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*Netherlands Philately*  
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Dickinson, TX 77539-3400  
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1975

# Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 41/3



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# NETHERLANDS PHILATELY

## Magazine of the American Society for Netherlands Philately; Volume 41/3

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### Editor's Message

January 2017

Happy New Year to all of you! I hope you enjoyed the Holidays in the company of family and friends, and may 2017 bring lots of philatelic pleasure and good health.

This issue contains a variety of articles and some tidbits of information. I hope this will inspire you to write a story about one or more of your favorite items. Such articles do not have to be long; the postal history society Po & Po recently celebrated their 70th (!) jubilee with a book containing about 180 one- and two-page articles written by more than 100 of their 500 members. Imagine what you could do!

In addition to my stamps, I have numerous other hobbies including woodworking. My (almost) fully-equipped workshop measures 15 x 30 feet but I was running out of space to store lumber and move around. The last few months I have been hard at work re-arranging the lay-out, installing extra shelves for lumber storage, and building 'smart' stations to hold my power tools. It is amazing how much space I now have and I cannot wait to get started on new projects. But first, I have to mail out this issue of Netherlands Philately.

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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# The Netherlands East Indies 1939-1942, Part VI-a: Batavia D.E.V. and Economic Censorship marks

by Saburo Masuyama

June 12, 1940, the censorship responsibility was transferred from the military to the judicial office. Other government offices intervened in censorship, too. At the end of July, the Batavia "Deviezen Instituut" (Currency Institute) began to censor letters to determine whether currency, checks, stocks, bonds and/or negotiable papers were enclosed. Starting February 1941, the Economic Affairs Bureau in Batavia checked whether strategic goods were exported to Germany or Japan

Here I will show some censorship marks used in Batavia from July 1940 till May 1941.

(Ed.: Due to space constraints, this article will appear in two installments.)

## 1. Batavia Currency Institute "DEV. 1 thru 10"

DEV 1 through 10 were used in Batavia from July 1940. Example are shown in Figures 111 through 113.



Figure 111: Batavia July 27, 1940 "DEV. 9" via Singapore and Hong Kong to New York.



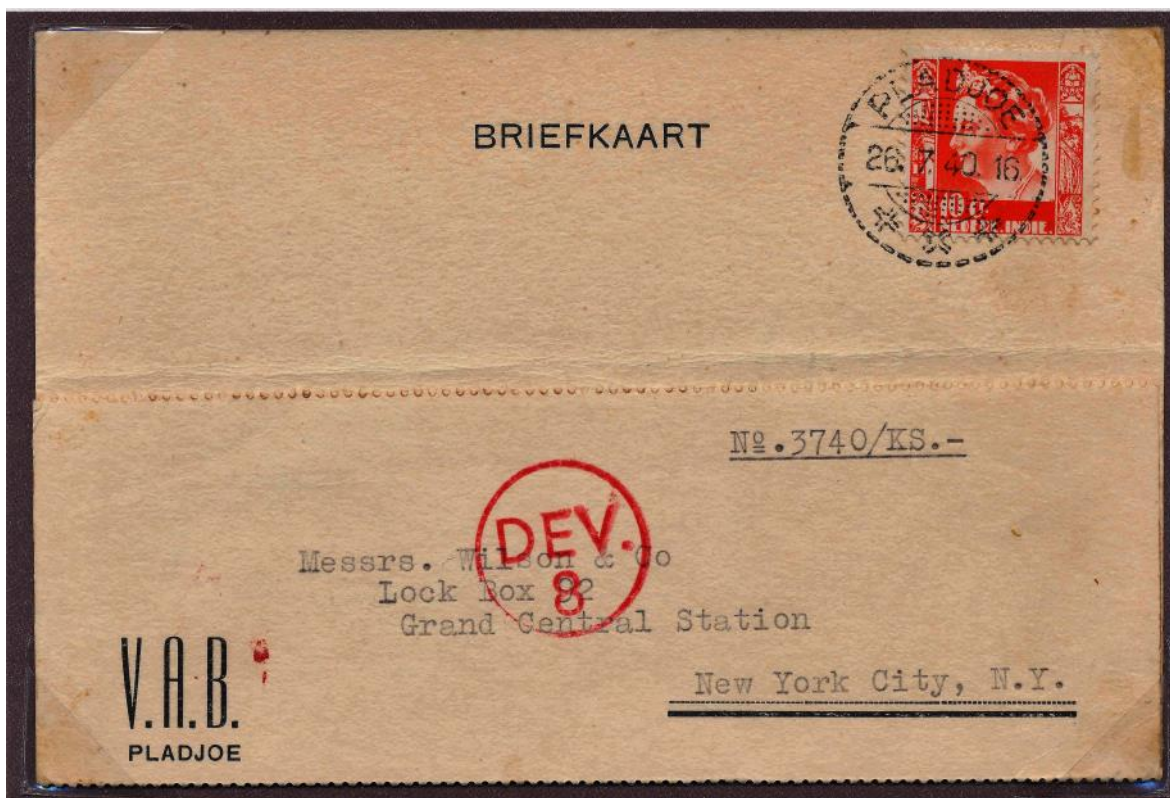


Figure 112: Pladjeo July 26, 1940 "DEV. 8" to New York.

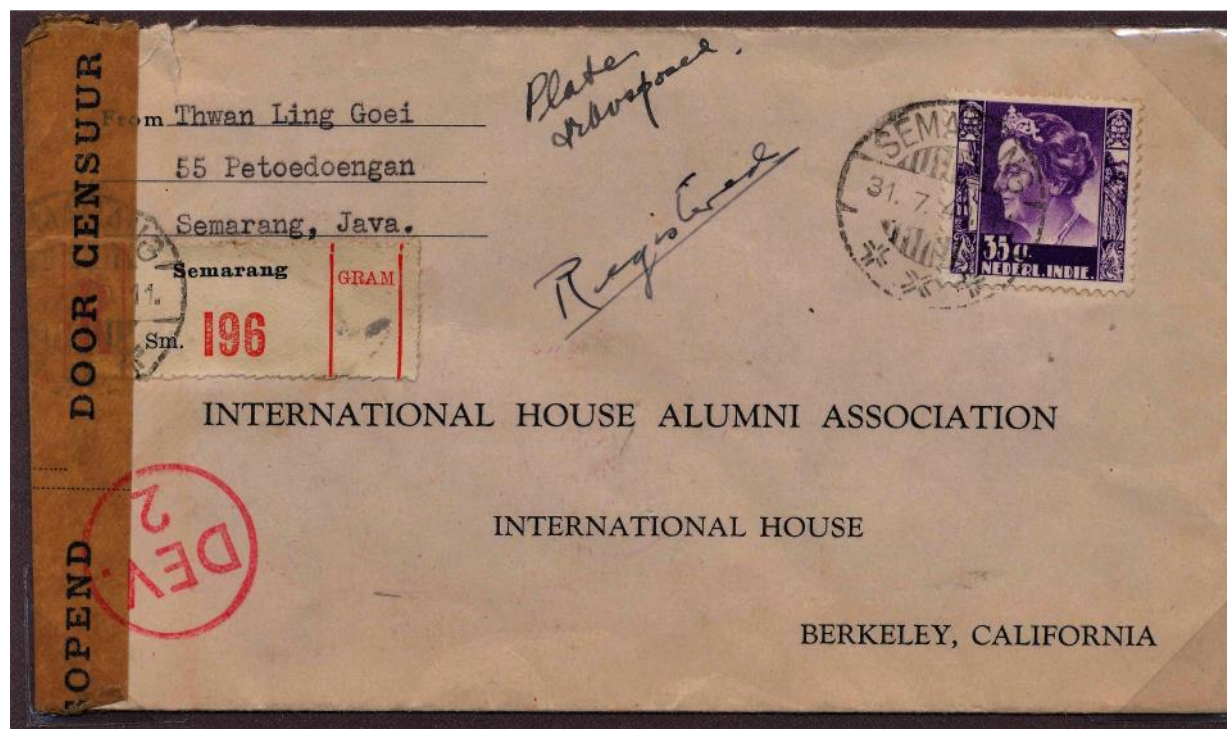


Figure 113: Semarang July 31, 1940 "DEV. 2" to Berkeley Calif. September 24, with a "DOOR CENSUUR GEOPEND" (opened by censor) label.



New resealing label "CENSUR BATAVIA" two lines



Figure 114: Tegay August 15, 1940 via Auckland (FMA-19) to U.S.A.

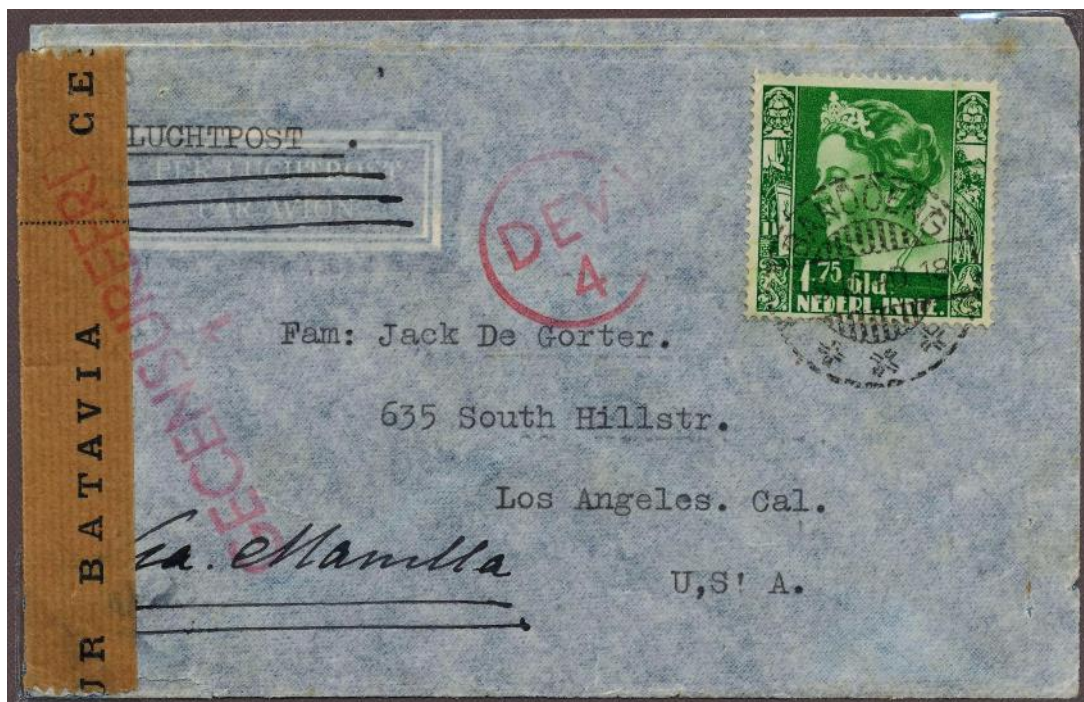


Figure 115: Bandung October 8, 1940 to Los Angeles, California. This new resealing label has flat and stripe as same as "DOOR CENSUR GEOPEND"



Return to the sender in violation of 1940 currency rules.



Figure 116: Djokjakarta November 2, 1940 to Batavia and returned to Djokjakarta on November 5. A violation product was found by the Batavia currency institution, returned to sender with the mark "RETOUR AFZENDER/In strijd met de Deviezen-Verordening 1940" (Return to Sender/in violation of 1940 currency rules) on both sides of the letter.



Date stamp censormark "CENSUUR 4" or "CENSUUR 5"



Figure 117: Batavia October. 24, 1940, "CENSUUR 5 October 26 'to England by Imperial Airways.



Figure 118: Chicago September 23, 1940 to Batavia "CENSUUR 4 October. 30"  
Batavia judicial office applied new date stamp censorship marks to the sealed letter instead of "GECENSUEERD 1thru 19". I love this mark because it is clear when and where the letter passed censorship. 4,5,6 and 1 were applied in Batavia.



**Big "O" and new resealing label in Dutch and Indonesian**



Figure119: Semarang February 15, 1941 "CENSUUR 4 20.2. 41" and big "O" to Detroit. Dutch and Indonesian "GEOPEND DOOR CENSUUR/ DIBOEKA OLEH CENSUUR " was applied.

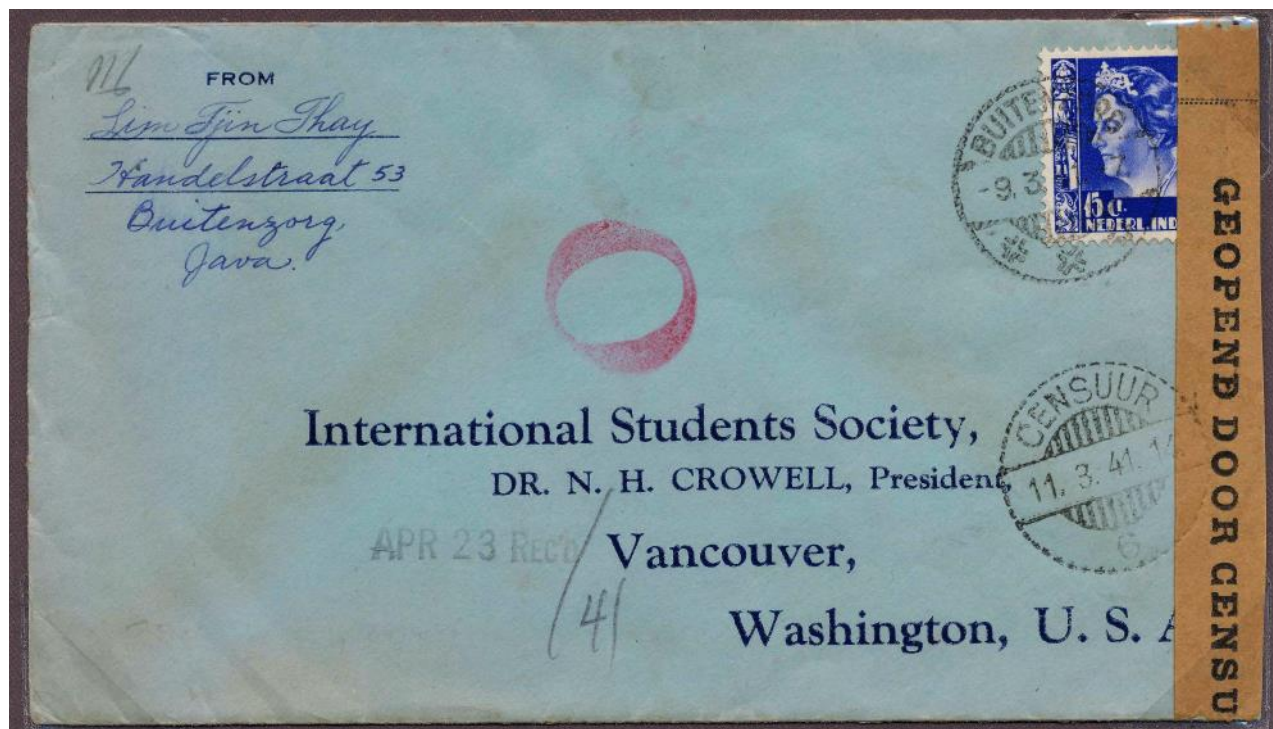


Figure120: Buitenzorg March 9, 1941 "CENSUUR 6 11.3.40" and big "O" to U.S.A. This big "O" was applied with "CENSUUR 4, 5 or 6 " or "GECENSUREERD " on surface mail. It is not clear which government office used it, perhaps one of the Department of Justice?



**Rondure Economic censorship mark and another type of resealing label.**

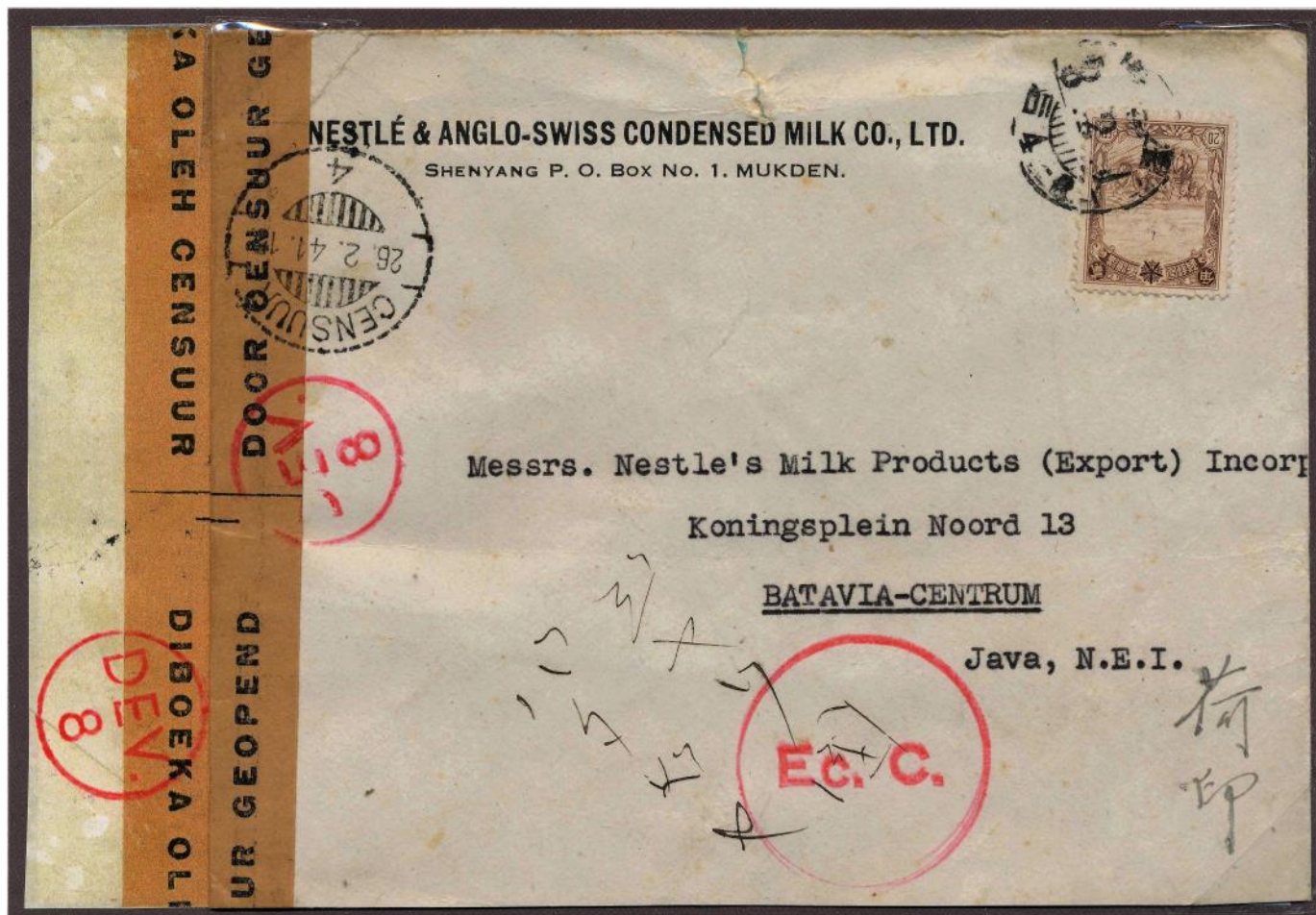
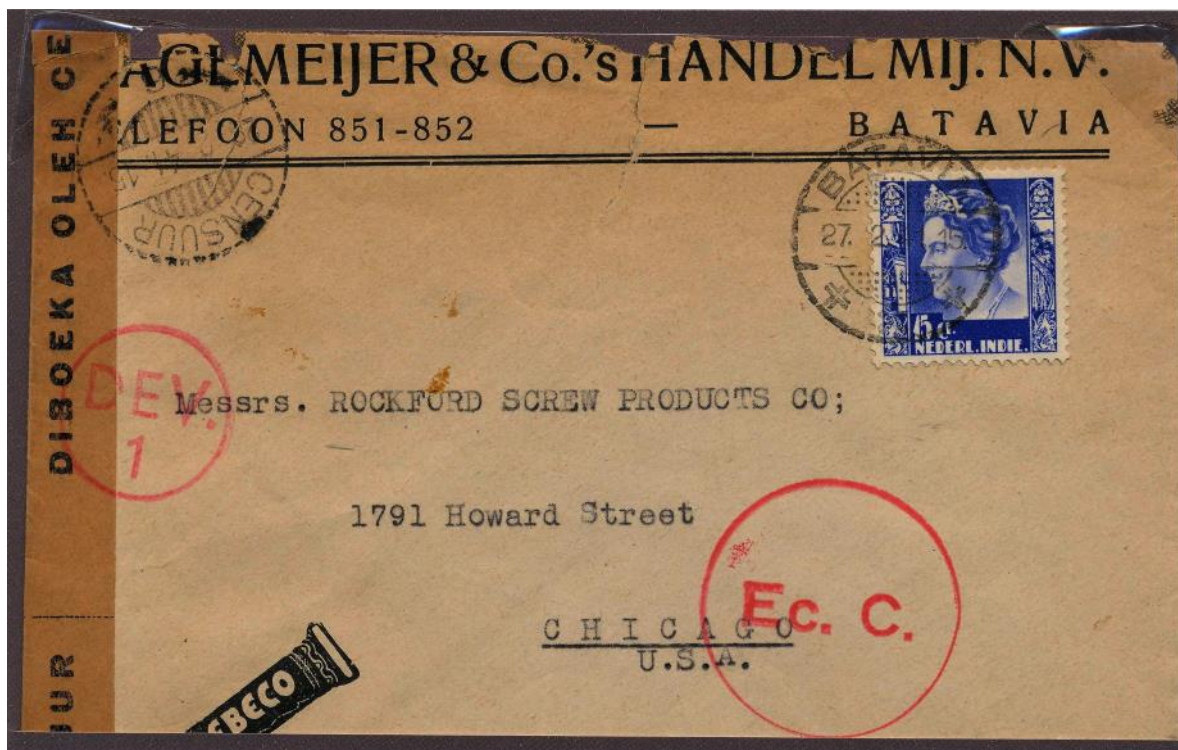


Figure121: Mukden Manchurian February 4, 1941, "CENSUUR 4, 26.2.40 ", "Ee. C ", "DEV. 8 " and another type of label "DOOR CENSUUR GEOPEN / DIBOEKA OLEH CENSUUR "were applied.



*Figure 122: Batavia February 27, 1941, "CENSUUR 6 28. 2. 41", "Ee. C" and "DEV. 1"*



2. Batavia Currency Institute "DEV. 11 thru 16"



Figure123: Bandung February 14, 1941 "DEV. 11" to Oceanside California April, 3.

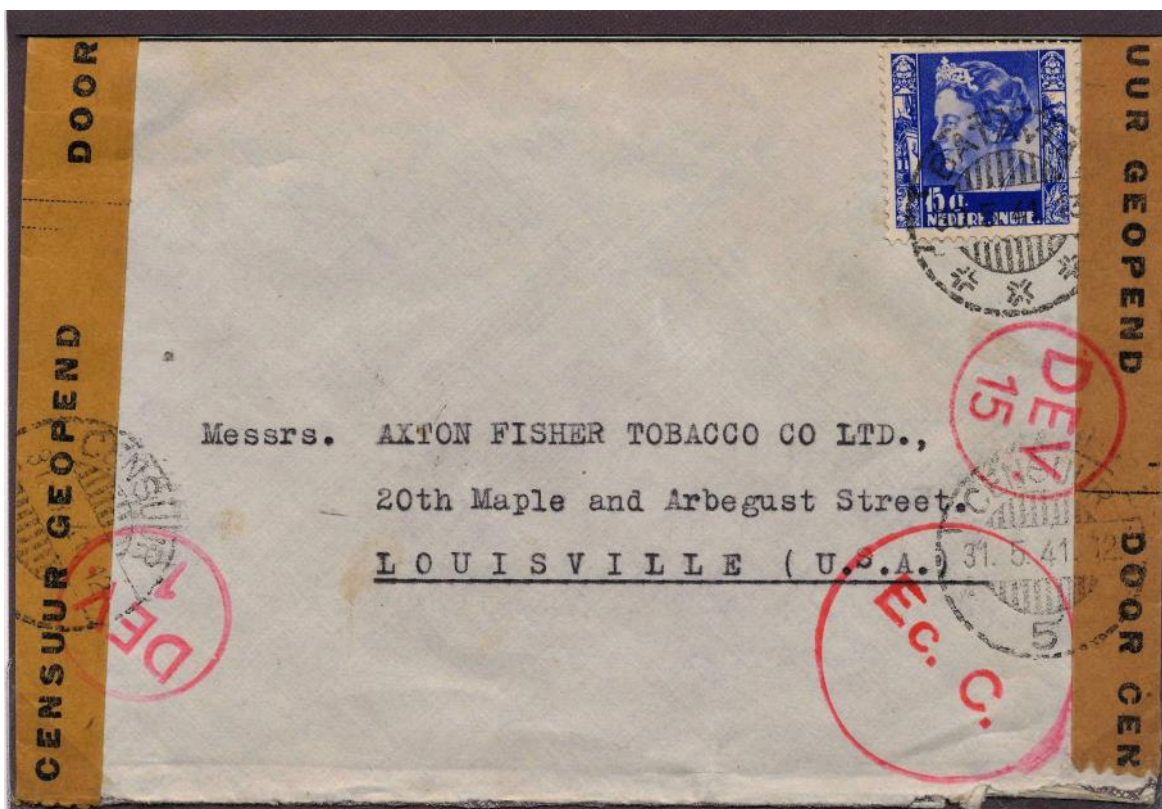


Figure124: Batavia May 30. 1941 "CENSUUR 5 31.5.41 ", "DEV. 1", "DEV. 15" and "Ee. C "



Oval Economic censorship mark and "CENSUUR 6"



Figure125: Batavia centrum February 22, 1941, "CENSUUR 6 25.2.41", "Ee. C 6" and "DEV. 12"

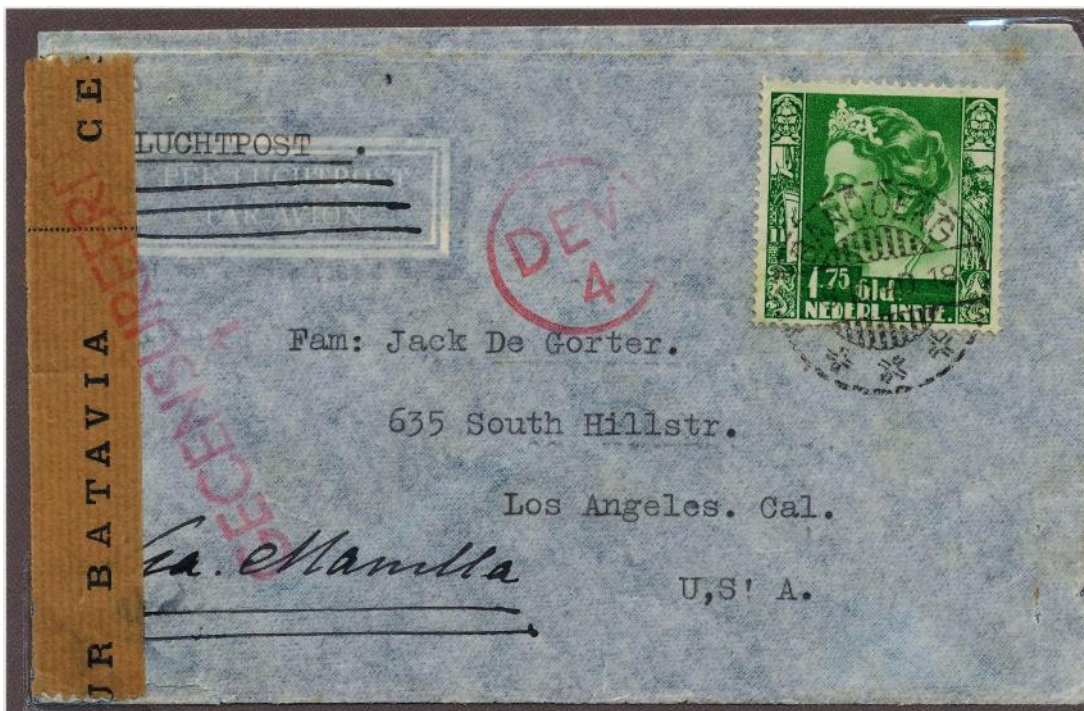


Figure126: Shanghai March 8, 1941, "CENSUUR 4 27.3.41", "Ee. C 2" in Batavia and "Seurabaja 4" to Passoeroean. The number of the oval mark is 1-13, 15-18 and 20.



New Queen Wilhelmina 10 cent (perf. 13) and 80 cent.



Figure127: Batavia centrum March 4, 1941, "DEV. 12 "and "Ee. C" to St. Louis, U.S.A



Figure128: Batavia March 8, 1941, "CENSUR 4 10 .3.41", "DEV. 12 "and "Ee. C" to Chicago, U.S.A.





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A° 1919



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# Rural Area Mail in the Netherlands from 1807

## Part 3

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

### Postmarks of the distribution offices

There are no prescriptions regarding the marking of letters at the distributions. However, written markings are frequent, most often on the back side. Cancels were almost always ordered and used at own initiative. Starting in 1829, more uniformity regarding the cancelling before departure and arrival was instituted at the post offices. With a cancel containing a date, it became possible to determine if a letter had possibly been delayed. Marking became more common at the distribution offices after 1829.

A few distribution offices of Goeree-Overflakkee pulled their old treatise cancels (made by the firm Masson in Paris) of 1809 from their drawers and started to use them again.

The distributor in Haarlem used a gouge to cut a small cancel HILVERSUM. After four years, a new circular cancel was placed in use.

A few offices expanded the function of their postmark by including the date of mailing. That was the case for example in Zeist. Zeist near Utrecht was a relatively important distribution office with a distributor and two assistants.

Special is the function of the cancels of Steenwijk and Wolvega, both resorting under Heereveen. At the initiative of the director of the post office in Heereveen, the request was made to increase the mailing speed at both distributions. To that end, the cancels S/HEEREVEEN and W/HEEREVEEN were sent from The Hague to Heereveen to be used in Steenwijk and Wolvega. Letters canceled with one of these cancels did not have to be handed over at the post office but could continue directly on the post coach to, for example, Leeuwarden. This resulted in gaining a day on delivery.

Waddinxveen in South-Holland was situated along the mail route between Alphen aan de Rijn and Rotterdam. For that reason, it had an entreposte as early as 1773. The manager of this entreposte marked his letters on the back with a cancel having just the character W. It was not clear to everyone that this did not refer to Wageningen, Willemstad or Waalwijk.

As of 1822, Schagerbrug in North-Holland – along the route Alkmaar-Den Helder – was a distribution office. During the first few years, the distributor wrote his town name on the back of the letters. During 1836 to 1846 he used a cancel SCHAGERBRUG and used it with red ink (see Figure 10). From 1846 on a small cancel STOLPER/BRUG inside an oval frame is known. Stolperbrug, was also located along the same route, but a little north of Schagerbrug. Only Schagerbrug was known as a distribution office in the inventory of 1850 by the central postal administration. This poses a riddle. Solution: the distributor had died in 1846, and his wife took over as distributor. She moved in with someone in Stolperbrug, thus a new cancel was needed.



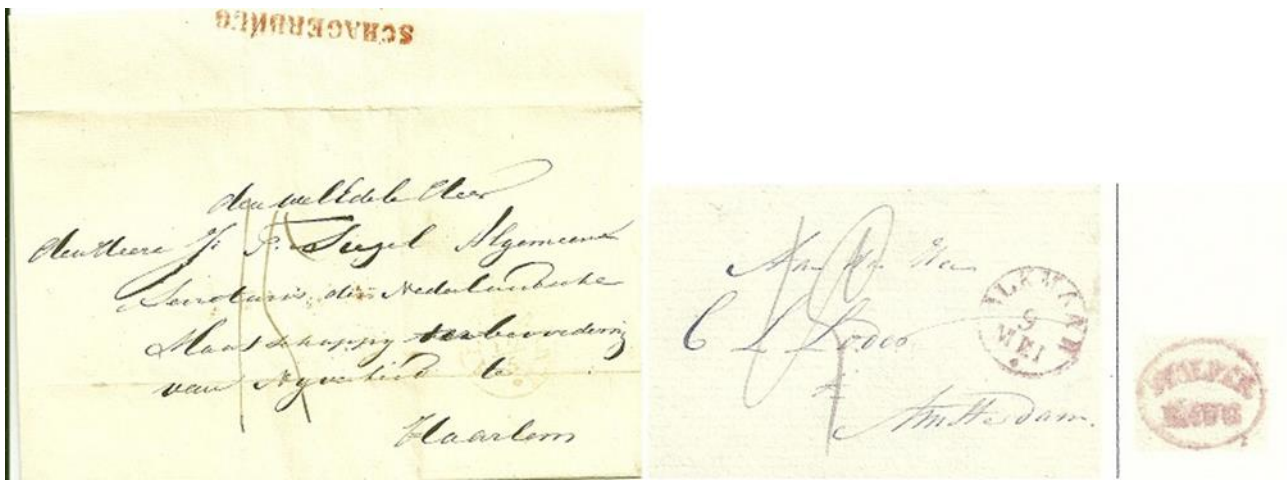


Figure 10: Letter from Schagerbrug from 1841 and a letter from Stolperbrug from 1848.

Rare are the letters with just the marks of distribution offices and none from a post office.

One such case is shown in Figure 11. A letter writer from Terwispel brought his letter to the distribution office in Gorredijk. The letter was destined for someone in Beetsterzwaag, where there was also a distribution office. The sender paid the fees in advance in Gorredijk. In shipping circles that was called carriage free ('vrachtvrij') and port paid at the mail service. To avoid misunderstanding, an additional note "aan huis" (at home) was made to indicate that the letter had to be delivered with assessing a fee to the addressee.

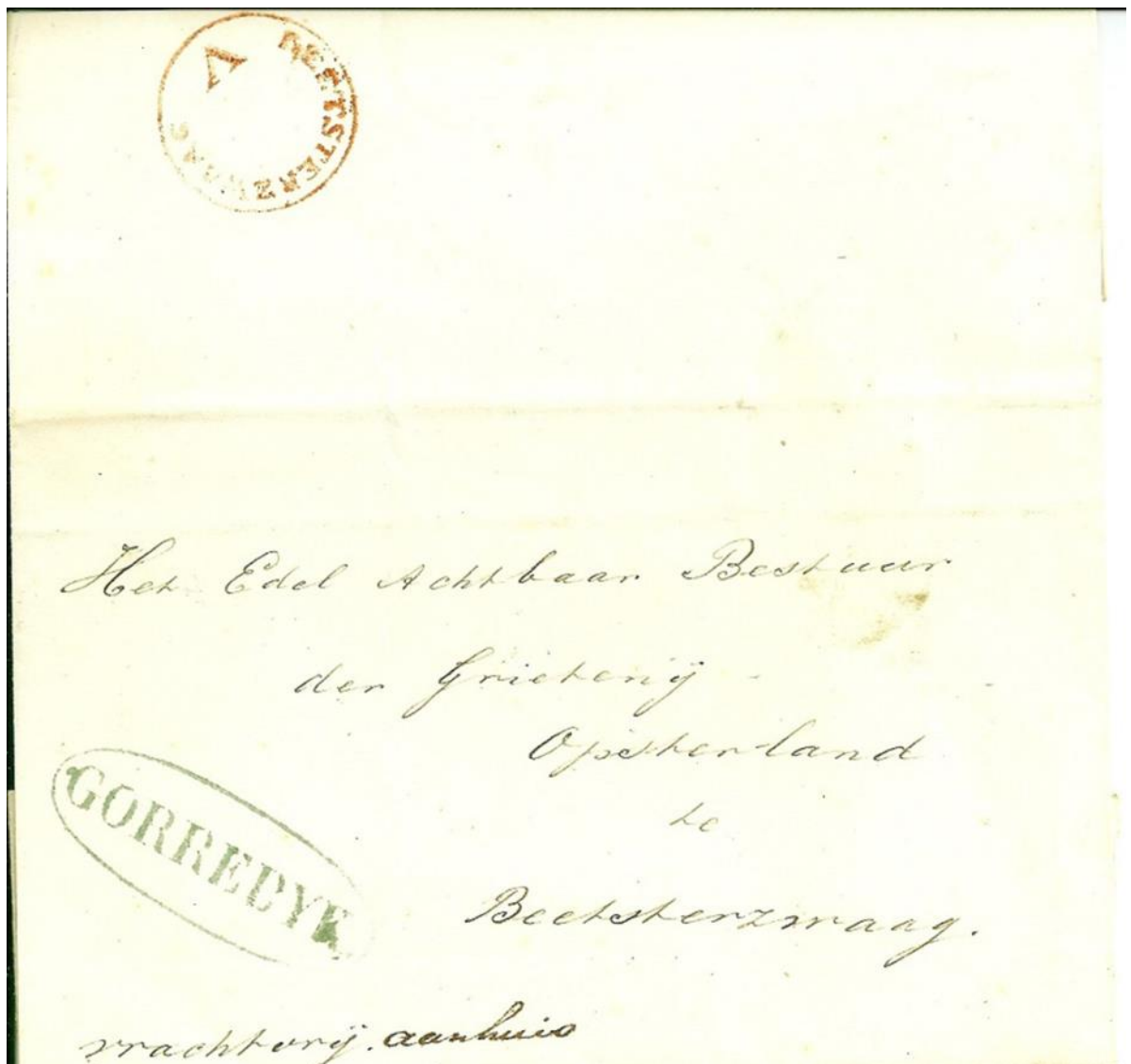


Figure 11: From one distribution office directly to another: letter from Terwispel via Gorredijk to Beetsterzwaag. Not traveled via a post office. Vrachtvrij aan huis (lower left, 'Cargo free, at house').



How does that affect the commission? For a long time, outgoing and ingoing letters were subject to a commission for a distributor. For outgoing letters this was most often 2.5 cent per letter and 5 cent for incoming letters. But not always because the distributor in Gorredijk collected 2.5 cents for incoming letters (Figure 12). These commissions were also referred to as collection and distribution wages. As of 1848, a distributor had to have a mail box at home, and he no longer received a commission for outgoing letters.

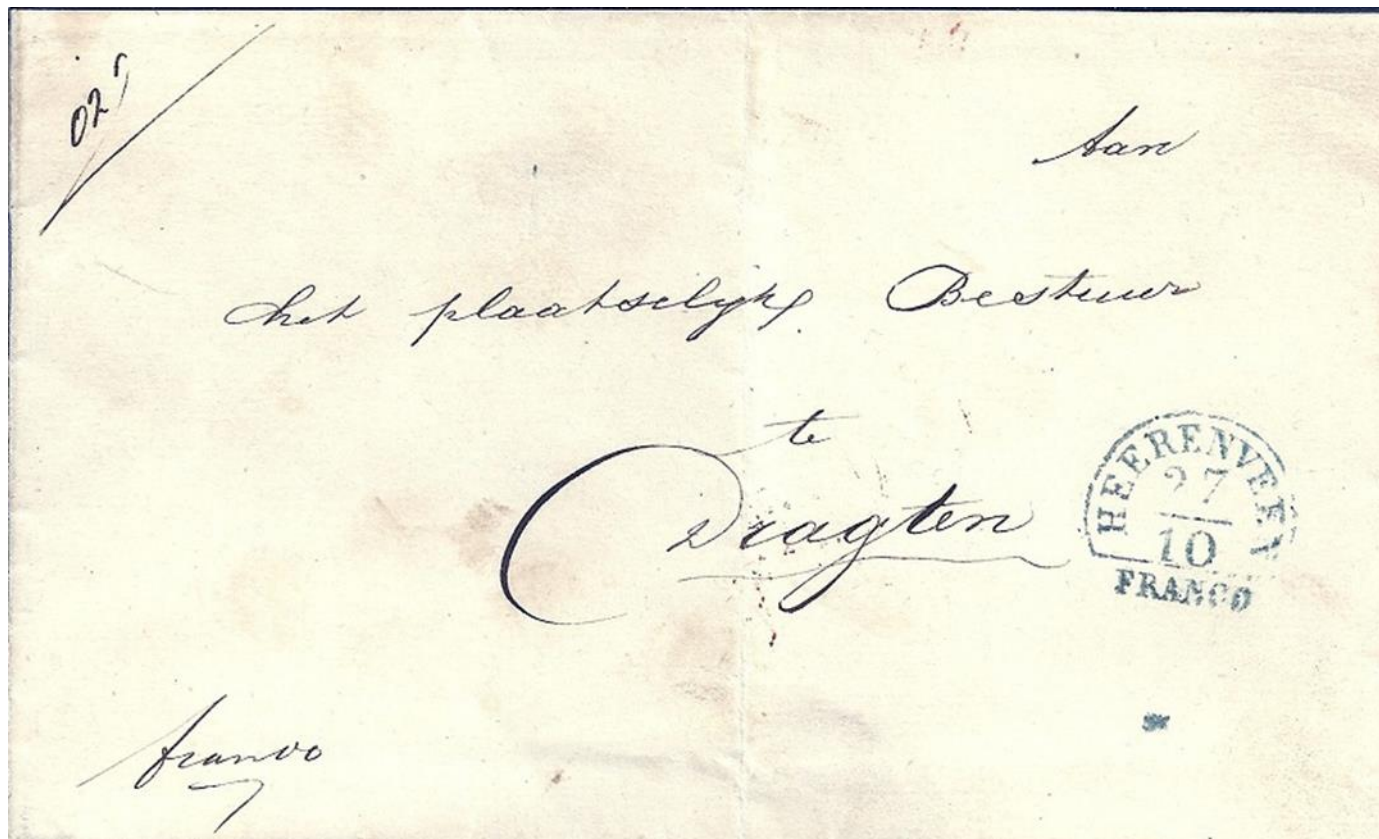


Figure 12: Letter from Heerenveen to Drachten with a distribution charge of 2.5 cent (note in upper left corner) in Gorredijk.

The distributor could ask for a delivery fee, in addition to his distribution wages, for the delivery of letters. The amount depended on the distance from the distribution office. For delivery outside the urban area a higher fee could be charged. For example, a letter from Wangerooge to Schiermonnikoog would be taken by a courier from Dokkum to Oostmahorn, where a ferry connects with the island, and a deliverer is needed on the island. Many intermediaries, high costs.

This made the letter traffic very expensive for the inhabitants of rural areas. In addition to the fees charged for the transport between the post offices, distribution wages and perhaps a delivery fee were charged. This is without taking into account the municipal or private couriers who walked, as independent operators, from distribution offices to places without any postal facilities.

### Circular

Illustrative for saving on mailing expenses is the system of using a circular. The letter shown in Figure 13 was mailed from Appingendam via Groningen to inform several municipalities. The letter is addressed to the mayor of Ulrum. The messenger delivers the letter and collects it again a little while later to take it with him to Kloosterburen. From there, after a short rest delivers the same letter in Leens. All on the same day, with initials from the readers.



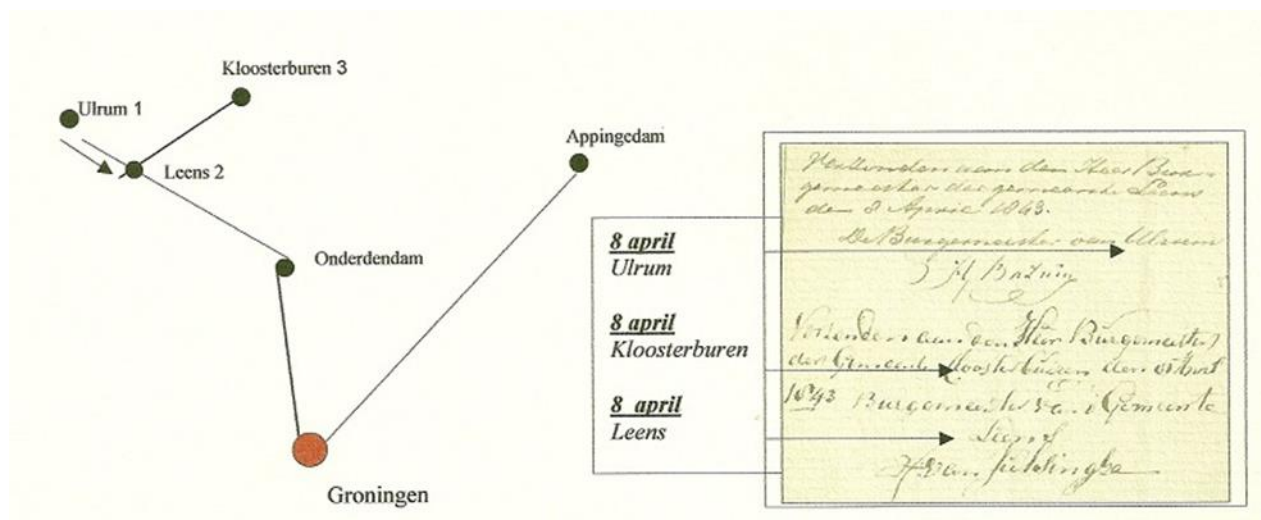


Figure 13: Map (left) showing the route of the circular shown on the right.

### Additional postal facilities before 1850.

Primary facilities were the post offices. Secondary were the branch office, including the rural mail in Limburg with the mail box characters and provincial distributions in Gelderland. In addition, (pull) barges, coaches and mail wagons were used for mail transport for a long time (Figure 14).

New from 1844 on was the mail transport by train. The post service started using trains in 1850. Prior



Figure 14: 1826 letter from Utrecht via Amsterdam, Haarlem, and Schooten to Spaarenhoven; Franco Haarlem. Note at the bottom reads "Per trekschuit van 1 uur met verzoek dadelijk met een jongen naar buiten te zenden" (By 1 pm pull barge. Request immediate delivery by a boy).



to that year, transport services and sometimes individuals used train transport. The letter shown in Figure 15 is such a case mailed in 1849 from Arnhem to Ede and has a train label. In pink ink is the note “Vracht/10 ct” (cargo/10 ct). The development of this traffic was a very good investment towards the improvement of the mail facilities, especially with regard the regular accessibility of smaller towns.

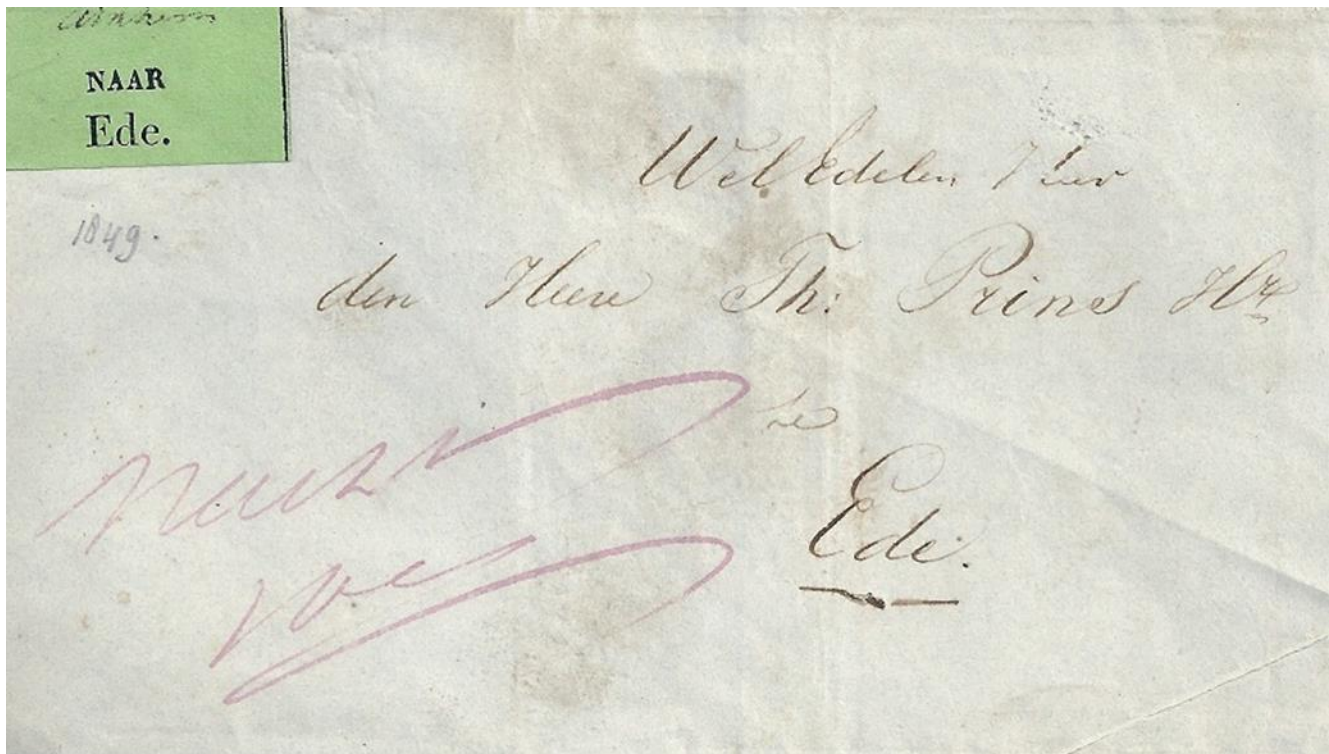


Figure 15: Mail transport by train.

The introduction of the new postal law of 1850 caused a shift towards service to the public. Distribution offices became sub offices. Distributors became letter collectors. Tens of new mail routes were added.

*[This is the final part, see issue 41-1 and 41-2 for part 1 and 2, respectively.]*

## 2016 Election Results

Thanks to those who sent in their ballot. As expected the election was not as acrimonious as a more recent election in the U.S.A.

Of the 24 members who sent in their ballot, seven did so electronically. Thanks to Ben Jansen, who made this option available.

President: HansPaul Hager 24

Vice-President: Franklin Ennik 24

Secretary: Ben Jansen 24

Treasurer: Hans Kremer 24

Governor: Jan Verster 23, Benjamin Bump 22, and John Hornbeck 21.

A special thanks go to the candidates who made themselves available to serve the ASNP.

Hans Kremer,  
Designated vote counter



# A 1968 Letter to Germany with the Postage Due Amount Explained

*by Hans Kremer*

When I see a Dutch postage due cover on Ebay I can most of the time understand how the postage due amount was calculated.

This was not the case with the registered mail cover of 1968 shown in Figure 1. The letter was addressed to Dr. Albert Louis in Germany. Dr. Louis is of course well known to most of us. He received the ASNP Johannes de Kruyf award in 2009.



Figure 1: Registered letter mailed from The Hague to Hermülheim (Germany) on October 30, 1968.

The letter was sent by a stamp auctioneer, so one would expect that the correct postage would have been applied, but that was apparently not the case.

The letter clearly says "85 gr", which I thought put it in the second letter weight class (20-100 gram). Buitenkamp<sup>1</sup> lists 70 cent as the correct letter rate for a letter of the second weight class to Germany in 1968, plus 75 cents for the registration surcharge, totaling 145 cents. Stamps of 45 cent and 1 Guilder, totaling 145 cents were attached.

However, an additional 75 cent postage due was requested.

It turns out that for letters out of the country different weight classes apply, going up in steps of 20 grams each, i.e. 0-20, 20-40, 40-60, 60-80, and so on. For Germany, being part of the EEG (future European Union), a letter between 0-20 grams was only 20 cent (same as the Dutch in-country rate), but then it jumped to 70 cent (20-40) grams and from there on 25 cents extra for each additional 20 grams or part there off.

This then explains that the correct rate for a letter to Germany weighing between 80 and 100 grams should have been  $70 + (3 \times 25) = 145$  cent. On top of that came the registration surcharge of 75 for a total of 220 cents. Since



only 145 cents in stamps was applied (75 cents short) postage due was 75 cent, as can be seen by the red Postalia 75 cent marker.

Red Postalia markers were used to indicate postage due on mail to foreign countries.

Instead of charging double the short amount (which usually is indicated by a blue Postalia marker for mail with a destination within the Netherlands), only one time the amount of shortage was charged to destinations outside of the Netherlands.

The sender had to pay for the extra 75 cents.

## References

- <sup>1</sup> H. Buitenkamp and E. Müller, *Catalogus Postzegels op Brief*, Seventh edition 1992/1993, NVPH, 1993  
Mr. W.S. de Costa, *Binnenlandse en Internationale Posttarieven van Nederland 1850 – 1990*, Posthistorische Studies # 14, PO&PO, 1990,  
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G. Holstege, J. Vellekoop, R. van den Heuvel, and M. Brekelmans, *Handboek Postwaarden Nederland*, Tarieflijst I -13, Joh. Enschedé, Ongoing publication.

## Post Car Fire

by Ben H. Jansen

The badly damaged cover shown in Figure 1 was mailed by the N.H.M. (Nederlandsche-Handel Maatschappij) on April 23, 1930.



Figure 1: Front of letter damaged by fire.

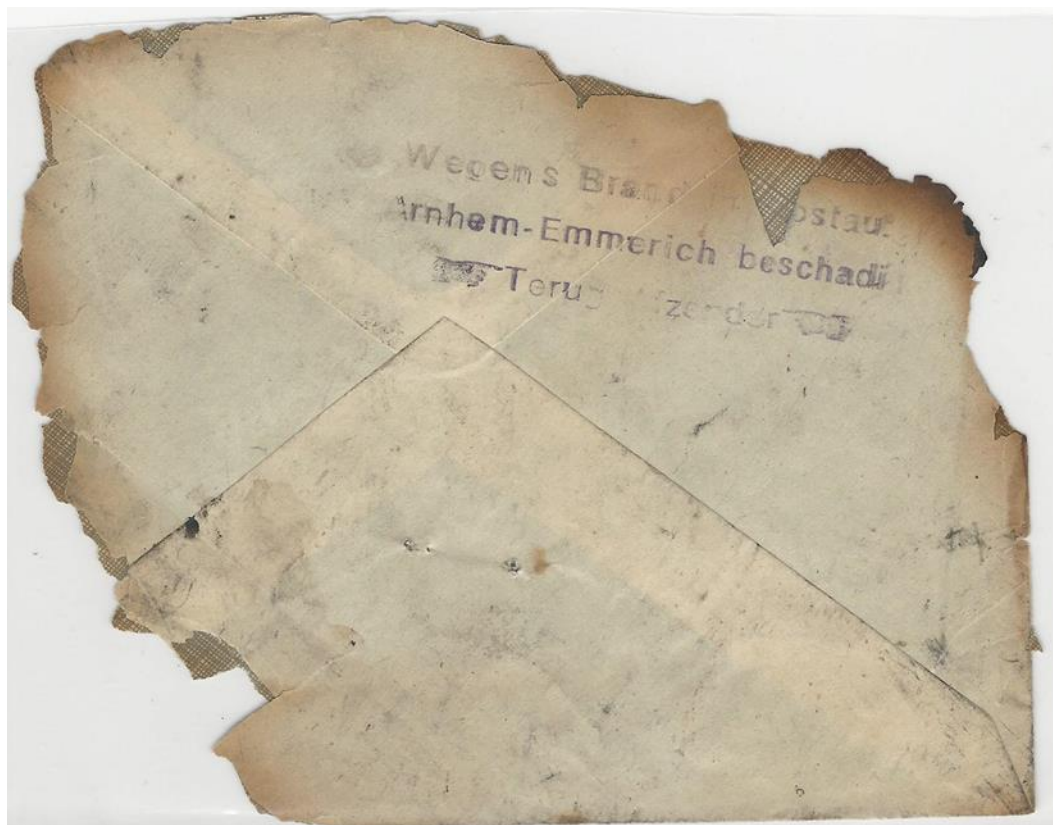
The N.H.M. was founded at the initiative of King Willem 1 in The Hague on March 9, 1824 and eventually became the “Algemene Bank Nederland” (ABN) before its merger with the AMRO bank [nl.wikipedia.org]. The N.H.M. had its headquarters in Amsterdam and a branch office in Rotterdam from which the cover shown in Figure 1 was mailed.

The addressee can only be partially deciphered as the Weddel co(mpany) G.m.b.H. (Gesellschaft mit beschränkter Haftung which is German for "company with limited liability") on the Ferdinandstrasse. Clearly a German (or Austrian or Swiss) address.



The cover has a red Francotype machine franking type A [<http://www.frankeerstempel.nl/publicaties/Vormgeving%20stempeltekening%20Ned.%20frankeerstempels.pdf>] (machine 3374 and user 125) with a value of 12.5 cents which was, since 1 November 1928 the correct rate for a 0-20 grams letter abroad.

The reason for the damage becomes clear from the blue cancel on the back (Figure 2), with the Dutch text



“wegens brand in de postauto / Arnhem-Emmerich beschadigd / terug afzender” (due to fire in the post car / Arnhem-Emmerich damaged/ return to sender).

Additional information about the fire can be obtained from newspaper stories. The article shown in the left part of Figure 3 appeared in “De Telegraaf” on April 24, 1930. It mentions that the post car caught fire near Westervoort, a town just outside Arnhem near the bridge over the IJssel River. The car had departed from Arnhem around 1 am to deliver the evening mail to Emmerich, a German town just across the Dutch-German border. There were fifteen mail bags in the car, of which only eight could be saved undamaged by the driver and accompanying post-

Figure 2: Back of the burned letter shown in Figure 1.

al worker. The remaining seven bags with their valuable contents – there were several registered mailings –were lost to the flames. The fire brigade collected as much as possible of the remains, which were handed over to the postal authorities.

The “Tilburg-sche Courant” of April 24 (right part of Figure 3) adds that the mail from Arnhem-Station and Rotterdam destined for the 602 train Emmerich-Oberhausen was destroyed. This mail comprised 48 registered letters with a declared value of 11,500 gold francs, eight letters with a declared value of 2,910 gold francs, and more than 200 ordinary registered letters. The undamaged mail was carried with another car to Emmerich. No personal injuries were reported.



Figure 3: Left; *De Telegraaf*, April 24, 1930. Right; *De Tilburgsche Courant*, April 24, 1930. From [www.delpher.nl](http://www.delpher.nl)

This information matches the burned cover shown here; mailed from Rotterdam on April 23 to, likely, Germany via the Arnhem-Station post office. It must have been in one of the seven damaged mail bags.

## From the Secretary

We welcome Willem Pasterkamp as a new member. Willem lives in Urk, The Netherlands, where he runs the web-store [www.willempasterkamp.nl](http://www.willempasterkamp.nl) offering a large variety of Dutch postal history.

Ben Jansen  
Secretary

## PostNL Retracts Date Cancels

Kees Verhulst, Editor of the regularly appearing column “Nederlandse Stem-pels” (Dutch Cancels) in the Dutch magazine ‘Filatelie’ writes that effective January 1, 2017, the Dutch Post (Post NL) will abolish the use of the date cancels of the type shown in Figure 1 at all ‘post offices,’ post box and business locations. (There are no operating post offices in The Netherlands; one has to go to bookstores, grocery stores, etc. to obtain stamps and postal service. On this date, all cancels must be returned. From then on, cancelling of the mail will be done only at the sorting locations of PostNL, using the die rolls (see Figure 2) so much hated by collectors. The collector service CollectClub will be able to provide cancelled stamps using their own cancel bearing the text ‘DEN HAAG—COLLECTCLUB.’ In addition, special

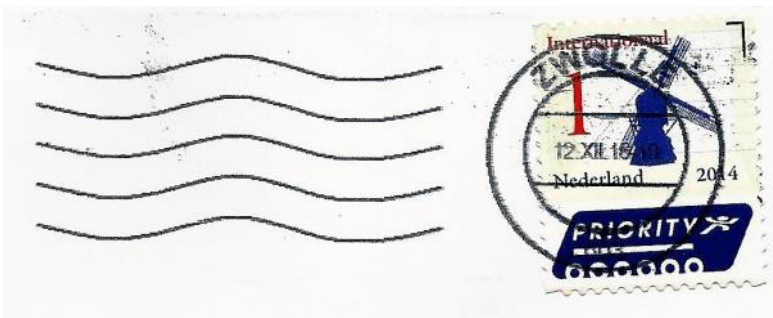


Figure 2: Die roll.



Figure 1: Date cancel currently used by PostNL.

occasion cancels will be used specifically for collectors. Thus “common” cancels will no longer exist.

## Interesting Web-Sites

<http://www.veldpost.info> provides information (in Dutch and some English) about the Dutch Military postal markings, including filed post offices, censor markings and internment camp markings.

Go to <http://www.aape.org> for information on how to create an exhibit, plus examples of successful ones.

[www.Dutch-Aviation.nl](http://www.Dutch-Aviation.nl) (English) Nice history of Dutch aviation, especially under the chapter "Dutch aviation/Historic years". Also the Website [www.hdekker.info](http://www.hdekker.info) (Dutch) has a lot of detailed chronological information, including quite a few interesting articles.

For those of you who collect Dutch cancels be sure to check: [www.nedacademievoorfilatelie.nl](http://www.nedacademievoorfilatelie.nl) and then Publicaties/Inventaris Post-stempels. Contains complete listings of about all types of cancels (small round, large round, etc.) .



## Recent Issues



**Kinderpostzegels (Children's stamps):** November 7, 2016. The Children's stamps celebrate their 100th anniversary and display the cartoon figures by Fiep Westendorp.



**December stamps:** November 14, 2016. Reduced-rate stamps to mail Christmas and New Year cards between November 14, 2016 and January 6, 2017. Also issued by 'Kruidvat' and 'Trekpleister' with their logos added to the top of the sheets (see below).



Detailed information about the recent issues can be found at <http://collectclub.postnl.nl/>

**Dutch Chicken Breeds:** January 2, 2017. The stamps depict drawings and photographs of ten Dutch chicken breeds. A photograph of the plumage of the chicken with a feather next to it forms the background.



**Streams and River Valleys—Linge River:** January 30, 2017. Each stamp depicts the winding course of the Linge river with a topographic map of the river valley to its left and a photograph of Fort Asperen (near Leerdam) to its right.

**Streams and River Valleys—Reest River:** January 30, 2017. Each stamp depicts the winding course of the Reest river with a topographic map of the river valley to its left and a photograph of the Reest Church in Oud-Avereest to its right.



**Streams and River Valleys—Drentsche Aa River** January 30, 2017. Each stamp depicts the winding course of the Drentsche Aa river with a topographic map of the river valley to its left and a photograph of a Saxon farm house in Anderen to its right.



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