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January 2001

From the Editor:

Welcome to the new year. We can not expect it to be as exiting as the year 2000 was, with our 25th Anniversary Meeting in Connecticut and the subsequent publication of the 25th Anniversary issue of the Journal, but we'll do our best to bring you interesting articles.

We sold quite a few of the extra copies of the 25th Anniversary Journal, but there are still some left. After the publication is reviewed in the Netherlands, U.K., and Germany we expect for the remainder to go fast. If you need an extra copy, either for yourself or for a friend, don't wait too long with ordering. Cost is only \$12 (includes shipping within the US).

From time to time I receive some correspondence about the contents of the Journal. Most often it is about the disproportionate number of articles dealing with philatelic aspects related to the Dutch East Indies, or the subject of the articles (too 'deep' /specialized'). I sure agree with both observations and I would love to bring in more variety, but I can't publish material I don't have. Fortunately John van Rysdam is helping us out on a regular basis; this time you'll be able to read his article about "Mail by Rail", while in the next issue he writes about the railroad stamps (revenues) of the Netherlands.

I certainly don't want to discourage anyone from writing an in depth study on his/her favorite subject. Just read the article (part2 this time) on the mail of Texel and you know what I'm talking about. Imaging all the literature that had to be read and the hard to find covers that had to be collected over time; it must have been exciting and very satisfying to the author (Frans Leijnse) to first gather the material and then write an article about it.

I've just started a new subject to collect myself; the postal history of the town I was born in (Olst). The fastest way to get started I found out is to go to a postcard show in the Netherlands and ask dealers for all the cards of your home town. Of course you turn them over right away to look at the cancels. This will get you going quickly. Another excellent source of information is the Communication Museum in The Hague.

continued on page 106

Table of Contents

Mail by Rail	78	Missionary Airplane	105
The Texelse Post, Part 2/2	87	The 1945 Japanese Occupation	
Dutch East Indies Airmail, sent by		Cashfranks used in Bali and Lombok	107

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Mail By Rail

Mail Transportation by train via the Amsterdam-Antwerp-Brussels-Paris Line and Vice versa

By John W. Van Rysdam

This spring I made a rail trip to Paris with the Thalys, which is a de luxe fast train departing from Amsterdam at 7:00 am and arriving in Paris' Gare du Nord at 11:00 am.

In older times rail transportation from Amsterdam to Paris was not that fast.

Before and during the period of 1847 to 1877 the big rail transportation bottleneck was the so-called BIESBOSCH (BULLRUSH FOREST). This Biesbosch is

mail either by coach or early trains had to be unloaded in Rotterdam-South at the MALLEGAT and transported by barge to the other side of the Biesbosch at MOERDIJK, at which station the mail was reloaded on the trains for transportation South and to Antwerp, Brussels and Paris and on.

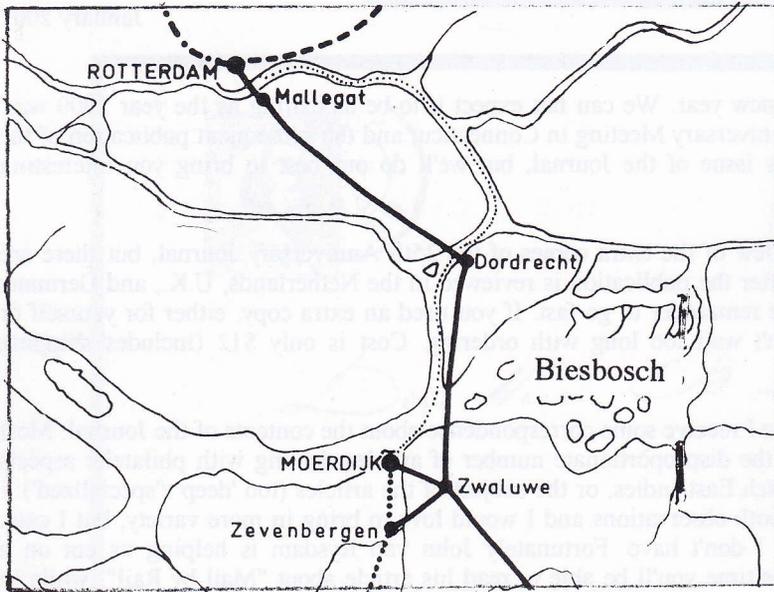
PRE-RAILROAD PERIOD UP TO 1847

Mail during this period was shipped by barges and coaches.

Ill. 2 shows a folded sheet letter mailed in Amsterdam on 8 April 1779 and sent via Paris to Bordeaux. The route of this so-called FRANSE POST which was part of the French-Tax agreement was as follows. Mail had to be delivered in Amsterdam at the so-called ANTWERPSCHE KANTOOR (Antwerp Office). Then it went by coach via Leimuiden-Alphen-Boskoop-Kralingsche Veer to IJsselmonde-Kuipersveer. By barge it went to Moerdijk through the Biesbosch waters, to Antwerp by coach and on to Paris and Bordeaux.

The rate was 10 Stuivers (Decimes), which equaled 50 cents. It shows an early French Entry Cancel "d' HOLLANDE".

Ill. 3 & 4 show two pre-railroad period letters mailed from Antwerp to 's Gravenhage. Ill. 3 was mailed on April 22, 1842 and arrived April 23, 1842. Not bad for those days. It has the Antwerp Departure cancel



Ill. 1 Area Map Of Rotterdam And The Biesbosch

formed by the large rivers Rhine and Meuse, which split Holland in the traditional referred to Northern and Southern Netherlands.

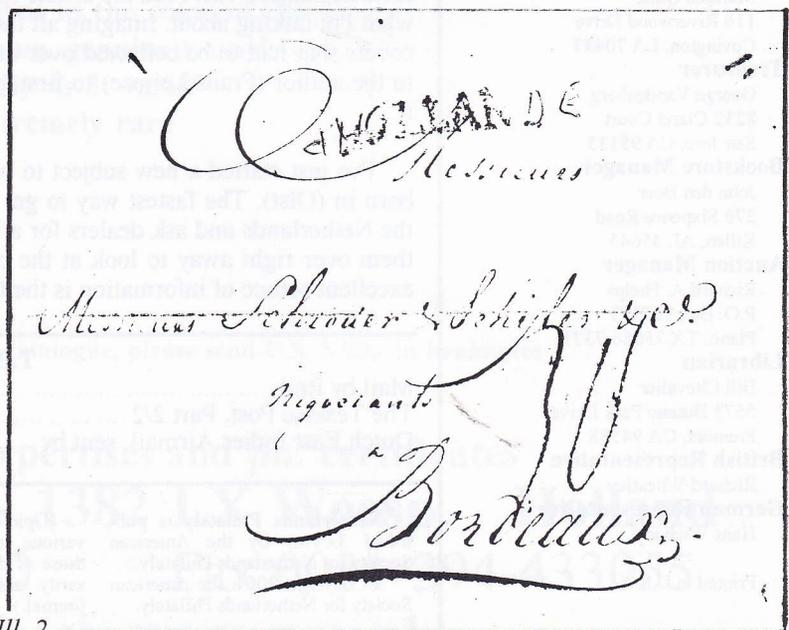
As this vast area of water could only be crossed by boat it formed excellent protection from invasions from the South, for which reason it was part of the Dutch defense system.

On the other hand however, it also was a transportation handicap for the route from Amsterdam to Antwerp and Paris.

The Biesbosch and its rivers, having an open connection with the North Sea, were also subject to high and low tides. This constant movement of water formed many canals and streams which were full of vegetation, wildlife and waterlife. Now it's a well known nature preserve, well worth visiting on a vacation to the Netherlands.

The map in Ill. 1 shows the Biesbosch and the waterways the mail had to cross before any bridges were built.

Around 1800 no bridges could be built large enough to span these waters and all

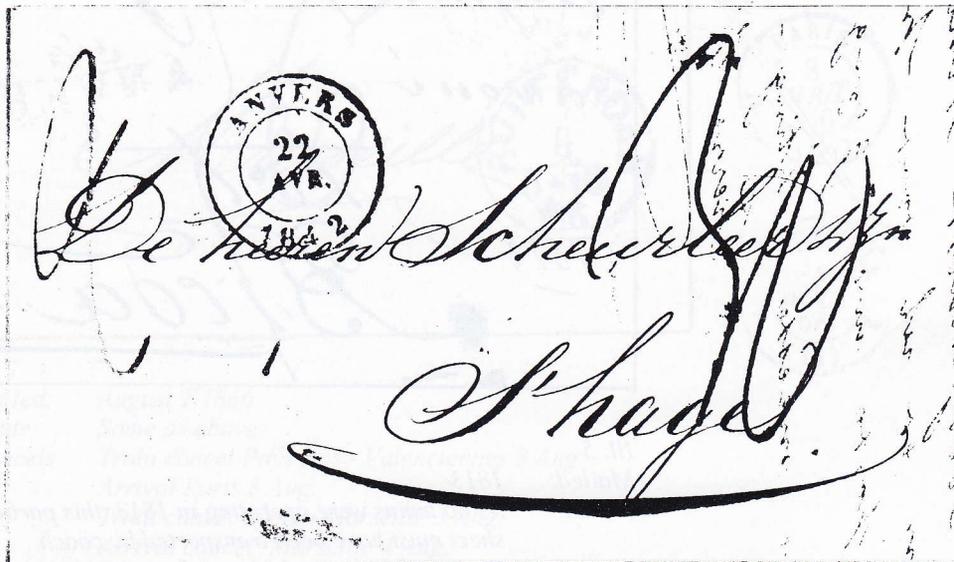


Ill. 2

and the 's Gravenhage Arrival cancel. III. 4 was mailed January 22, 1847 and arrived January 23, 1847. Both must have traveled the same route as III. 2.

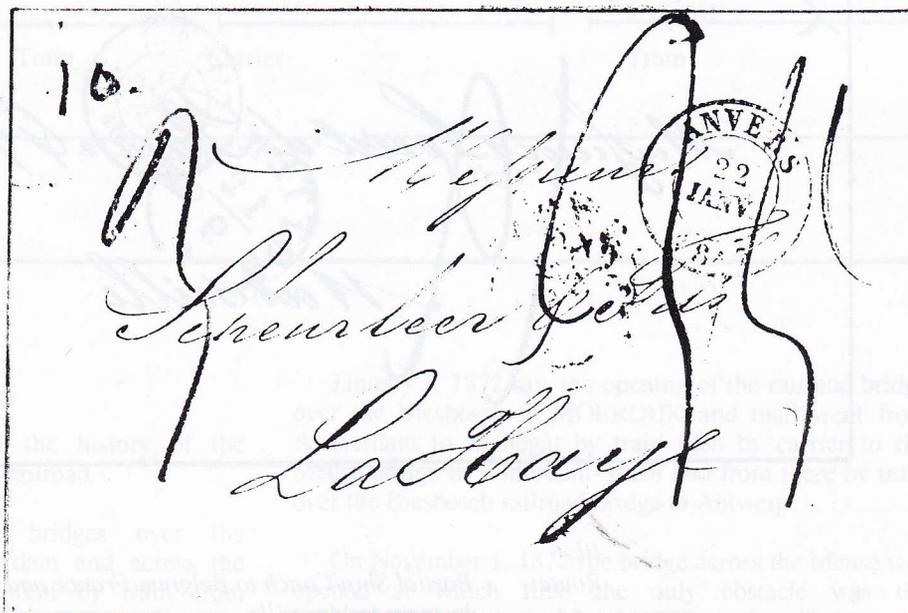
III. 5 shows an older letter mailed in 1813 from Antwerp to Breda and it carries the straight-line ANVERS cancel.

III. 6 & 7 show two folded letters mailed in Holland in 1853 and 1866 respectively. Both show the French train cancel PAYS BAS-VALENCIENNES. They must have traveled by coach and boat to Belgium/France to connect with the French Railroad system. They show Paris transit cancels and Marseille arrival cancels.



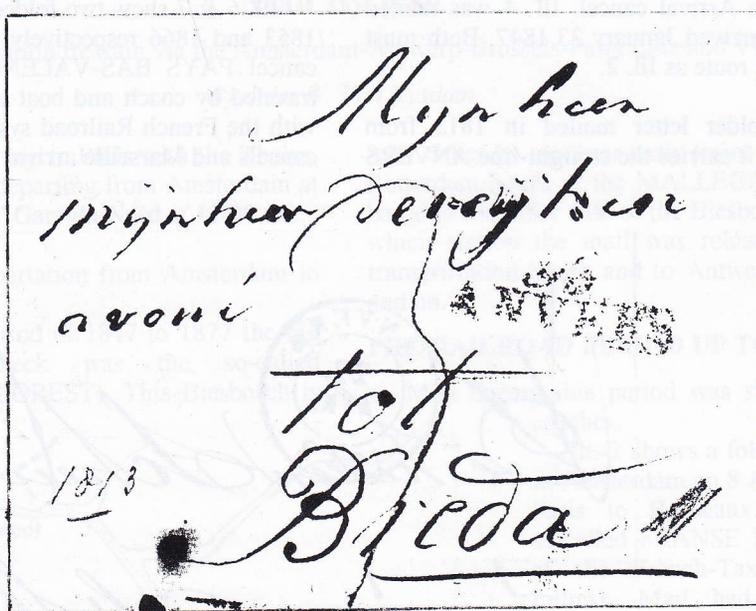
III. 3

Mailed: April 22, 1842
 Route: Partial coach and boat. Pre-Railroad era
 Arrival: April 23, 1842
 Cancels: Antwerp and 's Gravenhage arrival cancel

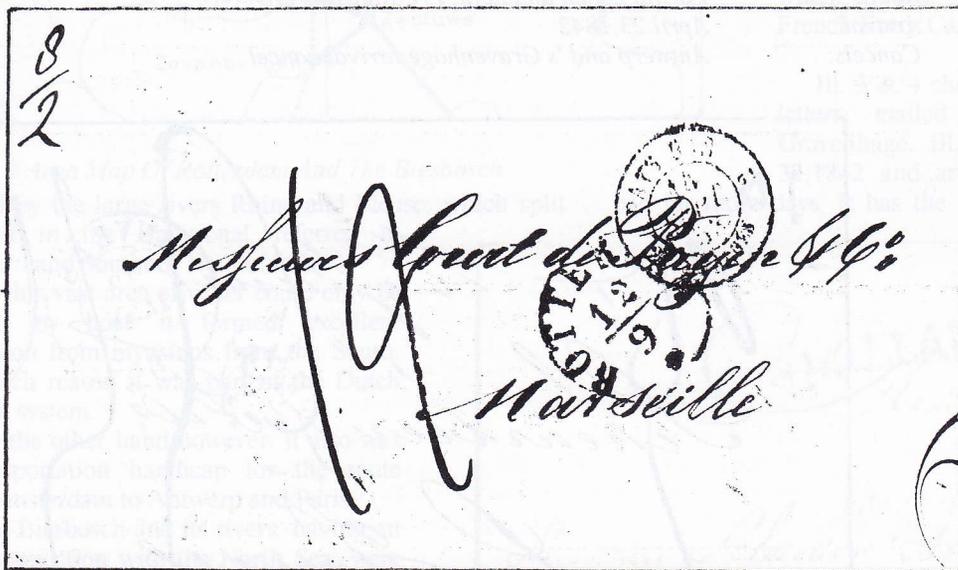


III. 4

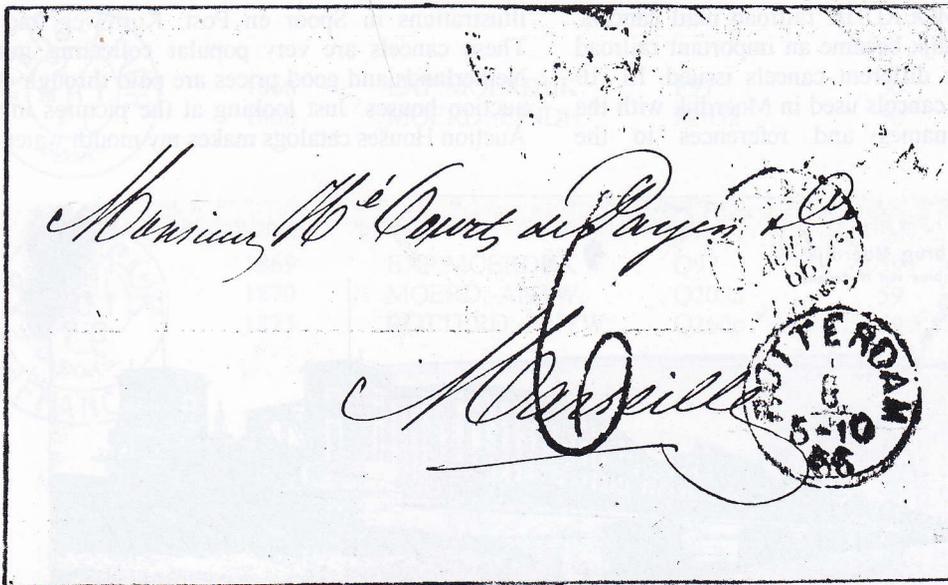
Mailed: January 22, 1847
 Route: Partial coach and boat. Pre-Railroad era
 Arrival: January 23, 1847
 Cancels: Antwerp and 's Gravenhage arrival cancel



Ill. 5
 Mailed: 1813
 Route: As no trains were operating in 1813, this partial letter sheet must have been transported by coach.
 Cancel: Straight-Line cancel "Anvers"

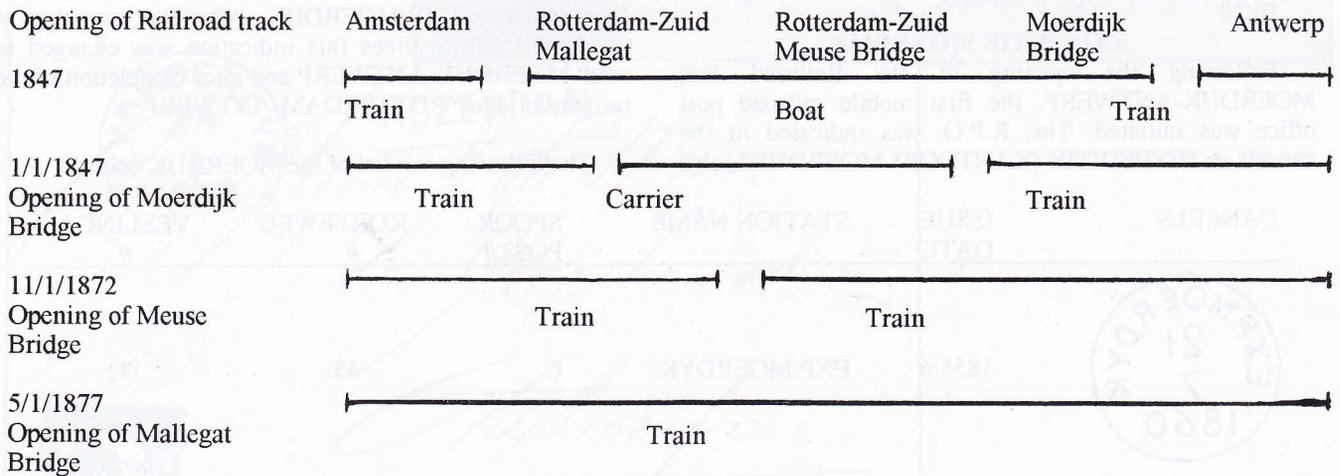


Ill. 6
 Route: Partial Ship/Coach to Belgium/France and from there by train to Marseille.
 Cancels: Train Pays Bas-Valenciennes 14 Sep. 1853
 Paris arrival cancel 14 Sept.
 Marseille arrival cancel 16 Sept.



Ill. 7
 Mailed: August 1, 1866
 Route: Same as above.
 Cancels: Train cancel Pays Bas - Valenciennes 3 Aug.
 Arrival Paris 3 Aug.
 Train cancel Lyon a Marseille 3 Aug.
 Arrival cancel: Marseille 4 Aug.

Time table of the development of the railroad line Amsterdam-Antwerp-Paris



THE EARLY RAILROAD YEARS

Ill.8 shows the Time Bar of the history of the AMSTERDAM-ANTWERP-PARIS railroad.

Until 1847 there were no bridges over the MALLEGAT & MEUSE in Rotterdam and across the BIESBOSCH to Moerdijk. Mail went by train from Amsterdam to Rotterdam/Mallegat and from there by barge to Moerdijk to connect with the trains to Antwerp and South.

January 1, 1872 saw the opening of the railroad bridge over the Biesbosch to MOERDIJK and mail went from Amsterdam to Mallegat by train then by carrier to the Meuse bridge in Rotterdam-South and from there by train over the Biesbosch railroad bridge to Antwerp.

On November 1, 1872 the bridge across the Meuse was opened at which time the only obstacle was the MALLEGAT, where on May 1, 1877 a railroad bridge was opened, making a DIRECT TRAIN connection from Amsterdam to Antwerp and Paris possible. Ill. 9 shows an early postcard of the SPOORBRUG MOERDIJK, the longest bridge in the Netherlands; the card was mailed 13 Aug. 1909

In the days of the MOERDIJK railroad mail cancels, the small town of Moerdijk became an important railroad mail center, with many different cancels issued. III. 10 gives a listing of all the cancels used in Moerdijk with the issue dates, station names and references to the

illustrations in Spoor en Post, Korteweg and Vellinga. These cancels are very popular collecting items in the Netherlands and good prices are paid through dealers and auction houses. Just looking at the pictures in the Dutch Auction Houses catalogs makes my mouth water.



III.9

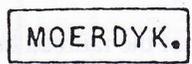
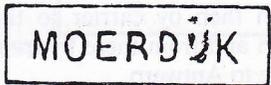
III.10

EXPEDITIE MOERDIJK

Following the opening of the Railroad line MOERDIJK-ANTWERP, the first mobile railroad post office was initiated. This R.P.O. was indicated in the cancels as "EXPEDITIE (KANTOOR) MOERDIJK", also

abbreviated as EXP-MOERDIJK. After the extension of the Dutch railway lines this indication was changed to read: MOERDIJK-ANTWERP and after completion of the railroad bridges: ROTTERDAM-ANTWERP.

The following is a list of the MOERDIJK cancels:

CANCELS	ISSUE DATE	STATION NAME	SPOOR POST#	KORTEWEG #	VELLINGA #
	1855/6	EXP:MOERDYK	C	45	72
	1857	MOERDYK (with ,)	J203b	70	73
	1857	MOERDIJK	J203b	70a	74
	1859	MOERDYK(w.o'')	J203b	70a	74
	1860	EXP:MOERDYK	F	57	75



1868	EXP:MOERDIJK	P97	50	76
1868	MOERD:-EINDH:	P203a	50	76



1869	EXP:MOERDIJK	Q97	59	77
1870	MOERD:-ANTW:	Q203a	59	77
1873	ROTTERD:-ANTW:	Q260c	59	77



III. 10a Copies of letters with early MOERDIJK cancels.

THE COMPLETED ROUTE YEARS UP TO 1900

After the opening of the completed line Amsterdam-Antwerp-Paris there no longer was a need for the Moerdijk mail transfers and its cancels were eventually replaced by those of the AMSTERDAM/ROTTERDAM-ANTWERP type cancels as listed in Ill. 11 Note however, that some of these cancels have been partially redrawn and are not always to actual size.

These cancels were used by the mail train personnel on mail which connected with the Amsterdam-Antwerp train.

Mail which was deposited at the Amsterdam Post Office or at the Station Post Office did receive the normal domestic Amsterdam cancels as shown on some exhibits in Ill. 12

AMSTERDAM-ANTWERP CANCELS

After the opening of the Biesbosch bridge in 1872 there was no longer any need for the "EXPEDITIE MOERDIJK" cancels, and eventually they were replaced by the following direct train cancels:

III.11 CANCEL	ISSUE DATE	STATION NAME	SPOOR POST#	KORTEWEG #	VELLINGA #
	1872	MOERD:-ANTW:	R203a	-	81
	1873	ROTTERD:-ANTW:	R260c	-	81
	1882	AMSTERD:-ANTW:	R12b	-	81
	1887	AMSTERD:-ANTWERPEN	R12b	-	81
	1892	AMSTERDAM-ANTWERPEN	R12b	-	81
	1896	AMSTERDAM-ANTWERPEN	U12	-	112
	1908	AMSTERDAM-ANTWERPEN	W12	-	163
		ANTWERPEN-AMSTERDAM	W12	-	163
	1913	AMSTERDAM-ANTWERPEN	Z12-15	-	D
	1911	ANTWERPEN-AMSTERDAM	Z260-15	-	D

Note that some of the cancels are partially re-drawn, and are not always to actual size.

www.StampsOnTheWeb.com

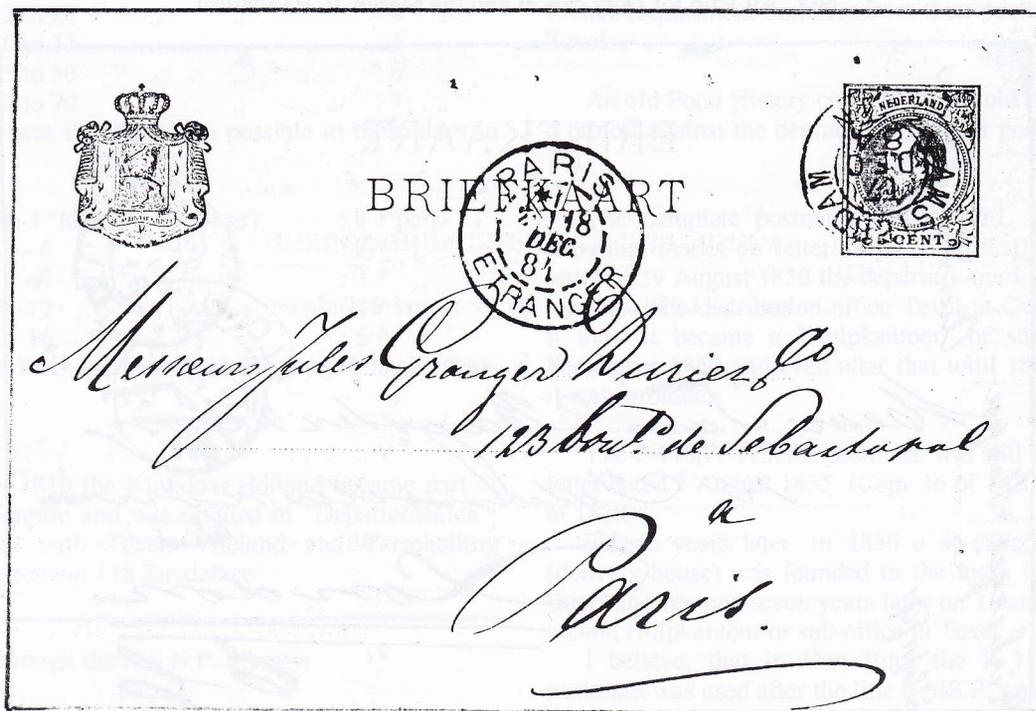


Specialized in stamps and covers from the Netherlands and former colonies.

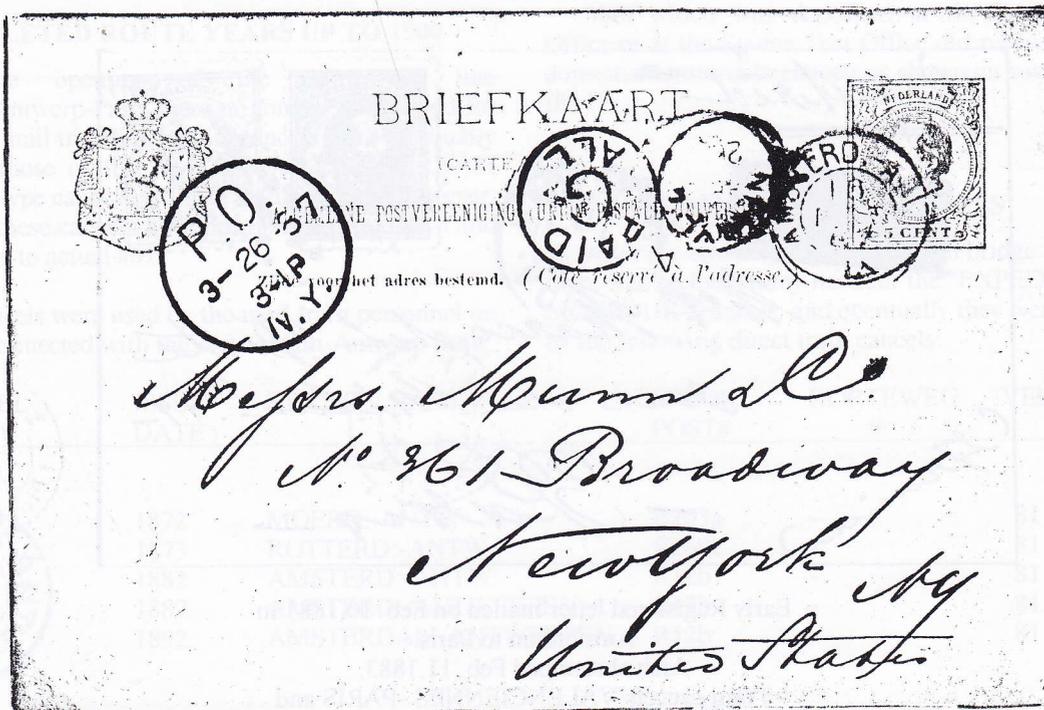
Browse and shop our extensive inventory on-line.



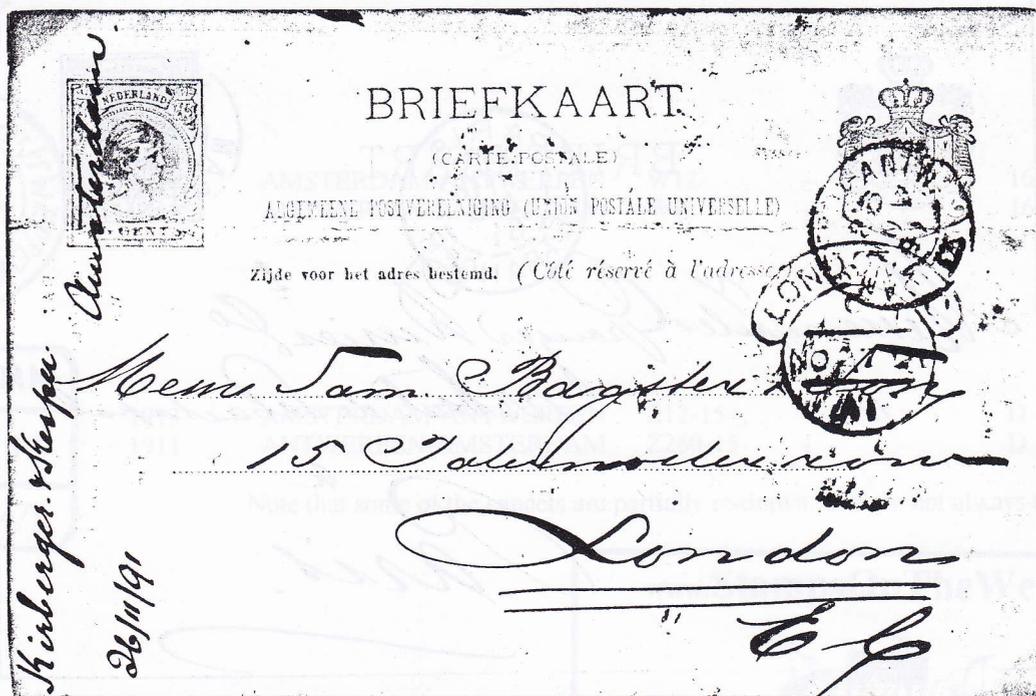
Early Registered letter mailed on Feb. 10, 1883 in Amsterdam to Paris.
 Arrival stamped Feb. 11, 1883.
 Train cancels VALENCIENNES -PARIS and PARIS-DISTRIBUTION(on backside)



Postcard mailed on Dec. 17, 1884 in Amsterdam to Paris.
 Arrival stamped Dec. 18, 1884.
 Special cancel PARIS ETRANGER



Postcard mailed in Amsterdam on March 16, 1887 to New York City showing the AMSTERD:-ANTW:IX train cancel and the N.Y. All Paid for Duty cancel and the March 26 P.O.cancel



Postcard mailed in Amsterdam on Nov. 26, 1891 to London, showing the AMSTERD:-ANTW:IX train cancel and the London arrival cancel in red.

This kind of ends the Railroad Mail history. In later years most mail transported by train did not receive special cancellation attention and as such is not as interesting as the early years. For those of you who might have gotten

interested in this interesting part of philately I refer you to buying the very detailed story of the RAIL-MAIL as written by the staff of the Netherlands Railroad Museum in Utrecht. The publication is called "SPOOR en POST" and

The 'Texelse Post'
Part 2/2

by Frans B. Leijnse

In the first part of this Postal History study the early history was described.

After some private try-outs, the Amsterdamse Texelse Post, based upon the city-rights of Amsterdam was handed over to the Staten van Holland en West-Friesland and became part of the "Statenpost".

It ended in 1795, when the old Dutch Republic became the "Bataafse Republiek", and in 1799 the Statenpost became "Bataafse Posteryen".

The Texelse Post-organisation did not change route and rates, and on 12 February 1803 it was decided to lengthen the route from Vlieland to the third of the Wadden-islands, Terschelling.

In 1806 the Bataafse Republic became "Koninkrijk Holland" and the postal organisation a monopoly of the State.

The postal rates were changed by the "General Instruction of 1 May 1807 as follows:

Distances:	up to 6	hours walking time	:	2	stivers.
	6 to 12	" "	:	3	"
	12 to 20	" "	:	4	"
	20 to 35	" "	:	5	"
	35 to 50	" "	:	6	"
	50 to 70	" "	:	7	"

and 70 hours was the maximum possible in those days in our country.

Weights: up to 3 "lood" (3 * 15.4 gr)	:	1 * port.
3 - 6 "	:	2 * "
6 - 9 "	:	3 * "
9 -12 "	:	4 * "
12 -16 "	:	5 * "

and above 16 lood one more port for every 4 lood. (Copy 11)

On 9 July 1810 the Kingdom Holland became part of the French Empire and was divided in "Departementen"; North-Holland with Texel, Vlieland and Terschelling became Departement 118 Zuyderzee.

is available through the A.S.N.P. Library.

For one whose hobbies are Model Railroading and Philately I had many pleasant hours reading this book.

References:

Spoor en Post in Nederland, Published by Dutch Railroad Museum, Utrecht-1979

Korteweg, 300 Jaar Postmerken van Nederland 1570-1870, NBFV, Reprinted 1985

Vellinga, De Poststempels van Nederland 1676-1915, NBFV, Reprinted 1990

On 1 January 1811 the French Postal Laws were introduced in our country and came into force on 1 April 1811; postal rates changed considerably; for example, a single letter could have a weight of maximum 6 grams but the distance-rates were more favourable and the old Dutch stivers became French decimes. (Copy 12).

On 30 September 1811 the sub-office Texel at 't Schild or Oudeschild was promoted to Post-office and received her own postmarks:

118 TEXEL for unpaid letters,

P 118.P. TEXEL for paid letters (Port Payé),

and DEB.118 TEXEL (Déboursé) for unpaid letters, that could not be delivered or had not been paid for. (Copy 13).

After the end of the French occupation in 1813-1814 and the founding of the "Koninkrijk der Nederlanden" in 1815 the General Instruction of 1807 came into force again. But in the mean time, on 24 May 1814 the Texel Postoffice had lost its status and became a "Distributiekantoor" or a minor sub-office of the Den Helder Postoffice. Most postoffices removed the hated French Department-numbers from their postmarks, but not Texel.

An old Potal History collector once told me that it was a protest against the degradation of their postoffice. (Copy 15).

The complete postmark 118 TEXEL was used for departure-marks on letters until August 1830, but on a letter of 29 August 1830 the departure-mark is without the number. The distribution-office Texel at Oudeschild used it until it became a "Hulpkantoor" or sub-office on 1 September 1850 and even after that until 1861, long after it was forbidden.

The P 118.P. TEXEL postmark was still complete on a letter dated 7 August 1835. (Copy 16 of 1820 and Copy 17 of 1828).

Fifteen years later, in 1850 a so-called "Bestelhuis" (delivery-house) was founded in the main village of Den Burg, and became seven years later on 1 January 1857 the second Hulpkantoor or sub-office in Texel.

I believe, that in Den Burg the P 118.P. TEXEL postmark was used after the line P 118.P. was removed.

The proof is, that the Oudeschild TEXEL-postmark was probably somewhat worn out, and not very nice any more.

But I found very nice TEXEL postmarks on letters from Den Burg dated after the end of 1850. (Copy 18 of 1855).

Another proof is an official report, written in 1861 when the Postoffice Texel was established in Den Burg and the Sub-office Texel in Oudeschild was called Oude-Schild and got her own postmark.

The report is present in the community archive of Texel, and shows the postmarks of the old TEXEL-postmarks that were taken in from the offices in Oudeschild and Den Burg.

So in 1861 the old Departement-postmark DEB.118 TEXEL was the only of the three still complete. (Copy 19).

The story of the Department-postmarks ended in 1861, but I would like to return to 1814/15 and describe the postal situation until 1861.

In 1814 Post office Den Helder maintained its status and became responsible for three "Distributie-kantoren": Texel, Vlieland and Terschelling.

These 3 Distribution offices were different from the others in our country, as they were directed by a "Postcommies", because they had the supervision of the "postschuiten" (mail vessels) between the islands, Den Helder and the ships on the anchor places and the daily post-rides in Texel and Vlieland.

This situation lasted until 1850, when the reforming of the post took place with the Postal Law of 1 September 1850.

The Distribution offices became "Hulpkantoren" or sub-offices of the Den Helder Postoffice.

Postal rates changed: for a single letter (15 gr. max.) with a distance up to 30 miles (1 Dutch mile = 1 km.) the rate was 5 cent; up to 100 miles 10 cent and 15 cent for distances over 100 miles.

In 1850 the first "Bestelhuis" came in the main village of Den Burg, followed in 1855 and 1857 by the villages of Oosterend, De Cocksdorp, De Waal, Zuid-Eierland, and Den Hoorn.

In 1857 there came two daily 'bodelopen': at 10 o'clock two postmen left the office at Oudeschild, one walked to Oosterend and came back at 15.30, the other walked via Den Hoorn to Den Burg and also came back in Oudeschild at 15.30.

They had to deliver and collect mail to and from the delivery houses in the villages and the farmhouses on their route.

A postiljon did the so-called Vlie-postroute to the northern village De Cocksdorp with the mail to and from Vlieland and Terschelling.

He left Oudeschild at half past nine and reached De Cocksdorp via Den Burg, De Waal and Zuid-Eierland.

He came back at half past seven with the mail from Vlieland, Terschelling and the delivery-houses on his route. Post and passengers between Oudeschild and Nieuwe Diep near Den Helder were carried by two sailing vessels and in 1852 a postcontract was made with the owner of a steamship.

Since 24 May 1814, with the Postal Circulaire nr.21 the route of the Texelse Post from Amsterdam to Den Helder became a nightly post-ride via Spaarndam, Beverwijk and Alkmaar to Den Helder and vice-versa. It was important for Alkmaar, now having a direct connection with Den Helder.

After the French occupation the shipping returned on the anchorplaces near Texel and Vlieland-Terschelling.

In the first place, the Texelse Post was important for the mail to and from the ships, since mail to and from the islands itself was still very scarce. (Copies 20 and 21).

Some of the ships-letters are interesting, for instance the "gezuiverde" or disinfected letters from countries where the cholera- and yellow fever diseases reigned. (Copies 22, 23 and 24).

There also is a letter from a Swiss emigrant on his way to the USA, written to his parents from the anchor-place near Texel.

He describes the first part of his voyage from Hamburg, and his anticipations for the future. (Copy 25).

The postmark "UYT ZEE" (from sea) was used by the so-called "post-praai-schipper", who visited the ships on the anchorplaces to deliver and collect mail, and we know that it was still in use in 1864. (Copy 26).

In the second quarter of the 19th century there was a lot of shipping on the anchor-places (Copies 26, 27 and 28), but in the second part of the century the shipping on the anchorplaces decreased, and there were several causes:

First of all the opening of the Noord-Hollands Kanaal in 1825 from Den Helder to Amsterdam; it was a safe inland route and suitable for the large ships in those days.

Second, the port of Rotterdam became more important and attracted a large portion of the international shipping.

Third, the Noordzeekanaal was ready in 1872, and Amsterdam got a short and direct connection to the North Sea.

And last but not least: steam. Since the steamships were not dependent on wind and currents, they didn't need an anchorplace to wait for a good wind to sail out. (Copy 30).

So I believe this is a good point to end this summary, because in my opinion the most interesting period of the Texelse Post ends here.

Although Terschelling and Vlieland had their own connection with the mainland Friesland at the end of the 19th. century, the Vlie-post from Vlieland to Texel vv. continued to exist until 1927!

List of copies, continued.

11. 5 September 1807: Hoorn-Texel via Alkmaar. rates: Hoorn-Alkmaar: 2 stiver for the "Schagense Post".
Texelse Post : 6 stiver.
total rate : 8 stiver.
12. 9 April 1811: Terschelling-Leeuwarden with written departure-mark "Terschelling" via Vlieland-Texel and the post-office LE HELDER in the French Departement 118 to Amsterdam and via Amersfoort, Zwolle and Heerenveen; arrival at 20 April with freedom of postage.
13. 21 February 1812: Terschelling-Amsterdam via Vlieland to the new post-office 118 TEXEL at Oudeschild and via Den Helder to Amsterdam with freedom of postage.

14. 21 July 1813: Anchor-place near Texel to Hoogeveen. The commander Van Son of the navy-frigate "Prince" and Aide-de-Camp of admiral Verheull, makes inquiries about a deserter, probably staying with his family in Hoogeveen. Letter sent via Postoffice LE HELDER with freedom of postage.
15. 15 August 1815: Texel-Den Helder from Den Burg via (now) Distribution-office Texel at Oudeschild with freedom of postage. Since it was a local letter, the 118 TEXEL departure-mark was placed on the front-side.
16. 17 September 1820: Texel-Langweer(Friesland), a franco letter with the P118.P. TEXEL departure-mark for paid letters placed on the back-side with the rate of 9 stiver for Den Helder to Heerenveen according to the rates-list of 1818. The two chalk-marks || on the front indicate the so-called "bovenport" or extra-rate of 2 stiver for Heerenveen-Langweer; they were written in Langweer and the addressee had to pay for it.
17. 17 September 1828: Texel- 's Gravenhage, franco letter, rate 25 cent; in 1826 the stiver-rates were changed in cents and one stiver is 5 cent. In the new rates-list of Den Helder (circ. 211-art. 7 of 12 Dec. 1826) the rates were reduced by 10 cent and brought into line with the rates of the other Dutch post offices. The P 118.P. TEXEL postmark is still in use.
18. 10 October 1855: Den Burg-Amsterdam, unfranked letter.
Rate 10 cent for a letter up to 15 grams, with a distance from 30 to 100 Dutch miles or kilometers. The departure-mark TEXEL, used by the Sub-office in Den Burg is in my opinion the remnant of the old Departement stamp P 118.P. TEXEL. The number 11 on the backside, next to the arrival-mark of Amsterdam is the personal number of the postman, who delivered the letter.
19. Last page of a document of 1 July 1861, when the Postoffice Texel was established in Den Burg, and all the mentioned stamps were printed; note the difference between the TEXEL-stamps of Den Burg and Oudeschild; the Den Burg-stamp from the French P 118.P. TEXEL-stamp and the Oudeschild-stamp from the French 118 TEXEL-stamp.
20. 20 October 1816, letter, written by the "Scholar in the Wilderness", the Reverend Francois Adriaan van der Kemp from (Olden)barneveld, 15 miles north of Utica in Oneida County/New York State.
Route: Utica-Albany-New York and by ship, forwarded by Le Roy, Baynard & Co. to the anchor-place near Texel.
Brought in Den Helder as a "Zeebrief" or sea-letter, and with the Texelse post to Amsterdam and from there via Rotterdam to Antwerp.
- The "Zeebrief"-rate was 12 stiver to every destination in the "Koninkrijk der Nederlanden" to which the former "Zuidelijke Nederlanden" nowadays Belgium with Antwerp also formed a part in those years.
21. 27 January 1820: Vlieland-Alkmaar, a franco letter with a written departure-mark "Vlieland" via Texel and Den Helder.
Rate 5 stiver according to the rates-list of 1818. Note that the rates for letters via Den Helder to and from Terschelling, Vlieland Texel were charged from Den Helder and to Den Helder included the three islands.
The three islands and Den Helder formed one local area.
22. 13 April 1831: Havana-Schiedam, a sea-letter via Den Helder, purified against the cholera- and yellow fever disease by the navy-surgeon A. Boomsma who wrote "Marine Gezuiverd" = Navy Purified and stamped his name and title.
Rate for this sealetter up to 16 grams= 60 cent, the former 12-stiver-rate, of which the ships captain received 15 cent.
23. Another navy-surgeon was G.Robijn, who was in charge with the quarantine on the anchor-place near Texel and purified this sea-letter, dated 17 February 1835 from Havana to the tobacco-factory Van Eeghen in Amsterdam. The purification was done by dipping the letter into vinegar (this one) or a treatment with vapor with some disinfecting chemicals in it.
24. 2 September 1837: Havana-Schiedam; this sea-letter from the ship "Clyde" was handed over to the navy-surgeon Pottinger, who was responsible for the Terschelling/Vlieland sea-region, and purified the letter before he handed it over to the distribution-office Terschelling.
It went via Vlieland, Texel and Den Helder to Schiedam.
The departure-mark TERSCHELLING in red ink is unofficial and very rare.
25. 10 July 1819: a letter from the ship "Osgood" on the anchor-place near Texel to Switzerland, this normal letter (not a sealetter), was send by a Swiss emigrant on his journey to the USA.
It means, that he himself delivered the letter to the postoffice Den Helder and instead of 12 stiver he had to pay 7 stiver for "Fr.Gr." or franco border (with Prussia) Arnhem-Emmerich.
The departure-mark "HELDER" is the remainder of the Departement-mark 118 LE HELDER.
The route of this letter was: Amsterdam-Arnhem/Emmerich-Dusseldorf-Cöln-Frankfurt-Straatsburg-Schaffhausen-Zurich-Rueggisberg near Bern.
His Swiss family had to pay 40 Kreuzer.
26. UYT ZEE - from the ship "Lady Johanna" on the anchor-place near Texel, it means: from sea and it is a

very rare postmark of the master of the mail-ship between the anchor-place and Texel or Den Helder.

The master received 1 stiver for each sea-letter he brought in.

Sea-letter-rate was 12 stiver for a single letter up to 16 grams to all destinations in the Netherlands.

The "Loopuyt & Co." company was a famous Dutch gin factory in Schiedam, and the city is still well-known for its gin!

27. 26 October 1833: Batavia-Saddleworth (near Manchester).

Sea-letter from the ship "Admiral de Ruyter"; in those days this ship was famous for her fast journeys from Holland to Batavia and back to Holland in 7 months and 5 days only.

The letter was sent from Den Helder via Amsterdam to a forwarding agent in Rotterdam, who paid the 60 cent sea-letter-rate.

By British packet to Londen, and via Manchester and Dobsross to Saddleworth.

British rates: Single packet letter from Holland: 1/4
Londen-Manchester, 200 miles: -/11
Long distance reduction (minus): -/2
Total = 2/1
(two shillings and one penny)

And finally for Manchester-Saddleworth 2 pence.

28. In Den Helder at the Nieuwe Diep harbor there was only one so called Forwarding Agent, Zür Mühlen and Taylor, and they handed over to the post this ship-letter from Baltimore with the ship "Potomac". They saved some money, because for a sea-letter of over 16

grams (16 W) the rate had been $1.5 * 60 \text{ cent} = 90 \text{ cent}$, but now the rate was two times the single rate of 15 cent = 30 cent to Amsterdam. The Forwarding Stamp was placed on the backside.

29. 1 June 1846: Soerabaja-Berlicum (North-Brabant).

The departure mark of Soerabaja for unfranked sea letters was used from 1836 until 1862, and with green ink between 1840 and 1846.

The arrival mark of Den Helder for sea letters was used between 1841 and 1853 and still without year figures.

Rate is still 60 cent.

30. 1 September 1856: Vlieland (at sea)-Woudsend (Friesland).

Letter from the captain of the "Vier Gezusters" (Four Sisters) to the ship-owner in Woudsend:

Vlie-Ree 1 September. (anchor-place near Vlieland).

Dear Master,

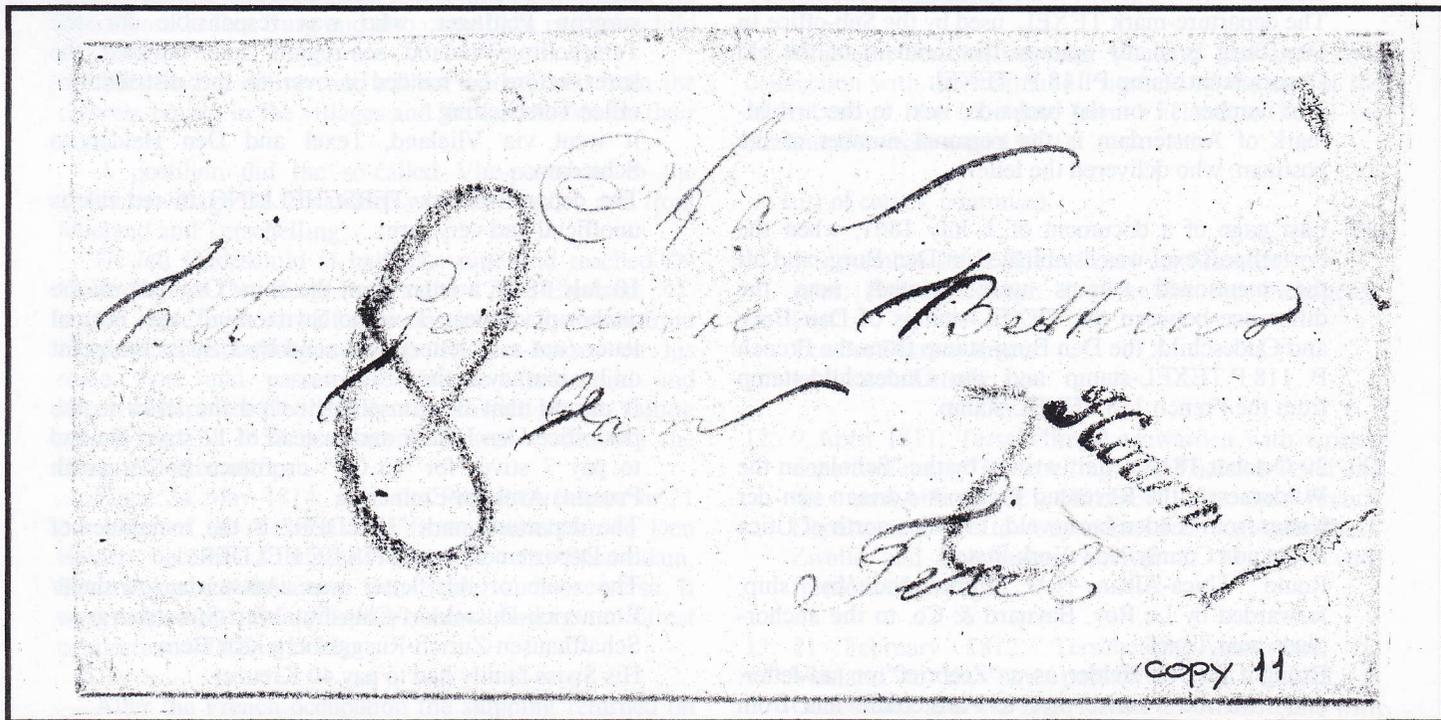
Now the wind is East-North-East, and with the tide not too late I can sail out.

I give this letter to my pilot at sea, so I will be at sea now and shall write You from London.

Capt. C. O. Blok.

The letter was posted by the pilot in the Sub-office at Vlieland and sent via Texel and Den Helder as a normal letter, rate 10 cent for inland letters, via the Post-office Sneek to Woudsend.

The "Vier Gezusters" was a sailing vessel, of the so-called "Smak"-type, a coaster of 64 last or 129 tons.



118
~~LE HELDER~~

Hoog Edele Geboorenge Heer
Den Heer Prefekt van het
Departement Vriesland
te
Leeuwarden

Beschelling

copy 12

Elze Major Genl.
de L'Escadre de France



107704/20 P

118
TEXEL

Staats-Domeinen.

Aan den Heem Staats-Raad
Ridder van het Rijk, Officier van
het Legioen van Eer, Intendant
Generaal der Financien, en van
de Keijzerlyke Scherkerk in Hollen
de

De Penningmeester
der Domeinen

Amsterdam

copy 13



LE 18
à Monsieur HELDER

Monsieur Le Maire de la commune
de Hoogeveen
Département de L'Inde Occidentale

Etat Major Genl
de L'Escadre du Texel

Handwritten notes and signatures: "Klein", "Jacob", "1817", "N° 302", "copy 14".



copy 14

Etat Major Genl
de L'Escadre du Texel



118
TEXEL

Aan

Den Heere Burgemeester
van de Helder & Huisduinen

De Burgemeester van Texel
W. van der Meer

van de

Helder.

copy 15

6

DE
BRANDE

~~De Heere... Grietman
van Doniawarstal
te
Langweer
in Friesland.~~

Manco

copy 16

Monsieur Pieter Vreede

Commissaire des Bureaux

Bureau d'Anvers

Messrs. Le Roy, Bayard & Co.
N. York

Anvers
en Brabant

Imprimerie
de la Cour



copy 20

J. Hilland

France

12e de den 27 Januarij 1820

Afgegeven by de Post van de grote kerke

Alkmaar

*Van Alkmaar
Het Classikaal Licham*

DE FRANCO

copy 21



Marinegeruisd

A. Boomsma
Chir. visit.
van de quarantaine

per C. H. Tromp

Den Helder
Leebrief

De Heeren J. Loopruyt & P.

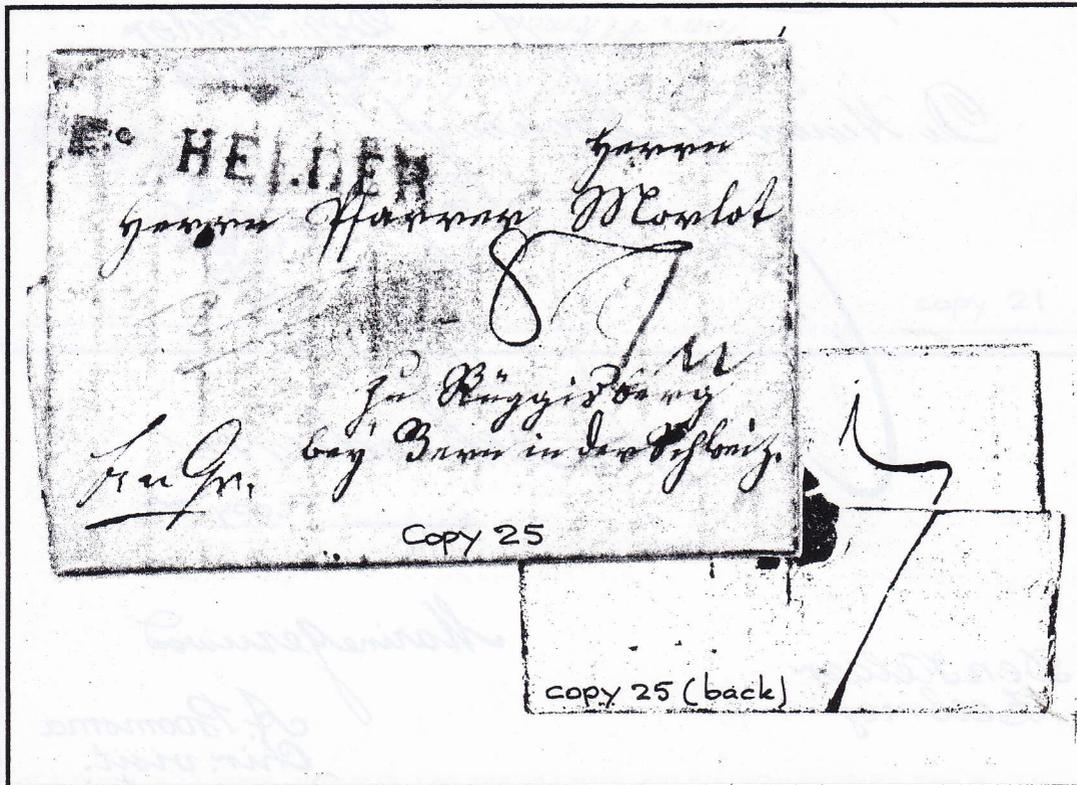
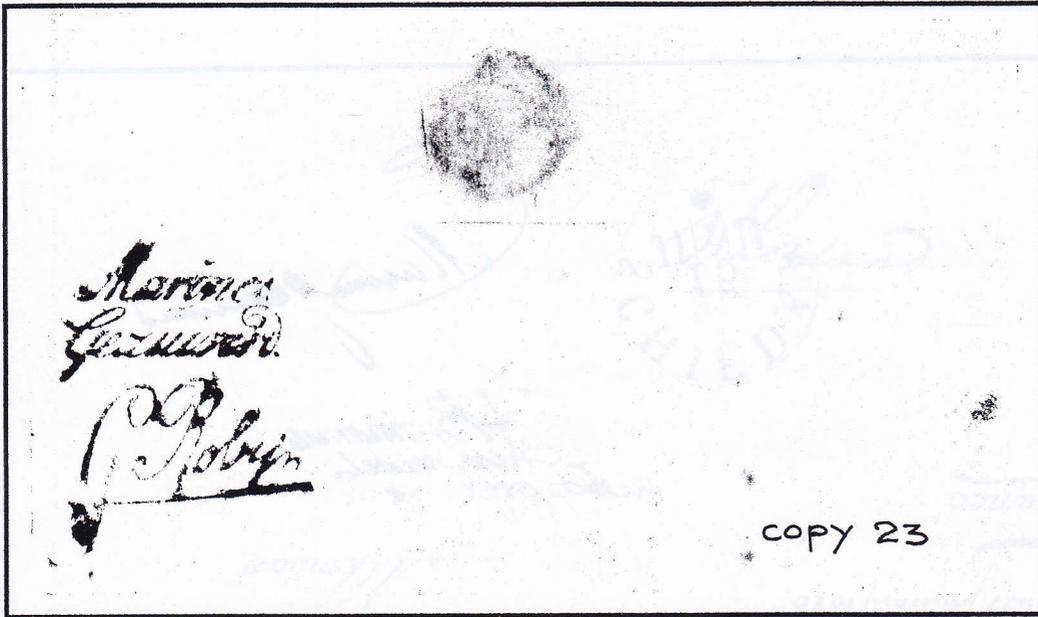
to
W. Schiedam

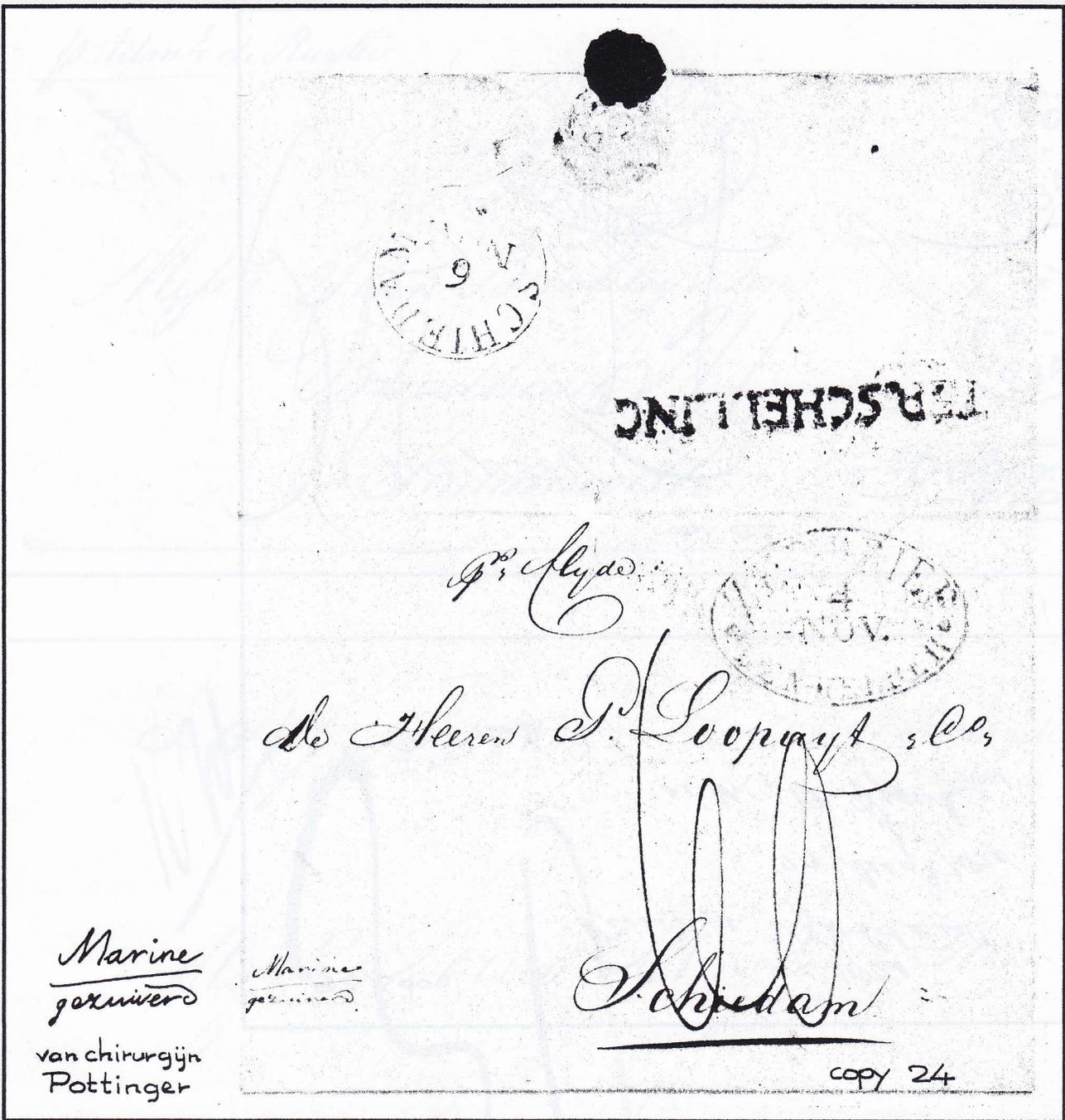
copy 22

Den Helder
Leebrief

Marinegeruisd

A. Boomsma
Chir. visit.
van de quarantaine





SCHIEDAM
9

ONTSCHEIDING

G. J. Lyde

SCHIEDAM
NOV.

De Heeren J. Loopyt & Co.

Schiedam

Marine
geneesd

Marine
geneesd

van chirurgijn
Pottinger

copy 24

Successor & Forwarded by
Golt. J. de Kluiter & Posten
Ship Agents Riveuse diep

copy 28

Messrs. J. J. Looyen & Co.
Schiedam

Mrs. Johanna

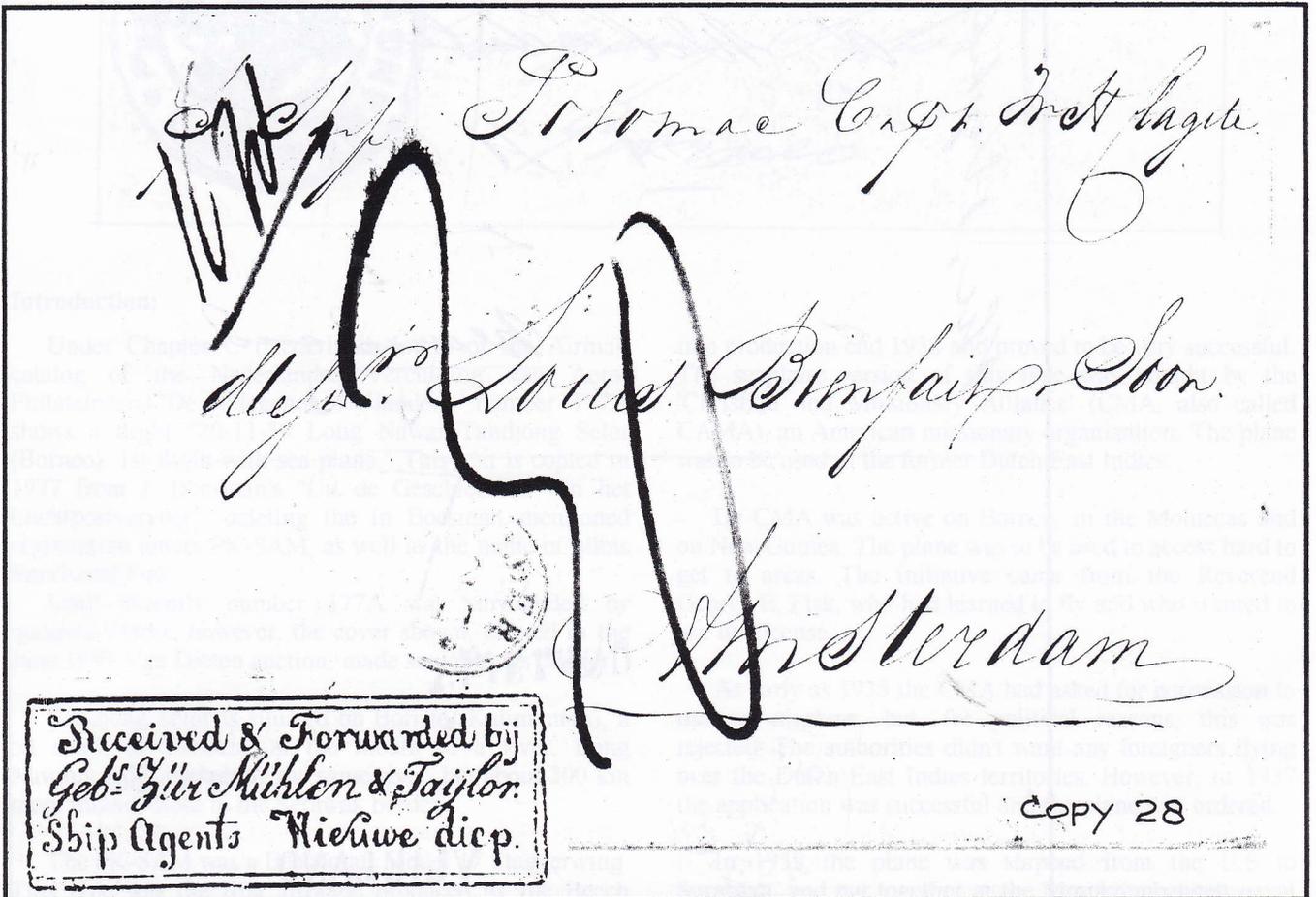
UIT ZEE

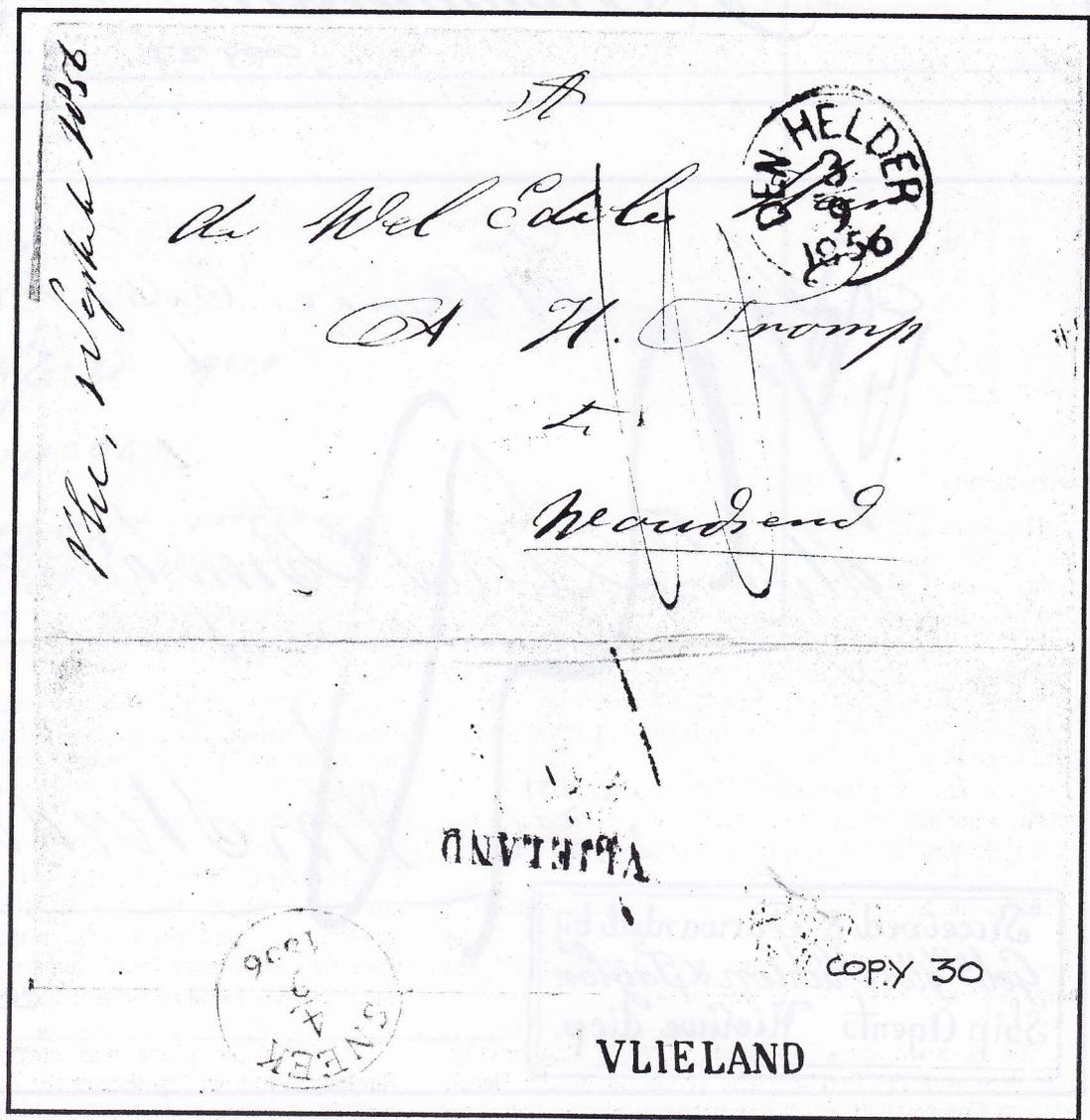
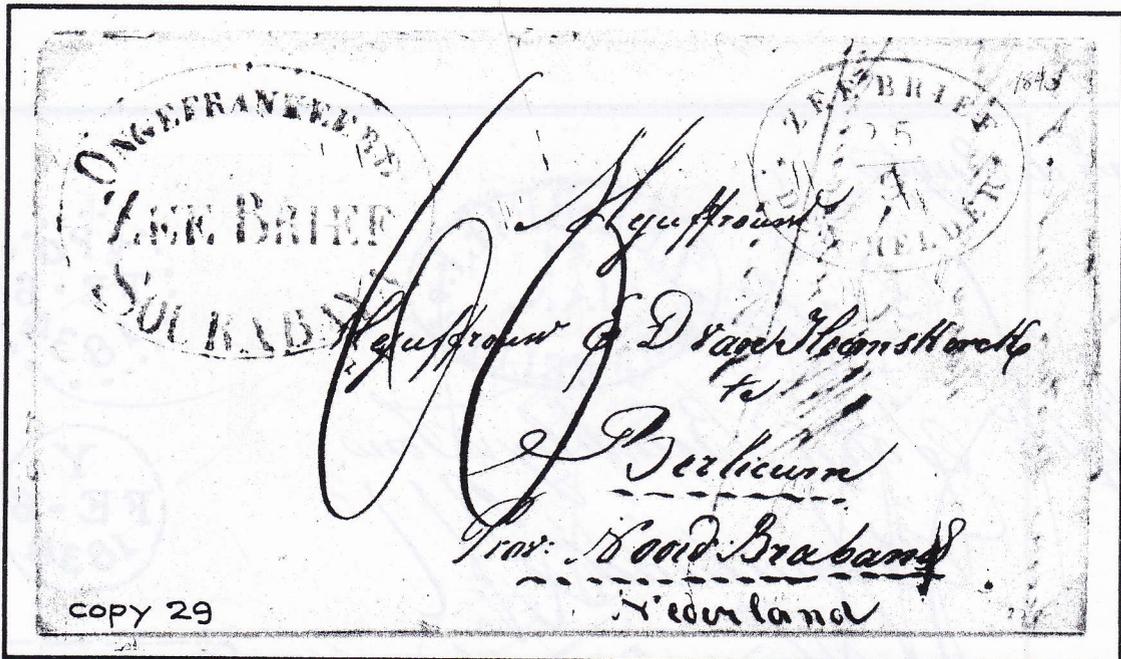
12 April 1821

29 April 1821

W. J. van Nieuwekerk
1821

copy 26





Dutch East Indies Airmail, sent by Missionary Airplane

by Wim van Aalzum
(translated by Hans Kremer)



Introduction:

Under Chapter C (Nederlands-Indie) of the Airmail catalog of the Nederlandse Vereniging van Aero-Philatelisten "De Vliegende Hollander", number 177A shows a flight "20-11-39 Long Nawan-Tandjong Selor (Borneo). 1st flight with sea plane." This text is copied in 1977 from J. Boesman's "Uit de Geschiedenis van het Luchtpostvervoer", deleting the in Boesman mentioned registration letters PK-SAM, as well as the name of pilots Smith and Fisk.

Until recently number 177A was surrounded by question marks, however, the cover shown, offered in the June 1999 Van Dieten auction, made some things clearer.

Tandjong Selor is situated on Borneo (Kalimantan), a bit south of Tarakan, at the mouth of a river. Long Nawang is located along the same river, but about 300 km more inland, close to the Serawak border.

The PK-SAM was a Beechcraft Model 17 Staggerwing. This type was the first airplane produced by the Beech Aircraft Company. It was a five seater bi-plane, that came

into production end 1932 and proved to be very successful. The seaplane version of this type was bought by the 'Christian and Missionary Alliance' (CMA, also called CAMA), an American missionary organization. The plane was to be used in the former Dutch East Indies.

De CMA was active on Borneo, in the Moluccas and on New Guinea. The plane was to be used to access hard to get to areas. The initiative came from the Reverend George E. Fisk, who had learned to fly and who wanted to use his license.

As early as 1935 the CMA had asked for permission to use an airplane, but, for political reasons, this was rejected. The authorities didn't want any foreigners flying over the Dutch East Indies territories. However, in 1937 the application was successful and the plane was ordered.

In 1939 the plane was shipped from the U.S to Surabaya, and put together at the Morokrembangan naval airfield. An experienced pilot, mechanic R.W. Smith (who

had been a member of the crew of Byrd's second Antarctic flight), had come to the DEI to train the missionaries in the use of the plane. From Surabaya the PK-SAM flew via Makassar to Tandjong Selor, the residence of the Reverend Fisk.

At the top of the letter it reads: "Maiden flight of seaplane PK-SAM to Tandjoeng Seilor, Borneo". This wasn't a real 'maiden (first) flight'. Not only because it already had flown from Surabaya, but also because the plane would have been flown from Tandjong Selor to Long Nawang in able to make the return flight from the inland. The other text: "First Air Mail flight to Tandjoeng Selor" appears to be a more accurate description.

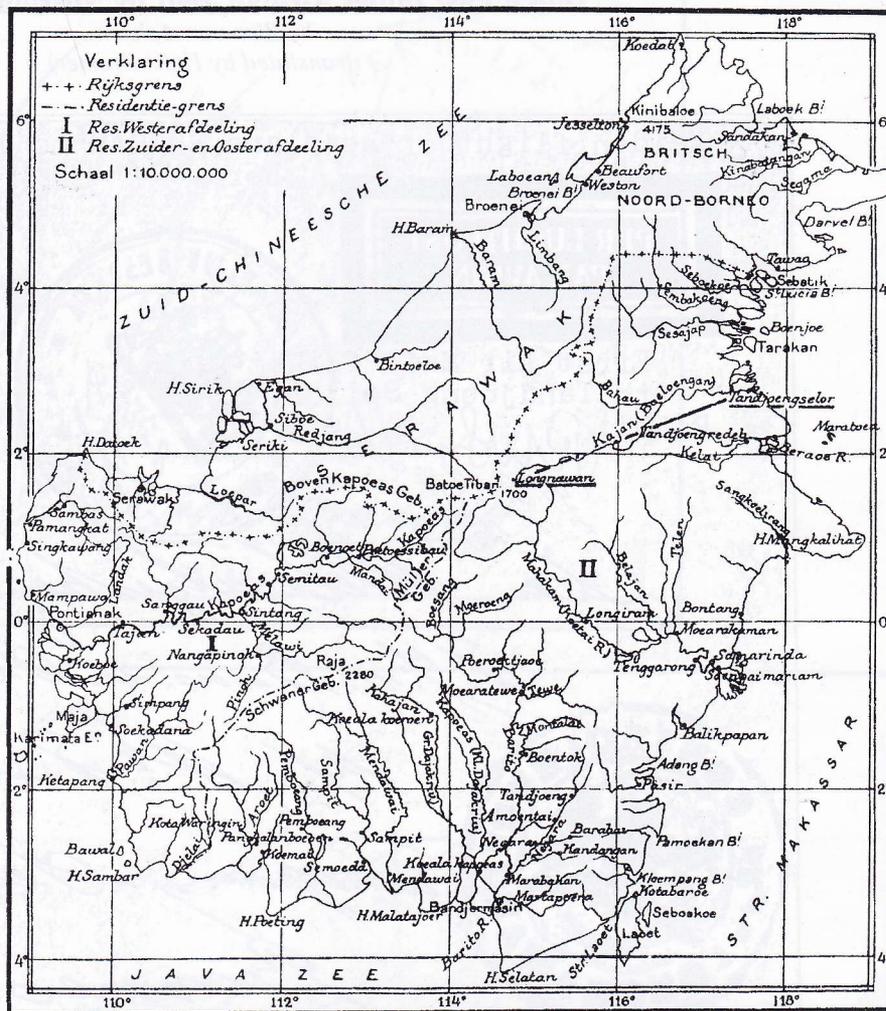
The 25 cent stamp is canceled with a "TANDJONG-SELOR 10.11.39.11" postmark. However, the letter is also sent to this town. On the cover's back is the sender's address listed as Long Nawang.

The cover also has some non-postal postmarks. One with the text: "(illegible) Controleur/Longnawang" and the other with "Hoofd van Plaatselijk Bestuur/" (illegible) and the hand written date "8-11-'39" plus initials. On the back is hand written: "Met deze post werden 25 poststukken meegenomen. 1-e vlucht van / (naar) Longnawan naar Tandjoeng Seilor" (25 pieces of mail were transported. 1st flight from Longnawan to Tandjoeng Seilor). Who did the writing is not clear.

The letter is overfranked by 7½ cent (porto was 10 cent and 7½ cent extra for airmail, for a correct total of 17½ cent). Maybe the sender in Longnawan (it didn't even have a postal sub-station), only had a 25 cents stamp. The stamp couldn't be canceled in Longnawan, maybe that's why it was done in Tandjong Selor.

The date of November 10 contradicts the hand written November 8 date, but a range of November 8 through 10 for the correct date seems appropriate. Accordingly the date in the Luchtpostcatalogus catalog has to be corrected. Notes: If anybody has any additional information please contact the author:

Wim van Aalzum
 Wilgenlaan 10
 2161 ML Lisse Cashfranks used in Bali and Lombok



Editorial continued from page 77

They have set up an alphabetically sorted set of folders containing postal stationery of all Dutch towns. This made me realize quickly that train cancels (for example in my case Zwolle-Zutphen) are also part of such a town-collection. For some historical background about your town you might want to go the Web. None of this material is very expensive and it is a lot of fun to hunt it down. Who knows, I might even write an article about it one of these days. Maybe some of you already have done a similar thing; write it up and share it with your fellow members.

From time you'll find an article in the Journal with rather poor illustrations. When I receive or put my hands on such an article I try to contact the author asking for direct copies of the originals, but in some cases this is not possible (for example when the author is deceased or the collection has been split up in an auction). Should we not publish it? If the text itself is sufficiently explanatory I feel that publication is warranted and I will proceed.

Enjoy the current issue; as always, you might not like what we offer in this issue but in another four months the subjects could be quite different.

Hans Kremer

**The 1945 Japanese Occupation cashfranks used in Bali and Lombok
An unsolved mystery**

by Ed Matthews

Postal Authorities resort to the use of cashfranks to replace adhesive stamps under several circumstances;

- no adhesive stamps available
- available stamps not "politically" correct
- available stamps of face values that cannot be used, e.g. during inflationary periods

The Japanese used cashfranks at several places in the DEI and at various times during the period from April 1942 to September 1945. Thus the cashfranks used in East Borneo in 1942 replaced stamps considered politically incorrect - in 1943 these cashfranks were replaced by overprinted stamps which now showed who was in charge. Again in 1945, when Allied air attacks made stamp supply to outlying towns very difficult, cashfranks reappeared.

During parts of 1945 the Japanese also used cashfranks on the islands of Bali and Lombok but none of the abovementioned conditions applied. There were plenty of stamps available, in fact the "Grote Oost" anchor overprints are still so plentiful that they are among the cheapest Japanese overprint varieties; they were also politically correct due to their overprints, and the postage rates had not been changed since the beginning of the occupation.

So what gives?

When faced with a puzzle of this sort the best place to sort it out is the Dai Nippon club in the Netherlands, this club specializes in the philately of the Japanese Occupation period and the subsequent Indonesian Revolutionary period. I have been a member of it since the '50s. One of the members of this club, Tom Vrijdag, wrote a masterful work entitled "Handboek van de poskegels en postwaardestukken tijdens de Japanse bezetting gebruikt in N.I. 30 April 1942 - 25 October 1945". In his boek Vrijdag indicated that these Bali and Lombok cashfranks were

Bali cashfrank



RYO
KIN postage paid
CHO OK
SEI
SUMI

used only for money orders with amounts in rounded-off numbers and only up to a maximum of f 30.-. Both cashfranks are scarce and it is impossible to do much in the way of research as no collector has more than one copy in his collection.

Lombok cashfrank



BEA POS TELAH DIBAJAR

postage already paid

P.A. Mattern, erstwhile head postmaster at Makassar, assembled a fabulous collection of the Japanese Occupation issues of the Naval Area. (The Japanese Army was in charge on the islands of Java and Sumatra, and the Japanese Navy controlled all the rest of the former DEI.) All overprinted stamps in the area under naval control showed an anchor and the characters Dai Ni Hon, Bali and Lombok were no exception.

The Mattern collection came up for auction on May 29, 1997, at the van Dieten firm in The Hague. This collection had all the great rarities in multiple copies, in some cases it is estimated that it had 75-90% of the world's supply of such rarities. Such a collection can never be assembled again!

It had 19 copies of the Bali cashfrank, 9 of which are listed here, and 8 copies of the Lombok cashfrank, I estimate that represented 60-70% of all the ones that have survived WWII. I was fortunate to be able to add a Lombok cashfrank to my own collection. As all the money orders with these cashfranks were photographed in the auction catalog, I was able to make an analysis of them with the expectation that I might solve the mystery.

I noted the date of issue, the amount of the money order, the sender where possible and the addressee in order to see if there was any systematic order to the use of these cashfranks.

BALI

<u>date</u>	<u>amount</u>	<u>from</u>	<u>to</u>
20.4.16	5.-	Den Pasar	Singaradja
20.4.18	862.60	Den Pasar	Movie distr. Singaradja
20.4.19	432.97	Den Pasar	Government, Singaradja

寄出人宿所氏名 Nama dan Alamat sipengirim Sho Khok Hian Tambak- yansael Denpasar Bali	整理番號 No. W. 4 5	郵便爲替證書 POS WESSEL 210	郵便切手貼付欄 Perangko
金額 <u>20</u> ROEPIAH <u>SEN</u> dua puluh roepiah 受取人宿所氏名 Nama <u>Dr. Goun Hong</u> Alamat <u>Pa Soen Sim May</u> <u>Djelas, Djaya, no 32</u> <u>Djarta</u>		料 金 徴 收 濟	
差出年月日 Tanggal 20. 4. 17.	振出日附印 Cap Kantor-pengirim DEN PASAR 20. 4. 17.		

Money order from Den Pasar (Bali) to Djakarta with black cashfrank, with manuscript "20 sen" in red ink. Black censor marking of Den Pasar. Date 20.4.17 = April 17, 1945 (Vrijdag collection).

BINNENLANDSCHE POSTWISSEL.		Frankeering. Perangko.
No. W. 4. 4		
= 20 = Gld. Roepiah. = 0 = Cts. Sen.		
Guldenbedrag in letters. - Was roepiah tegen hoereef. Cts. Sen.		
Naam: <u>Madie Mardja</u>		
Adres: <u>Syū Cahō</u> <u>Denpasar Bali.</u>		
Kantor van storting. 	Nummer. <u>421</u> No. W. 15. <u>164.</u>	Handteekening postambtenaar.
6237-40		

Money order from Praja, Lombok, to Den Pasar, Bali via Ampenan, Lombok. Black cashfrank with f 0.20 in blue ink. Ampenan censor marking. Date 20.4.16 = April 16, 1944 (Author's collection).

20.4.19	25.-	Tabanan	Ampenan, Lombok
20.4.20	37.94	Tabanan	Den Pasar
20.4.20	3.-	Tabanan	Schoolfee' Singaradja
20.4.25	13.50	Den Pasar	School fee, Singaradja
20.4.25	300.-	Tabanan	Schoolfee, Singaradja
20.4.27	16.66	Tabanan	Den Pasar

LOMBOK

date	amount	from	to
20.4.16	20.-	Praja	High school, Den Pasar, Bali
20.4.17	15.-	Praja	Den Pasar, Bali
20.4.25	500.-	Ampenan p.o.	Singaradja postmaster
20.4.25	176.50	Movie distr.	Ampenan Movie distr. Singaradja, Bali
20.4.25	77.28	Praja	Bali Shimbun, Den Pasar
20.4.26	200.-	Ampenan p.o.	Singaradja postmaster
20.4.27	1000.-	Ampenan	
20.4.27	1000.-	Ampenan	" "

Surprisingly the Bali and Lombok cashfranks appear to have been in use for only 12 days. Furthermore several of the money orders were for amounts that were not rounded off, nor was the maximum amount f 30.- as there were several of them for amounts up to f 1,000.-.

The senders, where it was possible to verify, were a mixed lot, as were the recipients. The latter varied from the government to school children. In other words the data in Vrijdag's book were not correct, and point up the difficulty of basing conclusions on the investigation of too small a sample.

I then contacted Mr. Aoki, one of the Japanese members of the Dai Nippon club, who had often in the past successfully sorted out difficult puzzles by going to source documentation not available to collectors outside of Japan. He was unable to unearth the background of these cashfranks, and so the puzzle has remained intact and we still have no idea why these cashfranks were issued and then used for so short a period. At this late date, 55 years after the fact, it is highly unlikely that we'll ever find the answer!

It has been suggested that the Japanese withdrew these cashfranks because they were used incorrectly by the Indonesian postal clerks who often had difficulty understanding what their Japanese superiors wanted. I find this hard to believe, the Japanese would have reiterated their orders and made the clerks understand. The author would be grateful for any light that anyone can shed on this puzzle!

Ed Matthews, November 6, 2000.
406 Yale Crescent,
Oakville, Ont. L6L 3L5
Canada.

On the last page of this issue you will find the reprints of the two illustrations that were reproduced poorly in the 25 year anniversary issue. You can cut them out and place them in the last journal if you so desire.

O. Welldeken Heere

Den Heere J. Tieschemaker RZ
op den Amstel, over de Keizersgracht,

3^{te}
Post b. f. d.
9^{de} Nov. 1807.

te
Amsterdam



Welldeken Heere

Den Heere van den Helm

op de roos straat, tusschen de twee arken, in de eerste
woning

Amsterdam

