

The 'Bataviaasch Nieuwsblad' Advertisements on Netherlands Indies Postal Cards.

By Stuart Leven

G. Kolff & Company was a large, general printing company in Weltevreden (Central Batavia) and the publisher of Batavia's daily newspaper, Bataviaasch Nieuwsblad. In the mid 1880's the paper would mail renewal notices, receipt of payment for advertising and subscription, and advertisements for printing services using the local rate postal stationery cards (briefkaarten).

What makes these cards unique is that an 'advertisement' for the newspaper was also printed in the form of four basic messages on the front of the cards with a one or two line message at each of the four edges.

The (translated) message across the top was the "paper's name with the name of the editor," or the message, "subscribe to the paper." The message along one side was "published by G. Kolff & Co. with one or more cities indicated" and along the other side was the price for either "a half or a quarter year" and then across the bottom it would say, "the most read and economical daily newspaper of the Netherlands Indies." Notice that the order of the printed messages is different on some cards and the message on the bottom is sometimes reverse printed. A standard message was printed on the reverse side of the card (some messages would differ depending on usage), with fill-in blanks, which would be marked out when the card was sent.

The four messages (and font layout) around the card edge are as follows:

- 1a **BATAVIAASCH NIEUWSBLAD, WD. HOOFDREDACTEUR D. A. HOOYER.**
- 1b **BATAVIAASCH NIEUWSBLAD, REDACTEUR J. F. SCHELTEMA.**
- 1c **ABONNEERT U op het BATAVIAASCH NIEUWSBLAD.**
- 1d **ABONNEERT U OP HET BATAVIAASCH NIEUWSBLAD.**
- 1e **BATAVIAASCH NIEUWSBLAD, REDACTEUR P. A. DAUM.**

- 2a **PRIS f 10.— PER HALF JAAR.**
- 2b **PRIS f 5.— PER KWARTAAL.**
- 2c **PRIS f 5.— PER KWARTAAL.**

- 3a **UITGEVERS G. KOLFF & CO.——BATAVIA
WELTEVREDEN, BANDOENG.**
- 3b **UITGEVERS G. KOLFF & CO.——BATAVIA——WELTEVREDEN.**
- 3c **UITGEVERS G. KOLFF & CO.——BATAVIA,
WELTEVREDEN.**
- 3d **UITGEVERS G. KOLFF & CO.——BATAVIA
WELTEVREDEN.**
- 3e **UITGEVERS G. KOLFF & CO.——BATAVIA, WELTEVREDEN,
BANDOENG.**
- 3f **UITGEVERS G. KOLFF & CO.——BATAVIA——'SGRAVENHAGE**
- 3g **UITGEVERS G. KOLFF & CO.——BATAVIA**

- 4a **HET MEEST GELEZEN EN GOEDKOOPE DAGBLAD VAN NED. INDIË.**
- 4b **HET MEEST GELEZEN DAGBLAD VAN NED. INDIË.**
- 4c **HET MEEST GELEZEN EN GOEDKOOPE DAGBLAD VAN NED. INDIË.**

The postcards first used by G. Kolff & Co. to send notices had no advertisements printed on the face of the card. Such as the 5 cent violet, 1874-84 Koning Willem III issue shown here (**Figure 1**).



Figure 1

A postal card sent by Kolff & Co. in 1885 without printed advertisement

The first postcard using the printed messages was Geuzendam number 8, the 5 cent green numeral on cream paper, issue of 1887, with messages printed in red (**Figure 2**). The second card used was Geuzendam number 10, 5 cent blue on light blue paper, 1889-90 issue, with the advertising lettering printed in red (**Figure 3-4**). The third card used was Geuzendam number 14, 5 cent carmine on rose paper, 1901-03 issue, with printing in black (**Figure 5**). And lastly we see Geuzendam card number 21, 5 cent carmine on rose paper, 1912 issue, with printing in black (**Figure 6-7**). There is a gap in my study between 1904 and 1911 and card numbers 17 and 20 may have been used during this period.

For purposes of this study the message at the top, long side of the card is position A; the right edge is position B; the bottom edge is position C; and the left side for position D.

The seven cards illustrated, from my collection of fourteen cards, show the following configuration of messages:

On briefkaart number 8, cream card printed in red. to red-orange.(Figure 2).

3 / 10 / 1889 to Bandoeng, reverse not noted A= 1e, B= 2a, C= 3g, D=4c
Figure 2 22 / 2 / 1890 to Riouw, receipt with embossed 5 cent revenue A= 1e, B= 2a, C= 3g, D=4c

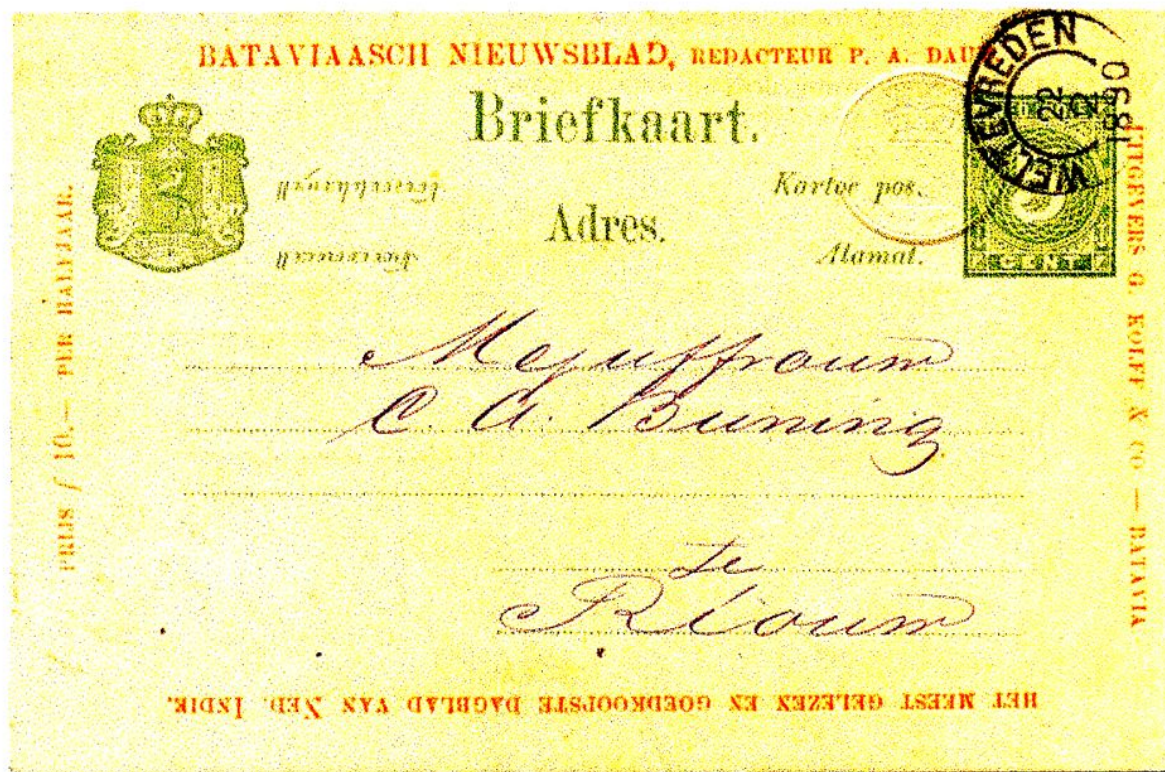


Figure 2
Card sent to Riouw, islands off Sumatra with embossed 5 cent revenue.

Figure 3 12 / 12/ 1894 to Saigon, Indochina order acknowledgement
11 / 5 /1895 to Holland, advertising cost in paper

$$A = 1e, \quad B = 3f, \quad C = 4a, \quad D = 2a$$

Figure 4 28 / 12 / 1901 to Singkawang, order acknowledgement
20 / 5 / 1902 to Malang, thank you for your remittance

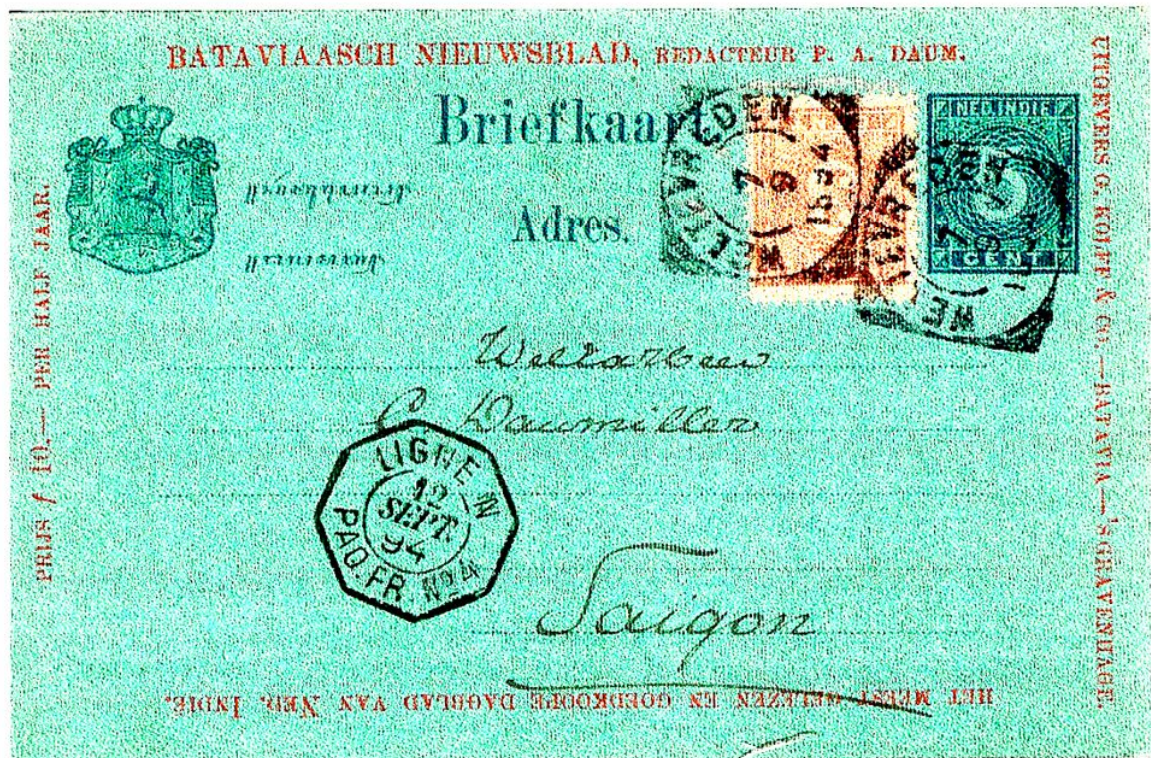
$$A = 1b, \quad B = 3b, \quad C = 4a, \quad D = 2a$$


Figure 3. Card sent to Saigon, Indochina



Figure 4. Card sent to Singkawang, Borneo with new format for Message A and B

On briefkaart number 14, cream card printed in black (Figure 5)

11 / 3 / 1903 to Poeloe Laut, Borneo, order acknowledgement
Figure 5 30 / 7 / 1903 to Soerabaja, order acknowledgement

A= 1a, B= 3b, C= 4a, D= 2a
 A= 1a, B= 3c, C= 4a, D= 2a



Figure 5. Card sent to Soerabaja, Java with new format for Message B

On briefkaart number 21, cream card printed in black (Figure 6 and 7)

2/11/1911 to Hamburg, order acknowledgement A=1c, B= 3a, C= 4a, D= 2a
 Figure 6 19/2/1914 to Amsterdam, reverse is blank, order acknowledgement A= 1d, B= 3c, C= 4a, D= 2b



Figure 6. Card sent to Amsterdam with new format for Message A, B, and D

16/4/1914 to Schoonhoven, reverse is blank, order acknowledgement A=1c, B= 3d, C= 4a, D= 2b
 Figure 7 9/6/1915 to Amsterdam, reverse is blank, order acknowledgement A= 1c, B= 2c, C= 4b, D= 3c



Figure 7. Card sent to Amsterdam with new format for Message B, C, and D.

Stamps Galore

By Mardjohan Hardjasudarma

Despite my admittedly self-proclaimed status as a postal historian, I am still a stamp collector at heart. Covers with numerous stamps never fail to delight. They are the perfect combination, and the more stamps the better. What now would fulfill the criteria for someone who limits himself to Netherlands East Indies, Republik Indonesia, Netherlands New Guinea and Timor? Since postal historians frown on FDC, FFC and anything philatelically contrived, these abominations are quickly thrown out. Set an arbitrary limit of say, no less than ten stamps on a cover, and you may come up with just a handful. Here are examples of what the lack of high-values, or the eagerness to get rid of low, probably seldom used values can produce.

NETHERLANDS EAST INDIES



Incoming mail with overprinted stamps. Postmarked Bieberich am Rhein September 12, 1923 to Malang, Java, arriving October 22. Total 300,000 Marks including 10 more stamps on the front paying the printed matter rate. Inflation in Germany was so rampant the printing presses could not keep up with it.



Stamps of the overprinted, first air mail set. Registered from Galang, Sumatra (East Coast) on November 3, 1928 to Amsterdam, arriving November 16. There are a total of 607.5 cents including 6 more stamps on the front.



Front of a large paquebot cover franked with Thai (Siamese) stamps, carried by the S.S. Bontekoe of the KPM (Royal Packet Navigation Company) headquartered in the Netherlands Indies, and mailed from Bangkok to Lourenço Marquez, Mocambique, probably in the 1930's.

JAPANESE OCCUPATION

This is a particularly tough area. Personal correspondence virtually ceased, especially letters enclosed in envelopes. Postal cards, especially the 3½ cent, were the common means of staying in touch. Postal archives from Sumatra later yielded forms used to account for telegraphic money orders, and these are often multi-franked. The largest one I've come across bears 136 stamps, too large for my scanner.



This postal money order needed another page pasted to it to accommodate 20 stamps.
Mailed from Kabandjahe to Medan on November 28, 1944.

INDONESIAN WAR OF INDEPENDENCE

Multi-franked postal forms exist from Java. They were used to account for newspaper mass mailing fees, and are less common than the Japanese Sumatra forms. Next is a rare foreign destination blockade-breaker requiring special fees, which combined with lack of high-values at the post office yielded this cover, opened on three sides.



Thirty-six stamps total including 3 Netherlands Indies with Japanese as well as Indonesian overprints. Postmarked Siboga, Sumatra, March 13, 1947 to Bangkok, Thailand, arriving May 20.

DUTCH EAST INDIES INTERIM GOVERNMENT 1945-1949

The ravages of WW II and hostilities with Indonesia made this a chaotic period, philatelically punctuated by usage of provisional cancels and stamps printed in other countries (Australia, United States).



This is an official letter from the Information Service to the Dutch Consul General in Manila, The Philippines. Postmarked Batavia Centrum April 25, 1946 AMACAB (Allied Military Administration Civil Affairs Branch) and arriving June 7. No stamps were applied on front. The American Banknote Company produced all stamps. Five guilder stamps were not printed until 1947, the f10 and f25 not until 1948.



American, Australian and British (mainly Indian) troops were present at various times in the region. This is part of a label originally sown onto a parcel to London, England. The stamps are from India and Malaya. FPO 23 was a military post office situated in Surabaya, Java. The date is probably sometime in early-1946. The sender was a lieutenant attached to SEAC (South East Asia Command). The reason for the mixed franking, some of which may be missing, is a mystery.

NETHERLANDS NEW GUINEA

Post offices must have been well stocked with stamps in this region. It was also common practice to use the 'taxe percue' ('baarfranking'; stampless franking) notation, just by writing the amount of postage paid on the cover.

[illegible]

Parcel post (address) cards are not rare. They may be multi-franked to pay customs duties. Postage stamps were used occasionally, in this case 11 copies of the 80 cent, partially folded over, in addition to 5 postage dues cancelled Biak May 19 or 21, 1962. The front shows 5 Netherlands stamps totaling 3.65 guilders, postmarked Breda, arriving January 26, 1962.

UNTEA

No parcel post cards or statement of account forms were used, that I know of, during the seven months of United Nations administration of West New Guinea. Multi-franked postal cards are relatively common. Cards that were sent to the local radio station requesting tunes be aired for friends, family, self, significant others, sweethearts, etc. and which had added postage over the 7 cents rate was donated to the Red Cross in cooperation with the radio station.



This postal card carries multiple 5 cent stamps, one with an inverted overprint, date stamped Hollandia Noordwijk, December 14, 1962.

The Riau Archipelago is located between Singapore and the island of Sumatra. At one time it was a special economic region, which used the Straits (Singapore) dollar as legal tender. It attracted many job seekers from other parts of the nation who achieved a degree of affluence enabling them to send goods to relatives left behind. These packets were treated by customs as coming from abroad and were subjected to fees and tariffs. This parcel post card mailed to a small town in Java overwhelmed the post office. It pasted 37 postage dues on the card, both front and back. Others may have fallen off.



The three RIAU overprinted stamps total (S\$) 7.50, date stamped Tandjung Pinang (Island), Sumatra, August 21, 1963. The postage dues are date stamped Djatinom, October 4.

TIMOR

True, this cover is not a Netherlands & Overseas Territories piece. But perhaps I can placate the Editor because it was addressed to Sourabaja (Surabaya). Only the front has been preserved; we don't know what the receiver cancel showed.



Registered and AR (Return receipt requested) Timor December 3, 1907(?). Curiously, the declared value is not in Portuguese currency, but rather in the country of destination's, Netherlands-Indies guilders.

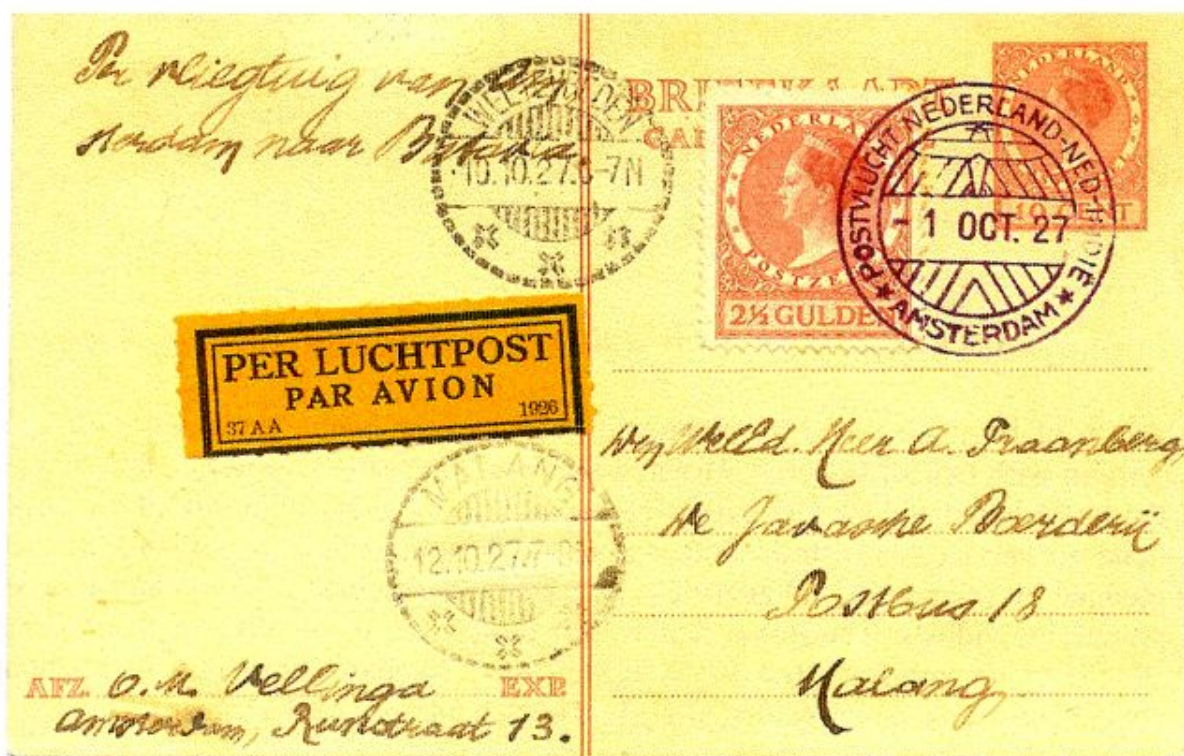
In conclusion, the causes of multi-franking are diverse. Higher values may not be available because the post office is poorly stocked, they have yet to be printed, or inflation is turning them into low values overnight. The post office may have them, but wants to decrease its supplies of lower, and possibly less often used values. Lastly, the sender may have wished to use whatever was at his disposal.

The Captain Pattist “Abel Tasman” Test Flight: Java – Australia

By George Vandenberg

KLM's initial flight across the North Sea from Amsterdam to London took place on July 5, 1920 and general air transportation and mail routes continued to develop in Europe. Even a limited airmail service to the Dutch East Indies existed via England, although mail was forwarded from there by ship to the Far East. It is understandable that a real desire and aspiration among aviators and postal administrators to establish a direct airmail route from the Netherlands to the Indies remained as a high priority. Another dream was to establish a direct air connection between the Netherlands and Australia.

On October 1, 1924 the first successful mail flight between Amsterdam and Batavia (now called Djakarta) with Captain van der Hoop at the controls of his Fokker F. VII airplane (H-NACC) became a reality. The second successful mail flight to the Indies started on October 1, 1927, with the crew of Koppen, Frijns and Elleman in the cockpit of the tri-motor Fokker (H-NAEA) called “De Postduif,” and successfully returned to Amsterdam on October 28, 1927.



Postcard posted October 1, 1927, Amsterdam to Malang.

Various combinations of trial flights continued to be made during the following years, ultimately resulting in a regular air service by the summer of 1930. A bi-weekly air service was inaugurated on September 25, 1930 with the flight of KLM's PH-AGR from Amsterdam to Bandoeng.



Letter posted September 25, 1930, Amsterdam via Bandoeng to Weltevreden.

The dream of having a direct air connection between the Netherlands and Australia, in competition with British Imperial Airways, was still not realized. It was a fact, however, that the KLM had developed an extensive network in the East Indies and the suggestion to extend air service to Australia found a very sympathetic response. Financial support was pledged by several official agencies and gifts were received from the business sector and private individuals. The Royal Dutch East Indies Army commissioned captain-pilot H.P. Pattist to prepare for a test flight in the "Abel Tasman" from Java to Melbourne, Australia. (The airplane was named after the Dutch explorer, Abel Tasman).

The Pattist Test Flight took place in May 1931 about twelve years after the formation of the KLM (Royal Dutch Airlines). Captain Pattist was also given the honor and the opportunity by the postal authorities to design a special Netherlands Indies postage stamp for the flight, a task which he accomplished with the aid of lieutenant-pilot H.G.B. de Kruyff van Dorssen.



Proof copies of the center image and frame, and final design of the Pattist stamp.

The Pattist stamp, issued on April 1, 1931, was also made available at post offices in the Netherlands and was required on all cards and letters, which were to be carried on this special test flight to Australia. Consequently, a non-Netherlands stamp could find itself legitimately marked with a Dutch (town) cancel.

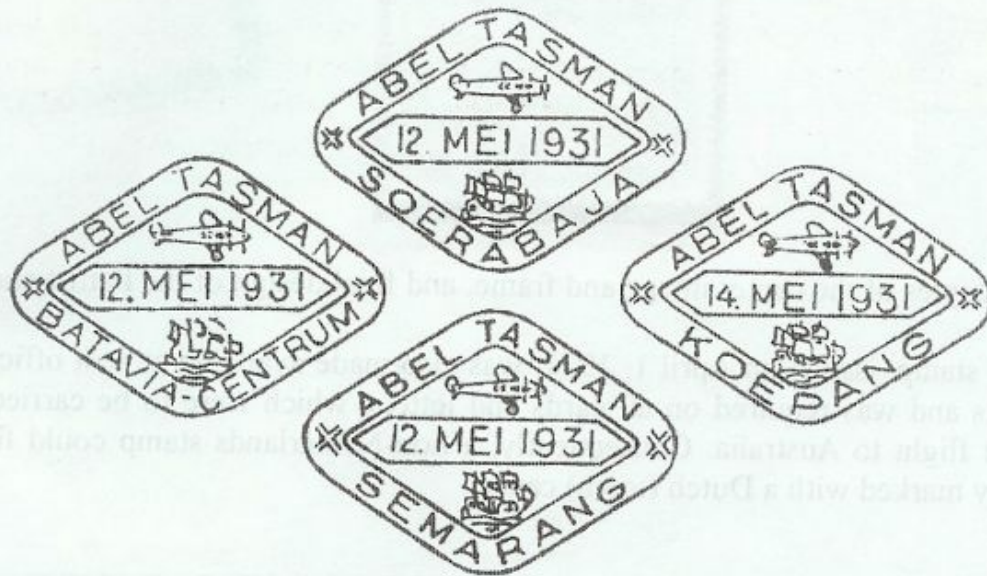


Letter posted from Amsterdam via Batavia to Sydney with an Amsterdam cancellation on the Netherlands Indies Pattist stamp.

The Pattist stamp had a value of one Guilder, which was to help offset the costs of the special flight. It was used as an airmail surcharge over and above the prescribed postage required for letters (up to 20 grams) and postcards carried on the May 12 flight.

Additionally, special cancels were used in the Indies to indicate departures from Batavia, Semarang and Soerabaja, and from Koepang on the island of Timor. The departure date of May 12, 1931 from Batavia was chosen so it would allow for a convenient and immediate connection with the arrival of the mail from Holland. Since the

stamp could only be used for this flight, it was withdrawn on May 16, 1931. In total, almost 36,000 of these Pattist stamps were sold in Holland and the Indies.



Special cancels used on departure mail from the Netherlands Indies and Timor.



Letter posted May 11, 1931 from Batavia to Sydney with special Abel Tasman cancel.

The Abel Tasman flight arrived in Sydney on May 18 and was welcomed in Melbourne on May 19, 1931.

The return flight commenced May 24, 1931. Special envelopes were also prepared in Australia, as well as a special departure marking. A special **"May 1931-Melbourne to Batavia"** marking was applied by the Australian Post office at the start of the return flight.



Return flight letter posted May 21, 1931 (on shipboard) from Melbourne via Batavia to Brebes, Java.

The arrival marking on the back of the illustrated cover **"Abel Tasman/27 Mei 1931/Batavia-Centrum"** indicates that Captain Pattist concluded his test flight safely on May 27 and proved to the world that an extension of the Holland-East Indies line to Australia was indeed technically feasible.



Bredes, Java and Batavia-Centrum arrival cancellation on the reverse of the envelope.

References:

The KLM Airmail Stamp Story. *Stamps Magazine*. October 27, 1973.

W.P. Heere (voorzitter) *Luchtpost catalogus van Nederland en overzeese rijkdelen – 1998*. Nederlandse Vereniging van Aero-philatelisten De Vliegende Hollander. 1998. 405 pgs.

M. Verkuil. *The development of KLM Airmail Service Holland—Dutch East Indies 1920—1942*. International Federation of Aerophilatelic Societies (FISA). Breukelen Netherlands. 1985. 63 pgs.,



Unused example of an envelope used for all return flights from Australia and a KLM air-route map, circa 1931, from Amsterdam to Australia.

The Episode of the Postjager, Zilvermeeuw and the Pelikaan

By Martinus Verkuil

During 1932-1933, a battle was fought within the Dutch aviation industry between proponents of the conventional wooden crate design and proponents of the new, all-metal airplane design.

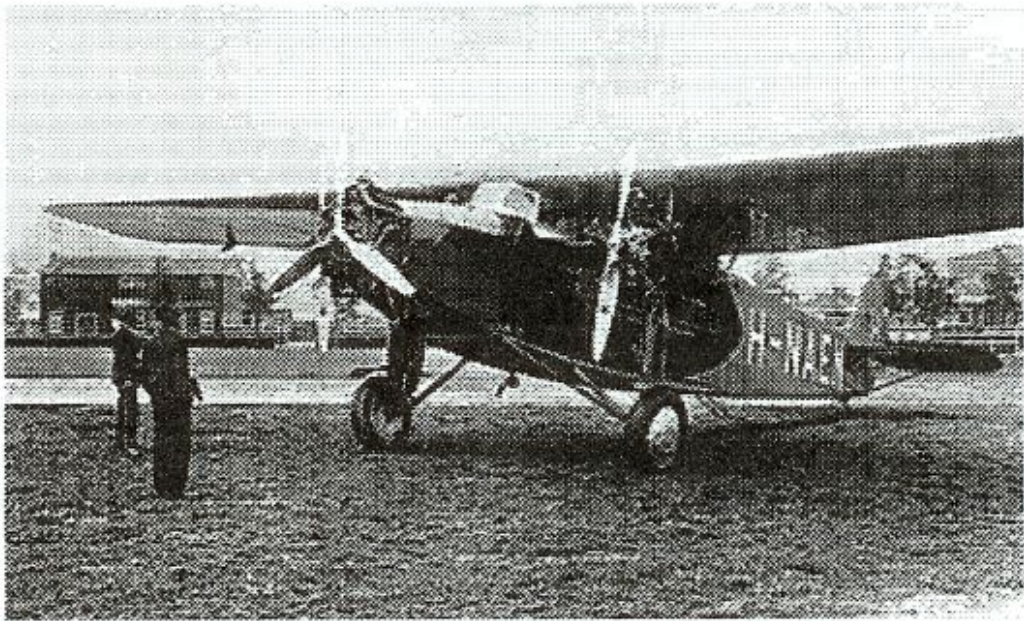


Figure 1

Wood frame Fokker aircraft that could carry eight passengers.

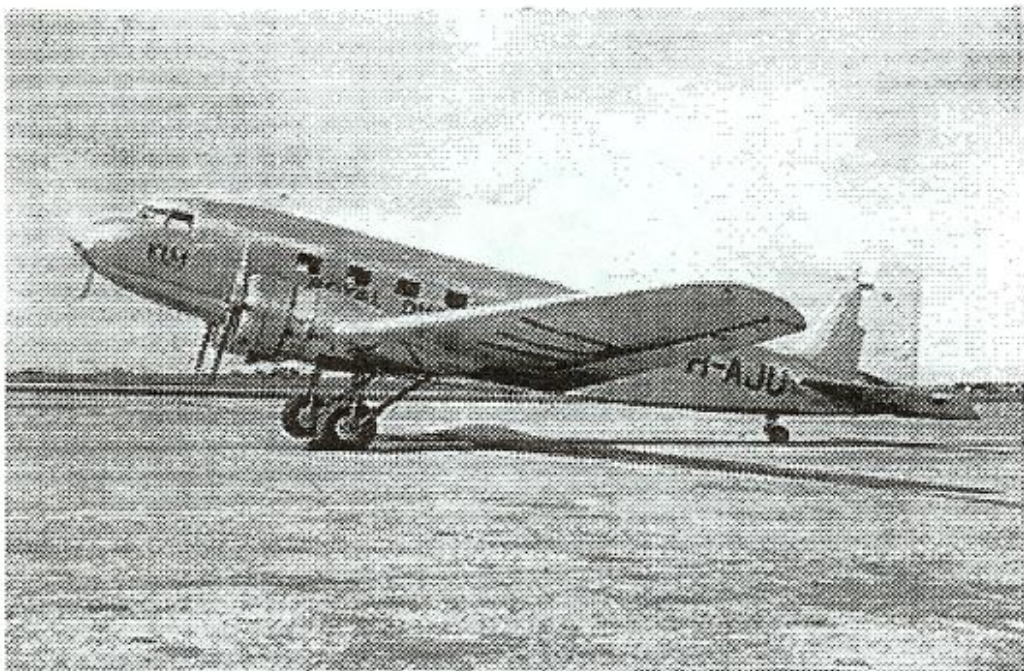


Figure 2

All metal Douglas aircraft that could carry fifteen passengers.

The development of the all-metal plane had already begun in the USA, specifically with the leading manufacturer in the aeronautical field, the Douglas Aircraft Company. Metal planes proved to be much faster and offered more comfort than the wooden trail blazers and the competition was soon won by the aluminum built planes.

Unfortunately, Holland missed the boat in an early changeover, and added to this fact was that the first metal design produced in the Netherlands turned out to be entirely unsatisfactory. As a result the earlier, close cooperation between the KLM and the Fokker Works, came to an end. In order to retain and maintain its position as the leading airline of the world, the KLM was forced to order its planes from the U.S.

But let's see what had transpired in the meantime in the Netherlands. Although the U.S. might have been ahead of Holland, the manufacturers in this country were not conceding defeat without a fight. At both the Fokker and the Pander factories, designers and engineers were working overtime, constructing an all-metal plane. Fokker and Pander, however, followed entirely different principles, with the logical result that two completely different planes came off the production lines.

Fokker adhered to the customary requirement of providing a plane that would carry passengers as well as mail, which implied that in the future larger and more comfortable planes would eventually become necessary. Pander, in Den Haag, however, figured that the airborne mail service to the Dutch East Indies should be carried out with planes especially built for this purpose. Such planes should be relatively small but very fast, thus providing a very economical way to carry out this postal service. Pander's metal plane was the first one ready for delivery.

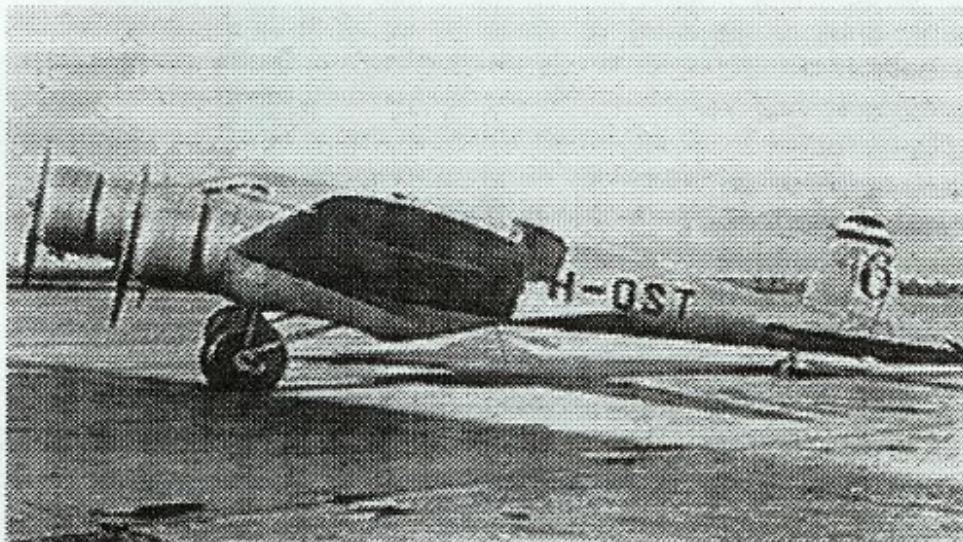


Figure 3

PH-OST POSTJAGER -- An all-metal aircraft made by Pander meant to carry mail only.

The three-engine prototype plane, registered under PH-OST, was christened "Postjager" (Mail Rusher). As outlined before, the sole purpose of this plane was to carry mail quicker and consequently no room for passengers was provided. Every inch of available space was utilized to store mailbags. The cruising speed was 300 Km/hour. The well-

known flyers Asjes and Geysendorffer agreed to make a special test flight with this plane to the Dutch East Indies. After a period of testing and try-outs, the fliers finally took off on December 9, 1933. A quantity of 271 Kg. of mail was taken aboard.

For this occasion, the Dutch Postal Administration decided to issue a special triangular 30-cent airmail stamp (NVPH no. 10), the so-called "Asjes" stamp, which simulates a part of the front of the Postjager aircraft. The use of this stamp was mandatory to pay for the airmail surcharge required for this flight. At the same time, the Postal Administration of the Dutch East Indies issued a similar design of its own (NVPH no. 18) to be used on any return mail by this all-metal plane.

In the Netherlands, it was required that the special triangular airmail stamp must be obliterated with a special, orange cancellation. This marking is perhaps the smallest cancellation ever put into use by the Dutch postal service.



Figure 4

Special orange colored cancellation used on mail carried by the Postjager.

Enlarged 2½ times

The following images show mail carried to the Dutch East Indies.



Figure 5

Letter dated December 6, 1933 from Groningen to Palembang, Sumatra.



Figure 6
Letter dated December 7, 1933 from Zurich, Switzerland via Amsterdam to Batavia, Java.



Figure 7
Postcard dated December 2, 1933 from Oosterbeek to Bandoeng, Java.

The instructions of the Postal Administration were carried out to the letter, as illustrated in the latter example. According to Postal Regulations, it was mandatory that the triangular airmail stamp had to be cancelled in Amsterdam with a special orange departure marking provided for this occasion. Obviously not every postal clerk at the various inland post offices had been aware of this instruction, as can be seen here, where the special airmail stamp was normally cancelled with the regular town's dated cancel. Upon arrival in Amsterdam, this card received a second special stamp, which was duly attached to it – free of charge – and correctly obliterated with the prescribed special cancellation. After all, as long as instructions are given to be obeyed, bureaucracy will never die.

The Postjager (Mail Rusher) unfortunately proved to be more of a “Misery Rustler,” because after only one day out, an emergency landing had to be made due to engine trouble at Grottillo Airfield near Taranto in the southern part of Italy. Damage proved to be so severe, that a new motor had to be ordered and shipped from the United States. During this period of forced inactivity, the crew received much fan mail from Holland.

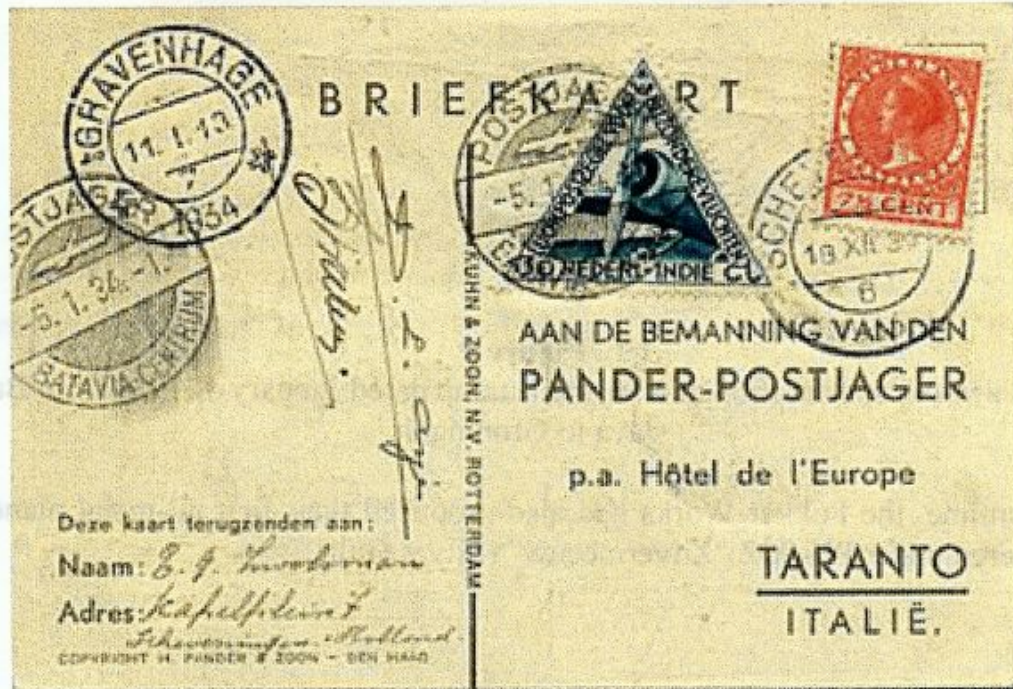


Figure 8

Fan mail postcard dated January 11, 1934 from Scheveningen to Taranto, Italy, which was carried later on to Bandoeng, Java, and, with an Asjes autograph!

A substantial part of the mail that the inaugural Postjager flight had carried was forwarded to Athens, Greece where the Fokker Pelikaan, on its Christmas flight, picked it up and carried it on to Java. After a delay of 18 days, the Postjager started once again on December 27th and arrived only 4 days later in Batavia, Java.

The return flight of the Postjager was on January 6, 1934 and, although several minor mishaps plagued the crew, the return flight was speedy and after only 45 total flying hours, on January 11th, landed at Schiphol Airport. A total of 223 Kg. mail had been on board. In the Dutch East Indies, special markings were used to cancel the mail in Bandoeng, Batavia, Medan and Palembang.

The enthusiasm of the public in the Dutch East Indies, to send mail via this Postjager return flight, had been so overwhelming that towards the end, supplies of the special triangular airmail stamp were sold out. Shown below is a postal card without this stamp, but with the special cancellation of Batavia.



Figure 9

Postcard *without* special triangular airmail stamp dated January 4, 1934 from Batavia, Java to Groningen.

In the meantime, the Fokker Works had also produced their first all-metal plane, the F-XX, registered under PH-AIZ “Zilvermeeuw” (Silver Gull).

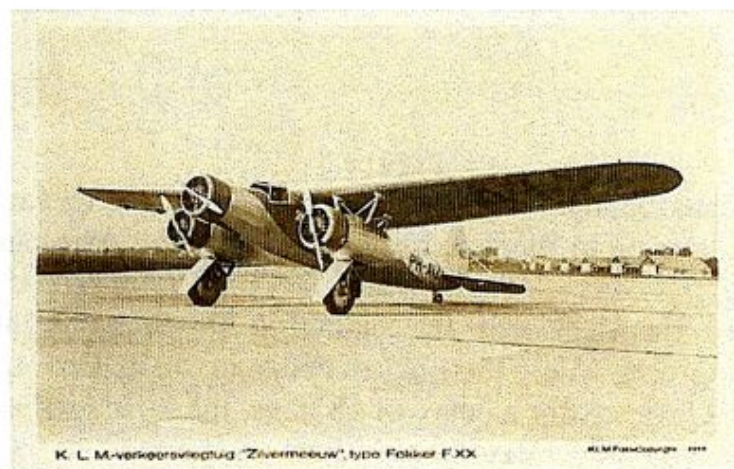


Figure 10

All metal Fokker F-XX PH-AIZ “Zilvermeeuw” which could carry twelve passengers.

KLM had planned to make a special 1933 Christmas flight with this plane. In order to entice the public to send their mail via this plane, special envelopes and a matching sheet of paper were made available. The Netherlands Postal Administration produced a special departure cancellation to go on all mail carried with this plane. Cancellations were applied in two known ink colors: violet in Amsterdam and orange in Den Haag.

Once again the special triangular 30-cent airmail stamp was required to pay for the airmail surcharge on this flight. The following pieces of mail were *intended* for the Christmas flight of the Zilvermeeuw.



Figure 11

Letter dated December 16, 1933 from (Voorburg) s'Gravenhage to Batavia, Java.



Figure 12

Letter dated December 16, 1933 from IJmuiden to Calcutta, India.

Only mail destined for addressees in the Dutch East Indies could be carried on special flights due to the stipulation that with special flights no mail would either be discharged or taken aboard at any intermediate stop. An order that was made only to be broken by some maverick is clearly shown in the above illustration of a piece of mail with the destination of Calcutta. The sender, however, was out of luck; this piece was discharged at Medan, Sumatra and flown back to Calcutta with the regular homebound air service.

On December 18, 1933, the Zilvermeeuw prepared to begin its flight to the Indies. While the crew warmed up the engines, thousands of spectators witnessed the second misfortune to befall a Dutch-built metal plane. Minutes before the start, a gear broke and that was the end of that special Christmas flight by the Zilvermeeuw.

KLM's Director, Mr. Albert Plesman, decided that the Christmas flight would be made anyway and ordered the PH-AIP, better known as the Fokker Pelikaan, prepared for immediate take off. That same evening, Pilot Smirnoff, with Grosfeld, Soer, and Van Beukering as crew, left with the older Pelikaan, trying as much as possible to maintain the original schedule of the much faster Zilvermeeuw.

The flight of the Pelikaan became an historic saga of a never-ending race against the clock, flying day and night, with the time spent at the intermediate refueling stops cut to the bare minimum. Ace pilot Smirnoff pushed the plane along seemingly endless stretches without any troubles worth mentioning. Finally, in the afternoon of December 22nd the Pelikaan roared over Tjililitan Airport in Batavia, escorted the last few miles by a squadron of the Royal Netherlands Air Force. The first record flight had been accomplished and the 450 Kg. mail it carried were subsequently delivered on time. The total flight time was 73 hours.

The return trip started during the night of December 26, 1933. Mail consisting of over 100,000 letters and postal cards was put on board, with a total weight of about 500 Kg. The triangular 30 cent stamp was required on each postal item to cover the airmail surcharge. Special cancellations were applied at Bandoeng, Batavia, Palembang and Medan.



Figure 13

Letter dated December 25, 1933 from Pemalang, Java to Den Haag, return flight of the Pelikaan with special cancellation Bandoeng, and a Smirnoff autograph!



Figure 14

Registered letter dated December 23, 1933 from Soerabaja, Java to Assen, return flight of the Pelikaan with special cancellation Batavia Centrum.

The Pelikaan returned to Schiphol Airport after another remarkably fast flight on December 30, 1933, logging 30 flight hours, which exceeded the calculated time of the unfortunate Zilvermeeuw by only six hours. Fifteen thousand enthusiastic inhabitants of Amsterdam turned out to welcome the Pelikaan on a very foggy airfield. All mail reached its destination in Holland before the New Year.

The crew was awarded the Order of Oranje Nassau for this extraordinary performance and the City of Amsterdam made them Honorary Citizens. Once again, a golden page of fast flight had been added to the history book of the Dutch East Indies Line.



Figure 15

The Pelikaan and its crew, (left to right) Smirnoff, Soer, Grosfeld, and Van Beukering.

However successful this flight with this old wood-framed Fokker crate had been, the encroachment by the metal plane design could no longer be denied or stopped. As mentioned above, the KLM was ultimately obliged to also make the switch, which opened up a new era in the Dutch East Indies Service, to wit the end of the Fokkers and the Panders and the beginning of all-metal planes, the Douglas DC types.

Netherlands Indies Airmail Via Europe To U.S.A. September 1939-July 1940

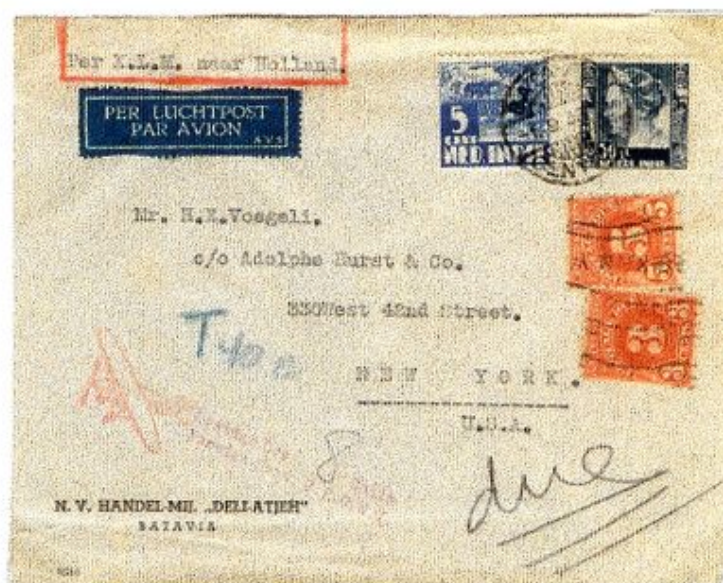
By Saburo Masuyama

During the period October 1937-July 1939, K.L.M. had established a flight route from Bandoeng to Amsterdam with a three times weekly service, but there was no regular air route across the Atlantic Ocean to the United States. So, letters from the Netherlands Indies designated as airmail were then carried by ship from Holland to New York. The airmail surcharge from the Netherlands Indies to the U.S.A. was 35 cents/5 grams, and consequently the total airmail rate was 50 cents/5 grams. If the letter was not required to be sent by airmail onward to the United States, the cost would be 30 cents/10 grams, and the total airmail rate 45 cents/10 grams.

On 20 May 1939, PAN AM opened a new air route from New York to Lisbon and Marseille (FAM 18). On 1 August 1939, the airmail surcharge for this connection to FAM 18 route rose to 55 cents, and the total airmail rate was 70 cents/5 grams.

On 3 September 1939, K.L.M. changed the destination of the Bandoeng-Amsterdam route to Naples, Italy due to the outbreak of WWII in Europe. Between Naples and Lisbon, mail was carried by surface. From the Dutch East Indies, it became very popular to send mail via this cheaper route, "by air to Europe and by ship to U.S.A.," 30 cents/10 grams, the total airmail rate 45 cents/10 grams.

On 10 May 1940, German troops invaded the Netherlands, and on 10 June 1940, Italy entered the war, thereby closing the Mediterranean to commercial flying, and causing K.L.M. to terminate the Bandoeng-Naples service. During this period (14, 20, 27 May and 3 June), K.L.M. flew scheduled flights from Bandoeng to Naples. After this period, FAM 14 via Hong Kong carried airmail to the U.S.A. The airmail surcharge for this route was 90 cents/5 grams, the total airmail rate 105 cents/5 grams. During this difficult time, there were frequent modifications in route schedules and rates.



"Per K.L.M. naar Holland," 35 cents postage plus "8 cents due" on arrival at G.P.O. New York. Date stamped Batavia Centrum (1-9-1939) to New York. It was a good idea to send mail first to Holland by airmail (20 cents) and then foreign surface letter rate (15 cents) to New York. The total rate is 35 cents.

Notice this letter was charged **40 centimes** postage due. According to UPU regulations the gold centime standard was used to calculate postage due amounts. It was the task of the *receiving* post office clerk to figure the correct amount due in local currency. The postal clerk thought 55 cents was the correct rate to U.S.A., so $(55 \text{ cents} - 35 \text{ cents}) \times 2 = 40 \text{ gold centimes} (= 8 \text{ cents U.S.})$.



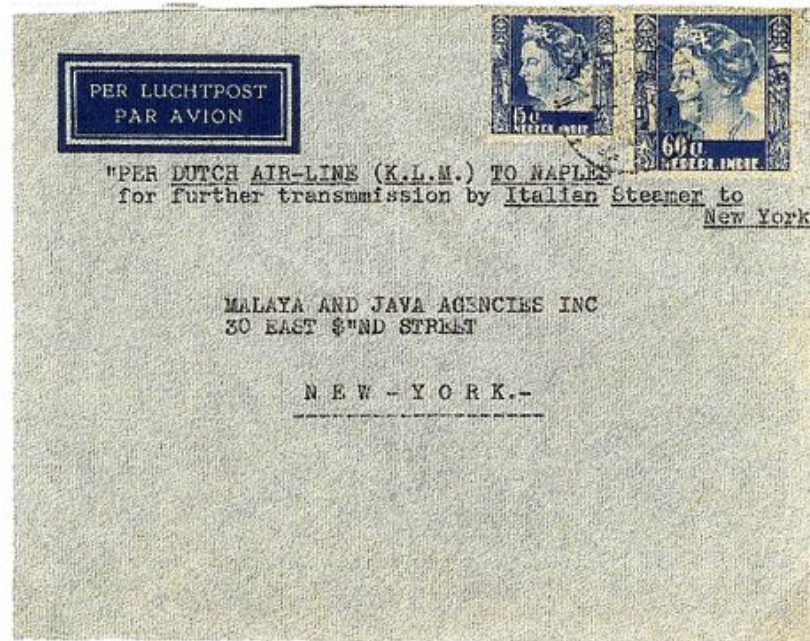
"By K.L.M. to Amsterdam," 45 cents (rate to Europe). Date stamped Batavia Centrum (11-9-1939) to Detroit. Airmail schedule protocols were invalidated by the "magenta cross stamp" through the blue PER LUCHTPOST/PAR AVION label at Amsterdam terminal. This letter, posted to Amsterdam by air and then forwarded on by ship to U.S.A., could be sent for 45 cents/10 grams. I wonder if this is the last letter with an Amsterdam invalidated mark.



“By K.L.M. to Amsterdam and in U.S.A.,” 50 cents (former rate). Date stamped Soerabaja (23-2-1940) to Chicago with 2 parallel magenta stripes through the blue PER LUCHPOST label, which invalidated airmail protocols at London. Mail between London and New York was carried by ship. Did this cover miss its K.L.M. flight and did Imperial Airways to London carry it?



“By K.L.M. to Amsterdam and thence per steamer in U.S.A.,” 75 cents (15 cents + 30 cents x 2). Date stamped Soerabaja (24-4-1940) to New York. Letter censored in Singapore with 2 black stripes through the blue PER LUCHTPOST label which invalidated airmail protocols at Marseille (receiving cancellation). I wonder why this cover has a Marseille receiving cancellation mark?



"PER DUTCH AIR-LINE (K.L.M.) to Naples for further transmission by Italian Steamer to New York," 75 cents. Date stamped Medan (2-5-1940) to New York. No censor mark. Could the Italian Steamer have carried this piece to New York?.....Perhaps, but not after Italy entered the war as their ships could not pass Gibraltar.



"By K.L.M. to Europe," 70 cents is the correct FAM 18 route rate. Date stamped Medan (25-5-1940) to San Francisco with censored mark "MILITAIRE CENSUR MEDAN." Maybe this is the last airmail to U.S.A. via Naples, and was censored in Calcutta again, not Singapore!



“No route given” 45 cents. Date stamped Bandoeng (18-5-1940) to New York. When the K.L.M. stopped their flights, Batavia post office hand stamped outgoing mail with “K.L.M. NIET TOEGELATEN” (inadmissible) and “Ret. Afz.” (returned to sender), then, the cover was re-mailed on 21-5-1940, censored in Batavia and Calcutta, and likely put on the last KLM flight to Naples along with the previous cover.



“No route given” 70 cents. Date stamped Makasser (5-7-1940) to New York, censored in Batavia and Singapore. This is the last letter with 70 cents applied, but what does T60 and IA mean? PAN AM (FAM 14) route, Tax due (105 cents-70 cents) x 2 = 70 cents? On 19-6-1940, Imperial Airways/BOAC opened The Horse Shoe route. Does I.A. mean this route? The receiving U.S. Post Office did not charge postage due tax.

According to T.H. Boyle, the airmail surcharge by Imperial Airways on its route from Netherlands Indies via London to USA, was 70 cents/5 grams, total airmail rate 85 cents from 1 August 1939 until September 1939.



"No route given." 85 cents. (by Imperial Airways). Date stamped Batavia Centrum (14-12-1939) to New York with 2 parallel magenta stripes through the blue PER LUCHTPOST label that invalidated airmail protocols at London. The letter was carried by ship from London to New York.



"Qantas." 95 cents. Batavia Centrum (1-12-1939) to Chicago.



"By I. A. (Imperial Airways)," 100 cents. Date stamped Padang (2-12-1939) to Universal City, California with 2 parallel magenta stripes through the blue PER LUCHTPOST label, which invalidated airmail protocols at London. The letter was carried by ship from London to New York.

When I started collecting Netherlands Indies stamps, I was surprised by how beautiful and well designed the Queen Wilhelmina stamps (NVPH nos. 274-289) were. Also, I wondered whom, and under what circumstances, would use such high value stamps (i.e. 5, 10, and 25 gld.).



Calculating the airmail letter rate from Batavia (25-09-1941) via Honolulu (13-10) to San Francisco (15-10) is easy, because the sender wrote its weight, 560 grams, on the

envelope. Foreign surface letter rate 15 cents/20 grams + 10 cents x (560-20)/20 grams =285 cents.

Airmail to U.S.A.	65 cents x (560/5 grams) = 7280 cents
Registered	20 cents
Total	7585 cents

Unfortunately, no 25 gld. stamps were applied to this envelope. Is this the largest stamp denomination issued? Would anyone care to show me other examples?



Cover with 2 x 30 cents and 10 cents date stamped Soerabaja 23-5-40 and censored in Singapore, K 31 and triangular 22.

KLM flights were suspended and cover was returned to sender.

“per Transpacific” (in red) and 35 cents were added and date stamped Soerabaja 17-8-40. Total 105 cents, 15 cents + 90 cents airmail fee via Hong Kong by PANAM flight FMA-14

Censored again in Singapore A 30 and framed

“PASSED BY CENSOR 150 SINGAPORE.”

Under the brown Singapore censor tape is a white Soerabaja tape
“DOOR CENSURE GEOPEND”

References:

F. J. van Beveren. *Introducing Combi-Mail –Aerpostal History*. Detail Topical Stamp Catalogues. 1997. 256 pgs.

T. H. Boyle, Jr. *Air Mail Operations During World War*. American Air Mail Society. 1998. pgs. 826-827.

J. Hintzen. Luchtpostgeschiedenis Afl. 50 Naples-Bandoeng v.v. in 1939-40, de Britse censuur. *De Aerophilatelist* September 2000, pg. 96.

M. Verkuil. Airmail connections from and to the Dutch East Indies during the period September 1939-February 1942. *Netherlands Philately*. Vol.21, No.1.

The Netherlands Indies Lux Soap Cards – An Update

By Stuart Leven

Various authors have provided information about these unique cards from their collections. M. Hardjasudarma published an article in the NPofC 25th Anniversary Yearbook in 1994 and S. Leven and W. Menuz summarized further findings in the ASNP Journal, *Netherlands Philately* 26 (2): January 2002. In response, R. Wheatley and J. Verschuur added their comments in *Netherlands Philately* 26 (3): May 2002. Presented here is a short summary from these articles followed by some new information.



Figure 1
*Front side of card 00805
with message in Dutch.*



Figure 2.
*Front side of a card 00806
with message in Indonesian.*

In 1933 the Unilever Company opened a soap factory in Batavia, which produced many brands of soap for use in the Netherlands East Indies, one of those being Lux Soap. Several years later the Company passed out pre-paid postal cards with female movie stars of the period pictured on them as an advertising stunt.

The cards were machine franked in red with an undated circular impression, "BANDOENG/HOOFDBESTUUR P.T.T.," (Central Post Office or P.T.T. Headquarters) in Bandoeng, Java, with a value of three and one half cents, which was the post card rate after May 1, 1937. These cards were ready to address and mail when passed out by the Unilever Company. This franking machine cancel was not used on any other postal items in the Netherlands East Indies.

The front side of the cards has the photograph of a movie star (eleven different) and each with a different message in either Dutch or Indonesian (Malay). The card's reverse was split to provide for message and address. The cards also came in two sizes: 144mm x 74 mm. with the message in Dutch, and 125 x 71 mm. with the message in Indonesian with only slight variances. On the message side in the upper left corner is a bilingual statement in Dutch that the cards can be used within the Netherlands Indies and to the Netherlands. However, on the Indonesian language cards, reference to the Netherlands was dropped.

A note appeared in the *Nederlandsch Maandblad Voor Philatelie*, May 1938, stating that Lever's Zeepfabrieken issued the cards. Dates recorded EDS 5/9/1938 and LDS is 26/12/1941. A card from Balikpapan shows the date of 12/3/43(error) then a second date 12/3/41 which is the same as the date line in the message.

It would appear the set had 11 entries as the cards each have a number on the picture side. Recorded cards are listed below:

Card Number	Actress	Dutch	Indonesian
00801	Loretta Young	X	X
00802	Miriam Hopkins		X
00803	Claudette Colbert	X	X
00804	Carole Lombard		X
00805	Grace Moore	X	
00806	Barbara Stanwyck		X
00807	Irene Dunne	X	X
00808	Jean Parker	X	
00809	Merel Oberon	X	
00810	Deanna Durbin	X	X
00811	Jean Muir	X	X

Card numbers 00812 and higher are not known and may not exist.

We now know that the franking machine used to make impressions on the cards came in two settings. The distance between town circle and the value tablet is 7 mm. on the narrow setting whereas the wide setting is 46 mm. All cards were franked in red. The wide setting is only known on cards in Dutch; and these are numbers 00803, 00809, and 00811.

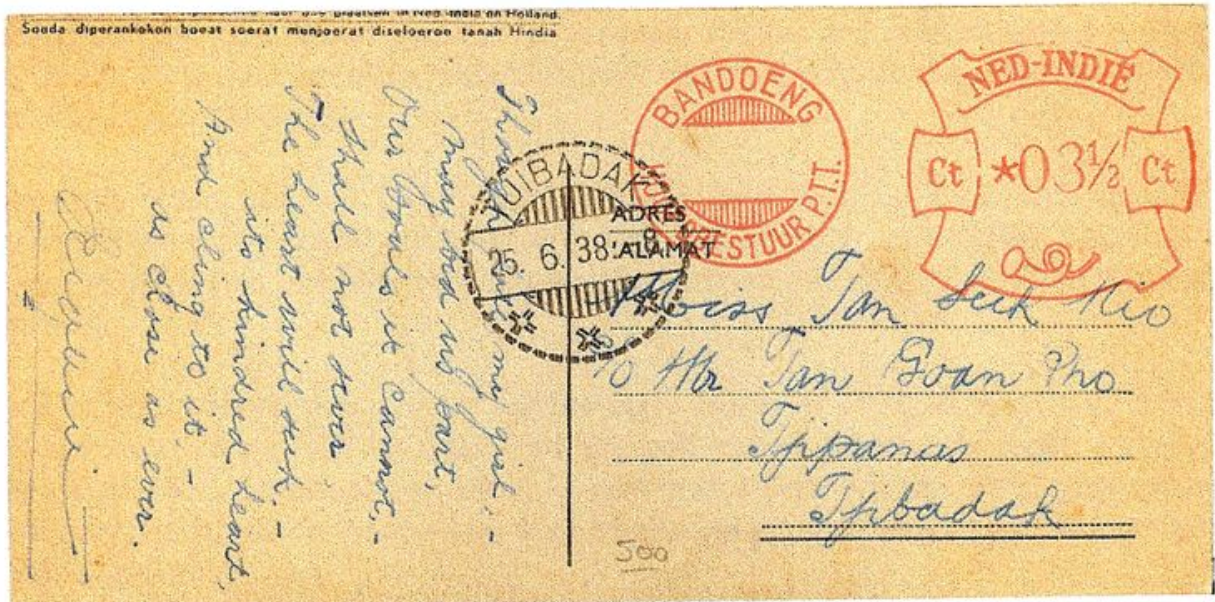


Figure 3 Reverse side of card 00805 with narrow setting.

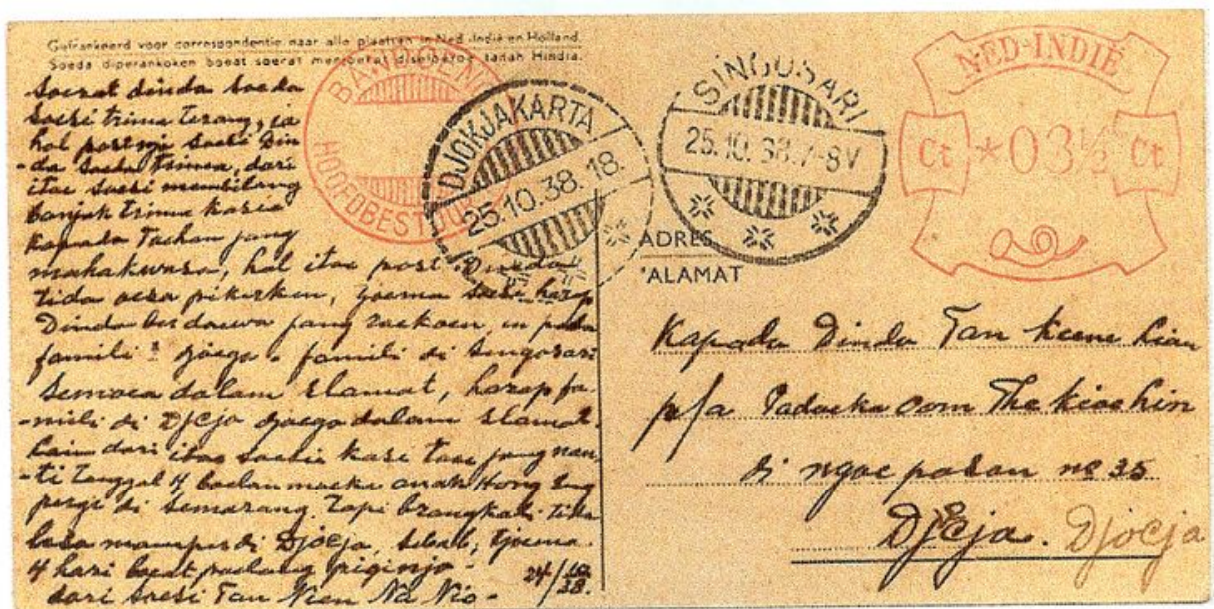


Figure 4 Reverse side of card 00811 with wide setting.

<http://www.filateli.net/>, <http://www.prangko.com/>, <http://www.berifil.com/>,
<http://www.stampsjapan.com/>

