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Netherlands Philately

Magazine of the American Society for Netherlands Philately

Volume 41/6



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Editor's Message

July 2017

This Magazine has again five articles by five different authors! I am really thankful for the support I received during my first year as Editor. Let us hope that the articles keep streaming in as I start to see the bottom of the barrel.

In May my wife and I traveled to Europe. While there, we met Willem Pasterkamp, ASNP member, and his wife Eva, who live 'on' Urk (it used to be an island). Willem (at right on the picture, your editor at left) has a dazzling postal history collection and is also a dealer in postal stationery (willempasterkamp.nl). Willem and Eva treated us to a most delicious lunch of herring, smoked salmon and fried fish



I intend to participate in the Houston Stamp Show in September of this year, with a three-frame exhibit showing mail from The Netherlands that has been delayed, damaged, or returned (even though the address was correct). I'll let you know how it went.

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 Post Convention of 1 September 1868 between the Netherlands and USA

by Erling Berger

In July 1875, the General Postal Union or “GPU” (later, the Universal Postal Union or “UPU”) simplified the handling of international mail. Before the GPU, the United States entered into bilateral postal conventions with numerous other countries, including the Netherlands, to facilitate the exchange of international mail. Figure 1 shows a cover mailed on 1 September 1868, the very first day of the mail convention between The Netherlands and the USA. As written on the cover, it was supposed to cross the Atlantic *pr first steamer via Liverpool*. The convention stipulated that the postage was 15 cent (US) for a letter from the USA and 40 cent (Dutch) from the Netherlands. If the postage was not paid in advance, a fine of 5 cent (US) or 15 cent (Dutch) was added. For the cover shown in Figure 1, this resulted in a levy of 55 cents.



Figure 1: Baltimore 1 September 1868 via New York, Queenstown (Ireland) to Rotterdam arriving 13 September. Exchange mark (border mark in the US): **BR TRANSIT NEW YORK 2 SEP**

The New York Times of September 2, 1868 shows (Figure 2) that two steamers were leaving New York on 2 September, namely the *Cuba* and the *Minnesota*.

The *Belfast Morning News* reported September 16 that the *Minnesota* had arrived in Queenstown on the 15th indicating that she wasn't the carrier of the letter, because the letter was in Rotterdam the 13th.

The *New York Times* of Tuesday, September 1, 1868 was informing the travellers:
PASSENGERS PER STEAMSHIP *Cuba* are requested to be onboard at the Company's wharf, Jersey City at 3 P.M. on Wednesday.

The New York Times

WEDNESDAY, SEPTEMBER 2, 1868

Movements of Ocean Steamers.

FOR EUROPE.

| | | | |
|--------------------|-------------|---------------|------------|
| Cuba..... | Sept. 2.... | New-York..... | Liverpool. |
| Minnesota..... | Sept. 2.... | New-York..... | Liverpool. |
| Aleppo..... | Sept. 3.... | New-York..... | Liverpool. |
| Deutschland..... | Sept. 3.... | New-York..... | Bremen. |
| City of Paris..... | Sept. 5.... | New-York..... | Liverpool. |
| Iowa..... | Sept. 5.... | New-York..... | Glasgow. |
| Bellona..... | Sept. 5.... | New-York..... | London. |
| Pereire..... | Sept. 5.... | New-York..... | Havre. |
| Arago..... | Sept. 5.... | New-York..... | Bremen. |

Departure of Foreign Mails.

WEDNESDAY.

Mails for Europe, via Liverpool, by the *Cuba*, close at the General Post Office at 12 M. Supplementary mail for paid letters on the pier, Jersey City, to 2 P. M.

Figure 2: Listing of the departures of steamers for Europe. Two departures to Liverpool on the 2nd are shown. Mail by the *Cuba* could be posted until noon at the General Post Office and for paid letters until 2 P.M. on the pier in Jersey City.

ule for the evening departure was:

| | |
|----------------------|------------|
| From Euston Station | 08:20 p.m. |
| From Crewe Station | 00:04 a.m. |
| From Chester Station | 00:41 a.m. |
| Arriving Holyhead | 02:27 a.m. |
| Arriving in Dublin | 06:45 a.m. |

The sea voyage between Queenstown and Liverpool took around 22 hours and the train between Liverpool- London took 4 hours. In total **26** hours.

In an 1859-circular Rowland Hill informed the public that by using the short-cut:

"A considerable additional time will be allowed throughout the kingdom for posting letters, sent by these British packets to the United States and to British North America."

The full message from Rowland Hill is printed below

MAILS FOR AMERICA VIA CORK. The following circular has just been issued:

"Arrangements have been made for the British packets conveying the mails between this country and North America to call at Queenstown (Cork), for the purpose of embarking and landing mails on each of their voyages between Liverpool and Boston, via Halifax—that is, on every alternate voyage by British packet to and from America. For the future, therefore, the outward mails will include such correspondence as may be posted or may

The Western Daily Press reported (Figure 3) that the *Cuba* had arrived in Queens-town, on the south coast of County Cork (Ireland), on September 11.

The port, which has had several Irish-language names, was first called "Cove" in 1750. It was renamed "Queenstown" in 1849 to commemorate a visit by Queen Victoria. This remained the town's name until 1920, when it was renamed Cobh by the new authorities of the Irish Free State.

Since 1859 a time-saving short-cut had been established between Queenstown and London. It consisted of traveling by train from Queenstown to Dublin (5 hours), then by steamer to Holyhead (6 hours), followed by express-train to London (4 hours). In total **15** hours.

The first two stages are the well-known *Irish Mail*, which is demonstrated in Figure 4, yet in the opposite direction from London to Dublin.

The train departed from Euston Station in London morning and evening. The sched-

Western Daily Press - Saturday 12 September 1868

ARRIVAL OF THE CUBA.
QUEENSTOWN, Friday Evening.—The Royal Mail steamer *Cuba*, from New York on the 2nd inst., arrived off the harbour this evening. She brings 62 cabin passengers, but has no specie. Having landed 111 sacks of mails and three passengers, she proceeded for Liverpool. All well.

Figure 3: The *Cuba* arrived in Queenstown (Ireland) on September 11, landing 111 sacks of mails, meaning all her sacks.

38 CREWE, CHESTER, HOLYHEAD, AND NORTH WALES.

| WEEK DAYS | | p.m. | p.m. | a.m. |
|------------------------------------|----------|-------|--------|-------|
| LONDON (EUSTON) depart | | 8 20 | 10 0 | 7 15 |
| Crewe | depart | 12 4 | 1 51 | 10 55 |
| Worleston | | a.m. | a.m. | |
| Calveley | | . | . | |
| Beeston Castle and Tarporley | | . | . | |
| Tattenhall Road | | . | . | |
| Waverton | | . | . | |
| Chester | arrive | 12 31 | 2 21 | 11 23 |
| CHESTER (leave for Bangor, &c.) | | 12 41 | 2 33 | 11 33 |
| Sandycroft | | . | . | |
| Queen's Ferry | | . | . | |
| Connah's Quay | | . | . | |
| Flint | | . | . | |
| Bagillt | | . | . | |
| Holywell | | . | . | |
| Mostyn | | . | . | |
| Prestatyn | | . | . | |
| RHYL | { arrive | | 3 13 | |
| | { depart | | 3 17 | |
| Foryd | | . | . | |
| Abergele and Pensarn | | . | . | |
| Llandulas | | . | . | |
| Old Colwyn | | . | . | |
| Colwyn Bay | | . | . | |
| Mochdre and Pabo | | . | . | |
| Llandudno Junction | arrive | | 3 38 | |
| Llandudno Junction | depart | | 3 44 | |
| Conway | | . | 3 49 | |
| Penmaenmawr | | . | . | |
| Llanfairfechan | | . | . | |
| Aber | | . | . | |
| BANGOR | arrive | | 4 9 | |
| Bangor | depart | . | 4 20 | |
| Menai Bridge | | . | . | |
| Llanfair | | . | . | |
| Gaerwen | | . | . | |
| Amlwch | arrive | . | . | |
| Bodorgan | | . | . | |
| Ty Croes | | . | . | |
| Valley | | . | . | |
| HOLYHEAD | arrive | 2 27 | 5 0 | 1 20 |
| Dublin | arrive | 6 145 | 10 15D | 5 33 |

B—Irish Day Mail—1st and 2nd CL. at Express Fares.
C—The following Passengers only are conveyed by this Train:—1st and 2nd Class holding Express Tickets from any Station served by the Train to Holyhead and Ireland, also from London and Birmingham to Chester, and from Yorkshire District to Ireland.
D—No Saloon accommodation.

I—Arrives Westland Row, Dublin.
S—Arrives North Wall, Dublin.
 Dublin Time is 25 minutes later than at Greenwich

Figure 4: The *Irish Mail* in 1888.

arrive in London up to the usual post-hour on Saturday evening, or may reach Cork up to Sunday morning; so that a considerable additional time will be allowed throughout the kingdom for posting letters, &c., sent by these British packets to the United States and to British North America. This arrangement will commence with the packet appointed to leave Liverpool on Saturday, the 5th November, and will continue thenceforth on every alternate Saturday. Notice will be given in both the daily and weekly editions of the 'Postal Official Circular,' of the dates of sailing of the packets to which this arrangement will apply. As the mails from Boston and Halifax will in future be landed at a shorter interval after their embarkation than heretofore, it may not be possible to sort all the newspapers on the homeward voyage before the arrival of the packet at Queenstown. Any newspapers that may remain unsorted will, as at present, be carried on to Liverpool.

By command of the Postmaster-General, "Rowland Hill, Secretary.
 "General Post Office, 31st Oct., 1859."

In the present case the mail to the Netherlands was gathered in a sack in New York. Upon arrival in London the sack was sent to Dover by railway and by a Belgian steamship to Ostend. Then by railway through Belgium to Antwerp where the sack was transferred to the Netherlands travelling post office (TPO) of EXP: Moerdijk, where the sack was opened. The terminal of the railway was in Moerdijk, from where a steamer took the letter to

Rotterdam, where it arrived late in the evening of September 13.

Searching for a border-mark from the TPO of EXP: Moerdijk we must find a letter that was posted directly in the train without having been marked in a sedentary post office. An example is shown in Figure 5.



Figure 5: The border-mark of EXP: MOERDIJK on an 1863 letter to Eekloo (Belgium). The letter has never been in a regular post-office like Breda, but was posted in the sub-office of Oudenbosch (North Brabant, The Netherlands) located near the railway-track to Antwerp. The weak OUDENBOSCH cancel shown in the upper right panel was used in the sub-office of the same name. The framed OUDENBOSCH to the left was used in the TPO.

The Early Indonesian Postal Stationery Designed by M. Irot

by John Hardjasudarma

The earliest Indonesian postal stationery, generally agreed to be of the Smelt design (see “Early Indonesian Postal Stationery: The Smelt era,” *Netherlands Philately*, 41/4, 2017; 80-84) were followed by designs created by M. Irot (pronounced: Ee-rot), who produced two postal cards, one letter sheet and, together with Ratmojo, a 35 sen aerogramme. His main oeuvre, of course, was the long running series of definitive stamps, called the Rice and Cotton (Indonesian: Padi/Kapas) series.

The 5 sen postal card of the Smelt design, was used until early 1951, shortly thereafter to be replaced by the 10 sen Irot (Figure 1) which remained in use



Figure 1: Used 10 sen Irot postal card, from Tebingtinggi Deli to Monticello (USA), 22 August 1952. Additional postage: 2 and 3 sen values of the Smelt definitives. The 5 sen is from a series of definitives also designed by Irot.

for about two years. Then in November 1953 a rate increase necessitated the introduction of a 15 sen postal card (Figure 2), also designed by Irot. Both postal cards were used side by side for most of 1953. The 15 sen was then phased out in 1959.



Figure 2: Irot 15 sen postal card. Tandjung Balei to Medan, January 5, 1954.

The 10 sen Smelt letter sheet was used into early 1953, but the newly Irot-designed 20 sen letter sheet (Figure 3) was introduction in the middle of 1951. This one was used until early 1955, yet again to be followed by a 35 sen letter sheet (Figure 4) designed through a joint effort between Irot and Ratmojo in May 1954. It saw usage until late 1959. See Tables 1 and 2.



Figure 3: Lettersheet 20 sen Sumber Putjung to Malang, May 23, 1951, mailed to a member of the armed services (the army in this case).

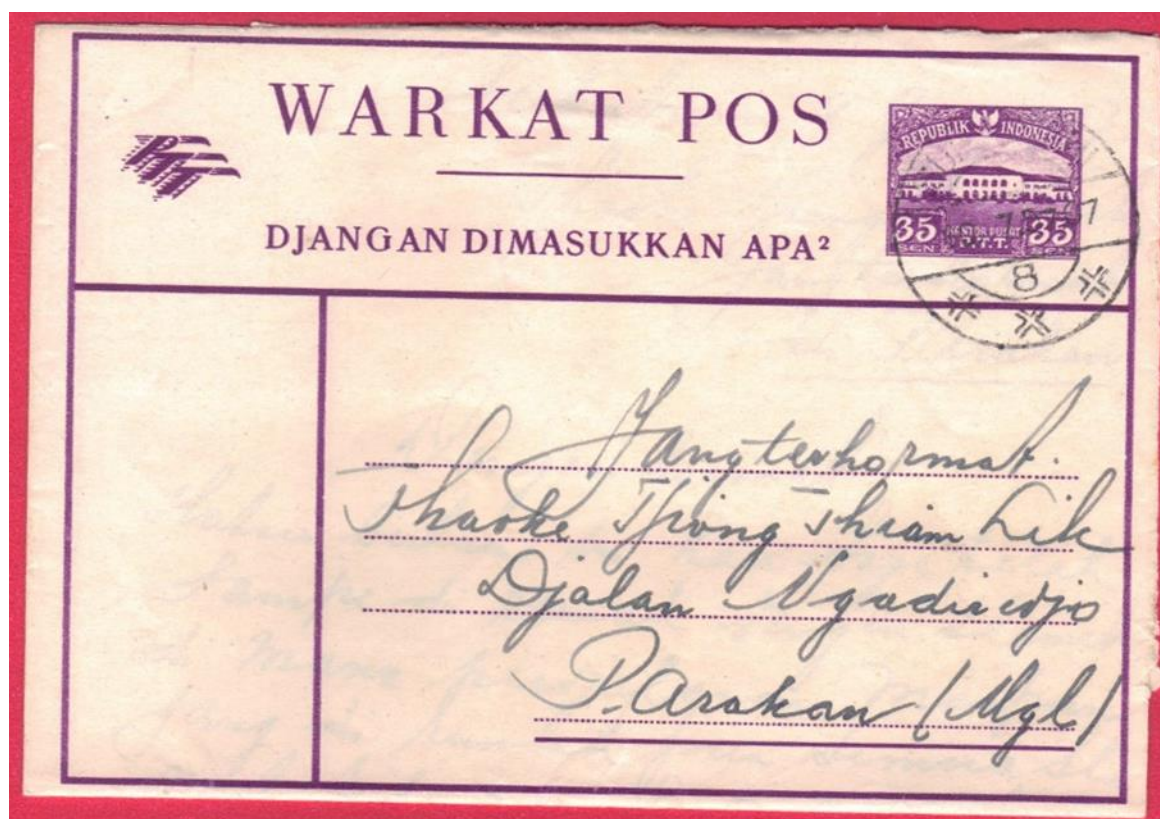


Figure 4: 35 sen lettersheet, designed by Irot and Ratmojo. Sukabumi to Parakan, July 30, 1957.

Table 1: Beginning and end of usage of the six Smelt and Irot postal stationeries, with and without additional postage, in this sample

| | Begin usage | Ceased usage |
|---------------------------|-------------|--------------|
| Postcard Smelt 5 sen | | Late 1951 |
| Postcard Irot 10 sen | Late 1951 | Late 1953 |
| Postcard Irot 15 sen | Late 1953 | Late 1959 |
| Letter sheet Smelt 10 sen | | Early 1953 |
| Lettersheet Irot 20 sen | Mid 1951 | Early 1955 |
| Lettersheet 35 sen | Mid 1954 | Late 1959 |

Table 2: Time graph by year (1951 – 1959) for the postal stationeries.

| | Begin us- age | Ceased usage | 51 | 5 2 | 5 3 | 5 4 | 5 5 | 56 | 5 7 | 5 8 | 5 9 |
|--------------------------|------------------|-----------------|----|--------|--------|--------|--------|----|--------|--------|--------|
| Postcard Smelt 5 sen | | Late 1951 | x | | | | | | | | |
| Postcard Irot 10sen | Late 1951 | Late 1953 | x | x | x | | | | | | |
| Postcard Irot 15 sen | Late 1953 | Late 1959 | | | x | x | x | x | x | x | x |
| Lettersheet Smelt 10 sen | | Early 1953 | | | x | | | | | | |
| Lettersheet Irot 20 sen | Mid 1951 | Early 1955 | x | x | x | x | x | | | | |
| Lettersheet 35 sen | Mid 1954 | Late 1959 | | | | x | x | x | x | x | x |

One of the effects of rate increases was the use of old postal stationery without affixing additional postage, invariably leading to postage due assessment which amounted to twice the deficit. A shortage of 5 sen therefore 'deserved' a penalty of 10 sen (Figure 5).



Figure 5: Other uses of the 5 sen Smelt postal card.

Top: 5 sen uprated to the new 10 sen rate by pasting a 5 sen stamp. Pekalongan, local, Feb. 9, 1951.
Bottom: 5 sen Smelt postal card used without additional franking. Bandung to Tjirebon, June 13, 1951, where twice the deficient postage, 10 sen, was assessed with a single postage due (Tjirebon June 18, 1951). The sender was either unaware of the new rate or decided to take a chance anyway.

Figures 6 and 7 depict various usages, and extra (additional) frankings. There is the occasional old postal stationery used contemporaneously with new (read: newer and higher rates) stationery.



Figure 6: Improper use of the 20 sen Irot letter sheet from Djakarta to Kediri, March 20, 1953. Handwritten in red ink “tidak diambil, ret(our)afz(ender) Djakarta” or: Not picked up, return to sender, and Kediri/6, 16 April 1953.

The letter sheet rate had gone up from 20 sen to 35 sen.. Twice the deficit of 15 sen equals 30 sen, which explains 30 sen in postage dues (notice: 30 T). The 15 sen pair is cancelled Djakarta, where collecting the 30 sen proved to be impossible, thus the return of the epistle to Kediri where another attempt at collecting postage due was similarly unsuccessful. The 30 sen postage due (crossed out in red) has an illegible cancel, but is presumably Kediri's (it likewise has a '6' in the bottom segment, see enlargement at right).





Figure 7: Various usages, legal, if somewhat cumbersome or expensive.
 Top: 35 sen stamp affixed to plain letter sheet where a franked one was not available. The stamp carried a surcharge (10 sen) for natural disaster victims in Atjeh. Malang 14 September 1953 to Lasem.
 Bottom: Irot 20 sen letter sheet with added frankings for special delivery Tulungagung 19 Oct 1953 to Semarang.



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A° 1919



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1909- The First ‘Controlled Flight’ in the Netherlands

by Hans Kremer

The card shown in Figure 1 mentions an airmail congress held in The Hague in 1944. I searched the Dutch news-



Figure 1: Card issued at 3rd Airmail Congress.

papers of that time (<http://delpher.nl/>) and read that the event took place on March 5, 1944 at Caland-West in Rotterdam (Figure 2). A philatelic window would be open that day from 10-5, with all mail dropped off there to get a commemorative cancel. A registered mail sticker would also be available and two postcards referring to the first airplane flying over the Netherlands 35 years earlier (piloted by Count de Lambert). One of these cards is shown here.

On June 27, 1909 the first ‘controlled airplane flight’ in the Netherlands took place. The location of the event was a meadow between the towns of Leur and Rijsbergen in the southern province of Noord-Brabant. The pilot was French Count de Lambert. De Lambert was trained by Wilbur Wright during Wright’s stay at Pau in 1908.

De Lambert was hired by Mr. Heerma van Voss, who owned a sugar beet factory, which celebrated its 40th anniversary in 1909. Mr. Heerma wanted to do something different, so instead of having another bike race, he came up with something real special.

A large crowd was expected so an ad was put in the newspapers showing people the various options of getting there (Figure 3). The event was free and an estimated 30,000 came out to witness the historic event. The plane, a



Figure 2: Notice of 3rd Airmail congress, The Hague, 1944 .



Figure 3: Poster with directions to the launch.

Leur; ascend of first airplane in the Netherlands 1909 - 1984; 8-12 September 1984 (Figure 6).

In 2009 TNT Post dedicated one of its stamps of the series on motorized aviation to this event (Figure 7). It shows the Wright Flyer with its launching mechanism. The plane was launched by dropping the weight.

References

Arie de Bruin, Etten-Leur: een vliegtuig in 1909 en een raket in 1959, Nieuwsbrief R.F.C Nederland 3-4/4 2001
www.delpher.nl (Dutch archived newspapers)

Wright Flyer, was brought over from France.

The event didn't quite work out as planned. From: <http://proto5.thinkquest.nl/~lle0232/site/teksten/delambert.html>

"The enormous crowd is unlucky because it rains cats and dogs all day. The public which begins to lose patience on the wet moor, feels tricked! Many hours later, when the greater number of spectators has gone home disappointed, Charles de Lambert judges the weather and especially the direction of the wind good enough to risk an effort. At 20:25 his 'Wright Flyer' rises above Dutch territory and covers more than one kilometer in a flight lasting about 3,5 minutes. It is a real historical date for The Netherlands: the foundation of Dutch aviation has been laid."

The plane was launched by pulling it back, and then was let go, causing the plane to be pulled over a track before becoming airborne. A possibly 'Photoshopped' picture of the event is shown in Figure 4.

In 1959 the town of Etten-Leur went all out to commemorate the event and Mr. De Bruyn of rocket mail fame took the opportunity to create some covers with a ROCKET FLIGHT PH-EL sticker on it (Figure 5). Part of the proceeds went to the organizing committee.

This was followed in 1984 with an advertising marker with the text: Commemoration in Etten-



Figure 4: Wright Flyer's flight at Leur (Picture is probably a combination of two pictures).



Figure 5: 1959 Rocket mail cover to the U.S.

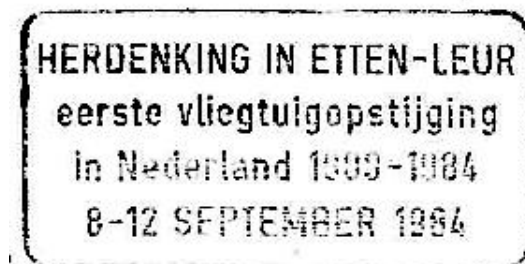


Figure 6: Advertising marker 1984

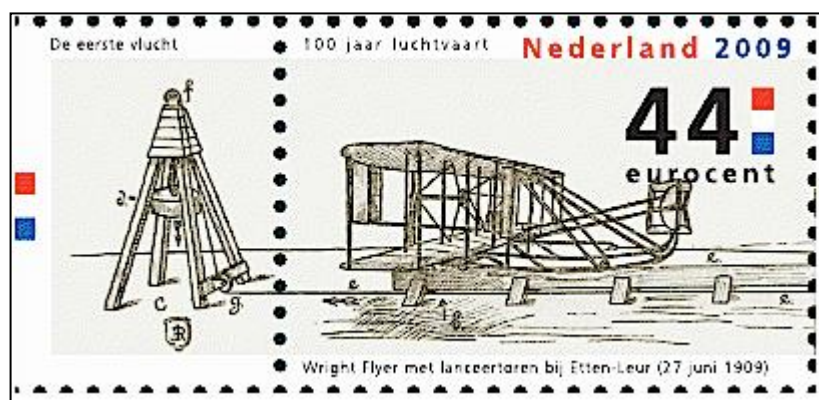


Figure 7: NVPH # 2680 (2009); 1909 Wright Flyer with launching tow-

Time to Renew

As you know, our membership year runs from September 1 through August 31, during which period we produce six issues of our Magazine. Well, this is issue 41-6 and it is (almost) August. Please send in your checks or money orders (please no cash) to the Secretary, Ben H. Jansen, 1308 Pin Oak, Dickinson, TX 77539-3400, USA. You can use PayPal as well (jdlkremer@gmail.com) but please indicate that you make a payment to a 'Friend' to avoid a 5% fee charged to ASNP. If you use PayPal, send a separate e-mail to bjansen@uh.edu and indicate how much you paid. In all cases, attach a legible note with your name and, if you know, your membership number. Keep in mind that the membership fees for hardcopy are \$25 for US and \$35 for rest-of-the-world (including Canada). A digital subscription is only \$10 (please consider converting to digital). Those receiving a hardcopy can look at the address label to see if they have already paid (the year shown on the label is 2018 or greater). Electronic members can e-mail me at bjansen@uh.edu

Looking forward to those checks!

Ben Jansen, Secretary

Onbereikbaar

by Ben H. Jansen

Zuster M.C.E. de Vries from the city hospital 'Engelenbergstichting' wrote a letter to Mrs. A.A. Mol-de Vries and family in Goes on Zuid-Beveland in the Province of Zeeland. The letter (Figure 1) received a date cancel of October 10, 1944 and a blue imprint of a rubber stamp reading "Onbereikbaar" (unreachable) with the city name Goes struck through with red pencil. The domestic letter is correctly franked with 7.5 cent using a de Ruyter stamp, and cancelled with a Kampen 1 "typenrader" which was in use from June 9, 1932 through March 14, 1949 [1].



Figure 1: Cover to Goes (Zuid Beveland) from Kampen, October 10, 1944. Blue cancel 'Onbereikbaar' (unreachable).

The reason the letter could not be delivered was because of the Battle for the Schelde [2]. Following Operation Market Garden in September 1944, which was aimed at capturing the bridges over the 'big' rivers in the Netherlands but failed to occupy the bridge

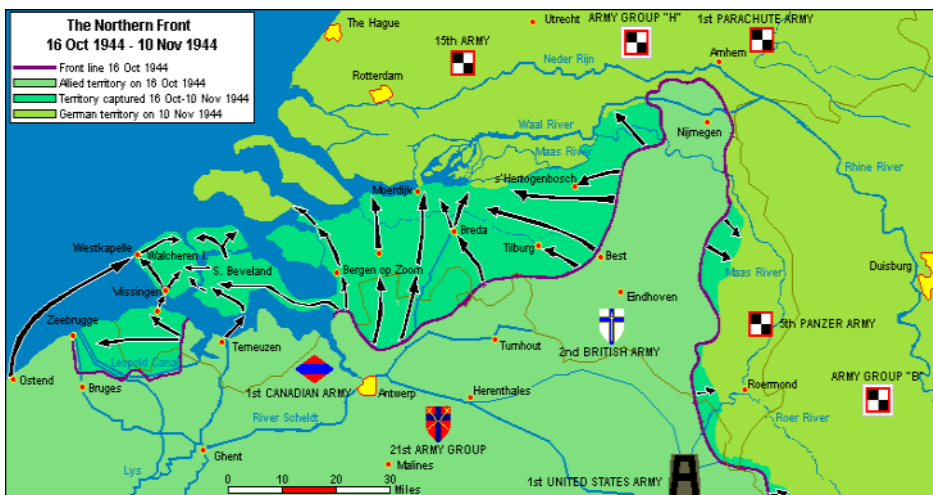


Figure 2: Battle of the Scheldt, www.canadiansoldiers.com.

across the Rhine at Arnhem, the Allies turned their attention to the port of Antwerp to shorten the long delivery lines from the beaches in Normandy. Antwerp had been liberated as part of Operation Market Garden, but access to the port via the Schelde was still controlled by German occupation forces. The Battle for the Schelde started on October 2, 1944 when the 2nd Canadian Infantry Division began its march from Antwerp to gain access to Zuid-Beveland (see Figure 2). On October 24, the Germans on Zuid-Beveland were completely isolated from the mainland. Fierce battles were fought on Zeeuws Vlaanderen and Walcheren to gain access to the Schelde, and German

resistance ceased on November 8, with the first convoy of ships reaching the port of Antwerp on November 28.

The workplace of the sender was established with a bequest by Christiaan Engelenberg, former mayor of IJsselmuiden. Upon his death on February 27, 1910, he left 200,000 Guilders to establish a hospital in Kampen [3].

The building was officially opened on May 5, 1916. Interestingly, the relatively small hospital played a major role in the development of kidney dialysis; it was here where Dr. Willem Johan (Pim) Kolff developed the first artificial kidney and used it to successfully treat a patient on September 11, 1945 [4]. Figure 3 shows the staff and doctors (including Dr. Kolff) of the hospital in 1946. Perhaps our letter writer is among those pictured!



Figure 3: Staff of the city hospital 'Engelenbergstichting' in 1946. Dr. Kolff is seated third from the left (next to child).

The salutation and closure of the letter reveals that the writer and addressee were sisters. The gravestone of the addressee is shown on [5] and reveals that her full name is Aukje Antonia de Vries, born in Kampen on June 6, 1905 and died on December 19, 1999 in Goes. A search of the civil registry of Kampen [6] shows an entry made on June 9, stating that she was born at 16:15 on June 9. Someone must be wrong! Her parents are listed as Wepke de Vries and Sjoukje Bosma, and she was born at home on de la Sablonièrekade. According to [7], Wepke and Sjoukje married

on May 6, 1903 and searching through the civil registry I discovered that Wepke and Sjoukje were the parents of Margaretha Christina Emma, born on de la Sablonièrekade on March 22, 1904 at 11:30 am. Thus M.C.E. de Vries, calling herself 'Puck', is the elder sister of Aukje Antonia. By the way, the Kamper Almanak reports that on October 30, 1944, three casemates along the banks of the IJssel were blown up with too much explosives, resulting in the destruction of five mansions on the de la Sablonièrekade. It is not clear if the paternal home was among the houses destroyed.

The letter also contains information of philatelic relevance because Puck writes that "three of your letters were shoved under my door last night [8 to 9 October]. ... They were dated September 11, 12 and 21." According to [9], the mail connections between Zeeland and the rest of the Netherlands were broken due to the advancing allied troops. The Red Cross took the initiative to transport mail from Zeeland to Dordrecht by Red Cross ship and, starting around the middle of September, letters and postcards were being transported. However, from the end of September special cards which had to be obtained from the Red Cross could be mailed only. Thus it is likely that the letters mentioned by Puck were delivered through the intervention of the Red Cross.

Puck continues and writes "I will do just like you and write as if the mail will arrive. I could not mail your first aid booklets because the mail man did no longer accept them, and neither the letters to you all. However, there will be another courier of the blood transfusion service and he may take the mail with him." Given that the letter is postmarked in Kampen, it is unlikely that a courier took the mail. A possible reason for the return of the letter is that the PTT in Dordrecht did not know during most of October that it was possible to send mail by means of the Red Cross to Zeeland [10]. It takes a query by the correspondence desk Middelburg at the Red Cross on October 26, to activate the PTT in Dordrecht. Mail destined for Zeeland still at the Dordrecht office is then handed over to the Red Cross and shipped. Consequently, there are far more mail items from Zeeland to the rest of the Netherlands than vice versa [10].

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Postal History of Zwolle Part 2

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

Mail Markers

Zwolle had the scoop; it was the first city to use a departure marker: ZWOL with the city arms.



By measuring the known imprints on letters I came to the conclusion that the two existing types can be distinguished as follows. The first one has a crown that is 5 mm wide (usage known between 1705 and 1736) and the second one has an 8 mm crown (usage known between 1789 and 1795).

There are eight letters known to me with this marker, two of which are in public collections:

Type 1:

1705 from Zwolle to 's-Gravenhage (Museum for Communication)

25-09-1720 from Zwolle to Haarlem (ex collection Adema)

13-06-1722 from Groningen to Amersfoort (Municipal Archive Amersfoort)

06-03-1736 from Blokzijl to Amsterdam (Van Diemen 1995, ex collection Eijgenraam)

Type 2:

04-1789 from Zwolle to Utrecht (owned by me)

23-07-1794 from Coevorden to Amsterdam (van Dieten 1997)

1794 from Zwolle to Amsterdam, (van Dieten 2001, ex collection Dreikurs and Wolff de Beer)

29-05-1795 from Dalen to Amsterdam (owned by me, ex collection Adema)



Registered letter from Zwolle to Utrecht, April 1789. Features the ZWOL marker with the coat of arms between the W and O. Earliest imprint of type 2. The crosswise placed stripes in red chalk are evidence that the letter was registered. The sender paid the registration fee. The consignee had to pay the postage due of 3 nickels, tallied on the front.

Registered letter from Dalen near Coevorden to Amsterdam, May 29 1795. On the back is a C written in red chalk for Coevorden. In accordance with the postal contract of 1762 the letter went through Zwolle and Utrecht to Amsterdam. The marker ZWOL with city arms between the W and O was applied in Zwolle. This letter is the last known use of this marker. The cross marks on the letter show that it was sent by registered mail. The sender paid the registration fee. Postage due by the consignee: two nickles for the route Coevorden-Zwolle and three nickels for Zwolle-Amsterdam, a total of five nickles, listed on the front.



The second marker of Zwolle, ZWOLL without 'E', was used from 1796 to 1798:

ZWOLL



Registered letter from Emmelekamp (now Emlichheim) in the County of Bentheim to Amsterdam, February 16, 1798. Postage paid to Coevorden by the sender (written "franco Coevorden" on the front). The ZWOLL marker was applied in Zwolle. Registration fee paid by the consignor. Postage by the addressee two nickels to Zwolle and three nickels to Amsterdam, a total of five nickels, listed in red chalk.

The first nationwide town name marker

As part of the treaty with France, a town name marker for main offices and sub offices was introduced on August 1, 1809 for mail to France. These markers were manufactured by the French firm Masson. Zwolle received one where the 'Z' was upside down. Usage of this name marker was no longer allowed following the introduction of the departmental marker on April 1, 1811. After the departure of the French, many towns replaced the departmental markers by the old name markers, but not in Zwolle because of the wrong Z. Instead, the department number was cut from the marker (more about that below).

ZWOLLE

There is only one letter known with a copy of this marker, a letter from l'Armée du Brabant in Zwolle to Orthez, France in 1810. Unfortunately, not in my collection but at the Museum of Communication (ex collection DW de Haan, NPV 1985; depicted in the Postzak 204, February 2008, page 513).

During the French domination

In the winter of 1794-1795 the French army led by General Jean-Charles Pichecrú crossed over frozen rivers into the northern territory of the Republic of the United Netherlands. As part of the peace treaty of May 16, 1795, 25,000 French troops had to be stationed in the Netherlands. This number grew eventually to 200,000. The headquarters of the Armée du Nord and the staff quarters of the three divisions were established in Gorinchem, The Hague, Middelburg and Zwolle, respectively.

There is only one letter known with a copy of this marker, a letter from l'Armée du Brabant in Zwolle to Orthez, France in 1810. Unfortunately, not in my collection but at the Museum of Communication (ex collection DW de Haan, NPV 1985; depicted in the Postzak 204, February 2008, page 513).

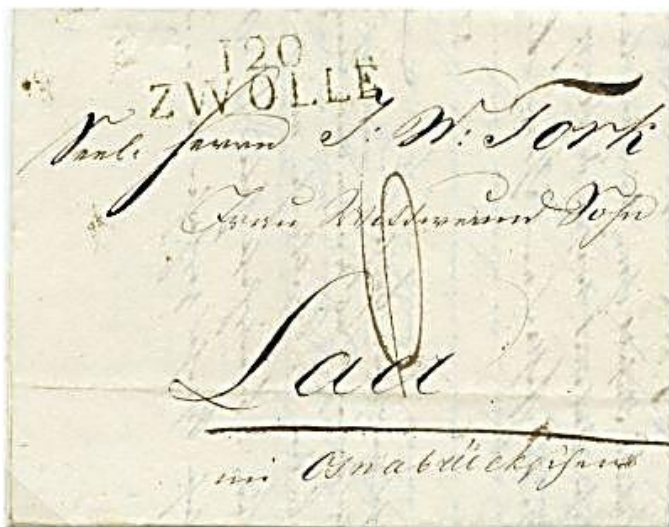
In 1798, the Batavian Republic was proclaimed. In 1806, the brother of the French Emperor, Louis Napoleon, became King of the Kingdom of Holland. The 53-year-old lawyer and patriot of Zwolle, Mr. W. Queysen (see picture at right), became Director General of the Post Office of the Kingdom of Holland in December 1807 for one year.

In 1810, Louis Napoleon was deposed and the country was annexed by the Empire of France. Zwolle became the capital of the 120th department "Bouches de l'Is-sel" (Mouths of the IJssel). The end of the French domination came in November 1813.



Departmental Cancels

On April 1, 1811, during the annexation of our country into the Empire of France, cancels were introduced with a departmental number. The cancel 120 / ZWOLLE, with the departmental number of the 120th department "Bouches de l'Is-sel" (Mouths of the river IJssel), measures 35.5 x 12 mm and was in use between 1811 and 1813.



Letter from Zwolle to Laer near Osnabrück, Germany, April 28, 1812 with cancel 120 / ZWOLLE. Route followed: Zwolle - Deventer - Arnhem - Emmerich - Osnabrück. Postage due by the consignee for a distance of 200 to 300 km, weighing 6-8 grams: 6 décimes of a nickel.

Letters with the postage already paid by the sender, which was not common at the time, received a marker P.120 P. / ZWOLLE printed in black. P. P. means Port Payé, postage paid.



Letter from Hardenberg to Zwolle, September 18, 1813 to "My Lord, the Prefect of the Department of the Mouths of the IJssel" with marker P.120 P. / ZWOLLE in black. P. P. which means payé postage, postage paid. Also written "Franco." The two diagonal lines in ink on the front side indicate that the postage had been paid by the sender.

Letters sent to the wrong office, assessed too much, paid for in advance but wrongly addressed or addressed to a person unknown to the mail service, received 'déboursé' cancel DÉB. 120 / ZWOLLE. Déboursé means written off. This cancel continued to be used after the departure of the French till 1836 (until 1828 in black, then printed in red).



Letter from Utrecht to Oldemarkt March 24, 1825. On the front the name marker UTRECHT. On the back the cancel DÉB. 120 / ZWOLLE in black. The marker was placed in this case because the letter was incorrectly assessed at four nickels. The distance between Utrecht and Oldemarkt was between 20 and 35 hours walking and the fee thus amounted to five nickels. The rate quoted on the front was corrected to five nickels. Late use of the French débourséstempel, well after the departure of the French.

Dr. Albert Louis Collection to be Auctioned

Dr. Albert Louis was a member of our society until his death in 2013 (see *Netherlands Philately*, 37/5). His collection of Overseas Territories of the Netherlands postal history will be auctioned by Corinphila, one of our advertisers, on September 14, 2017. This is a once-in-a-life-time chance to add unique items to your collection! Some highlights are shown below.



Recent Issues



150 Years Red Cross in The Netherlands: May 22, 2017

Sheet devoted to the 150th year of existence of the Red Cross in The Netherlands. On July 19, 1867, King Willem III signed Royal Decree nr. 60 at the Loo Palace. The first article of this decree reads: "There shall be a Dutch Society to render aid to sick and wounded soldiers during times of war, regardless whether The Netherlands is involved or not." This resulted in the establishment of the Red Cross in The Netherlands. The mission of the Red Cross is to prevent and mitigate human suffering, protect lives and health, and guarantee respect for humanity.

Beautiful The Netherlands — Brook and River valleys May 22, 2017

The stamps depict part of the winding course of five brooks and rivers, which are, from left to right, the Dommel, Reest, Linge, Geul and Drentsche Aa. The left side of each stamp shows a colored part of a topographic map of the brook or river dale in question. At right is shown a photograph of a striking monumental building typical for the area. All five buildings depicted — a ferry house, a church, a fort, a half-timbered house and a farm — are national monuments.



Beautiful The Netherlands — Brook and River- valleys Geul May 22, 2017

The stamps depict part of the winding course of the Geul, a topographic map and a photograph of a half-timbered house.



Beautiful The Netherlands — Brook and River- valleys Dommel May 22, 2017

The stamps depict part of the winding course of the Dommel, a topographic map and a photograph of a the ferry house 't Vaantje in Sint-Michielsgestel.



Dutch Delicacies

June 19, 2017

The stamps depict the following typical Dutch delicacies: Bossche bol, Limburgse vlaai, Drents kniepertie, Fries suikerbrood, Zwolse balletjes, Goudse stroopwafel, Zeeuwse bolus, Groningse eierbal, Amsterdamse ui and Tielse kermiskoek. The ten delicacies were selected in consultation with the Knowledge Center for Immaterial Heritage (Kenniscentrum Immaterieel Erfgoed) in Utrecht.

Life in the North Sea

July 17, 2017

The sheet shows drawings of plants and animals present in the North Sea area. The drawings were made by four scientific illustrators of the Naturalis Biodiversity Center in Leiden.



Museum Voorlinden

July 17, 2017

The sheet shows pieces of art from the Museum Voorlinden collection, a new private museum in Wassenaar. Museum Voorlinden was opened on September 10, 2016 by King Willem-Alexander, and was built to house the collection of businessman Joop van Caldenborgh. The elongated building with walls of natural stone and glass and a transparent roof was designed by Kraaijvanger Architects from Rotterdam.

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

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