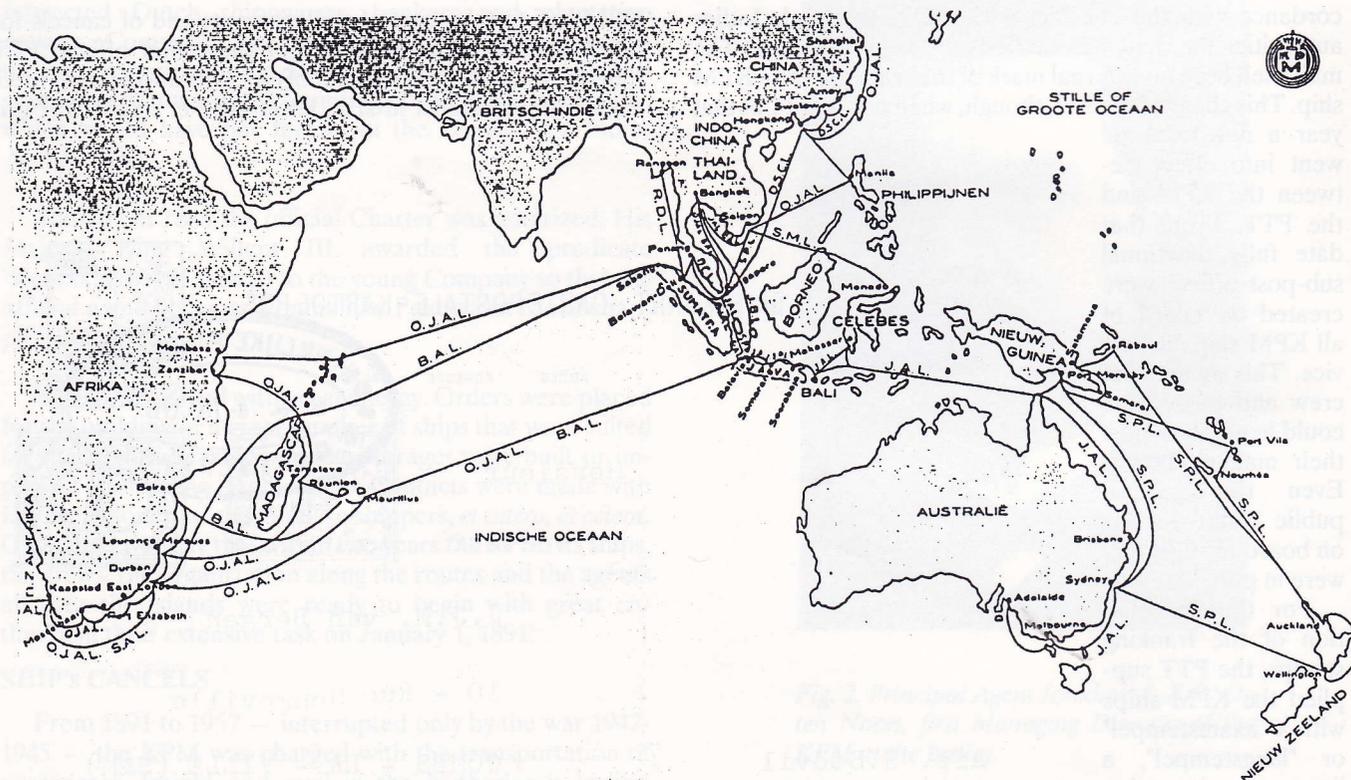


Fig. 6. Map with the Overseas Lines.

The sub-post offices were not allowed to handle registered mail, express mail and insured mail. On board they had only Netherlands Indies franking stamps; postal stationery was not available. They were allowed to process postal stationery when presented to them, though. This happened particularly in smaller ports, where they could be hand delivered on the ship, for forwarding. Postal stationery with KPM cancels is therefore much more difficult to find than letters.

TYPES OF SHIPS

THE OVERSEAS LINES OF THE KPM

Apart from maintaining a dense network of regular line services within the Netherlands Indies Archipelago, the KPM from 1908 onward started the following overseas lines:

- 1908 J.A.L. Java-Australia Line
- 1910 J.B.L. Java-Bengal Line
- 1915 D.S.C.L. Deli-Straits-China Line
- 1916 R.D.L. Rangoon-Deli Line
- 1928 S.M.L. Saigon-Menado Line
- 1930 S.P.L. South Pacific Line
- 1932 O.J.A.L. Orient-Java-Africa Line
- 1932 B.A.L. Bangkok-Africa Line
- 1939 S.A.L. South Atlantic Line

According to the UPU regulations mail with foreign franking could be posted on board of the KPM ships on the overseas sailings. This mail was treated the same way as the

Netherlands Indies mail, as described before.

The most difficult years in the history of the *Koninklijke Paketvaart Maatschappij* were undoubtedly the war years 1942-1945 during which many ships were lost. Perhaps equally difficult were the post war years 1945-1957 when the whole organization had to be rebuilt.

In the mean time Indonesia acquired her independence in 1949 and it became ever more difficult for the KPM to carry out its Charter. Because of serious political difficulties between the Netherlands and Indonesia, the KPM in 1957 felt obliged to withdraw its ships from Indonesian waters. They were all moved to Singapore where most ships were sold. A few were used in Dutch New Guinea.

By liquidating most of her ships the famous and familiar name of *Koninklijke Paketvaart Maatschappij* disappeared from the waters of Indonesia, Asia and Africa. The *Maatschappij* itself was absorbed by the *Nedlloyd* in 1966.



Fig. 7. Cover with Strait Settlements franking and KPM cancel

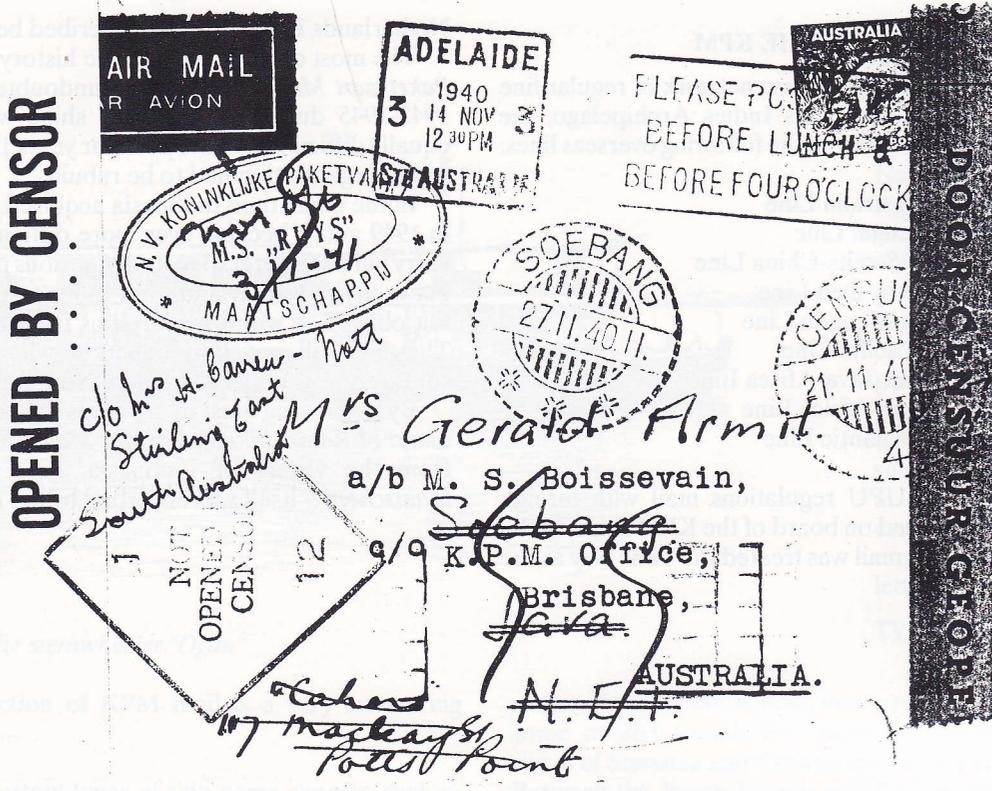


Fig. 8. Cover from the war period 1940-1945



Fig. 9. Cover from the post WWII period

THE N.E.I. BROKEN RING CANCEL

by: Richard Wheatley

INTRODUCTION

One of the rarer postmarks from the Netherlands East Indies is the Broken Ring Cancel, which has eight arcs forming a 17 mm diameter broken ring. See figure 1. It was used only at Weltevreden in 1885. Its origin and usage are shrouded in mystery, so, in this article I have collated all the information known to me, along with some conclusions and questions.



Figure 1. The Broken Ring cancel

WHAT HAS BEEN WRITTEN

The earliest reference to this cancel that I have found is in the 1930's book by J. Beer van Dingstee (1) where he says that it was in use at Weltevreden circa 1885 and "...perhaps this mark was an indication that the letter should be sent by rail, just as in the Netherlands where a similar cancel was used".

Next comes the reference in the book by P.R. Bulterman (2), which I have translated as follows: "In 1885 there was an experimental broken circle cancel used in Weltevreden; it is known for the months of February till June. Color black and violet on emission Willem III and first and second emission postage due. The cancel also is found frequently on stamps with gum, including postage due and on the fl. 2,50 Willem III. It has also been postulated that, rather than an experimental cancel, it was used as an emergency in stead of the "puntstempel".

Finally, in the new book by Mr. R.A. Sleeuw (3) we find

the following: "In the months February to June 1885 the Post Office at Weltevreden used a cancel that Bulterman calls an experimental cancel. The reason for its use is not known. Is it an experimental cancel? Or an emergency cancel? The cancel is known on the King Willem stamps 10 ct to fl. 2,50 in black or violet. Recently seen on a cover franked with a 25 ct stamp and dated ? 9 1885. A forgery?"

All three authors quoted illustrate the same cancel mark.

POSTAL ITEMS

In theory this cancel could be found used on all the postal items that were in current use, plus those that had not yet been demonetized by 1885. This list is quite extensive, for not only does it include the first issue, there is also postal stationery.

- 1864/8 10 cent first issue. NVPH Nos 1 and 2 (4)
- 1870 King Willem set, apart from the 30 ct. NVPH 1-13, 15-16.
- 1883 Numerals, 2 and 2 1/2 ct only. NVPH 18 and 19
- 1872 First Postage Due set, all. NVPH P1-P4
- 1882 Second Postage Due set, all except 30 and 50 ct. NVPH P5-9, 11, 13

Postal stationery envelopes. Geuzendam 1-6 (5)
Postal stationery post cards, Geuzendam 1-7

KNOWN USAGE

Listed below are the covers known to me. The list has been compiled after ploughing through magazines, books and Dutch auction catalogues of the last few years. Apart from the last item, all these covers have the small round Weltevreden despatch mark. This despatch mark was not supposed to be used for the cancelling of stamps on letters, this function being left to the "killer" type "puntstempel".



Figure 2. 1885 registered cover

TABLE I KNOWN COVERS

Despatch	Source	Destination	Franking
3-2-1885	Bulterman(1) route mark NED INDIE OVER BRINDISI	Netherlands, Arnhem	25 ct pos env G3
17-2-1885	Hardjasudarma(6) route mark NED INDIE OVER BRINDISI	Netherlands, Haarlem	25 ct pos env G3
10-3-1885	Wheatley (Figure 2) envelope G3 plus 10 ct No. 9. NED INDIE OVER NAPELS	Netherlands, Haarlem	25 ct postal
10-3-1885	Postmerken '91 Frame 213	Sumatra	10 ct No. 9
29-4-1885	Ned P Veiling (7) 5/88, lot 4469	Java, Semarang	10 ct p. env. G5
20-6-1885	Ned. Pos. Veiling 9/89, lot 4675	Java, Pekalongen to a Chinese Captain	10 ct No. 9
28-8-1885	Ned. P. Veiling	Netherlands, Den Haag to a Corporal	25 ct No. 13
No date	Hardjasudarma ? Pronounced a fake by P.R. Bulterman		25 ct p. env. G3

I only have one stamp with this cancel. It is a King Willem III 50 ct perf. 12 1/2 : 12, No.15F, with the mark in black. These particular stamps first appeared in 1883, so it is in the correct period. (Note from the Editor: we have a 25 ct dull violet W III, perf. 12 1/2:12, No.13Fa with the Weltevreden mark. It is not known when this dull violet variety came into use)

**SURVEY OF NO. 1
"PUNTSTEMPELS"**

Bulterman in his book mentions the possibility that the broken ring cancel was used in an emergency in place of the *puntstempel*. Therefore I have looked at the definitive article by Bulterman (8) on these cancels.

Puntstempel No. 1 was used exclusively at Weltevreden; type 1 from 1874-1882 and type 1a from 1883-1887. Over the years 1887-1893 types 4, 5 and

Loose stamps are just as hard to find, for I could see only two lots in the catalogues of the Nederlandsche Postzegel Veiling and these may have been the same items re-offered! I found:

March 1990, lot 7334, Emergency cancel of Weltevreden on six different values of the 1872 (*sic*) issue.

April 1992, lot 337, Stamps Nos. 8, 9, 12, 13, 15 and 16, all with Weltevreden broken circle, mixed condition.

6 were used and types 2 and 3 were in use for 1892 and 1893. These cancels were only recorded in black ink; their use was discontinued in 1893. See figure 3.

CONCLUSIONS AND QUESTIONS

1. None of the recorded covers bears a *puntstempel*, so the broken ring cancel does indeed appear to have been used in stead.

2. As the covers have different destinations, both domestic and abroad, the broken ring cancel must have been applied at Weltevreden.

3. The period can now be extended: from February 3 to August 28, 1885. Can any reader confirm or extend these dates? And, are there any covers in existence from Weltevreden cancelled with a *puntstempel* No. 1 during this period?

4. The illustrations of the No. 1 *puntstempel* reveal how it deteriorated over the years. From 1874 to 1887 there was at any one time just one of these cancels available. Could it be that in 1885 that one cancel was being repaired and that the broken circle cancel was made and used in this emergency? This could have been the case, for the post office, having realized what had happened in 1885, introduced three more No. 1 *puntstempels* in 1887 and a further two in 1892!

Continued on page 13

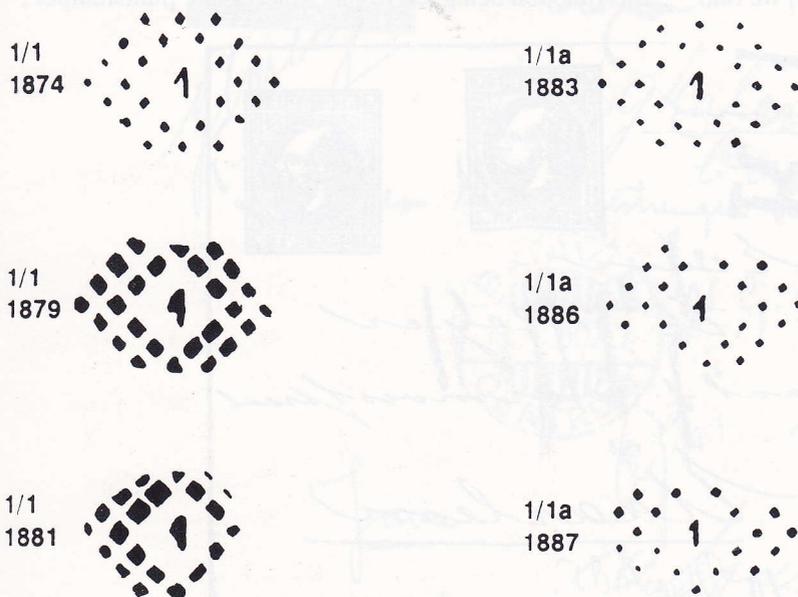


Figure 3. Weltevreden *puntstempels*

1925 "Voor het Kind" For the Child

NVPH 166-168, R71-73

by: Laurence H. Rehm

This is the second in the series on the early *Voor het Kind* issues. This set is notable as it is the first which was issued in both normal and syncopated perforation.



2 + 2 ct Green and yellow	966,407
7 1/2 + 3 1/2 ct Purple and blue	740,236
10 + 2 1/2 ct Red and yellow	1,406,350

Figure 1. The three Child Welfare stamps of 1925, with numbers sold, syncopated perforations included.

The stamps were issued on December 17, 1925 and they remained available until January 16, 1926. The end of validity was December 31, 1935.

Printed by Enschedé, using the photogravure process. The paper is without watermark; printing was in sheets of 100, 10 rows of 10. Comb perforation 12 1/2. Designs by Anton Molkenboer. The surcharge (not shown on the stamps) was to the benefit of the Netherlands Society for the Protection of Children. The net yield amounted to Hfl. 77 356,77. This is an increase of more than 36% over the proceeds from the first (1924) set.

This 1925 set is unique in that there is a small cross above the end stamps in the top row and below the end stamps of the bottom row.

On the 2 ct stamp these crosses are green; they are purple on the 7 1/2 ct and red on the 10 ct stamp

The purpose of these crosses is not clear, but most likely they have some function in registration, since this is a two-color set. Normal register marks would have evidence of two color crosses superimposed, but these are definitely one color only.

This is the first of three year sets featuring the coats of arms of the provinces. In the present set we have:

2 ct North Brabant; depicts the Brabant Lion and stylized lilies, suggesting the lily of Genevieve of Brabant.

7 1/2 ct Gelderland; depicts the facing Lions of Gelre and of Gulik, plus the flower of the medlar tree of the old Duchy.

10 ct South Holland; depicts the Holland Lion and a rose, suggesting the "Dutch Garden".

All of Molkenboer's designs are unusual in that they make no reference to the *Voor het Kind* theme, nor do they depict children in any way.

In Christiaan de Moor's 1967 book "40x toeslag" (40 years of surcharges) Anton Molkenboer is described as being closely associated with premier designers Van Konijnburg and Roland Holst. He was one of the few who worked in mosaics and his designs are always highly decorative; more so than Georg Rueter who designed the 1924 *Kind* set.

In describing his approach to this series of sets, Molkenboer says this (in part): "A postage stamp is a small receipt of the Government. A stamp achieves a decorative aspect to a letter; it is like a boutonnière — rather insignificant —

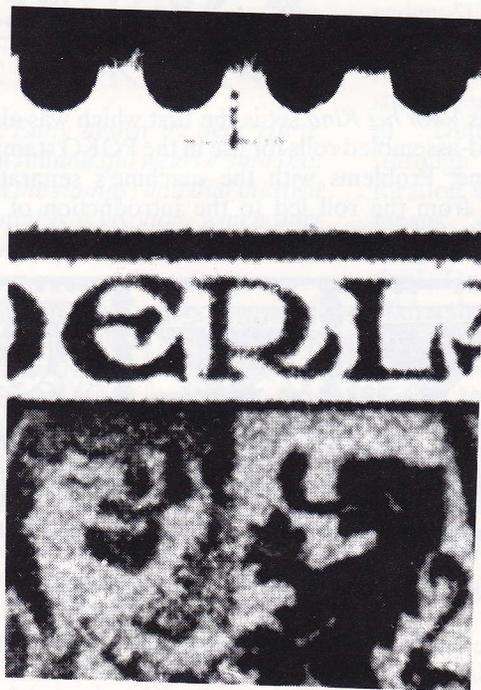


Figure 2. Small cross in the white frame. Shown is the 7 1/2 ct stamp.



Figure 3. Original artwork by Anton Molkenboer

and at the same time it adds a bright and agreeable note to the letter. It is obvious that a stamp is not a painting, but simply a decorative drawing; I certainly have no wish to enunciate principles of composition, just to set down a few thoughts on the subject of heraldry".

(to be continued) *Anton Molkenboer.*

This *Voor het Kind* set is the first which was also issued in hand-assembled rolls for use in the POKO stamp affixing machine. Problems with the machine's separation of a stamp from the roll led to the introduction of the first, two-sided syncopated perforation (= *roltanding*)



Figure 4. The two-sided syncopated stamps.

The quantities issued were: 46,500 for the 2 ct, 43,500 for the 7 1/2 ct and 47,000 for the 10 ct.

The *Voor het Kind* values were sold in rolls of 500 to firms with a POKO machine; they were also made available to the general public in sheet form at a few major post offices. It

is not known how many of the above numbers were purchased in roll form by firms for their POKO machines and how many were sold from sheets to collectors, dealers and others.

The syncos were not well received. Stamp collectors felt they were being forced to purchase unnecessary varieties, and the business community did not like them because of the surcharge.

Of the firms employing a POKO machine equipped with an initial die, only one or two are known to have used the 2 ct value, which was for use for domestic printed matter. Since 46,500 were issued, this would indicate that the vast majority of the *Voor het Kind* syncos were not sold to commercial users.

The following POKO perfins are known to exist on this set (unverified examples in italics):

- 2 ct *DM, TD*
- 7 1/2 ct *AL, GS, SZ(R), TD*
- 10 ct *BS/M, DH, GS, HA/V, IG, LZ/M, PG/E, SC, SZ(R), SZ(Z), T, TD, TN/G*

It was pointed out in the previous article of this series, that perfins on these issues can have a significant effect on their value. POKO varieties in particular are eagerly sought after. Several specialist groups in the Netherlands hold quarterly auctions and examples of POKO perfins on the *Voor het Kind* syncopated perforation varieties, especially those on cover, bring impressive prices indeed.



Figure 5. The POKO perfin SZ (Pieter Schoen & Zoon)

Ordinary perfins on the normally perforated *Voor het Kind* varieties are also not at all common, but they do exist (see figure 6)



Figure 6. Non-POKO perfins on non-syncopated Kind stamps.

Continued on page 13

BOOK REVIEW

Handboek Postwaarden Nederland (Handbook postage stamps and postal stationery of the Netherlands). Illustrated in full color. Loose leaf 3-ring binder, 8 x 11 1/2" format. Edited by Boers, Van den Heuvel, Holstege, Veldekoop and Voskuil. Published by Bohn, Stafleu and Van Loghum, 1994. First instalment 41 sheets, 82 pages. Not available from the ASNP.

Finally it is here. The first instalment of the long-heralded *Handboek* arrived in July, after other issue date promises (Fall 1993, March 1994) had long expired. However, we should not complain about a little lateness; the miracle is that it did happen. Philatelists are nice people, to be true, but it knows its prima-donnas like any other organization. How many times in the past did this idea to up-date the 1922 "Leiddraad" not come up? Even as little as about three years ago, the project was pronounced officially "dead" by the Chairman of the Federation of Stamp Clubs, citing "irreconcilable differences of opinion" in the committee of preparation. What then made the difference? Our feeling is that it was the person of Gert Holstege who blew new life into the undertaking. Holstege had then just returned from a 2-year sojourn in the USA and had taken up residence in Groningen, where soon he was to be appointed as a professor of neuro anatomy. In philatelic circles his prestige rested on a large number of publications. Well-known is his first study dealing with the elusive 11x11 perforation of the 35 ct 1923 Jubilee stamp. Nearly all other studies ended up in *Filatelie Informatief*, of which publication he also was the originator. It is no surprise to see Holstege as Editor-in-Chief for the present *Handboek*; indeed it is a strong indication that its buyers will be in for many philatelic delights.

The *Handboek* required the collaboration of many persons but particularly many organizations. To organize and channel these contacts it became necessary to create an umbrella organization, the *Stichting Handboek Postwaarden Nederland*, under the Chairmanship of Prof. Mr. D.W.F. Verkade. Other members of this Foundation are Holstege, Glas (Chairman *Filatelie* Foundation), Oomen (Chairman of the Board, State University of Leiden), Schermerhorn (Member, Directorate PTT Nederland), Enschedé (former C.E.O. Enschedé & Zonen) and Bank (Professor New History, University of Leiden. What a line-up!!!!

The word *Postwaarden* may require some explanation, which is indeed given in the Preface by the Editors. This is the first time that all aspects of a postal issue are discussed at the same time and in their mutual relation. Not only the postage stamps as they come from sheets, but also roll stamps, stamps from booklets and the many types of postal stationery. The Dutch catch word for that conglomerate is *Postwaarden*, literally translated as "postal values" or "postal securities".

To keep order in that large amount of data, the editors coded all issues with a new coding system. "A" stands for definitives, "B" for special occasion issues, "C" for semi postals, all the way to "L" for "other". This is nice, of course, but difficulties arise if an issue could belong in two

categories. For example, the 1971 Prince Bernhard set contains four stamps, but the highest value is a semi postal ((No. 995, Borobudur). This will cause the split-up of this set; the first three will receive a "B" code and the fourth one will be in the "C" section, presumably along with the Borobudur aerogramme. A similar problem will arise with the Red Cross sets of 1972 and 1978 as well as with the combined issue of September 1975. The three 1933 post cards with surcharge also received a "C" code.

Without really proof-reading we did come across three errors. In the list of codes: C20 1934 "Nationaal Crisis Comité" should be "Nationaal Crisiscomité" as indeed is written correctly under C17. Never mind if the NVPH catalogue has that error already for 60 years. And the Prince Bernhard issue NVPH 992-995 is of 1971, not of 1972. On page A26-4 either the attribution to Chris de Moor is wrong and/or the second footnote is wrong. This makes us wonder: How careful has the proofreading been?

We are also promised that there will be some general chapters, that will in particular explain the various printing techniques. We hope that this technical information reaches



Figure 1. Early design by Sem Hartz. Note that Juliana still wears a tiara (not found on the stamps) and that the right side animal is a gryphon, which later was changed into a second lion.

at the top selvedge, proceeding clock-wise from there. The sheet has to be held in such a way that the selvedge counting numbers are upside up, never mind if the stamps themselves are then side ways or upside down. Whereas this little technical puzzle could be solved (partly thanks to the many illustrations all through the text), one wonders what technical problem will have us flummoxed next.

Up to the real meat of his *Handboek*. In this first instalment the following issues are treated:

- 1948 Inauguration Queen Juliana.
- 1949-51 Queen Juliana definitives "en face".
- 1923 Toorop issue.
- 1928 Amsterdam Olympics.
- 1931 "Voor het Kind".
- 1953 "Watersnood".

Of each of these issues the following topics are discussed: Historical background, design and proofs, history of the usage, technical aspects (printing technique, numbers printed/sold, selvage characteristics), followed by literature and other sources. The illustrations always include a few pictures of proper frankings. As far as the sources are concerned, it is clear that a very heavy use has been made of the PTT archives and the Enschedé Museum, sources that until now have been underutilized.



*Leslie Buxton Esq.
4 Halmesbury Drive
Oxford
Oxford
Oxford*

Figure 2. The 10 ct orange was the only roll stamp in the "en face" design. They were only available from the vending machines. When these machines had mechanical problems, strange things could happen as seen here on a letter to England.

We cannot discuss all issues in full, but we will do so for the first one, the Juliana Inaugural pair of stamps, which got the code number A26. It may already surprise some, to see these stamps treated as definitives. However, from the archives it is clear,



Figure 3. Seal designed by Jan Toorop in his favorite Art Deco style. This seal advertises an Arnhem Life Insurance Company.

that these two were supposed to be the first two in a long set. It was only when Sem Hartz submitted his design (figure 1), that it was realized that it would not fit on the regular A format for definitives. Too many details would be lost or would be distorted, depending where the photo gravure dots would fall. But there are other reasons to consider these as definitives. From September 7 to 11, these were the only

10 and 20 ct stamps sold at the counters. Later, when the 10 and 20 ct Wilhelmina stamps were sold out, the Juliana Inauguration stamps came back as the only 10 and 20 cent stamps sold. We can also see from the data of Enschedé printings, that these stamps were reprinted up to mid-1949.

The total number of stamps provided by Enschedé are the same as those given in the NVPH "Speciale", which is an encouraging thing to note. We predict, though, that this will not last. Also treated fairly extensively are the plate errors. However, for more detail one is referred to Van Wilgenburg's specialist's catalogue.

Special with the next issue, the "Juliana en face" set, is that we get now all the data about etching numbers, as well as everything about the booklet (the last counter booklet), the roll stamps and all the postal stationery printings (see figure 2).

The third issue treated is the 1923 Toorop set. Here the treatment gives us an extensive review of the discussions in the Netherlands concerning surcharged postage stamps. This discussion had raged unabatedly ever since the 1906 TBC stamps. Lower and Upper House spoke on several occasions, as did various ministers. Within the PTT one was absolutely against this idea; even Queen Emma was snubbed when she asked for another TBC set in 1909. Jan Toorop's artistry is also discussed extensively (see figure 3)



Figure 4. In 1969 Haiti copied one of the Wenkebach stamps for its own purposes. Bulgaria did worse; in 1931 they had a stamp that was Wenkebachs design flipped over with a few more cosmetic changes.

The 1928 Olympiad stamps are discussed in similar detail. Especially extensive is the discussion of the many plate errors and perforation varieties. There is even a very early maximumcard and an example of privately over-printed postal stationery. Interesting to note that these designs were used elsewhere (see figure 4).

The 1931 Child Welfare stamps are next. Again with a wealth of drawings, photos and proofs. Important new data are given for the syncopated stamps; separate numbers are given for the sheets and for the rolls. Even existing POKO perfins are mentioned. There is a statement on page C14-3, that color photography did not exist in 1931. This is not true; there were many forms of monochrome color printing at that time. This would have suited the purposes of designer Kiljan perfectly, since the colors available included burnt orange, prussian blue and red purple, the exact colors he

was contemplating, but presumably he was faster with his color pencils (see figure 5).

Finally the 1953 "Watersnood" stamp. Not much special to report here, because most of the interesting facts have recently been recounted in the *Maandblad* (1993, page 86 and 348). However, a picture of two blocks of four with different

orange register crosses caught our attention. According to the authors, this was caused by the orange cross not having been "hardened", causing wear during the printing. Our question: how does the printer harden a photo gravure



Figure 5. Designer Gerrit Kiljan had many technical problems with the (black and white) photo montages. He went to the trouble of making colored pencil drawings, to see how

graveure plate in such a way that everything except one little cross is hardened? Even the close-by selvedge numerals are O.K. We would say that the likely explanation is that there were two orange plates. We cannot know this for certain, because these sheets had no etching numbers or control punches, this because of the great hurry. However, we know that there were two printings, on the 9th and the 17th of February, 1953. What is more natural than to inspect the plates before reprinting, to keep what is still good (the black plate) and to replace the worn one?

Of course, we recommend to any and all serious philatelists to purchase this absolutely marvelous publication. However, one would like to know what the total outlay will be.

We have a relative guide in the previous publication "*Filatelie Informatief*". We spent more than Hfl 900,- on that set (including postage). That is roughly \$500.00. Considering that the scope of the *Handboek* is much wider, we may well expect the final cost to be considerably over \$1000.00.

There is another manner to estimate an approximate size and cost. This first instalment has 68 pages directly bearing on the six issues, or pretty well an average of eleven pages per issue. There have been 460 issues in total (40 A, 227 B, 166 C and 27 others). That translates into 5000 pages. At 80 pages per instalment, that would mean 63 instalments, or 16 years running time at four instalments per year, in approximately 10 giant D-ring binders. By that time, however,

another 200 new issues will have arrived, which require another seven years of *Handboek*, after which Perhaps it is better now to forego the estimation of the total cost. You might well get discouraged, and that we want to prevent at all cost. There is no doubt that this *Handboek* is an epochal undertaking, where no money is spared to enhance the quality of the product. We should likewise not spare any of our money. Just buy the first instalment and don't worry about the rest either.

F.R.

KIND continued from page 10

All data in this article were obtained from the following sources, to which full credit is acknowledged:

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- 40x toeslag, Christiaan de Moor, 1967
- Catalogus van de Perfins van Nederland. Jan L. Verhoeven, 1991
- Dat Kleine Beetje Extra. Boost, Kiestra, Van Otegem, 1986
- Les Timbres Post des Pays Bas. PTT 1929
- Manual of the Stamps of the Netherlands etc. Schiller and De Kruyf, 1940
- NVPH Speciale Catalogus 1994
- POKO Issues of the Netherlands. B. Bauder, Revised ed. 1975.

BROKEN RING continued from page 8

5. If puntstempel 1 was out of commission for the better part of 1885, should there not be more examples of the broken ring cancel? And, should there not be more written about the circumstances?

6. Both Bulterman and Sleeuw state that the broken ring cancel is to be found also in violet ink; yet, Bulterman states that the puntstempel used only black ink at Weltevreden. In view of this, one would think that any replacement device would also be used only in black ink.

7. As gummed stamps have been recorded with the broken ring cancel, are these in black or violet?

8. Sleeuw mentions a forged cover; could this be the same cover as reported in the present List of Covers?

9. The explanation put forward by Beer van Dingstee that this mark was an indication that the item should be sent by rail, can be dispelled for the following reasons:

a. At that time, towns on the railway used their normal postmarks.

b. Halts on the railway employed the "langstempel" place name from 1883.

c. A blank broken ring cancel was never used in the Netherlands.

CLOSURE.

I hope that I have managed to clear away some of the shrouds that surrounds this distinctive postmark, and I will

BOOK REVIEW

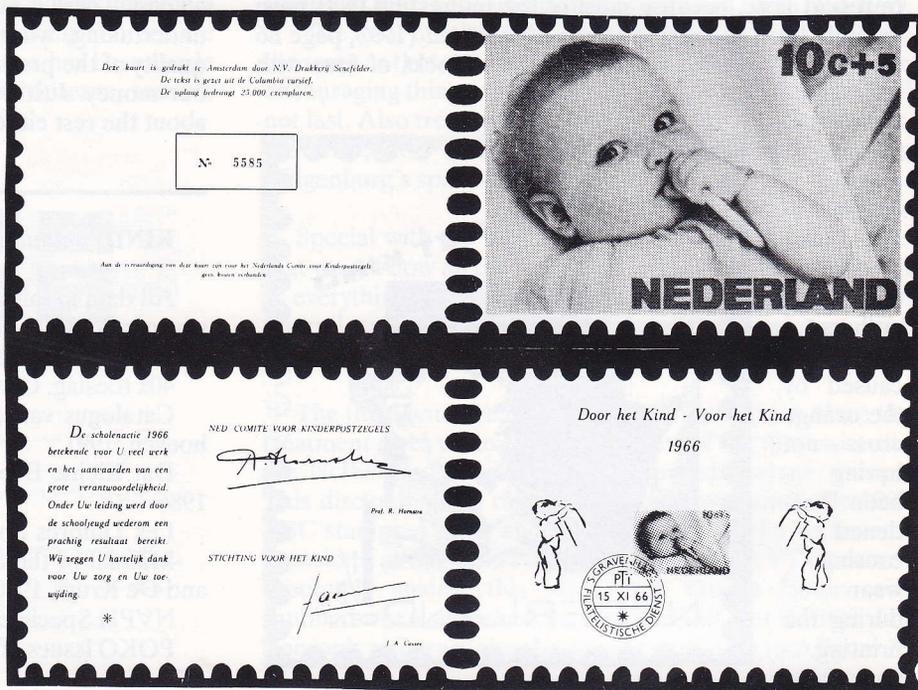
Speciale Catalogus Postzegel Bedankkaarten (Special Catalogue of Postage Stamp Thank-you Cards). 3rd edition 1993-94. Published by the *Voor het Kind* Study Group. Illustrated (B/W), 88 pp, 15x21 cm (6x8 1/4"). Code 94-1, ASNP price \$ 15.00.

The well-known *Kinderbedankkaarten* (Child Welfare Thank-you Card) are made of a once-folded thick paper (thin cardboard, really) with a format of 4x6", or 6x4" as the case may be. The front shows one of the Child Welfare stamps in enlargement, while the back shows a serial number. On the back there is also a reference to the printer *Henkes Senefelder* by *grafische bedrijven*, who have produced these cards since 1949 at no cost to the *Nederlands Comité voor Kinderzegels*. That is a remarkable achievement, considering that each year roughly 20 000 of these cards get printed. A hallmark is, of course, the perforated edges of these cards whereby they resemble the real stamp even more.

On the inside one finds the actual "thank-you" message, signed by the Chairman of the *Comité* and by the President of the *Stichting voor het Kind*. On the right hand side there is (usually) one *Kind* stamp, with a first-day cancel by the philatelic service. The Thank-you message really comes in three versions, directed to school children, the teachers and other volunteers, and the commercial contributors, respectively.

This third edition is quite different from previous ones. Next to the *Kinder* cards, there are now also listed the Summer Thank-you cards as well as the Red Cross Thank-you cards. The Summer cards are about as plentiful as the Child Welfare care; Summer cards started in 1953 vs 1949 for the Child cards. There are only four Red Cross Thank-you cards, starting in 1978. The Summer cards are actually more interesting than the Child cards; the former exist in far greater variety in format, dimensions, color, form, text, background information and illustration.

The prices in his catalogue are *netto* prices, so assure us the authors. If so, these prices are what you can expect to pay in an auction of this study group. Dealers may be expected to ask quite a bit more. Prices are still very reasonable. If one limits oneself to the so-called S-cards (those given to the school children who have sold stamps door-to-door), the most expensive card is the first one of



1949, with a price of fl. 152,50. Many of these cards still list in the 3 to 10 guilder range, so that building up a representative collection is not expensive at all.

This is a timely catalogue, where one gets lots of value for the money. For those who want to try out something new; well recommended.

F.R.

be pleased to hear of additional information, comments etc.

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(NIET) BESTELLEN OP ZONDAG

by: Hans Kremer

The story goes back as far as 1855 when a postal employee in the Netherlands complained about having to deliver mail on Sunday, preventing him from attending Church services. Certain religions were (and are) against working on Sundays. This issue has been the underlying source for all the debates about Sunday delivery.

It led to a trial period in 1857, giving the mailman a chance to attend at least one Sunday Church service, provided he found a replacement to do his delivery. It worked well and in 1872 it was expanded to include certain holidays such as Christmas as well.

Not only was the delivery of mail discussed, the pickup of mail from the public mailboxes also came under scrutiny. These mailboxes were emptied up to eight times a day (in the bigger cities), which explains the speedy delivery of mail in those days. The battle of the number of deliveries and pickups pitted the postal employee against the business people who preferred the frequent service. As early as 1892 the first 'lobby' was formed by the business people, warning the postal Authorities of the economic effects of limited services on Sunday.

So far the general public didn't have any direct influence on the matter, although an 1895 cover already showed a sticker (of unknown origin) saying "Op den Zondag wordt geene bezorging verlangd" (On Sunday no deliveries are desired).

In the meantime Belgium already had issued stamps in 1893 with labels attached (We have probably all seen them since they are very common), with a Dutch and French text: "Do not deliver on Sunday". It was up to the sender to make the decision to either leave the label on, or remove it prior to mailing.

All this led to the first Dutch label (see figure 1), which was used from 1912 to 1919. It became available as per Monday, January 15, 1912. The first practical use was on Saturday, January 20. The color is red on a yellow background. Dimensions are 30x15 mm. The printer of this label is unknown. They were for sale at **one cent per sheet** (50 labels per sheet). The fact that one was charged for those labels was cause for a lot of discussion as well; some even saw it as a hidden postal rate increase. As of August 1, 1916, one did no longer have to pay for them and neither did one have to take a full sheet every time. However, the overall use of the labels was very limited; through 1916 only approximately 100 000 sheets were distributed.



Figure 1

To cut down even further on Sunday deliveries a new label was issued on July 20, 1919, with the text "Bestellen op Zondag" (Deliver on Sunday). Henceforth one had to specifically ask for delivery!!

These new labels (see figure 2) replaced the older ones.

The format changed to 30x22 mm and the colors changed to dark blue on yellow. As before there were 50 labels to the sheet, printer again being unknown. They were sold at ten for one cent. From 1920 through 1925 a total of about 1.25 million of these labels per year were delivered to the post offices, making them the most common of the four labels there would be ultimately. Keep in mind that the mail system itself grew dramatically in those years.



Figure 2

Early in 1926 a third label (see figure 3) suddenly appears; the exact date of issue is not known. Again sheets of 50, with ten for one cent. Dimensions were 23x28 mm, colors red on yellow. The text as follows:

"Bestellen op Zondag/Als 's Zondags terplaatse een bestelling is/Nederland."

Deliver on Sunday/If there is a local delivery on Sunday.

It is not clear why the word "Nederland" was on these labels. They were never used for mail that went out of the country, and they would do no good if they ever were.

As the text implies, not everywhere was Sunday delivery still in effect. Only Amsterdam, Gorinchem, 's Gravenhage, Groningen, Rotterdam, Scheveningen, Schiedam and Utrecht still had this service; after July 14, 1926, Schiedam and Gorinchem were dropped from this list. Of course, these labels were confusing, for not many people knew which these places were. One might know about Sunday delivery in one's own town, but probably not about the others.



Figure 3

Which brings us to the fourth and last label issued (see figure 4). Again no date of issue; no official announcement even about its introduction. The cost is again 10 for 1 cent. Colors red on yellow. Dimensions 28x23 mm (*i.e.* the same as the third type, except turned over 90 degrees). The text is:

"Op Zondag bestellen/Geldt alleen voor Amsterdam, 's Gravenhage, Groningen, Rotterdam, Scheveningen & Utrecht".

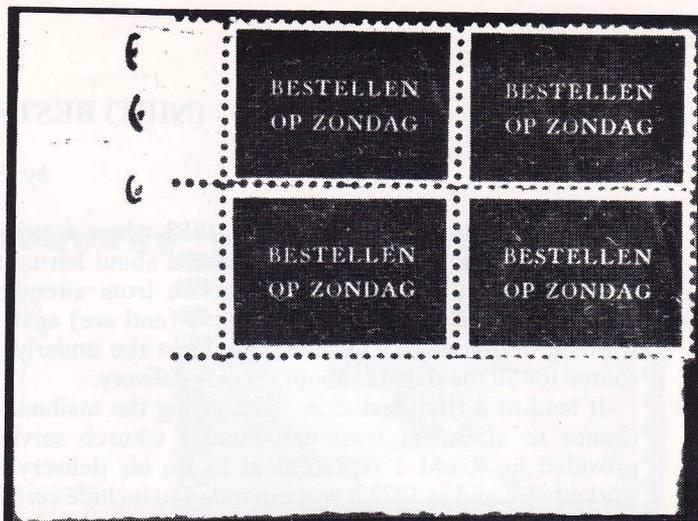
The earliest known cover with this label is December 8, 1934.

Slowly Sunday delivery disappeared for these last six cities as well. Groningen and Utrecht dropped Sunday delivery in November 1938. For the other four the end came



Figure 4

on April 21, 1940. Labels that had been bought and not used could, until October 1, 1940, be returned to the post offices for a full refund. This then signalled the end of the Sunday labels. Since this is a closed subject, it might be fun to try and get all four labels on piece.



1922

Wij u zullen u met
 veel veel gezegen
 warden. De eerste
 gast is al gearriveerd
 van W.C.M. - Dank van
 u hier. We zijn benieuwd
 hoe u begint van
 van de kerk opgenomen
 is. J.H. kwam hier,
 Johannes met zijn 3
 broers - Dank van u
 veel (tot zien) van
 ons thuis. In
 zake u voor

TERPLAATSEEF
 BE-
 STELLEN
 OP
 ZONDAG
 *
 NEDERLAND



Jonkheer
 Mr. F. Gaswinckel
 Scheveningen
 4 Haarlemsestraat

20/2 = 8207



OP ZONDAG
 BESTELLEN
 GELDT ALLEEN VOOR:
 AMSTERDAM - GRAVENHAGE
 GRONINGEN - ROTTERDAM
 SCHEVENINGEN & UTRECHT



Mr. A. F. Gaswinckel
 4 Haarlemsestraat
 Den Haag