

Dated Journal

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Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 41/2



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Editor's Message

November 2016

Issue 41-2 of Netherlands Philately has arrived! It contains four articles by four different authors and two book reviews. The articles span a variety of topics, ranging from eo-philately to Curaçao and double circle cancels. I hope that each of you will find something of interest. But more importantly, I hope that you will be inspired to write about your own collection interests as well. After all, this Magazine is for our members by our members.

I spent most of October in Nepal and Dubai. Two very contrasting countries, with Dubai firmly anchored in the modern world, while Nepal is still a work in progress. From a philatelic point of view, Nepal is quite interesting because street names (and house numbers) are virtually absent. In the capital Kathmandu whole neighborhoods share the same street name and the exact location of a particular house or business is often described through local landmarks. Despite this lack of accuracy, mail does get delivered. Quite a feat, considering that the post office in the USA appears unable to deliver mail if the ZIP code is missing from an otherwise correctly addressed letter!

Ben

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Advice to Authors

Please submit your text in MS Word, and indicate where each illustration belongs. Submit illustrations as full color scans (at 600 dpi). Contact the Magazine Editor in case of questions.

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300 Years Curaçao; Five Portraits and One Ship

by Hans Kremer

When I was browsing through a NVPH catalog looking for some info about a Curaçao stamp I noticed a series of stamps (see Figure 1) issued on January 1, 1934 to commemorate its Tercentenary (1634-1934). Strangely enough it showed five portraits (with names) plus a stamp with a ship on it, with the text “Johannes van Walbeeck”. I was wondering why there was no portrait of Van Walbeeck.

In the “Nederlandsche Maandblad voor Philatelie” of October 1933 these stamps are mentioned for the first time. About the Van Walbeeck stamp it reads: “The memory of Johannes van Walbeeck is enlightened through the stamps of 20, 21, and 25 cent, showing a West Indian ship of that time.” A more comprehensive text appeared in “De Philatelist” of December 1933 where there is a two-page article about the various subjects on these stamps. After giving a short biography of Johannes van Walbeeck (more about that later) it says:



Figure 1: 300 Years Curaçao; 1934



Figure 2: WIC Logo

“A portrait of Van Walbeeck is not known, however, about the ship he commanded we do have a pretty good idea what it did look like, just by looking at the seal (Figure 2) of the West Indië Compagnie (W.I.C.) showing a ‘ship’, i.e., a three master and one of the largest ships known then. The “Groot Hoorn” (Van Walbeeck’s lead ship of a convoy of four ships) was such a ship.”

Indeed there is a good resemblance with the ship shown on the 20 cent Curaçao stamp (Figure 3).

Later in 1934 (July 2) a set of two stamps was issued in the Netherlands of which one also shows a 17th century three-master and the text “Nederland Curaçao/1634/1934” (see Figure 4). “De Philatelist” of July 1934 describes it as:



Figure 4: Netherlands 1934

“... is designed by A. van der Vossen, who with some imagination, based it on the Curaçao of the 17th century; the dock of Willemstad with Old-Dutch façades, and in front a navy ship under full sail such as was most likely used by Johannes van Walbeeck when he occupied the island.” The July 1934 “Maandblad” uses exactly the same text as “De Philatelist” to describe this 12 ½ cent stamp. The information in both cases must have come directly from the PTT.



Figure 3: Van Walbeeck 1934 Curaçao

One would think that this would be the end of the conversation about these stamps, but no, fast-forward to 1936 and in NMP of July there is a response to an article by R.S. Allen in “Netherlands and Colonial Philately” (NCP) (the ASNP predecessor), Volume II, page 58 (which I don’t have unfortunately) in which he states that the ship shown on the Curacao stamps of 1934 is not a depiction of Van Walbeeck’s ship, but that of the ship of Cornelis Evertsen de Jonge (whose portrait is shown on the 27 ½, 30, and 50 cent denomination of the series). Mr. Allen basis his observation on a painting that supposedly hangs in the Maritiem Museum “Prins Hendrik” in Rotterdam. The painting shows the fleet of Evertsen in the port of Cadiz, and where the nearest ship has the exact same position as is shown on the Van Walbeeck stamp of 1934.



Figure 5: ‘Zeeland’ Squadron in Cadiz harbor, 1674

I went to work to see if I could locate that painting, and indeed with help from the curator of the Maritiem Museum it was concluded that the pen-painting shown in Figure 5 is the painting in question.

The painting, by Pieter Vogelaar, is described as “The Zeeland squadron in Cadiz on February 23 1674. The warships carry Dutch and Burgundian flags. The stern of one of the sinking ships shows the Zeeland coat of arms.” The museum does not particularly associate the painting with Evertsen, but from the known literature it can be concluded that he was indeed in Cadiz at that time.

Considering Figure 6, if you look at the main ship in the painting you’ll indeed notice an obvious similarity with the stamp design, although the stern is a bit different.

Mr. Benders, being a member of NCP as well as being

part of the editorial team of the NMP at that time, responded to Mr. Allen’s comments by contacting the designer of the stamp, Fokko Mees. Mr. Mees in turn responded that he had never seen the painting Mr. Allen was talking about, and that since not a picture of the ship was known to him, he decided to portray a warship of the epoch. Thus with the freedom allowed an artist, Mr. Mees depicted the warship as he thought it would have looked like. It is not the ship of Walbeeck, nor is it the ship of Evertsen, since he never saw the painting. Mr. Mees sketched his design on the basis of illustrations in books, and may actually have seen a reproduction of Evertsen’s ship without knowing it, but the fact is that the design of the stamp is not based on any particular illustration, but is an original artistic conception by Mr. Mees.



Figure 6: Left: Detail of the painting shown in Figure 5. Right: 1934 Walbeeck stamp detail.

I would think that Mr. Allen had a pretty good case, especially when Mr. Mees states "... (I) may actually have seen a reproduction of Evertsen's ship without knowing it."



Figure 7: Surinam 1936

When Mr. van der Vossen in 1936 was approached about designing a new permanent stamp for Surinam, he must not have spent a lot of time thinking about it, because it obviously is based on a detail of his 1934 Dutch stamp shown earlier (Figure 7). In the philatelic magazines of 1936 it is simply described as a "West-Indiaman (West-Indievaarder).

That the name of Van Walbeeck is also associated with this design shows a current Ebay listing (Figure 8).

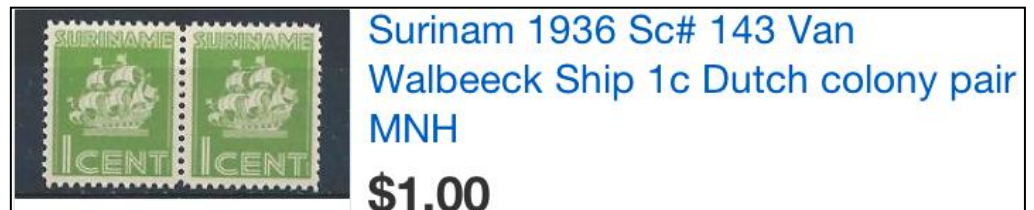


Figure 8: An Ebay seller refers to Surinam 1936 as "Van Walbeeck Ship."

But who was this Johannes van Walbeeck causing all this commotion?

"Van Walbeeck is thought to have been born in Amsterdam in 1601 or 1602 and he might be the Jan van Walbeeck, son of the merchant Jacob van Walbeeck and of Weijntgen van Foreest (apparently the only Walbeeck family in town), who was baptized on August 15, 1602.

He studied at the University of Leiden before enlisting as navigator and cartographer on the ship *De Amsterdam* during the three-year circumnavigation of the world from 1623 to 1626 by the Nassau fleet (*Nassause vloot*) led by Admiral Jacques l'Hermitte and Vice Admiral Gheen Huygensz Schapenham. It is thought that the account of this voyage published by Hessel Gerritsz shortly after the expedition's return in 1626 (Figure 9) was written and drawn by Van Walbeeck.

(Note the similarity between van der Vossen's design shown in Figure 7 and the lower left part of the 1648 account of the trip shown in Figure 9).

Later he changed employment from the Dutch East India Company to the Dutch West India Company (WIC). In 1632 Van Walbeeck was promoted to president of the Politieke Raad (Political Council) in Dutch Brazil, and in 1633 Van Walbeeck and the governor of Dutch Brazil, Dierick van Waerdenburgh, left for the Dutch Republic to meet with the WIC council ("de heren XIX"). The WIC had lost its base in the Antilles when a Spanish fleet had destroyed its settlement on Sint Maarten in the summer of that year. The council now planned a base in Curaçao and Bonaire, Lesser Antilles under Spanish rule of Province of Venezuela, both for the salt pans (large quantities of salt were needed to preserve fish), and as a strategic location off the South American mainland. The natural harbor of St Anna Bay on Curaçao was the perfect location for this. On April 6, 1634 they assigned Van Walbeeck to the task of taking it from the Spanish, who had colonized the island since the 1520s. On 4 May 1634, he departed from Holland with four ships, carrying 180 sail-



Figure 9: Account of the voyage by the Nassausche Vloot; 1648

ors and 250 soldiers. The small fleet arrived at Curaçao on July 6, but through adverse currents and winds could not enter the bay. On July 29, after being joined by a fifth ship and approaching from the northwest, the fleet could enter the bay and captured the island from Spain with little resistance. On August 21 the Spanish commander, Lope Lopez de Morla, signed the surrender. The Dutch deported the Spaniards and most West Indians to the Venezuelan port of Coro, keeping about seventy-five of the latter as laborers. Thus, Van Walbeeck became the first director/governor of the Netherlands Antilles

In 1638 he was sent to Brazil, while Jacob Pietersz Tolck took over his position as governor although van Walbeeck remained political director of Curaçao for the next several years. He stayed in Brazil as a member of the Hoge Raad (Upper Council) until 1642. In 1647 he left Brazil. Maybe he died in the Netherlands, as he lived in Amsterdam when his wife was buried there on 29 April 1649.

Like Peter Stuyvesant, Van Walbeeck was one of the limited number of WIC employees with a university education. The company appears to have valued him at least as highly as Stuyvesant and it has been suggested that he missed being appointed director-general of the New Netherlands merely by not being in the Netherlands at the right time.”

It surprises me that, for such an accomplished and well-known person that there is no known portrait of him. One can only guess what has happened to it if there ever was such a portrait.

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Resuming the mail service between England and Holland November 1813

by Erling Berger

Since 1803 no mails had been exchanged between the countries, but after the French military collapse the mail service was resumed. The British General Post-office had signed contracts with private captains to convey the mails between Harwich and the coast of Holland since 1668.

The first vessel to cross the North Sea in 1813 was not a mail-packet. On November 23 the *New Union* sailed from Harwich. The next day four ships from Scheveningen arrived in Harwich. The purpose of these crossings was to prepare the return of the Prince of Orange from England, where his family had fled in 1795 because of the French occupation of Holland.

An English newspaper, the *Stamford Mercury*, gave this report on Friday November 26:
“A notice was stuck up at the General Post-office on Wednesday morning (November 24) that a mail dispatch for Holland would be made up on Friday next, and **continue as in former times**”, which meant:

Every Tuesday and Friday evening the mail for Holland was collected in London and sent to Harwich by horse-back to be placed aboard the waiting packet for Holland which sailed Wednesday and Saturday morning, but often with a delay of one or two days.

The Kentish Weekly Post gave this report:

“The first Dutch mail was made up at the Post-office on Friday night, and was conveyed to Harwich by a new mail coach, which started on the occasion. It was intended to be landed at Scheveling (Scheveningen) a small fishing town about three miles from The Hague. Mr. Wagstaff of the Foreign Post-office, accompanied the mail, and will remain in Holland as packet agent.”

On Sunday November 28 and Monday November 29 it was reported from Harwich that three packets [to Helgoland, Gottenburg, and **Holland**] were wind-bound.

Next day the wind became favourable, and the very first mail to Holland sailed from Harwich on Tuesday November 30 as shown in Figure 1. The Ipswich Journal of December 4 tells us that the captain was E. Lyne. There were two packets by the name of Auckland commanded by Capt. Lyne and Capt. Bridge, respectively.

Norfolk Chronicle - Saturday 04 December 1813

HARWICH, Dec. 1.
Tuesday arrived the Jonge, Derick, from Scheveling,—Sailed the Lark and Lord Nelson packets, for Heligoland; Lady Frances packet, for Gottenburgh; and the Auckland packet, for Holland, with mails and passengers.

Figure 1: 1813 Tuesday November 30: The Auckland packet sailed to Holland.

Utrechtsche courant 03-12-1813

NOTIFICATIE.
 De Provisioneele Regering der Stad Utrecht, haast zich ter kennisse van de Ingezeten en te brengen, dat aan dezelve door den Heer Aide-de-Camp van Zijne Excellentie den Heere Gouverneur *Kraijenhoff*, de goede en gewenschte tijding is overgebracht dat Zijne DOORLUCHTIGE HOOGHEID den Heere PRINCE van **ORANGE** WILLEM de VI, den 30. November 1813, en dus eergisteren te Scheveningen is aan Land gestapt, met zich brengende 5000 man reguliere Troepen,

Figure 2: Notice from the Provisional Government of the City of Utrecht announcing the arrival of Prince of Orange, William VI in Scheveningen.

The Prince of Orange returned to Holland on November 30, 1813, landing in Schevingen and bringing with him 5,000 troops (Figure 2). The first-day cover issued in 1963 and shown in Figure 3 commemorates this event.

Harwich by a Dutch ship (not a British packet) arriving on December 2, and forwarded to London (see Figure 4).

Table 1 shows the details of the first seven crossings carrying mail to Holland. An example of a letter carried on the first crossing is shown in Figure 5.

The first mail from Holland was made up in Amsterdam and conveyed to



Figure 3: FDC commemorating the return of the Prince of Orange. January 1 1964 the postage for inland printed matter was changed from 4c to 5c. (Delcampe Auctions, 2016).

HARWICH, Dec. 3.

Yesterday afternoon a Dutch schoyt arrived here with the first Dutch mail from Amsterdam. Two Gentlemen from the Post-office of that city accompanied the mail to England, which was immediately forwarded from hence for London.

Figure 4: The announcement of the arrival of the first mail from Holland.

Table 1: Details of the first seven mail crossings to Holland..

Mail was Made up in London 1813	Sailed from Harwich 1813	Name of the packet and the Captain	The harbour in Holland
Friday November 26	Tuesday November 30	<i>Auckland</i> Lyne	Scheveningen
Tuesday November 30	Thursday December 2	<i>Henry Freeling</i> Mason	
Friday December 3	Sunday December 5	<i>Auckland</i> Bridge	
Tuesday December 7	Saturday December 11	<i>Diana</i> Macdonough	Hellevoetsluis
Friday December 10	Sunday December 12	<i>Henry Freeling</i> Mason	
Tuesday December 14	Wednesday December 15	<i>Lady Nepean</i> Liveing	
Friday December 17	Sunday December 19	<i>Auckland</i> Bridge	



Figure 5: : London November 21 1813 to Schiedam via Harwich and Scheveningen. From [1] with permission from Kees Adema.

Let us turn to mails seen from the Dutch side.

My normal sources would be the Holland newspapers, but there is not much to find in 1813. The Rotterdam newspapers had reporters in Hellevoetsluis, but none in Scheveningen. The packets hadn't visited the coast for ten years, so the names of the captains were sometimes misspelled in the newspapers. Mason became "Mecon" and Bridge became "Badge"

Let me introduce the notion of a "a pair." It consists of two locations. The first is a harbor, in which the English mailbags should be landed. The second is an established post-office to deal with the further processing of the mail.

The NL post circular of November 29 1813 obviously expected the English mail to be delivered in a harbor near Leiden. As we see in the next circular the pair was Katwijk/Leiden

The NL circular of December 7 1813 tells us that the pair of Katwijk/Leiden was not to be used. In stead the pair of Scheveningen/The Hague was introduced.

The NL circular of December 24 1813 introduced the pair of Hellevoetsluis/Brielle

Every winter when ice prevented the English mail to land in Hellevoetsluis it would typically be landed in Scheveningen/The Hague. Figure 6 shows an example.

It has been possible to collect details of the special voyage made by the *Auckland* referred to in Figure 6. The *Ipswich Journal* of February 26 reports that the packet sailed from Harwich on Thursday February 24 with mail and **passengers**. On the same day another packet arriving from Hellevoetsluis could report that there was a great deal of ice on the coast. The *Rotterdamsche Courant* of March 1 reports that Capt. Lyne arrived February 28 off Hellevoetsluis. The mail was taken ashore by what was called an 'Yssloep,' a special boat that was able to operate in both open water and on ice. This transport was rather expensive, because it required a large crew. After having unloaded the mailbag, the packet departed immediately. We know from Figure 6 that the packet had been in Scheveningen, preferred over Hellevoetsluis when there was heavy ice in its harbor. The packet had passengers aboard, and it was normally possible by wintertime to reach the wharf in Scheveningen to land them safely. The passengers hated the alternative, i.e., being set ashore with small boats.

Norfolk Chronicle - Saturday 05 March 1814

HARWICH *March 2.*
Arrived the *Camilla* transport, C. H. from Goree. She reports the total loss of the *Flaxen* transport, I. G., Mathen, master; and the *Mary*, D. L., Smith master, laden with ordnance stores, off Goree, on the 22d inst. the crews of both vessels were saved; and from the *Mary* 30 chests of accoutrements. Nineteen sail of transports arrived safe at Helvoetsluys, two others are said to be lost.—Also arrived the *Auckland* **packet** Lyne, from Scheveling.
Yesterday, arrived the *Alliance* **packet** Captain Marsh, with a Mail from Heligoland; they report that the ice extends ten leagues from the Island.

Figure 6: Around March 1 1814 the *Auckland* packet/Capt. Lyne sailed from Scheveningen instead of from Hellevoetsluis, because of ice. Near Helgoland there was ice, too.

The *Morning Chronicle* of March 2 informs the public that the *Auckland*/Capt Lyne was back in Harwich, but without a mailbag from Holland.

Her swift departure from Hellevoetsluis caused her to miss the Dutch mailbags of February 23 and 26. The station on the shore and the packets were to have given signals with gun-shots or flags, but the routines might have been

a bit rusty after the inauguration.

The *Rotterdamsche Courant* of March 3 tells us that those two bags were conveyed by the *Lord Duncan*/Capt Hamilton sailing on March 2

The sailing packets were replaced by steamboats in 1832.

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The London Times not included

Double Circle Cancels; a favorite postcard

by Jan Verster

The postmarks on the postal card shown in Figure 1 have the unusual feature consisting of the two outside circles. Known as a double circle cancel (*dubbelringstempel*, Vellinga 96), they are a trial cancel made between the small circle cancel (*kleinrondstempel*) and the large circle cancel (*grootrondstempel*). They are not common, but they are also not rare.



Figure 1: Postal card sent from Amsterdam to Gouda, 12 January 1895

These cancels were briefly discussed previously in this journal [vR85]. The article *Grootrond* by F. Blom in *Na Posttijd* [Blo71] gives the most details on the development of these cancels and the website of Cees Janssen [Jan15] gives the most current usage details. The article *Nineteenth Century Postmarks* by W. Darwen [Dar45]

which appeared in 1945 gives information on which stamp issues this postmark appears.

At the time of the card in Figure 1, postal regulations required letters to have both a date stamp and a mark that canceled the postage stamp (*Circulaire* 747, art. 4). Before 15 June 1893, this was accomplished by using the small circle cancel (*kleinrondstempel*) for the place/date, and using the number (point) cancel (*puntstempel*) to cancel the stamp. After that date, both strikes were done with the small circle cancel.

There was a desire to stop this double marking. Unfortunately, the small circle cancel was deemed too small to reliably cancel the stamp. The mint was instructed to design a larger cancel, but if possible one that could use the same date and time characters of the small circle cancel. There were a number of proposed designs which can be seen in [Blo71] and [Jan15].

Only two designs made it to the test stage. One of these was the double circle cancel seen in Figure 1. A total of four hammers were produced. Two were intended to be tried in the Roelants hand-driven cancel machine in the offices of Amsterdam and 's Gravenhage, while the other two were intended as hand cancels in the offices of Gouda and Maassluis. Examples of 's Gravenhage and Maassluis are shown in Figures 2 and 3. The extra ring



Figure 2: 's Gravenhage



Figure 3: Maassluis

increased the size to 25 mm from the 22 mm of the small circle cancel.

The final accepted design - the large circle cancel - was even larger at 27 mm diameter. The cancels were delivered 23 February 1894. Amsterdam almost immediately rejected it, but continued using it as a hand cancel until January 1896. 's Gravenhage used it until the end of March 1894, and then again from June to November 1895. Gouda used the cancel from March 1894 to February 1897, while Maassluis used it the longest, March 1894 until November 1899. Darwen [Dar45] claimed to have a copy of Maassluis dated 6 March 1900.

The outer rings of the Amsterdam cancel were damaged above the letters MST in late January 1895 (Figure 4). The rings deteriorated further during the remainder of the life of the cancel.



Figure 5: Star trial cancel.

The other trial cancel was the star postmark (*sterstempel*, Vellinga 97), shown in Figure 5. It received its name because of the crosses between the town name and the hour characters. It was issued 16 May 1894 to only Amsterdam and 's Gravenhage. This cancel was rejected because the letters were too thick, and the space between the circles too small.

Finally, beginning in November 1894, the large circle cancel was issued. The purpose of the whole exercise, which was to eliminate the need for two strikes of the hammer, was not realized, however. It was not until 1907 that post offices were allowed use a single strike to both cancel the stamp and to give a date mark. (Although, looking at covers in my collection, it was not uncommon for post offices to use only a single strike.) Even this permission was only granted to those offices which produced clear marks.



Figure 4: Damage above MST.

The card in Figure 1 shows strikes of two of the only four hammers of this type made: Amsterdam as a departure mark, and Gouda as an arrival mark. Now if only I could find a similar piece between 's Gravenhage and Maassluis I would have a complete collection.

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From the Secretary

We welcome two new members: David Morse, from Tacoma, Washington, who collects Netherlands, FDCs, Color variations, Stationery and covers, and Cancellations; and Gerard van Welie, from Zwolle, The Netherlands. Gerard is a member of the Dutch Academy for Philately and his collection interests include the 1852 issue of the Netherlands and mail to the Dutch Indies.

The paid membership total now stands at 92. Thirteen members receive the Magazine in hardcopy format only, 32 hardcopy and electronic version, while 43 receive the electronic version only. Given that the electronic version is in full color and saves on membership fee, I wish that many more members would subscribe to the electronic version only.

Ben Jansen
Secretary and Publisher

From the Treasurer

We now have received a total of close to \$2,000 from donations, certainly a great sign of appreciation of all the work done by our officers and authors.

Thanks again to everybody for being so generous.

Of course, one does not have to wait until membership renewal time to donate. With the fiscal year coming to an end I'm happy to remind you that donations to the ASNP are fully tax deductible in the U.S.

So if you need a tax write-off, a donation to the ASNP would qualify.

Hans Kremer,
Treasurer

Interesting Web-Sites

Study group South-West Pacific (Zuid-West Pacific, ZWP), a Dutch organization of philatelists specializing in the postal history of the (former) Dutch overseas territories and Australasia, at www.studiegroep-zwp.nl

For an overview of Dutch registered mail labels issued between 1907 and 1996, see www.havirho.eu/Strook/strook.php

<http://members.casema.nl/leobakx/Intropagina.htm> provides information about the revenue stamps of the Netherlands.

Sheet edge markings on Dutch stamps are described on www.etsingnummers.nl/index.html



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Rural Area Mail in the Netherlands from 1807

Part 2

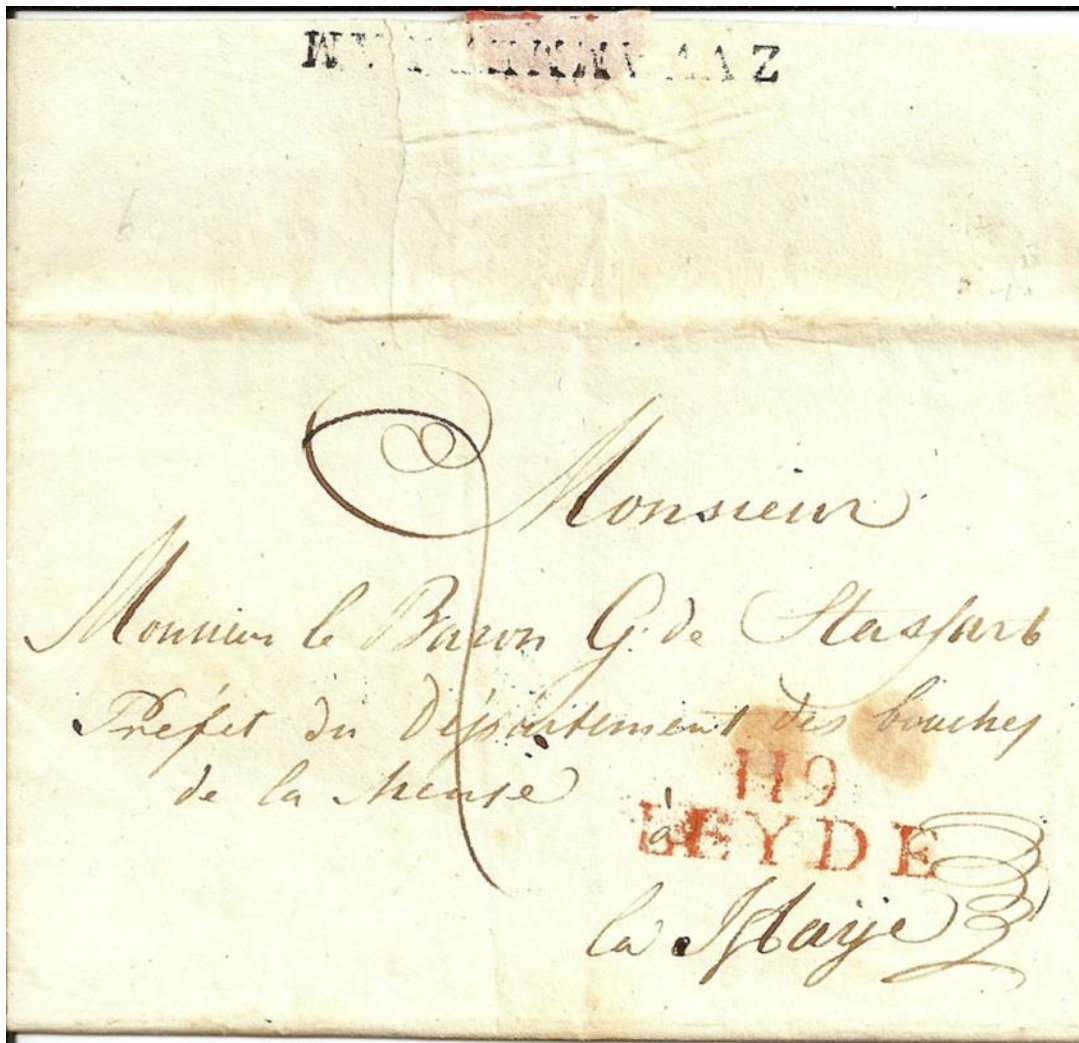
by Hotze Wiersma
(translated by Ben H. Jansen)
(appeared previously in *Academy for Netherlands Philately*)

The Dutch departments from April 1 1811 through the end of 1813

Promotion of distribution offices after April 1, 1811

In September 1811, it was decided in Paris that new post offices had to be established in Delfzijl (French navy), Texel (also French navy) and Heerenveen (capital of an arrondissement). Thus these three distribution offices were promoted to post offices.

Distributors were not required to mark their letters with a departure mark. This did happen though at post offices, with the so-named French department cancels. The number in these cancels was the number of the department.



Yet a few distributor marks are known from this period. Zwammerdam, along the post route Leiden-Utrecht, is one example. Even before 1799, it was an entrepost for the Hollandse Statenpost, and as of that year, the cancel ZVVAMMERDAM (with the characteristic double V instead of the W), is known on letters (see Figure 5). The distributor also applied this cancel to the back side of letters during the French era.

Another example of a mark of the point of departure is the distribution office Duren in the Betuwe. This is also known on the front of letters.

Figure 5: Letter mailed from Zwammerdam to La Haije (The Hague).

The Kingdom of the Netherlands 1813-1850

On paper, the French postal system was continued after 1813. However, there were powers in the new kingdom eager to restore the situation from before 1795, and thus less centralization. The French had a detailed set of rules and regulations for the mail, and a strong control on the processing of the mail. The regulations were present in the new kingdom, but the control was short changed. There was limited knowledge and little experience with the postal enterprise. Providing a service to the Dutch was not the central concern, but the exploitation of a nation-wide enterprise was.

Demoting a post office to distribution office

One example of a demotion to distribution office is Texel. The French were gone and the importance of the post office on Texel was marginal according to the central postal organization. In 1814 Texel was modified from a post office to distribution office. However ... the cancels that belonged to a post office were not returned and continued to be used through after 1860! That is true for the normal department cancel (118/TEXEL) as well as the department cancel for pre-paid letters (P.118.P/TEXEL) (see Figure 6). The (despised) department number was removed from the cancel around 1830.

Franeker was also demoted from post office to distribution office. The Franeker University was shut down in the French era, resulting in a drastic reduction in the volume of



Figure 6: Letter mailed from Texel to Alkmaar.

correspondence. Franeker became a distribution office in 1817, and remained so until 1842 when once again the status of post office was reached.

Changing the location of one distribution office to another distribution office.

The development of the infrastructure in the nineteenth century strongly influenced the development of the post. Along the Strobosser Trekvaart (Barge canal) between Dokkum and Strobos, at the Kollumer Tolhek (toll gate) was an exchange site for the (pull) barges. An equally named distribution office was located here with a postal function to Buitenpost and Kollum. The author is not aware of any departure cancels of this distribution office. Some letters do exist with, on the back side, a note in chalk: “opbrengersgeld 1 st.” That is the delivery fee for the walker (literally) who, starting from the berth of the pull barges, delivered the letters in Buitenpost or Kollum. In Friesland and Groningen, the pull barges were important not just for the transport of people, but also for mail traffic.

Around 1830, a paved “stone” road was being constructed between Leeuwarden and Groningen. In 1823, the distribution office at the Kollumer Tolhek was closed and replaced by a new distribution office in Buitenpost, in the

inn ‘The Posthorn’ alongside the new road. The distributor of Buitenpost, Douwe Waldman, had a cancel made BUITENPOST/ D.W. within an oval framework. As of now, two impressions of this cancel have been seen (see Figure 7).



Figure 7: Letter from 1848 with the cancel of the new distribution office Buitenpost.

Limburg

Of interest is the development of the rural mail in Limburg. Around 1820, the central post organization transferred a part of the responsibility for the execution of the postal system to the provinces. The Governor of Limburg elaborated the administrative letter exchange around 1830. Especially the written communication between the municipalities and the province, and vice versa, had to be streamlined. The Belgian Revolt of 1830 caused a delay in the execution of the Limburg’s plan. Much of the French postal organization was adopted in the new Belgium. A fine-grained web of distribution offices and mailboxes was created. Delivery personnel walked their routes and had a letter code for each mailbox to mark their letters. Very nice is that this rural mail system so typical for Limburg was allowed to exist at the peace between Belgium and The Netherlands in 1839. In fact, it was even expanded in the area around Maastricht.

Provincial and governmental distribution offices

The Governor of Gelderland took the initiative as well to improve the mail system in his province. Taking the existing nationwide postal network as a starting point, tens of distribution offices were established in the unserved rural areas around 1828. Many of these provincial distribution offices were promoted to governmental distribution offices. During the preparation for the new post law of 1850, an inventory was created of the existing distribution offices. It turned out that in a number of cases it was unclear if one was dealing with a provincial or nationwide distribution office. Figure 8 shows a letter from Herwijnen to Hemmen.



Figure 8: Provincial distribution Gelderland: letter from 1840 from Herwijnen via Arnhem to Hemmen.

New distribution offices

Between 1814 and 1850 the number of distribution offices grew to 251 in 1850. There was no national policy for mail services in the rural areas. City administrations or municipal administration submitted a request for the establishment of a distribution office. Sometimes this was approved, often also denied.

New situations, such as the introduction of new mail routes, construction of new paved roads, establishment of new factories contributed to the creation of new distribution offices.

Especially after 1830, new distribution offices were added in the provinces of Friesland (10) and Groningen (9). Here the emphasis was changed from transport over water to transport by road: faster and more reliable.

Bergum (1848) and Drachten (1848) are Friesian examples. Figure 9 shows a letter from Bergum before it became a distribution office. Both Bergum and Drachten connected with the mail coach route between Groningen and Leeuwarden in Hardegarijp. This was especially unfavorable for Drachten, because that blocked the direct exchange of letters by way of Heerenveen, and thus the whole country. In 1849 direct correspondence with Heerenveen was re-established.



Figure 9: 1848 letter from Bergum to Andijk, still traveled via Leeuwarden. Later that year Bergum became a distribution office.

Nine new distribution offices were established in Groningen between 1840 and 1845. Until 1840, the exchange of mail between the city Groningen and these towns was by way of pull barges and farm-to-market boats.

Very special was the situation surrounding the distribution office De Bult, a settlement in East-Groningen along the mail route between Winschoten and Nieuweschans. The distribution office was needed since it allowed the exchange of horses. When the postal inspector visited the post office in Winschoten around 1835 and inquired about the operations at the distribution office in the settlement with the question "And how does your distribution in De Bult function?" the director in Winschoten did not have an answer. Was there a distribution office?

Upon inspection, it turned out that the distributor had died in 1824 and had never been replaced. His name: Bultena, oh how humorous the mail can be!

< to be continued >

Book Review: **“Postal Censorship and Internment Camp Mail in the Netherlands Indies, 1940-1942”**

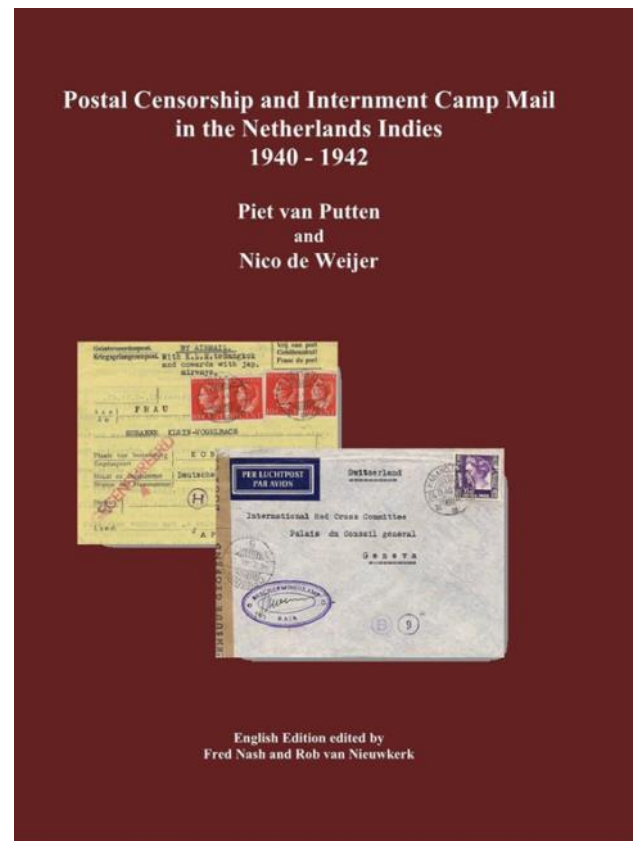
by Piet van Putten and Nico de Weijer

Review by Fred Nash

In October 2015 the ZWP (Studiegroep Zuid-West Pacific), a Dutch organization of philatelists specializing in the postal history of the (former) Dutch overseas territories and Australasia, published a book written by the Dutch philatelists Piet van Putten and Nico de Weijer, both long-time specialists in Netherlands Indies postal history. The translation into English and further editing was done by Fred Nash (APS) and Rob van Nieuwkerk, also both ZWP members.

The book deals with the censorship era in the Netherlands Indies during World War II, from the early 1940s (the time of the German occupation of the Netherlands) until early 1942, when the Netherlands Indies were occupied by Japan. During this period, German residents of the Netherlands Indies and members of the NSB (National Socialist Movement) were interned in the Netherlands Indies. Residents of countries allied to the Axis cause were likewise interned.

Mail and messages sent by, or sent to inhabitants of the Netherlands Indies were censored, as was all local and overseas correspondence from and to internees. Local suspicious mail was also censored. The book provides a detailed description (with supporting documentation) of the background and of the procedures implemented by the censorship authorities, and is illustrated with hundreds of color photos of letters and documents. All censorship labels and all types of censorship markings discovered thus far are illustrated by actual examples, and are tabulated with an indication of relative rarity, thereby creating a useful reference framework with a reference number. Additionally, all cancellations used by both the internment and protection camps are fully dealt with and illustrated.



The book's eleven Chapters and eight Appendices deal with the historical background to censorship; the censorship offices and censorship procedures; general censorship; military censorship; economic censorship; currency censorship; internment and protection camp mail, camp locations and camp censorship procedures; Red Cross involvement in facilitating overseas mail (to the Netherlands via Geneva involving German censorship); and censorship in Dutch New Guinea, a part of which remained unoccupied during the war. The hard-cover, full-color, bound book has 449 A4 pages with close to 500 full color philatelic illustrations (a few are shown on the next two pages). In addition, there are 164 footnotes referencing documents, 26 quotes from newspapers and photos of 57 historical documents.

This book will become the standard reference work about censorship in the Netherlands Indies, and is a must-have for all philatelists interested in this fascinating area. The book is available for \$ 85,=, plus shipping costs, from the author at njdeweijer@telfort.nl or through the ZWP treasurer, P.O. Box 1206, 2280 CE Rijswijk, Netherlands. Additional information can also be obtained from Fred Nash in the USA, at fredjn@centurylink.net. Visit also the website of the ZWP at www.studiegroep-zwp.nl



A Netherlands Indies Red Cross uprated 75c envelope with 75c additional postage, dated June 1941. Rates were increased when a longer route to Europe (via the USA) became necessary due to war circumstances. "Contact forms" with messages were placed in these envelopes by Indies residents. The Netherlands Indies Red Cross removed them for bulk-forwarding to Geneva, from where they were sent to the Netherlands.



Postcard with the circular authorization mark of the Alasvallei internment camp commander, sent to the Orphanage in Soerabaja, 18 November 1940. The sender requests to have his pension sent. So far he had received only 15 guilders.



A censored letter returned to the sender after being disallowed by the General Censorship Office in Batavia, August 1940 ('Returned to Sender / Not Allowed' in red).



Registered airmail letter sent from Batavia to England, October 1941, via the USA on a Pan American Airlines Clipper from Australia. At Batavia, it was censored by normal censorship for written content, and by currency censorship for the control of monetary instruments.

Book Review: **“Luchtvaart en Luchtpost Encyclopedie—Deel 2”** **(Aviation and Airmail Encyclopedia—Part 2)**

by J.L.C.M. TSchroots and H.H.C. TSchroots-Boer

Review by Hans Kremer

Anybody familiar with part 1 of “Luchtvaart en Luchtpost Encyclopedie” (Aviation and Airmail Encyclopedia), has probably anxiously been waiting for part 2 to be published. Now it has arrived and what a wonderful addition it is to anyone’s aerophilatelic literature collection.

Volume 1 (768 pages, about 450 illustrations) covered the period 1909 thru 1935. It described in detail the flights originating from the Netherlands and coming into the Netherlands from the Dutch Overseas areas.

Volume 2 (932 pages with many full color illustrations) basically covers the period 1936 through 1945. The first chapters deal with the French (1919-1940), German (1934-1939), and Italian (1939-1941) airmail services, followed by about 70 pages on the airmail connections between Europe and the US. Next, for about 40 pages, it delves into the Europe to the Far East airmail. From there on it closely follows the system used in Volume 1, which means a detailed description of flights originating from the Netherlands and coming into the Netherlands from the Dutch Overseas areas. All information is in chronological order, arranged per route and year. Rates and routes are listed in detail.

At the end of the publication one can find information about the undercover addresses used during WWII, and mail held back during WWII (in the Netherlands often referred to as COVAL mail)

Volume 2 Awards:

LARGE GOLD: Westfila 2016 Roeselare (+ Honorary Awards)

GOLD: Rossica 2016 Berlin

Both volumes are hardbound (17 x 24 centimeters);
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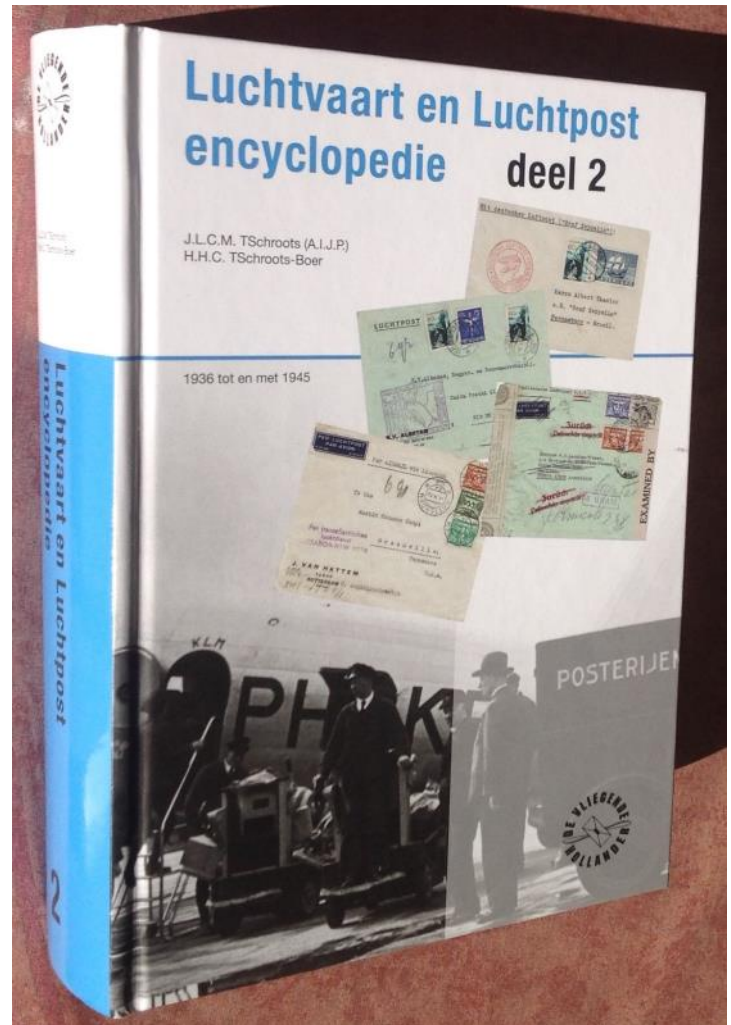
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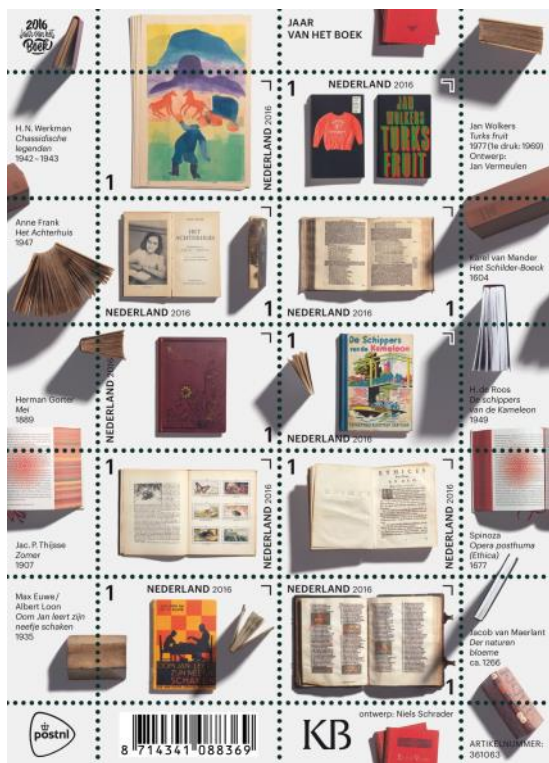
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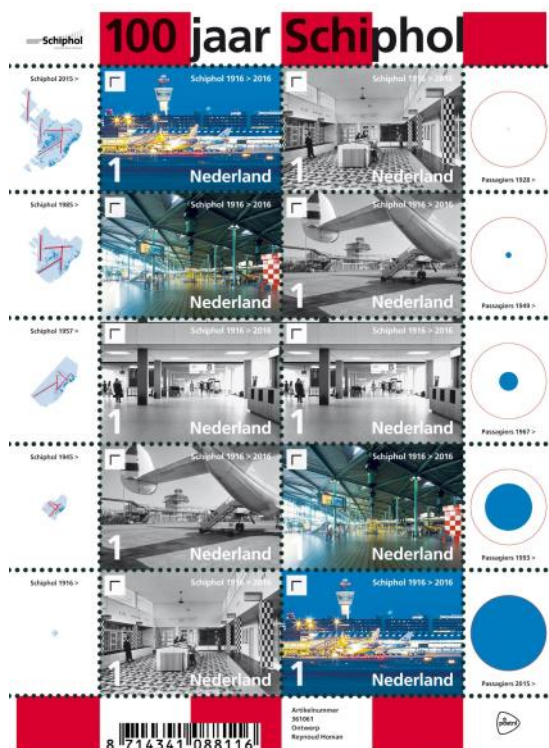




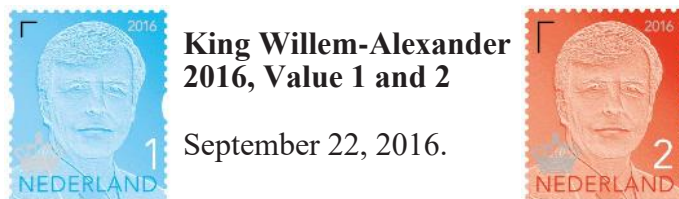
The Year of the Book: September 12, 2016: Ten stamps (value Nederland 1) depict ten special books from the Royal Library, by authors ranging from Jan Wolkers, Anne Frank, Spinoza to Max Euwe.



Doutze Fashion and Muse: September 12, 2016: Ten stamps (value Nederland 1) showing photographs of photomodel Doutzen Kroes taken by Anton Corbijn, .

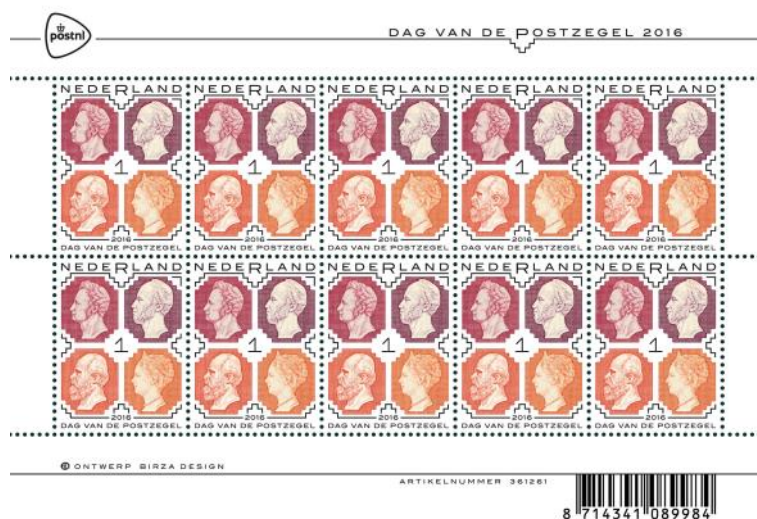


100 year Schiphol: September 12, 2016: Ten stamps show the growth of Schiphol from 1916 through 2016.



King Willem-Alexander 2016, Value 1 and 2

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Day of the Stamp: October 14, 2016: Stamps (value Nederland 1) inspired by the Jubilee stamps of 1913.

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