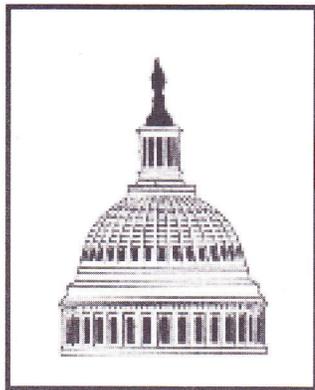
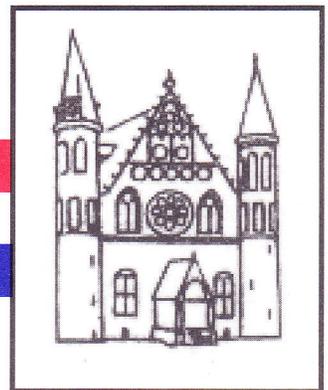


NETHERLANDS PHILATELY



A S N P

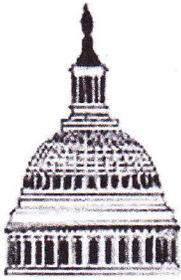
A horizontal graphic consisting of three stripes: a red stripe on top, a white stripe in the middle, and a blue stripe on the bottom, representing the Dutch flag.

Magazine of the American Society for Netherlands Philately

Volume 32/1

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Dated Journal



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Magazine of the American Society for
Netherlands Philately; Volume 32/1

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Editor's message

September 2007

With this issue we'll start the second season of the ASNP Magazine and as far as I am concerned it was a good decision we made. I believe a mixture of news and philatelic articles is the best way to keep you interested. In Washington (August 2006) we talked a bit about the expected expenses and I am happy to report that we came in a bit under projected costs, so no need to increase the membership fee. Which of course should be a reminder to renew your membership if you haven't done so. Under 'Short Notes' you'll find the pertinent information regarding the renewal.

A while back I mentioned that I would like to scan all the volumes of the ASNP Journals and Magazines to make them available at low cost to the membership. On my request for remarks/suggestions I got two positive responses, not quite what I was hoping for. Considering the significant amount of time required to do this and adding the technical difficulties I ran into, the project has been shelved for right now. Maybe in the future it will be resurrected. I'm still open for suggestions/help regarding this.

I've written a couple of short articles lately and I must confess that the idea for most of these articles came from something I read or saw on the Internet. The Internet is a great source of information that we gratefully should accept and make use of. I know there is a fair amount of reluctance among the ASNP members to spend say \$750 for a nice computer and printer/scanner but I'm convinced that once you made the decision 'to go digital' you won't regret it. Philatelists by nature are curious people, we love to look things up, check things out, collect things (most of us have other collecting interests besides our philatelic interest) and again that's where the Internet is invaluable.

In this issue you'll once again find a mixture of articles. There are quite a number of references to Admiral Michiel de Ruyter, the reason being that he was born in Vlissingen 400 years ago and many events are planned throughout the year to commemorate this event.

Hans Kremer

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The Story behind the 'Sterkamp bij Ommen' cancels

by Hans Kremer



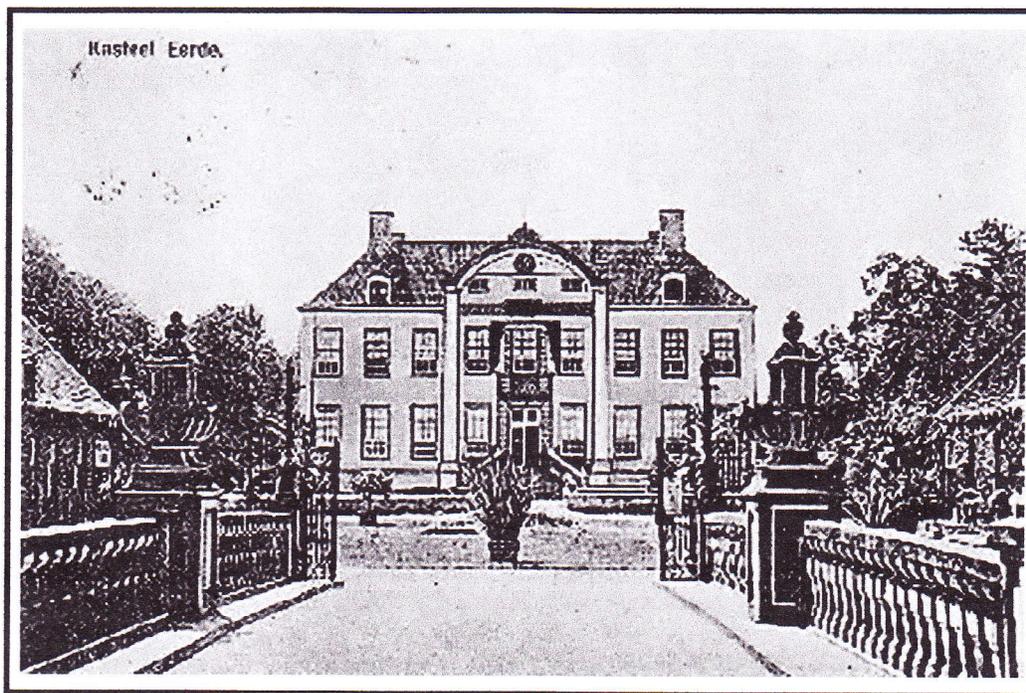
One of the publications I often refer to is the Stempelboek (book of cancels) from the Nederlandsch Maandblad voor Philatelie, 1922-1939 and the Stempelboek from De Philatelist, 1927-1939. Flipping through their pages I noticed that during the 1920s and '30s there often was a reference to a 'Sterkamp bij Ommen' cancel, referring to a 'Starcamp' being held in the Dutch town of Ommen, in the province of Overijssel, not far from the German border.

I was curious to find out what this was all about, so I cranked up my computer, logged on to the Internet, linked to www.google.com, and typed in "Sterkamp". What follows is information taken (sometimes translated) from the WorldWideWeb, plus information I obtained by going to the public library in Ommen.

Why Ommen?

Ommen comes into the picture because it is the location of Eerde castle. This castle, in its current stage, was built in 1715. Over time various families owned the place, but it was not until a Baron Philip van Pallandt became the owner in the early 1920's. Philip was taken by Baden Powell's "Scouting for Boys", and he organized the first Boy Scout camp on the grounds of Eerde Castle. Later during the 1920's Philip became a follower of an organization called "Star in the East", whose spiritual leader was Jiddu Krishnamurti.

*Eerde Castle
around 1900*



Who was Krishnamurti?

Jiddu Krishnamurti (11th May 1895 —17th February 1986) was born to a middle-class family in the rural town of Madanapalle in south India. He was 'discovered' in his boyhood by the leaders of the Theosophical Society, Mrs. Annie Besant (who was Dutch) and Bishop Leadbeater, who proclaimed that he was the World Teacher that the Theosophists were waiting for.

Leadbeater believed then that he finally found the next "vehicle" for what Theosophists believed was the coming manifestation of Maitreya (or Christ), and Krishnamurti was thus raised by them accordingly. In his late 20's, Krishnamurti began indeed to experience an intense spiritual awakening, but what he started to teach was closer to the Advaita philosophy than the esoteric tradition of Theosophy.



Krishnamurti at a Starcamp in Ommen

His main places of operation were the Ojai Valley in California, Adyar in India and later Ommen in the Netherlands. Since the the gap between Advaita and Theosophy gradually increased, Krishnamurti on August 3, 1929 dissolved the organization built around him and he continued to teach on his own. He had come to the conclusion that 'The truth was a country with no roads leading to it', as he formulated it. A personality cult had arisen around his person and this worried him.

The Ommen Meetings

The first time the Star of the East group assembled in Ommen was Aug. 13 -15, 1924. Although the main meeting had been held in the Musis Sacrum auditorium in Arnhem Aug. 9-12, with an attendance of 1035 from 30 countries, a follow-up 'camping only' meeting was held in Ommen. Close to 500 people attended, including Krishnamurti; about twice as many as were expected. The camp was considered a success and it was decided to have annual meetings in Ommen. Offices, a kitchen and a warehouse were built. Wells were dug and a road was built for easier access to the campground. In 1925 820 Star members attended, but Krishnamurti was absent due to his brother's illness.

In 1924 Baron van Pallandt had donated the Eerde castle and its grounds to the 'Eerde Foundation', with Krishnamurti as President. The properties were to be

used as the European home of the movement of the Star in the East. Their head office indeed was established in the castle, where in the basement of the castle the 'Star Publishing Trust' was set up. From their they published 'The Herald of the Star' and the Dutch version 'De Ster van het Oosten'.

In 1926 additional improvements were made, including a postoffice, bookstore, first aid facilities and an information center. I assume that the mail

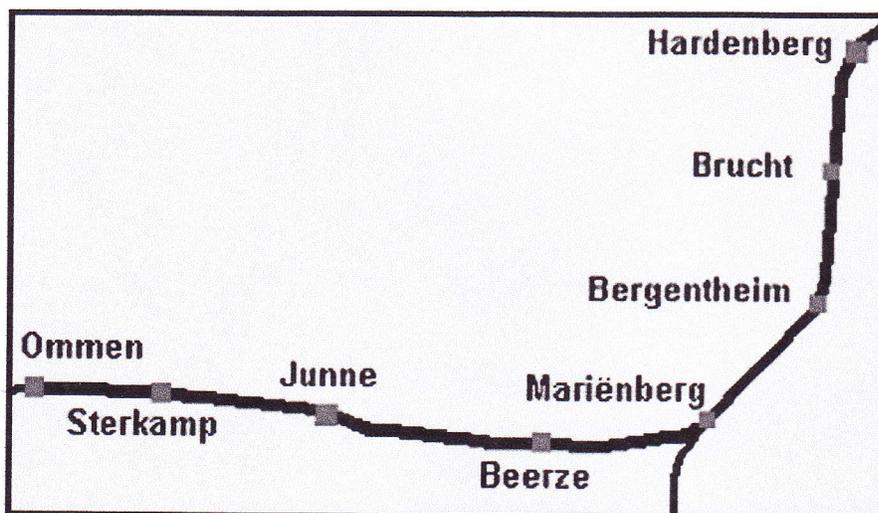
from the camp was delivered to the Ommen postoffice, where it received the regular Ommen rader type cancel. The 1926 meetings were attended by 1930 members. In 1927 the name of the organization was shortened to 'De International Orde van de Ster', dropping the 'van het Oosten' part, to symbolize its worldwide appeal. It was also in 1927 that all the mail leaving the camp postoffice was canceled with a special 'Sterkamp bij Ommen' rader type cancel. The tradition of a special Sterkamp bij Ommen cancel was started.

After Krishnamurti in 1929 had distanced himself from the Star in the East the foundation returned 'Eerde' to the Baron. However, the Krishnamurti meetings continued most of the years at the Sterkamp, the last one of which was held in August 1939. Thousands flocked from all

over the world to hear Krishnamurti. The meetings were resumed in 1955, but the name Sterkamp was no longer used then.

The complete list of visits to Ommen by Krishnamurti: 1924, 26,27,28,29, 30 (2x), 31 (2x), 33,36,37,38, 55, 67,68,69,71,81 (19 visits total).

During the Starcamps in the 1930's so many people attended the meetings that a special platform was built along the railroad route running between Ommen and Hardenberg. Busses ran between the railroadstation and the camp grounds. It took only a couple of minutes for the ride but customers were charged about a guildler, causing some complaints .



A 'temporary Sterkamp' trainstop was used during the Krishnamurti gatherings.



Temporary Platform at the Starcamp (picture taken in 1960)

Although the grounds were still being used for the Sterkamp gatherings, the castle itself got another destination. It was in 1933 under the influence of the Jewish purge in Hitler's Germany that castle Eerde was given its current destination. September 1933, the advent year of Hitler's Germany Baron van Pallandt made Castle Eerde available for Jewish refugee children fleeing from the Nazi-persecution. The initiative for this action was taken by the Dutch Quaker Movement, and for this reason Eerde became known as the Quaker School. It was during WWII that Penal Camp Ommen, as it was then called, got a very bad reputation.

Penal Camp Ommen (Kamp Erika) , 1941-1945

Camp Ommen came into being when Werner Schwier, director of *Referat Internationale Organisationen* - Report on International Organizations, also was appointed to the position of Camp Commandant of Ommen. The purpose of the *Referat* - Report was to liquidate property of organizations considered hostile to or unwanted by the *Reich* - Empire. However, Schwier saw potential in keeping the campground, for the purpose of transforming it into a concentration camp.

The first prisoners arrived 19 June 1942, but the camp was officially opened for business on 22 June. Initially, black marketers and forced-labor dodgers were sent to Ommen where they received harsh treatment from the commanders. Prisoners arrived at the railroad station of Ommen by train guarded by Dutch constables. Leaving the train station by foot they had to march three km., approximately a mile and a half, in order to reach the camp at gate A. There the collaborating constables would turn the prisoners over to the Dutch SS camp guards. Almost immediately upon entering, the prisoners would experience cruel treatment, the kind the Dutch guards were well capable of. They would scream, curse, and hit the prisoners mercilessly. Anyone who dared to open his mouth in response was beaten with a truncheon.

As I eluded to in my introduction, for a number of years specials cancels were used in Ommen to promote the camp. The rader type (short bar) cancels were the most common ones, they were used during eight different (not consecutive) years, while an administrative cancel was used in 1929 and a special Tenth Anniversary cancel in 1936.

In both 1927 and 1928 there are couple of short notes in the literature about the contents of the rader type cancels. Usually in the center of the rader type cancel one reads: day, month(in Roman numerals), and time of day (based on the 24 hour clock), like '10.VIII.16', signifying August 10 at 4 p.m. It was noted however, that some of the 1927 and 1928 cancels showed 27, 28 respectively for the time. It was concluded that the postal employee had set the time equal to the year. Of course just having to turn the little wheels, just about about any number could have been dialed in. The PTT cancelbook shows as '29' the number for the time, although this was done for the 1928 cancels



1927 Rader Type Cancel (Referred to here as Type R)
(van der Wart # 60) (only found with '27' for the hour)



1929 Administrative cancel (Type A): (Not in van der Wart)

**STERKAMP
BIJ OMMEN**

1936 to commemorate the 10th Camp (Type C): (van der Wart # 171)



List of "Sterkamp bij Ommen" Cancels (according to van der Wart)

Type R = Rader Type Cancel
Type A = Administrative Cancel
Type C = Commemorative Cancel

Sterkamp Ommen 1 (type R) was sent by the Mint first on June 27, 1927 (returned September 16, 1927), sent again July 30, 1928 (returned August 21, 1928), and sent for a third time on July 17, 1929 (returned August 14, 1929). To me this indicates that there were three different versions of this cancel.

Sterkamp Ommen 2 (type R) was sent the first time on July 30, 1928, and returned on August 21, 1928. I do not have the information about the additional Ommen 2 cancels that must have been sent.

Year	Type	Numbers	Dates	Time
1927	R	1	Aug. 3-19	27
1928	R	1 and 2	Aug. 2-10	28
"	R	1 and 2	"	Time of day
1929	R	1 and 2	Jul 30 - Aug. 9	Time of day
"	A			
1930	R	1 and 2	Jul 27 - Aug. 7	Time of day
1931	R	1 and 2	Jul. 25 - Aug. 6	Time of day
1932	No cancel			
1933	R	1 and 2	Jul. 25 - Aug. 15	Time of day
1934	No cancel			
1935	No cancel			
1936	R	1 and 2	Jul. 24 - Aug. 6	Time of day
"	C	Tenth Anniversary	Starcamp Ommen	Cancel
1937	R	1 and 2	Jul. 21 - Aug. 11	Time of day
1938	R	1 and 2	Aug. 3 -15	Time of day

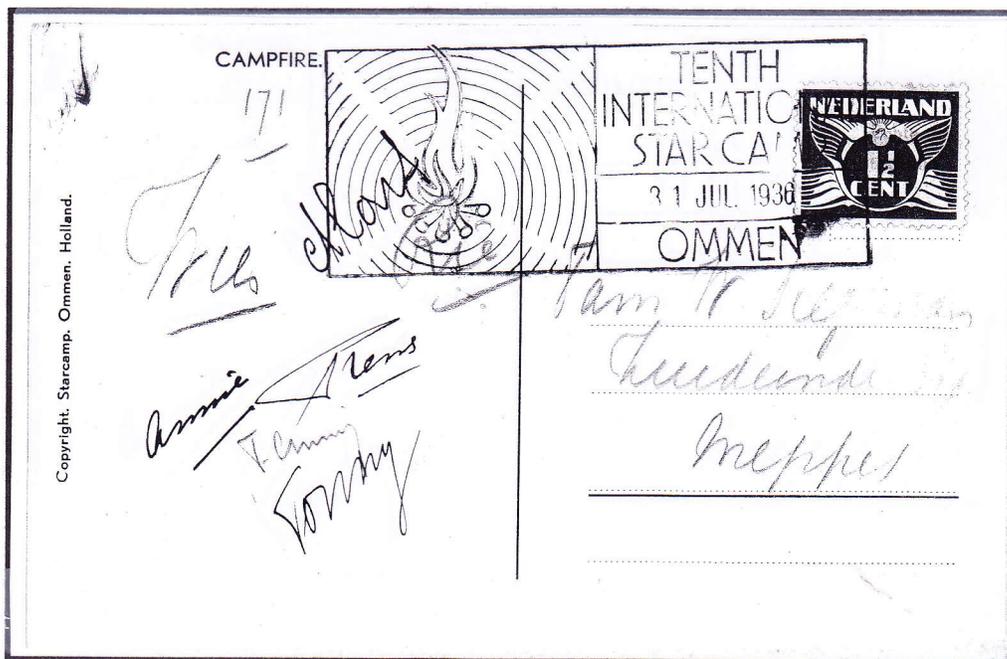
van der Wart, Reclamehandstempels en Gelegenheidsstempels, PO&PO, 1985

De Stempelrubriek NMP 1922 -1939, NBFV, Utrecht 1991

De Stempelrubriek uit "De Philatelist" 1927 -1939, NBFV, Utrecht 1991



Letter sent in 1931 from the Netherlands to Switzerland showing both the Sterkamp bij Ommen / #1 and Sterkamp bij Ommen / #2 rader type cancels. The printed matter rate to countries outside of the Netherlands was 2 1/2 cent.

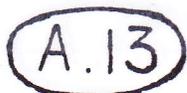


Postcard sent in 1936 from the Starcamp to Meppel in the Netherlands. The postal card rate was 1 1/2 cent in 1936

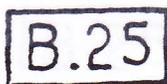
Mailmen cancels on undeliverable mail (1918)

by Hans Kremer

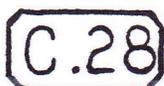
Most of us are familiar with the cancels the mailmen put on the mail they had to deliver. Every mailman had its own cancel number, which was the same as the number on his uniform. In addition there were letters, preceding the number and separated by a period, signifying which delivery it was referring to. The first mail delivery of the day had an 'A', the second delivery a 'B', etc. In extreme cases this went all the way to nine (!) deliveries a day.



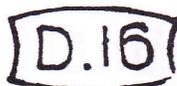
Model A



Model B



Model C



Model D

There were four different types of cancels:

The cover shown here, sent July 4, 1918 from Arnhem to a bookstore in Haarlem, was handled by mailman # 46 and the first attempt to deliver this postcard was during the second (B) delivery of the day. (Note the B.46 cancel.) When he tried to deliver the postcard he found out that the bookstore had moved to presumably Utrecht (Note "Vertrokken naar Utrecht"; hand written and signed).

Upon arrival in Utrecht quite an effort was made to find the addressee, however in the end it was unsuccessful, and the postcard was returned to the sender in Arnhem.

What took place in Utrecht can be seen from the attached form "Onbekend in Utrecht" (Unknown in Utrecht).

The postcard landed on Utrecht's head mailman's (Hoofdbesteller) desk. He had a different shaped marker than the 'regular' mailmen. His marker was octagonal and his number was "3". (Note the octagonal marker "3").



Mr. ten Geuzendam published an article dealing with the markers used by the Utrecht mailmen in charge of the mail that went into the P.O. boxes, instead of the regular mail.

The markers shown in his article are described as being identical to the head mailman markers, so maybe one could conclude that the head mailman also functioned as one of the P.O. Box sorters. Ten Geuzendam points out that there used to be seven P.O.Box sorters, who used octagonal cancels (like the "3" showing in this article) 1 through 7 assigned to them.

According to the article, from August 1917 on new P.O. box sorter markers were issued. They were numbered 1 through 8, and were enclosed by a circle, instead of the previous octagonal.



The postcard shown in this is dated July 4, 1918 (the text on the back has a written date of "4 Juli 1918" on it), and the fact that the 'old' octagonal number 3 marker was still being used could mean again that the octagonal number 3 belonged to the head mailman and not primarily to a P.O. Box sorter.

De Moor and Jobbins in their article comment that they have postcards with octagonal numbers 2, 3, 4, 6 and 7 dated between December 23, 1916 and July 17, 1917, while ten Geuzendam mentions August 21, 1916 as first and August 4, 1917 as last dates. Our example shows July 4, 1918

Since there was no forwarding address given in Utrecht the head mailman in turn passed around the postcard to the mailmen of the various postal routes. Usually the mailmen left their markers on the back of the letter, but since we are dealing with a postcard here there is no room on the back. For this purpose special forms were being used.

Based on the "Onbekend in Utrecht" form attached to the postcard there were either eight or ten postal routes. Only the mailmen in charge of delivering the mail to

routes 1 through 8 signed off on the form. Postal routes "Weide" and "Oudenrijn", might have been new and not assigned to a mailman yet.

You might note that only the mailmen's numbers are shown, omitting the customary letters, A, B, etc.

One could not expect the mailman to check every house on his route to see if that was the correct address where the postcard had to be delivered. It made much more sense to hand the postcard to a mailman, asked him if he recognized the name of the addressee and if not, have him sign off on the form, (using his individual marker) and then pass it on to a mailman in charge of another route.

As stated previously, the mailmen were unable to locate the addressee and subsequently the postcard was returned to the sender in Arnhem (Note "terug" (return), and "Retour Arnhem" (Back to Arnhem)). Erroneously it was also marked Haarlem once more, but upon noticing the mistake this was scratched out.

Note: This card was given to me by ex ASNP president Hans Paul Hager who thought I might have a use for it. I certainly did and it turned out more educational than I first thought.

Refs:

P.C. Korteweg, Bestellersstempels, De Stempelrubriek uit de Philatelist 1927 - 1939, pages 306-312

A.W. ten Geuzendam, Postbussorteerdersstempels van Utrecht, De Postzak # 144, June 1985

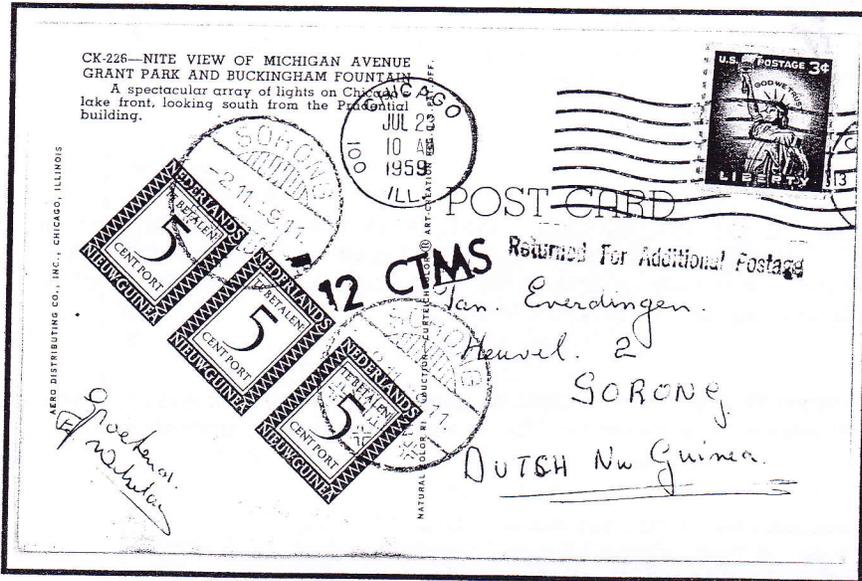
Werner de Moor & Les Jobbins, Netherlands bestellingsstempels, Bestellersstempels, Hoofdbestellersstempels and Postbussorteerdersstempels, The Netherlands Philatelist, Vol. XXII, No. 4, July 1999

G. Radstaat, Dutch Deliverystamps, <http://www.gradstaat.nl/bestel/bestell-en.htm>

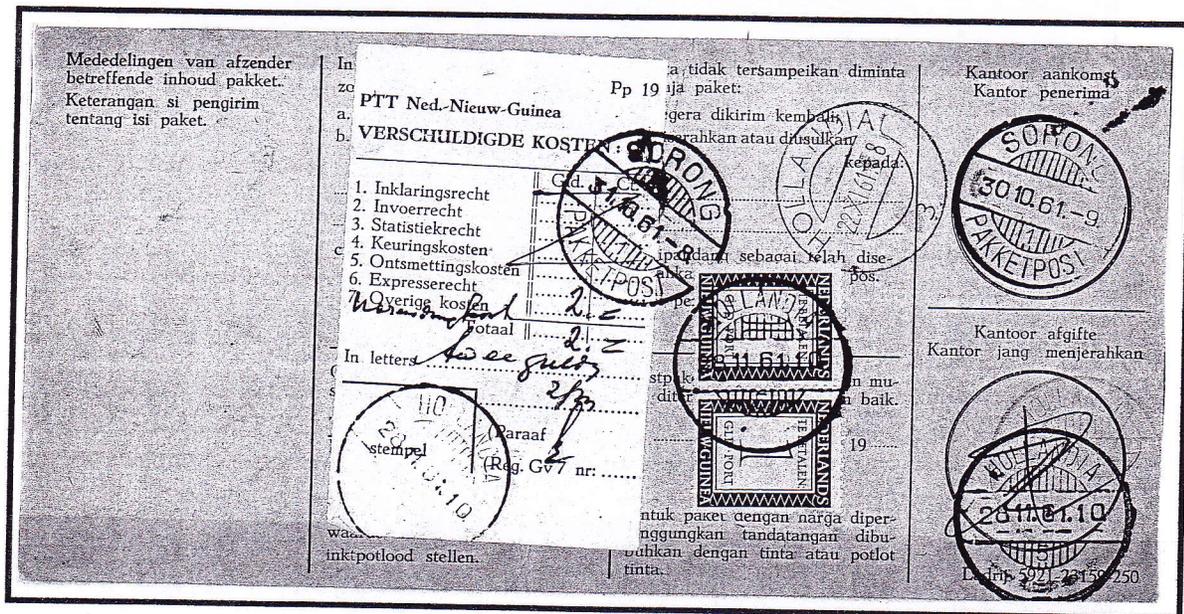
Western New Guinea, a postal history (part eight)
by Han Dijkstra
 (translated by Ben Jansen)

Note: This is part eight of a series of articles about the postal history of what used to be Dutch-New-Guinea. These articles reflect the philatelic exhibit of author Han Dijkstra. Previous parts appeared in ASNP Journals Vol. 30 # 1 (September 2005), # 2, # 3, ASNP Magazines Vol. 31 # 2, # 3, # 4, and # 6

D August 1, 1957 - September 30, 1962 Six postage due stamps were issued due to a misunderstanding during the leave of a high Dutch New Guinea postal official.



In the USA 'returned for additional postage', which did not make sense as the sender, P. Wetselaar, designer of the Social Care stamps (and other issues), did not list a return address. Therefore, the card was forwarded by sea mail, and took more than three months to arrive. Postage due was computed on the basis of 1.25 times the amount in gold centimes. The exchange rate of the gold franc was Fl. 1.24 at that time.



Hollandia 5, November 8, 1961.

Addressee had left, hence forwarding as inland post package. Weight 1,800 gram (front). Rate 2 guilders for a postal package of 1-3 kilos, which was paid using postage due stamps. Surplus, seldom-used permanent stamps (e.g. 80 cents), were also often used for this purpose.

D Rates and duties

Abbreviated summary

	Letters			printed matter	
	Sea	air	sea	air	
Local		10			5
Interior		25			5
Netherlands +					12
Overseas Territories	25	55 - 5 gr.	5		21
Europe	30	65 - 5 gr.	6		
Other foreign	30	varying	6		varying

Additional charges

Registration	40
Express mail	60

The rates to the Netherlands remained virtually unchanged after July 1, 1951. Picture post-cards are often seen with the 17 ct "Kroonduif" (crowned pigeon). This was a printed matter rate (5 ct + 12 ct air surcharge) for cards with a short greeting. Otherwise, 37 ct (7 + 30 ct air charge) was required. In reality, and especially towards the end of the Dutch New Guinea period, the 17 ct rate was also used on cards with long messages.

Air rates to special destinations were changed frequently. For example the airmail surcharge to North America was 50 ct per 5 gr, which was reduced to 40 ct towards the end of the fifties. Even though a lot is known about these rate changes, there are still a few holes.



Airmail letter from Sentani addressed to Pakistan. Rate 30 cent + twice 30 cent air surcharge. Undeliverable in Pakistan. Labels and markings on the back. Dead Letter Office Karachi, December 27, 1956.

Fee for registered mail was 40 cent, and the express rate 60 cent.

See N.J. de Weijer, *De aantekenstrookjes gebruikt in (Nederlands) Nieuw Guinea*, ZWP-study # 1, Rijswijk 1993, for an overview of the registration labels used in New Guinea (canceled, written, overprinted).



Biak 2, May 10, 1959. Inland letter - 20 gram 25 cent. Registered and express fees total Fl 1.-. The right part of the registration label had to be canceled. The registration labels have been made in the Netherlands.



Biak 1, May 6, 1961. Airmail letter to the Netherlands - 5 gram: 55 cent. Identical as above, but this time to the Netherlands. Office name Biak in large violet letters stamped on registration label, seen 1958-1962.

E Airmail and Seamail

Many companies have flown in Dutch New Guinea. See E.A. Mehlbaum, 'Nederlands Nieuw-Guinea. Postvervoer per vliegtuig' (Dutch New Guinea. Mail transport by airplane.) ZWP 51/002-007 - NNG 250-2555. Participants included, among others, the Marine Luchtvaart Dienst (MLD, Marine Air Services), the Coördinatie Militair Vervoer (CMV, Coordinated Military Transport), the Kroonduif (Crown pigeon, subsidiary of the Royal Dutch Airline [KLM], founded in 1955), the NNGPM, the Melanesian Air Service (MAS) and the missionary, such as the Christian and Missionary Alliance (CAMA). All of these companies transported mail.

In addition, there were the international companies, such as KLM and Qantas. These has flights to Biak, the large international airport of Dutch New Guinea. The line Amsterdam-Biak-Sydney was opened in 1951. Without doubt, the opening of the North Pole route via Anchorage and Tokyo in 1958 was of major importance.

Special events in the air transport of Dutch New Guinea

A The 'Sterrengebergte' (Star Mountains range) Expedition

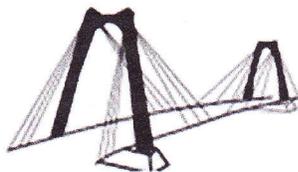
This scientific expedition commenced on April 10 [1959]. Two labels of mail bags that were sent to the base camp Ok-Sibil contain a reference to the airplanes used by the 'Kroonduif'.



Merauke 1, June 9, 1959 to Sibil by way of Hollandia. Flown by Dakota.



Hollandia 1, August 18, 1959, flown by Twin Otter, a small airplane. Pioneers were used as well. The mail bag to which this label was attached contained the "advise" [advice] = the inventory of the mail shipment. This list was of special importance when registered and express mail was involved.



**Postzegelveiling
Rijnmond**



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Jacob de Kort

PHILATELIC EVENTS/AUCTIONS:

- Sep. 15, 16 ProPhil 2007
't Speelhuis, Speelhuisplein 2
Helmond
- Sep. 22,23 Almelo 2007, Elkerbout Partycentrum
- Oct. 12-14 Leeuwarden, 90 years V.P Friesland,
Spathal Klaverdijkje
- Oct. 19-21 Postex 2007, Apeldoorn
- Nov. 10,11 Amsterdam 2007, Marcanti College
Jan van Galenstraat 31, A'dam
- Nov. 23-25 Kempfila 2007 PC Groot Veldhoven,
Kempen Campus, Veldhoven . Includes
Aerophilatelic Day.

2008

- Feb. 24 Noviopost-Nijmegen; 25 Years
De Klif, Pijlpuntstr. 1, Oosterhout
- May 14-21 Israel 2008, Tel Aviv, Israel
- May 22-24 NBFV 100 years
Spathal De Reeve, Kampen
- Jun. 15-20 Efiro 2008, Bucarest, Romania
- Aug. 14-17 Hartford, CT. APS STAMPSHOW.
Connecticut Convention Center, 100
Columbus Blvd., Hartford.
Projected site of **ASNP meeting**
- Jul/Aug China 2008, Beijing, China
- Sep. 12-14 Praga2008
Exhibition Gronds, Prague,
Czech Republic
- Sep. 18-21 Wipa2008,
Austria Center, Vienna,
Austria
- Sep. 28-29 100 year NBFV
Stadsschouwburg, Oosterhout
- Oct. ? Postex 2008
- Nov. 9-10 100 year NBFV
Sportcomplex Groenendaal, Heemstede
- Dec. 12-14 Veendamphila (100 year NBFV)
Spathal Sorghvliethal, Veendam

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2009

- Feb. 6-8 Achterhoek 2009
Lichtenvoorde-Zieuwent

2010

- May 8-15 London 2010
Business Design Centre
London
- Oct. 1-10 Portugal 2010
Lisbon, Portugal
- Oct. South Africa (FIP recognition)

2016

New York 2016 (General World)

AUCTIONS

- Ongoing De Nederlandsche Postzegelveiling
(Online) www.ecosta.com
- Sept. 10-12 Van Dieten, Lylantse Baan 3, Capelle a/d
IJssel
- Nov. 29 - Rijnmond Auction, Westerwagenstr 60,
Dec.1 Rotterdam

KLM Cancel



1-VII-2007
1st Flight
Amsterdam - Hartford

FROM THE LIBRARIAN:

The quest for philatelic information of the Netherlands, Colonies etc. is obviously very much alive. The response to the availability and offerings of items, such as ASNP Journals/Magazines/Newsletters, tearsheets as listed in previous issues, has come from all over, including several from overseas.

Please note, when you request/order include your phone

number. That way I can contact you and advise you of the exact amount of postage needed to send you the material. The number of pages determine the postage (e.g. 5 pages in 1 envelope is 41 cent). More pages, thus more weight, give a better rate/ charge. Some of you benefited from that when I made a part refund of the check you sent me.

Anyway, keep your letters and phone calls coming !! Appreciate it.

My phone number is 650-593-4626 (F.Y.I. Don't call during September, sorry). Address: 199 Chestnut Street, San Carlos CA 94070-2112, U.S.A.

FROM THE MEMBERSHIP SECRETARY

Unfortunately this month we have to report the passing of Betsy Van Heerden, Governor Ralph Van Heerden's wife. Those of us attending the ASNP meeting at the Boulders Inn in 2000 will remember Betsy for her upbeat personality and lust for life. Our condolences and sympathy go out to Ralph.

FROM THE TREASURER

Beginning balance on 1 February, 2007 when I took over: \$8438.52

Current balance = \$8645.84

REVIEW OF RECENT PUBLICATIONS

Thurn und Taxis: The Origins of Modern Postal Services -The Netherlands-Italy Route c. 1500-1700 by Kees Adema (15 pages) - The Collectors Club Philatelist; Volume 86, number 3, May-June 2007 (\$7 postpaid; 22 E. 35th Street, New York, NY 10016-3806)

Past ASNP president Kees Adema in this first of two articles goes into great detail about the history of the famous Thurn und Taxis family, which dominated the delivery of mail in large parts of Europe for about three centuries. The article is richly illustrated with excellent quality color reproductions.

To quote the introduction; "The first two centuries of organized postal connection between the Netherlands and Italy offer an insight into how modern postal services developed. Postal agreements, routes and markings on relevant letters help to illustrate the growing pains of the system. Originally the service was only a Taxis family endeavor, and the political and military developments of the day affected the operation, as might be expected.

The history of the Thurn und Taxis family has been well-documented in numerous books and articles by historians and philatelic authors. This account offers

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some background information that may clarify how this service matured. The main focus, however, is the mail that traveled between the Netherlands and Italy, or a portion of that route."

The article has the following sub-headers:

The Taxis Family

The Taxis Connection to the Habsburg Royals

Letters between the Netherlands and Italy

Connections Despite the Eighty Years' War: 1568-1648

The Habsburg Bankruptcies

Mantua Becomes the Main Transit Point

Rates

Anybody even vaguely interested in European history of the 16th and 17th century would appreciate Kees' article.

Part 2 came out in the July-August, 2007 issue of The Collectors Club Philatelist.

The chapter headings of the second installment are:

The Roermond Reichspost Office: 1640-1702:

"In 1637, towards the end of the Eighty-Years' War, Roermond was conquered by Spanish troops, thus becoming once again part of the Habsburg domain. Not coincidentally, the year 1640 signaled an important change between the northern Netherlands and Italy as far as the correspondence is concerned. Taxis appointed Goswin Dulcken postmaster of the new "Reichsgrenzpostamt" in Roermond, that is, the border post office for the Taxis Reichspost. After contracts were concluded with the relevant towns in Holland, it meant that a letter from Amsterdam to Italy no longer had to be sent via the Taxis office in Antwerp, but would now go via Utrecht, Nijmegen, Roermond and Cologne, and from there connect to the customary route south via Rheinhausen, Augsburg and Innsbruck.

How did the actual postal process usually work? A sender would drop off a letter destined for Italy at the office of the local postmaster and prepay the established tariff to the final transit point, probably Mantua. The postmaster routinely marked the prepaid amount on the back of the letter, which was routed to Amsterdam by the municipal courier or by a private service, such as the "skippers post on horseback."

A postiljon would announce his arrival at the town gate by blowing the posthorn, and the mail would be transferred to the Amsterdam postmaster, who would combine it with bundles that had arrived from other towns. From there it would be transported by postiljon via Utrecht and Nijmegen to the Roermond Reichspost office by one of the various courier services described above."

Roermond Loses its Status as North-South Transit

Office:

"In the spring of 1701, French troops, led by the Duke of Anjou, grandson of Louis XIV, invaded the Spanish Southern Netherlands.

The War of Spanish Succession had started, and one of the first French acts was to replace Thurn & Taxis with the French "Farmer of the Posts," Pajot. In March 1701, the Roermond border office lost its status as French troops occupied the town and established their own post office in April. It would function until October 1702."

Alpen and Pempelfort

"After the French conquered Roermond, Taxis promptly moved the Roermond operation to Alpen, a small town between Geldern and Rheinberg. It would remain the transit point for the north-south route for only one year as the function was taken over by the Taxis office in Pempelfort (near Düsseldorf) April 3, 1702. The Pempelfort office would continue to function as the Taxis border office until April 1, 1717, when it was replaced by "Oberpostamt" Maaseik. The Thurn & Taxis network in the southern Netherlands was not derailed permanently. Its close connections to both branches of the Habsburgs paid off in 1725, when it regained control of the postal service in the heretofore Spanish but now Austrian domain.

Epilogue

It can legitimately be argued that the development of an efficient mail delivery system throughout most of Europe ranks as one of the world-changing events of the last five centuries. Enabling not just royalty or clergy, but merchants and, eventually, the common man to communicate over long distances must be seen in the same light as more recent revolutionary inventions like the telephone or the internet.

There were many courier services in the late middle ages, yet only the visionaries in the house of Thurn & Taxis, Franz and his successors, saw the big picture. They realized that with Gutenberg's invention of printing from moveable type there would be an unlimited market not only to transport letters but also newspapers, price lists and other items essential to international contact and trade. They may not have received much recognition in non-philatelic circles, but the name Thurn & Taxis deserves to be mentioned in the same breath with Bell, Edison and Marconi.

Although the family had lost its involvement with mail service by the end of the nineteenth century its legacy remains intact."

SHORT NOTES

Renewal of membership

If you have not done so please renew your membership. Membership runs from September 1 through August 31. Dues are \$20 per year for members living in the USA,

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\$25 for Canada, and \$30 for the rest of the world. As an added convenience, those people who can transfer funds to a Dutch giro account can transfer the money to J. Enthoven's account, giro number 2999435. Please use the current rate at the time of your transfer plus .02 Euro/Dollar to allow for fluctuations and transfer costs. Send your dues to Jan Enthoven, 221 Coachlight Ct., Onalaska, WI 54650-8710, U.S.A. If you paid by giro, please mark it as such.

I need your help!

I am looking for canceled stamps, 1999 to present, from the following countries:

Netherlands, Greece, Great Britain, Australia, Germany, Ireland, Italy and Vatican City.

I am a collector and member of APS as well as ASNP. If you have any stamps on or off paper from these countries from those years please forward them to me, on approval, to:

R. Eilbacher; 389 Emory Rd.; Mineola, NY 11501.

I will pay 20% of catalog value for all stamps I keep as well as refund postage.

Postage due equal four (!) times the missing amount (A commentary)

"Editor ASNP

It is always refreshing to see a special postal item in our Magazine that arouses philatelic interest, such as why and how. The Lexmond postage due on a private picture card in Volume 31/6 (July 2007) brings this out.

To bring into focus the assessing of postage due amounts it is necessary to refer to the rates at, before and yes, after the rate on the card shown, i.e. 1901.

I reference Drs. L. Goldhoorn in his "Postzaken Posthistorische" Studies VI (Een overzicht van de Nederlandse portzegels), published by the Neth. Po and Po Club in 1979. He documents postage due changes through several distinctive periods - none of which can be considered "rule of thumb".

The cover illustrated (1901 cancel) is a privately made picture-postcard (in contrast to a postal-card, government issued). This was the time that picture-postcards started and became popular. So, sometimes, the misunderstanding occurred of the amount of postage needed to be affixed. It is not uncommon to see postage amounts being used in error.

As the caption implies, sometimes the postage due amount to be collected was high - to the extent that not

much later in time the PTT placed these "due" cards in blackened envelopes, revealing only the address, because recipients would otherwise see the card, both sides, and tell the postman "I don't want this". The PTT did miss out on revenue over and over.

The assessing rates were as follows:

Period April 1, 1881 to April 1, 1892

letters	cards
postage due = 5 cts. over the rate, less any affixed amount and rounded up to the next 5 cts.	unfranked no-message cards and printed matter to have postage due same as for letters
	insufficiently franked cards assessed the same as for letters

Period April 1, 1892 to Oct. 1, 1908

letters	cards
postage due = 5 cts. over the rate, less any affixed amount	insufficiently franked postal-cards assessed twice the postage, less any affixed amount

Local letters going
beyond the city were
assessed the postal
difference, usually
2 cts.

private-cards assessed
5 cts. over the rate, less
any affixed amount

penalty for printed matter
in the "brievenbus" was
discontinued.

Period Oct., 1, 1908 to Nov. 1, 1919

letters	cards
postage due = 5 cts. over the rate, less any affixed postage	postage due = 2 1/2 cts . over the rate, less any affixed postage

By the above abbreviated regulations the card in our Magazine was assessed as follows:

5 cts. over the 2 1/2 cts, rate less the affixed amount (1 ct.) thus 7 1/2 cts. - 1 ct. = 6 1/2 cts. And thus a very normal rate for those times, but assessed at a differing rule of thumb"

Ralph Van Heerden

NVPH 2008 Catalog available.

The new NVPH 2008 catalog will come out September 12. As has been the case the last few years there will be a couple of one-time articles in it. Henk Vleeming writes about the Ship mail of Curaçao, while Cees Janssen handles the overview of one- and two-letter cancels (including prices). Added are the so-called 'hanging booklets' and mailers; UNTEA is rewritten and

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expanded, Dutch East Indies se-tenants are listed. Another "blueprint" is also included. So overall quite a few changes and additions.

The catalog this year lists for € 24.90 but ASNP member René Hillesum is offering copies to ASNP members for € 23.50. He also agreed to lower the standard shipping cost to € 11.68 (this will ship either one or two copies; same mailing cost). René can be reached at:

René Hillesum
P.O. Box 170
4700 AD Roosendaal
The Netherlands
email: hillesum@filatelist.com

From Linn's Stamp News July 23, 2007 the following:
Admirals on stamps: many nations honor highest-ranking naval officers

For a time in the 17th century, Dutch sea power rivaled that of England.

As protestant allies, the Dutch and English often stood together against Roman Catholic France and Spain. But the greatest Dutch naval hero, Adm. Michiel Adriaenszoon de Ruyter, (1607-760) enjoyed his greatest victories against the English.

A Netherlands 2 1/2 c vermilion Adm. M.A. de Ruyter and the Dutch fleet stamp (Scott 89), was the first issue honoring de Ruyter. The set came out in 1907.

De Ruyter went to sea as a merchant seaman at age 11. As a young man, he later served in the Dutch army, fighting the Spanish. He was not born with the name de Ruyter (Old Dutch for "the raider") but earned it as a privateer.

De Ruyter served with distinction as a subordinate commander in the First Anglo-Dutch War. In command of the Dutch fleet in the second and third Anglo-Dutch wars, de Ruyter saw action from North America and the Caribbean to the English Channel, inflicting one of England's greatest naval defeats at the Raid on Medway.

He died of wounds fighting the French in the Battle of Agosta after both of his legs were knocked off by a cannonball.

Other stamps honoring de Ruyter include Netherlands Scott 87-88, 252-61, 370 and 555; and Netherlands Antilles 303.

MAGAZINE REVIEWS

Photo copies can be made available (at the cost of reproduction plus mailing) to anyone interested in a particular article. Contact Hans Kremer, 50 Rockport Ct., Danville, CA 94526 (hkremer@usa.net).

Maandblad Filatelie

Maandblad Filatelie - Brouwer Media - P.O. Box 20, 1910 AA Uitgeest, The Netherlands.

Subscription € 18.40 / yr., € 32 for foreign countries, free to members of Dutch philatelic societies.

July/August 2007 - The main article deals with the way philately is treated in the literature and movies. I recently saw a Dutch movie (Blackbook) where a set of Dutch East Indies Queen Wilhelmina stamp played an important part in the scenario. The article points out quite a few other instances where stamps are featured in the literature, among them it shows the cover of "The plot against America" by Philip Roth where a 1 cent green El Capitan (Yosemite National Park) stamp is shown overprinted with a swastika. -Behind the scenes at TNPPost is the subject of another article. It turns out the Luik/Liege in Belgium is a major hub for TNT Post. It is centrally located in the triangle Amsterdam-Frankfurt-Paris, night flights are not prohibited, and the climate is good (little fog). Each night about 80,000 pieces are handled by 1500 employees. - The Maxiphilately column shows examples (and text) of Zeppelins on appropriate postcards. - A somewhat unusual subject deals with picture postcards. As philatelists we often concentrate on the back of these cards, checking out the stamps and/or cancels. Author Cees Janssen urges us to also have a look at the acid itself and the written text on it. It can be very educational. -

Mr. van der Vlist in his series on fakes and forgeries warns us this time about the falsified overprints of the Dutch East Indies charge series of 1902. Stamps were overprinted for inland and Netherlands printed matter rate, due to the delay in the arrival of a new issue expected from Enschedé. Only the 1/2 cent overprint is discussed here, the 2 1/2 cent overprint will be covered in a



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future Filatelie article. The story leads to J.P. Moquette (refer to ASNP Magazine, Vol.31, No.6; July 2007). Apart from details in the overprint itself, the falsified copies are often canceled with a Soerabaija 25 6 1902 cancel.

The Netherlands Philatelist -

Magazine and Newsletter, each published three times a year by the Netherlands Philatelic Circle (Magazine Editor: Les Jobbins, 25 Oakfield Drive, Reigate, Surrey RH2 9NR, United Kingdom). Membership (this includes the Magazine as well as the Newsletter): £ 15 per year.

Newsletter, May 2007

Magazine Vol. XXVI # 4, July 2007

This issue opens with an article by Martinus Verkuil; extended and updated by editor Les Jobbins. The subject is "The KLM Netherlands East Indies line in wartime". It covers the period September 1, 1939 (German invasion of Poland) through March 8, 1942, when the Netherlands Indies surrendered to the Japanese military forces. The KLM planes escaped the conflict and flew to Australia where they were pooled with the wartime transport fleet. - Jan Hintzen writes about 'Mail for the Specht (Woodpecker), the second DC-3 aeroplane on the Netherlands east Indies line'. The original article had appeared in the Aerophilately of February and April 2007. KLM had taken delivery of the first DC-3 in late 1936 (this was the Ibis), but it was the second DC-3 (Specht) which had a major impact on the shipping of mail between the Netherlands and the Dutch East Indies. Since the airmail surcharges were dropped rates were lowered considerably in early 1937. Mail sent with the Specht was the first mail qualifying for these lower rates. The lower rates increased the volume of mail sent by 66%. The Specht was ill fated since it crashed on its 6th return flight from the DEI (October 1937). One can make a nice collection of just SPECHT covers. The article shows many covers, cancels and other Specht related items.

Netherlands Philatelists of California

Membership dues are \$ 10 for corresponding USA and Canada based members; \$ 15 for regular members. attending the monthly meetings, and \$ 16 for international corresponding members.

Secretary/Editor: Frank Ennik, 10944 San Pablo Ave. # 226, El Cerrito, CA 94530-2374

E-mail:ennik123@comcast.net

Website: www.angelfire.com/ca2/npofc

The July/August issues

At the June meeting the members shared their Michiel De Ruyter material. This to celebrate De Ruyter's 400th birthday. The August issue had a nice story about 'Geuzendam's 1880 Netherlands Indies no. 4 and 5

envelopes with the overprint briefomslag 10 cent / letter 10 cents', submitted by Ralph Van Heerden. Frank Ennik listed the Philatelic Code of Ethics adopted at UPU 2004 Bucharest Congress.

As always a major part of the publications are the text and illustrations of cancel, cover and third category of the month, with quite a variety of material being submitted each month.

PO&PO

The **Verenigingsnieuws** (Newsletter) is published quarterly by the Nederlandse Vereniging van Poststukken en Poststempelverzamelaars (PO&PO). Dues are € 22.50 / yr. (per 1-1-2006 this will go to € 25), which includes delivery of the Newsletter and the more irregular **Postzak**. Secretary: J.F.G Spijkerman, Postbus 1065, 6801 BB Arnhem; e-mail: secretariaat@po-en-po.com

De Postzak - # 202, January 2007 (last issue received)

Verenigingsnieuws: May 2007. ASNP's past-president Kees Adema is showing on the front cover receiving the Edwin König award; handed over by PO&PO's president Willy Ahlers. - The majority of the contents are taken up by the various annual reports. Membership stands at 642 compared to 645 a year earlier; quite an achievement.

De Aero Philatelist

"De Aero Philatelist" is issued six times a year by "De Nederlandse Vereniging van Aero Philatelisten". K. Jongerden, Ambonlaan 88, 1276 NJ HUIZEN, The Netherlands. Subscription is Euro 27.50 per year.

Many issues of "De Aero Philatelist" include a substantial auction section of interesting airmail covers and/or related items.

JUNE 2007 (number 3)

This is the first issue of "De Aero Philatelist" under the direction of and compiled by the club's new editor: Rob van Grunningen.

Wybo Heere, president, reviews the 2006/2007 philatelic season and he looks forward to meeting everyone again after the summer break.

Hans Aitink writes about the aviator Hans Scholte, one of the well-known pioneers of the KLM Dutch Indies line. H. Scholte was also second in command on the various charter flights commissioned by the noted American millionaire Van Lear Black.

Jacques Bot writes briefly about the 1928 International Civil Aeronautics Conference. He's looking for more information on the event and poses several pertinent questions.

Wim van der Helm announces the title for the upcoming *Netherlands Philately Vol. 32 No. 1*

Day of the Aero Philately:

It will be: "1937: Airmail to the Indies per regular DC 3 service".

(The so-called 'Day' turns out to be a full weekend: November 23 - 25, 2007 !).

Reports regarding the annual General Membership meeting of May 21, and the presentation of a recognition 'pin of honor' to member Leo H. Jelsma are included in this issue.

Results of the DELTAFILA 2007 exhibition at Middelharnis (April 27-29, 2007), the usual upcoming events agenda and a nicely detailed news column by Jan Dekker complete this third issue of 2007.

Dai Nippon Society -

The Dai Nippon Society specializes in the stamps of the Dutch East Indies during the period of the Japanese occupation, and also during the Republik Indonesia before obtaining sovereignty.

Subscription is € 25 per year. Secretary: Leo Vosse, Vinkenbaan 3, 1851 TB Heiloo, The Netherlands. e-mail: leo.vosse@planet.nl

Website: www.dainippon.nl

Newsletter July 2007

This being the summer, activity is limited. A listing of 782 lots of the August auction filled most pages.

The next regular meeting will be September 25. at the Park Plaza Hotel on the Westplein, circa 300 meter from the Centraal train station in Utrecht. Meeting starts at 7.30 p.m.

Brepost

Brepost is the bimonthly publication of the Postzegelvereniging Breda in the Netherlands. Secretary: B.H. Kielman, Paradijslaan 23, 4822 PD Breda, The Netherlands (benkielman@casema.nl). Membership dues are € 22.50 / yr., which includes an airmail subscription to the Maandblad voor Filatelie.

May/June 2007 - Annual reports plus the announcement of a joint Oosterhout/Breda stamp show to be held in 2008 make up the bulk of this issue. The Breda stamp club will be celebrating its 115th year, while Oosterhout commemorates a more modest 35 years. - Members are asked to submit articles for a special 25th anniversary issue of Brepost, to be published later this year.

Waalzegel

The contents of the Waalzegel can be seen as a PDF file on their Website: <http://www.nvpvnijmegen.nl/>

WEBSITES WORTH VISITING

<http://www.mostlyclassics.net/philatelic/StThomasEtShipLocalStamps.pdf>

ST. THOMAS—LA GUAIRA—PUERTO CABELLO SHIP LOCAL STAMPS

Among all the world's local stamps, perhaps the most fascinating and potentially exotic are ship locals.

Those of Captain Robert Todd's and later mail services from the 1864 to 1870, which operated along a vaguely triangular route, from St. Thomas in the Virgin Islands



to La Guaira / Caracas in Venezuela, to Puerto Cabello in Venezuela and Curacao, and thence to back to St. Thomas, make an eminently possible collecting specialty.

Captain Robert Todd won his mail contract from the Venezuelan government in November 1863 and immediately ordered both a new steam sailboat, which he named Robert Todd, from Liverpool and postage stamps from Waterlow & Sons, London. The service ran its roughly triangular route twice per month. Todd set the charge for letters at 2 reales per half ounce. The half reale denomination may have been intended for printed matter.

In July 1867, Todd disposed of his ship and the contract to Jesurun & Zoon of Curacao, who continued to use Todd's stamps until 1869, when they finally obtained their own stamps from Waterlow & Sons for lettermail and the centavos issues from Feliz Rasco in Caracas for use on printed matter.

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Jesurun & Zoon continued the contract mail service along the route until May 1870, when the revolutionary government of Guzman Blanco seized their steam schooner.

<http://arthistory.heindorffhus.dk/frame-KamerlinghOnnes.htm>

Harm Kamerlingh Onnes, 1893-1985
The Lengthy Process of Designing Stamps



In 1929 Harm Kamerlingh Onnes was commissioned to design the set of semi-postals "For The Child". He chose a design "Child Riding a Dolphin".

In 1956 Harm Kamerlingh Onnes was commissioned to design a stamp for the celebration of the 10th anniversary of the Caribbean Commission.



The stamp is highly symbolic and strict in the design, showing the Dutch, British, French and American national flags below a symbolic bridge uniting the different parts of the country, and further classical Dutch warehouses in a stylized design on either side of the bridge.

In 1957 Harm Kamerlingh Onnes was commissioned to participate in the design of the annual set of Summer



Stamps for the benefit of social and cultural welfare. Stamp design is normally a closely defined

job, and there is not much room for individual ideas, particularly when other designers participate in the design of a full set. The artist designed the 6+4c stamp;

<http://oase.uci.ru.nl/~jmulder/aktiv/noviopos.htm>

Here you'll find the most recent articles as they were published in Noviopost, the publication of the Nijmegen stampclub Noviopost (Dutch only)

<http://home.tiscali.nl/postsvv/>

This site contains an extensive write-up about the postal history of the town of Valkenburg, in the province of Limburg (Dutch only)

http://www.postalcensorship.com/examples/ww2dei/c_ww2dei.html

Censored and Military Postal History
World War II - Civil Censorship - Netherlands (Dutch)
East Indies by Martinus Verkuil(?)

Six (full color) covers are shown with detailed comments about each of them, plus an overview of the postal connections between the Netherlands and Dutch East Indies (English)

<http://www.stampnotes.com/>

Today in Postal History: Each day there is at least one page with a postal history item dated on the same day in the past.

Notes from the Past: This section provides short notes concerning topics of philatelic interest.

There are some very interesting items on these pages, definitely worth a look (English!). (Site submitted by Frank Ennik)

Look for example at November 5:

“Netherlands to Roman States (Italy)

November 5, 1864

This handsome cover bears a single circle CDS from Rozendaal. Rozendaal is the northeast part of Arnhem in eastern Netherlands. There is a double circle receiver indicating its receipt in Rome in January, 1865.

The cover is addressed to a Dutch priest in Rome. The sender requested the cover be sent Par La France (via France).

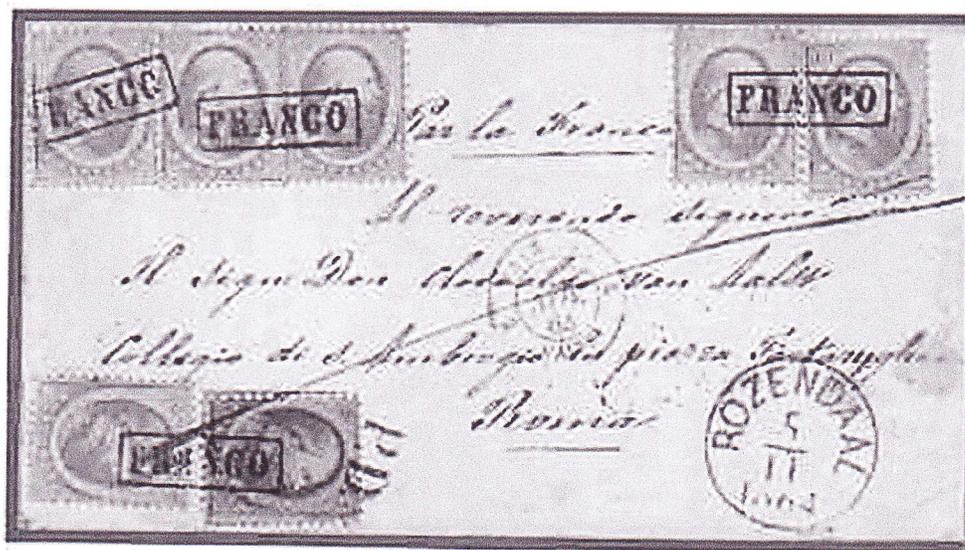
There are six, count 'em, six of the first unwatermarked, perforated 121/2x12, 10c lake or rose red King William III of 1864 (Scott 5). In addition, there is 5c blue margin copy from the same series (Scott 4) to complete the 65c rate.

The stamps are cancelled four times with a neat boxed FRANCO indicating that the rate has been prepaid.

Further, there is a skewed P.D. handstamp to the right of the 5c. This is the abbreviation for Paye á Destination (Paid to Destination).

The P.D. stamp was applied by a postal clerk who would have verified that the 65c rate was correct from Rozendaal to Rome via France.

Don't we all wish our collections were filled with items like this?"



RECENT ISSUES *

* It should be pointed out that 99% of the information printed here is usually copied from official information supplied by TNT Post and Nieuwe Post Nederlandse Antillen N.V (this through the courtesy of Mike Dekker).

Netherlands

July 19, 2007

Red Cross

"The Red Cross helps everyone - whenever and wherever."



The Dutch Red Cross has been able to fulfill this promise many times over during its 140 years of existence.

Volunteers play a crucial role in the activities of the



Red Cross, with 33,000 participants across the Netherlands. The Dutch Red Cross is supported by 610,000 members and supporters and 103,000 registered sponsors.

TNT Post supports the Dutch Red Cross every five years with the issue of a special stamp sheetlet. This partnership dates back to 1927, when the first

Red Cross Stamp was launched.

Images that represent the greater whole - the Red Cross and society - as well as the individual. This is expressed in the words "jij" (you) and "wij" (we). The

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Dutch language has two words for "you", one familiar and one formal. Using the less formal "jij" instead of "u" makes the image more accessible to young people.

The design depicts the relationship between the individual and society in an inventive and effective way. The word "WIJ" spans almost the entire stamp sheetlet in large, robust letters, like those used in newspaper headlines. Within this, the word "JIJ" is found on the three separate stamps, which can be seen as individual elements that make up the whole, i.e. the stamp sheetlet. "The red cross symbolizes a number of different themes: it is the symbol of the relief organisation, while at the same time acting as a plus sign to join the individual elements together - JIJ+JIJ+JIJ. The message is clear: YOU plus YOU plus YOU equals WE.

Denomination The value of each stamp is 44 euro cents, with a surcharge of 22 euro cents.

Technical Details

Size	: 35 x 25 mm
Print colors	: blue, red, orange and black
Perforation	: 13 3/4 : 13 1/2
Paper	: normal with phosphor tagging
Gum	: synthetic
Print process	: offset
Print run	: 337,500 sheetlets
Stamp type	: sheetlet of three special stamps with surcharge
Printer	: Osterreichische Staatsdruckerei GmbH, Austria

July 24, 2007

Beautiful Netherlands - Den Helder



Den Helder is home to the Royal Dutch Navy, and as such is closely connected to Admiral Michiel de Ruyter, whose 400th birthday has been and will be widely celebrated all year long.

The color of the stamp is blueish grey, matching the Navy's grey with the blue of the sky and the oceans.

On the stamps one can see a boy flying a kite, while a seagull flies by. In the background it shows the frigate Hr. Ms. De Ruyter F 804 anchored in Den Helder's Navy yard. One can also notice a swimmer in the stamp.

Five stamps (€ 0.44 each) per sheetlet

Technical Details:

Stamp Size 20,8 x 25,3 mm

Colors yellow, magenta, cyan, black

Perforation 141/2 : 141/4

Paper normal with phosphor backing

Gum synthetic

Printing offset

Product sheetlet with five identical stamps

Production 126.500 sheetlets

Printer Joh. Enschedé Security Print, Haarlem

July 26, 2007

Europe Stamps - 100 Years of Scouting

To mark the centenary of Scouting and the World Jamboree, TNT Post issued a special EUROPA stamp on 26 July 2007. This stamp issued was coordinated by PostEurop, the organisation that decides on a common EUROPA stamp theme each year.

On one of the stamps we see the sun clasping the Earth in its arms, an image used to express the global nature of Scouting and scouts' concern for the world. "The sun smiles at a bird in a tree in reference to the bird names used for the participating Dutch scouting troops. As a whole, this stamp represents land

On the second stamp, denoting sea scouts, the bird is replaced with a fish, while the tree symbolizing land on the first stamp made way for water. This emphasizes the contrast by depicting the moon instead of the sun on the second stamp

Denomination The value of each EUROPA stamp is 72 euro cents.

Technical Details

Size : 36 x 25 mm

Perforation : 13 1/2 : 131/4

Paper : normal with phosphor tagging

Gum : synthetic

Stamptype : sheetlet of ten special Priority stamps

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in two different designs

Print colors : yellow, magenta, cyan and black

Print process : offset

Print run : 273,000 sheetlets

Printer : Cartor Security Printing, France

August 8, 2007

Beautiful Netherlands - Lelystad-



Although Lelystad was not founded until 1967 (it is located in the latest (and most likely last) Dutch polder (Flevopolder), it too has a connection to Michiel de

Ruyter. Within its boundary is the Batavia wharf where a replica of the Zeven Provinciën is being built. The Zeven Provinciën was de Ruyter's flagship.

On the left side of the stamp the building structure of the ship is shown, while the odd shaped building to the right is the Nieuw Land Erfgoedcentrum (historical museum) with in the background one can see the modern cityhall. The bison refers to the Lelystad Nature Park.

After the East Flevoland Polder was drained in 1957, Lelystad was built on a foundation of piles driven into the subsoil.

It was named after Cornelis Lely (1854- 1929), an engineer-statesman who designed the Zuiderzee reclamation project. Between 1902 and 1905 he was Governor of Surinam.

Lelystad became the capital of the newly created Flevoland province in 1986.

Technical Details:

Stamp Size 20,8 x 25,3 mm
 Colors yellow, magenta, cyan, black
 Perforation 14 1/2 : 14 1/4
 Paper normal with phosphor tagging
 Gum synthetic
 Printing offset
 Product sheetlet with five identical stamps
 Print run 126,500 sheetlets
 Printer Joh. Enschedé Security Print, Haarlem

August 15, 2007

Beautiful Netherlands - The Hague



In Michiel de Ruyter's time The Hague already was the seat of government of the Republic of the Seven United Provinces, with Amsterdam being the capitol .

The dominantly golden color of the stamp signifies the royal allure of the town (The Hague never received City Rights).

What can you find on the stamp?

1. The stork, part of the Hague's city shield
2. The towers of the Kurhaus (both with the Dutch flag on top)
3. The triangular front under '00' is the front of the Ridderzaal (see ASNP logo)
4. The round vertical tower under "AG" is also part of the Ridderzaal.
5. The large office tower under the second "4" of "44" is the Hoftoren, better known as the fountain pen.
- 6' Left of the corner tower of the Ridderzaal one can see the front of the Nieuwe Kerk (1649), located on the Spui.
7. Under the tail of the stork you see the entrance to the Binnenhof, which leads to the Ridderzaal.
8. On the far left the 'torentje' (small tower), is the Prime Minister's office, which next to it parts of the neighboring buildings
9. In front of he entrance to the Binnenhof (see 7) one can see the Gouden Koets, which is used by the Queen in September to open the new parliament's session, and on the right one would notice the orange banner , used during events involving the royal house.

Denomination € 0,44

Technical Details

Size 20,8 x 25,3 mm
 Colors yellow, magenta, cyan, black
 Perforation 14 1/2 : 14 1/4
 Paper normal with phosphor tagging
 Gum synthetic
 Printing offset
 Product sheetlet with five identical stamps
 Print run 159,000 sheetlets
 Printer Joh. Enschedé Security Print, Haarlem