

THE BRITISH AND DUTCH IN SOUTH-EAST ASIA



A DISPLAY GIVEN TO THE ROYAL PHILATELIC SOCIETY LONDON
ON 10 MARCH 2011 BY
IAIN DYCE FRPSL AND JOHN W. JACKSON FRPSL



THE BRITISH AND DUTCH IN SOUTH-EAST ASIA

A DISPLAY GIVEN TO
THE ROYAL PHILATELIC SOCIETY LONDON
ON 10 MARCH 2011 BY
IAIN DYCE FRPSL AND JOHN W. JACKSON FRPSL

PUBLISHED BY THE AUTHORS

© IAIN DYCE AND JOHN W. JACKSON 2011
FIRST PUBLISHED 2011

All rights reserved

No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording or otherwise, without the prior written permission of the publisher

DESIGN AND TYPESETTING BY
MIKE JACKSON PUBLICATIONS
www.mjpublications.com

Set in Bitstream Humanist 777 Light using Corel Ventura 8

Printed on 115 g.s.m. ArjoWiggins Chromomat
which meets ISO 9706 requirements for permanence of paper

PRINTED IN THE UK BY
HOBBS THE PRINTERS LIMITED
BRUNEL ROAD, TOTTON, HAMPSHIRE, SO40 3WX
www.hobbs.uk.com

ARRANGEMENT OF THE FRAMES

See page

THE BRITISH IN SOUTH-EAST ASIA by *Iain Dyce FRPSL*

INTRODUCTION	1
FRAMES 1–3	PENANG — Indian administration 3
FRAMES 4 & 5	SINGAPORE — Indian administration 4
FRAMES 6–8	STRAITS SETTLEMENTS — 19th century
FRAME 9	FORWARDING AGENTS 5
FRAME 10	OPIUM WAR, CONSIGNEES LETTERS
FRAME 11	MARINE SORTERS, NAVAL MAIL 6
FRAME 12	LETTERS FROM BENCOOLEN AND JAVA
FRAME 13	STRAITS SETTLEMENTS used in other administrations
FRAMES 14–16	PENINSULAR MALAYA 7
	WAR IN MALAYA 1939–1942:
FRAMES 17–19	Civilian Mail 8
FRAMES 20 & 21	Wartime Airmails 9
FRAMES 22 & 23	British Military Mail 10
FRAME 24	Australian Military Mail
FRAMES 25 & 26	Indian Army Mail 11
FRAME 27	Conflict and End

THE DUTCH IN SOUTH-EAST ASIA by *John W. Jackson FRPSL*

INTRODUCTION	13
FRAME 28	NETHERLANDS EAST INDIES AND THE IMPORTANCE OF SINGAPORE. 15
FRAMES 29 & 30	NETHERLANDS INDIES POSTAGENTS IN PENANG AND SINGAPORE. 16
FRAMES 31 & 32	STOOMVAART MAATSCHAPPIJ NEDERLAND. 17
FRAMES 33 & 34	STOOMVAART MAATSCHAPPIJ ROTTERDAMSCH LLOYD 18
FRAMES 35 & 36	KONINKLIJKE PAKETVAART MAATSCHAPPIJ. 19
FRAMES 37 & 38	NETHERLANDS INDIES–NETHERLANDS AIRMAILS 1920–1939. 20
FRAMES 39 & 40	RAILWAY TRAVELLING POST OFFICES 21
FRAMES 41 & 42	MILITARY MAIL 22
FRAMES 43 & 44	PREMIUM MAIL SERVICES 23
FRAMES 45–47	WORLD WAR II AIRMAILS. 24
FRAMES 48 & 49	INTERNEES AND PRISONERS OF WAR 1940–1945 25
FRAMES 50 & 51	THE NETHERLANDS GEZAG 26
AND FINALLY . . . FRAME 52	27
SELECT BIBLIOGRAPHY	28

IAIN DYCE



A collector from an early age, Iain's introduction to more serious stamp collecting started with joining, as a junior member, the Stirling Philatelic Society. The family had returned to Scotland from Australia where they had spent the war years after the fall of Singapore.

After qualifying as an architect, he moved to Glasgow to work and joined the Caledonian Philatelic Society, and while there was introduced to serious Straits Settlements philately by Charles Taylor, who, in 1977 with Tommy Trail, sponsored his membership of the Royal Philatelic Society London. He became a fellow in 1991. Iain has been a member of the Malaya Study Group for many years and is a member of the Society of Postal Historians.

Age is curbing Iain's life-time passion for mountains but he can still happily travel to some of the more exotic places. He paints, and with John annually seeks out some of the more obscure vintages of France.

JOHN JACKSON



John started as a keen stamp collector as a youngster, and in 1965 at the age of sixteen he joined the Leicester Philatelic Society, where he was introduced to the wider world of philately through the displays given by many famous philatelists of the day. Membership of the Pacific Islands Study Circle followed in the next year and he has never really looked back. He joined the Royal Philatelic Society London in 1980 and has been a Fellow since 1991.

He is currently a member of its Council and also serves on the Library Committee. Apart from holding office in local societies, he has served as President of the Netherlands Philatelic Circle and as Secretary, President and Chairman of the Society of Postal Historians, of which he is also a Fellow.

Having taken early retirement from a clearing bank some years ago, he seems now to have even less time to pursue not only his philatelic interests, but also walking and the sourcing of interesting French wines.

THE BRITISH IN SOUTH-EAST ASIA

By *Iain Dyce FRPSL*

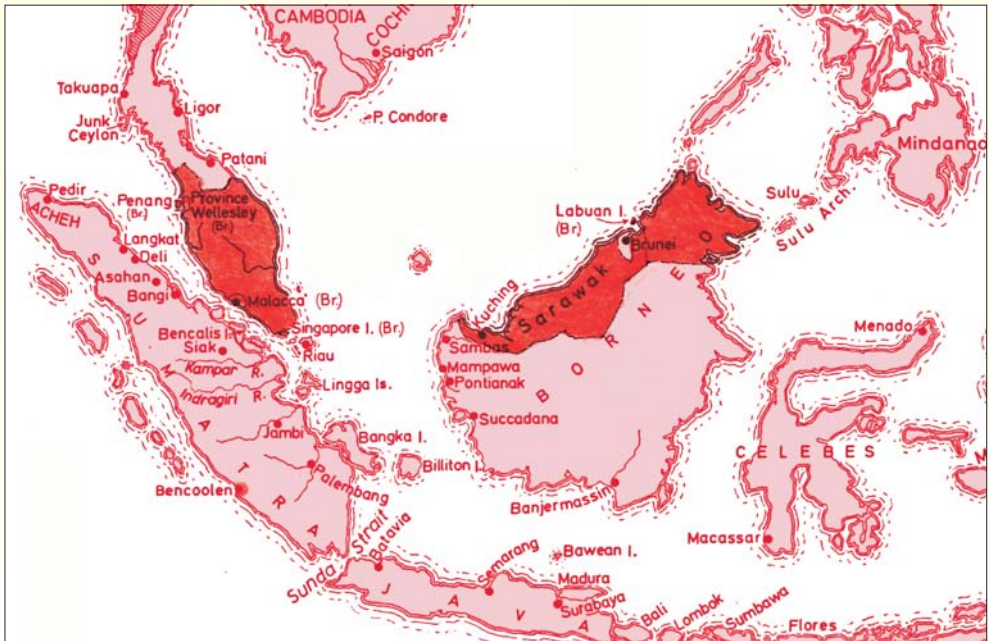
INTRODUCTION

Of the major European powers, England was the third to venture across the Indian Ocean in the search for wealth in the spice trade. The Portuguese had rounded the Cape of Good Hope and taken Malacca in 1511. The Dutch by the end of the century had a large and expanding presence among the Spice Islands and were successfully challenging the Portuguese.

Queen Elizabeth granted the first charter to the East India Company in 1600 and the first expedition arrived in the East two years later.

The East India Company struggled to compete with the Dutch who were more powerful and aggressively pursued a monopoly over the spice trade. The factories tended to be short lived and they failed to develop a centre of any commercial or strategic importance.

India was found to be more favourable and their endeavours were relocated to Bombay, Bengal and Madras. When the British returned to South East Asia it was for strategic reasons rather than trade. The Coromandel coast of India, facing the Bay of Bengal did not have any good natural harbour and during the period of the north east monsoon was subject to severe storms. During this period, naval protection for merchant shipping had to be withdrawn to the base at Bombay. It was important to find a safe location on the eastern shore of the Bay of Bengal. A number of options were considered



which culminated in the leasing of the island of Paulo Pinang from the Sultan of Kedah in 1786. The initial results were favourable. It had a good harbour and commanded the northern approach to the Straits of Malacca through which all the India/China trade, for which the Company held the British monopoly, passed. Expectations for Prince of Wales Island as it was re-named, were high. and in 1805 it was elevated to the Fourth Presidency of India. These hopes were unrealistic and in 1826 it was combined with Malacca and Singapore reduced to a Residency and passed to the control of Bengal. Its importance declined further with the loss of the China monopoly in 1833

Malacca, the great Malay trading centre had been captured by the Portuguese in 1511 and had been acquired in turn by the Dutch in 1641. It was occupied unopposed by the British in 1875 under an Anglo Dutch treaty which allowed either party to occupy the territories of the other as defence against a common enemy in the event of a European war. The French revolution broke out a year later which resulted in the occupation of Holland and the exile of the Stadhouder to England. Malacca was returned in 1818.

The Napoleonic War also led to the occupation of Java from 1811 to 1816.

The most important occurrence in the history of the British in South East Asia came with the founding of Singapore in 1819. Sir Thomas Stamford Raffles, who had been the British Governor of Java, was anxious to secure a trading centre at the southern tip of the Malay Peninsular that would secure the southern end of the Straits of Malacca and the trade route to China as well as being centrally located for commerce with the islands. It was from its earliest years a great success but its establishment was bitterly opposed by the Dutch who considered it to be within their sphere of influence.

As the British Government was anxious to secure the friendship of the kingdom of the United Netherlands in European affairs and to put a permanent end to the hostility in the East, a conference was called in London in 1824. The spheres of influence were delineated. Among other matters, Malacca was transferred to the British who in turn gave up Bencoolen and Dutch objections to Singapore were withdrawn. With this, further territorial disputes were generally resolved though commercial matters still caused problems.

Two further areas appeared in the 19th century which, though not colonies of the United Kingdom were under British protection — the states of Sarawak and North Borneo.

James Brooke had arrived in the Royalist in Sarawak where he assisted in the suppression of a rebellion against the Sultan of Brunei and as a result was given the governorship of the State. He had an enlightened administration and did much to end piracy for which the northern coast of Borneo was notorious.

The North Borneo Chartered Co came into existence in 1882. It was a commercial venture with a large concession at the northern end of the island and became a British Protectorate six years later. Both it and Sarawak were independent and did not become British colonial territories until, for a short time, after World War II

All the European colonial possessions in South East Asia were over run by the Japanese in 1942. With the end of the war and the moves towards independence authority passed to the indigenous population. The British presence ended in 1963 with the establishment of the Republic of Singapore and the amalgamation of peninsular Malaya and the Borneo territories into Malaysia.

FRAMES 1–3
PENANG — Indian Administration



1821 piece showing the intaglio Post Office/PWI.

Prince of Wales Island, the Malay 'Pulau Pinang' was acquired for the East India Company by Francis Light from the Sultan of Kedah in 1786. Its importance lay in its harbour and in its position commanding the entrance to the Straits of Malacca — a critical section of the trade route from India to China. The potential was such that in 1805 it was elevated to the fourth Presidency of India. The initial expectations were not realistic and in 1829 it was combined with Malacca and Singapore to form the Straits Settlements and transferred to the administration of Calcutta. With the loss of the East India Company's monopoly of the China trade in 1833 its importance declined further. The rise of the commercial importance of Singapore and growing opposition to Indian control led to the transfer of the Straits Settlements from Indian administration to that of the Colonial Office in 1867.

Until its elevation to Presidency in 1805, Penang had no postal markings, letters being cancelled on arrival in India or England. A series of distinctive handstamps followed until the island's incorporation into the Bengal Circle and the standard Indian markings were introduced.

The display shows most of the handstruck marks, followed by Penang cancellations on Indian stamped covers to 1867.

FRAMES 4 & 5
SINGAPORE — Indian Administration



1860 SINGAPORE to GLASGOW 4 anna bisect to make 14 anna rate via Marseilles.

Singapore, founded by Sir Stamford Raffles in 1819, quickly grew to become the British commercial centre for South-East Asia. This section shows mail to and from the town during the period of the Indian Administration. Early letters without postal markings are followed by examples with the Indian strikes used in Singapore. In 1854 adhesive stamps were introduced and a range of covers show their use to a variety of destinations.

FRAME 9
FORWARDING AGENTS



1847 Wales to Adelaide.

Letter sent overland and carried on the recently opened P&O China route to Singapore, where the agents Ker, Rawson & Co. forwarded it by private vessel to Australia.

The development of an efficient mail route by the Peninsular & Orient Steam Navigation Company to India and its extension to China in 1845 ensured a reliable mail service from Southampton to Singapore in about seven weeks. The local shipping agents with their contacts were able to pass letters on to destinations where government contract mail had yet to be established.

The display includes an early inward letter from London forwarded via Calcutta six years after the founding of the settlement. Mail using Penang and Singapore as forwarding points to the Dutch Indies is followed by examples from Bali and Borneo sent prior to Dutch control and routed through Singapore. One cover has passed through two forwarding agents and one has made use of the recently-opened line to China to send a letter from Wales to Australia.

With the development of regular local steamer services in the second half of the 19th century their use by private companies diminished but a version of the service was retained by the Dutch Post Office with their Postal Agents at Singapore and Penang.

FRAME 11
MARINE SORTERS



**1870 Strontian to Shanghai.
 Carried on the first sailing via Brindisi and sorted on the Eloria from Singapore.
 Hong Kong to Singapore (Type 2) Marine Sorter cancel.**

The expansion of European involvement and trade with China following the Opium Wars of 1839 and 1856 and the establishment of the Treaty Ports led to a great increase in the volume of mail. Until 1862 this was carried almost exclusively by P&O. The line terminated at Hong Kong and mail was sorted at the Post Office and loaded into the connecting steamers for the voyage to Shanghai and elsewhere. To sort the mail quickly and efficiently, the Post Office had to employ a large sorting staff who were only fully utilised for a few hours every two weeks.

To overcome this inefficiency, a sorter was sent to Singapore to join the next east-bound sailing and sort the mail during the seven-day voyage to Hong Kong. Sorters were also used intermittently on the section between Hong Kong and Shanghai. The system worked well for almost fifty years, finally closing on the outbreak of World War I.

A similar system was used by the Straits Settlements Post Office on the section between Penang and Singapore. It operated between 1879 and 1915.

FRAMES 14–16
PENINSULAR MALAYA



1900 Perak–Enggor. Local cover with mixed franking due to shortage of stamps because of the late arrival of the new Federated Malay States issue.

The settlements acquired and established by the East India Company in Malaya were intended solely for the purpose of trade. Involvement in local politics and treaties for commercial advancement were discouraged. This was a source of great frustration to the trading community as the peninsular was seen to contain potential wealth under the control of weak states supporting endemic piracy. By the treaty of London in 1824 Malaya became part of the British sphere of influence and following the transfer to the Colonial Office in 1867 negotiations were started with the local rulers to install a British resident to give advice on matters other than those on Malay custom and religion.

Prior to World War II, the territories of peninsular Malaya fell into three categories:

- The Federated Malay States — Perak, Selangor, Negri Sembilan and Pahang, the states which had originally come under British influence, federated in 1899.
- The Unfederated Malay States comprised the former Siamese states of Kedah, Kelantan and Trengganu which were ceded in 1909.
- Johore in the south which adjoined Singapore and had close links, maintained a large degree of autonomy.

Wealth and development came from the western areas with tin and, later, rubber. Travel initially was largely by coastal steamers and river. Railway construction began in 1885 and was gradually extended until the completion of the line between Penang and Singapore in 1909. With the development of rubber and the many estates, a comprehensive road system was created.

The Federated Malay States were admitted to the UPU in 1889. Prior to that the States had their own stamps which were valid within the states and to the Straits Settlements. Foreign postage had to be paid with Straits stamps which could be bought at the local post offices.

FRAMES 17–19
WAR IN MALAYA 1939–1942
CIVILIAN MAIL



1941 SINGAPORE to AUSTRALIA — refugee letter. Following Japanese advances, civilian women and children were evacuated from Penang on 16 December and sent from Singapore by ship, initially to Java and then on to Australia.

What is generally regarded as the War was in reality two separate wars, that in Europe in 1939 and the Far Eastern war with Japan that started in 1941.

Malaya was an important source of raw materials, particularly rubber and tin for the war effort, and Singapore was strategically located on the sea route to the Pacific from the west and the air corridor to Australasia.

Censorship was introduced in September 1939. Offices were located at Penang and Singapore. The one at Singapore was large and dealt not only in local mail but also with items in transit. Mail was removed from the KLM flights, censored and put back on to the following one as was mail in the other directions that had not originated from a British source. The Trans-Pacific route to Europe across the USA was an important development, with Singapore in 1941 becoming a western terminus linking it with KLM and BOAC/QUANTAS.

As the war progressed, contact with Britain became more difficult with both air and sea mail being diverted by South Africa, incurring longer transit times. The bombing of De la Rue's printing works and the arrival of large numbers of troops in early 1941 resulted in provisional uses of stamps and stationery.

With the impending conflict with Japan, government departments were formed to control food and labour. The invasion on 8 December and the rapid Japanese advance down the peninsular is illustrated by evacuee and returned mail.

FRAMES 20 & 21
WAR IN MALAYA 1939–1942
WARTIME AIRMAILS



1941 Cover from FPO 36 on the Kedah/Thailand border sent Trans Pacific to England at the \$2.00 per ½ oz rate. Initially flown from Penang to Singapore by Wearnes Air Service with an additional charge of 10 cents.

The traditional air route to Europe established by KLM and Imperial Airways was severed in 1940 on the entry of Italy into the war and the closure of the Mediterranean to commercial aircraft. The westward route continued to be operated by Imperial Airways now renamed BOAC, flying the 'Horseshoe' route to Durban followed by the long and hazardous sea voyage to Britain.

A longer, safer but more expensive alternative was available by way of the Pan American Trans-Pacific route. Access to this could be made at Manila, Hong Kong, Auckland or Singapore for the flight to San Francisco, the crossing of the USA and the subsequent transatlantic flight to Lisbon from where mail was flown to England.

As Japanese pressure increased in 1941, the Bangkok to Hong Kong link was suspended for a time and mail shipped between Singapore and Hong Kong until a link could be established across southern China by way of Rangoon and Chunking.

The Singapore terminal came into operation in May 1941. The service ceased abruptly on the outbreak of war on 8 December of that year.

FRAMES 22 & 23
WAR IN MALAYA 1939–1942
BRITISH MILITARY MAIL



1940 PORT DICKSON CAMP to ENGLAND.

From a member of the Perak Battalion, FMS Volunteer Force. The camp had been set up during the depression to house unemployed European rubber planters who were members of the Volunteers.

From their inauguration, Penang and Singapore had garrisons generally drawn from Madras units of the East India Company. Following the transfer in 1867 the defence of Singapore was entrusted usually to one British battalion and one from the Indian army. In addition to this the expatriate community provided a Volunteer Corps in the Straits Settlements and most of the states. Singapore also frequently accommodated units of the China Fleet of the Royal Navy.

At the end of World War I, and following the rise of Japanese territorial ambition, the decision was taken to construct a naval base at Singapore. This was completed in 1938.

Malaya had a well-organised and efficient postal system and could well cope with the additional volume of mail. Initially the civilian post offices were used. In September 1939 the first of the British military postal strikes appeared. SP501 and 502 were the principal military mail offices in Singapore and Penang and 503 to 506 scattered about the peninsula were generally attached to RAF bases. Army censorship strikes were of the standard British pattern until the arrival of the Indian army post office. Standard naval and RAF censorship markings were applied to mail from these services.

FRAMES 25 & 26
WAR IN MALAYA 1939–1942
INDIAN ARMY MAIL



1941 KUCHING / SARAWAK to INDIA.

Registered letter from 2/15 Punjab Regiment. Stamps cancelled FPO50C at Kuching and Indian Section Base Office 4 on transit through Singapore.

In September 1940, 11 Indian Division Headquarters was sent to Malaya and took over the defence of the peninsula. In December an Indian military postal presence was established with the arrival of two Base Post Offices 3 and 4 at Penang and Singapore and a number of field post offices. The field post offices first came into operation on 15 February 1941. Twelve FPOs were initially assigned to Malaya but the Assistant Director Postal Services considered this to be insufficient and the number was increased to 31 by reallocating the staff and adding the letters A to D to the original FPO number.

The army postal service was required to use the Malayan stamps of the areas in which they were operating. Concessionary postal rates were introduced, free surface mail postage was provided for all troops and a reduced air mail rate to India. This was further improved with the introduction of an air letter. Being an Indian army postal service, the rates, other than that of free postage, applied only as far as India. British units writing home had to pay the normal civilian airmail rates. As troop numbers increased in 1941, the Colony's supply of postage stamps came under strain and a number of emergency measures were taken including pre-printed and meter-franked envelopes.

The postal service was closed down on 13 December and remaining mail and equipment destroyed. Two days later Singapore surrendered.

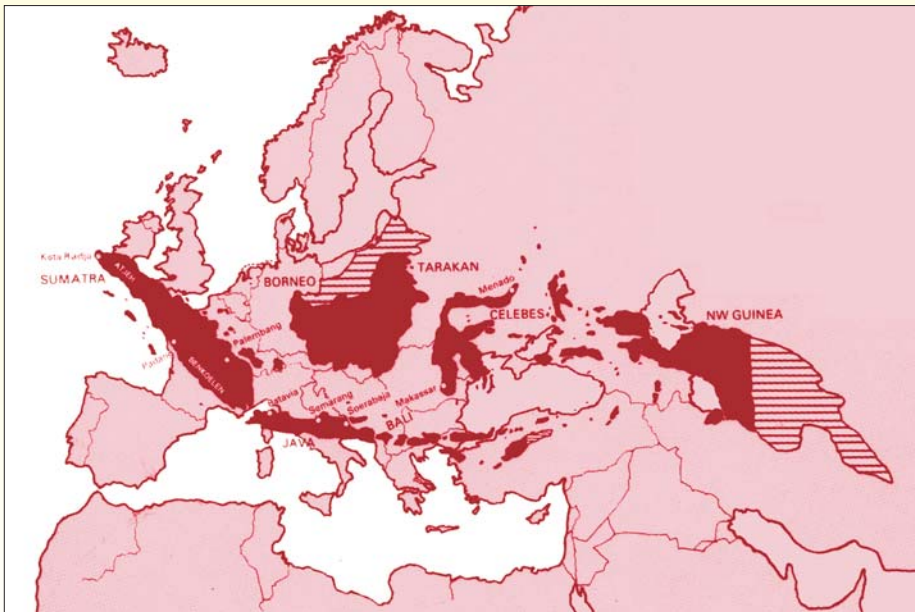
THE DUTCH IN SOUTH-EAST ASIA

by John W. Jackson FRPSL

INTRODUCTION

The Portuguese were the first European traders to sail to the East Indies, with the eventual aim of obtaining a monopoly of the spice trade, and during the first half of the 16th century this was achieved. However, war with the ruler of Ternate weakened them in the 1570s, and despite help from Spain their power was broken by the end of the 16th century. The Dutch had despatched their first expedition in 1595 and by 1605 had effected their first settlement at Ternate. The early years of the 17th century saw a struggle with Spain and great rivalry with the English. The Dutch prevailed and during the next 150 years consolidated their power, particularly in Java, which was by far the most important island. Control was also extended over much of the rest of the Indies. Throughout the 17th and 18th centuries the Indies were run by the Dutch East India Company (VOC). Bankruptcy loomed in 1770 as a result of corruption and mismanagement and in 1798 the Company was put out of its misery by the Batavian Republic and the State took over all the possessions. There was a period of British rule under Raffles in 1811–1816. Following the defeat of Napoleon, the islands were restored to the Dutch and there was a comprehensive settlement of British and Dutch claims in a treaty concluded in 1824.

The Dutch State was left with enormous debts following the takeover of the VOC, which was added to by the costs of the Java War (1825–1830). To help pay for this, the Culture System was set up



A map of the Netherlands East Indies superimposed on Europe.

whereby cultivators, instead of paying taxes in money, had to devote part of their land to the cultivation of export crops for the government. The fiscal results were very satisfactory and outstanding debts were wiped off and Java contributed to the Dutch treasury. It was however an unpopular policy that was changed in the last years of the 19th century and there was a large expansion of private economic interests. In 1901 the Netherlands Government accepted the principle that it had a moral duty towards the Indonesian peoples and this shaped future policies.

The Netherlands East Indies is an enormous country, and its philately reflects this size. For a British collector it is very much like tackling one of the larger Dominions. Time, financial considerations, and competition from far wealthier collectors has meant that rather than collecting from A to Z, it has grown as a series of perhaps twenty collections covering separate aspects of the postal history. These are all subjects that I personally find interesting, and as I am trying to advance on so many fronts, there is nearly always something available to tempt me! Hopefully the subjects I have selected this afternoon give both an overall picture of the postal history and illustrate why I find it so fascinating.

My interest in the Dutch colonies started in early 1979, when I was looking for a new collecting interest. I happened to be discussing various ideas with that doyen of postal history dealers, the late Angus Parker. Most of the ideas were dismissed with comments like 'are you richer than I am, John?' Angus suggested I look at the Dutch colonies and invited me to view the books in the Argyll Etkin library the next time I was in London. This I did and I was very taken by the Julsen & Benders handbook on Curaçao. I purchased my own copy that day and started collecting this West Indian colony. This soon expanded to include Suriname and three years later, spurred on by the recent publication of Paul Bulterman's *Poststempels Nederlands-Indië 1864–1950*, I also decided to collect the Netherlands East Indies. I am still of the opinion that this book is one of the finest single-country postal history handbooks.

When collecting a foreign country it's always a disadvantage when one doesn't know the language or can only deal with it at a superficial level. However, I've found collectors in The Netherlands very helpful, and over the years, following my many visits, I've made many firm friends and they all speak excellent English! I would particularly like to thank Ties Verkuil, with whom I go back to my very early days and who has always been very helpful in answering queries, especially relating to airmails, and generally guiding me through the Dutch philatelic scene. Thanks also to Peter Storm van Leeuwen who I originally met as a fierce competitor, but who soon became a firm friend and friendly rival. Peter has written very extensively on many aspects of the Netherlands Indies and his help has been invaluable. The late, and much missed, Wim Bakker, with whom I shared a common interest in maritime mail, was particularly helpful with the shipping lines between Holland and the Netherlands Indies.

No collector can seriously pursue his or her interest without help from members of the philatelic trade and those in Holland have always been sympathetic and very helpful to the 'young Englishman' — although not so young now! In my early days the late Hans van Dieten of the Van Dieten auction house freely gave his advice, and Peter Storm van Leeuwen, following his purchase of this very old established auctioneers in 2000, remains a firm friend as previously mentioned. Help has been generously given by Ruud Roelfs, Ronald Bouscher, the late and much-missed Peter Rozema, and many others.

FRAME 28
**NETHERLANDS EAST INDIES
 AND THE IMPORTANCE OF SINGAPORE**



Letter from Amsterdam 22 July 1846, carried by the Admiralty Packet from Marseille to Malta and then by P&O boats to Alexandria and from Suez to Galle and Singapore, utilising the recently opened P&O service to Hong Kong. Finally by a Dutch Naval boat to Batavia. The Land Mail label dated 11 September 1846 indicates the charge due of 216 duiten — the first of only four dates that this label, denominated in duiten, was used.

During the early part of the 19th century, mail between Europe and the Indies was by sailing ships using the very long Cape of Good Hope route. The Dutch had no formal regular service of their own until the 1870s. From 1835 it became possible to use the overland route via Egypt, first developed by Thomas Waghorn. Later, P&O began a service from Suez to India. However because of the expense, this was rarely used. This changed in 1845 with the extension of P&O's service to Hong Kong via Penang and Singapore. A Postal Treaty was concluded in 1843 between Britain and the Netherlands formalising the regular transmission of mail to and from Singapore. The Dutch subsequently set up a regular connecting service between Batavia and Singapore and almost all the mail to and from Europe was carried by P&O.

This frame includes examples of inwards and outwards mail including an 1846 Duiten Landmail Label. Also shown are covers illustrating the routes via Marseille and Trieste for mail to and from Holland.

In 1857 the frequency of the P&O service was increased from monthly to twice-monthly and in 1870 Brindisi was opened as a port for the disembarkation of mail.

FRAMES 29 & 30
**NETHERLANDS INDIES POSTAGENTS
 IN PENANG AND SINGAPORE**



Postcard originating from Salamanga, Atjeh, Northern Sumatra and taken directly to the Penang Postagent and cancelled '90', forwarded to the Singapore Postagent and then to Weltevreden. The Penang cancellations in blue are recorded in July 1882 only.

The Postagents in Penang and Singapore were opened in 1878 and had one main aim: the fastest and most efficient handling of mail to and from the Indies. This resulted in Northern Sumatra being handled via Penang and the rest of the Indies via Singapore.

Their most important activities were:

1. Dealing with closed mail bags from Europe to the Netherlands Indies sent by British and French packet boats.
2. Despatch of mail from the Indies to abroad — offices in the Indies sent mail directly to Singapore and Penang, with the Agents forwarding them using the appropriate service.
3. Internal mail within the Indies could be sent via the Agents if that resulted in speedier transit than via Batavia. These were franked at inland rates.
4. Both Agents could also act as offices of despatch for mail from the islands of the Riouw Archipelago and Eastern Sumatra, when mail was often sent directly to Penang or Singapore rather than via a post office in the Netherlands Indies. This mail was cancelled by the Postagents, together with mail from the staff and mail landed from Dutch boats. These represent the more interesting and unusual usages.

Their importance declined from about 1914 onwards and despite their usefulness to the Netherlands Indies Postal Authorities, they were closed on 31 December 1920 at the request of the British. This followed the changed rules for the handling of international mail agreed at the Madrid UPU Congress.

FRAMES 31 & 32

STOOMVAART MAATSCHAPPIJ NEDERLAND



Postcard from the SS Koning Willem I, posted onboard at Suez and cancelled with the scarce Agent Bat: Amsterdam squared circle and forwarded back to Java. Postmarks include the Tanggoel 5 January 1905 railway halt postmark (SS. O/L = Staatsspoor Oosterlijnen).

The Stoomvaart Maatschappij Nederland was founded in 1870 to provide a Dutch-operated service to the Indies, benefiting from the recently-opened Suez Canal, and reducing reliance on the P&O service. The first voyage by the *Willem III* departing 18 May 1871 was not propitious, a fire on board caused it to be towed into Portsmouth! During the remainder of 1871, 1872 and 1873 voyages were fairly erratic with 17 in total. In 1874 they were on a monthly basis which gradually increased to fortnightly by 1879. In 1875 they received a Post Office contract for the carriage of mail. In 1904 Postal Agents were appointed on board the passenger ships and provided with postmarks to cancel mail.

Included in the frames are a number of pre-1904 items illustrating the cachets used by the boats; most of these are extremely scarce with only a handful recorded. After 1904 the postmarks are generally found cancelling Dutch or Indies stamps. However, it is possible to find stamps of countries where the boats called cancelled in compliance with paquebot rules. The pages also include many contemporary picture postcards of the boats.

FRAMES 33 & 34
**STOOMVAART MAATSCHAPPIJ
 ROTTERDAMSCH E LLOYD**



Netherlands Indies postal stationery envelope posted onboard the SS Sindaro on 18 February 1921 while at Padang (Sumatra west coast) on the journey to Europe, and forwarded back to Java.

The Rotterdamsche Lloyd was founded in 1875 to develop trade with the Netherlands East Indies using steamships. A mail contract commenced in 1887 utilising the fortnightly passenger services between Rotterdam and Batavia. Similar to the SMN, Postal Agents were appointed onboard the passenger ships in 1904 and provided with postmarks to cancel mail.

A selection of the usages of the onboard postmarks are shown, including covers illustrating the effect of World War I on the company; the sorting of mail at sea between Padang (Sumatra) and Batavia (Java) in 1913–1916; commercial mail from cargo vessels, which is unusual; and the use of instructional handstamps on mail addressed to passengers.

FRAMES 35 & 36
KONINKLIJKE PAKETVAART MAATSCHAPPIJ



The KPM called regularly at Dilly, the capital of Portugese Timor, and provided an important means of communication for this isolated Colony. This letter illustrated mail posted on the SS Reyniersz in 1933, franked with Timor stamps and cancelled onboard. A very scarce commercial usage.

The Koninklijke Paketvaart Maatschappij was founded in 1888 as a Dutch-owned internal shipping line for the Netherlands East Indies. It acquired assets belonging to the British-owned Nederlandsch Indische Stoomboot Maatschappij and on 1 January 1891 commenced its interinsular service. Initially they had 30 ships on 13 regular routes and by 1940 this had grown to 40 routes.

For philatelists the real interest begins in 1912 when postal agents were appointed on all the boats. The agent was usually the first officer or purser and they were provided with ship name handstamps to cancel mail, either posted onboard or handed to the ship when it was in port. This provided an invaluable service to all the communities of the vast archipelago. Well over two hundred boats were in service up to 1940 and they varied from ocean-going liners to small stern-wheelers on the rivers of Borneo and Sumatra, all of which cancelled mail. Straight-line, oval and circular handstamps were used, presenting the collector with an enormous field of interest.

The services extended to adjoining countries in South East Asia, Australasia, and across the Indian Ocean to Africa. Stamps of all the countries where the ships called can be found cancelled, many being very scarce as the vast majority of mail originated with the Netherlands East Indies. A selection of more interesting items are shown in the frames together with photographs of some of the ships.

FRAMES 37 & 38
NETHERLANDS INDIES–NETHERLANDS AIRMAILS
1920–1939



Cover carried on the first flight from Holland to the Netherlands Indies on 1 October 1924 — known as the ‘van der Hoop flight’ after the pilot. 276 letters and 5 postcards carried. The airmail surcharge of 10 guilders per 20 gr helped to finance the flight.

KLM was founded in October 1919 and its first flight was on 5 July 1920 from Amsterdam to Croydon. In 1923 a committee was formed to promote an air route to the Netherlands East Indies. By the late 1920s this had been proved to be workable. An agreement with the British followed over the use of British controlled airfields, and in September 1930 the fortnightly service commenced. This proved so popular that it was increased to weekly in October 1931, twice weekly in June 1935, and thrice weekly in October 1937.

During the 1930s there was competition with Imperial Airways, and it is generally agreed that KLM provided the better service, partly because they didn't use seaplanes. In 1931 there was a successful flight from the Indies to Australia and KLM was keen to extend its service. However, the British and Australians resisted as their national airlines were not in a position to compete. Indeed it was not until 1938 that KNILM (the internal Indies airline) was finally given permission to fly to Australia.

Material illustrating the main developments are shown in the frames, including crash mail. From a philatelic perspective the 1930s provide an interesting field as large quantities of commercial mail were flown over this route.

FRAMES 39 & 40
RAILWAY TRAVELLING POST OFFICES



Postal stationery envelope from Bekassi (a station to the east of Batavia) to Bataan (a town in eastern Java) posted on the eastbound TPO Batavia–Bandoeng I in 1911 and cancelled by the large round postmark.

The largest concentration of railways in the Netherlands East Indies were on the densely populated island of Java, Sumatra being the only other island with a network. Construction of the first railways on Java commenced in 1864 and eventually they extended to over 3300 miles. However, they consisted of several different gauges and many of the lines were simply steam tramways. The major long-distance through route was between the two major cities of Batavia and Soerabaja. Initially one small section of the route, between Jogjakarta and Soerakarta (Solo), was owned by another company and was standard gauge (4ft. 8½in.) whereas the rest of the route was medium gauge (3ft. 6in.). This naturally caused problems and was remedied in 1899 when a third rail was added.

Travelling post offices were opened in 1905 and operated until 1932. A selection of mail is shown, the scarcer markings are those without the terminal names, but with a letter or roman numerals in the postmark. In addition there is one page showing stamps with the postmarks of the short-lived TPO service (1909–1922) from Batavia westwards to Anjer or Merak on the west coast of Java. These are exceedingly rare on cover.

FRAMES 41 & 42
MILITARY MAIL



Registered letter from the Field Post Office Bali, which operated between 15 September 1906 and 1 November 1906 during the short military campaign. 1,085 registered letters were sent of which only two or three have survived.

From a philatelic perspective military mail commences with the Atjeh Campaigns of 1873 onwards. There were earlier military actions, but mail is virtually unknown. During the early 19th century the Sultanate of Atjeh in Northern Sumatra was able to maintain its independence. In 1873 the Dutch embarked upon a conflict to subdue the region, a conflict which dragged on for thirty years, the effects of which are still felt today as the Atjehnese have more autonomy than most parts of Indonesia.

Later campaigns were against Lombok (1894), South Celebes (1906) and Bali (1906), all with the intention of consolidating Dutch authority.

The display covers these campaigns and concludes with material from 1941 illustrating the general mobilisation a few days before Pearl Harbour and barely two months before the invasion by the Japanese.

FRAMES 43 & 44
PREMIUM MAIL SERVICES



Baganapiapi was opened as a sub-post office on 15 June 1904 and was issued with a straight-line cancellation, which was replaced by a squared circle in 1905. It is only known used later as a temporary registration device during shortages of labels, with few examples recorded.

These two frames contain a selection of pages from a collection which illustrates those postal services for which an additional fee was payable. Items have been selected to illustrate interesting and unusual cancellations, frankings and usages.

Registration — with more unusual squared circle and straight-line cancellations and also examples of temporary registration devices during shortages of labels. This is obviously the most used of these services.

Insured — both inland and overseas mail.

Advice of Receipt — a little-used service, however the very interesting wartime usage to neutral Turkey is particularly noteworthy.

Cash on Delivery — the most unusual of these services and hardly ever seen.

Express — a service that was more often used — for both inland and overseas mail.

FRAMES 45–47
WORLD WAR II AIRMAILS



Letter dated 29 November 1941 to Manila, correctly franked 65c. Returned to sender because of the Japanese attack on the Philippines. Reposted on 13 January 1942, and re-addressed to the USA, additional 80c added to make the 1gld 45c rate (65c per 5g air fee x2 + 15c for 20g surface rate) for the route via the Middle East. A very unusual usage.

The study of the airmail rates and routes from September 1939 until the Japanese Occupation in March 1942 is a fascinating part of the postal history of the area. There was much mail carried, and they normally have colourful multiple frankings.

Although Holland was initially neutral, the start of World War II had an immediate effect on airmail connections between the Indies and Holland with the termination of the route at Naples. After the fall of Holland and the entry of Italy into the war, the route was reduced to terminate at Lydda with connections via the Horseshoe Route to South Africa. As the war progressed the Trans-Pacific routes became more important, both via Manila and via Australia and New Zealand, until these too were severed in December 1941.

During this period airmail fees varied considerably for the different routes, being charged in 5g bands, in addition to the surface postage which was also payable and was charged in 20g bands.

Censorship was initially by the British on mail which fell into their hands, until May 1940. Then censorship commenced in the Dutch East Indies and was in three parts — political, economic and exchange control — with mail often exhibiting up to all three, evidenced by the different cachets.

FRAMES 48 & 49
INTERNEES AND PRISONERS OF WAR 1940–1945



Postcard dated 24 May 1940, from the internment camp at Fort de Kock in Sumatra. This was only used for male internees up to to 8 October 1940, mail is scarce.

With the German invasion of Holland in May 1940, the Dutch authorities in the Indies immediately interned not only German nationals but also their own nationals who were members of the NSB, the Dutch Nazi Party. Camps were set up on Java and Sumatra, the main one being at Koetajene in Northern Sumatra. A small selection of mail is displayed including items from the smaller and more temporary camps; of particular note is the only recorded item from Manokwari in Dutch New Guinea.

The study of the Japanese Occupation is an enormous and very complex philatelic field, and my own interest centres on the story of the prisoners of war and internees. The Netherlands East Indies was unusual in that it was the only territory occupied by the Japanese which had such a large civilian population of European origin: over 100,000 were interned. In addition there were Allied POWs. The frame devoted to this shows just a small selection of material and includes mail from those transported to help build the Burma–Thailand Railway.

FRAMES 50 & 51
THE NETHERLANDS GEZAG



Letter from a Dutch soldier at Sabang, an important harbour on the island of Poelau We off northern Sumatra. Temporary straight-line handstamp with manuscript date added 25 February 1946 to cancel the stamps. Postage free — on active service, franked 15c air fee only for 5gr.

In 1945 the Allies were unprepared for the surrender of Japan on 14 August 1945. On 17 August Sukarno proclaimed the Republic of Indonesia. It was not until 28 September that Allied troops landed on Java, and on 12 October on Sumatra. Their main aim was to liberate the prisoners of war and internees, some of the camps now being controlled by Republican forces. There was fighting between the Allies and the Republicans and the Japanese were rearmed to guard some camps, such being the shortage of manpower and transport. Indeed it was not until well into 1946 that all the internees were liberated.

From March 1946 Dutch forces returned in greater numbers to the Indies, with the aim of reasserting Dutch authority (gezag). The problem areas were Java and Sumatra and over the next three years there was intermittent fighting between the Dutch and the Republicans. A Round-Table Conference was convened in August 1949 which resulted in Indonesian independence on 27 December 1949.

My collection is of the Dutch side of the conflict and a selection is shown in the two frames illustrating military mail, civilian mail, temporary postmarks and other aspects of this confusing period.

AND FINALLY . . . FRAME 52

Nr.: <u>571</u>		HULP, BIJ. POSTKANTOOR		MUNTOK (NAAMSTEH/EL)	
PLAATS VOOR VINGERAFDRUKKEN				(NAAM EN VOORLETTERS OF NAAM FIRMA, ENZ.) <u>S. Schaemaker</u>	
				(NAAM GEMACHTIGDE)	
		HANDTEKENING HOUDER		(BEROEP) <u>Inspecteur v. Politie</u>	
				(ADRES) <u>Stroepweg 44^a</u>	
PLAATS VOOR FOTO (I) INDIEN GEEN HANDTEKENING KAN WORDEN GESTELD, IS RUI- TE HIER BOVEN VOOR VINGER- AFDRUKKEN EN DAAR BENEDE VOOR FOTO TE GEBRUIKEN; GE LEGALISATIESTEMPEL, DEELS OP FOTO, DEELS OP KAART AFDRUK- KEN. ZOO NOODIG KAN RUIJTE HIER BOVEN VOOR LEGALISATIE HAN- DEKENING WORDEN GEBRUIKT.		(I) INDIEN GEMACHTIGDE AANGEWIZEN TEEKENT DE GEMACHTIGDE)		IN TE VULLEN DOOR POSTAMBTENAAR.	
N. B. INVULLEN MET INKT. S. 1905—15—A. G.				BOVENSTAANDE HANDTEKENING HEVENSTAAND HANDWERK	
				ACCOORD GEVONDEN DE IDENTITEIT IS VASTGESTELD AAN DE HAND VAN <u>persoonlijke bekendheid</u>	
				DE <u>Chit</u> (RANG) <u>H. v. B.</u> (HANDTEKENING)	

Unusual use of the puntvlakvullingstempel from Muntok on the island of Bangka (east coast of Sumatra) to cancel the 10c fee for a Controle Kaart.

The preceding frames cover twelve of my favourite subjects within the Netherlands East Indies. In this final frame are single pages covering other subjects that really deserve equal treatment, but which space precludes.

Up to now, little mention has been made of the postmarks, but all the various types are very suitable for study. My personal favourites are the puntstempels (numbers in dots), squared circles, straight-line cancellations used by sub-post offices, short bar and long bar postmarks. However, my ultimate favourite is probably the unique puntvlakvullingstempel (long bar with dots in the segments) issued in 1935, and, because it was an efficient 'killer', very unpopular with contemporary philatelists! It was issued to over seventy offices, and is very common from the larger cities but extremely rare from the smallest offices.

Probably the most difficult area to collect are the Bestelhuis (delivery houses) — very simple postal establishments, of which over 900 are listed; however, mail is probably known from less than 150 of them. The Railway Halts are another category; they used straight-line cancellations, similar to sub-post offices. Their status often changed, so the literature needs consulting.

Companies and organisations in the Indies were users of franking machines from 1929 onwards and over 140 users have been identified. Many incorporated wonderful advertising illustrations, making them a fertile area for the thematic collector. Underpaid and unpaid mail is another interesting area, along with the study of perfin. Finally I conclude with mail carried by the French Ligne P service between Batavia and Singapore.

I hope that the display has given the viewer both an introduction to the history of the area as reflected in its postal history and also an appreciation of the diversity it offers to the collector.

SELECT BIBLIOGRAPHY

THE BRITISH IN SOUTH-EAST ASIA

Philatelic

- KIRK, R. *British Maritime Postal History*, Vol. 2. Proud Bailey & Co. Ltd.
 PROUD, Edward B. *The Postal History Of Malaya*, Vols 1–3. Proud Bailey & Co. Ltd.
 REEVES, W. A. *Malayan Postal History as Recorded in Official Documents*. London: Malaya Study Group.

Non-Philatelic

- HALL, D.G.E. *A History of South-East Asia*. MacMillan, 1960.
 KIRBY, S. Woodburn. *The War Against Japan*, Vol. 1. HMSO, 1957.
 TURNBULL, C. M. A. *A History of Singapore 1819–1988*. Oxford University Press, 1989.
 ——— *The Straits Settlements 1826–1867*. Athlone Press, 1972.
 WINSTEDT, R. O. *A History of Malaya*. JMBRAS, 1935.

THE DUTCH IN SOUTH-EAST ASIA

Philatelic

- AITINK, Hans E. & Egbert HOVENKAMP. *Bridging the Continents in Wartime — Important Airmail Routes 1939–1945*. Stichting Luchtpostgeschiedenis Tweede Wereldoorlog, 2005.
 BOESMAN, J. *Uit de Geschiedenis van het Luchtpostvervoer*. Davo.
 BULTERMAN, P. R. *Nederlands-Indië Correspondentie van 10 mei 1940 tot december 1949 in oorlog*. De Nederlandsche Postzegelverliefing, 2009.
 ——— *Nederlands-Indië Langstempels 1864–1950*. De Nederlandsche Postzegelverliefing, 2010.
 ——— *Posttempels Nederlands-Indië 1864–1950*. Davo, 1981.
 DE BEER, W. S. Wolff. *Posttempels in Nederlands Oost Indies 1789–1864*. J. L. Van Dieten, 1971.
 DELBEKE, C. *De Nederlandse Scheepspost Nederland-Oost-Indië 1600–1900*. Author, 1998.
 KIRK, R. *British Maritime Postal History*, Vols 1 & 2. Proud Bailey & Co. Ltd.
Luchtpostcatalogus van Nederland en Overzeese Rijksdelen. De Vliegende Hollander, 2005.
 SALLES, R. *La Poste Maritime Française*, Tome V. Author, 1966; reprinted by James Bendon Ltd, 1993.
 TEN GEUZENDAM, A. W. *De vierkantstempels van Nederlands-Oost-Indië 1892–1916*. Author, 1976.
 TETT, David. *A Postal History of the Prisoners of War and Civilian Internees in East Asia During the Second World War, Vol. 2 — Dutch East Indies 1942–1946*. BFA Publishing, 2003.
 TSCHROOTS, J. L. C. M. & H. H. C. TSCHROOTS-BOER. *Luchtvaart en Luchtpost Enclopedie*, Vol. 1. De Vliegende Hollander, 1990.
 VAN LEEUWEN, P. Storm. *The Netherlands Indies Postal Agencies at Singapore & Penang*. Malaya Study Group, 1990.
 ——— *Posttempelcatalogus Nederlands-Indië 1864–1942*. NVPH, 1995.

Non-Philatelic

- Atlas van Tropisch Nederland*. Topografischen Dienst in Nederlandsch-Indië, 1938.
 LINDEBOOM, Lucas. *Oude K.P.M. - schepen van 'Tempo Doeloe' / Old K.P.M. — Ships from the Past* (12 vols). Maritieme Stichting, 1989–2000.
 Netherlands East Indies — Naval Intelligence Division (2 vols). HMSO, 1944.
 ZWAAN, Jacob. *Nederlands-Indië 1940–1946 — Geallieerd intermezzo 15 augustus 1945–30 november 1946*. De Bataafsche Leeuw, 1985.
 ——— *Nederlands-Indië 1940–1946 — Governementeel intermezzo 1940–1942*. Omniboek.
 ——— *Nederlands-Indië 1940–1946 — Japans intermezzo 9 maart 1942–15 augustus 1945*. Omniboek.

Front cover illustrations:

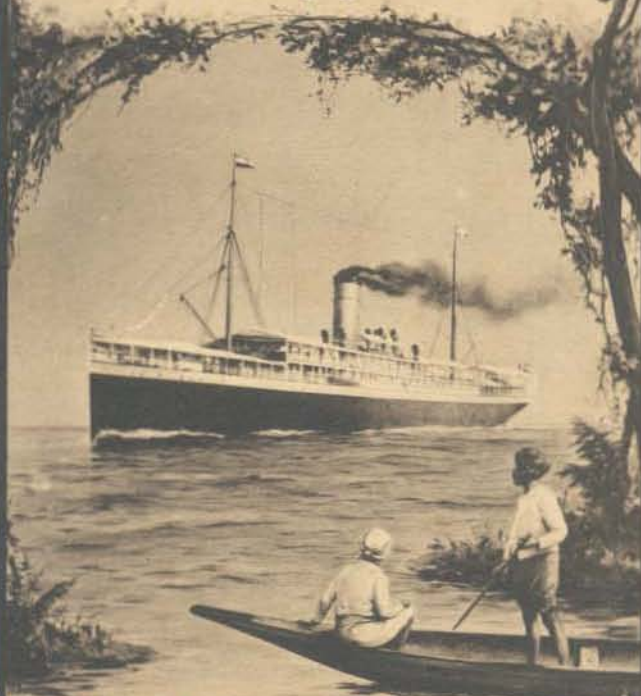
1882 William III Netherlands Indies postal stationery card, written at Batavia and carried to Singapore where it would not have been accepted and the 4 cent stamp was added. The post card rate was 3 cents but as the Straits Settlements did not have a 3 cent stamp, and the value could not be made up from existing denominations, it was overstampd by one cent.

Postal stationery card dated 26 February 1942 from a member of the Royal Artillery on Java serving with ABDA — American, British, Dutch, Australian — a united Allied Command in operation only during January and February 1942. The censor hanstamp is one of two known examples. Returned to sender as the last airmail had left earlier in the month. The Japanese invasion started two days later.

Back cover illustration:

Postcard based on a 1910 poster for Koninklijke Paketvaart-Maatschappij (KPM) (Royal Packet Navigation Company).

KONINKLIJKE PAKETVAART-MAATSCHAPPIJ



GEREGELDE MAIL - EN
PASSAGIERSDIENST TUSSEN DE
HAVENS VAN NEDERLANDSCH-INDIË, SINGAPORE,
AUSTRALIË EN PENANG.

Directie te Amsterdam.

Hoofdagentschap te Batavia.