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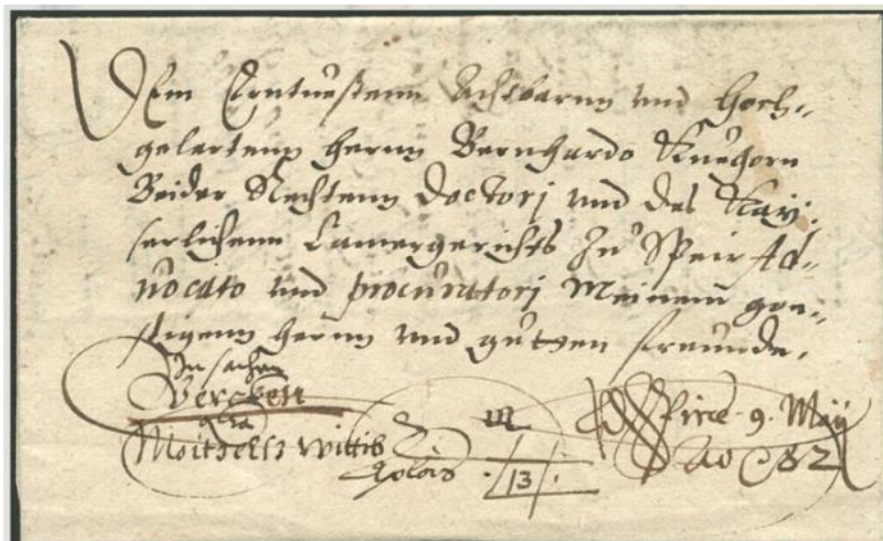
Netherlands Philately
1308 Pin Oak Drive
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USA

Sharing knowledge of Netherlands
& Overseas Areas philately since
1975

Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 41/5



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NETHERLANDS PHILATELY

Magazine of the American Society for Netherlands Philately; Volume 41/5

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Editor's Message

Well, I straddled the equator in Ecuador in March (see picture), and although the Coriolis force affects in what direction hurricanes spin, it has no effect on water spinning in a toilet bowl. An exhibit at the equator monument made that clear.

Later this month my wife and I are off to the Netherlands, Sicily and the Biennale in Venice (Italy).

Volume 41-5 of Netherlands Philately has articles by five (!) different authors. The topics include forgeries, ship mail, postal history and even mathematics. Several tidbits fill in some remaining white space. I hope you will find something of interest, or even better, get inspired to write an article yourself.

Ben

May 2017

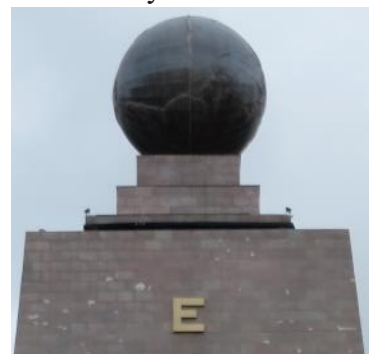


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Advice to Authors

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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Netherlands issue 1852: a postal history forgery unveiled

by Alex Nuijten

Years ago, I bought the cover shown in Figure 1, franked with the first issue 1852. At the time I bought this cover, I knew it was a forgery and it was offered as such. I figured that a couple of Euros would provide me the pleasure of learning and having reference material in my collection. Determining why the cover was a forgery would send me back to an article I had read when I was 17 years old plus requiring some original detective work.



Figure 1: The front of the cover as it was shown when bought.

Back to 1997

The 1997 November issue of the Dutch magazine *Philatelie* contained an article by Mr. Hendrik W. van der Vlist (FPRSL) about a small lot of covers franked with the 1852 and 1864 issues. The lot was offered for sale at an auction house earlier in 1997, and there was already suspicion that the covers were forgeries. The article writes about used stamps, cancelled with franco halfround and boxed “FRANCO” postmarks, that were later placed on covers that were cancelled again with a forged boxed “FRANCO” postmark. The stamps were placed on covers that had postage indications and postal handlings of unfranked letters accordingly to the postal law of 12 April 1850. A large number of covers came from the known archives of Eeghen (Amsterdam) or Frowein (Arnhem). The conclusion from the author was that more forged covers than the nine covers mentioned in his article could exist.

My cover

To examine my cover I made a full scan of the entire back (Fig. 2) and unfolded front (Fig. 3). The first step was to examine the back since this could give me clues about the dates and hopefully the place where it was written and most likely mailed from. Indeed, the back gave me the answers to these two questions.

The letter was written in Rotterdam on 20 June 1854. If this letter would have been mailed in June 1854 it could never have received the boxed “FRANCO” postmark! The first time this postmark was introduced was on the traveling post offices of the *Expeditie Moerdijk* (railway line) in 1855. From 1856 onwards, other traveling post offices in the Netherlands would receive the boxed “FRANCO” postmark. However, the general introduction of

Rotterdam 20 Junij 1854

De Heeren frouwen &c
Amhem

Van den in den verloopen winter
van u gekochten tabak gelieven Wd. voor,
loopig circa 1000, nederl. ponden pr
spoor aan de Wed. Jan Salom & Meyer te
Amsterdam te onzer dispositie afte zenden.
De verpakking in baaltjes van ca 100,
Kilo en alom 10 b. te merken PH 1/10; Wd.
gelieven den tabak vooral niet te vast
te persen of te pakken, maar liever wat
looserdan gewoonlijk.

Zoodra de verzending door u ge-
schied is, verzoeken wij daarvan on-
middelijk de tyding te mogen vernemen.

De Heer S. L. Donner a cortij zal de
goedheid hebben ~~deze twee kilo~~ bij den
ontvangst, verpakking en verzending
dezer 1000 kilo voor ons tegenwoordig
te zijn. Deze twee kilo moeten zijn van
de het eest van u gekochte 3000 kilo a
45. - zijnde prima prima 53 aardgoed
deklaaf van eene quivere ligte kleurnaar
het geelsttrekkende, droog, dun breed
en elastisch, geheel vrij van donkere en
kleverige bladen, behoorlijk gefermenteerd.

Met aichting in wed. d.
Graham &c

Figure 2: The back of the entire cover.

the boxed "FRANCO" postmark would not be until 12 April 1861, with the regulation that the franco halfround postmarks should be used to cancel printed matter only.

Another disturbing clue is that a part of the letter is missing. Figure 2 clearly shows that the text ends way too close to the edge for comfortable writing. Also, the front (Fig. 3) shows no postmarks other than the (forged) boxed "FRANCO" postmark. Normally the post office clerk had to place a circular date stamp in red on the front together with the boxed "FRANCO" in black cancelling the postage stamps. Thus the question becomes "What did the forger try to hide?"



Figure 3: The front of the entire cover.

Close examination of the front shows that circular date postmarks are missing and there are no traces that these have been erased from the existing paper. However, there is a part missing from the original letter, so my thought is that the circular date postmarks would have been placed there.

In his 1997 article, Mr. van der Vlist writes about previously used stamps with the postmark erased before applying the forged boxed “FRANCO” postmark. With this in mind I examined the postage stamp (Fig. 4) for traces of postmarks or removal from it. Nothing on the postage stamp indicated that there had been a postmark or any sign of its removal.

This finding made me curious as the only other possibility would be that the forger used a mint stamp. My first thought was that the use of a mint stamp on a forged cover would be a significant increase in financial loss. After all, more people collect stamps than postal history so you would be better off selling a mint stamp, even when one of the margins is a bit less than a spoiled collector would want. Also, the margin problem would still exist when you placed the stamp on cover.

I examined the forged postmark. Just as in the 1997 article, my conclusion was that the ink color did not match the color of the ink used in the 1800’s. This was the reason for suspecting this cover in the first place.



Figure 4: Enlargement of the cover's section where the stamp is affixed together with the forged boxed “Franco” postmark.



Figure 5: Enlargement of the section of the cover that was held against the light, unveiling a thin spot.

Since the forger's job is to hide things I decided to get the cover out of the album, unfold it and hold it against the light. In doing so, the answer why a mint stamp was used came to light. The only reason to make the maximum amount of money from a damaged mint stamp is to place it on a cover. As Figure 5 shows there is a large thin spot going from the king's head to the right upper corner.

Conclusion

In short, a certificate for this cover would state:

The stamp is real, but damaged.

The letter is real, but altered.

The boxed "FRANCO" postmark is a forgery.

The slogan 'Knowledge is Power' counts certainly in philately.

Just as in the 1997 article I surmise that many more fabrications of such letters are out there. The question for the classic era collector would be: "Do I have one in my collection?"

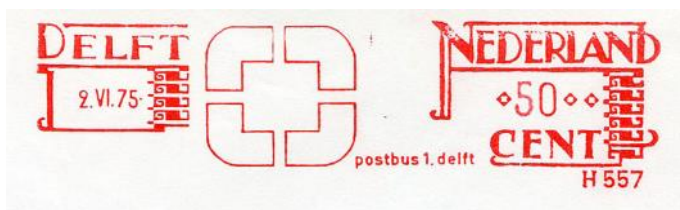
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Hendrik W. van der Vlist, FRPSL. Vervalste briefomslagen eerste en tweede emissie Nederland, verkeerde stem-pels, foute inkt, moderne lijm. Philatelie, page 729-731, November 1997.

F.W.B. van Humalda van Eysinga. Afstempelingen op de eerste emissie postzegels van Nederland 1852-1879. Specialiteiten Catalogus, NVPB, 2006-2011.

International Postage Meter Stamp Catalog

Hans Kremer alerts us to https://en.wikibooks.org/wiki/International_Postage_Meter_Stamp_Catalog which lists meter stamps of many countries, including the Netherlands. Two examples of the listings are shown below.



CB1. Hasler "F22" (MV), 1929.

Frank variable in size ranging from 35 to 38 mm wide.

Wide teeth with ornaments at right side only.

Left leg of first "N" of NEDERLAND extends downward.

M# with "H" or "HR" prefix at lower right.

TM similar to frank.

Five-digit impression counter number may or may not be present between TM and frank.



D2. Komusina "D" (MV), 1930. [\$20]

As Type D1 but smaller frank with no lines over or under dove's head.

"NEDERLAND" does not touch the top frame line.

Two diagonal lines above and below M#.

M# with "K" prefix.

Letter correctly franked with 5 cents instead of 25 cents; sent from Rotterdam to Philadelphia in 1874.

by Hans Kremer

A friend from the Netherlands asked me if I knew anything about the “New York 6 Ship” marker of the cover shown in Figure 1. The folded letter was sent March 27, 1874 from Rotterdam to Philadelphia. It arrived in Philadelphia on April 20, 1874 (see Figure 1 insert).



Figure 1: Cover with “New York 6 Ship” marking and arrival stamp (insert).

I did not recognize the marker, after a bit of work I got in touch with Julian Jones, Chairman of the TPO & Seapost Society in the U.K. Julian wrote:

NEW YORK 6 SHIP' indicates that the letter was landed at New York from a non-contract mail ship for which the recipient is to be charged 6 cents. Effective 1st July 1863 the charge for such letters was 4 cents if addressed to a location delivered from the port Post Office where it was landed (e.g. New York), or 6 cents for an address beyond that (e.g. Philadelphia)¹. These rates stayed in place until 1st July 1875. The New York mark would have been required for the duration of this period - July 1863 to June 1875. The probable last date of use of the marker would then be June 30, 1875.

Note (HK) Wierenga¹ describes a ship letter as: “... those loose letters that were delivered into a post office by the captain of the ship, i.e. one having no contract to carry bagged mail.”

Note (HK): Hubbard and Winter² show a number of “New York Ship” markers used during this period. The first and last day of use of type 369 (the type shown on the cover) are Febr.17, 1871 and December 4, 1873 respectively (see Figure 2). The known last day of use can now be updated to April 20, 1874.

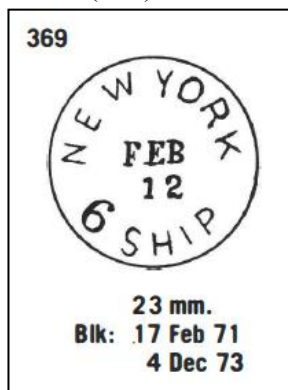


Figure 2: Hubbard and Winter :New York Ship” marker type 369.

Julian continued: *The cover itself is interesting. It appears to me to have been carried on board the MAAS belonging to the Holland America Line (Nederlandsche Amerikaansche Stoomvaart Maatschappij).*

The MAAS sailed from Rotterdam on 28th March 1874, departed Hellevoetsluis on 30th March and arrived in New York on 19th April². This corresponds well with the Rotterdam and New York date stamps. According to Hubbard and Winter, the New York newspapers began announcing in April 1874 that Holland America Line would be carrying mail to the Netherlands on Thursday sailings from New York. Dutch newspapers advertised a regular mail service from Rotterdam to New York from 16th July 1874³. The above cover thus pre-dates the advertised contracted service, commencing 1st July 1874, at a rate of 15 Dutch cents per 15 grams to the USA⁴.

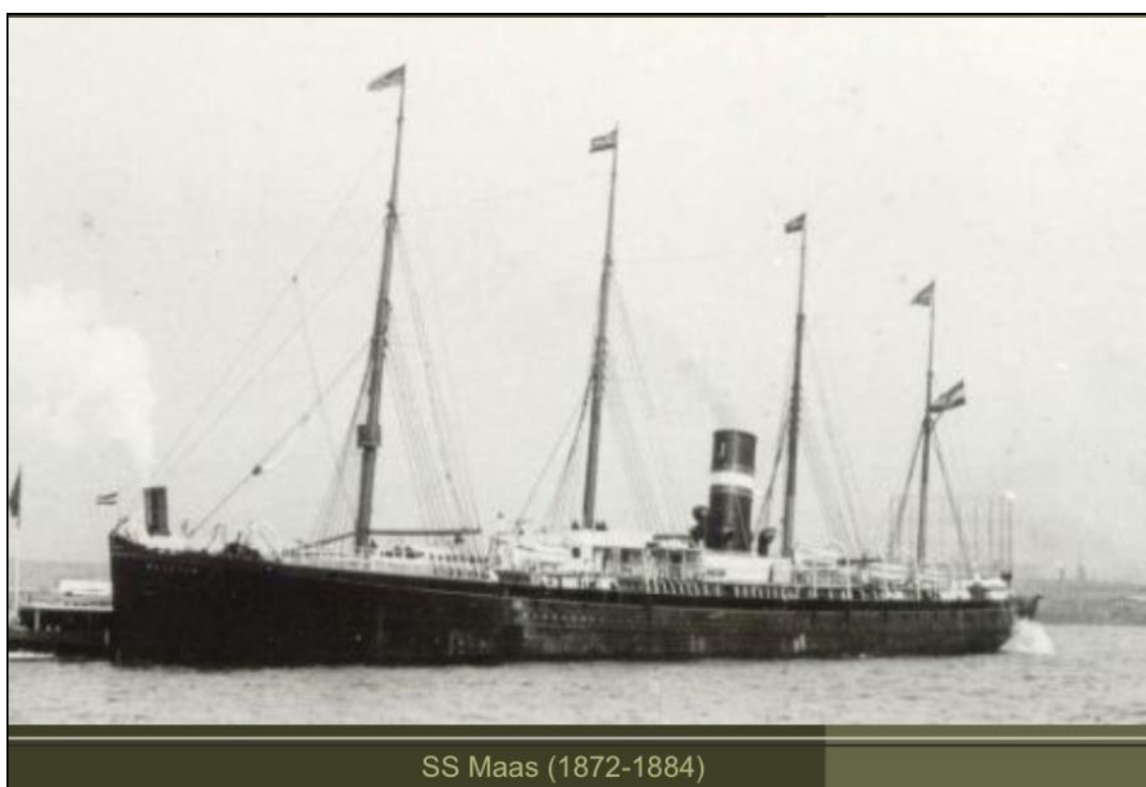


Figure 3: ss MAAS.

Julian also wrote: *The number of letters carried by non-mail contract ships would be quite low. In this period the ship mark would be used mostly on letters accompanying cargo items. However, a cover carried on this ship would be quite rare - so the cover itself (with the mark) is interesting.*

I assume that the 5 Dutch cents stamp pays the then current Dutch domestic postage rate - I have no knowledge of postal rates in that country in 1874. If you can confirm that I would appreciate it.

The “NEW YORK 6 SHIP” information was of course very valuable information to my friend, but the 5 cent rate was hard to explain.

Checking Dutch publications about postal rates it was initially determined⁵ that in early 1874 the correct rate for a letter to the US would have been 25 cents, 20 cents more than was applied to the cover.

Had a stamp of 20 cents become detached? Not likely, since there were no signs of any remaining dots of the numeral cancel “91” that would have been applied to that stamp, as was done to the 5 cent stamp.

Was it printed matter, in which case 5 cent might have been correct. That didn’t work either since the folded letter contained hand written text only.

Then, the solution came from two sides on the same day.

I came across a note in the *Tilburgsche courant* of November 20, 1873 (see Figure 4). It reads: “On November 22 shall depart from Rotterdam to New-York the steamer *Maas*, captain Deddes, of the Ned. Amer. Stoombootmaatschappij, with the opportunity to send letters, printed matter and samples of merchandise, as per art. 30 of the postal law of 1870.”



Figure 4: *Tilburgsche courant*, November 20, 1873.

So the solution could probably be found in the text of that art. 30. I contacted Cees Janssen asking him if he knew what was in it. He sent the text shown in Figure 5.

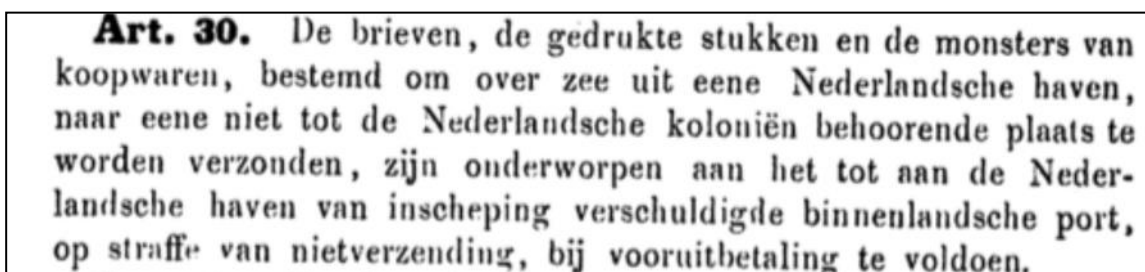


Figure 5: Article 30 of the postal law of 1870.

It translates as: “The letters, printed matter and samples of merchandise, intended to be sent by sea from one Dutch port to a non-Dutch colonies port are subject to pre-payment of postage at the inland rate to the Dutch port of departure under penalty of non shipment.”

This then was the answer, since the rate for a domestic letter within the Netherlands in 1874 was indeed 5 cent, as Julian correctly had assumed. The same day my friend had let me know that he got the answer from a member of the Netherlands Academy for Philately. It was the same info I just had gathered.

It all makes sense when one looks at the sender of the letter (Figure 6). The Wede. J.W. Surie & Zn & Co. was an international produce merchant, based in Rotterdam, doing business with many countries. As such it would be very familiar with the schedules of boats leaving for New York (as indicated by



Figure 6: Sender's letterhead.

the handwritten note “p Str Maas” on the inside and front of the letter) and the postal rates. So, instead of paying 25 cents for a letter to Philadelphia, this way (getting the letter canceled first and then dropped off at the Maas) would save them 20 cents. The receiver in Philadelphia would be responsible for the 6 (U.S) cents at the other end.

References

- 1 Wierenga, Theron: United States Incoming Steamship Mail 1847-1875, 2nd edition, US Philatelic Classics Society, Inc. 2000, pp 32
- 2 Hubbard, Walter & Winter, Richard F. : North Atlantic Mail Sailings 1840-75, US Philatelic Classics Society, Inc 1988, pp 338
- 3 Ibid. pp 336 and pp 338
- 4 Winter, Richard F. : Understanding Transatlantic Mail Volume 2, American Philatelic Society, 2009, pp 732
- 5 Buitenkamp, H. & Müller, E. : Catalogus Postzegels op Brief. 7th edition, 1992/93, NVPH page 96

Notes

a: While digging for info I came across a complete listing of all passengers on the Maas. (<http://www.immigrantships.net/v3/1800v3/maas18740420.html>)

There were 283 passengers, 273 Dutch, nine German and one American. Three passengers died during the crossing, two infants and one 56 year old woman.

b: Ref 2 can be downloaded for free from: http://d2jf3tgwe889fp.cloudfront.net/wp-content/uploads/2014/08/North_Atlantic_Mail_Sailings_1840-75_with_Revisions.pdf.

A simpler way would be to go to Google and type in: “North Atlantic Mail Sailings”

Severe delay in 1874 on the route from Liverpool to New York

by Erling Berger

The postal convention between Holland and the USA became valid 1 January 1868. The postage rate in effect from February 1, 1870 to June 30, 1875 was 25 cent. The exchange office in Holland was the travelling post office in the train between Rotterdam and Antwerp, and in the USA it was New York or Boston. The cover shown in Figure 1 was mailed in Rotterdam on December 8, 1874 and travelled via England to arrive in Baltimore on January 3, 1875. The transport lasted 23 days. The stage from Liverpool to New York took normally 12 days, so there must have been an obstacle on the way.



Figure 1: Rotterdam 8 December 1874 to Baltimore via England arriving 3 January 1875.

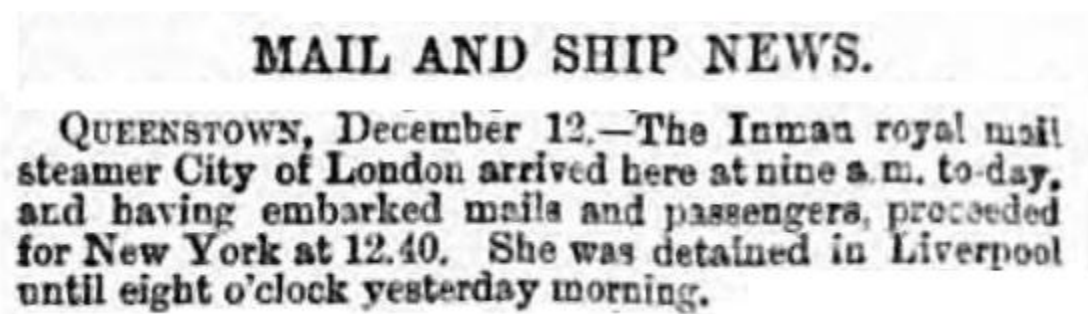
The book *North Atlantic Mail Sailings 1840-1875* by Richard Winter and Walter Hubbard is able to tell us about the delay, yet the story will be told here as it emerged from the newspapers. Gore's *Liverpool General Advertiser* of Thursday, December 10, 1874 (Figure 2) informs its readers that the City of London belonging to the Inman line will leave Liverpool on December 10, with destination New York, via Queenstown. The *Yorkshire Post and Leeds Intelligencer* reports on Monday, December 14, 1874, that the City of London was delayed one day in Liverpool. She arrived in Queenstown on the southern coast of Ireland at 9 a.m. on December 12, embarking mails and passengers. She proceeded to New York after a stopover of three hours.



**THE LIVERPOOL, NEW YORK,
AND
PHILADELPHIA COMPANY'S
ROYAL MAIL STEAMERS.**

**The undernoted or other Vessels are appointed to sail
FROM LIVERPOOL, via QUEENSTOWN :
CITY OF LONDON ... For New York ... Thursday, Dec. 10**

Figure 2: Gore's *Liverpool General Advertiser* of December 10, 1874.

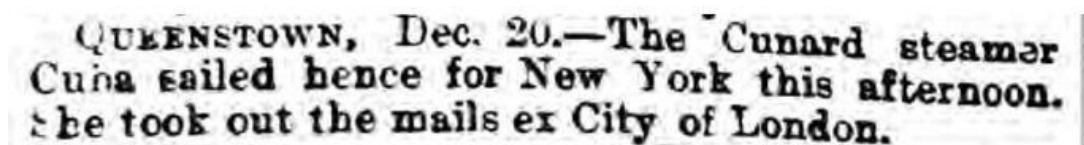


MAIL AND SHIP NEWS.

QUEENSTOWN, December 12.—The Inman royal mail steamer City of London arrived here at nine a.m. to-day, and having embarked mails and passengers, proceeded for New York at 12.40. She was detained in Liverpool until eight o'clock yesterday morning.

Figure 3: *Yorkshire Post and Leeds Intelligencer*, December 14, 1874

The *Sheffield Independent* of Monday, December 21, 1874 (Figure 4) writes that the steamer Cuba belonging to the Cunard line sailed for New York in the afternoon of December 20, taking with her the mails from the City of London. This needs an explanation, which can be found in the *Sheffield Daily Telegraph* of Saturday, December 26, 1874 (Figure 5). This publication reports that the City of London had a machine breakdown three days after she had left Queenstown. She returned to Queenstown, where the Cuba took over her mails and one cabin passenger.



QUEENSTOWN, Dec. 20.—The Cunard steamer Cuba sailed hence for New York this afternoon. She took out the mails ex City of London.

Figure 4: *Sheffield Independent*, December 21, 1874

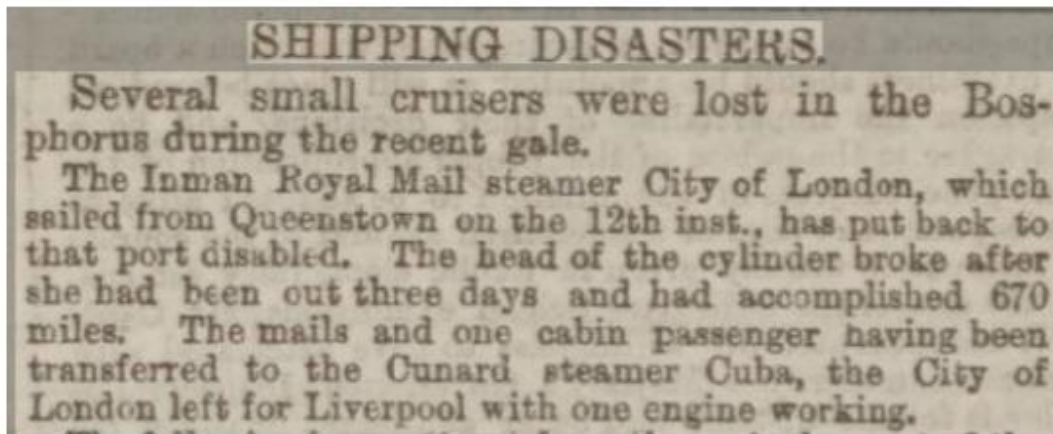


Figure 5: *Sheffield Daily Telegraph*, December 26, 1874.

The *Cuba* landed in New York on January 2, 1875, as reported in the *New York Times* of January 3 (Figure 6).

THE MAILS FROM EUROPE.
**The Cunard steamship *Cuba*, which left
 Liverpool, Dec. 19, and Queenstown Dec. 20, reached
 this port yesterday, with mails later by two days.**

Figure 6: *New York Times*, January 3, 1875.

Winter and Hubbard summarize this course of events very succinctly, as shown in Figure 7.

91. *City of London* sailed from Liverpool on 10 December and called at Queenstown the following day. On 20 December, she put back to Queenstown disabled, and her mails were transferred to *Cuba* (Cunard) which sailed for New York on 20 December.

Figure 7: R. Winter and W. Hubbard explaining the delay.

Dutch Postal Letter Rates in Euros

1971: 14 cent (0,30 gld) 1-11-1971	2001: 39 cent (0,85 gld) 1-1-2001
1972: 16 cent (0,35 gld) 1-9-1972	2007: 44 cent 1-1-2007
1973: 18 cent (0,40 gld) 1-9-1973	2011: 46 cent 1-1-2011
1974: 20 cent (0,45 gld) 1-9-1974	2012: 50 cent 1-1-2012
1975: 23 cent (0,50 gld) 1-4-1975	2013: 54 cent 1-1-2013
1976: 25 cent (0,55 gld) 1-4-1976	2013: 60 cent 1-8-2013
1980: 27 cent (0,60 gld) 14-1-1980	2014: 64 cent 1-1-2014
1981: 29 cent (0,65 gld) 7-1-1981	2015: 69 cent 1-1-2015
1982: 32 cent (0,70 gld) 1-4-1982	2016: 73 cent 1-1-2016
1986: 34 cent (0,75 gld) 1-7-1986	2017: 78 cent 1-1-2017
1991: 36 cent (0,80 gld) 1-7-1991	



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Combinatorics

by Ben Jansen

In 1948 the Dutch postal service designed the post card (Model P 18 L 2869) shown in Figure 1 to inform customers that postage due mail destined for them could not be delivered because it did not fit the mail box or because nobody was home. The example shown here was mailed to the “Provinciale Griffie” (Provincial Registry) in Arnhem (capital of the Province of Gelderland).



Figure 1: Front (top) and reverse (bottom) of post card.

No postage was required for mailing this “Dienst” (Official Business Mail) card. The two postage due stamps (NVPB 45 B and NVPB 78) on the reverse were attached at the post office when the addressee presented herself at the post office window to collect the mail. Both received the ‘short-bar’ cancel Arnhem 37, with the date September 30, 1949.

The text on the back of the form is partially obscured by two postage due stamps, but reads:

Ten postkantore alhier berust een voor U bestemd // 3 brieven + 1 briefkaart // afgezonden door // te // Dit stuk, dat belast is met 37 cent port, *) // wegens zijn afmetingen niet in Uw brievenbus kan // worden gestoken/kon tengevolge van Uw afwezig- // heid niet worden besteld. // Het kan onder overleg van deze kaart, aan loket // nr 1 of 3 in ontvangst worden genomen en zal, indien // niet binnen 7 dagen afgehaald, worden teruggezonden. // POSTKANTOOR ARNHEM 30/9 //
 *) Doorhalen wat niet ter zaken dienende is

Translated:

At the local post office is available for collection // 3 letters + 1 postcard // mailed by // at // This mail, assessed with 31 cent postage due, *) // because of its size cannot fit in your mail box / could not be delivered because of your absence. // By submitting this card to window // number 1 or 3 it can be received and will, if // not collected within 7 days, be returned. // POSTOFFICE ARNHEM 30/9 //
 *) Strike out what does not apply.

Being mathematically-inclined I wondered if it would be possible to deduce the postage due assessed for each of the four pieces. The 2008 edition of Geuzendam's catalog lists historical postage rates, and I surmised that the senders had either used outdated postage rates and/or had not accounted for 'heavy' mail (i.e., over 20 grams). A summary of relevant rates is shown in Table 1.

Postage due was (and is) assessed at twice the regular rate, thus the total shortage for the four individual pieces of mail must add to 15.5 cents. Given that the postcard can account for 1 cent (local or domestic mail sent at 1940 rate) or 2 cents (domestic mail sent at 1940 rate for local mail), the three letters need to add up to 14.5 or 13.5 cents of shortage. Inspecting Table 1, it appears that a letter can have a postage shortage amounting to 1, 2.5, 5, 7.5 or 10 cents. For example, 1

Table 1: Relevant postage rates. Bold faced rates were in force when the card of Figure 1 was mailed. Rates in between square brackets for letters heavier than 20 grams.

	Date	Local (cents)	Domestic (cents)
Postcard	1940/8/24	4	5
	1946/4/1	5	7.5
	1948/2/1	5	6
Letter	1940/8/20	5 [7.5]	7.5 [10]
	1946/11/1	6 [10]	10 [15]

cent shortage occurs when a local letter was mailed at the 1940 rates. Similarly, 10 cents shortage arises when a domestic letter heavier than 20 grams is mailed as the 1940 rate for a local letter less than 20 grams.

Now the fun with combinatorics starts. To arrive at a total of 13.5 cents or 14.5 cents, at least one letter must be 2.5 cents or 7.5 cents short in postage. If the postcard is 1 cent short and one letter is 2.5 cent short, then the remaining two letters must be 12 cents short. No combination of 1, 2.5, 5, 7.5 or 10 cents can generate this thus this is not a viable solution. Similarly, if the postcard is 1 cent short and one letter is 7.5 cent short, then the remaining two letters must be 7 cents short, which is not possible either. Thus the postcard must be 2 cents short, leaving 11 cents or 6 cents of shortage to be accounted for if one of the three letters is 2.5 cents or 7.5 cents short, respectively. Both solutions are possible, assuming a 1 cent and 10 cent, or a 1 cent and 5 cent shortage, respectively, for the two remaining letters.

Thus two solutions are possible:

	Solution 1		Solution 2	
postcard	2	domestic card, 1940 local rate	2	domestic card, 1940 local rate
Letter A	1	<20 gr local, 1940 rate	1	<20 gr local, 1940 rate
Letter B	2.5	domestic, 1940 rate	5	>20 gr domestic, 1940 rate
Letter C	10	>20 gr domestic, 1940 <20 gr local	7.5	>20 gr domestic, 1940 <20 gr domestic

Applying Occam's Razor, Solution 2 is to be preferred because it only involves using outdated domestic rates for the B and C letters (and fudging with the weight class), while Solution 1 also requires using a local rate instead of a domestic one.

One more thing. The front contains a handwritten note, written with a pencil, reading:

"Beste M [or U], In haast hierbij de enveloppen 75 jarig bestaan Postvereniging zojuist van van Tongeren ontvangen moet op vandaag gestuurd [?] Hard to read]. Hartelijke groeten A"

Translated, it says: "Dear M [or U], In haste attached the envelopes 75 year anniversary of the postal union just received from van Tongeren must be mailed [?] today. Cordial Greetings A"



Figure 2: NVPH 542 (left) and 543 (right).

This note most likely refers to the stamps shown in Figure 2 issued on October 1, 1949 on the occasion that 75 years ago the World Postal Union was established in Bern. Thus the person(s) handling this postcard must have been stamp collectors, which probably explains why this card still survives. By the way, the stamps were designed by M.C. Escher (1898-1972) who lived in Arnhem from 1903 to 1918, and who created mathematically-inspired art as attested by the design of the stamps, which contain intertwined post horns that form a world globe.

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Postal History of Zwolle

Part 1

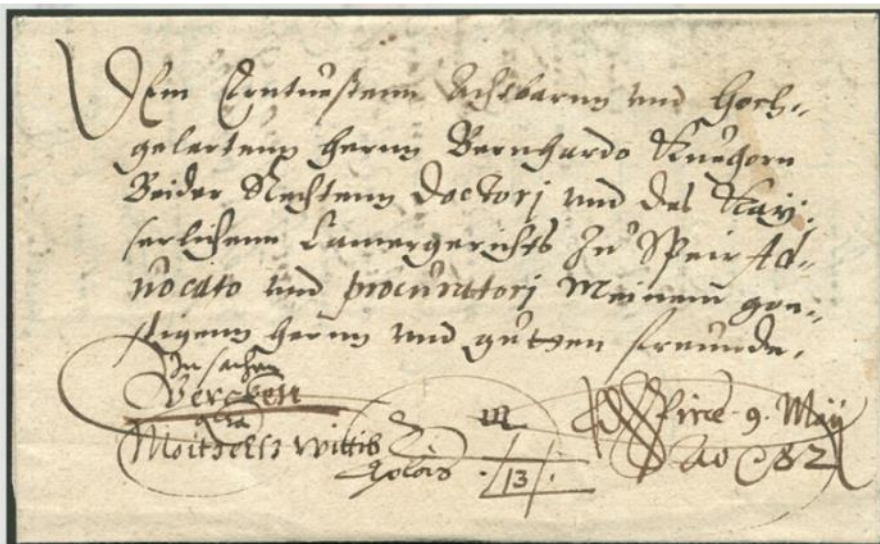
by Gerard van Welie
(translated by Tony Schrier and Ben Jansen)

[This is a multi-part article about the postal history of Zwolle by one of our newest members, Gerard van Welie, who happens to live in Zwolle.—Editor]

Postal Connections

Zwolle was and is situated at a crossroads. For a long time, various major postal routes ran through, respectively from this town.

Among the oldest postal links with the Netherlands is the one between the German Hanseatic cities at the North



and Baltic Seas (see Figure 1 for an example). As early as the first half of the 14th century, mention is made of merchants who traveled to the Hanseatic cities from the Netherlands. Zwolle was a Hanseatic city as well.

In 1580, the “Hamburger Botenordnung” came into force, arranging for a route from Hamburg via Bremen, Groningen, Friesland, across the Zuider Zee to Amsterdam. That journey took about four days.

From 1634 the route was entirely done over land, now from Hamburg via Bremen, Wildeshausen, Lingen, Hardenberg, Zwolle and Amersfoort to Amsterdam. This trip lasted 3½ days and has been the most important route for the Zwolle economy. The messenger service was conducted by horse-drawn carriage. In Lingen the mailbag was

Figure 1: Letter from Stettin, April 3, 1582 via Zwolle and Amsterdam by walker to Speyer (Spire). Arrival May 9, 1582.

handed over by the German mailman to his Dutch colleague. Letters for Zwolle and northern Netherlands were delivered to Zwolle. Conversely, the letters for Lingen and Hamburg were added to mail from Amsterdam. A part of the postage was destined for the postmaster in Zwolle.

In 1753 the board of the Dutch States Postal Service decided that all mailbags from the Hamburg route had to go to Amsterdam first. Mail to other places in our country, also Zwolle, then was sent from Amsterdam. Thus the mailbag in Zwolle was no longer opened for the local mail. This was also true in the reverse direction: all mail heading for Hamburg had to go to Amsterdam first. There were objections to the fact that important trade and ship messages were known earlier in Utrecht and Zwolle than in the capital.

The Hamburger Route from 1810 was no longer through Zwolle but via Deventer to Almelo, Lingen and beyond. The role of Zwolle in this important post connection had come to an end.

The connection between The Hague, Utrecht and Zwolle was named the Zwolle Route. The route was under the management of the postmasters of The Hague. After the death of the Hague postmaster Pieter van Hoboken, the City of Zwolle took this route under its control.

Since 1609, the connection between Groningen and the west of the country was maintained by the city of Groningen through a bi-weekly postal connection with Zwolle: the Groningen Route. From here there was connection to the Zwolle Route to the west of the country. In 1628, this route was performed weekly. In 1663 the route was

NOTIFICATIE

VAN EEN

POSTWAGEN,

Van ZWOL op GROENINGEN en
van GROENINGEN op ZWOL.

Werd by desen bekend ge-
maakt/ dat de Heeren van de Magistraat van
Zwol en van Groeningen/ tot geryf der Passa-
giers / goedgebonden hebben een Postwagen
van Zwol op Groeningen/ als mede op de tus-
schen beiden gelegene plaatsen / als de Wijk/
Anhalt / Beilen en Assen / en van Groeningen weder op Zwol / om
ten halven wegen de byagt, te verwisselen / aan te stellen / aanhang
zullende nemen den 29. May 1703, welke Postwagens alle Dingsda-
gen tot Zwol van 't huis van Klaas Kannegieter, genaamt de zeven
provincien aan de grote Markt / en tot Groeningen van 't Huis den
Helm, aan de Markt / van den 1. May tot den laastten Augusti des
morgens te zes uren / en van den eersten September tot den laastten
April des morgens te zeven uren p. r. c. s. zullen afvaren / ten welken
ende de Passagiers daags te voren tot Zwol des abonds voor zeven
uren/ en tot Groeningen voor negen uren zig ter voorsz. genoemde plaat-
sen moeten aangeven. De voorsz. Postwagen zal in de voorsz. genoemde
vier Zomer-maanden Dingsdaags 's morgens van Groeningen va-
rende des anderen daags 30 uren tot Zwol aankomen / dat de Pas-
sagiers nog op de Postwagen van Zwol op Debenter / die te twee
uren afvaart/ zullen konnen komen / en voorts zig altyd Donderdag
van gemelte Postwagen op Debenter bedienen konnen / en van daar
des Vrydaags met de Postwagen op Amerisfoort en Utrecht/ als ook
op Arnhem / zynde de byagt van Zwol op Groeningen (gelijk ook
van daar op Zwol) van den eersten April tot den laastten September
van ieder Persoon vier gulden agt stuivers/ en in de andere zes maan-
den vyf gulden tien stuivers (op de tuschen beide gelegen plaatsen
als in de Ordonnantie) daar onder begrepen twintig pond gewigte
aan Pakkagie / wordende van 't meerdere betaalt van ieder pond een
halve stuiver / en van geld van honderd gulden vyf stuivers.

Zegt het voort.

done by four messengers.

In 1669 a post office was opened in Zwolle, the Groningen Office. The agent, also referred to as 'factor,' from Groningen who was stationed there, worked independently of the postmaster of Zwolle. He was only responsible for the mail in transit between Groningen and The Hague. Letters he received from Zwolle had to be handed over to the postmaster of Zwolle.

On May 29, 1703, a postal carriage started to travel from Zwolle to Groningen, departing "from the house of Klaas Kannegieter, called The Seven Provinces on the Large Market" (see Figure 2).

Figure 2: Notification announcing that, starting May 29, 1703, a mail carriage will travel between Zwolle and Groningen, starting in Zwolle from the house of Klaas Kannegieter on the Grote Markt, named "The Seven Provinces" with stops in De Wijk, Anhalt, Beilen and Assen. (HCO Zwolle)

Prior to 1663, the correspondence from Friesland to Holland traveled across the Zuiderzee. In that year it was decided to establish a connection over land, the so-called Frisian Route, from Leeuwarden to Zwolle, where one had connection to Utrecht, The Hague, etc.

A carriage route between Münster and Zwolle was initiated in 1669. This made the German Post connected to our northern provinces. For this purpose, Münster maintained an office in Zwolle, the Münster Posthuis, located at the present Thorbeckegracht 10. The route ran through Goor, Enschede, Gronau, and Steinfurt. On September 8, 1715 Joost Berent Meese was appointed postmaster to Münster.

There were also a few more regional postal links. For example, there was a connection with Kampen by two-boat, there were mail wagons to Almelo (1795), Ootmarsum and Lingen / Bielefeld (1756) and Deventer with connection to Zutphen and Arnhem. In 1712, the mail carriage wagon from Amersfoort arrived at the "Witte Wan Inn" at the Grote Market once per week (see Figure 3). It had connections with the postal wagons to Groningen and Münster. In 1762 the family De Haan had accepted to carry out the route Amersfoort-Zwolle-Lingen for f 3,200 per year. In addition, they had stipulated a driver's fee and a f 3,000 bonus.

NOTIFICATIE
Van een
POST-WAGEN
Van AMERSFOORT op ZWOL,
En van
ZWOL op AMERSFOORT.

Werd bekend gemaakt / dat de Heeren van de Wagistraet der Steden Amersfoort en Zwol, tot gerief van de Passagiers / hebben aengesteld een Post-wagen tusschen hun beyde Steden / welke in de gemelte Steden in de Maanden van May / Juny / July / en Augusty / des Woensdags 's middags ten 12 uren / in de Maanden van September / October / Noemt / en April / des Donderdags 's morgens ten 6 uren / en in de Maanden van November / December / January / en February / ook des Donderdags 's morgens / doch ten 3 uren / precies sal af-haalen / van Amersfoort, naar eerst en de mobilie van de Berberge de Witte Swaan : en van Zwol van de van ouds bekende Berberge de Witte Wan aan de groote Markt ; zulks / dat dewijl de Post-wagen van Münster in de 4 Sommer-maanden des Woensdags avonds / of 's Woensdags 's morgens vroeg / en de Groninger ook Woensdag 's morgens / en in de acht andere Maanden beyde des 's Woensdags ontfrent of in de middag tot Zwol aankomen / de Passagiers niet beyde komende / of de selve of den anderen dag / lig van de Post-wagen op Amersfoort, en van daar in de vier Sommer-maanden Donderdags van de Post-wagen op Naarden, en altijd van een Wagen op Utrecht kunnen bedienen : gelijk in de vier Sommer-maanden de Passagiers van Amersfoort komende / en 's Woensdags avonds of Donderdags 's morgens afstijgende / op gemelte Donderdag van Zwol met de Post-wagen op Münster (die ook 's Maandags haart) zullen kunnen vertrekken.

Wat hooft Waagt betaalt sal worden /

Als in de Maanden May, Juny, July, en Augusty,	
Van de twee eerste Plaatsen in de Back van yder Plaats	3 — 10 — :
Van de twee Plaatsen achterwaarts	3 — 5 — :
En van de twee Plaatsen voor in de Wagen	2 — 15 — :
Achter in de Wagen	2 — 10 — :
Ende in de acht andere Maanden van beyde de eerste Plaatsen van yder Persoon	4 — : — :
Van de twee Plaatsen achterwaarts van yder	3 — 10 — :
En van de twee Plaatsen voor in de Wagen van elk	3 — : — :
Achter in de Wagen	2 — 10 — :

Zeg het voort.

Tot Amersfoort, By J. CLERCK, Stads-Drucker, woonende op de Lange-straat, 1712.

Figure 3: Notification from 1712, announcing that a mail carriage will run between Zwolle and Amersfoort, leaving Zwolle from the "De Witte Wan Inn" on the Grote Markt. There are connections with the mail coaches from Münster and Groningen (HCO Zwolle).

The rural part of Overijssel was left to the village messengers, the passing mail carriages and drivers. Several towns and villages received their letters through the route from Zwolle to Lingene.

A daily mail connection between the post offices in the Netherlands was established on October 1, 1817. Now one was no longer bound by the dates of departure of the various mail carriage services.

Postmasters

Even before 1678, a postmaster had been appointed in Zwolle, because in that year, Pieter van der Horst took over from his father, Johan van der Horst, the authorization to hold a "comptoir als post meester" (office as post master). N. Brouwer also received a license. In 1680 he also became postmaster of Deventer and in 1688 of Kampen. In the latter city he established the first post office.

The letters that were brought to Zwolle by postal carriage, were originally delivered by the postmen of those carriage services. On December 13, Teunis van Brakel was appointed postman, replacing his father, for the letters from Deventer (and also to the gate- and beam-shutter of of the Sassenpoort [poort = gate]). In 1700 the post masters were granted the exclusive right to deliver letters from places they had relationships with. The remaining letters were free to be delivered, as evidenced by a document on the appointment of Meese at the Münster Posthouse in 1715.

Henry Voet succeeded the post masters Van der Horst and N. Brouwer in 1697. Voet died in 1737.

Deventer and Kampen did not acknowledge his successor, Pieter van Hoboken, as postmaster of their cities. In the new post contract between The Hague and Zwolle, Deventer and Kampen were no longer made subordinate to Zwolle.

Van Hoboken appears to have had difficulties with other competitors in Zwolle. For instance, "factor" Jannes Lindenhof was assessed a fine on several occasions for delivering letters from Amsterdam (incidentally, Lindenhof was clerk at the Groningen Office, see below). In 1751 the son of the postmaster, Eusebius Jodocus van Hoboken, was appointed in addition to his father, at his request.

After the death of E. J. Hoboken, it was decided to bring the mail to The Hague under direct control of the aldermen and council of Zwolle. For this purpose, a committee was appointed on November 6, 1783. Evert Jan Thomassen a Thuessink became the postmaster (see Figure 4). The heirs of Hoboken remained in charge of the postmaster duties until January 1, 1874. Thereafter, they remained undisturbed in their possession of the postmaster duties to Friesland. The committee ceased to exist in 1787. Thomassen a Thuessink was succeeded on October 2, 1793 by Dr. Jan Frederik van der Leyten. Initially, he was assisted by the mother of the deceased Thomassen a Thuessink.



Figure 4: Evert Jan Thomassen a Thuessink

During the Batavian Republic, Loods was was postmaster. In 1811 W. Hachmeester Eekhout became director of the post office in Zwolle. In 1822 he was succeeded by J.H.C. Baron Bentinck to Buckhorst. From 1836 to 1860 Mr. E. Hogeweg is the director.

Post Offices

There was no central post office in Zwolle until the postal services were nationalized in the Netherlands. Several offices had been established for the aforementioned routes, comparable to "kopstations" (head stations), which exchanged letters mutually and even had, in part, the same postmasters. The mail carriages departed from various inns, such as "De Witte Wan" (to Amersfoort) and "De Zeven Provinciën" (to Groningen). The latter not to be confused with the lodging house "De Zeven Provinciën" (shown in Figure 5) situated at the current Harm Smeenge Quay corner Hoog (High) Street, from where the stagecoaches in the direction of Katerveer is supposed to have departed.



Figure 5: The lodging house "De Zeven Provinciën."

On May 16 1795 a peace treaty was signed between France and the Batavian Republic. It was determined that 25,000 French soldiers would be stationed in the Batavian Republic. Zwolle was one of three places (in addition to Middelburg and The Hague) where a staff quarters of a division was established. That meant a central task for the French military fieldpost.

In 1799 all postal activities were nationalized. However, it would take until 1803 before a national postal administration was appointed, led by Mr. J.G.H. Hahn.

The country was divided into seven departments. Mr. A.H. Cramer was appointed commissioner of the Batavian Post Office in the seventh department (Overijssel, Groningen and Friesland for Zwolle).

As part of this nationalization, many cities and postmasters were compensated for the dissolution of their services in an amount equal to the revenue generated by their post office between January 15, 1799 and January 1, 1803.

Thus the three existing post offices in Zwolle were abolished in 1803, and replaced by a general post office, situated on the Blij Market.

In this context, P. Hoboken received a compensation of f 1,000 per year, starting January 1, 1803, provided he maintained the postal services in an adequate manner. The committee wanted to place him in the new General Post Office on the Blijmarkt. He was, however, dismissed as postmaster of Zwolle at his request in 1807, at which time his annual compensation was reduced to f 700.

In connection with the abolition of The Hague post office Zwolle received a compensation of f 3,218, to be reduced annually by f 128.

The Hamburg post office in Zwolle was considered an appendix to the Dutch route between Amersfoort and Lingen, and the post holdership was contractually cancellable. Hence the nationalization of 1799 did not result in compensation for the abolishment of this office .

In 1803, the new general post office became a main post office, with Kampen as sub-office and branch offices in Assen, Hasselt, Heerenveen, Meppel, Smilde, Sneek, Steenwijk and Zwartsluis.

In December 1807, the 53-year-old lawyer and patriot from Zwolle, Mr. W. Queysen, (Figure 6) became the Director-General of the postal services of the Kingdom of Holland for one year.

The Postal Act of 1807, the first legal arrangement of our national postal institute, established uniform postal rates, calculated by distance and weight.

In 1808, the number of districts was reduced to five. Later it was increased to six again. Zwolle belonged to the fifth district. Zwolle, Deventer, Leeuwarden and Groningen received offices of the first class. The aforementioned Cramer was appointed inspector of the fifth district. In 1809 he became a member of the Legislative Body. Therefore, he was allowed by the King to appoint a deputy inspector. Mr. R.S. van der Grounds, son of the mayor of Zwolle, was appointed to this function in April 1810.

On September 28, 1809 mail delivery by horse was established within the borders of our kingdom (Decree 28-09-1809, nr. 10 and KB 22-2-1810, no. 2). This service could be used to transport mail from Amsterdam to various destinations. A post office was established in Zwolle for the post route from Amsterdam to Groningen and East Friesland for the post route from Almelo to Zwolle.

On July 9, 1810 the Netherlands became part of the French Empire. The area was divided into French departments. Zwolle became the capital of the 120th department of France, "Bouches de l'Issel" (Mouth of the river IJssel), established on January 1, 1811. Prefects were Peter Hofstede (December 13, 1810 to March 12, 1813) and Charles Gerard Hultmann (March 13 1813-1814). The postal administration was completely replaced by Frenchmen. Starting April 1, 1811 the French postal laws and tariffs became into effect.

After the departure of the French, Zwolle became "Northern border office" on March 1, 1814 for the correspondence with all Dutch post offices except those in Twente. However, as early as August 20 1814 the "Northern border office" was provisionally moved to Deventer.

The post office remained at the Blijmarkt until 1874, when it had to make way for the expansion of city theatre Odeon. The post office was moved to the Milk Market, next to the existing City Museum Zwolle.

In 1910 the post office moved to the New Market. This office was after a design by architect C. H. Peters. In 1930 the New Market became an auxiliary post office when a new office on the Park Street was opened. The building at the Melk Market was demolished in the sixties to make way for the expansion of the City Museum Zwolle. On June 29, 2009 the post office in Zwolle was closed.



Figure 6: Mr. W. Queysen

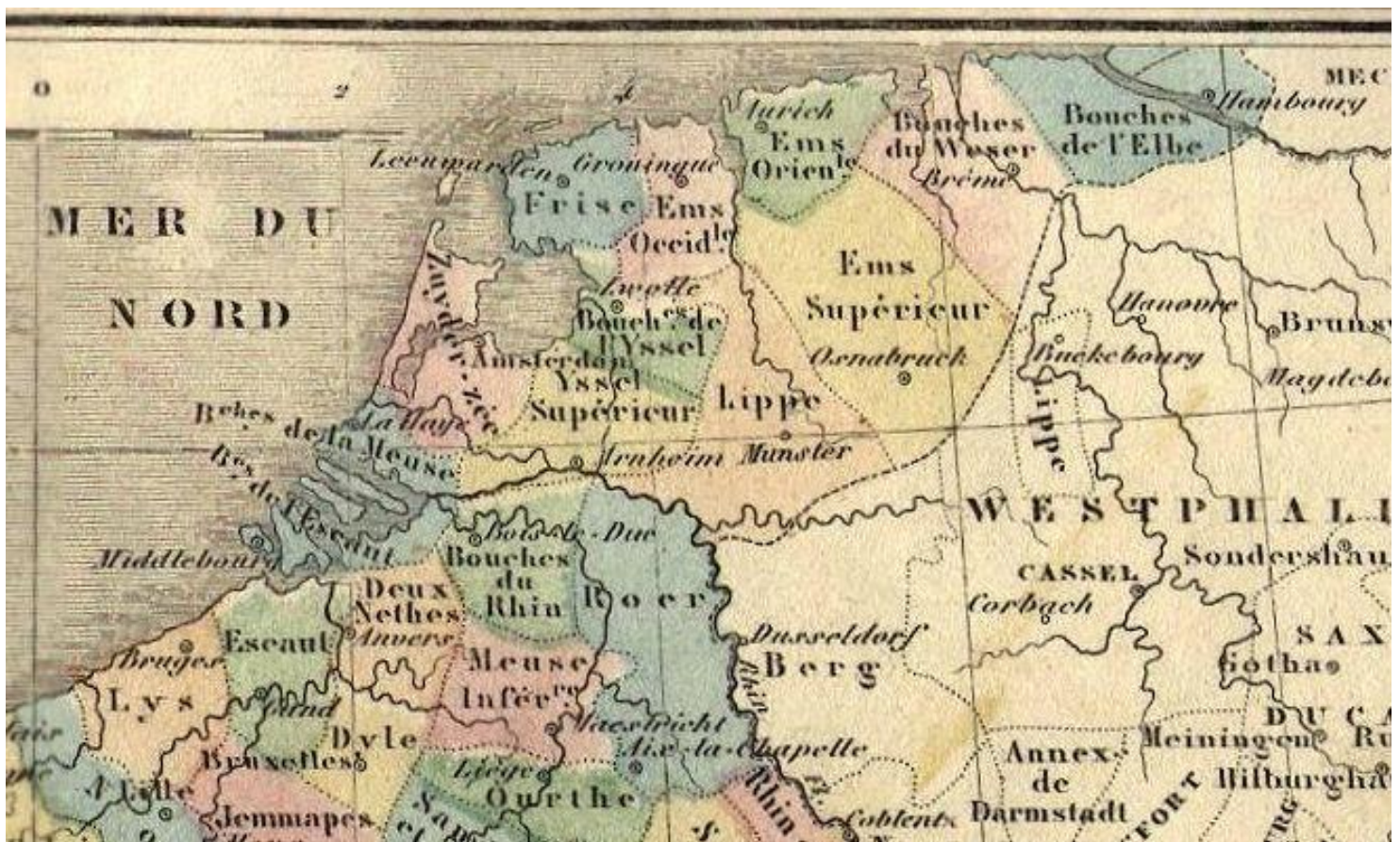


Figure 7: Part of a map of the Empire of France from 1810 with the Dutch "départements conquis" (conquered departments), including the 120th department "Bouches de l'Yssel" with its capital Zwolle.

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New Member

We welcome Nico de Weijer from Rijswijk in The Netherlands as our newest member.

Recent Issues



King Willem-Alexander 50:

April 24, 2017

The sheet of stamps pays attention to the fiftieth birthday of King Willem-Alexander, on April 27, 2017. The six stamps and the tabs next to the stamps depict ten photographs of King Willem-Alexander, in color and black-and-white. Nine of the photographs are by Vincent Mentzel. The tenth picture of a young Willem Alexander with football (soccer ball) was taken by his father, the late Prince Claus.

Botanical Gardens:

April 24, 2017

This sheet of stamps was issued on the occasion of the Year of Botanical Gardens 2017. The stamps depict ten plants and trees, together with its seed and name (Dutch and Latin), growing in ten botanical gardens. The gardens can be found in Alkmaar, Amsterdam, Arnhem, Den Helder, Hilversum, Kerkrade, Leiden, Lutte, Nijmegen and Utrecht.



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