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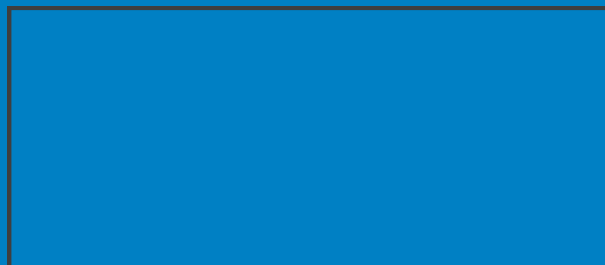
Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 49/4



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NETHERLANDS PHILATELY

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Editor's Message

March, 2025

Dear Fellow Collectors,

The current issue contains five articles, spanning the gamuth of Dutch philatelic interests, covering mail items from the motherland, and its (former) colonies in the West and East. One article is written by one of our newest members, Herjan van den Hengel. I hope that other recent members will follow in his footsteps!

By the way, it is not too late to submit a one-to-two page article about your favorite Dutch philatelic item for inclusion in our Jubilee issue; you will have time till early August.

While I am writing this, a second arctic blast of cold air is heading towards us, even though some trees are already sprouting new leaves and the azaleas have started to bloom. No snow is forecast this time, but we had a very rare, sizeable snow fall in January as seen on the picture of our patio at right.



Ben

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Advice to Authors

Please submit your text in MS Word, and indicate where each illustration belongs. Submit illustrations as full color scans (at 300 dpi or better). Contact the Magazine Editor in case of questions.

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LATE FEE Surinam.

by Hans Kremer

In ZWP # 187 (Dec. 2022) Jan van den Berg had a short article: "Suriname: LATE FEE". This reminded me of a similar cover I had seen on Ebay. It was a letter, also sent from Surinam, to Port of Spain, Trinidad sent on August 11, 1938 with a "LATE FEE" cachet on it.



Figure 1: Front (above) and reverse (at right) of cover mailed August 11, 1938, from Paramaribo, Surinam to Port of Spain, Trinidad.

Arriving in Trinidad the same day.

“Late Fee” cachets were applied to postal items, such as letters, that were dropped off after the announced pickup time of the mail for a particular flight or ship departure had passed. For an additional “late fee” the item could as yet be put on the particular flight or ship departure.

For Surinam this system took effect as per February 21, 1928.

The late fee rate was 5 cents if the postal item was presented not more than 2 hours late.

The type of “LATE FEE” cachet on the cover shown here (dimension: 29 x 6 mm), was used from April 18, 1933 through October 10, 1948. This is referred to as Type a in Refs #2. It comes in violet as well as in black. The 32 ½ franking applied to the front of the letter was paid for with a nearly complete set of the 1936 ‘Ship’ issue. The missing purple 7 ½ cent denomination is shown on the back of the cover.

The regular postage was 15 cent, the airmail surcharge 12 ½ cent and the Late Fee 5 cent, totaling 32 ½ cent. Correctly franked on the front of the envelope.

The back of the cover shows additional stamps totaling 57 12/ cent. The three Queen Wilhelmina stamps showing were also issued in 1936. I can’t explain the additional postage that was applied. Since the letter was flown by Pan American Airways it could represent their additional fee.

An announcement (a bit hard to read) in the Wednesday, August 10, 1938 Surinam newspaper “de West” (Figure 2) reads:

Luchtpostsluitingen

:

Gewone dienst, via Georgetown enz. des Donderdags postsluiting des voormiddags acht uur.

(Airmail Closing times. Normal service via Georgetown etc. on Thursdays. Mail closes at eight o’clock in the morning).

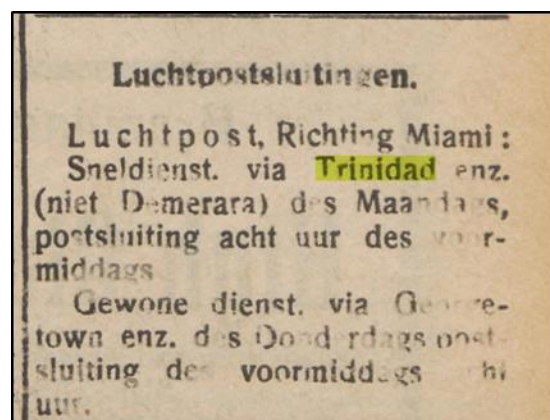


Figure 2: Announcement in “de West.”

We’ll have to conclude that the letter in question was delivered at the Paramaribo post office between 8. a.m. and 10 a.m.

Jan commented: In practice, we mainly encounter the ‘LATE FEE’ cachet in Surinam when company letters were sent by airmail.

Such was the case here.

Jan also sent me a scan of one of his illustrations (Figure 3), concerning a cover to the U.S.A. The rate for a letter of 0-20 gram was 12 ½ cent. Airmail surcharge (12½ cent per 5g) x 3 = 37½ cent, and Late Fee 5 cent, total 55 cent. The LATE FEE cachet is type b, 43 x 7 mm. The earliest known use was June 14, 1947, so, this should be considered an earlier known date.

The cover of Figure 1 was sent from Paramaribo’s BATA affiliate to the BATA affiliate in Port of Spain in Trinidad. When Dutch people hear the name BATA they very likely will say: “You mean the shoe company?” Yes, indeed.



Figure 3: Cover from Paramaribo to New York, USA.



Figure 4: Tomáš Baťa on a Czech stamp.

The T. & A. Baťa Shoe Company was founded on 21 September 1894 in the town of Zlín, in what is now the Czech Republic, by Tomáš Baťa (Figure 44), his brother Antonín and his sister Anna. The company employed 10 full-time employees with a fixed work schedule and a regular weekly wage.

In 1914, with the outbreak of WWI the company was significantly expanded due to military orders. From 1914 to 1918 the number of Baťa's employees increased ten fold.

In 1930 the BATA company exported 2,000 pairs of shoes to Surinam, increasing it to 94,000 pairs in 1938.

In 1932, at the age of 56, Tomáš Baťa died in a plane crash. At the time of Tomáš's death, the Baťa company employed 16,560 people, had 1,645 shops and 25 other enterprises.

Company policy initiated under Tomáš Baťa was to set up villages around the factories for housing the workers and also to supply schools and welfare. One of these villages was Batadorp in the Netherlands. It is located in the Southern part of the Netherlands near the town of Best

The Batadorp factory was built in 1933. Bata built a town of 130 homes, separated from the center of Best by a canal, along with schools, medical services and a hairdressers'. It had its own post office. A short bar and a town name cancel (Best - Batafabrieken) were being used starting in 1938 (Figure 5).

From the 1960s shoe production was moved to low-wage countries and Batadorp was sold in 1978 to the municipality of Best.



Figure 5: Short bar cancel used by the Bata company in Best, The Netherlands.

References

Van den Berg, Jan, Suriname Late Fee, Studiegroep ZWP, Vol. 187, December 2022

https://en.wikipedia.org/wiki/Bata_Corporation

The Netherlands Antilles, Early Mail 1697 – 1879, Part 8

by Deo van Wijk[†]

Paris, France

10. British Royal Mail Steam
Packet Co. 1842 - 1885

'24' Décimes Due
'39' Décimes Due



Curaçao 22 March 1870 to Paris, France. Stamped 23 mm 'CURAÇAO 23/3 1870' in black ink and with French 'POSS NEERL. / AMB.CALAIS C / 14 AVRIL 70'. Backstamped Paris 14 SEPT 73 reception mark.

Red crayon '2' double rate Curaçao, French handstamp '24' = 240 centimes = 24 décimes due from addressee.



Curaçao 21 August 1873 to Paris, France. Stamped 23 mm 'CURAÇAO 21/8 1873' in black ink and with French 'POSS NEERL. / AMB.CALAIS A / 14 SEPT. 73'. Backstamped Paris 14 SEPT 73 reception mark.

Red crayon '2' double rate Curaçao, French '3' third weight class 3x 130 centimes for letters between 15 and 22½ gram, each weight step 7½ gram. Manuscript due '39' = 390 centimes = 39 décimes, for each 7½ wigtje the rate was equal to 60 cents.



Curaçao 7 September 1875 to Malaga, Spain. Stamped 23 mm 'CURAÇAO 7/9 1875' with straight line mark 'FRANCO' and 'PP' (Port payé jusqu'à port) in black, with French 'POSS NEERL. / AMB.CAL-AIS - / 2 OCT 75' with day/month/year inverted and in Spain rated due '4R' reis red ink. Backstamped 'PARIS / ETRANGER / 3 OCT 75' and reception cds 'MALAGA (6) / 8 OCT 75'.

Sent the 21 July with Dutch Packet 'SARAH' by captain van Grieken to St. Thomas with the mail for Europe for further transport with RMSPC 'NILE' from St. Thomas 18 September and arriving 1 October in Plymouth.

1. Hamburg, Germany
2. Paris, France

11. Hamburg Amerika Packetfahrt
Aktien Gesellschaft HAPAG, 1874 - 1879

Unpaid Letters



Maracaibo, Venezuela via Curaçao 26 August 1874 to Hamburg, Germany. Stamped 'CURAÇAO 26/8 1874' in black ink, backstamped 'AUS WESTINDIEN P. HAMBURG.DAMPFER / ÜBER CÖLN / 9' and horseshoe mark 'HAMBURG 16 SEPTBR. 74 2-3N'. Sent with HAPAG steamer via Cherbourg, Paris and Cologne to Hamburg. Rate manuscripts '1/4' and '3' blue crayon.



Curaçao 22 March 1879 to Paris, France. Stamped with UNRECORDED 27 mm 2-ring postmark in blue ink 'CURAÇAO 22/3 79' and due mark 'T' in black ink, backstamped 'AUS WESTINDIEN P. HAMBURG.DAMPFER / ÜBER CÖLN / 18.4 / 5' and arriving in Cherbourg in closed mail via Cologne. French blue due mark '5' décimes.

Other Mail Services via the West Indies to USA

In order to exchange mail to other locations not serviced by regular mail contracts, these letters were either privately conveyed through local forwarding agents to it's destinations, frequently via St. Thomas, DWI.

THE ONLY RECORDED PRE-STAMP 19TH CENTURY LETTER FROM ST. EUSTATIUS

St. Eustatius 3 November 1852 to New York, NY, USA. Privately sent to the forwarding agent in St. Thomas, who received the letter and stamped 'FORWARDED BY / HENRY DEGETAU & CO. / ST. THOMAS 19/11 Loop' and with a forwarded through 'FOREIGN LETTER OFFICE / ST. THOMAS' cachet, a private postal operation organized by merchants to receive and forward mail, then sent to Philadelphia, and landed and stamped 'SHIP', 'PHILADELPHIA DEC 7 PA.', rated '7' cents as SHIP letter.



Curaçao 7 July 1850 to New York, NY, USA. By private ship from Curaçao to New York and on arrival charged '6' cents arriving by SHIP.



Curaçao 29 February 1860 to New York, NY, New York. By private ship from Curaçao to New York, with New York agent's cachet stamped on front 'DOVALE & CO. / NEW YORK'. Delivered directly to the addressee outside of the regular postal service.

Maracaibo 13 August 1873, via Curaçao to New York, NY, New York. By ship to Curaçao and forwarded by agent 'JAMES & HENRY JONES / COMMISSIONISTAS CURAÇAO' cachet stamped on front.

Landed in New York and stamped 'NEW YORK SHIP LETTER / SEP 18 / 4' charged 4 cents ship letter rate.



Cucuta in Colombia 22 May 1874 via Curaçao to New York, NY, New York. By ship to Curaçao and forwarded by agent 'A. M. DE GURUCEAGA / CURAÇAO' cachet backstamped.

Landed in New York and stamped 'NEW YORK / U.S. CURRENCY / JUN 26 DUE 10' charged 10 cents steamer rate.



Cucuta, Colombia via Venezuela

An earlier remarkable recovery from the Cengalo Glacier.

by Julian van Beveren

In the last issue of the journal we were treated by our Editor to an example of airmail from this remarkable discovery of mail bags of the crashed Junkers Ju 52 – D-AVFB on its flight outbound from Frankfurt am Main airport to Milan on 1st October 1938. In addition to the mail bag that had been found by a passing mountaineer guide on October 5, 1954, there was the initial discovery which had come to light some two years earlier on the same glacier on 14th July 1952. Airmailed letters from these bags were returned by the Dutch PTT to the senders with explanatory letters from them having received the notification from the Swiss postal authority of these lost mails. We saw a copy of the advisory letter dated 12th January 1955 accompanying the additional lost and found airmail and can show here a copy of an example of the earlier enclosed explanatory PTT letter of the 25th July 1952, translated from the Dutch together with the Philips cover returned.

As Ben pointed out there were some five similar letters sent out by the Dutch PTT on receiving the advice of these long interrupted airmails from the Swiss post office. Figure 1 shows one such letter, that accompanied the cover shown in Figure 2.

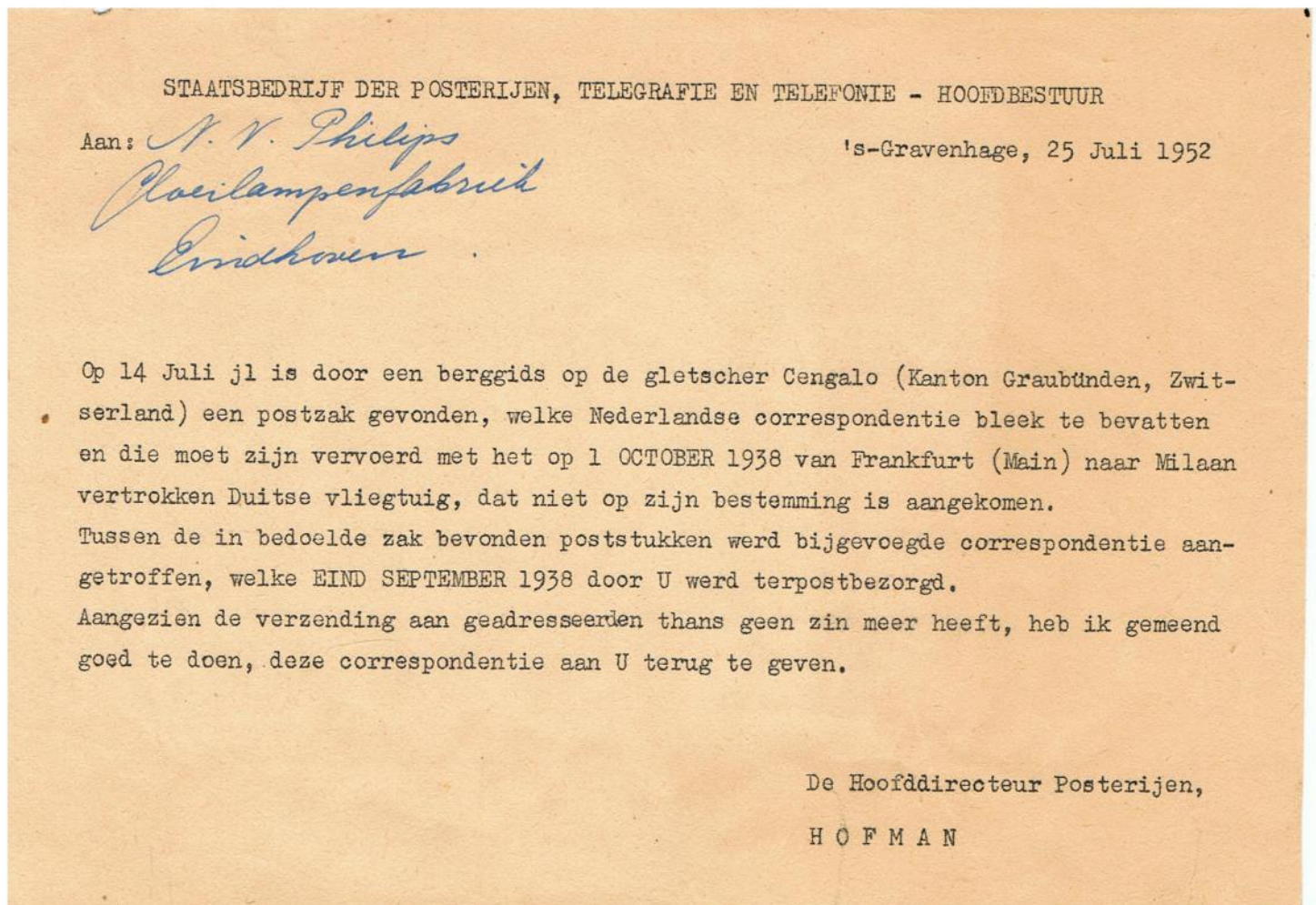


Figure 1: Explanatory stencilled letter from the Dutch PTT accompanying the cover shown in Figure 2.

Translated, the letter reads:
State Post, Telegraphy and Telephone Company - Main Board

To: *N.V. Philips*
Gloeilampenfabrieken
Eindhoven

s' Gravenhage 25th July 1952

On the 14th July mail salvaged from the glacier "Cengalo" (Kanton Graubünden, Switzerland) was found in a postbag. Some Dutch correspondence containing faded post being transported on 1st October 1938 from Frankfurt (Main) to Milan by German aircraft which failed to reach its destination was inside. Among the postbag in question there was some post which was posted by your company at the end of September 1938. As you will appreciate there is little point now in forwarding these letters and in the circumstances am returning the correspondence back to you,

Chief Director of Posts,
HOFMAN.

The cover returned to the Philips company (maker of incandescent lamps) is depicted in Figure 2.



Figure 2: Returned air-mail cover.

As usual, the red inked franking machine "103" was applied to the mail, however as the single postal rate was 2½ cents short paid, the letter would have been sent to Cologne by rail and then O.A.T, (Onward Air Transmission) from Frankfurt to Milan, with DLH, JU-52 D-AVFB "Otto von Beaulieu - Marconay."

ASNP Treasurer's report over 2024.

Starting Balance	1-1-2024	\$ 12,685.59		
	<u>In</u>		<u>Out</u>	
	Dues	\$ 472.75	Magazine	\$ 1,016.28
	Ads	\$ 947.75		
	Donations	\$ 565.38		
	Total In	\$ 1985.88	Total Out	\$ 1,016.28
	Gain	\$ 969.60		
Ending Balance	12-31-2024	\$ 13,655.19		

12-31-2024 Assets: Total Account (including \$ 8,000 CD) \$ 13,655.19

Regular members 134 (2 hardcopy only, 8 e-version and hardcopy), plus 7 NPC (Netherlands Philatelic Circle) members. Four free-hardcopies to: APRL Library, WP Library, Royal Philatelic Soc., and the Bonds bureau.

We had a gain for the year of \$ 969.60

Since the end balance is \$ 13,655.19 we have a healthy cushion.

The \$ 947.75 income from the advertisers (thanks to Advertising Manager Meindert Mossels' diligence) accounted for most of the income. Please consider our generous advertisers when dealing with philatelic matters.

Although we are very grateful to those members who sent in donations, there is no dire need of more income (we have a \$13,655.19 bank balance).

On January 17, 2023 we invested in an \$ 8,000 12 months CD with a 4.15% interest rate. The total as per January 17, 2024 of \$ 8,332.29 was reinvested in a 5.25 % 7 month CD, and on August 21, 2024 the \$ 8,588.19 was reinvested at 4.65% for six months. CD balance on 12/31/2024 was \$ 8,731.76.

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If anybody would like to comment or has questions please contact me (hkremer@usa.net) or write to Hans Kremer, 14 Jolie Ln., Walnut Creek, CA 94597, U.S.A.

New Member.

Our newest member is David Giles, from Ottawa, Canada. He collects the Netherlands Indies and New Guinea, and its independent successor Indonesia, including the Japanese occupation of the N.I., the UNTEA period, and faults/color/perforation varieties.

The Do-X's visit to Suriname.

by Herjan van den Hengel

Introduction

The Dornier Do-X, commonly referred to as the Do-X, was a remarkable luxurious German flying boat from the early 1930s, widely regarded as the biggest plane of its era. With a length of 40 meters and powered by 12 Siemens Jupiter 9 cylinder motors of 525 hp each (the motors were later replaced by Curtiss-Wright 12 cylinder motors of 610 hp each), it was unseen for that time.

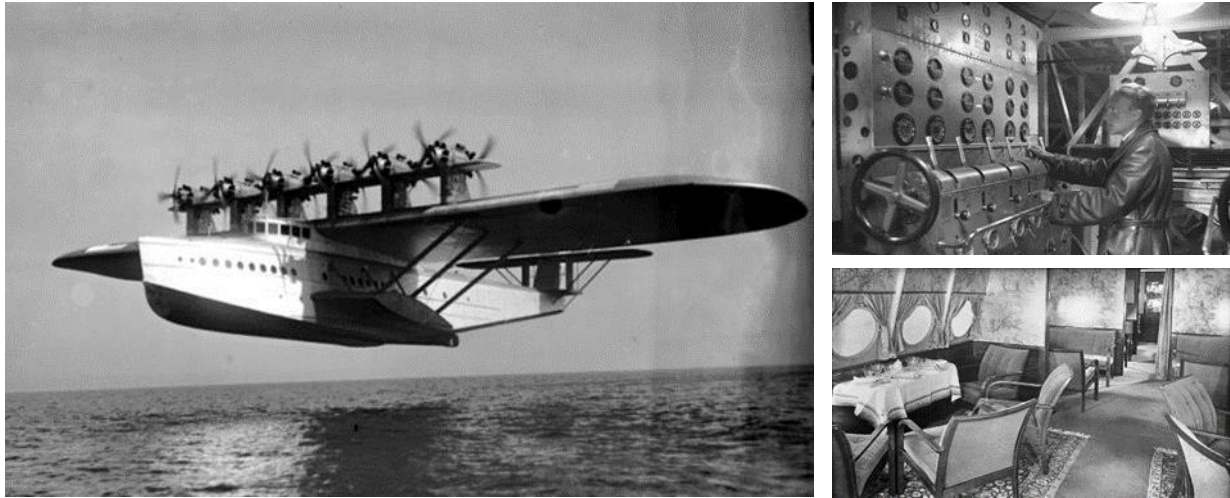


Figure 1: Do-X flying over water (left), the engine control center (upper right) and the dining room (lower right).

On its 70th test flight on October 21st, 1929 there were 169 people on board of which 150 were passengers. The flight set a new world record for the number of people carried on a single flight, a record that would stand for 20 years.

In 1930, the Do-X embarked on a historic promotional flight around the world, aimed at showcasing the impressive capabilities of this massive flying boat and illustrating the potential for long-distance air travel. This ambitious world tour spanned nearly two years, during which the Do-X visited various South American countries, including Suriname.

Arrival in Suriname

The Dornier Do-X arrived in Paramaribo on August 18th, 1931. A delay of approximately 10 days occurred in Belem due to a defect in one of its twelve engines. Nevertheless, the Do-X overcame this setback and successfully completed its journey by landing on the Suriname River, located just outside Paramaribo.

The arrival of the Do-X on the Suriname River was a historic moment, marked by a ceremonial welcome from the Governor of Suriname and his staff. The Governor himself attended the reception, extending his warm hospitality to the aircraft's crew.



Figure 3: The Do-X in the Paramaribo river.

This grand reception not only highlighted the importance of the Do-X's visit to Suriname but also underscored the event's significance in the realms of aviation and diplomacy.

Mercury head with Do-X overprint

To commemorate the visit of the Do-X to Paramaribo, the Dutch Postal Services (PTT) introduced a special Do-X overprint in black and red on the existing series of Suriname “Mercuriuskop” (Mercury head) airmail stamps (LP1-LP7) from 1930. These overprinted stamps were issued on August 8th, 1931 and withdrawn on August 19th, 1931.



Figure 3: Overprinted airmail stamps from Suriname.

A total of 4,200 complete series were printed and were exclusively authorized for use on mail sent via the Do-X aircraft during its stay in Paramaribo. After the Do-X departed, all remaining unused series were destroyed by incineration. The number of stamps sold are: 5,272 for LP1, 5,193 for LP2, 5172 for LP10, 4,736 for LP11, 4,278 for LP12, 4,206 for LP13 and 4,200 for LP14.

Do-X overprint with print errors

As is the case with many of the Suriname surcharged stamps, numerous errors have been documented. The most prevalent errors include the absence of a dot after "Do" in positions 41 and 91 (only 84 series), as well as instances where the letters "D" and "O" are open. In Figure 4, an exceptionally rare combination is featured, showcasing the absence of a dot after "Do" (position 91) and the presence of an open "D and O" (position 92).



Figure 4: Pair of LP4 stamps, one with missing dot (position 91) and the other with open D and O (position 92).

Furthermore, the LP8 (10-cent) and LP11 (40-cent) denominations have been identified with double printing, a variation known as ‘trilprint,’ which is scarce. The LP11fa stamp displayed in Figure 5 was featured in Rietdijk's 2021 auction.



Figure 5: LP11 with double printing (source: Rietdijk Auction).

Another known error on the LP8 and LP11 stamps is that part of the overprint is either missing or doubled. This missing overprint is often observed on pairs of stamps, as shown in Figure 6, while the double overprint typically appears on single stamps (Figure 7).



Figure 6: Partially missing overprint.



Figure 7: Double overprint.

Do-X special cancels

The letters sent aboard the Do-X were marked with unique Do-X cancels featuring dates of August 10th, August 17th, or August 18th, all imprinted in black ink (Figure 8). There is a printer error known where the 8 of August is printed as a 3.

Additionally, a violet ink Pan American Airways conformation cancel (Figure 9) was applied to validate the dispatch of these special letters. Covers without a violet confirmation stamp are extremely scarce.



Figure 8: Special Do-X cancel
18.8.1931.



Figure 9: Confirmation cancel Pan
American Airways.

Do-X letters

Approximately 3,124 letters were transported on the Do-X during its stay in Suriname, all affixed with the special Do-X stamps. These letters were primarily destined for various locations, with the highest numbers being sent to the Netherlands (902), Port of Spain (701), Curacao (681), and North America (651). Less common destinations included Puerto Rico (115), Cuba (72), Antigua (51), Germany (22), and Georgetown (3), as documented in the catalogue by Harms.

Out of these letters, a total of 989 bore the complete set of Do-X stamps, while only one known letter was sent via the Do-X without the use of these special stamps.

Over the years, I have discovered additional destinations such as the Dominican Republic, Venezuela, Haiti, the Dutch East Indies, and England. These destinations are not mentioned in the Harms catalog.

Examples of rare covers flown with the Do-X are shown next.

San Juan, Puerto Rico

The cover shown in Figure 10 bears a 3.95 Gld franking and is addressed to San Juan, Puerto Rico.

Notably, the stamps LP9 and LP12 have an print error with an open D and O.

A total of 115 covers were flown to Puerto Rico and out of those, only 5 covers have the complete stamp series.

Figure 10: Cover to Puerto Rico.



Zittau, Germany



The cover shown in Figure 11 bears a 0.55 ct franking and is addressed to Zittau, Germany.

The cover is sent by Horst Merz, pilot of the Do-X and addressed to his wife, Frau Hilde Metz.

On August 19th, 1931, the cover was flown via New York and continued by boat to Germany. The cover did not receive an arrival stamp in Zittau.

Only 22 covers to Germany are known to exist.

Figure 11: Cover to Zittau, Germany.

St. Johns, Antigua

This cover (Figure 12) is addressed to St. Johns, Antigua, and it features a 40-cent franking. Notably, both LP8 stamps on the cover showing shifted overprints.

Fifty-one covers were flown to Antigua, and only two with the complete stamp series are known to exist.



Figure 12: Cover to St. John's, Antigua.

Wuppertal-Elberfeld, Germany

The cover presented in Figure 13 bears a 3.95 Gld franking and is addressed to Wuppertal-Elberfeld, Germany.

This cover to Germany was also sent via New York and by boat to Germany. No arrival stamps were issued.

The cover is missing the violet confirmation stamp from Pan American Airlines, a rarity.

Only four covers with the complete stamp series, flown to Germany, are known to exist.



Figure 13: Cover to Germany.

Santo Domingo, Dominican Republic

The cover (Figure 14), addressed to Santo Domingo, Dominican Republic, bears the complete set of Do-X stamps with a 3.95 Gld franking.

It was flown to Port of Spain, Trinidad, on August 19th and continued by boat to Santo Domingo, arriving on September 8th, 1931.

To my knowledge, only two such covers to the Dominican Republic are known to exist.



Figure 14: Cover to the Dominican Republic.

Georgetown, Demerara



Figure 15: Cover to Demerara.

Figure 15 presents a cover addressed to Georgetown, Demerara, bearing a 0.30 ct franking.

On August 19th, 1931, the cover was flown to Port of Spain (Trinidad) and continued by boat to Georgetown.

Only three covers to Georgetown are known, and only one with the complete stamp series.

Sources

Harms, G., Do-X Luftpost Katalog, 3rd edition, 1981

Erfmann, W.K. and Stuit, E.B., Posthistorie van het Rijksdeel Suriname, Volume 1 & 2

Riddell, J.D., Suriname: A postal history

Numerous auction websites, books, catalogs

Examples of covers (my own collection of Do-X flights)

The Dutch East Indies postal agencies in Penang and Singapore (1878 -1921).

by Hans Kremer

The postal card shown in Figure 1 was dropped off at the Pontianak (Borneo) post office on December 2, 1885. On December 5, in Singapore at the D.E.I postal agency it received the small round NED · IND · SINGAPORE / 5/12/1885 marker. The postal card then went to Naples (NED:INDIE / over NAPELS) where it was taken of the ship and transported by train to Utrecht in the Netherlands, arriving there on January 3, 1886, 32 days after its departure from Pontianak. There were no postal markings on the back of the card.

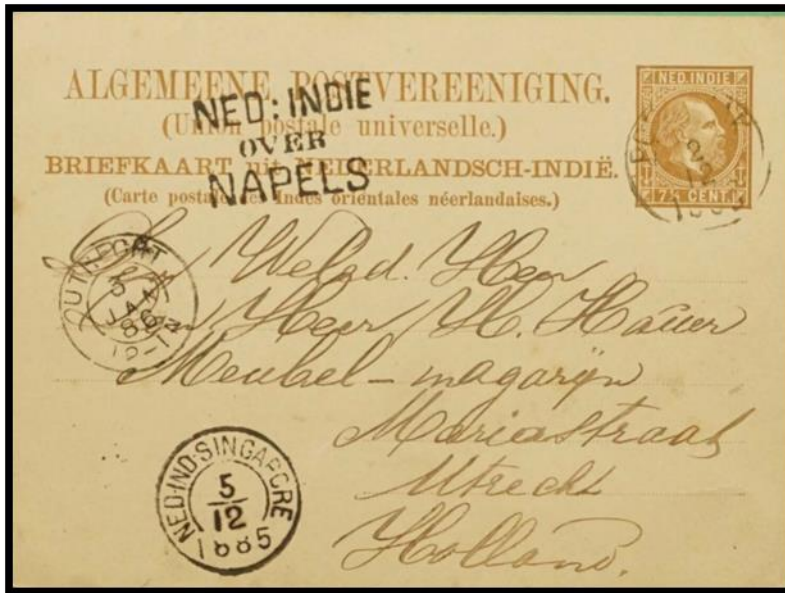


Figure 1: Postcard from Borneo, December 2, 1885, to Utrecht, The Netherlands.

When I came across this postal card it reminded me of articles [1,2] I had read some years ago. The majority of information in this article is based on those two references. I also found a publication [3] that gives detailed information about the packet boats operating in the Dutch East Indies in 1885.

A bit of history.

Mail between the Dutch East Indies and the Netherlands and vice versa, was first transported on ships going around Cape of Good Hope, later on one could use the overland mail option from Alexandria across Egypt to Suez (1835, by train after 1868). In the meantime the Suez Canal (Port Saïd to Suez) was opened 1869. However, the canal was dark at night, narrow and shallow, thus it was not until 1888 that the first mail was transported through the Canal when those problems were solved.

Mail from the Netherlands direct to Batavia could be sent with the Stoomvaartmaatschappij Nederland (Ymuiden/Amsterdam -Batavia) and the Rotterdamsche Lloyd (Rotterdam – Batavia). A lot of mail however was transported from the Netherlands to Singapore through France on French (Messageries Maritimes) ships and especially through England with the P. & O. Line. After arrival in Singapore transportation to Batavia was irregular and sometimes subject to piracy. In 1844 a regular, Dutch controlled, service was set up to handle the mail between Singapore and Batavia. By first using ships of the Dutch Marine, piracy ended. Later regular mail ships were used.

In order to better organize the transfer of mail between Batavia and Singapore in 1878 Dutch East Indies postal agencies were established in Penang and Singapore (both located in the British Straits Settlements), see the map in Figure 2.



Figure 2: Map of the British Straits area.

How did the postal card shown here make it from Pontianak to Singapore? Reference 3 lists the steamboat services between Singapore and ‘our colonies’ in 1885. It says: “Between Singapore and Pontianak and vice-versa:
The British steamers » Pontianak,” » Ban What Soon” and » Ban What Hin” via Billiton; every ship making the trip once every ten days.
The Nederlandsch-Indische steamer » Sri Sintang” once every ten days”.

I checked on Delpher.nl (Website containing historical newspapers and publications) but could not match any of these ships with proper dates Pontianak December 2, 1885, and/or Singapore December 5, 1885.

I had better luck identifying the ship that transported the postal card from Singapore to Naples. Newspapers mention that the “PEI HO” would leave Singapore on December 6, 1885 on its way to Naples (Figure 3). It arrived in Naples (on its way to Marseille) on December 30, 1885 (Figure 4). Those dates match nicely with the Utrecht arrival date of January 3, 1886 (Figure 1). A picture of the ship is shown in Figure 5.

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Messageries Maritimes.			
De eerstvolgende vertrek datums zijn:			
Van BATAVIA:		Van SINGAPORE:	
Dec.	per GODAVERY	± 8 Dec.	per PEI HO.
"	"	" 20	" MELBOURNE
"	"	" 8 Jan.	" IRAOUADDY.
Jan.	"	" 17	" NATAL.
"	"	" 31	" YANG TSE.
Feb.	"	" 14 Feb.	" ANADYR.
"	"	" 28	" DJEMNAH.
Maart	"	" 14 Maart	" OXUS.
"	"	" 28	" SAGHALIN.
De passagiegelden naar Napels of Marseille inclusief in en andere dranken zijn als volgt:			
voor Gewone Passagiers: Voor Gouvts. Passagiers:			
1e klasse	f 825.—		f 750.—
2e	" 660.—		" 600.—
3e	" 330.—		" 300.—
Bedienden	" 165.—		" 165.—
Retour biljetten tegen verminderden prijs.			

Figure 3: Sailing schedule.

Napels. Aangek.:
30 Dec.
Pei Ho, S., Jap. n Marseille

Figure 4: Arrival notice.

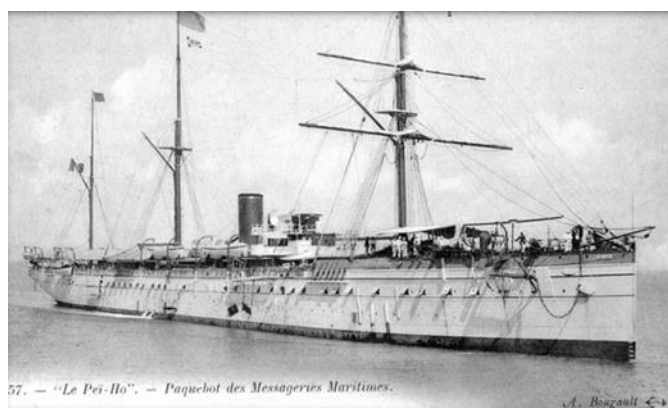


Figure 5: The “Pei Ho.”

At the request of the British Postal Service the Singapore and Penang D.E.I postal agencies were closed as per January 1, 1921.

If anybody has comments, other ideas etc. I would love to hear from him/her (hkremmer@usa.net).

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Recent Issues



Bourse Stamps: Oudejaarsbeurs 3 December 28, 2024

On the occasion of the Old Years' Stamp Bourse ('Oudejaarsbeurs'), PostNL issued a sheet with three stamps depicting traditions around New Year's Eve: counting down to 12 midnight, the conference by Wim Kan, and admiring the firework.

See also <https://www.postzegelblog.nl/>

The Year of the Snake

January 1, 2025

According to the Chinese calendar, is 2025 the year of the snake, the sixth animal in the twelve-year cycle of the Chinese zodiac.



Experience Nature: Birds from Sint Eustatius

January 2, 2025

The sheet with 10 different stamps depicts birds in their natural habitat on Sint Eustatius.

Amsterdam 750 Years

January 2, 2025

The capital of the Netherlands celebrates her 750th birthday onw whole year, from October 27, 2024 through October 27, 2025. The five stamps on the sheet show present five different varieties of the number 750, in the form of a wavy continuous ribbon.



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| ☐ Netherlands New Guinea | ☐ Stationery and covers | ☐ Fieldpost |
| ☐ Surinam | ☐ Revenues and railroads | ☐ EO-Philately |
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