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A non-profit organization registered
in the State of Illinois
Founded in 1975 by Paul E. van Reyen

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Journal

Editor: Hans Kremer
252 Balceta Court
Danville, CA 94526-5432

Newsletter

Editor: Jan Enthoven
W6428 Riverview Drive
Onalaska, WI 54650

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Kees Adema
P.O. Box 2575
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W6428 Riverview Drive
Onalaska, WI 54650

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From the Editor:

No publication with some self-esteem can let a 25th Anniversary go by without a special issue. The ASN P is not any different and I'm happy and proud to bring you the result of all the efforts of the contributors.

It was my hope to have a publication with only original articles, and all written by ASN P members. We've come close, but there are a few articles here that were either authored by non-members or were published elsewhere before (but not in English). I hope you will enjoy reading all articles, and if sufficiently stimulated it might even make an author out of you. Maybe you read something you disagree with; maybe you have additional information. Share with your fellow members.

It was in September 1975 in Volume 1, Number 1 of the ASN P Journal that President Richard Bennink wrote: "...Like anything at this stage of growth, the society needs nourishment, support, and time to develop. To nourish the idea we must rely on your creativity.....For support we are dependent on the total membership...."

What else can I say.

You probably have noticed that the cover is 'different'. Thanks to the efforts of mainly Jan Enthoven and John Van Rysdam, and the financial blessing of Treasurer George Vandenberg, we managed to have this special cover printed. It is a one-time cover only, so it should stand out among the other Journals for years to come. John has been sent a small token of appreciation for his suggestions about the design.

Let me conclude by thanking all contributors; I hope you had as much fun writing your story as I had reading it and where necessary, editing it. When changes were suggested I only met with positive responses.

A special word of thanks to Jan Enthoven, who as ASN P's Publisher is the person who ultimately puts the finishing touches on our publications. Without Jan there would not be a Journal or Newsletter.

Hans Kremer

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The First Postage Due stamps of 1667; a Dutch postal development of major significance.

by Kees Adema

Developments in the Northern Netherlands

As was the case with many postal innovations, the Reichspost of Thurn and Taxis deserves credit for introducing the courier service on horse back to The Netherlands. In 1642, T&T's route from Southern Germany to Antwerp added a line to Amsterdam via Roermond and postillion service got its start in the Northern Netherlands. Within the next 25 - 35 years, the long distance services on foot and by boat were to a large extent replaced by the skipper's postillion service, a revolutionary development not unlike the switch from horse to automobile some 250 years later.

With the rapid expansion of trade that had already started in the Dutch Republic prior to the end of the eighty year war of independence from Spain (1568 - 1648), a need arose for quicker communication and delivery of letters than had been customary. In the 16th and the first half of the 17th century, conditions for travel throughout the countryside were often abominable. Paths used by messengers often were in such atrocious condition that walking - especially in winter - was difficult if not impossible. Unpaved roads, often deeply scarred by carriage wheel tracks, were muddy in fall and spring, dusty in summer and slippery, often impassable in winter.

The vagaries and uncertainties of the time made the profession of courier a hazardous one. Especially during the war, roving gangs of thieves or unpaid soldiers often preyed on messengers, who not only carried letters, but

sometimes money and valuables as well. It should be noted that messengers on foot tended to draw less attention to themselves than those on horseback. It might also have been another reason not to adhere to a set schedule, potentially tipping off the criminal element.

In the safer conditions that gradually began to exist in the Dutch countryside from the middle of the 17th century on, a switch took place in the method of delivery over long distances. Where initially letters had been carried almost exclusively by messengers on foot, delivery now took place by horse-pulled boat ("trekschuit") and - increasingly - by messenger on horseback.

In the Amsterdam municipal records boat services to The Hague, Delft, Rotterdam and Leiden are mentioned as early as 1589. Commencing around 1630, the first canals built specifically for horse pulled track-boats were dug, in combination with the construction of the adjacent track roads. The first such road was the one between Amsterdam and Haarlem, completed in 1632; other towns followed soon thereafter.

Although slow, the service by horse pulled boat was reliable. Between 1632 and 1665 these boats, plying their trade, were able to utilize in excess of 650 km of waterways. Annually, they transported 200,000 passengers between Amsterdam and Haarlem alone! The development also emphasized an important development. When the boats were very small, they could reach the - at that time



Haarlem track-boat arriving at the Haarlemmerpoort in Amsterdam
(water color by G. Van Nijmegen after J. van Kessel - Amsterdam Archive)

most important - towns in the East of the country easily. As the boats got larger, the centers of commerce moved westward, i.e. in the direction of the sea. The province of Holland's position became more and more important.

With the increased importance of the Amsterdam Stock Exchange, the need increased for a quick, reliable service, especially to pass on trading information after the Bourse had closed for the day.

In 1659 a new service was started between Delft, The Hague and Amsterdam (via Lisse and Haarlem). It offered the option to have a letter transported either by horse pulled track-boat or, if it missed its departure, by postillion. This "rijdende schipperspost" (lit: skipper's mail on horseback) was carried out at night, service by boat took place during the daytime. The boat service cost two stuivers, the service by postillion three stuivers, provided it accomplished delivery prior to 7 a.m. (8 a.m. in the winter). When this service proved successful, a similar service was started between Amsterdam and Rotterdam in 1662, and subsequently other Dutch towns followed suit.

Out of the skipper's routes to and from Amsterdam, Rotterdam, The Hague and Delft, the inland comptoir ("binnenlands kantoor") - on the Rokin in Amsterdam - evolved. Mail delivery and collection of postage due was organized by town and the various cancels, indicating origin and rate, were placed on letters, eliminating the need for written notations. In addition to the inland office, six other offices were domiciled in Amsterdam, for mail to and from Breda, 's Hertogenbosch, Texel, Hamburg, Cologne and Antwerp. For the purpose of this study, only the inland post office is important, in that it originated from the skipper's postillion service. In 1722, this skipper's post was separated from the postal service and the skippers mostly resumed their original role, i.e. transporting passengers and cargo.

Another drastic change took place around 1660. Where initially messengers had made a one way trip, returning empty handed, gradually the practice of meeting halfway to exchange letters took a foothold. Although it had served as an exchange station as early as the sixteenth century, the town of Alphen aan de Rijn would occupy that position officially from 1667 on.

By 1667, the new Republic of the United Netherlands had reached the pinnacle of its international trading and naval prowess and, with the increase in sheer volume of mail, a need for faster handling became a necessity.

The year 1667 also brought a revolutionary change to the postal playing field. Merchants in Amsterdam, wanted to receive and send their mail (especially where it concerned the day's stock market results) without delay and that town took the initiative to start placing 3 Stuiver cancels on mail arriving from the direction of Rotterdam and The Hague, probably so that mail could be processed faster. No longer was there a need to calculate the postage and make manuscript notations. Each single letter

required one handstamp showing the now standard rate of three stivers. The handstamp in effect killed two birds with one stone, indicating both rate **and** origin, a process that would later require two steps, the application of the adhesive stamp in combination with an obliterating cancellation at the point of departure. Use of the many varieties - in excess of thirty - lasted from their creation in 1667 until 1811, a period of 144 years!

It is doubtful that the clerk employed by the skipper's postillion service, working at the inland comptoir at the Rokin in Amsterdam, was aware of the historical significance when he used a brand new handstamp in applying a cancel on a letter that had just arrived from Rotterdam. There is no question that on this day, probably November 20th, 1667, a postal revolution of great importance took place. For the first time in history anywhere, a manufactured hand stamp was inked and placed on a letter, resulting in an impression indicating the letter origin, Rotterdam, as well as the rate due for its transportation, three stuivers.

This historic development deserves to take its proper place in philatelic history.

Earliest Usage of 3 Stuiver Handstamps



(Shown at twice actual size)

The honor as the earliest of the many 3 Stuiver markings created during their roughly 140 year use goes to the cancel placed on a letter dated November 19, 1667. It is found in the Amsterdam Gemeentearchief in the archival correspondence of Rotterdam's postmaster, Jacob Quack, and addressed to "the mayor and rulers of the town of Amsterdam". It marked the first time this letter was placed in the inland postcomptoir at the Rokin. Like most other early soot-based cancels, it is heavily smudged and the pearls, forming an oval shape outline, have partially run together.

Yet, - with some effort - the most important characteristics can be determined: the letter "R" inside the posthorn indicating the letter's Rotterdam origin and - less clear - in the lower part of the oval, the Amsterdam Coat of Arms, a shield with three St. Andrew's crosses with left a "3" and to the right a capital "S". The manuscript "P" standing for Port, the now unnecessary indication that the addressee was expected to pay three stivers.

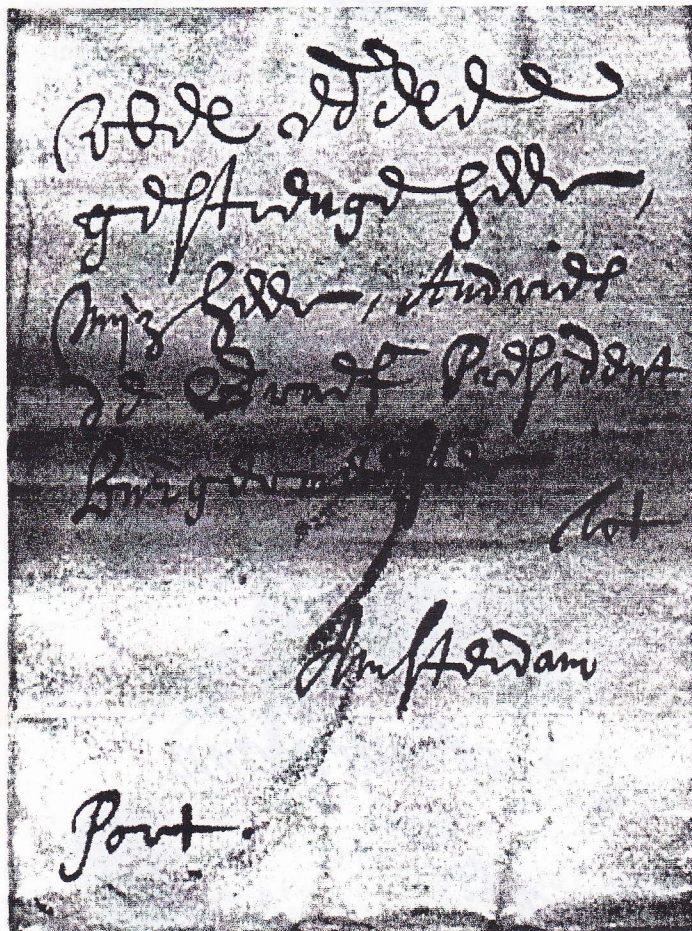
94.

Tacis darv conforde vagis; is al trouwer
gheander vder als depe dat depele
groue fte fte; Ende verget che
fuerbete wice verfu te gonde
gheleed dat op de fte fte de vergundig
vnde fteve by wred groot deffte in
danne fte de nodige wfe lute fal
vnde grom; is vnde gteffte; gteffte
vnde vnde fte de gteffte

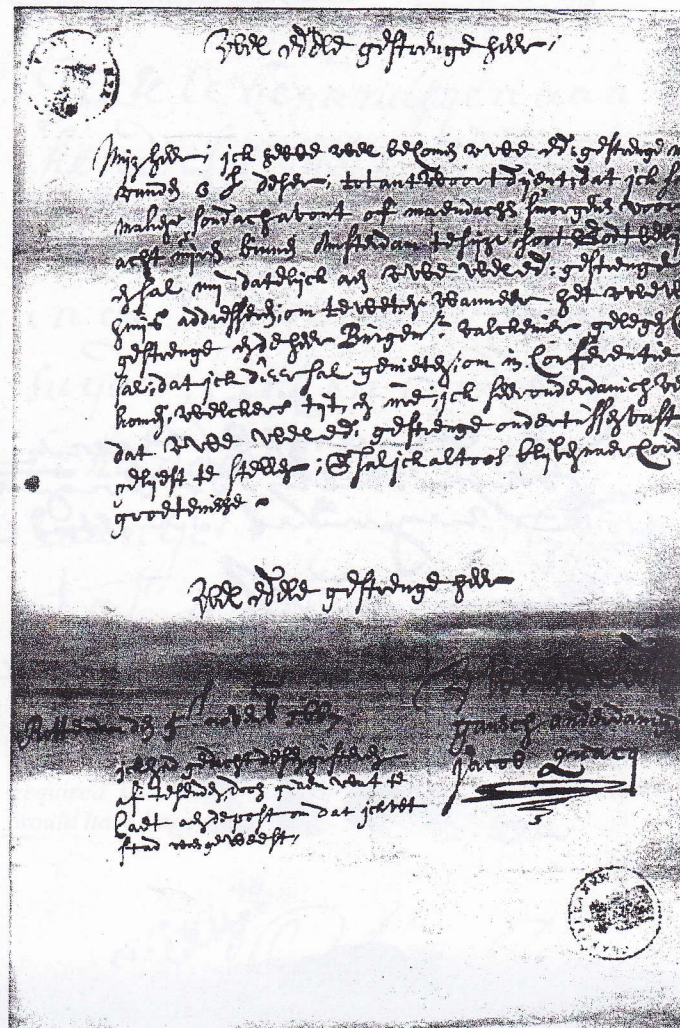
Groot de 4 bare gilling

22 dach 19 Inland 166. *3100 groot degen*
alle overdracht
J. Jacob Quack
 9 groot degen sel besent sijn
 gromedach gindes met ght sijn boot over
 water te varen van gheen aldering achingheit
 om sijn apperant vrymadedach; indat de
 18 vrygheftich edaghet verlonch over vrent
 ghyt gecomg sijn; het groot misnaght vry
 1663

In the same Quack correspondence the letter preceding the one with the first cancel is dated November 5, 1667. It does not carry the 3 S marking. No letters with an earlier 3 Stuiver marking than the one of November 19, 1667 have been located.



letter from Rotterdam d.d. November 5, 1667
Municipal Archive Amsterdam



Content letter November 5, 1667 (reduced size)
Municipal Archive Amsterdam

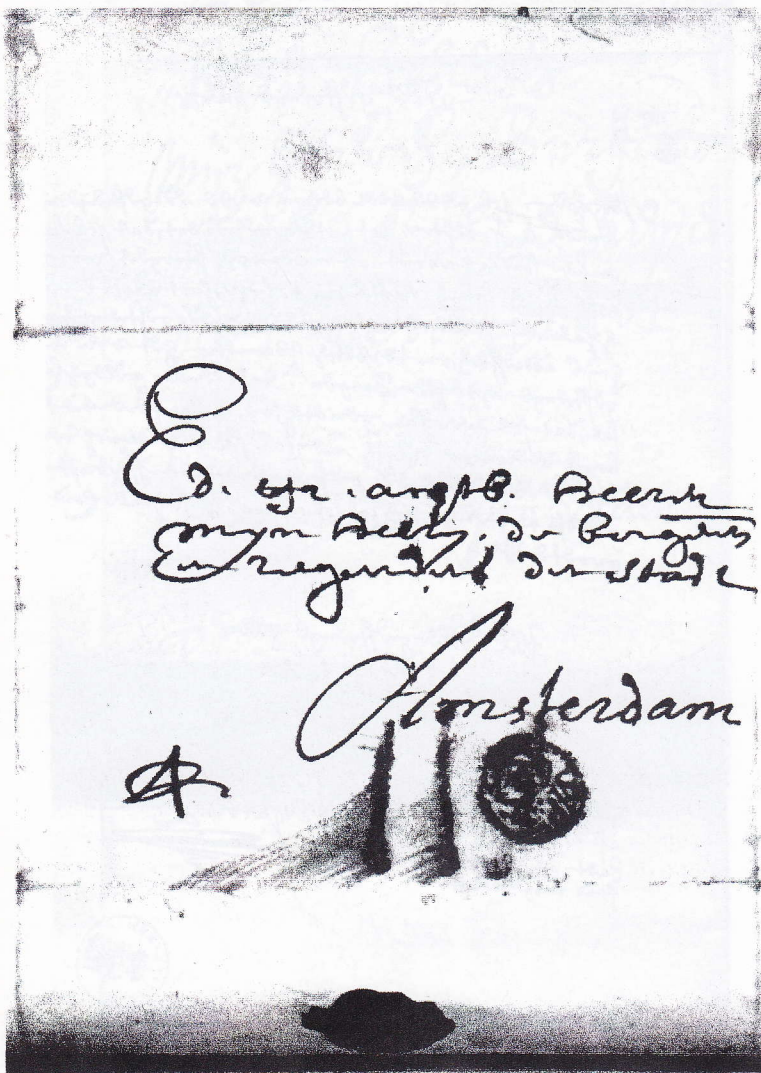
In the correspondence from the Amsterdam city deputy in The Hague, the last letter without a 3 S cancel is dated September 27, 1667. As we have seen, the earliest marking came on a letter from Rotterdam, yet correspondence from The Hague is much more plentiful and several H markings are the types seen most often.

The design is identical to that for the R stamp, except for the letter H taking its place, indicating The Hague origin.

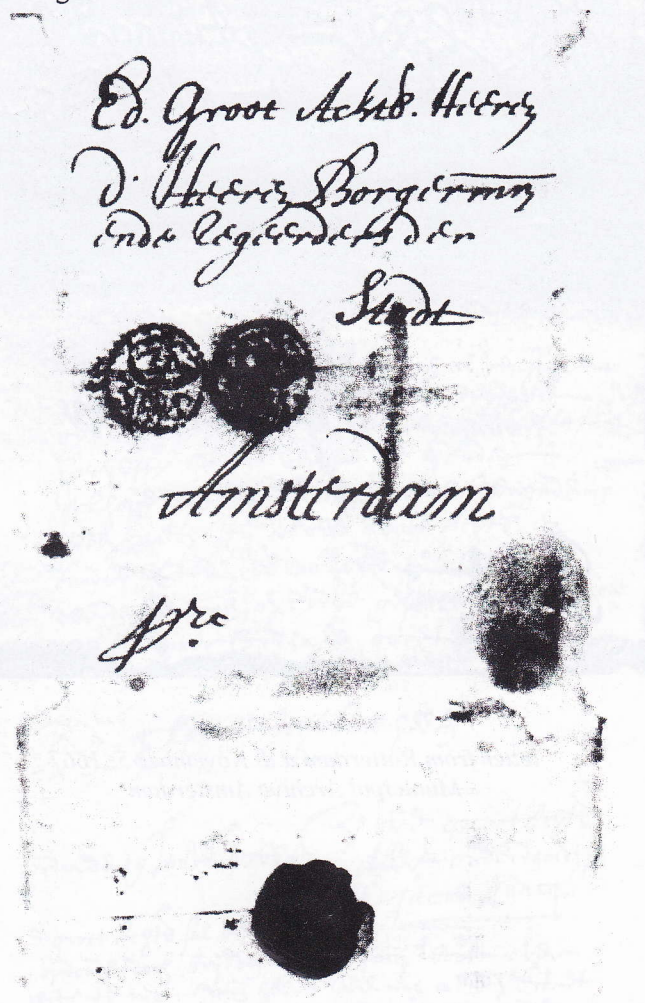


depicted twice actual size

All the earliest cancels, whether the R or the H types, are shaped in a slight oval, not a circle; the outer lines are formed by individual dots. All later cancels varied somewhat in style, but the concept stayed pretty much unchanged.



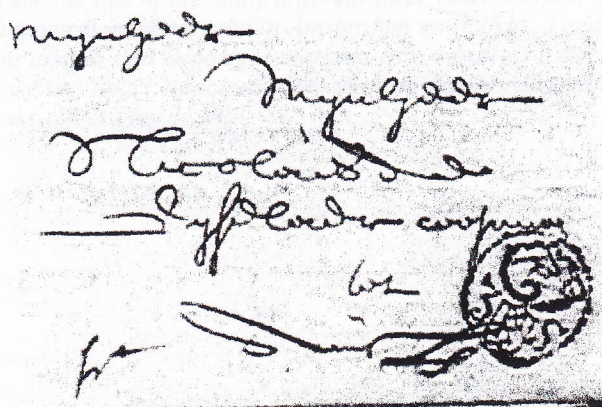
Letter from The Hague dated November 29, 1667 - **earliest recorded H type**; already smudged because of the soot-based ink, the cancel is further obscured by the third vertical chalk mark going through it. The receiving "bode" still had to get used to the fact that these chalk marks were no longer needed. (Municipal Archive Amsterdam)



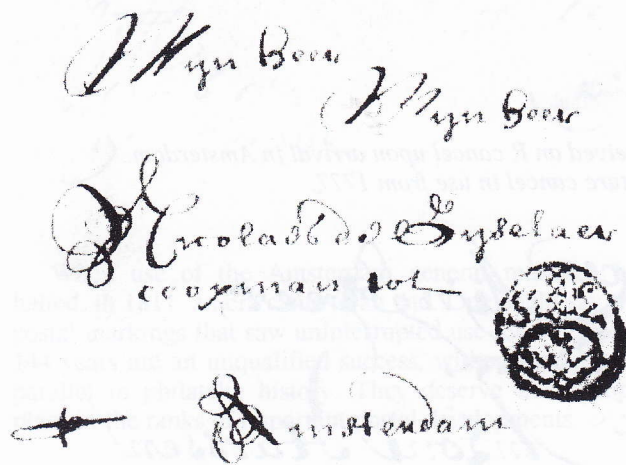
Oversized letter from The Hague, d.d. December 12, 1667, required double the usual rate of 3 Stivers, thus a double strike was applied to indicate 6 stivers postage due. This letter is believed to be the earliest with a double strike. (Municipal Archive Amsterdam)

Gradually, as the handstamps wore down with use, combined with the smudge characteristics of the soot-based ink, the pearls often connected. The heavy hand of the Inland Office clerk at the Rokin applying the cancels on letters arriving from The Hague, was also a factor. Often it becomes apparent only when viewing the cancel under a magnifying glass that these are impressions created by the same or the same type of handstamp. Clear strikes occurring in the earliest years of usage are the exception rather than the rule.

Letters from the Amsterdam merchant de Gijselaar's archive, showing partially or fully deteriorated impressions.



July 21, 1672



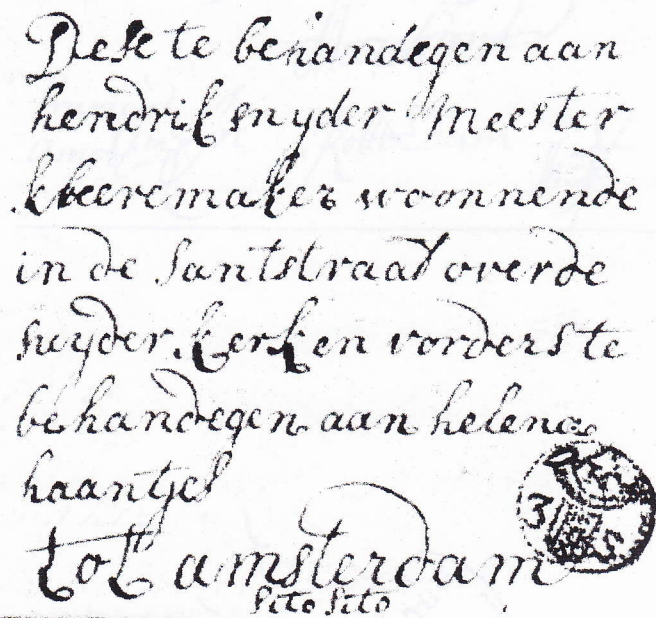
November 16, 1673

Varieties

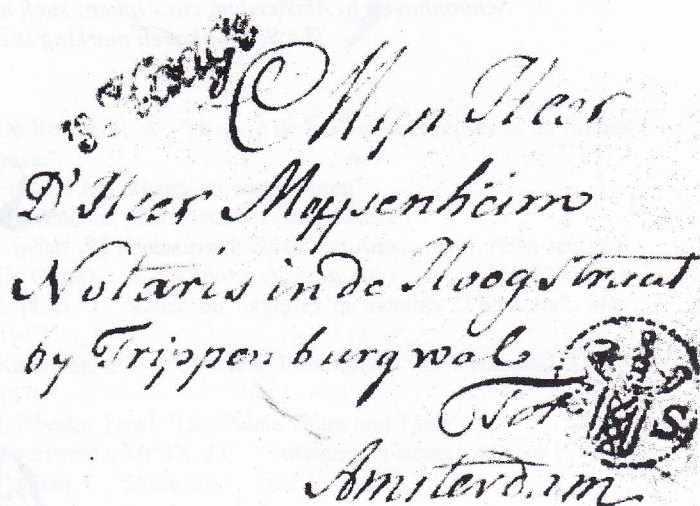
Between 1667, first year of use, and 1811, which we believe to be the last year of use of the various three stuiver markings, in excess of thirty different cancels were used.

Besides the obvious differences in the letter indicating the town of origin, posthorns had their mouthpiece left or right, they had a crook, the cancels were oval or circular, dotted or solid. The differences between individual cancels were numerous, yet they all had one characteristic in common, the posthorn indicative of postal status.

It goes beyond the scope of this article to elucidate all the different details, suffice it to show a few letters with drastically different impressions.



Letter dated July 4, 1765, from The Hague to Amsterdam. "Sito Sito" indicates express, although that would have required the double rate of 6 stuivers, i.e. two strikes would have been applied.



The Hague to Amsterdam, June 19, 1782; note the dotted outer circle.

Willelm. H. H.
 Willelm. H. H.
 Willelm. H. H.



Amsterdam



Schoonhoven to Amsterdam via Alphen; such mail received an R cancel upon arrival in Amsterdam.
 The Schoonhoven marking is a departure cancel in use from 1777.

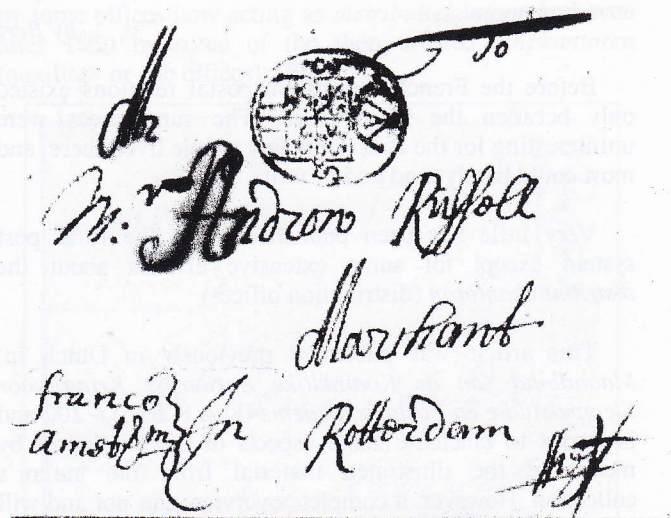
de Kijne Meer,
 de Kijne Meer,
 de Kijne Meer,
 de Kijne Meer, G. G.



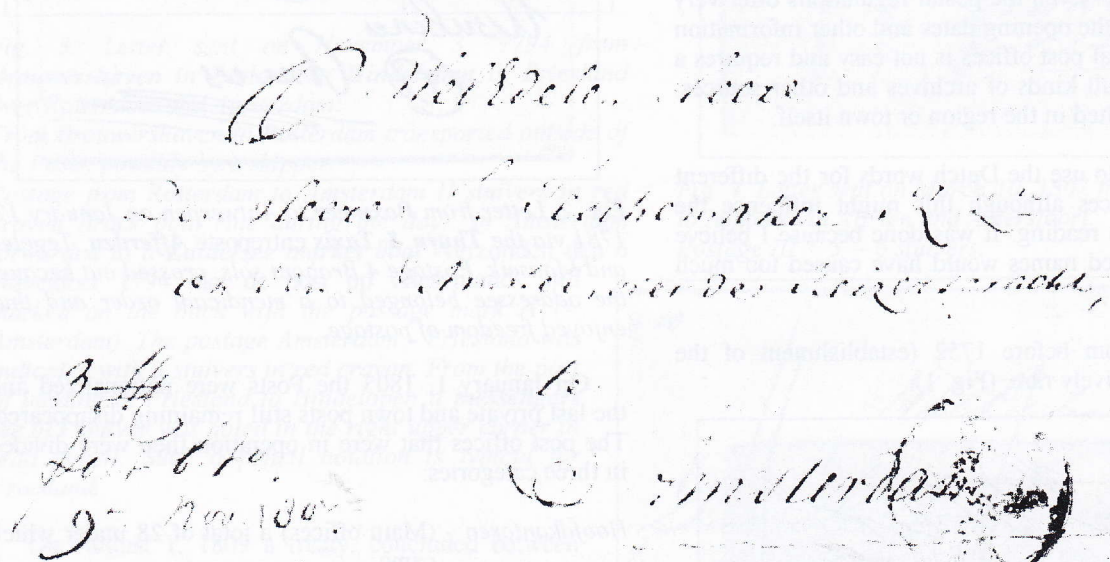
Amsterdam

Exceptionally clean cancel on a letter from
 Alphen to Amsterdam, October 9, 1775.
 Letter received an R cancel without having
 been to Rotterdam.

Letter from Elsinore (Helsingör), Denmark, d.d. August 1, 1691. The arrival stamp, indicating transit via Amsterdam, was applied upon arrival in Rotterdam, where the addressee "Andrew Russell Merchant" paid three stuivers. Pre payment of postage to Amsterdam was indicated by the notation "franco Amst'dm".



This, the last of the many different three Stuiver types, was a general marking used in Amsterdam until 1811. Used as an arrival and departure marking as a result of a decree by King Louis Napoleon, that uniform postal rates would take effect May 1, 1807.



When use of the Amsterdam general marking was halted, in 1811, an era came to an end. One could say that postal markings that saw uninterrupted use for a period of 144 years are an unqualified success, without comparable parallel in philatelic history. They deserve their proper place in the ranks of important postal developments.

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Aspects of the rural mail in the Netherlands.

by Bert M. Goofers

Before the French occupation postal relations existed only between the main cities. The rural areas were uninteresting for the Post. Only few people lived there, and most could barely read and/or write.

Very little has been published about the rural post system except for some extensive articles about the *distributiekantoren* (distribution offices).

This article was published previously in Dutch in: *Maandblad van de Koninklijke Antwerpse Kring voor Stempelstudie en Postgeschiedenis* (K.A.K.S.P.) # 200 and is meant to elucidate some aspects of the rural post by means of the illustrated material from the author's collection. However, a complete overview can not and will not be given because the matter is too complex and the existing material often too rare to answer the many questions that arise. Even the postal regulations offer very few clues. To find the opening dates and other information concerning the rural post offices is not easy and requires a lot of research in all kinds of archives and other sources, mostly to be consulted in the region or town itself.

I have chosen to use the Dutch words for the different kinds of post offices although this might influence the convenience of the reading. It was done because I believe the use of translated names would have caused too much confusion.

Rural mail from before 1752 (establishment of the *Statenpost*) is relatively rare. (Fig. 1)

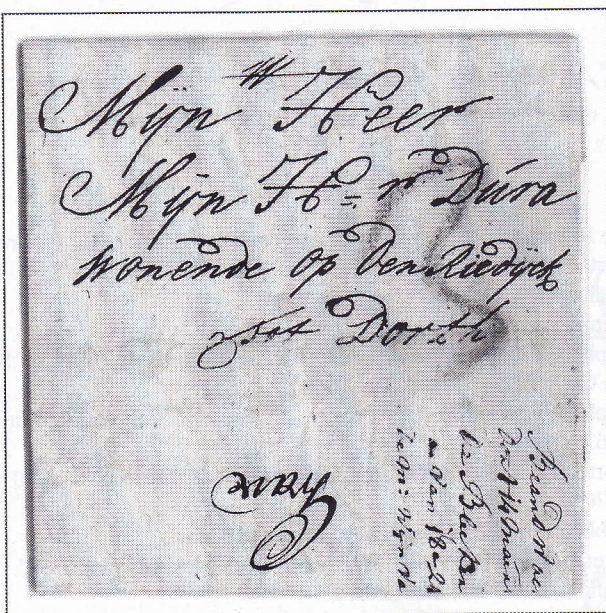


Fig. 1. Letter from **Ravestein** to Dordrecht sent on March 11, 1749 via the post office Grave that put its name on the back in manuscript. Postage 3 stuivers.

From 1752 small post offices were established on the main routes between the existing main post offices. The only task of these offices - in a true sense called *Entreposte* - was to collect and distribute the letters originating from or destined to the rural areas. They were also established to avoid and discourage the smuggling of letters by the postillions. (Fig. 2, 3)

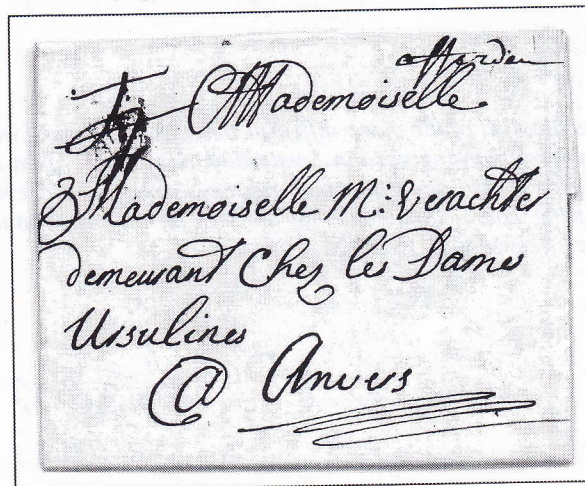


Fig. 2. Letter from **Boxmeer** to Antwerpen on January 17, 1781 via the **Thurn & Taxis** entreposte **Afferden**, Tegelen and Maaseik. Postage 4 Brabant sols, crossed out because the addressee belonged to a mendicant order and thus enjoyed freedom of postage.

On January 1, 1803 the Posts were nationalized and the last private and town posts still remaining disappeared. The post offices that were in operation then were divided in three categories:

- Hoofdkantoren* (Main offices) a total of 28 under which came
- Onderkantoren* (Sub offices) and
- Bijkantoren* (Branch offices) (almost to be put on a par with the earlier *entrepistes*). (Fig. 4)

The first legal provision concerning a uniform letter rate came into effect from May 1, 1807. This rate was applied from *hoofdkantoor* to *hoofdkantoor* and amounted to 2 to 7 stuivers per single letter relative to the distance. This rate was to be augmented with "eene *Stuiver Bovenport*" (1 *stuiver* bonus) if the destination was situated between two *hoofdkantoren*. It could be raised to "twee *Stuivers ten hoogste*" (2 *stuivers* maximum). The postage between a *hoofdkantoor* and one of its surrounding *onderkantoren* or *bijkantoren* could never be more than 2 *stuivers* of this *bovenport*. Besides the distance component there was also a progression in weight component that affected the rates, but this progressive weight rate was not allowed for letters from a *hoofdkantoor* to any of its surrounding *onderkantoren* or *bijkantoren*.

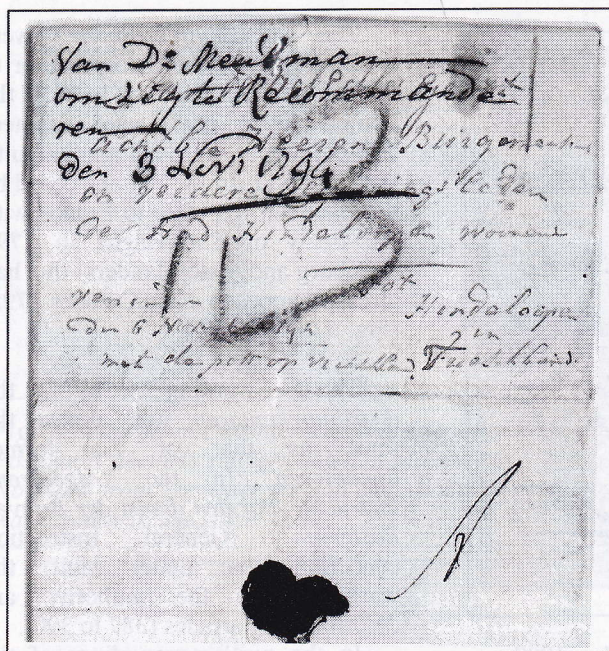


Fig. 3. Letter sent on November 3, 1794 from **Brouwershaven** in Zeeland to **Hindeloopen** in Friesland over Rotterdam and Amsterdam.

From Brouwershaven to Rotterdam transported outside of the Posts, possibly by a skipper.

Postage from Rotterdam to Amsterdam II stuivers in red crayon (track boat rate during the day). In Amsterdam forwarded to a **Zuiderzee market boat** -verzonden den 6 November 1794 met de post op vrieschland- and marked on the back with the passage mark **A** (= Amsterdam). The postage Amsterdam - Friesland was indicated with 3 stuivers in red crayon. From the port of landing in Friesland to Hindeloopen a **messengers fee** of I stuiver was noted in the right upper corner in lead pencil. Such a pencil notation is typical for Friesland.

On August 1, 1809 a treaty, concluded between the French and the Dutch Posts on October 11, 1808, came into use. One of the regulations implied that on mail from Holland to France the use of specially manufactured uniform town cancels was obligatorily. These town cancels were ordered at the firm of Masson Lejeune in Paris, which confirmed the order in January 1809 accompanied by a list of all the offices. There are a total of 114 *hoofdkantoren*, *onderkantoren* and *bijkantoren* on this list. It was intended that the *hoofdkantoren* should keep the cancels of their *onderkantoren* and *bijkantoren* and accordingly mark the letters originating from them. Only *bijkantoor* Harderwijk (belonging to *hoofdkantoor* Amersfoort) was provided with its own stamp. When *hoofdkantoor* Dirksland received the town cancels of all its surrounding *bijkantoren* it immediately distributed them, against the regulations, to its *bijkantoren* Goedereede, Middelharnis, Ooltgensplaat, Oudetonge, Oudorp, Sommeldijk and Stad aan 't Haringvliet.

Against the rules these cancels also were used on inland mail in the treaty period August 1, 1809 till April

1, 1811. After the retreat of the French they were still used by some offices now acting as *distributiekantoor* and even after 1850 by some of the then created *hulpkantoren* (auxiliary or sub offices). (Fig. 5)

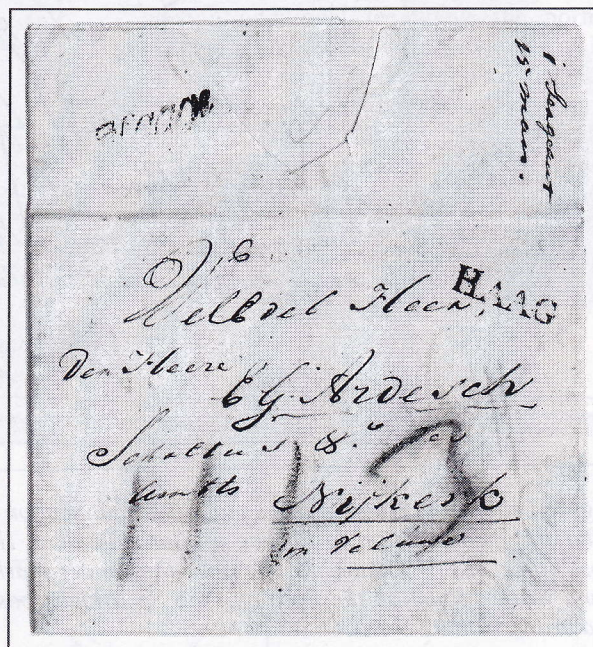


Fig. 4. Letter sent on March 10, 1807 from 's Gravenhage to **Nijkerk** via Alphen and Amersfoort.

Postage III + 3 = 6 stuivers.



Fig. 5. Letter from **Ooltgensplaat** to Antwerpen sent via Oudetonge and Dirksland September 9, 1847.

Distributiekantoor **Oudetonge** used its old Masson cancel on the back in red. Postage 15 cent Dirksland-Breda = 3 décimes. Antwerpen valued the letter on more than 10 grams (left upper corner) and taxed $1\frac{1}{2} \times 2 = 3$ décimes. Total postage to be paid was 6 décimes.

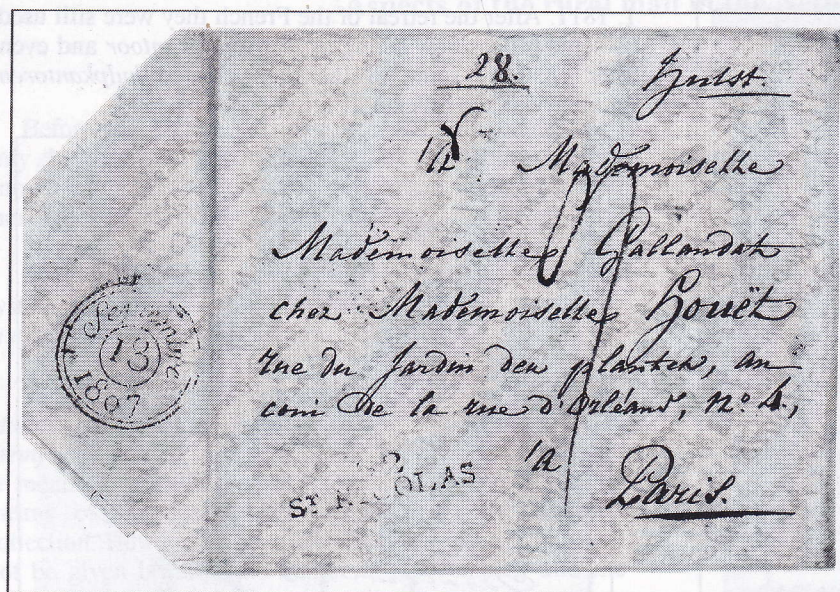


Fig. 6. Letter from **Hulst** to Paris via St. Nikolaas sent on September 1807. After the incorporation to France of State-Flanders, Hulst came under the post office of St. Nikolaas. In this case the **sender** marked the letter with a hand written Hulst on the front and the St. Nikolaas post office cancelled in red brown with 92/S^t NICOLAS.

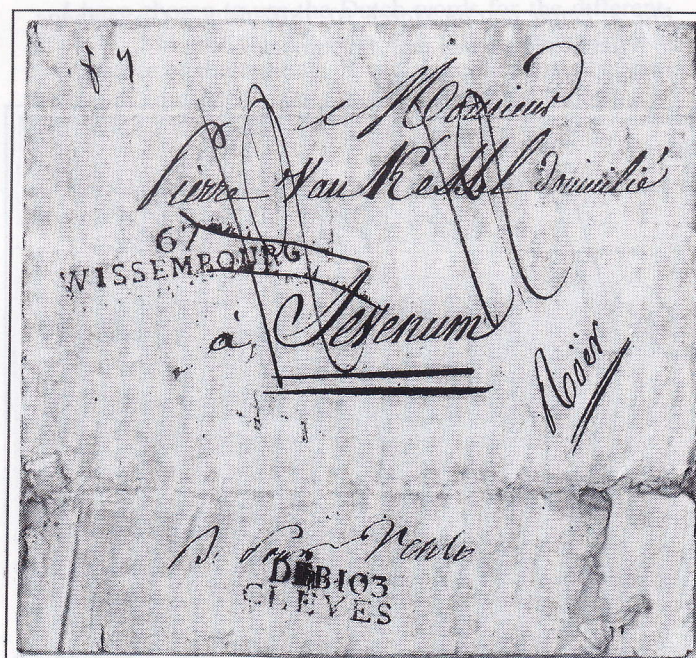


Fig. 7. Letter sent March 28, 1812 from Wissembourg to **Sevenum**.

By adding Roër to the address this letter was possibly sent to Cleves the main city in the northern part of the 'departement de la Roër' because the postman in Wissembourg did not know the exact location of Sevenum. In Cleves the postage due of 12 décimes was crossed out and DÉB 103/CLEVES was applied. It was again taxed with 12 décimes, forwarded to Venlo -b(on). pour Venlo- and then to Sevenum.

The *distributiekantoren* were established after the incorporation to France when on January 1, 1811 the French postal laws were adopted. These however, were not applied until April 1, 1811. In the regions ceded by the Batavian Republic to France with the treaty of The Hague in 1795 (Limburg and State-Flanders) this had already happened since October 1795. (Fig. 6 to 9)

The working of the *distributiekantoren* was almost the same as that of the former *bijkantoren*. In the "Algemeene Instructie voor den dienst der Brieven Posteryen" (General Instruction concerning the Letter Mail) the working and the authority are described in 4 articles (387 to 390).

In the rural surroundings of the cities with a post office another kind of rural post existed during the French occupation: the post within the "arrondissement" (district). This service can also be retrieved in the

Algemeene Instructie in articles 12 and 107. (Fig. 10, 11)

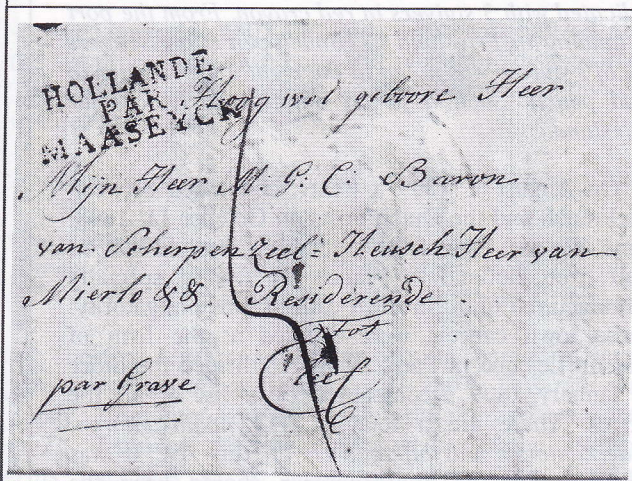


Fig. 8. Letter from **Tongelre** near Eindhoven to Cleves September 12, 1808.

Despite the indication *par Grave* sent via Maaseik. There were two possibilities to carry the letter to Cleves: either on the route via Grave and Nijmegen or via Hamont and Maaseik depending on the day of the week, as there was no daily service on both routes. Obviously the choice to send via Maaseik was the earliest possibility.

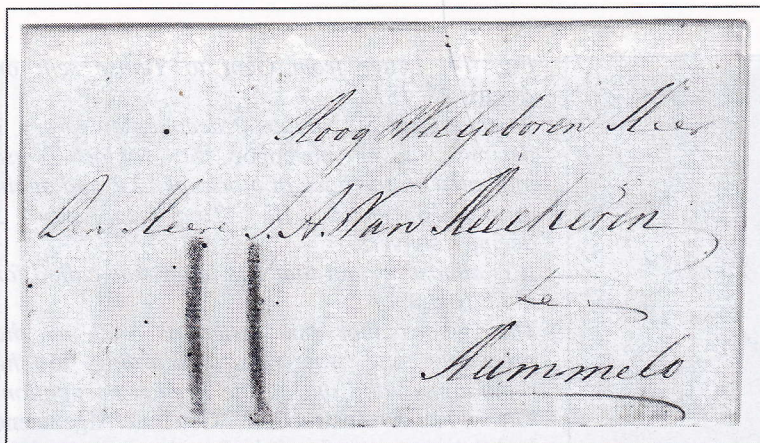


Fig. 9. Letter from Deventer to **Hummelo** August 10, 1811.
Postage II décimes/stuivers noted in red crayon.
No mark from Deventer though the cancel with departement number
was already in use since April.

Some of the *distributiekantoren* remained in function after the retreat of the French in 1814 and their number raised steadily in the following years. The *distributeur* (distributor) was not allowed to ask an additional fee above the normal postage if the letters were called for at his office. Only when he delivered the letters to the addressee, was he allowed to ask 1 *stuiver* extra per letter and 2 *stuivers* in case of a very long distance from his office. These additional fees (*bovenporten*) were sometimes charged but not always, at least they are not always visible as a tax figure on the letter. (Fig. 12 to 24)



Fig. 10. Letter from Aix-la-Chapelle to **Vaals** sent on "18 Thermidor an 13" (August 6, 1805).
Postage 1 *décime* for a letter called for at the Aix post office ("afgehaald ten Kantore"). If the letter had been delivered from Aix to Vaals the addressee should have paid 2 *décimes*.



Fig. 12. Letter from Brielle to Zuidland July 15, 1815.
Postage 1 *stuiver* for a **district letter**.

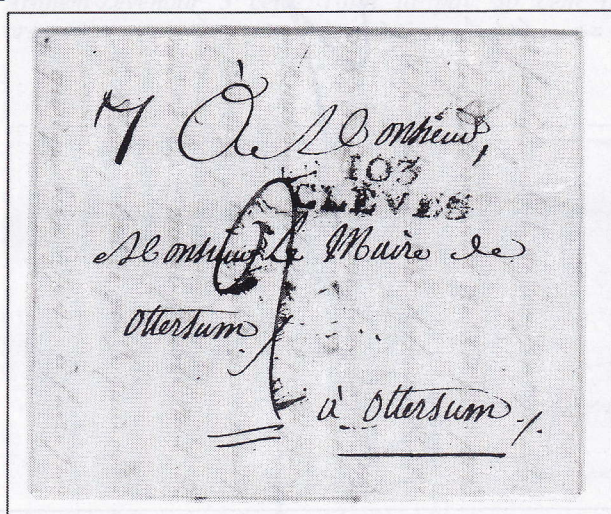


Fig. 11. Letter from Cleves to **Ottersum** sent on May 19, 1806. Postage 2 *décimes* for a letter to a town (Ottersum) belonging to the district of the post office (Cleves) and delivered by a courier or via a *distributiekantoor*.

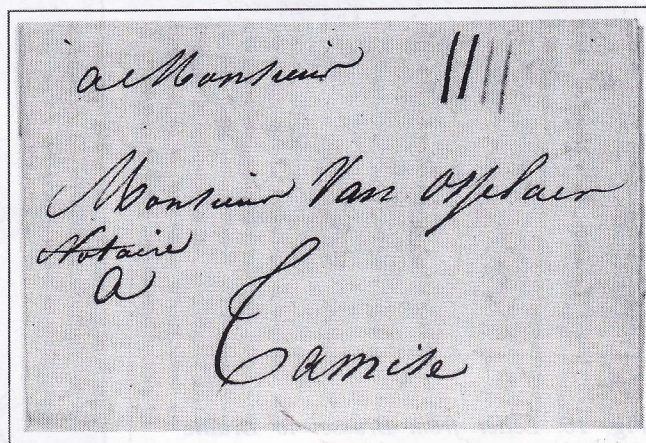


Fig. 13. Letter from Dendermonde to **Temse** December 7, 1815.
Postage II *décimes*/stuivers (black ink) Dendermonde-St. Niklaas + II *décimes*/stuivers (lead pencil) *bovenport* for delivery from St. Niklaas to Temse (across the river Scheldt!). Total to pay 4 *décimes*/stuivers.

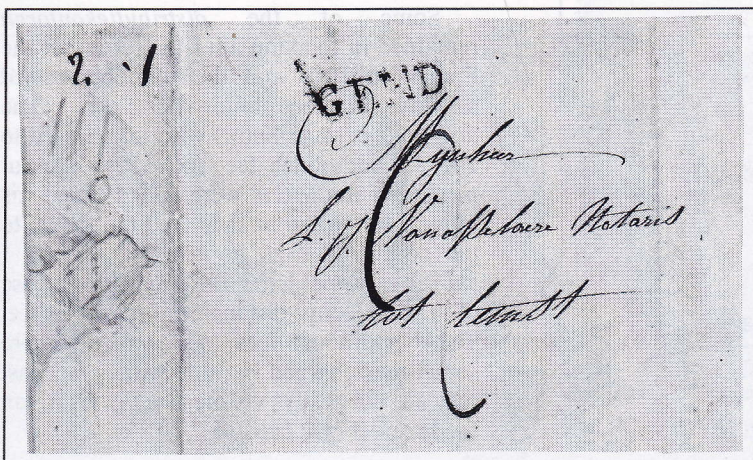


Fig. 14. Letter from Gent to **Temse** sent on August 22, 1816.

Postage Gent-St. Niklaas 2 décimes/stuivers + 1 décime /stuiver **bovenport** St. Niklaas-Temse indicated on the back in black ink: 2.1 and again in lead pencil: III. Total to pay 3 décimes/stuivers.

It is almost certain that this letter was called for in St. Niklaas.

This means that this letter as well as the preceding one was rated according to the regulations valid during the French occupation. The French Instruction Générale/Algemeene Instructie remained valid after the retreat of the French until 1850.

Fig. 15. Letter from Gouda to 's **Gravendeel** February 14, 1817.

Postage 2 stuivers Gouda-Rotterdam in black ink on the front. On the back in black ink 3 st(uivers), so a bovenport of 1 stuiver for Rotterdam-'s Gravendeel.

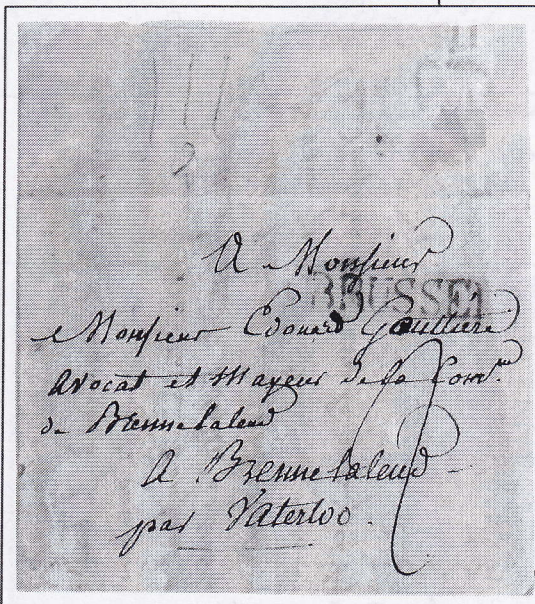
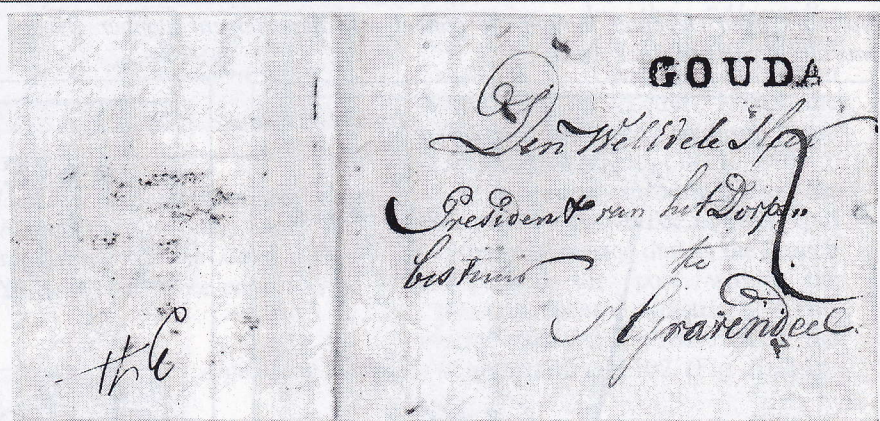


Fig. 16. Letter from Brussel to **Braine l'Alleud** par Waterloo sent on July 18, 1818.

Postage 2 décimes/stuivers (ink) on the front. Bovenport 1 décime/stuiver resulting in a total postage of III décimes/stuivers in lead pencil on the back.

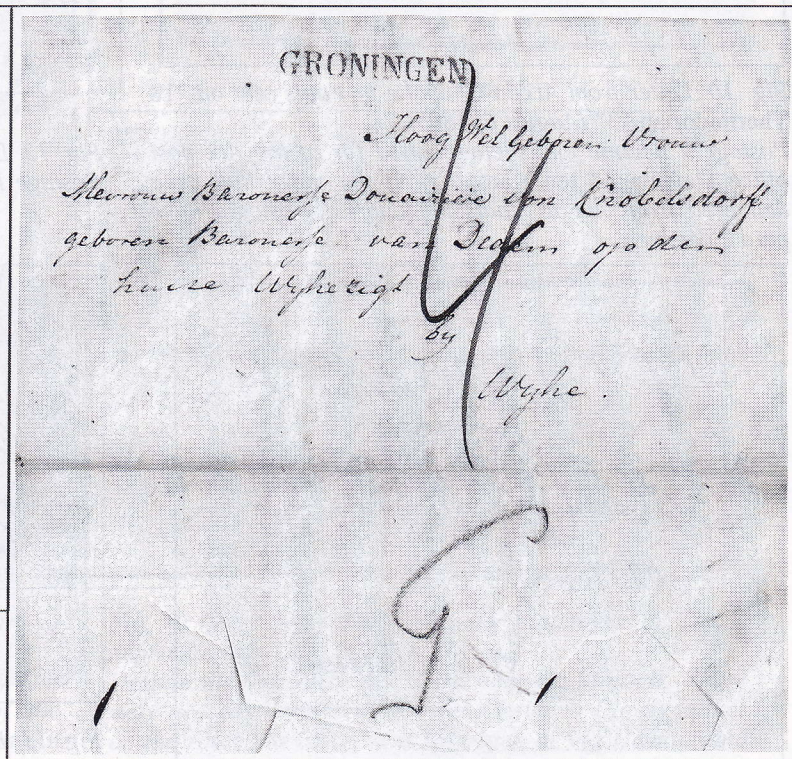


Fig. 17. Letter from Groningen to **Wijhe** April 24, 1823. Postage Groningen-Zwolle 4 stuivers (ink on the front). **Bovenport** Zwolle-Wijhe 1 stuiver. Total to pay 5 stuivers (red crayon on the back).

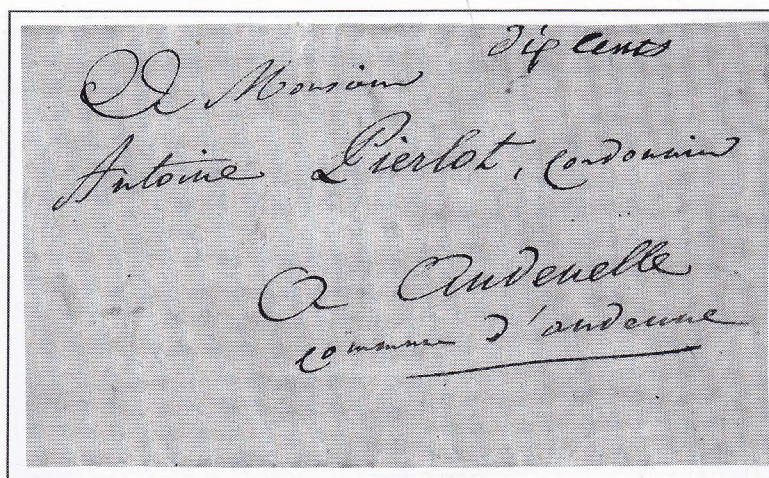


Fig. 18. Local letter from Namur to **Andenelle** commune d'Andenne sent on March 4, 1828. After January 1, 1827 the postage had to be expressed in centen. Postage for this district letter **dix cents** (ten cents) noted in black ink on the front.

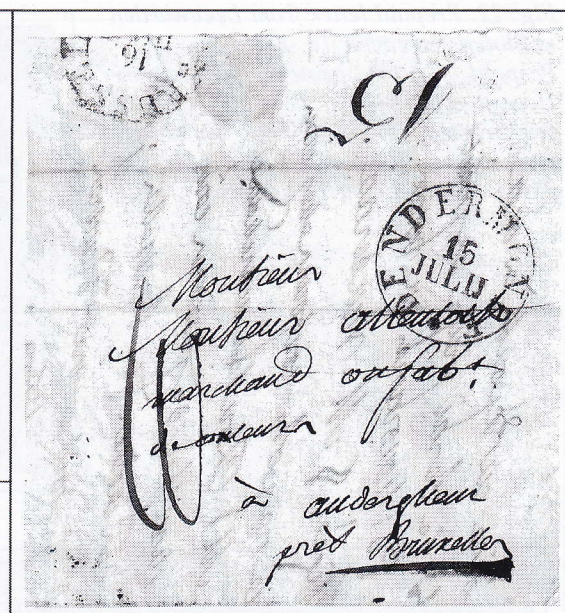


Fig. 19. Letter from Dendermonde to **Auderghem** près Bruxelles July 15, 1830. Postage Dendermonde-Brussels 10 cent (ink on the front). **Bovenport** 5 cent Brussels-Auderghem. Total to pay 15 cent (ink on the back).

Fig. 20. Letter from Rotterdam to **Zevenaar** October 24, 1841. Postage Rotterdam-Arnhem 25 cent (ink). **Bovenport** Arnhem-Zevenaar 5 cent. Total to pay 30 cent (red crayon).



Fig. 21. Prepaid letter from Amsterdam to **Hasselt** north of Zwolle sent on July 10, 1844. Postage paid in Amsterdam to Zwolle 25 cent (ink, on the back). **Bovenport** Zwolle-Hasselt 5 cent noted in red crayon on the front as **1 stuiver** still to pay by the addressee.

Fig. 22. Prepaid letter from Leeuwarden to **Sloten** November 10, 1848.

Prepaid 10 cent Leeuwarden-Heerenveen (ink, on the back).

Bovenport (5 cent =) 1 stuiver Heerenveen-Sloten (lead pencil, on the front) still to pay by the addressee.

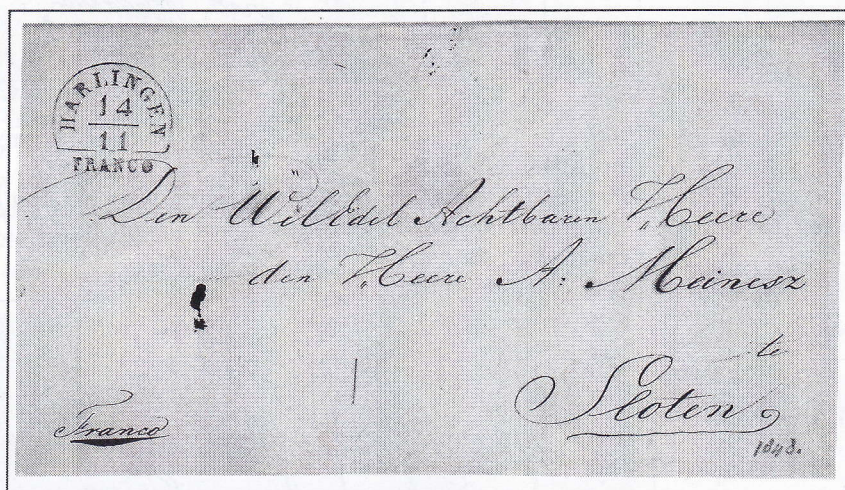


Fig. 23. Prepaid letter from Harlingen to Sloten November 14, 1848.

Prepaid 20 cent Harlingen-Heerenveen (ink, on the back).

Bovenport (5 cent =) 1 stuiver Heerenveen-Sloten (lead pencil, on the front) still to be paid by the addressee.

Fig. 24. Prepaid letter from Geertruidenberg to **Drachten** via Heerenveen July 28, 1850.

Prepaid 25 cent (ink on the back).

Possibly counted in error to Meppel. Postage to Heerenveen was 30 cent. **Bovenport** 5 cent Heerenveen-Drachten (ink, on the front, right upper corner) still to be paid by the addressee.



For the collection of **outgoing** letters the *distributeur* got 1/2 stuiver per letter. Because he was not a state official he had no further income from the Posts apart from the extra postage and a compensation of 25 guilders for the space in his house he used for these postal

activities. He had neither an office nor a separate room, window or counter. The *distributeurs* did not get an official cancel and many of them just wrote the name of their town on the letters, mostly on the back. (Fig. 25 to 28)



Fig. 25. Letter from **Hourbes s. Sambre** to **Hornu** December 5, 1829 via distributiekantoor **Fontaine l'Evêque** in manuscript on the front. Fontaine l'Evêque as well as Hornu belonged to Bergen (Mons). Postage 10 cent.

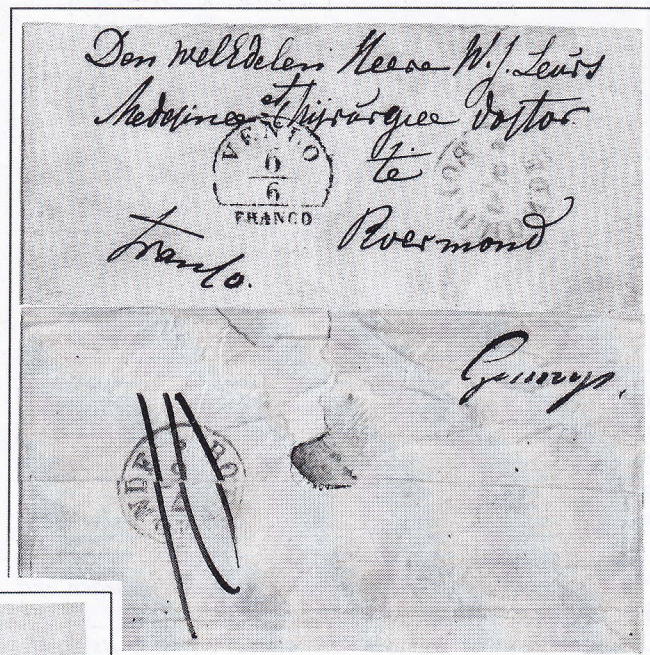


Fig. 28. Prepaid letter from **Gennep** to **Roermond** sent via **Venlo** on June 6, 1849. Manuscript **Gennep** on the back in ink. **Gennep** belonged to **Venlo** that noted the postage paid of 10 cent for **Venlo-Roermond** on the back and cancelled with **VENLO/FRANCO** in blue on the front. It is remarkable that there is no **bovenport** charged as the distance **Gennep-Venlo** (45 km.) is far more than **Venlo-Roermond** (25 km.).

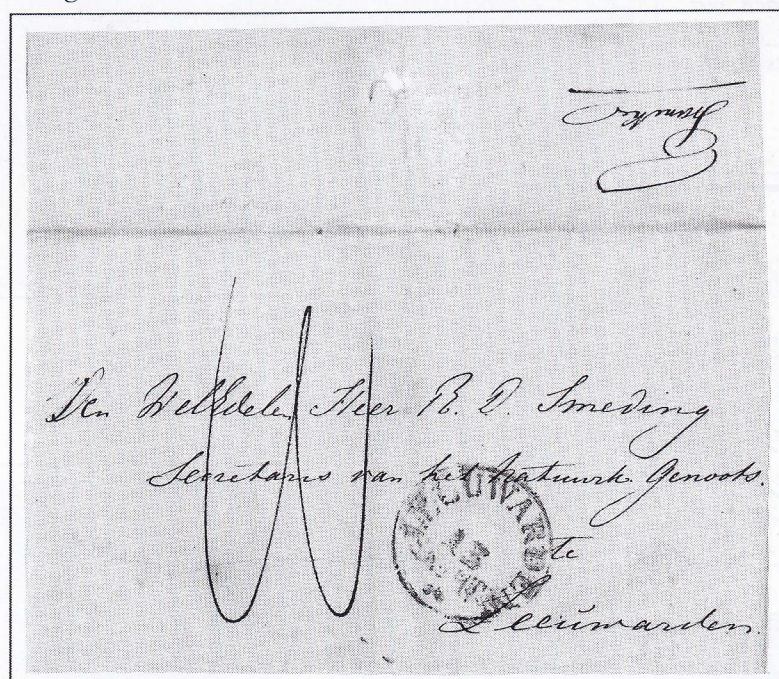


Fig. 26. Letter from **Franeker** to **Leeuwarden**, March 13, 1838. **Distributiekantoor Franeker** belonged to **Leeuwarden** and its name was hand written in ink on the back. Postage 10 cent.



Fig. 27. Letter sent from **Hoogezaand** to **Groningen** on November 10, 1838. Hand written **Hoogezaand** in ink on the back. **Groningen** cancelled on the front as postkantoor of **Hoogezaand** on November 10 and again on the back on November 11 at the start of the delivery. Postage 10 cent.

Some distributeurs had a cancel manufactured at their own costs or provided themselves with one from the past. (Fig. 5, 29 to 38, 45, 47)

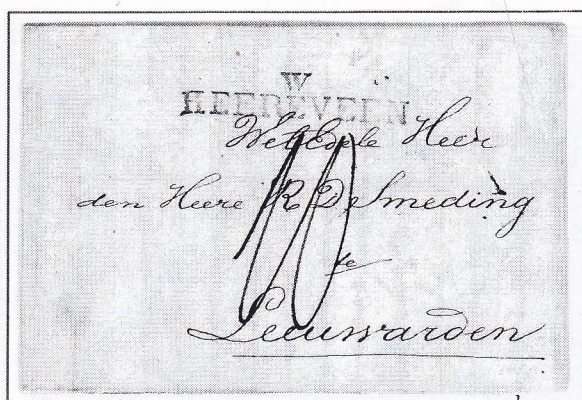


Fig. 29. Letter from **Wolvega** to Leeuwarden via Heerenveen October 12, 1839.

Distributiekantoor Wolvega cancelled with its name cancel W/HEERENVEEN in black.

Postage Heerenveen-Leeuwarden 10 cent.

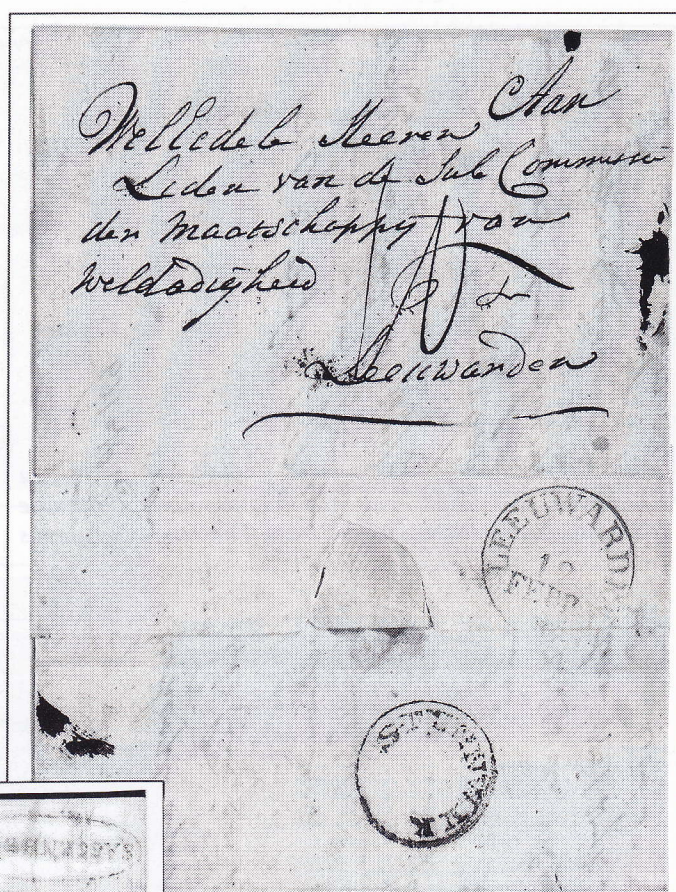


Fig. 30. Letter from **Frederiksoord** to Leeuwarden via **Steenwijk** and Heerenveen February 12, 1840.

Distributiekantoor STEENWYK cancelled with its name cancel in red on the back.

Postage Heerenveen-Leeuwarden 10 cent.

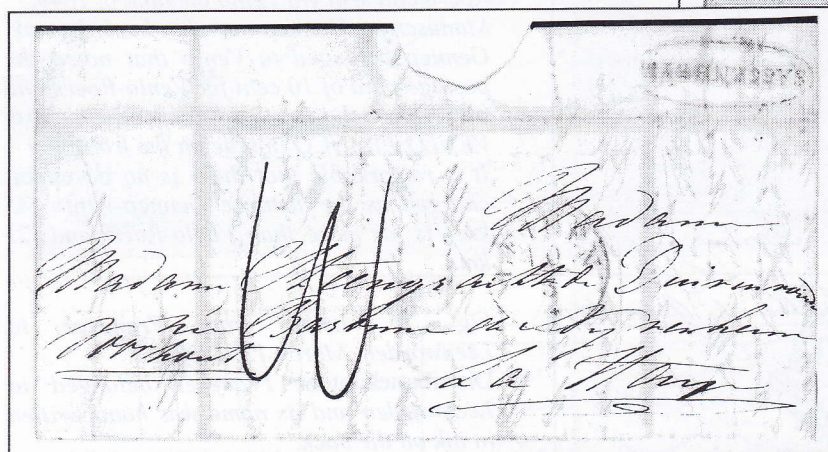


Fig. 31. Letter from the **Keukenhof** to 's Gravenhage via **Sassenheim** and Leiden sent on March 10, 1841.

Red oval cancellation of distributiekantoor SASSENHEYM on the back.

Postage Leiden-'s Gravenhage 10 cent.

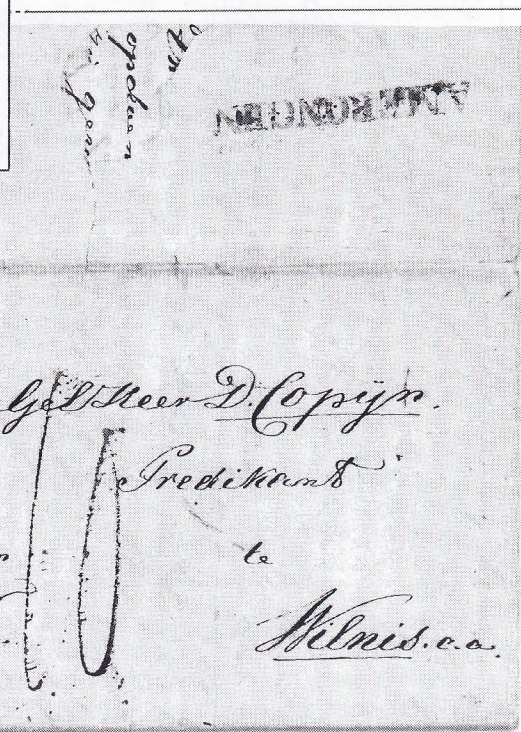


Fig. 32. Letter sent on January 24, 1843 from **Elst** (prov. Utrecht) to **Wilnis** via distributiekantoor **AMERONGEN** (red cancellation on the back) and distributiekantoor **Loenen**, not postkantoor **Loenen** as is written on the front.

Loenen was postkantoor from 1811 to 1814 and then downgraded to distributiekantoor until September 1, 1850 when it was promoted to postkantoor again.

Fig. 33. Letter from **Zuidbroek** to Groningen
May 31, 1843.

Distributiekantoor cancellation **ZUIDBROEK**
in red on the back.

Postage 05 cent.

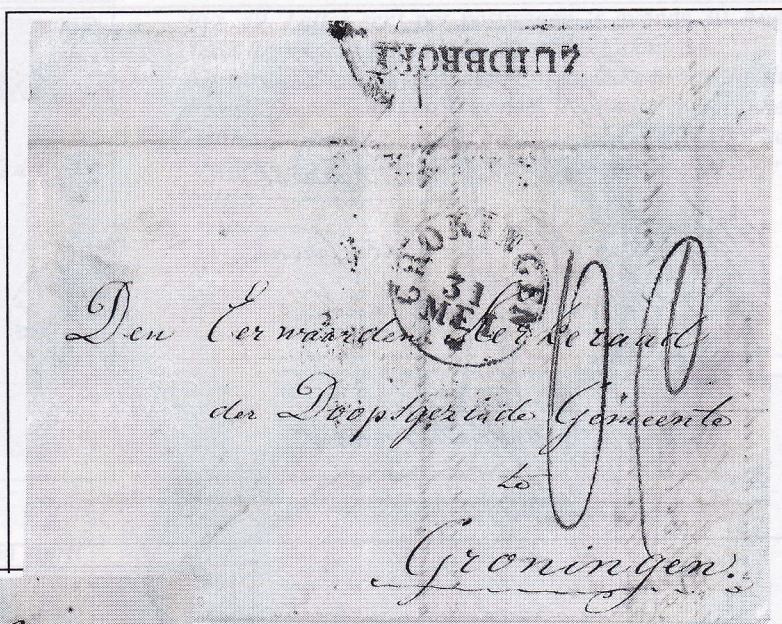
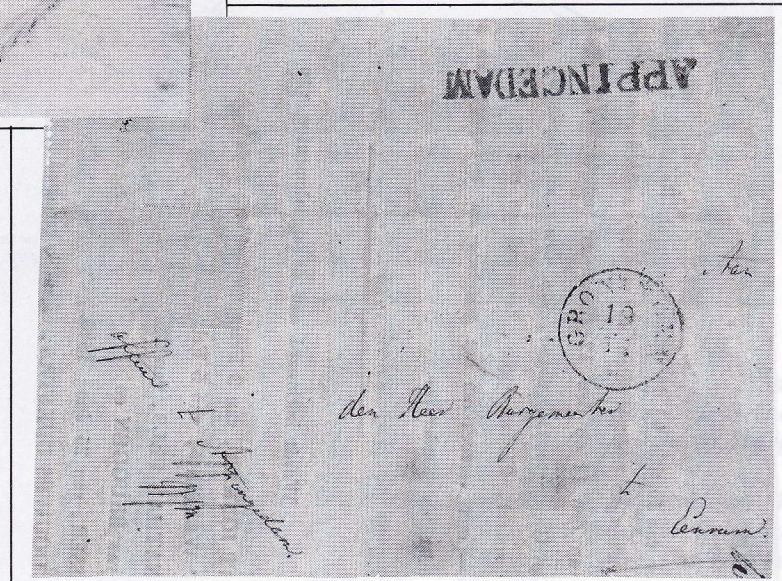


Fig. 34. Prepaid letter from **Wittem** to **St. Gerlach** sent on October 19, 1843 via distributiekantoor Gulpen (red cancellation) and postkantoor Maastricht.

Postage 10 cent (back) prepaid and confirmed with blue **MAASTRICHT/FRANCO** on the front. Notice the red date cancellation of Maastricht as arrival mark according to regulations on the back.

Fig. 35. Letter free of postage from **Appingedam** to **Eenrum** via Groningen
November 19, 1846.

Red distributiekantoor cancel **APPINGEDAM**
on the back.



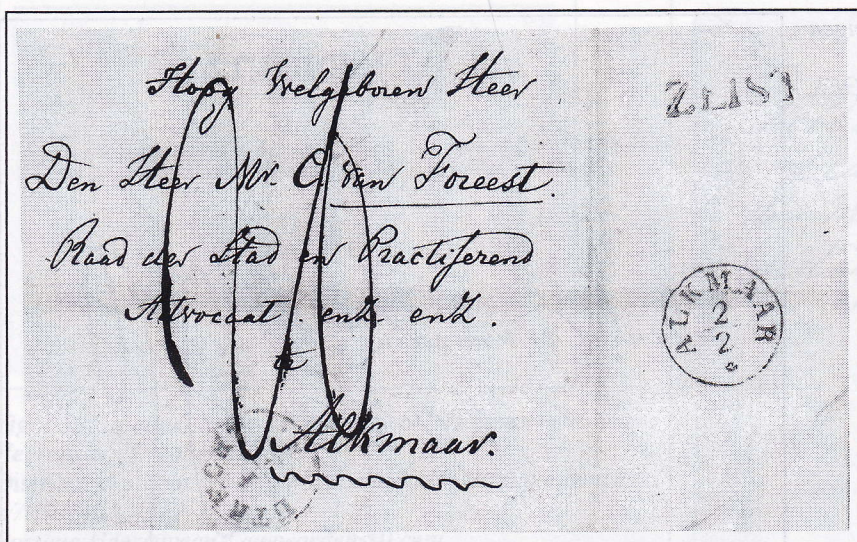


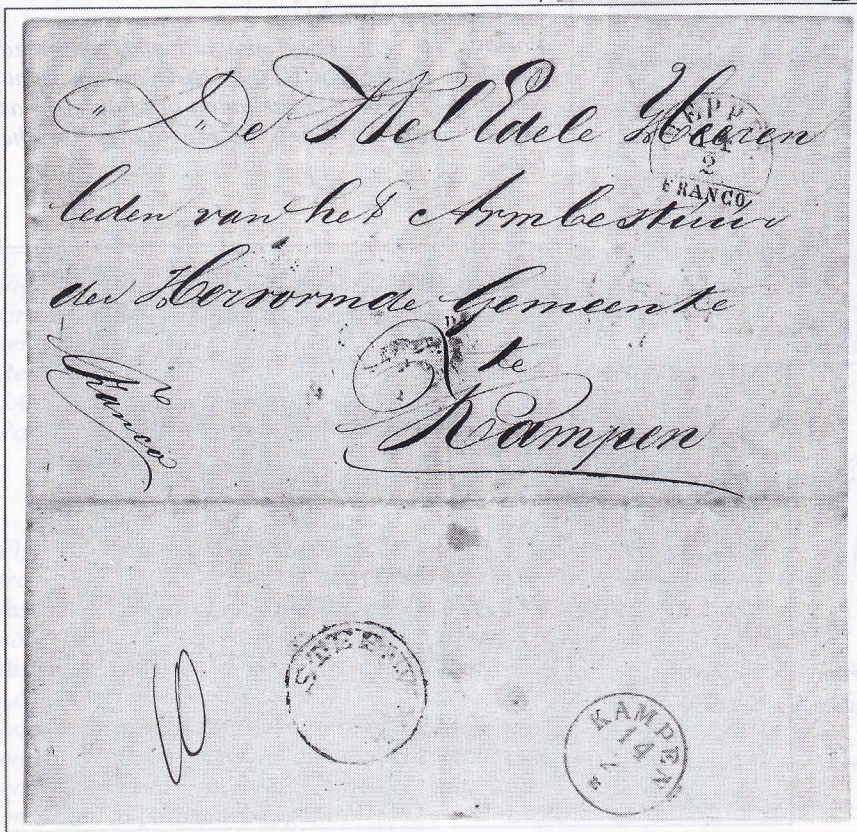
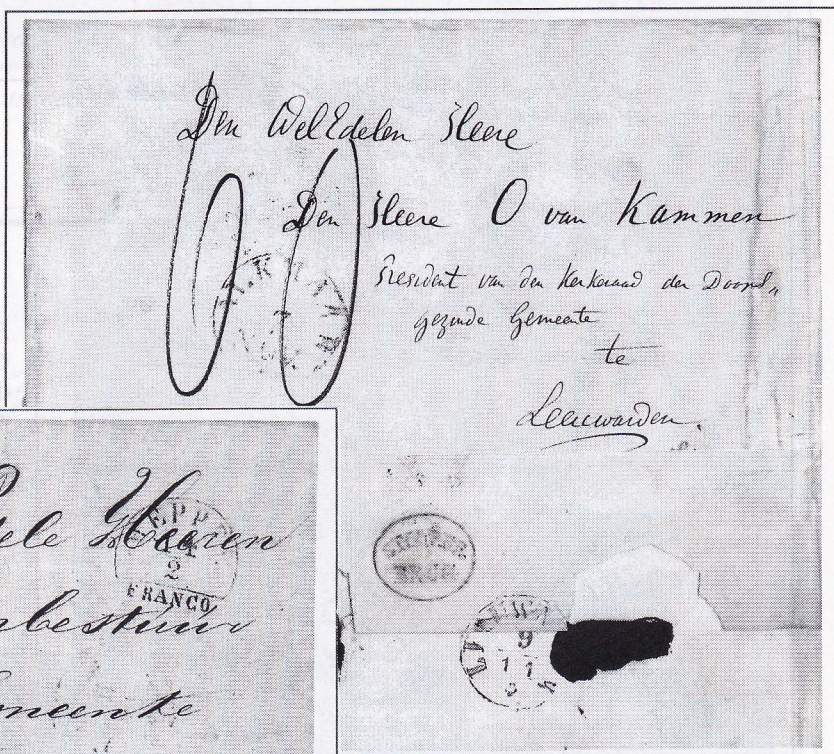
Fig. 36. Letter sent on February 1, 1847 from **Zeist** to Alkmaar via Utrecht. Red departure cancel of distributiekantoor ZEIST. Postage Utrecht-Alkmaar 20 cent.

Fig. 37. Letter from **Stolperbrug** to Leeuwarden via Alkmaar November 7, 1849. Red oval cancellation of distributiekantoor STOLPERBRUG. Postage Alkmaar-Leeuwarden 30 cent for a single letter. Against the rules not mentioned that this letter weighed more than 24 wigtjes (grams), hence $2 \times 30 = 60$ cent to be paid.

Fig. 38. Prepaid letter from **Willemsoord** to Kampen via **Steenwijk** and Meppel sent on February 12, 1850.

On the back red cancel of distributiekantoor STEENWYK. Meppel applied its blue MEPPEL/FRANCO.

Postage Meppel-Kampen 10 cent on the back.



Sometimes letters were forwarded partly or totally outside of the Posts. (Fig. 39, 40). The basic postage was still calculated from main office to main office according to the tariff of 1818 (in stuivers)/1827 (in centen, 5 centen = 1 stuiver). (Fig. 41, 43 to 47 show letters without the extra bovenport added to the basic rate.)

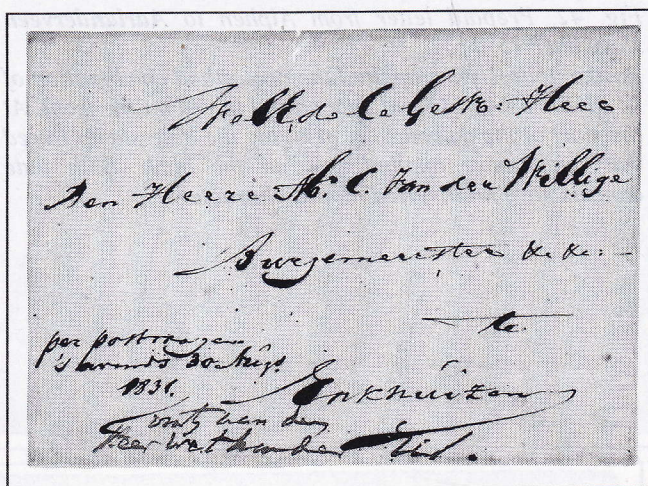


Fig. 39. Letter sent per postwagen 's avonds 30 Augs 1831 (by coach) from **Grootebroek** to Enkhuizen. No postage indicated, possibly carried outside of the Posts. These sometimes turned a blind eye to other parties forwarding mail in rural areas so they were not obliged to execute an expensive service for just a few letters.

Fig. 40. Letter from **Texel** to **Volendam** sent on April 13, 1836.

Texel belonged to den Helder and Volendam to Edam. Possibly this letter went **outside of the Posts** or enclosed in another one (under cover) from Texel to Amsterdam where it was mailed on April 17 NA POSTTYD (after the Post left) in blue. The letter was prepaid in Amsterdam with 10 cent (back) being the postage Amsterdam-Edam. Amsterdam applied its blue Franco date cancellation **the first Dutch trial postmark** and a precursor of the semi-circle FRANCO cancels (Francohalfroondstempel).

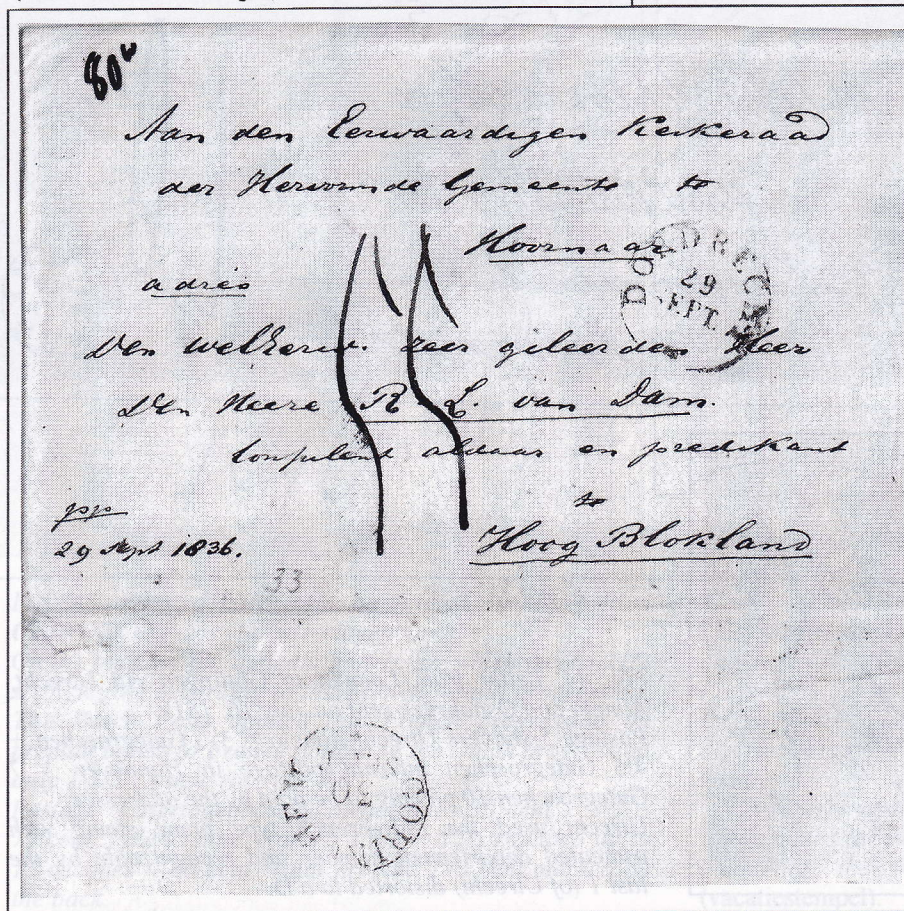


Fig. 41. Heavy letter of **more than 80 wigtjes (grams)** sent on September 29, 1836 from Dordrecht to **Hoog-Blokland** via Gorinchem. Postage Dordrecht-Gorinchem 10 cent (single). According to the weight progression this letter was charged $5\frac{1}{2} \times 10 = 55$ cent.

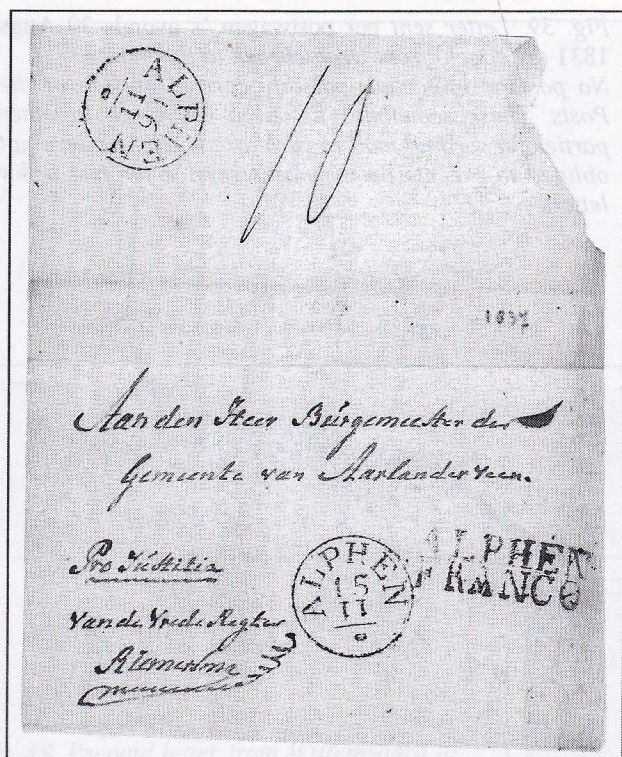


Fig. 43. Prepaid letter from **Brummen** to **Bommel** via Arnhem and Nijmegen November 30, 1846.

Postage Arnhem-Nijmegen 10 cent (back) and because it was prepaid Arnhem applied its ARNHEM/FRANCO in blue.



Fig. 44. Letter from **Loenen** to Göttingen via Utrecht, Almelo and Osnabrück sent on July 16, 1819.

Postage 5 stuivers Utrecht-Almelo = $3\frac{1}{3}$ Gutegroschen + $4\frac{1}{2}$ Gutegroschen internal postage in Hannover = 7 Gutegroschen 10 pfennig to be paid by the addressee.

Utrecht used the old French type name stamp with truncated departement number and recognizable by the last T (of Utrecht) distorted to a D.



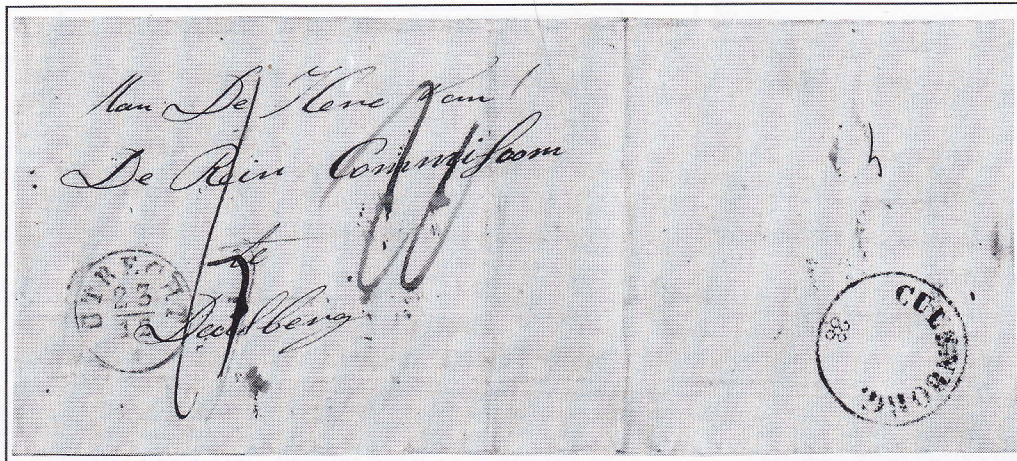


Fig. 45. Letter from **Culemborg** to Duisburg via Utrecht and Arnhem December 23, 1840.

Red CULENBORG cancel on the back.

Postage Utrecht-Arnhem 20 cent (red ink). This equals 4 Silbergröschen (back) + 2 Sgr. internal Prussian postage = 6 Sgr. to be paid at arrival.



Fig. 46. Prepaid letter sent on August 30, 1844 from **Oisterwijk** to Paris via 's Hertogenbosch.

On the back weight indication of 16 gr. which means $21\frac{1}{2}$ x single rate according to the **French weight progression**. The Dutch Posts applied this French progression on prepaid letters to France (following the Dutch progression only $1\frac{1}{2}$ x single rate was due).

Postage 's Hertogenbosch-Valenciennes 30 cent x $2\frac{1}{2}$ = 75 cent. Valenciennes-Paris 5 x $2\frac{1}{2}$ = $12\frac{1}{2}$ rounded up to 13 décimes = 65 cent. Total prepaid 140 cent marked on the back.

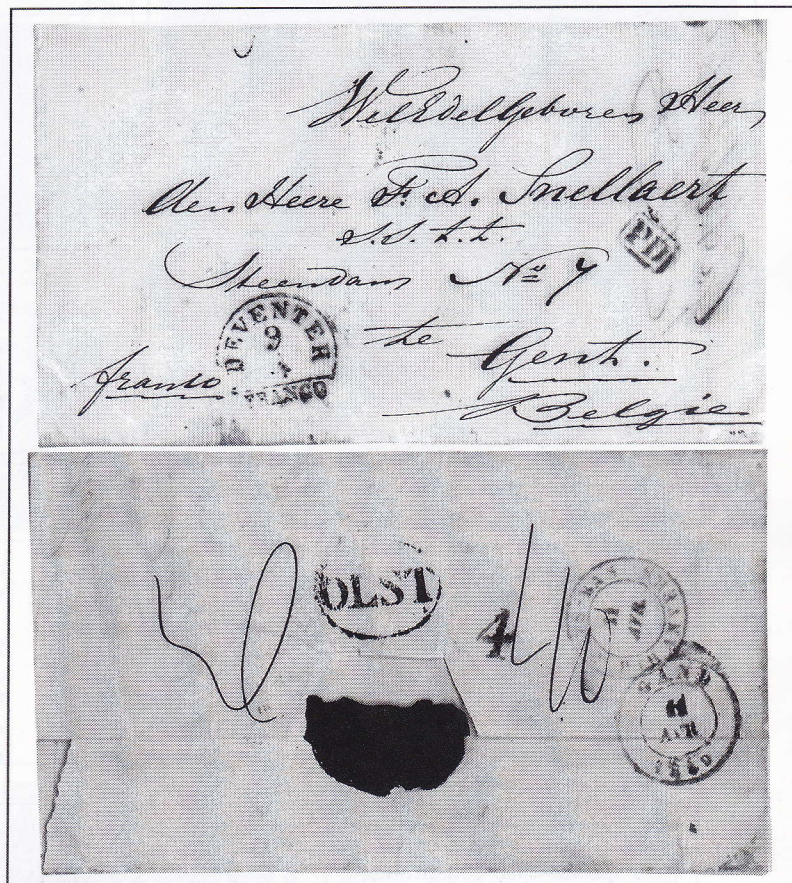


Fig. 47. Prepaid letter from **Olst** to Gent sent via Deventer, Breda and Antwerpen April 9, 1849.

Black oval cancellation of distributiekantoor OLST (back). This stamp was recorded in the literature, but emerged only recently.

Prepaid by the sender 40 cent (back) of which 25 cent for Deventer-Breda came to the Dutch Posts and 15 cent or 3 décimes (back) went to the Belgian Posts for Antwerpen-Gent.

Deventer applied the blue DEVENTER/FRANCO, Breda added the red PD and Gent put a red 4 on the back, indicating the 4th delivery period of that day (vacatiestempel).

Besides the *distributiekantoren* established by the Posts also provincial or even town authorities also established some *distributies* and *entrepotes* or *relais*. Although mainly intended to dispatch the official mail, the public was allowed to use this service as well. Some *distributies* thus got a compensation from the Posts, the province and the municipality together! Official regulations for such a service are known from the provinces of Overijssel, Gelderland and Limburg in the first half of the 19th century. (Fig. 48)

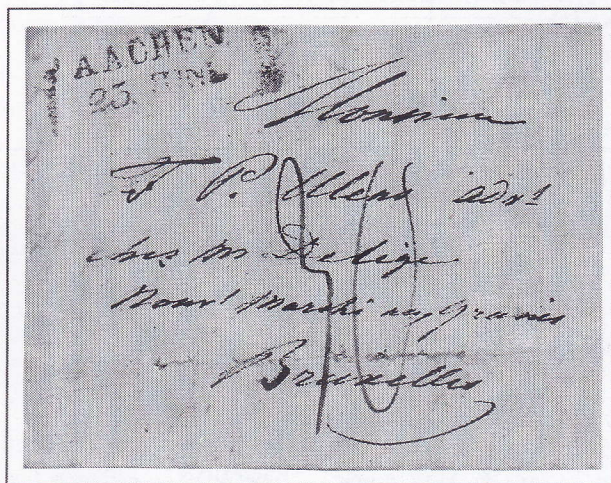


Fig. 48. Letter from Eygelshoven to Brussel June 22, 1830. The letter was delivered from Eygelshoven by a courier to the entreposte in Kerkrade situated on the itinerary Sittard-Aachen. When the stagecoach went by the letter was handed over and posted in Aachen. From there it took its normal route via Maastricht to Brussels. Postage 2 cent for the courier Eygelshoven-Kerkrade + 3 cent deposit fee for the entreposte keeper in Kerkrade + 5 cent border rate Aachen-Maastricht + 20 cent Maastricht-Brussels = 30 cent indicated on the front. All according to the regulations of the Resolution of Gedeputeerde Staten van Limburg "Nopens het vervoer der administratieve briefwisseling" (concerning the transportation of the official correspondence). Art. 6 allowed private persons to make use of this service too.

A special case constitutes the rural post service established in Limburg during the Belgian period. (Fig. 49 to 52) This was maintained in the Dutch part of Limburg after the return to the Netherlands in 1839 and was carried out until 1850, still based on the Belgian regulations. Even long after 1850 we encounter letters with *brievenbusstempels* (mailbox cancellations) on it. (Fig. 53 to 57)



Fig. 49. Official letter, free of postage, from Roermond to Meerlo March 4, 1837 via postkantoor Venlo that put its red date stamp on the back. From Venlo the letter went via distributiekantoor HORST (black date cancel at the back) to Meerlo.

Fig. 50. Official letter, free of postage, from Horst to Meerlo January 10, 1838. On the front black date cancel of distributiekantoor HORST.





Fig. 51. Letter from Valkenburg to **Kruis sous Schimmert** June 17, 1838. C(orrespondance de l')A(rondissement) (district mail) so a postage of 2 décimes. Red date cancel of FAUQUEMONT promoted to perception on April 1, 1838 (= postkantoor Valkenburg).



Fig. 54. Letter from **Weert** to Roermond January 26, 1849. Distributiekantoor WEERT still used the **date cancel from the Belgian period**. However the date characters seem to have been lost by then, because the date was hand written!



Fig. 52. Letter from **Kessel** to Roermond September 28, 1838. Posted in the **letterbox in Kessel** and cancelled by the rural messenger with the brievenbusstempel C attached in the letterbox. Postkantoor Venlo applied its date cancel and the SR (Service Rural) stamp (rural service). Total postage to pay 3 décimes (1 décime SR-postage Kessel-Venlo and 2 décimes Venlo-Roermond).



Fig. 55. Letter from **Bleyenbeek** to Roermond sent on September 8, 1845. Posted in the **letterbox in Gennep** (brievenbus-stempel X in black) and sent via postkantoor Venlo that applied the SR in red. Postage 5 cent rural rate Gennep-Venlo + 10 cent Venlo-Roermond = 15 cent. (Note: compare the postage of this letter with that of Fig. 28.)

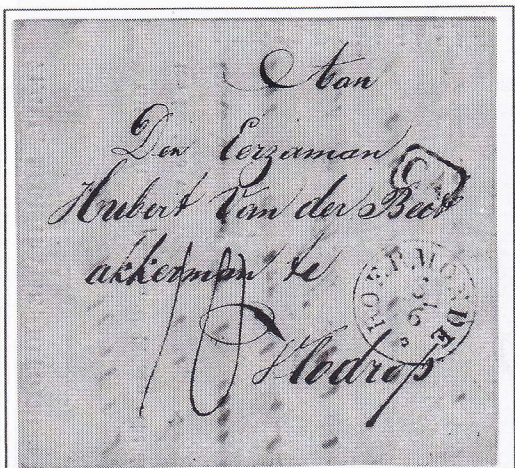


Fig. 53. Letter from Roermond to **Vlodrop** June 3, 1840. Roermond applied the **CA mark** in red from the Belgian period on the front. Postage 10 cent.

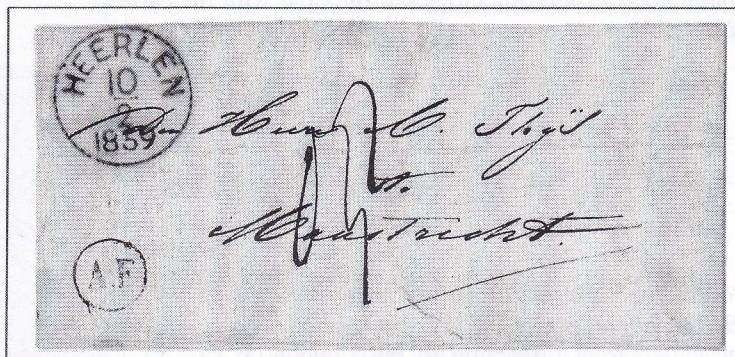


Fig. 56. Letter from **Kerkrade** to Maastricht sent on February 10, 1859 via postkantoor Heerlen. Until the establishment of a hulpkantoor on April 1, 1873 no post office was available in Kerkrade, only a letterbox in which the brievenbusstempel AF of the Belgian period was still present. Postage Heerlen-Maastricht 05 cent according to the tariff of 1850.



Fig. 57. Letter from **Montfort** to **Roermond** sent on July 29, 1869. On the front brievenbusstempel **E** of the letterbox in Montfort. As far as I know this is **the latest use** of the brievenbusstempel in Dutch Limburg, 30 years after the Belgian period! There was only a letterbox in Montfort until the establishment of a hulpkantoor in 1875.

Some distributies became more and more important as after 1848 they got additional tasks e.g. collection and delivery of registered letters and the handling of money articles. With the postal reform of September 1, 1850 all distributiekantoren were abolished. The most important ones were promoted to postkantoor or became hulpkantoor "met verhoogde bevoegdheid" (with higher authority). All others became hulpkantoor "met enkele bevoegdheid" (with limited authority) i.e. only collecting and delivering letters. All hulpkantoren now had an official status and received a certain compensation and a town cancel distributed to them by the central administration of the Posts. First they got a type with serif characters and varying in size. Later on a more uniform type with non-serif characters was distributed. A few distributies became bestelhuis (delivery office) and maintained a (non-official) status on a par with the earlier distributies.

Fig. 58. Letter from **Hoogezand** to **Bellingwolde** May 14, 1852. Hoogezand was promoted from distributie to postkantoor on September 1, 1850 (compare with letter of Fig. 27). Bellingwolde became **hulpkantoor** on May 1, 1851 and belonged to Winschoten. Postage Hoogezand-Winschoten 5 cent (tariff of 1850). Winschoten failed to apply its arrival mark on the back.

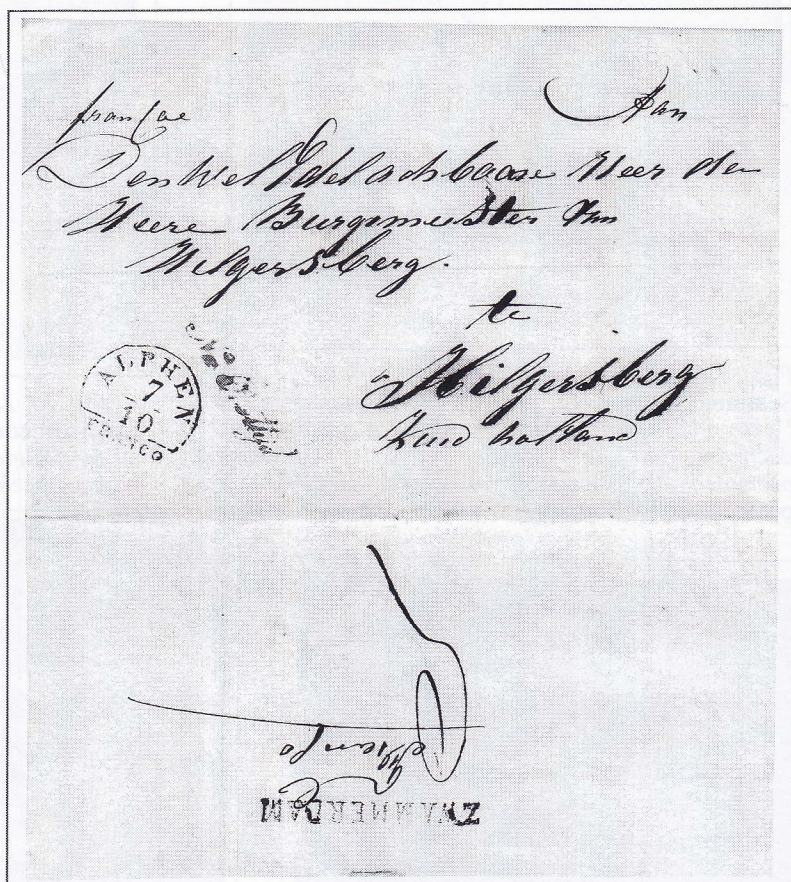
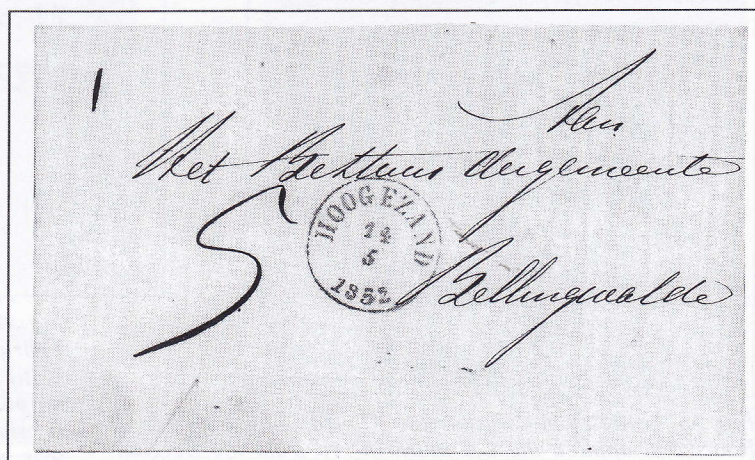


Fig. 59. Prepaid letter sent on October 7, 1851 from **Zwammerdam** to **Hillegersberg** via **Alphen**. Hulpkantoor Zwammerdam applied **its town cancel (serif characters)** on the back and wrote **Franco** underneath. Postkantoor Alphen applied the blue **ALPHEN/FRANCO** and the red **Na Posttijd** on the front. It marked the prepaid postage of 5 cent on the back. Hillegersberg became hulpkantoor in March 1852 under Rotterdam.



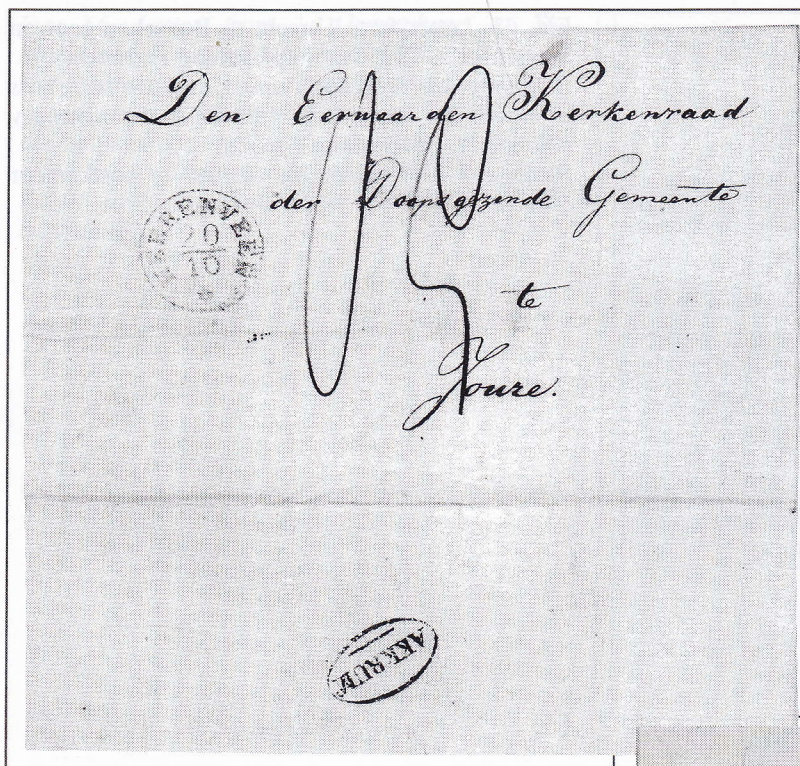


Fig. 60. Letter from **Akkrum** to **Joure** via **Heerenveen** sent on October 20, 1850. **Akkrum** as well as **Joure** became **hulpkantoor** on September 1, 1850 belonging to **postkantoor Heerenveen**. Postage 05 cent, the minimum rate according to the tariff of 1850. **Akkrum** still used its **distributiekantoor** cancel instead of the town cancel introduced since September 1, 1850.

Fig. 61. Letter from 's Hertogenbosch to Amsterdam March 18, 1855.

Possibly posted at **hulpkantoor Helvoirt** and dispatched via **postkantoor Tilburg**. **Helvoirt** belonged **first** to 's Hertogenbosch and **second** to **Tilburg**. This meant that **Helvoirt** only had a connection with **Tilburg** for the **transportation of mail**.

The connections with 's Hertogenbosch were more extensive.

Dispatch of this letter via 's Hertogenbosch would have been more logical in view of the location of the towns in question.

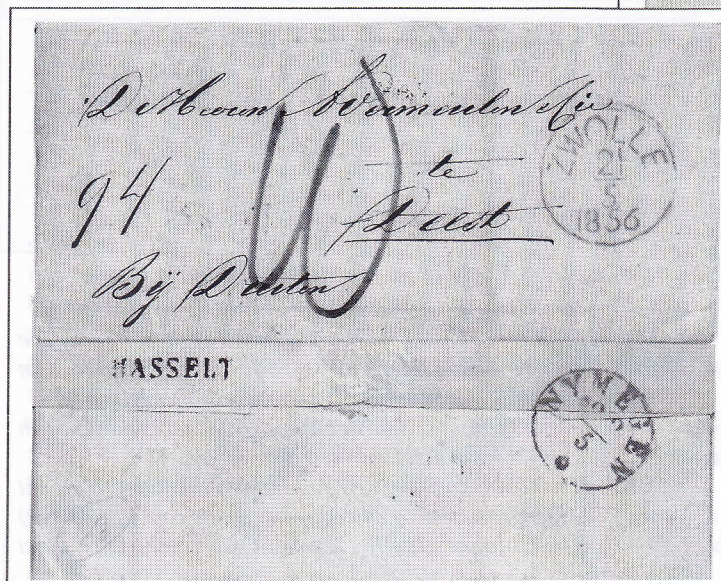
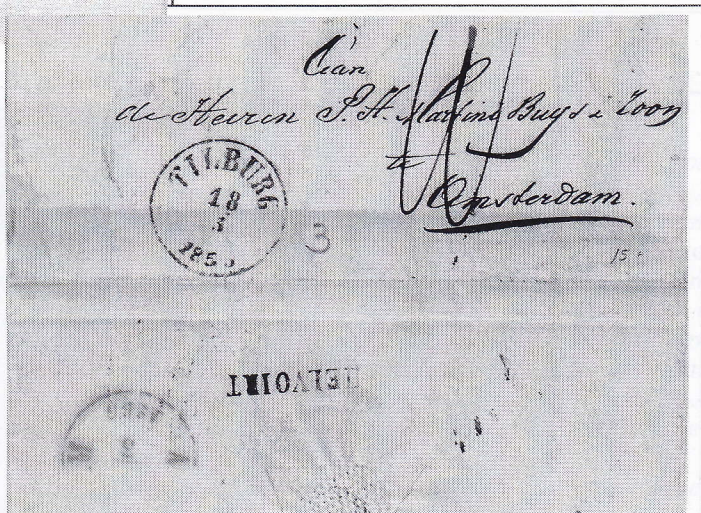


Fig. 62. Letter from **Hasselt** to **Deest bij Druten** via **Zwolle** and **Nijmegen** sent on May 21, 1856.

Hulpkantoor Hasselt applied its town cancel in blue on the back. **Deest** was **bestelhuis** under **Nijmegen** since 1854 (and **Druten hulpkantoor** since 1850).

Postage 10 cent **Zwolle-Nijmegen**.

The number 94 is a private registration number.

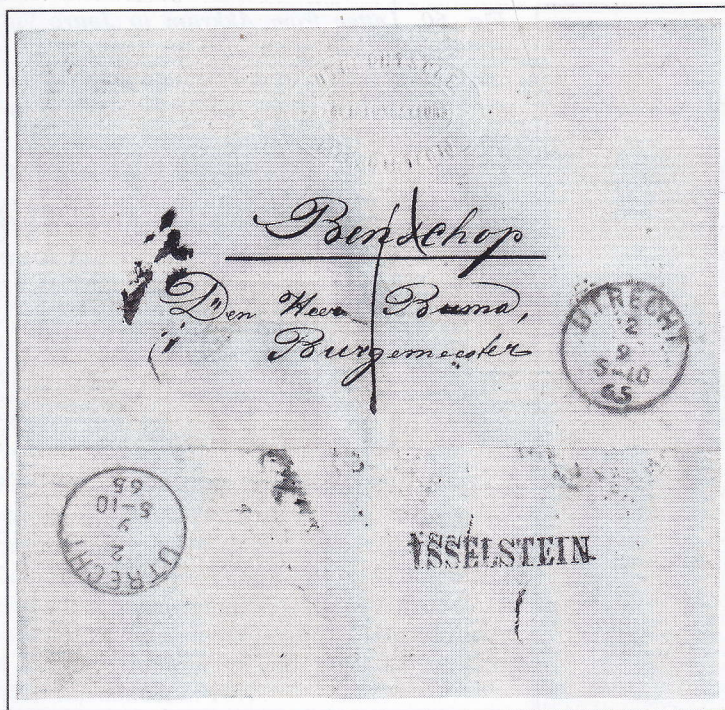


Fig. 63. Letter from Utrecht to **Benshop** sent on September 2, 1865 via hulpkantoor **Ysselstein**. Benshop was **bestelhuis** since 1854 and there was a messenger course to Ysselstein that primary belonged to postkantoor Utrecht. Postage 5 cent within the district of postkantoor Utrecht.

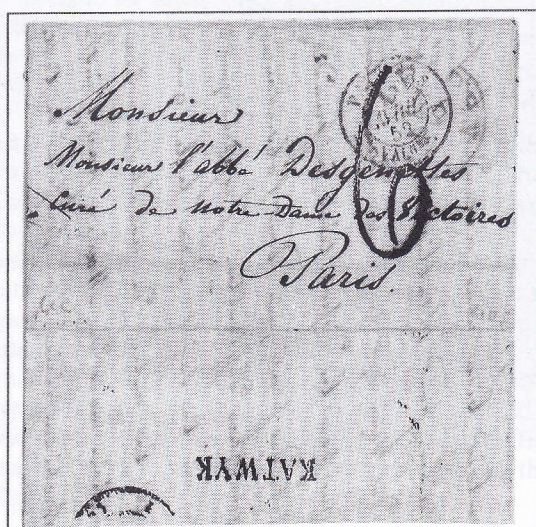


Fig. 64. Letter from **Katwijk aan de Rijn** to Paris sent on April 15, 1852 via Leiden and Valenciennes. Hulpkantoor Katwijk applied its town cancel in black on the back. Postkantoor Leiden put its date stamp in red on the front. Postage 30 cent or 6 décimes, the **uniform rate** of a prepaid or an unpaid letter from the Netherlands to France (tariff of April 1, 1852).

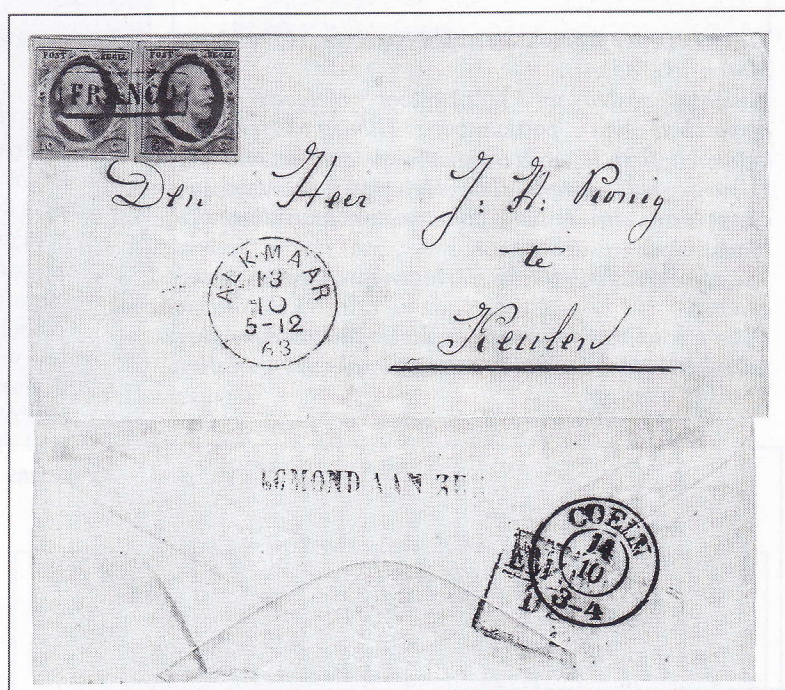


Fig. 65. Letter franked with a 5 and 10 cent stamp of the first issue sent on October 13, 1863 from **Egmond aan Zee** to Cologne via Alkmaar, Arnhem and Emmerich. Hulpkantoor Egmond aan Zee applied in accordance with the rules its town cancel on the back. Postage 10 cent (tariff of 1855) Alkmaar-Arnhem + 5 cent = 1 Silbergroschen (red crayon mark on the back) Emmerich-Cologne (tariff Deutsch-Österreichischer Post Verein).

Fig. 66. Letter from 's Gravenhage to St. Maartensdijk sent on March 29, 1859.

Notwithstanding the remark prov. Zeeland wrongly sent to **Maartensdijk** near Utrecht. Here the *hulpkantoor* applied its name cancel with an extra hand written remark on the back as a kind of déboursé cancellation: **te MAAR-TENSDYK onbekend**.

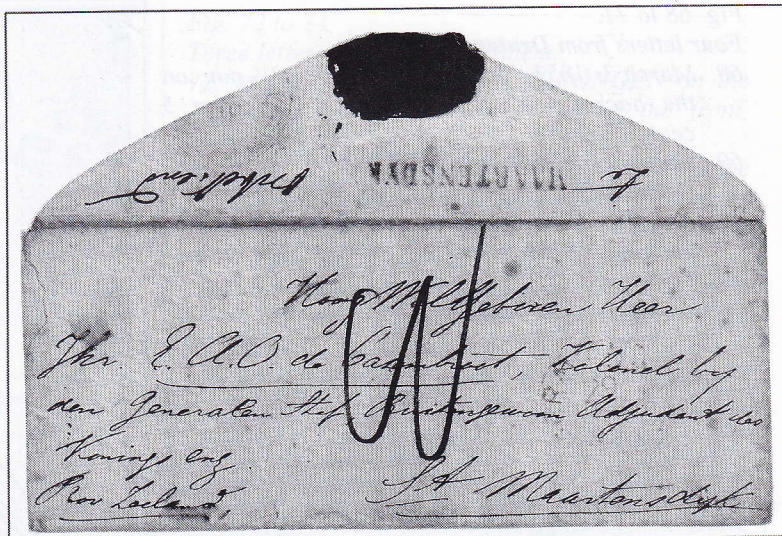


Fig. 67. Prepaid letter sent on January 29, 1852 from **Rozenburg** to Maassluis.

Bestelhuis Rozenburg belonging to Maassluis wrote franko on the back and postkantoor Maassluis applied its **MAASSLUIS/FRANCO** in black on the front. According to the regulations (with the introduction of the stamps on January 1, 1852) **however, it should have stuck a 5 cent stamp of the first issue on the front and cancel this with the black franco semicircle cancel.** At least the color of the cancellation was right, all the rest missed the goal!

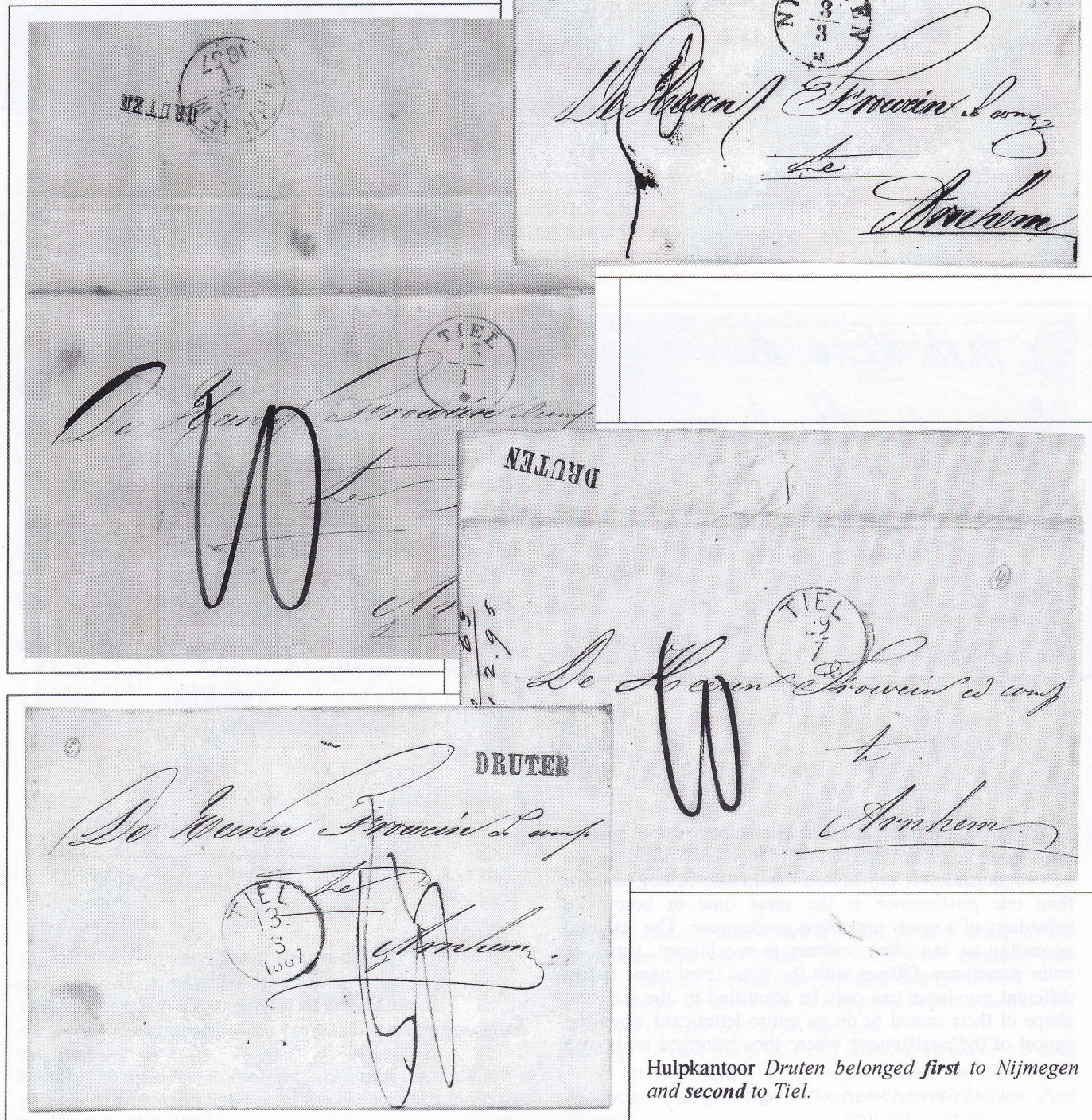
Was it indolence or merely unfamiliarity with the new rules and the novelty of the stamps?

The town cancels with serif characters exist in several sizes when an office received more than one cancel. In the new organisation a *hulpkantoor* could also belong to more than one *postkantoor* at the same time or become a subsidiary of a newly appointed *postkantoor*. The ink used according to, but often contrary to regulations, varies in color sometimes. Offices with the same town name but in different provinces can only be identified by the size and shape of their cancel or on an entire letter/card when the cancel of the *postkantoor* where they belonged to, is also present.

Fig. 68 to 71.

Four letters from **Druten** to **Arnhem**.

- 68. March 3, 1853, black DRUTEN 18 x 3½ mm. on the back, postkantoor NYMEGEN, postage 5 cent.
- 69. January 22, 1857, black DRUTEN 18 x 3½ mm. on back, postkantoor **TIEL**, postage 10 cent.
- 70. July 28, 1860, black DRUTEN 21½ x 5 mm. on the back, postkantoor **TIEL**, postage 10 cent.
- 71. March 13, 1867, **red** DRUTEN 21½ x 5 mm. on the front, postkantoor **TIEL**, postage 5 cent, rewritten to 10 cent.



Hulpkantoor Druten belonged **first** to Nijmegen and **second** to Tiel.

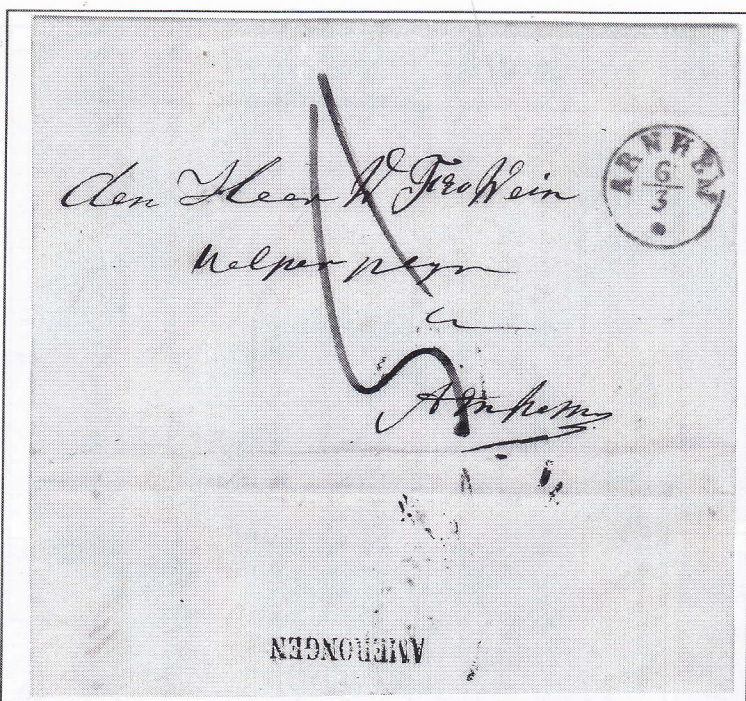


Fig. 72 to 74.

Three letters from **Elst** to **Arnhem**.

72. March 5, 1855, black **AMERONGEN** on the back arrival mark **ARNHEM** on the front, postage 5 cent.

73. June 16, 1856, black **AMERONGEN** on the back and black **TIEL broken circle mark of hulpkantoor Amerongen** on the front, arrival mark **ARNHEM** on the back, postage 5 cent. The broken circle mark points out that the letter was dispatched from the hulpkantoor directly by train, without first going to a postkantoor. That is why hulpkantoren situated near the railway tracks received a special cancel with the name of the postkantoor they belonged to.

74. December 23, 1856, black **RHENEN** on the back, arrival mark **ARNHEM** on the front, postage 5 cent.



Bestelhuis Elst was located between Amerongen and Rhenen. Hulpkantoor Amerongen as well as Rhenen both belonged first to postkantoor Tiel.



Fig. 75. Postcard sent on January 23, 1873 from **Valkenburg** to Wyck-Maastricht. Next to the stamp impression the town cancel in **black** of hulpkantoor **VALKENBURG (Limburg)** size 36 x 4 mm. **serif characters**.

Fig. 76. Postcard from **Valkenburg** to Leiden November 22, 1876.

Blue green town cancel of hulpkantoor **VALKENBURG (Zuid-Holland)** 34 x 3 mm. **serif characters** next to the stamp impression.

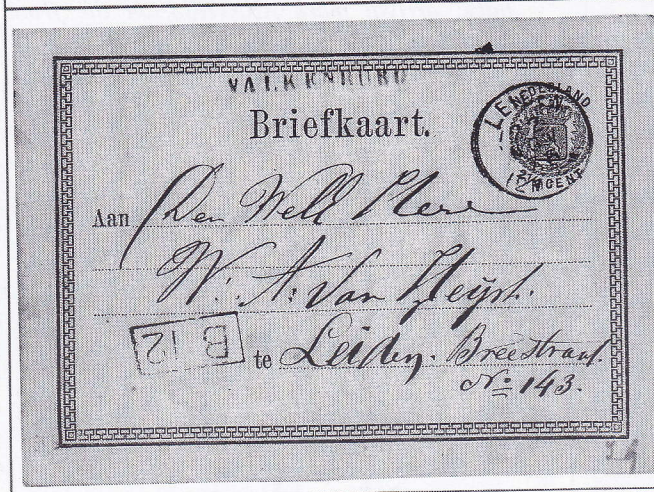


Fig. 77. Postcard sent on February 10, 1880 from **Houthem** to Maastricht via **Valkenburg**.

Next to the stamp impression the town cancel in **black** with **non-serif characters** of hulpkantoor **Valkenburg (Limburg)** 30 x 3 mm.

Valkenburg (Lb) was postkantoor from 1812 to 1818 and became distributie afterwards. During the Belgian period it was promoted to postkantoor again (see also Fig. 51). From September 1, 1850 downgraded to hulpkantoor and finally promoted to postkantoor on May 16, 1882. Belonged to postkantoor Maastricht.

Valkenburg (ZH) became bestelhuis in 1852 and hulpkantoor on October 1, 1861. Belonged to postkantoor Leiden.

When the Posts started to make use of the railways, some hulpkantoren situated near the tracks start to follow a different pattern in the handling of the mail. (Fig. 73 and 78 to 85)

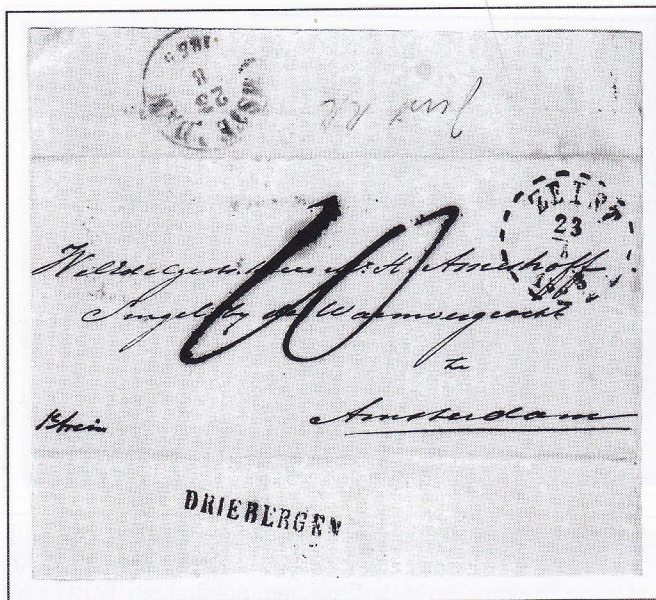


Fig. 78. Letter from **Driebergen** to Amsterdam August 23, 1853.

Hulpkantoor **DRIEBERGEN** applied its name cancel on the back and on the front its **broken circle stamp with the name of postkantoor ZEIST** to which it belonged. Direct dispatch by train.

Fig. 79. Letter free of postage sent on January 22, 1856 from Vreden (Prussia) to **Haaksbergen** via **Groenlo**. The letter crossed the border by train passing postkantoor Winterswijk and was marked on the back by hulpkantoor **GROENLO** with its name stamp and its **half ring cancel WINTERSWIJK** both in black. So Groenlo was acting as **border office** and not Winterswijk. ↓

Fig. 80. Letter sent on September 2, 1856 from Roosendaal to Antwerpen.

Black half ring cancel **ROZENDAAL** was applied by the conductor of the mails in the train from Moerdijk to Antwerpen after the letter was posted in the train in Roosendaal.

So this is **no rural post**, but the letter is shown here in contrast with the one in Fig. 79.

Apart from that hulpkantoor Oudenbosch did use a similar half ring stamp **ROZENDAAL**.

↓

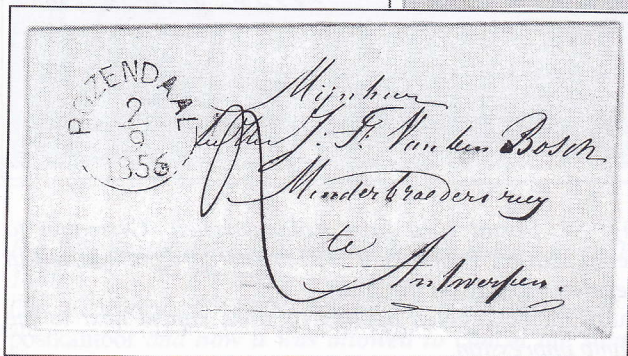
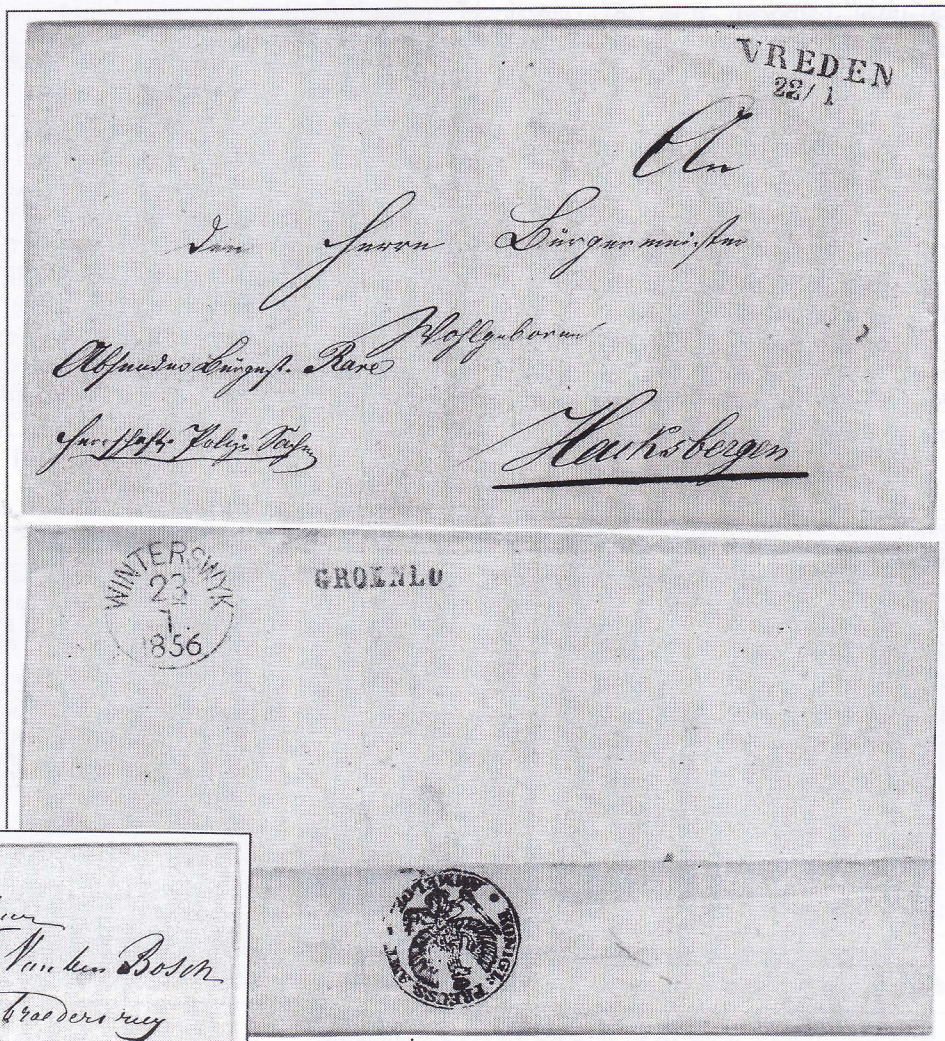




Fig. 81. Letter sent on December 5, 1863 from **Delden** to Eindhoven. Hulpkantoor DELDEN applied its town cancel remaining from its time as a distributiekantoor on the back and its **half ring cancel with the name of** postkantoor GOOR on the front. Both are in black.

Postage 10 cent.

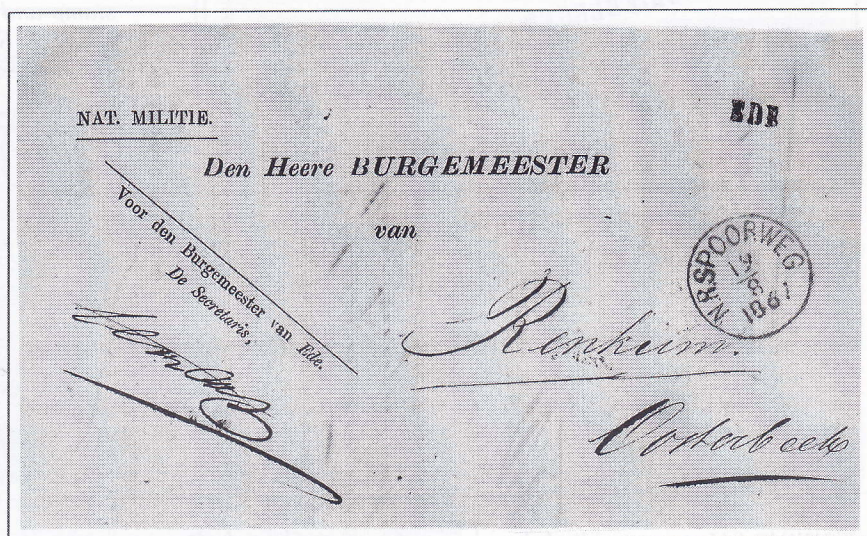


Fig. 82. Official letter free of postage from **Elst** to **Renkum** on August 18, 1867 sent via Arnhem and Ede.

In Arnhem the red N.R.SPOORWEG mark was put on the front. Hulpkantoor Ede applied its name cancel as arrival mark though this was not a rule.



Fig. 83. Postal card from **Dieren** to Arnhem July 4, 1873. Hulpkantoor DIEREN used in **green black** its town cancel from the time it was a distributiekantoor. Dispatched directly by train.

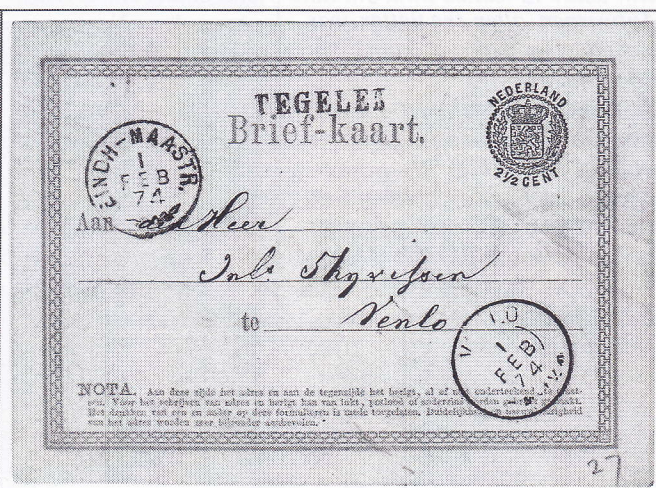


Fig. 84. Postal card from Kaldenkirchen (Germany) to Venlo sent on February 1, 1874. The card was posted in **Tegelen directly on the train**. Hulpkantoor Tegelen applied its town cancel next to the stamp impression.



Fig. 85. Postal card from **Horst** to Liege sent on September 5, 1875.

In **HORST** the *hulpkantoor* applied its town cancel and the card was dispatched directly by train. The stamp impression was cancelled with the train cancel **EINDH-MAASTR.**

At first the *hulpkantoren* were not allowed to cancel the stamps on the letters, except in some special cases. Later on they get this authority so the *postkantoren* to which they belonged did not have to cancel the stamps any longer. In time the *hulpkantoren* more and more transformed themselves into small *postkantoren*, which reveals itself when, starting in 1879, the first date cancels are handed out to the *hulpkantoren*. They are of the same type as for the *postkantoren* i.e. the *kleinrondstempel* (small round cancellation). The only difference is the time division: 4-hour periods instead of 1-hour periods for the *postkantoren* and a longer night period: 8 instead of 6 hours. (Fig. 86 to 89)

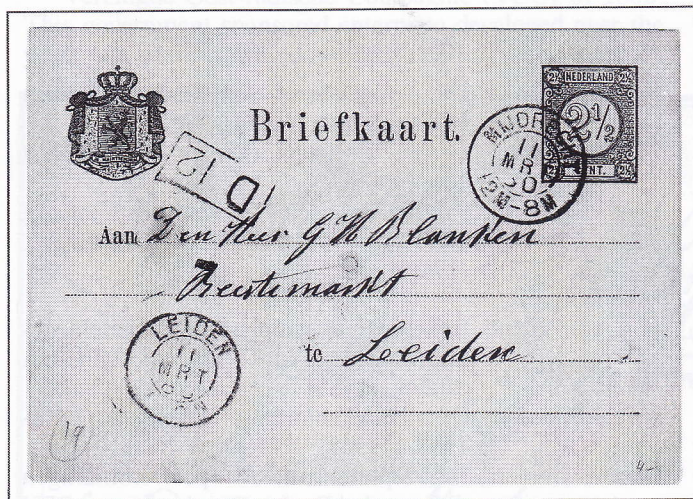


Fig. 87. Postal card from Mijdrecht to Leiden March 11, 1880.

On February 1, 1878 Mijdrecht was promoted to *postkantoor* and **now it was allowed to cancel the stamp with its date cancel.**



Fig. 86. Postal card from **Mijdrecht** via Loenen to Leiden August 7, 1877.

Hulpkantoor **MIJDRECHT** applied its town cancel next to the stamp impression. This was cancelled with the postmark of *postkantoor* **LOENEN** to which Mijdrecht first belonged.



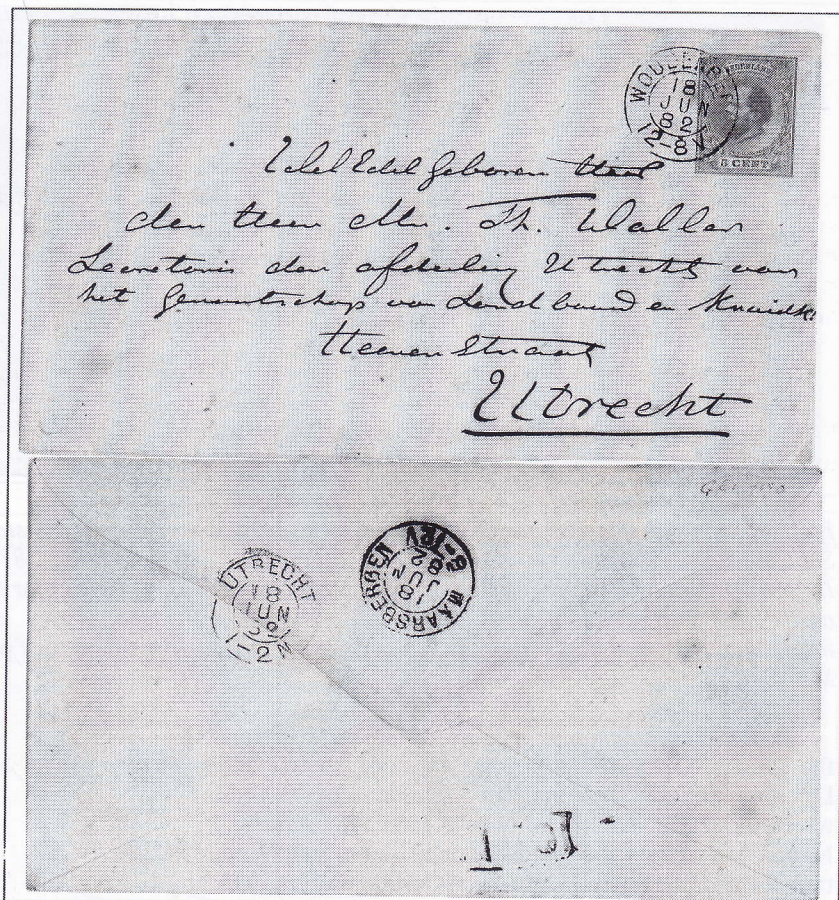
Fig. 88. Prepaid letter sent on October 3, 1878 from **Gennep** to Venlo.

Hulpkantoor **GENNEP** placed its town cancel **next to the stamp** on the cover. *Postkantoor* Venlo cancelled the stamp with its *puntstempel* (numeral cancel) 113 and applied also the date cancel. All cancellations are in black.

Gennep became a *postkantoor* in 1879.

Fig. 89. Cover with stamp impression sent from **Woudenberg** via **Maarsbergen** to **Utrecht** June 18, 1882.

Hulpkantoor **Woudenberg** cancelled the stamp impression with its date cancel (kleinrondstempel 8-hour time period 12-8V = midnight - 8 AM). On passage hulpkantoor **Maarsbergen** cancelled on the back with its date cancel (kleinrondstempel 4-hour time period 8-12V = 8 AM - noon). Also on the back postkantoor **Utrecht** finally cancelled with its date cancel (kleinrondstempel 1-hour time period 1-2 N = 1 PM - 2 PM).



Many regulations existed for the use of stamps, colour of the ink and the position on the letter/card where the cancellation had to be applied but likewise in many occasions these regulations were neglected or misinterpreted. So it is possible to find many varieties, which makes this particular field in postal history so

attractive but on the other hand also very difficult to collect. The complicated matter does not facilitate the answering of the many questions that arise. Nevertheless I hope to have given you a little insight to start with or to build on.

Used and recommended literature a.o.:

- | | | | |
|------------------|---|----------------------------------|---|
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| --- | Circulaires Posterijen. (from 1813) | J.F. Rodenburg, | Geschreven kantoornamen, de Postzak # 156. (1988) |
| P.H. Witkamp, | Aardrijkskundig woordenboek van Nederland. (1877) | H.A. van Vucht, | 9 Jaren Belgisch Postwezen in Limburg 1830-1839, LIMPHILA catalogue. (1989) |
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H.A. van Vucht, | Enkele kanttekeningen bij de geschiedenis van de post in Kerkrade, LIMPHILA catalog. (1989) |
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| D.W. de Haan, | Bijdrage tot de kennis over de Nederlandse distributiekantoren, de Postzak # 84. (1969) | | |
| F. Blom, | Documentatie postinrichtingen. (1972) | | |

The Verenigde Oost-Indische Compagnie (V.O.C.) packet-boats (1788-1794)

By: Hans Kremer

During the later part of the 16th century several cities in the Netherlands (Middelburg, Hoorn, and Amsterdam among them) equipped vessels for the specific purpose of trading with the Far East. This trading was done under single contracts; competition among the cities was fierce and had a detrimental effect on the financial outcome of the expeditions.

The "States General" of the United Netherlands Provinces recognized, that by coordinating these efforts, a more lucrative trade could be set up.

The result of these efforts was the founding of the

The States General granted licenses to the VOC lasting roughly 20 years each

The last license expired on December 31, 1799 in effect signifying the end of the VOC.

For the VOC to better function, it was realized that timely communication between the head office in Amsterdam and the various overseas 'factories' would be crucial. A plan was made to build 10 special vessels (Packet-boats) whose main function was to transport mail. These packet-boats should be able to make a roundtrip in about 11 months, compared to the more common 18 months for the older, and mostly larger vessels.

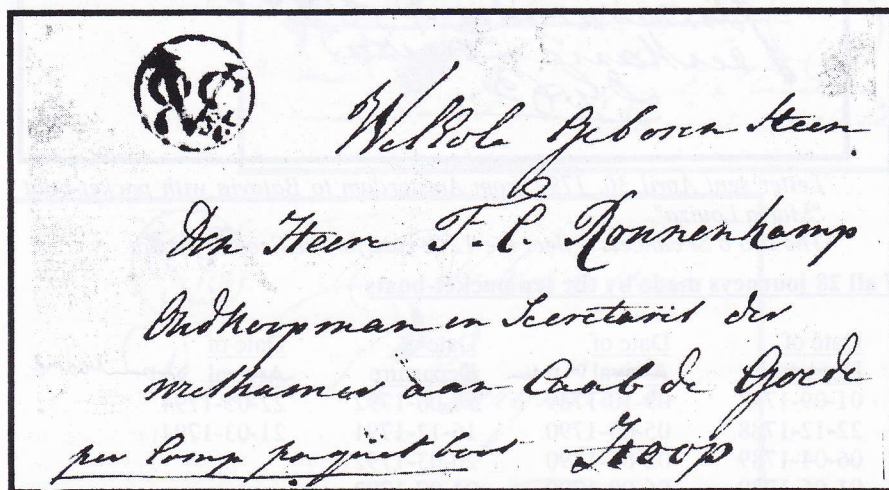
Format	Rate
1	6 stuivers
2	12 stuivers
3	1 guilder
4	2 guilders
5	3 guilders
6	4 guilders
7	5 guilders
8	6 guilders
9	7 guilders

To finance this enterprise it was decided to take along private mail (and not just company mail) and to charge the recipients of the mail for this service. The amount charged

depended on the 'format' of the mail. Although there are no official records of what these nine formats represent, it is known that there were nine different ones and that they were referring to the size of the letters sent.

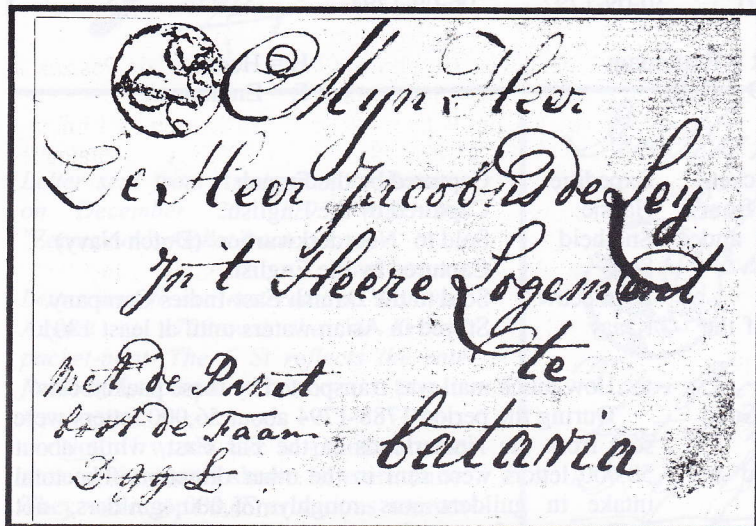
The VOC made four different hand cancels for this purpose. They could be considered 'postage due' cancels, since they were applied at the departure point of the letter, indicating the amount of money the receiver had to pay in order to take possession of the letter. One cancel was for 6 stuivers, a second one for 1 guilder, a third one for 2 guilders, and one for 3 guilders. By combining various cancels and using one more then once, all required rates would be possible.

Each vessel had a total crew of only 24 (from captain down to two deckhands); all well-trained seamen. Although, in general, no passengers were on board, it occasionally happened. The most famous passenger ever undoubtedly was Captain Bligh (from the Mutiny on the Bounty fame), who hitched 'a ride back home' on board of the "Vliet".



Letter sent with packet-boat "Het Haasje"; unknown date

Verenigde Oost-Indische Compagnie (VOC) in 1602. This government sponsored enterprise developed over the years into what we would nowadays call a 'multinational'.

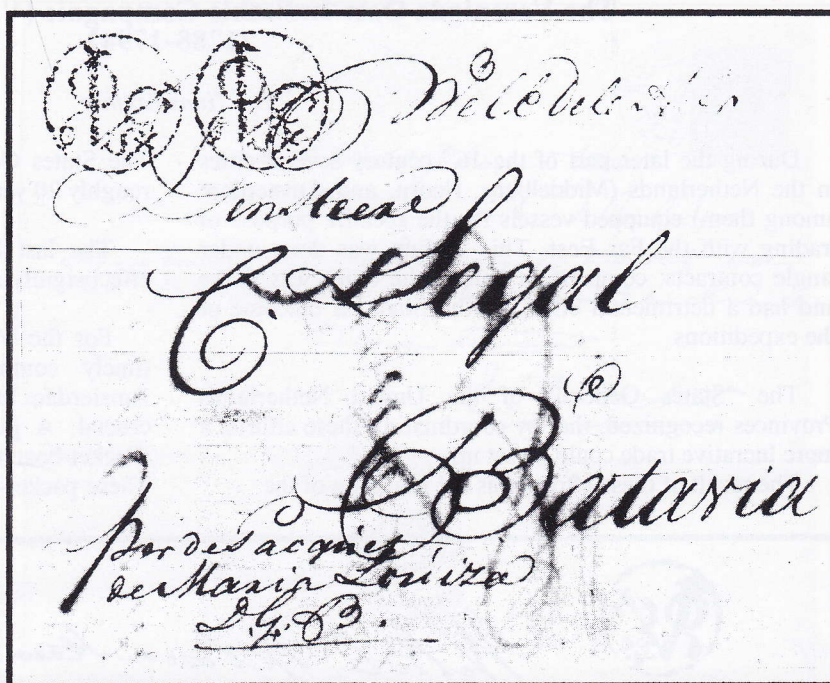


Letter sent from Amsterdam to Batavia, 1794 with the "Faam" packet-boat.

The schedule visualized was to have a packet-boat leave the Netherlands every three months, and complete a roundtrip in 11 months. This would mean that under ideal circumstances only four vessels would be needed. To be a bit more flexible, five vessels were originally assigned to the full Netherlands – Batavia rotation. The other five built were given different assignments.

The sixth vessel had to make a trip twice a year between Cape Good Hope and Ceylon to assure good communication with this part of the VOC enterprise, while the other four vessels were for backup. Two were stationed in Batavia, the other two in Ceylon and Amsterdam respectively.

The vessels were built by the various chambers at their own wharves. Amsterdam built four, Zeeland two, and one each by Rotterdam, Delft, Hoorn, and Enkhuizen.



Letter sent April 30, 1792 from Amsterdam to Batavia with packet-boat "Maria Louiza".

The two 6 St cancels reflect the 12 St rate for the Second format.

Listing of all 28 journeys made by the ten packet-boats

<u>Packetboat</u>	<u>Chamber</u>	<u>Date of</u> <u>Departure</u>	<u>Date of</u> <u>Arrival</u> <i>de retour</i>	<u>Date of</u> <u>Departure</u>	<u>Date of</u> <u>Arrival</u> <i>de retour</i>
Maria Louiza	A	01-09-1788	09-10-1789	16-06-1792	22-05-1794
Faam	A	22-12-1788	05-03-1790	16-12-1791	21-03-1794
Vlijt	Z	06-04-1789	02-06-1790	20-03-1792	
Lugtbol	R	01-06-1789	06-09-1790	01-07-1793	
Expeditie	D	01-09-1789	28-12-1792		
Haasje	A	18-11-1789	09-07-1791	20-09-1793	
Snelheid	H	06-01-1790	02-05-1791		
Star	Z	19-02-1790	09-04-1793		
Zeemeeuw	E	02-04-1790	26-12-1793		
Kraay	A	20-02-1791	30-09-1792	06-09-1794	

A = Amsterdam
Z = Zeeland

R = Rotterdam
D = Delft

H = Hoorn
E = Enkhuizen

The 'Amsterdam', 'Hoorn', and 'Enkhuizen' packet-boats usually departed from Texel, the 'Zeeland' from Rammekens (near Vlissingen), and the 'Rotterdam' and 'Delft' from Goeree.

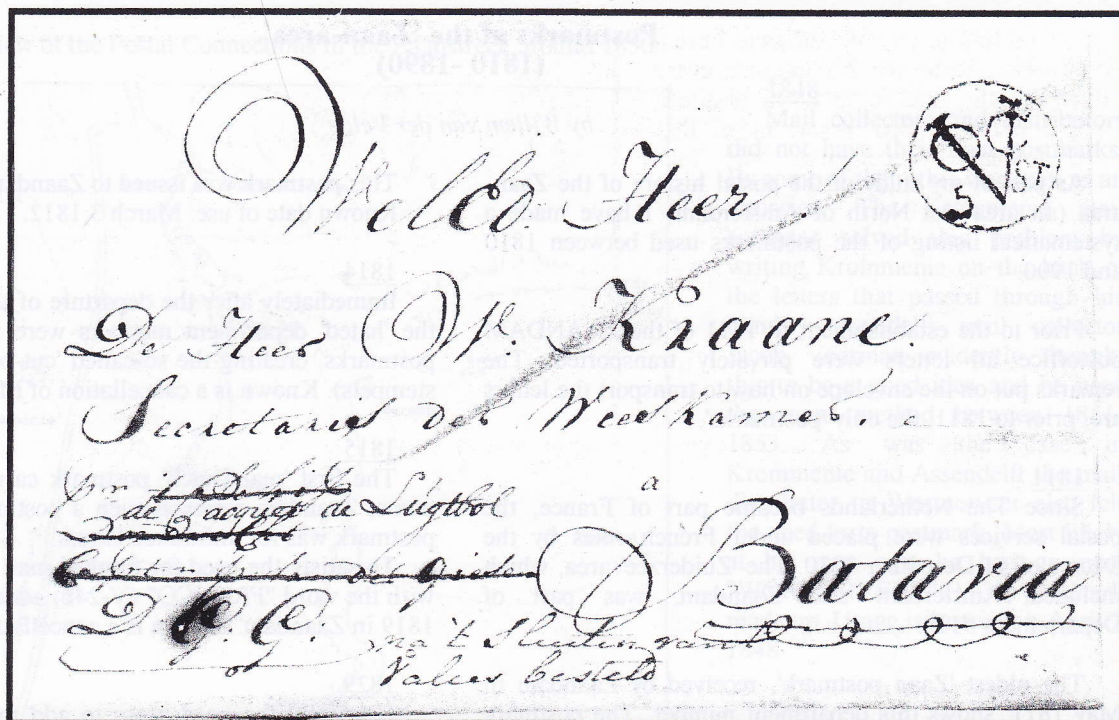
It is interesting to note what ultimately became of the 10 vessels.

Maria Louiza	Captured by the English near Cape of Good Hope.
Faam	Captured by the French and moved to Brest.
Vlijt	Diverted to Norway (due to War with England couldn't reach Amsterdam).
Lugtbol	Sold to the Danish East-Indies Company.

Expeditie	Captured by the French.
Haasje	Captured by the English.
Snelheid	Sold to 'Noorderkwartier' (Dutch Navy)
Star	Captured by the English.
Zeemeeuw	Sold to the Danish East-Indies Company.
Kraay	Stayed in Asian waters until at least 1801.

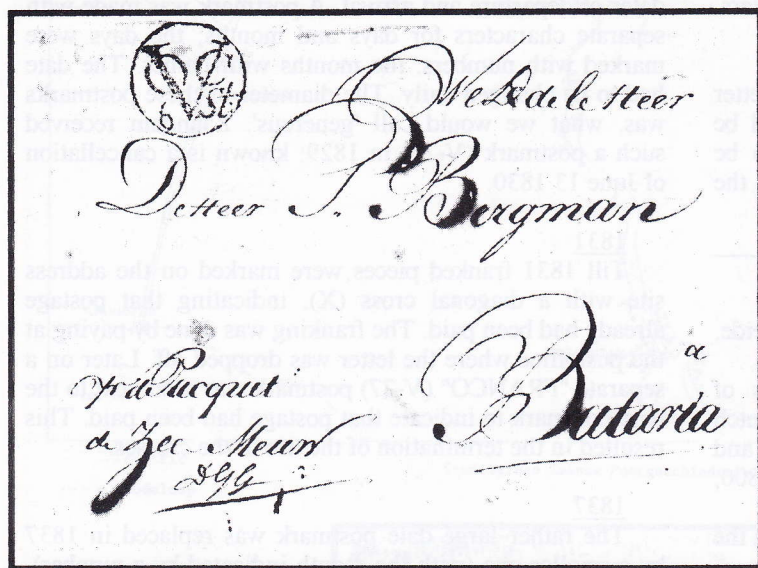
How much mail was transported by these packetboats?

During the period 1788-1794 about 56,000 letters were sent from the Netherlands to the Far East, while about 50,000 letters were sent in the other direction. The total intake in guilders was roughly 75,000 guilders, not sufficient to finance the trips, but with some cargo and passengers on board as well, a significant contribution was made to the actual costs of these trips.



Letter sent from Amsterdam to Batavia,
1789 with the "Lugtboel" packet-boat.

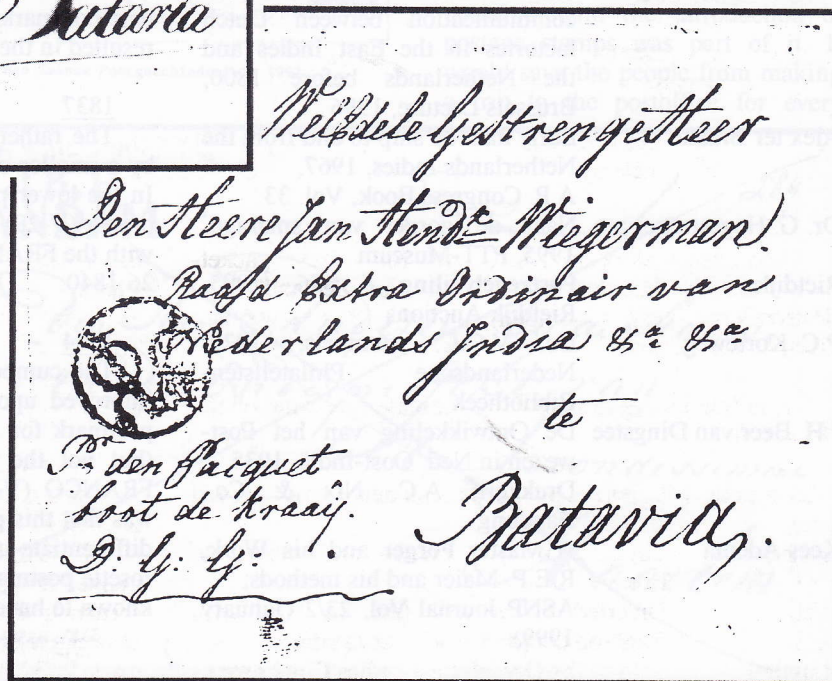
References: see page 40



Letter sent from Amsterdam to Batavia
on December 20, 1793 with the
"Zeemeeuw" packet-boat.

Letter sent from Amsterdam to Batavia,
August 30, 1792 with the "de Kraay"
packet-boat. The 6 St reflects the rate
for the first format.

Note: I would like to point out that
none of the covers shown here are mine.
They were copied from various sources
or supplied by a fellow collector
(Lugtboel/Kees Adema)



Postmarks of the 'Zaan-area' (1810 -1890)

by Willem van der Velde

As part of my study of the postal history of the Zaan-area (an area just North of Amsterdam) I have made a systematical listing of the postmarks used between 1810 and 1900.

Prior to the establishment in 1811 of the ZAANDAM postoffice all letters were privately transported. The remarks put on the envelope on how to transport the letters are, prior to 1811, the only 'postmarks'.

1811

Since The Netherlands became part of France, the postal services were placed under French rules by the Decree of 14 December 1810. The 'Zuiderzee' area, which included Amsterdam and Zaandam, was part of Departement #118.

The oldest 'Zaan postmark', received by Zaandam in May 1811, shows this department number. The postmark "118/ZAANDAM" (V-18a) was used for unfranked letters. It is known to have been used on June 4, 1811.

Till 1870, most of the time the receiver of the letter paid for postage; this to make sure the letter would be delivered. Letters that were already franked had to be dropped off at the postoffice where it received the department postmark "P.118.P/ZAANDAM" (V-20a).

References for VOC article:

Perry Moree	Met Vriend die God Geleide, 1998, Walburg Press
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Rietdijk	Postzegelveiling # 556, 1995, Rietdijk Auctions
P.C. Korteweg	De V.O.C. stempels, 1929, Nederlandsche Philatelisten-Bibliotheek
J.H. Beer van Dingstee	De Ontwikkeling van het Postwezen in Ned. Oost-Indië, 1935, Drukkerij A.C. Nix & Co., Bandung
Kees Adema	A Master Forger and his Work, R.E.P. Maier and his methods; ASNP Journal Vol. 23/2 (January 1999)

This postmark was issued to Zaandam in May 1811. Known date of use: March 3 1812.

1814

Immediately after the departure of the French in 1814 the 'hated' department numbers were removed from the postmarks, creating the so-called 'cut-postmarks' (gekapte stempels). Known is a cancellation of May 4 1816.

1815

The first 'real Dutch' postmark carried only the town name; Zaandam received such a postmark in 1815. This postmark was for unfranked letters.

To satisfy the need for franked mail another postmark, with the word "FRANCO" (V-24b) added, was received in 1819 in Zaandam. Known is a cancellation of July 11 1821

1829

Gradually the need arose to add to the postmark the dates of departure and arrival. A postmark was made with separate characters for days and months; the days were marked with numbers, the months with names. The date had to be changed daily. The diameter of these postmarks was, what we would call 'generous'. Zaandam received such a postmark (V-25) in 1829; known is a cancellation of June 13 1830.

1831

Till 1831 franked pieces were marked on the address site with a diagonal cross (X), indicating that postage already had been paid. The franking was done by paying at the postoffice where the letter was dropped off. Later on a separate "FRANCO" (V-27) postmark was used next to the date postmark to indicate that postage had been paid. This resulted in the termination of the use of the crosses.

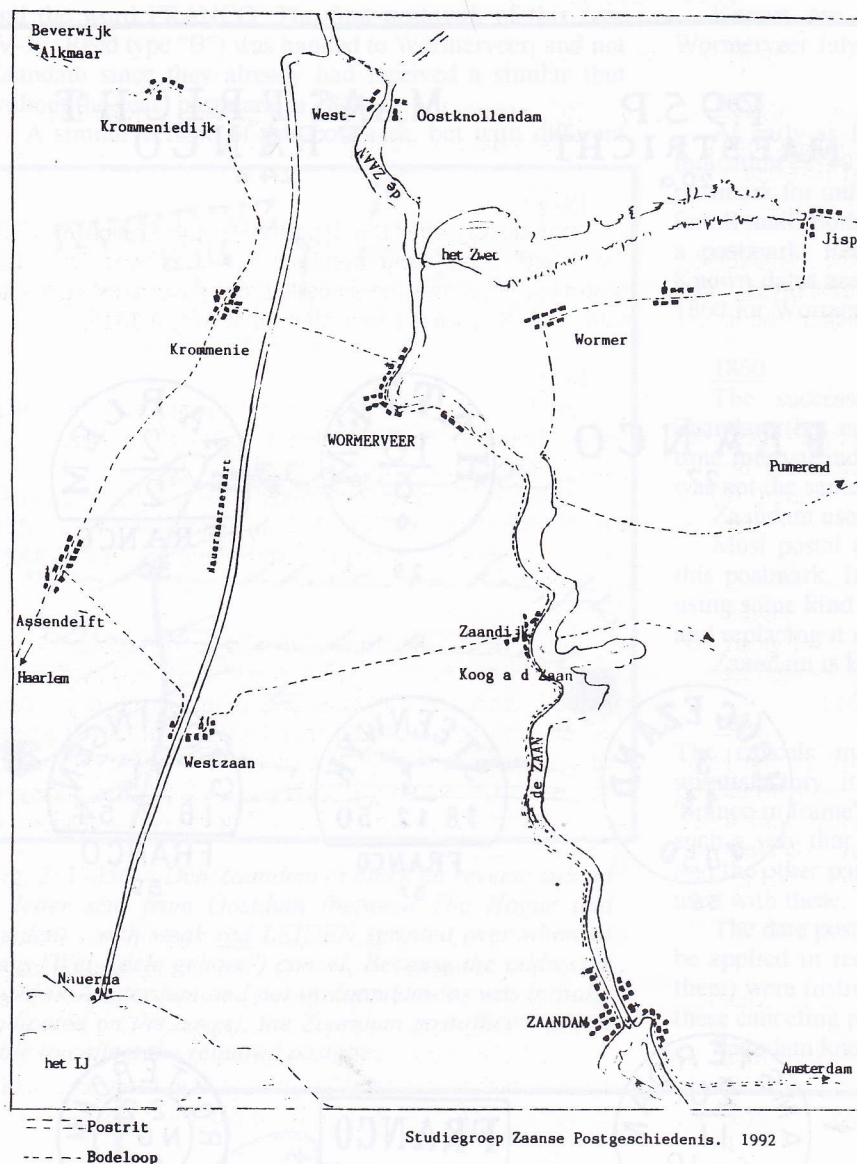
1837

The rather large date postmark was replaced in 1837 by a smaller one (with the month indicated by a number). In the lower portion of the postmark was a rosette, cross, or star (V-29). Franked envelopes were still being canceled with the FRANCO postmark also. Known date is February 26 1840.

1844

The cumbersome separate FRANCO cancellation was improved upon in 1844, by introducing a new type of postmark for franked mail, in which the day and month (but not the year) were indicated, including the word FRANCO (V-30; Reed's type "A"). Another stipulation was that this postmark had to be applied with blue ink, to differentiate it from the red ink postmarks, used with the rosette postmark, which was used for unfranked mail. It is known to have been used in Zaandam on July 23 1846.

General Overview of the Postal Connections in the Zaanstreek around 1850



1848

Mail collectors and distributors did not have their own postmarks. By some of them this was seen as an omission. The Krommenie mail collector solved this problem by writing Krommenie on the back of the letters that passed through his hands. Assendelft mail collector Jacob Voerman evidently thought this to be a good idea and he used the same method between 1851-1853. As was the case in Krommenie and Assendelft the mail distributor in Wormerveer also felt the need for a postmark. Most likely at his own cost he had an oval "WORMERVEER" (V-32) postmark made up. Usage is known on April 2 1848.

1850

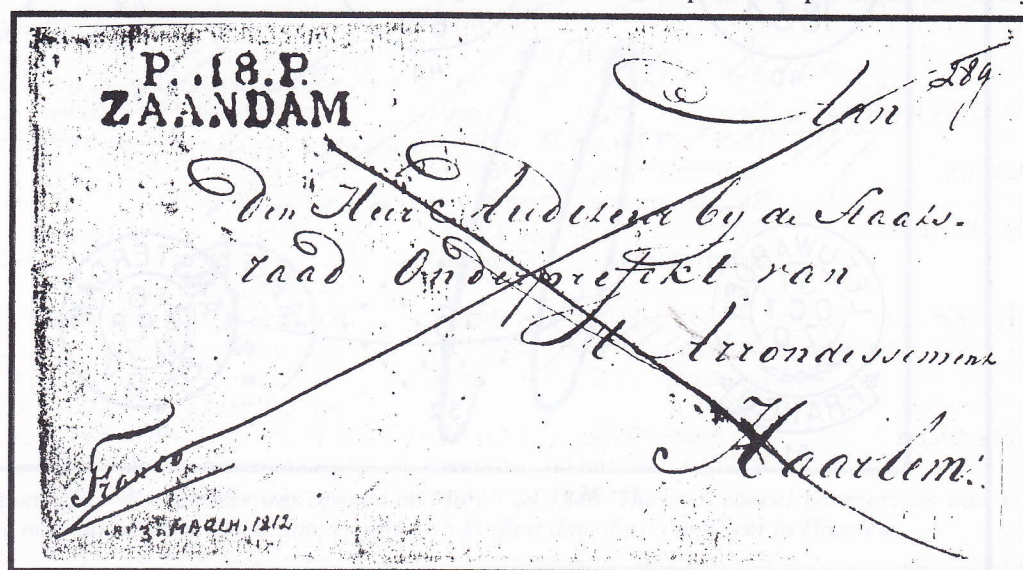
As date postmark for unfranked mail, as well as arrival postmark of all postal pieces, in 1850 a circular postmark with day, month, and year (curved) was brought into use in Wormerveer (V-36).

Zaandam did not receive such a postmark. Known usage of this type of postmark is a Wormerveer cancellation on December 8, 1852.

1852

On April 12 1850 a postal law was passed that would improve the postal system; the introduction of postage stamps was part of it. It would save the people from making a trip to the postoffice for every

Fig. 1: V-20a > Letter written by J.Koning in Zaandijk, dated March 13 1812. This is a very early use of the P.118.P/Zaandam postmark. The cross on the cover indicates that postage was prepaid.



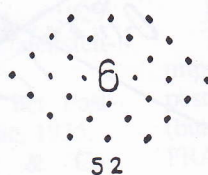
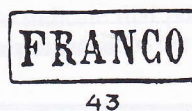
126
BOMMEL
18 a

P.95.P.
MAESTRICHT
20 a

MAASTRICHT
FRANCO
24 b



FRANCO
27



letter that had to be mailed.

New postmarks were introduced, with day, month, year and the word FRANCO. The first postmark of this type (V-37; Reed type "B") was handed to Wormerveer, and not Zaandam since they already had received a similar (but without the year) postmark in 1844.

A similar version of this postmark, but with different

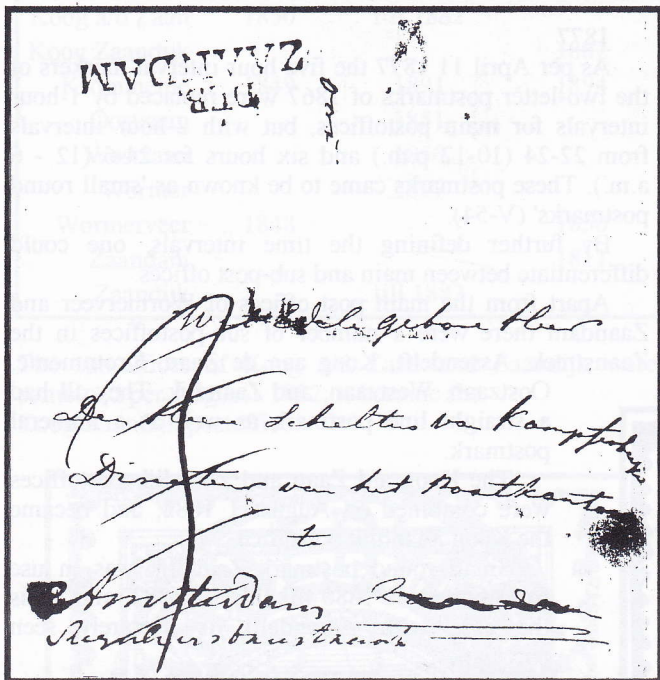


Fig. 2: V-250 > D b/Zaandam in black on reverse side of a letter sent from Oostduin (between The Hague and Leiden) , with weak red LEIDEN (printed over where it says "Wel Edele gebore") cancel. Because the addressee lived in Amsterdam and not in Zaandam (as was initially indicated on the cover), the Zaandam postoffice was not able to collect the required postage.

letters and numbers (V-39; Reed type "C") was handed out to Zaandam in 1854 and to Wormerveer in 1860.

Known are Zaandam (V-39) April 20 1855, and Wormerveer July 1 1852 (V-37), and April 1860 (V-39).

1854

As early as 1854 a circular mark with a straight year indication (V-40) made its appearance, to be used as a date postmark for unfranked mail, and also as arrival postmark for all mail. Both Zaandam and Wormerveer received such a postmark. Red ink had to be used with this postmark. Known dates are July 28 1856 for Zaandam, and May 18 1860 for Wormerveer.

1860

The successor to this postmark was handed to Zaandam (but not to Wormerveer) in 1860; it included a time interval indication as well (V-42). The time interval was not the same for all offices.

Zaandam used: 8 - 12, 12 - 5, and 5 - 8.

Most postal clerks would not have been happy to see this postmark. It required changing it three times a day, using some kind of tweezers to remove one set of interval, and replacing it with another.

Zaandam is known to have used it May 12 1861.

1861

The cancels made with these postmarks were often unsatisfactory. It was decided that per April 12 1861 new 'Franco in frame' postmarks (V-43) were to be used, and in such a way that part of the postmark covered the stamp, and the other part the envelope itself. Black ink had to be used with these.

The date postmark (used as departure postmark) had to be applied in red ink. Some offices (Wormerveer among them) were instructed as early as January 1 1860 to follow these canceling procedures.

Zaandam known date of December 2 1861

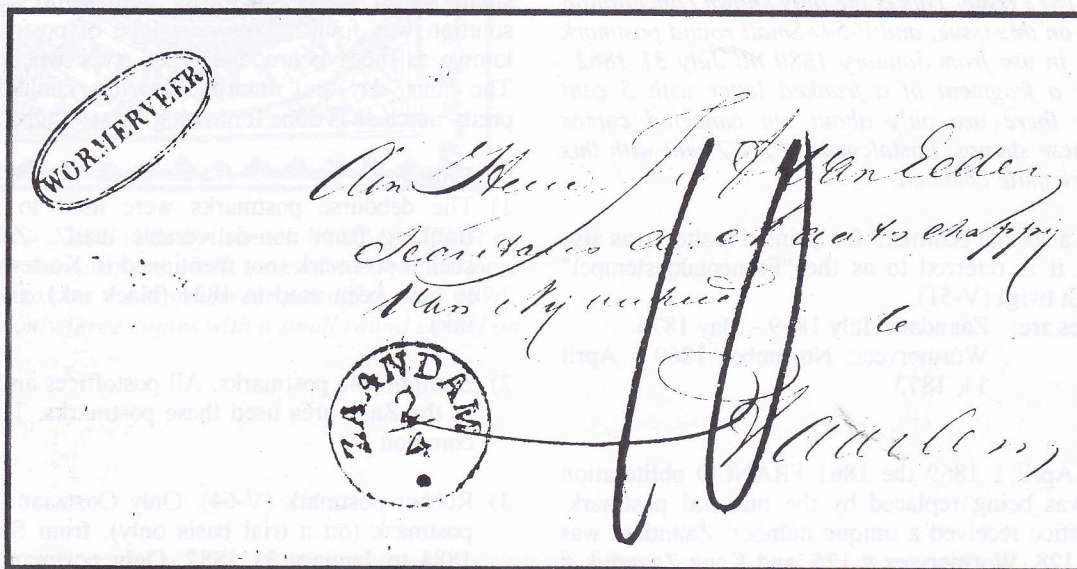


Fig. 3: V-32 > Distribution office Wormerveer was opened on March 28 1848. The oval cancel Wormerveer was a 'homemade' cancel of the mail distributor. Letter dated April 1 1848 (first day of use) and sent to Haarlem.

Wormerveer, known from the literature - April 1860.

1867

After testing various trial postmarks in 1867 a new (definitive!) postmark appeared. Originally it was meant as a date postmark; not until much later it became an obliteration postmark. Day-, month-, and year were placed in a disk, surrounded by a circle containing the town name and the changeable time interval. The different time intervals were: 12M - 8M, 8M - 12M, 12M - 4A, 4A - 8A, and 8A - 12M (V-50). "M" referred to 'Morgen' (morning), and "A" referred to 'Avond' (evening). In the U.S. we would say A.M. and P.M. respectively.

Till December 15 1869 red was the mandatory ink color; after that date black ink had to be used.

Known dates are: Zaandam: February 19 1868 (red), and May 12 1872 (black)
Wormerveer: June 13 1868 (red), and January 20 1869 (violet)



Fig. 4: V-64 > Rubber (trial) cancel Oostzaan on a 15 cent of the 1872 issue. This is the only known cancellation of this type on this issue, and V-54 > Small round postmark ZAANDIJK in use from January 1880 till July 31 1882. Apart from a fragment of a franked letter with 5 cent (NVPH#19) there are only about ten canceled copies known of these stamps. Postcards of 2 1/2 cent with this postmark are quite common.

In 1867 a special postmark for 'printed matter' was also introduced; it is referred to as the "Francotakjestempel" (Franco with twig) (V-51).

Known dates are: Zaandam: July 1869 - May 1876
Wormerveer: November 1869 - April 14, 1873

1869

As per April 1 1869 the 1861 FRANCO obliteration postmark was being replaced by the numeral postmark. Each postoffice received a unique number. Zaandam was assigned # 128, Wormerveer # 125, and Koog Zaandijk # 223 (this office didn't open until 1882). The numeral postmark (V-52) had the added advantage that it made a

permanent imprint in the stamp, making illegal re-usage noticeable.

The numeral postmark's last day of usage was June 15 1893.

Known dates are: Zaandam: October 29 1873

Wormerveer: June 3 1869

Koog Zaandijk: December 23 1887

1877

As per April 11 1877 the five hour interval markers of the two-letter postmarks of 1867 were replaced by 1-hour intervals for main postoffices, but with 2-hour intervals from 22-24 (10-12 p.m.) and six hours for 24-6 (12 - 6 a.m.). These postmarks came to be known as 'small round postmarks' (V-54).

By further defining the time intervals, one could differentiate between main and sub-post offices.

Apart from the main post offices of Wormerveer and Zaandam there were a number of sub-postoffices in the Zaanstreek: Assendelft, Koog aan de Zaan, Krommenie, Oostzaan, Westzaan, and Zaandijk. They all had a straight line postmark as well as a numeral postmark.

The Koog a/d Zaan and Zaandijk postoffices were combined on August 1 1882, and became the Koog Zaandijk postoffice.

Small round postmark Zaandijk was in use from January 1 1880 till July 31 1882, and, as is the case with Assendelft, is a rarely seen postmark.

1894

In 1894 the small round postmark was replaced by a larger postmark (diameter was 2 mm longer). This is the so-called 'large round postmark' (V-97). In the large round postmark, as was done 65 years earlier with the 1829 rosette postmark, the numbers were changed using a small set of pliers. It wasn't until 1906 that a better solution was found. This new type of postmark became known as the 'typenraderstempel' (type wheel postmark). The hour, day and month characters could be changed pretty much as is done for analog wrist watches.

Epilog:

- 1) The déboursé postmarks were used to recover for franking from non-deliverable mail. Zaandam had such a postmark (not mentioned in Korteweg). Known to have been used in 1821 (black ink), and 1829 (red ink).
- 2) Straight line postmarks. All postoffices and sub-offices of the Zaan-area used these postmarks. They are very common.
- 3) Rubber postmark (V-64). Only Oostzaan used such a postmark (on a trial basis only), from September 10 1884 to January 31 1887. Only postmarks on single stamps have been found so far:
December 4 1884 on NVPH#19 (Scott#23), and October 22 1886 on NVPH#23 (Scott#27)

4) Postoffices in the Zaan-area between 1800 and 1900

Town name	Letter Collector	Sub-Office	Main Postoffice
Assendelft	1850	1853	1914
Koog a/d Zaan	1850	till 1882	
Koog Zaandijk			1882
Krommenie	1849	1891	1894
Oostzaan		1851	
Westzaan		1850	
Wormer		1897	
Wormerveer	1848		1850
Zaandam			1811
Zaandijk		till 1882	

The sub-offices of Koog a/d Zaan and Zaandijk were combined per August 1 1882; it became the Koog-Zaandijk postoffice.

References:

- O.M. Vellinga, *de Nederlandse Poststempels*, 1931
P.C. Korteweg *300 Jaar Postmerken van Nederland 1570 - 1870*
A. v. d. Willigen, *De afstempelingen der 1e emissie*, Mndbld. 1955, page. 112
A. v. d. Willigen, *Hagapost*, 1961, pag. 93 etc.
D.W. De Haan, *Na Posttijd*, 1971, pag. 163 etc.
Book of Used Cancells at the Museum for Communication in The Hague.
Study material of the Studygroup Zaanse Geschiedenis.
Study material of the Contact- and Studygroup 1st issue of The Netherlands.
Auction Catalogs of Van Dieten, *de Nederlandse Postzegelveiling*, Postzegelveiling J. Hoes, Postzegelveiling P. La Gasse, and others.
Personal observations by J. Kluit and W. van der Velde from 1973-1998.



Fig. 5: V-54 > Small round postmark WORMERVEER on a 2.50 GLD stamp of the 1891 issue. Only four of these stamps were sold at the Wormerveer postoffice after 1896. We know of only three copies with a small round cancel on it.

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Throughout the centuries, the geographic boundaries of the territory designated as Riau (Indonesian), Riouw (Dutch) or Rio/Rhio (Japanese occupation) tended to fluctuate considerably. In the 1950's it comprised of the smaller islands between the East coast of Sumatra, Singapore, and Bangka & Belitung. In addition to the islands just South of Singapore which had always been known as the Riau archipelago proper, it included the Karimun Islands to the West, the Lingga Islands (Lingga & Singkep) to the South and the Anambas, Natuna (Bunguran), and Tambelan island groups at the fringes of the South China Sea.

The Riau islands straddle the Southern approaches to the Strait of Malacca, one of the most important maritime passages in the world for trade and transportation between Europe and East and Southeast Asia. The Dutch had wanted to make Riau a vital transit point, but this position was lost to Singapore a long time ago, never to be challenged to this day. There were plans at one time to blast a canal through the Kra isthmus in Southern Thailand, creating a direct communication between the Gulf of Siam and the Andaman Sea thus completely bypassing the Malay peninsula and Singapore, but the plans never came to fruition.

The proximity of Singapore, its strong currency (then known as the Straits Dollar or S\$), and the weak economy of Riau and Indonesia (national currency: Rupiah, or Rp.) combined to cause the S\$ to be widely used, and indeed, to become the preferred currency on Riau, muscling out the weaker Rp. Since the exchange rate favored the S\$, Indonesian postal rates on Riau became very cheap when paid in the stronger currency. This brought the Indonesian postal services (PTT RI) to demand payment at par in S\$. Thus, a domestic postcard which required Rp 0.15 anywhere else in Indonesia, cost S\$ 0.15 in Riau. Not surprisingly, this opened up the possibility of a lucrative importation of Indonesian stamps from, say Sumatra or Jakarta, to be sold and used in Riau. To combat this, PTT RI declared that only overprinted stamps were valid for franking in Riau. It is of interest to philatelists, that the Riau stamps are NOT overprints (R. C Bakhuizen van den Brink, *Philatelie*, October 1992, pages 666- 670), but newly prepared stamps in two colors, i.e. the color of the original stamp, and the black RIAU lettering, both applied during the same photogravure (Dutch: rasterdiepdruk) printing process. Perhaps this explains why misprints (inverted, sideways, misplaced etc.) are unknown. The only "oddities" are imperforate stamps without gum, which are perhaps proofs or unfinished stamps.

Only 4 sets of RIAU stamps were ever issued. The first, put on sale on January 1, 1954 consisted of 22 values of the Rice & Cotton, PTT RI Headquarters, Nobleman, and Temples & Buildings (Smelt) series. Like all others (except the 1957 issue), it bore the "open" RIAU lettering,

either vertically or horizontally. The second, issued on January 12, 1957 consisted of 3 values of the Animals series and had RIAU horizontally in "closed" or "fat" letters. The reason for a different type on these 3 stamps is unclear; it might have been meant as a trial for easier identification of the stamps. Be that as it may, there was an unintended speculative undercurrent initially, since the 3 values were very difficult to find, and thus expensive to purchase by philatelists. This eased up later on. The third set, issued from 1958 to 1964 comprised of 7 values of the Animals series (horizontal RIAU). The fourth and last set consisting of 9 values of the President Sukarno series, was issued on May 21, 1960 (vertical RIAU). It did not include the Rp 1, 2, 3, 5, 10 and 25 since adequate supplies of the Temples & Buildings (Smelt) series were still available in these values. An ad in *Philatelie* (August 1960) stated only 5,000 sets were printed. This was either a gross underestimation at that time, or further printings came on the market subsequently.

Although misprints are unknown, forgeries have been reported. A dangerous falsification of the 25 sen Rice & Cotton was described in *Philatelie* (p 998, 12/1982). It is slightly crude compared to the original. The bottom lines of the 'A' and 'T' are bent, whereas they are straight in the original. Another giveaway was the cancel. It had part of a place name not known on Riau. 'Open' RIAU letters on values of the Animals series are known to have been 'inked up' in order to simulate the pricier 'fat' letters. It is surprising how difficult this illicit enterprise is. Despite what I assume was a steady hand, the forger on the two examples I have seen did stray ever so slightly outside the frames of the 'open letters', and this was easy to spot with a magnifying glass. In the U.S., a fairly commonly encountered forgery is on the Rp 50 Sukarno stamp. It is extremely crude, and poses no danger if one has ever seen the real thing.

Interestingly enough, PTT RI did not issue any RIAU postage dues, although a variety of RIAU revenues do exist, perhaps because the public could directly apply or supply postage stamps and revenues, whereas postage dues were entirely within the purvey of postal clerks.

Catalog values of Riau stamps are bound to raise some eyebrows. The commonly used values were used up early, and are scarce both mint or used, e.g. the 5, 10, 25 and 50 sen of the first set. In contrast, the seldom used high values of the same set lasted much longer, and remaining supplies were later sold at sharp discounts. Catalog valuation of postally used high values is probably still too low, especially if the usage is early in the period. Four of the unsold Sukarno values (Rp 1.25, 1.50, 2.50 and 20), are known cancelled to order by the philatelic division of PTT RI in Bandung.



Fig. 1: 1952 pre-RIAU registered letter from Tandjong Pinang (Dutch canceler; subsequent Indonesian postmarks read Tandjong Pinang) using 'ordinary' Indonesian stamps without 'overprint'.

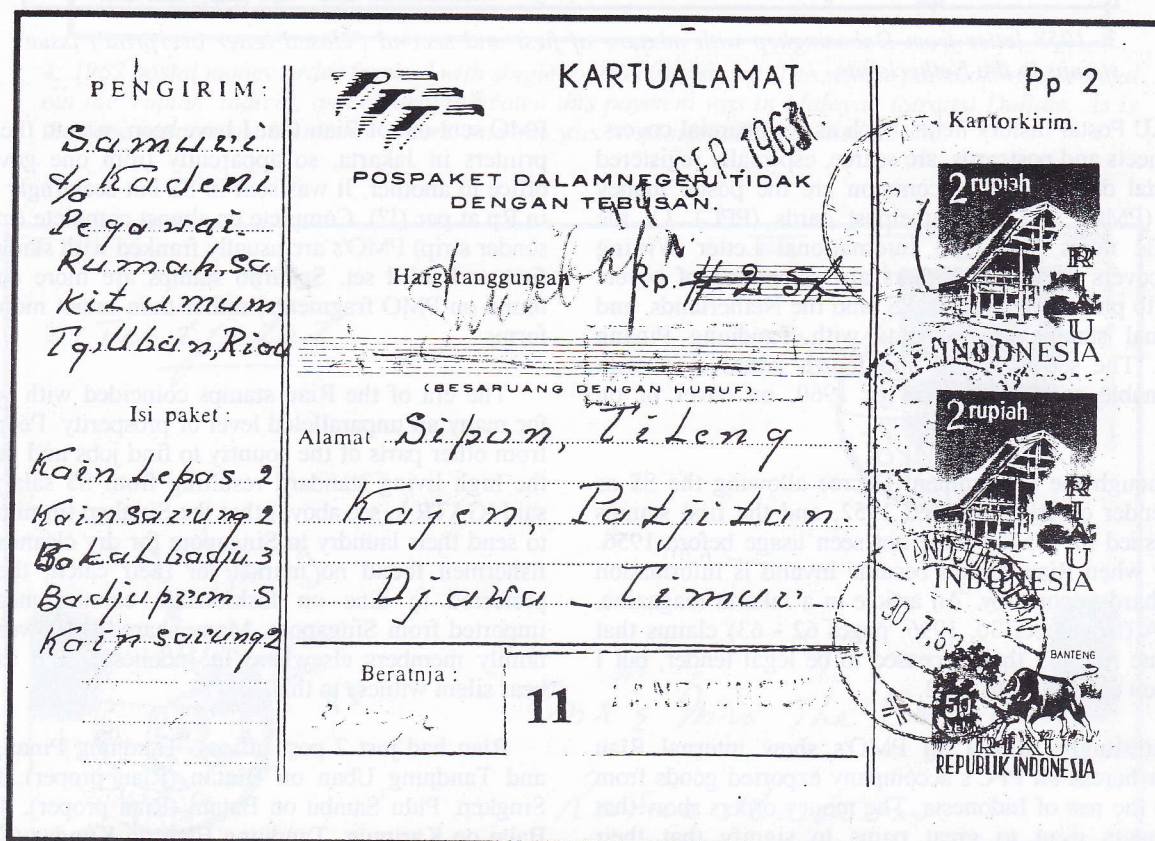


Fig. 2: 1963 Parcelpost card franked with first and third issue RIAU stamps from the Tandjung Uban post office. All parcels from Riau were sent by affluent workers to relatives in other parts of Indonesia.



3: 1958 letter from Dabosingkep with mixture of first and second ('closed letter overprint') issue stamps to the Netherlands.

RIAU Postal history items, such as commercial covers, letter sheets and postcards, are scarce, especially registered or special delivery. More common are the postal money orders (PMO) and the parcellpost cards (PPC). Of the philatelic items, the 1958 International Letter Writing Week covers stand out. Others are comprised of covers mailed to philatelists in the U.S. and the Netherlands, and individual stamps on cut outs with Tandjung Pinang cancels. The second, third and fourth issues exist with questionable cancels of 1958 or 1960, on cover or on piece.

Although the Government Decree allowing the S\$ as legal tender on Riau is dated 1952, and the first stamps were issued in 1954, I have not seen usage before 1956. Exactly when Riau stamps became invalid is information that is hard to come by. An article in a Jakarta magazine, GATRA (November 30, 1996, pages 62 - 63) claims that sometime in 1963 the S\$ ceased to be legal tender, but I have seen cancels from 1964.

Interestingly, almost all PMO's show internal Riau usage, whereas all PPC's accompany exported goods from Riau to the rest of Indonesia. The money orders show that the senders went to great pains to signify that their sendings were in S\$. There was probably a prohibition to send S\$ to other parts of Indonesia, or if it was allowed, the exchange rate must have been punishing. The only

PMO sent out of Riau that I have seen, was to the security printers in Jakarta, so apparently from one government office to another. It was sent in S\$ but seemingly paid out in Rp at par (!?). Complete or almost complete (minus the sender strip) PMO's are usually franked with stamps of the first and third set. Sukarno stamps are more commonly found on PMO fragments, rather than intact money order forms.

The era of the Riau stamps coincided with what was for many an unparalleled level of prosperity. People came from other parts of the country to find jobs and partake in the high living standard resulting from S\$ salaries. It is said (GATRA; see above) that the Singkep tin miners used to send their laundry to Singapore for dry cleaning. Local fishermen found no market for their catch; the miners preferred to dine on fashionable canned meats, also imported from Singapore. Many shared their wealth with family members elsewhere in Indonesia, and the PPC's bear silent witness to this.

Riau had just 7 post offices: Tandjung Pinang (GPO) and Tandjung Uban on Bintan (Riau proper), Dabo on Singkep, Pulu Sambu on Batam (Riau proper), Tandjung Balai on Karimun, Tandjung Batu on Kundur (Karimun) and Terempa on Anambas. Two delivery house cancels are known: Tandjung Uban (before it became a post office), and Penuba, on Singkep.

POSWESEL DALAMNEGERI
UANGKANLAH SELEKAS LEKASJA

Masalaku : Selama bulanstor dan 3 bulan berikutnya
 Haridjatuh : Sesudah 2 tahun dihitung mulai dari hari sesudah
 haristor.

No. W. *6/12-62*

60.- ~~Rupiah~~ *Sen*

Enampuluh Malayan dollars.-

Bilangan rupiah dengan huruf *Sen*

Nama **Ass. Wedana Djemadja**

Alamat **di Letung Pl. VII.-**

108

Tandatangan pegawai pos:

Kantor pos: **TANDJUNG-PINANG**
 24.4.62.8.

Nomor *157*

No. W 15
67 = 8

Prangka

25 RUPIAH
 RI
 REPUBLIK INDONESIA
 PINANG

4: 1962 postal money order franked with single fourth issue stamp. The sender painstakingly crossed out the 'rupiah' indicia, and clearly indicated this payment was in Malayan (Straits) Dollars. As is the case with almost all money orders, this one was sent internally, i.e. within Riau.

Tertjatat

22/12-13

2 rupiah

INDONESIA
PINANG

5. 1268
PINANG

71

To:
Mr & Mrs The Eng San
Radio station

5: Rare 1959 registered letter from Tandjung Pinang. Pladju (South Sumatra) receiver on reverse.

Tempat untuk menempelkan prangko-pungut sebagai
tanda pembayaran BEA-EKSTRA.

Okt/Nov. 61

2/3-62

g/r



Tempat untuk menempelkan meterai radio atau resu
sebagai tanda pembayaran DENDA.

Denda ke-I/61 Rumar.

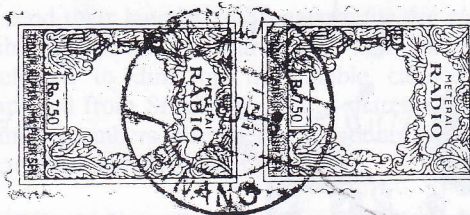
Papoi-I, \$1,50 ✓

Denda ke-I/62

Papoi-I



11 - 12/62



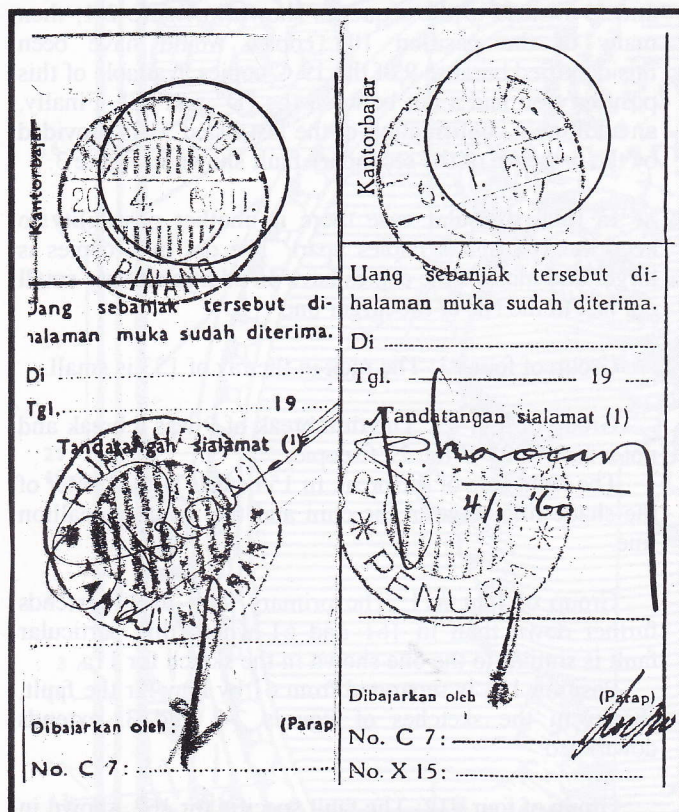
6: 1962 Radio Tax card affixed with Radio Tax stamps and postage dues. The former, like other revenues used in the region bear special RIAU overprints. The latter did not.

THE "4 1/2 CENT" PLATE FAULTS AND PLATE POSITIONS

by: Gerry G. DeHaas

INTRODUCTION

The 4 1/2 Cent stamp, issued in 1919 and again overprinted in 1921 is present in many collections of The Netherlands. An accumulation of single copies presented a challenge to attempt to "reassemble" these singles into blocks of four, of fifty and eventually possibly a complete assembly of two hundred. In order to place the copies in the correct position, the characteristics of each of the two hundred subjects in the printing plate had to be defined.



7: 1960 receiver postmarks of the Penuba and Tanjung Uban delivery houses on reverse of service (official) money orders from the Tanjung Pinang general post office. Tanjung Uban's status was elevated to post office some time later.

The phasing out of the S\$ signaled an end to the lucrative incomes of many, although the miners continued to be recompensed handsomely for years to come. There appears to have been some kind of transitional currency instituted (GATRA; see above), called the KR (?). This never gained popularity, and was rapidly replaced by the Rupiah.

And so the denizens of Riau once again franked their letters with ordinary Indonesian stamps, just like everybody else. Thus ended the chapter of these overprinted stamps that weren't.

The typographic printing technique was imperfect to the degree that on hundreds of copies one can find thousands of deviations from the ideal design. Most are "freaks" caused by operational variations. Freaks are "inconstant" and meaningless in respect to being specific for any one particular position in a sheet of stamps. In contrast to the freaks, plate faults, called faults in this report, are "constant" deviations resulting from permanent defects in the printing surface. Even if only a single copy is available the discovery of a true plate fault can be rewarding.

F.H.M. Post conducted an investigation of the "4 1/2 CENT". The results, published in a booklet, describe 368 primary and secondary faults. (Uitvoerige Beschrijving van het zegel van Nederland 4 1/2 Cent. Printed by J. van Boekhoven. Utrecht, 1956)

No intimate knowledge of printing systems is required. However it should be noted that the printing base consists of four "identical" plates. Each plate has fifty subjects placed in five horizontal rows of ten. If the mould from which the identical plates are made has a defect then a corresponding deviation, called a primary fault, is found at the same location in all four sections of fifty. As a result it is possible, by identifying a primary fault, to reduce the number of possible plate positions a particular copy may have, from two hundred positions to a group of four positions.

Secondary faults are caused by damage to the plate during assembly and use. These secondary faults are specific for one position and consequently are suitable to separate the positions within a group of four.

In some instances a primary fault was produced in a different shape or not transferred to one or two positions in the group. These occurrences present still another means of identifying a particular position.

OBJECTIVES

In the process of positioning only single copies too many were left unidentified. Either the characteristics were not available or faults, which should have been present, were absent. This resulted in a project with the following objectives:

1. Search for the missing faults and other constant characteristics required to identify all two hundred positions.
2. Determine the consistency of presence rates (COP) of each fault and characteristic.
3. Select two primary faults with the highest COP rates for each one of the fifty groups of four.
4. Select one secondary fault or other characteristic with the highest COP rate for each position within the fifty groups of four.
5. Concentrate the information in groups of sketches placed in sequences supporting the identification.

APPROACH

Over time at auctions and during visits to The Netherlands twelve or more C-copies were collected for each one of the two hundred positions in a sheet. In this study a C-copy means the copy is directly or indirectly connected to a sheet margin number, establishing the position of the C-copy beyond doubt. A PENTAX 8-30 monocular provided sufficient magnification to locate the faults among the many inconstant freaks.

It was determined that there were a sufficient number of primary faults and characteristics with a COP in the 90-100% range to identify each one of the fifty groups of four. These faults are indicated in figure 1. A confirming primary fault, marked by an "a", is included in the sketches of figures 2-1, etc. The other sketches and characteristics in these figures, including sketches of primary faults marked with a "b", form the basis for separating the positions within the groups of four. As will be explained later the positions are placed in a certain sequence. In general a fault specific for the first listed position is absent in the following three. In a similar way the same is true for the following positions. Usually but not always these faults or characteristics are also absent in the already identified previous positions.

The position listed last in the sequence has the two primary faults specific for the group but none of the secondary faults or other characteristics of the other three positions of the group of four. In other words it is identified by elimination and marked by an "EL" in the figures. Nevertheless it seemed of interest to add a figure 3. This figure shows a secondary fault specific for the positions listed last.

All of the faults shown in figures 1, 2-1, etc. and a majority in figure 3 have a COP in the 90-100% range. Those with a lower COP are indicated in the sketches of figure 3. Faults with a COP below 50% are not considered.

SUPPORTING INFORMATION

The sketches only include those faults needed to determine the positions and none of the other faults which may have been present in the area of the stamp covered by the sketch.

Focussing first on the faults shown in figure 1 reduces the tendency to become side-tracked by the many freaks and other faults present on the copy to be identified. One can start with noting the faults in the frames followed by checking the equivalent locations of the stamp for similar deviations from the ideal design. Next the ray areas, the letters and numbers, etc. are covered.

Depending on the printing and paper surface conditions an uncolored fault may appear as a break or a nick or just a thinning. A colored fault may vary from a large to a small dot. However, as mentioned in the introduction, significant differences in shape, if constant, are a valid means of separating copies within a group of

four. Obviously the location of a particular primary or secondary fault does not change.

The following example will illustrate the reasons for placing the sketches of the faults in a certain sequence.

Copies, with the primary faults numbered 1 in figure 1 and 1a in figure 2-1, typical of the group of four #1, were checked for the secondary fault indicated in 151. The copies with this fault were separated and the others checked for the absence of the primary fault 1b, a characteristic of 101. Copies which were not from 151 or 101 but had a dot between the "D" and "E" were determined to be from 1, leaving the remaining copies identified as from 51. If the sequence had been 151, 1, 101 and 51 instead of the sequence shown in figure 2-1, then many of the position 101 copies would have been misidentified because 9 of the 19 C-copies available of this position also had a dot between the "D" and "E". Finally, an additional confirmation of the last listed 51 is provided by the presence of the secondary fault shown in figure 3.

In this particular case there is another possibility to keep the 101 and 1 copies apart. The dot in 1 copies is larger and most of the copies have an additional very small dot just to the NE of the larger one.

Group of four #3: The nick in the ray of 153 is small.

Group of four #9: The thin break of 9 was a break and not a nick in 21 of the 22 C-copies.

The right side of the break in 159 starts at the center of the shade line between the chin and the inside medallion line.

Group of four #11: The primary fault in 11 extends further down than in 161 and 61 where this particular fault is similar to the one shown in the sketch for 11a.

Position 161 is separated from 61 by how far the fault, shown in the sketches of figures 2-2 and 3, extends downward.

Group of four #12: The fault specific for 162, shown in figure 3, differs from 12, represented by 12a in figure 2-2, by the length of the fault.

Group of four #13: The primary dot on the "t" of 163 is flatter and smaller than in the following three positions in the sequence, represented by sketch 13a.

Some copies from 63 have a nick or small break in the area of the identifying break shown in sketch 113. A mix-up is easily avoided by the fact that the break in 113 is large. In addition this position has another fault: a nick at the top of the "4" (not shown).

Group of four #16: The primary fault 16a is in the form of an enlargement of the left side of the foot of the "1".

Group of four #17: In separating the copies of positions 167 and 17 it should be noted that the "dot" below the "1"



FIGURE 1: FROM 200 TO 4 POSITIONS

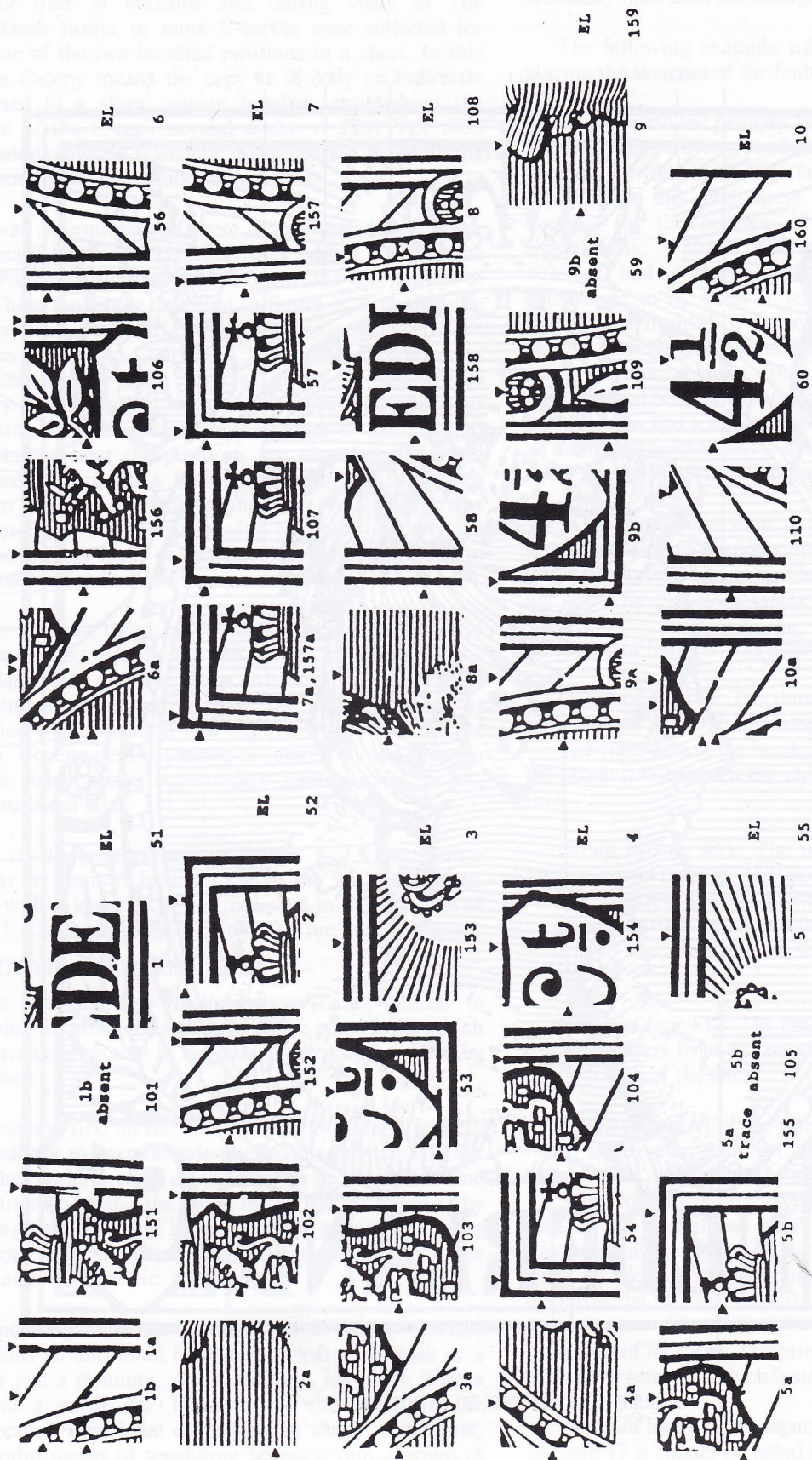


FIGURE 2-1: FROM 4 TO 1 POSITION

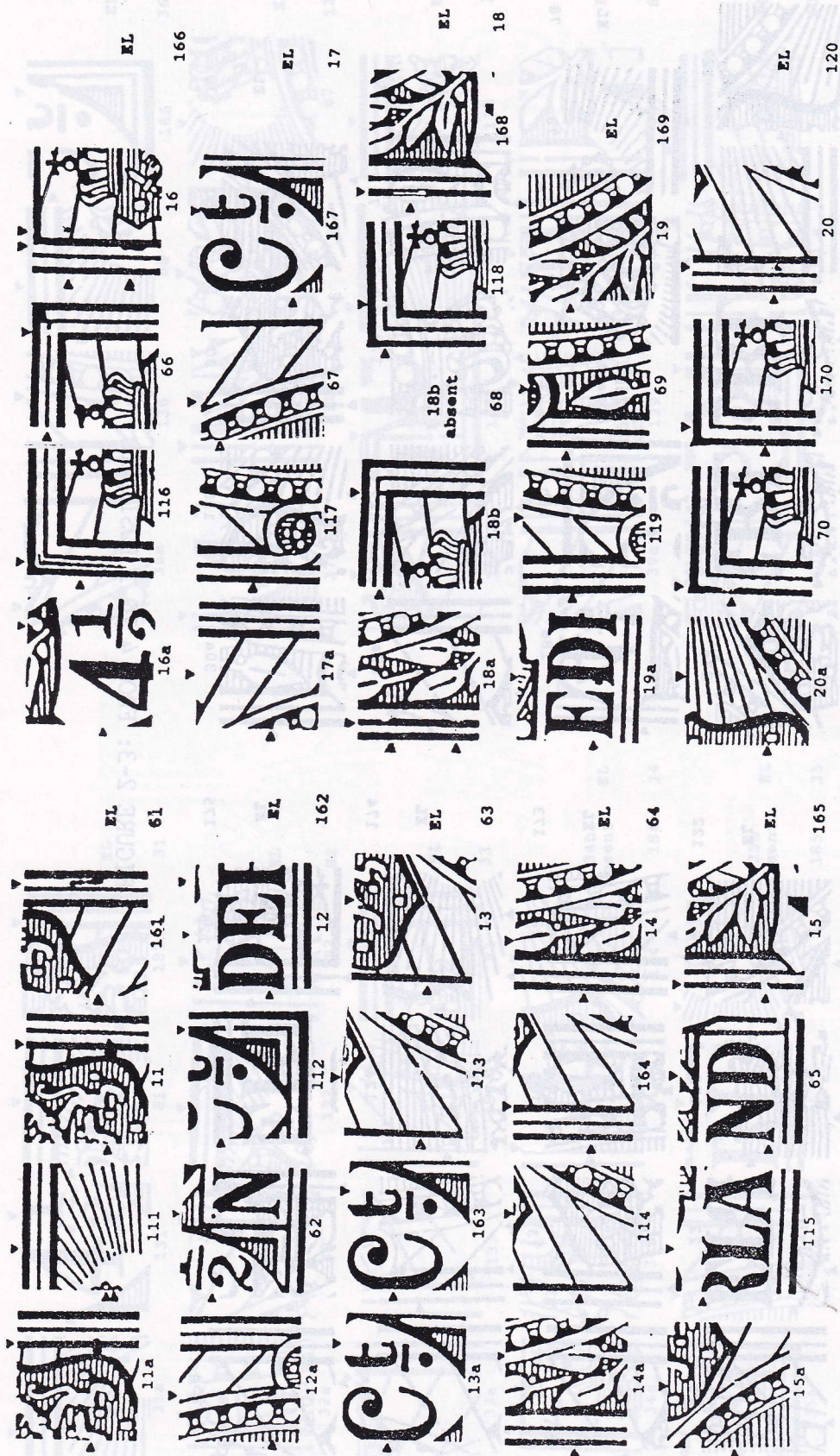


FIGURE 2-2: FROM 4 TO 1 POSITION

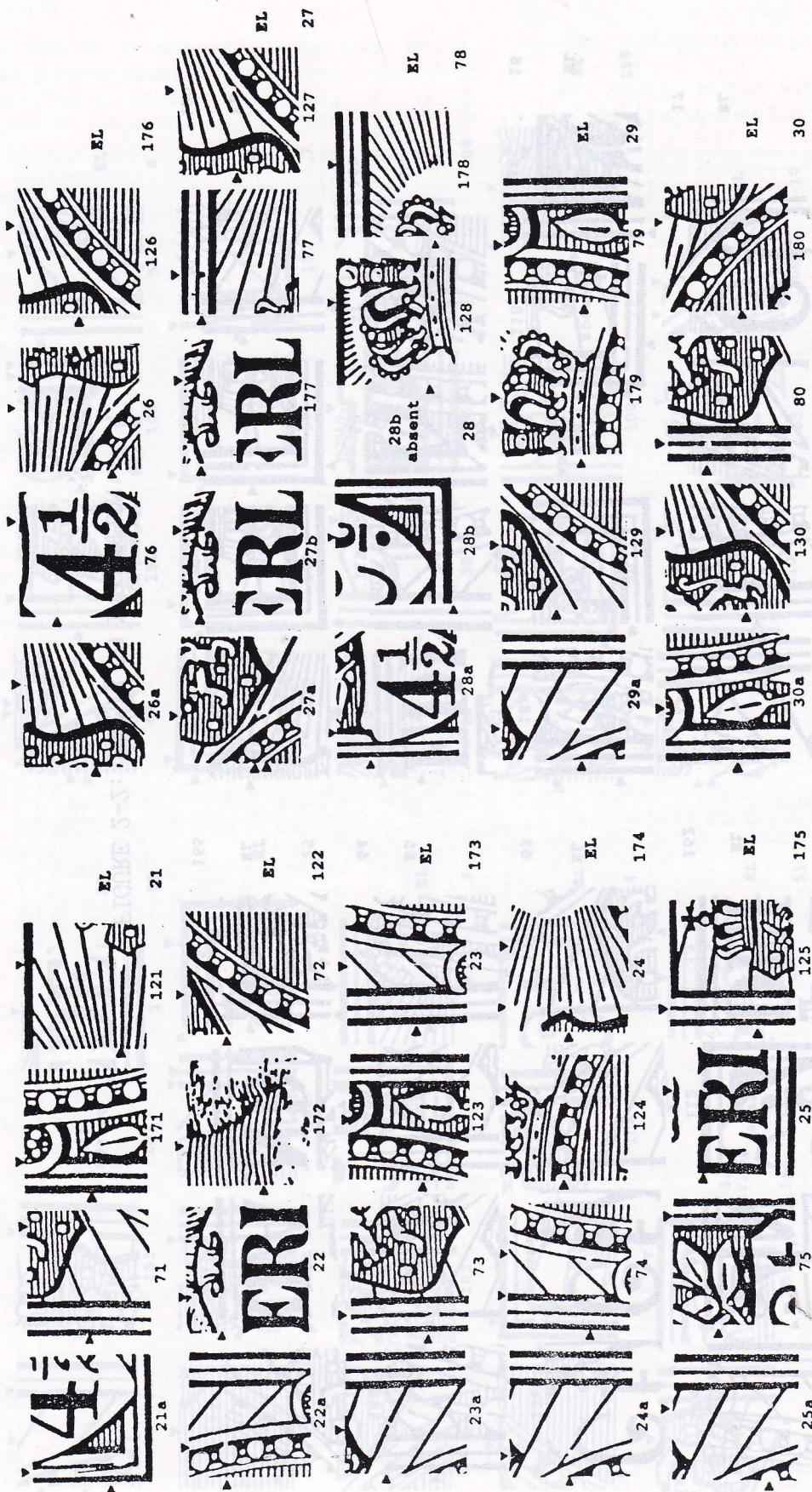
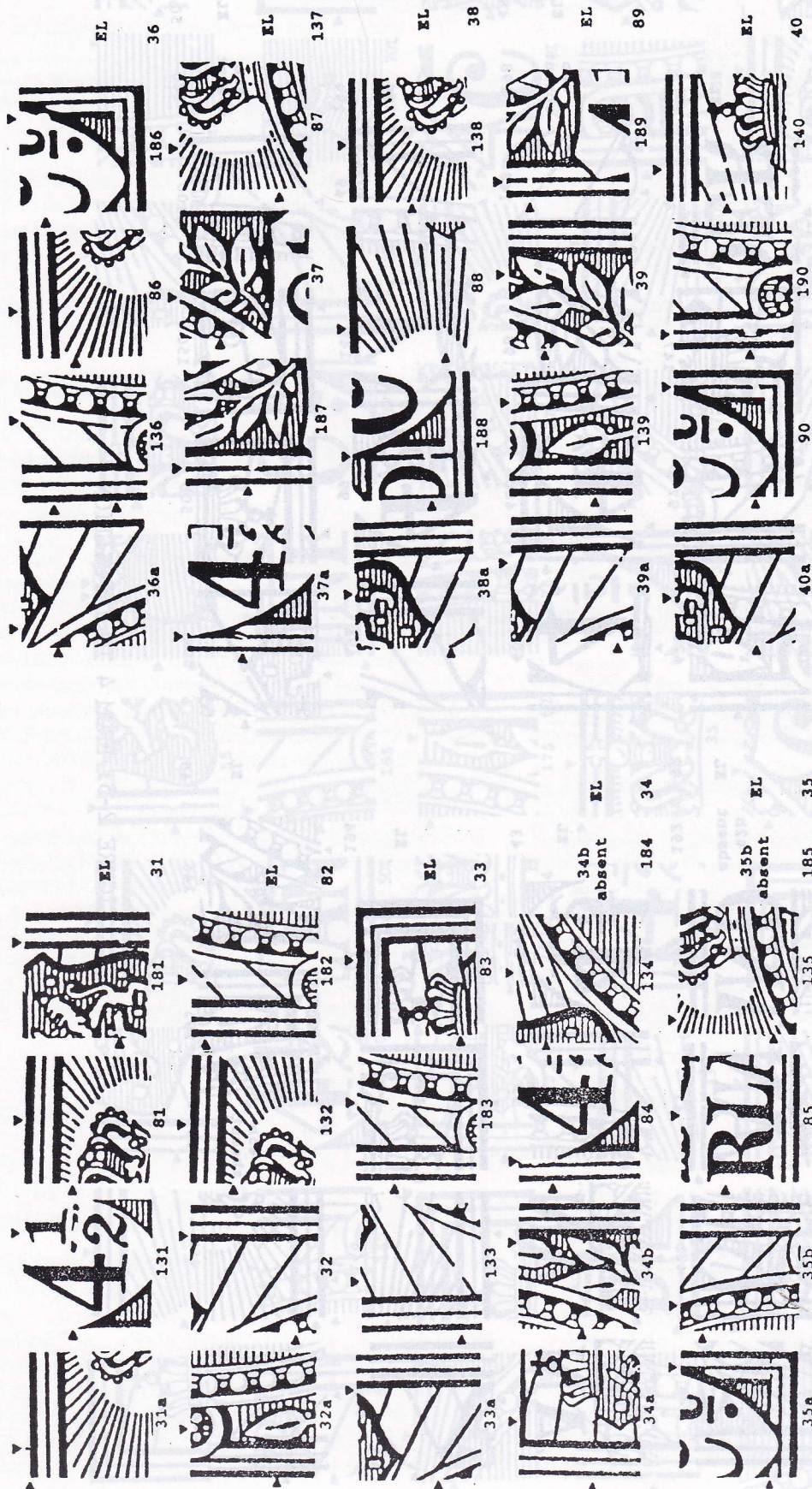


FIGURE 2-3: FROM 4 TO 1 POSITION



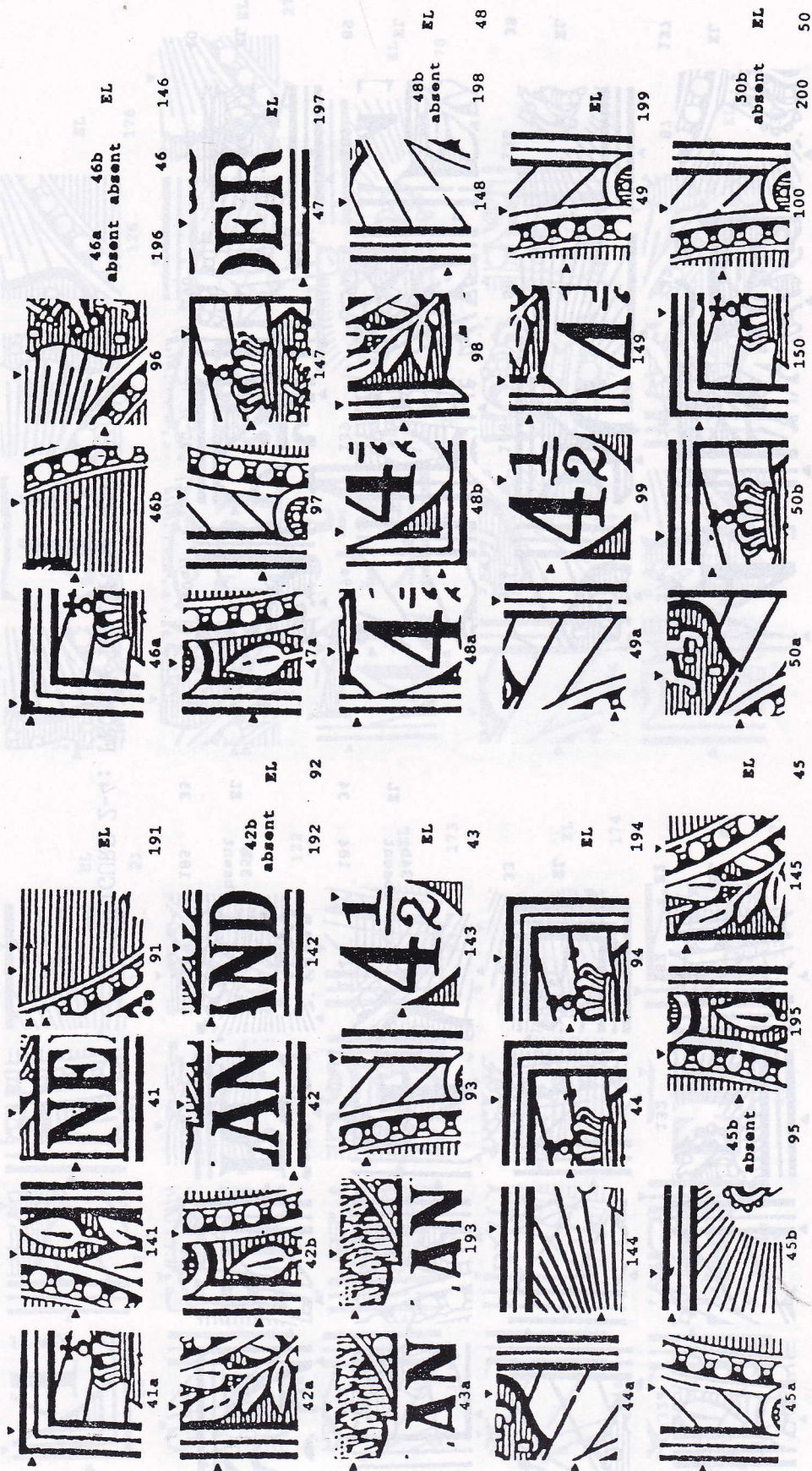


FIGURE 2-5: FROM 4 TO 1 POSITION



FIGURE 3: ADDITIONAL CHARACTERISTICS OF THE LAST POSITION IN THE SEQUENCES

is slightly oval in the case of 167 and more in the form of a comma in 17.

Group of four #18: The absent primary fault 18b is specific for 68. Usually a small protrusion is still visible. Adjacent to it is a nick.

Group of four #21: The marked ray of 121 is pointed.

Group of four #22: The break in 172 is large and was not present in this form in the C-copies of the other positions in the group.

Group of four #23: The break in the leaf at the fifth shadeline below the rosette of 123 was consistent in 21 C-copies of the 21 available. In order to prevent inclusion of copies from the following positions in the sequence it is necessary to note the exact location of the break.

Group of four #24: One or the other or both of the two small breaks or nicks were present on all C-copies of 24 and absent on all C-copies of 174.

Group of four #27: Since the primary fault 27 shown in figure 1 is sometimes difficult to find, an additional primary fault, a small dot, is included but not marked in sketch 77 just to the NW of the larger dot.

Group of four #28: The size of the lower of the two primary dots is less than half the space between the two rays in the case of 178. In 78, figure 3, the size is more than half this space.

In 128 the small break is sometimes just a nick.

Group of four #29: The shadeline in 29, figure 3, should be at least 10% shorter than a full length shadeline at that location in order to be characteristic for this position. The nick in the left side of the leaf is typical of 79.

Group of four #30: Some primary faults, such as 30a, occur in several groups. However, in general the combination of the primary faults listed in figures 1 and 2-1, etc. are specific for one group.

Group of four #32: The break in 32a is on many copies no more than a thinning.

The break or nick identifying 82 is wide on the left and narrowing to the right.

Group of four #34: The dot in 34a was very small in about one third of the C-copies.

Group of four #37: One large break or a second smaller break to the left of a small break is a plate fault of 87.

The small break on the right is present in practically all positions and consequently meaningless.

Group of four #38: The rays marked in 88 and 138 are shorter than the adjacent rays.

Group of four #42: The "scratches" in 42 vary from as shown, to one barely noticeable nick.

Group of four #45: Some C-copies of 95 had a trace of fault 45b but the size was less than one fifth the size of this primary fault in the other positions of this group.

Group of four #47: One may notice two breaks as far as 147 is concerned. Only the lower break shown in the sketch is specific for this position.

Group of four #50: As shown in the sketches of figure 3 the "line" extends further down in 50 than in 200. The break in the center frame line is not a reliable means of separation. It would have resulted in misidentification of 20% of the C-copies of 50.

ACKNOWLEDGEMENTS

Although the identification was extended to more plate positions in addition to applying a different selecting of the plate faults and numbering system an effort was made to maintain a continuity with the F.H.M. Post study.

A blank picture of the basic stamp in the J. van Wilgenburg 1988 catalog, offered to its readers for fault studies, assisted in developing the sketches.

The Java Night Express Train

by Ben Evers



Introduction

The Indonesian island of Java has four main cities: Batavia, Capital of the country (Djakarta) Soerabaja, with the biggest harbor and Navy Semarang, half way between Batavia and Soerabaja Bandoeng, in the Priangar (Mountains)

The first railroad, exploited by "De Nederlandsch Indische Spoorweg Maatschappij" (NISM), ran from Semarang to the 'Vorstenlanden' (Soerakarta and Djokjakarta). This section covered about 25 kilometers. Next came lines between Batavia and Buitenzorg; Soerabaja to Melang (115 km.) and, in 1878, between Soerabaja and Pasoeroen.

In 1880 the so-called "Oosterlijne" (East Line) was completed, soon followed by the "Westerlijne" (West Line). Once these two lines were connected to the 'NISM' line, a coherent network of railroad connections was in place.

In 1890 the width of the railroad tracks were standardized, then encompassing about 3,000 km of track.

Between 1900 and 1931 another 2,500 km of track was laid, bringing the total to about 5,500 km.

The first mail by train.

In 1871 for the first time a limited amount of mail was transported by train on the Batavia - Weltevreden line.

Starting in 1883 postal railway stations were established on Java. General rules for the transportation of closed mail bags between sub stations and main postoffices became effective for the Staatsspoor on Java. Per February 1, 1905 the first railroad postal stations along the Batavia-Soerabaja line were opened. Their main function was to

receive, sort and cancel the mail and then pass it on to the railway employees.

For the smaller stations hooking devices were built, so that mail could be dropped off and picked up by the train, without stopping.

Between 1905 and 1932 the on board railway postoffices were operational on the trains running between Batavia and Soerabaja, first on the route over Maos and Bandoeng, later also the line that went through Djokjakarta. For a couple of years there were also postal employees on board trains of the 'side tracks' (one to Anjer (and Merak), the other via Cheribon). Cancellations of these 'side track' lines are very scarce.

P.R. Bulterman in his "Poststempels Nederlandsch-Indië", shows the cancellations, along with their period of use, used aboard the trains of the various routes. These cancels were squared circles (till 1908), large rounds (till about 1912), and short bar cancels (till 1932).



The various train cancels used in the D.E.I

November 1, 1936

A philatelically significant event took place on November 1, 1936. The so-called Night Express Train started its first run between the cities of Batavia and Soerabaja. The Dutch philatelic press reported extensively on this event.

De Schakel tusschen Heden en Morgen....



VANAF
1 NOV.
1936

TJD- dus GELDBESPARING

De „JAVA NACHT-EXPRES“

BATAVIA-SOERABAIA VICE-VERSA

● Toeslag boven het Eendaagsche Expres tarief voor gebruikmaking van het slaaprijtuig:

- 1e klasse f 10.— per persoon.
(2 personen in één cabine f 6.— per persoon).
- 2e klasse f 6.— per persoon.

Voor de 3e klasse is geen apart slaaprijtuig, doch voor f 3.— een ligplaats (veldbed) en voor f 1.50 een extra zitplaats beschikbaar.

STAATSSPOORWEGEN

Official Staatsspoorwegen announcement about the Night Express Train

The first announcement (Nederlandsch Maandblad voor Philatelie, October 1936) dealt with the special cancels that were going to be used and the procedures to be followed to obtain a canceled cover.

"When on November 1 the first night express trains start traveling between Batavia-Soerabaja and Soerabaja-Batavia, a special cancel will be used on the mail aboard, but only for the mail traveling the entire route (or beyond); not for mail destined for stops in between.

In the outer ring of the cancel it will read: **Eerste nachtexpress Batavia-Soerabaja v.v.** In the center bar will be the name of the expedition office: **Batavia-C.** or **Soerabaja**; above it a small picture of an express train, and below it: **1 November 1936.**

The collectors in The Netherlands can have letters and cards sent to any address (including their own). They have to be franked according to the rates from The Netherlands to its destination. The mail has to be marked (in red) as follows: per eersten nachtexpres Batavia-Soerabaja (or: Soerabaja-Batavia).

The mail will be returned by air if the airmail surcharge is paid through the use of Dutch East Indies stamps, and if it is properly marked that the piece should be returned by air.

The correspondence arriving in the Dutch East Indies before November 1 will be held back till the departure of the first night express train.

Mail sent by airmail prior to October 24 should arrive in time to be on the first train."

Then, in the November 1936 issue of the Nederlandsch Maandblad voor Philatelie there is more information about the purpose of these trains and its consequences as far as the mail is concerned.

"That the night express train will have important consequences for the mail is obvious. One of the most important changes is a 3rd (first) mail delivery in Batavia-C., Bandoeng, Cheribon, Poerwokerto, Djokja, Solo, Madioen, Magelang, Semarang and Soerabaja. The mail delivery in Bandoeng for example will take place at 11 AM, 3 PM, and at 8.15 PM. The first delivery could even be earlier.

The mail delivery on Sunday in the four main cities had been replaced by a Monday delivery. This arrangement will as per 1 November be restored by a Sunday delivery for Batavia-C., Bandoeng, Semarang, and Soerabaja. This delivery will take place at 3 PM. Even on special holidays this schedule will be maintained.

The following offices, as a tie-in to the night express train, will have an extra mail collection:

Batavia-C., Bandoeng, Keboemen, Semarang, Soerabaja, Malang, Madioen, Kediri, Blitar, Djombang, Lawang, and Wlingi.

As a consequence of the large volume of mail on these night express trains there will be a postal employee on board. This will allow mail to be dropped off, when the train stops at the various stations, in the mailbox in the mail coach, even after the regular postoffice already has closed.

For the citizens of Bandoeng it is important to know that mail destined for the 'Soerabaja' night express train will leave with the train departing Bandoeng at 4.50 PM, arriving at 6.55 PM in Tjikampek, where it connects with the night train leaving Batavia at 6 PM. The 4.50 PM train does not transport mail for Batavia-C.

Also, the mail for Bandoeng, transported by night train, arrives at 8.45 AM and will be part of the first delivery at 11 AM.

The advantages of sending mail per night express train are many. Bandoeng for example can send the mail destined for the Netherlands 12 hours later. At the moment the mail is transported on Tuesday morning 6 AM to Batavia-C., but as off November 1 it can go per night train, leaving Soerabaja 5.50 PM on Tuesday, arriving Wednesday morning at 7.40 in Batavia-C.

The arrival of the mail too is sped up. Right now Soerabaja receives its mail on Friday night from the boat arriving on Thursday; in the future the mail will be in Bandoeng on Friday morning.



N.E.O-trein

N.E.W-trein

A special philatelic shipment from Batavia contained about 6,000 letters of which about 1,000 pieces had the Netherlands as its destination. The Soerabaja shipment also had around 1,000 letters to be passed on to the Netherlands."

The cancels used on the Night Express Train

Towns not on the line itself also will benefit from this train. Semarang for example usually receives its mail Friday afternoon at 1 at the earliest. Per 1 November the mail destined for Semarang will go per night train to Solo, where it is transferred to the first train to Semarang, where it will arrive early Friday morning.

The volume of mail on the regular train will go down, making it faster to handle, which in itself will speed up delivery.

2 November 1936 - End of 1938.

During this period some mail transported with the Night Express Train received special "N.E.O-trein", or "N.E.W-trein" cancels. The colors used were black and violet.

The cancel was applied by the postal agent aboard the train. After arrival in Batavia or Soerabaja the date

Per Eersten Nachtexprestrein
Batavia-Soerabaja.



A a n

WelEdelGeboren Vrouwe

Mevrouw A. VAN DER PLAS -

geb. Pleyte,

Gouverneurshuis,

S O E R A B A I A . -



Letter sent from Batavia to Soerabaja on the First Night Express Train

In general the people in The Netherlands have a poor concept of the distances on Java. If one realizes that the distance Batavia - Bandoeng is about 900 km, or time and a half as much as 's Gravenhage to Paris, it is understandable that there is a great deal of interest in the night train (which by the way has couchettes (beds)).

The Algemeen Handelsblad of 2 November had the following story:

Batavia, 2 November. The first night train of the regular service Batavia-Soerabaja v.v., which has two sleeper coaches, departed for Bandoeng yesterday with a large crowd seeing it off.

Today, the trains from both directions arrived at their destinations.

postmark was canceled over it. The postmark was only used on letters mailed in the mailboxes at the Batavia and Soerabaja stations, as well as on mail dropped off at the mailbox on the train.

References:

Weerzien met Indië - Waanders Uitgevers in samenwerking met het Tropenmuseum
Poststempels Ned-Indië 1864-1950 Uitgave Davo 1981
Nederlandsch Maandblad voor Philatelie, Oct. and Nov. 1936
Personal contributions from William Idsinga, Frank Vroom, and Hans Kremer

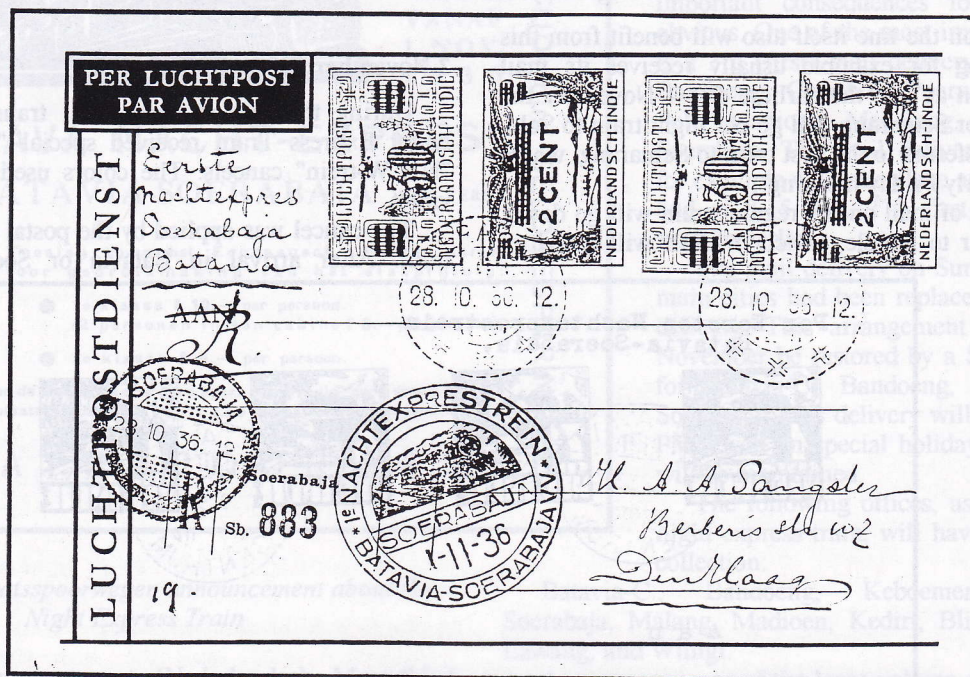
Epilogue:

I did not make a trip on the Night Express, but when I was 9 years old I went with the Daily Express from Soerabaja to Bandoeng with a class mate whose parents lived in Bandoeng on a tea plantation. The Daily Express covered the same tracks as the Night Express, only it did it by day. I still remember the trip very well.

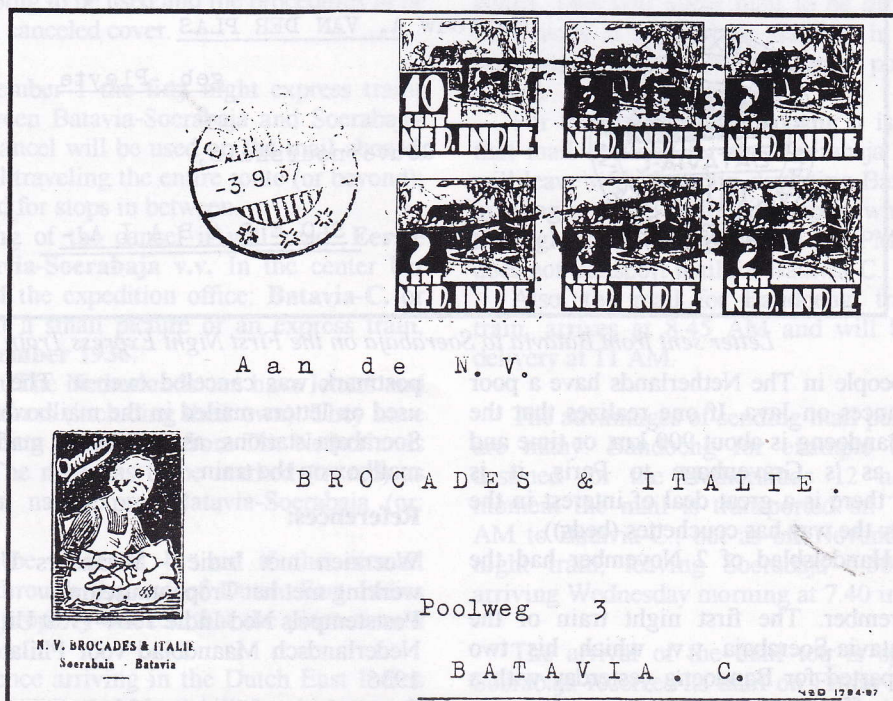
Soerabaja had two railroad stations, one was named

"Kota", which is at the end of the line. The other was named "Goebeng", almost in the middle of the city, named after the Goebeng neighborhood. My family used to live between the two stations; our neighborhood was called "Ketabang".

It was easy for us to watch the Daily Express and the Night train go by every day and evening. We did this almost every time we had a chance.



Letter sent from Soerabaja to The Hague on the First Night Express Train



Letter sent September 1937 from Soerabaja to Batavia with the Night Express Train.

The Postal History of some Dutch Overseas Possessions

by Ed Matthews

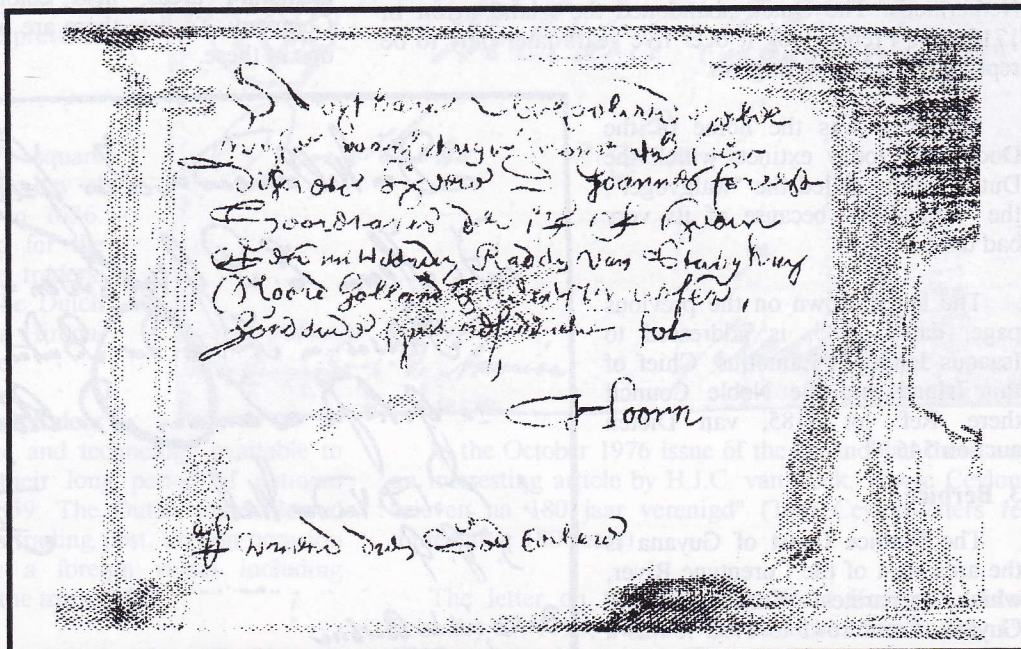
The postal history of these possessions is a bit off the beaten track or as they say in Dutch "Anders dan anders"!

Those of us who went to school in the Netherlands were taught Dutch history (as seen by the Dutch) with a particular emphasis on the maritime history of the 17th and 18th centuries. With much pride the teacher would point out all the various colonies, settlements and trading posts that the Dutch possessed at one time or another, but not a word about the settlement at Elmina on the African Gold Coast (Ghana today) which existed solely for the slave trade with the West Indies and the Americas! He may well never have heard of it either.

Over the years I have kept copies of articles and illustrations of covers to and from these various settlements as they appeared in magazines and auction catalogs. In the March 1998 issue of our Journal I wrote an article, "The Cape Colony Philatelically", based in part on covers in my own collection. In this article we will omit the Cape Colony and focus on some of the other Dutch settlements, but in this case I cannot illustrate it with my own covers! In some cases only one cover is known - such covers are often located in official archives accessible only to researchers.

1. New Netherlands with Nieuw Amsterdam, today New York.

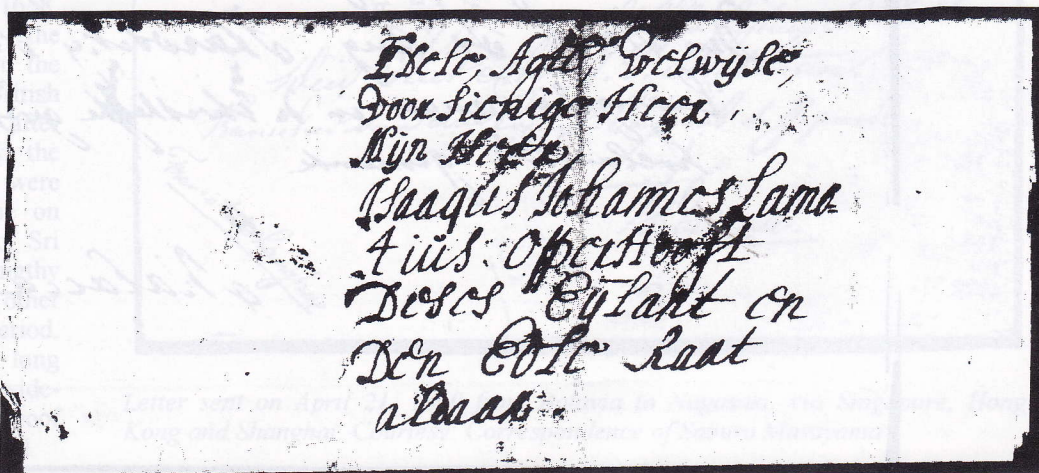
Henry Hudson first arrived in the Half Moon in 1609 looking for a shorter route to the Indies. In 1613 a trading post was established on Manhattan Island and the first permanent colonists arrived in 1624. The island was formally purchased from the Indians for 60 guilders and some goods. In 1664 Governor Peter Stuyvesant was forced to surrender the defenseless colony to the English, but



the Dutch recaptured it in 1673, only to withdraw again 1674. New Netherlands was lost due to the Second English War of 1665 - 1667, but the Dutch gained Surinam.

Letters from the New Netherlands to Holland are extremely rare. The NCP journal reprinted an article by Edith Faulstich, "Studies in New York Postal History", and at that time no such letter was known.

Some time later the letter shown above came to light. It was written by Jonas Michaelius, the first minister of the gospel on Manhattan Island to a Mr. Foreest in Hoorn and it is dated August 8, 1628. It is a very lengthy letter giving a lot of details on life on Manhattan Island. No postage paid, the letter is endorsed "by friend whom God guide". This letter lay, unknown, in the Foreest family archive for 274 years! There are no doubt some other letters from New Amsterdam sleeping in the archives of the West Indies Company.



2. The Island of Mauritius

This island was occupied by the Dutch in 1598 and named after Maurice of Nassau, Stadtholder in the Netherlands. The Dutch abandoned the island again in 1710. The French took it over five years later only to be replaced later by the English.

Mauritius was the home of the Dodo bird, today extinct, which the Dutch sailors called the "walgvogel", the 'vomit-bird' because of its very bad taste.

The letter shown on the previous page, dated 1685, is addressed to Isaacs Johannes Lamotius, Chief of this Island and the Noble Council there. Ref: lot 3185, van Dieten auction 546.

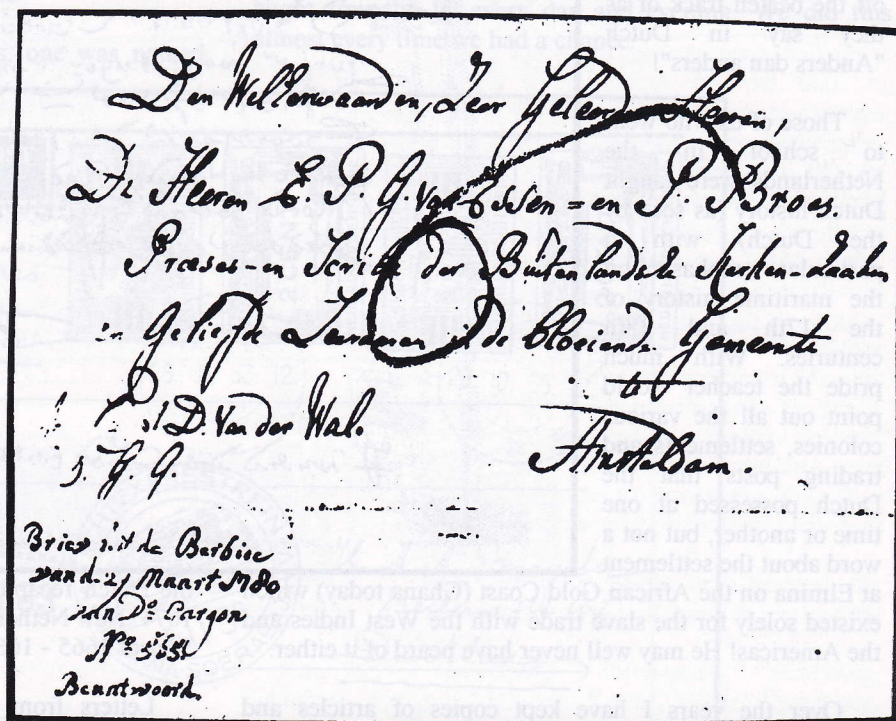
3. Berbice

The Berbice Coast of Guyana is the area west of the Corentyne River, which separates Surinam from Guyana. From 1641 to 1792 it was a separate colony and did not belong to Surinam - it was formally taken over by the British in 1814. The main town in the Berbice is New Amsterdam at the mouth of the Berbice river, but its name was not changed for something else!

The letter shown above is in the Municipal Archives of the City of Amsterdam, and is dated March 29, 1780. It was carried on a company ship from the Berbice to Texel and there it was put in the mails. The 6 in red crayon is the postage from Texel to Amsterdam. Ref: Maandblad

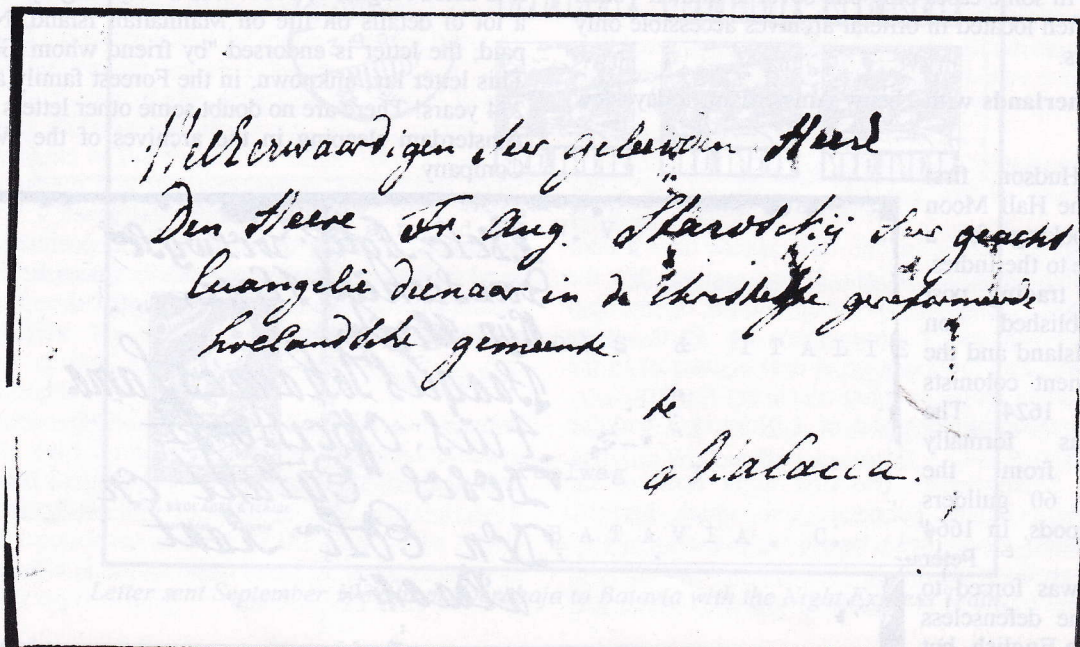
December 1971, page 565.

To the west of the Berbice are the Essequibo, and Demerara areas, also colonies of the West Indies Company. To date there are no known letters from either one of these.



4. Malacca

The Malacca settlement or town was captured by the Dutch in 1641 and was occupied by the British during the periods 1795 to 1802 and 1811 to 1818. In 1824 the British exchanged Benkulen on the island of Sumatra for Malacca. Although the Dutch were in Malacca for a



considerable period of time, only one entire from that period has surfaced to date, a letter from Amsterdam to Malacca dated 1788. It was part of the van Diemen auction 531, and it is shown at the bottom of the previous page.

5. Deshima

Deshima was a 13,000 square meter artificial island in the bay of Nagasaki in Japan, built in 1636. Originally it was intended for the confinement of Portuguese traders, but after their expulsion the Dutch traders, who were located at Hiroda, were forced to relocate there.

Deshima was the only open door to Western culture, science and technology available to curious Japanese during their long period of national seclusion from 1641 to 1859. The Dutch were allowed only one ship a year to this trading post, and on occasion the Dutch would charter a foreign vessel including American vessels, to make the trip.

The letter shown above was sent from Deshima to Batavia where the VOC 5 stuiver marking was applied. The letter is dated November 15, 1806 and was transported by the "America". By the way, the VOC symbol is quite often seen in Nagasaki, but invariably upside down!

Initially the supervision of the Dutch by the officials of the Shogunate was very strict, but over the years it was relaxed to the point where the Dutch traders were allowed one weekly visit to the brothels in Nagasaki! Ref: Maandblad, February 1986, page 103, "Brief van de maand."

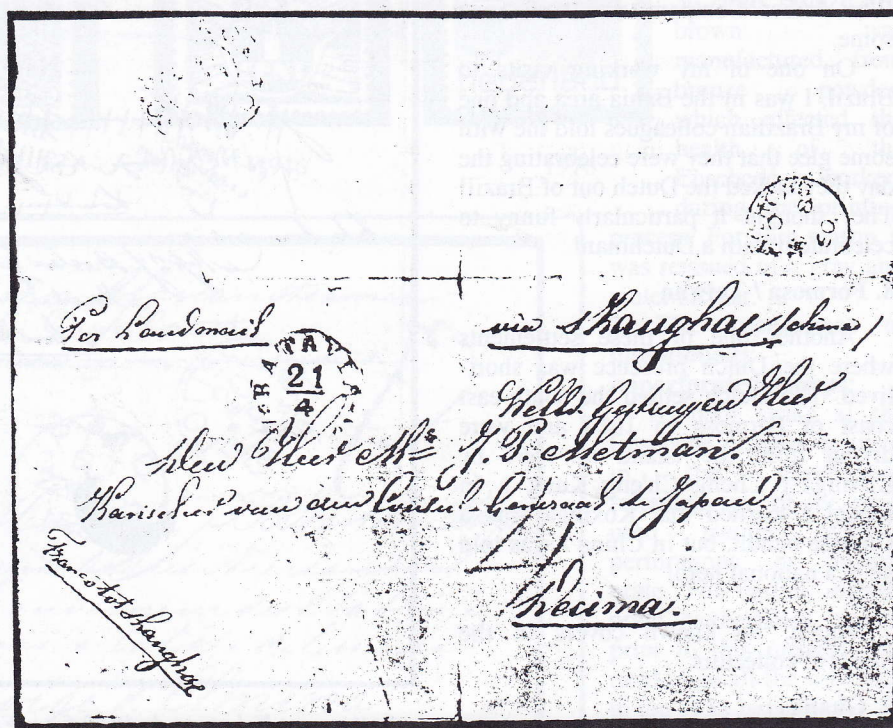
6. Ceylon / Sri Lanka

The Dutch gained control of almost the entire island in 1658, with the exception of the kingdom of Kandy. In 1796 the Dutch capitulated to a British Expeditionary Force after Holland was occupied by the French in 1795. The Dutch were established for a long time on this island and the people of Sri Lanka will show you lengthy baptismal registers and other relics of the Dutch period. Another visible sign of the long Dutch settlement is the widespread use of the kind of red roof tiles which one sees in Holland.

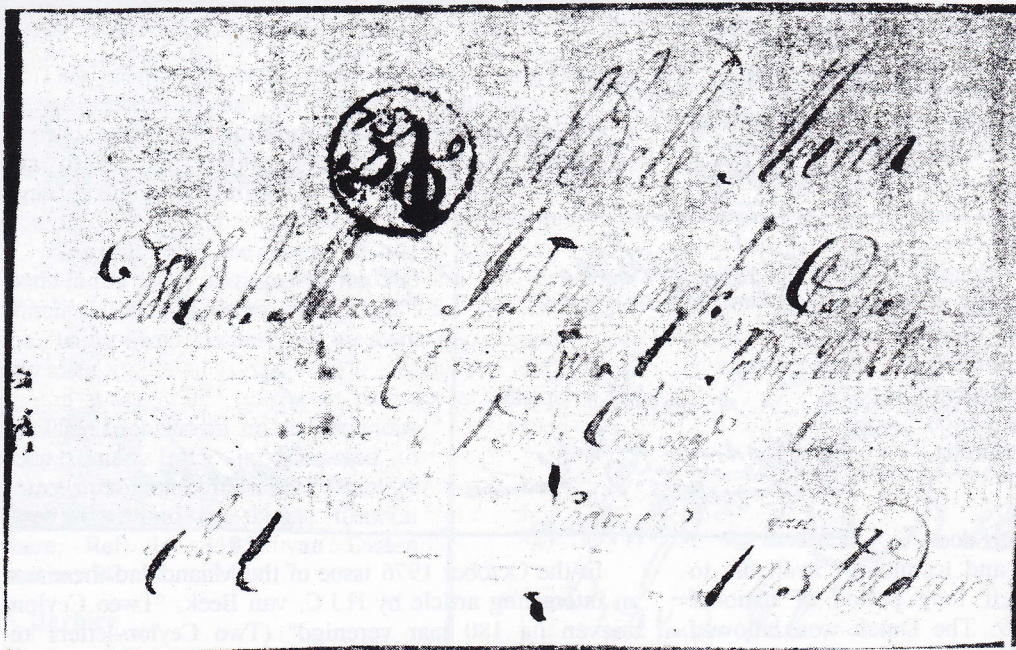


In the October 1976 issue of the Maandblad there was an interesting article by H.J.C. van Beek, "Twee Ceylon-brieven na 180 jaar verenigd" (Two Ceylon-letters reunited after 180 years)

The letter on the next page from Kolombo, dated February 17, 1795, was received in Amsterdam on July 19, 1797, and rated 6 stuivers. The second letter is a duplicate of the first one - in those days it was customary to send one or two duplicates in the hope that at least one of them would reach its destination.



Letter sent on April 21, 1860 from Batavia to Nagasaki, via Singapore, Hong Kong and Shanghai. Courtesy: Correspondence of Saburo Masuyama



Ankobra and the Volta that they named the place Mina - meaning Mine. In 1482, the Portuguese built a castle in Elmina. Their aim was to trade in gold, ivory and slaves.

In 1598 the Dutch joined them, and built forts at Komenda and Kormantsil. In 1637 they captured the castle from the Portuguese and that of Axim in 1642 (Fort St Anthony). When the Dutch withdrew in 1874, Britain made the Gold Coast a crown colony.

It is interesting to note that Governor Daendels (instrumental

7. Brazil

The Dutch settlement in Pernambuco, captured in 1630 and lost again in 1654, was important for its sugar cane plantations. The Dutch renounced all claims to the area in 1661.

I have never seen any covers from this settlement, but the archives of the West Indies Company may well have some.

On one of my working visits to Brazil, I was in the Bahia area and one of my Brazilian colleagues told me with some glee that they were celebrating the day they kicked the Dutch out of Brazil! They thought it particularly funny to celebrate it with a Dutchman!

8. Formosa / Taiwan

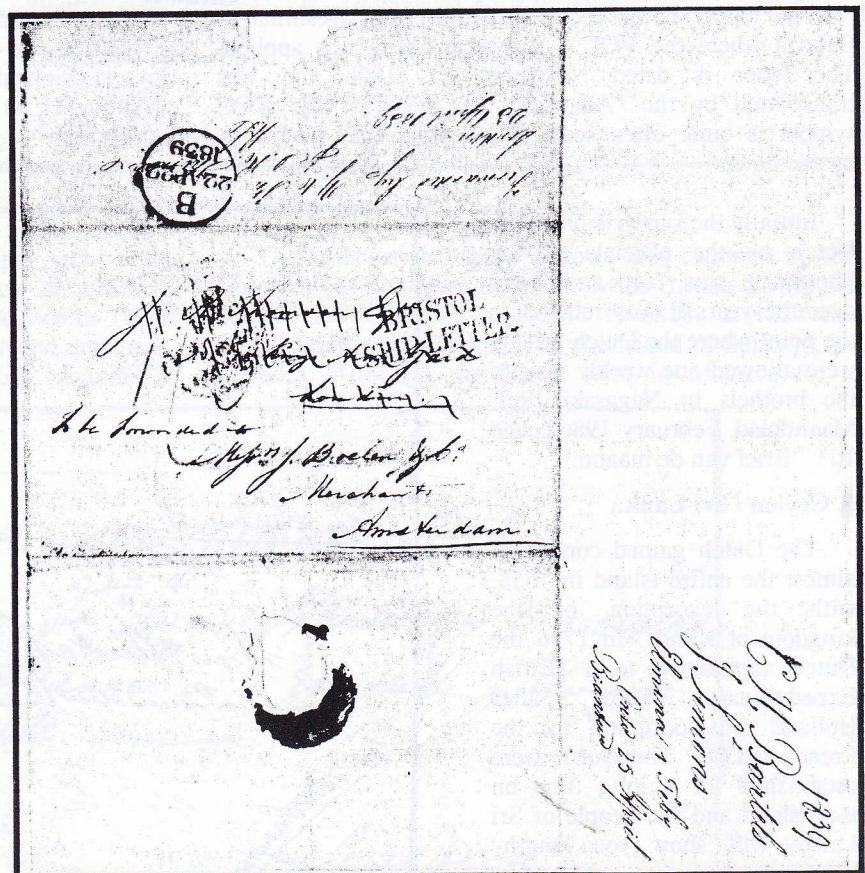
Another one of these settlements where the Dutch presence was short-lived. The Dutch settled the south-east coast of Formosa in 1624 and were driven from the island in 1661 by Koxinga (Cheng Ch'eng Kung). In school I learned that Koxinga was a Chinese bandit, but in China I was told he is a national hero!

Again, no known covers in the hands of collectors.

9. Ghana

Before March 1957 Ghana was called the Gold Coast. The Portuguese who came to Ghana in the 15th Century found so much gold between the rivers

in the construction of the Great Postal Way in the Dutch East Indies) died as Governor of the Gold Coast in 1818.



Letter sent February 1, 1839 from Elmina to Amsterdam; received April 25, 1839 via J.R. Thomson, 12 King's Arms Yard London as forwarding agent. The letter arrived in Bristol on April 22 and on April 23 was sent on to Amsterdam, enclosed in another letter, outside the mail.

Ref: De Postzak # 89, December 1970

Notes on the Netherlands 1899 Numeral and Fur Collar Issue

by Ralph Van Heerden

On September 6, 1898, with the attainment of constitutional age, the young Princess Wilhelmina was elevated in status to that of Queen of the Netherlands and Colonial Possessions. A one guilder stamp was issued to commemorate this event. Moreover, all previously issued postage stamps and postal stationery were replaced by a new portrait on a series of stamps, cards and envelopes, which would become known as the "bontkraag" (fur collar) issue. The low value stamps were, at the same time, replaced by a new set of numeral values.

These turn of the century sets have several interesting first-time aspects to it. The following is an itemization of unique differences and changes from former established ways of stamp production, use and postal needs:

1. The appearance of a new stamp format:

The low value numeral designs, ½ cent to and including 2½ cents were printed in a new, height-less-than-width, format. This format configuration persists to today's low value issues.

2. The appearance of color changes for several values of the Fur Collar issue during the course of use:

Although color shades are found during the course of the years of production, 5 of the 25 denominations in the set reappeared in a totally new color. The 3 cents orange stamp became confused with the 5 cents light red resulting in a new 3 cents green. Three single color stamps reappeared in bicolours: the original 20 cents green stamp was reproduced into a green and grey version, the 15 cents brown was originally issued in the same color as the 7½

cents, therefore, it was reissued in a red and blue bicolor. Since the 17½ cents purple was the only remaining value above 12½ cents still in one color, it was reissued in a blue and brown bicolor.

One bicolor value reappeared in a new changed bicolor. The 50 cents bronze and brown was manufactured from bronze powder, which affected the health of the Enschedé workers during the printing

process. For this reason it was reissued in a gray and violet bicolor.

3. The appearance of intentionally imperforated stamps:

A labor strike at the Enschedé printers resulted in the government releasing two of the most used stamps without perforations, or imperforate. For earlier imperforate Netherlands stamps prior to this instance, we need to go all the way back to the 1852 issue.

4. The appearance of different printing techniques in the same set of stamps:



1869



1876



1899



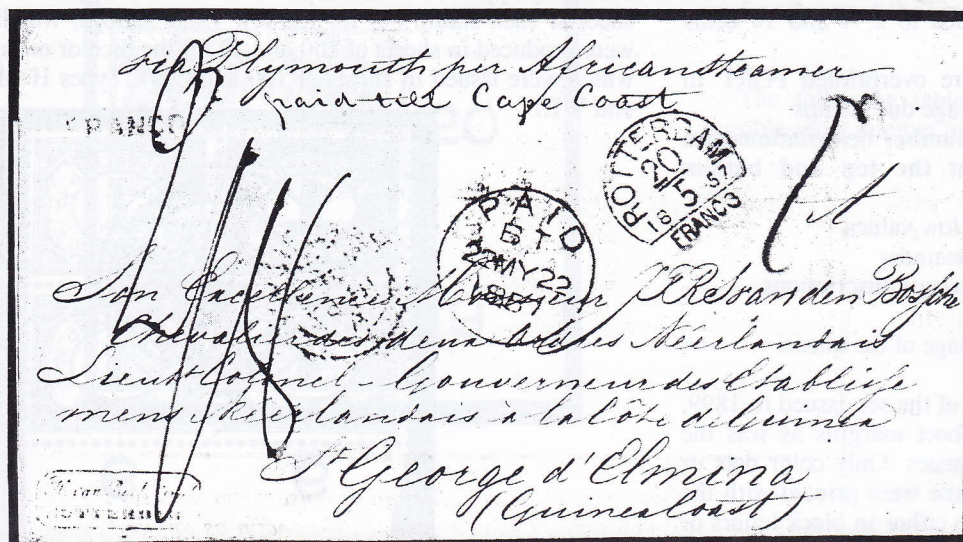
1924



1946



1976



Letter sent May 20, 1857 from Rotterdam to St. George d'Elmina (Capitol of the Goldcoast). Ref: 36e Overzicht, Veilingseizoen 1983-1984, Van Dielen

Typography was the common and effective production practice for all previous stamp series going back to the 1869 issue. This technique was also used for the ½ cent to 60 cents values of the 1899 set. For the high values (1, 2½, 5 and 10 guilders) the engraved printing technique was utilized.

5. The appearance of the first 10 guilder stamp:

A 10 guilder value stamp was created for postage of heavier weight items and for postal receipt uses. The real reason for the introduction of this stamp was a different one. Almost all forms on which the stamp would be used, remained in the hands of the postal authorities, who sold them via public auctions. They reckoned, and rightly so, that they would get 3 to 4 guilders for each used 10 guilder stamp. The whole affair was created by J.C. Pull, who was working at the Central Directory of the P&T, but later (1910) would become Controleur-magazijnmeester (Director of the control agency of stamp production) at Haarlem.

6. The appearance of multiple usage postage stamps:

For the first time current postage stamps were overprinted and in some cases for other than public postal use. They are categorized into two groups:

- A. Overprinted - the stamp value remains the same
 - Eight stamps were overprinted ARMENWET in 1913 for governmental use.
 - Seven stamps were overprinted NED.-INDIE in 1900 for overseas use.
 - Two stamps were overprinted CURAÇAO in 1901 for overseas use.*
 - Three stamps were overprinted SURINAME in 1900 for overseas use.
- B. Overprinted - the stamp is revalued at the same time
 - Two 30 cents stamps were revalued to 40 and 60 cents in 1919.
 - The 10 guilder issue stamp was revalued to 2½ guilders in 1920.*
 - One stamp was revalued from 2½ to 1½ guilders and overprinted CURAÇAO in 1900 for overseas use.
 - Ten stamps were revalued to 2, 4 and 10 cents and 1 guilder.
 - Six surplus stamps were overprinted PORT in 1924 and made into postage due stamps.

7. The appearance of printing number designations and printing letter designations at the top and bottom selvages of the sheets.

- H = horizontal format for the low values
 V = vertical format for the remainder
 R = reversed printing of the margin inscriptions

* The overprint spared the image of the queen.

The first typographed stamps of the set, issued in 1899, appeared with virtually blank sheet margins as was the normal production of previous issues. Only color dots or lines to align the perforating frame were printed with the stamps. The usual PZ handstamp either in block letters or in gothic letters was added. Types H I and V I



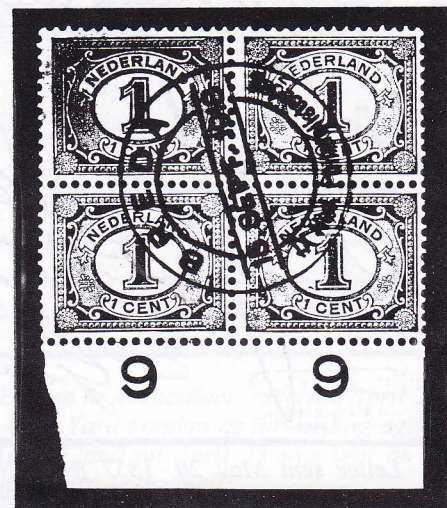
Type V I

September, 1913: A perimeter line appeared on the low values, except for the 2 cents stamp, encompassing the sheet but interrupted at the perforations. Type H II



Type H II

September, 1916: More control of the printing production was desired and individual responsibilities of personnel was required. Printing numbers in the color of the stamp appeared on the top and bottom selvage of the sheet at each stamp (40 for the low value stamps, which were produced in sheets of 200 and 20 for the bicolor ones, which were issued in sheets of 100 and 200). Types H III and V III



Type H III

February, 1919: The printing numbers were replaced by printing letters in the color of the stamp, at the top and bottom of the sheet at each stamp and counting numbers to the left and right Sides. Types H IV, H IVR, V IV, and V IVR



Type V IVR

September, 1921: The upper right printing letter was replaced by a printer's identifying symbol in the color of the stamp. In the case of bicolor stamps, when two printers were involved, two identifying symbols were printed on the sheets each in the color of the ink used. Types H V and V V



Type V V a



Type V V a, showing printing run CG, (trying a new paper type) and the Enschedé printer's perforated identification.



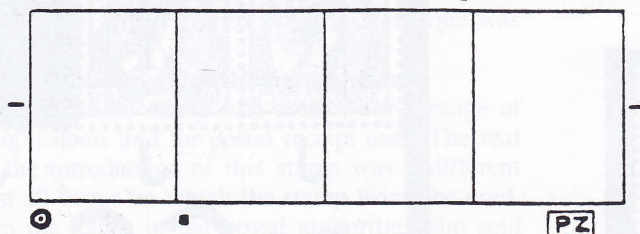
For the 1, 2½ and 5 guilder values, true plate numbers are found, one at the bottom of each sheet.

The following tables are an attempt to list all the possible sheet number and sheet letter markings.

1899 LOW VALUES

SHEET MARGIN INSCRIPTIONS

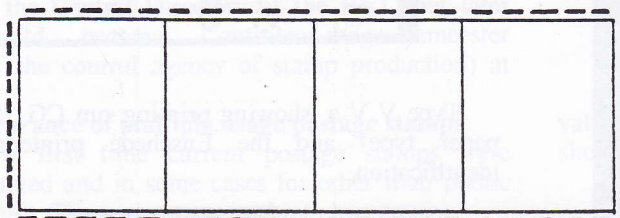
TYPE
HI



BEFORE SEPT. 1913

50 1/2
51 1
52 1 1/2 old
54 2
55 2 1/2

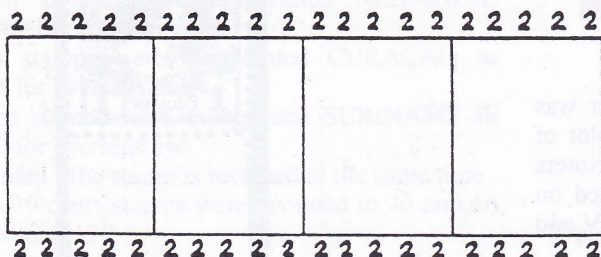
TYPE
HII



SEPT. 1913

50 1/2
51 1
52 1 1/2 old
53 1 1/2 new
55 2 1/2

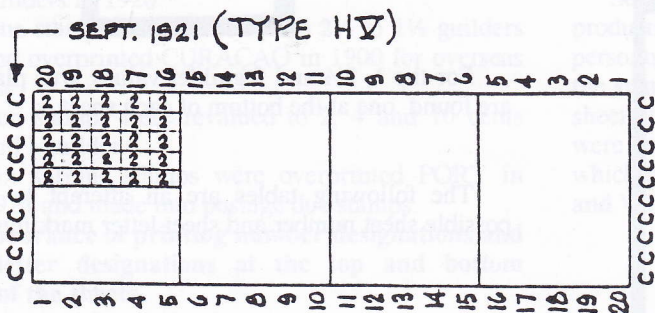
TYPE
HIII



SEPT. 1916

50 1/2 1 2 3 4 5 6 7 8 9 10 11
51 1 1 2 3 4 5 6 7 8 9 10
53 1 1/2 new 1 2
54 2 1 2 3 4 5 6 7 8
55 2 1/2 1 2 3 4 5

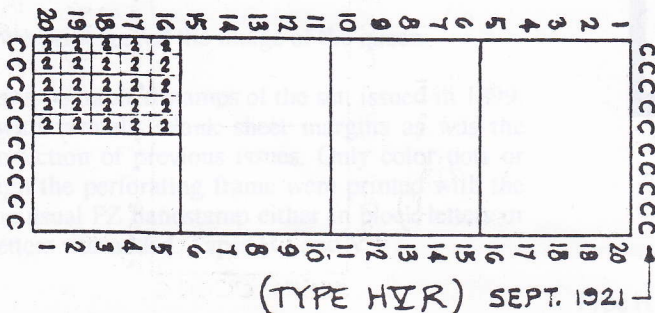
TYPE
HIV



FEB. 1919

50 1/2 A, B, C, D, E
51 1 A, B, C.
53 1 1/2 new A, B, C, D
54 2 A, B, C, D, E, F, G.
55 2 1/2 A, B, C, D, E, F.

TYPE
HVIR



FEB. 1919

50 1/2 C
53 1 1/2 new C
55 2 1/2 D

(TYPE HVIR) SEPT. 1921

1899 PORTRAITS

TYPE SHEET MARGIN INSCRIPTION

TYPE
V.Ia
and
V.Ib
(half
sheet)

BEFORE SEPT. 1916	
56	3 or.
57	3 gr.
60	5
61	7½
62	10
63	12½
64	15
66	17½
68	20
Full sheets	
65	15
67	17½
69	20
70	22½
71	25
74	50
half sheet	

PZ

2 2 2 2 2 2 2 2 2 2

SEPT. 1916	
57	1 2 3 4 5 6 7 8 9 10 11 12
60	1 2 3 4 5 6 7 8 9 10 11 12
61	1 2 3 4 5
TYPE V.IVb	
62	1 2 3 4 5 6 7 8 9 10 11
63	1 2 3 4 5 6 7 8 9 10 11

TYPE
V.IIIa

2 2 2 2 2 2 2 2 2 2

2 2 2 2 2 2 2 2 2 2

TYPE
V.IIIb
(half
sheet)

SEPT. 1916	
65	15 1-8
67	17½ 1-4
69	20 1-11
70	22½ 1-5
71	25 1-10
72	30 1-7
75	50 1-4

TYPE
V.IVr
(half
sheet)

TYPE SHEET MARGIN INSCRIPTION

SEPT. 1921 TYPE V.Va

FEB. 1919	
57	3 A-E
58	4 A-C
59	4½ A
60	5 A-F
61	7½ A-J
62	10 A-M
63	12½ A-E

TYPE V.Vb
SEPT. 1921

FEB. 1919	
65	15 A-O
67	17½ A-C
69	20 A-F
70	22½ A-C
71	25 A-O
72	30 A-L
73	40 A-J
75	50 A-K
76	60 A-I

TYPE V.Vr
SEPT. 1921

FEB. 1919	
65	15 G
71	25 EFD
72	30 E
73	40 D, G
75	50

Sheet margin markings on the overprinted stamps are less often seen. Our list that follows has many unknowns.

1919	102	40	on 30	B C
	103	60	on 30	B C
1920	104	2½ G	on 10 G	blank
1921	106	4	on 4½	A
	107	5		A C
	108	12½		A F
	109	20		F G
1922	81	10		H I J K L
1923	82	5		F
	83	10		I
	114	2	on 1	C
	115	2	on 1½	D
	116	10	on 3	
	117	10	on 5	
	118	10	on 12½	E
	119	10	on 17½	C
	120	10	on 22½	D
	132	10	on 3	E
	133	1 G	on 17½	C D
1923	PV1	11	on 22½	C
	PV2	15	on 17½	2
1924	P65	4	on 3	
	P66	5	on 1	
	P67	10	on 1½	
	P68	12½	on 5	
1913	D1	1		2 4 8
	D2	1½		
	D3	2		
	D4	2½		2
	D5	3		2 5 10 B
	D6	5		3 4
	D7	10		
	D8	1½		2

1899 Issue Addenda

DESIGN PECULIARITIES

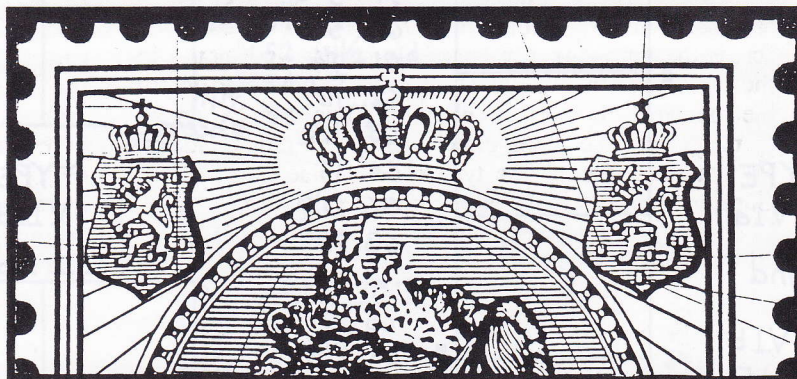
When we handle and sort our stamps it is usually with no more than general attention. But often one can find it revealing and amusing when we take the time 'to see' the details that the stamp artist/designer has left for us.

Low Values

All stamps, NVPH 50-55 and 107-109, have the numeral design and exhibit the same

artistic foible; the number of pearls encircling the petals is seventeen in number for each of three corners of the stamp, however, the lower left corner exhibits only sixteen pearls.

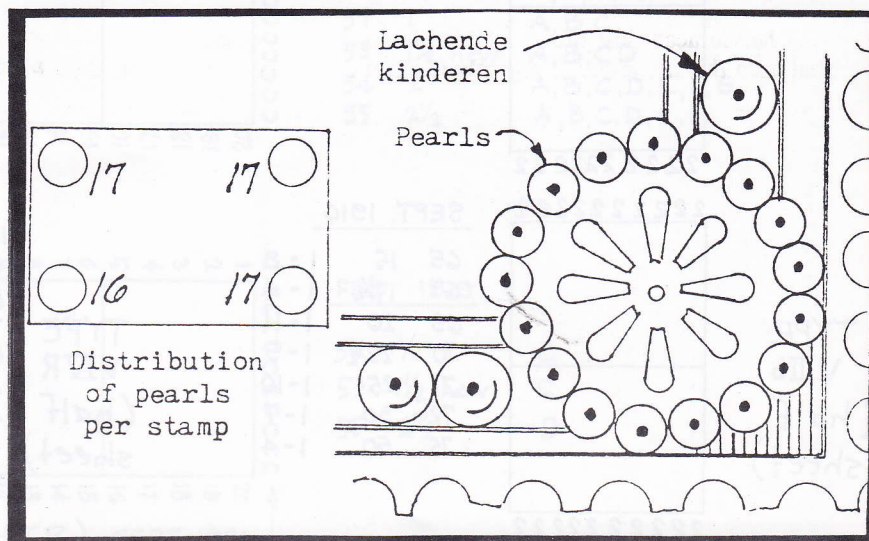
Higher Values



All stamps, NVPH 55-76 and 81, have the royal portrait and exhibit the same artistic foible: the central crown radiates light equally to the left and to the right, but the shadow of the left coat of arms appears on the lighted side unlike the shadow on the right coat of arms away from the light.

References:

Leidraad voor den Speciaalverzamelaar van Nederland, NBVP, 1922
 Uitvoering Beschrijving van het zegel van Nederland 4½ Cent: F.H.M. Post, 1956
 Filatelie Informatief, 7515 Een Fraude-geval uit 1916: G. Holstege, 1985
 Maandblad voor Philatelie, Maart 1978, Cijfer en Bontkraagzegels in Studie.
 Manual of the Stamps of Netherlands, Netherlands Indies, Curaçao and Surinam, Schiller & de Kruijff, 1940



The discovery of a copy of the Curaçao small double circle cancel of the 21 mm diameter variety.

by: Dick Phelps

In the Netherlands colony of Curaçao a new type of postmark was introduced into service in 1882 which consisted of two concentric circles, the name of the island across the top between the circles, the day and month in the center, and the inner circle split at the bottom to accept the four year characters. The outer circle was 23 mm in diameter and the inner circle was of 13 mm diameter. Postmark devices of this type were produced for use in Curaçao, Saba, Saint Eustatius, and Saint Martin.



This circular datestamp was to be used to mark each piece of mail entering the mail stream at each post office. It was to be applied to the cover or postcard while the stamp on it was to be canceled with the concurrently used numeral canceling device. The fact that many postmasters did not follow instructions all of the time is evident from the stamps that exist bearing this postmark instead of the numeral cancel.

The Curaçao post office was the largest of the offices that used this mark and apparently felt that one handstamp

of this postmark was not sufficient for their use. As a result there were several handstamps made, the exact number being unknown. It is known that there were at least three of them made, but probably more. There are two nearly indistinguishable varieties of this cancel but for the most part all of the cancels were identical – with the exception of one handstamp that was made in a slightly smaller format with the outer circle being only 21 mm in diameter and the inner 12 mm. It is not known why this smaller variety was made and it is even more mysterious as to how it was used.

However, it is evident that it was used only sparingly since this copy mounted below now becomes the seventh recorded impression of this handstamp. It was examined by the author of "A Postal History of Curaçao" and he commented that it is the first copy he has been aware of turning up for over 25 years. Besides the fact that the circles of this cancel are smaller the characters are also smaller. The fact that this postmark was little used is also obvious in the fact that the known impressions of it are all very clear and sharp. When I found this stamp the sharpness of the strike was my first clue that this was not an ordinary copy of the small double circle. Then the size stood out also.

The known impressions of this handstamp are dated across a span of 12 years which deepens the mystery concerning its use. The first known usage was in 1889, this copy now becomes the second known use being dated August 19, 1890, and two copies are known dated in 1891. Then the mystery deepens even more since the small double circle postmark was superseded by the squared circle type in 1891, but the remaining three copies of this 21 mm variety are dated after this type had been withdrawn from use. One in 1894 and two in 1901.

Reference:

A Postal History of Curaçao, Frank W. Julsen/A.M. Benders, Published by Van Dieten, 1976