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May 2002

From the Editor:

Since my last editorial I managed to erase all the information that I had stored on my hard disk and I tell you, that is bad news. I have to start from scratch and am slowly 'retrieving' what I lost. Luckily a lot of information I still have on paper and by scanning and then converting to digital format I can rebuild most files. One good thing that came out of it this is that I had saved a lot of data that I now realize I don't really need, freeing up space.

I received quite a few reactions on the articles in the January Journal. Member Marinus Zaaier wrote that he too was imprisoned during WWII, just like Carel Witmond, the author of the series of articles on Concentration Camps during 1940-45. Marinus sent me a copy of the book he wrote about his experiences and it is amazing that he survived it all. Carel and Marinus have now been 'connected' and I'm sure they have a lot to talk about.

In this issue you will find reactions to the articles on the Chinese Cyclical Calendar and the LUX Soap cards and the second installment of Carel Witmond's article.

It sure is nice to see that the material we publish is of relevance to the members.

We've done some more prep-work on the September 4 trip we are setting up after Amphilex2002. One thing I hadn't realized is how expensive it is to rent a bus and driver for a day. It will be about \$600, and assuming that we have 20 participants (I have 14 confirmations at this stage) it will be \$30 per person just for the bus. Overall it could be a rather expensive day and maybe we should think about an alternate plan that would be less costly. There are many things to do in and around Amsterdam and we will study these in the weeks to come. More on this in the July Newsletter. In the mean time, let me know (if you haven't done so already) if you are interested in coming with us. It should be a fun day, that's one thing that's for sure. I'm looking forward to it!

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

Hans Kremer

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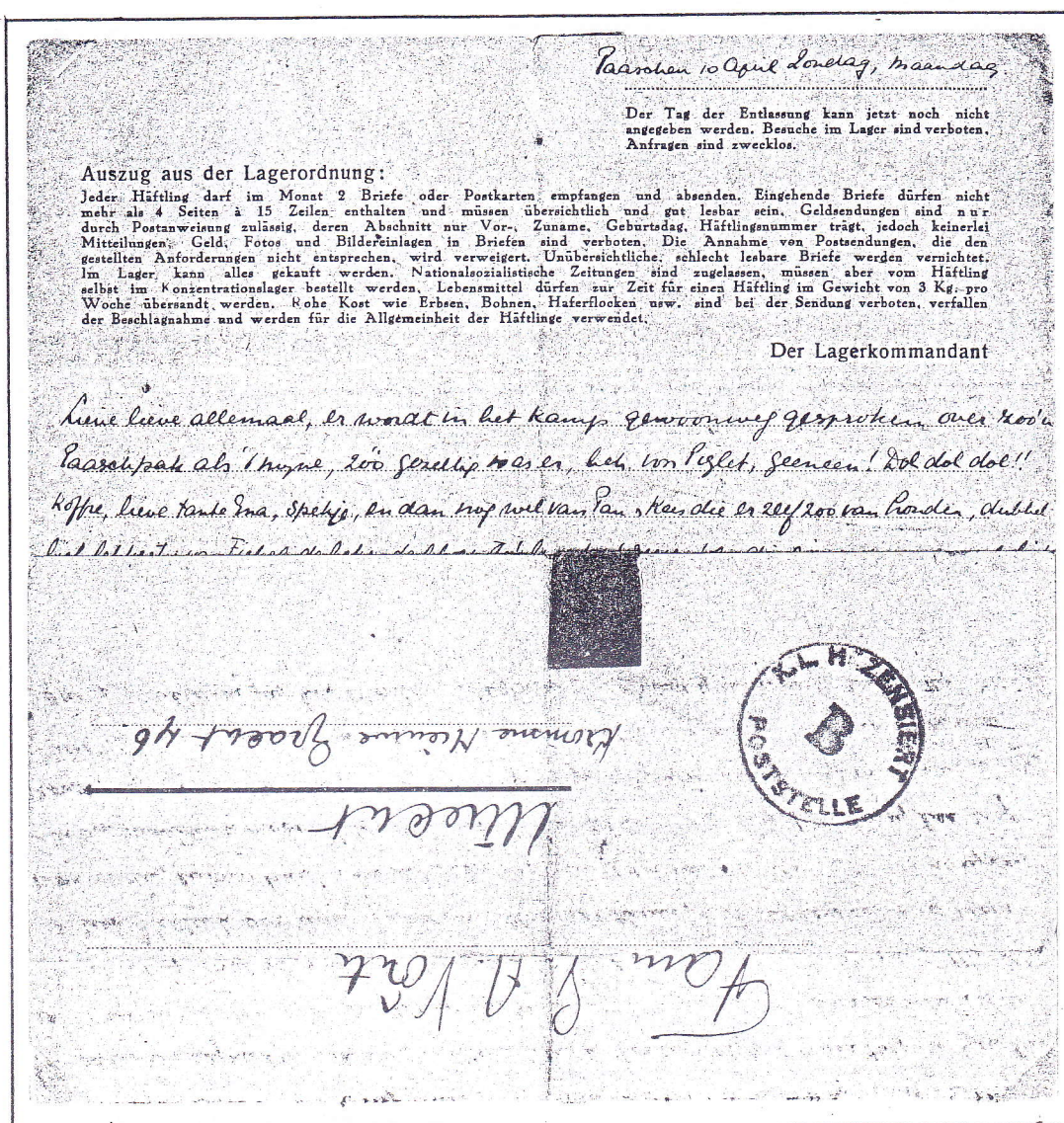
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Concentration camps in the Netherlands during the 1940-1945 occupation. (Part 2)



Letter dated 19th December 1943. German text as before, but with normal lettering. Circular censor mark: "Postzensurstelle K.L. Herzogenbusch, D"



Letter from Mrs. H. Voute dated "Paaschen 10 April, Zondag, Maandag" (Easter, 1944). Camp regulations in German as before, but of slightly different letter type. Circular censor mark "POSTSTELLE K.L.H. ZENSIERT B".

Henk Roos, a member of the first "PAROOL-group", escaped transport to Natzweiler because he was in the hospital with pneumonia. He remained at camp

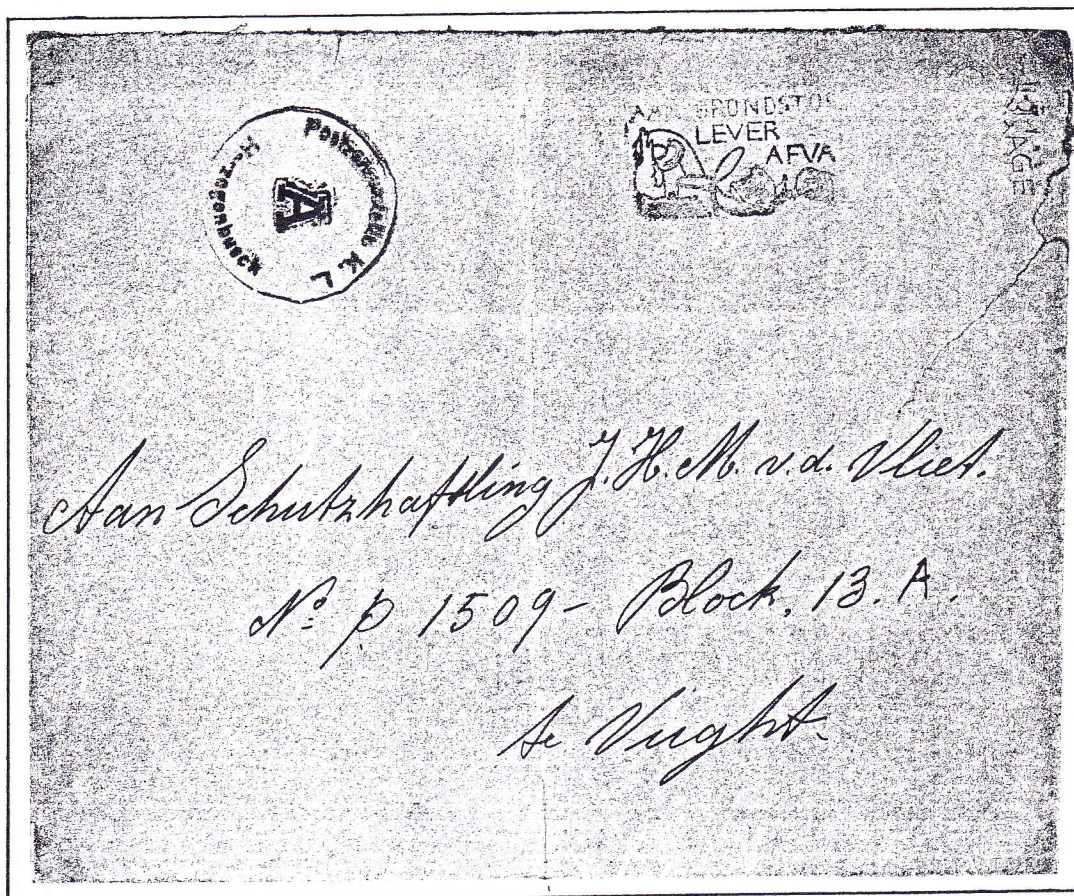
's HERTOGENBOSCH until its closure on 5/6 September 1944.



One of his letters is dated 8 April 1943. Bottom left is a rare censor mark with the initial "B" in red. This mark was used by Bernardus Meijerink, a political prisoner in charge of censored mail. Written bottom right is the address to which Roos' father - without success - directed several requests for reduction of his son's sentence.

Letters from the concentration camps are in greater abundance than letters sent to the camps. Although

prisoners were very keen to preserve the letters they received, in practice there was a problem of safe keeping.




Letter from 's GRAVENHAGE to camp VUGHT. Date unknown. To detect possible hidden messages, the camp censor has removed the postage stamp. Censor mark: "Postzensurstelle K.L. Hertogenbusch, A".




Possibly owing to an administrative error, N.N. prisoner, Henk Roos, was allowed to send and receive mail. But the camp censor made sure that he did not receive more than his allowance. Apparently this letter from Hengelo was in excess of his allowed 'ration' and was returned to sender with the heavy hand stamp "ZURÜCK" and the hand written explanation: "dubbel" and "Nur bevoorrechte Post uit Amsterdam. The sender had sealed the letter most appropriately with the sticker "Optimist".

Prisoners were allowed to receive parcels and send a confirmation of receipt.

DRUKWERK





Aan *Mw. Beug-
-Fumans.
76 Groot Hertogenbosch
Den Haag*

Afzender: *Eva H. Groot*

Geb.: *1/11-23*

MODEL 480A-K.L.150.000-4870-K 262

K.L. 's HERTOGENBOSCH
AUFFANGLAGER

11/VIII - '43 194

Reçu

M., Hiermede bevestig ik dankend de ontvangst van het
gezonden pakje.

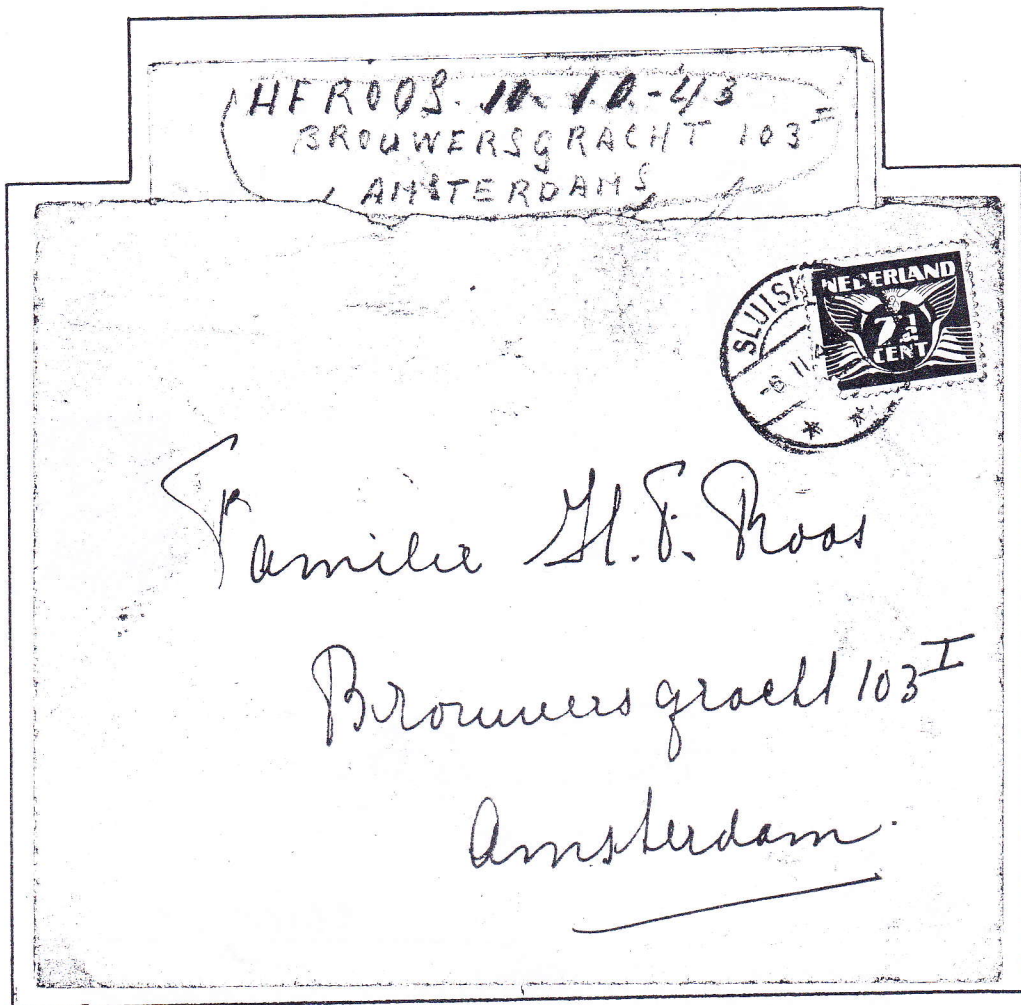
Eva H. Groot
(Handteekening)

"Reçu" dated 11 August 1943. Although its destination was The Hague, it carries the circular postmark of AMSTERDAM-CENTRAAL STATION. Circular censor mark: "POSTSTELLE K.L.H. ZENSIERT, C".



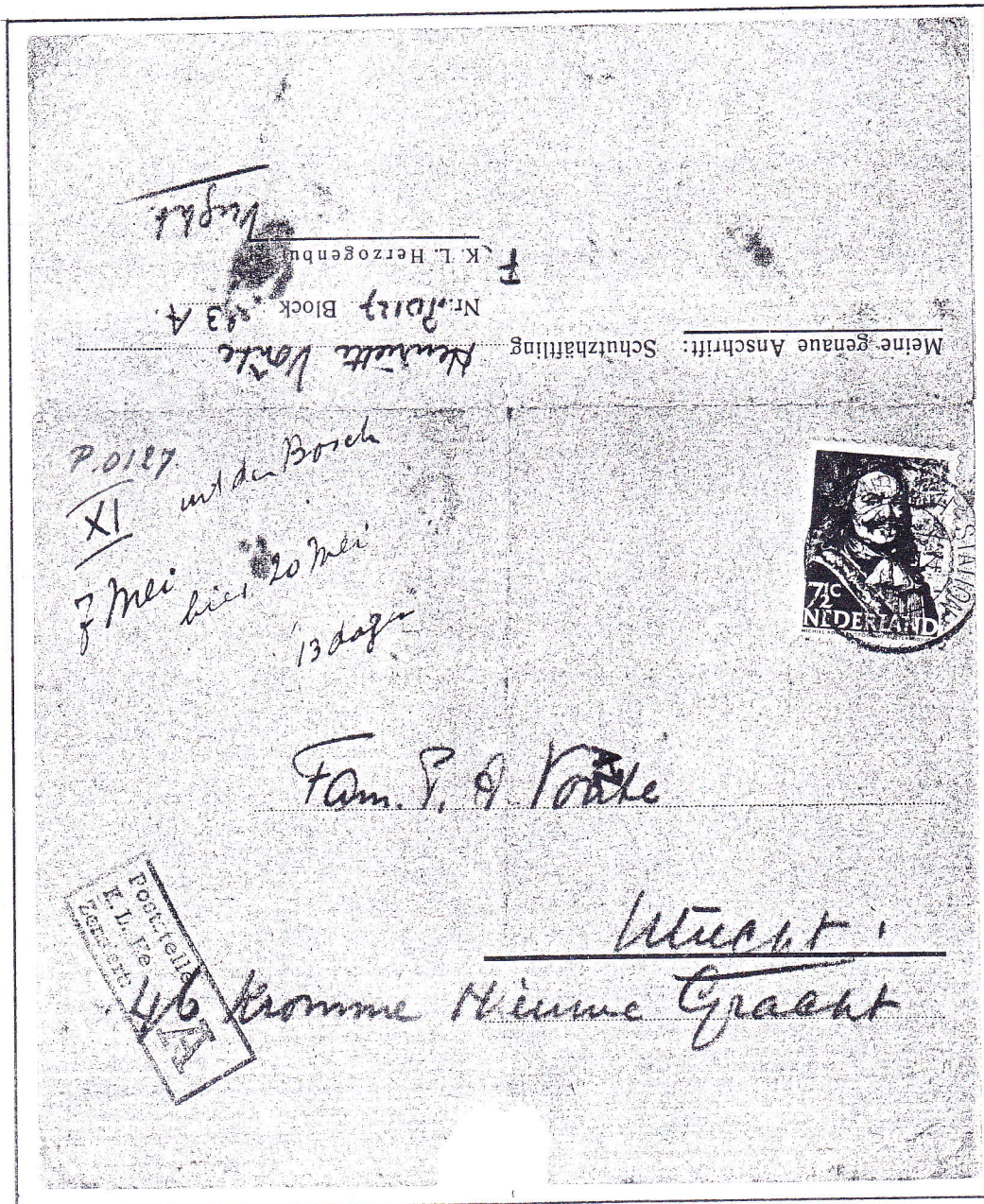
A postcard and a picture postcard sent to camp VUGHT, dated 26.10.1943 and 27.8.1943 respectively. The censor has removed the stamp from the picture postcard.

Prisoners were allowed to write home twice a month. With the aid of civilian workers in the camp it was sometimes possible to send a clandestine letter.



Letter from Henk Roos dated 10 October 1943. An unknown friend put the letter in an envelope and mailed it in Sluiskil on 6 November 1943. No censor marks.

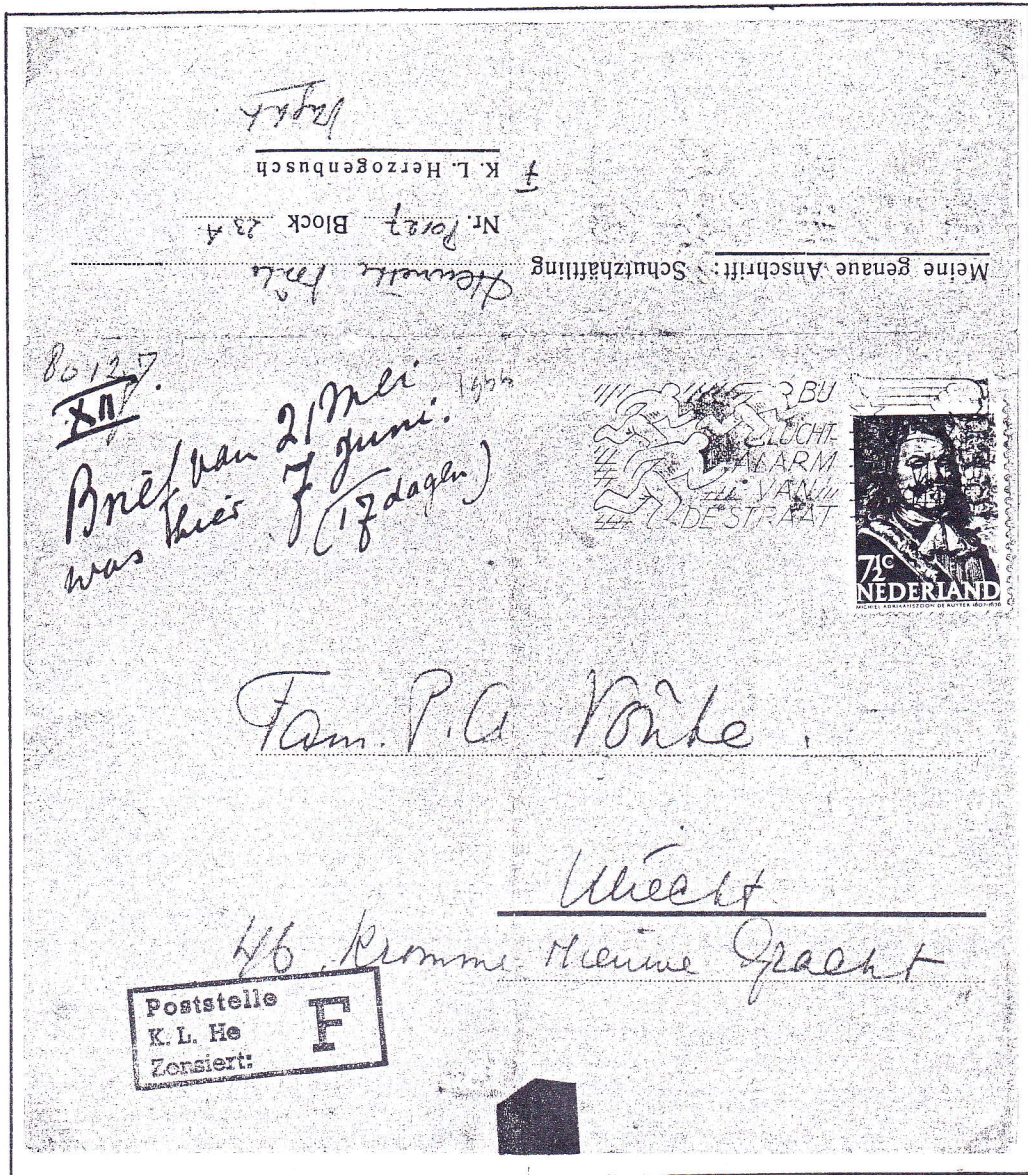
After having spent time in several prisons, Mrs. H. 's HERTOGENBOSCH.
 Voute was finally sent to the women's camp at



Letter dated 7 May 1944 to Utrecht with a circular cancellation of 's HERTOGENBOSCH STATION, 20.5.1944. Her parents kept a record of the dates of her letters and the arrival dates (see top left corner of cover).

A censor mark in rectangle: "Poststelle K.L.He. Zensiert A".

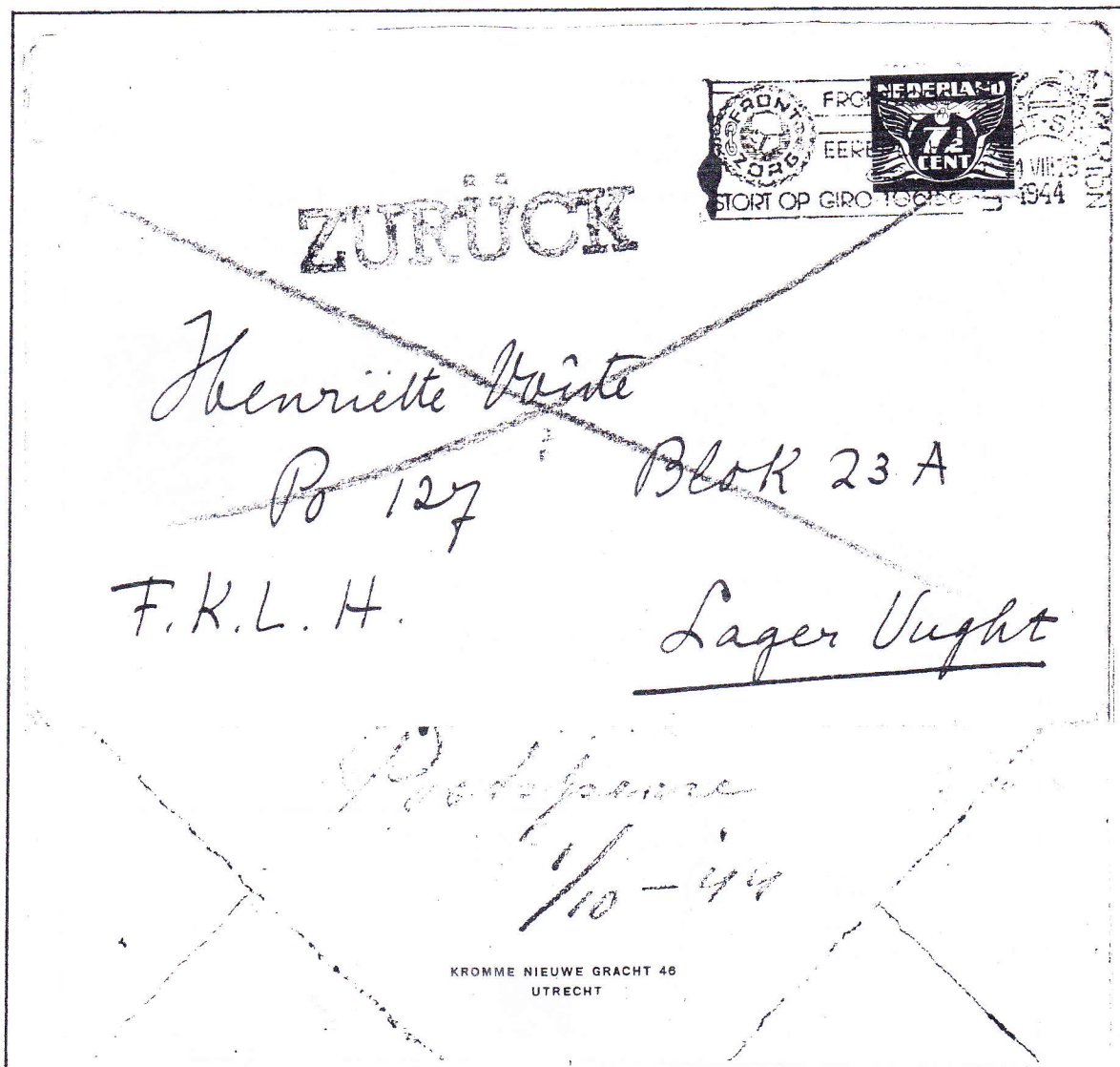
The vertical (red) letters A.Z. are from the Transorma sorting machine, a for-runner of the modern routing system.



The twelfth letter from Mrs. H. Voute to her parents in Utrecht, dated 21 May 1944. A censor mark within rectangle: "Poststelle K.L.He. Zensiert F". It seems that six different stamps of this type have been used, of which this one is the last.

In January 1944 a dramatic incident took place. It started when a German female prisoner turned traitor to one of her fellow prisoners. This resulted in the punishment of a nun, who was locked up in a bunker. A number of women revolted, where upon 74 of them were locked up for 14 hours without food or water in a cell only slightly larger than 4x2x2 meters. Ten women perished.

The German concentration camps usually contained prisoners from many countries. In Dachau for example, there were at one time 33 different nationalities! Camp 's HERTOGENBOSCH on the other hand was a camp with predominantly Dutch prisoners.



On 14 August 1944 this letter was sent to Mrs. H. Voute by her parents in Utrecht. The situation in Holland was very tense, because the liberation by the Allies seemed imminent. On Tuesday 5 September 1944 (so-called Mad Tuesday) German officials and Nazi-collaborators got into a panic and made preparations to flee to Germany. On 6 September 1944 camp 's HERTOGENBOSCH was evacuated, The prisoners were transferred to camps such as SACHSENLAUSEN and RAVENSBRÜCK and no mail was passed on the prisoners. The anticipated liberation of the Netherlands was halted half way. Holland remained occupied until May 1945.

Mrs. H. Voute never received this letter. It was returned with the usual hand stamp: "ZURÜCK". On the cover was written by hand: "Postsperre 1/10-'44" (mail prohibited). This was not the true reason. It seems that the occupying forces did not want to make it known that the camp had been evacuated.

Penal Camp Ommen, 1941-1945

(From: www.geocities.com/Heartland/7071/ommen.html)

Before the outbreak of the war the campground had been used by followers of the cult leader Jiddu Krishnamurti. The cult held annual meetings; the last meeting held took place in August of 1939. The place of the meeting was a camp near Ommen called Sterkamp (Star camp).

Construction of the camp began on 13 June 1941.

The guards were assured that the nature of the camp would remain strictly Dutch. Exactly how Dutch would be revealed within a very short time. The camp was renamed Arbeitslager Erika (Labor Camp Erika), and all reports were written in the German language and orders were given in German as well. Guards were called KK - Kontroll Kommando (Control Commando).

The first prisoners arrived 19 June 1942, but the camp was officially 'opened for business' on 22 June. By the end of 1944 there were about 450 prisoners in the camp.

Black marketers and forced-labor dodgers were sent to Ommen where they received harsh treatment from the KK. Prisoners arrived in Ommen by train guarded by Dutch constables. Leaving the train station by foot they had to march three Km (approximately two miles) in order to reach the camp at gate A. There the collaborating constables would turn the prisoners over to Dutch SS camp guards. Almost immediately upon entering the prisoners would experience cruel treatment, the kind the Dutch guards were well capable of. They would scream, curse, and hit the prisoners mercilessly. Anyone who dared to open his mouth in response was beaten with a truncheon.

Following initiation the prisoners were assigned to work details. Sixty men were housed in each barrack and instead of sleeping in beds prisoners slept in hammocks, three high. Bedding and clothing were inadequate. Food was insufficient. Work had to be carried out in high tempo. Each alleged trespass was punished severely, like being locked up in a bunker with water standing up to their belly button.

Refugee camp Westerbork

<http://www.geocities.com/Heartland/7071/Westerbork.html>

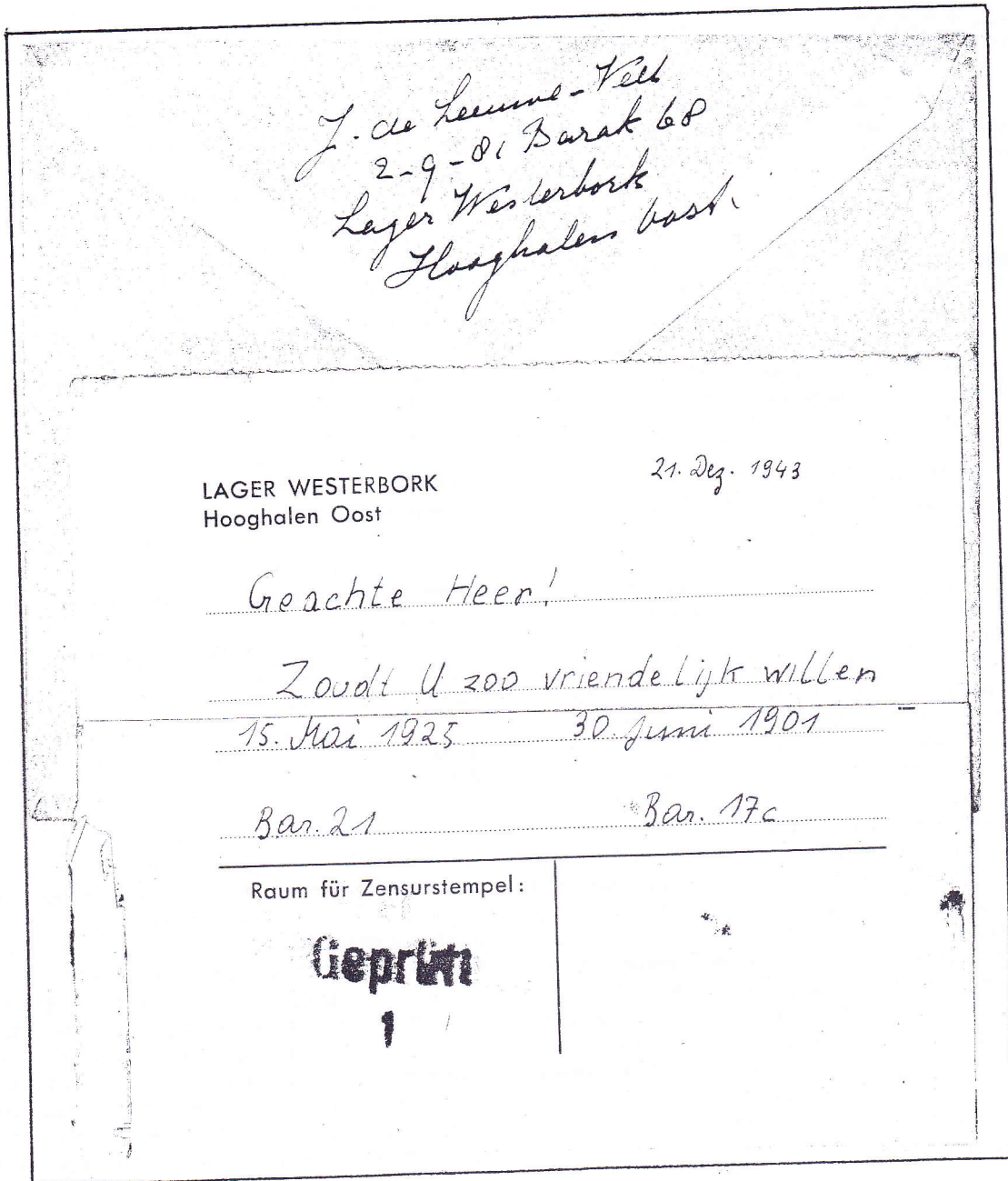
Near the village of Westerbork in the province of Drente, in proximity of the German border, the Dutch Government owned a tract of heath and marsh land. This isolated piece of real estate appeared to be the ideal place to build a camp for German Jewish refugees. It was far enough removed from the village proper of Westerbork that refugees would not interfere with the daily business concerns of the villagers provided supervision was in place. Mr. D.A. Syswarda, a former administrator of an organization for psychiatric patients in Amersfoort, was appointed Director of camp Westerbork. A serious concern for most Dutch government officials and politicians was that Jewish refugees, who had fled Nazi Germany in large numbers, would integrate with the local villagers. Initially fifty barracks were built capable of housing about eighteen hundred people. When the Nazis invaded the Netherlands on 10 May 1940, eleven hundred and fifty legal and six hundred and fifty illegal refugees had found refuge throughout the Netherlands in various shelters, homes, and sub-camps - twenty six in total. Now, once again, they were caught in the web the Nazis were weaving around the Jewish people in Europe.

The first twenty-two German Jewish refugees were interned in Centraal Vluchtelingen Kamp (Central Refugee Camp) Westerbork on 9 October 1939. Leo Blumensohn, who survived Westerbork, Auschwitz, Gleiwitz, Blechhammer, and the death marches, was the first refugee officially registered at the Town Hall of the village of Westerbork. When the Nazis overran the Netherlands the camp was in use by roughly seven hundred and fifty German Jewish refugees. Reserve kapitein (Captain in the Reserves) Jacques Schol of the demobilized Dutch Army Reserves and former leader of another refugee camp called Hellevoetsluis was appointed commander of refugee camp Westerbork on 16 July 1940.

Captain Schol introduced new regulations for the German Jews in February 1942. Since the internees for the most part spoke the German language new camp rules were written and introduced in the German language. Schol incorporated all refugees over the age of fourteen into work groups. Several of these work groups together were called a Dienstzweig (Service Branch). He appointed over each Dienstzweig a Dienstleiter (Service Head). The Dienstleiter was responsible for the proper and effective operation of the Dienstzweig. Since Schol was unaware of the intent of the Nazis to exterminate the Dutch Jews, the measures he took unfortunately set the stage for a very unhappy situation and relationship later on. He chose and appointed the leadership for these work tasks from the German Jews already interned at Westerbork. Among them were Kurt Schlesinger, who became the Oberdienstleiter (Chief Service Head), Dr. Fritz Spanier who was appointed to the position of Chief medical officer, and Arthur Pisk who became head of the Ordnungsdienst-OD (Order Service), a service that maintained order within the camp. Later the OD became known as the internal Jewish police force which was formed foremost from men that had served in the camp fire brigade. Many German speaking Jews remained in Westerbork after the camp had been changed into a Durchgangslager (Transit Camp) for Dutch Jews. It must be acknowledged that most of the German speaking Jews not belonging to the group of Alte Lagerinsassen (Senior Camp Inmates) also were deported for Arbeitseinsatz im Ost (Work Detail in the East), whatever that stood for. At first they thought they were safe, but later it was learned that it meant certain death in one of the Nazi operated extermination centers in Poland.

Captain Schol would remain in office until early January 1943 and serve with three German SS commanders albeit in a subordinate function. During the first two years of Nazi occupation, the German internees lived in a status quo. The camp as yet lacked barbed wire and refugees were not detained. However, they had to obtain a travel permit in order to leave camp for whatever the reason. Toward the latter part of 1941 orders came from Berlin for the German occupation authorities to commence with the Entjudung (Jew Cleansing) in the Netherlands. The existing and almost completed Refugee Camp near Westerbork was the ideal place. Tailor-made, so to speak. Early 1942 twenty-four large, poor quality wooden barracks capable of housing three hundred people each were added for this purpose. With the internal camp organization in place and the barracks built, the wheels of evil were set in motion and deportation of the Dutch Jews could begin.

Before the war WESTERBORK was a reception center for Jewish refugees from Germany. In the spring of 1942 the occupying forces took over the camp and converted it into a transit for camp for Dutch Jews. Correspondence was allowed and until mid-November 1943 prisoners used their own stationery. This changed on 17 November 1943 when it became mandatory to use the official camp stationery. Censorship started in October 1943.



Two letters from Westerbork. The top one, dated 20 September 1943 was mailed in a private envelope. The bottom letter is dated 21 December 1943. Written on the camp's notepaper and with censor mark "Geprüft 1".

To be continued

The Steamship Company Zeeland and the Central Censorship Office Vlissingen during World War I.

by Jan Hintzen - (translated by: George Vandenberg) (Original article published in *Notities*)

The Netherlands remained neutral during World War I. Yet, the consequences of that Great War-as it was called until 1939-were felt.

The period of 1914-13 saw some unusual events happening around the border area. Postal censorship was one of them.

Not much has been written about this. An air of secrecy surrounds this form of control. The average Dutchman does not appreciate snoopers; most certainly not in his private affairs. Postal censorship is defined as the examination of mail by certain civil or military authorities. Constitutional rights to privacy of correspondence were consequently rescinded. Espionage and contra espionage services attempt to benefit from political or military information in the correspondence.

During World War I the ships of the Steamship Company Zeeland maintained the only connection from Vlissingen between Northern Europe and England, and from there with the rest of the free world. Consequently, Vlissingen was an important link in international postal traffic. All departing mail, Dutch as well as international, had to pass by the censors. All mail was examined at the Central Censorship Office (illustration 1) which was located inside the post office on the Steenen Beer. However, the Central Censorship Office would never have existed if it weren't for the Steamship Company Zeeland.

The Steamship Company Zeeland.

The Steamship Company Zeeland was established in 1875. The Company's popular name would soon become 'De Zeeland'. Already within one year the subtitle of this ferry service to England became the Royal Netherlands Mail Ferry. The ferries became mail boats and the international trains became mail trains. The first mail service contract was signed on October 3, 1876. The contract stipulated, among others, that mail transport would take place daily between Vlissingen and Queenborough or another English port. In order to establish a most efficient coordination regarding arrival and departure times for the national and international trains with the mail boats, it was the Director-General of

the Dutch Post and Telegraph who determined the service schedule for the mail boats.

The boats were not allowed to depart until the mail bags were on board. Everything to be mailed was considered to fall under the term of mail bag: bags, boxes,

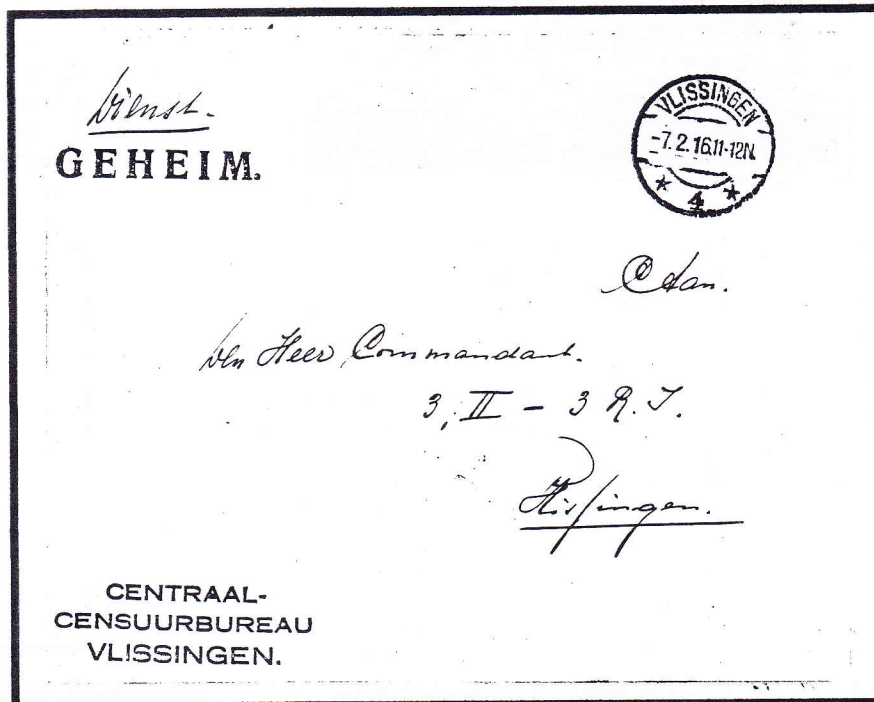


Illustration 1: Postage-free service letter mailed on February 7, 1916 from the Central Censorship Office Vlissingen. The letter was closed on the back with a seal "Commandant in Zeeland/Censuur".

satchels or packages with letters, documents, samples, newspapers, books and other written or printed material. If the train with the most important mail bags was delayed, then the mail boat would be required to wait at least one hour. These are just a few of the terms and conditions as stated in the first postal service contract. The Dutch Government guaranteed a sum of 151,000 Guilders annually, which was quite a sum of money in those days. In 1876 the German Government Mail Service began to use the routing via Vlissingen for mail destined for England. Postal containers from Russia, Scandinavia, Poland and Hungary would be shipped via Vlissingen when in May a direct rail line was established between Berlin and Vlissingen with connections to Central and Northern Germany and Austria, and later in 1882 with links to Hamburg and Bremen. At that time Vlissingen had become the most important port on the continent for mail transit between Central/Northern Europe and England. During the ensuing years traffic of people, goods and mail via Vlissingen increased steadily. Various new mail service contracts were signed. In 1887 it was contractually agreed that not only mail destined for

England would be handled, but also mail going to the United States. The fast English transatlantic ships took care of mail transport to North America.

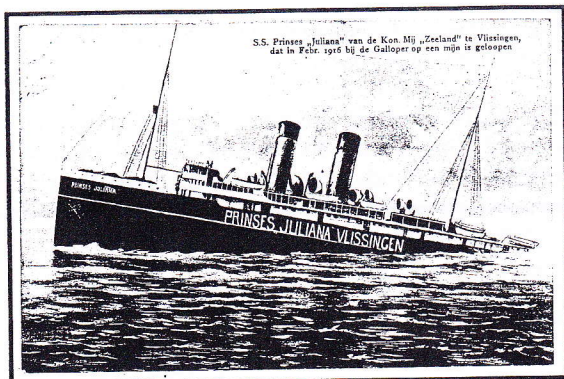


Illustration 2: On February 1, 1916, the s.s. Prinses Juliana hit a German mine. The name of the ship and its home port are indicated in the extra large letters on the side of the ship to identify its neutrality. Unfortunately, mines do not read.

The Dutch Government increased its guaranteed annual amount to 260,000 Guilders because the Steamship Company Zeeland now maintained a day- and a night service with seven speedy ships. Of course, there would be competition. In Holland itself by the Rotterdam Batavier line; in Belgium the competition came out of Ostend, in France out of Calais. But, the 'Zeeland' still survived quite well.

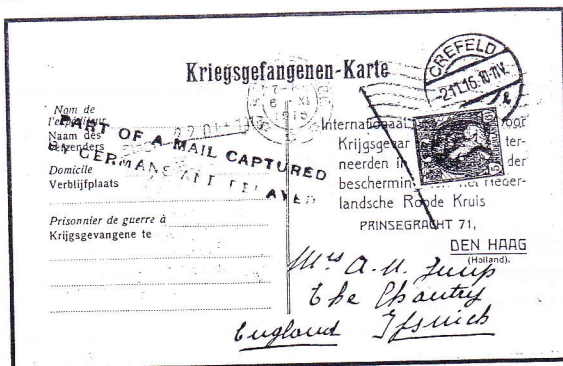


Illustration 3: Kriegsgefangene Karte (Prisoner of War card) mailed postage-free on November 2, 1916 from Crefeld to the Netherlands Red Cross at The Hague, where it was franked and forwarded to Ipswich via Vlissingen on November 6, 1916 with the paddle-boat Koningin Regentes of the Steamship Company Zeeland. The Koningin Regentes was stopped by the German submarine UB 19 and escorted to Zeebrugge. The mail was sent to Berlin, where it was released on December 17, 1916. The English marking from London is 71 mm long and it reads: "Part of a mail captured by Germans and delayed".

The ZEELAND during the Great War (WW I).

During the First World War the previously mentioned foreign competition disappeared. The connection via Vlissingen had become the only mail service route

between Central- and Northern Europe and England, and the service had opened up additional destinations as well. As of July 1912 Folkstone had become the regular connecting port instead of Queenborough. Via Vlissingen-Folkstone mail was forwarded to the free part of southwest Belgium, to France and onward to Southern Europe, to the Dutch Indies, and to North- and South-America.

Of course, the war imposed its limitations. The Director-General of the Dutch Post and Telegraph informed the Zeeland to adjust its mail service to prevailing conditions. In reality it meant that the night service would be suspended. In darkness it was difficult to recognize a 'neutral' ship. But even a daytime crossing became more risky. The English and German Navies were very busy laying mines. The German submarines grew in number and became bolder.

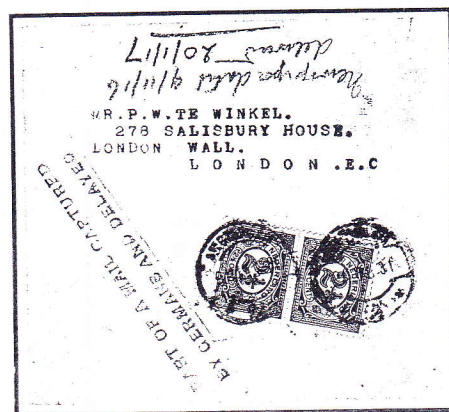


Illustration 4: Newspaper wrapper mailed from Amsterdam on November 11, 1916. This piece of mail was also on board the paddle-boat Koningin Regentes and arrived in Berlin after being halted by the UB 19. A written notation indicates receipt in London on January 20, 1917. The London marking "Part of a mail captured by Germans and delayed" is 72 mm long.

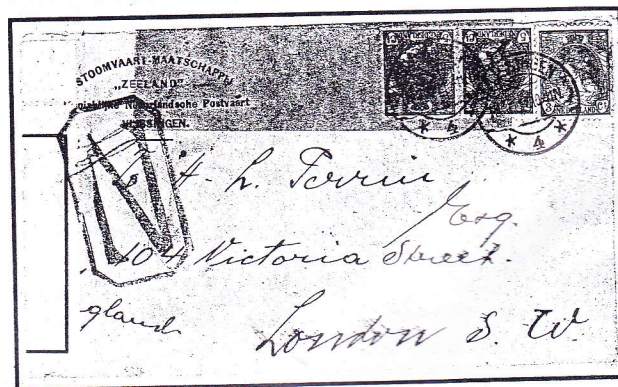


Illustration 5: On January 19, 1917 the s.s. Prins Hendrik was escorted to Zeebrugge by German torpedo boats. The mail of this ship went to Berlin too. This letter of the Steamship Company Zeeland itself has censor markings of the Central Censorship Office Vlissingen (label on left and violet marking "Z") and of Berlin (upper label shows on

the backside "Militaerischerseits unter Kriegsrecht geoeffnet). Since there are no other post markings, it is not clear what eventually happened to this letter.

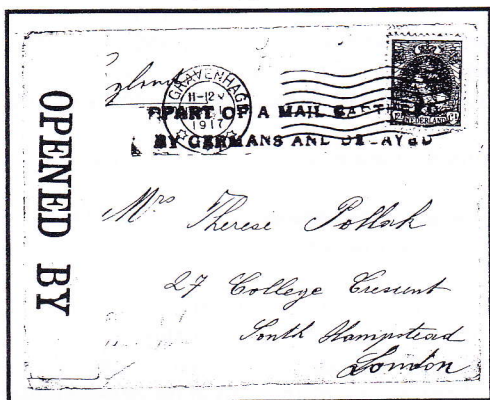


Illustration 6: Letter mailed from The Hague on January 16, 1917 with the s.s. Prins Hendrik to London. The letter shows German (on the back) and English censor markings (left). In the right lower part it says "arrived April 14". The violet marking "Part of a mail captured by Germans and delayed" is 76 mm long. Also, the letter stance is different compared to illustrations 3 and 4.

As of 1894 an 'on-board' post office had facilitated the processing of mail. Postage stamps were canceled with a route indication, at first Vlissingen-Queenborough and as of July 1912 Vlissingen-Folkstone, and as of May 1927 Vlissingen-Harwich.



Illustration 7: A registered letter, dated Middelburg, January 17, 1917, forwarded by way of the Central Censorship Office Vlissingen (marking "Z" and label on the left) with the s.s. Prins Hendrik to London. On the back it shows German and English censorship and the arrival markings in London on April 14, 1917.

During September 1914 the Post and Telegraph workers on the mail boats wanted to transfer their work back to a place on shore. They felt it was too dangerous in wartime to make the sea crossing, even though the ships were sometimes painted in camouflage colors with zebra-like stripes and most had large letters on the side of the ship's hull (illustration 2) to indicate the name of the ship and its home port in the Netherlands. All this to state the ship's neutrality. The risks were substantial, because sea mines cannot read! However, the postal workers were

reminded that they served the nation and as such they should do their duty, even under dangerous circumstances. An increase of 50% in the pensions for surviving spouses and children was to compensate for the increased danger. Nevertheless, the 'on-board' post offices were eventually closed on January 23, 1915. The processing of mail was now done at the Vlissingen post office which had been in operation as a substation since January 1912. The port of Folkstone was closed to the Zeeland as of February 18, 1915 because of the increased influx of refugees from Ostend (Belgium). However, the company could resume service two days later, this time to Tilbury Docks.

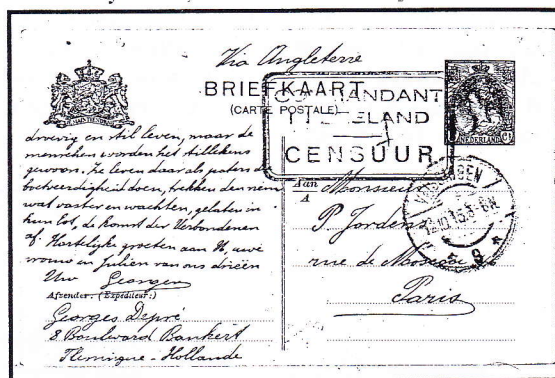


Illustration 8: The Commandant Zeeland was responsible for the duties of the Central Censorship Office Vlissingen. This card was carried by the Zeeland from Vlissingen to Folkstone on October 12, 1915 and from there on, via Calais, to Paris (arrival cancel on back: October 19, 1915).

The danger of mines caused more delays for the mail boats. English minesweepers had to check and clear the navigation routes. On February 1, 1916 the s.s. Prinses Juliana (illustration 2) hit a German mine, was heavily damaged and towed to the English coast. On February 27, 1916 the s.s. Mecklenburg was hit. Again, a German sea mine was the cause. The ship could not be saved and sank. The passengers and crew were saved but the mail was lost. The mail service was temporarily suspended, but the Zeeland company started up again on March 18, 1916. Not only sea mines and submarines were hindering the Zeeland. A German torpedo-boat stopped the paddle-boat Prins Hendrik on June 28, 1916. Having confirmed the ship's neutrality, the German captain allowed the voyage to continue. The torpedo-boats operated out of Belgian ports. September 23, 1916 was less fortunate for the Prins Hendrik. The mail boat was escorted to Zeebrugge. Only after an intensive inspection was it allowed to leave port. On November 10, 1916 the paddle-boat Koningin Regentes was intercepted by a German submarine, UB 19, and escorted to Zeebrugge. Those on board were given permission to return to Holland by train six days later. The crew were allowed to reclaim the ship in Ostend on December 15, 1916. Once back in Vlissingen it became clear that all the mail had been confiscated. Most of the mail arrived at its destination following long delays and after having been examined by the German Censor Office in Berlin (Illustrations 3 & 4). Some mail pieces did not arrive until after the war was over. The Dutch as well as

the English postal authorities used written or printed markings to explain the delays in delivery to the addressees or senders. (Illustrations 3 thru 7 are examples). At this time it is not known which additional postal markings can be found. Hopefully, a later study will bring more clarity.

The s.s. Prins Hendrik was intercepted by German torpedo boats on January 19, 1917 and escorted to Zeebrugge. The ship was allowed to leave the same day but all mail had been confiscated and forwarded to Berlin for examination by the German Censor Service (illustrations 5,6 & 7). When on February 1, 1917 Germany declared a submarine war with no restrictions, it was clear that ships of neutral nations would not be spared. The risks had become too great and the service to England had to be suspended.

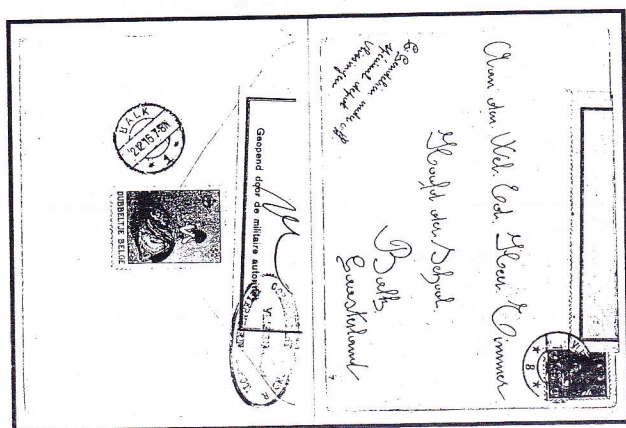


Illustration 9: Front and back of letter from the Special Internment Depot Vlissingen mailed on December 1, 1916 to BALK with censor label and the violet oval marking: "Commandant Bijzonder Interneringsdepot Vlissingen".

The Operation of Postal Censorship.

During World War I Vlissingen had in the building of the Steenen Beer one of the largest censorship offices in the Netherlands. This was due to 'De Zeeland's' central location and its mail connections with England. The military authorities were entrusted with the exercise of censorship. For all of the Netherlands the Commander-in-chief of the Army and Navy was in charge. For the province of Zeeland the charge was delegated to the Commandant Zeeland (illustration 8).

On September 15, 1914 the Director-General of the Post and Telegraph was requested to instruct all postal directors in the on-war-bordering areas to cooperate in the exercise of censorship. The province of Zeeland was indeed such a border area. Vlissingen with its direct link with England was particularly mentioned. Accordingly, the director of the Vlissingen post office received a request to cooperate with the military censorship service. It was not the intent that domestic mail would be subject to censorship, as stated: "in the first place it affects mail to neutral countries and mail to and with enemy countries

and their allies. Censorship of domestic correspondence will most often not be necessary nor possible, unless it entails correspondence of suspicious individuals".

Certain correspondence was expressly exempted from censorship, such as mail from:

- Her Majesty the Queen and members of the Royal family
- Dutch Government officials and State or Province officials
- Diplomatic representatives and foreign Heads of State and government officials.

Only sworn-in officers, even some returned from retirement, were assigned to censorship tasks. Vlissingen, along with Amsterdam, Rotterdam, The Hague and Arnhem, became one of the important censorship centers. Soon additional employees were needed. Members of the 'National Guard' and other military personnel who could be fully trusted and who had been sufficiently educated were also given the position of censorship official. They also had to be sworn in in order to ensure confidentiality and a correct handling of the mail. The Central Censorship Office Vlissingen also employed noncommissioned officers and soldiers who had not been sworn in. They sorted the mail and closed opened envelopes with special strips of paper. Next, the mail items were stamped to indicate they had been passed by the Censor.

The Central Censorship Office Vlissingen was closed on July 1, 1917. This was directly related to the difficulties in maintaining the Zeeland Company's connections with England. The German submarine war did not respect ships of neutral countries. The risks had become too grave for the ships and their crews and the services of the Zeeland to England had to be ceased. As a direct result the Central Censorship Office Vlissingen closed its doors.

From then on all mail from the province of Zeeland to foreign destinations would be censored in Roosendaal. This military censorship office had already assumed some of the Vlissingen office's tasks at an earlier date. Most of the incoming mail from England with the Zeeland Co. was already being examined in Roosendaal.

A Second Censorship Office In Vlissingen.

Not all mail reached the hands of the censorship officers of the Commander Zeeland in the post office in Vlissingen. There were various internment camps for foreign military personnel throughout the Netherlands. Among the internees in these regular camps were a number of individuals who were difficult to control because of drunkenness, fighting and other intolerable behavior. On March 15, 1915, the Secretary of War decided that there would be a special penal establishment. This special internment depot would be housed inside the massive, shell-proof military barracks of Vlissingen. Police inspector H. Pijper from Amsterdam became the commander. Mail of the inmates of this special internment depot Vlissingen was handled separately. There was a

special censorship office in the shell proof barracks itself. Letters had to be submitted to this office (illustration 9).

Following examination the letter would be closed with a strip and validated with an oval stamp "Commandant Bijzonder Interneeringsdepot Vlissingen". Not only foreign convicts would be interned in the shell-proof barracks. Also Dutch conscientious objectors were housed there temporarily. This subject has been written about by R.J.Peskens (G.A.van Oorschot) in "Twee vorstinnen en een vorst". Also, the mail of these conscientious objectors was examined by the special censorship service.

Sources:

- L.W. de Bree, Walcheren onder vreemde heersers, Leiden 1945

- Dr. E.A.B.J. ten Brink e.a. Honderd jaar Engelandvaart, Bussum 1975
- W.J. van Doorn, Kentekens van de Nederlandse censuur gedurende de Eerste Wereldoorlog, Amsterdam 1976
- Evelyn de Roodt, Oorlogsgasten, Zaltbommel 2000
- De Postzak, maart 1988, J.Voskuil en A.W. ten Geuzendam: Nederlandse Post censuur in de Eerste Wereldoorlog
- Den Spiegel, april 1995, J. Hintzen: Vlissingen post- en censuurmerken tijdens de bezettings- en oorlogsomstandigheden
- Den Spiegel, Juli 2000, J. Hintzen: De Stoomvaartmaatschappij Zeeland en het Centraal Censuurbureau Vlissingen tijdens de Eerste Wereldoorlog
- PTT-archief jaarverslagen 1914-1918

Dutch East Indies - the 12½ ct K 12½:12C of the 1870 issue

by Ed Matthews

A copy of this stamp appeared in the van Dieten auction #586 (Sept. 2001) as lot 3151; it peaked my curiosity as I recognized it as the same stamp which had appeared in the NPV auction of Feb. 2001 as lot 2554. This is a rare stamp, known only in the used condition, and valued at f 5,000.- in the NVPH catalog (it sold for fl 3,200).

The first copy of this rare perforation was discovered in 1914 and led to a polemic between H.Y. Gatsonides, the perforation expert of that time and the editor-in-chief of the Nederlandsch Tijdschrift voor Philatelie (NTvP). The find of a block of eight postmarked MEDAN 7 juli 1896 led to the eventual recognition of this stamp as a legitimate variety.

How many copies are there of this rare stamp? I checked through 30 years' worth of Dutch auction catalogues, van Dieten, Ned. Postzegelverleningen and Rietdijk, but I do not have a complete accumulation of them, so the picture below is somewhat "skewed", but it does confirm that it is a rare stamp indeed.

Auction house	Date	Lot #	Postmark
v.D	541	3660	MEDAN 8/1895
NPV	1990/10	4449	
		small part of "vierkant" cancel only	
NPV	2000/3	2967	MEDAN 8/8/1895
		(not the same as lot 3660 above)	
NPV	2000/3	2968	MEDAN 22/7/1895 (?)
NPV	2001/2	2554	MEDAN 14/7/1895
v.D	586	3151	MEDAN 14/7/1895
		(stamp identical to lot 2554)	
v.D	569	3563	SOERABAJA 21/11/1896
NPV	1999/3	2752	MAKASSAR 5/12/1896



v.D 558 1578 MEDAN
11/7/1897?

In addition, Sleeuw's compendium (pages supplied courtesy of Ralph van Heerden) mentions the following:

- stamps canceled with numeral cancel 1 and 4 of Weltevreden and Batavia

- stamps with "vierkant" cancels of Medan from July, August and December 1896, as well as January 1897, one canceled Singapore January 1897 and one canceled Makassar October 1896.

- the block of eight mentioned earlier; canceled MEDAN 7 July 1896.

One catalogue stated that all the 12½ ct K12½:12C stamps were issued in Medan; this is evidently not so as copies are known from other cities. From the available data one could conclude (with some reservation) that most of them were issued in July-August 1895, and again in July 1896 - January 1897 in Medan - this points to at least two separate sheets being available in Medan- and that some others appeared in Makassar in 1896. The Singapore cancel is an accidental cancel that should have appeared elsewhere on the cover - keep in mind that this 12½ ct value was intended also for franking mail to the Straits Settlements. That leaves us with the Soerabaja cancel which is hard to explain.

The entire printing of the 12½ ct stamp was perforated K12½ small holes with the exception of a few sheets which were perforated on whatever perforating equipment was free at the moment, in this case the 12½:12C machine. The 12½:12C comb perforation made its

appearance in 1884 and was used till mid-1888. It overlaps entirely the period of use of the 12½ small hole comb perforation, and the beginning of the 12½ large hole comb perforation. Please refer to the graph.

To authenticate the K12½: 12C perforation a contact print of a (part) sheet of stamps perforated with this perforation is indispensable. It allows matching the stamp to a vertical row with certitude. Thus, the stamp in the photograph above belongs to vertical row 8. Needless to say, these stamps need a certificate of authenticity!

These 12½ ct stamps were ordered in January 1886 to meet the demand of the anticipated new seamount letter rate to the Netherlands. The "Handboek der Postwaarden van Nederlandsch Indie" mentions but one shipment of these stamps, 1,000,000 in 1887. This date is in error, as the "history" card mentions a delivery date of 11 May 1886. The stamps were received in the Indies in 1886. A further shipment of the leftovers, 189,200, was made in 1896. The leftovers were simply shipped with the stamps of the new issue, Princess Wilhelmina. The NVPH catalogue makes no mention of printed or shipped quantities.

Most of the 12½ ct K12½:12C stamps are clearly from the first shipment of 1,000,000 stamps, some of the late

postmarked stamps could be from the second shipment of leftovers. On page 90 of his compendium Slecuw mentions a single shipment of 1,000,000 stamps, and further down the page he talks about the first and second shipments, both of them in 1886. On page 91 there is mention of a possible four sheets or 800 stamps with the rare perforation, but no good reasoning is given for arriving at that number.

The possibility exists that additional copies will be discovered in accumulations, unrecognized for what they are!

References:

NVPH Speciale Catalogus 2000

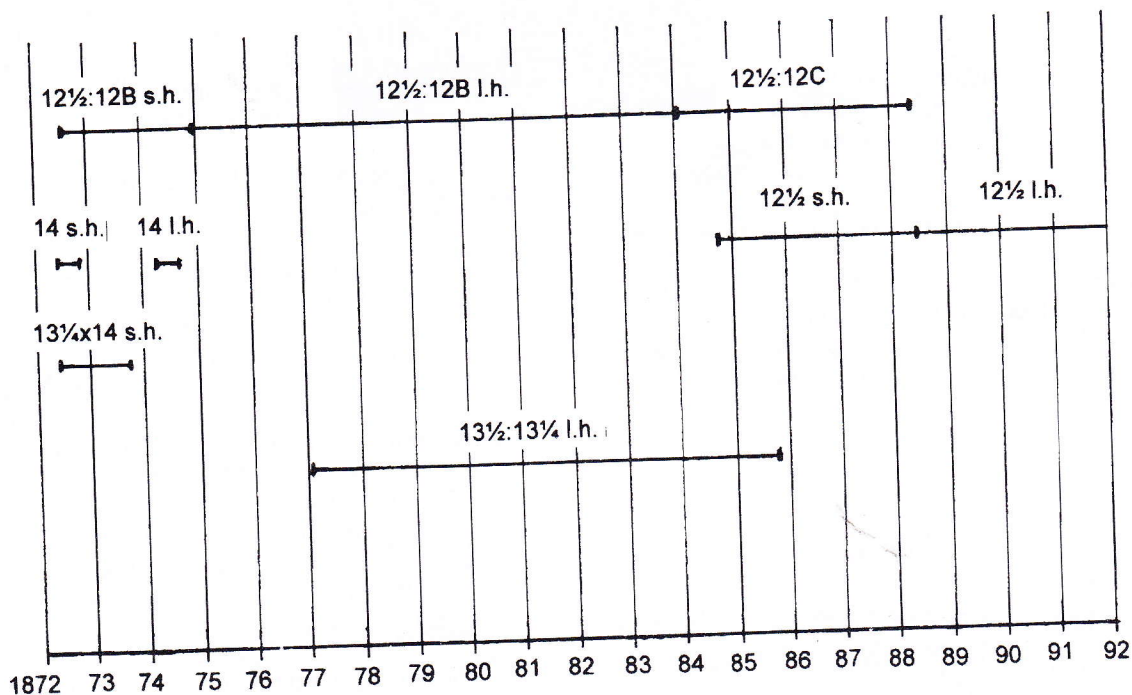
Handboek der Postwaarden van Nederlandsch Indie, Deel I, Joh. Enschedé & Zn, undated (1920's)

Auction Catalogues of van Dieten, Ned. Postzegelverilingen, Rietdijk.

Slecuw; Nederlands Indië Emissies 1870, 1883 en 1892, Bondsreeks nr. 04, pages 89, 90 and 91.

PERFORATIONS

the 12½:12B perf. has the variant 11½:12B at the left or the right hand of the sheet.



The LUX Soap Cards of the Netherlands-Indies - Comments

ASNP Journal Volume 26, Number 2 (January 2002) contained an article on the LUX soap cards of the Netherlands-Indies. The following comments were received:

From Richard Wheatley:

Last year a Dutch stamp dealer offered me a used "LUX" postcard. As I had not seen one of these before (or even heard of them) I purchased it on the principle that if I did not know about it, then it must be rare!

This article has proved two things.

One, my nose for a rare item did not let me down, and two, there is always something "new" to be found.

The card that I now have is not exactly as the ones that are described in the article.

1. The dimensions are 145 x 74 mm, so just slightly smaller than the large sized card.
2. The 2-part meter franking has the constituent parts 45 mm apart, so that the value shield appears to the right above the address, leaving the Bandoeng etc. part over the message panel.

Nor is the printing method mentioned. On my card the portrait has a cross diagonal screen, so it would appear to have been printed by photogravure. In other respects it conforms to the data in the table.

I am enclosing a copy of this card, for it shows a non-philatelic use dated 17 September 1938 from Menado in the Celebes to Holland. There is a red Transorma mark "AV", which just shows up just left of "(Holland)" in the address; this proves that it has actually been sent to the Netherlands.

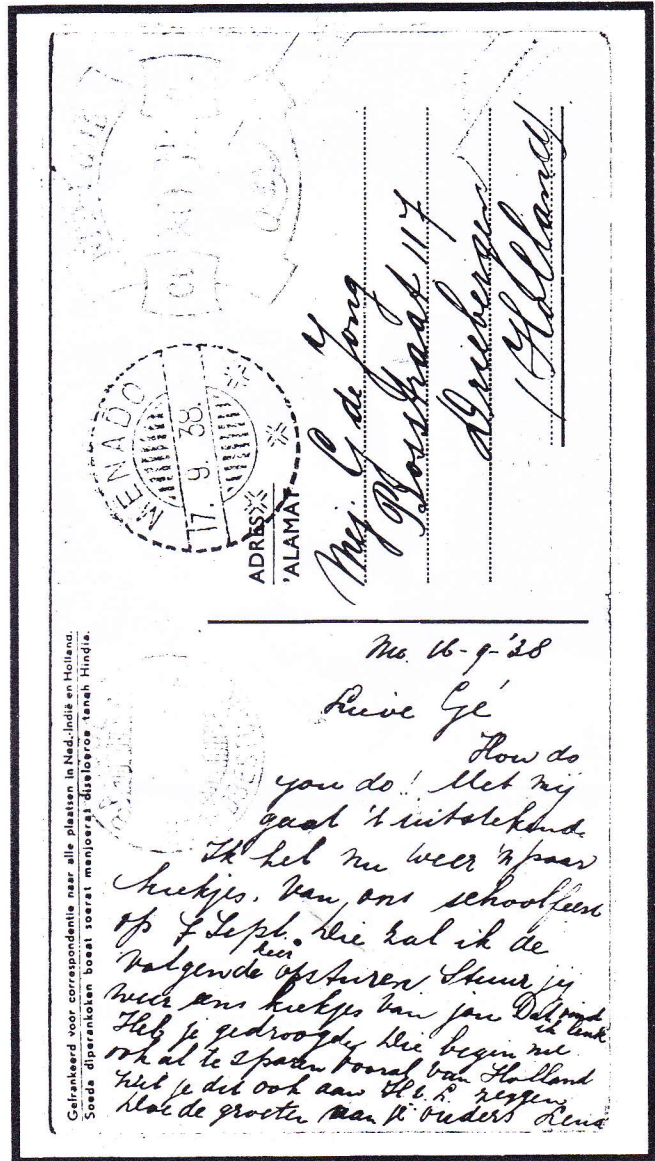


CLAUDETTE COLBERT
(Paramount)

2097
Een jeugdig uiterlijk kunt U alleen behouden, wanneer Uw huid fris en soepel blijft. Ik heb in Lux Toilet Zeep een onschatbaar middel gevonden voor het behoud van een onberispelijke en zachte teint.

LUX TOILET ZEEP

20801



Getrukkend voor correspondentie naar alle plaatsen in Ned.-Indië en Holland. Soms diprentoken toezat toerat manjoera! disaloera tanah Hindia.

From J.H. Verschuur:

I was highly amazed to read in an American magazine the captioned article. It is the only article up to now about these cards I have ever seen. Therefore I took the trouble to compare it with my collection. And since you are writing "if anybody can add information to our listing, it would be appreciated" I am glad to furnish you with some additional details, namely:

1. Card 00809 is stated as "not recorded". I have pleasure in sending you enclosed photocopy of card 00809, featuring the movie star Merle Oberon. It is dated Balikpapan, 12-3-1941, after at first erroneously being postmarked 12-3-1942.
2. Another addition to the listing on page 52 is the Indonesian version of card 00803 (Claudette Colbert) in the smaller size. The card is postmarked Salatiga, 26-12-1941.

3. On page 52 the dates of usage are specified, namely 6/25/1938 to 2/27/1940. The first date cannot be corrected by me, but the latest date must be changed into 26-12-1941, see under "2". In my collection are, among others, the following 1941 cancels: Salatiga 1-12-1941 and 26-12-1941, Madioen 1-5-1941 and 30-7-1941, plus Balikpapan 12-3-1941, see under "1".
4. Another new detail about these cards is the cancellation by the P.T.T. The greater part of these cards shows both parts of the 'meter'-cancel 8 mm. apart. However, the backside of card 00809 (see "1") shows that both parts are 45 mm apart. I must add that I possess but one copy with the wide-apart PTT-cancel. In how far other cards also have this larger 'meter' stamp is unknown to me. It cannot be, as per my opinion, that there are two issues, because the smaller cancel is known with much later dates (see "3") than card 00809.



MERLE OBERON

(London Films)

zert :

Ik hoef niet bang te zijn voor de schadelijke inwerking van mijn „make up”. Ik was mijn gezicht zorgvuldig af met Lux Toilet Zeep volgens de methode van de actrices in Hollywood. Dit is mijn geregelde schoonheidsbehandeling.

LUX TOILET ZEEP

00809



CLAUDETTE COLBERT

bilang : (Paramount)

Paras moeka tjoema bisa tinggal kalihatan moeda, kaloe koelit masi ada dalem keadahan segar, haloes dan sehat.

Saja mengatahoei, bahwa Saboen Wangi Lux ber-harga sekali oentoek mendjaga soepaja paras moeka tinggal haloes dan eilok.

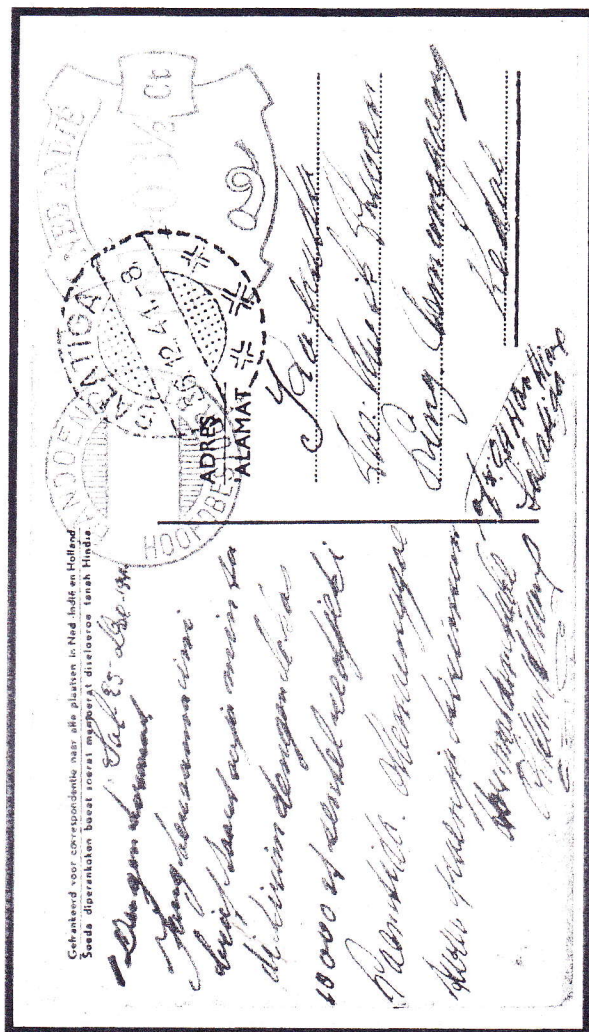
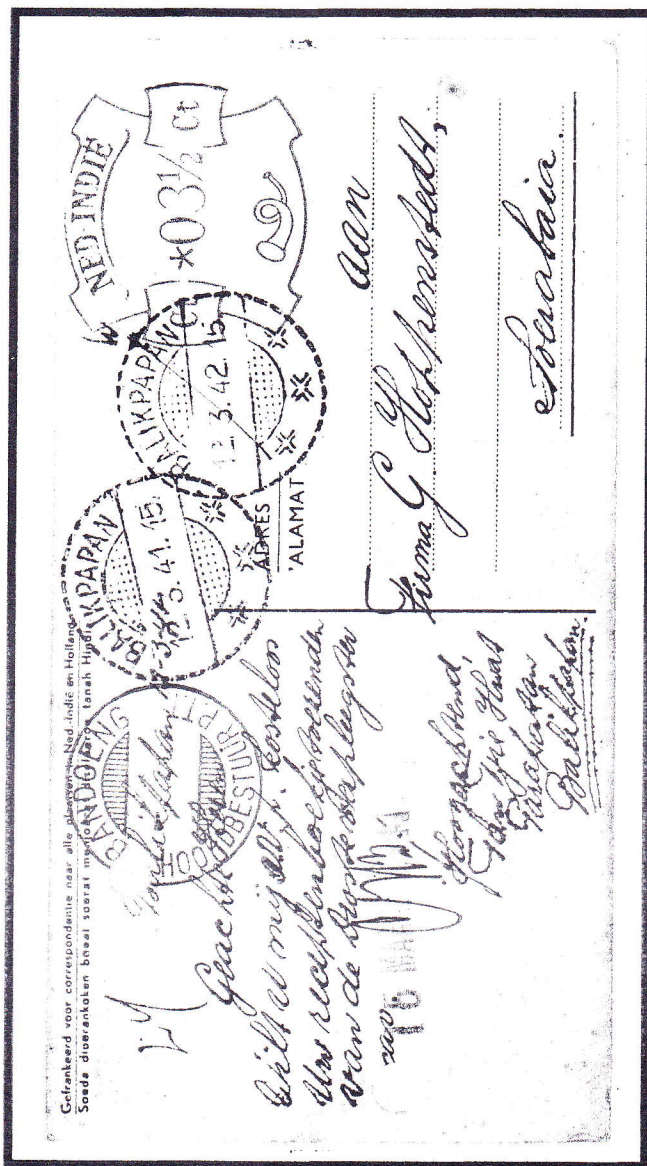
SABOEN WANGI LUX

00803

- I have no idea whether card 00812 exists, or even cards with a higher serial number than 00812.
- Though I cannot prove it, I am quite confident that the whole set of cards (801-811[812?]) was issued in the Indonesian language. These cards are much scarcer, since the group of buyers getting the cards most likely were Indonesians, and among them there were nearly no collectors. To which it must be added that the European collectors as well did not pay too much attention to those cards, resulting in their scarcity.
- In the Dutch monthly magazine "Philatelie" of May 16, 1938 there is on page 91 a short announcement about the issue of special N.V. Lever's Zeepfabrieken (Soap factories) by way of advertisement. It states also:

These cards can be forwarded, if necessary with additional stamps, to all countries, however, cannot be exchanged against normal postcards. The early date 25th June 1938 therefore is rather close to the date of announcement by the PTT, which might have been about mid-April 1938 or even the beginning of May 1938. Maybe mid- or even the beginning of May 1938 could be the date of issue.

- I agree that the cards should be catalogued as stationery, but it will be very difficult to persuade the publishers of catalogues into mentioning these postcards. We in Holland would say: *wat de boer niet kent, eet hij niet*, or translated: *what the farmer does not know, he does not eat*.



The Chinese Cyclical Calendar - Comment

ASNP Journal Volume 26, Number 2 (January 2002) contained an article on the Chinese Cyclical Calendar. The following comment was received:

From Richard Wheatley:

This table will be very useful to me. Of even more use would be a list of Chinese characters that indicate the month and also the day, if that is possible.

Response from original author Harry Hartawan:

The calculation of the Chinese calendar months and days is not similar to that of the western calendar, though the Chinese calendar year has also a total number of about 365 days as an average.

The second point is that there are no precise

equivalents to the names of "January, February etc.". The months are mostly indicated by characters indicating "month one", "month two" etc. or "the first month", "the second month" etc. Sometimes the month is indicated by the festival happening in that particular month. An example is the "month five" when there is the Dragon Boat Festival. So sometimes we can find people who, following their own particular custom, would write "month of the Dragon Boat Festival" instead of "month five".

The third point is that it goes the same for the days of the week, which are just indicated by "day one of the week" etc. irrespective of the festivals happening in that week.

I'll try to make a list of the months and the days of the week as commonly found and hope to send you this list soonest.