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JOURNAL of the American Society for Netherlands Philately

Volume 9/1



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Dear Fellow Collectors:

I am pleased to note that we are now back on a regular publishing schedule for the Journal, thanks to the efforts of Jan Enthoven and Dennis Finegan, who handle the production and mailing of the issues, and Larry Rehm and Frank Julsen who continue to assume the editing duties.

I am also very pleased to announce that the Newsletters will now be edited by Dr. Frans H.A. Rummens. You will have already received the first of his Newsletters, along with the membership dues notice, the ballots and the order form for the 1985 Speciale Catalogus. We feel quite comfortable now with the scheduling of the society's publications.

The current issue of the Journal carries the final installment of the very fascinating story about the "phony" 5 cent orange Wilhelmina stamp. Also, the complete treatment of Suriname Steamboat route markings by member Frank Julsen. His article is a reminder of how a very interesting and important article can be written by any member who has a specialty. Perhaps this will encourage other members to share their knowledge with the rest of us.

We continue to solicit articles -- long and short -- for the Journal. It is the only way we can maintain interest in our hobby and assure an interesting Journal every quarter.

Reinder Van Heuveln

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# SURINAME SHIP ROUTE MARKINGS

By Frank Julsen

Although it is the intention of this article to catalogue and describe handstamp markings first used in 1877 at the main post office at Paramaribo in Suriname to indicate the routes of letters with overseas destinations, a few notes of postal history are in order.

The basic connections between the mother country, Holland, and its two colonies in the western hemisphere -- Suriname and the six islands comprising the colony of Curacao -- were implemented by the "Geotroyeerde West-Indische Compagnie". This organization, founded in 1621 with principal offices in Amsterdam, Rotterdam and Middelburg, had been granted the monopoly for all trade with the West Indies and Suriname; as part of the arrangement the company also was granted a monopoly for the transport of mail to and from these colonies, beginning in 1634 when the Dutch took over the territory of Curacao, and then in 1667 when they ousted the British from Suriname. The postal monopoly was withdrawn in 1674.

Over the next hundred years trade between the mother country and the colonies was parcelled out by the government to various organizations; however, the "GWC" managed to retain, for example, the monopoly of the importation of slaves into the colony of Suriname and to exact fees for cargo entering and leaving the colony. (At this point, let us speak now only in terms of Suriname). Eventually, the trade activities of the GWC went into decline and by 1791 the company was dissolved. The Dutch government then took over trade and defense responsibilities until 1799, when the British returned and held the area until 1815. The colony was returned to Holland permanently according to the Treaty of 1816.

Meanwhile, after the loss of the monopoly by GWC in 1674, transport of mail usually became rather haphazard: some was still carried by GWC ships, or ships of other companies/lines calling at the colony, or obliging sea captains carried the mail back to European (and other) ports, for a small fee.

It was not until the 1850's that some semblance of a regular postal system emerged, built around contracts between the Dutch government, the French Compagnie Generale Transatlantique and the British Royal Mail packet. This arrangement lasted until 1885, by which time the "K.W.I.M." (Royal Dutch West Indies Mail Service) was established.

Meanwhile, and now we begin to enter into our main subject, to implement the shipment of mail between Holland and Suriname

(and also Holland and Curacao), the Dutch postal authorities supplied the post office at Paramaribo with special "mail route" handstamps that were to be applied to outgoing mail. Specifically, there were two classes of handstamps:

I. For mail that was routed to Holland (and other destinations) via British or French ports of transit. These are called "Indirect Mail".

First use of these was in 1877 for Southampton and St. Nazaire, respectively. Havre was added in 1885 and Plymouth in 1891.

II. For mail that was routed "direct" on ships of the K.W.I.M. line, another form of handstamp was introduced in 1885, reading "Ned: W: Indie/Stoomschepen/Rechtstreeks".

Gradually, use of these markings waned as more and more ships began to include Suriname in their schedules and the transport of mail was widened to include these various ships and ship lines. By the early 1900's these markings disappeared from use.

It should be noted that a third class of handstamp, "West Indie Zeepost", also was sent to Paramaribo in 1877. Little is known of the function of this marking, which we shall discuss later.

Now for the individual classes and types of these route markings:

## I. ROUTE MARKINGS FOR INDIRECT MAIL

For mail intended to be transported via Southampton, those letters were stamped with the "Suriname over Southampton" routing mark and then sent to Demerara, British Guiana, where they were picked up by the ships of the British Royal Mail Steam Packet Company, with which the Dutch Ministry of Finance had a contractual agreement to carry mail from Suriname (and also Curacao, by the way). There was a similar arrangement with the French, whose Compagnie Generale Transatlantique accepted mail at Paramaribo for transport via the French port of St. Nazaire, later changed to the port of Le Havre.

### a- "Suriname over Southampton"

There are two types of this marking, differing in the height and width of the letters. They are known in black (most often), purple and blue cancelling ink. Blue is especially scarce.





2. Type 1 --- 32 mm

We should point out that this inscription means, in Dutch, '(From) Suriname by way of Southampton'.

This slightly larger format is extremely scarce; in fact, the above piece is the only example in my collection and I have seen no others. It is a likely supposition that this handstamp had been sent prior to, or separately from, the set of three copies of Type 2 (following) and the three copies of the "St. Nazaire" routing handstamp sent out on September 22, 1977. This is somewhat borne out by the existence of a proof sheet from Dutch postal archives showing imprints of the "indirect" handstamps plus others, along with cost annotations! (cf. illustration 22). Type 1 is conspicuously absent from this sheet.



2. Type 2 — 30 mm

Following is an example of Type 2 on co-ver, with black cancellations, showing this combination of postal markings:



- The stamp has been cancelled at Paramaribo on date of posting, May 21, 1883.
- The "Southampton" route mark applied.

- 's Gravenhage arrival postmark, dated June 13, 1883.
- Local route code (C.45) in lower right corner.

As was usually the case, except for Registered mail, there are no British markings on the piece of mail. I might point out that technically the stamp should have been cancelled with the prevailing numeral cancellation of Paramaribo, "204", but the postal clerks in the Indies were careless of postal regulations. To be fair, I should mention that there was some question during this period whether the use of the numeral cancellation actually was required on postal stationery; surely, such examples are rather scarce.

Following is another example, also cancelled in black ink, where the postage stamps have been obliterated with the "204" numeral handstamp, accompanied by the current single-circle "Paramaribo" handstamp along with the Southampton route marking (Type 2).



As another demonstration of the lack of attention to postal regulations during this period, the following cover (processed with purple ink) shows the stamp cancelled with the route marking. The current "small double-circle" Paramaribo postmark also is used, but nowhere to be seen is the "204" numeral cancellation!

As a point of "collecting interest", the author had formed an interesting section for this collection: stamps of this period cancelled, in various colors of ink, with the route markings. They are not particularly rare, given the clerks' propensity for using the handstamp haphazardly, so one can put together a rather pleasing and colorful selection of these varieties.



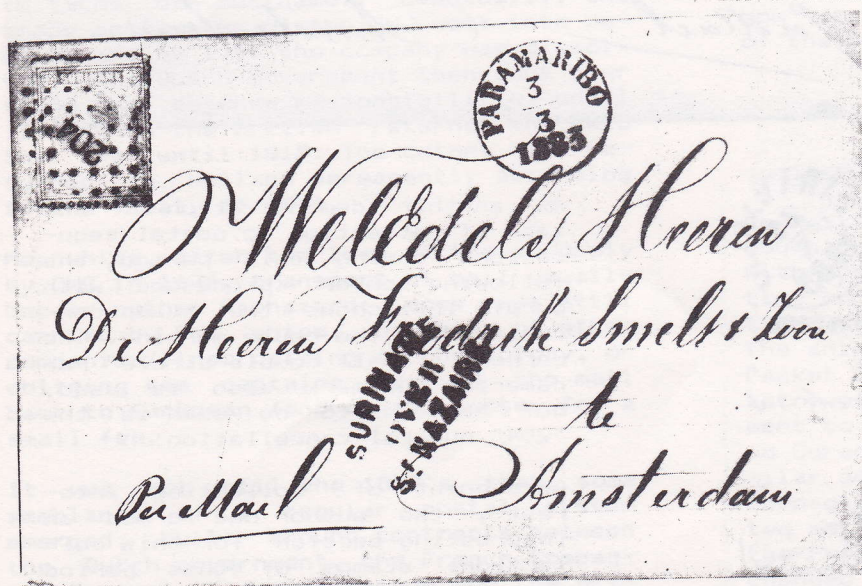
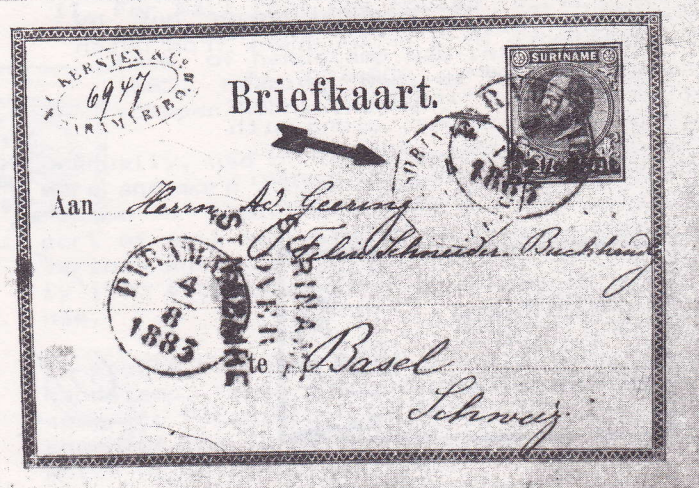


The postal card illustrated below is an interesting example of one of the ways in which mail from Paramaribo was processed by the French line, "Compagnie Generale Transatlantique". Usually, in accordance with the contract between the Dutch government and this ship line, mail from Suriname destined for delivery in Holland was stamped with the appropriate route mark --St. Nazaire or, later, Le Havre-- and then placed in sealed mail bags which eventually were sent from St. Nazaire (during this particular period of the contract) to the Dutch railway post office at Moerdijk for distribution.

#### b- "Suriname over St. Nazaire"

Although three copies of this handstamp were sent to Paramaribo, they are identical in size and shape, unlike the two "Southampton" versions.

Apparently, less mail was routed through this French port, with the result that examples of the St. Nazaire marking are rather scarce. All examples I have seen are dated prior to 1885, leading to the supposition that Le Havre replaced St. Nazaire as the transit port for mail from the Dutch West Indies.



Above is a nice example of this route stamp, with the stamp (ultramarine shade) properly cancelled in black with the "204" numeral handstamp, accompanied by the single-circle "Paramaribo" date stamp and, of course, the route marking.

In this particular case, the above postal card did not qualify for the Dutch post bag and was handed aboard the French ship, where it received the octagonal handstamp identifying the ship as being from "Line C" of this French company's fleet. As a matter of fact, Line C carried a post office on its run from Fort de France (Martinique) to Cayenne (French Guiana) and return, with stops at various ports including Paramaribo. At Fort de France the mail bags, as well as loose mail, was transferred to Line A, which in turn carried the mail to St. Nazaire. The above cover, of course, was then sent on its way to Switzerland from St. Nazaire. A pity the "Line C" handstamp is so lightly applied. The card carries a Basel receiving stamp dated August 23, indicating the transit time from Paramaribo to be 18 days. Very good service for those times.



c- "Suriname via Havre"

This boxed rectangular routing mark made its appearance in 1885 and is known in two types, differing slightly in dimensions but more visually by the letters in "via":

Type 1: 32.5 x 10 mm, and 'via' in serif type

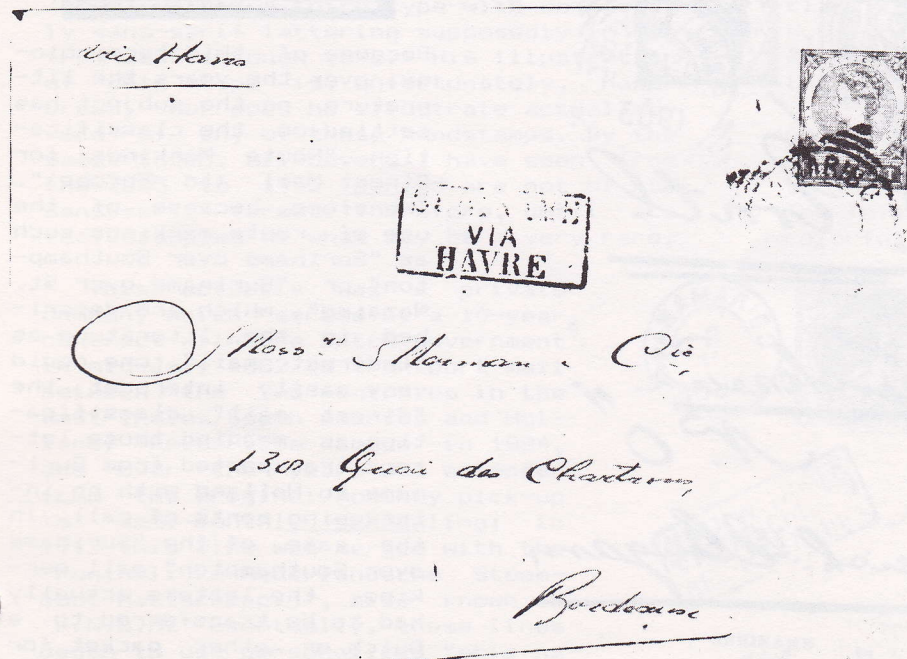
Type 2: 31 x 10 mm, with 'via' in sans-serif type

They are found mostly in black ink, although I have a few examples in violet or purple. This form of route marking was retired in 1907, or shortly thereafter.



Type 1

This early type was in use for twenty years, being retired in 1905 in favor of the sans-serif format. Black was the usual ink used, but rare examples in pur-



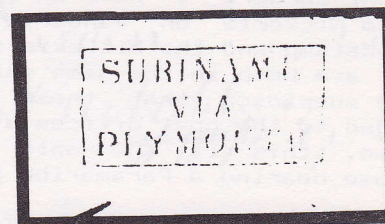
ple have been recorded. Clear impressions are especially scarce since it is doubtful that the very careless postal clerks in the post office at Paramaribo ever thought to clean the handstamps.

In 1905 a decision was made to replace the now badly-worn Type 1 handstamp with a new and slightly smaller format, as illustrated in the lower right hand corner of this page.

Type 2 is quite scarce, having seen use for only two years. Although we know of no official decrees regarding use of these routing markings in later years, all the overseas covers we have seen dated after 1907 lack this or other route markings. All our examples are in black ink.

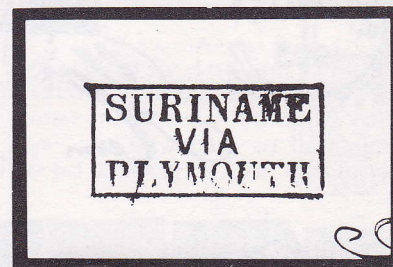
d- "Suriname via Plymouth"

When Plymouth became a transit point this new route marking was introduced in 1891. As was the case with the new "Havre" handstamp, the "Plymouth" version comes in two types:



Type 1

"via" in serif letters  
Size - 15 x 32 mm



Type 2

"via" in sans-serif letters  
Size - 14 1/2 x 31 mm





Type 1

This first type was in use from 1891 through 1903 and is found mostly in black ink, although examples in purple are also known from Paramaribo. This cover is particularly interesting in that it is addressed to Lübeck, Germany, and was sent by Registered Mail, thereby receiving the (faint) British registry transit marking in black in the lower right corner. I have an example in blue ink, originating from Nickerie on January 25, 1906. Because the route handstamp and the Nickerie squared-circle, dated town cancel are both in the same shade of blue ink, this confirms the suspicion that these later route markings were provided to the post offices at both of these ports. In any case, this is the only example I have seen other than those bearing a Paramaribo postmark.

Type 2

In use from mid-1903 through 1907, this is the scarcer of the two types. I know of it only in black ink, from Paramaribo.



## 2. ROUTE MARKINGS FOR DIRECTMAIL (TO EUROPE)

A few comments that will serve to clarify what, on the surface, appears to be a contradictory classification or description of the handstamps used in the processing of mail carrying the inscription "Ned: W: Indie/Stoomschepen/Rechtstreeks", which in literal translation reads 'Netherlands West Indies Direct Steamships'.



Because of this terminology, over the years the literature on the subject has settled on the classification "Route Markings for Direct Mail (to Europe)". Therefore, because of the use of route markings such as "Suriname over Southampton" or "Suriname over St. Nazaire", which are described in the literature as "indirect mail", one could very easily interpret the "direct mail" classification as meaning those letters transported from Suriname to Holland with no intervening ports of call. In the case of the "Suriname over Southampton" mail marking, the letters actually had to be transferred to a Dutch or other packet for final delivery at the Dutch distribution point, such as



Moerdijk, -- thus "indirect".

However, in the case of the "direct" mail markings, what actually is meant is that the mail was solely carried on ships of the K.W.I.M. line ('Koninklijke West-Indische Maildienst/ 'Royal Dutch West Indies Mail Service').<sup>1</sup>

Originally, the K.W.I.M. consisted of three steamships, the s.s. Oranje Nassau, the s.s. Prins Willem I and the s.s. Prins Maurits. The crossing took 20 days: starting from Amsterdam the ships proceeded directly to Paramaribo, thence to Georgetown, Port of Spain, La Guaira, Puerto Cabello and Willemstad (Curacao); the return route was in reverse order. At first the service was on a monthly basis, then became 3-weekly in 1890, semi-monthly in 1879 and bi-weekly in 1904. Meanwhile, the service was expanded in 1888 to visit New York by way of Haiti. Over the years, more ships were added to the line and more ports in the West Indies and South America were added to the routes so that eventually the K.W.I.M. and the K.N.S.M. virtually blanketed the area.

Let us now get into the matter of the rectangular, boxed "direct" route markings used on mail carried via these steamships.

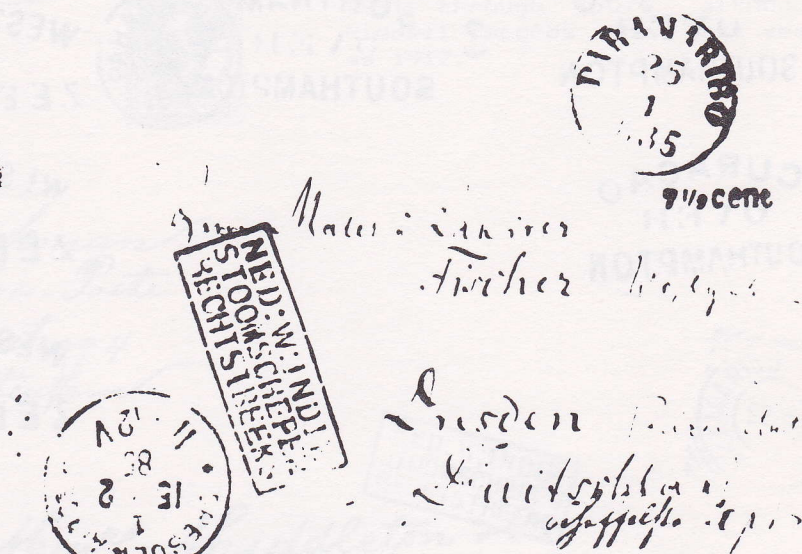
Actually, there are two types of this handstamp which overall saw use from 1885 through at least 1912 and are found almost equally in black or purple ink. It is necessary to mention that Dr. Riddell, in his *Postal History of Suriname* (1970), lists a third type with completely sans-serif lettering supposedly in use from 1885 through 1892. His illustration of this type is, unfortunately, hand-drawn; nor does he illustrate actual covers of any of these handstamps. By the same token, all covers I have seen from the 1885 to 1902 period are not of his sans-serif format. Therefore, until actual examples of what may be a very rare,

<sup>1</sup> This actually was a private company which agreed by a 10-year contract with the Dutch government in mid-July 1882 to transport mail between the two colonies in the West Indies/South America and Holland. The service began in 1884, and over the years was extended from the original monthly pick-up to semi-monthly scheduling; in 1912 this line was merged with the 'Koninklijke Nederlandsche Stoomboot Maatschappij', also known as 'K.N.S.M.' Eventually, these lines began to use personalized "ship name" cancellations, and that interesting subject will be covered in a future issue of this journal.

if not non-existent format turn up, we proceed on the assumption that there are only two types.

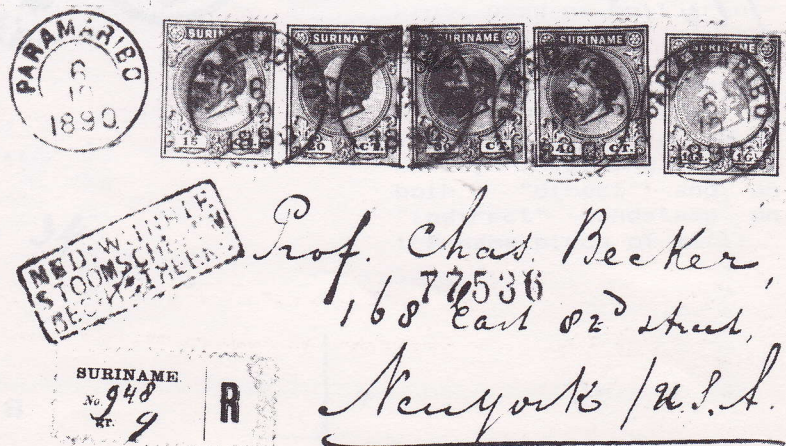
#### Type 1

The distinguishing characteristics of this handstamp, which measures 35 1/2 x 14 mm, is the shape of the letters in the top line: the "N" and the "W" are sans-serif; the others have serifs; there is a similar mixture in the lower two lines, but the top line is the key.



Incidentally, one will note, the above represents very early use of the Type 1 route marking, being dated at Paramaribo on January 25, 1885. That this postal card was addressed to Dresden (Germany) bears no relationship to the "direct" classification; it means merely that the K.W.I.M. steamship carried the piece of mail to Holland, whence it was forwarded to Germany.

As mentioned previously, the service was extended in 1888 to include stops at Haiti (Port au Prince) en route to New York. The following is an example of a rather colorful Registered Letter from Paramari-





1 CURAÇAO  
OVER  
SOUTHAMPTON

1 SURINAME  
OVER  
SOUTHAMPTON

WEST INDIE  
ZEEPOST

T

2 CURAÇAO  
OVER  
SOUTHAMPTON

2 SURINAME  
OVER  
SOUTHAMPTON

WEST INDIE  
ZEEPOST

T

3 CURAÇAO  
OVER  
SOUTHAMPTON

3 SURINAME  
OVER  
SOUTHAMPTON

WEST INDIE  
ZEEPOST

T

4 CURAÇAO  
OVER  
SOUTHAMPTON

WEST INDIE  
ZEEPOST

T

WEST INDIE  
ZEEPOST

f 22.50

9 -

f 40.50

f 10.00

1 SURINAME  
OVER  
ST NAZAIRE

2 SURINAME  
OVER  
ST NAZAIRE

3 SURINAME  
OVER  
ST NAZAIRE

f 20.50  
45 -

f 10.00  
7 -  
f 10.00



bo to an address in New York, dated in October 1890. Thus, mail was indeed picked up and dropped off at various ports in the itinerary of the K.W.I.M. ships.

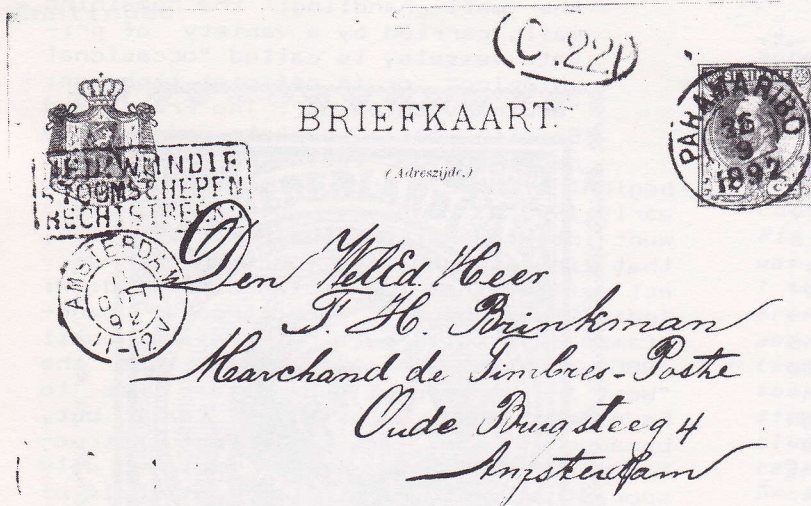
To demonstrate the now 3-weekly delivery schedule established by K.W.I.M. we illustrate below a postal card posted at Paramaribo on September 26, 1892 and arrival-stamped at Amsterdam on October 19, allowing several days for sorting at the distribution center.

scarce and interesting. Backstamped at Willemstad on February 20, thus eleven days in transit.

The next format...

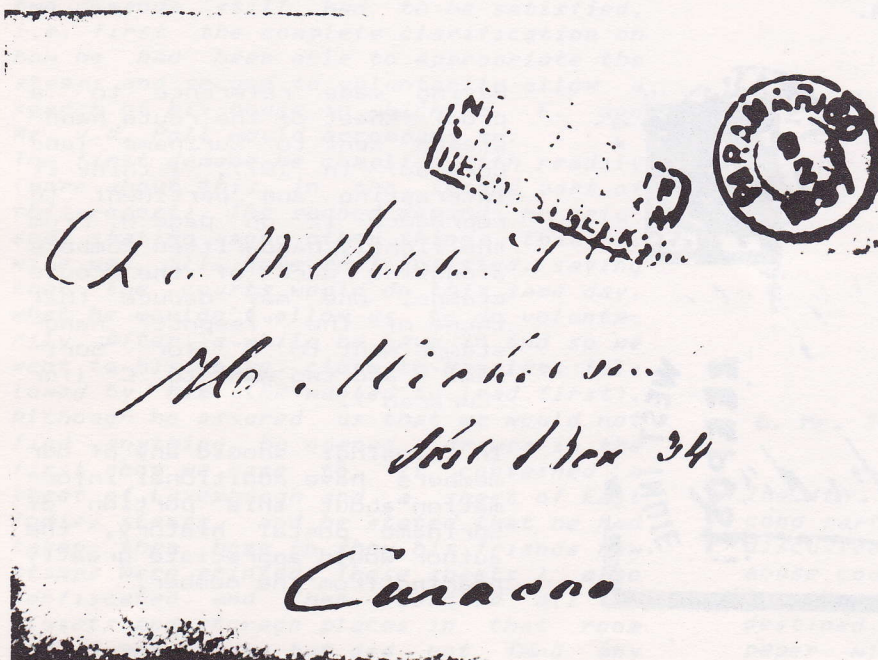
### Type 2

... is quite distinctive and easily recognized. All the letters in the first line have serifs and, in addition, there are two dots over the "E" of "Indie". The only examples I have seen are in black, and the period of use is from at least 1891 through 1907, although Riddell records the last year as 1912.



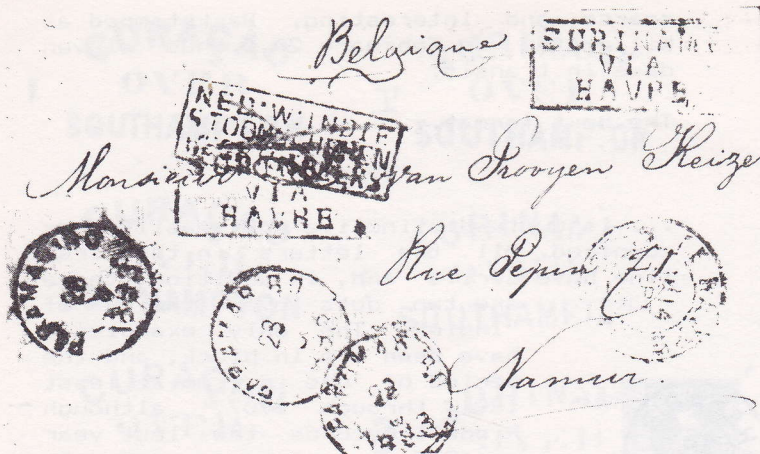
To round out the picture of pick-ups and deliveries between Suriname and the mother country, following is an interesting letter posted at Paramaribo and addressed to Curacao. In all likelihood this was carried by ship on the run through Georgetown, Port of Spain ... Porto Cabello and Willemstad. Quite

Heer<sup>re</sup> Middleton  
Broad Street  
New York  
U.S.A.



This, then, completes the cataloguing of the so-called "Direct" route markings used on mail transported by ships of the K.W.I.M. calling at Paramaribo. However, before moving on, it might be interesting to examine an oddity involving use of both a "direct" and an "indirect" handstamp on the same piece of mail:





This letter, posted on August 28, 1893 and addressed to Belgium, was originally marked with the K.W.I.M. "direct" route handstamp. Then, for some reason—possibly that a French boat was more immediately available for sailing—the direct marking was crossed out with blue crayon and replaced with a purple "indirect" route marking, "Suriname via Havre", Type 1. Indeed, the letter did end up going through Le Havre, witness the September 14 circular arrival handstamp in the lower right corner.

\* \* \* \*

Earlier in this article mention was made of a mysterious third type of handstamp that had been sent to Paramaribo at the same time as the "Suriname over Southampton" and "Suriname over St. Nazaire" route markings. If specific use instructions accompanied this marking, examples of which also went to Curacao, we are not aware of them. As a matter of fact, this marking was never used at Willemstad (Curacao) and its use at Paramaribo was very infrequent, less than a half-dozen examples having been recorded—and all used during the latter half of 1884.



Its apparent exclusive use during the second half of 1884 gives a possible clue regarding its intended function. We know of course that in the period directly preceding the activation of the K.W.I.M., there was no formal arrangement sponsored by the Dutch government for the transit of mail to and from Suriname (and Curacao) on "Dutch" ships. The contracts with the British and the French accounted for most of the mail handling; the remaining mail, carried by a variety of private vessels, is called "occasional shipping", or in official language: "ordinary shipping". The French and British mail packets of course received the "indirect" handstamps

beginning in 1877 and continuing into the early 1900's. However, when the K.W.I.M. went into operations on March 27, 1884, that line assumed the function for "direct mail". Since the rectangular "Ned: W: Indie/Stoomschepen/ Rechtstreeks" handstamps apparently were not provided until 1885, perhaps we may assume that the "West Indie Zeepost" handstamp was to have been used on K.W.I.M. mail but, because of the lack of direct instructions for its use, it was employed only sporadically, during the last half of 1884, until the more pertinent and descriptive rectangular route marking handstamp arrived at Paramaribo ...with specific instructions as to its use.

This is only theory, but it seems to fit the few facts we have about this mysterious handstamp. I should add that of the 5 covers I know of bearing the "Zeepost" handstamp, all are postmarked Paramaribo with Holland or French addresses; the earliest is dated June 24, 1884 and the latest is dated October 24, 1884, all in black ink by the way.

Having made reference to a proof sheet of the route handstamps sent to Suriname (and Curacao) in 1877, I think it interesting and pertinent to reproduce it on page 8. From the lightly handwritten numbers alongside each of the route stamps, one may deduce that three of the "Zeepost" handstamps went to "S" (for 'Suriname') and two went to "C" (for 'Curacao').

In closing: should any of our members have additional information about this portion of Suriname postal history, the author would appreciate greatly hearing from the member.



# THE 5 CENT "HANGING HAIR" IN THE COLOR ORANGE

By Gert Holstege

This article was published in the September 1983 issue of the *Nederlandsch Maandblad voor Philately*, and is being reprinted here with the express permission of Mr. Holstege and the editors of the *Maandblad*.

Translated by Jan Enthoven

Continued



An unused example of the 5 cent orange

After some time I rejoined Mr. E., and he informed me that G. had confessed that he had stolen some of the stamps mentioned above. Noting this, I reminded G. that two demands still had to be satisfied, i.e. first the complete clarification on how he had been able to appropriate the stamps and second to voluntarily allow a search of his house in which Mr. E. and Mr. v.d. Poll would accompany me. The first demand he complied with readily (more about this in the second part of this report). The second demand he refused, stating among other things, that his wife was ill. However I insisted, saying that the courts would do this same day, what he wouldn't allow us to do voluntarily. After a while he gave in and so we went to his house, close to Haarlem, followed by him (he wanted to lead first). Although he assured us that we would not find anything, he opened a drawer in the first room we came to. It contained a sheet of Luxembourg and a sheet of East Indies stamps, and he stated that he had taken them home to show his friends how stamps were printed. These sheets I also confiscated, and then searched all the closets and storage places in that room and 3 more rooms but did not find any

more. Being convinced that G. was not keeping back anything else (after all he had opened the drawer that contained the stamps as soon as we came into the house) I did not search the last room in which his wife was laying ill, after I had discussed it with Mr. E. and Mr. v.d. Poll. His wife, who had noticed that something was going on became very agitated.

I then asked G. what should be done to prevent abuses like this in the future and for this he readily had an answer (see second part of this report). Mr. E. took away the keys G. had in his possession and fired him on the spot. This concluded the first part of my orders and I returned home.

Because Mr. E. could not attend the next day because of a death in the family, we set the first or the fourth of June for the second part of our task. On the way back we discussed the steps we should take to give the whole affair as little exposure in the factory as possible, but still give the right impression with the rest of the personnel at the dismissal of their most important member (see ill. 10)



6. Mr. Johannes Enschede (Joh. V)

The 4th of June we met again for the second part of our task. The first thing we discussed was the exact way of how the abuse could have happened. In the past proofs of stamps, which were destined to be reviewed, were printed on paper without special markings. Mr. v.d.



Poll rightly saw that this practice, even if it only concerned proofs, could lead to abuses, and therefore only stamped paper was issued for proofs (ill. 9). This was the practice used with the recent proofs. The stamped sheets were issued to foreman G. with a written order, for which a receipt was signed, and all sheets had been received in return. However, he had extra sheets printed for some or all of the values for his own use, and even if the printer, gummer, and perforator noticed anything, they did not raise any objections, because in the first place it only concerned proofs and in the second place they received a verbal order from their foreman. This has now been changed.



7. B.J.R. Engelbregt, as drawn by Johan Braakensiek for the Memorial Book of the Posts issued in 1911

As happens with all orders of stamps, every order for proofs is given directly by the Controller to Mr. E. He in turn gives a written order for execution. This goes from the printer to the gummer and to the perforator, cutter and the plant controller and is signed by each, as soon as they are convinced that the right number of sheets, all stamped, is present. If a sheet is missing or misprinted, it is noticed right away and has to be delivered. I personally checked this procedure. The printer, who would add a sheet, would not be able to get this past the gummer and perforator without being noticed. It would only be possible if they plotted together. The guilty G. answered to my question regarding this (see the first part of this

report), that if this had been the set-up when the proofs were made, he would not have been able to print an extra sheet. A second question I had concerned the printing of a proof sheet to see if the plate had been assembled correctly. This also was done on unstamped paper, loose pieces of any quality and size, which then were gathered up and burned together with the misprints.

This will also no longer happen this way. In the future the Controller will give some stamped sheets to Mr. E., for which a receipt will be signed, to be used for these test prints. The plant controller will issue the needed parts of these sheets, each stamped, to the printer who needs them, and after use all have to be returned.

Mr. E., who has to keep a record of all the sheets, in turn has to return the sheets to the Controller, who, when it all checks out, includes it with the misprints to be destroyed.

The same type of paper control is used by Mr. E. for the fabrication of banknotes, and has proved to be very sound and conclusive. Both these measures, although very much needed and desirable, still did not satisfy me completely. I therefore earnestly urged to have at least two official controllers, who would oversee the work in the factory, and who would make sure that all control measures were followed and that no abuses occurred. They would also check all the storage places of the workers at certain times.

This produced a considerable amount of discussion. From one side a continuous daily inspection of the factory was defended as indispensable; on the other hand it was pointed out that the continuous presence of controlling officials would leave a bad impression with the rest of the personnel, who, after all, through years of faithful service had shown to deserve our trust. There were also some more objections of a practical nature.

The end result was that Mr. E. agreed to install the daily inspection, combined with the administrative controls, the same way as it is done with banknotes, and to hire the extra personnel needed. Mr. E. also made himself fully responsible for the correct execution of all the controls, because of the importance to the well-being of the plant. I agreed to this final plan with the reservation that, if after a couple of months it was found that the new regulations did not fully satisfy the opinions of the Administration, they would then be changed or added to as deemed necessary.

At last we reviewed the agreement to see if any other controls were necessary.

The use of paper with a watermark would not have much other use, than that, if doubt existed, the genuineness (that is the actual issuance by the Administration) could be determined. Against this stood the fact that imprints on watermarked paper never were completely per-



fect. This step was not considered very important. Another measure, that was considered important, was to make proofs always in colors representing other values. For example proofs of the 5 cent should never be made in blue. The method of stamping the paper was also discussed, but no particular conclusion was reached. The use of a press with a numerator, set up in such a way as to imprint each sheet with a serial number, was deemed by Mr. E. a measure that should be looked into, although he showed me that this was not always foolproof. He would investigate the situation. At that point I came to the conclusion that the case was closed.

Deze strook kan voor mededelingen betref- de het pakket gebezigd door den geadresseerde behouden worden.

Stempel van het kantoor van afzending

Naam en woonplaats van den afzender:

Adreskaart voor pakketten zonder aangegeven waarde

Hierbij: *Takje*  
(in te raden: een pak, mand, krat, doos, enz.)

Naam en woonplaats van den afzender: *Van der Meer, Aalten*

Staat of gracht: *Deventer*

Gewicht: \_\_\_\_\_ kilogr.

Verzonden met: \_\_\_\_\_

Plaats voor de aanhechting van de nummerstrook

Statuering

Het. liz. spoorweg

Oosterspoorweg

Centralspoorweg

Spoorw. Nijm. Tilburg

8. Two parcel post cards from Aalten with 3, respectively 4, 5 cent orange stamps (Collection Netherlands Postal Museum). The sender, a Van Eelde, had probably received the stamps from Gietzelt in payment and wanted to use them as 5 cent stamps. This can be deduced from the number of stamps. 15 cent (3x5) was the rate for parcels up to 1 kg and 20 cent (4x5) was the rate for parcels between 1 and 3 kg. Besides these Aalten also sent stamps (recovered from van Eelde?) to the Director of the Posts and Telegraphy (see last part of the Engelbregt report)

Deze strook kan voor mededelingen betref- de het pakket gebezigd door den geadresseerde behouden worden.

Stempel van het kantoor van afzending

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Spoorw. Nijm. Tilburg

I think it desirable to prepare new instructions for the Controller and also to enter into a new contract with the firma Enschede. Also, to appoint a functionary, to help the Controller, and to replace him in case of absence. I point to this in connection with the budget for 1896. It is also important that the stock of old plates, stamps and dies is cleaned up as soon as possible and that we also check if there are any old plates, etc. with Mr. van Kempen and at the Mint. The stamps that were confiscated as described in the first part of this report and the stamps sent by the Offices in Amsterdam and Aalten are listed below and the stamps accompany this report.

June 5, 1895  
(signed B.J.R. Engelbregt)

Stamps belonging to the secret report of Inspector Engelbregt dated June 5, 1895

- 4 stamps of 1/2 cent
- 119 stamps of 1 cent
- 122 stamps of 2 cent
- 31 stamps of 2 1/2 cent
- 93 stamps of 3 cent
- 56 stamps of 5 cent (orange)
- 241 stamps of 5 cent
- 120 stamps of 10 cent
- 48 stamps of 12 1/2 cent
- 136 stamps of 15 cent
- 81 stamps of 20 cent
- 27 stamps of 22 1/2 cent
- 5 stamps of 25 cent
- 50 Luxemburg stamps of 5 centimes
- 200 East Indie stamps of 50 cent
- 3 German stamps of 20 pfennig
- 3 German stamps of 10 pfennig
- 1 cover address Bros. Boots Sneek with 202 ct and 101 ct
- 1 cover address Lindeboom Amsterdam with 202 ct and 101 ct
- 1 cover address P. de Jong Ammerstol with 202 ct and 101 ct
- 1 cover address Wilke with 1022 1/2 ct
- 1 cover address J. Mark with 1012 1/2 ct and 105 ct orange

The report is approved by the Director-General Havelaar (ill. 4) and on July 13, 1895 he sends all the stamps and the covers mentioned above to the Controller v.d. Poll to 'to have them destroyed with the next batch of misprints, etc.'

#### DATA FROM THE ARCHIVES OF JOH. ENSCHEDÉ AND SONS.

The archives of Enschede also added some facts. To get a good idea of the organization we show here the responsibilities of the directors of Enschede as of Jan 1, 1894:

Mr. Adriaan Justus Enschede (1829-1896): General Affairs, bookkeeping, bookstore and buildings.

Mr. Johannes Enschede (Joh. V) (1851-1911): Printing plant (in combined responsibility with Charles Enschede), editor of the Oprechte Haarlemsche



Courant (Haarlem's Sincere Newspaper).  
Mr. Charles Enschede (1855-1919):  
Printing Plant (in combined responsibility with Joh. V.).

Johannes V., (ill. 6) usually called Jan, is the one who talks to Engelbregt (ill. 7). Joh. V. also takes the minutes of the meetings of the Directors. These minutes look more like the personal insight of Joh. V. than regular minutes. We find some interesting facts in relation to the case with Gietzelt.

Carl August Gietzelt was a German, born in 1848 and hired as foreman on September 5, 1893. A lot of effort had gone into hiring him because a new foreman was needed on short notice. The previous one, Robert Rinker, also a German and with the firma since 1878 had quarrelled with Controller v.d. Poll, who according to him had stuck his nose in business that did not concern him. Because of this Rinker resigned on May 1, 1893, but before he left, in April 1893, he performed a remarkable trick. This is described by Joh. V. in his minute-book as follows:

*When he left, Rinker triumphantly gave us a package with all kind of business relating to the Posts, as proof that the controls never scared him too much. Mr. A.J. at first stored the package in Timmermans warehouse. Recently however, in a conversation with the Controller, he mentioned that we were in the possession of the package, and he ordered Timmermans to give it to the Controller.*

The Controller became enraged and demanded that Gietzelt would be placed under his direction. Joh. V. who begins to find the situation gradually untenable, refuses the request in his answer to the Controller and tells him that he should only approach the Director of the department and not to the printers themselves.

On October 16, 1893 Joh. V. adds in his minute-book:

*The reply of the Controller came in, and Mr. A.J. turned it over to me to answer. Luckily I did not have to do it. Mr. A.J. was with the Controller in Amsterdam on Thursday and made peace with him. He stated that everything would be done as it was done in the past and he could take care of business directly with the foreman. He notified Gietzelt of this on Friday. According to me however, the question has not been resolved, because in the past it had been done two ways. At the discussions between Rinker and Sweerts<sup>7</sup>, the first had the upper hand, but after the actions of Mr. v.d. Poll this changed, and he considered himself as the person who made the decisions. Not unjustly, Rinker objected to this, and he resigned, because he did not want to submit himself to this. What will Gietzelt do? If he submits, then the Controller will be boss in the Printshop; if he doesn't then Mr. A.J. will have the same difficulties.*



9. Control stamp 'P.Z.' on the margin of a 15 cent 'hanging hair' of Curacao. These stamps were used to mark the sheets

(Mr. A.J. Enschede was Director of the Printshop until January 1, 1894)

That Gietzelt behaved noteworthy under these conditions shows in an entry by Joh. V. on December 17, 1894:

*Last week somebody notified me of the fact that Gietzelt had paid for an order of cognac, amounting to Fl. 22.50, completely in postage stamps. This sounded very suspicious.*

*As it happened, I had mentioned the last couple of days, that we should not retain Gietzelt in the long run. Because of the better organization we started this year, I no longer think we need this expensive foreman, especially since I doubted his knowledge and loyalty.*

When it came to light that Gietzelt indeed had committed fraud, he was fired on the spot on May 30, 1895, as described by Engelbregt. The personnel in the Printshop was notified of this with a bulletin (ill. 10).

Joh. V. enters in his minutes of June 29 the history as already elaborately described by Engelbregt. He continues: Mr. Engelbregt regarded the matter as being resolved, and therefore this whole business remained within the limits of a private scandal. The damage to the State is minimal, but if this case would have become a public scandal, the damage to our name would have been immeasurable. In The Hague the case was considered very important. It was stated that, if this is possible, all security was gone, and all kinds of fraud would be possible. If the

<sup>7</sup> D.M.L. Baron Sweerts de Landas was 'Controller of Postage Stamp Manufacture' in Haarlem from November 16, 1875 until July 1, 1891 and was the predecessor of J. van de Poll (see note 5)



*fabrication of stamps will continue to be our privilege, our firm will have to guarantee complete security.*

After this Joh. V. writes that better security measures should be taken, 'because it would not matter much, even if this would increase the cost of operation, as long as the measures performed as expected.' He concludes his notes about this case with:

*Gietzelt of course has not been back since Thursday. On Saturday evening I inspected his closets with him. Van der Mark has been named foreman. I want to give our chemist, Hofstede, a more immediate part in the operations. Gietzelt came today to say goodbye and will depart for Berlin tomorrow. We gave him Fl. 60 in travelling money. As a start we have installed a Bureau of Verification with Timmermans as head and starting on the first of July.*

### RECONSTRUCTION OF THE EVENTS

From the report of the chief of the first division of the Central Direction of the Posts and Telegraphy, B.J.R. Engelbregt, the results of the investigation by Enschede and also the data found in the Philatelic Press the following course of events can be reconstructed:

Carl Gietzelt, foreman by Joh. Enschede, discovered that he could fabricate extra sheets of postage stamps by having them printed on unmarked (unstamped) paper. He simply gave the order to the printer, gummer and perforator and then removed the sheets from the factory.

Rinker, his predecessor, already had shown that this was easy to do with the existing conditions in the plant.

Outside, Gietzelt paid for some purchases, like cognac, with 'stamps' instead of money. Because of this only regular stamps mattered to him, no different colors or otherwise deviating stamps. This method already had made him suspect with Enschede in 1894.

According to the story by Mr. Beausar, Gietzelt also got the idea that he might be able to get more than the nominal value of the stamps. Therefore he had one (but possibly more) sheet(s) (of 200) of the 5 cent stamp printed in the orange color of the 3 cent stamp. Maybe Gietzelt then had an unpleasant experience by Mr. Koning, a stampdealer in Amsterdam, which made him shy away from these transactions. He then made the mistake to still get rid of the orange stamps. Some people received these stamps as payment and used them as regular 3 or 5 cent stamps, (see the letter to the Dutch West Indies mentioned in the beginning of this article, which carried four 5 cent orange stamps, and which could be exchanged for regular three cent stamps without objections by the sender, and the parcel postcards from Aalten) (ill. 8)

Others did notice the mistake, as the Bros. Zeckendorf, who went in good faith to the Post Office in Amsterdam. This had results so beautifully described by Mr. Engelbregt.

Probably one or more others discovered the mistake in the stamps they received in payment, but they then sold the stamps to philatelists or dealers. Bohlmeijer and Brinkman both bought some of these stamps from one source for a lot of money (Fl. 40 a piece?).

At Enschede the Bureau of Verification was established on July 1, 1895, which is still functioning.

Het is ons gebleken, dat onze meesterknecht GIETZELT, zich schuldig gemaakt heeft aan eene onregelmatigheid in zijne administratie. De zaak zelve is van geen groot belang, maar van niemand van ons personeel, wie ook, moge wij iets door de vingers zien, dat niet volkomen eerlijk en ter goeder trouw is.

Wij mogen dat niet doen, omdat het groot vertrouwen dat wij genieten, voor een groot deel voortvloeit uit de zekerheid dat het gansche personeel van JOH. ENSCHEDÉ EN ZONEN uit volkomen eerlijke en betrouwbare personen bestaat.

Wij hebben ons daarom genoodzaakt gezien den meesterknecht C. GIETZELT onmiddellijk met den dag van heden te ontslaan.

Zijne betrekking wordt tijdelijk opgedragen aan C. E. ABSPOEL, meesterknecht der zetters.

HAARLEM, 30 MEI 1895.

10. Bulletin issued to the personnel of Joh. Enschede on May 30, 1895

### Translation of bulletin:

We have discovered that our foreman GIETZELT, has been guilty of an irregularity in his administration. The case itself is of no great importance, but we cannot ignore anything like this, from any of our personnel, that is not completely honest and in good faith.

We cannot do this, because the trust we enjoy stems for a great part out of the knowledge that the total personnel of Joh. Enschede and Sons consists of completely honest and trustworthy persons.

We therefore have found it necessary to dismiss foreman Gietzelt as of today. His job has temporarily been assigned to C.E. ABSPOEL, master in the composing room.

Haarlem, May 30, 1895



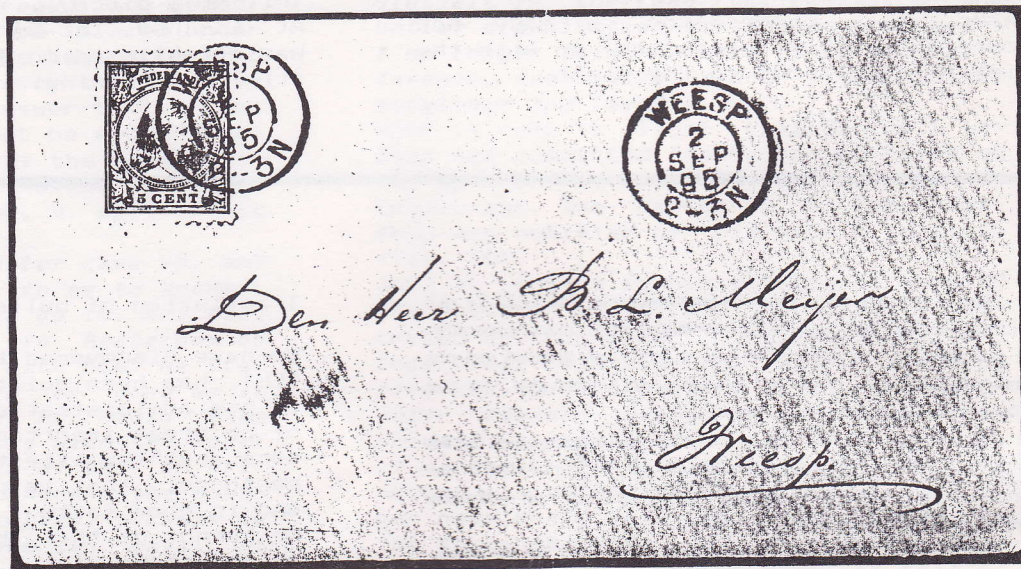
## CONCLUSION

The 5 cent stamp of the type 'hanging hair' in the color orange is a product emanating from a fraudulent foreman in the printshop of Enschede and Sons. The stamps were stolen from the shop and were never in the hands of the Post. Therefore the stamps were never issued, contrary to what the Controller-Warehouse master J. van de Poll wrote to J.B. Robert, editor of the *Nederlandsche Tijdschrift voor Postzegelkunde*. The reason the Controller gave this misleading answer was due to the fact that his superiors with the Post and (through their insistence) Joh. Enschede and Sons, wanted to keep the whole issue *sub rosa* and did not want to involve the Courts<sup>®</sup>. Therefore the 5 cent orange 'hanging hair' is not a postage stamp, not even a color proof, and thus should not be mentioned in the catalogue as a 'misprint'. The stamp is identical with a regular forgery and any reference to value should be avoided in the future.

Gert Holstege,  
Rotterdam, August 3, 1983

The following persons cooperated with this article: Mr. W.S. da Costa, Gonno Flipse (museum Enschede), Heleen de Jong (Netherlands Postal Museum), Edith Klink, Simon Lodder (Archive and Registrar PTT) and J. Vellekoop.

This cover was recently traded at a Van Dieten auction.



<sup>®</sup> Regarding this Mr. W.S. da Costa noted that people may be questioning some of the facts of the case.

A. Was it allowable for a highly placed civil servant as Engelbregt to threaten Gietzelt continuously with the police, when at the same time he was ordered to keep the courts out of this at all costs? From his point of view definitely, because

In a letter to the *Maandblad* and published in the December 1983 issue, Mr. Holstege writes:

### The question of the 5 cent orange (hanging hair)

Last Month's reaction to the September article by Roelf Boekema deserves some kind of reply.

1. Contrary to Boekema's twofold assertion, I did not state that the 5 cent orange was worthless. I did say, however, that the catalogue should no longer give a value to it, because this is never done with forgeries. But this does not mean that the stamp is worthless (see point 6)

2. Gietzelt did not intend the 5 cent orange to be to the disadvantage of the Post, in contrast with the many other stamps fabricated by him, otherwise he would have printed the 5 cent blue and not orange.

The idea was that dealers or collectors would give him a lot of money (or at least more than the nominal value) for this 'variation'. When this did not work Gietzelt tried to get rid of the stamps at face value, but this got him into trouble when the color was not right. The most one can say of this stamp is, that it was for the most part a failed forgery to the disadvantage of the Post!

se one should realize that, in those days a suspect, even in a preliminary inquiry, did not receive as much consideration as we already for quite a while deem necessary. The Code of Criminal Law, dating from 1838, and already out of date, did not give any indication for any other line of conduct. G. would not have expected any other treatment, even if he had



3. Contrary to Boekema's suggestions, the Posts in all cases where it was recognized as a deviation, did not accept the stamps for postage! (see the Parcelpost cards from Aalten and the stories by Mr. Bohlmeijer in the "Nederlandsch Tijdschrift voor Postzegelkunde" of 1895). With the letters franked with the 5 cent orange that were transported by the post, the stamps were not recognized as deviations, and they were treated as 3 cent stamps. (see the 3rd illustration in the September article)  
On top of that some of these letters were mailed by philatelists!

4. Contrary to Boekema's assertions, the fact that only a few orange 5-cent stamps have been used on letters without detection by the Post, gives these stamps no different status. There have been recent stickers that resemble postage stamps and which for that reason were not recognized by the Post as deviations. It is clear that this fact did not transform these stickers into postage stamps or in any other manner affected their status.

5. Boekema declares correctly that "without knowledge of any authorities the stamps were fraudulently printed and later stolen" and thereafter "issued and circulated by an individual". How he then can justify his statement, that with this action a 'genuine' stamp was created, is not clear to me.

6. As far as the value of the 5 cent orange 'hanging hair' is concerned: this is determined by auction results and not by Mr. Boekema.  
The buyer at least knows that he does not buy a postage stamp but a forgery (although a very special one)!

Gert Holstege, Rotterdam  
October 24, 1983

been a Dutchman.

B. Was the Director-General totally free to suppress evidence of wrongdoing? This also has to be answered positively. This would only change with the new Code of Criminal Law, which was introduced on January 1, 1926. According to article 162, personnel of a Government Office like the PTT had to notify the authorities of any misdemeanor discovered during working hours.

The fulfillment of this duty has never been tested, and this article, especially since the Second World War, has become a dead letter.

Although judicially speaking any criticism on the inquiry and the remigration of G. is unreasonable it will be clear that it would be shameful for an official, under our contemporary standards, to be forced to tell untruths, as the Postal Director of Amsterdam Van der Upwich experienced when interested persons asked him straightforward if the stamp was genuine, yes or no.

A final note on comments in the press on Mr. Holstege's article. The following was the main part of an item appearing in the April 1984 issue of the Maandblad:

"A real misprint of course occurs accidentally during the printing of normal stamps. The 5 cent orange 'hanging hair' however, was made clandestinely, with the only goal being to get money from the pockets of philatelists.

It is a private issue. While genuine as such, but still an inferior issue".  
H. Koopman, Kalmthout, Belgium

(Editor's note: We have to question the statement of well-known and highly respected Mr. Koopman, in which he states that the only goal was to mulct collectors. Mr. Holstege went to considerable efforts to point out that the primary purpose was unquestionably to cheat the Netherlands Post Office, not to create a rarity for collectors.)

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#### POSTAL HISTORY OF ARNHEM

Mr. Fernand Mollenkramer and Mr. Karel Goelst are making a study of the postal history of the town Arnhem in The Netherlands.

After 2 years investigating the archives at Arnhem a need arose to contact postal markings collectors of The Netherlands who have in their possession the postal markings of this town.

At the turn of the year 1800 up till now many postal markings have been used and a few of them have different types. A questionnaire has been compiled and with the help of above mentioned collectors many of these questions can be answered.

All information about the postal history of Arnhem are very welcome, especially the era before 1733. Everyone interested in helping this study can contact the following persons:

Librarian American Society  
for Netherlands Philately  
F.H. Mollenkramer  
6301 Downey Ave.  
Long Beach CA, 90805 USA

Mr. Karel Goelst  
Maarhuizenpad 2  
6835 BD Arnhem  
Netherlands



## HERO OF THE SEA

Willem Joseph Baron Van Ghent (1626-1672)

By Frans H.A. Rummens



Van Ghent is one of the very few from the nobility who have achieved high rank in the Fleet; what is more, he was not even a seaman originally, but an army officer. How then did he become a notable Hero of the Seas?

In 1665, after the disastrous Battle of Lowestoft, it had become clear that the discipline of the soldiers aboard the Republic's ships left very much to be desired. After due consultation, amongst others with De Ruyter, the States of Holland decided to create a separate "regiment of Marines" with competent army officers to train and lead them. The first commander of these Marines was Baron Van Ghent, who was given the rank of colonel.

To give them experience in the peculiarities of being sea-soldiers, Van Ghent and his co-officers were given command of a ship. And thus did Van Ghent see battle for the first time in the Four-day Battle of the second English War. Unfortunately his ship was an early victim and he had to withdraw.

More honour was bestowed on Van Ghent for his fortitude in the Two-day Battle, later that same year of 1666. With his ship he was "seconder", that is personally responsible for the safety of Admiral De Ruyter and his flagship "De Zeven Provinciën".

De Ruyter blamed the defeat on the actions of Admiral Cornelis Tromp who, fighting all the way, had become separated from the main fleet. This was the drop that did make the pail overflow; Cornelis Tromp lost his Lieutenant-admiralship of Holland. As his successor the

States of Holland asked Van Ghent. The latter protested that he did not have the sea-experience, but the States insisted and Van Ghent accepted.

In the Spring of 1667 Van Ghent set course for the English coast to engage the English fleet. He achieved somewhat less than a great victory, but he terrorized the North coast of England to such an extent, that the Dutch merchant fleets were free from English attacks for a while.

In June of the same year followed the expedition to Chatham, to attack the English fleet that was anchored there. Van Ghent's exploits at Chatham amazed friend and foe. Doing battle with anchored ships and fortresses on the shore was precisely to his liking.

Then, from 1667 to 1670 Van Ghent did not have a sea-command, presumably because of the peace that had been signed with England.

But in 1670 he was given the command of a squadron to fight the Algerian pirates in the Mediterranean. With the help of an English squadron (!) this action was highly successful and ended with an entire pirate fleet beaching itself. After taking prisoners and booty Van Ghent ordered all the enemy ships burned. That must have been quite a satisfying bonfire.

Peace was shortlived; in April 1672 England and France together declared war on the Republic. De Ruyter and his vice admirals had been preparing for this all of 1671. In June 1672 De Ruyter, with Van Ghent as one of his squadron leaders, attacked the Franco-English fleet that was anchored in the bay of the Sole. The Dutch did splendid battle, but Van Ghent was killed in the action.

He is buried in the Dom church of Utrecht. Such was the admiration of the Admiralty of Amsterdam that they built him a splendid mausoleum in that church.

### Erratum

In the previous issue we inadvertently omitted the author's name for the Hero of the Sea article. This of course was also written by Frans H.A. Rummens.



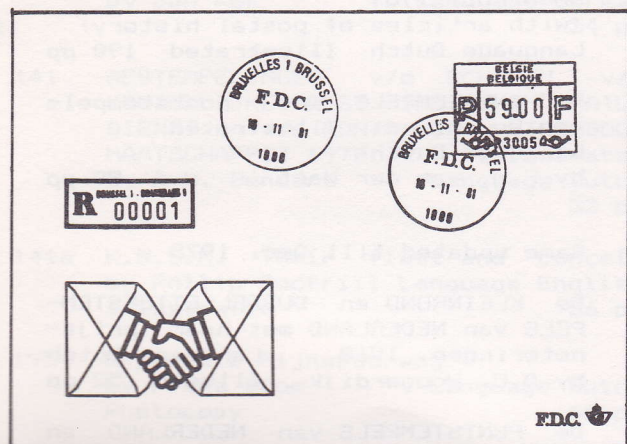
TREND  
by F.H.A. Rummens

Is the Postage Stamp being displaced by  
Franking Labels?

Franking labels are ready-while-you-wait stamps. That is one definition. Increasingly available in a number of countries (France, Norway, Switzerland, West-Germany, Belgium and also The Netherlands), they are little pieces of paper, gummed on one side, carrying at least the name of the country and a denomination. They are bought from vending machines, sometimes in pre-set denominations, sometimes available in any denomination by way of toggle switches which can be set between 0000 and 999.

The labels are stuck on letters et cetera to prepay the postage. Therefore they have all the functionality of a postage stamp and they differ from the real stamp only in that they do not carry a pretty colored picture and they are printed right in the vending machine rather than by a printing plant.

The Dutch franking label looks misleadingly like a machine cancel, since it carries also the place and date of purchase. This appears to be unique for the Dutch labels and frankly we cannot see the point of this extra information. The label, like any stamp, still needs to be cancelled. The figure shows a FDC of a Belgian label cancelled 16 Nov 1981.



Of course, the abuse has already started. We saw an advertisement of the Belgian Postal Service announcing the inauguration of four denominations in six places simultaneously; all 24 FDC's were offered for Bfr 660.!

Do we have to collect these labels? "Not if you don't like to" is the obvious answer, although admittedly it is philately. But there is little fear that these ugly labels will replace the colorful ambassadors of good-will. The advertising impact of the normal stamp is so great that postal services anywhere will be instructed by their political masters to keep the stamp in a high place of honor.

Besides, there is not enough nickel in the world to mint all those coins that suddenly would be required for the label vending machines.

Typewriter Fund  
(Since 8-1-83)

Lot 1	\$11
Lot 2,17,19,20	\$21.50
Lot 3,29	\$75
Lot 4,13,14,15,16,28	\$32
Lot 5,10,11	\$31
Lot 6,18	\$34
Lot 7,12,22,26	\$32.50
Lot 8,9	\$11
Lot 21	\$ 8.10
Lot 23,24	\$20
Lot 25	\$ 5
Lot 27	\$11

Total for lots	\$292.10
Donation	\$24

Grand total	\$316.10
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One might wonder why, in the Speciale Catalogus, the date of issue of the 12 1/2 cent Queen Wilhelmina stamp of Suriname (#244) is not given, although this information is usually part and parcel of similar descriptions for other issues. On reason may be the fact that the stamp was prematurely made available to the public on June 12, 1946. Approximately 200 First Day Covers were processed that day before the stamps were abruptly withdrawn from sale--with no explanation, according to local sources of that time. Then, on June 21 their sale was authorized and another 200 or so "First Day" covers were processed. The Avezaat & Okker catalogue lists June 12 as the "First Day" date, but the second date poses a question that probably will never be resolved: Which is the "official" date of issue of this stamp?

A question for our members: does any member have a First Day cover of Curacao #142C or #144C? We know that perf 12 1/2 stamps (#142 and #144) were issued on May 10, 1941, but none of the catalogues covers these two stamps in the 13 1/2 perforation, which was also used on March 2, 1942. Could this also have been the date for the #142C and #144C? Please check your collections.

In June 1938 Suriname celebrated the 75th anniversary of the abolishment of slavery in the colony with a special series of 4 stamps issued on June 1. Although not generally known, some if not all the proceeds from the sale of these stamps was designated for the establishment of an industrial school for Suriname girls. The accepted "First Day" of course is June 1. However, the exact anniversary date was July 1, at which time special covers were imprinted with a black cachet reading "Suriname/75/Emancipatie/1863-1938. This cachet does not appear on the June 1 covers.