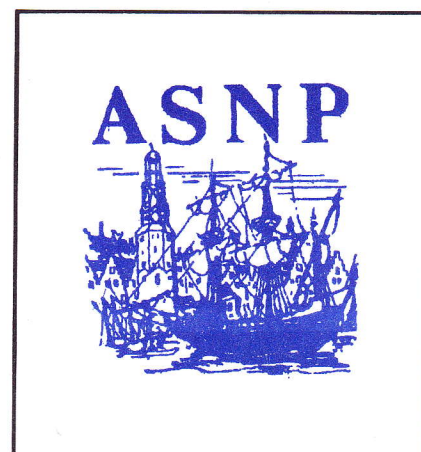


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From the Editor:

This is already the last issue of Volume 28 and I have put this issue together too without troubling Jan Enthoven. Again I had to go through the various articles at hand (and there aren't that many!) to see which ones to use to fill up the 24 pages allocated. Of course this doesn't always make for a nice mixture of subjects but I don't see another way of doing it. As is often the case with older covers, they don't always copy well. The authors and I have done our best, but you have to judge by what you see here how it came out. If anybody is knowledgeable about the printing process and is willing to help out getting better illustrations don't hesitate to get in touch with me.

The first article is by our Dutch representative Max Lerk and deals with the two types of Maarsbergen straight line trainstop cancels. The second article, by C. Vermeulen, covers the subject of the transportation of mail between the Netherlands and Belgium during WWI. It turned out that through diplomatic cooperation lines of communication were kept open. The article about Free mailing privileges for certain postal employees during 1811-1850 was the subject of an exhibit I saw at Amphilex 2002. I had copies of that exhibit in my hand for close to two years, but converting it into an article proved harder than I thought. Fortunately Mr. Wiersma published an article on this subject himself, and with Governor Ed Matthews doing the translating it saved me a lot of time writing it myself. To fill the last two pages I put together a short write-up on a cover I picked up for € 1 at Amphilex 2002.

I would like to take this opportunity to remind everybody that the ASNP will have a meeting followed by a dinner on Saturday August 14 in Sacramento, CA at the APS Stampshow. If you are planning on attending and have not been in touch with me before, please do so now in order for me to make the proper arrangements.

Hans Kremer

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Some Aspects of the Maarsbergen Trainstop (Halte) Cancel(s)

by Max Lerk

Introduction

'Vellinga' as well as 'Korteweg' (authors of the well known references on Dutch cancels) mention the issuance of the trainstop (halte) cancels to the so-called Expedition office of the Nederlandsche Rijn Spoorweg (NRS) and the Moerdijk Expedition office. The expedition offices were mail sorting compartments on board passenger trains.

This trainstop-cancel is a rectangular box in which the name of the town/village where the train stops is written. At these stations letters and parcels were put on the train (and taken off the train) and sent on to their destination. Because, at least until 1-1-1871, postal rates were calculated solely based on the distance traveled (as of 9-1-1855: 5 cent for 0 - 30 km; 10 cent over 30 km; for letters weighing less than 15 grams), it was important to know from where a letter was mailed. These rectangular cancels were issued for this purpose.

The cancels were not meant as obliteration cancels; the date and FRANCO cancels fulfilled this purpose.

Two Types of trainstop-cancels

There are two types of these cancels: with and without a dot after the station name.

a. Cancels *with* dot

MAARSBERGEN.

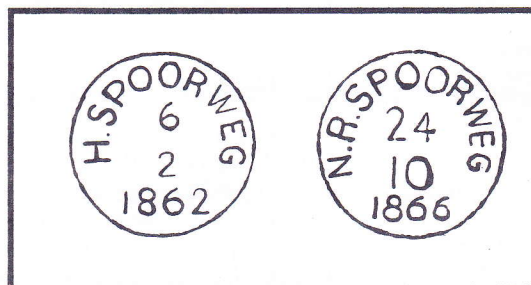
On February 6 1857 the Expedition office of the NRS received the rectangular cancels (*with* dot) Amsterdam, Abcoude, Vreeland, Nieuwersluis, Breukelen, Maarsen, Utrecht, Driebergen, Maarsbergen, Veenendaal (shortly replaced with Veenendaal spelled correctly), Ede, Wolfheze, Arnhem, Westervoort, Duiven, and Zevenaar. The same type of cancels had been distributed to the Moerdijk Expedition office, for the Moerdijk, Zevenbergen, Oudenbosch and Rozendaal trainstops.

b. Cancels *without* dot

MAARSBERGEN

Starting in 1859 cancels have been issued *without* a dot after the name. The Expedition office on the Moerdijk received these cancels February 1859 for the train stops at Moerdijk, Zevenbergen, Oudenbosch and Rozendaal.

It was during July 1859 that the mail handlers on the Hollandschen Spoorweg trains received the trainstop-cancels of Amsterdam, Leiden, 's-Gravenhage, Delft, Schiedam and Rotterdam. They also had received the 1855 date cancel of the Hollandschen Spoorweg and the N.R Spoorweg (Vellinga # 72; Korteweg # 45).



Korteweg # 45

February 1860: The Expedition office of the NRS received the new cancels (*without* a dot) for the line Amsterdam-Emmerich with the same names i.e. Amsterdam, Abcoude, Vreeland, Nieuwersluis, Breukelen, Maarsen, Utrecht, Driebergen, Maarsbergen, Veenendaal, Ede, Wolfheze, Arnhem, Westervoort, Duiven, and Zevenaar.

Later other trainstop-cancels were issued. A list of them can be found in Vellinga, page 75.

Collecting trainstop-cancels seems to be straight forward but it isn't always, as we will see. The collector should always be looking for postal pieces with these cancels since that is the only way the correct use can be determined.

As a collector of the 'Postal history of Maarsbergen' I'll discuss my experiences collecting the 'Maarsbergen' trainstop-cancels.

As you have read, prior to 1859 (for the NRS trainstops this is before 1860) the trainstop-cancels had a dot after the station name on the cancel. Guess what! I have letters in my collection with Maarsbergen cancels from that time that have **NO** dot. Neither Korteweg nor Vellinga mention the existence of such a cancel. How than is it possible that I have a lot of letters prior to 1860 with a 'Maarsbergen with a dot', as well as 'Maarsbergen without a dot' trainstop-cancel?

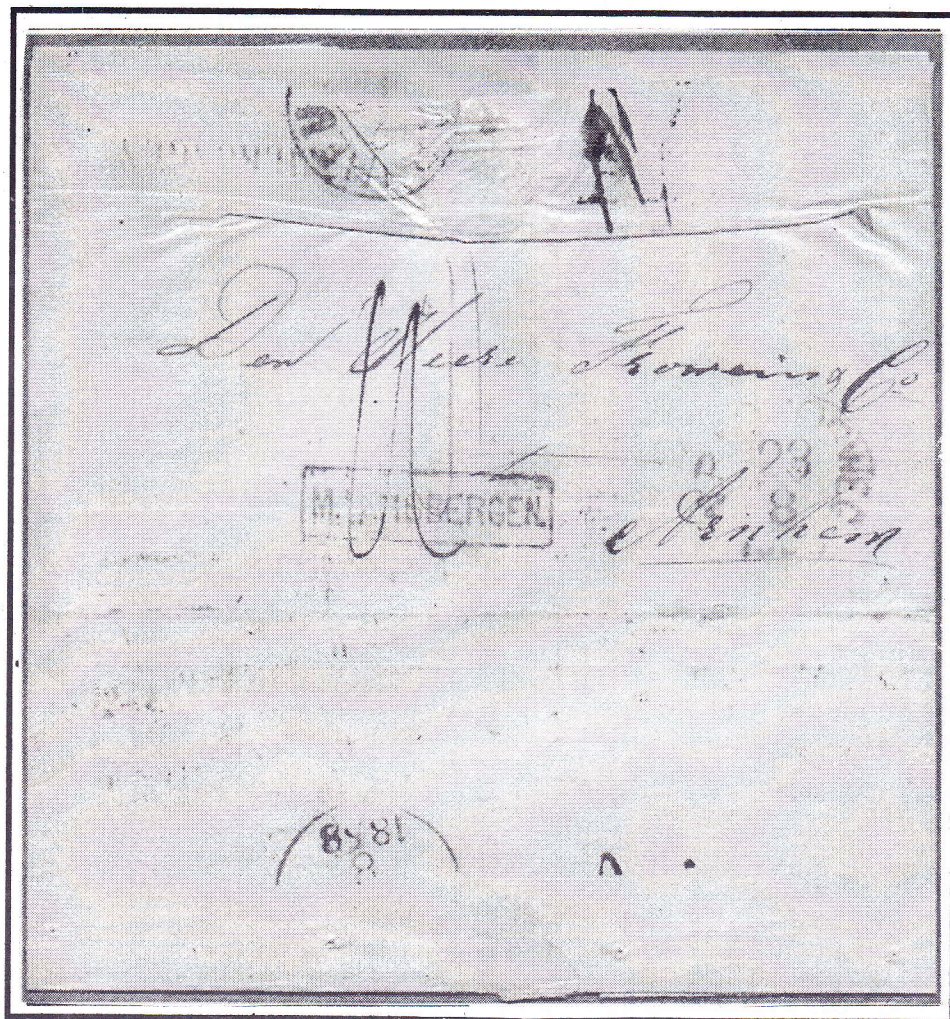


Fig. 1 Letter from Amerongen August 23 1858 to Arnhem. Trainstop-cancel **Maarsbergen** with dot. The rate of 10 cents is correct, since the distance between Amerongen and Arnhem is more than 30 kilometers.



Fig. 2 Letter, sent from **Rhenen** February 25 1857 to Arnhem. Trainstop-cancel **Maarsbergen** without dot. The rate of 5 cents is wrong, because Rhenen is more than 30 kilometers from Arnhem.

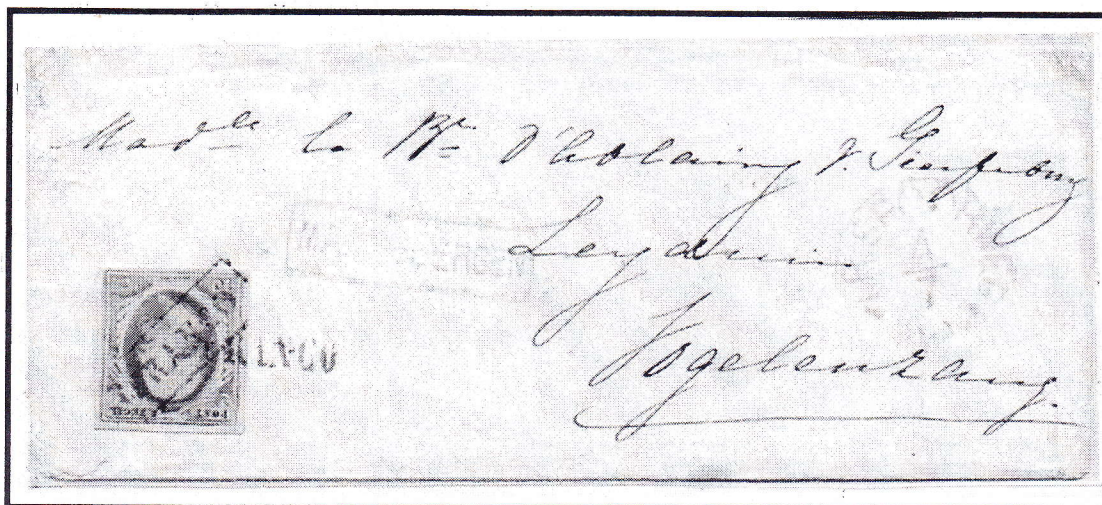


Fig. 3 Letter from Amerongen July 4 1857 to Vogelenzang. Trainstop-cancel Maarsbergen without dot. The rate of 10 cents is correct; stamp NVPH # 2a, plate III # 96. Cancelled with a black boxed FRANCO cancel and a blue FRANCO cancel without box.

Although Korteweg and Vellinga don't mention the existence of a Maarsbergen without dot cancel prior to 1860, the 'Spoor en Post' publication of 1979 states: "The cancels of 1857 were with a dot; except Maarsbergen."

The 'Stempelboek' in the Museum for Communication shows copies of these cancels as they were distributed on February 6, 1857, and indeed, 'Maarsbergen' is without dot.

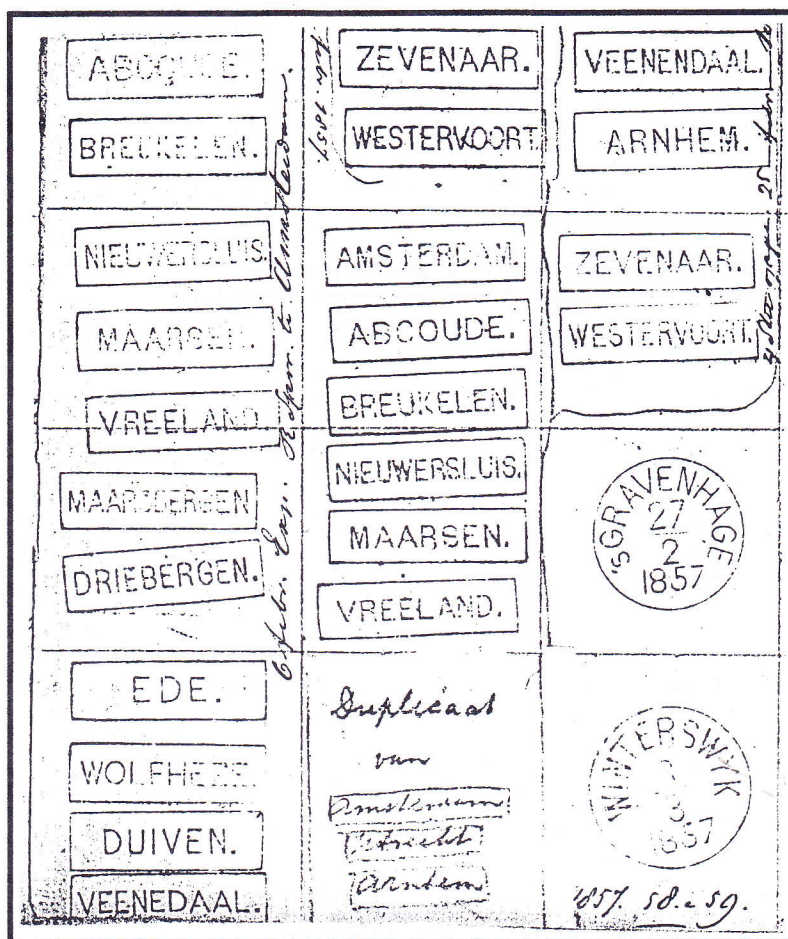


Fig. 4 Part of the 'Stempelboek' with copies of the first halte-cancels, including the 'Maarsbergen without dot' cancel.

Over time I have collected 49 letters with the Maarsbergen trainstop-cancel on it. The distribution of these letters is as follows:

	1857	1858	1859	1860	1861
With Dot		5		3	1
Without Dot	3	10	1	4	2

	1862	1863	1864	1865	1866
With Dot	2	2	1	7	1
Without Dot	1	1	1	4	

My earliest letter with this cancel is dated February 25, 1857, the latest one is of March 19, 1866.

How could there be a Maarsbergen with and without dot?

My explanation is the following: we collectors of cancels regularly speak about cancels as if there was only one cancel of each type/name issued. But what is the practice?

In our case we have to realize that there are probably at least six sets of every trainstop cancel, because in 1856 every day five trains ran from Amsterdam to Emmerich and the same number came from Emmerich to Amsterdam! If there was an expedition office on board each train there must have been more than one of these cancels.

(Zie n°. 305 van deze lijst).

VERTREK-UREN VOOR DE WINTERDIENST, 1855/56.											
RIJN-SPOORWEG.											
Van AMSTERDAM naar ARNHEM.											
Van Amsterdam.	Van Abcoude.	Van Loenen Vreeland.	Van Nieuwersluis.	Van Breukelen.	Van Maarssen.	Van Utrecht.	Van Zeist-Driebergen.	Van Maarsbergen.	Van Veenendaal.	Van Ede.	Te Arnhem.
U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.
7 45	8 2	8 10	8 20	8 27	8 35	8 50	9 7	9 21	9 41	9 51	10 20
12 15	12 32	12 40	12 50	12 57	1 5	1 20	1 37	1 51	2 11	2 21	2 50
6 00	6 17	6 25	6 35	6 42	6 50	7 5	7 22	7 36	7 56	8 6	8 35
Van ARNHEM naar AMSTERDAM.											
Van Arnhem.	Van Ede.	Van Veenendaal.	Van Maarsbergen.	Van Zeist-Driebergen.	Van Utrecht.	Van Maarssen.	Van Breukelen.	Van Nieuwersluis.	Van Loenen-Vreeland.	Van Abcoude.	Te Amsterdam.
U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.
7 25	7 49	7 59	8 19	8 33	8 55	9 5	9 13	9 20	9 30	9 38	9 55
11 50	12 19	12 29	12 49	1 3	1 25	1 35	1 43	1 50	2 00	2 8	2 25
5 35	6 4	6 14	6 34	6 48	7 10	7 20	7 28	7 35	7 45	7 53	8 10

Van ROTTERDAM naar UTRECHT.							
Van Rotterdam.	Van Capelle.	Van Nieuwerkerk.	Van Gouda.	Van Oudewater.	Van Woerden.	Van Harmelen.	Te Utrecht.
U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.
7 20	7 28	7 37	7 53	8 10	8 18	8 24	8 40
11 50	—	12 7	12 23	12 40	12 48	—	1 10
5 35	5 43	5 52	6 8	6 25	6 33	6 39	6 55
Van UTRECHT naar ROTTERDAM.							
Van Utrecht.	Van Harmelen.	Van Woerden.	Van Oudewater.	Van Gouda.	Van Nieuwerkerk.	Van Capelle.	Te Rotterdam.
U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.	U. M.
9 00	9 15	9 22	9 30	9 47	10 3	10 10	10 20
1 30	—	1 52	2 00	2 17	2 33	—	2 50
7 15	7 30	7 37	7 45	8 2	8 18	8 25	8 35

Fig. 5 NRS train schedule of winter 1855/6 from Amsterdam to Arnhem and vice versa.

If just one of the 1857 'Maarsbergen' cancels had been made *without* a dot by mistake and this one had been printed in the Stempelboek than the idea that Maarsbergen was an exception would have been discovered sooner.

Other cancels must have had the name *with* the dot, as can be seen by the five(!) 1858 letters I have in my collection.



Fig. 6 Letter from **Elst(Utr)** (between Amerongen and Rhenen) to **Arnhem** October 22 1860. Trainstop cancel **Maarsbergen** with a dot.

Other proof that there have been different cancels is the size of the boxes. 'Spoor en Post' mention the size of 28 1/2 x 8 1/2 mm for the cancels of 1857. However, comparing the various cancels, I've distinguished three types:

	Type I	Type II	Type III
a. Width box	33 mm	33.8 mm	32.2 mm
b. 'Maarsbergen'	30 mm	29 mm	28.5 mm
c. Distance last leg letter N and right vertical line box	ca 1.8 mm, 3 mm, and 2.8 mm respectively		

The cancel of type I is dated 1858, type II is dated 1860.

The seven trainstop-cancels *with* dot from 1865 that I have, all have the dimensions as mentioned under type III. A letter dated May 13 1865 shows the same cancel,

but the last E of the word 'Maarsbergen' has a sloping down lower leg. Could that be type IIIa?

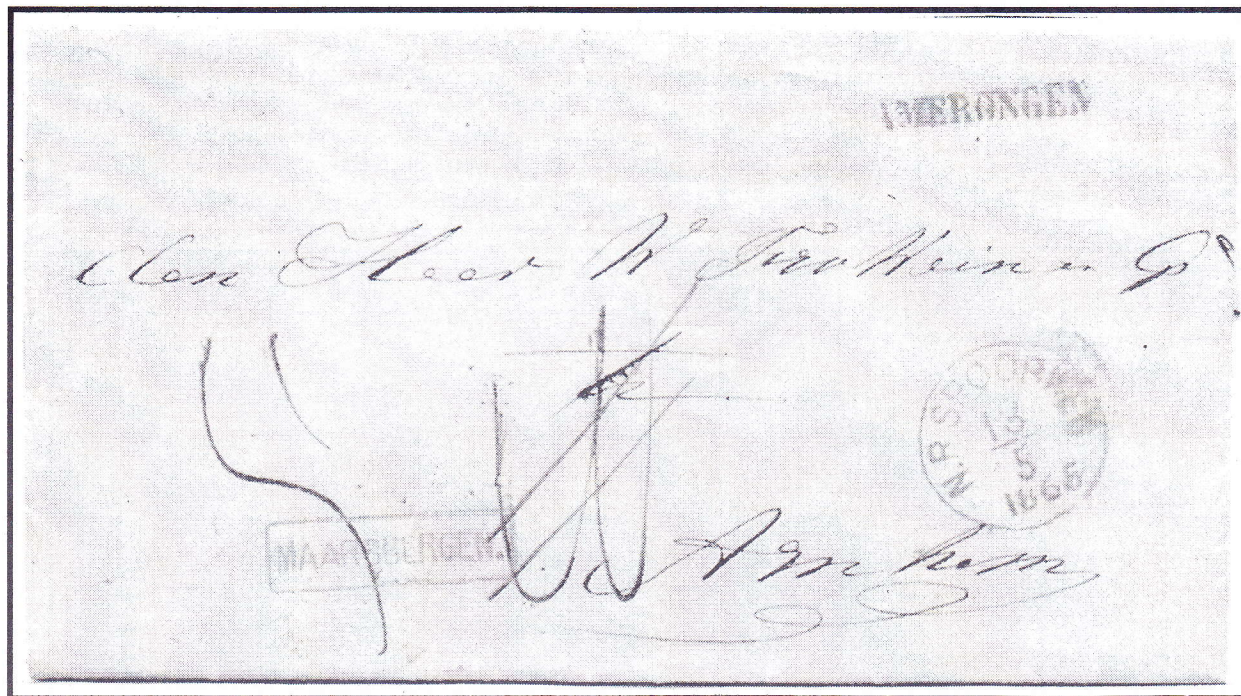


Fig. 7 Letter from Amerongen May 18, 1865. Trainstop-cancel Maarsbergen type IIIa. The cover shows an incorrect rate change from 10 to 5 cent.

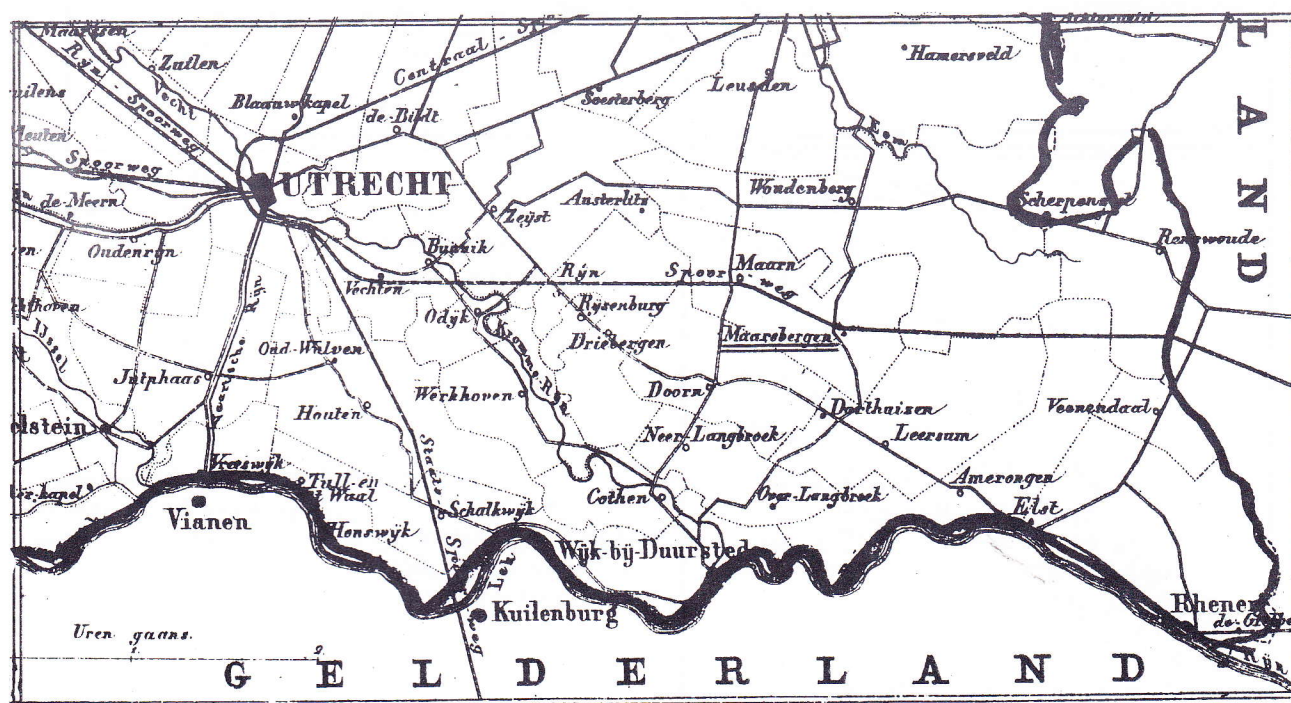


Fig. 8 Map of the Utrecht - Arnhem railroad stops. Note **Maarsbergen** on the line Amsterdam-Utrecht-Arnhem-Emmerich. South of the 'Utrechtse Heuvelrug' the villages Doorn, Leersum, Amerongen, (Elst), Rhenen are found.

An other aspect of collecting trainstop-cancels

As you have read, the trainstop-cancel tells you about the station *where* the letter was received by the expedition office and the date cancel of the expedition office tells you *when* the letter has been received. There always must be the combination of these two cancels.

On the letters shown sofar you've seen the combination 'Maarsbergen' and 'N. R. Spoorweg', which is the correct combination. However, sometimes

mistakes were made. Have a look at the letter dated June 17, 1864 (fig. 9). This letter is sent from Amerongen, brought on the train in Maarsbergen and sent to Driebergen. Instead of a cancel of N. R. Spoorweg you see the cancel of H. Spoorweg! How is this possible? The employee must have taken the wrong cancel when he left Amsterdam and he must have used this cancel on the route Amsterdam - Emmerich and also when he came back to Amsterdam. Keep your eyes open for more of these mistakes.

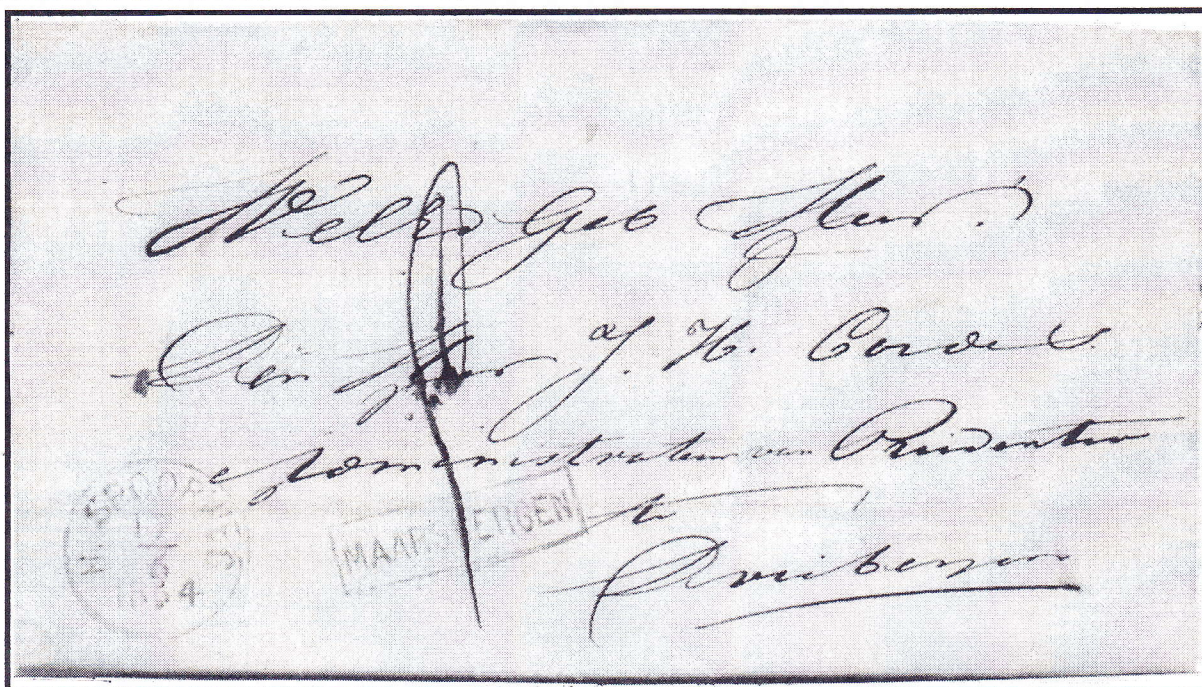


Fig. 9 Letter from Amerongen via Maarsbergen to Driebergen, dated June 17, 1864. Cancel H. Spoorweg instead of N.R. Spoorweg!

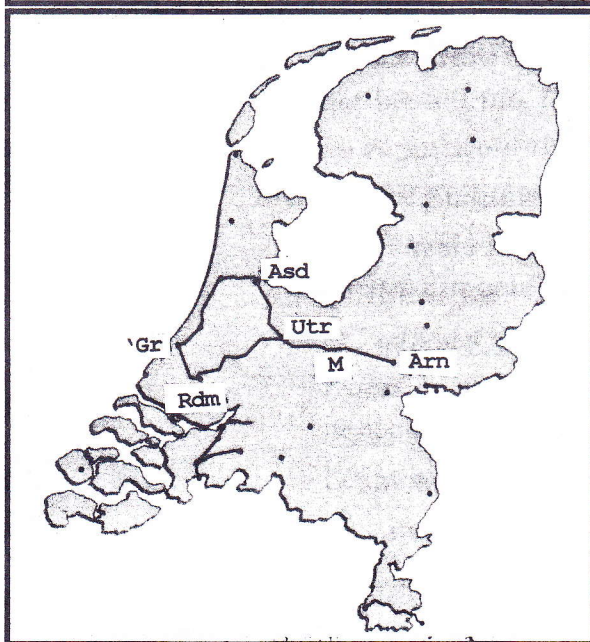


Fig. 10 Map showing the line Amsterdam-'s-Gravenhage-Rotterdam, where the cancel H. Spoorweg had been used; and the line Amsterdam-Utrecht-Arnhem-Emmerich, on which Maarsbergen (M) is situated, and where the N.R. Spoorweg cancel should have been used.

Rates

In my opinion knowledge of the correct postal rates is an important part of collecting trainstop-cancels.

Between 1852 and 1855 a rate of 5 cents had to be paid for a distance of less than 30 kilometers. Between 30 and 100 kilometers the rate was 10 cents and when the distance was more than 100 kilometers the rate was 15 cents, this for a letter weighing not more than 15 grams. After September 1, 1855 the third rate was dropped, so anything over 30 km was charged at 10 cent. It should be noted that the distance was measured in a straight line between postoffice or station locations.

In my collection there are a lot of letters sent from Maarsbergen to Arnhem. The distance is a little over 30 kilometers. Fig 11 shows the official rate table for Maarsbergen as it was published in 1857. In the text that accompanies the table it says that a letter sent to any town not mentioned has a rate of 10 cents. You will notice that Arnhem is not listed so the correct rate would have been 10 cents. Different letters show however, that the employee erroneously noted only 5 cents on some letters.

<p>PORTLIJST voor het <i>Expeditie-Kantoor</i> op den Nederlandschen Rijn-Spoorweg.</p> <p>AANWIJZING van de Postkantoren en van de Stations op den Nederlandschen Rijn-Spoorweg, tusschen welke, als op eenen afstand van 30 Nederlandsche mijlen of minder van elkan- der gelegen zijnde, het port 5 cents voor den enkelen brief bedraagt.</p> <p>NOTA. Het port tusschen al de overige Postkantoren en Stations, die niet in betrekking tot elkander op deze Lijst vermeld staan, bedraagt 10 cents voor den enkelen brief.</p>	
<p>POSTKANTOREN of STATIONS van AFZENDING.</p>	<p>POSTKANTOREN of STATIONS van BESTEMMING.</p>
Maarsbergen	<p>Amersfoort Bommel Culemborg Hilversum Leerdam Loenen Nijkerk Tiel Utrecht Vianen Wageningen Wijk bij Duurstede Zeist Breukelen Driebergen Ede Maarsen Veenendaal Wolfheze</p>
MAARSBERGEN (vervolg)	

Fig 11 1857 NRS Rate table. The rate for letters to destinations listed here was 5 cents (as long as the letter weighed no more than 15 grams).; for towns not listed here the rate was 10 cents.

* Trainstop-cancel = haltestempel. See Ill. Dutch-English Philatelic Glossary, Neth. Philatelists of California 1996.

** The letters sent to messrs. Frowein at Arnhem are all written by tobacco agents who gave information about the tobacco crops on the fields on the southern part of the 'Utrechtse Heuvelrug'. On the back side of these letters are the name cancel of the sub-postoffice and the arrival cancel of Arnhem.

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The postal services of the Consulates in Terneuzen and Gent during WWI

by C.H.A. Vermeulen (translated by Hans Kremer)

After the German occupation of Gent (Belgium) in October 1914 all mail activity was temporarily halted. Early 1915 limited mail service was resumed; by then the Germans were in command of the postal system. Only postal cards and letters in open envelopes were allowed to be mailed. Mail to foreign countries, with the exception to Germany, was not allowed. For a short period of time there is an exception for letters dealing with trade with the Netherlands.

The Dutch Consul, Mr. K.J. Kuyk lived in Sint Amandsberg near Gent, and it was he who in October 1914, in cooperation with the German authorities, established a mail transport service between Gent and the unoccupied part of Belgium and to foreign countries.

Consulaire Postdienst

VOOR

Gent en de Provincie Oost-Vlaanderen

Aandachtig te lezen :

Alle brieven die afwijken van de volgende conditiën zullen worden geweigerd of vernietigd en zullen dus hunne bestemming niet bereiken :

- I. — De brief mag niet grooter zijn dan 1 vel van 14 x 21 cm. en moet zeer duidelijk geschreven zijn en niet tusschen de lijnen.
- II. — Er mag volstrekt niets over militaire of politieke aangelegenheden in gezegd worden.
- III. — Er mag maar **een** enveloppe gebruikt worden en deze mag niet gesloten worden, moet dus **open blijven**.
- IV. — Adres voor het **antwoord** moet zijn :

Consul KUYK, poste restante, Sas van Gent

om te bestellen aan.....

- V. — De afzender moet zijn naam en adres op de achterzijde van de enveloppe vermelden

Alle brieven zijn aan eene strenge censuur van het Consulaat en van de Duitsche overheid onderworpen.

Gazetten drukwerken en pakketten worden niet aangenomen

Men wordt verzocht geen dankbetuiging voor de te nemen moeite, enz., enz., in te sluiten.

De Consul der Nederlanden,
K. J. KUYK.

Pamphlet with instructions about sending letters from Gent and surrounding areas to Sas van Gent, via the Dutch Consul K.J. Kuyk.

The mail had to be sent to his address in Sint Amandsberg and was under the scrutiny of the German Censor service in Gent. A diplomatic courier carried the mail to Sas van Gent (the Netherlands), where it would be entered into the regular mail stream. (see fig. 1) The mail for the occupied part of Belgium had to be delivered 'poste restante' addressed to Consul Kuyk at the Sas van Gent postoffice; it could then later be picked up at Mr. Kuyk's house in Sint Amandsberg. Due to the large volume of mail, making it impossible for the German authorities to check it all, this service came to an end on January 7, 1915.

During November 1914 there is such a flood of letters between Gent and Sas van Gent and vice-versa (3,000 to 5,000 a day) that there had to be limits put on the kind of mail to be sent. On January 8, 1915 Mr. Kuyk's special passport 'to transport letters to and from Sas van Gent' was withdrawn by the Germans.

A large number of letters stayed behind in Sas van Gent, (see fig. 2) and during January more letters from unoccupied Belgium, England, France and Switzerland were added to this backlog. Some letters were returned to the senders.

After the dismissal of Mr. Kuyk's service, the German Vice-Consul in Terneuzen, Mr. Blankerts, kept transporting mail to and from Belgium. The majority of this mail dealt with business matters.

With the help of the German Consul in Terneuzen, early February 1915 about 20,000 letters and postcards were as yet sent from Sas van Gent to Gent.

Only letters of a business nature would be handled from then on.



Fig. 1: Post card sent 12-4-1914 from a business in Wetteren (Belgium) to Biezeling (Netherlands) via the Dutch consul in Gent. Notice the special "Consulat des Pays Bas / Gand" marker. Wetteren 12-4-1914 > Gent (St. Amandsberg) > Sas van Gent 12-7-1914 > Biezeling 12-8-1914.



Fig. 2: Post card sent on December 29, 1914 from Biezelinghe, canceled in the Utrecht-Boxtel train, addressed to Mr. Kuyk Dutch Consul in Sas van Gent, with the request to forward this letter to a business in Wetteren in Belgium. The card was not sent; in Sas van Gent it received a cancel "TERUG / VERZENDING / GESTAAKT" (return, mail stopped). It was returned to Biezelinghe; small round arrival cancel Biezelinghe 14/JAN/15.

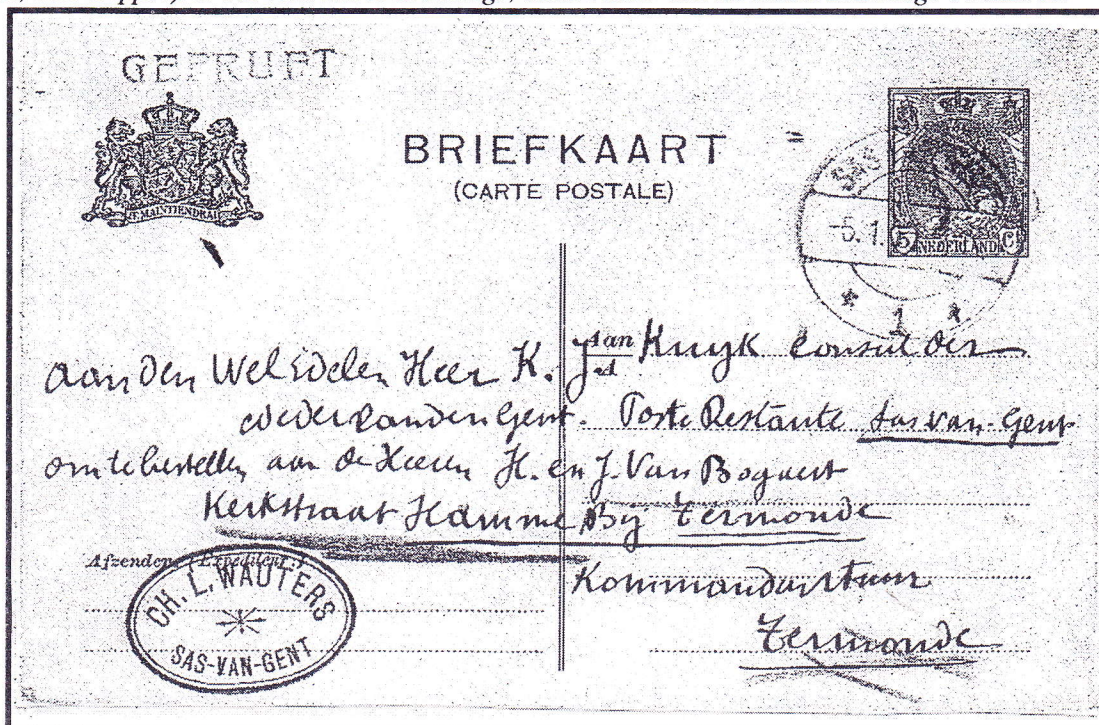


Fig. 3: Card sent from Sas van Gent, addressed to K.J. Kuyk Dutch Consul in Gent; Poste restante Sas van Gent, requesting that the card be send on to an address in Hamme near Termonde. Card was forwarded to Gent via the German consulate in Terneuzen during Febr. 1915. Card received a German censor mark "GEPRÜFT".

1811 - 1850: Free mailing privileges, also for postal officials?

by Hotze Wiersma (translated by Ed Matthews)
First published in *De Postzak* # 197; December 2003

Introduction

In this article we will explore whether postal officials in particular, correctly observed the postal regulations regarding free mailing privileges in the practices in their offices in the period 1811 - 1850. Was there a difference between rights and duties as regards free mailing privileges for postal officials? Did those who had to instruct and control others about postal regulations, observe themselves those regulations related to free mailing privileges that applied to them? Regarding free mailing privileges during this period, you have to realize that normally the recipient paid the postage and that until 1852 prepaid postage was the exception.

Prior to 1811: postmasters and the beginnings of free mailing privileges

Before 1803 there were large differences between the post offices of Holland and those of the other regions of the erstwhile Republic. Postmasters along with their clerks or "gatherers" - literally collectors, in French "collecteurs" - were operators, business men who operated their own postal business. But every postmaster ran it his own way, with particular urban, regional, and provincial postal contracts. In these contracts postal rates, destinations, postal routes and mutual cooperation were outlined. Postmasters were not civil servants. The first order of business was to make a profit, giving service took a back seat.

The instructions to postmasters from before 1800 usually contained an article outlining the free mailing privileges of some authorities and organizations. E.g. such free mailing privileges existed for rulers, high nobility, and high church authorities. Thus the House of Orange had a free mailing privilege for their letters to and from Leeuwarden. From the seal on the back the postmaster could determine the sender.

Around 1803 - the factual start of the first national Dutch postal organization - there were in our country over 80 post offices. The postal reorganization which occurred between 1799 and 1807 aimed particularly at creating more uniformity in the operation of postal traffic. A special aspect of this reorganization concerned the arrangement of free mailing privileges. Between 1803 and 1810 - the period of the Batavian Republic and the Kingdom of Holland - there were spirited debates at a central level about defining the advantages and disadvantages of free mailing privileges. Especially the risk of fraud was judged differently by different postal officials. Taking France as a model, they

proposed a free mailing privilege for official correspondence at a national level. France had far more experience with a centralized postal system. Rates, routing, treatment of letters, restriction of free mailing privileges were minutely described, and control of and sanctions against misuse were included.

1811-1813 Holland a la française

The title postmaster disappeared and was replaced by post director. The erstwhile entrepreneur with his own business became part of the national postal network for the "letter post" with a status as civil servant. In 1810 the French printed for the departments in Holland the "General Instructions for post directors". In them was a chapter, "letter exchanges, that explained that post directors only enjoyed free mailing privileges when corresponding with the general director, and mutual correspondence as long as it concerned the postal service. Such a postage-free letter had to be marked "*Post zaken*" - postal business. In an appendix to the General Instructions was a listing of the civil servants of the general public service, of the police and the justice department, and of military functionaries who had the privilege to send and receive letters without paying postage. In this list the post directors were not mentioned.

In order to be able to understand the system of free mailing privilege, two notions are important: "contreseign" and "franchise".

"Contreseign" meant that the sender of the letter noted his function and his name at the lower left of the obverse of his letter as a guarantee. Some high officials used a signature stamp ('griffe') for this purpose. These signature stamps were supplied by the postal service in 1811. Thus a "contreseign" meant that the recipient did not have to pay postage.

"Franchise" meant the right to receive letters free of postage. Those that enjoyed that right appeared in a listing of civil servants.

This was more complicated than it looked like. Thus civil servants at the level of the departments in Holland could send letters free of postage to just about all national, departmental, and regional authorities and civil servants - with the signature stamp. The recipient did not have to pay postage. For letters from these functionaries to ordinary people postage had to be paid. High civil servants always received official correspondence free of postage. Lower grade civil servants had the right of "contreseign" and "franchise" only for their sector (area limitation) or for

correspondence with officials of the same sector, e.g. chiefs of police (function limitation). And these weren't the only limitations or special regulations.

The recipient:

- the function of the recipient had to be mentioned on the address side, his name was of lesser importance.

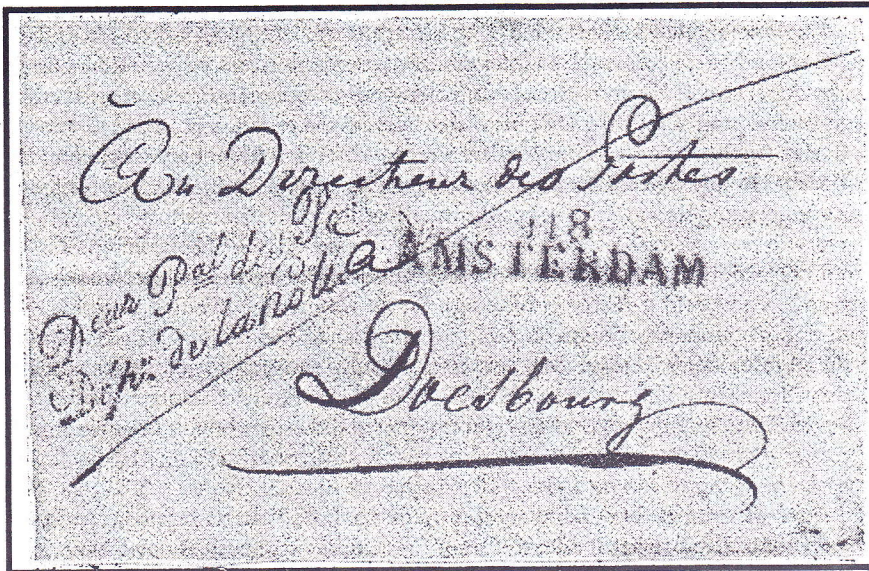


Fig. 1. Letter with French 'griffe' (stamp) used 1811 - 1813 (K193)

The regulations to be followed by those using this privilege were outlined in detail:

The sender:

- he had to write in ink his function and his name or initial at the lower left on the front of the letter.

- only higher civil servants were allowed to use a 'griffe' (a signature stamp) and apply it at the lower left. In this stamp only the function of the sender appears, not his name.

At the post office:

- the letters with "contreseign" had to be handed in to the post director.

- the rule was that such postage-free letters from authorities had to be sent "sous bandes", under crossed paper strips. These two strips enclosed the letter like a cross - part of the letter remained visible. Enclosures were not permitted and this could be verified right away at the post office this way.

- a few high officials were excused from this rule, they were allowed to send sealed letters postage free.

In 1811 the central administration of the Posts in the departments of Holland, stretching from Zeeland to North Germany, was based in Amsterdam. The director general of the letter post belonged to the higher officials of the public service; he had full rights of "contreseign" and "franchise". This director general used a stamp (fig. 1 K193) for his mail. This stamp was used only on mail to recipients who had the right of "franchise". The recipient did not have to pay anything.

The stamp was used by or on behalf of the director general at his own office. Later the post

office postmarked the letter with a departure marking with the department number. This is the reason why the colors of these markings don't always match. The use of this stamp - always in red ink - is known from June 9, 1811 to June 5, 1813. On letters from the director general to ordinary people no stamp was applied and the recipient had to pay postage.



Fig. 2. Registered official letter from the cashier of the director-general (1812)

A very special case is illustrated by the letter in fig. 2.

This was mailed by the cashier of the office of the director general of Posts in Amsterdam. Mailing of registered postagefree letters was possible only as an exception if the civil servant - in this case a cashier - made a written request for this.

At the upper left hand there is an indication this is an official letter: "Service". The letter was registered under number 1535. At the post office the postal official stamped the letter with CHARGÉ and the department number stamp (118 / AMSTERDAM).

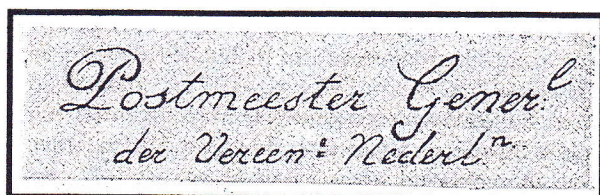


Fig. 3. The first Netherlands signature stamp (griffe) used 1813 - 1815 (K194)

The diagonal line indicates that the recipient did not have to pay postage.

In both cases the regulations were observed correctly. The French exercised a strict control on the application of the instructions at the post offices. At the larger post offices French controllers worked side by side with the directors.

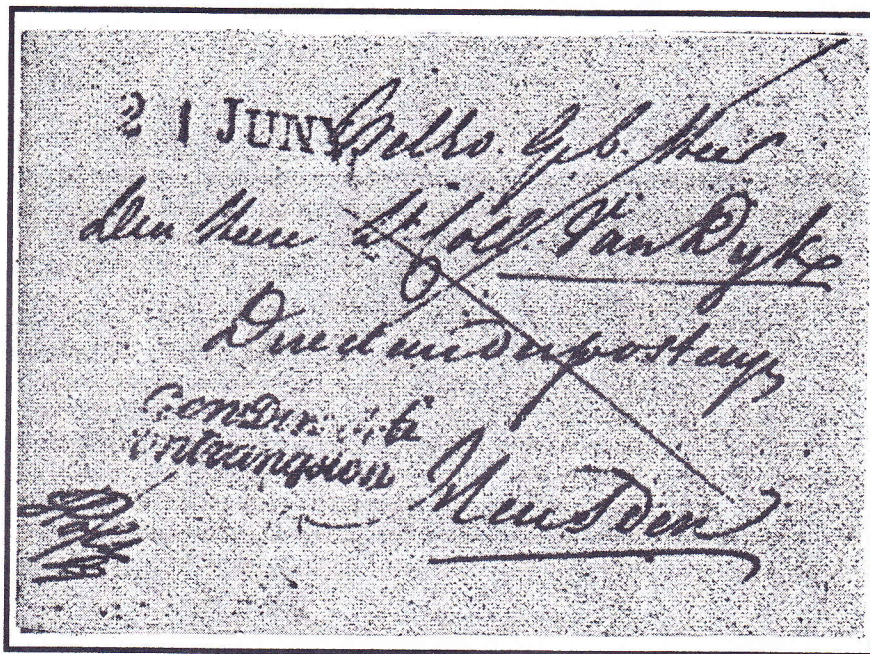


Fig. 4. Stamp 'Genl. Dir. der Ontvangsten' with signature of postal official Pals (1822)

1813 - 1850 Postmaster General and the free mailing privilege in the Kingdom of the Netherlands

One of the first decisions of King William I on his return from England was to retain the French postal system, including the regulations of the free mailing privilege. On a central level there were some changes: the title of director general was changed to 4 Postmaster General, from the point of view of language a step backwards. This successor definitely did not want to use the French stamp (fig. 1), but quickly had a new one made (fig. 3 K194). Use of this stamp is known from Dec. 16 (!) 1813 to March 17, 1815. The earliest date is remarkable as it is also the date of the circular in which the term Postmaster General was used for the first time. Korteweg states the color of the stamp is black, but red ink was also used for this stamp in 1814.

Of many French department stamps it is known that they were mutilated on purpose at the post offices. The department numbers were removed in the first months after the liberation, but in some cases this happened only years later. The numbers were filed off the metal stamps, the remains of the upper edge of the stamp are still clearly visible on imprints. Korteweg speaks of "cut" stamps.

The Postmaster General stamp of fig. 3 also exists in cut form, the bottom line has been removed (K194a). The political scene played a role here, the Northern and Southern Netherlands were joined in a United Kingdom in 1815.

The administration of the Posts became a section of the General Directorate of Revenue (part of the Ministry of Finance) around 1820. The highest postal official used for his postage-free correspondence the stamp of his ministry (fig. 4). As an aside, the experimental date stamp, 21 Juny, on this archival letter should be noted. This letter is dated 1822, date stamps were generally not introduced until 1829. This experimental date stamp has been used as a departure marking for official mail in The Hague.

From 1823 we had again a recognizable stamp of the Posts as signature stamp for postage-free correspondence. In 1830 a second type made its appearance

(fig. 5, K195 and K196).

Based on the letters that I have examined one can conclude that at the office of the Postmaster General the right to "contreseign" with different signature stamps

was used legally and correctly.



Fig.5. Signature stamps of the Posts, in laurel crown (from 1823) and in two lines (from 1830)

mooring place of the barge to the village and delivered without delay. In this case the director made unauthorized use of the free mailing privilege in his own postal area. One can conclude from the rarity of such letters that the French postal regulations, including the complicated area of free mailing privileges, were strictly controlled.

1813 - 1850 Some directors made a hodgepodge of it.

1811 - 1813 What was the situation at the local level at the post offices?

Period 1: 1813 - 1834

In the period after 1813 the French system of free mailing privilege basically remained in force. The somewhat different setup of the Dutch public administration required numerous adaptations of this system. More and more officials thought they also were entitled to free mailing privileges. Furthermore the strict French control from before 1814 was replaced by a decentralized, provincial, poorly exercised control at the post office of the free mailing privilege.

Between 1813 and 1834 there were many additions and modifications of the instructions on the right to free mailing privilege. Even before 1820 postal officials requested straightforward,

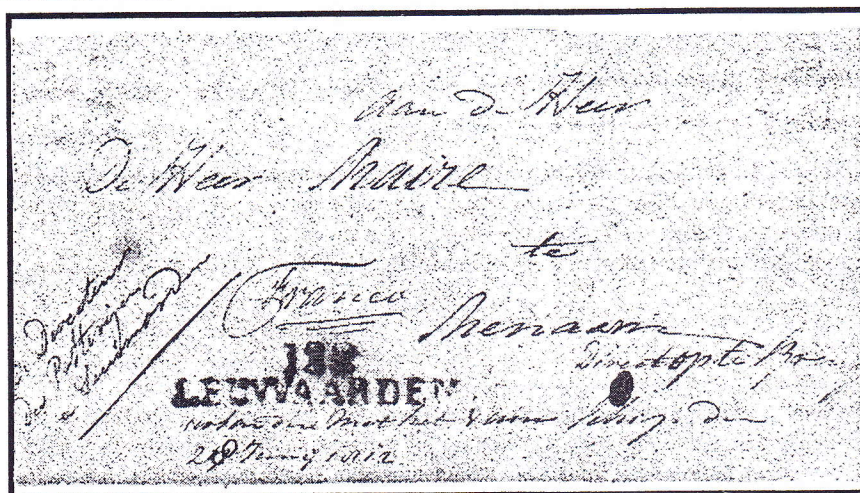


Fig.6. Contreseign 'De Directeur der Posterijen te Leeuwarden' (1812)

Directors of post offices were authorized only to send and receive postage-free letters in their correspondence with the director general or with each other. Using the "contresaign" as used by many officials was not allowed, instead each letter had to be marked by writing "Post Zaken" -postal affairs- on the address side.

I have rarely been able to find postage-free letters sent by post directors during the French period. Fig.6 shows a letter from Leeuwarden to Menaldum, dated 1812. The director had no formal right to "contresaign" in this case. But he noted "De Directeur der Posterijen te Leeuwarden" (Director of the Posts at Leeuwarden) and "Franco". Letters for the offices in Franeker and Bolsward were sent from Leeuwarden via horse-drawn barge. The skipper was obligated to carry letter parcels. In the towns along the route, for instance Menaldum, letters could be dropped off. "Direct op te brengen" -to be delivered straight away- on this letter was a regional term meaning the letter was to be taken from the

controllable and limiting regulations of the free mailing privilege, that reflected more accurately the Dutch situation.

There was a lack of clarity, lack of understanding and abuse in the practice of postage-free correspondence. The strict control of the French from before 1814 had disappeared. Financial cut-backs in postal operations promoted illegal letter traffic. Everyone took advantage of the weak organization of the postal service. Also a number of postal officials appeared to have difficulties in applying the rules of their own organization.

Period 2: 1834- 1844

In 1834 a new list appeared of authorized users of the "contresaign" and "franchise", but a thorough systematic reorganization of the free mailing privilege did not occur. For postal officials there was a bit more clarity. Official letters of post directors from now on had to carry a "contresaign" as had been the case with other officials since 1811.

Period 3: 1844- 1850

In 1844 the regulations for free mailing privilege were better defined. Circular 333 says "Abuses, as of old, where illegal use was made of free mailing privileges by postal officials, will not be condoned". Note the term, "as of old". No mention is made of an earlier instruction or circular.

a) post directors in their main function

Because of their function the post directors had the right to correspond in open letters with the central administration of the posts and with each other on postal affairs, as long as the letter was marked "Post Zaken" or

"Service des Postes" - postal affairs - on the side of the address; this was the original French regulation. "Post Zaken" could be shortened to "P.Z." (Fig.7).

Directors of post offices did not receive a separate signature stamp for postage-free mailing such as was used by the Postmaster General. Also there was no instruction to put a "contresaign" with name and function on the letter. This created confusion as practically all other cases of the right to the free mailing privilege was noted by placing the "contresaign". Some directors started to follow the instruction to place a "contresaign" as was the rule for other officials. In fig.8, of 1815, there is no note of "Post

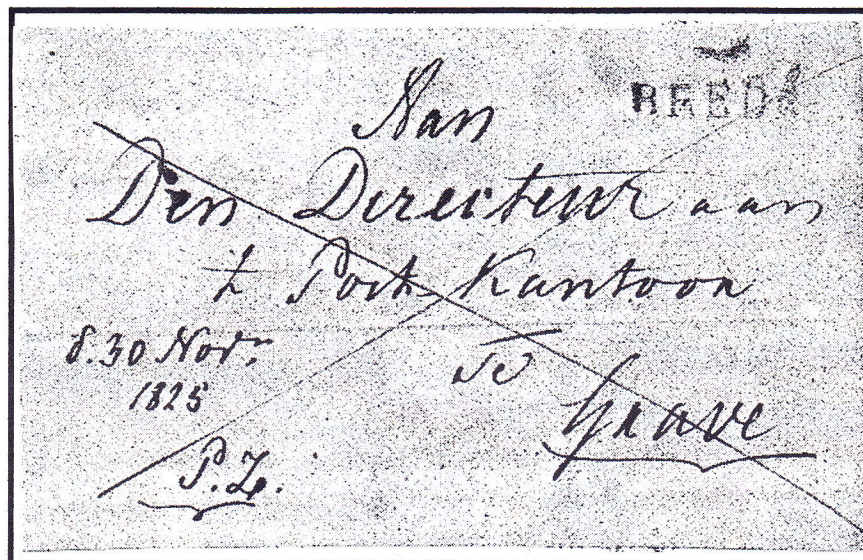


Fig.7. Letter from the director of the post office at Breda to his colleague at Grave with the correct notation 'P.Z.' (1825)

Clearly - especially in the case of postal officials - an unclear practice had appeared which postal officials themselves considered an acquired right. When the French left, a number of postal officials used all the elbow room in order to give the regulations of free mailing privileges an interpretation favorable to themselves.

Four situations are examined to see how the post directors applied the rules for free mailing privileges:

- post directors in their main function
- post directors in their side functions
- post directors in their role in social welfare
- the regulation of free mailing privilege for third parties

"Zaken", there is a sort of shortened "contresaign" at bottom left "Postkantoor te Dordrecht" - Post Office at Dordrecht. Furthermore remarkably, the letter is sealed. Correctly there should have been a note "Post Zaken", and mailing under crossed paper strips.

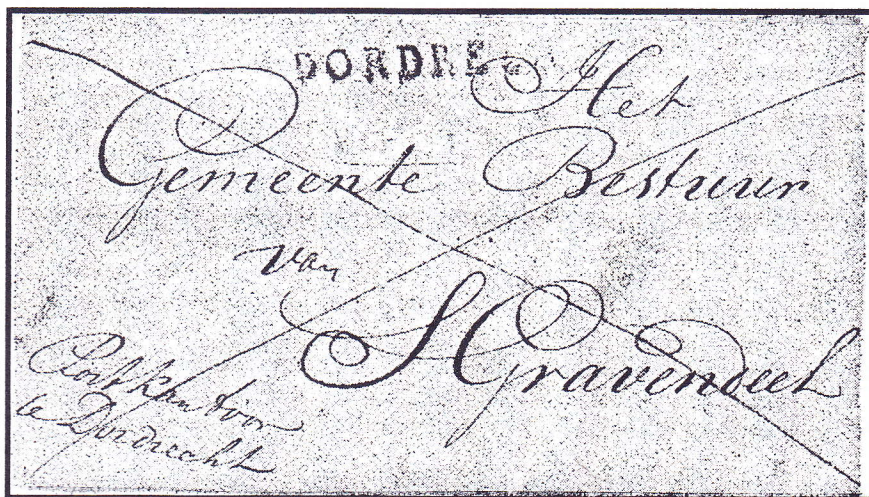


Fig.8. Letter from the director of the post office at Dordrecht, not marked according to the instructions (1815)

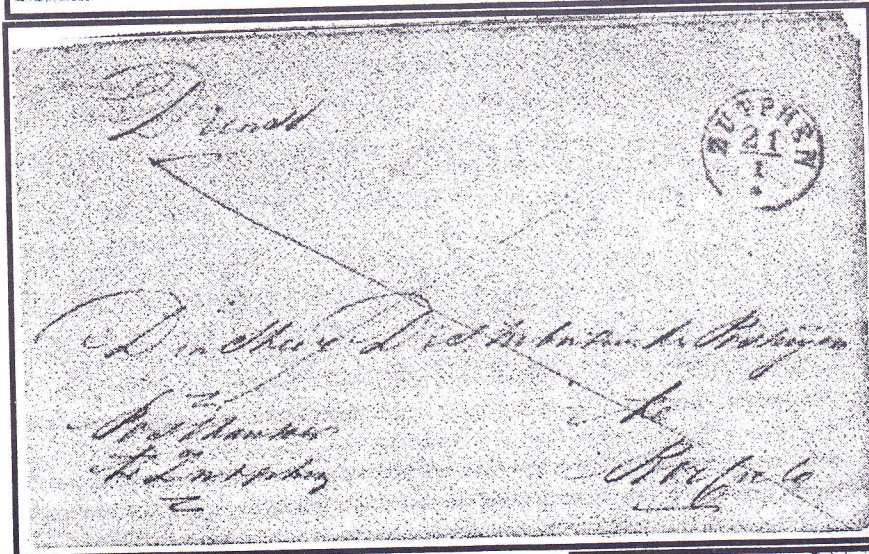


Fig.9 (top). Letter with "contreseign" of H. Engbers, postal clerk, according to the 1834 rules (1836)

Fig.10 (bottom). Letter with "contreseign" contrary to the rules from the director of the post office at Zutphen (1846)

On the letter in fig.9 the circular on free mailing privileges of 1834 has been followed correctly: the "contreseign" is now uniform, also for postal officials. Fig.10 shows a letter from the post director in Zutphen to the distributor in Borculo. A distributor collected and delivered letters in a village. He was not an official with a fixed salary, he received a remuneration for private letters. The rate was fixed

locally, usually half a stuyver for an outgoing letter and a stuyver for an incoming letter. The sender of this letter indicated by "Dienst" (Official Mail) - and "Postkantoor te Zutphen", and a diagonal line that the recipient, the distributor, did not have to pay for this letter.

The director of the post office in Helmond also applied the 1834 regulations correctly, the "contreseign" is complete and clear (fig. 11).

b) Post Directors in their side functions

Directors of post offices became civil servants in 1811. But they could run a side business in their offices, e.g. ordering, delivering and collecting payment for the Staatscourant (official Government paper). The same for newspapers, magazines, law books, advertisements and the sale of Staatslottery (Federal lottery) tickets. All these bits provided the holder of the office with some extra income. The correspondence related to this side business in common practice ranged under "dienstzaken" (official business) and so was free of postage to the recipient. Four examples follow to show the diversity.

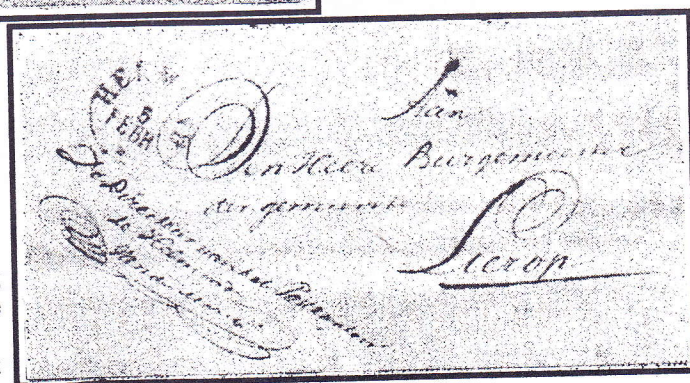


Fig.11. Letter with completely correct "contreseign" from director van der Marck of the post office at Helmond (1838). * Illustration reduced

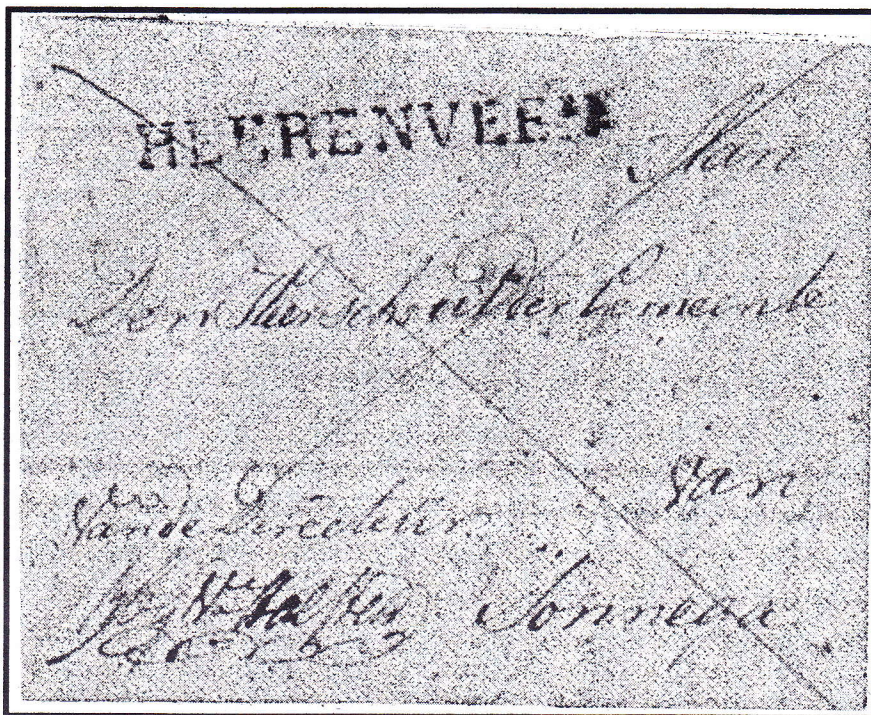


Fig.12 Letter with incorrect "contreseign" from the director of the post office at Heerenveen he followed the rules for other officials. (1815)

Fig.12 shows a small letter from director B.C.G. van Haeften of the post office in Heerenveen in which he warned the addressee in Sonnegga that he still owed payment for his subscription to the Staatscourant.

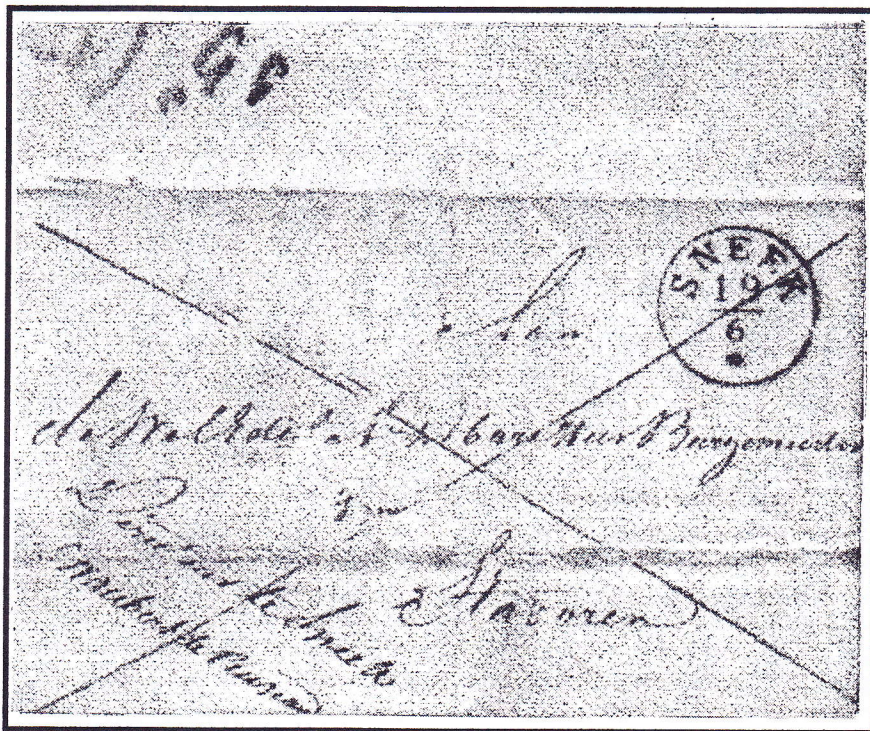


Fig.13 Letter with correct "contreseign" from the director of the post office at Sneek, Waubert de Puiseau. The free mailing privilege was reinforced by the crossed lines. However the recipient was required to pay 15 cents postage (1845)

That the Posts between 1814 and 1850 still steered two courses is shown by fig. 13.

This letter has been sent by the post director of Sneek to an addressee in Stavoren. South of Sneek there were as yet no post offices. The letter went by courier from Sneek, via Bolsward straight to Workum. Bolsward and Workum each had a distributor in 1846.

The distributor in Workum ignored the national regulations of free mailing privileges, he marked the back of the letter '5'. This was the fee for an incoming letter - for this distributor, also for a postage-free letter. A private skipper or courier took the letter from Workum to Stavoren and charged 10 cents. The recipient paid for his postage-free letter 15 cents!

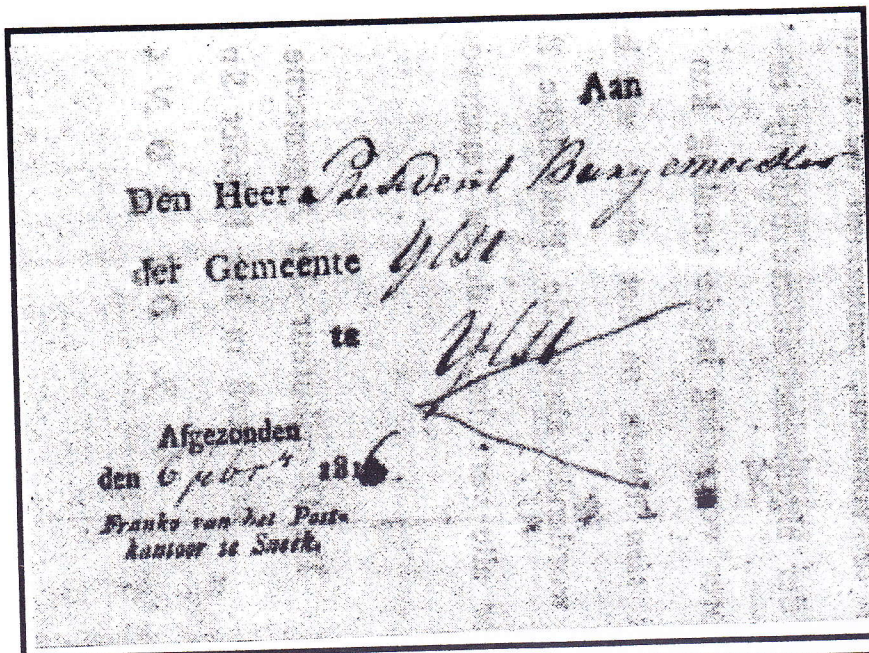


Fig. 14 (top). Printed form used at Sneek to collect subscription fees for the Government Gazette. 'Franko' was printed as well (1816)

Fig. 15 (bottom). Letter with lottery tickets for the council of the "grietenij" of 'het Bildt' with "contreseign" H.W. de Graaff, Dir. der posterijen te Leeuwarden (1844)



The director of the post office in Sneek already in 1815 used a pre-printed invoice form for the Government Gazette (fig. 14).

'1815' has been changed to '1816'. "Franko van het Postkantoor te Sneek" - free from the post office in Sneek - is pre-printed! This means no postage had to be paid!

In the case of the letter in fig. 15 the contents are important. The director of the post office in Leeuwarden acted as a go-between for the governor of Friesland. On behalf of the governor he mailed 8 State lottery tickets. He did not note "P.Z.", but did follow the rules by marking his name and function.

c) post directors in their role in social welfare

From 1814 onwards the list of those enjoying free mailing privileges became longer and longer. In 1815 a new category was added. King William I gave his personal consent to hold national fund drives for the needy. This was the beginning of social assistance on a national scale. To fund these drives correspondence and money had to be sent. The network of post offices was tailor-made for this purpose. The directors had a central role in connection with these national fund drives. This new category was called "Algemeen Belang" - General

Welfare. Mailings of money for these fund drives could be done free of postage. All correspondence over information, collection of funds and settlements usually was done under the aegis of temporary free mailing privilege.

Fig. 16 and 17 illustrate the use of this free mailing privilege. In 1817 there was severe flooding in Gelderland. In the national reorganization of the free mailing privilege in 1834 this category of "general welfare" no longer appears.

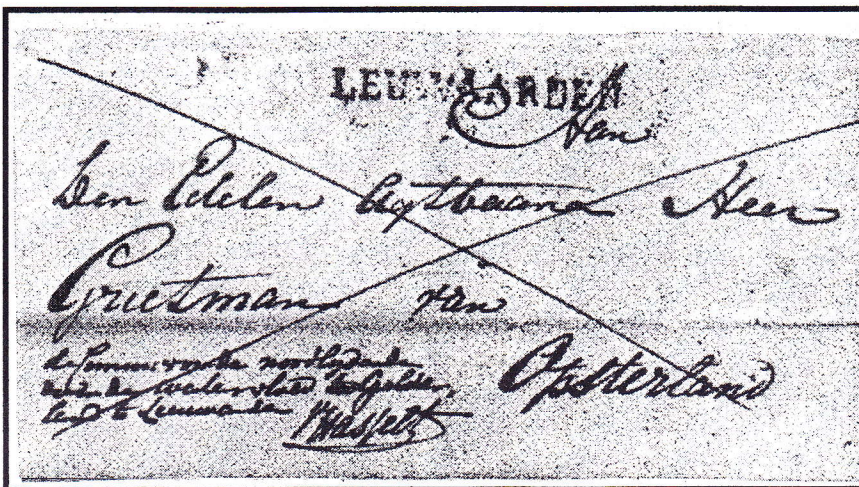


Fig.16 (top). Letter with "contreseign" of the 'Commission for the victims of the floods in Gelderland at Leeuwarden,' V. Hasselt (1817)

Fig.17 (bottom). Letter from Leeuwarden with "contreseign" of the 'Commission for the needy in Gelderland' (1817)

d) regulation of free mailing privilege for third parties

At the post office they verified that the postage-free mailing of a letter was according to the regulations. Maybe there were enclosures? Or was the letter addressed to an ordinary person? Sometimes the director stretched the rules a little. Director B.C.G. van Haefen of the Heerenveen office was handed a letter on July 2, 1818, by a lieutenant colonel of the Reserve Militia in

Heerenveen addressed to the captain of the Reserve Militia in Wolvega (fig.18 and 19). A number of active military had free mailing privileges, but not the Reserve Militia. In reality the recipient should have paid 2 stuivers for the letter. The post director had his own solution; he signed the letter himself "Den Directeur, B.C.G. van Haefen". Also the notes "verzoeken dadelijk bij ontvangst te bezorgen" (please deliver immediately away upon arrival) and "grootte haast" (great hurry) were not by the sender but by the post director. From the contents of the letter it was clear there was good reason for this special delivery letter:

"King William I will pass through Wolvega this Saturday. So I invite you to announce to your Company to come together in the morning at 9 o'clock, armed with pikes, at the entrance to the village in one or two rows".

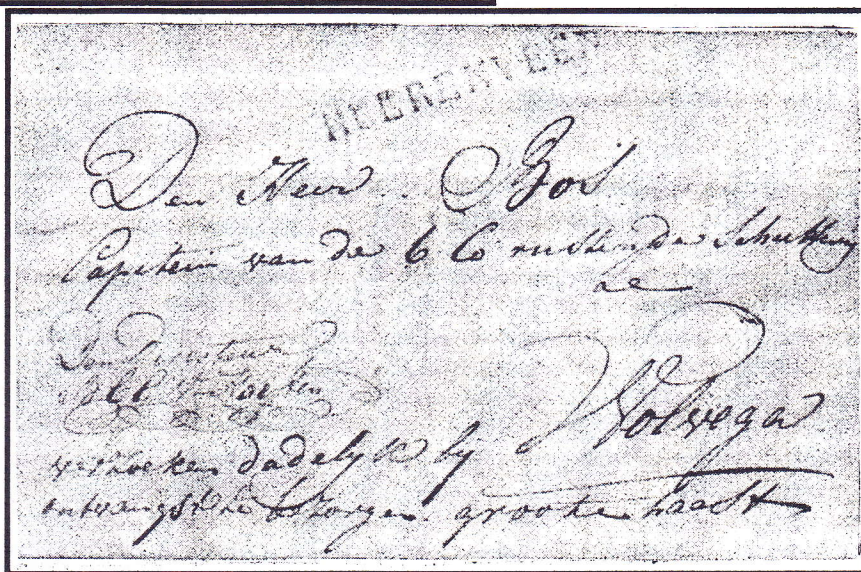


Fig.18. Letter from Heerenveen with "contreseign" of the Director B.C.G. van Haefen for an urgent letter for the captain of the 6 Co: Reserve Militia at Wolvega (1818)



Fig. 19. The letter in fig. 18 is signed by 'The lieutenant-colonel of the 3rd Bat: Reserve Militia M(illegible) van Scheltinga'.

Conclusion

Post offices took the initiative of the right to "contreseign" letters in order to mail them free of postage. The original French method with the notation "Post Zaken" - postal affairs - was used initially. From 1834 the method of "contreseign" was similar to the general way of "contreseign". In 1844 a number of postal regulations were refined. Also controls on the operation were better organized after 1844.

Sources:

Algemene Instructie van de Brievenposterij 1810

Bijlage: Extract voor de contreseigns en franchises voor de Hollandse Departementen 1811

Postal Circulars 1813 - 1850

For some stamps reference is made to Korteweg with the usual notation K followed by a number. Figures 3 and 5 have been copied from Korteweg (300 Jaar postmerken van Nederland, 1570-1870).

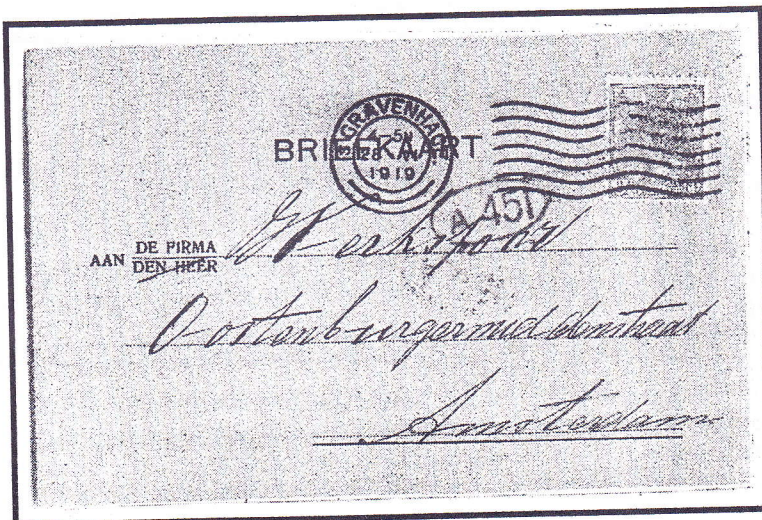
What one can find in a € 1 box

by Hans Kremer

During Amphilex2002 I spent considerable time looking through the so-called € 1 boxes.

Any item in those boxes sells for € 1. The item shown here, a post card sent June 28, 1919 from 's Gravenhage to Amsterdam caught my attention because of its sharply defined cancel. I call it a smiley face cancel but in reality it is one of the first so-called Flier machine cancels (Vellinga # 223).

Front of Flier cover (at 67% scale)

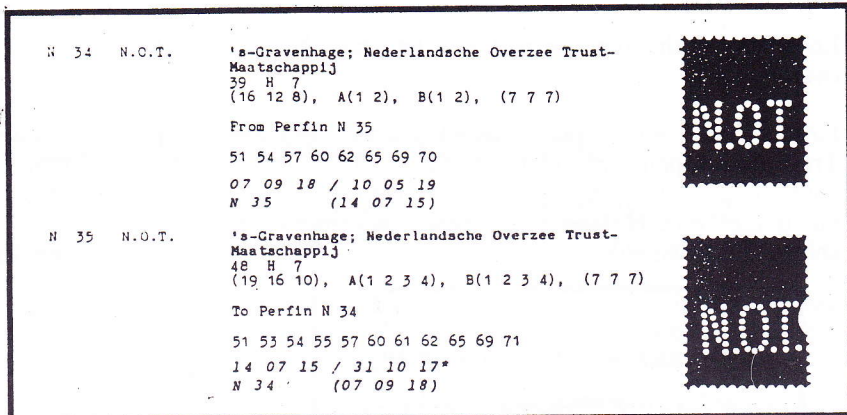


The "Flier" was originally called the Hey-Dolphin machine after the name of the two principal collaborators to whom the patents were granted in 1890 or so and who formed the International Postal Supply Co in Brooklyn NY.

Most of the development work on it was done by the factory manager by the name of Hansen who was awarded quite a few patents for improvements to the machine. It was the most successful machine ever. In 1900 over 200 were in use in the USA. In 2000 there were still over 450 in use (or in storage) in the USA. The machines in Europe were imported from the USA although there is a possibility they were made under license in Europe. The main advantage of this machine was its reliability (low percentage skips and misfeeds), its speed (30,000 pieces per hour), its ability to count the items canceled (although by the 1920's most machines had counters fitted) and it was a single impression machine. Its principal disadvantage was its cost.

The next thing that caught my eye was the perfinned stamp. It was hard to see what the initials were but the postal card was mailed by the Nederlandsche Overzee Trust-Maatschappij in The Hague, which certainly was a clue. After checking with Enschedé's and Verhoeven's perfin catalogs I found two N.O.T. perfins listed, both attributed to the Nederlandsche Overzee Trust-Maatschappij.

By holding the card against the light one can see clearly that the perfin represents what Enschedé calls pattern N 34. According to Enschedé this pattern was used only for a relatively short period of time, namely from Sep. 7, 1918 till May 10, 1919. Since the date on the cover shown is June 28 1919, the Enschedé catalog should be updated. The Verhoeven catalog only mentions "1917-1919" as the years of usage. In 1917 the company moved to a new location; again in The Hague. Most likely a new perfin was used at the new location.



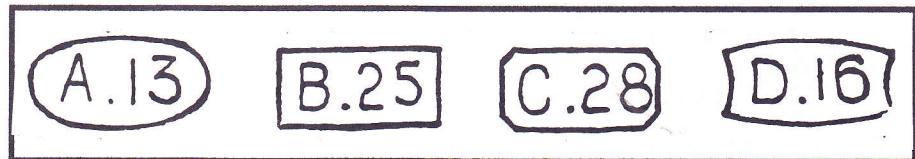
Copy from Enschedé's perfin catalog. On top the N 34 pattern, at the bottom N 35. Notice the number of dots used for the top of the "T". Three dots for N 34, four dots for N 35.

Of course I had to check the postal rate as well, and indeed, from October 16, 1916 till November 1, 1919 the inland rate for a post card was 3 cent. The light green 3 cent Queen Wilhelmina stamp fulfills this rate.

The third item of interest was the "A 451" cancel. This is a cancel put on by a mailcarrier whose batch number was 451. The letter "A" indicates that this card was delivered during the first round of mail delivery that day. For the second round of delivery he would use a B 451 cancel number, etc.

What is unusual about this particular delivery cancel is the oval shape of it. Vellinga describes that Amsterdam in 1867 received the first set of mailcarrier cancels and indeed they had an oval shape (referred to as type A). Other cities used different shapes as shown below.

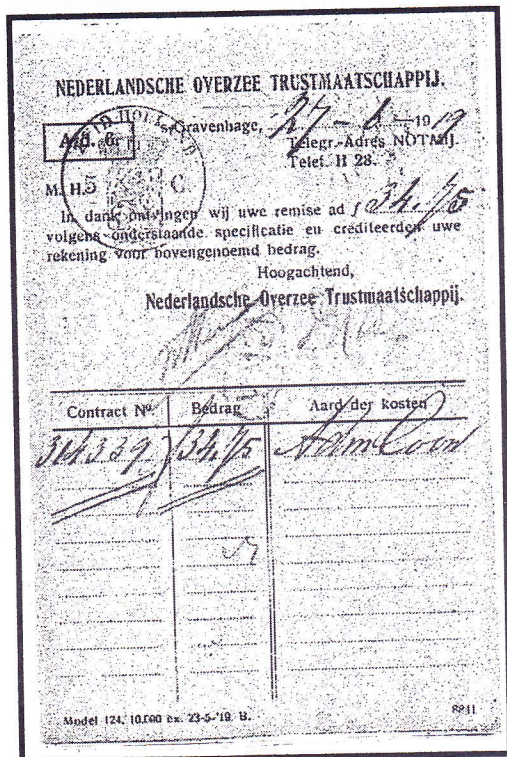
Later on all towns received the same type of cancel; it was what is shown here as type C. Known is for sure that Amsterdam received its type C cancel in 1897; for other towns this might have happened somewhat later. Vellinga states that after 1900 only type C cancels are commonly used. Thus this 1919 post card with a type A mailcarrier cancel is unusual.



From l. to r. types A, B, C, and D; the four different types of mailcarrier delivery cancels.

Enough about the front the card, now let's turn the card over.

First, one sees the Nederlandsche Overzee Trustmaatschappij name printed along the top, which of course matches the N.O.T perfin. But what really stands out is the "Zuid-Holland 5 C" cancel with the royal shield and crown on it.

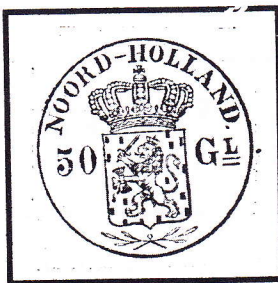


Reverse of card (at 67% scale)

I recognized that type of cancel from a publication about the cancels made at the Royal Mint from 1865-1901.

On page 26 of that publication a similar cancel is shown and it is mentioned there because this type of cancel was already being made by the Mint before they started producing the date cancelers in 1865. It is a printed

document revenue marker of 5 cent that was put on the card at the tax office.



document was blue (as it is the case here). The tax collected was a federal tax and not a state tax, although the imprint shows Zuid-Holland. The collected taxes were forwarded

to the federal tax collector.

If you look at this cancel closely you'll see two small twigs at the bottom of the cancel. It is now no mystery where the design of the Dutch 'takje stempel' (cancel with twig) came from.

As you can see, I got a lot of enjoyment out of the € 1 I spent for this cover. It gave me hours of pleasure looking things up, checking facts, and ultimately writing this short note sharing the information with you.

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