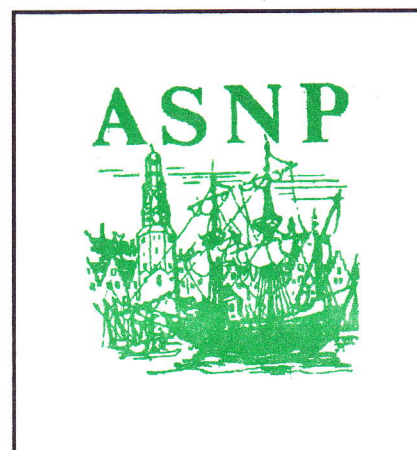


NETHERLANDS PHILATELY



JOURNAL of the American Society for Netherlands Philately

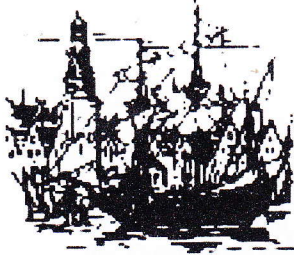
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From the Editor:

This Journal might reach you a bit later than usual, because I've just returned from three weeks in the Netherlands and although I was planning on completing the Journal before I left I just couldn't get it done.

Hereby my best wishes for a healthy 2006 and may it bring you many hours of philatelic pleasure.

Once again I would like to remind you that the ASN P has reserved a room on May 31 at 10 a.m. at the Washington 2006 philatelic show. We already have about 15 attendees (25 for dinner) so it promises to be a well attended meeting. If you are unable to attend but have some suggestions for subjects to be covered please contact vice-president Dries Jansma, whose address you will see on the left side of this page.

One of the subjects I've been thinking about is combining the Journal and Newsletter into one publication. This publication would come out every two months and would contain a mixture of news items and philatelic articles. This will be a drastic change from what we've been doing for over 30 years and even would involve a change of the bylaws.

This issue opens with an article about a not previously described route of overland mail from Penang to Negapatam (this town has been spelled many different ways over the years) and from there overland to Bombay.

The second article is a continuation of the series of articles on the postal history of Dutch New Guinea and we close with an article about some aspects of the 1928 Amsterdam Olympics and its association with Zaanse Stadspost (local mail service).

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

Hans Kremer

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**Penang-Negapatam-Indian overland mail to Bombay:
a route for Dutch East Indian mail to Europe not previously described**

by Sven Pählman

(previously published in *Postal History* No 308)

Editor's Note: For years I too had a cover with 'via Negapatam'. I did a bit of investigating what this was about, but when Mr. Pählman's article showed up the story really started to come together. I also passed his article on to our British representative Richard Wheatley for comments. At the end of the article you'll find some notes referring to my cover as well as Richard's' comments.

The development of the mail service between the Netherlands and Dutch East Indies has been described in several publications, most comprehensively and recently by Delbeke (1998). As described in this publication, the main postal route up to 1843 was direct mail via the Cape route around Africa. Beginning in 1843, Dutch mail could be sent by ship via Singapore to Suez, and there forwarded by the Suez-Alexandria overland mail service, with ship connections to a European port and thereafter by train/ship to the Netherlands. The opening of the Suez Canal in 1869 resulted in several new shipping companies serving the Far East, and many of these got Dutch mail contracts as discussed below. However, a postal route for Dutch East Indian mail from Sumatra via Penang (Straits Settlements), Negapatam, Indian overland mail to Bombay, and from there by established British mail routes to Europe, has to my knowledge not been previously reported.

In this article I present four covers/postcards (Figures 1 - 4) which have been sent via Penang and South-East India (Negapatam), demonstrating the postal route between Straits Settlements and British India. One of these postcards was sent from Sumatra via Penang and Negapatam to Bombay and per British mail via Brindisi to Germany (Figure 1). Another cover was sent from Penang via Negapatam and Bombay to Germany (Figure 2). Together, these two documents demonstrate the route and indicate the shipping companies involved. However, before going into the route and carriers in greater detail, I will give a short historical background of the development of the mail routes to the Far East.

Historical background

For more than 200 years, mail to the Dutch East Indies was almost exclusively sent via the Cape route, a round trip that could take more than a year. Except for a short period at the end of the 18th century, when a regular mail service between the Netherlands and Batavia was established by the VOC (Vereenigde Oost-Indische Compagnie - the Dutch East India Company), transportation of mail relied on unscheduled shipping. With the successive introduction of steamships in the 1830s, regular mail services slowly began to evolve, first in Europe and later to overseas destinations. At the

same time, the search for novel and faster postal routes to the East was intensified, especially by the British, who sought to establish better connections between Britain and India.

In 1837 Thomas F. Waghorn organized the first overland mail route from Alexandria to Suez, initially connecting regular Peninsular & Oriental Co. (P&O) mail-carrying packets from Southampton to Alexandria, with British East India Company ships, which sailed between Suez and Bombay (Sidebottom, 1948; Giles, 1995; Kirk, 1981, 1982).

From 1843 it was possible to send mail to and from Dutch East India via the British overland mail service, but it was not until 1845, when P&O had established a connection between Suez and Singapore on a monthly basis, that the overland route became the dominating mail route to Europe. Initially, overland mail was either sent via Southampton or Marseille, but as the European railway system was developed during the end of the 19th century, mail was landed in Marseille, Triest, Brindisi, Genoa and Naples, depending on mail carrier, epidemics (e.g. cholera), or political factors, such as ongoing wars. P&O was the dominating carrier of Dutch/Dutch East Indian mail for almost 30 years, although in 1861 a French line between Suez, Singapore and China was launched by Messageries Imperiales, later Messageries Maritimes, which got a mail contract for Dutch/Dutch East Indian mail. Fuller accounts of the early and interesting development of the British French and Dutch mail routes to India and the Far East are found in Sidebottom (1948), Salles (1966), Kirk (1982), Moubray and Moubray (1992) and Delbeke (1998).

Postal routes and mail carrying shipping companies at the end of 19th century

The Suez-Alexandria overland mail route was gradually abandoned after the opening of the Suez Canal, and several new shipping companies competing for Dutch mail contracts were established. Most importantly, two Dutch companies, Mij Nederland and Rotterdamsche Lloyd became major mail carriers from 1871 and 1883 respectively. In 1886 the Norddeutscher Lloyd Bremen opened their Ostasien Line, which together with P&O

made calls to both Singapore and Penang. As ships of the Dutch lines did not serve the east coast of Sumatra on their route to/from Europe, mail from that part of Dutch East India frequently was sent via Penang or Singapore, and carried to Europe by either P&O or Norddeutscher Lloyd steamers.

By the end of 19th century, Dutch East Indian mailbags transported by P&O ships were landed in Brindisi, while Mij Nederland, Messageries Maritimes and Norddeutscher Lloyd ships alternated between Marseille, Genoa and Naples, and Rotterdamsche Lloyd ships called at Marseille. Most mail transported by these lines was sent in closed mailbags, which were taken on board either at a Dutch East Indian mail exchange port or via the Dutch East Indian postal agents in Penang and Singapore. Penang was the most frequently used exchange post office for incoming and outgoing Dutch East Indian mail to and from the north east coast of Sumatra. As far as I know, P&O and the German ships were the major carriers of Dutch East Indian mailbags from Penang to Europe, but as described and discussed below, there was apparently an alternative route for such mail.

Mail from Sumatra/Penang, via Negapatam and Bombay to Europe

A couple of years ago, when I had obtained ship names and timetables of the major mail carrying shipping companies serving the Dutch East Indies, i.e. P&O, Messageries Maritimes, Mij Nederland, Rotterdamsche Lloyd and Norddeutscher Lloyd I was left with a postcard (Figure 1) which based on departure and arrival dates clearly was not sent by any of the aforementioned mail carriers (Table).

It was sent from Laboean Deli (East Sumatra) on 3/2/91 via Penang (4/2/91) and Brindisi according to route cancellation, and arrived in Germany on 2/3/91. Furthermore, this card has a notation 'p Negapatam' which, for a while, I thought could be a ship's name.

As shown in the Table, departure dates from Penang and arrival dates at the European harbors of P&O ships (Norddeutscher Lloyd ships did not call at Penang until 1899) do not fit Penang (or Singapore) transit and arrival dates of this postcard. I got the explanation a year ago when I found a cover from Penang which was sent via Negapatam (notation and transit cancellation) to Germany (Figure 2). Clearly, this cover was not sent via the traditional P&O or Norddeutscher Lloyd routes from Penang (see Table).

To track down the route I began to search for other covers that had been sent via the Negapatam-Penang route and two more are shown in Figures 3 and 4, one from Bombay to Penang and the other from India to

Sumatra via Penang (Table). These and the two previous covers first of all exemplify the mail route between Bombay/India and the Malacca peninsula. They further give an idea of the transportation times. i.e. 4 days by train between Bombay and Negapatam and another 5-7 days by ship to Penang. Apparently this was a well-established mail route, which I was able to confirm after consulting the standard work by Proud (1982) on the postal history of British Malaya, and the background is as follows.

P&O ships of the Singapore-Penang-Brindisi line operated on a biweekly basis, while the P&O ships of the Bombay-Brindisi route ran every week. So, in order to have a weekly mail service to the Straits Settlements, an Indian overland mail route between Bombay and Negapatam with ship connection to Penang run by British India Steam Navigation Company, was organized in 1889, and European mail was forwarded by the Bombay route on the alternate week when there was no direct P&O connection to Penang and Singapore.

Now, coming back to the postcard sent from Sumatra shown in Figure 1, I propose that it was transported to Europe by this route, which is supported by the matching departure and arrival dates of this postcard with those of the P&O Bombay-Brindisi ships (see Table). Lack of transit postmarks after Penang on this postcard suggests that it was transported in a closed mailbag, although I have not found any written proof of the existence of a mail contract for this route. Possibly, it was part of the agreement between P&O and Dutch postal authorities. The frequency by which the route was used for Dutch/Dutch East Indian mail appears to be an open question, and would be a subject for further research.

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[sven.pahlman@molmed.mas.lu.es]



Fig 1 'p Negapatam'

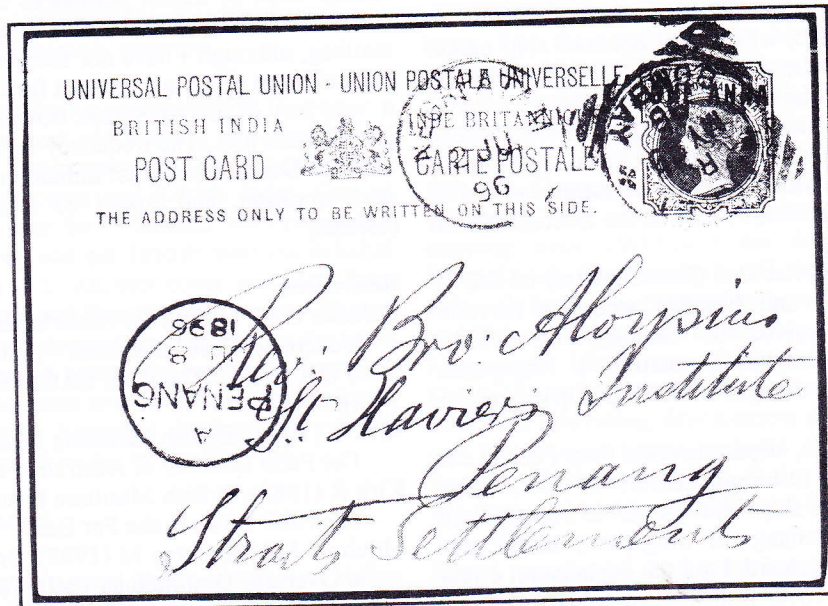


Fig. 3 Bombay to Penang

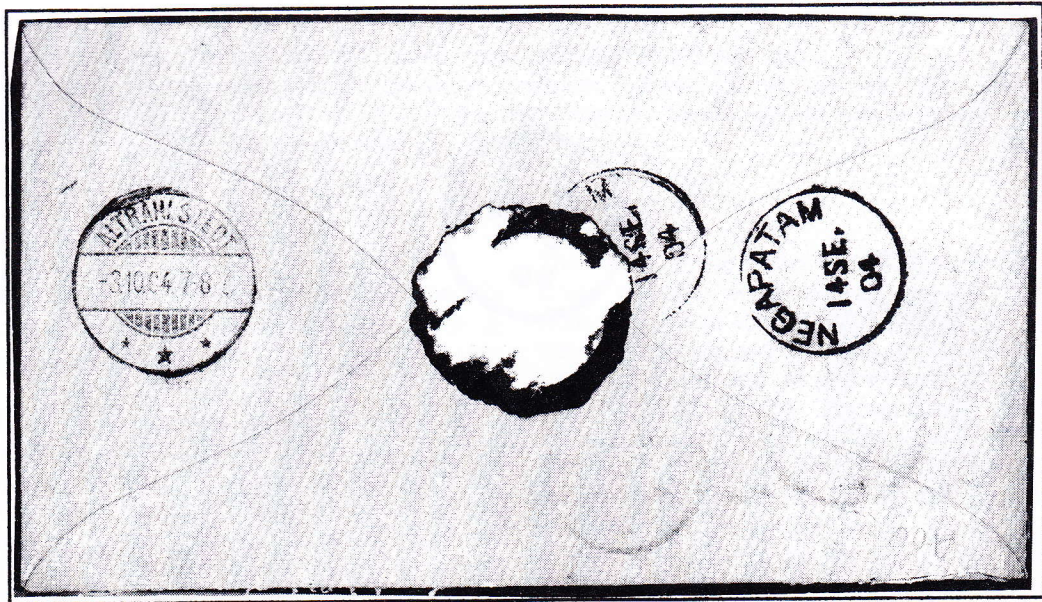
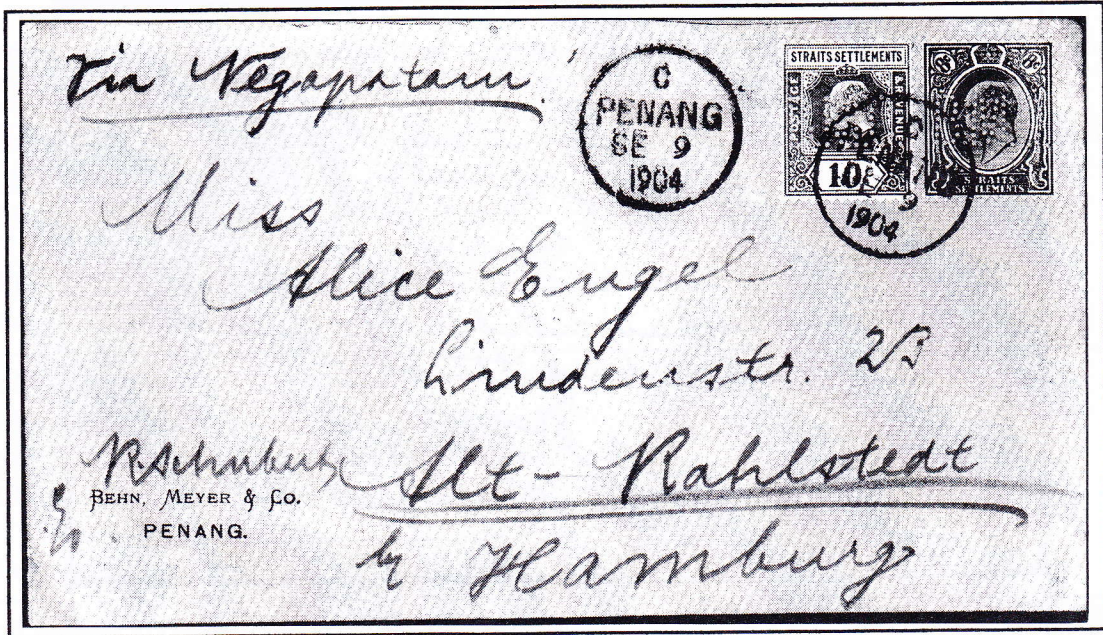


Fig 2 Front and back 'Via Negapatam'

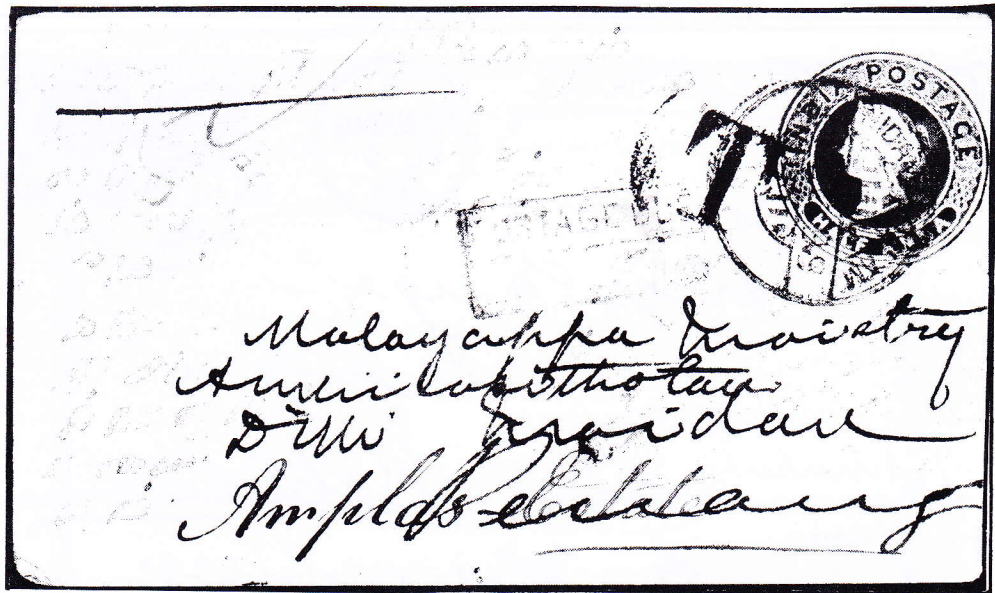


Fig. 4 Front and back India to Sumatra

Table

Summary of departure, transit and arrival dates of the four covers or cards. Comparison with departure and arrival dates of potential and putative mail carriers of the postcard and letter in Figures 1 and 2.

Cover/card	Sumatra	Penang	Negapatam	Bombay	Europe	Arrival date
Figure 1 'p. Negapatam'	3/2/91	4/2/91 nd ^a	nd	nd	nd	2/3/'91
P&O Penang-Brindisi route		30/1 (Pekin) ^b or 13/2 (Ganges) ^b			26/2 13/3	
Norrd. Lloyd Penang route	Did not call on Penang before end of 1899					
P&O Bombay Brindisi route				14/2(Peninsular) ^b		28/2
Figure 2 'via Negapatam'		9/9/04	14/9/04	nd	nd	3/10/04
P&O Penang-Brindisi route		3/9 (Coromandel) ^b or 18/9 (Chusan) ^b			23/9 6/10	
Norrd. Lloyd Penang route		23/8 (Preussen) ^c or 21/9 (Gneisenau) ^c			13/9 10/10	
P&O Bombay-Brindisi route				17/9(Victoria) ^b	30/9	
Figure 3 Bombay to Penang		8/6/96	2/6/96	29/5/96		
Figure 4 India to Sumatra	8/11/99	1-2/11	25/10	India 19/10/99		

Footnotes: ^and: not documented; ^bP&O ship name; ^cNorddeutscher Lloyd ship name.

Data taken from 'Arbeitsgemeinschaft der Sammler deutscher Kolonial-Postwertzeichen im B.D.Ph. und der Arbeitsgemeinschaft Schiffspost im B. D.Ph. (1971). Die deutschen Reichspostdampfer im ostasien-Verkehr mit ihrer Vorgeschichte und ihren Seepoststempeln'

Note 1: Richard Wheatley's comments:

Singapore - Suez. This is an over simplification, for there was no direct service Singapore - Suez, the P. & O. route went via India & ended up in Hong Kong.

Then we have the statement "As ships of the Dutch lines did not serve the east coast of Sumatra etc". This is quite true, for both of the Dutch shipping Cos. routes went via the west coast port of Padang and in the early days of the SMN contract they called at Atjeh and also Penang. The reason for this was the Dutch were trying to quell the rebellious Achinese in the northern part of Sumatra. So they needed to transport men and supplies there.

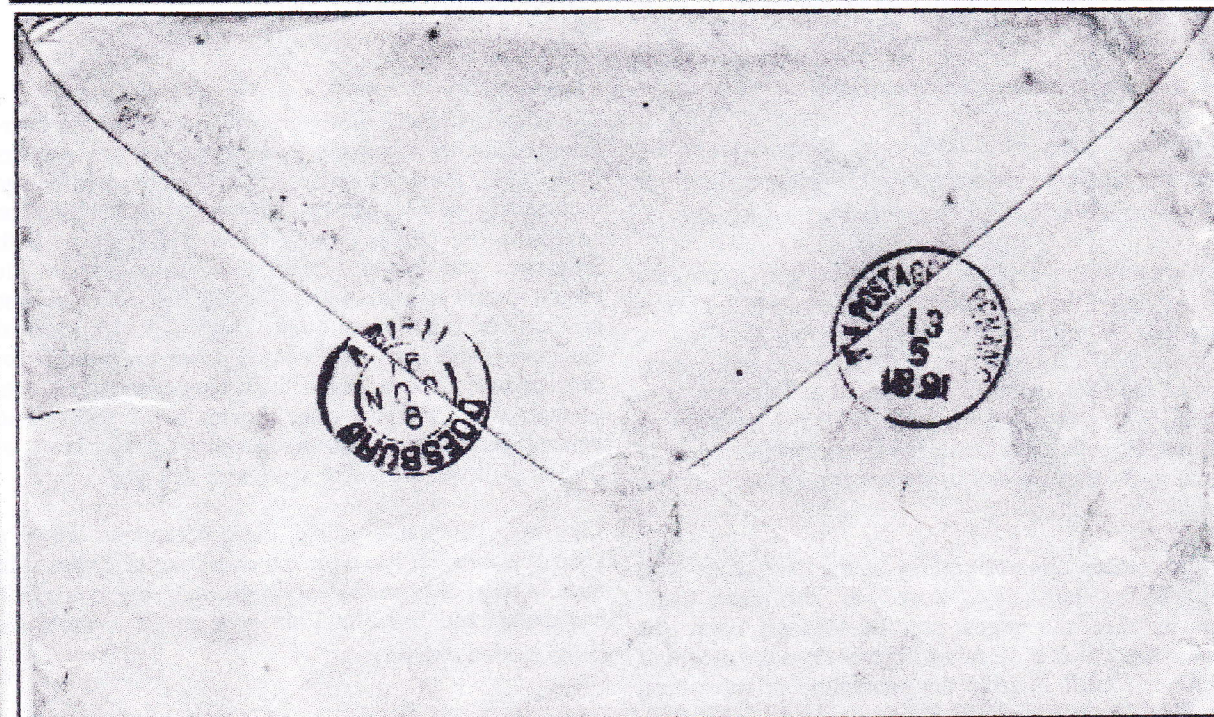
Another reason for not calling at the east coast was, again in the early days, there was not much trade. Consider this, the largest port on the east coast was Palembang which is 50 miles upriver from the mouth of the River Musil! In 1880 the population of Palembang was 116,000, but by 1930 it had grown to 1,675,000. So, after the troubles in Achin, investment came into the region and great expansion took place with tobacco, rubber, oil etc.

The islands in the Indies were well served by the inter-island shipping company KPM (and its predecessors from 1861), their ships plied all through the archipelago transporting people, goods and mail. Recognizing the situation, the Dutch provided Postal Agents at both Singapore and Penang, Their job was to handle the transshipment of mail to and from the Indies, which was primarily ferried to them by the ships of KPM. Most of the goods and mail was carried down to Batavia for carriage to Europe by Dutch ships. However, a great deal of mail was handled by the Agents at Singapore and Penang particularly from Borneo and the east coast of Sumatra - it was logical to send mail that way.

Like Mr. Pählman's article, these comments are of a general nature. He has done the collecting of Indies ship mail a big service by pointing out the route via Negapatam and like him I am now on the lookout for items carried that way.

Note 2 (Hans Kremer)

First let me show you front and back of my 'Negapatam' cover.

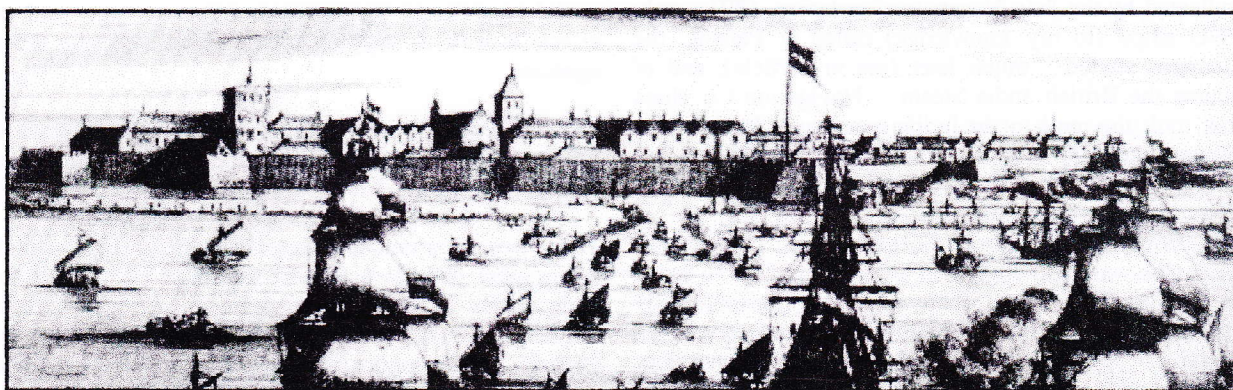
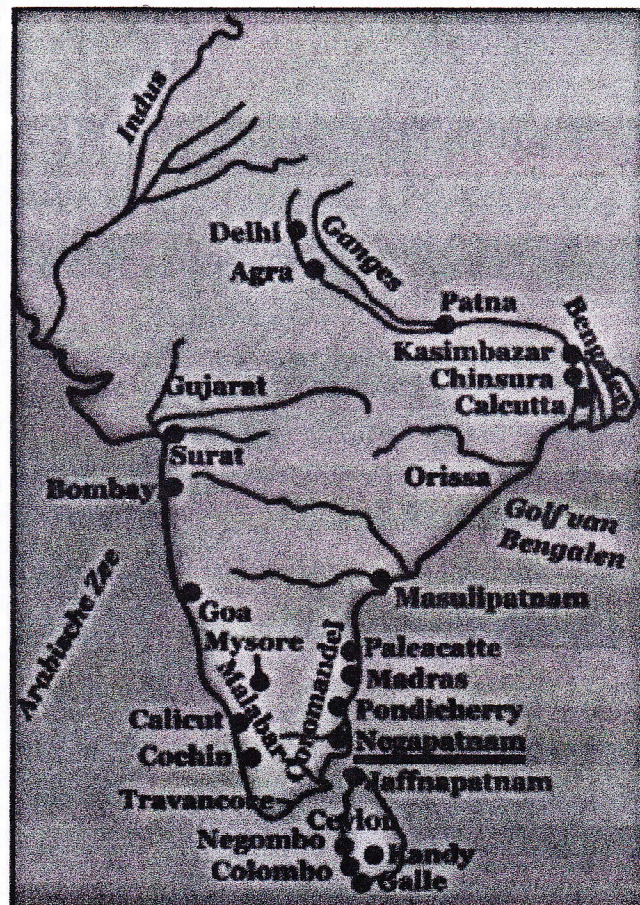


Negapatam: On July 23, 1658 the Dutch took Negapatnam (I've seen it spelled quite a few different ways) (in Coromandel) from the Portuguese after a short blockade and without striking a blow.

Up to 1674 the Company steadily extended its power and possessions in the neighborhood of the town. In 1676 the country surrounding Negapatnam was plundered by the Mahrattas. From 1673 to 1680 it was under the Government of Ceylon and in 1690 it became the head office for the Coast of Coromandel. On April 19th 1783 the Dutch Republic recognized the independence of the United States.

In 1783 the preliminary Peace of Paris was signed, in 1784 the definitive Peace of Paris; the Dutch Republic (i.e. the V.O.C.) ceded Negapatnam to Britain (i.e. the East India Company) and granted the E.I.C. free access to the Moluccas - the peace conditions thus indicating a British victory (although Britain, in the same peace, ceded territory to the USA, France and Spain).

The war caused severe damage to the V.O.C. which, already in a severe crisis, was to go bankrupt just a few years later.



The VOC's Fort Naarden of Negapatnam on the Coromandel. This was the largest Dutch fort in India. Because of its cost it was called "the fort with the golden walls". It was destroyed by the British in 1785 and again in 1805.

My cover was a landmail letter sent May 1891 from Wlingi (numeral cancel # 109) via Medan and Penang (transit cancel 'N I. Postagent Penang' on back of cover), then "Via Negapatam" and via Brindisi (Britsche Pakketb:) to Doesburg (arrived June 9, 1891; cancel on back of cover).

Wlingi is located on Eastern Java, close to Malang.

There were various ways to send a letter from the DEI to the Netherlands in 1891:

Transport by ship all the way from the DEI to a port in the Netherlands; this is referred to as sea mail.

The other way was to send the mail to a port in Southern Europe and have the mail then put on a train to the Netherlands; this is referred to as land mail.

There were separate rates for each method of mailing.

In 1891 the letter rate for 'land mail' from the DEI to the Netherlands was 15 cent per 15 grams. Assuming the letter shown here weighted at least 45 grams (1.61 ounces) the 45 cents franking can be explained.

Reference:

P. Storm van Leeuwen, *De Nederlands-Indische Postagentschappen te Singapore en Penang*, De Postzak #162, December 1989.

Comment by Sven Pählman about my cover:

Your cover has indeed gone the Bombay route as indicated by the "via Negapatam" notation. 1891, only PNO ships (to my knowledge) called at Penang, the Germans started much later (see my article), and of course the British India Steam Navigation Co ships that took the mail to the Indian peninsula. In the case of your letter, the following can be said:

PNO ship Clyde left Penang for Ceylon May 5 (i.e. your cover missed that (most common) connection). Next ship was Bokhara which left Penang 22/5 to arrive in Ceylon 28/5. From their mail was transported by Britannia, which left Colombo 29/5 and arrived in Brindisi 15/6, i.e. your letter could not have been transported by that ship. In stead, it was forwarded to Negapatam by ship, by train to Bombay, and from Bombay by PNO ship Clyde, which left 23/5 and arrived in Brindisi 6/6.

Comparing dates with my covers, see article, the transit time periods seem very adequate, and I think there is no doubt that your letter was transported via Bombay.

From N.C.P. Vol 1, nr 2

DUTCH EAST INDIES POSTAL AGENCIES AT SINGAPORE & PENANG by *A. Arthur Schiller*

The practice of cancelling stamps in countries other than the place of their origin is always of interest to the postmark and cancellation specialist. A striking example is provided by the Dutch Indies, with official sanction.

Staatsblad van Nederlandsch-Indie (1878) No. 38. Decree of the Governor General of Netherlands India of January 18th, 1878.

"It is decreed and made known:

"Firstly: To order, that there be placed, at Singapore and at Penang, an official of the Post and Telegraph Service of Netherlands India, in accordance with instructions given by the Chief Inspector, head of the Post and Telegr. Service.

"At the order of the Governor General of Netherlands India, by the General Secretary, Sprenger van Eijk. Published the twenty-fifth of January 1878."

Staatsblad van Nederlandsch-Indië 1920 No. 907. Decree of the Governor General of Netherlands India of December 29, 1920.

"It is decreed and made known:

"Firstly: Beginning January 1, 1921, article I of the decree of Jan. 18, 1878 (Staatsblad No. 33) establishing postal agencies at Singapore and Penang, goes out of effect, as well as supplementing orders affecting those agencies.

"At the order of the Governor General of Netherlands India, by the General Secretary, G. R. Erdbrink. Published the thirty-first of December 1920."

These two governmental decrees tell the story of Dutch Indies post offices in British territory. The reason for them seems to be that local steamers carried mail from northern Sumatra or other portions of the Indies to Penang or Singapore, where it was cancelled and transhipped to Dutch or other vessels bound for Europe or Java.

Western New Guinea, a postal history (part two)

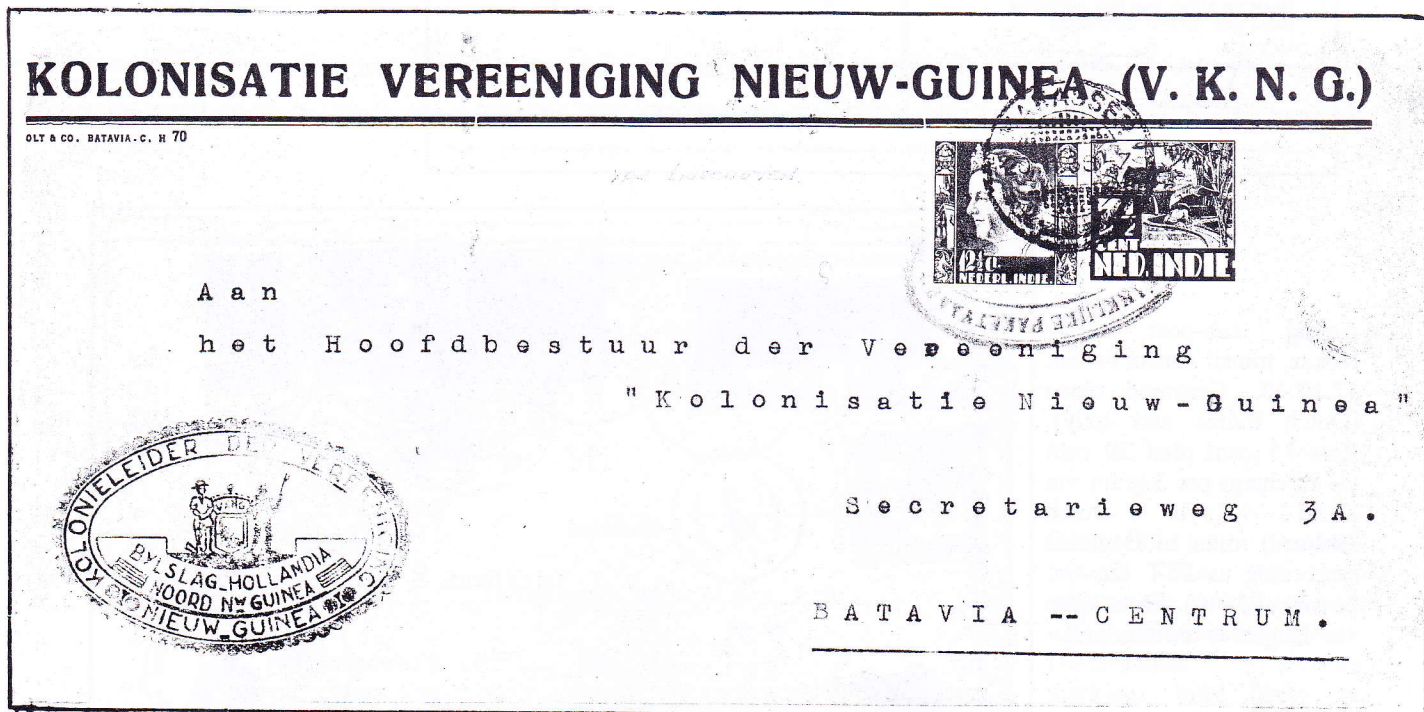
by Han Dijkstra
(translated by Ben Jansen)

Note: This is part two of a series of articles about the postal history of what used to be Dutch-New-Guinea. The articles reflect the philatelic exhibit of author Han Dijkstra. Part one appeared in ASNP Journal Vol. 30 # 1, September 2005.

Vereeniging Kolonisatie Nieuw-Guinea (VKNG) -The Colonization Union New Guinea

In the 1930s, North New Guinea was colonized in favor of the so-called Indo-Europeans, for whom life had become steadily worse during the crisis years. These colonization efforts can be viewed as a form of 'transmigrasi' *avant la lettre*. These efforts were halted around 1940.

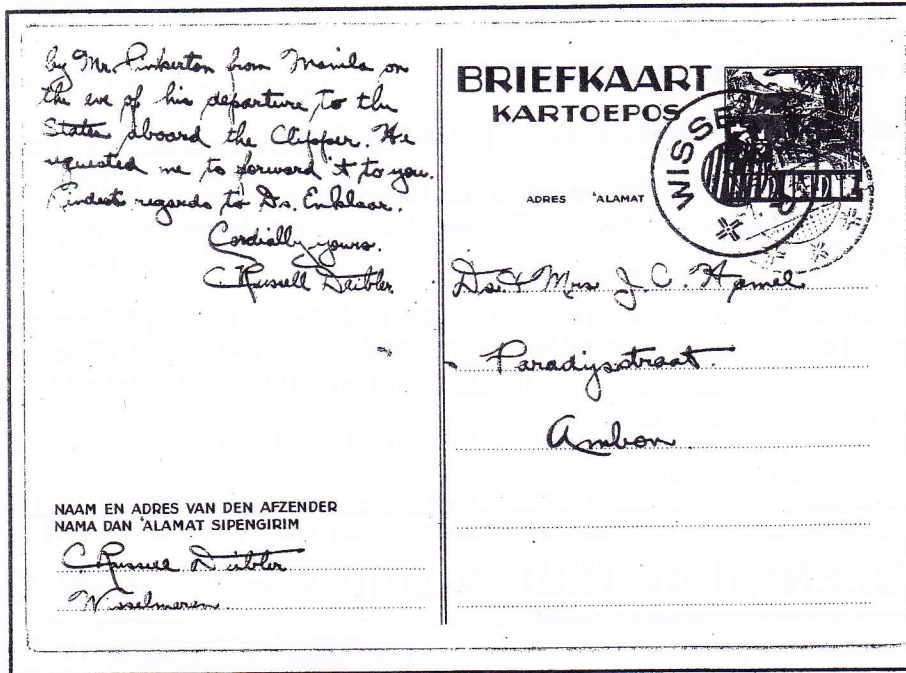
The VKNG had offices along the postal route Ifar - Depapre, in the back country of Hollandia: Bijlslag, Julianadorp and, Abelsdorp. Mail was most often sent by KPM ships of line 31, which docked at the coastal village of Tablanoesoe on request.



Ship cancel KPM ship s.s. van Linschoten (sailed 1911-1940), line 31. Upon arrival in Makasser cancelled 20.11.36, arrival cancel Batavia-C 24.11.36. Rate: 20 cent domestic for 20-40 gram; February 1, 1921 - October 1, 1937.

Acting sub-post offices

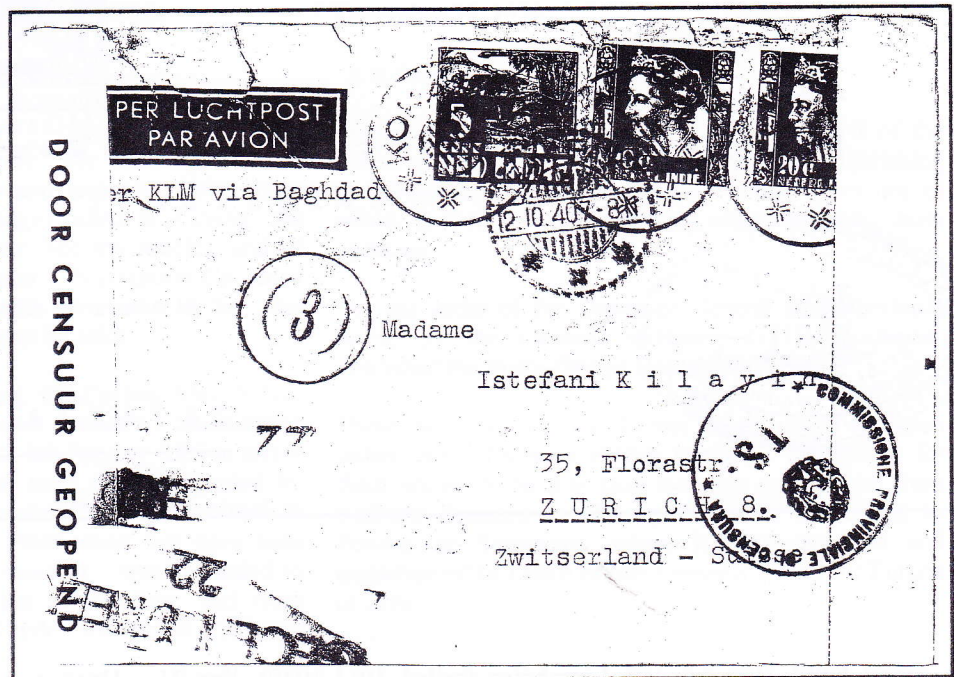
About ten of these modest postal institutions are known to have existed in New Guinea. From onwards 1939, they were also referred to as 'bestelhuizen' (delivery houses).



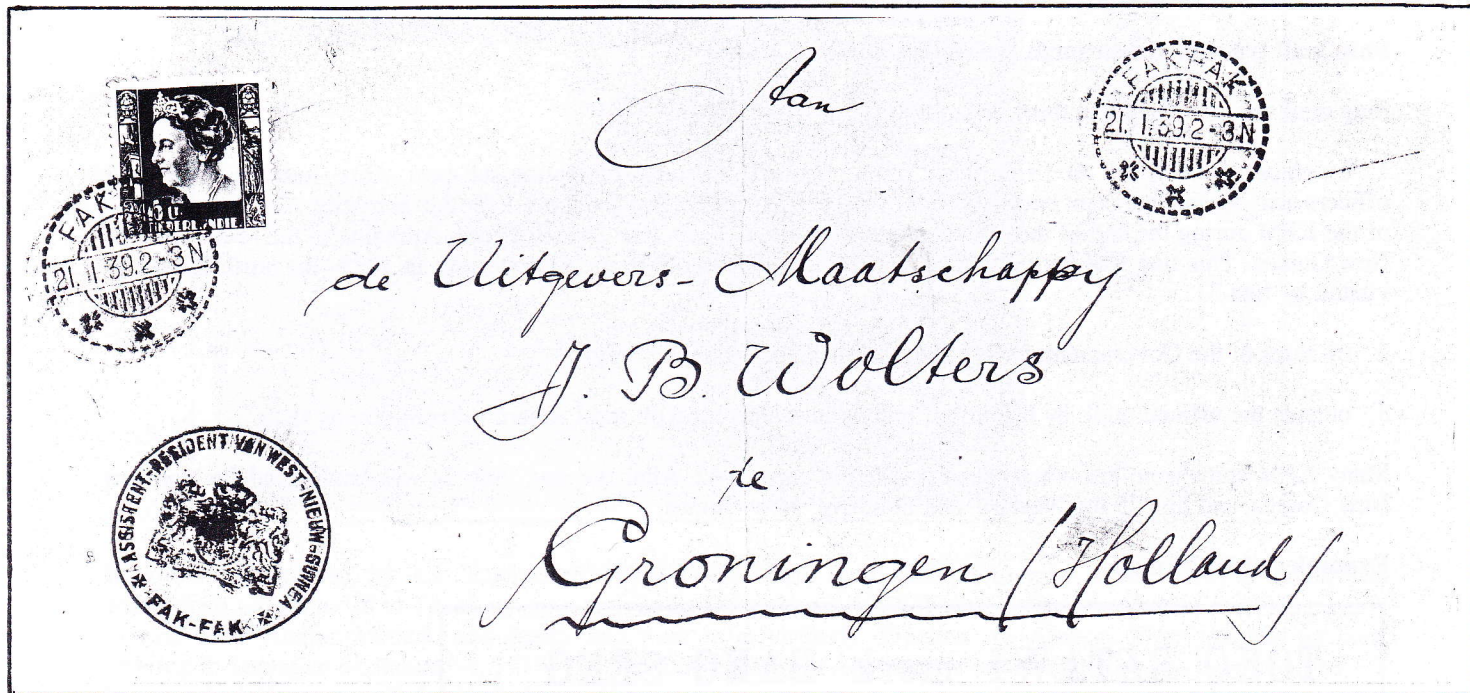
Domestic postcard Geuzendam 60. Delivery house cancel type 1937 Wisselmeer. Upon arrival in Amboina, and according to regulations, cancelled for a second time 1.9.38. Rate 3.5 cent May 1, 1937 - January 1, 1947.

The first administration office on the shores of the Wissel Lakes was established in 1938.

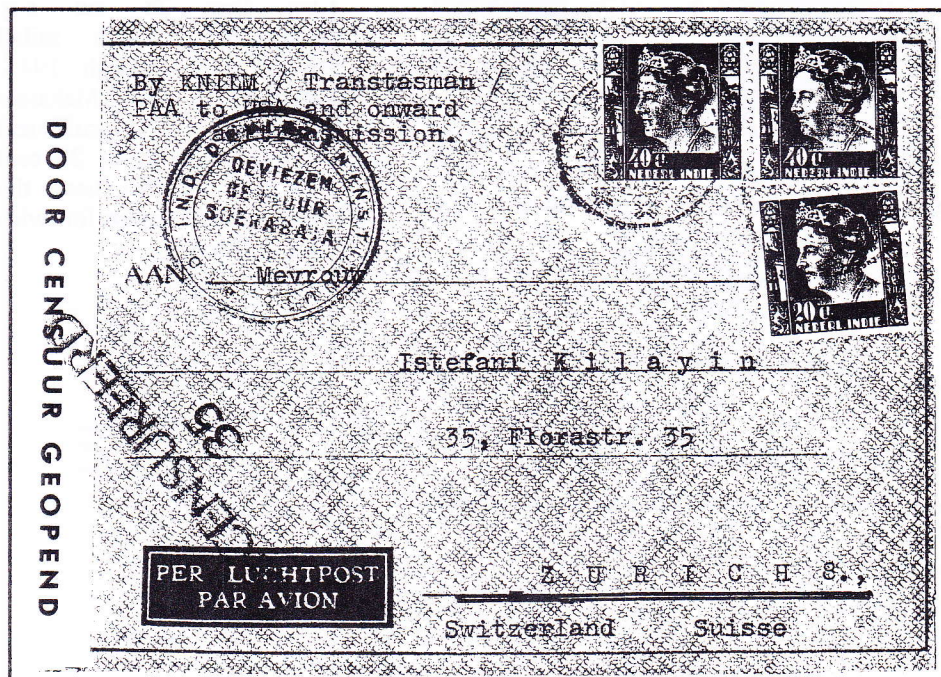
Acting sub-post office Kokas, transit cancel Fakfak 12.10.40. Censored twice (Dutch Indies and Italy). Rate 15 cent plus 20 cent air surcharge per 5 gram via KLM (Royal Dutch Airlines) route to Baghdad (according to PTT list no. 1, end of 1940). From there via Naples to Switzerland.



The assistant resident of West New Guinea was stationed in Fakfak.



Fakfak 21.1.39. Rate 15 cent sea mail to the Netherlands - 20 gram. Official mail send abroad was subject to postal charges.



Babo 20.11.40. Sender's address Kokas, this time without the acting sub-post office ('bestelhuis') cancel. Dutch-Indies censure markings only (three in total). Transported by way of the western route via KNILM/Transtasman/PAA to the United States and from there ultimately to Switzerland.

1.2.2 MAIL by SHIP (surface mail)

Ship mail transported through the waters of New Guinea

Ship mail was transported in three different ways in New Guinea:

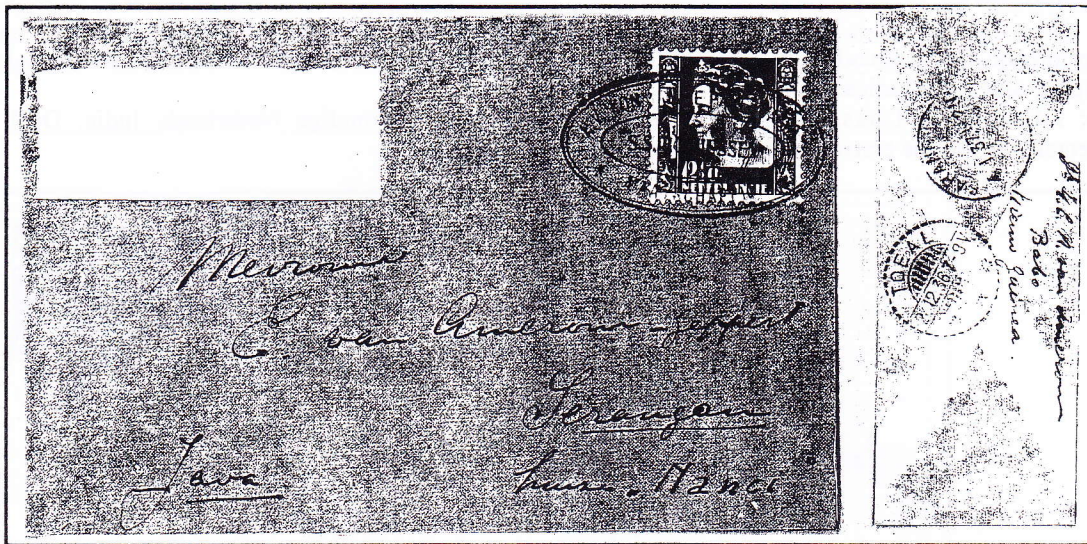
1. by ships of the KPM. In 1912, these ships obtained the status of acting sub-post office, and the ships' first officers also became assistant excise officer of the postal service. See section 1.1 for the activities of the KPM during the end of the 19th century. Starting in 1929, line 28 sailed from Amboina to the south coast of New Guinea. This line was partially split into 28 and 28A as off 1936. Also starting in 1929, the north coast was visited by line 31.
2. by ships of the Governmental Navy. This occurred occasionally only.
3. outside the official mail, by handing it individuals. This kind of mail is hard to recognize as such.

Many KPM ships were lost when Japan invaded in early 1942. After the war, line 74 was established for Northern New Guinea, and line 75 for Western and Southern New Guinea.

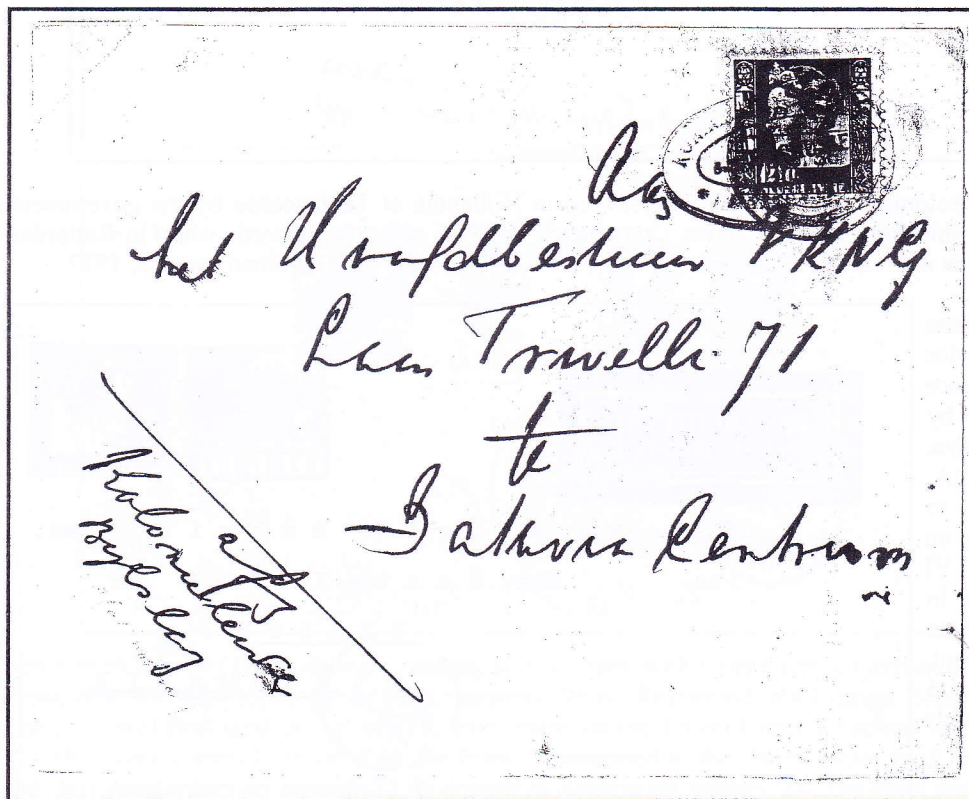
Examples of KPM mail



Letter from Chinese trader to Merauke, sent to Makasser by line 28 on s.s. Camphuys, which sailed from 1905 through 1942. Arrived in Makasser 12.3.31. Insufficient postage; had to be 20 cent for 20 - 40 gram, hence the postage due stamps for twice the deficiency.



Babo-Serangan (Java). By s.s. 'Rochussen' (1904-1942) from Babo (see photo-copy of the back) to Java. First southwards with line 28 to Toeal, where it arrived on December 2, 1936. There, it was transferred to line 28A (Ambon-Merauke and back), and went in a northerly direction to Ambon. From Ambon to Java, arriving in Serangan on January 4, 1937. The 'Per Luchtpost' (By Air) imprint on the envelope has been covered because the letter was mailed entirely by sea.



Another piece of mail transported by s.s. 'Rochussen.' Mailed by the Colony leader of Bijlslag, of the VKNG. One of the few pieces in New Guinea that were cancelled during a stopover of line 31: Manokwari March 3, 1936. Most mail was cancelled in Amboina, Ternate or Makasser.

Governmental Navy

The Governmental Navy, founded in 1861, fulfilled, in addition to military tasks, civil tasks as well, including mail transport, albeit sporadically.
 Literature: F.C. Backer Dirks, De gouvernementmarine in het voormalige Nederlands Indie. Deel I. (The Governmental Navy in the erstwhile Dutch Indies.Part 1), Weesp, 1985.



Mailed from Bijlslag by a colonist of the VKNG. Picked up in Hollandia or Tablanoesoe by the governmental steamer 'Reiger' (heron), a ship from the bird series. Constructed in 1888 at the Feijenoord wharf in Rotterdam. Date of the Amboina cancel is not readable. The arrival cancel Batavia-C (on the back) is dated June 25, 1937.

Babo, August 2, 1938. There was not yet regular air service in New Guinea in 1938, hence the letter was transported by ship to Makasser or Java, most likely with line 28A. Subsequently by KLM to Athens (see censure marking on the front), arrival mark 27 VI 38, and then on to Brasov in Roemenia, where it arrived on July 1, 1938. Rate 15 cent, plus 30 cent air charge for 5 gram to Europe (PTT-Guide 1935).



Incoming mail to Babo. Directed to Dr. Oswald Schmidt, the sender of the previous letter. He was a geologist with the Dutch New Guinea Petroleum Company (Nederlandsche Nieuw-Guinee Petroleum Maatschappij, NNGPM). This company had started in 1935 with the exploration of the area around Babo, where oil was believed to be present.



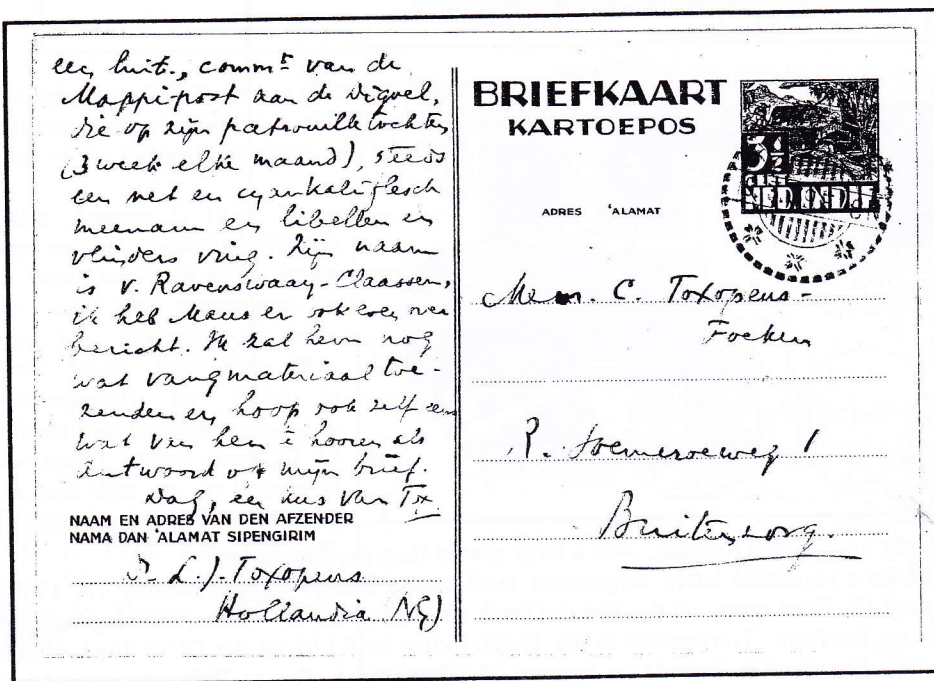
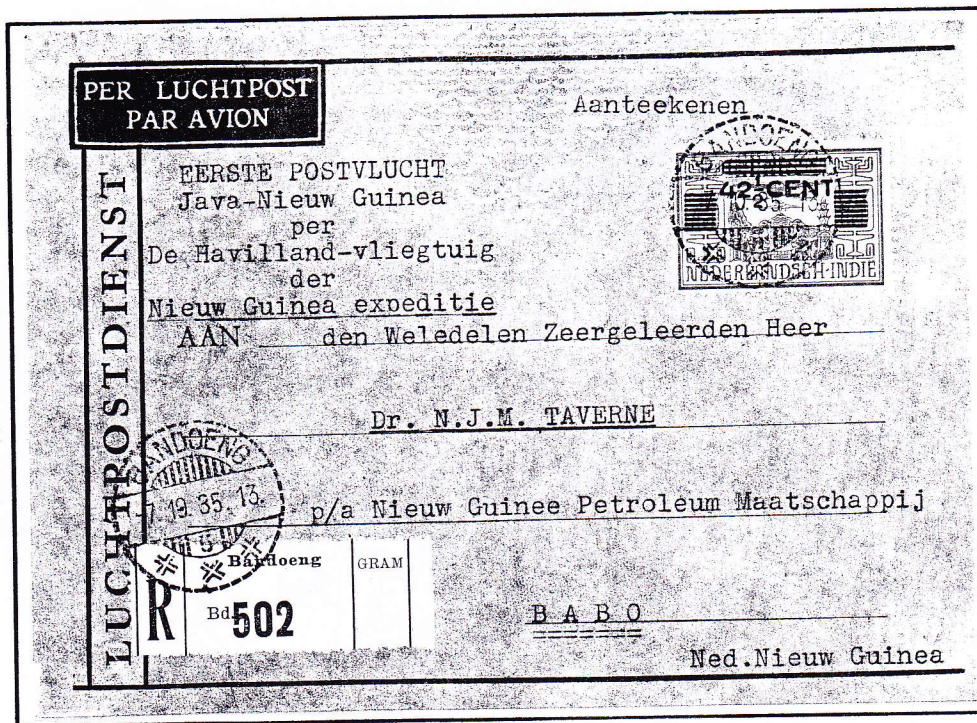
Letter from Brasov (1938), formerly known as Kronstadt, with a large ethnic German population. Postage on the back totals 89 lei for a registered letter. Registered mail cancel Brasov Central January 18, 1938. Transit cancel Boucarest of January 19, from there via the Polish-Greek air connection to Athens, arriving January 22. The Greek currency censor is on the front. Transported to the Dutch Indies by KLM on the DC-3 'Ibis', which had left Amsterdam on January 22. It arrived in Batavia on January 28. The final section to Babo was completed with a KPM ship. Arrived in Babo on February 13, sixteen days after arriving in Batavia.

Source: M. Verkuil, 'Per KLM en KPM van Boekarest naar Babo' (By KLM and KPM from Boucarest to Babo) ZWP 085/004-005, NING 194-195.

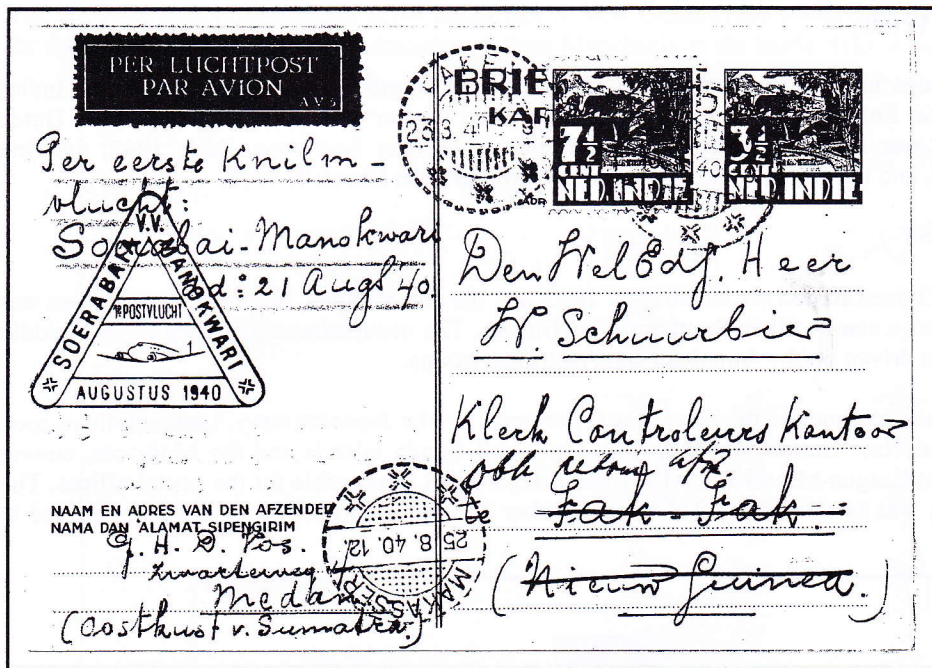
1.2.3. AIRMAIL

Prior to 1940, airplanes were used occasionally for expeditions (Stirling 1926, Archbold 1938/39) and explorations, such as geological surveys for the NNGPM around Babo (1935/36). Sometimes, these planes transported mail as well. As of 1940, New Guinea becomes a regular destination on various service routes.

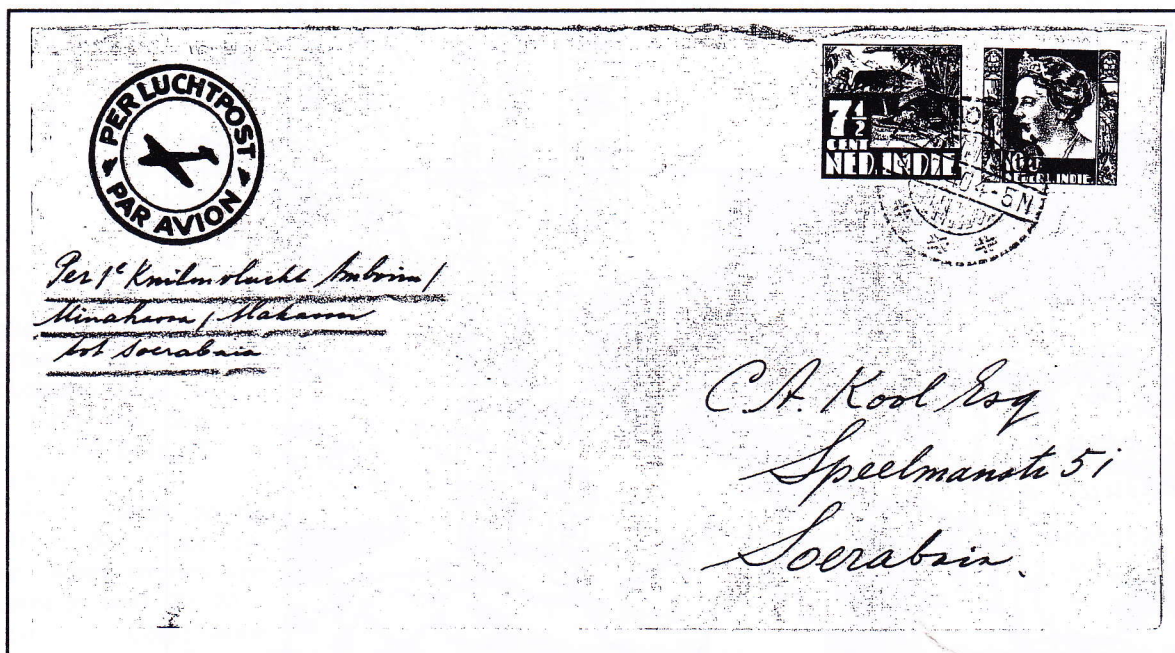
Failed first mail flight, as far as New Guinea is concerned. The three Havilland DH-89 Dragons did not go further than Makassar (reverse, October 12, 1935) because the maximum distance they could fly was insufficient. The mail was transported by ship to Babo, arriving on October 27, 1935. Rate of 12.5 cent plus 20 cent registered letter rate plus 10 cent airmail surcharge, for a total of 42.5 cent.



Third Archbold expedition 1938-39. During this expedition, a Catalina water plane, the Guba II, was used to transport goods and mail to and from Hollandia. Postcard Geuzendam 60, written at the Bernhard camp on the banks of the dead arm of the Idenburg river. Arrived in Hollandia on March 18, 1939, and then by sea mail to Java.



First mail flight from Soerabaja to Manokwari by KNILM on August 21, 1940. This flight also landed at Fakfak and Babo in New Guinea, and became a weekly service. Departure cancel Medan August 10, 1940. As noted on the reverse, returned to sender by return flight ('per keerende terugvlucht') from Fakfak on August 23, 1940. Transit cancel Makasser August 25, 1940. Rate for domestic postcard 3.5 cent plus 7.5 cent air surcharge.



A second weekly connection, this time from Makasser, was started on October 1, 1940. First flight Java-Makasser-Celebes-Ternate-Amboina. This connection also landed in New Guinea at Fakfak, Babo and Manokwari. Return flight from Manokwari on October 3, 1940. Transit cancel Makasser October 7, 1940 (on the back side).

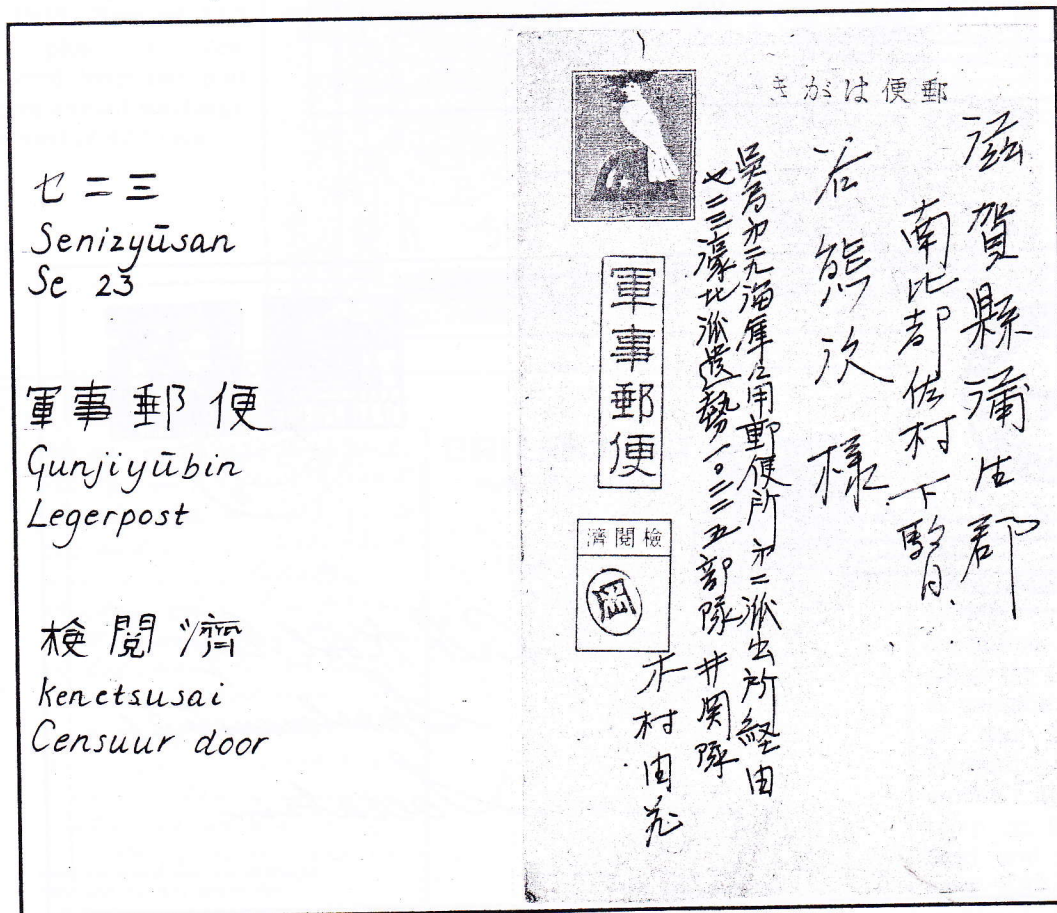
1.3 THE SECOND WORLD WAR

On May 10, 1940, German troops invaded the Netherlands and the postal connections between the Dutch Indies and the motherland were severed. Following the Japanese attack on Pearl Harbor on December 7, 1941, the Dutch Indies become involved in the war as the Japanese aggression spreads all over East Asia. Early 1942, the first Japanese troops land on Borneo, and the Dutch Indies government surrenders on March 9, 1942.

1.3.1 JAPANESE FIELD POST

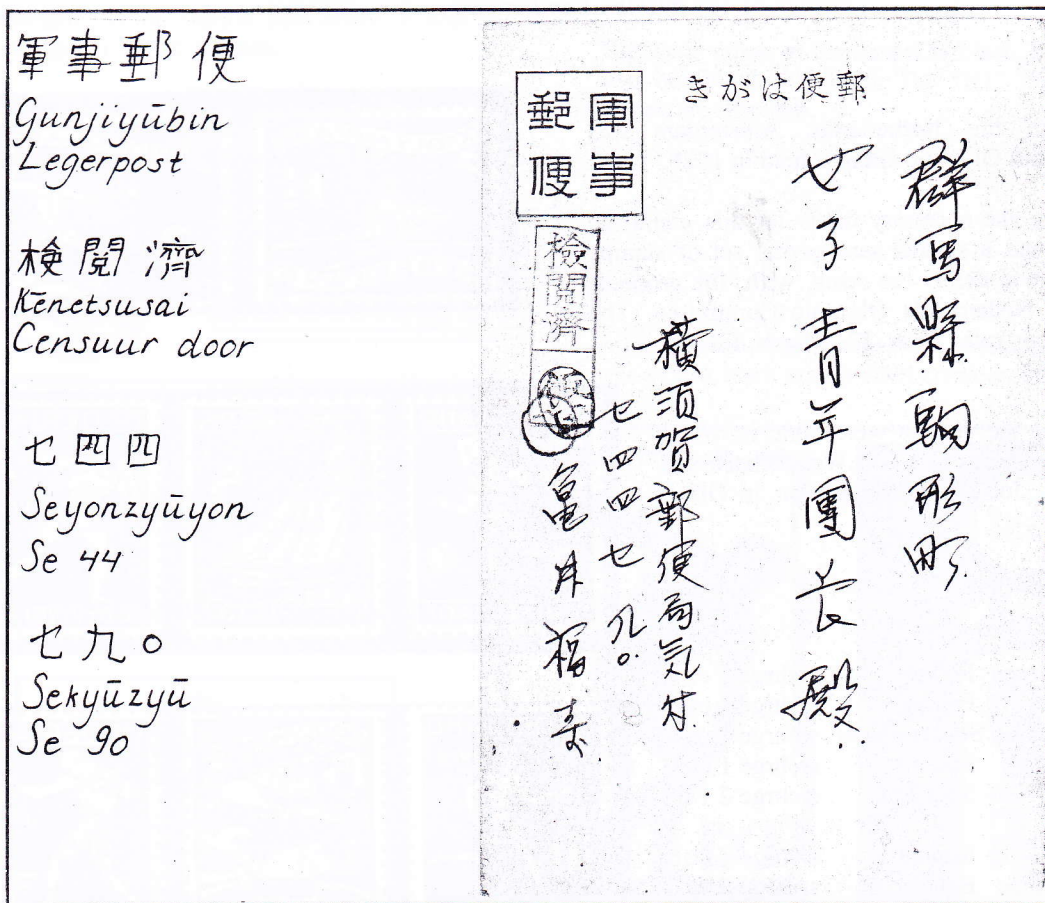
The Japanese invasion of New Guinea started on January 23, 1942. By the end of April, Northern New Guinea was occupied, but the attacks came to a stand-still in Southern New Guinea. The occupation lasted through the middle of 1944, when the Japanese were driven out by American and Australian troops.

In the beginning, New Guinea was assigned to the 'Great East', governed by the Japanese navy. Later, civilians took over the governmental tasks and New Guinea, together with the Small Sunda islands and the Moluccas, among others, became part of the Ceram Kaigun Minsei-Bu, which had a department responsible for the postal offices. The New Guinea Kaigun Minsei-Fu was established in Tokio on October 13, and a number of its members arrived at Manokwari in February 1943.

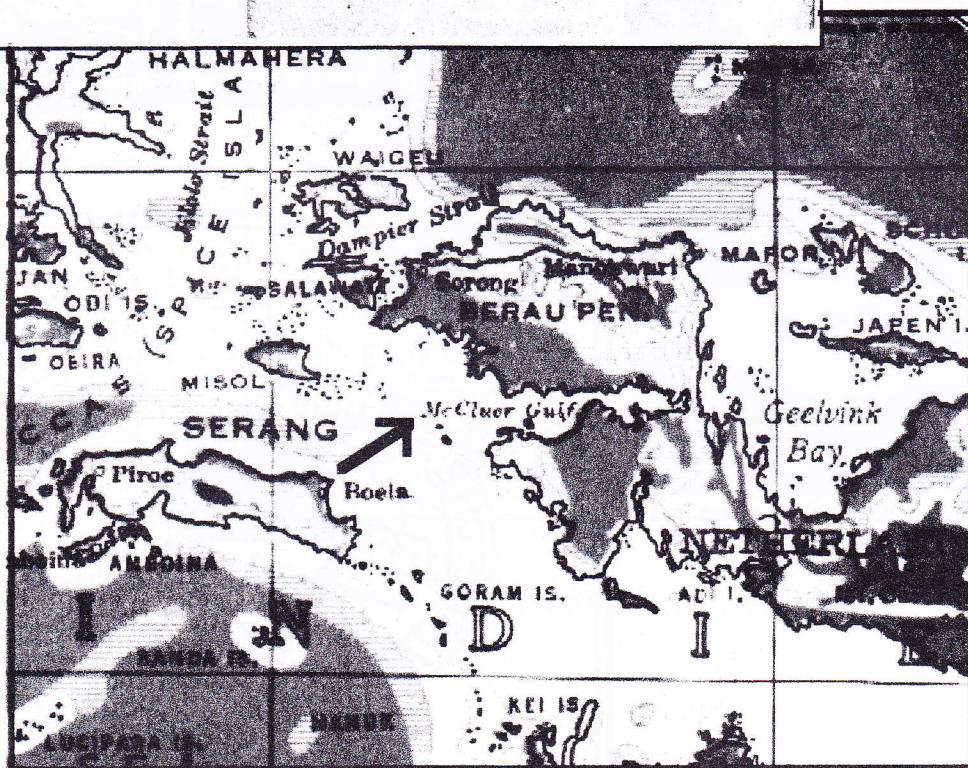


Field postcard of the Japanese army. Sender provides the following correspondence address: Kube post office (in Japan), 29th Marines Office, Se 23 (= Manokwari), North Australian Expedition, 10225th Regiment. On the reverse is written, among other things, "I am close to the equator in the South-West Pacific because/since I have departed for that region."

The Japanese field postcards are never dated, nor is New Guinea mentioned directly. 'Se' or 'Sei' was the code name for the Second Army, which was transferred from Manchuria to the battle field in New Guinea in 1943.



Field postcard from the Navy. Sender's address: c/o Yokosuka post office. Yokosuka was a large marine base near Yokohama and all mail to the Navy was processed through the post office of this base. Se 44 = Sagan, on the Gulf of Mc Cluer (see map), where airports were located as well. Se 90 = 241st Construction Regiment.



The 1928 Amsterdam Olympics and the Zaanse Stadspost

by John Van Rysdam

THE OLYMPICS

The capitol of the Netherlands, Amsterdam was awarded the Ninth Olympic Games, held in 1928.

In order to raise the necessary funds for this event the Dutch PTT issued a special semi-postal set of stamps with a surcharge to defray the costs, with the proceeds going to the Netherlands Olympic Committee. The stamps were on sale from 27 March till 15 September 1928.



The designs for the stamps were done in wood block by Fokko Mees and L.O. Wenckebach and were printed by Joh. Enschedé & Son in Offset Print.

The details as copied from the "Speciale Catalogus" are:

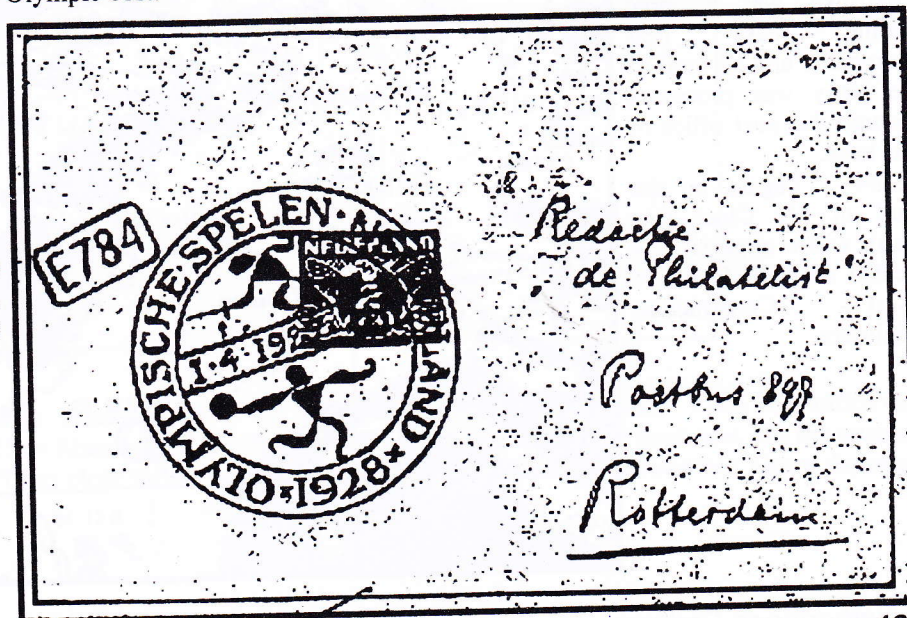


1 1/2 ct.	Dark Green	Rower	srchrg	1 ct.
2 ct.	Purple	Fencer	srchrg	1 ct.
3 ct.	Light Green	Soccer player	srchrg	1 ct.
5 ct.	Light Blue	Sailing	srchrg	1 ct.
7 1/2 ct.	Orange	Shot Put	srchrg	2 1/2 ct.
10 ct.	Red	Runner	srchrg	2 ct.
15 ct.	Blue	Horse Equestrian	srchrg	2 ct.
30 ct.	Brown	Boxer	srchrg	3 ct.



About 30,00 complete series of these stamps were sold in glassines. The total sale added more than 50,000 guilders towards the Olympic cost.

Philatelic advertising for these Olympics started on April 1 (!), 1927 with a fake cover in De Philatelist.



Official cancels started with a slogan cancel used at the Amsterdam Central Station post office. It was put into use on April 1, 1928. It reads:

"IXE OLYMPIADE /AMSTERDAM/1928".



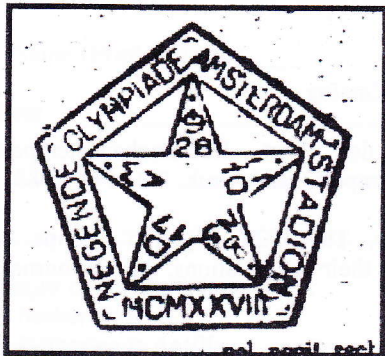
(N1, N2, or N3) in them

The usual color of the cancel is black; however, it can also be found in violet. The "N1" and "N3" violet cancels are very rare.

A lot of promotional items were available, one of which was a book mark with a Shell commercial on the back.

For the first two days an interesting error occurred. The "N" of "STATION" was put in backwards i.e. it read in mirror image. Last day of use of the slogan was June 7, 1928.

During the Olympics another special cancel was used.



The pentagonal cancel was designed by A. van der Vossen.

It symbolizes the five continents connected. There were a total of three cancels, respectively numbered: "N1", "N2", and "N3". The first two were used during the games, starting May 17, at the special 'Amsterdam Olympic Stadium Post office'. The "N3" cancel was only used at the Amsterdam-Zuid post office. After July 28 this cancel is relocated at the temporary post office on the Olympic stadium grounds, where it was used as 'backup' cancel. The games were held in two parts, May 17 through June 13, and again from July 28 through August 12; the cancels were only used during these two periods. The characters in three of the arms of the star of David are exchangeable. They are the M (Month), D (Day), and U (Hour). The other two arms have the year (1928) and the number of the cancel



Front and reverse of Shell's Olympic bookmark

We also would like to mention the national pride in having this event in Amsterdam and many other souvenirs and memorable items were sold which by itself are also a favorite collectors field. There was even a special song was written on the occasion

HUP HUP HUP OLYMPIADE
HOLLAND ZET JE BESTE
BEENTJE VOORT
DRINK GEEN MELK OF
CHOCOLADE, Etc.

(Hip Hip Hip Olympics
Holland put your best leg
forward
Don't drink milk or chocolate,
etc.

Zaanse Stads Post

Stads Post (Local Mail) started in Holland during a time when a national PTT strike was eminent and many publishers and mail order houses who depended on cheap mailings were getting anxious about the situation. Some entrepreneurs saw some good money in providing a private service for the business world and in many towns STADS POST were formed.

As the Dutch PTT had a monopoly on mail collecting, stamp issuing and mail delivery the Stads Post was not allowed to use official PTT stamps or use the mail boxes and mail slots reserved for PTT mail. As a consequence mail was collected at the senders, and then either a special label (they could not use the word stamp) was attached or the instructions were imprinted on the envelope.

Many fancy label designs showed up and I wonder if all were really used for Stads Post or became another fancy way of making some money. Not too many are found actually used on envelopes. The purists consider them wall paper, but they found a warm welcome by the topical collectors and are displayed in Holland at exhibits.

The city of Zaandam issued several series of Stads Post, some with Windmills some with Santa Clause but also one (issued in 1988) with a complete series using the 1928 Amsterdam Olympics as its subject. They even show a surcharge, ranging from 10 to 60 cents.

What the surcharge was for is unknown to me .

My set is even hand canceled with a special Zaandam

Netherlands Philately Vol. 30 No 2



References:

NVPH Special Catalog

F. W. Van der Wart, Reclamehandstempels en Gelegenheidsstempels, zesde druk, PO&PO, 1985

Laurentz Jonker, The 1928 Olympic Stamps of the Netherlands and their cancellations, ASNP Journal Vol. 23 No. 2, 1999

De Stempelrubriek uit "De Philatelist" 1927-1939.

Handboek Postwaarden Nederland, C8-90