

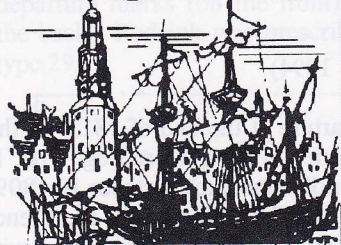
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From the Editor:

I just came back from a visit to the Westpex Stampshow in San Francisco. This is an annual event and something to look forward to. Not only do I get to see stamp dealers I only see once a year, it also gives me an opportunity to enjoy lunch with a number of ASN P members. This alone would make it a worthwhile visit.

Of course there is another aspect which contributes greatly to the enjoyment of the visit; it is the variety of material shown in the philatelic exhibits. Just studying some of these entries, like Guntur Juliatoro's four frame (64 pages) exhibit "Japanese Occupation in Java: 1942-1945" emphasizes once again the importance of reference material. Without reference material like catalogs and philatelic articles it would be impossible to put together almost any collection. By slowly building up your own 'library' or BY making use of for example the abundance of material available though the ASN P library one will have an excellent base to fall back on once a question arises about a specific aspect of one's collection.

I would like to remind everybody that president Kees Adema is hard at work putting together a program for next year's ASN P meeting in Amsterdam. The timing of this meeting (last week of August) coincides not only with Amphilex 2002, but also with the Floriade 2002 flower and garden show to be held just outside of Amsterdam. The Floriade (www.floriade.nl) show (with an area covering about 150 (!) acres) is held only once every 10-year and is something not to be missed.

Combine the three events and you'll have a great time. Please let Kees know if you're interested. It appears that the majority of people attending the ASN P25 meeting in Connecticut last year already have indicated that they'll be in Amsterdam as well.

The following information was supplied by Dick Phelps, our Auctioneer Par Excellence. Since it relates to item#160 in the auction closing June 1 I thought we should bring it to our readers attention now, instead of through the July Newsletter:

"1. The blue cross is not a case of damage but is instead a marking showing that the item went through the British postal system as a piece of registered mail. 2. My apologies for not knowing this earlier. 3. I would also like to mention the fact that there is a commission of 10% deducted from each item sold in our auctions, and that this commission goes into the ASN P treasury. This has always been the case, but in my forgetfulness I have not included that in the auction preface. It will be there in the future."

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

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Letters from the Netherlands to France, 1800-1830

by Sir John Nabarro

(previously published in *Postal History*, No. 270, pp 48-53, 1994)

Politically, these were turbulent times for the people of the Low Countries. In 1795 the French annexed the Southern Provinces (Belgium) and the area around Maastricht. In the north, they encouraged the setting up of the Batavian or Bataafse Republic. In 1806 Napoleon's brother was appointed King of the Netherlands and in 1810 the French incorporated the Netherlands into France. At the end of 1813 the French were compelled to evacuate the country and there was an interregnum until the Kingdom of the United Netherlands was set up in 1815. This lasted until 1830, when Belgium declared her independence.

Material

The letters on which this study is based were mainly written to wine merchants in the Bordeaux region, between 1800 and 1830. Most of them were bought at a Robson Lowe Postal History auction in June 1948. These, with the addition of a few purchased since, have only recently been studied in detail. They include 46 written from the Netherlands and 18 which may be described as 'Transit Letters'. Their final journey was from the Netherlands to France, but they originated elsewhere: Germany (12), Russia (1), USA (1) and England (4). These last four from England were dispatched during the time of the Napoleonic blockade.

Town Departure Handstamps

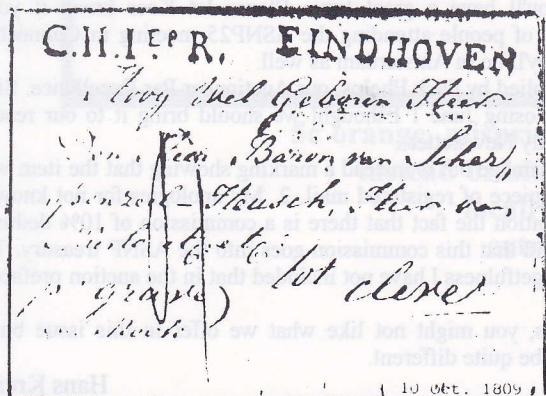


Figure 1a. EINDHOVEN departure mark, Korteweg type 19, early use. C.H. 3^{ER} Korteweg type 143, distance from the French border.

The earliest letters were from Amsterdam and had no departure handstamps. The first were the 'straight line' town names in capital letters, Korteweg type 19 (Figure 1) also known as the Treaty or Masson handstamps (Masson was the Paris firm that made them). They were intended for mail to France' but were also used on internal letters. Used initially between August 1809 and early 1811, they were reintroduced after independence had been regained

following the French departure at the end of 1813. In this collection, the earliest letter with a Korteweg type 19 handstamp is one from Eindhoven dated October 10 1809.

After they took control of The Netherlands, the French introduced their own system of postal administration with numbered postal departments; the number appearing above the town's name on the departure marks, Korteweg type 21 (Figure 2).

Towards the end of 1813, the French evacuated the Netherlands and the Dutch postmasters sought to eradicate evidence of the occupation. They scratched the numbers off the handstamps (Korteweg type 21), giving rise to Korteweg type 21z/n (Zonder/Nummer (without number)). Sometimes traces of the number remain and identification is easy (Figure 3a). If the number was completely eradicated, it is usually possible to identify Korteweg type 21 z/n from the size. In addition to removing the number, the postmaster sometimes tried to modify the town name; for example converting the final 't' of Utrecht to a 'd' (Figure 3b). Other post offices made use of old handstamps like Korteweg type 17 and Korteweg type 19.

As soon as possible new handstamps were prepared. These were again straight-line town names in capital letters and were made for the Southern as well as the Northern Provinces of the Kingdom of the United Netherlands, Korteweg type 27 (Figure 4). There was some variation in the size of the marks used in any single town. Although Korteweg gives the various sizes, he does not indicate when each was used. Geuzendam however provides this information.

The straight line handstamps (Korteweg types 19, 21z/n and 27), were struck in red or black ink. Usually the color was consistent for any particular town: Amsterdam, Groningen and Maastricht using red and Rotterdam, Kampen and The Hague, black.

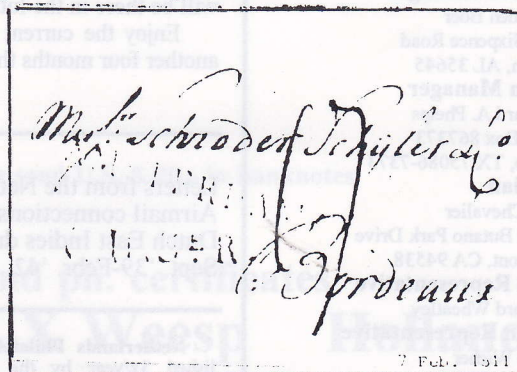


Figure 1b. AMSTERDAM departure mark, Korteweg type 19. C.H. 3^{ER} Korteweg type 143, distance from the French border.

In 1829, circular handstamps with date and month were introduced (Korteweg type 29). These served as departure marks (on the front) and as arrival marks (on the back). Red ink was prescribed for use with Korteweg type 29.

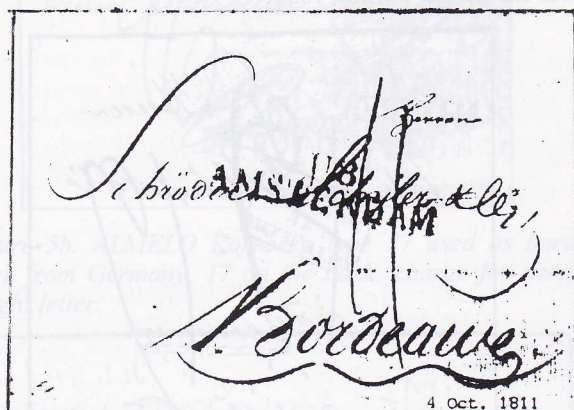


Figure 2. Departure mark with French Postal Department number, Korteweg type 21.

Of the 'transit' letters, seven were posted in Holland and four have appropriate departure marks. Five letters have German departure marks: Leer (1), Bentheim (2) and Neuenhaus (2).

Distances from the French Border

At the time when postal rates were largely based on distances traveled, the French postal authorities had difficulty in ascertaining how much to charge recipients of unfranked letters from The Netherlands coming into France. A solution to this was included in the postal treaty between France and the Netherlands of August 1st 1809. Postal markings were introduced to indicate how far the town was from the border: 1 (the nearest), 2 or 3 (the furthest) radii or rayons. The marks were C.H. 1^{ER}R., C.H. 2^{ER}R., and C.H. 3^{ER}R., 'Correspondence Hollandaise 1-3 rayons' Korteweg type 143 (Figures 1a, 6b, 1b). However, they became redundant early in 1811, when the French took over the Netherlands completely and introduced their own system of numbered postal departments.

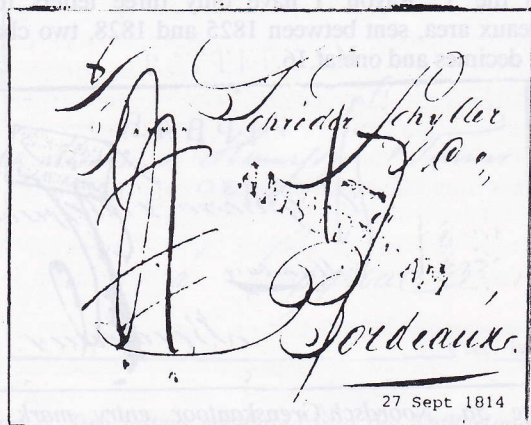


Figure 3a. AMSTERDAM with much of the French Postal Department number having been removed, Korteweg type 21z/n.

The problem arose again after the French had left the Netherlands with correspondence between the Kingdom of the United Netherlands and France. A solution was agreed in the postal treaty of October 1st 1818. The United Netherlands was divided into five rayons or radii, 1 to 5, one being nearest to the French border. Delbeke in 1978 produced a map showing these radii. The marks used were L.P.B. 1-5.R. 'Lettre Pays-Bas 1-5 Rayons', Korteweg type 119 (Figures 4 & 5). The first and second radii were in the Southern Provinces. They continued in use until after 1830. The L.P.B. marks were nearly always struck with the same color ink as the town straight line departure marks.

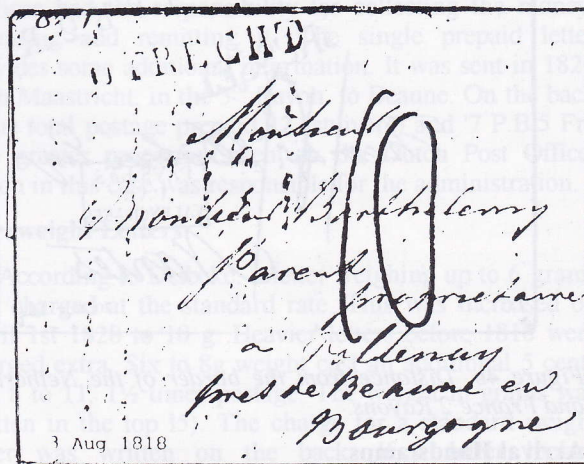


Figure 3b. UTRECHT modified to UTRECHD.

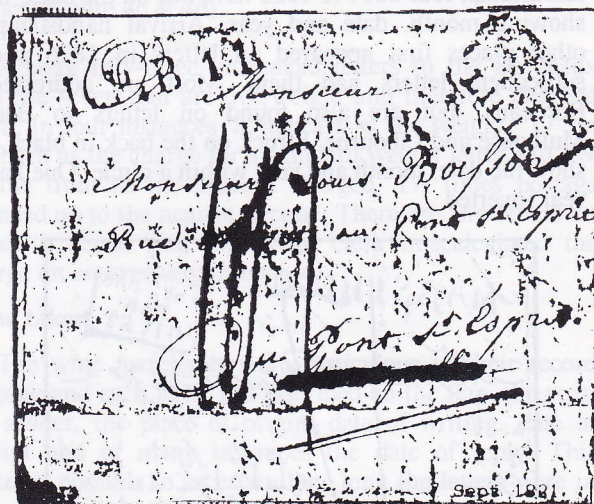


Figure 4a. Distance from the border of the United Netherlands and France, 1 Rayon. DOORNIK is the Dutch name for Tournai.

French Entry Marks

The earliest letters, have the French entry mark 'HOLLANDE'. They are 35 or 36mm long and the letters range in height from 3½ to 5mm (Figure 6). Herlant (p 18) states that the mark 36mm x 3.5mm in black was applied in Paris 1801 to 1809.

French entry marks of the type 'Pays Bas par Valenciennes, Lille or Givet' appear on all the letters from 1819 onwards. These marks and their dates of use are given in Noel's publication. The most common is 'Pays-Bas par Valenciennes' on 38 letters, on 19 before 1827 in black, Noel type 178 and 19 after 1827 in red, Noel type 179, struck in Paris. Two letters have the mark 'Pays-Bas par Givet', Noel type 170 in black, first used 1818 (Figure 4c). A single letter bears the entry mark 'Pays-Bas par Lille' Noel type 172 in black, in use 1818 onwards (Figure 4a).

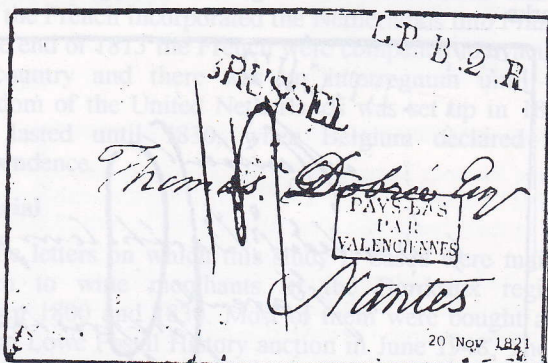


Figure 4b. Distance from the border of the Netherlands and France 2 Rayons.

Arrival Handstamps

There are five letters to Paris, one (1801) has no arrival handstamp, four 1814 to 1822 have one on the back, in red showing month, date and year. Arrival handstamps of other places first appeared on letters in 1826 and all subsequent letters had them. Most are addressed to Bordeaux, but are also found on letters to Beaune, Mulhouse and Libourne. Struck on the back in black, they show the date, month and year within a circle. One has the year inverted.

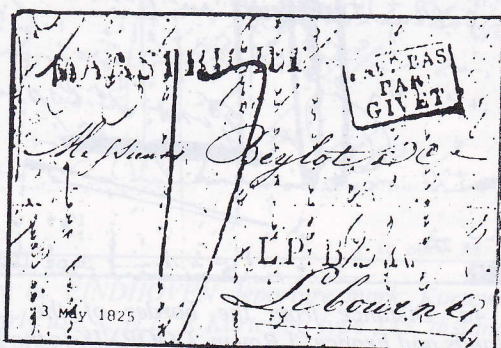


Figure 4c. Distance from the border of the Netherlands and France 3 Rayons.

Postal Charges

All but one of these letters were sent unfranked. The postage in decimes to be paid on delivery was written on the front, initially in black ink. However in the Bordeaux area, 1823 onwards, blue ink was used. It is not possible to say whether blue ink was used in all parts of France. There

are enough letters to the Bordeaux area (Bordeaux 43, Libourne 5, Cognac 4, La Rochelle 1) to offer some tentative suggestions about postal rates. They fall into a pattern, as shown in the table, with increasing charges over the period 1800 to 1830.

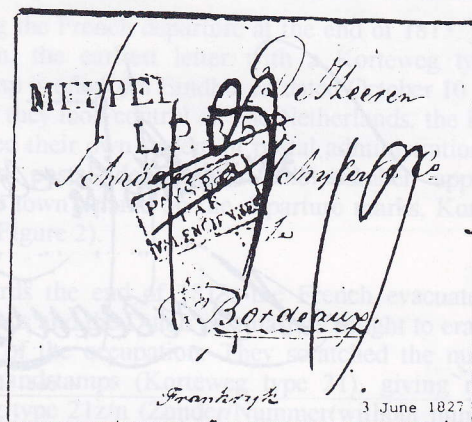


Figure 4d. Distance from the border of the Netherlands and France 5 Rayons.

Table of Postal Charges (in decimes) on letters from or through the 4th and 5th Rayons of the Netherlands to the Bordeaux region 1800 to 1830. Number of letters charged at each rate shown in parentheses:

From 4 th Rayon		From 5 th Rayon	
Period	Charge	Period	Charge
1806-1811	15 (5)	1801-1806	15 (3)
1818-1825	17 (7)	1811-1815	17 (4)
1825-1830	18 (10)	1816-1830	19 (12)

There are some apparent exceptions. Eleven decimes was charged on an 1811 letter (5th Rayon), an 1813 letter (4th Rayon) and one in 1815 (5th Rayon). According to Joany, when the Netherlands were part of the French Postal organization (1811 to 1813), 11 decimes would have been the correct rate. In six letters the rates charged departed by one decime from those given in the table. From the 3rd Rayon, I have only three letters to the Bordeaux area, sent between 1825 and 1828, two charged at 17 decimes and one at 16.

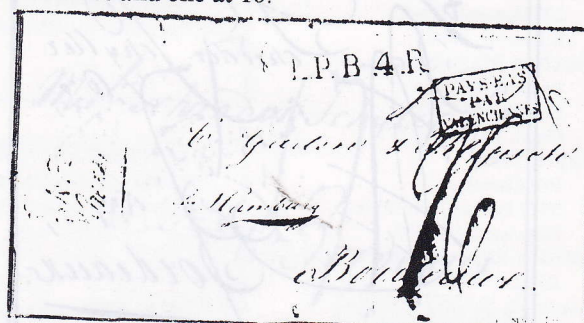


Figure 5a. Noordsch/Grenskantoor entry mark from Germany. Korteweg type 172. Distance from the border of the Netherlands and France 4 Rayons. 17 on back, charge for a normal weight letter.

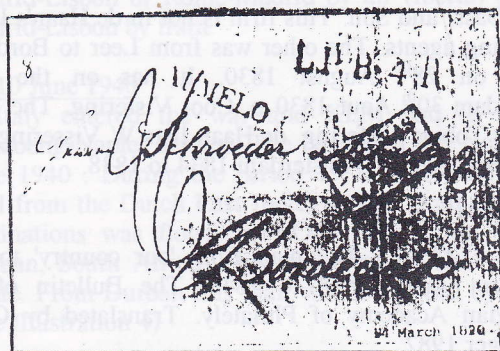


Figure 5b. ALMELO Korteweg type 27 used as border mark from Germany. 17 on the back, charge for normal weight letter.

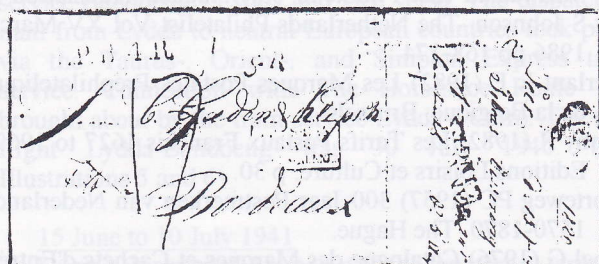


Figure 5c. HANNOVER/LINGEN Korteweg type 164 entry mark from Germany.

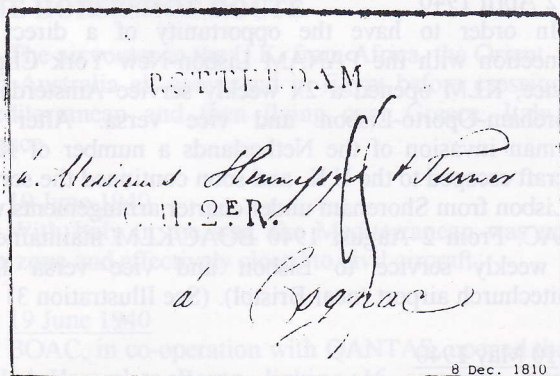
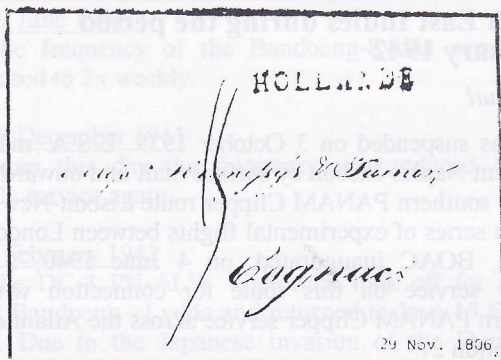


Figure 6. Two letters smuggled into the Netherlands and sent to Cognac in 1806 and 1810, the second having the C.H.²R. mark, distance from the French border 2 Rayons.

In summary, it seems that the rate from all parts of the Netherlands was 15 decimes until 1811 and 17 decimes after the French departure. By 1830, rates were 17 decimes from the 3rd Rayon, 18 from the 4th and 19 decimes from the 5th. It is clear that mistakes were often made by the post office clerks.

At the destination, part of the postal charge collected would be due to the Dutch postal administration, depending on the distance traveled in the Netherlands. Delbeke gives some figures for amounts paid by the French to the Dutch for non prepaid mail. It seems a disproportionately small amount, but the French postal services had the responsibility for collecting the money, recording and remitting it. The single prepaid letter provides some additional information. It was sent in 1826 from Maastricht, in the 3rd Rayon, to Beaune. On the back is the total postage prepaid 12 (stuivers) and '7 P.B.5 Fr'. The greater proportion went to the Dutch Post Office, which in this case was responsible for the administration.

Overweight Letters

According to Delbeke, a letter weighing up to 6 grams was charged at the standard rate. This was increased on April 1st 1828 to 10 g. Heavier letters before 1818 were charged extra. Six to 8g weight cost an additional 5 cents and 8 to 11, 1½ times postage. The weight in grams was written in the top 15). The charge for a standard weight letter was written on the back. If a letter looked overweight, it would be checked, and if found within standard weight a tick would be placed in the top left corner (Figure 4c & 4d).

Among fifty-three unfranked letters to the Bordeaux area are seven that are overweight and therefore charged extra. In four instances '8' appears as the weight, '17' on the back as the charge for a standard weight letter and '26' on the front as the amount charged, 1½ times postage rounded up to the nearest decime. There are two letters on which it seems that the postal clerk miscalculated the charge on an overweight letter.

Time taken

The wine merchants were meticulous in their record keeping and each letter has inscribed on the flap, the year, the sender, the place of origin, date of writing, date of receipt and in many instances the date of reply. This makes it possible to ascertain how long the letters were in transit.

Letters from Amsterdam to Bordeaux in 1802 and 1806 took 9 and 18 days. Between 1811 and 1820 they took 8 days, decreasing in 1829 and 1830 to 5 days. In the 4th Rayon in 1811 to 1813 letters to Bordeaux took 8 or 9 days. In the 1820s letters still took 7 to 9 days, although 2 in 1828 from Amesfoort and Zutphen took only 5 days. In the 3rd Rayon to Libourne I have 3 letters. Two of them, one from Maastricht, the other from Breda took 8 days. In 1828 one from Maastricht to Libourne took 6 days.

Clearly there was a great improvement in the speed at which these letters were conveyed from Amsterdam to Bordeaux between 1802 and 1830 and a 5 day transit time in 1829 is a remarkable achievement. Letters from other towns in the Netherlands seem to have taken at least one day longer.

Four letters sent from London to Cognac between 1806 and 1810, took between 18 and 63 days (average 38). Presumably this reflects the difficulty of smuggling letters into the Netherlands.

Transit Letters

Eleven of these were posted in Germany and 3 of them had an indication of where they entered the Netherlands (Figure 5). The earliest Dutch entry mark from Germany is on a letter from Lubeck to Bordeaux (1819), 'Noordsch/Grenskantoor', Korteweg type 172, used in Almelo 1815 to 1824. The second is a straight line 'ALMELO' Korteweg type 27, on a letter from Hamburg to Bordeaux 1820. The third was used on a letter from Leer to Bordeaux in 1820, 'HANNOVER/LINGEN' Korteweg type 164 used in Deventer, but according to Korteweg and Geuzendam, not until 1832.

Forwarding agents were involved with two letters. One from St Petersburg to Cognac in 1801 was forwarded by

Guaita Bassi and Son. This firm is not in de Haan's list of forwarding agents. The other was from Leer to Bordeaux written on 28th August 1830. It has on the back 'Amsterdam 30th Aout 1830 p. Cool Visfering. The letter writer is Tobias Visfering. de Haan lists W Vissering as a forwarding agent in Amsterdam 1834 to 1838.

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

by Martinus Verkuil

Although the Dutch East Indies originally were neutral, the outbreak of World War II 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 be aware of 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. (See Illustration 1)

THE CURTAILED KLM DUTCH EAST INDIES ROUTES, BANDOENG-NAPLES AND VICE VERSA AND BANDOENG-LYDDA AND VICE VERSA.

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 World War II, 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. mail was flown New York-Foynes (neutral Ireland) and 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 and Lisbon, BOAC inaugurated, on 4 June 1940, a twice weekly service on this route for connection with the southern PANAM Clipper service across the Atlantic. (See Illustration 2)

2 April 1940

In order to have the opportunity of a direct air connection with the PANAM Lisbon-New York Clipper service, KLM opened a 2x weekly service Amsterdam - Shoreham-Oporto-Lisbon and vice versa. After the German invasion of the Netherlands a number of KLM aircraft escaped to the U.K. and soon continued the service to Lisbon from Shoreham under charter arrangements with BOAC. From 2 August 1940 BOAC/KLM maintained a 2x weekly service to Lisbon and vice versa from Whitechurch airport (near Bristol). (See Illustration 3)

10 May 1940

After the German invasion of the Netherlands the train connection Amsterdam-Naples and vice versa was suspended. Mail from the Dutch East Indies which was destined for the U.K. and the U.S.A. was sent either by 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 the war and KLM had to stop her Bandoeng-Naples service. The last flight left Naples on 9 June 1940. During the period 19 June to 22 July 1940 mail from the Dutch East Indies to European and further destinations was flown by BOAC via Cairo, Egypt to Durban, South Africa. This is known as The Horseshoe Route. From Durban this mail was forwarded by steamer. (See Illustration 4)

22 July 1940

After having carried out charter flights to Baghdad and Lydda on 19 June and 1 July 1940, KLM 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 Horseshoe Route was brought about by the train service Lydda - Cairo. The first flight Lydda-Bandoeng was 30 July 1940. (See Illustrations 5 and 6)

15 June to 10 July 1941

During this period Amman was the temporary terminal of the KLM route. Mail was carried Amman - Lydda by taxicab. Express train service. service Lydda-Cairo.

19 June 1941

The frequency of the Bandoeng-Lydda service was increased to 2x 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 HORSESHOE 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 co-operation with QANTAS, opened the so-called Horseshoe Route, linking 16 countries between Durban in South Africa and Sydney in Australia, with a weekly service from either end. The Dutch East Indies postal authorities made very frequent use of the opportunity to send mail via this route. (See Illustration 7)

20 August 1940

The frequency of The Horseshoe Route was increased to a 2x weekly service.

Through connections via The Horseshoe Route.

Sydney

From 28 July 1940 TEAL operated the Trans-Tasman route, Sydney-Auckland and vice versa, catching 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 PANAM maintained a Clipper connection New York-Foynes and vice versa. A connecting shuttle service London-Foynes was operated.

Cairo

The transit time for mail carried on The Horseshoe 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 Horseshoe 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 vice versa.

4 July 1940. A weekly BOAC/PANAM service Cairo-Khartoum-Lagos and vice versa, using flying boats.

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 Dec. 1941. A weekly PANAM service New York-Miami-Port of Spain-Natal-Lagos-Leopoldville and vice versa (FAM-22), using Clippers and C-47 landplanes.

February 1942. Pan American Airways Africa Ltd. connected with FAM-22 with a service Accra-Khartoum-Cairo, thereby dropping 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 the Trans-Africa routes via Lagos to the U.K. or the U.S.A.

Bangkok

Until 15 October 1940 mail could be sent to Hong Kong via the BOAC service Bangkok-Hong Kong and vice versa. This service connected with the PANAM Trans-Pacific Clipper service (FAM-14) Hong Kong-Manila-San Francisco. (See Illustrations 8 and 9)

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

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

September 1939

At the outbreak of World War II PANAM maintained a weekly Clipper service San Francisco- Manila-Hong Kong and vice versa. After the German invasion of western Europe and the entry of Italy into the war, the possibility of sending mail to the U.K. and the U.S.A. via the KLM Java-Amsterdam route was limited to the slow Horseshoe Route and curtailed therefore the D.E.I. postal authorities more frequently made use of the faster, but more expensive, PANAM Trans-Pacific Clipper service.

The delivery of mail to the PANAM Clippers was made possible via the following connecting services:

Manila

From May 1940 until October 1941 the Royal Netherlands Indies Airways (KNILM) carried out regular charter flights Soerabaja-Balikpapan-Manila, or Batavia-Manila directly. As permission for KNILM landing rights was not forthcoming from the U.S. State Department, all flights were treated as individual charter flights with a fictitious sponsor! (See Illustrations 10 and 11)

Hong Kong

For the delivery of mail to the PANAM Clippers departing from Hong Kong, there were the following possibilities:

Until end of July 1940 Via the AIR FRANCE route Hanoi-Hong Kong and vice versa. Mail for this route was carried to Saigon by the KNILM service Batavia-Saigon. After the AIR FRANCE service to Hong Kong was suspended, the mail destined for the Clipper service from Hong Kong was sent from Saigon by surface mail. Dutch East Indies postal authorities made use of this route via the KNILM Batavia-Saigon service until 29 July 1941.

Until 15 October 1940 It was possible to utilize the BOAC Bangkok-Hong Kong

service. Mail was carried to Bangkok by either the KLM or BOAC service.

From 15 October 1940 to 25 December 1941 (Fall of Hong Kong) It was possible to send mail via the CNAC route Rangoon - Hong Kong. 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 Tasman route was abolished, except for a few occasions prior to October 1941 when the PANAM Singapore or Manila connection was irregular.

The delivery of mail to Singapore took place via the existing KLM and KNILM services. From mid October 1941 there was a regular KNILM connection Batavia-Singapore 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 had to be suspended. (See Illustrations 12, 13 and 14)

PANAM's SOUTHERN TRANS-PACIFIC CLIPPER SERVICE (PAM-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. When PANAM extended her Northern Trans-Pacific route to Singapore the KNILM service to Sydney was virtually only used for the transportation of mail with destinations in Australia and 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. (See Illustrations 15 and 16)

Note by author: Because this subject still has my interest I'm still looking for covers and postcards that were flown by these 'war routes'. The rates are also of interest.

Due to the extensive commercial connections built between the D.E.I and U.S. governments during the 1939-1942 period much airmail between the two countries was flown and one can expect to find in the U.S (more then in most other places) some interesting stationery for that period.

Any help in this is much appreciated. Martinus Verkuil Nifterlakestr. 1, 3621 GT Breukelen, The Netherlands

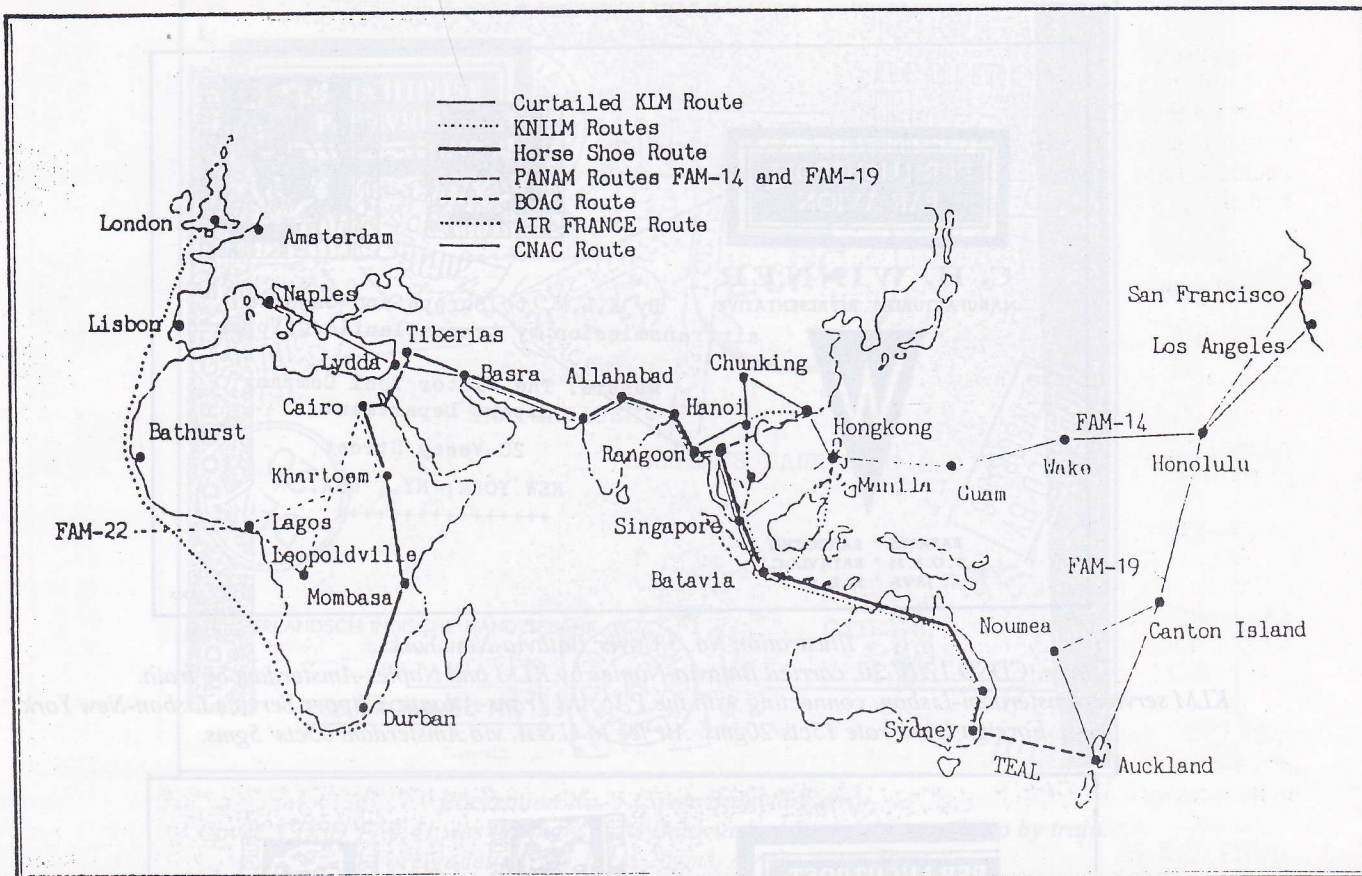


Illustration No. 1 Map of the routes

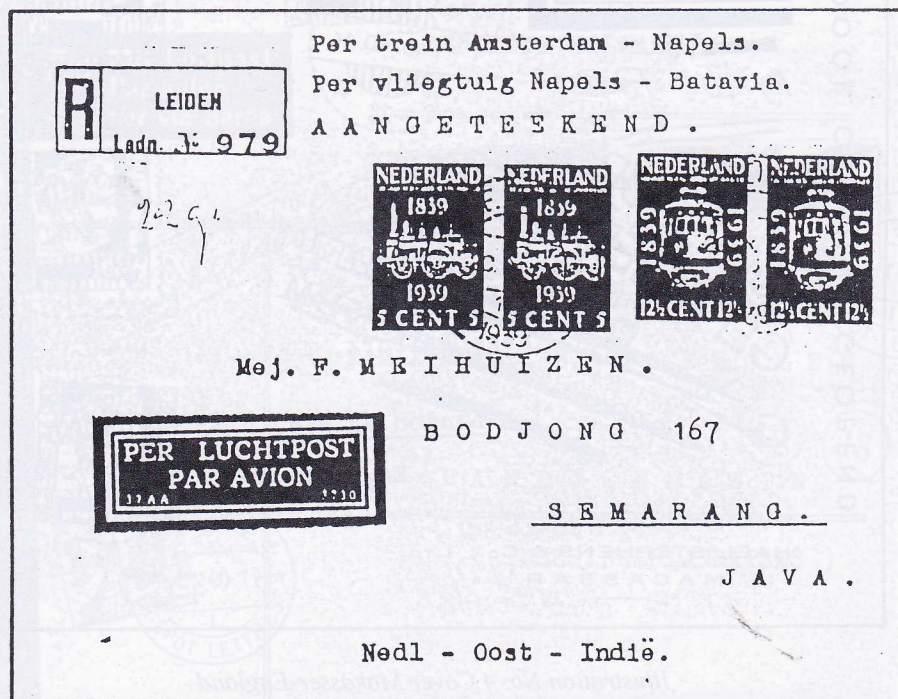


Illustration No. 2 Cover Amsterdam-Semarang via Naples.
Cover, CDS 20.IX.1939, carried by train Amsterdam-Naples and then flown
Naples-Bandoeng by KLM DC-3 PH-ALT Torenvalk. Backstamped on arrival 3.X.1939.
The 35cts postage comprised: letter rate up to 30gms (inc. airmail) 20cts
plus registration fee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

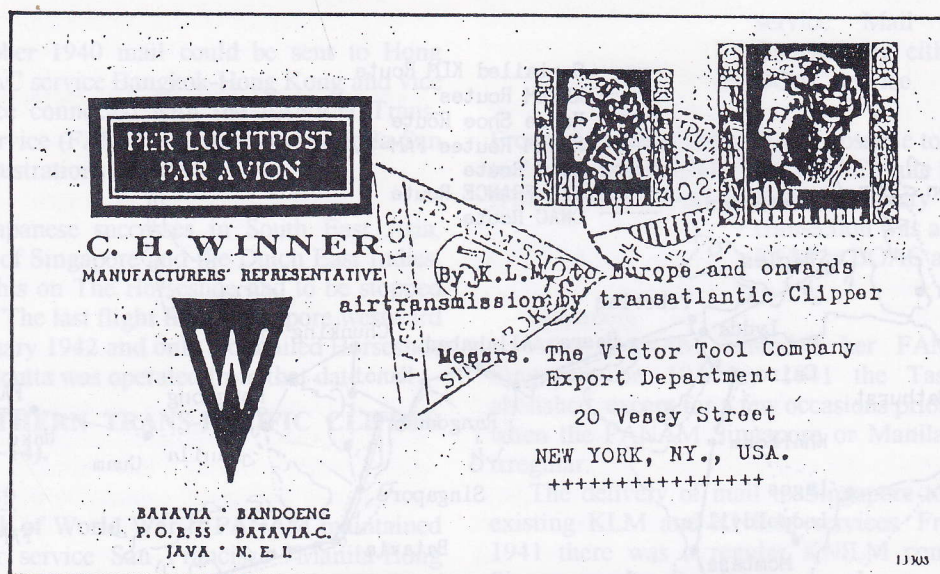


Illustration No. 3 Cover Batavia-New York
Cover, CDSD 17.IV.20, carried Batavia-Naples by KLM and Naples-Amsterdam by train.
KLM service Amsterdam-Lisbon, connecting with the PANAM Trans-Atlantic Clipper Service Lisbon-New York.
Foreign letter rate 15cts/20gms. Air fee to U.S.A. via Amsterdam 55cts/ 5gms.



Illustration No. 4 Cover Makasser-England
Returned to sender and re-mailed after additional franking.
Cover, CDSD -1.6.40, 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 into the war, the KLM service 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 Horseshoe Route to Durban, for onward transmission to England by steamer. Foreign letter rate 15cts/20gms. Air fee (BOAC 2x (40cts/5gms)) = 80cts.

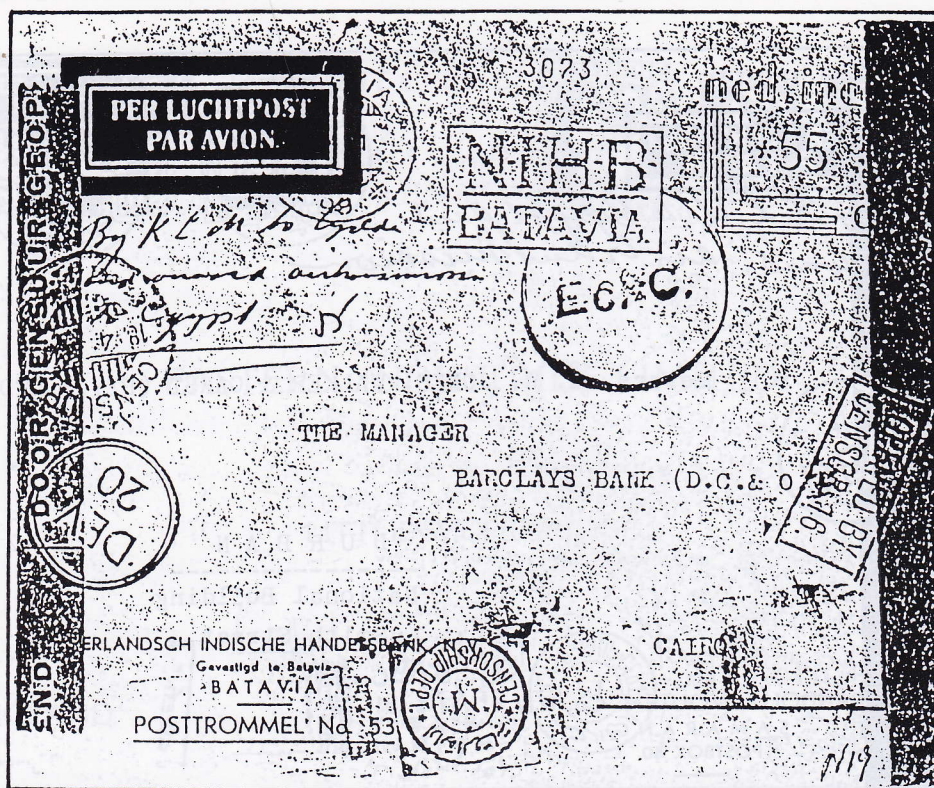


Illustration No. 5 Cover Batavia-Cairo.

Cover, CDS 17.4.41 was flown by KLM Batavia-Lydda and then to Cairo by train.
Foreign letter rate 15cts/20gms. Air fee 40cts/5gms.



Illustration No. 6 Cover Geneva-Lydda-Batavia.

Cover, CDS 4.IX.40, 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

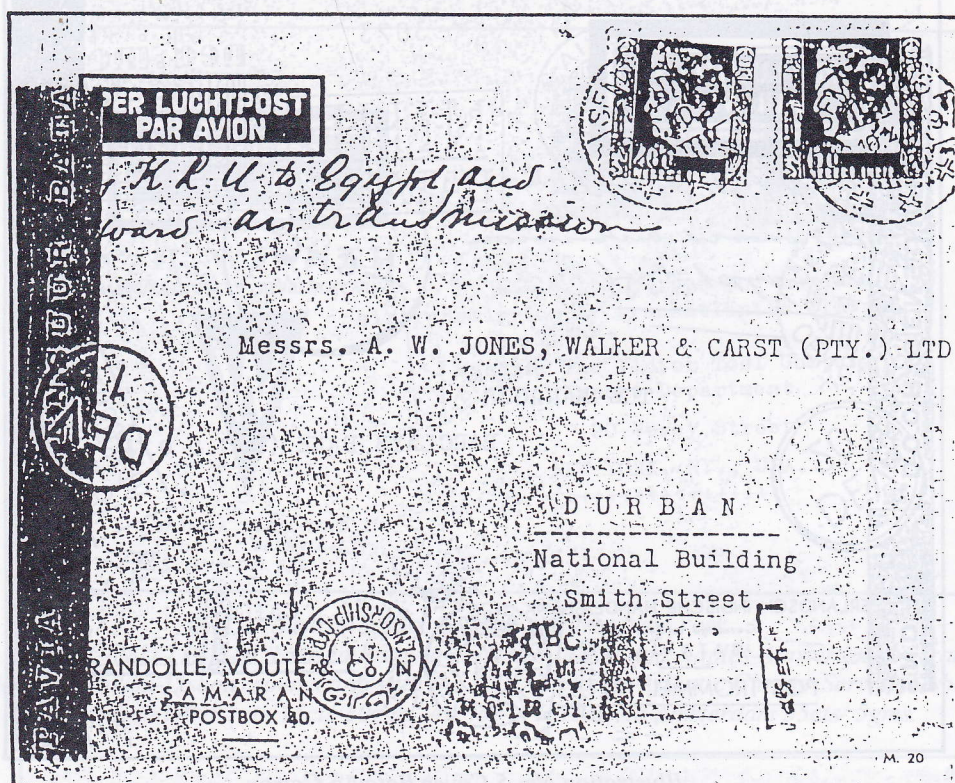


Illustration No. 7 Cover Semarang-Durban. Cover, CDS 10.10.40, carried by KLM to Baghdad or Lydda for onward transmission via The Horseshoe Route. Backstamped in transit, Cairo 26 October 1940. Foreign letter rate 15cts/20gms. Air fee 40cts/5gms.



Illustration No. 8 Cover Bangil-Hertfordshire, England. Cover, CDS 10.12.40, carried to Singapore by KLM for onward transmission via The Horseshoe Route. From Durban it was forwarded to the U.K. by steamer. Foreign letter rate 15cts/20gms. Air fee 40cts/5gms.

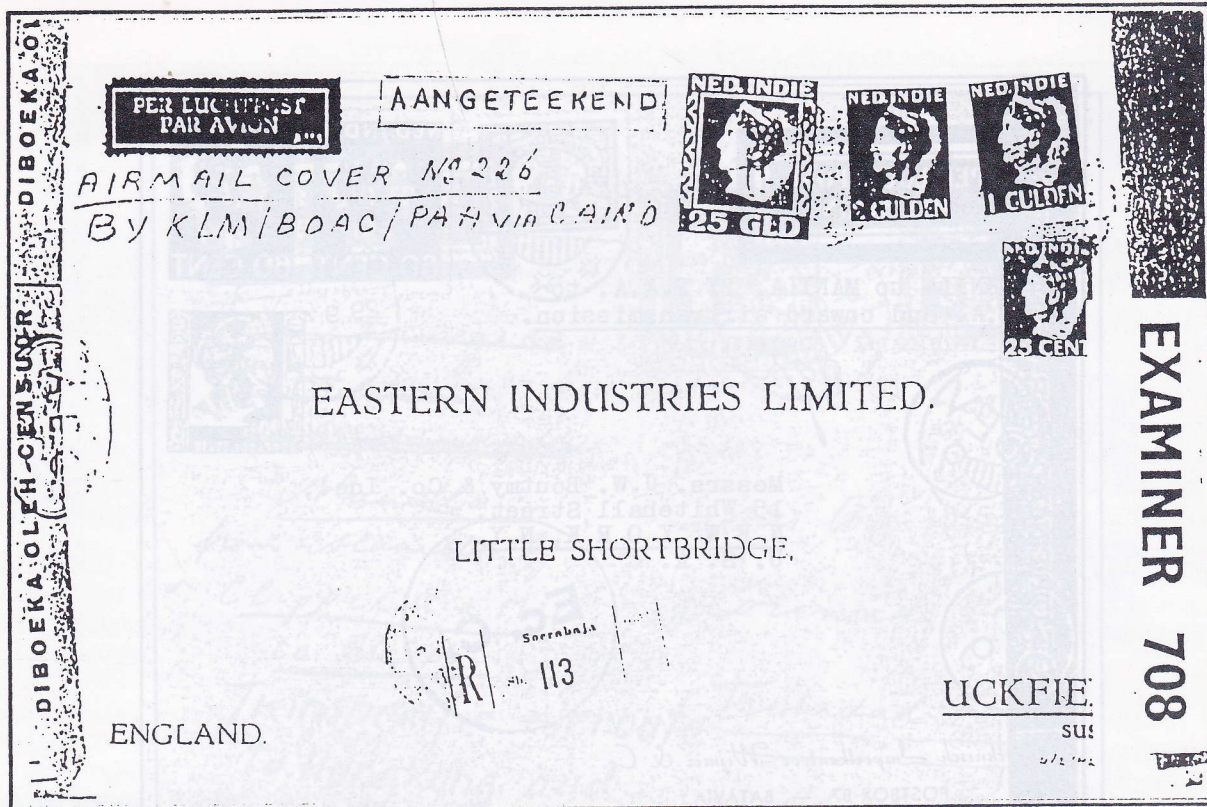


Illustration No. 9. Cover Soerabaja-Uckfield, Sussex. Last commercial mail from D.E.I. before the Japanese invasion of Java. CDSD 4.2.42. The DC-3 PH-ALW Wielewaal took off from Java on 9 February for the last flight to Lydda and return. In order to evade the combat zone near Singapore the plane flew Batavia-Palembang-Calcutta-Baghdad-Lydda. To Cairo by train, then The Horseshoe Route. Foreign letter rate 15cts + (16x10cts) = 175cts. Air fee 66x40=2640cts. Registration fee 20cts. Total 2835cts for 330 grams. Underfranked by 10cts.



Illustration No. 10. Cover Batavia-Houston. Early Manila connection. Cover, CDSD 15.3.40, flown Batavia-Balikpapan by KNILM and forwarded to Manila by m.s. Tjisadane for connection with the FAM-14 service Manila-San Francisco.



Illustration No. 11 Cover Batavia-New York via KNILM/Manila.

Cover, CDS 29.9.41, 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.

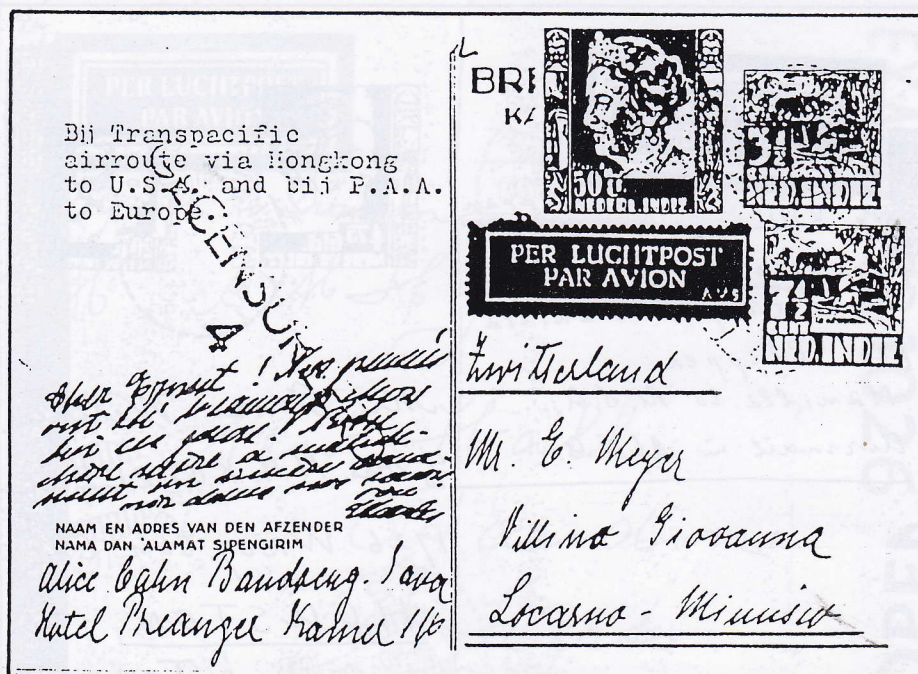


Illustration No. 12. Postcard Bandoeng-Locarno.

Postcard, CDS 20.9.40, flown to Bangkok by KLM and from there to Hong Kong by BOAC. Onward dispatch as follows: Hong Kong-San Francisco by PANAM Clipper. Then airmail through the U.S.A. New York-Lisbon by PANAM Transatlantic Clipper. Lisbon-Locarno by train in closed dispatch (no German censor). Postage for this 'two ocean mail': Foreign postcard rate 10 cts. Air fee 45cts. Overfranked by 6cts.

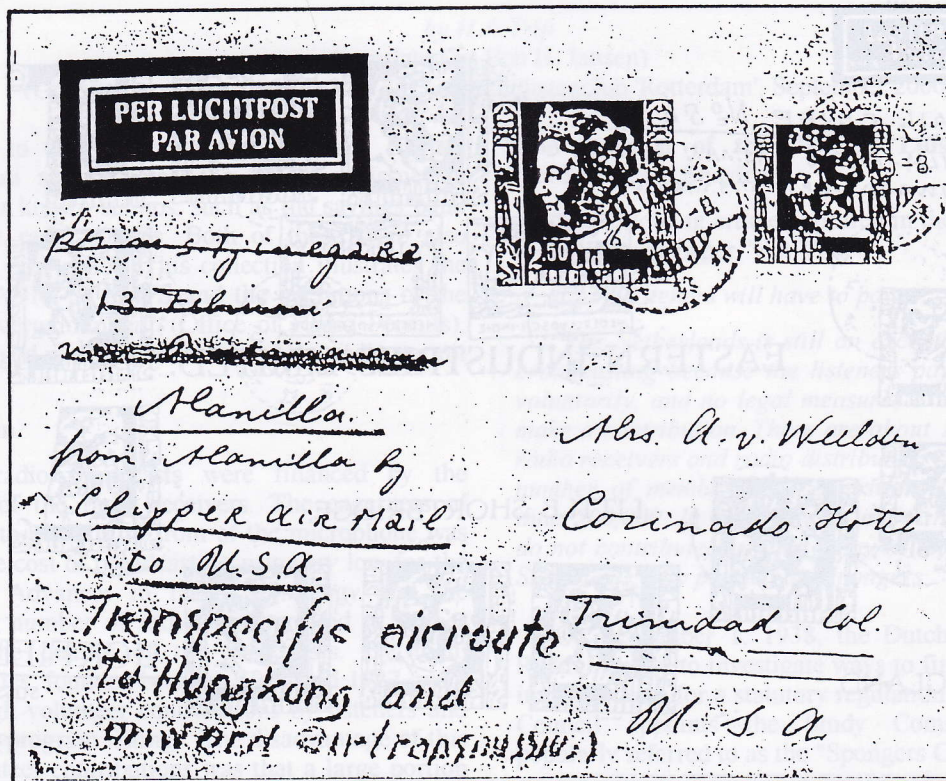


Illustration No. 13. Cover Batavia-Trinidad. Cover, CDSO 12.2.40, endorsed "per m.s. Tjinegara 13 Februari van Batavia naar Manilla". This endorsement was deleted and the route indication "TransPacific air route to Hongkong etc" was added instead. Cover carried to Saigon by KNILM for onward transmission by AIR FRANCE to Hong Kong, for connection with the PANAM Clipper service to San Francisco. Backstamped in transit Saigon 13.2.40 and Hong Kong 14.2.40. Foreign letter rate 15cts/20gms. Air fee 3x(90cts/5gms) = 270cts.

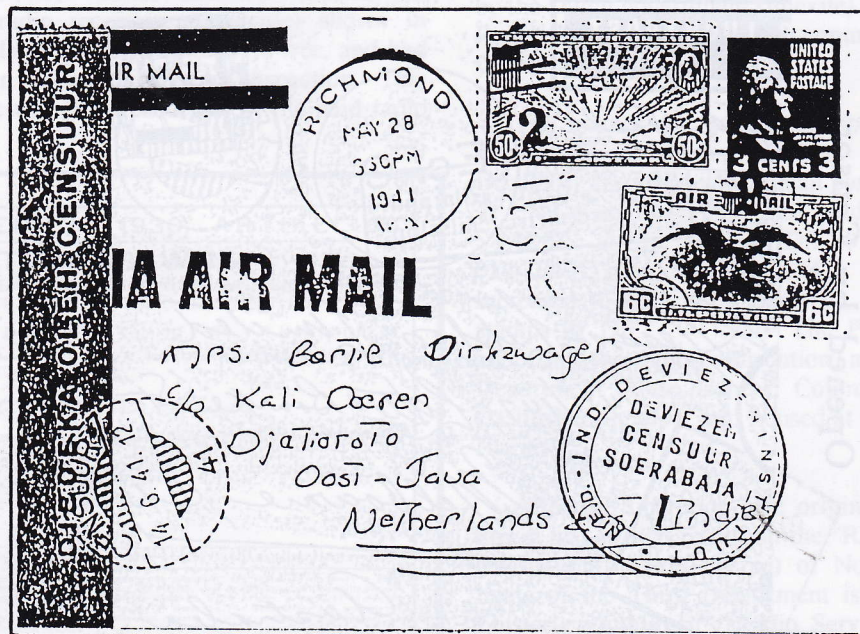


Illustration No. 14. Cover Richmond, U.S.A. - Java via Singapore. Cover, CDSO May 28/1941, carried San Francisco-Singapore via the Trans-Pacific Clipper service (FAM-14) and then Singapore-Batavia by KLM or KNILM. Backstamped on arrival 14 June 1941. Postage to D.E.I. was 70cts/1/2 oz (Pacific rate). Underfranked by 11cts.



Illustration No. 15. Cover Soerabaja-Uckfield, Sussex. Cover, CDSO 27.7.40, D.E.I.-U.K. First known D.E.I. commercial mail flown by KNILM-TEAL-PANAM combination of fortnightly Trans-Pacific Clipper service Auckland-Honolulu-San Francisco. Airmail through 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: Foreign letter rate 115cts. Air fee 2785cts.

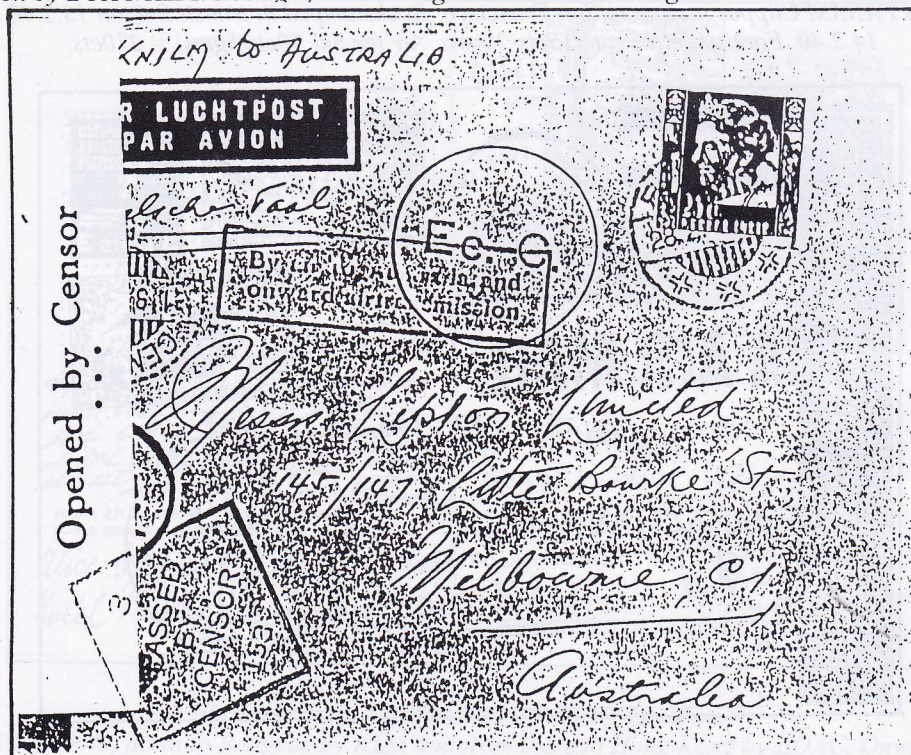


Illustration No. 16. Cover Batavia-Melbourne. Cover, CDSO 28.2.41, carried to Australia by KNILM. After PANAM had extended her Northern Trans-Pacific service to Singapore the KNILM service Batavia-Sydney was used only for mail to Australia and New Zealand. Foreign letter rate 15cts/20gms. Air fee 10cts/5gms.

The PTT's 'Radio Permits' service-A Special Story

by H.J. Trip

(translated by Ben H. Jansen)

(Originally published in "1x3 en 3x1", Philatelistenclub 'Rotterdam', September 2000)

In addition to the familiar postage stamps, official stamps, telegram stamps, etc., the PTT has issued a number of lesser known stamps, such as the savings bank stamps and the radio stamps. Both of these were also available at the post office. This collection illustrates the usage of the RADIO STAMPS and the operations of the "Dienst Luistervergunningen" (Office of Radio Permits), which was charged with the collection of the radio permit fees.

How it all began.

The first radio broadcasts were financed by the manufacturers of the radio receivers. The eagerness of radio amateurs to perform in front of the microphone was so great that the cost of broadcasting was very low for the manufacturers. Advances in radio technology and the increase in the number of radio amateurs led to higher demands on the quality of the broadcasts. By then, broadcast societies, founded between 1924 and 1927, were financed through volunteer contributions by listeners and subscriptions to program listings. The disadvantage of this system of volunteer contributions was that a large portion of the listeners did not live up to their obligation, i.e., "listening yes, paying no."

Officially, the registration of a radio receiver became mandatory starting in 1930. This was enacted through the "Radio-Reglement 1930" (Radio Regulations 1930). Upon registration at the post office, one was mailed the "Ontvangbewijs" (radio reception certificate) shown in Figure 1. In those days, the certificates were free, and had to be shown when asked during an inspection. This reception certificate was the predecessor of the paid radio permit.

RADIO-REGLEMENT 1930, ARTIKEL 66	
ONTVANGBEWIJS,	
VERKREGEN NA AANGIFTE VAN EEN RADIO-ONTVANGINRICHTING, ALS BEDOELD IN ART 62 VAN HET RADIO-REGLEMENT 1930.	
ONDERGETEEKENDE, DIRECTEUR VAN HET (P) T-KANTOOR TE MIDDELBURG	
M <i>W. Reus</i> verklaart te hebben ontvangen van <i>Kindt a 2</i> te <i>Wachepelle</i>	
een ingevuld formulier tot aangifte van een radio-ontvanger, welke zich bevindt <i>Kindt a 2</i>	
De DIRECTEUR, <i>Reus</i>	
DE AANDACHT VAN DEN HOUDER WORDT IN HET BIJZONDER OP ONDERSTAANDE BEPALINGEN GEVESTIGD	
Art. 66 Radio-Reglement 1930: 1. Zonder het ontvangbewijs, bedoeld in het vijfde lid van dit artikel, is het ten gebruike gereed aanwezig hebben of het gebruiken van een ontvanger verboden. 2. Bij de inlevering van het formulier wordt door den directeur van het betrokken Rijkstelegraaf- en telefoonkantoor een ontvangstbewijs afgegeven. Dit ontvangstbewijs moet te allen tijde ter plaatse, waar de inrichting zich bevindt, kunnen worden vertoond. 3. De houder is verplicht onverwijld aangifte te doen van elke verandering van woonplaats, adres of plaats, waar de inrichting zich bevindt, of wanneer de inrichting wordt opgegeven.	

Figure 1: "Ontvangbewijs" (Radio reception permit) as instituted by the "Radio-reglement 1930" (Radio Regulations 1930)

The creation of the "Dienst Luistervergunningen" (Radio Permit Service)

The following article appeared in the July 2, 1935 issue of the evening paper "Het Volk":

Radio listeners will have to pay.

"The Netherlands is still an exception in the world of broadcasting because the listeners pay for the programs voluntarily, and no legal measures exist to force them to make a contribution. There are about 1 million owners of radio receivers and radio distribution connections, but the number of members and contributors is slightly larger than 500,000. In other words, about half of the listeners do not contribute a single penny to the broadcast system. Simply put, fifty percent are spongers."

On September 1, 1938, the Dutch Cabinet asks the Radio Council to investigate ways to finance broadcasting, in preparation for a statutory regulation. In turn, the Radio Council appoints the Study Committee Financing, popularly referred to as the "Spongers Committee."

On April 8, 1940, the Secretary of the Interior van Boeyen presents a bill to the "Tweede Kamer" (loosely equivalent to the House of Representatives), proposing the initiation of a mandatory radio contribution. This bill was never taken up by the Parliament due to the outbreak of World War II. Instead, the new regulation was formalized by the Dutch government (in exile) in London through two Royal Decrees, and not, as commonly believed, by the German occupier.

The mandatory radio contribution was established during the occupation by way of Order 232, dated December 19, 1940. The annual contribution as of January 1, 1941 was Dfl. 9.00, to be paid by means of RADIO STAMPS at the rate of Dfl. 0.75 per month (D.O. 614/1940). On May 1, 1942, the contribution was increased to Dfl. 12.00 per year, to be paid with radio stamps of Dfl. 1.00 each. The PTT was charged with collecting the radio contribution, and to do so, the Third Department of the General Committee of the PTT, was established in 1941, and housed at 17 Mauritskade in The Hague.

After the liberation, the original Dutch bill becomes law at last, which results in the "Radioluisterbeschikking" (Radio-contribution decree) of November 1, 1945. The name of the Third Department is changed into "Dienst Luistervergunningen" (Radio Service Permits), and, in 1946 moves to 32/34 Hooze Prins Willemstraat in Scheveningen (see Figure 2).

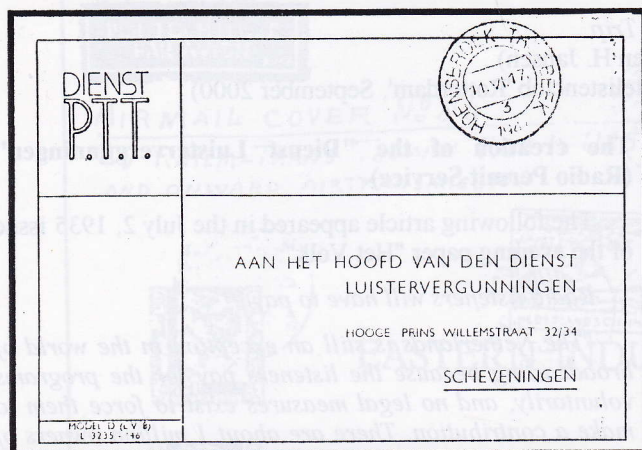


Figure 2: Post card addressed to the Head of the Radio Service Permits (DLV, Dienst Luistervergunningen).

The system for collecting the mandatory radio contribution

The owner of a radio receiver was required to register the device. Registration forms were available at all post offices. These forms consisted of three parts. The third part was date canceled and returned to the declarant as proof of registration. The actual radio permit was mailed to the radio owner once the registration forms had been processed. Declarants were assumed to be familiar with the legal aspects of the radio contribution decree, the text of which was sold at the post office for Dfl. 0.10.



Figure 3: LV (Luistervergunning = Radio permit) 1942 (front and back shown)

The radio permits were valid for 12 months, and had to be exchanged at the post office for a new one at the end of that period. This could be done every month, except in August and December. These rules were strictly enforced. Signs at the post offices clearly indicated which letter series needed to be renewed. Upon turning in the radio permits, the radio stamps had to be devalued immediately by means of date cancels, roll cancels, or by drawing two parallel lines with ink or ball-point across the stamps. The radio permits had to be stored next to the radio receiver, and upon request had to be shown to an inspector. The radio contribution had to be paid before the 15th of each month by affixing an undamaged and unused radio stamp of Dfl. 0.75 or Dfl. 1.00 to the permit. Examples of radio permits are presented in Figures 3 and 4.

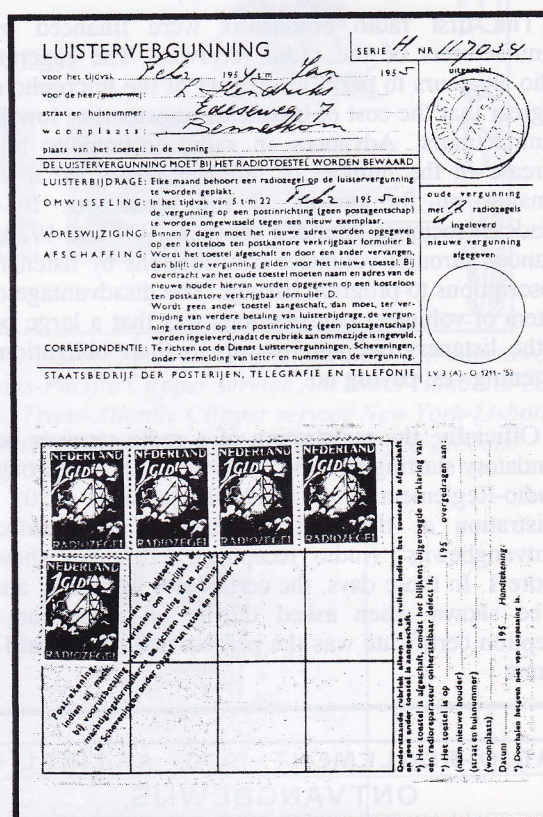



Figure 4: LV (Luistervergunning = Radio permit) 1954 (front and back shown)

Account holders of the postal cheque and giro service did not have to affix radio stamps nor did they have to exchange the radio permits, provided that they gave authorization to have the radio contribution automatically transferred from their account annually. The radio listening fees of cable radio subscribers ("radio distributie" or cable radio, popular during the fifties and sixties, consisted of a switch and a speaker and was virtually noise free) was collected together with the subscription fee, totaling Dfl. 2.25 per month. The invoice showed the amounts for the subscription fee and the cable radio fee separately, so a separate radio permit was not needed.

NRO NEDERLANDSCHE RADIO OMROEP NRO	
ONDERGETEKENDE: NAAM, VOORLETTERS	
EV. FIRMANAAM	
PLAATSAAM STRAAT, HUISNUMMER	EYGEISHOVEN TEL. 321 - - - GIRO 17350
DEELT HIERBIJ MEDE DAT HIJ/ZIJ OP	
* EEN ONTVANGINRICHTING HEEFT GEPLAATST BIJ OVERGEDRAGEN AAN: * EEN RADIO-DISTRIBUTIE-AANSLUITING HEEFT TOT STAND GEBRACHT BIJ:	
NAAM, VOORLETTERS	RUTTEN J.H.
GEMEENTE	EYGEISHOVEN
WOONPLAATS STRAAT, HUISNUMMER	HOOFDSTRAAT 16A.
DE VERKRIJGER VAN DE ONTVANGINRICHTING IS REEDS NIET IN HET BEZIT VAN EEN HUISTERVERGUNNING.	
<div style="display: flex; justify-content: space-between;"> <div> <p>1947</p> <p>1.9.48</p> <p>1948 F-9977</p> </div> <div> <p>HANDTEKENING</p> <p>PIETER DE WILDE</p> <p>CIJFER 1570168</p> </div> <div> <p>LD9.</p> </div> </div>	
* DOORHALEN WAT NIET IN AANMERKING KOMT.	

Car radios required a separate radio permit (but otherwise identical to the regular permits). Through the end of 1954, the license tag number was listed on the radio permit. In those days, the license tag was tied to an individual. From 1955 onwards, the license tag applies exclusively to the automobile, and is no longer listed on the radio permits. Starting July 1, 1960, a so-called "bijk kaart" (auxiliary card) is required for radio receivers used outside the home ("portables"). This card, shown in Figure 6, can be purchased at the post office for Dfl. 1.00 upon presentation of the regular radio permit. It was not required to return these cards, and they are therefore somewhat easier to find.

STAATSBEDRIJF DER POSTERIJEN, TELEGRAFIE EN TELEFONIE

BIJKAART

voor een radio-ontvangstoestel
Geldig voor het jaar 1964.


voor mevrouw de heer

(naam) Dr. G. H. JONKES

(adres) COBARTS

..... B. KNAPPERTLAAN 72

(woonplaats) SCHIEDAM



LV 2181 (500.000 V / 40) - L 1456 (024021) * 241

Z.O.Z.

Vol. 25 No. 3

A decree issued by the occupier on May 13, 1943 announces the regulations surrounding the confiscation of radio receivers. A sturdy cardboard card, measuring 10 by 15 cm, was to be attached to all devices upon surrendering, together with a completed form. These forms could be obtained from all post offices for Dfl. 0.05. Part of this form was returned to the owner as receipt. The radio contribution had to be paid through the end of the month in which the receiver was surrendered. Contributions made in advance were refunded.

DIENST PTT

Geboekt

9 0611

TK 113185

2276

's avonds na 7 uur
hela zonder en z
poetkoors
intercomite eforsten

1504

Staatsbedrijf der
Posterijen, Tele-
grafie en Telefonie

*Auto-radio deelen
en met auto
gestoort.
afgehaald*

DIENST LUISTER- EN KIJKGELDEN

ZEESTRAAT 5

'S-GRAVENHAGE

LV 28 - © 1964 - '61

Netherlands Philately

The costs of sealing a receiver were increased from Dfl. 0.75 to Dfl. 2.50 per the new radio contribution decree of July 1, 1960. The fees had to be paid by affixing regular stamps in the amount of Dfl. 2.50 to the back of form LV 28 (see Figure 7).

Service radio and television contributions

The television contribution act takes effect on January 1, 1956. The Radio Service Permits is charged with the collection of the television contribution, and changes its name into "Dienst Luister- en Kijkgelden" (Radio and Television Service Contributions). The new service moves immediately to new quarters at 5 Zeestraat, The Hague.

New system to collect radio contributions

The issuing of radio permits at post offices is halted as of November 1, 1959. From then onwards, all new radio permits are issued by the Service Radio and Television Contributions. The new radio permits are shaped like punch cards (see Figure 8). As mandated by the Radio Contribution decree of 1960, the monthly collection of the radio contributions is replaced by a single annual advance payment, and the use of radio stamps is discontinued at the same time. The new method becomes effective once the current radio permit has expired. Upon surrendering the permit, completed with radio stamps, one pays Dfl. 12.00 for the next year. Service Order H 172 of June 1961 announces the official end of use of radio stamps to pay for the radio contributions.

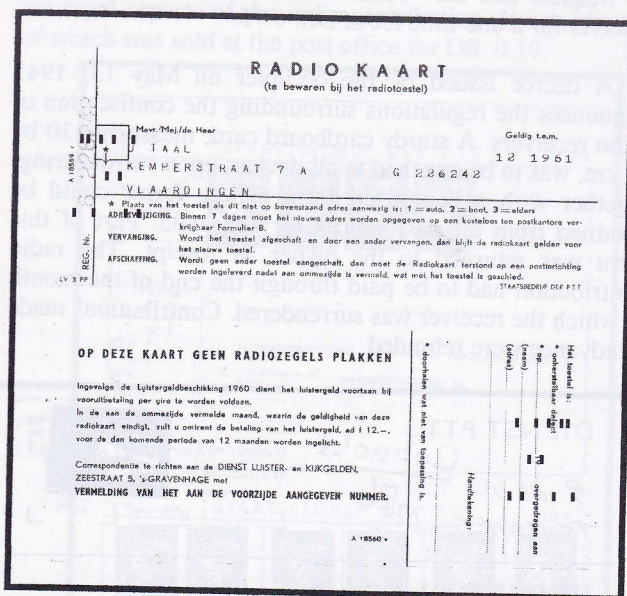


Figure 8: Radio permit in the shape of a punch card.

Starting in 1962, an annual "giro-stortingskaart" (a punch-card like form that is used to deposit money into someone's postal bank account) is mailed to all owners of radio receivers by the Radio and Television Service Contributions (see Figure 9). This card can be used to pay the radio contribution at the post office. In that case, the deposit receipt functions as the "Radio Kaart" (radio card) for that year. Those who pay the radio contribution by means of a direct transfer from their postal bank account

must save the transfer receipt together with the "giro-stortingskaart". This combination functions as radio card.

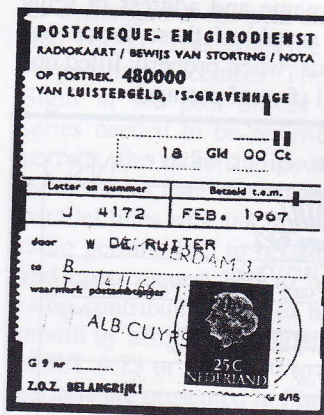


Figure 9: "Giro-stortingskaart" (Postal transfer card) in the amount of Dfl. 18.00

In 1962, the Radio and Television Service Contributions office moves once again, this time to 3 Hofweg, The Hague. The radio contribution is increased from Dfl. 12.00 to Dfl. 18.00 on July 1, 1964. Collection of the radio contributions is done exclusively by means of "giro-stortingskaarten" (postal transfer cards). Radio stamps are used only for the auxiliary permits, needed for radio receivers used outside the home (e.g. portables). According to Service Order H 732 of December 23, 1968, the method by which radio contributions are collected will be completely changed as of January 1, 1969, and the use of radio stamps is permanently halted.

Inspection Service Radio Permits

In addition to the administrative inspection, an organization was needed to conduct inspections in the homes of radio owners. The norm was to conduct one visit per year to all homes. The inspectors visited about 100 homes per day. In those days, that could easily be done in the city.

The inspectors needed to meet certain educational requirements, but especially lots of knowledge of human character. Furthermore, they had to be able to always act with tact and prudence, and they should never lose their temper.

Article 20 of the "Radioluisterbeschikking" (Radio contribution decree) provides them with the authority to demand access to all places where it is reasonable to assume that a receiver is present. In case inspection uncovers a receiver that has not been registered, the inspector completes a registration form on the spot, and the inspector will try to determine the date when the receiver was put in operation. If this is not possible, one has to pay all fees retroactively, starting from November 1, 1945, i.e., the date mandatory radio contributions became effective. The collected amounts were used to purchase radio stamps at the post office, which were affixed to a radio permit, put in the name of the person in question. A police warrant was issued only when the inspector was threatened or when entrance was denied.

Afschaffing omroepbijdrage

Vanaf 1 januari 2000 hoeft u geen omroepbijdrage meer te betalen. De Tweede en de Eerste Kamer zijn namelijk akkoord gegaan met het Kabinetvoorstel de omroepbijdrage met ingang van 1 januari 2000 af te schaffen. Dit betekent dat de afschaffing van de omroepbijdrage definitief is.

De teveel betaalde omroepbijdrage over het jaar 2000 ontvangt u zo spoedig mogelijk terug. Op bijgaande nota staat het bedrag vermeld dat u terug krijgt. Tevens vindt u op de nota het bank- of gironummer waarop wordt teruggestort.

De Dienst Omroepbijdragen is tot 1 juli 2000 telefonisch bereikbaar om eventuele vragen te beantwoorden. Het telefoonnummer is: 0800 - 0994490



BC 5/Z082BY

Figure 10

End of the 'Radio and Television Service Contributions'

The new broadcast contribution act becomes effective January 1, 1969. The name of the Service Radio and Television Contributions was changed to Broadcast Service Contributions (Dienst Omroep Bijdragen, DOB). The PTT remained responsible for the collection of the broadcast contributions. The broadcast contributions were divided into contribution A, set at Dfl. 75.00 per year for radio and television, and contribution B at Dfl. 24.00 per year for radio only.

Radio and TV License Fees Abolished

As per January 1, 2000 the entire system of the Radio and TV License Fees was abolished. All qualifying citizens were notified that if they already had paid part or all of the fees for the year 2000, these fees would be refunded (see Figure 10).

References and Research

Museum for Communication, The Hague
NAA Omroepmuseum (Broadcast Museum), Hilversum
Verordeningsbladen (Order sheets) 1940/44
Radioluisterbeschikking (Radio Contribution Act) 1945-'50-'60

Wet op de omroepbijdragen (Broadcast Contribution Act) of December 20, 1968

Postgidsen (Postal handbooks)

PTT-Nieuws (PTT News)

Some of the most relevant Dientsorders (Service orders):

H 614, December 1940;

H 220, May 15, 1943;

H 208, October 26, 1945;

H 965, December 24, 1955;

H 618, October 27, 1959;

H 328, June 14, 1960;

H 732, December 23, 1968.

Note

Over 1 million radio receivers and about 250,000 cable radio subscribers were registered following the introduction of the mandatory radio contribution on January 1, 1941. There were only 300,282 radios left in 1945, while about 800,000 receivers were turned in after

May 1943. The cable radio subscribers still amounted to 418,590. By 1950, the number of radio receivers had increased to 1,482,215 but cable radio subscribers had only increased to 435,568. The cable radio reached an all-time record of 508,321 connections in 1958. From then on the number of subscribers gradually declined until the cable radio system was discontinued in 1975.

Radio stamps

R1. Issued January 13, 1941: Dfl. 0.75 blue, globe with stars. Design by André van der Vossen. Printing technique: rotogravure by Joh. Enschedé & Zonen, Haarlem. Paper with watermark circles. Comb perforation 12:12. Quantity printed: 65,710 sheets of 100 stamps each. Issued till February 17, 1941. The design was rejected by the occupier because of the star.



R2. On February 18, 1941, a new design by André van der Vossen was issued: Dfl. 0.75, blue, globe with antenna tower. Quantity printed: 139,282 sheets of 100 stamps each. The previous issue could no longer be sold. End of issue: July 15, 1945.



R3. Due to the increase in price of the radio permit from Dfl. 0.75 to Dfl. 1.00 per month, a new stamp of Dfl. 1.00, dark brown, globe and antenna tower, is issued on May 1, 1942. Design, printing technique, paper, and perforation identical to R2. A total of 137,165 sheets of 100 stamps each were issued. Sale of this issue was halted on September 1, 1947. End of validity: December 31, 1947.



R4. On July 1, 1946, R3 is issued in a new color, light reddish brown. Starting around the middle of October, 1946, the sheets of 100 are printed in double sheets of 200, using a new etching, and the sheets have an L and an R in the margins. Three color varieties can be observed in this issue: light reddish brown, reddish brown, and light brown. Issued: 1,223,825 sheets of 100 each. End of validity: undetermined.



R5. Issue of August 6, 1954: Dfl. 1.00 blue, antenna tower with radio waves. Design: W.J. Rozendaal. Offset printing by Joh. Enschedé & Zonen. Paper with circles as watermark. Comb perforation 13:12 1/2. Issued: 776,008 sheets of 200 stamps each.



R6. A Dfl. 12.00 version of R5 is issued on July 1, 1960 in red. This stamp was intended for the annual contribution. Issue size: 13,214 sheets of 200 stamps each. This stamp has been used very sparingly, and its sale is halted on July 1, 1962.



As of January 1, 1969, the use of radio stamps is permanently halted.

The radio stamps of Dfl. 0.75 and Dfl. 1.00 are not rare, and can be found frequently among the Cinderella's at stamp shows. Only the Dfl. 12.00 is very hard to find. This stamp was used sporadically for only two years, and even though it was available through the philatelic counter at the post office for quite some time, few collectors appear to have bought this stamp.

Once in a while one encounters a radio stamp used as postage stamp. Radio stamps were not valid for postage,

but even though the inspection was considerably better than at present, a letter with a radio stamp went through undetected. See Figures 11 and 12.

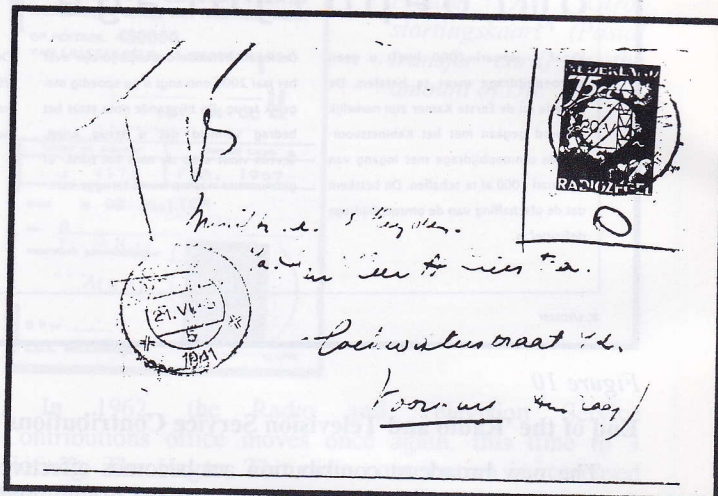


Figure 12: Letter mailed on June 20, 1941, and stamped with the second radio stamp. Postage due of Dfl. 0.15 (twice the regular rate of 7 1/2 cent) was assessed upon arrival in Voorburg. (Postage due stamp is hard to see on illustration)

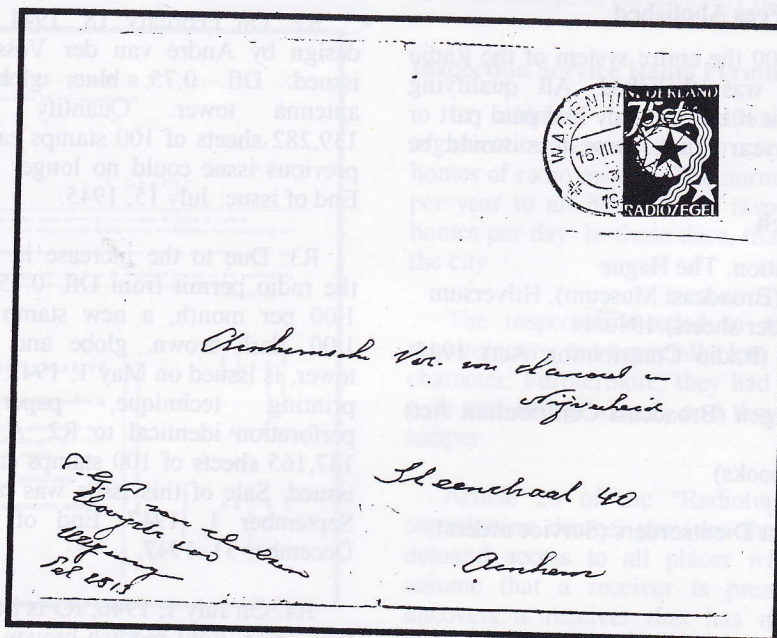
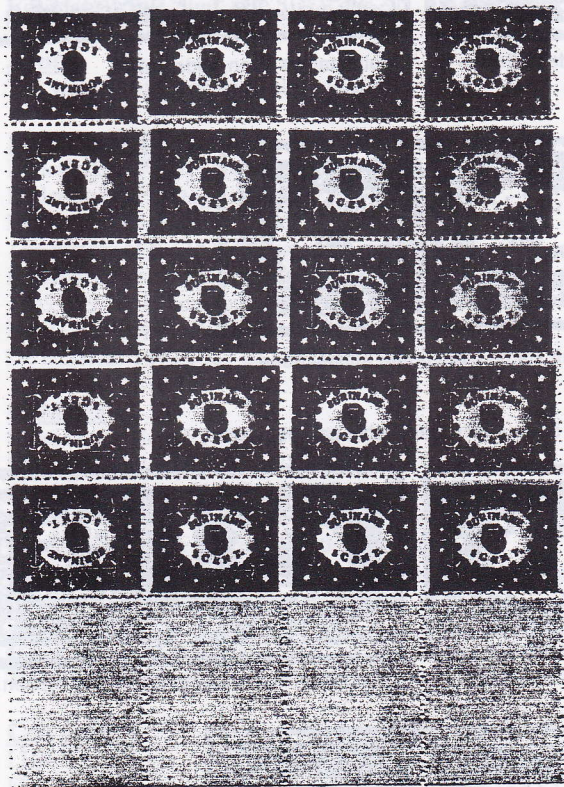


Figure 11: Letter mailed on March 16, 1941, and stamped with the first radio stamp of Dfl. 0.75. Even though not valid for postage, no postage due was assessed.

SURINAM - The 1909 tête-bêche local printing, NVPH 58 and 59.

by Ed Matthews

This is not the first time this subject has made the headlines in our Journal, Paul van Reyen wrote a short article about it in Volume 1, page 40, so you may consider this a follow-up.



Part sheet of twenty stamps with five tête-bêche pairs.

A short while ago I acquired a part sheet of this issue, 20 stamps with 5 tête-bêche pairs. I had always wondered why there were tête-bêche stamps in this issue. The older NVPH catalogs as well as Dr. Riddell's book mention sheets of 100 stamps printed from two plates of 50 mounted inverted to each other. Later NVPH catalogs talk of sheets of 50 printed from two plates of 25 subjects inverted to each other. More about this a little further on.

One or two plates?

There is no technical reason why plates need to be assembled inverted, unless someone wants to create an oddity for the philatelic market. Tête-bêche printing occurs reasonably frequently in the 19th century, especially in relatively primitive places, and always for the same reason; they are printing from one plate and use the "work and turn" method.

The printer uses a sheet of paper twice the size of the printing plate. One half of the sheet receives the first impression, then the sheet is turned around and the other half receives the second impression. The second impression is then inverted in relation to the first

impression.

If the printer had used two plates (inverted or otherwise) he would have mounted them together on a foot of wood or lead and the impressions would always be the same; the location of each stamp at the juncture of the two plates would be rigorously the same on each sheet. I checked many old auction catalogs and discovered that the stamps wander quite a bit.

The bottom pair of tête-bêche stamps in my part sheet is easily identifiable; the left stamp has a small "tail" on the lower right corner and the right stamp has a small spot above the small 5.

I placed three pairs side by side, in one case the left stamp is high, in the second case the two stamps are level, and in the third case they are much closer together than in the other two. This is possible only if the printing was done by the "work and turn" method. With fixed plates the location of these two stamps would have been identical in each case.

I examined 115 pairs in auction catalogs and I was able to identify 14 belonging to the top position, 19 to the 3rd position from the top, 17 to the 4th position from the top, and 30 belonging to the bottom position. They are easily identifiable and I have added enlarged pictures of them so you can "plate" your own pairs. The positions refer to my part sheet pictured.

Sheets of 50 or of 100 stamps?

I wrote the Postal Museum in the Hague to verify the size of the sheet of stamps, 50 or 100. I received an efficiently quick answer from the Assistant Conservator Ms Monique Erkelens; the Museum possesses one full sheet of NVPH 58 and two full sheets of NVPH 59. They are both sheets of 100 stamps, two panes of 50 printed tête-bêche to one another. Since I had raised the question they examined these sheets and, yes, they also noticed the varying width between the two half panes.

A researcher, Mr. van de Vlist examined the sheets along with the photographs of pairs of positions 95/96 which I submitted along with my story and his judgment is the same as mine, printed from one plate by the work and turn method. (By the way, positions 95/96 are of course identical to positions 6/5 at the top of the sheet!)

If you study these stamps closely you'll notice that the design is made up of four pieces of decorative borders that don't quite fit and the lettering of SURINAM and 5 CENT is rather awkward. The printers, HOB. Hedged in Paramaribo, did the best they could with what was available to them. Still they managed to print 1000 sheets of 100 stamps for a total of 100,000 stamps, 53,000 roulette and 47,000 perforated.

The NVPH catalog is in error on two scores on these stamps, they are printed in sheets of 100, not of 50, and only one plate of 50 subjects was used. Will they ever change this in their catalog, who knows? I for one am not holding my breath!

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1. Netherlands Philately, Journal of the ASNP, volume 1, page 40.
2. Surinam, A Postal History 1700-1956, by Dr. JD Riddle, page 245.
3. NVPH Speciale Catalogus 1995, page 504.
4. NVPH Speciale Catalogus 2000, page 584.
5. Stitching Museum vov Communicate - private correspondence.

Three pairs from the bottom position each with different characteristics.



Left stamp high, wide gutter.

Both stamps even, wide gutter.



Left stamp high, gutter almost gone.

Three other easily identifiable pair positions.



Top position, spots in gutter.

3rd position from top, top l.h. corner broken.



4th position from top, bottom r.h. corner broken.

Note: all pairs oriented as in the part sheet shown.

Netherlands Philately Cumulative Index by Subject Matter

Volumes 18 - 23

Sept. 1993 - May 1999

(compiled by Ed Matthews)

The last cumulative index was published in Vol.18:1 and it covered articles with specific subjects published in the Journal Volumes 1 to 17 inclusive.

In the interest of brevity the initials of frequent contributors, rather than their full names, are used instead.

FR	Frank Rummens	PvR	Paul van Reyen
FLR	Fred L. Reed	WvZ	Willem van Zandvoort
FWJ	Frank W. Julsen	HK	Hans Kremer
LHR	Laurence H. Rehm	HPH	HansPaul Hager
MH	MandJohn Hardjasudarma	JvR	John van Rijsdam

To avoid endless repetition the data of the various volumes are indicated here:

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