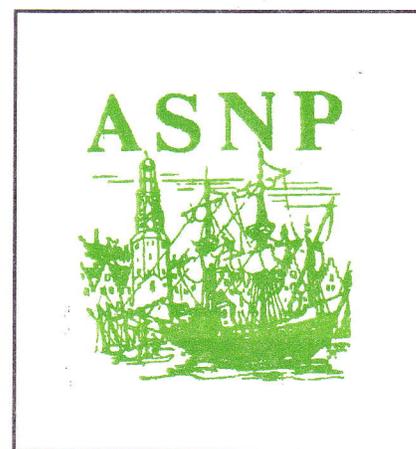


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Volume 27/2

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5158 Cypress Court
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252 Balceta Court
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Dated Journal

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PHILATELY

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From the Editor:

Well, here we are in 2003. Hard to believe, but then I realize that Amphilex2002 is only a memory now, so it must be 2003. I wish each and everyone of you a healthy and happy new year, with many philatelic pleasures. I'm looking forward to finding new items of interest to add to my collection. Often you can find things in places you didn't expect. For example at Christmas time you get in touch with people you don't have much (if any) contact with all year and then when you bring up the subject of stamp collecting you might find out that they have an old collection sitting around or they have letters from quite a while back. Getting your hands on this type of material can keep you busy for hours and if you are really lucky you might even find something special.

I wish to take this opportunity to thank all contributors to the Journal, especially Ed Matthews and John van Rysdam who over many years now have contributed with interesting articles. Only with help like that can I do this job; it is not a one man show. Of course there are other ways you can contribute; bring in a new member for example. Some club suggested that every member gives a free one year membership to a friend or acquaintance. If only 10% of those would renew their membership it would result in about twenty new members. Give it a thought.

Special thanks go to Jan Enthoven, who in spite of losing his wife, kept up his work for the ASNP. Putting the Journal together and then having it printed and mailed is a lot of work, but Jan always gets it done. Just great!

I would also like to mention here that the March Newsletter will have the auction in it. It is not too late to send material for it to Dick Phelps, our enthusiastic and very capable auctioneer. Why not go through some of the material you know you don't need anymore (duplicate copies for example) or have lost interest in. The auction would be a perfect way to make somebody else happy, and it will generate some cash for you and also a little bit of money for the ASNP. Sounds like a perfect combination to me.

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

Hans Kremer

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The Express Delivery Marks of Amsterdam and 's-Gravenhage

by R. Pijning (translated by Hans Kremer)

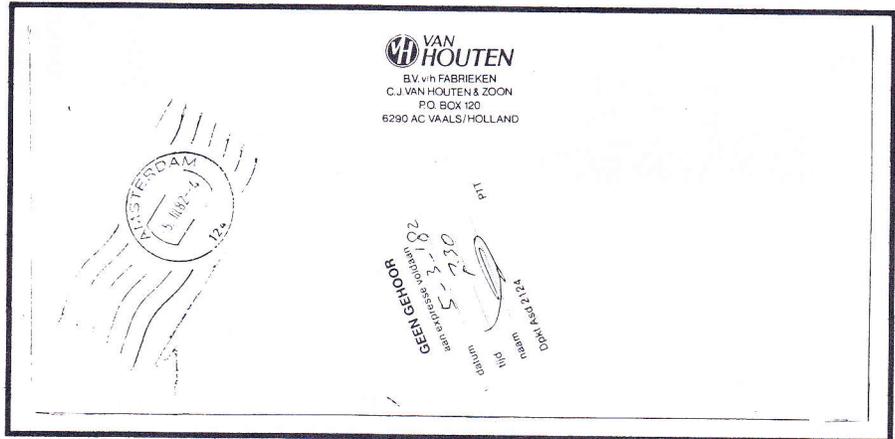
Editor's Note: From "The Netherlands Philatelists", Volume XXII, Number 4, July 1990:

"These delivery marks were administrative marks used by the postmen. They applied the marks to the mail in their care before delivery. With the most common models the 'bestellers-stempels' (delivery marks) consisted of a number (corresponding to the postman's number, which prior to 1878 was worn as a fancy number plate on his uniform but from 1878 was a straightforward number worn on the collar of his uniform; this could be in the large towns as high as 1000 plus in later years) together with loose characters A, B, C etc. which the postman placed in the die before the number so that the first, second, third etc. deliveries of the day could be indicated. Both letter and number were enclosed in a frame. The letter characters were in the care of the head postman and he was responsible for distributing them to each postman at the appropriate time. When the postmen had completed their tasks they returned the letter characters to the head

postman. The bestellerstempels on the postal item, together with the arrival postmark, enabled the postoffice, in the event of a complaint about delivery, to ascertain who had made the delivery and when."

Introduction

When you want to speed up the delivery of your mail you have the option of sending it 'express'. You bring the mail to the postoffice and hand it to a postal clerk, asking



Illustr. 1 Express letter from Vaals to Amsterdam. Nobody home; express requirements fulfilled sticker 'Dpkt Asd 2142' applied; 1982



Illustr. 2 E.B. cancel used in Amsterdam; 1915

STAATSBEDRIJF VAN DE POSTERIJEN, DE TELEGRAFIE EN TELEFONIE

DE DIRECTEUR VAN HET POST/POST EN TELEGRAAF-RIJKSTELEGRAAFKANTOOR te GRAVENHAGE

deel mede aan *Matthijs van Ast*
(naam en voornamen)

dat hij/zij wordt aangewezen voor de uitvoering van de hieronder vermelde diensten

Jongeling-telegraambesteller

zults met ingang van *1 Juli 1921*

tegen een belooning van *13* per *week*

DE DIRECTEUR, *van Domburg*

AAN BELANGHEBBENDE.

MODEL NR. 317.

Vanstelling van een jongeling-telegraambesteller te Gravenhage op 1 Juli 1921

Illustr. 3 Employment form of 1921 for a junior employee

Behoort bij schrijven van dd. *27/1/1921* nr. *620/204/1920*

BIJ-/HULP-/POST-, TELEGRAAF- EN TELEFOONKANTOOR TE *Hr. 6*

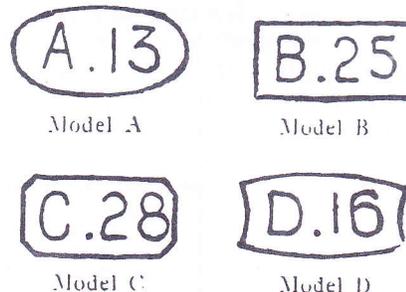
DINSTREGELING VOOR KANTOORKNECHTS, BESTELLERS, HULPBESTELLERS, JONGELINGEN EN HULPJONGELINGEN.

Aan de werkzaamheden voor de briefpostbestelling nemen deel:

1e bestelling, voorsorteren	<input checked="" type="checkbox"/>	pers.;	sorteren en/of zetten	<input type="checkbox"/>	pers.;	uitvoeren	<input type="checkbox"/>	pers.
2e " " id	<input checked="" type="checkbox"/>	" ;	id	<input type="checkbox"/>	" ;	id	<input type="checkbox"/>	"
3e " " id	<input type="checkbox"/>	" ;	id	<input type="checkbox"/>	" ;	id	<input type="checkbox"/>	"
" " id	<input type="checkbox"/>	" ;	id	<input type="checkbox"/>	" ;	id	<input type="checkbox"/>	"

Hieronder schetsmatig aan te geven, welke soorten van sorteerhandelingen de aankomende post ondergaat, alvorens deze door de bestellers in de tassen wordt gepakt en in hoeveel en welke deelen bij elke soort van sorteerhandeling wordt gesplitst.
(De onderdeelen van de bestelloopen behoeven niet afzonderlijk te worden opgenoemd, hier-voor kan dus worden volstaan met vermelding van het aantal deelen).

Illustr. 4 Schedule of employment for various employees sorting, stacking and delivering the mail; 1912



DE DIRECTEUR-GENERAAL DER POSTERIJEN EN TELEGRAFIE

GELET OP DE ARTT: 6 EN 7 VAN DE M. B. D.D. 1 JANUARI 1920 NR. 2 (bijl. 2 A. H. P. T. T.) en op het K. B. van 31 December 1919 nr. 78;

Bepaalt:

a. dat aan den jongeling *M. v. Ast* ten ~~post/post- en telegraaf~~/telegraafkantore te *J. Gravenhage* met ingang van *20 Maart 1920* mits deze de titel wordt verleend van adspirant-besteller.

b. dat met ingang van bovengenoemden datum zijne belooning wordt vastgesteld op *119.50* per ~~100~~ *week*

c. dat hem de uniformkleedingstukken zullen worden verstrekt, bedoeld in artikel 5, bijlage 9, D. A. P. T. T., voor zooveel hij daaraan bij de uitvoering van zijn dienst behoefte heeft.

GRAVENHAGE, *26 Maart* 1920.

VOOR DEN DIRECTEUR-GENERAAL, DE DIRECTEUR, *J. J. J. J. J.*

•• Voorletters en geslachtsnaam.

Aan den belanghebbende.

Illustr. 5 Promotion to 'adspirant-besteller'; 1925

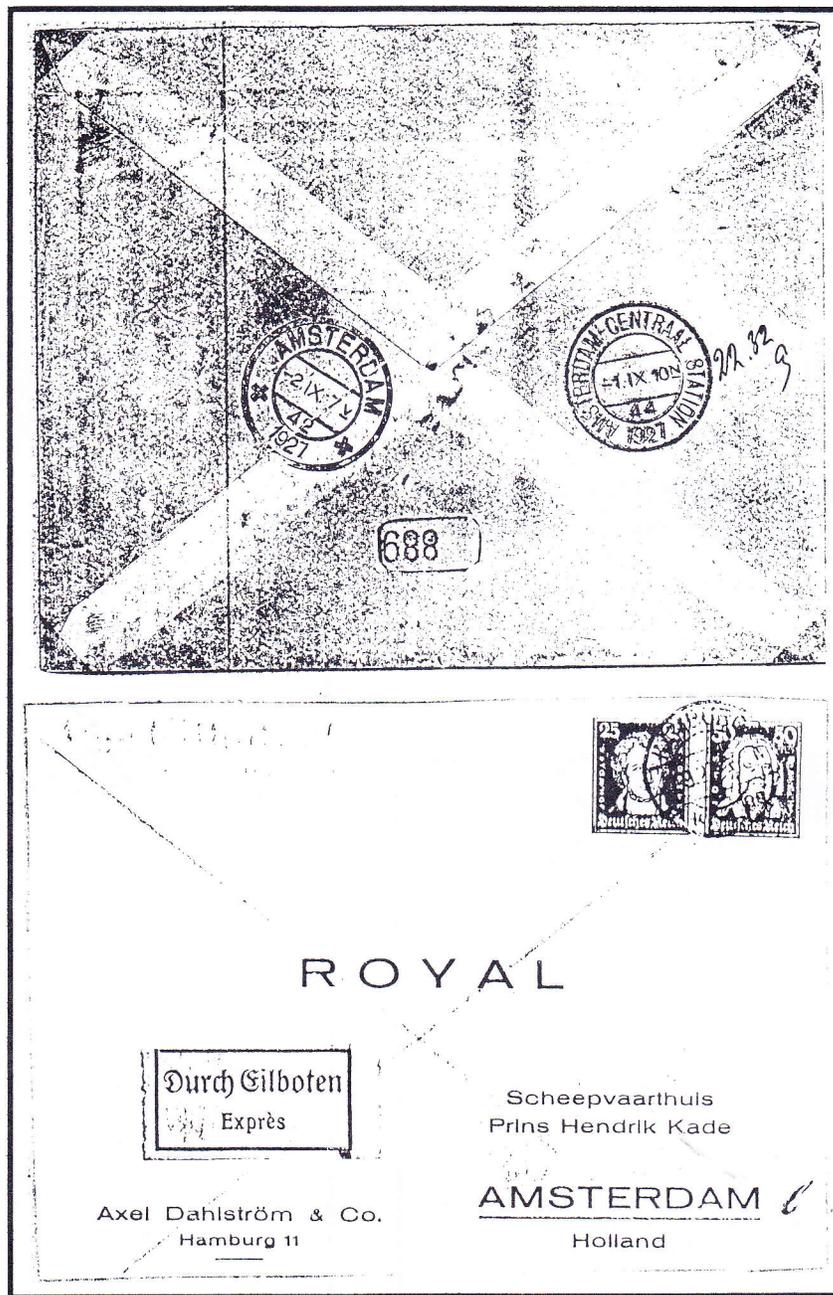
to send it 'express'. You will be charged extra for this service. The postal item will be put into the regular mailstream, but at the destination postoffice it will be handled with priority and the letter will be promptly delivered. The difference in travel time between a regular letter and an express letter is measured in hours, not days.

If the addressee is not home the mail carrier will leave an initialized note: "Kennisgeving achtergelaten, aan expressdienst voldaan" (Left notification, express requirements fulfilled); the item can be picked up later (showing the 'kennisgeving'), or one can request to have the item to be delivered a second time. (Illustr. 1)

1. The E.B. markers of Amsterdam and 's Gravenhage

In **Amsterdam** the mail carriers charged with delivering the express mail received a special type of bestellersstempel (delivery marker). The basic delivery marker frame was of the eight-sided type.

On April 26, 1915 the markers with the E.B. (E.B. = **Expresse Besteller**) text were delivered¹⁾. The first shipment contained 13 markers sent by the P.T.T's administrative office. (Illustr. 2) These markers were produced by the Royal Mint in Utrecht. On December 17 of the same year Amsterdam received an additional three markers, E.B. 14, 15, and 16.



Illustr. 6 Express letter sent from Hamburg (Germany) to Amsterdam; First delivery by mailman # 889 at 22.32 not successful. Redelivered next morning at 7 a.m.; 1927



Illustr. 7 Regular delivery marker (713?) used on letter to 's Gravenhage; 1921

These markers were mainly used by junior employees. In 1914 Amsterdam had 10 young men (ages between 15 and 23 years) charged with delivering the express mail. (Illustr. 3, 4) If deemed competent these youngsters could (upon completing their junior period) be promoted to reserve mail carrier and beyond that be hired as a regular mail carrier. (Illustr. 5)

The above mentioned markers were used (like the regular markers) as control markers. Although there were far few express letters than regular letters, possible control was still deemed necessary. The express markers were in use until March 1929. From that time on the express mail delivery was merged with the telegram service (telegraafdienst).

It should be obvious that not every postoffice had one or more of these express markers; most postoffices didn't handle enough express mail to warrant these special markers.

On the express letters to Amsterdam and 's Gravenhage one sometimes notices a regular delivery marker (in this case without a letter, since they weren't part of the regular A or B or C, etc. delivery schedule), instead of the E.B. marker. (Illustr. 6, 7, 8)

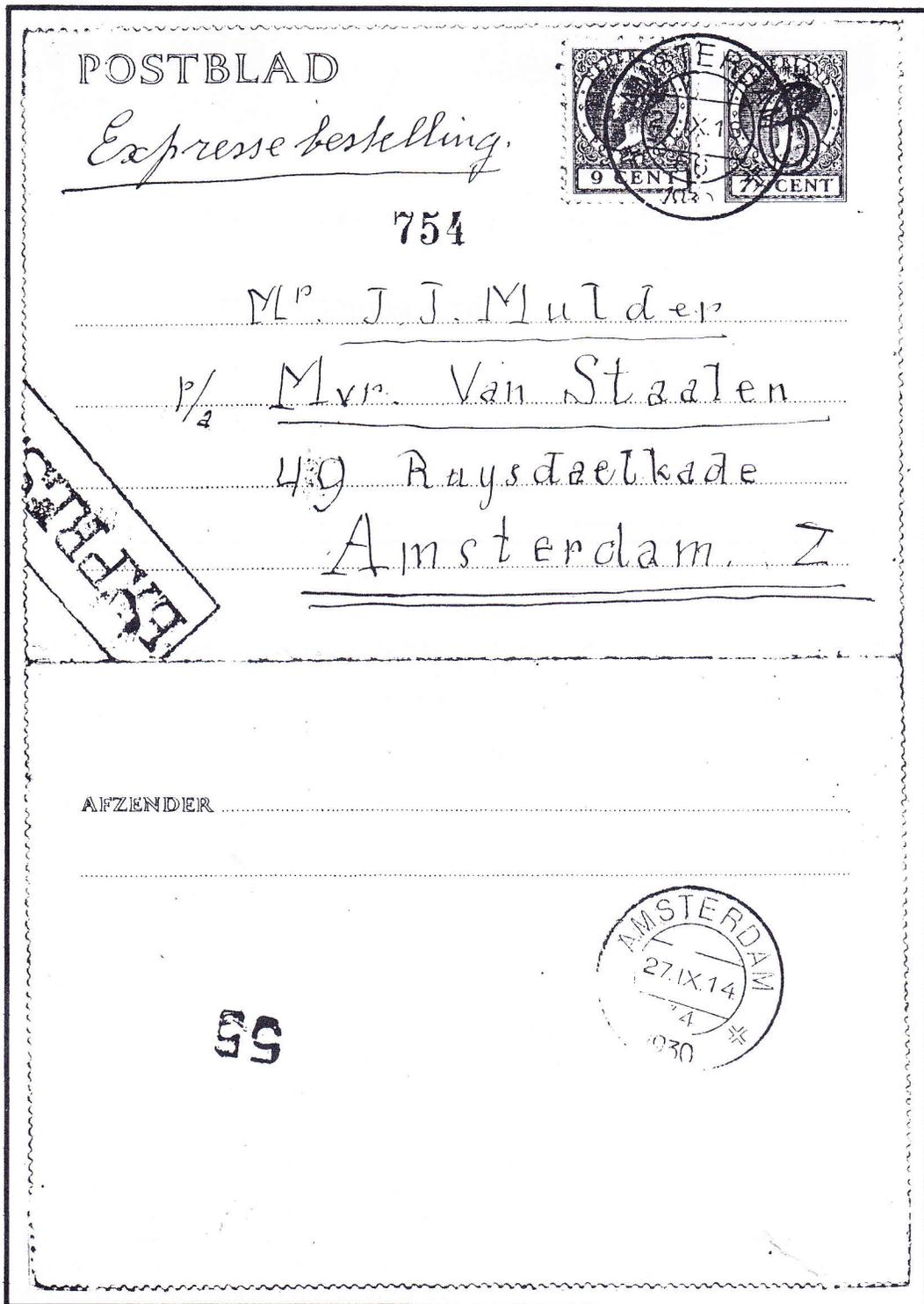
Of the 20 postal items with regular (i.e. non E.B.) delivery markers I have, one notices that invariably these were delivered in the early morning or late evening hours (refer to the arrival cancels on the item). These hours often coincide with darkness outside. Letters with E.B. markers delivered after 6 p.m. can only be found prior to 1919. Express letters had, upon receipt, to be delivered promptly,

unless they had come into the postoffice prior to 7 a.m. or after 10 p.m. Those letters were then delivered right after 7 the same, or next the morning. It was found to be inappropriate to have the 'youngsters' work early morning or late evening hours. Add to that the fact that youngsters weren't allowed to work more than 8½ hours a day and you'll understand that most deliveries during the early and late hours were done by the regular mailmen. One had also to consider the 1919 labor law (arbeidstijdenwet). For personnel under the age of 18 the main points of the 1919 labor law were:

- 1 No labor on Saturday after 6 p.m.
- 2 No labor on Sunday
- 3 No labor between 6 p.m. and 7 a.m.
- 4 Working hours not to exceed 8½ hours a day and 48 hours a week
- 5 When working more than 5½ hours, a half hour rest period should be given after maximum 4½ hours of work

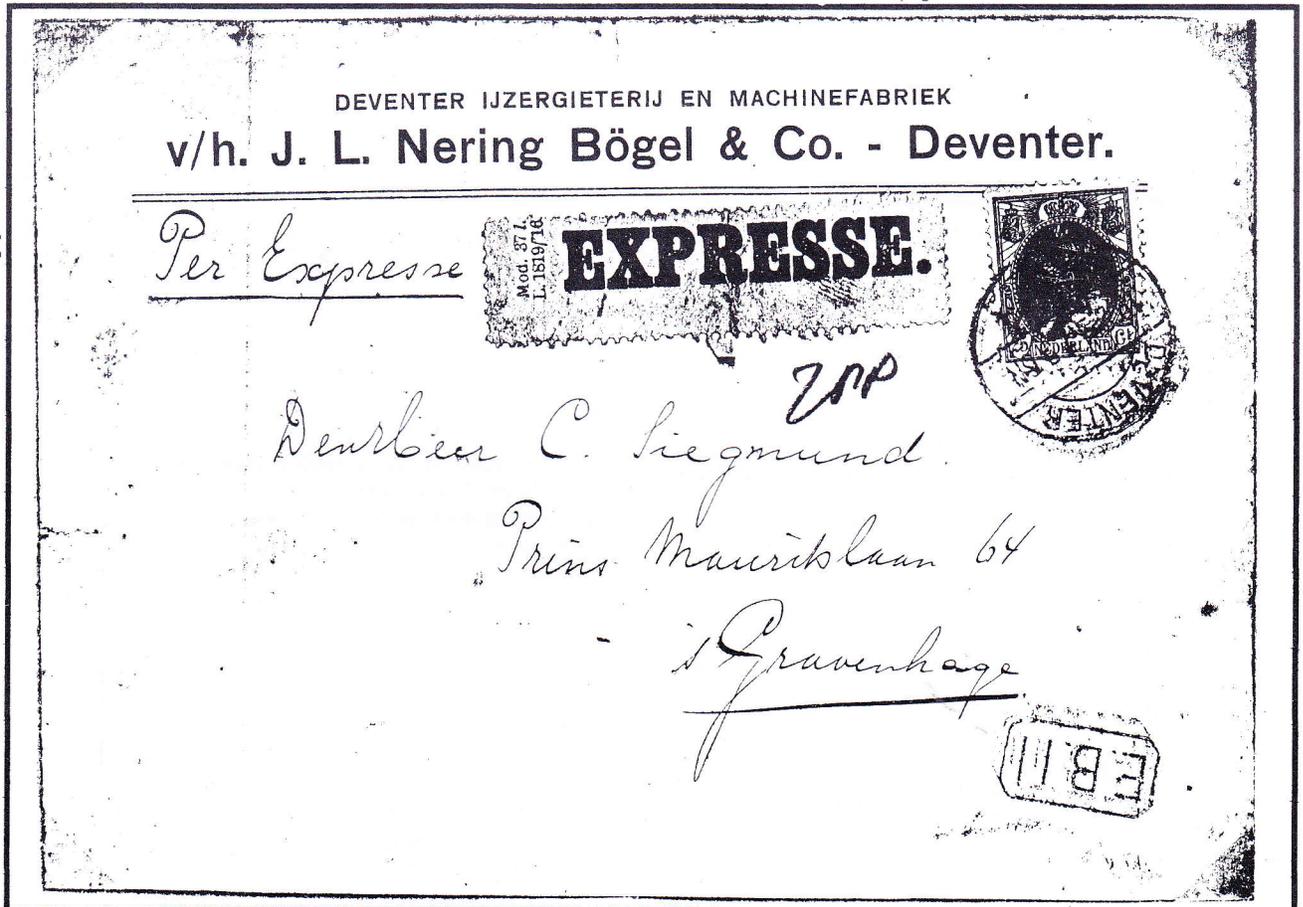
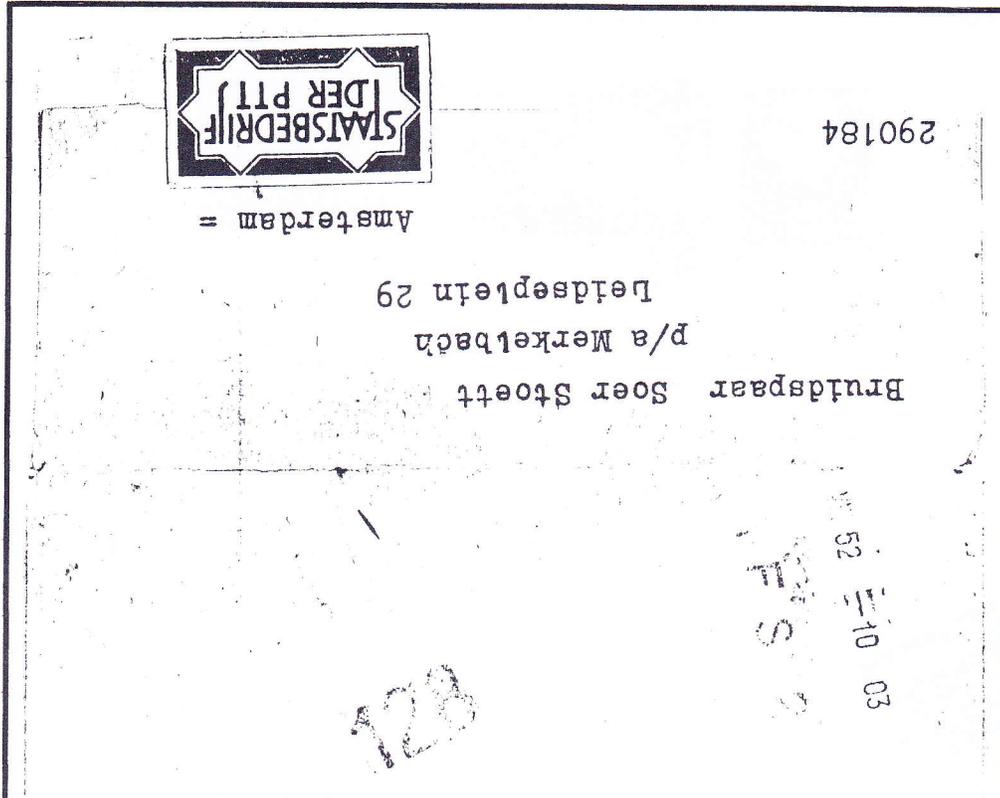
Regular mail carriers had to deliver the express mail that by law could not be delivered by junior personnel under 18 years of age. This meant that they had to deliver the early morning and late night (but not after 10 p.m.) express mail. The regular carriers didn't have express delivery markers (they were all assigned by name to the junior personnel), so they put their regular delivery marker (without a letter) on the mail.

Of the 27 E.B. marked postal items I have, 26 were delivered between 7 a.m. and 6 p.m., pointing out once again that especially late deliveries were made by regular mailmen.



Illustr. 8 Express lettersheet, using the numeral delivery cancel (55), Amsterdam; 1930
"754" is a registration number; a consecutive number to keep track
of the amount of express mail.

Illustr. 9 Local telegram, using the telegram delivery marker (128), but of a larger size, Amsterdam; 1952



Illustr. 10 E.B. cancel used in 's Gravenhage; 1917



Illustr. 11 Blue express cancel (20) used in 's Gravenhage, 1972

In Amsterdam, after the merging with the telegraph service in 1929, and until 1962, numeral delivery markers were used on express mail as well as on telegrams²¹. (Illustr. 9)

The 's Gravenhage postoffice too received 13 E.B markers of the eight-sided type; on February 14, 1916³¹. (Illustr. 10)

As the 1919 labor law was a federal law one can assume that the rules were the same for that post office.

The usage of the delivery marker was much shorter in 's Gravenhage than Amsterdam. Delivery markers for 's Gravenhage are not known after 1921.

Like telegrams, express mail should not be put into the mailbox of the addressee, unless the addressee has given permission beforehand, but even then the mail carrier had to ring the bell first.

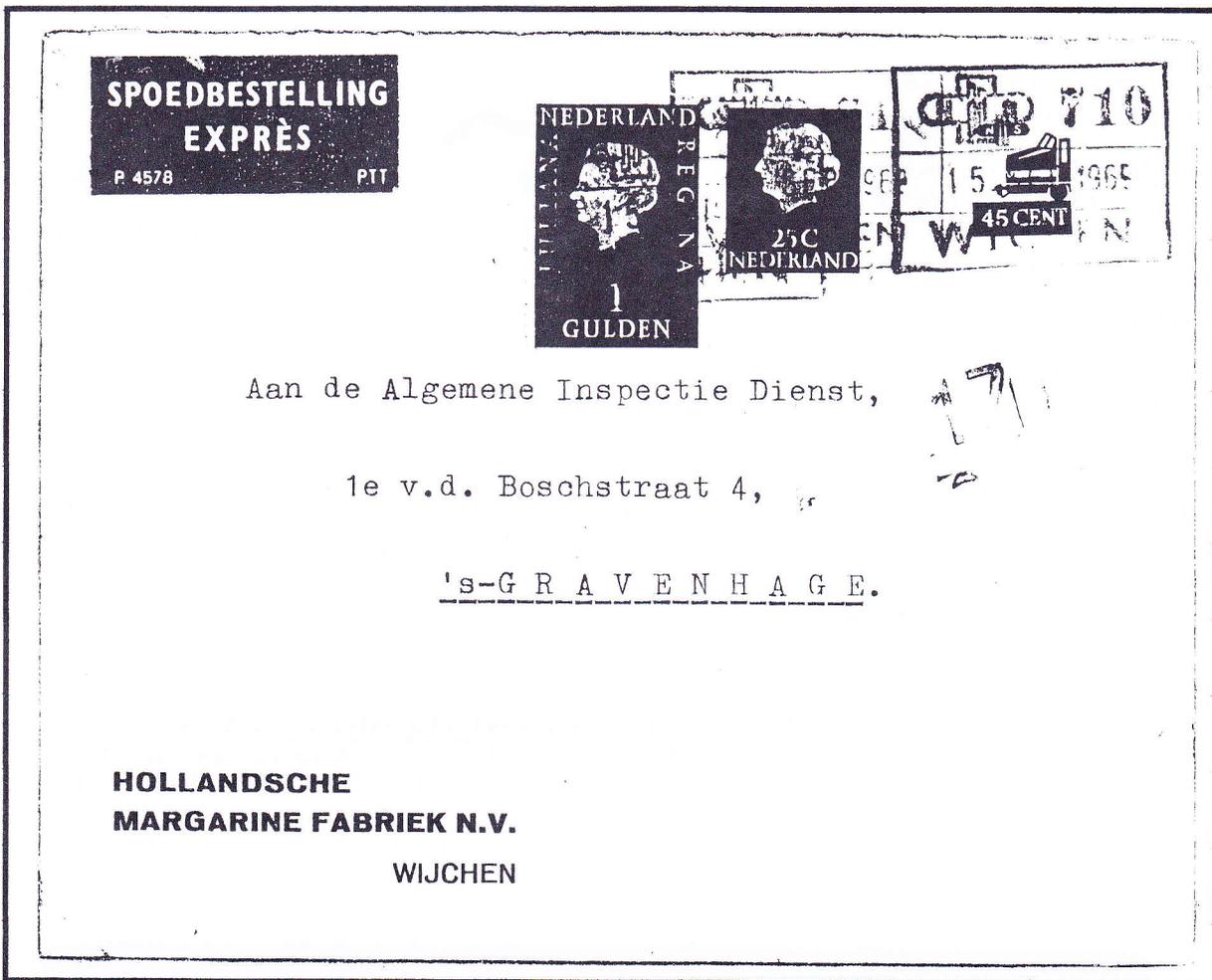
2. The blue express markers of 's Gravenhage

In 1967 the telegraph-express office in 's Gravenhage received numeral markers to be used for express mail. Every piece of express mail had such a cancel applied to it. It should be noted that only the people delivering the express mail received such a numeral marker, and that employees charged with delivering telegrams did not. This in contrast with what had happened in Amsterdam since 1929, where both the express mail delivery people and the telegram delivery people did receive such a numeral marker.

The size of the numbers of 's Gravenhage markers were 9 mm and they were used with blue ink. (Illustr. 11)

Of the 37 items I own I can fairly accurately deduct the time period these markers were in use. The earliest date of usage I found is May 17, 1967. The last date is May 18, 1972. The highest number marker I found is 22.

Occasionally one can find such a numeral cancel on a train-letter. One can conclude that these items were treated



Illustr. 12 Train letter sent 1969 from Wijchen to 's-Gravenhage, using the numeral marker (17); 1969 Rate is 25 cent for the letter, plus fl 1 for express delivery and a 45 cent 'train stamp' for transport by train.

as express mail, which makes sense since a train-letter per definition was a letter to be delivered promptly. (Illustr. 12)

Relocation of the telegram-and express delivery (TEB)

As a result of the reorganization of the telegraph- and express service in October 1972 the "Bestelling" department was relocated to the district postoffice. This marked the end of the use of the s-Gravenhage express markers. One should be able to find express markers for late September/early October 1972.

We know little about the construction history of these markers. The Royal Mint in Utrecht stopped making cancels in 1969, and it is unlikely that they, in this late stage of their existence, would have started making this type of cancel. I have not been able to find any correspondence about the production history of these

markers at the Royal Mint, Museum for Communication, the The Royal Archives, or the The Hague City Archives.

- 1) Cancel Books at the Museum for Communication.
- 2) "Postkontakt" Postal Employee Publication for the The Hague District; Volume 18, nr. 1, 1973
- 3) Cancel Books at the Museum for Communication.

Ref:

Werner de Moor, Les Jobbins; Netherlands bestellingsstempels, bestellersstempels, hoofdbestellersstempels and postbussorteerderstempels; the Netherlands Philatelists, Volume XXII, Number 4, July 1996.

P.C. Korteweg; Bestellerstempels, Stempelrubriek De Philatelist, page 309; Bondsdocumentatie-Centrum; 1991

The Waddeneilanden (The Dutch Shallows)

by John Van Rysdam

The inspiration for this subject came from a one dollar eBay purchase of a so-called "PTT Post Bijzondere Zegels Waddengebied" folder. The folder (mapje) was issued to celebrate the issue of NVPH 1268/69 on 8 June 1982.

Having a subject with such beautiful flora and fauna and beautiful landmarks one should have expected a somewhat different design than the Seagulls and Geese flying over the shadow of a person with some clouds in the background. But alas we all know that the PTT's design ideas are quite different from what us philatelists and ex-hollanders like to see on the dutch stamps.

The picture shows the cover page and the inside with the stamps, which are all nicely canceled with the at this time existing island post offices.

The "Wadden Eilanden" are the islands north of the provinces of North-Holland, Friesland and Groningen. You may also call them the Offshore Islands as their proximity is close to the mainland of the above provinces. In this article we will first explore the geography and nature of the islands, its importance on the early commerce of the country and then make a philatelic visit

to each individual island.

GEO 101

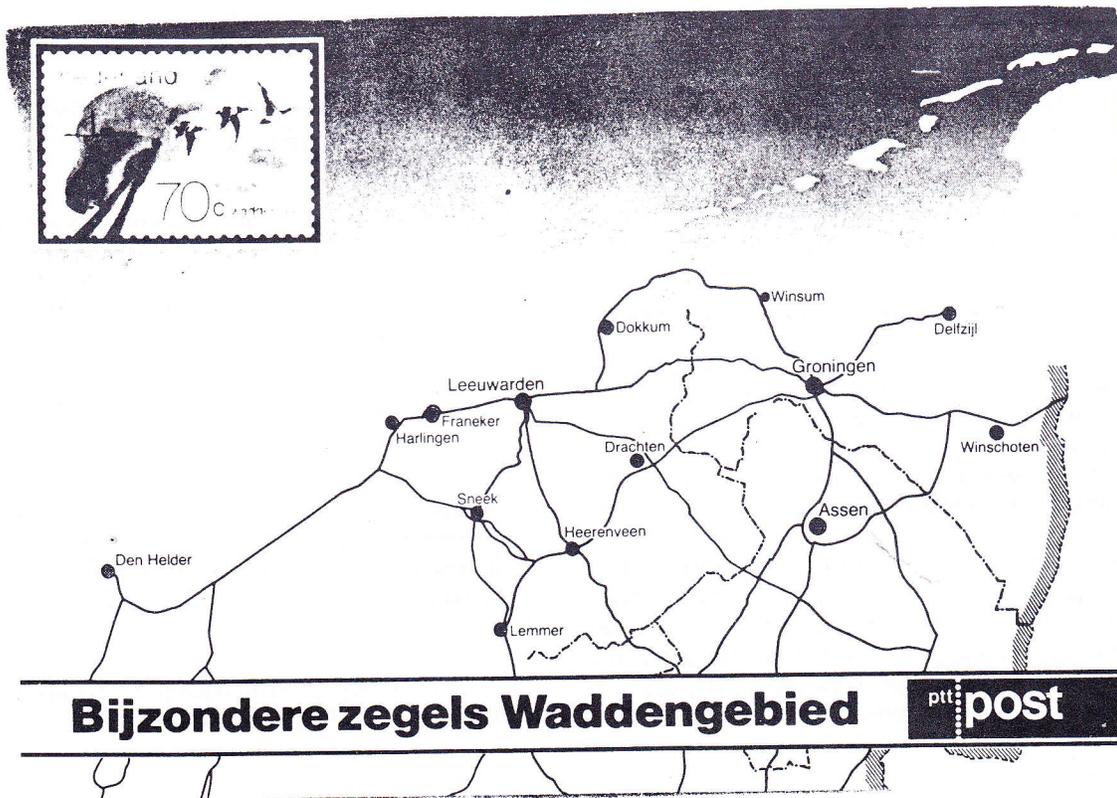
The Wadden Eilanden are an extension of the Dutch Dunes which protect the Lowlands from the dangerous North Sea storms. These sand dunes start in the southern province of Zeeland, extend themselves through the provinces of Zuid & North Holland to the Wadden Eilanden and even go farther into the areas north of the German coast, all the way to Denmark.

A WAD crosscut will show us:

1. The Offshore Island with its Dunes
2. The Wadden Zee (Sea) with its sand plates and channels
3. A clay zone outside the mainland dikes.

The approximate shore distances vary from 20 Km for Ameland to 50 km for Vlieland. The tides run every six hours and at low tide make the Wadden Islands accessible by bare feet but at high tide the water raises by 1 1/2 Meter at Den Helder to 3 Meters at the Dollard (N.E Groningen).

Because of the constant water movements the Wadden are a haven for all kind of shellfish and other small creatures, which in turn do attract birds and fish. All this





makes the Wadden a first class nature preserve, visited by thousands of vacationers from all over the world. For this reason and to protect the fragile ecology on the islands the Dutch government does enforce strict rules.

Those of us who lived in the Netherlands during the 1930's will remember the books by Cor Bruin "Sil, de Strandjutter" and "Arjen", which describe life and customs on the Wadden Islands around the 1900's.

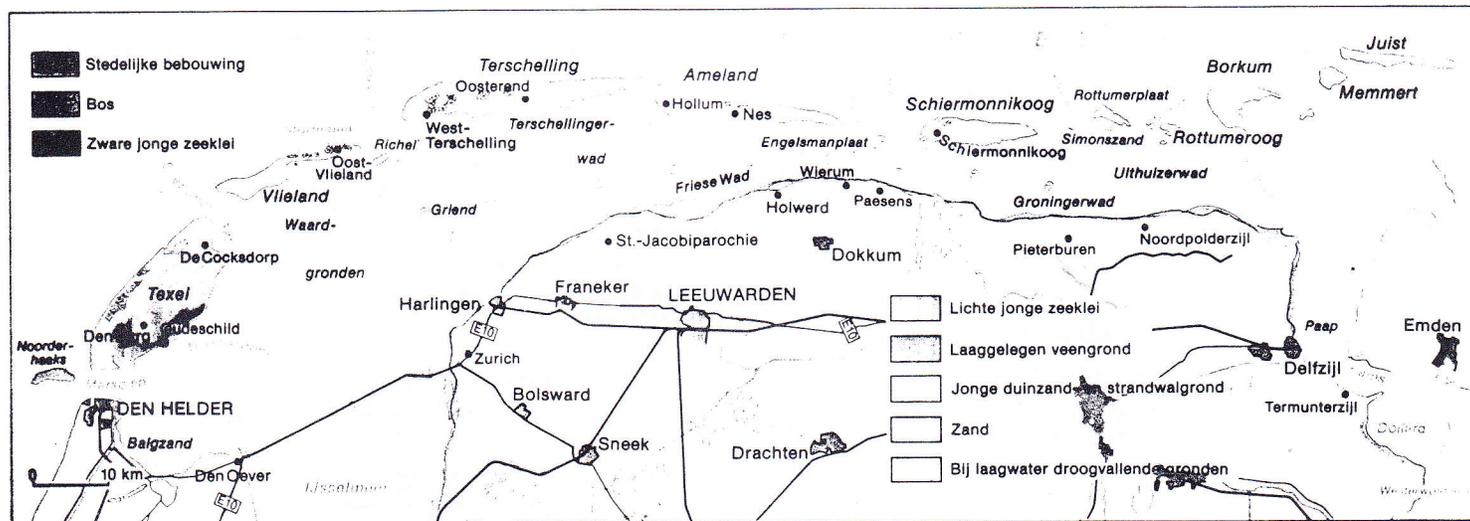
ECONOMICS

Not having the waterways Holland has presently, and the Zuider Zee still being open and connected to the North Sea, the dutch mercantile and whaling fleets often made

stops and anchored to replenish their water and food supplies at the Wadden Islands. Some larger ones even stayed around the Texel-Vlieland-Terschelling islands and had their merchandise transported to Hoorn and Amsterdam by smaller vessels. For this reason we find letters being dispatched from the ships to the island postoffices and from there to the mainland. This goes back as far as the years: 1783, 1798 and 1809 from Vlieland as described in Korteweg Chapter I Subchapter II under 20, 20a and 20b.

PHILATELY

On our philatelic journey we will visit each one of the islands and show its Post Office towns and cancels. As not



Vlieland.

20 Vlieland

1783

Vlieland

20a Vlieland
1798

Vlieland

20b 1809

many of us have original Wadden Post letters in their collections we will draw heavy on Korteweg and Vellinga for copies of these early cancels.

TEXEL

Texel is by far the largest and most well known of the Wadden Islands.

Its proximity to the naval base in Den Helder and its short ferry ride to the island make it a popular vacation spot. It was here at Oudeschild that in the 1800's ships lay at anchor to take in provisions, water and mail.

In the early ages it was connected to the top of Noord Holland and Roman remains have been found on the island.

It was here that in 1945 at the end of W.W.II hundred Russian-Georgian prisoners of war revolted against the Nazis and got executed.

The major towns on the island are: Den Burg, Den Hoorn, Oudeschild, Oosterend, and De Cocksdorp.

While writing this article I did read the excellent articles by Frans B. Leijnse in the ASNJ Journals Vol. 24 No. 3 and Vol. 25 No. 2 As Mr. Leijnse is the expert on Texelse Post I will not even try to compete with him and refer the Journal reader to study this fine article with its many never seen illustrations. Let this article be more for the general collector and in a condensed form show the whole realm of the Wadden Islands Mail.

TEXEL CANCELS

The first cancels showing the Texel name are the so called "STUIVERS PORT"(Nickel Postage). This postage had to be paid on delivery of the mail at the Amsterdam station. The Texel cancels are similar to the Amsterdam cancels but have in stead of the shield a Lion with the letters A(Amsterdam), T(Texel) and P(Postage). Korteweg lists them under chapter 10 No 5 and 5a



5 A(msterdam) T(exelse) P(ost), gebroken
rand

1754—1770



5a zelfde letters, verslijtend stempel. volle
rand

1766—1804

For sailors there was a special 3 Stuivers rate with the T(Texel)3 ST(stuivers). They are listed as Korteweg K-14 No. 1 and 2.

TEXELSE POST

T(exel) 3 ST(uiver), tarief voor matrozen



14

1 8-kantige lijst 1790--1792



2 ander stempel? 1794

As already described in Mr. Leijnse's article and also in my article in the Journal Vol. 21 No. 2 about the French Departmental Markings on Dutch Mail during the French Imperial Period of 1810-1814 the French occupiers entered their system also in the Netherlands and Texel was given the Department Zuiderzee number of 118 and P 118 P

118
TEXEL

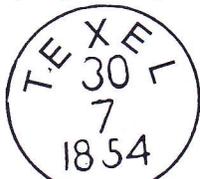
P. 118 P.
TEXEL

After the French left after Waterloo, the first thing the Dutch Postal System did was remove the dreaded department numbers and using just the name part of these cancels. Korteweg lists those cancels under No. 21 and later in Chapter 12 under the Distribution Offices as No. 41, while Vellinga lists them under No. 18 and 20.

TEXEL

TEXEL

It was not till 1854 when we start seeing the Round cancels. The type is referred to as: Large Round with Year cancel. Texel received hers on 1 JUL 1861 and is listed as K-45 or V-40, followed in 1865 with a Branch in the circle (Takje cancel) K-50 and V-47

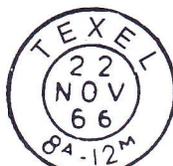


V 40



V 47

In 1870 a new cancel was introduced with the 2 Hour markings in the bottom of the circle; it was named the Normal Two letter Cancel and listed as K-53a and V-50 Although some towns did not receive this cancel till 1878 Texel received theirs already in 1870.



V 50

1854 was the year the FRANCO HALF ROUND cancels were introduced. Texel did not receive hers until 12 APR 1861 and could only use it for PRINTED MATTER mail without postage stamps; K-57 and V-39.



V 39

In 1866 a new cancel was issued for "Aangeboden Drukwerken" (Delivered Printed Matter Mail). It was called FRANCO WITH SMALL BRANCH and Texel received hers in 1869; K-59 and V-51.



V 51

As used stamps were washed and the cancels removed these stamps were sold for re-use. To stop this illegal practice the Post Office came up with a cancel of which the dots slightly perforated the stamps, making recycling impossible. Each Postoffice received its own town number and Texel received No. 103 in 1869; K-60 and V-52.

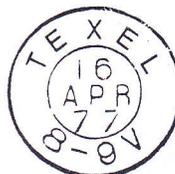


V 52

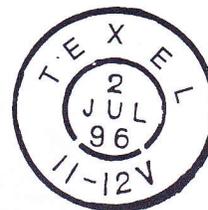
1 SEP 1850 the HULPKANTOREN (Sub- Offices) were established. These Offices collected the mail and delivered it to the Main Postoffices in their districts. The HULPKANTOREN could only cancel the letters on the backside with K-61 or V-58 which changed in June 1865 at which time canceling on the front side was allowed. Texel received hers in 1850. Later installed Hulpkantoren received a slightly different type face cancel known as K-64.

TEXEL

As Korteweg does not go beyond 1870 we will from the later cancels only mention the most well known as the KLEIN-ROND (Small Round) and GROOT-ROND (Large Round); V-54 and V-98, and TYPENRADER (type-wheel) V-180, which were all used on the island of Texel. A more modern cancel shown here was canceled in Den Burg, Texel's main town.



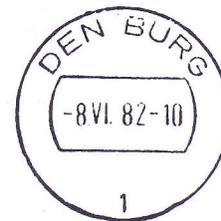
V 54



V 98



V 180



Special mentioning need the cancels for the UYTZEE cancels used in Texel around 1816; K-182.

UYTZEE

182 UYT ZEE (Texel) 1816, 1832
(praaischippe 1855)

Also the TELEGRAAF (Telegraph) cancels used by the RIJKSTELEGRAAF per 1 Dec. 1852. All town cancels were in manuscript and are found in the colors: Blue, Green, Black. The Telegrams went by mail to the nearest Telegraph Office and then wired to the closest Receiving Office, and then by mail to the end point or if further, by boat or messenger. The cancels are listed as K-210.

Texel

VLIELAND

The Island of Vlieland was given to the Cloister of Harlingen in 1237 by Count William the Second of Holland. It functions as a gulf barrier to protect the coast of Friesland. The Village of West- Vlieland disappeared in the flood of 1730. The population's main source of income was whaling. Philatelically Vlieland was important as it was close to Texel where many of the large ships harbored to take in provisions, water and send mail back and forth to the mainland.

The major town is: Oost Vlieland.

Its lighthouse is shown on a stamp of the Dutch Light House Set of 1994 no. NVPH 1622.



VLIELAND CANCELS

On account of Vlieland's position on the main shipping line we find several early manuscript cancels.

Under Ch. 1 Korteweg lists no. 20 issued 1783, no. 20a issued 1798, and no. 20b issued in 1809.

Vlieland. 20

Vlieland 20a

Vlieland 20b

Than in Ch. 12 under the Distribution Offices we find Vlieland as no. 41.

Vlieland Vlieland geschreven

Chapter 61 gives us Vlieland as a Branch Office cancel no. 61

VLIELAND

Vellinga lists also the Small and Large Round cancels of the island under V-54, and V-98 (Refer to the Texel chapter for the illustrations).

Vlieland too had a TELEGRAPH cancel; K-210 and the modern cylinder type cancel.

Vlieland



TERSCHELLING

Terschelling, which was then known as SCHELLINGE dates back to the 6th century and has also been mentioned in 1296.

The GROENLANDVAART (Greenland Whaling) made the island very prosperous.

It is also known that famous admirals like De Ruyter and Tromp did assemble their fleets and convoys at Terschelling. Well known explorer WILLEM BARENTSZ was born on Terschelling.

The major towns are: West Terschelling and Oosterend.

The BRANDARIS Lighthouse is shown on NVPH 1620.

Portraits of Tromp on NVPH 420 and de Ruyter on NVPH 412, the TBC set 87-89 and on 693-4 and 1089. Willem Barentsz is shown on NVPH 1695 and the whaler named after him on NVPH 690.





TERSCHELLING CANCELS

If it was on account of the Whaling or its size and population we don't know, but Terschelling shows next to Texel the most older cancels of all the islands. It starts with the manuscript cancel under Korteweg' BIJKANTOREN (Branch Offices) with no. 27 mentioning Terschelling as a bijktr.(branch)of Amsterdam. This cancel was known from 1810-1811.

Terschelling

27 Terschelling 1810—1811
(bijktr van Amsterdam)

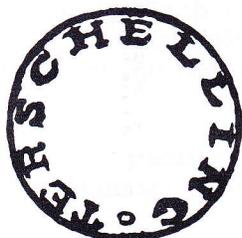
Then in Ch. 12 under no. 41 we find several Terschelling manuscript cancels.

Terschelling

Terschel(ling) geschreven



Terschelling stempel



Terschelling stempel

TERSCHELLING

Terschelling onregelmatig stempel

K-60.V-52 shows the Terschelling cancel with the Number cancel 222.



#222 Terschelling

Under Branch offices we find Terschelling as no. 61 with the Long Name cancel.

TERSCHELLING

Vellinga mentions the Small Round V-54 and 98 and Large Round Cancels V-166 (Refer to the Texel chapter for the illustrations), and the modern cylinder type cancel.



✓ - 166



Korteweg also shows several interesting special Terschelling cancels.

*Marine
geschreeven*

170c (Terschelling)

1837 geschreven. v.

*per Schellinger
beurd Schipper
den 23 September 1789*

217

Amsterdam—Wester Schelling, 23 Sept. 1789
„per Schellinger beurd Schipper”

III. Postboten, blz. 264

Schellinger B&A

(Harlingen-Terschelling)
1811, stempel 21 Harlingen
(Chase)

219

Terschelling too received a TELEGRAPH cancel K-210 in 1879.

AMELAND

The island of Ameland was first mentioned in the 8th century. Here too whaling was the main source of income.

The major towns are: Hollum and Nes.
Its lighthouse is shown on NVPH 1621



AMELAND CANCELS

Ameland, as Schiermonnikoog, was farther removed from the shipping activities and as such did not play such a historic role in the early postal history.

NES on Ameland shows up under the K-61 Longname cancels and the V-54 & 98 Small and Large Round Cancels (Refer to the Texel chapter for the illustrations). Nes also used the modern cylinder type cancel.



AMELAND

K-61

I assume that later the mail went by boat to the mainland and was handled from there.

SCHIERMONNIKOOG

The first occupants of Schiermonnikoog were the Cistercian monks which lived around the 15th century.

The island took its name from them the SCHIESE or GRAY MONKS, named after their gray habits.

The island has been sold several times to influential families until in 1945 the Dutch Government took it over.

Large parts of the island have disappeared during the North Sea storms, which could, on account of the shallow drafts, be very dangerous.

The only town on the island is Schiermonnikoog.

SCHIERMONNIKOOG CANCELS

Vellinga mentions the Small Round V-54 and 98 and Large Round Cancels V-166 (Refer to the Texel chapter for the illustrations), and the modern cylinder type cancel. We also find Schiermonnikoog as no. 61 with the Long Name cancel.



IJS VLUCHTEN ICE FLIGHTS

One of the handicaps of living on the Wadden Islands was the isolation during the icy winter months. Boats could not make it to the islands and the ice was often too dangerous to make the crossing by carriage or car.

For several years the Dutch Government and Army, with the help from the KLM (Royal Dutch Airlines), had to assist the postoffice in flying in the mail and supplies to the isolated inhabitants. Jan Boesman in his book "Postvluchten" (Mailflights) lists those flights in Chapter VI starting in 1929.

Planes had to land on the island beaches or on make shift landing strips and mail was handled with or without airmail labels and at the standard surface rate.

The planes used in the 1929's were Fokker J-7a planes.

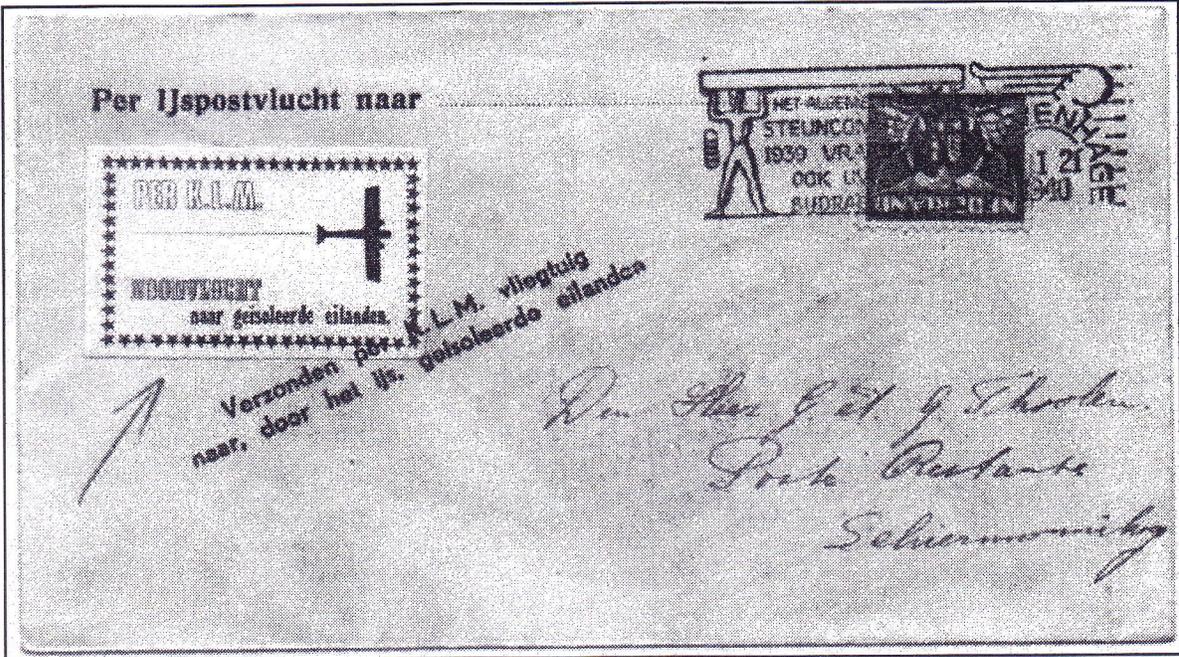
A later and more updated listing of the IJSVLUCHTEN is given in the Airmail Catalog issued by the Vliegende Hollander (the Dutch Airmail Society) under Chapter H Icemail Starting in 1922 till 1976 which period covers over 150 ice flights and also include some Non-Wadden flights. The TSchroots' (Mr. & Mrs.) in their Airflights and Airmail Encyclopedia do also show all the Ice Flights in detail.

References:

History and Geography:
Spectrum Atlas van de "Nederlandse Landschappen" (Atlas of the Dutch landscapes) by Spectrum Publications.

Erfgoed van Nederland (Heritage of the Netherlands) by Reader's Digest

Philatelic:
300 Jaar Postmerken van Nederland 1570-1870 (300 Years of Dutch cancels) by P.C. Korteweg
De Poststempels van Nederland 1676-1915 (the Dutch Postal Cancels) by O.M. Vellinga
Postvluchten, J. Boesman
Airmail Catalog from De Vliegende Hollander
Luchtvaart en Luchtpost Encyclopedia by TSchroots.



Postal Stationery with Make-up Stamps

by Jacques Spijkerman (translated by Ben H. Jansen)
 (Original version posted on: www.nvpvnijmegen.nl/Artikeleninhoud.htm)

Collectors of postally-used stationery have different opinions about the issue of 'bijfranking', i.e., the practice of attaching extra stamps ('make-up' stamps). There are purists who unequivocally refuse to include in their collection postal stationery items with make-up stamps. Others have no objections to stationery with make-up stamps. In fact, some consider their collection incomplete without such pieces.

This is partially a matter of taste, and partially a matter of collection design. For example, postal stationery with make-up stamps are indispensable in a collection showing postal rates.

We can safely assume that every piece of postal stationery had, at the time of issue, a valuation that agreed with its intended use. However, one cannot expect that, at

any given time, postal stationery is available for all destinations and all rates. Therefore, make-up stamps are a postal necessity. In addition, frugal as the Dutch are, they would never throw away any of those old cards and envelopes made obsolete because of a rate change. Rather, they would continue to use them with a make-up stamp.

Rate changes

Typically, a change in postal rates is in effect a rate increase. Hence, affixing an extra stamp can make the card or envelope comply with the new rates. The 25 cent red (Juliana Regina emission) postal card is almost always seen with a make-up stamp. The reason is that the card was issued in November 1971 to meet the new postcard rate. However, this rate was increased by another 5 cents in September of the following year. Figure 1 presents an example of this card, mailed in October 1972.

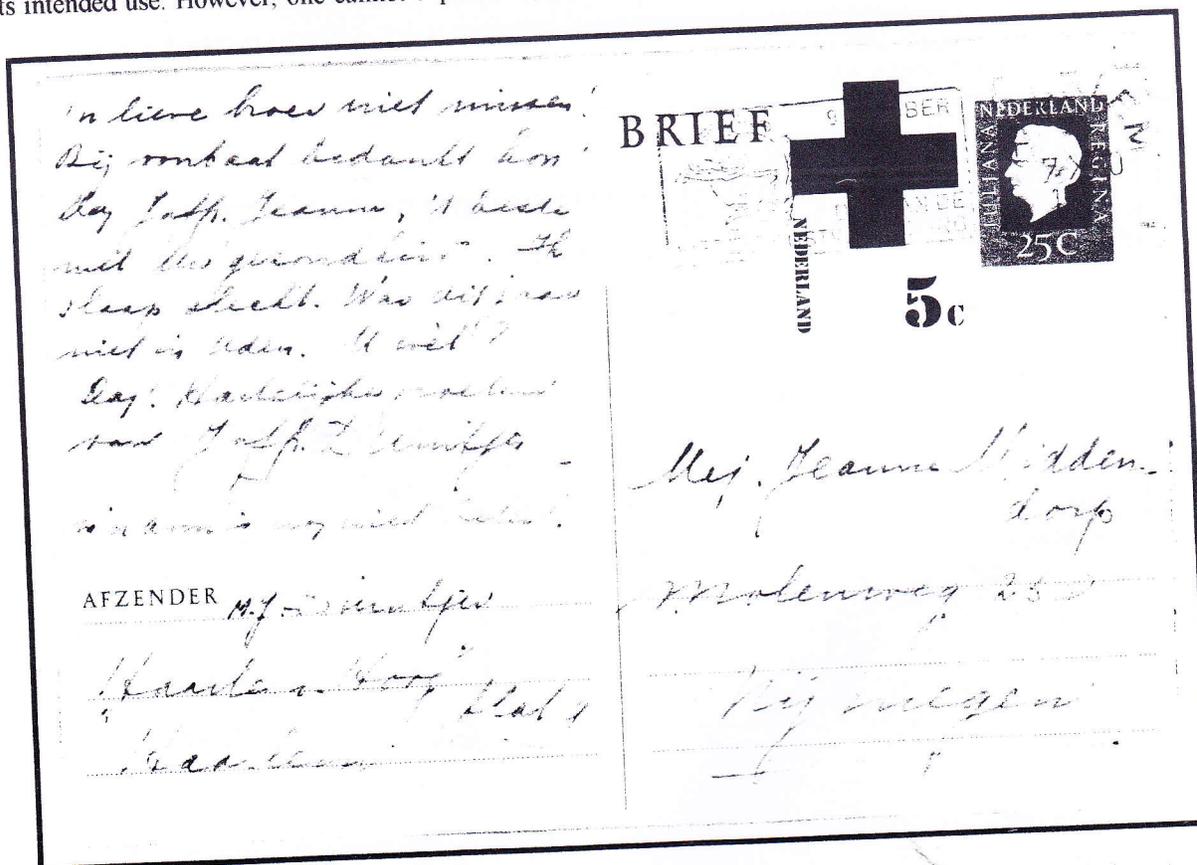


Figure 1: Postal card, 25 cent Juliana Regina, issued November 1971, mailed October 1972 with a 5 cent make-up stamp to meet the new in-land rate of 30 cents, which became effective in September 1972.

Some postal stationery has been sold with make-up stamps attached by the Post Office. Also, postal stationery exists with an imprinted make-up 'stamp'. The 'clearance issue' of the 'Van Krimpen' change-of-address card from 1964 shown in Figure 2 is one such case.

Unintended usage

One may use a piece of postal stationery for a purpose other than its intended use; the difference in postal dues can be made-up for by a make-up stamp. The first example (see Figure 3) is the imprinted envelope of the type

'Bontkraag', 5 cent rose. This item was intended for inland use, but the card shown in Figure 3 was mailed to

Belgium. A stamp of the same type and value was added to make up the rate difference.



Figure 2: This card with a 4 cent and a 1 cent imprint became obsolete as of July 1, 1964, when a 2 cent rate increase necessitated the use of yet another make-up stamp.



Figure 3: This item was intended for in-land use, but the card was mailed to Belgium. A stamp of the same type and value was added to make up the rate difference.

The second example (see Figure 4) illustrates the difference in rate between local and in-land use; a rate difference not known anymore. The post card 'Juliana en

face' 5 cent olive green was intended for local usage; mailing to another city required adding a 1 cent stamp (or using the 6 cent post card).

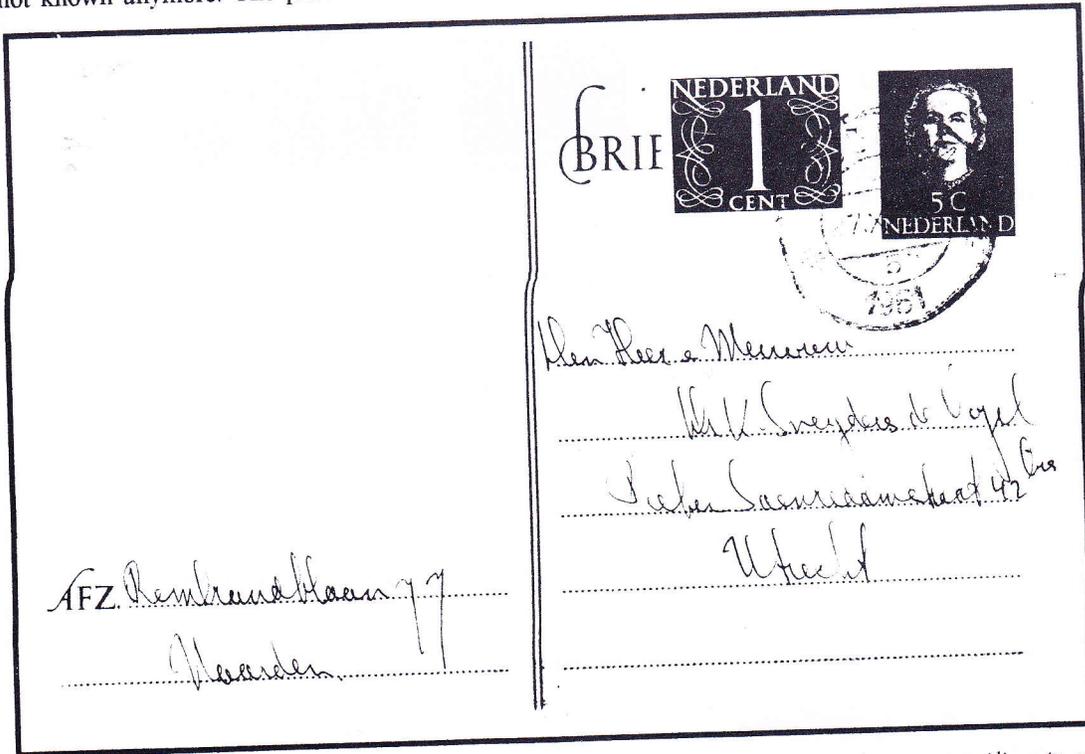


Figure 4: The post card 'Juliana en face' 5 cent olive green was intended for local usage; mailing to another city required adding a 1 cent stamp (or using the 6 cent postal card).

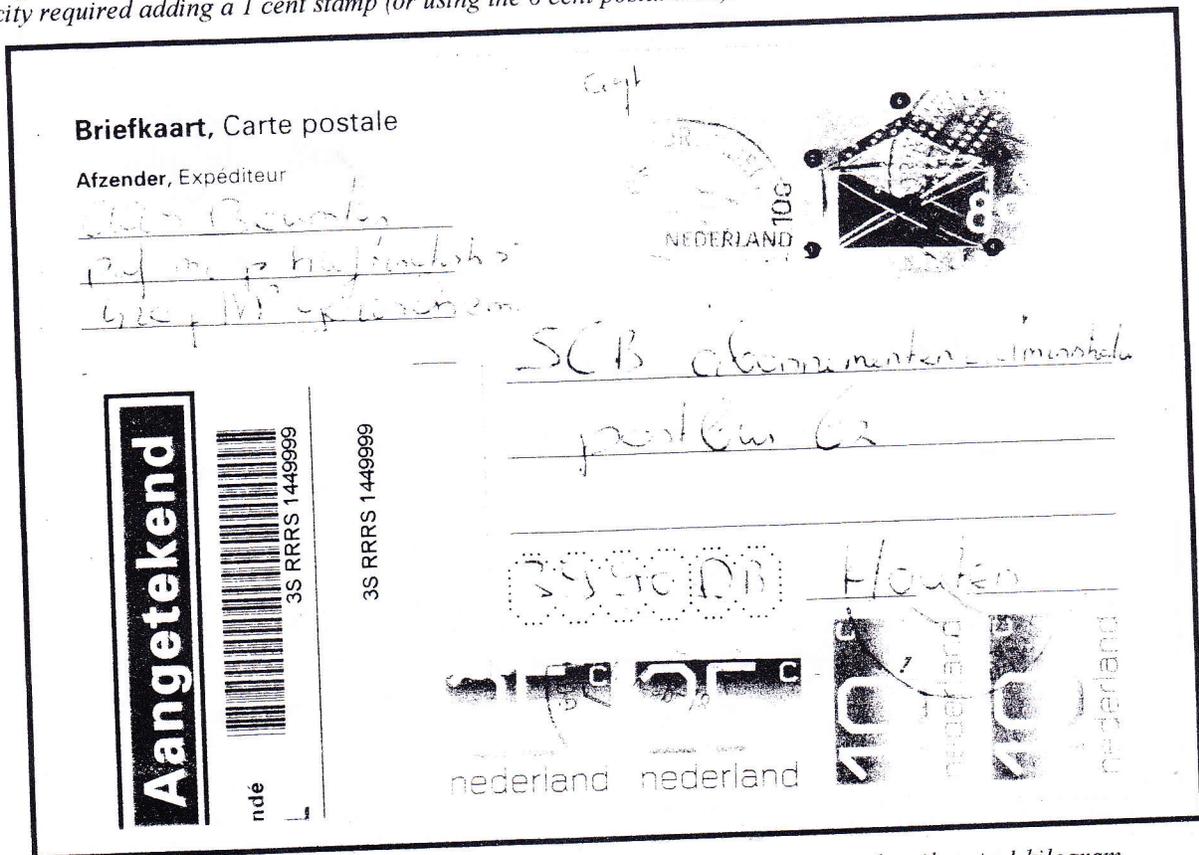


Figure 5: The Dfl 11.50 of postage represents the correct amount for registered mail up to 1 kilogram.

Additional services

Special services, such as registered mail or express mail, can apply to postal stationery as well. The special services rate was met through additional stamps. Cancellation of subscriptions is often done through registered mail, and can just as well be done by postcard as by letter.

The postalcard shown in Figure 5 is of the type 'ten for your letters', 80 cents, and was mailed in 1998. This card has Dfl. 10.70 (the Queen Beatrix 10 guilder stamp is hard to see) in additional postage, and the total amount (Dfl 11.50) represents the correct amount for registered mail up to 1 kilogram.

Small payments

In the past, the Post Office played an important role in business mail, and small payments were sometimes made

by using postcards. The addressee could go to the Post Office to get an amount in cash equal to the extra postage attached by the sender. By the way, the author of this article has not been able to find regulations concerning this practice.

The postcard of the type Juliana Regina, 40 cent, carmine rose, is presented as an example (see Figure 6). The card was mailed in March 1980 to 'De Klok' in Heerde, and Dfl. 2.00 worth of stamps were added. The sender writes 'I would like to receive a calendar,' and adds on the back the admonition 'Please as fast as possible.' A note on the front ('verz. 13-3', i.e., verzonden=mailed) suggests that the calendar was indeed mailed to the sender. By the way, the rates were increased to 45 cents on January 14, so it is possible that 5 cent of the additional Dfl 2.00 accounts for this rate increase.



Figure 6: The addressee could go to the Post Office to get an amount in cash equal to the extra postage (Dfl. 2 in this case) attached by the sender.

The good cause

Finally, a way of using additional postage probably familiar to most Dutchmen. There is a long tradition in Holland of solving puzzles for a variety of good causes. One writes the solution of the puzzle or quiz on a post card, and attaches additional postage for the good cause. Millions of guilders must have been donated over the years.

The first time this method was applied in the Netherlands involved a radio-puzzle organized on behalf of the National Crisis Committee in October 1933. The addressee could go to the Post Office to get an amount in cash equal to the extra postage attached by the sender. Participants had to use the special Crisis postal cards, and had to add at least 25 cents in order to compete for the prizes. Figure 7 shows the 5 + 3 cent surcharged postal card plus two Peace stamps of 12.5 cents each.

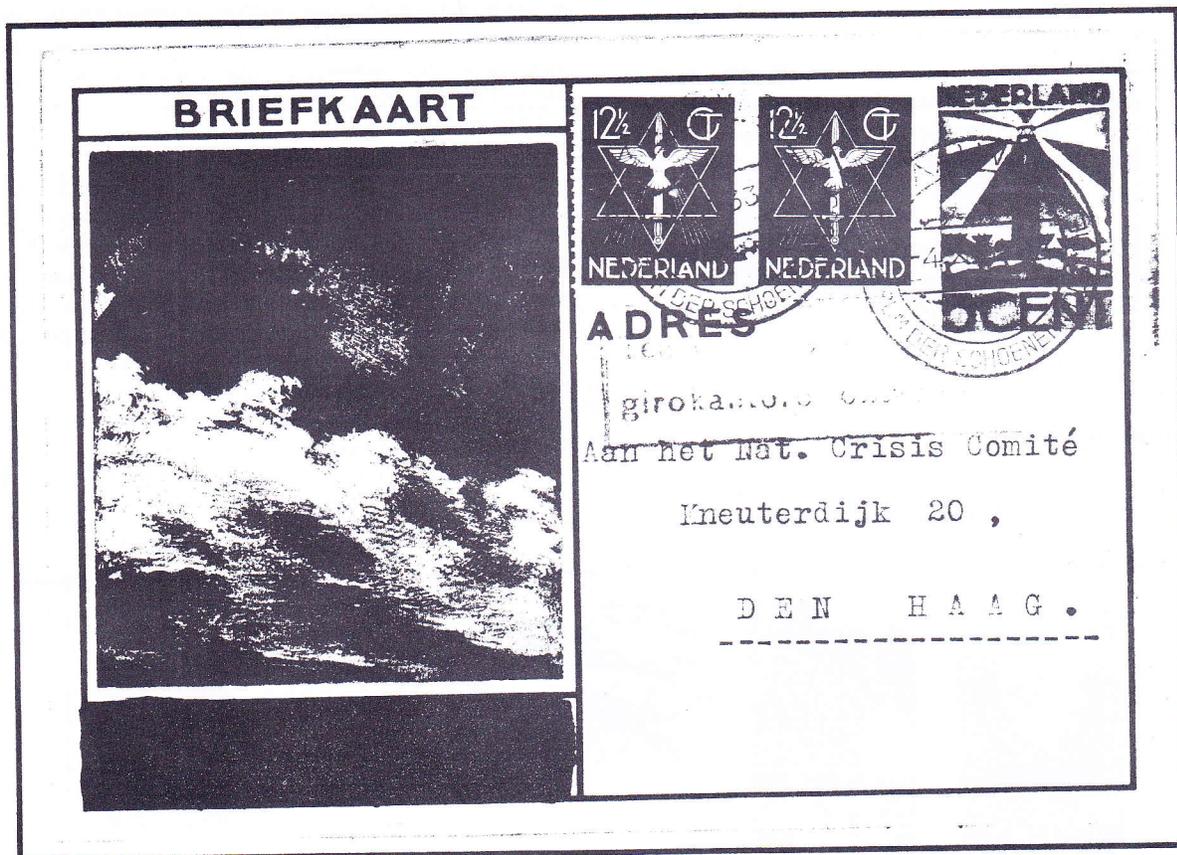


Fig. 7: Additional postage of 25 cents added to benefit the National Crisis Committee.

Postscript (by Ben H Jansen)

Translating this article reminded me of the item shown in Figure 8. This envelope was mailed in May of 1973, and it has a combination of a stamp and a cut-out imprint affixed to it to meet the 35 cents letter rate. In other words, an 20 cent imprint is used as make-up 'stamp'. I must

admit that this piece represents philatelic design-to-order, as I made and mailed the envelope to myself. The reason for doing so was an item I read in the newspaper announcing that it had recently become legal to use imprints in combination with regular stamps on regular envelopes.

SURINAM - The 1909 tête-bêche local printing, NVPH 58 and 59. An "epilog".

by Ed Matthews

I wrote an article on these stamps which appeared in Volume 25, number 3 of the ASNP Journal, stating that these were printed in two passes using a 50 subject plate, thus producing a sheet of 100 stamps, 50 of which are tête-bêche to the other 50.

At the time of the Amphilex 2002, I availed myself of the opportunity to visit the Museum for Communication (the Postal Museum of old) in the Hague on Thursday Aug. 29, explicitly a research day for "foreigners".

I was able to closely examine the three complete sheets the Museum has of this issue, and there is not a shadow of a doubt in my mind that they were printed from a single

50 subject plate used twice to produce a sheet of 100 stamps. All the small plate flaws one finds on one half of the sheet, occur in the expected places in the second half. Some of these flaws were less developed on one half than the other half, indicating that the half with the less developed flaws was printed earlier; clearly all the sheets were printed on one side, then the pile was turned to print the other side.

One of the sheets has the right half printed in a light red color, and the left half in a dark red color, something that would be impossible if these sheets had been printed in one pass.

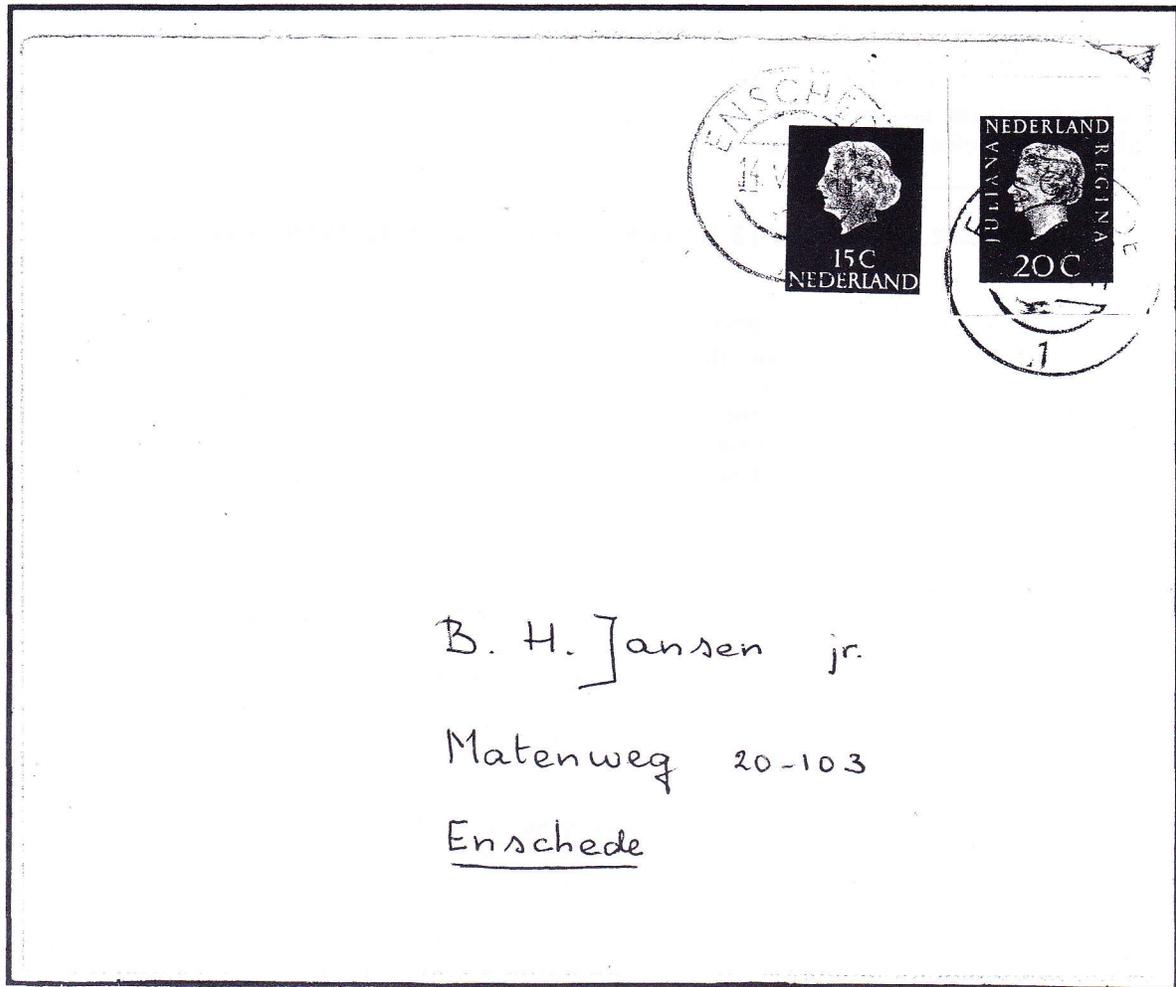


Fig. 8: A 20 cent cut-out imprint was affixed to meet the 35 cents letter rate.

Dutch East Indies # 10a (Another Comment)

by John Ultee

This article which was originally published in IBPN Vol.1 of July 1998 was rewritten as suggested by Hans Kremer to correct some errors and to reflect new knowledge from the comments of Frans Rummens and the article by Ed Matthews in ASNP Vol. 26/3 p.71-72 of May 2002.

Among the rarer stamps of the Netherlands Indies is the 12 1/2 cent gray William 111 stamp in perforation 12 1/2: x 12 (Scott 10a, NVPH 10F). During a visit to Fepapost '94 in The Hague I saw two copies of this stamp, one with a dealer and another prepared for auction. Both stamps were used with Medan cancels, and I do not recall whether they were well centered. In 1995 I acquired another copy of this stamp (APS certificate 100996) which was surprisingly different from the copies I saw the year before. This stamp is badly centered to the left, and has a

cancellation of SINGAPORE. Because of the difference in centering, I concluded that it must come from a different sheet than the stamps offered at auction. Not knowing much about the stamp production in those days, I went on to speculate that it must also occur in perf. 11 1/2 x 12, which was refuted by both Rummens and Matthews, because the old comb producing such a perforation had been abandoned long before the 12 1/2 cent stamps were printed.

Altogether there are at least nineteen # 10 a stamps known, two with early numeral cancellations of Weltevreden and Batavia, 13 with Medan cancellations (including a block of eight), two stamps with squared circle cancellations of Soerabaja and Makassar, and two with Singapore cancellations. What these towns have in common is that they are all coastal towns. It can be

concluded that the common source was a ship carrying one or more sheets of the abnormal perforation for the convenience of passengers mailing PAQUETBOAT letters. According to the rules in effect on Pacquetbot mail, ships could carry stamps of their own nationality for franking mail on board. The mail was then sent ashore at the next harbor to be canceled and sent on its way.

In view of the literature, the statement of R.A. Sleeuw that a total of four sheets or 800 stamps were perforated the wrong way does not seem so improbable any more. Most all of these stamps were included in the first shipment of a million copies, as judged by the cancellation dates.

Dutch East Indies - the 12 1/2 ct K 12 1/2 : 12 C of the 1870 issue - a sequel.

by Ed Matthews

Shortly after the appearance of the May 2002 issue of our Journal I received an e-mail from Dr. Louis, the expert emeritus of Netherlands philately in Germany. He had read the article about the Dutch East Indies - the 12 1/2 ct K 12 1/2 : 12 C of the 1870 issue with great interest and he sent me the notes on this stamp which he had gathered

over the years, much the same way as I had done, namely from auction catalogs.

His listing contained two stamps that were already in my list, all the others were additions which roughly doubles the number of known copies. The details follow below

Auction house	Date	Lot #	Postmark	Certificate
v.D	510	4091	(ME)DAN 51?1189?	NVPH
v.D	580	1404	stamp identical to lot 4091	
v.D	537	4293	MEDAN 28/8/1895	Hekker, Keiser
v.D	509	2065	MEDAN 5/8/1895	
v.D	572	4553	MEDAN 8171189?	NVPH, Muis
NPV	10/1994	2967	stamp identical to lot 4553 above	
v.D	525	2757	MEDAN 11/?/	Koopman
NPV	11/1976	644	stamp identical to lot 2757 above	
v.D	474	2884	MEDAN 8/8/1895 (identical to my list)	
v.D	510	4090	stamp identical to lot 2884	
v.D	535	1461	MEDA(N) 27171189?	NVPH
v.D	469	1565	SOERABAJA21/11/1896	NVPH (ident. to my list)
v.D	341	662	PASO(EROEAN)? ?1?118?	
NPV	1/1964	6515	MEDAN 211711?	
Postema 167		490	stamp identical to lot 6515 above	
O.P.	145	2222	MEDAN 6/8/1895	NVPH
v.d.Meij	27	368	MEDAN 3?/711? + langstempel	Muis

Dr. Louis listed two further stamps that he has doubts about:

Amphila 6/1977 5368 INDR(AGIRI) 1?/1?/18?
5369 unused with variety ~broken C" (!) neither stamp has a certificate of authenticity.

This gives us a combined total of 19+ stamps, including the block of 8 as a single unit, and not counting the doubtful ones.

If one uses the rule of thumb that 1 % or less of a current definitive issue is saved for posterity, then one could reason that there should have been at least 10 sheets

of the 12 1/2 ct K12 1/2 : 12 C, not just a couple of sheets. (1 % of a sheet of 200 = 2 stamps). The quantity of four sheets mentioned in Sleeuw's compendium is in my opinion much too low.

Thank you very much, Dr. Louis!