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From the Editor,

It being the middle of August when I write this I started thinking about philatelic activities in the Netherlands. I have noticed that in the Netherlands philatelic activities come to a grinding halt during the summer; it truly is a seasonal hobby. Here in the States however philatelic life seems to go on forever. The number of philatelic shows, at least in the Bay area, doesn't seem to diminish much during the summer; the APS even holds its Annual Meeting during August(!). Why is it so different here? Maybe it has to do with the climate of the Netherlands. Philately basically being an 'indoor activity' it is ideally suited for the Dutch fall/winter/spring climate. But once summer arrives and it doesn't get dark until after 10 p.m. people tend to enjoy their time outside. Add to that the traditional summer vacation, where very few people stay home and it all makes sense. If you ever visited the Netherlands in the summer, and were looking forward to visit a stamp store and maybe the local stamp club, you undoubtedly know what I am talking about. Even the main Philatelic Library in Baarn is closed for some time, and the 'Maandblad' combines July/August into one number.

Remember that PACIFIC'97 is May 29 - June 8 in San Francisco next year. This is our chance to meet with and talk to other ASN P members, let's take advantage of it.

You should have received, and hopefully returned, your Membership Dues form.

This month you'll find the second part of John Hardjasudarma's article on the Postal History of the Japanese Occupation, as well Martinus Verkuil's Netherlands East Indies Airmail 1939-42 article, and Arie Bakker, who in May received the 'Bonds heringerings medaille in goud' (a gold medal awarded by the Netherlands Association of Philatelic Organisations) writes about a couple of corrections he would like to see made to the NVPH catalog. As you can see we are 'heavy' into the former Colonies. Your editor would like to receive some more articles on the Netherlands. There always has to be a first time for writing an article; why not give it a try, I'll be glad to help if necessary; of course previous authors are also encouraged to submit new material.

The editor, Hans Kremer
(e-mail: mercator@sprynet.com)

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Postal History of the Japanese Occupation of the Netherlands Indies, 1942-45

(continued)

by M. Hardjasudarma

Provincial Overprints

Initially, supplies of stamps of Japan and Malaya were adequate for the East Coast (which, for this reason, never had to produce its "own" provincial overprints) and, to a lesser extent, for the rest of the northern part of Sumatra. This was not the case in the southern provinces, which therefore resorted to regional overprints earlier, and to a greater extent, than did the northern provinces. The overprints were applied on Netherlands Indies stamps, particularly those bearing the portrait of Queen Wilhelmina. Stamps without her portrait could be used without an overprint, especially in the beginning of the occupation period. Some reports suggest that Sarawak stamps were overprinted for use on the Anambas and Natoena island groups, but this has not been confirmed.

These overprinted issues are the most fascinating of all Sumatra stamps, because every province went about the overprints in its own, usually haphazard, way. This resulted in an enormous variety of "normal" overprints, as well as varieties that were inverted, sideways, sloping, doubled, mirror-image, overinked or underinked, in a different color, applied on the stamps's back, or on the wrong stamp altogether.

Atjeh

The overprint used in Sumatra's northernmost province consisted of the Japanese character for the first letter of Atjeh, enclosed by the emblem of the army, a five-pointed star (Figure 6). There are two types - fine and well defined; and crude. Although wear and tear on the fine overprint may have resulted in coarsening of the features later on, it appears that these are indeed two different types, since early overprints with the crude type are known, as well as stamps issued much later that bear the fine type. Stamps without the Queen's portrait were valid until August 1, 1944; those with her portrait, until October 12, 1944. Atjeh-overprinted stamps are occasionally found used outside that province - i.e., in the East Coast province (Bindjei [Binjai], Pangkalan-soesoe [Pangkalansusu], Belawan Deli), and in Sidikalang (Tapanoeli [Tapanuli]).

By January 1943, the semi-general overprints in use throughout the occupation zone (see below) could be utilized in Atjeh, and stamps are known bearing both this and the star overprint in combination.

Tapanoeli

A ball enclosed by a rectangle symbolizing the Japanese flag was used here. It is therefore also known as the Hinomaru overprint (Figure 5, left). As with the Atjeh overprint, there are fine and crude types. The situation regarding the end of the stamps' validity, the semiofficial overprint, and its combination with the provincial overprint is similar to that described for Atjeh. Innumerable different

handstamps were used to produce the overprints. "Fine" and "crude" are therefore general categories, each containing a multitude of subtypes, often in different colors and shades. Some of the inks used are water-soluble, so one should be watchful with respect to apparent color variants.

The West Coast Province, the Riouw Islands, and Bengkoelen

Hand-drawn ink crosses were applied by pen over the Queen's portrait, especially in Bengkoelen (Bengkulu) province. Some pencil crosses are known as well. Obviously only used stamps with legible cancel as to place and date are normally to be considered within this category. Some are known in combination with the semi-general overprints. More commonly, the crosses were applied by rubber stamp (numerous subtypes), usually as an X but sometimes (as in Pajakombo [Payakumbuh] as a cross (Figure 11).

A "star of David" overprint was also used in Benkoelen. The fact that the local postmaster, a citizen of Austria, was Jewish, may have accounted for this overprint.



Figure 11 Huge statement, made by gluing several pieces of paper together, to account for telegraphic money orders and issued for internal postal purposes, affixed with 136 stamps (some on back), mostly the 30 c van Konijnenburg type with the "cross" overprint. Canceled: Pakanbaroe (Riouw) 19.2.12 or February 12, 1944. (High-value stamps, where available, were mostly sold to and used by philatelists).

Djambi (Jambi)

Various 'MA' or 'Nippon / MA' overprints (for "Military Administration") in English were used. These were the only English overprints used in all of the Dutch East Indies during the occupation period.

Palembang

During a brief power vacuum shortly preceding the coming of the Japanese, the general post office in the capital city of this province, also called Palembang, was thoroughly looted. One day before reopening of the post office on March 24, 1942, the public was informed that only especially validated stamps would be accepted for the franking of mail, to prevent unauthorized use of the stolen material. The postmaster of Palembang, I. P. Lengkong, apparently did not receive much advance notice, and he had to hunt around for a device to use for overprinting. Likely at his wits' end, he decided to use his gold signet ring, which bore the initials 'IPL'. This did not work very well, especially since no compatible ink type could be found. It was therefore later replaced by several different 'IPL' handstamps.

Postmasters in many outlying areas, including a few villages in Bengkoelen province, followed suit and also initiated local overprinting. Some used their signet rings as well: Arifin in Loeboek Linggau (Lubuk Linggau); Boestam in Sekajoe (Sekayu; Figure 12); Zakaria in Tandjong Enim (Tanjung Enim). Others employed signatures (Bastari in Martapoera [Martapura]; Achmad Moehtar in Moeara Enim [Muara Enim]; Madjid and Roesli in Pagaralam [Figure 4]; handstamps bearing an initial (Soeleiman in Kepahiang; Pielaat in Lahat); monogram handstamps (Salim in Batoeradja [Baturaja]; Mohammed Noor in Moeara Klinggi [Muara Klingi]; Salim in Saroelangoen [Sarulangun]); or handstamped place names (at Lahat and Tandjongradja [Tanjungraja], for example). The least imaginative was the postmaster of Kajoeagoeng (Kayuagung), who used the December portion of his office rubber dates-tamp - 'DEC'.

When the Palembang main post office was finally able to supply the smaller offices again, it did so by sending them 'IPL' overprinted stamps. This, in effect, promoted Lengkong's local overprint to provincial status. The smaller offices then sent their old supplies (some already locally overprinted by them) to the capital city, where a portion of these received the 'IPL' overprint for good measure.

Palembang thus represents the most complicated - and fascinating - part of a complicated philatelic area.

Lamong (Lampung)

A two-line overprint reading "Dai Nippon Yuken" (Great Japan postage stamp) in Japanese characters, and 'Lamong' in Latin characters was used (Figure 13). A second overprint in the form of a red lacquer ball was also utilized, but always in combination with the "Dai Nippon Yuken / Lampong" overprint (Figure 14). One of these overprints comes in five different colors - a record.



Figure 12 Postmaster Boestam's (of Sekajoe) signet ring overprints, 2.4.10 (April 10, 1942) on a parcel postcard fragment.

Banka and Billiton (Bangka and Belitung)

The overprint used on these islands off the coast of South Sumatra differs from all others. It consists of a square frame enclosing the Japanese characters for "(hand)stamp of the Military Administration Department," in red or purple (Figure 15, bottom).

"Semi-General" Overprints

In an attempt to create order in the postal chaos, more uniform overprints were prepared.

These consisted of either the three Japanese characters for "Dai Nippon" in small or large versions, with or without (straight or wavy) frame (Figure 5, left; Figure 7, left and top right), or five small or large characters - "Dai Nippon Yubin," Great Japan postal services (Figure 5, right), or



Figure 13 Lampung's trilingual overprint graces this money order (arrow). The 5c definitive featuring a traditional Minangkabau house is canceled by a Goenoeng Soegih postmark with empty date bar. The same cancel was struck once again in the lower left-hand corner and bears the handwritten date in pencil, 20.6.2 or June 2, 1945.

"Dai Nippon Yuken." The latter overprint was that used at Lampong but with that province's name removed.

Philatelically, these newer overprints resulted in the creation of even more varieties, since within each type many different handstamps might have been used. A particular variety might be commonly used in one area but very rarely in the next. They were often

applied on stamps already bearing a provincial overprint (Figure 5). (To date, no stamp has been found with three overprints - i.e., with the semi-general overprint, the 'IPL', and the local postmaster's print). Stamps of Portuguese Timor have been observed with the "Dai Nippon" overprint; these are fantasy products.

General Overprints

Finally, some order was achieved by the issuance of general overprints, consisting of a T-shaped figure with a horizontal bar above it (the Japanese symbol for postal services) and two lines of text in Japanese translated as "postal services of the Great Japanese empire / Sumatra." They were applied individually by hand or using a printing press (Figure 5, right; Figure 7, left). There are small and large varieties (following the format of the postage stamp), fine and crude ones, and varieties with or without an extra bar to obliterate 'Ned (or Nederl). Indie' on the stamp.



Figure 14 Pair of 60c van Konijnenburg stamps, overprinted twice -first with "Dai Nippon Yuken / Lampong" (in red, applied vertically to oblique and barely visible), then with lacquer in the shape of a ball ("Rising Sun"): Kalianda 18.8.21 (August 21, 1943).

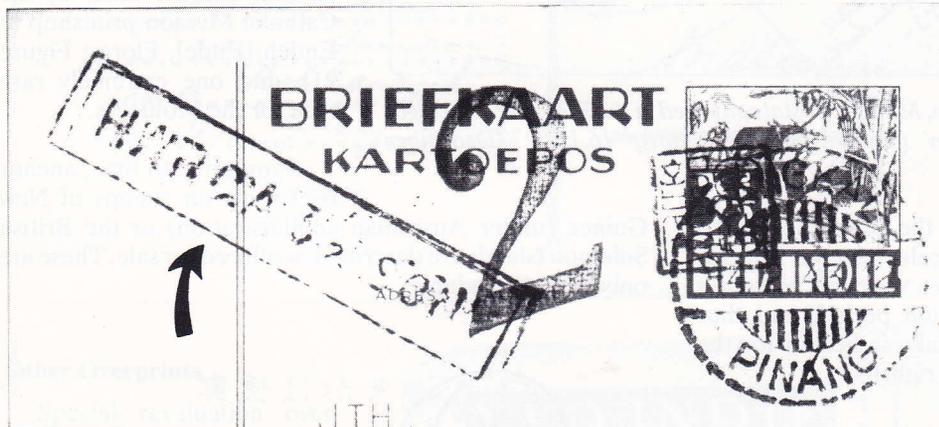


Figure 15 Top: Dutch Indies 3 1/2 c postcard with the Palembang overprint (next to the stamp; arrow) "IPL in box" and devalued to 2c, which was the Malayan rate. Palembang 5.11.2 (November 5, 1942).

Bottom: Dutch Indies 3 1/2 c postcard with the square overprint of Banka Billiton. The post card was also devalued to 2c, then re-instated to its original value (curved arrow), Pangkal Pinang 4.2.43 (February 4, 1943; inexplicably early!).

Sumatra Definitives

A set of 12 values was printed by the Kolf factory in Jakarta and issued in Sumatra on May 1 (3 1/2 cent and 10 cent) and August 1, 1943 (1, 2, 3, 4, 5, 20, 30, 40, and 50 cent, 1 rupiah; Figures 13 and 16). All depict native dwellings or panoramas on Sumatra. One plate error and several proofs are known, as well as the entire set imprinted with the Japanese characters for "Mihon" (specimen).

Postal Stationery

Dutch Indies postcards, letter sheets, change-of-address cards, etc. were treated in much the same way as the stamps, but far fewer varieties are known. Several exist with

the 'IPL' overprint of Palembang (Figure 15, top), but only one with a local postmaster's overprint – that of Arifin at Loeboek Linggau. Sumatra's association with, and subsequent dissociation from, Malaya resulted in value overprints to adjust to Malayan rates, and later to readjust to previous Sumatra rates (Figure 15).

As expected, Malayan postal stationery continued to see usage in the Riouw archipelago since it remained under Singapore (Figure 17).

Later, a 3 1/2 cent postcard was printed for Sumatra, using the design of the stamp of that value, but in a slightly different color. One postcard of Japan (Figure 18) was also used on Sumatra.

Postal Markings

The Dutch Indies cancelers were gradually phased out and replaced by Japanese ones containing the three characters for "Dai Nippon" (Figures 6 and 7). In late 1943 or early 1944, these were, in turn, replaced by others without the "Great Japan" indicia (Figure 5, right; Figure 16). Some have

wondered if this was done in order not to offend the Indonesians, but that seems unlikely when one considers that



Figure 16 A shortage of high values prompted the use of twenty 10c definitives on this money order form which had to be enlarged by pasting a piece of paper on the right side; Kbandjahe 19.11.28 or November 28, 1944.

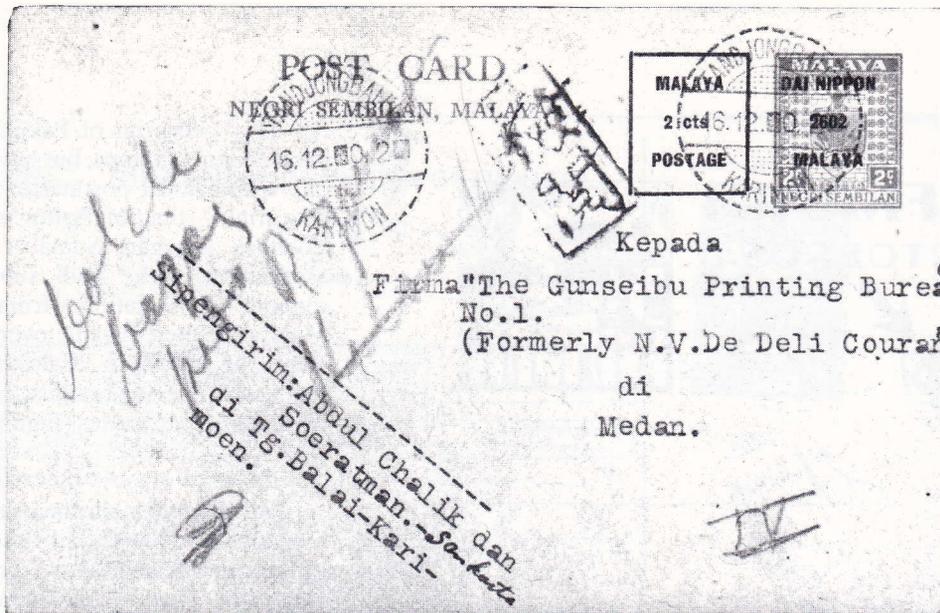


Figure 17 4¢ (2¢ + 2¢) Negri Sembilan, Malaya. postal card used in the Riouw archipelago; canceled at Tandjongbalei-Karimon (Tanjungbalai-Karimun), 16.12.02 (December 16, 1942).

everything else was still promoting the same theme. Although the reason behind the canceler change remains unclear, it is known that many offices were left without a proper canceler during the transition period, and thus resorted to using devices not normally indicated for the invalidation of stamps (Figure 7, top right).

In the Riouw archipelago, Malayan cancels saw continuous usage. In contrast to Java, a great many different propaganda cancels were used on Sumatra (Figure 2).

Censorship was also practiced on Sumatra, but very little is known about the subject. It appears that mail was usually censored locally, in the nearest large town, at the town of destination, or at an intermediate point. Mail destined for Malaya was censored at Fort de Kock (Bukittinggi); letters addressed to Java were examined at Palembang.

BORNEO AND THE GREAT EAST

Anchor Overprints

This large, thinly populated area with its numerous islands was controlled by the Imperial Japanese Navy, and it is therefore no surprise that overprints with the anchor design were ubiquitous. But as the overprinting was done in several different provinces, each with its own design and variants thereof, the philately of the naval occupation area is no less complicated than that of the other regions.

Some types are known to have been used predominantly in one certain area, while others were used throughout the entire territory. The overprints for Makassar (Ujung Pandang), for example, saw the widest geographical use. That city, in southwestern Celebes, was the location of the postal headquarters for the region.

Many areas, in and outside Celebes, depended on Makassar for their postal supplies. There are nine types of anchor overprints for South Celebes (Figures 19 and 20), seven for North Celebes, three for South and East Borneo,

and one for Samarinda (East Borneo; Figure 19). All of these include the three Japanese characters for "Dai Nippon," reading from left to right.

Other anchor overprints include this wording as well, but reading from right to left; these are found for West Borneo (five types), the Lesser Sunda Islands (two types, one of which was printed in Singaradja, Bali and the other by the Catholic Mission printshop in Ende [Ende], Flores; Figure 21), and one extremely rare type for the Moluccas.

From time to time, anchor overprints on stamps of New Guinea (under Australian administration) or the British Solomon Islands are described or offered for sale. These are only fantasy products.

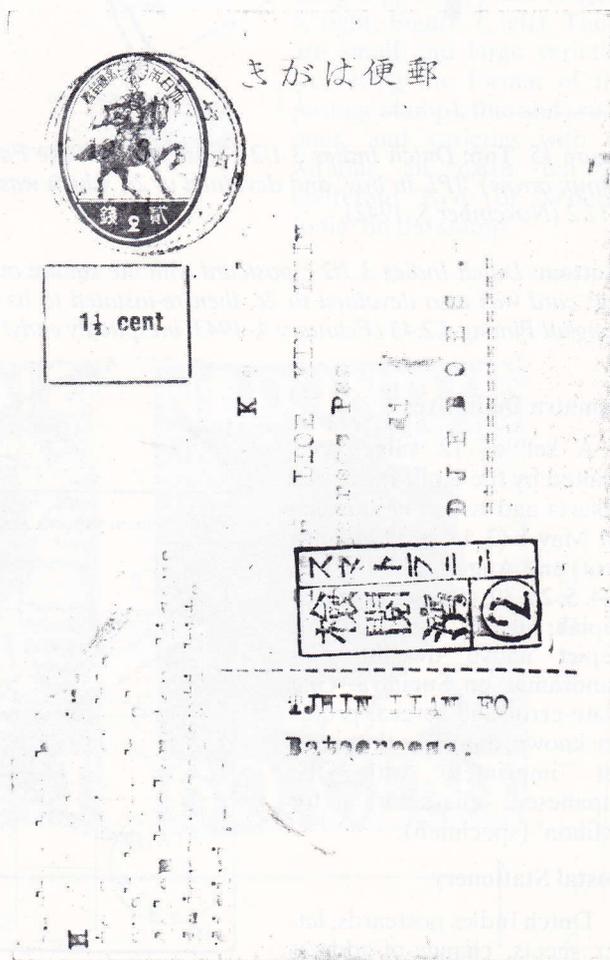


Figure 18 Kusunoki postcard of Japan revalued (+ 1 1/2 c) to 3 1/2 c and used at Batoeroesa (Banka), 19.8.3 or August 3, 1944.

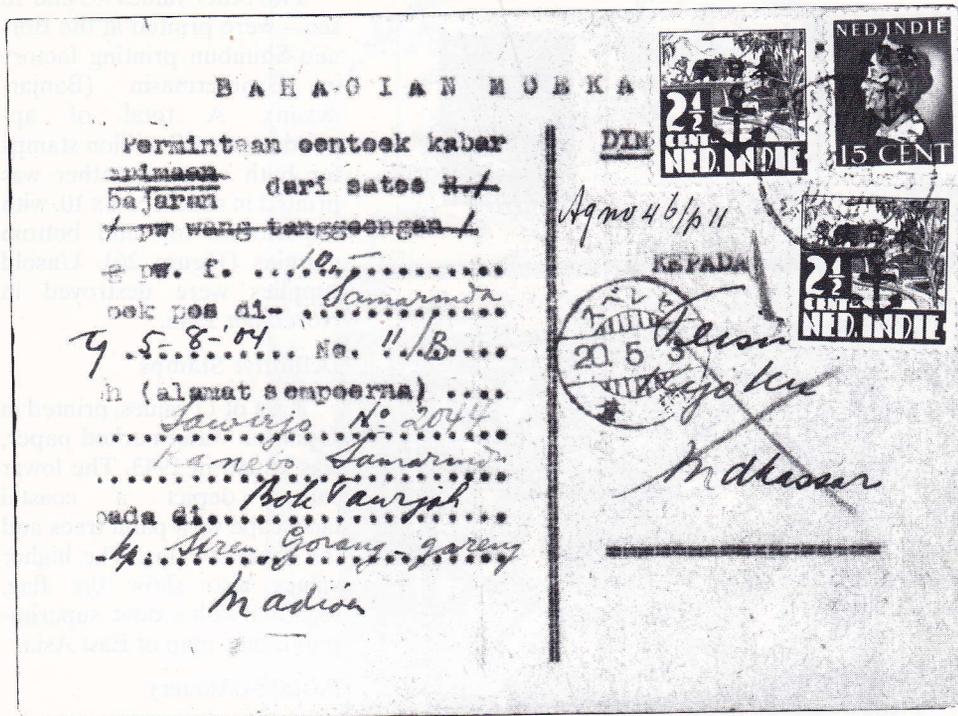


Figure 19 A so-called x 3 form (to enquire about the non-receipt of a money order or a parcel), with "mixed" franking; the 2c stamps bear East Borneo anchors, whereas the 15c has a Makassar anchor; canceled at Samarinda, East Borneo.

Figure 20 Fragment of a telegraphic money order to remit funds to Japan. The forms themselves were kept in the post offices, and most recorded examples are from the post-capitulation period and from just a few towns in the Great East. Special stamps were used, such as the bottom left one, a 2 1/2 c Kreister water buffalo already bearing a black anchor overprint, and struck again with a f 8.50 (8.50 guilders) in red; Makassar, 20.9.3 (September 3, 1945).

Other Overprints

Special revaluation overprints were used to produce stamps for telegraphic money orders to Japan. The overprints included Japanese characters for "telegraphic money order" and the new value - i.e., 2, 7, and 8.50 guilders (Figure 20). Six different values were thus produced, five of which already had an anchor overprint. In North Celebes, large and small "ball and bar" overprints were also used, the ball in red or orange symbolizing the rising sun; the black bar through the Dutch words 'Nederl. Indie' was applied by paint brush. These are often found in combination with anchor overprints (Figure 22).

On the island of Lombok in the western Lesser Sunda Islands, a provisional overprint was used for a few weeks in 1943. This consisted of a "sun with rays" design and the Japanese characters from Great Japan and Lombok, all enclosed in a square frame (Figure 23). The overprint was only applied to stamps already affixed on letters, and since it



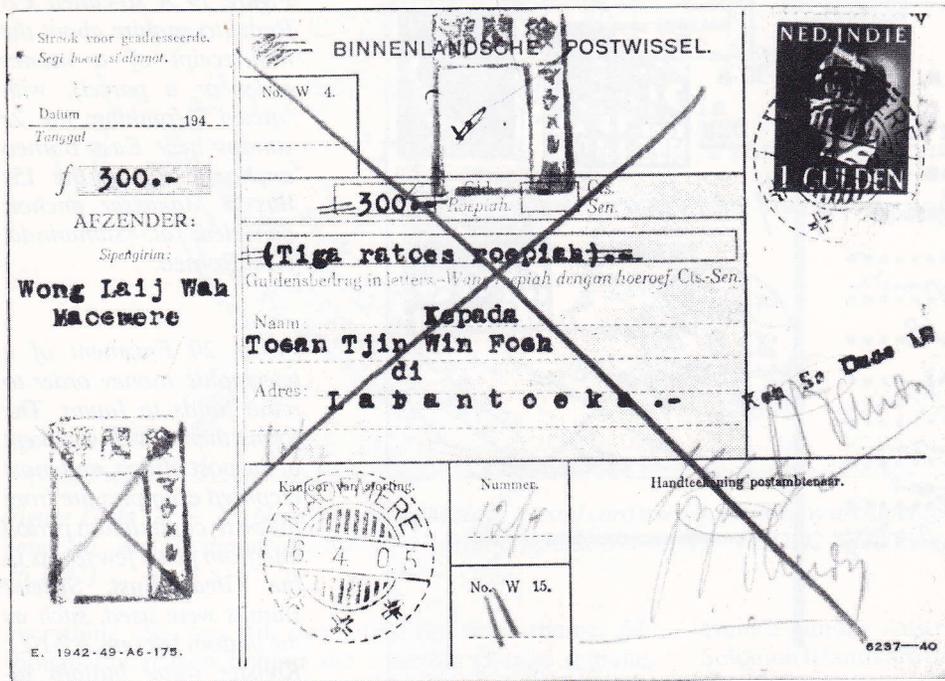


Figure 21 Money order form bearing a 1-guilder stamp with a red Flores anchor, canceled at Maoemere (Flores, Lesser Sunda islands), 16.4.05 (April 16, 1945); two different censor markings are present – a rectangular one at center top and bottom left, and a straight-line type (underneath the postage stamp).

was larger than the stamps, off-paper stamps will only bear part of the overprint. Most are known canceled in Ampenan, one of the main towns on Lombok.

There is also a circular overprint enclosing Japanese characters for "Chief, Amboina post office," purportedly used in the city of that name in the Moluccas (Now called Ambon). Most experts now consider this overprint to be a fake (Figure 24).

Provisional Stamps

Five thousand stamps of 10 sen were printed in sheets of 10 at the Catholic Mission printshop at Endeh. Each was validated by the personal chop (orange) of the local naval commander, Sawa. This issue used to be referred to as the "Adjutor stamps", after a priest who (it has since turned out) had nothing to do with them. "Sawa issue" would be a more appropriate name (Figure 25).

Two other values – 5 and 10 sen – were printed at the Borneo Shimbun printing factory in Bandjermasin (Banjarmasin). A total of approximately 1.7 million stamps for both values together was printed in sheets of 8 x 10, with imperforate top and bottom margins (Figure 26). Unsold supplies were destroyed in November 1945.

Definitive Stamps

A set of 11 values, printed in Japan on watermarked paper, was issued in 1943. The lower values depict a coastal landscape with palm trees and the Japanese flag. The higher values also show the flag, together with a dove superimposed on a map of East Asia.

Postal Stationery

Most Dutch Indies types were overprinted with anchors and the characters for "Dai Nippon" (Figure 27); for North Celebes, they also exist with or



Figure 22 Two money orders from the same sender to the same recipient in West Java. All stamps bear the "anchor and ball-and-bar" overprints typical of North Celebes. They were mailed two months apart from Paloe (dateless Japanese cancels on stamps, Dutch type cancels of August 7 (left) and October 8, 1944 (right; not shown), via Gorontalo (March 29, 1945) and Palopo (May 7, 1945). Both arrivals in Bogor on the same date, June 17, 1945 (backstamps). Transit time was 8-10 months to reach Java, of which the trip to Gorontalo alone took almost 6-8 months, a telling indicator as to the state of communications toward the end of the war. 21 Money order form bearing a 1-guilder stamp with a red Flores anchor, canceled at Maoemere (Flores, Lesser Sunda islands), 16.4.05 (April 16, 1945); two different censor markings are present – a rectangular one at center top and bottom left, and a straight-line type (underneath the postage stamp).



Figure 23 The Lombok (Lesser Sunda Islands) square provisional "sun with rays" overprint was applied at the time of mailing; mint copies therefore do not exist; here, canceled by the dateless Japanese-character postmark of Ampanan.



Figure 24 This large round "Postmaster Ambon" overprint, initially thought to be genuine, is now generally believed to be a bogus. The handstamped initials 'CR' on the stamp's back are from the late C. Ricardo, an eminent pioneer in the field, who bequeathed his superb collection to the Dutch Postal Museum, where portions of it are exhibited on a rotating basis.

Figure 25 The provisional "Sawa issue of Flores" in block of 6. A top piece of "Dai Nippon" philately, and probably unique (courtesy R. Boekema).

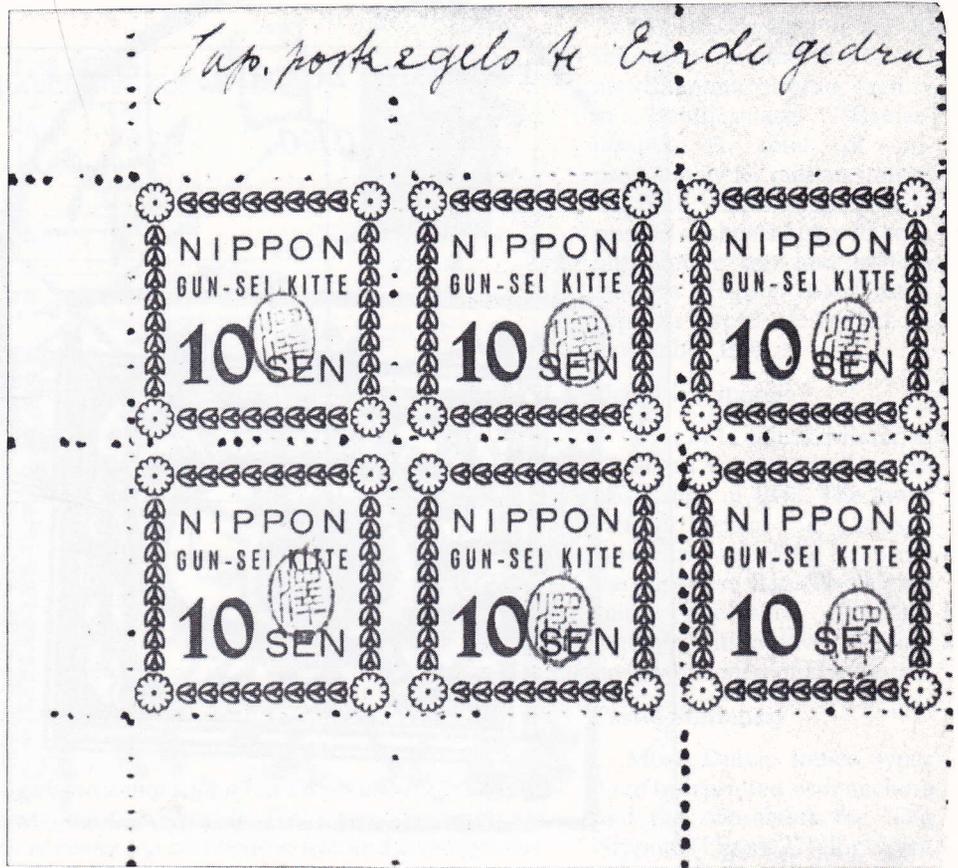


Figure 26 One of two South Borneo provisionals; a round chop reading 'Postmaster of Bandjermasin' was applied to the center of each block of four stamps, which accounts for the violet quarter-circle in the bottom-right corner of this stamp. The top and bottom rows of stamps had their upper and lower edges, respectively, left imperforate, leaving straight edges.



without the ball-and-bar design. The Kusunoki postcard of Japan, which was also used on Sumatra, was given a different revaluation overprint (3 1/2 cent). The palm tree design of the definitive stamps was borrowed for a 3 1/2 cent postcard. Other, usually simpler, regional postcards were produced too, bearing the anchor or Hinomaru (sun flag) design (Figure 28).

Postal Markings

The canceling devices used on Borneo were mostly the old Dutch ones or were similar to them, although they were produced during the occupation. Some contain the words 'Kantor Pos' (Indonesian for "post office").

In the Great East, the situation was different. Initially, the Japanese cancellations included town names in Latin characters. Subsequently, all-Japanese cancels appeared (Figures 23 and 27). They were used to invalidate the postage stamps; since these postmarks were dateless, the Dutch-type cancels (which were dated) were often applied on the front of the postcard or envelope, but away from the stamps.

Severe and persistent shortages of postage stamps necessitated the use of special handstamps in the naval occupation zone (Figures 29 and 30). They were used on Borneo and Amboina until May 1943, and in many other areas from April 1944 to August 1945.



Figure 27 Anchor overprint of the Makassar type, with "Dai Nippon" reading from left to right, struck on the imprinted stamp of the letter sheet. Dateless cancel of Pare-pare. Note: horizontal rectangle of censor chop (but applied almost vertically).

This type of handstamp was occasionally used on Sumatra, but rarely on Java. A few propaganda cancels were used, as opposed to Sumatra. Censorship was just as widespread as elsewhere, but even less is known about this aspect of postal matters in the naval zone. Many censor chops are horizontal rectangles, unlike the vertical ones more common in the zone controlled by the Army (Figures 22 and 27).

PRISONERS OF WAR AND CIVILIAN INTERNEES

In excess of 40,000 Dutch and smaller smaller numbers of other Allied prisoners of war, along with about 100,000 civilian internees, lived – and many succumbed – in Japanese camps in the East Indies or were transferred to overseas camps.

As appalling as the postal system was, the one available to POWs and internees was much worse. Not all were given

mail privileges; letter writing was a rare occasion and done at irregular intervals; many letters arrived after long delays or were never sent at all. Incoming mail was often withheld, temporarily or permanently, depending on the whims of camp guards and commanders, who viewed this as punishment for real or imagined offenses. The Dutch inmates were forbidden to write in their own language; correspondence was only allowed in Japanese or Indonesian, and in English for letters sent abroad.

All mail was in the form of postcards, although some very high-ranking POWs were apparently allowed to send letters. The Japanese printed special postcards for prisoners of war on Java (Figure 31), and a different type is known from Celebes. In Sumatra, POWs used Malayan postcards. The



Figure 28. Postcard used in Borneo and the Great East:

Top left: Dutch 3 1/2 c with a West Borneo anchor overprint; Ketapang 4.8.3 (August 4, 1943)

Top right: definitive 3 1/2 c postcard canceled by prewar Sungei Pinjoe dateless delivery house marking, and a faint Pontianak (West Borneo) 17.8.3 or August 17, 1943.

Bottom left: anchor-design postcard; Singaradja (Bali) dateless all-Japanese cancel.

Bottom right: "Hinomaru" (Japanese flag) postal card of 3 1/2 c but without value inscription. At the bottom are characters reading "Postal administration of Celebes" (not shown); dateless Japanese cancel of Makassar.



Figure 29

Left: "Paid / 10 sen" handstamp on money order from Balikpapan 9.8.04 or August 9, 1944.

Right: two similar but somewhat deformed and larger imprints on a different money order. They could have been made by the same handstamp, which became deformed through wear and tear and chemical action of various substances masquerading as ink on the inferior quality rubber used for the stamp; Balikpapan 3.2.05 or February 3, 1945 (not

internees used postal stationery available to the public. Incoming foreign letters were channeled through a central office in Batavia, where the prisoner's location would be verified in a central register (Figure 32).

DAI NIPPON PHILATELY

Collecting the stamps issued during the Japanese occupation of the Netherlands Indies is, as the foregoing clearly shows, not for the faint-hearted. Most, if not all, Japanese records were destroyed around the time of the surrender. Almost all that is known about the topic today is based on painstaking studies done in the Netherlands and by a few dedicated philatelists in Japan. Much remains unknown, and some will undoubtedly forever be a mystery. And yet, new findings or conclusions continue to crop up, even today.

The major redeeming factor in favor of Dai Nippon philately is that the stamps and stationery that were produced were meant to be used for postal – i.e., non-philatelic – purposes, and indeed the overwhelming majority was. (The claim that one could go to a postoffice and ask for an overprint on any kind of stamp has been dismissed by one authority as a fairy tale.) The propaganda cancels were political in the first place, and philatelic only secondarily. Even the few presentation folders were not primarily meant for philatelists. Of course, philatelists are a hardy breed, and some were active even during the difficult

times of the Japanese occupation, especially in Medan (North Sumatra) and Soerabaja (Surabaya, East Java). This should not be considered problematic, since their handiwork is easily recognizable. They were in the habit of using their name and address as sender, addressee or both, and in all fairness to them, many of the high values "on cover" would not exist today but for their endeavors. Indeed, Count Terauchi himself was a philatelist and had a splendid – how would it not be? – collection of occupation stamps.

For the average philatelist, however, life was very difficult. Most were Dutch, and they quickly vanished into Japanese camps. With rare exceptions, the few remaining Indonesian and Chinese philatelists became inactive since mere survival became their main preoccupation.

The stamps and covers that exist today are what was already in private hands and what was "liberated" from postal archives, government files, etc. That was just a fraction of what existed originally, since in many areas the Japanese ordered private mail to be destroyed shortly following receipt. Shortly after the war, the archives of the West Sumatra post office yielded high values stuck on statement forms used for internal postal accounting (Figure 11), proving that at least some of these controversial stamps were not used philatelically. Had Japanese orders been obeyed faithfully, far fewer postal money orders would exist today, and much less would be known about them. It was their custom to destroy all used postal money orders returned to regional postal headquarters after a certain period of accountability had expired. Some Indonesian employees who were given this task in Makassar did not always fully execute the orders, and thanks to them a fair number of money orders of Borneo and the Great East exist. The West Sumatra discovery provided similar specimens for Sumatra. Java postal money orders, on the other hand, are quite rare, since the Japanese apparently succeeded in destroying most of them. That the intact postal money order is so important is due to the presence of its stamps, cancels, and other information, which provide a great deal of information about the postal situation at that time.

When the surviving Dutch philatelists finally left the camps, they could hardly believe what they saw. Many were revulsed and angered at the desecration, especially on the portraits of their beloved Queen. A good number, however,



Figure 30 Stampless money order used at Soembawa, Lesser Sunda Islands. The vertical black handstamp (top right) prepaid the 100-sen fee (hand written in the lower portion of the stamp). The five characters read 'Ryo kin betsu no' (postage paid). The money order made it as far as Ampenan, on Lombok, in 17 days, but it never reached its destination in Makassar, due to the worsening situation for Japan, with the war nearing its end and all marine and airspace routes under Allied control; canceled at Bima, 20.7.10 (July 10, 1945); the money order was not paid out.

led ultimately by their philatelic instincts, acquired all they could find for ridiculously low prices and took them to the Netherlands. There, the Dai Nippon Philatelic Society (Vereniging Dai Nippon) was formed for those who collected and studied all philatelic aspects of the area.³

Major world catalogs give the subject a cursory treatment or none whatsoever. Even the Dutch dealers' catalog, which initially listed the Japanese occupation stamps, subsequently stopped doing so. The main reasons for this inadequate treatment are the great gaps in knowledge about the stamps and the existence of numerous fakes, forgeries, and fantasy products. However, anybody who takes the time and effort to become familiar with the subject will not have much

trouble detecting most of these. In fact, it is ironic that many of the primitive overprints are so difficult to imitate precisely. And many fake covers with otherwise great-looking stamps, overprints, or censor markings give themselves away because the combination is wrong - e.g., a Sumatra postmark on an anchor overprinted stamp. Many dangerous forgeries certainly do exist. The issue is clouded by the contention that some original overprinting devices were found - and used - after the occupation. A case in point is Arifin's signet ring, which was reportedly for sale for 4,000 rupiahs at one time. There is a similar anecdote concerning Lengkong's gold signet ring.

Although the market in Dai Nippon philately - which was mainly in the Netherlands, since collectors elsewhere did not seem to be interested - was stable for a few decades, Japanese philatelists discovered this area some time ago, and prices have increased

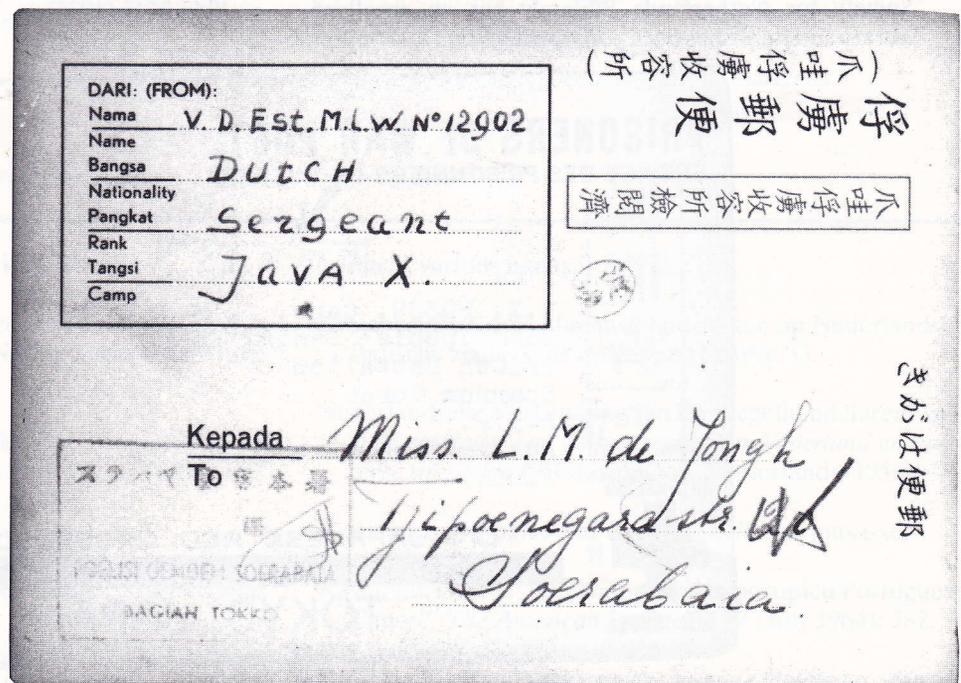


Figure 31 Postcard specially printed for prisoners of war on Java. Bottom left: rectangular censor marking of Soerabaja (East Java) police.

substantially. Still, a very interesting collection, and many hours of pleasant reading and study, can be had by anybody willing to spend time on this subject, for a small price.

ACKNOWLEDGEMENTS

I am grateful and indebted to Dr. F. Rummens of Calgary, Canada; H. Ramkema of Nunspeet, the Netherlands; R. Boekema of The Hague, the Netherlands; and Y. Aoki of Chiba, Japan for providing help and information essential to this article.

NOTES

1. To maintain historical accuracy, Dutch or English place names or spellings in use during the Second World War have been retained here – e.g., Batavia, Borneo. At the first mention, they are followed, where appropriate, by the Indonesian name (e.g., Jakarta, Kalimantan), as these were also in use at the time and are more likely to be found in current atlases and gazetteers.
2. In its structure and coverage, the discussion in this and the following sections is substantially patterned after the overview of the Japanese occupation of the Dutch East Indies by the late Joep Bonn, serialized in *Filatelie Informatief* (see references). Except for Figure 25, the material used for illustration purposes in this paper is all from the author's own collection. A shorter version appeared under the title "The Rising Sun Over Insulinde" in *The American Philatelist* for January 1992 and *Netherlands Philately* for March 1992.
3. This association has produced a number of excellent catalogs and monographs in Dutch, but its simplified catalog is entirely in English. A similar organization exists in Japan. In the United States, the American Society for Netherlands Philately has an excellent library and publishes occasional articles on Dai Nippon

philately in its journal, as does the International Society for Japanese Philately. A simple English-language catalog of Dai Nippon stamps has also been published in this country.

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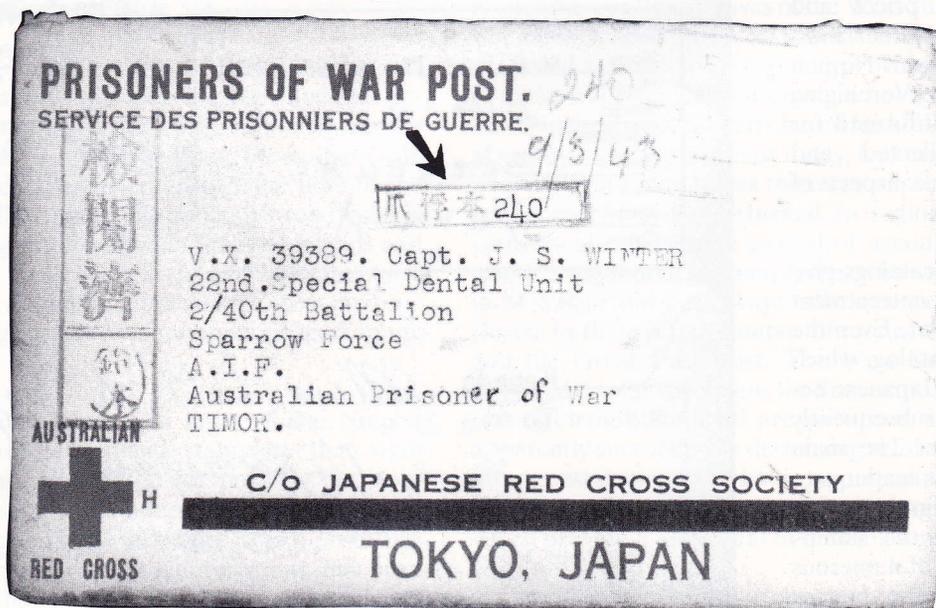


Figure 32 Letter to Australian officer taken prisoner on Timor (Lesser Sunda Islands), likely in its eastern (Portuguese) portion. The oblong chop (arrow) reads "Java POWS - General". 240 was probably the man's file number in the Djakarta office: Japanese (left) and Australian (top right) censor markings.

Airmail connections from and to the Dutch East Indies during the period September 1939 - February 1942*

by *Martinus Verkuil, in co-operation with Frans van Beveren.*

*This article, in Dutch and with color illustrations, appeared earlier in the *Maandblad voor Philatelie*, March 1996.

Although the Dutch East Indies originally were neutral, the outbreak of WWII in September 1939 and the progress of the war in Europe and Asia had an enormous effect on

the airmail connections from and to the former Dutch Territory. Under the pressure of the quickly changing war situation, the airmail routes had to be altered and the Postal Authorities needed to keep alert to these events. Moreover, the public had to be advised on the actual routing possibilities for airmail as well as on the adjusted airmail fees.

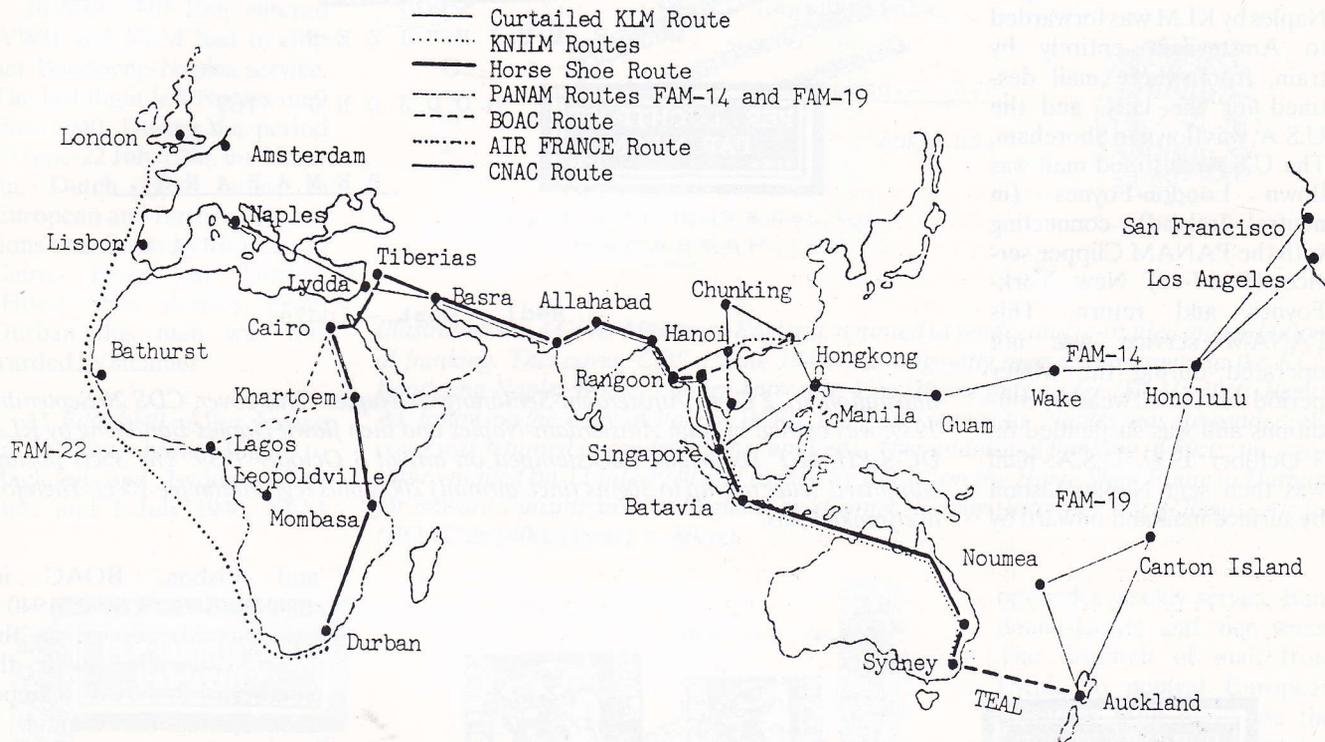


Illustration no.1 Map of the various Routes

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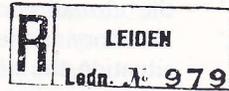
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THE CURTAILED KLM DUTCH EAST INDIES ROUTE BANDOENG-NAPLES V.V. AND BANDOENG LYDDA V.V.

5 September 1939. Due to the fact that Germany and France did not allow foreign aircraft to fly over their territory following the outbreak of WWII, KLM changed the final European destination of her Amsterdam-Bandoeng Route to Naples, Italy. Mail from the Dutch East Indies arriving at Naples by KLM was forwarded to Amsterdam entirely by train, from where mail destined for the U.K. and the U.S.A. was flown to Shoreham. The U.S.A. destined mail was flown London-Foynes (in neutral Ireland), connecting with the PANAM Clipper service (FAM-18) New York-Foynes and return. This PANAM service was not operated during the winter period due to bad weather conditions and was suspended on 3 October 1939. U.S.A. mail was then sent Naples-Lisbon by surface mail and onward by

air via the Southern PANAM Clipper Route Lisbon-New York. After a series of experimental flights between London



Per trein Amsterdam - Napels.
Per vliegtuig Napels - Batavia.
A A N G E T E K E N D .



Mej. F. M E I H U I Z E N .



B O D J O N G 167

S E M A R A N G .

J A V A .

Nedl - Oost - Indië.

Illustration no. 2 Cover Amsterdam-Semarang via Naples. This cover, CDS 20 September 1939, was carried by train Amsterdam-Naples and then flown Naples-Bandoeng by KLM DC-3 PH-ALT Torenvalk. Backstamped on arrival 3 October 1939. The 35cts postage comprised letter rate up to 30gms (incl. airmail) 20cts plus registration fee 10cts. Therefore overfranked 5cts.



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MANUFACTURERS' REPRESENTATIVE



BATAVIA • BANDOENG
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By K.L.M. to Europe and onwards
air transmission by transatlantic Clipper

Messrs. The Victor Tool Company
Export Department
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and Lisbon, BOAC inaugurated on 4 June 1940 a twice weekly service on this route connecting with the Southern PANAM Clipper service across the Atlantic.

2 April 1940. In order to have a direct air-connection with the PANAM Lisbon-New York Clipper service, KLM opened a 2x weekly service Amsterdam-Shoreham-Opor to-Lisbon and vice versa. After the German invasion of Holland, a number of KLM aircraft and personnel escaped to the U.K. and continued the service to Lisbon from Shoreham under charter arrangement with BOAC. After 2 August 1940 BOAC/KLM maintained a 2x weekly service Shoreham-Lisbon and v.v. from Whitechurch airport near Bristol.

Illustration no. 3 Cover Batavia-New York. This cover, CDS 17 April 1940, was carried Batavia-Naples by KLM and Naples-Amsterdam by train. Then by KLM service Amsterdam-Lisbon, connecting with the PANAM Trans-Atlantic Clipper service Lisbon-New York. Foreign letter rate 15cts/20gms. Air fee to the U.S.A. via Amsterdam 55 cts/5 gms.

10 May 1940. After the German invasion of Holland the train connection Amsterdam-Naples and v.v. was suspended. Mail from the Dutch East Indies destined for the U.K. and the U.S.A. was sent Naples-Lisbon by either train connection Naples-Ventimiglia-Port Bou-Barcelona-Madrid-Lisbon, or Rome-Madrid by air (Iberia) and then Madrid-Lisbon by train.

10 June 1940. Italy entered WWII and KLM had to stop her Bandoeng-Naples service. The last flight left Naples on 9 June 1940. During the period 19 June-22 July 1940, mail from the Dutch East Indies to European and further destinations was flown by BOAC via Cairo, Egypt to Durban (Horse Shoe Route). From Durban this mail was forwarded by steamer.

22 July 1940. After having carried out charter flights to Baghdad and Lydda on 19 June and 1 July 1940, KLM

DOOR CENSUR GEOPEND

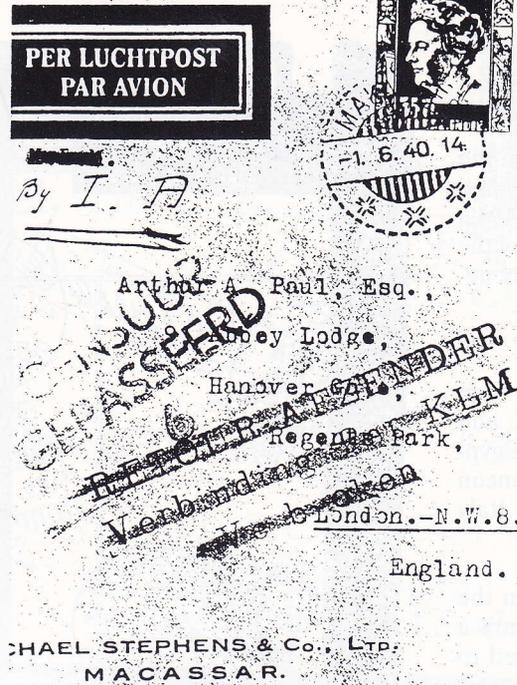


Illustration no. 4 Cover Makassar-England, returned to sender and re-mailed after additional franking. This cover, CDS 1 June 1940, was originally meant to be sent via the KLM Bandoeng-Naples Route. Foreign letter rate 15cts/20gms plus air fee (KLM) 30cts/10gms. As, following the entry of Italy in WWII, the KLM service to Naples was suspended, the cover was returned to sender (cachet applied). After additional franking of 50cts, the cover was re-mailed on 12 July 1940 and carried by BOAC on the Horse Shoe Route to Durban, for onward transmission to England by steamer. Foreign letter rate 15cts/20gms. Air fee (BOAC 2x (40cts/5gms) = 80cts).

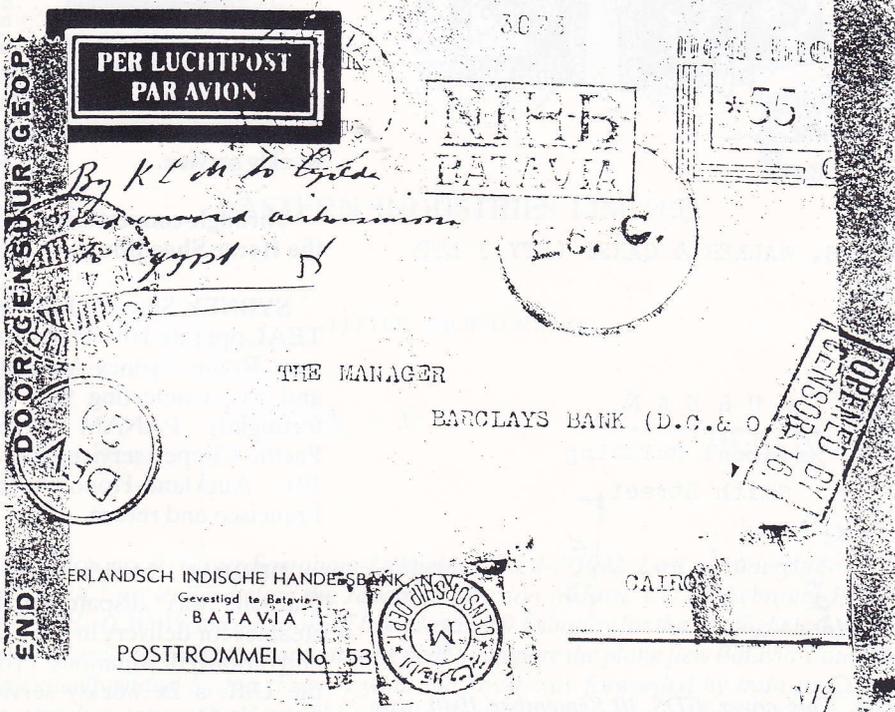


Illustration no. 5 Cover Batavia-Cairo. This cover, CDS 17 April 1941, was flown by KLM Batavia-Lydda and then carried to Cairo by train. Foreign letter rate 15cts/20gms. Air fee 40cts/5gms.

opened a weekly service Bandoeng-Lydda and vice versa. The dispatch of mail from Lydda to neutral European countries took place via the Taurus-, Orient- and Simplon Express train service. Connection with the Horse Shoe Route was brought about by the train service Lydda-Cairo. The first flight Lydda-Bandoeng took place on 30 July 1940.

15 June to 10 July 1941. During this period Amman was the temporary terminal of the KLM Route. Mail was carried from Amman to Lydda by taxi-cab (!).

19 June 1941. The frequency on the Bandoeng-Lydda service was increased to twice weekly.

28 December 1941. From this day the frequency was

reduced to a 1x weekly service again.

9 February 1942. The DC-3 PH-ALW Wielewaal took off for the last flight Bandoeng-Lydda and returned to Java 15 February 1942. Due to the Japanese invasion of the Dutch East Indies the Bandoeng-Lydda service was suspended.

THE HORSE SHOE ROUTE

The air routes to the U.K. from Africa, the Orient, Asia and Australia all converged in Egypt before crossing the Mediterranean and then flying over Greece, Italy and France.

10 June 1940. With Italy in the war, the Mediterranean was now a war zone and effectively closed to civil aircraft.

19 June 1940. BOAC, in cooperation with Qantas opened the so-called Horse Shoe Route, linking 16 countries between Durban in South Africa and Sydney in Australia, with a weekly service from either end. The Dutch East

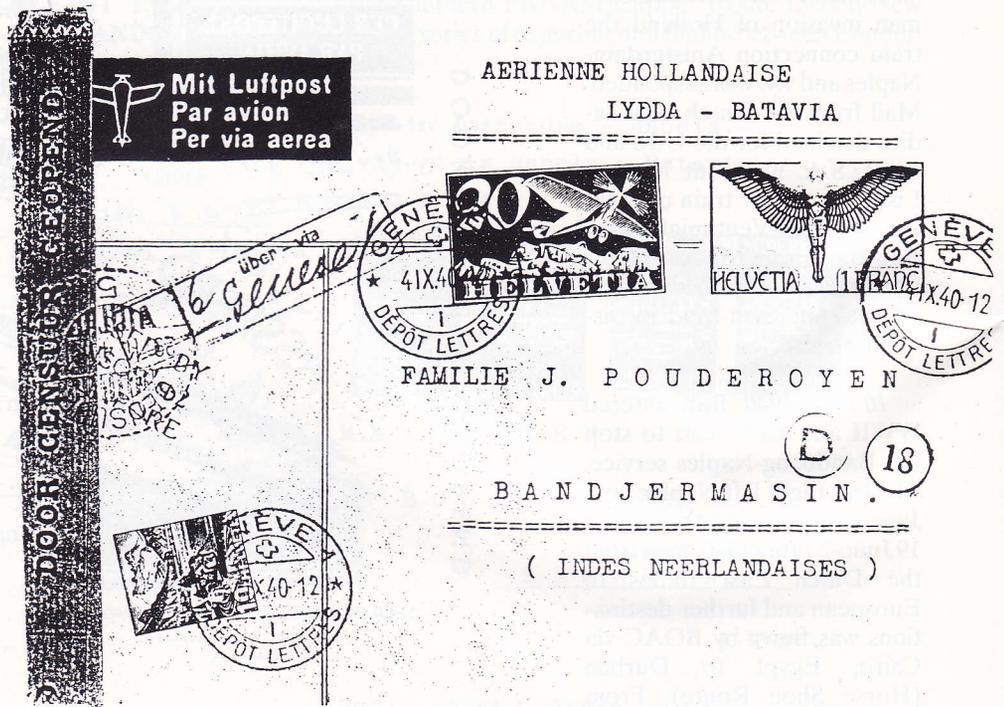


Illustration no. 6 Cover Geneva-Lydda-Batavia. This cover, CDS 4 September 1940, was sent to Lydda by train Geneva-Marseilles-Milan-Orient Express, for onward air transmission to Batavia by KLM. Backstamped 29 November 1940. Foreign letter rate 30 Rappen/20gms. Air fee 2x (50 Rappen/5gms) = 100 Rappen.

Indies Postal Authorities made very frequent use of the opportunity to send mail via this route.

20 August 1940. The frequency on the Horse Shoe Route was increased to a twice weekly service.

Through-connections via the Horse Shoe Route.

SYDNEY. Since 28 July 1940 TEAL operated the Trans Tasman Route Sydney-Auckland and v.v., connecting with the fortnightly PANAM Trans-Pacific Clipper service (FAM-19) Auckland-Honolulu-San Francisco and return.

DURBAN. Mail arriving in Durban, was dispatched by steamer for delivery in the U.K. and onward destinations. From the U.K. a 2x weekly service Bristol-Lisbon connected with the PANAM Trans-Atlantic Clipper service (FAM-18) to New York. During the summer season the PANAM main-

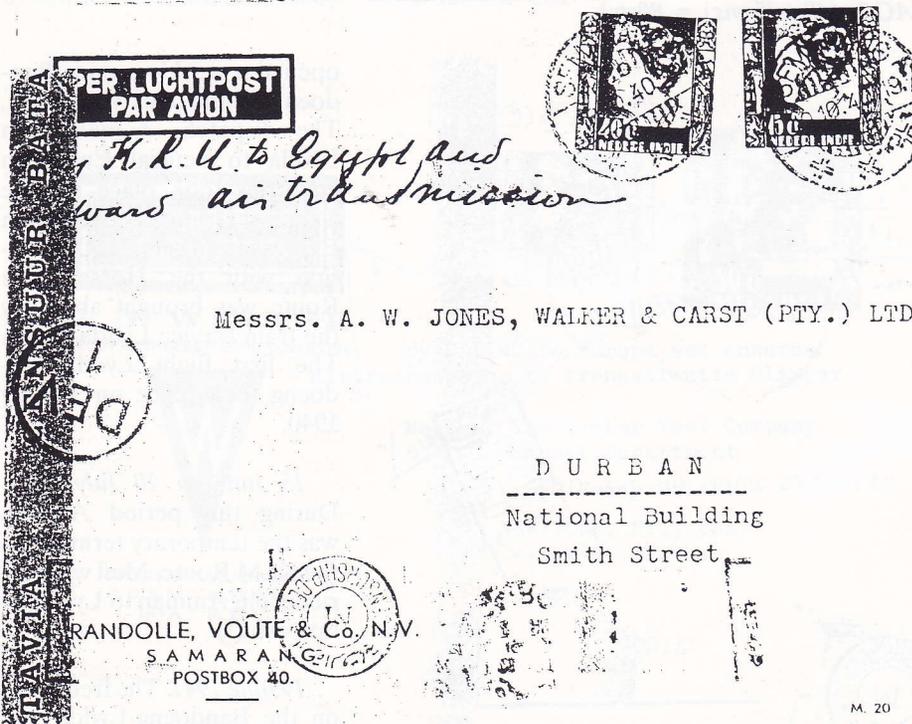


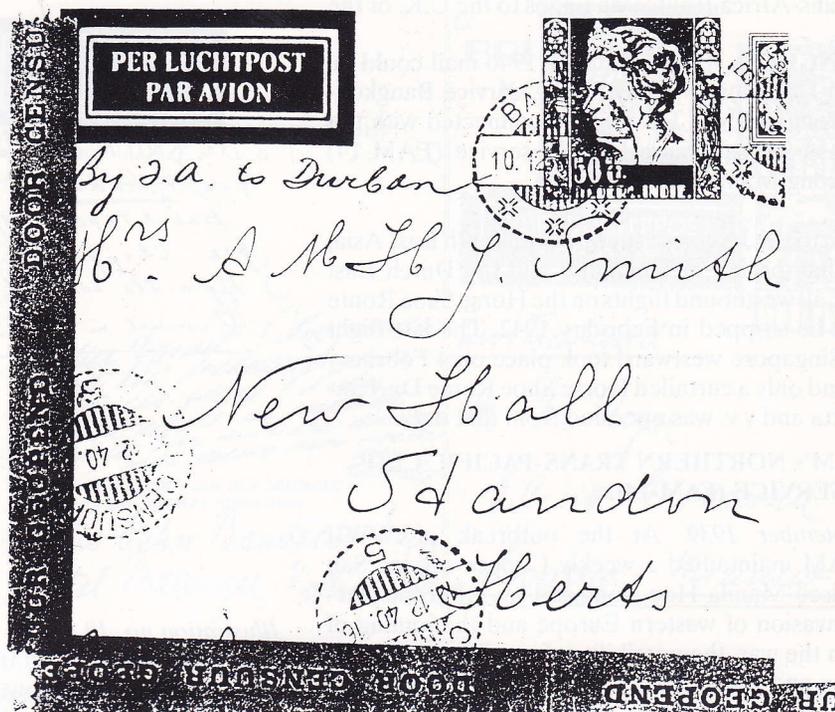
Illustration no. 7 Cover Semarang-Durban. This cover, CDS 10 September 1940, was carried by KLM to Baghdad or Lydda for onward transmission via the Horse Shoe Route. Backstamped in transit Cairo 26 October 1940. Foreign letter rate 15 cts/20 gms. Air fee 40 cts/ 5 gms.

tained a Clipper connection New York-Foynes and v.v. A shuttle service London-Foynes caught up with this possibility.

CAIRO. The transit time for mail carried on the Horse Shoe Route over the full length of Africa and then from Durban onward by surface mail was rather long, especially for mail and goods of importance to the conduct of the war. In order to shorten the transit time, the following air connections across Africa were established, linking the Horse Shoe Route with air routes to the U.K. and the U.S.A.

4 July 1940. A weekly BOAC/SABENA service, using landplanes, Cairo-Entebbe Leopoldville-Lagos and v.v.

4 July 1940. A weekly BOAC/PANAM service Cairo-Khartoem-Lagos and v.v. service, using flying-boats.



EXAMINER 1026 NEDO

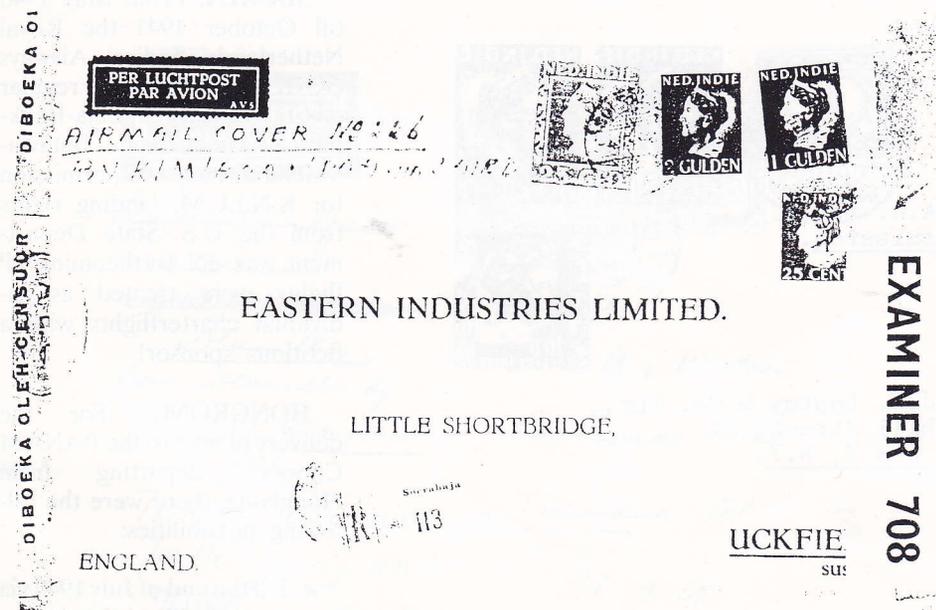
Illustration no. 8 Cover Bangil-Herts. This cover, CDS 10 December 1940, was carried to Singapore by KLM, for onward dispatch via the Horse Shoe Route. From Durban it was forwarded to the U.K. by steamer. Foreign letter rate 15cts/20gms. Air fee 40cts/5gms.

6 August 1940. A BOAC experimental service, using flying-boats, from the U.K. via Lagos to Lake Victoria. This service became regular from October 1940.

6 December 1941. A weekly PANAM service New York-Miami-Port of Spain-Natal-Lagos-Leopoldville and v.v. (FAM-22), using Clippers and C-47's landplanes.

February 1942. Pan American Airways Africa Ltd connected with FAM-22 with a service Accra-Khartoem-Cairo, abolishing the Lagos-Leopoldville connection.

For all the above mentioned Trans-Africa connections the same restrictions were enforced and mainly diplomatic mail, VIP's and urgent freight were carried. The bulk of mail went the long way via Durban and onward surface transportation. There is no proof of Dutch East Indies private or commercial mail having been carried on



EASTERN INDUSTRIES LIMITED.

LITTLE SHORTBRIDGE,

ENGLAND.

UCKFIE
su:

EXAMINER 708

Illustration no. 9 Cover Soerabaja-Uckfield. CDS 4-2-1942. Last commercial mail from the Dutch East Indies before the Japanese invasion of Java. CDS 4 February 1942. The DC-3 PH-ALW Wielewaal took off from Java on 9 February for the last flight to Lydda and back. In order to evade the combat zone near Singapore the plane flew Batavia-Palembang-Calcutta-Baghdad-Lydda. From Lydda the cover was forwarded by train to Cairo, for onward dispatch via the Horse Shoe Route. Backstamped on arrival London 19 April 1942. The postage of this 330 gms cover was: Foreign letter rate 15cts + (16x10cts) = 175cts. Air fee 66x40cts = 2640cts. Registration fee = 20cts Total 2835cts. Therefore underfranked by 10 cts.

the Trans-Africa Routes via Lagos to the U.K. or the U.S.A.

BANGKOK. Till 15 October 1940 mail could be sent to Hongkong via the BOAC service Bangkok-Hongkong and v.v. This service connected with the PANAM Trans-Pacific Clipper service (FAM-14) Hongkong-Manila-San Francisco.

Due to the Japanese successes in South East Asia, including the fall of Singapore and the Dutch East Indies, all westbound flights on the Horse Shoe Route had to be stopped in February 1942. The last flight from Singapore westward took place on 4 February 1942 and only a curtailed Horse Shoe Route Durban-Calcutta and v.v. was operated from that date.

PANAM's NORTHERN TRANS-PACIFIC CLIPPER SERVICE (FAM-14).

September 1939. At the outbreak of WWII PANAM maintained a weekly Clipper service San Francisco-Manila-Hongkong and v.v. After the German invasion of western Europe and the joining of Italy in the war, the possibility of sending mail to the U. K. and the U. S. A. via the curtailed KLM Java-Amsterdam Route was limited to the slow Horse Shoe Route and therefore the D.E.I. Postal Authorities more and more frequently made use of the faster (but more expensive) PANAM Trans-Pacific Clipper service.

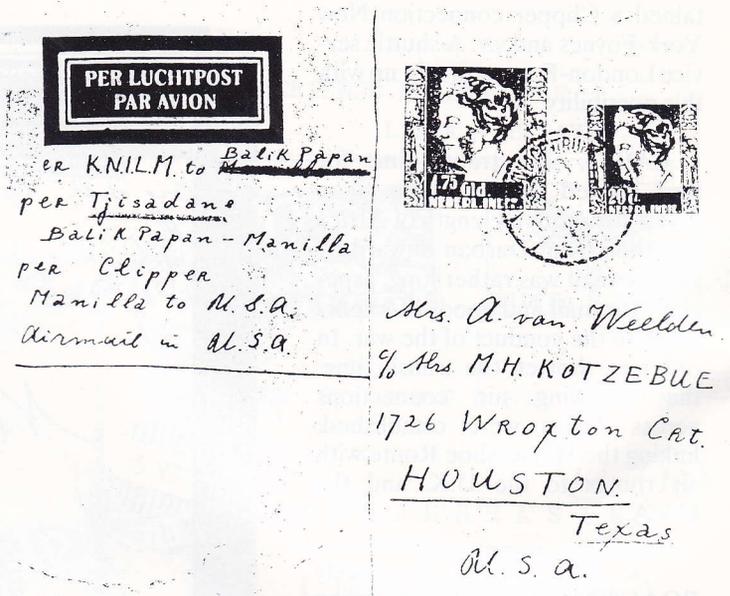


Illustration no. 10 Cover Batavia-Houston. Early Manila connection. This cover, CDS 16 March 1940, was flown Batavia-Balikpapan by KNILM and then forwarded by the m.s. Tjisadane in connection with the FAM-14 service Manila-San Francisco.

The delivery of mail to the PANAM Clippers has been possible via the following connecting services:

MANILA. From May 1940 till October 1941 the Royal Netherlands Indies Airways (KNILM) carried out regular charter flights Soerabaja-Balikpapan-Manila, or Batavia-Manila directly. As permission for K.N.I.L.M. landing rights from the U.S. State Department was not forthcoming all flights were treated as individual charterflights with a fictitious sponsor!

HONGKONG. For the delivery of mail to the PANAM Clippers departing from Hongkong, there were the following possibilities:

- Till the end of July 1940 via the AIR FRANCE Route Hanoi-Hongkong and v. v. Mail for this route was carried to Saigon by the KNILM service Batavia-Saigon. After the AIR FRANCE service to Hongkong was suspended, the mail destined for the Clipper service from Hongkong was sent from

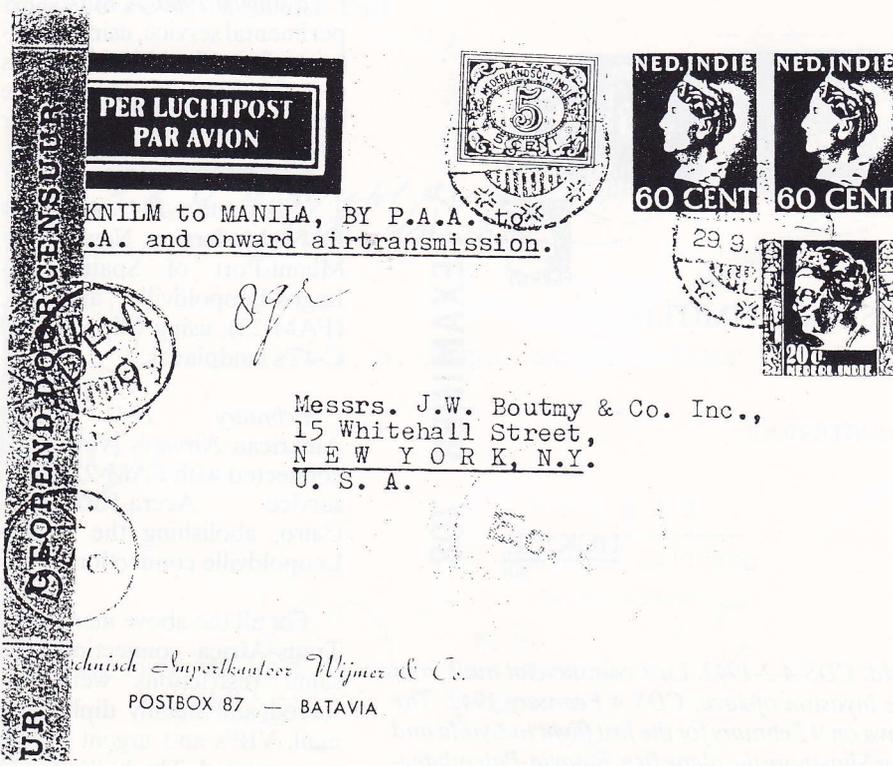


Illustration no. 11 Cover Batavia-New York via KNILM/Manila. This cover, CDS Batavia 29 September 1941, was carried to Manila by KNILM, connecting with the PANAM Trans-Pacific Clipper service Manila-Honolulu-San Francisco. Foreign letter rate 15cts/20gms. Air fee 2x (65cts/5gms) = 130cts.

Saigon to Hongkong by surface mail. Dutch East Indies Postal Authorities have made use of this route via the KNILM Batavia-Saigon service till 29 July 1941.

- Till 15 October 1940 it was possible to utilize the BOAC Bangkok-Hongkong service. Mail was carried to Bangkok by either the KLM or BOAC service.
- From 25 October 1940 till 25 December 1941, mail could be sent via the CNAC route Rangoon-Hongkong. Delivery of mail to this connection was also carried out by KLM or BOAC aircraft.

SINGAPORE. After PANAM extended her FAM-14 service to Singapore on 10 May 1941 the use of Tasman Route was abolished, except during October 1941, when PANAM's Singapore and Manila connections were irregular. The delivery of mail to Singapore took

Bij Transpacific
airroute via Hongkong
to U.S.A. and bij P.A.A.
to Europe.

Handwritten notes:
 Hier begint de reis
 met de Transpacific
 van de post. Het
 is een zeer
 snelle reis en
 wordt in alle
 landen met
 de grootste
 aandacht behandeld.

NAAM EN ADRES VAN DEN AFZENDER
 NAMA DAN ALAMAT SIEPENGIRIM

Alice Bahn Bandoeng. Java
 Hotel Theangse Kraai 1/6

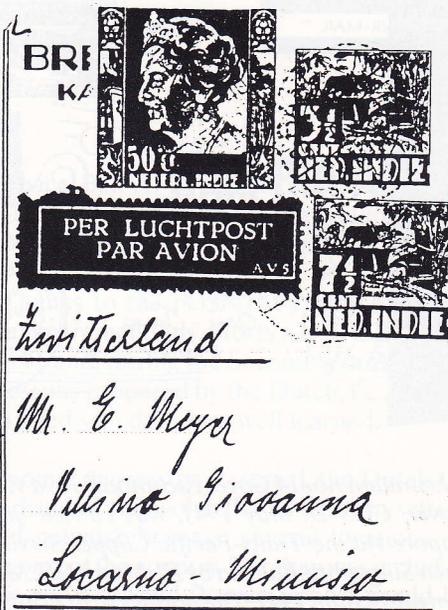


Illustration no. 12 Postcard Bandoeng-Locarno. This postcard, CDS 20 September 1940, was flown to Bangkok by KLM and from there to Hongkong by BOAC. The onward dispatch was carried out as follows: Hongkong-San Francisco by PANAM Clipper service. Then airmail throughout the U.S.A. New York-Lisbon by PANAM's Trans-Atlantic Clipper service. Lisbon-Locarno by train in closed dispatch (no German censor). The postage for this "two ocean mail" was: Foreign postcard rate 10cts. Air fee 45cts. Therefore overfranked 6cts.



Illustration no. 13 Cover Batavia-Trinidad. This cover, CDS 12 February 1940, was endorsed "per m.s. Tjinegara 13 Februari van Batavia naar Manila". This endorsement was deleted and the route indication "Trans Pacific air route to Hongkong etc" was added instead. The cover was carried to Saigon by KNILM for onward transmission by AIR FRANCE to Hongkong, in connection with the PANAM Clipper service to San Francisco. Backstamped in transit Saigon 13 February 1940 and Hongkong 14 February 1940. The postage of 285cts was comprised of: Foreign letter rate 15cts/20gms plus air fee 3x (90cts/5gms) = 270cts.

place via the existing KLM and KNILM services. Since mid October 1941 there was a regular KNILM connection Batavia-Singapore on every Sunday.

29 November 1941. The last Clipper left Singapore via Manila to San Francisco. Due to the Japanese attack on Pearl Harbour on 7 December 1941, the FAM-14 service was suspended.

PANAM'S SOUTHERN TRANS-PACIFIC CLIPPER SERVICE (FAM-19)

12 July 1940. Inauguration of PANAM's second Trans-Pacific Clipper service across the southern part of the Pacific between San Francisco and Auckland. The Dutch East Indies Postal Authorities also made use of this fortnightly opportunity, and mail was delivered to Sydney by the existing KNILM and Qantas services. The Sydney-Auckland leg was operated by TEAL.



Illustration no. 14 Cover Richmond-Java via Singapore. This cover, CDS 28 May 1941, was carried San Francisco-Singapore via the Trans-Pacific Clipper Service (FAM-14) and then Singapore-Batavia by KLM or KNILM. Backstamped on arrival 14 June 1941. The postage to the Dutch East Indies was 70 cts/ 1/2 ounce (Pacific Rate). Therefore short by 11 cts.

When PANAM extended her Northern Trans-Pacific Route to Singapore the KNILM service to Sydney was practically only being used for the transportation of mail with destinations in Australia or New Zealand.

2 December 1941. Last flight San Francisco-Honolulu-Auckland by the Clipper "Pacific". Following the Japanese attack on Pearl Harbour the return flight was re-routed via Australia and Africa.



Illustration no. 16 Cover Batavia-Melbourne. This cover, CDS 28 February 1941, was carried to Australia by KNILM. After PANAM had extended her Northern Trans-Pacific service to Singapore the KNILM service Batavia-Sydney was only used for the transportation of mail with destinations in Australia and New Zealand. Foreign letter rate 15cts/20gms. Air fee 10cts/5gms.

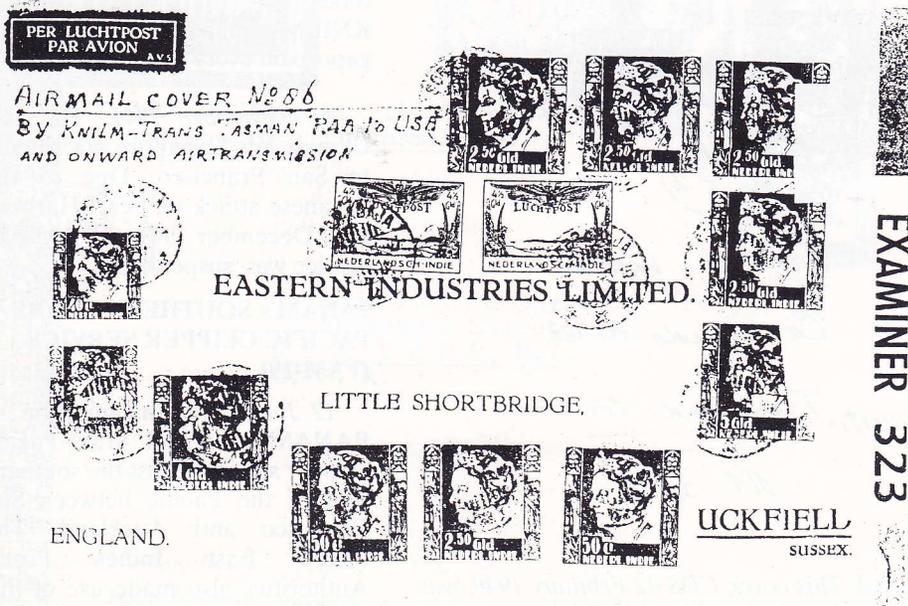


Illustration no. 15 Cover Soerabaja-Uckfield. Cover D.E.I.-U.K., CDS Soerabaja 27 July 1940. First known Dutch East-Indies commercial mail flown by KNILM-TEAL-PANAM combination on fortnightly Trans-Pacific Clipper service Auckland-Honolulu-San Francisco. The cover was carried by air throughout the U.S.A., connecting with the PANAM Trans-Atlantic Clipper service New York-Lisbon. Lisbon-London by BOAC/KLM. Postage for this 215gms cover was comprised of: Foreign letter rate 115cts, plus Air fee 2785cts.

'Not longer valid', but with an exception

by Arie Bakker R.D.P.S.A.

(translation by Louis Vroomen)

The NVPH Special Catalogue indicates that the clearance issue of Dutch Indies # 211-215 and the airmail stamps # 6-12 and 14 were valid for postage until December 31, 1936. This information is incomplete, as there was an exception. As the background regarding this exception provides a glimpse in the operation of the colonial government of 1936 I wish to tell you something about this.

Tarakan is an island in the then called Strait of Makassar on the North East coast of Kalimantan (Borneo). There were less than 100,000 inhabitants on this island and there was oil produced. When Von Gronau started his world flight, with a Dornier sea-plane, in 1932 in Germany, his itinerary went via Greenland, Canada, mainland USA, Alaska, Japan and the Philippines via Tarakan to Soerabaja. It was possible to send mail in Tarakan with this flight, but given the fact that only 14 pieces with destination Balikpapan and 57 for Soerabaja were carried by Von Gronau, indicates that there was no economic motive to institute a regular scheduled air connection with Tarakan. But this was in 1932, during the height of the world depression. The connection between Tarakan and the inhabited world was maintained by the vessels of the KPM. They carried mail and passengers, biweekly, as punctual as a clock, in seven days to Soerabaja. Everyone was aware of the potential of air transport, through the flights to and from the Dutch Indies between Amsterdam and Bandoeng, but that was really only as a connection to the homeland. Nevertheless the Dutch Indies was far ahead compared to other colonies.

The KNILM was the first airline in the Far East to open a scheduled air service, in November 1928, from Bandoeng via Weltevreden to Semarang (and return). One year later a scheduled service was opened to Palembang. Medan of course could be reached by air as it was on the Netherlands-Dutch-Indies route. On November 1, 1929, followed the first flight Batavia-Semarang-Soerabaja and on March 4, 1930 the first international flight of the KNILM was established by extending the Batavia-Palembang route to Singapore. In spite of the world crisis one can see the development of air traffic.

The first Dutch-Indies mail flight from Batavia to Sydney followed on May 12, 1931 with the "Abel Tasman". For this historical event a commemorative stamp was issued (NVPH, Air # 13). The return flight took place on May 24, 1931. It stopped with this single flight as England was not disposed to allow landing rights to the KNILM for regular flights between Batavia and Australia. The reasons are obvious. It was a given that QANTAS (Queensland and Northern Territory Aerial Services) would lose the competition with the Dutch immediately. The irregular service of BOAC (British Overseas Airways Corp.) from London to Karachi took several more days than the regular service of the KLM between Amsterdam and Batavia and as Qantas would make a connection via Batavia to Karachi, nobody

would use their service. BOAC-QANTAS was no match for KLM-KNILM. The fact that the public interpreted BOAC as British Overdue Airways Corp. speaks for itself.

Incidentally: Thanks to the persistent Dutch example, England had to make tremendous efforts not to fall behind in the air traffic area and, during the Second World War, it showed that the lessons prepared by the Dutch, i.e., how to fly according to a fixed schedule, was well learned.

When the economic depression lessened, the Dutch Indies government decided to involve the KNILM in setting up an inter-island network between several locations, to stimulate the economy of the country. Tarakan was included in this plan and it was expected that an airport would be ready there in March 1936. It was historically proven that air-mail philatelists could be counted upon to provide a considerable contribution to the finances of these flights. Therefore it was publicly announced that the first air connection with Tarakan would be established in March 1936. To have mail carried on this first flight one had to send a postcard or envelope to the director of the postoffice at Tarakan. Those who could not purchase the required Dutch Indies stamps at a philatelic counter in the Netherlands, could include International Reply Coupons. Obviously the bulk of the requests was expected from the Netherlands. Several thousand postcards and envelopes descended upon the Tarakan postoffice and the proper stamps were applied to all mail.

Due to several circumstances, including the never before experienced heavy monsoon rain, considerable delay was experienced in finishing the airport and only on December 10, 1936 a trial flight Soerabaja-Bandjermasin-Balikpapan-Tarakan could be held. As this trial flight was successful it was decided to have the first flight, with a DC2, on January 9, 1937, from Batavia via Soerabaja-Bandjermasin-Balikpapan to Tarakan, with the first official return flight from Tarakan on January 11, 1937.

Tarakan would finally be able to dispose of the mountain of postcards and envelopes that should have been sent on the first flight, but, there was a problem. In the mean time an announcement from the head office of the PTT in Bandoeng appeared indicating that all clearance issue stamps and airmail stamps, as mentioned before, were no longer valid (demonetized) for postage as per January 1, 1937. The director of the postoffice in Tarakan had already supplied all the postcards and envelopes with exactly those stamps and, as a conscientious bureaucrat, following instructions, he cancelled all that mail on December 31, 1936, with the date cancel of that day. But he was not satisfied and must have asked Bandoeng what to do. Could he send the mail on January 11, 1937, with invalid stamps and an old cancellation? Bandoeng authorized him to have a handstamp made ("Frankeerzegels Geldig/Ingevolge machtiging H.B.

P.T.T.") indicating that these postage stamps were valid, but he was allowed to use this handstamp only on mail on the first flight from Tarakan to Batavia and stops in between.

The majority of the 5,000 postcards and envelopes that were carried on this flight showed a December 31, 1936, cancellation and the validity marking on these pieces of mail was therefore really unnecessary, as they were cancelled during the period the stamps were valid. For all mail submitted after December 31, 1936 to be carried on this flight, the validity marking for those demonetized stamps WAS required. This mail could, for example, have been carried on the first flight, Batavia-Soerabaja-Bandjermasin-Balikpapan to Tarakan, on January 9, 1937 and the local population could have mailed letters after December 31 for this first flight.

In theory datecancels from Tarakan are possible between the 1st and 11th of January, 1937, but up till now I have only seen: Tarakan January 11, 1937, i.e., a cancellation on the date of departure of the first flight.

Has anyone seen a Tarakan cancellation on the recalled stamps with a date between Jan 1st and the 10th? In any case, the Special Catalogue should indicate: "Valid on Tarakan until January 11, 1937, inclusive"

The following pictures are reduced photocopies of an envelope and postcard with a cancellation 31-12-1936 and/or 11-1-1937 out of the collection of the son of the author.

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